

STATION HILL NORTH

READING

TRANSPORT ASSESSMENT
HYBRID PLANNING APPLICATION

DECEMBER 2019



now part of



Station Hill North, Reading

Transport Assessment

December 2019

On behalf of

**SH Reading
Master LLP**

Project Ref: 44470/5501 | Rev: 8 | Date: December 2019

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1 Introduction

1.1 Introduction

- 1.1.1 Peter Brett Associates LLP, now part of Stantec (PBA) has been commissioned on behalf of SH Reading Master LLP to undertake a Transport Assessment (TA) for a hybrid planning application to redevelop the Station Hill North site (the Development). The Development forms Phase 2 and Phase 3 of the overall Station Hill, Reading site. The planning description of the Development is as follows:

"The OUTLINE planning application for Phase 3 reserves all matters for four building Plots (A, B, C and D) that range in height, with the highest being 163m AOD and the lowest being 62m AOD, on the site for a comprehensive mixed-use redevelopment comprising:

- Residential (Class C3) comprising up to 750 residential units;
- Hotel (Class C1) - up to 26,000 m2 (GEA);
- Residential Institutions (Class C2) - up to 26,000 m2 (GEA);
- Business Use (Class B1) - up to 86,500 m2 (GEA);
- Flexible Retail, financial and professional services, restaurants and cafes, drinking establishments, hot food takeaways, non-residential institutions and assemble and leisure (Class A1, A2, A3, A4, A5, D1 and D2) - up to 4,500 m2 (GEA);
- Podium, Basement, ancillary and plant space - up to 23,000 m2 (GEA);
- Formation of new pedestrian and vehicular access;
- Means of access and circulation and car parking within the site; and
- Provision of new *public open space and landscaping*.

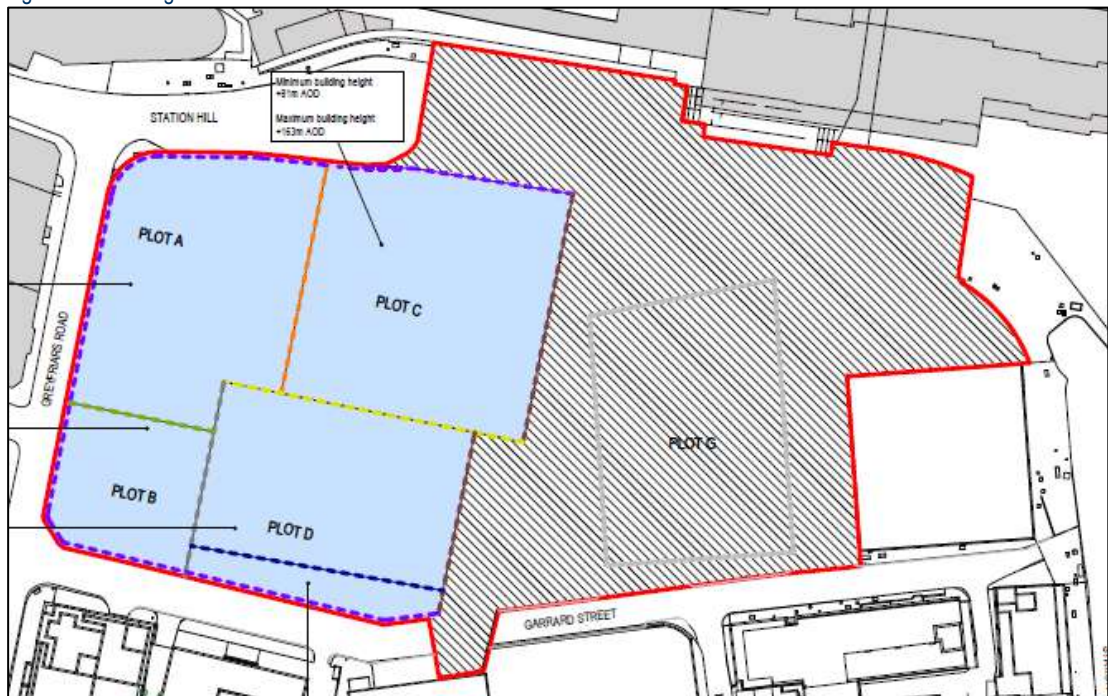
FULL DETAILS for Phase 2, which comprises a ground plus part 8 / part 17 storey building and a landscaped podium (Plot G), are submitted for the demolition of existing structures on the site, the erection of a podium to allow vehicular access and parking within the site, the provision of a new public open space, bridge link and landscaping and the erection of a building for office (Class B1) and flexible retail, non-residential institutions and assemble and leisure uses (Class A1, A2, A3, A4, A5, D1 and D2)."

- 1.1.2 The hybrid planning application is being submitted which comprises a detailed and outline element. The detailed element includes Plot G and the surrounding podium and landscaped area (Phase 2) whilst the outline element includes Plots A, B, C and D, the surrounding landscaped podium and basement (Phase 3).
- 1.1.3 For the Outline Component, all matters are reserved for future approval. However, a sufficient level of information has been provided to enable RBC to assess the Proposed Development. Three illustrative development options have been developed which have different quanta of development and massing and comprise a range of different land uses to that of the consented and previously assessed Station Hill scheme. These have been prepared to aid RBC in the assessment of the application to provide an indication of how development, within the control of the parameter plans, design code and development specification, could come forward on the site. It should however be noted that these are illustrative examples only and do not prejudice alternative forms of development coming forward provided that they accord with the controls set out within the application. The detailed (Phase 2) and outline area (Phase 3) of the application are illustrated in **Figure 1.1** below with building plots shown on **Figure 1.2**.

Figure 1.1: The Development Phasing

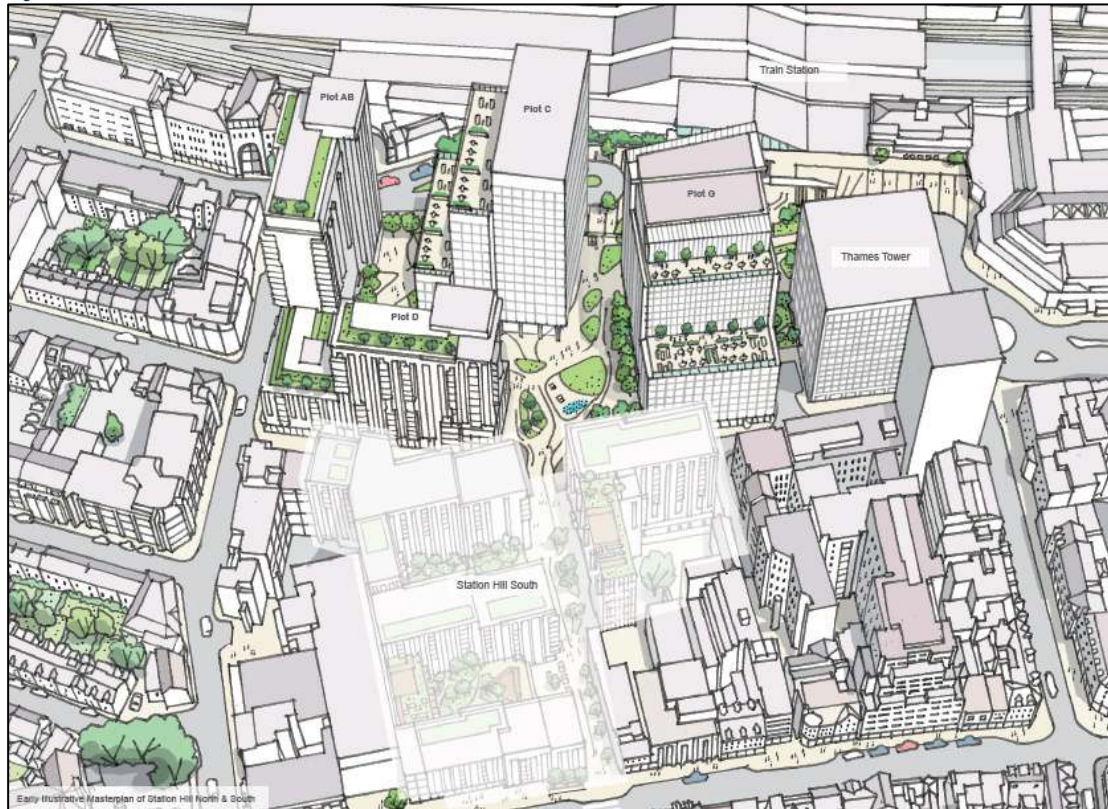


Figure 1.2: Building Plots



- 1.1.4 A separate Section 73 and reserved matters applications for Station Hill South were consented by Reading Borough Council in September 2019 which forms Phase 1 of the overall Station Hill development. **Figure 1.3** illustrates the Development in context of the overall Station Hill site.

Figure 1.3: Station Hill North and South Illustration



- 1.1.5 This Transport Assessment is based on a detailed consideration of illustrative Option 3 which is considered to represent the highest trip generation and impact from a transport perspective. A comparison between each of the illustrative options is presented in **Section 7.3** to demonstrate the rationale for this approach.
- 1.1.6 The scheme tested in the Trip Generation assessment (Option 3) includes the following:
- 250 residential units;
 - 450 room hotel;
 - Office space of up to 81,259 sqm GIA (including Plot G);
 - Retail space of up to 3,492 sqm GIA (including Plot G; and
 - Up to 835 parking spaces.
- 1.1.7 The Development would be constructed in phases, with Plot G (detailed application) being the initial phase. Plot G will predominantly be for office use with retail on the ground floor. The details of the Development phasing are provided within the submitted Environmental Statement.
- 1.1.8 The Development has been designed to take advantage of its excellent accessibility characteristics being at the heart of Reading Town Centre and directly adjacent to Reading Railway Station and the surrounding public transport interchanges.

- 1.1.9 This TA describes the access proposals for the Development by all means of travel and determines the likely impact of the Development on the surrounding transport network including any proposed mitigation measures.

1.2 Planning History

- 1.2.1 The site was part of a previous planning application which was submitted in April 2013 (Planning Reference: 130436) with planning permission being granted in January 2015. The application for Station Hill 3 (SH3) had the following development description:

“Outline application for mixed use redevelopment of the site through the demolition and alteration of existing buildings and erection of new buildings and structures to provide offices (Use Class B1), a range of town centre uses including retail and related uses (Use Class A1-A5), leisure (Use Class D2) and residential units, associated infrastructure, public realm works and ancillary development (all matters reserved)”.

- 1.2.2 In February 2016, an outline planning application (Planning Reference: 151426) with all matters reserved was submitted for an alternative Plot E land use of the consented SH3 development that included the addition of the adjacent plot known as Telecom House (TH). The amendment to the SH3 redevelopment included a net uplift of 175 dwellings. Planning permission for the expanded site was granted in July 2016.
- 1.2.3 In September 2019 two reserved matters applications were consented for the southern part of the wider Station Hill site known as Station Hill South and containing Plots E and F (Planning References: 190465 and 190466) for 538 residential units and 1,807 sqm of leisure/retail uses with 165 car parking spaces.
- 1.2.4 This TA therefore uses the consented scheme trip generation analysis as the baseline in any comparison against the Development. The comparison is made directly with the previously consented proposal, excluding the Station Hill South scheme that was recently granted full consent.
- 1.2.5 The comparison with the previously consented scheme is provided within **Table 1.1**. Retail and leisure land uses have been combined for the comparison.

Table 1.1: Development Quantum Comparison

Scheme	Hotel (rooms)	Residential (units)	Office (sqm)	Retail and Leisure (sqm)	Public Car Parking	Displaced Car Parking
Consented Station Hill North (2013 & 2016)	0	0	103,700	11,537	255	343
Proposed Station Hill North (Option 3)	450	250	81,259	3,492	290	286
Net Change	+450	+250	-22,441	-8,045	+35	-57

*290 public car includes the 80 car parking space demand associated with the hotel, therefore increasing the displaced car parking to 286

- 1.2.6 The Development (Illustrative Option 3) in comparison with the northern part of the previously consented SH3 scheme uplifts the number of hotel rooms by 450 and the residential units by 250 dwellings while it reduces the provision of office and retail/leisure by 22,441sqm and 8,045sqm respectively.

1.3 Transport Assessment Aims

1.3.1 The aims of this TA are as follows:

- Demonstrate the suitability of the development proposals within the context of national and local transport policy;
- Consider access and movement to, from and within the site by all modes of transport with an emphasis on the promotion of non-car modes and with reference to the emerging infrastructure in the vicinity of the site; and
- Determine the likely impact of the development proposals on the surrounding transport network relative to appropriate baseline conditions including the extant planning consents.

1.4 Report Structure

1.4.1 This TA covers the following areas:

- **Chapter 2** – Site in Context – sets out the existing use of the site, and previous planning consent;
- **Chapter 3** – Policy Context – summarises national and local policy consideration;
- **Chapter 4** – Sustainable Transport Network – provides a summary of the existing level of accessibility to the site by walking, cycling and public transport;
- **Chapter 5** – Existing Highway and Parking Network – provides details of the highway network and car parks including the main links to the Strategic Road network and provides a review of the Personal Injury Collision Data;
- **Chapter 6** – Development Proposals – gives details of the Development by land use and sets out the proposed number of vehicle and cycle parking spaces access junctions and delivery and servicing strategy;
- **Chapter 7** – Trip Generation – details the person trips by mode for each land use for the extant and proposed Development.; and
- **Chapter 8** – Summary and Conclusions – draws together a summary of the assessment and provides conclusions relating to transport.

2 Site in Context

2.1 Overview

2.1.1 This chapter provides an overview of the site location and the historic and existing site uses.

2.2 Site Location and Description

2.2.1 The site is located centrally within Reading Town Centre adjacent to Reading Railway Station, making it a key gateway into Reading. The site is bounded by Reading Station and its south west interchange to the north, Thames Tower to the east, Garrard Street to the south and Greyfriars Road to the west. **Figure 2.1** below shows the site location.

Figure 2.1: Site Location Plan



2.2.2 The site was previously occupied by the Western Tower offices, Station Hill shopping parade, a bingo hall and a bus station which have all since been demolished in preparation for the Station Hill development.

2.2.3 Currently the site includes Xafinity House, Garrard Street Multi-storey Car Park and an area on Station Hill used as Temporary Event Space. Xafinity House is an office building which has a vehicular access on Garrard Street. Garrard Street Multi Storey Car Park (MSCP) is currently operated by NCP as a public car park and has 894 marked bays. Vehicular access and egress to the car park is via Garrard Street at three separate points (2 entry, one exit).

2.3 Regional and National Connectivity

- 2.3.1 Reading is the unofficial capital of the Thames Valley and recognised as a strategic regional growth hub. It regularly ranks in Centre for Cities Outlook index as one of the best places in the UK for business and investment in addition to being ranked as a great place to live and one of the highest ranked areas for innovation and smart cities initiatives.
- 2.3.2 One of the reasons for Reading's continued success is its excellent regional and national connectivity. Reading railway station is located adjacent to the site and it one of the most important hub railway stations in the UK at the convergence of 4 national lines for both passengers, freight and the Trans European Network. It provides a range of direct national, regional and local services to key economic centres including, London, Birmingham, Bristol, Manchester and Cardiff.
- 2.3.3 Reading is located immediately north of the M4 and is accessed from 3 junctions (10 to 12) to provide strategic road access west towards Bristol and Wales and east towards London and the M25.
- 2.3.4 Heathrow Airport, the key global hub airport in the UK, is located approximately 30km to the east of Reading. Heathrow Airport was used by 80.1 million passengers in 2018¹. The airport has high-growth aspirations for the future, including expanding to have a third runway.

¹ <https://www.heathrow.com/company/company-news-and-information/company-information/facts-and-figures>

3 Policy Context

- 3.1.1 This section sets out the relevant local and national policy relating to transport and highways and the proposed development.

National Policy

3.2 National Planning Policy Framework (June 2019)

- 3.2.1 The National Planning Policy Framework (NPPF) was updated in February 2019 and amended in June 2019. Policy has moved towards securing more sustainable outcomes with emphasis on minimising the need to travel, reducing car use and encouraging more sustainable modes of transport. In considering travel in the context of planning applications the following NPPF paragraphs are relevant:
- 3.2.2 Paragraph 103: “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”
- 3.2.3 Paragraph 111: “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.”
- 3.2.4 *Promoting Sustainable Transport* section emphasises the need to plan for sustainable travel, but also to be pragmatic about the variability of transport options in different communities. This is relevant in the context of the Development, where there is an excellent provision of public transport in proximity to the site.

3.3 Planning Practice Guidance (PPG) – Department for Communities and Local Government (March 2014)

- 3.3.1 The supporting ‘Planning Practice Guidance’ provides a section on ‘Travel plans, transport assessments and statements in decision-taking’. This states that TAs can positively contribute to:
- “encouraging sustainable travel;
 - lessening traffic generation and its detrimental impacts;
 - reducing carbon emissions and climate impacts;
 - creating accessible, connected, inclusive communities;
 - improving health outcomes and quality of life;
 - improving road safety; and
 - reducing the need for new development to increase existing road capacity or provide new roads.”
- 3.3.2 The guidance also states that TAs should be:
- *“proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*

- established at the earliest practicable possible stage of a development proposal;
 - be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);
 - be brought forward *through collaborative ongoing working between the Local Planning Authority/Transport Authority. Engaging communities and local businesses in TAs can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).*
- 3.3.3 The proposed development has been designed incorporating these principles. The design and assessment of transport and highways has been undertaken in collaboration between the design team and dialogue with Reading Borough Council (RBC) officers.

Local Policy

3.4 Reading Borough Council Local Plan (adopted November 2019);

- 3.4.1 This Local Plan provides policies on how Reading will develop up to 2036.
- 3.4.2 The Plan states that central Reading “is one of the most accessible locations in the South East”, the proposed development is located adjacent to Reading Station and the local bus interchanges which ensures all users of the development will have access to an abundance of sustainable travel options. The site’s location is also highlighted at a “major opportunity area”.
- 3.4.3 Section 4.5 outlines the Transport policies, these are based on meeting the objectives set out in the current Local Transport Plan for the period 2011- 2026. Any proposed development must not have a material detrimental impact on the functioning of the transport network in order to be permitted as set out in TR3.
- 3.4.4 TR4 provides guidance on cycle routes and facilities, and states that “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.” The proposed Station Hill development has accommodated the existing and future cycling demand through the site and has provided a detailed cycling strategy outlining this.

3.5 Declared Climate Emergency

- 3.5.1 RBC declared a climate emergency on 26th February 2019. Strategies are being developed by the Council aimed at achieving net zero carbon by 2030.
- 3.5.2 In terms of transports objectives, this is likely to reinforce the need to access development by good public transport facilities and services and to make provision for pedestrians and cyclists. For car access, provision for lower emission vehicles is expected to be a requirement.
- 3.5.3 The Development will be located in the most accessible site in Reading by public transport and will provide excellent facilities for pedestrians and cyclists. Electric vehicle charging points will be provided in all car parks.

3.6 Reading Borough Council Third Local Transport Plan, 2011-2026

- 3.6.1 Reading's third Local Transport Plan (LTP3 covering the period 2011 to 2026) was published in April 2012
- 3.6.2 The LTP3 Strategy Plan provides the context for Reading in terms of the economy, environment and quality of life. The long-term vision for transport in Reading is the aim of better 'connecting Reading' through a transport system that enables people to move around easily, safely, sustainably and in comfort promoting inclusion, intervention and innovation. This is reflected in the key LTP objectives which are:
- To facilitate more physically active travel for journeys in a healthy environment;
 - To improve personal safety on the transport network;
 - To provide affordable, accessible and inclusive travel options for everyone;
 - To ensure that the transport network operates safely and efficiently to meet the needs of all users;
 - To align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment;
 - To deliver balanced packages of value for money transport solutions and make best use of existing transport investment;
 - To offer sustainable transport choices for the Travel to Work Area and beyond, integrating within and between different types of transport;
 - To improve journey times, journey time reliability and the availability of information;
 - To reduce carbon emissions from transport, improve air quality and create a transport network which supports a mobile, affordable low carbon future.

3.7 Reading Borough Council Revised Parking Standards and Design Supplementary Parking Document (Adopted October 2011);

- 3.7.1 RBC's parking standards have been acknowledged and reflected in the development of the scheme.

3.8 Summary

- 3.8.1 The proposed development is located in an area with an unparalleled level of accessibility by rail and bus with good walking and cycle access and suitable access from the existing highway network. The masterplan and layout of the site will provide priority for pedestrians and cyclists and integrates with bus and rail interchanges in line with NPPF objectives.
- 3.8.2 Furthermore, to promote the use of lower emission vehicles when people do choose to drive the provision of electric charging points will be included in the new car parks.
- 3.8.3 The Development is therefore considered to align well with key local, regional and national transport policy.

4 Sustainable Transport Network

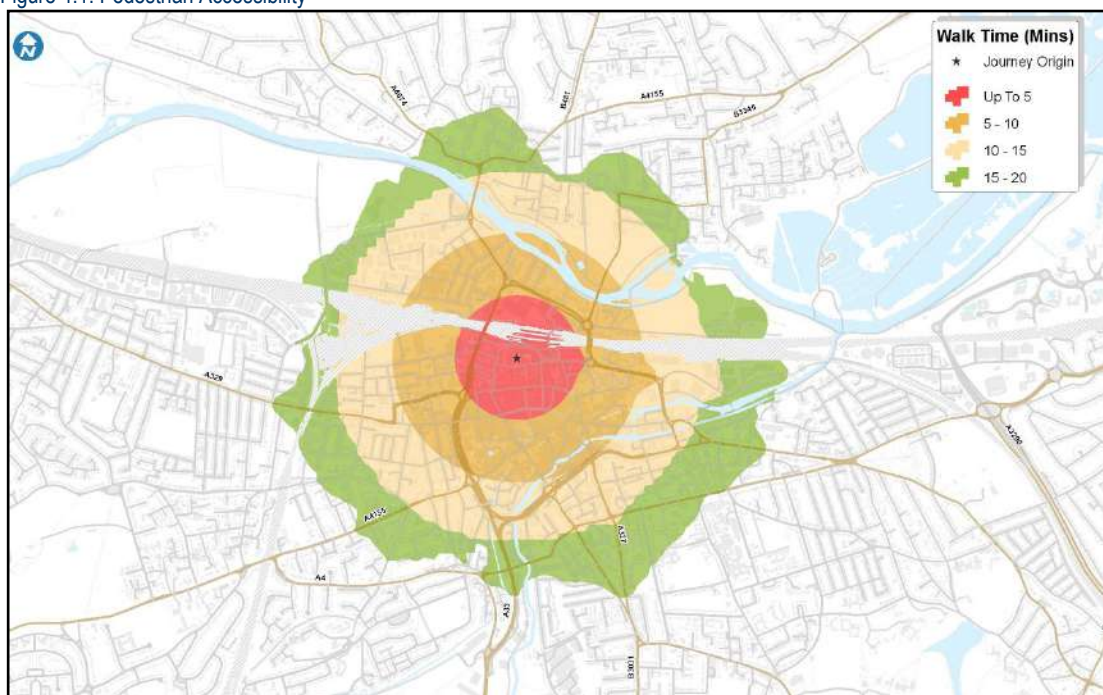
4.1 Introduction

- 4.1.1 This chapter sets out accessibility to the site by walking, cycling and public transport and provides a detailed review of the existing characteristics of the area and existing infrastructure which support accessibility by sustainable modes.

4.2 Walking Accessibility

- 4.2.1 The site is situated in Reading town centre and is ideally located to encourage walking from a relatively large population catchment for office, retail and leisure activities as well as good access to town centre jobs, retail and leisure activities for residents as shown in **Figure 4.1**. The majority of Reading town centre and Caversham is located within a 20-minute walk from the site as well as major public transport interchanges within a 5-minute walk.

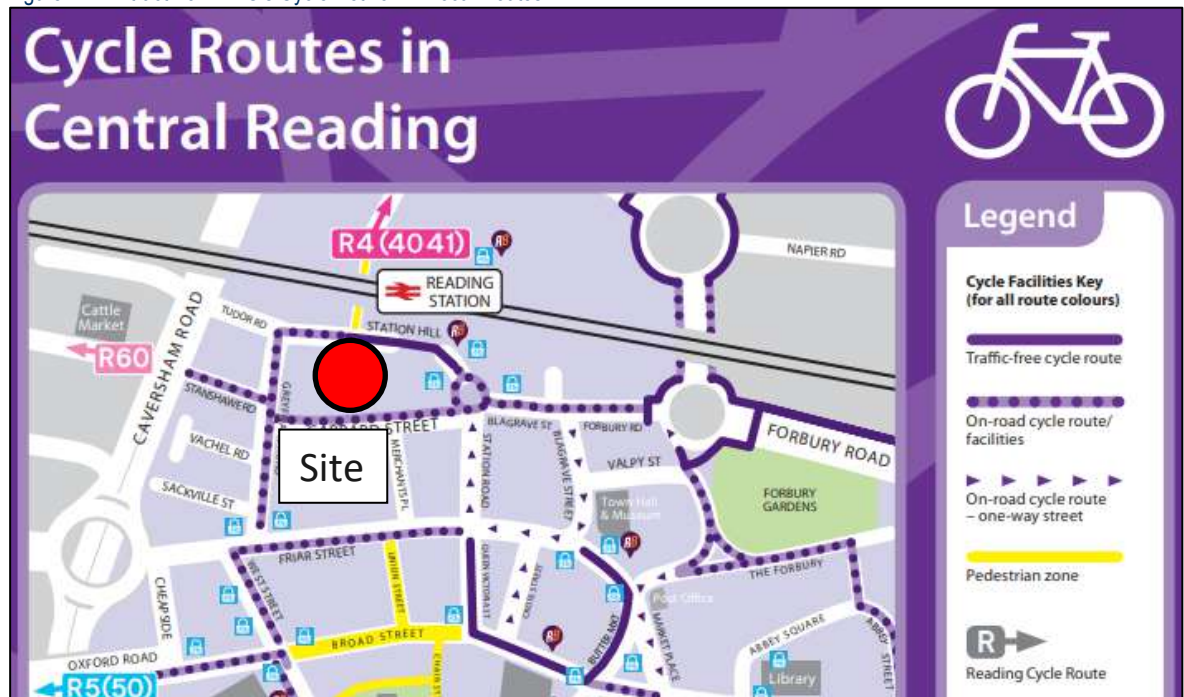
Figure 4.1: Pedestrian Accessibility



4.3 Cycling Accessibility

- 4.3.1 There are several on-road cycle routes located on the roads surrounding the site. These include routes along Garrard Street, Station Hill, Stanshawe Road and Blagrove Street which connect to Reading's wider cycle network. These roads are designated as on-road cycle routes within RBC's network of local cycle routes, an extract of which is included below in **Figure 4.2**.

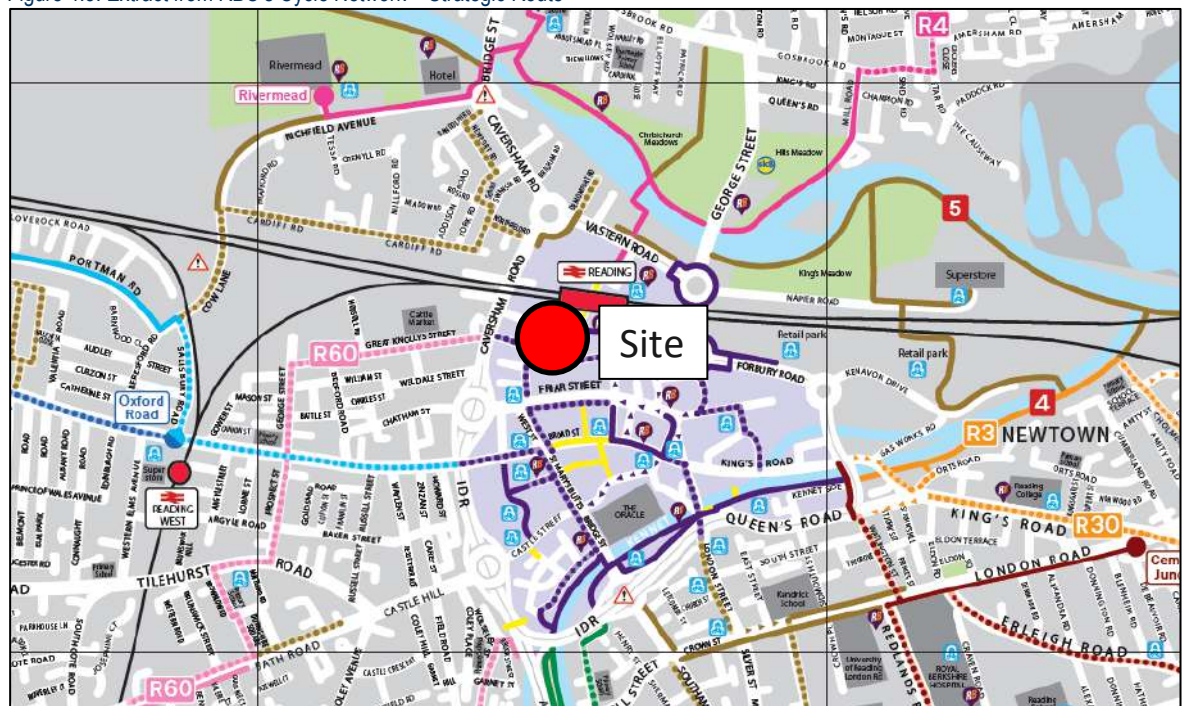
Figure 4.2: Extract from RBC's Cycle Network – Local Routes



Source: <http://www.reading.gov.uk/cycling>

- 4.3.2 Beyond the immediate centre of Reading, some dedicated cycle routes are present on the main routes into Reading, including along Oxford Road and Portman Road to the west; A33 to the south; and routes through Caversham and across Caversham Bridge and Christchurch Bridge to the north. An extract from RBC's cycle network plan is included in **Figure 4.3** below.

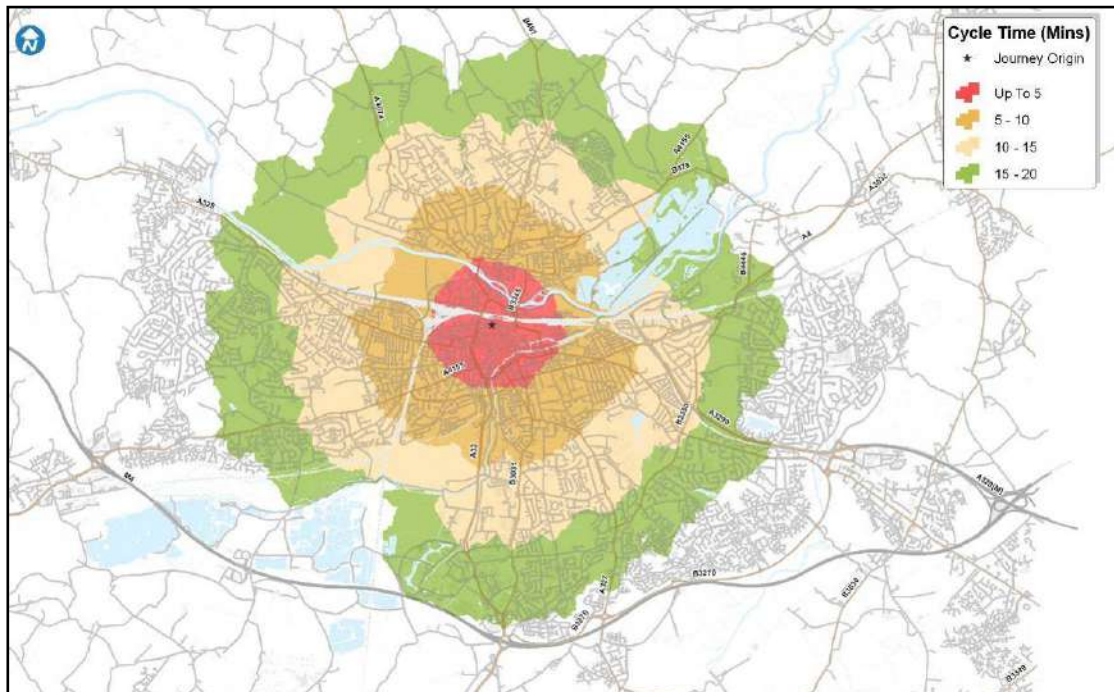
Figure 4.3: Extract from RBC's Cycle Network – Strategic Route



Source: <http://www.reading.gov.uk/cycling>

- 4.3.3 **Figure 4.4** shows that the majority of Reading Borough is within a 20-minute cycle of the site, assuming a cycle speed of 16 kph.

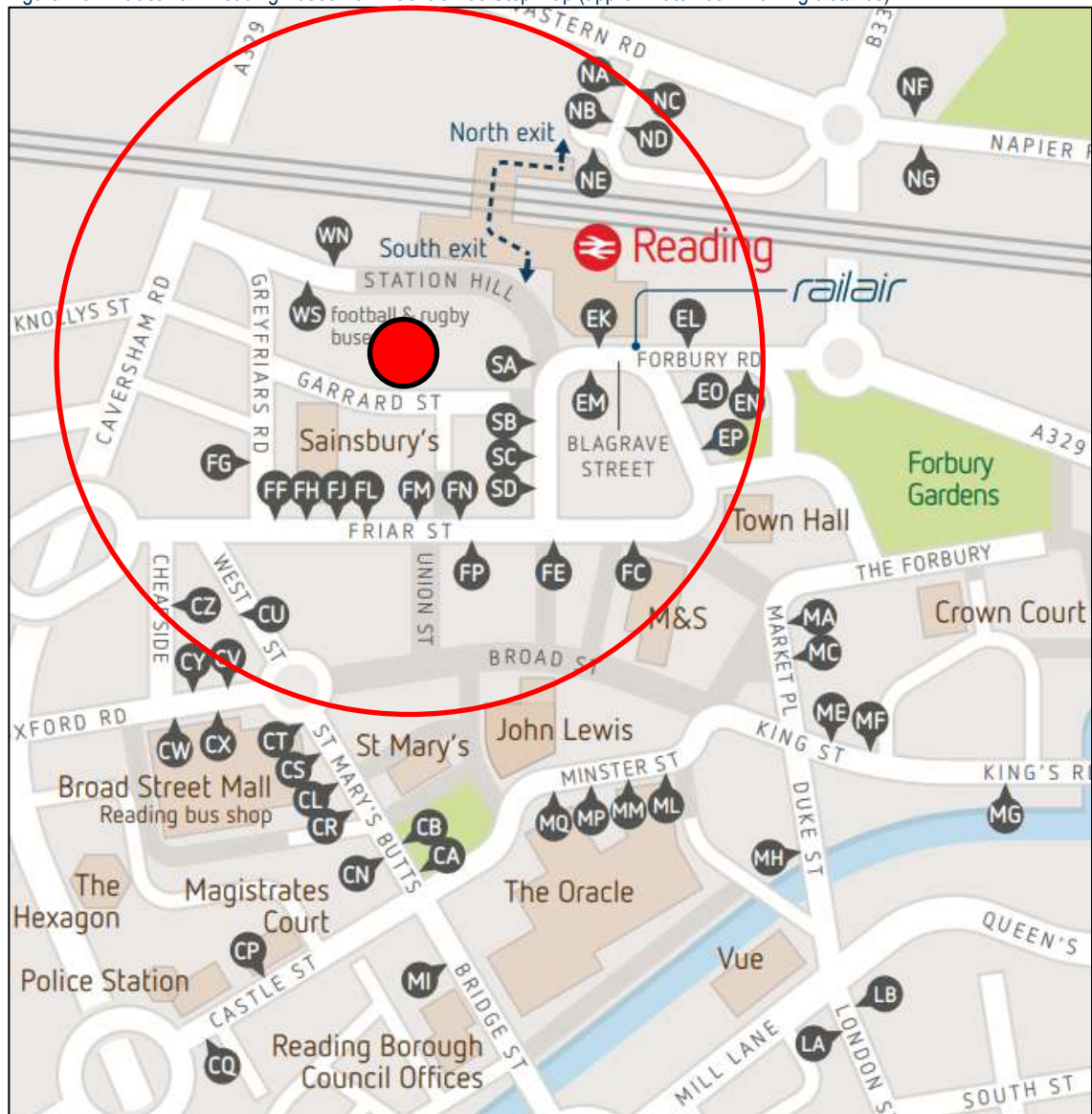
Figure 4.4: Cycle Accessibility



4.4 Bus Accessibility

- 4.4.1 The Station Hill development is located within a short walking distance of numerous strategic bus routes which connect the town centre with destinations across Reading Borough and beyond, including:
- Bus routes along Friar Street and Station Road towards Caversham, Emmer Green, Calcot, Purley-on-Thames, Woodley, Winnersh, Wokingham, the Madejski Stadium and Mere oak Park & Ride;
 - Bus routes which operate along the A33 corridor between Green Park, Madejski Park & Ride and Reading International Business Park from the interchange area adjacent to Reading Station;
 - Stewarts Coaches operate frequent services between the town centre and Thames Valley Business Park;
 - The 'Rail-Air' Link located outside Reading Station operates a frequent service to and from Heathrow Airport.
- 4.4.2 **Figure 4.5** below has been extracted from Reading Buses Town Centre Bus Stop Map and illustrates how well connected the Development is to the town centre bus stops providing access to all bus services serving Reading.
- 4.4.3 **Table 4.1** includes details on the available bus services.

Figure 4.5: Extract from Reading Buses Town Centre Bus Stop Map (approximate 400m walking distance)



Source: <https://www.reading-buses.co.uk/services>

Table 4.1: Bus Services

Service	Destinations (to/from)	Weekday services per hour	Saturday services per hour	Sunday services per hour
Jet black 1	Theale/ Thatcham/ Newbury	2	2	1
Lime 2 2a	Burghfield/ Mortimer	2	2	1
3	Royal Berkshire Hospital (RBH) / Arborfield/ Wokingham	2	2	-
3b	RBH/ Arborfield/ Bracknell	1	1	1
4	Reading/ Winnersh/ Wokingham/ Bracknell	2/4	2/4	1/2
4X	Reading/ Winnersh/Wokingham Road/ Bracknell	2/4	2/4	1/2
5	Northumberland Avenue	7	6	3
6/6a	Whitley Wood/ Tesco depot	6	6	3
7	Riseley/ Hartley Wintney/ Fleet	1	1	4 per day
9	RBH/ University of Reading (UoR)/ Whitley Wood/ Mere oak	1	1	-
10	RBH/ Thames Valley Science Park / Spencers Wood	2	2	1
11	Coley Park/ Reading	3	3	2
13/14	Reading College/ Woodley Centre/ Woodley	4	4	2
15/15a	Reading/ Tilehurst/ Calcot	2/4	2/4	2
16	Purely on Thames/ Oxford Road	4	3	2
17	Oxford Road/ Reading/ Wokingham Road	7/8	7/8	6
19a / 19c	RBH/ UoR/ Earley (Silverdale Road)/ Woodley	2	2	-
19b	RBH/ UoR/ Beech Lane/ Lower Earley	1	1	-
21/21a	UoR/ Lower Earley	8	4	3
22	St Andrew's Church/ Caversham	1/2	1	5 services per day
23	Caversham Park/ Emmer Green/ Reading	2	2	1
24	Emmer Green/ Caversham Park/ Reading	2	2	1
25	Peppard Road/ Peppard Common	1/2	1	6 services per day
26	Southcote/ Calcot (IKEA)	5	5	3
27/29	Caversham/ Reading	1	1	-
33	Tilehurst/ Reading	4	4	2
X39	Wallingford / Oxford	1	1	-
X40	Woodcote / Wallingford / Oxford	1	1	1

4.5 Rail Accessibility

- 4.5.1 The site is located opposite Reading Railway Station which is a national transport hub. Reading Railway Station is used by approximately 17 million passengers per year and is the ninth busiest station outside London and second busiest interchange station outside of London. Reading Railway Station underwent a phase of expansion and modernisation between 2009 and 2014, adding five new platforms and improving the station facilities and interchanges.
- 4.5.2 Rail services from Reading Station provide connections to the regional and national rail network, where the following train companies offer services to a range of destinations:
- **First Great Western** operate trains to destinations which include London Paddington, Slough, Basingstoke, Gatwick Airport, Oxford, Hereford, Worcester, Bristol, South Wales and the South West of England;
 - **Cross Country Trains** operate trains to destinations including Bournemouth, Southampton, Guildford, Banbury, Coventry, Birmingham, the North of England and Scotland; and
 - **South West Trains** provides services to Wokingham, Staines, Richmond, Clapham Junction, London Waterloo, Basingstoke, Winchester, Southampton, Portsmouth and Brighton.

4.6 Future Infrastructure

Rail

- 4.6.1 Reading Green Park Station, will be a new railway station located south of Reading on the Basingstoke to Reading line. This railway station will improve accessibility to Green Park business park and the surrounding area including Madejski stadium. It is anticipated that the railway station will be opened in 2021.

Elizabeth Line

- 4.6.2 Reading railway station will form the west end terminus for Elizabeth line (Crossrail) services. When the full route opens in 2021, there will be four trains per hour during peak hours. The route will provide a direct connection to railway stations and key interchanges in central and east London, including Bond Street, Farringdon and Canary Wharf.

Park and Ride

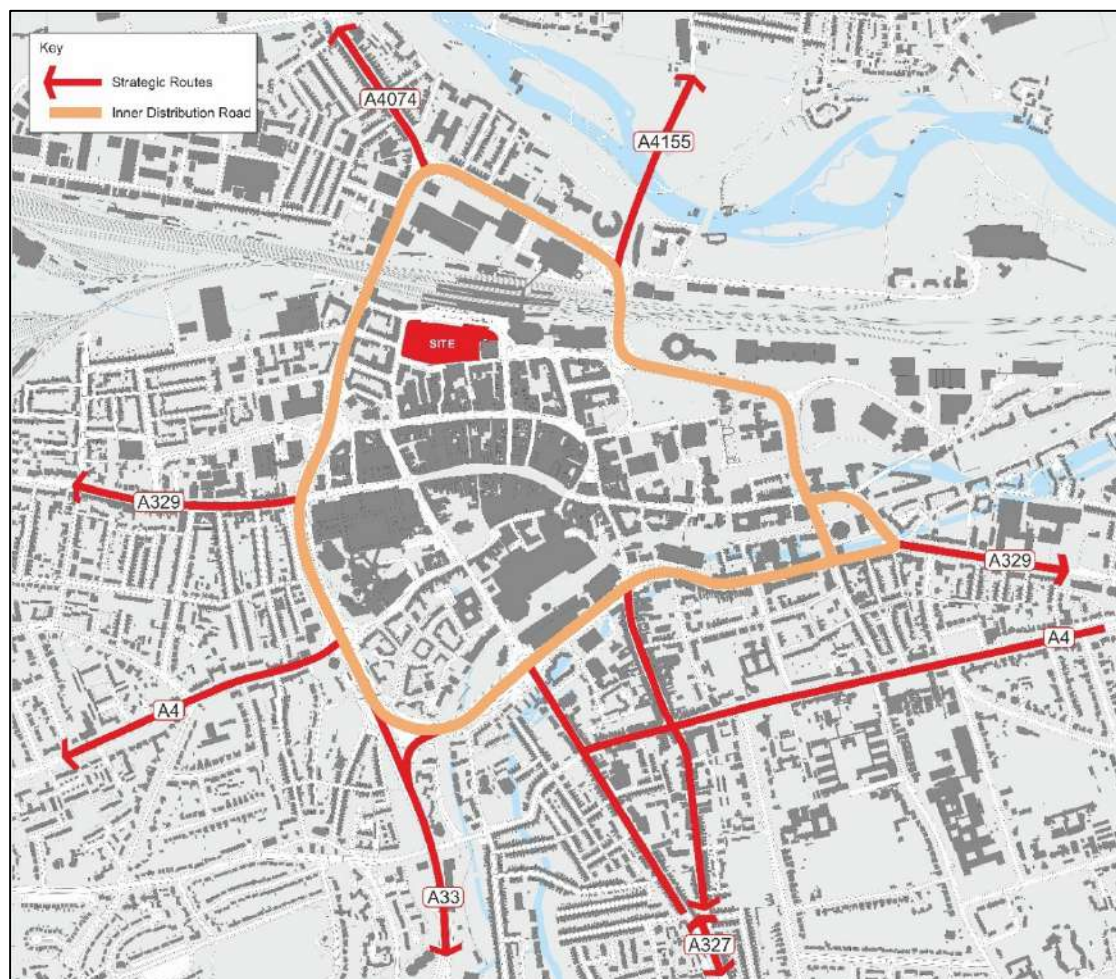
- 4.6.3 Wokingham Borough Council are currently constructing a park and ride at Broken Brow (Thames Valley Business Park) which will provide 258 car parking spaces, including 6 disabled bays and space for motorcycle and cycle parking.

5 Existing Highway and Parking Network

5.1 Overview

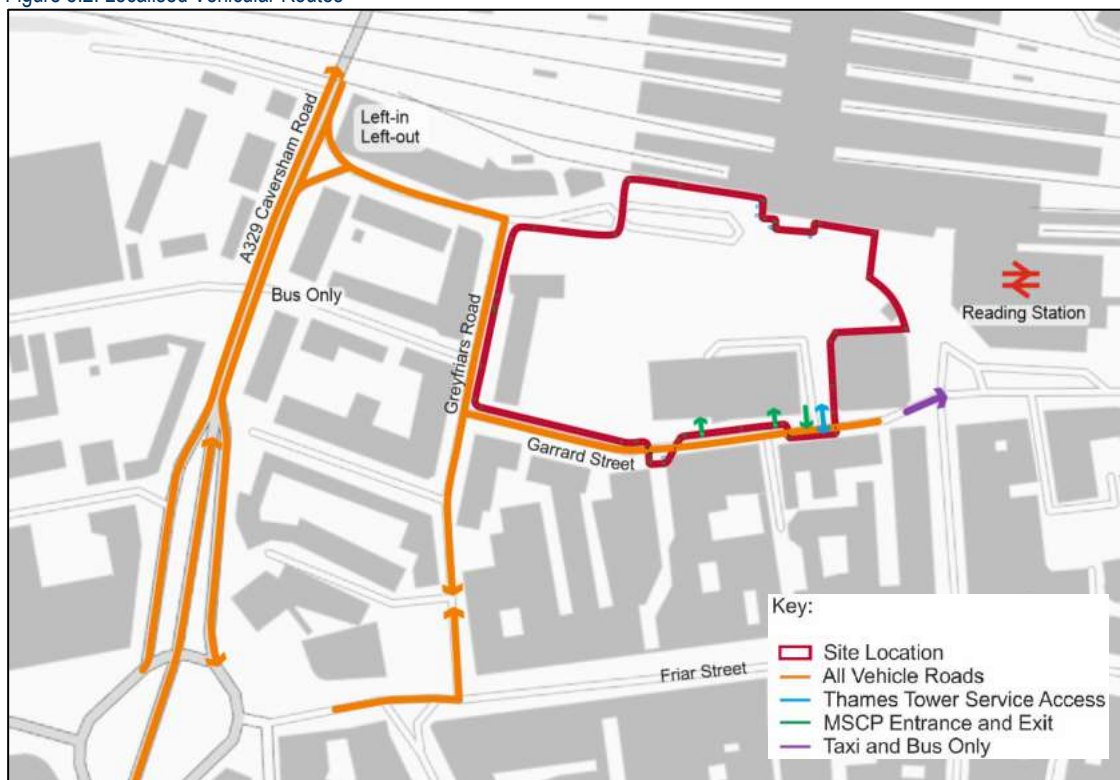
- 5.1.1 The site is well located in relation to the strategic road network as shown in **Figure 5.1**. Reading's Inner Distribution Road (IDR) which is accessed via Friar Street, Greyfriars Road and Tudor Road, with further radial routes to and from Reading town centre easily accessed from the IDR.

Figure 5.1 Strategic Vehicular Routes and IDR



- 5.1.2 The localised vehicular access to and from the IDR is shown on **Figure 5.2** and discussed below.

Figure 5.2: Localised Vehicular Routes



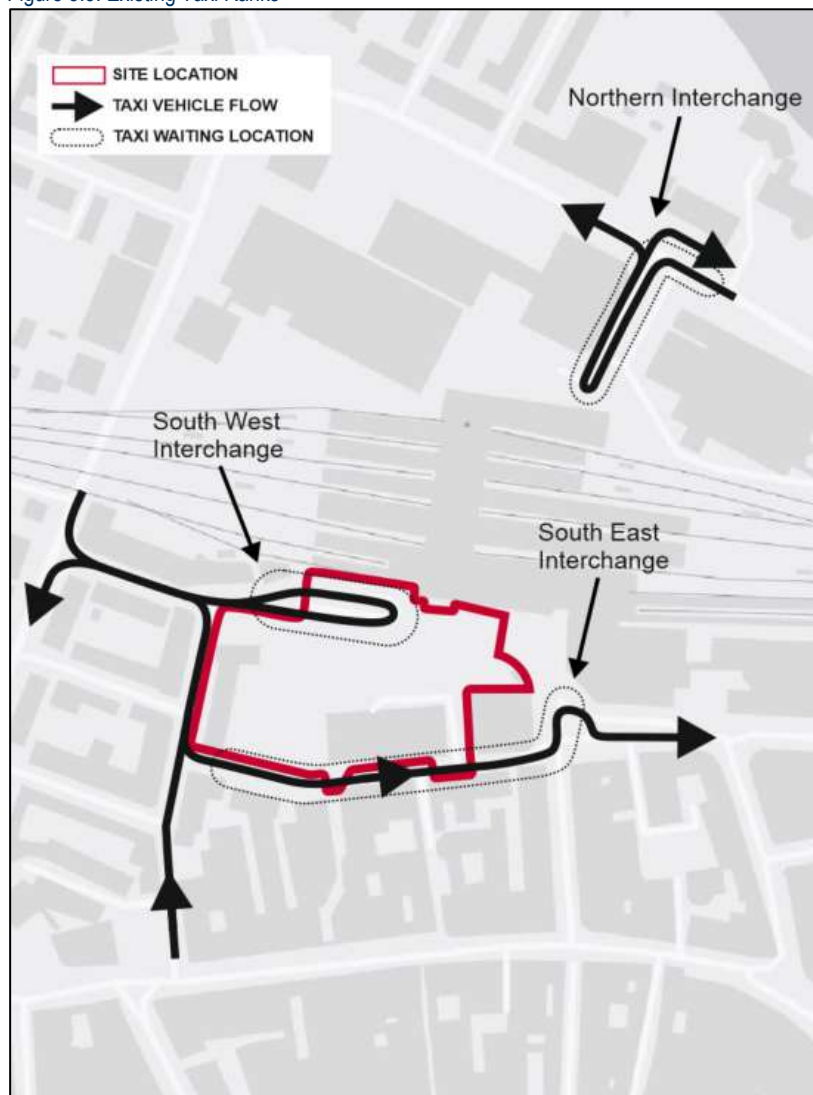
- 5.1.3 The site's existing operational vehicular access points are all connected to Garrard Street with access and egress gained only from the western end via Greyfriars Road. Garrard Street is a single carriageway which is two-way along its length. However, while general traffic can only enter and exit Garrard Street from its junction with Greyfriars Road, buses and taxis can currently travel eastbound only to Station Road at its eastern end, although no buses use this route. Additional access points to the disused Xafinity House office and former Bus Station are also present, but only used by construction/site maintenance vehicles. Servicing and deliveries were also historically made from Greyfriars Road and Garrard Street. Vehicles are not permitted to access Garrard Street from Station Road.
- 5.1.4 To access the wider highway network, Garrard Street connects to Greyfriars Road at its western end via a priority junction. Greyfriars Road provides north and south connections from Tudor Road to Sackville Street, however Greyfriars Road at its southern end is northbound only. Greyfriars Road at its northern end links to Tudor Road, which in turn provides a southbound connection onto the IDR Caversham Road (A329) via a traffic signalled junction. This is restricted to left-in left-out vehicular movement.
- 5.1.5 The principal vehicle routes to the site are via the IDR. The IDR is for the most part a dual, two lane orbital route which provides the following connections into Reading town centre:
- North: Via Reading and Caversham Bridges;
 - East: Via the A329 Kings Road and the A4 London Road, leading to the A3290 and J10 of the M4;
 - South: Via the A33, leading to Junction 11 of the M4;
 - West: Via the A4, the junctions with A4155 Castle Hill and the A329 Chatham Street.
- 5.1.6 The temporary event space adjacent to the south western station interchange is accessed from Station Hill via a crossing of the southern footway.

5.2 Taxi

5.2.1 The three principal taxi ranks that serve Reading Railway Station are located within close proximity to the Development and are shown on **Figure 5.3** and listed below;

- 5.2.2
- South West Interchange, Station Hill / Tudor Road – Capacity for 24 taxis;
 - Northern Interchange, Bagnall Way / Trooper Potts Way – Capacity for 24 taxis; and
 - South East Interchange, Station Road / Blagrove Street with vehicles queuing on Garrard Street – Capacity for 14 taxis.

Figure 5.3: Existing Taxi Ranks



5.2.3 Taxis queuing to pick passengers up from the South East Interchange are currently permitted to queue along Garrard Street to the south of the site as part of the temporary taxi queuing arrangement. This temporary arrangement was put into place while the Reading Railway Station improvement works were taking place and has continued to operate. It is acknowledged by RBC that this is a temporary arrangement until the redevelopment of Station Hill proceeds.

5.2.4 It is understood that the construction of the new south western and northern taxi ranks as part of the Reading Station Redevelopment works was intended to replace the south eastern taxi rank (served by Garrard Street)

5.2.5 Other alternative taxi ranks located across central Reading include:

- Oxford Road (North Side);
- Bridge Street (East Side);
- Gun Street North Side;
- Friar Street South Side;
- Friar Street North Side; and
- St Mary's Butts East Side.

5.3 Public Car Parks

5.3.1 The principal operational use of the site currently is the Garrard Street Multi-storey Car Park which is accessed from Garrard Street. **Table 5.1** provides a list of further public long stay car parks near the site, their capacity and opening times.

Table 5.1: Existing car parks

Name	Address	Capacity (spaces)	Details	Distance from Existing Car Park
Garrard Street*	Garrard St, RG1 1NR	894	Monday to Sunday, 24 hours	On Site
Reading Station*	Vastern Rd, Reading RG1 8BT	1,275	Monday to Sunday, 24 hours	295 m
Broad Street Mall*	Broad St, Reading RG1 7QE	720	Monday to Sunday, 24 hours	465 m
Chatham Place*	6 Chatham Pl, Reading RG1 7JF	586	Monday to Sunday, 24 hours	510 m
The Oracle Holybrook*	19 Bridge St, Reading RG1 2LU	595	Monday to Friday, 07:00 to 19:30 Saturday 07:00 to 18:30 Sunday 07:00 – 16:30 Electric parking and car washing facilities	545 m
The Oracle Riverside*	Mill Ln, Reading RG1 2AG	1,611	Monday to Sunday, 24 hours Electric parking and car washing facilities	645 m
Queens Road*	20-22 Queen's Rd, Reading RG1 4AU	700	Monday to Sunday, 24 hours	670 m
Kings Meadow	Napier Road	95	Monday to Sunday, 24 hours	540 m
Hills Meadow	George Street	298	Monday to Sunday, 24 hours	688 m
Reading Civic B	12 Castle Street	170	Monday to Sunday, 24 hours	480 m

Name	Address	Capacity (spaces)	Details	Distance from Existing Car Park
Cattle Market	Great Knollys Street	90	Monday to Sunday, 24 hours	492 m
Total		7,034 spaces		

*Redistributed car parking allocated to these car parks only

- 5.3.2 **Table 5.1** demonstrates that there are a number of car parks in the vicinity of the site which provide capacity within a reasonable walking route of the site. The permanent large car parks closest to the site are the Station Car Park and Broad Street Mall but all others are within a c. 10 minute walk.

5.4 Personal Injury Collision Review

- 5.4.1 The Personal Injury Collision (PIC) data has been reviewed, this is included within **Appendix A**. Five years of data was reviewed for the area surrounding the site, this data was supplied by Reading Borough Council. Over the five years of data there were 63 collisions, 2 were fatal, 11 were serious and the remainder slight. Of these 63 collisions there were 71 casualties.

6 Development Proposals

6.1 Introduction

- 6.1.1 This chapter sets out the development proposals and explains how the masterplan has been developed to take full advantage of the sites' excellent location to improve and promote travel by more sustainable means. It sets out the significant public realm enhancements proposed and details access for pedestrians, cyclists, vehicles and explains how delivery and servicing for the development has been accommodated.

6.2 Development Proposal and Phasing

- 6.2.1 The Development forms Phase 2 and Phase 3 of the wider Station Hill scheme and connects to the consented Phase 1 (Station Hill South) scheme via a proposed bridge across Garrard Street. This new link will facilitate level access through the overall Station Hill scheme from Reading Station through to Friar Street at Plaza Level.
- 6.2.2 The Development proposes during Phase 2, the construction of a podium structure across the Development site which consists of two levels of parking accessible from Garrard Street. This podium structure enables the levels across the site to be raised to deliver the public realm at the same level as Reading Station forecourt to create the new step-free north south link through the Development to Friar Street.
- 6.2.3 During Phase 3 the Development proposes to extend the podium structure across the remainder of site and construct a basement level of car parking below the site. A summary of the four levels currently envisaged are set out below:
- Level 0 (Plaza) – Public Realm;
 - Level -1 (Station Hill) – Mezzanine Car Park Level;
 - Level -2 (Garrard Street) – Car Park entrance level with direct access from Garrard Street (Phase 2) and Greyfriars Road (Phase 3); and
 - Level -3 (Basement Level) – Basement Car Park Level (Phase 3).

Phase 2 – Detailed Application

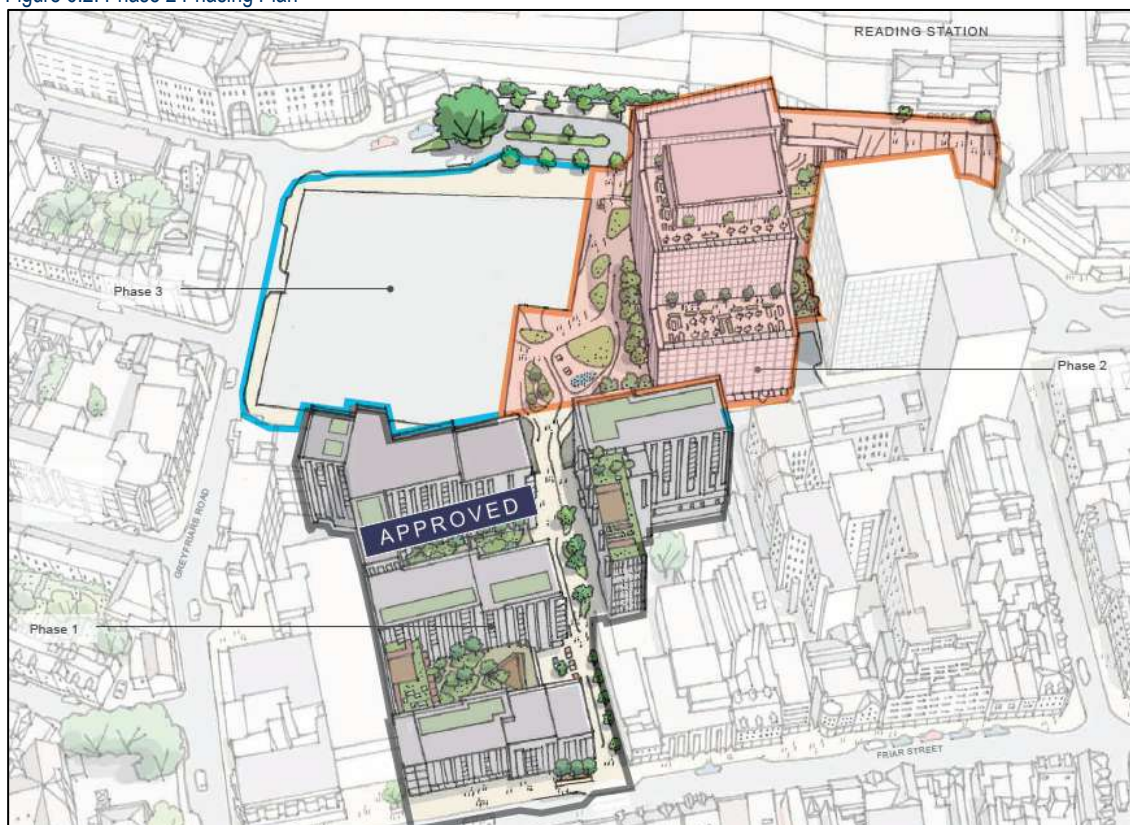
- 6.2.4 The detailed component of the hybrid application relates to Plot G and the associated public realm improvements. It includes the construction of a podium structure with two levels of vehicle parking (122 car and 3 motorcycle spaces) with a shared servicing road/yard.
- 6.2.5 Plot G will comprise of B1 Office and mixed retail use on the ground level. The public realm enhancements include the creation of four new areas of public realm and alterations to the Reading Station south west interchange as illustrated and numbered on **Figure 6.1**, namely:
- Station Square (1);
 - Station Hill Plaza (5);
 - Pocket Park (4);
 - The Rest (3); and
 - Taxi Rank amendments (6).
- 6.2.6 **Figure 6.2** illustrates the context of Phase 2 with phases 1 and 3. It is worth noting that in Phase 2, there is potential for the Phase 3 area to be utilised temporarily to provide interim

uses. These temporary uses would be sought through a separate temporary planning application.

Figure 6.1: Phase 2 Illustrative Masterplan



Figure 6.2: Phase 2 Phasing Plan



Phase 3 – Outline Application

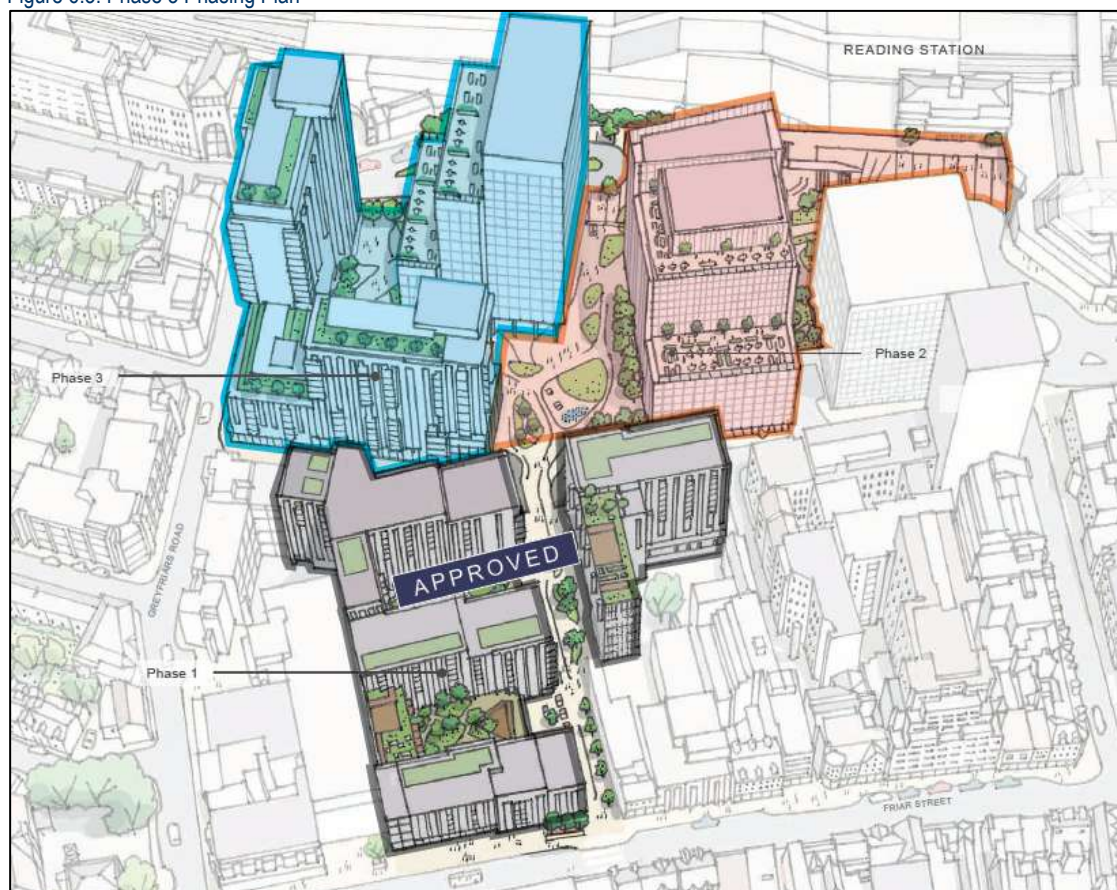
- 6.2.7 The Development seeks permission for a range of floorspaces/land uses within the parameter plan limits. One of these is a maximum office option with no residential or hotel (effectively reflecting the currently consented SH3 level of office floor area as previously assessed and consented 103,700 sqm GIA) on the site. The Development parameters would also allow permission for a broader range of uses and floor area quanta. Examples of three illustrative scheme options associated with the proposed outline component of the development have been worked up for assessment purposes. These illustrative options are summarised in **Table 6.1** and consist of a mixture of residential/office/leisure/retail uses with up to 835 car parking spaces (common to all as a maximum total across the Development).

Table 6.1: Illustrative Phase 3 Options

Land Use	GIA (sqm)/ Number of Units		
	Option 1	Option 2	Option 3
Office (B1)	42,000	39,000	46,000
Residential (C3)	539 units	647 units	250 units
Flexible Retail and Leisure (A1-A5 and D2)	2,500	2,500	2,500
Hotel (C1)	0	0	450 rooms

- 6.2.8 The Phase 3 plots are illustrated alongside the Phase1 (consented) and Phase 2 (detailed application) plots on **Figure 6.3** below.

Figure 6.3: Phase 3 Phasing Plan



- 6.2.9 The overall illustrative masterplan which incorporates the detailed and outline elements of the development proposals (including the consented Station Hill South) is shown on **Figure 6.4**.

Figure 6.4: Overall Illustrative Masterplan



- 6.2.10 The below summarises the Development proposals which are discussed further within this report:

- The demolition of Xafinity House and Garrard Street Multi-storey Car Park;
- Four development plots comprising a mixture of uses including office, residential, elderly care/assisted living, hotel and retail/leisure uses;
- Connectivity enhancements from the creation of a site wide podium structure and bridge across Garrard Street to facilitate level access from Station Square through Station Hill South to Friar Street;
- Proposed cycle infrastructure improvements on the surrounding streets to integrate and improve RBC's cycle network and aspirations.
- Delivery of significant public realm and associated landscaping;
- Alterations to the South West Interchange to accommodate the improved public realm and an increase in the number of taxi's able to queue within this facility;
- Accommodation of car parking within the podium structure; and
- Delivery and servicing facilities.

6.3 Public Realm Enhancements

- 6.3.1 The Development proposes significant improvements to public realm and connectivity for Reading and the Development through the provision of a step-free north to south link through the Development and creation of new and enhanced landscape areas.
- 6.3.2 The landscape public realm enhancements/areas aim to encourage more active travel and places for social interaction through the delivery of successful space for people to use and dwell. The use of these areas will help contribute towards people's health and wellbeing by supporting an active outdoor lifestyle.
- 6.3.3 The full extent of the development proposals are set out within the Design and Access Statement and Landscape Strategy with a summary of the improvements detailed below:
- Creation of a key high-quality level link through the development connecting the Station to Friar Street which supports the aspiration for a strong north-south spine from the River Thames to the town centre; and
 - This new route passes through the following landscape enhancement areas being proposed by the Development at:
 - Station Square;
 - Pocket Park; and
 - Station Hill Plaza.
- 6.3.4 The Development masterplan and landscape strategy has been orientated to invite people through the development and to encourage people to travel through the site. As part of these proposals it is proposed that the existing amphitheatre stairs that link Station Square to the subway and south west interchange are removed and the steps altered. As part of the proposals to alter this area and make the best use of the available space it is proposed to create Pocket Park. Pocket Park is an area where people can sit/play and enjoy the space while also providing key links from the interchange area and subway to the Station and the Development. It proposes an inviting gateway into Reading for people travelling by rail, bus or taxi and a better environment for people walking through the area.
- 6.3.5 To accommodate a successful space in this area it is proposed to make modifications to the existing interchange area and taxi rank. These alterations are discussed below.

6.4 Taxi Strategy

- 6.4.1 Garrard Street is currently used by taxis queuing to use the south east interchange rank under a temporary arrangement.
- 6.4.2 As part of the development and public realm improvements it is intended that taxis will no longer be permitted to queue along Garrard Street, with RBC requiring (for network resilience reasons) that the eastern end of Garrard Street remain open but restricted to emergency vehicles only and buses (if they need to divert temporarily should an event or incident prevent use of Friar Street).
- 6.4.3 The new north and south west taxi interchanges were originally designed by RBC to accommodate the relocation of these taxis when the Station Hill development came forward.
- 6.4.4 As discussed previously, the Development proposes to create a high-quality gateway into Reading and the Development through enhancements to the public realm and creation of Pocket Park.

6.4.5 To support the creation of a successful public realm at Pocket Park and to take advantage of the space available within this area it is proposed to alter the layout of the south-west interchange and increase the number of taxi waiting bays.

6.4.6 **Figure 6.5** below illustrates how Pocket Park extends into the south west interchange area (red dashed line) to create a successful place:

Figure 6.5: Pocket Park and South West Interchange



6.4.7 **Drawing 44470/5502/TA/09** shows the proposed alteration to the south west interchange with an extract of the existing and proposed layouts included within **Figure 6.6** and **Figure 6.7** below showing that an increase of 4 taxis has been accommodated by widening the area available for queueing.

Figure 6.6: Existing Taxi Rank Capacity (18 Vehicles)

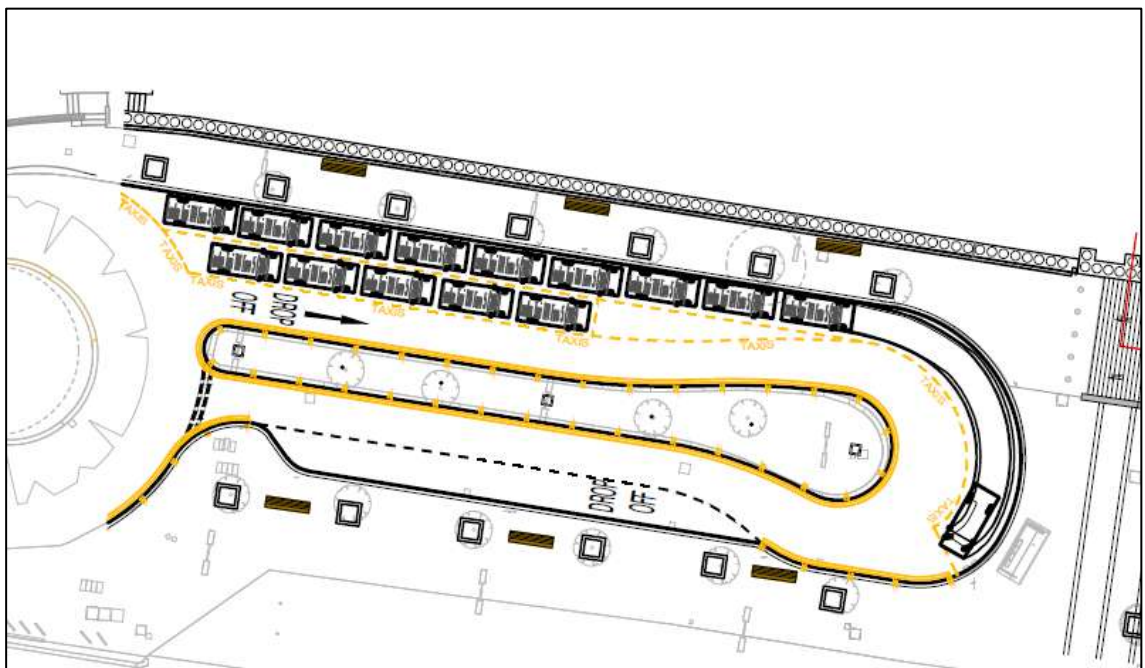
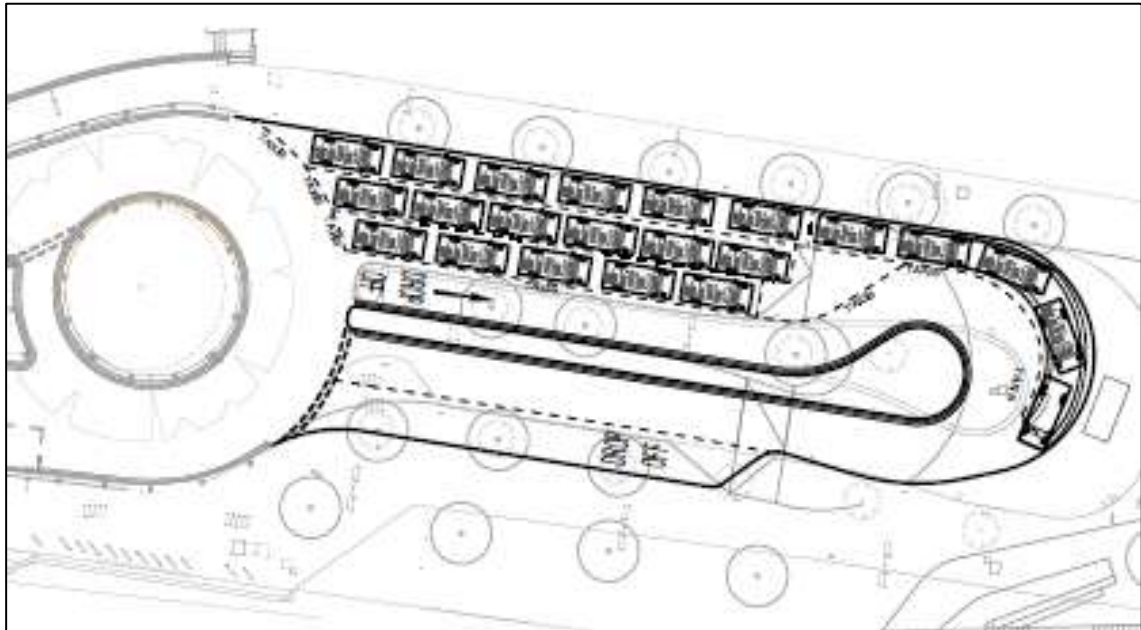


Figure 6.7: Proposed Taxi Rank Capacity (22 Vehicles)



- 6.4.8 In addition to the creation of additional space for taxis to wait, the Development and public realm enhancements will make the south west interchange a more welcoming area for taxi passengers to use. This along with new wayfinding measures that will be provided by the Development will help promote this area as the principal taxi rank for people visiting the Development and town centre as well as rail passengers.
- 6.4.9 It should be noted that the proposed alterations to area north of the site including the park and the taxi rank area will be subject to agreement with RBC Highway Authority by means of a s278 agreement.

6.5 Pedestrian Movement Analysis

- 6.5.1 It is important that the public realm areas are not only attractive and safe environments to congregate in, but also function effectively in terms of demand for movement and wayfinding. To help in the design and to demonstrate that the public realm proposals and alterations to the south west interchange could cater for all predicted movements, a micro-simulation model was developed.
- 6.5.2 The model demonstrates how the Development proposals would operate with the predicted maximum future levels of pedestrian activity. This model was built using a robust future pedestrian flow forecast based on the doubling of existing Station and public realm users (in accordance with maximum growth expectations at Reading Station), plus additional new flows from the various planned station area developments (from the adopted RBC Reading Station area Framework).
- 6.5.3 **Figures 6.8 to Figure 6.10** show screen shots taken from the model for the peak flow periods (17:00-18:00) and demonstrate that the public realm provides generous spaces for both walkways and gathering places accommodating the highest anticipated level of pedestrian use (note the landscape scheme has been slightly revised from that shown).

Figure 6.8: Micro-simulation Image



Figure 6.9: Micro-simulation Image



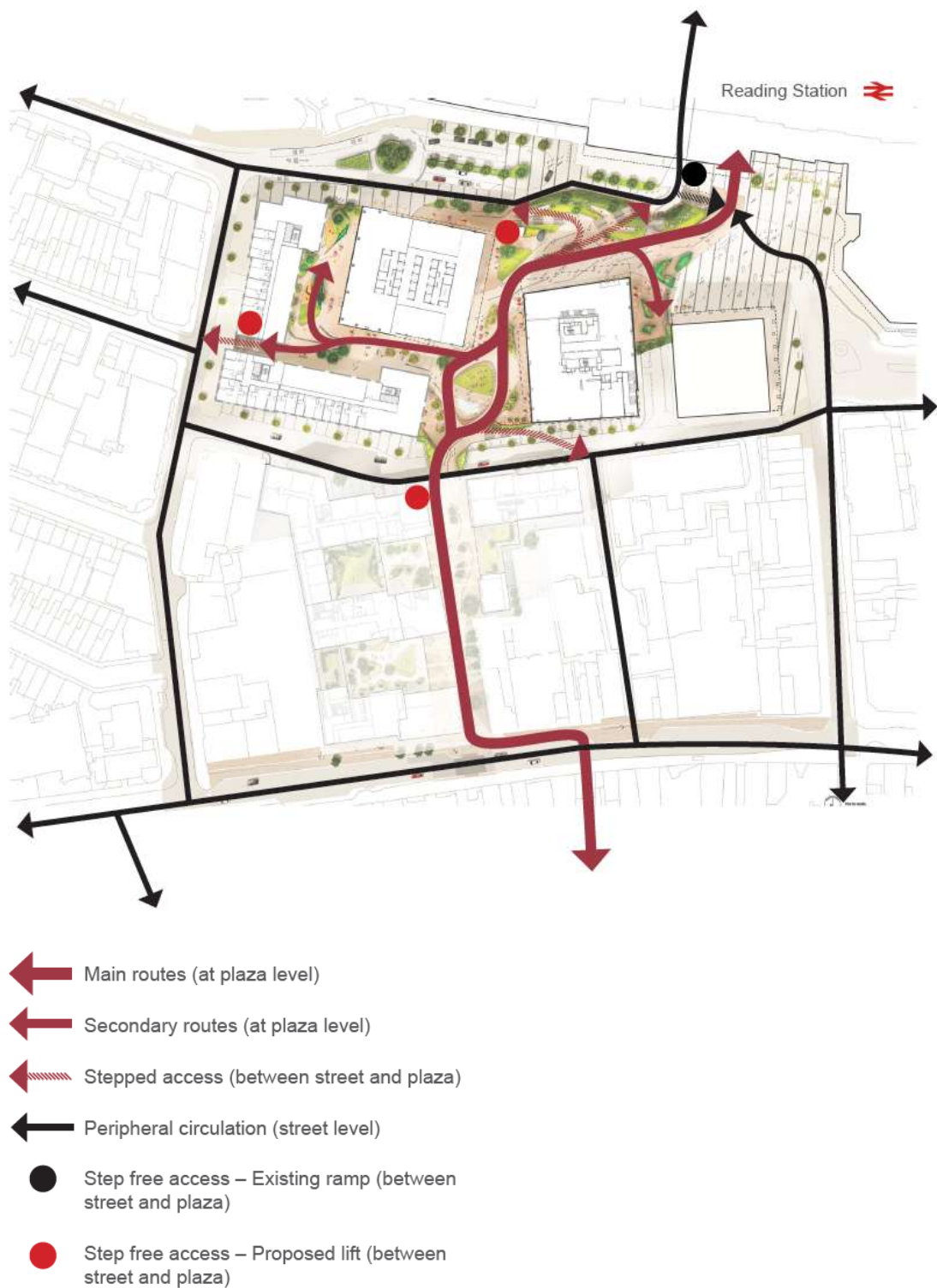
Figure 6.10: Micro-simulation Image



6.6 Pedestrian Access

- 6.6.1 The site is ideally located within Reading Town Centre with all local amenities within walking distance of the site including the retail core, Railway Station and numerous bus stops. The Development has been designed to take full advantage of this and integrates with the surrounding streets as well as creating a new step-free link to Friar Street. This is created via a bridge across Garrard Street to the consented Station Hill South scheme through Friars Walk.
- 6.6.2 Pedestrian movement through the site is set to be improved by the creation of this strong movement spine, connecting Reading Station to Friar Street without a change in grade. All building plots incorporate frontage access from this public realm Plaza level. Additionally, pedestrian access to all plots will also be at street level from Garrard Street, Station Hill and Greyfriars Road with these streets at a lower level than the podium.
- 6.6.3 To accommodate for the level difference at the south west station interchange on Station Hill and Greyfriars Road steps and publicly accessible lifts are to be installed in addition to stairs to ensure the development is fully permeable from all the surrounding streets. Steps up from Garrard Street north side and a lift within Station Hill South have also been accommodated to provide high quality connections from Garrard Street. **Figure 6.11** below illustrates the points of pedestrian access, lifts, steps and publicly accessible routes.

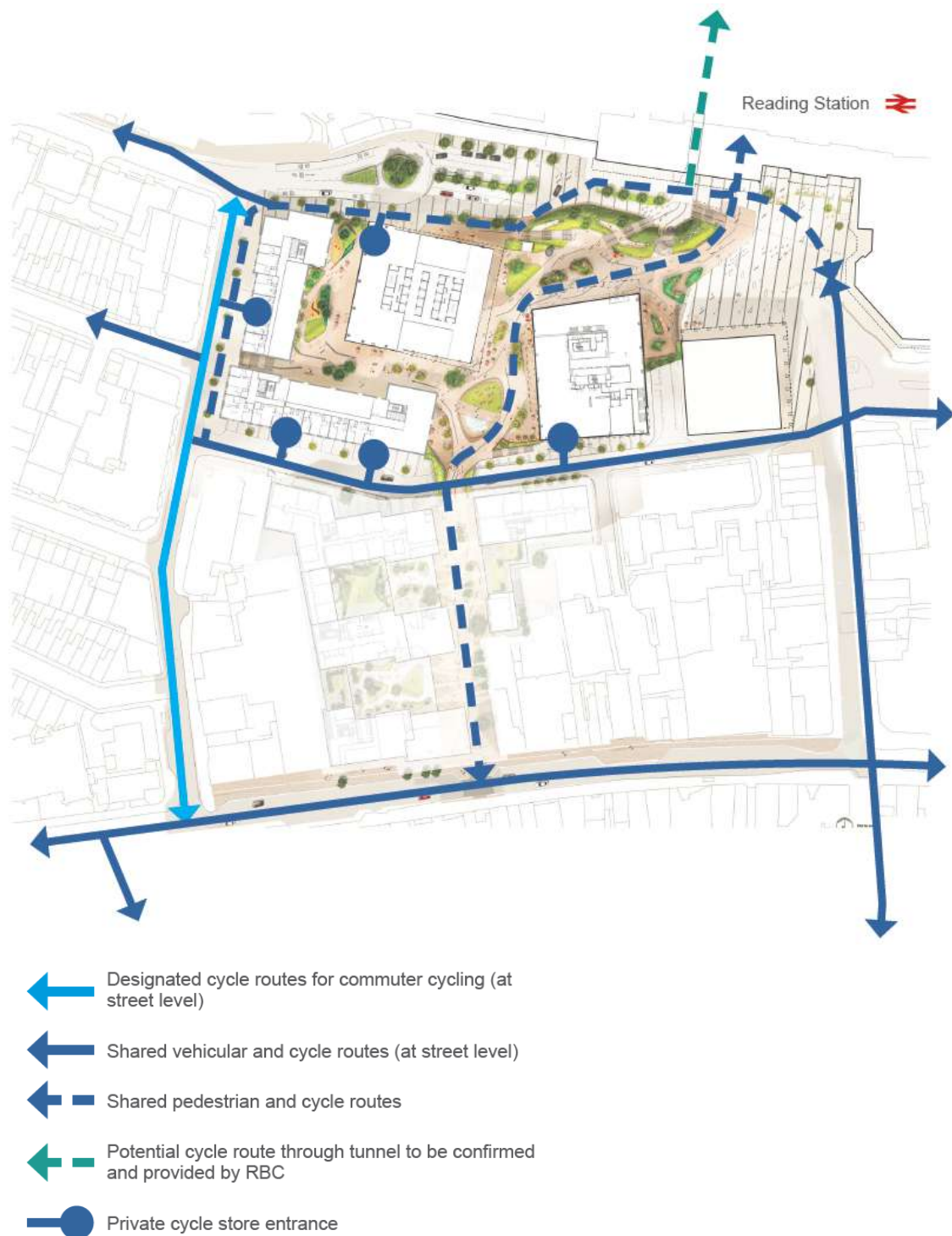
Figure 6.11: Pedestrian Network



6.7 Cycle Access Strategy

- 6.7.1 As set out in **Section 4.3** the site is bounded by Station Hill, Greyfriars Road and Garrard Street which are all part of RBC's designated on-street cycle network. The scheme has therefore been developed to take advantage of this and proposes to provide access to secure cycle parking for employees and residents directly from these streets. The number of cycle parking spaces is detailed further within this section.
- 6.7.2 Although these routes are already designated as part of the on-street cycle network, the Development has considered the potential to further enhance cycle accessibility to promote access to the Development by bike and enhance the network for existing and new cyclists.
- 6.7.3 During pre-application discussions, RBC officers also expressed their aspiration to enable cyclists to use the Reading Station underpass as a traffic-free route from Station Hill to Vastern Road to help strengthen the north-south cycle connection to the River Thames and Caversham. The Development proposals have therefore considered how this potential north-south link could be connected to by the scheme and how the Development could improve cycle connectivity in general for Reading.
- 6.7.4 With consideration to the above and through further liaison with RBC the masterplan has been developed acknowledging the principles described below:
- Cycle access through the site at podium level will be permitted, with the landscape strategy developed effectively as shared space to promote cautious and considerate cycling through the scheme thereby significantly reducing the risk of collisions with pedestrians;
 - Cyclists encouraged to use designated cycle routes such as Garrard Street, Station Hill, Greyfriars Road and Friar Street;
 - Visitor cycle parking stands will be provided at the entrances to the development within the public realm;
 - Cycle parking for residents and employees will exceed RBC standards and be secure, covered and provided adjacent to the designated cycle routes within plots;
 - Facilities such as showers, lockers and drying rooms will be provided
 - Proposals for the Station Square / Pocket Park will;
 - facilitate RBC's aspiration of allowing cyclists to use the railway underpass;
 - assume shared pedestrian and cycle principles; and
 - provide cyclists using the subway and Station Hill with a new wheeling ramp to facilitate access up the steps to Station Square as an alternative to the existing ramp.
 - Consider how the neighbouring cycle routes could be improved and enhanced for cyclists if necessary. These routes include;
 - Greyfriars Road;
 - Garrard Street;
 - Station Hill.
- 6.7.5 Based on these principles, the Cycle Strategy for the site has been developed and illustrated on **Figure 6.12**. This shows how the Development promotes and strengthens cycle connectivity with a package of measures aimed at encouraging and enabling travel by bicycle. The cycle improvement measures being proposed are discussed below.

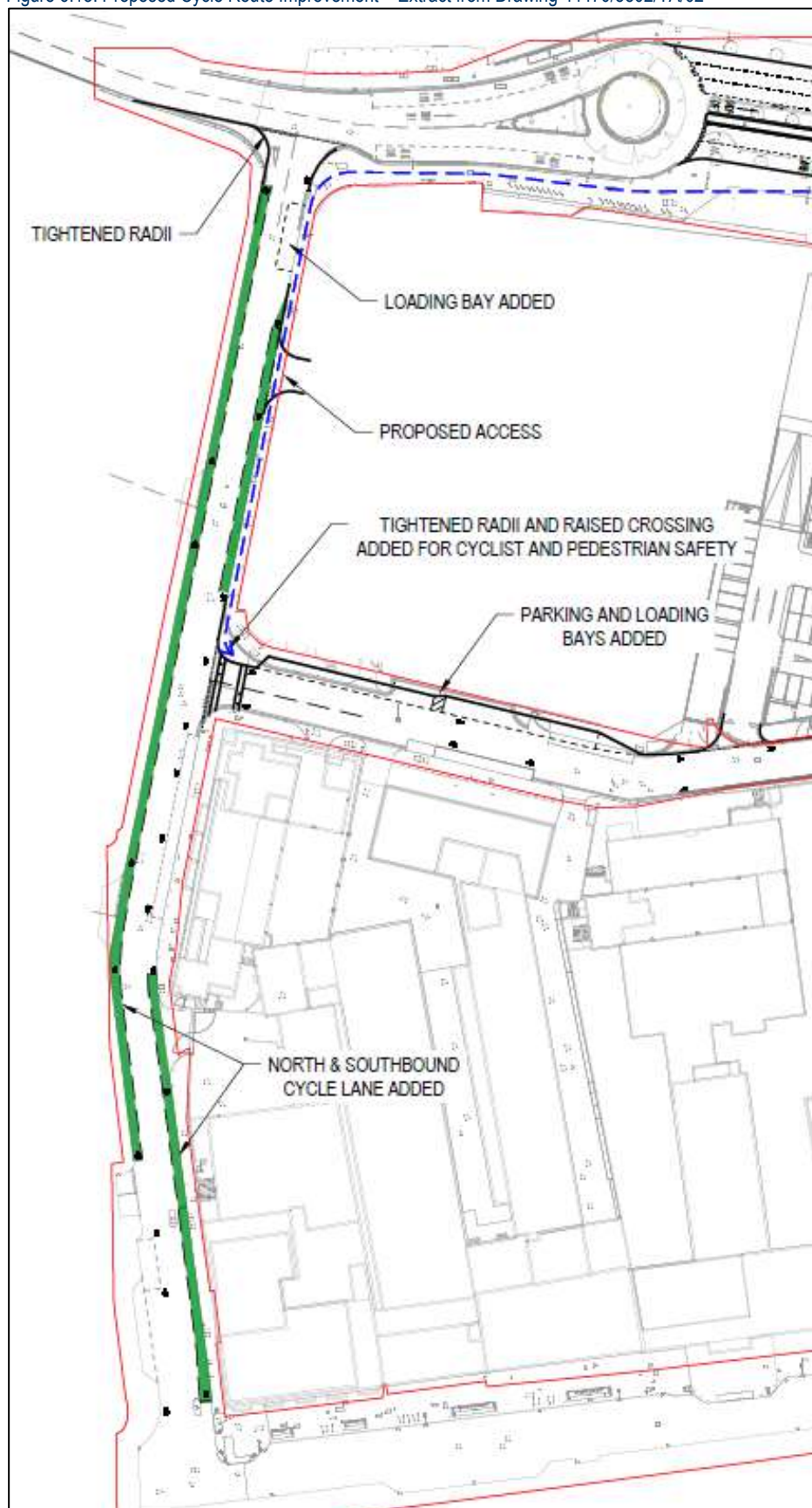
Figure 6.12: Cycle Strategy



Proposed Cycle Route Improvement Scheme

- 6.7.6 Through liaison with RBC consideration was made to how the on-street cycle routes on Garrard Street, Greyfriars Road and Station Hill could potentially be improved for cyclists as part of the development proposals taking into account the complex existing pedestrian, vehicle and cycle access requirements in the area. **Drawing 44470/5502/TA/02** indicates the proposed improvement, which includes the following enhancements on Station Hill, Greyfriars Road and Garrard Street:
- Shared Footway/Cycleway on Station Hill and Greyfriars Road indicated with embedded shared foot/cycleway markings to support shared nature (adjacent to Plots A, B and C), which will connect through to the subway;
 - Coloured Advisory Cycle Lanes along Greyfriars Road on both sides of the road creating a direct north south cycle link between Station Hill and Friar Street;
 - On-road Cycle Markings and signage along the length of Garrard Street to highlight to drivers the likely presence of cyclists along this route;
 - Raised Crossing across Garrard Street to act as a traffic calming measure to slow drivers when entering and exiting Garrard Street;
 - Tightening of kerb radius at Garrard Street / Greyfriars Road and Tudor Road / Greyfriars Road junctions to act as a traffic calming measure and to assist cyclists position and reduce conflict with vehicles;
 - Creation of on-street car parking on Garrard Street to enable RBC to remove parking on Greyfriars Road if required.
- 6.7.7 The phasing of the cycle enhancements will be delivered in steps along with the proposed development phases and construction programme.
- 6.7.8 It is therefore proposed that the shared pedestrian / cycleway between the subway and Greyfriars Road and cycle markings and signage along Garrard Street be delivered in Phase 2. The remaining enhancements will be delivered for Phase 3.
- 6.7.9 It should be noted that the proposed cycle improvement scheme will be subject to agreement with RBC Highway Authority under a s278 agreement.

Figure 6.13: Proposed Cycle Route Improvement – Extract from Drawing 44470/5502/TA/02



Cycle Parking

- 6.7.10 The cycle parking provision for the site proposes to exceed RBC Cycle Parking Standards where feasible. This section details the cycle parking provision by phase of the development.

Phase 2

- 6.7.11 Phase 2 is formed of the detailed application and includes Plot G and the public realm improvements. Plot G will be primarily an office with retail at the plaza and Garrard Street level.
- 6.7.12 As a minimum, RBC standards specify that cycle parking for office use should be provided at 1 space per 200m², and for retail facilities these should be provided at 1 space per 6 staff and an additional visitor space per 300sqm.
- 6.7.13 RBC standards do not set out a minimum requirement for office visitor cycle parking. However, we are proposing to provide sufficient capacity for office employees and visitors, with visitors being able to arrange access to the bicycle store when visiting the Development as well as store bicycles externally.
- 6.7.14 Additional consideration to serve visitors of the Development has been made within the public realm to provide parking for 60 bicycles using Sheffield stands.
- 6.7.15 Plot G proposes cycle parking provision for 184 bicycles (via two-tier stackers and Sheffield stands) with further storage for 56 folding bikes within Brompton style lockers to serve the office and retail employees. This is securely located at Garrard Street level and accessible directly from the street.
- 6.7.16 The cycle parking totals are summarised in **Table 6.2** below

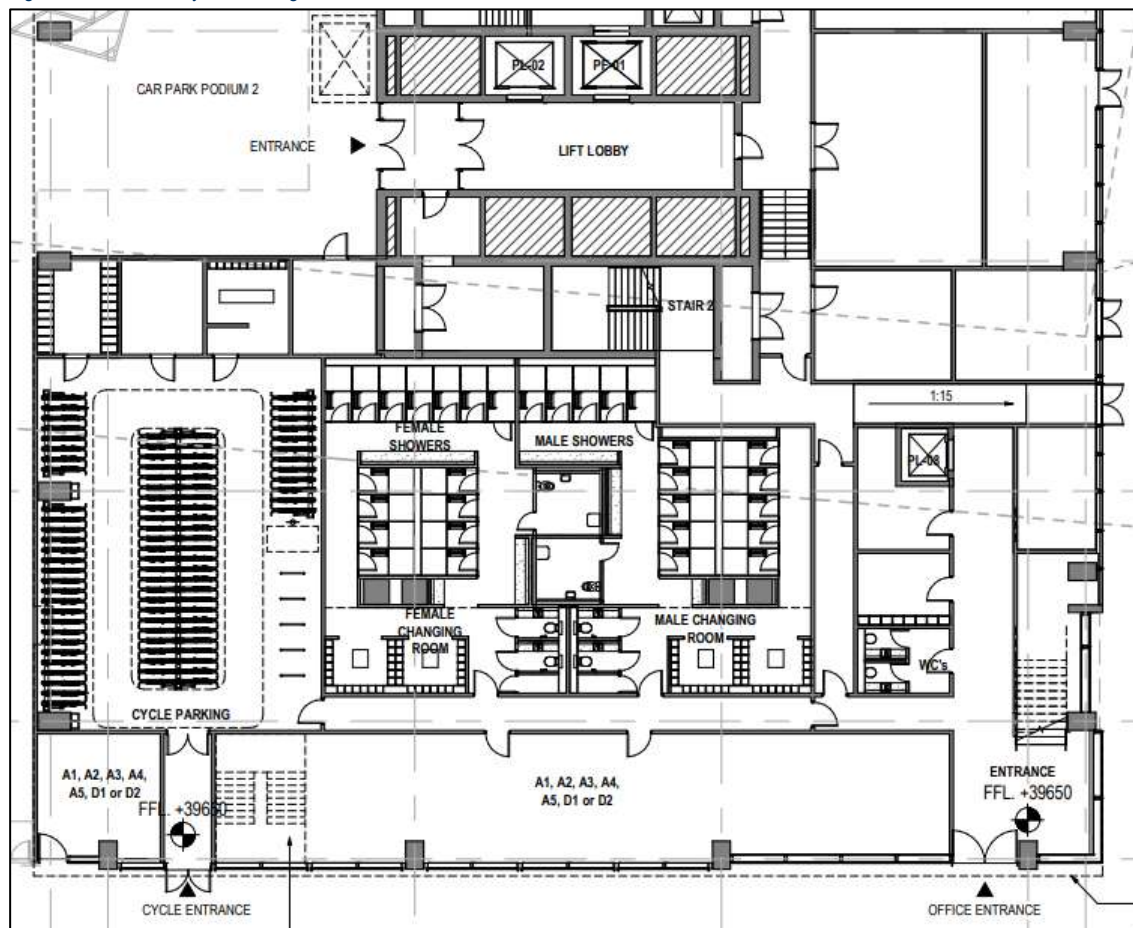
Table 6.2: Proposed Cycle Parking (Phase 2)

Land Use		Cycle Parking Spaces
G	Office	176
	Retail	8
Brompton Lockers		56
Total G		240
Public Realm		60
Phase 2 Total		300

- 6.7.17 The Development also provides showers and lockers for use by cyclists and other active transport users. The proposed layout of the cycle parking store and showers/lockers is provided in **Figure 6.15**. The cycle parking has a designated cycle access, reducing the conflict with vehicles.
- 6.7.18 Whilst the road legality of micro-scooters (or other similar personal mobility vehicles) has not been resolved, they are becoming more popular in town and city centres with commuters. The

proposals therefore allow the flexibility for the safe and secure storage of micro-scooters or similar.

Figure 6.15: Plot G Cycle Parking



Phase 3

- 6.7.19 Plots A, B, C and D form the outline scheme which forms Phase 3 of the Development. These plots are parameter based ranges of development comprising residential, hotel, retail and office land uses. The level of cycle parking required to meet RBC's adopted standards varies depending on the development option tested.
- 6.7.20 These options were outlined previously in Section 6.2.7 and Table 6.1. The office and retail cycle parking proposed for Phase 3 will seek to exceed RBC standards where feasible, but at least reflect the minimum provision. Residential cycle parking as a minimum will be provided at 0.5 spaces per 1-2 bedroom flat and 1 space per 3+ bedroom flat but it is highlighted that this will likely be exceeded. The hotel will provide cycle parking at 1 space per 6 staff members as a minimum. Details of cycle parking provision and layout will come forward within future reserved matters applications.
- 6.7.21 A consideration to serve visitors of the development will be made within the public realm in the vicinity of the access from the surrounding streets. As a minimum this is expected to be a further 30 spaces above that proposed within Phase 2.

- 6.7.22 The minimum cycle parking provision for the proposed illustrative Phase 3 options is provided in **Table 6.3**. By comparison, for the SH3 equivalent 'office only' parameter option, the minimum provision would be 519 spaces + 21 retail, totalling 540 spaces.

Table 6.3: Proposed Cycle Parking Provision (Phase 3)

Option	C		A/B Residential	Hotel	Public Realm	Total
	Office	Retail				
1	210	21	275*	N/A	30	536
2	195	21	329*	N/A	30	575
3	230	21	125	25	30	431

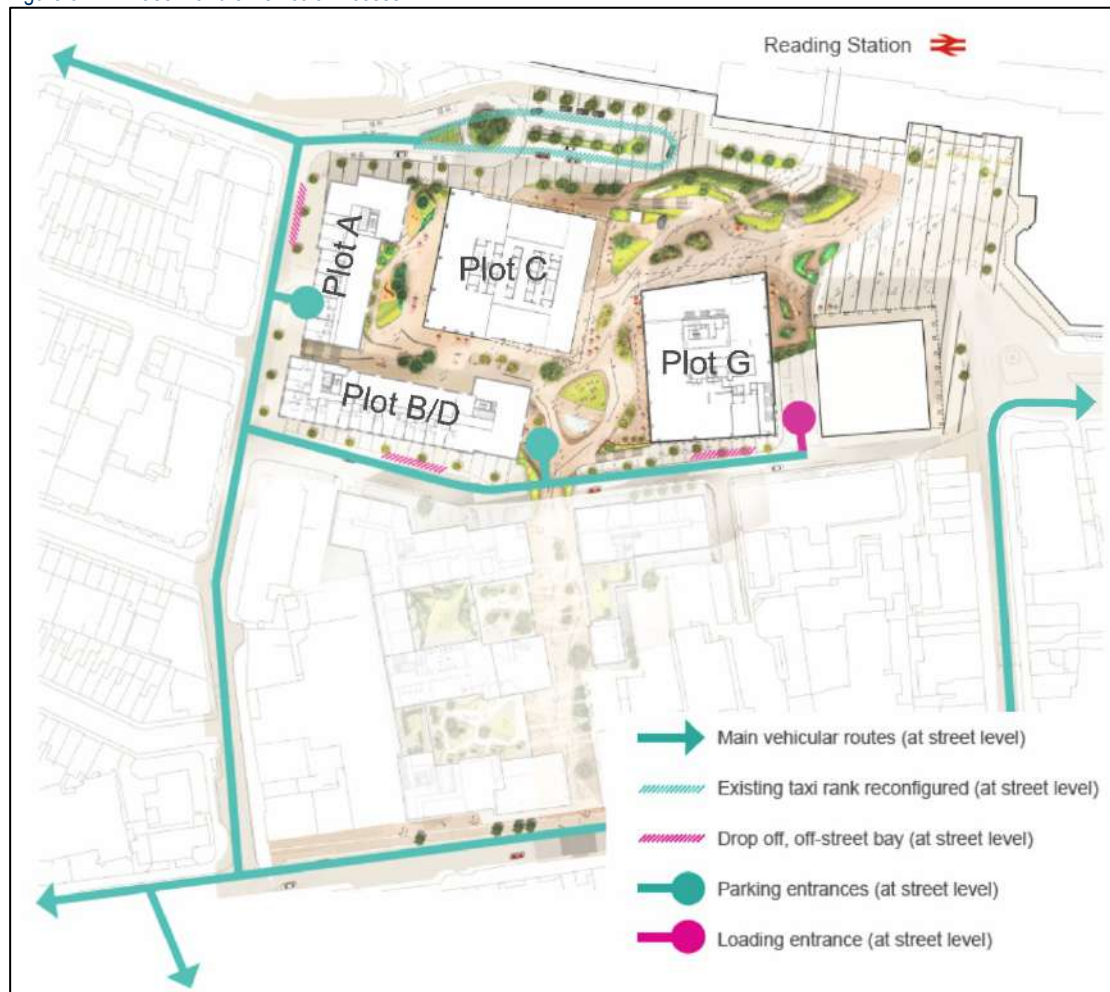
* accounts for 8 three bed units with the rest studios, one beds and two beds.

- 6.7.23 The cycle parking will be securely located within the podium accessible at street level. As the Phase 3 proposals are currently outline the exact location of the cycle parking is unknown.

6.8 Vehicular Access and Parking Provision

- 6.8.1 The site will be accessible to general traffic from two new points of access, one from Garrard Street and one from Greyfriars Road. It is intended that the Greyfriars Road access point will be entry only while the Garrard Street access will facilitate entry and egress from the development.
- 6.8.2 During Phase 2 Garrard Street will be the sole point of access and exit to the car park, with the additional access point on Greyfriars Road introduced to serve Phase 3.
- 6.8.3 Should a short term temporary use come forward on the Phase 3 area in the interim (through a separate temporary application) before Phase 3 is developed, there is the possibility that the Greyfriars Road access will be delivered and used to access and exit the temporary uses.
- 6.8.4 Service vehicles will enter and exit the development from the service road between the Development and Thames Tower that currently also serves as the car park exit. Removing general car park traffic will mean that this space will become a privately managed yard. The operation of this service road is discussed within **Section 6.10**. **Figure 6.14** below shows vehicular access to Phase 2 and 3

Figure 6.14: Phase 2 and 3 Vehicular Access



- 6.8.5 The location of vehicular access points and their visibility splays are shown in detail on **Drawing 44470/5502/TA/06** with **Drawing 44470/5502/TA/02** showing swept path analysis.
- 6.8.6 The car park will be developed separately in phases over Phase 2 and Phase 3 of the development proposal which is discussed below.
- 6.8.7 There is the possibility that an interim temporary application will be submitted separately in the future for interim uses of Phase 3 while Phase 2 of the Development is in operation. The temporary use area could be used to provide additional public parking or temporary leisure/retail uses.
- 6.8.8 There is a small provision for town centre occupiers for a number of parking spaces within the existing Garrard Street Car Park. During demolition and construction of Phase 2 these spaces would not be available, however dependant on the final level of car parking delivered re-provision for town centre occupiers for a number of spaces could potentially be provided in Phase 3.

Phase 2 Car Park

- 6.8.9 A car park is proposed over two levels accessible from Garrard Street. The number of spaces per level is detailed below in **Table 6.4** with the layout shown on **Drawing 44470/5502/TA/07** and **Drawing 44470/5502/TA/08** which includes swept path analysis.

Table 6.4: Phase 2 Car Parking Spaces

Level	Spaces
Garrard Street Level	60
Upper Level	62
Total Spaces	122

6.8.10 The proposed allocation by land use is as follows;

- 122 car parking for 35,259 sqm Plot G B1 Office;
- 0 car parking for 992 sqm A1 retail; and
- 0 remaining spaces for use by the public.

6.8.11 The office car parking provision is well below the RBC maximum parking standard and accords with RBC's retail car parking standards of not providing additional public parking within the central zone.

Phase 3 Car Park

6.8.12 Car parking for a maximum of up to 835 car parking spaces is being sought across the overall site (Phase 2 and Phase 3 combined), which is consistent with the overall maximum of 1000 spaces for the previously consented SH3 scheme.

6.8.13 It is proposed to access this parking from both Greyfriars Road and Garrard Street with all vehicles exiting onto Garrard Street.

6.8.14 The car parking configuration is currently proposed to be across three levels; two levels are as an extension to the Phase 2 podium structure with the addition of a basement level under the entirety of the site. Therefore, up to a maximum of 713 additional car parking spaces could come forward with Phase 3. The exact number and location of these spaces will be provided at the reserved matters stage.

6.8.15 As discussed previously, there is a provision for town centre occupiers for a small number of parking spaces within the existing Garrard Street Car Park. Depending on the final level of car parking delivered within Phase 3 there is potential for a number of spaces to be re-provided for town centre occupiers.

6.8.16 The allocation of spaces is broadly based on the following:

- Office allocated car parking within the podium based on RBC's maximum standard of 1 space per 250m²;
- Residential spaces provided at a ratio of 0.3 spaces per unit;
- Between 0 and 145 car parking spaces allocated to existing town centre occupiers;
- Any remaining car parking spaces delivered to be available for public use, which will also be available for use by the hotel and retail uses.
- Office car parking could also have the ability to be utilised as public parking during evenings and weekends.

6.8.17 The principles for the parking allocations are summarised in **Table 6.5**. It is the intent to prioritise the allocation of car parking for Station Hill occupiers (residential and office users).

Table 6.5: Parking Allocation by Land Use

Land Use	Parking Ratio
Use Class B1a (offices)	1 space per 250m ²
Use Class C3 (residential)	0.3 spaces per unit
Use Class A1 and C1 (retail and hotel)	No allocated parking
Public Car Parking Spaces	Remaining capacity to be available to the public
Provision for existing town centre occupiers	0 - 145 spaces*

* dependant on the final level of car parking delivered

Motorcycle Parking

- 6.8.18 Motorcycle parking will be provided in accordance with RBC parking standards, which equates to 2% of the total car parking provision.

Phase 2

- 6.8.19 For Phase 2 the Development will provide 3 motorcycle spaces to meet the RBC standards. These spaces will be located on Garrard Street level to minimise the need to use ramps for motorcyclists

Phase 3

- 6.8.20 The parking allocation will vary depending on the land uses that are developed for Phase 3. Based on the current development proposal seeking up to 835 spaces in total this would be 17 motorcycle spaces. Details of this will come forward within future reserved matters applications for the outline elements.
- 6.8.21 A residential car club will be provided within the Development to serve the Phase 3 residents. This will provide a minimum of 2 spaces as required by RBC's car club policy.

Disabled Parking Provision

Phase 2

- 6.8.22 The phase 2 proposals would provide 6 disabled parking spaces within the 122 capacity, these will be designed to RBC standards and located at Garrard Street level appropriately to the relevant lift cores. These 6 spaces are allocated to the office use of plot G.

Phase 3

- 6.8.23 The amount of disabled car parking is proposed in line with RBC Parking Standards and varies per development option based on use, this is set out in **Table 6.6**.

Table 6.6: Proposed Disabled Car Parking Provision

Option	C	A/B	Existing Occupiers	Public Spaces	Total
1	3	10	3	12	28
2	3	12	3	11	29
3	4	7	3	11	25

- 6.8.24 Dependant on the development options the Phase 3 car park will provide up to 25-29 disabled car parking bays in the car park (based on up to 835 car parking spaces), additional to the Phase 2 provision. These will be located close to the relevant accessible cores by use and plot. Details of which will come forward within future reserved matters applications for the outline elements.

Electric Vehicle Charging

- 6.8.25 It is proposed that 20% active and 20% passive charging facilities will be provided for the car parking spaces provided as part of the Development proposals.
- 6.8.26 The development will provide a range of charging units to accommodate all types of electric cars as the market matures, this will be reviewed when the charging facilities are implemented at the construction phase.

Phase 2

- 6.8.27 For Phase 2 the scheme will provide 25 active and 25 passive car parking facilities

Phase 3

- 6.8.28 For Phase 3 the scheme will provide up to 167 active and 167 passive car parking facilities based on the maximum 835 spaces sought. Details of which will come forward within future reserved matters applications for the outline elements.

6.9 Car Parking Displacement

Phase 2

- 6.9.1 There will be an immediate loss of public car parking during construction once the Garrard Street MSCP is demolished, and this will not be re-provided by the development in Phase 2.
- 6.9.2 A survey of the use of Garrard Street Multi-Storey Car Park was undertaken on 16th October 2018 which recorded the maximum occupancy throughout the day as being 641 vehicles (this includes the existing town centre occupiers).
- 6.9.3 During Phase 2 there will therefore be potential for 641 cars to be redistributed to surrounding public car parks based on the Development not providing for public car park user and the existing occupiers.
- 6.9.4 A survey undertaken reviewing the available capacity of public car parks around Reading was undertaken by Richard Talbot Consultancy Ltd in December 2018 with the results presented in **Appendix B**. This showed that there were 1,505 available public car parking spaces within a 10 minute walk of the site which is sufficient to accommodate for this displacement of up to 641 cars.

- 6.9.5 It is worth noting that there is potential for the Phase 3 site area to be used in the short term for public car parking while Phase 2 is operational. Should this come forward as an interim use before the Phase 3 area is developed it would be proposed through a separate temporary planning application. This would reduce the amount of public car parking displacement elsewhere within the local public car parks.
- 6.9.6 It is also proposed that the office car parking spaces could be used as public spaces in the evening on weekdays and at weekends when capacity is available within the car park.

Phase 3

- 6.9.7 The total car parking capacity for Phase 3 is up to a maximum of 835 spaces. It is proposed that the car parking be allocated by land use as set out previously in **Table 6.4**. The car parking allocation by land use in each illustrative option is provided in **Table 6.7**. Details of the exact parking provision will come forward within future reserved matters applications for the outline elements.

Table 6.7: Proposed Phase 3 Total Car Parking Provision

Option	Plot C Office	Plot G Office	Plot A/B Residential	Existing Occupiers	Public Spaces / Hotel	Total	Displaced Public Spaces
1	168	141	162	145	219	835	277*
2	156	141	194	145	199	835	297*
3	184	141	75	145	290	835	206*

*Displaced car parking allows for all car users associated to the hotel to use the public spaces.

- 6.9.8 The displaced car parking to other local public car parks has been calculated based on the peak occupancy data (recorded 16th October 2018) for the existing MSCP on site excluding the existing occupiers, which equates to 496 cars. This has then been reduced by the level of public car parking re-provided as part of the Phase 3 proposals. For all three options the displaced car parking can be accommodated within other Town Centre car parks. The peak occupancy and the remaining capacity of these car parks is set out in the report 'Parking Demand in Central Reading' (Richard Talbot Consultancy Ltd, December 2018), provided in **Appendix B**. The other town centre car parks and their distance from the site is set out in **Table 4.1**.
- 6.9.9 The displaced car parking ranges from 206 to 297 spaces dependant on the proposed development option. The previously consented Station Hill (SH3) scheme assessed a displacement of 325 car parking spaces across the town centre public car parks.
- 6.9.10 Although the hotel would not be allocated car parking within the proposed car park, an assessment has been undertaken anticipating that some people would drive to the hotel and park within a public car park locally. To accommodate for this additional public car parking demand a vehicle trip rates has been calculated from a review of TRICS and a car park accumulation exercise calculated.
- 6.9.11 The level of car parking required to serve the hotel included within illustrative Option 3 has therefore been accommodated within the public space provision increasing the displaced car parking. This assessment is detailed within PBA Technical Note 15 provided in **Appendix C**.
- 6.9.12 It is also proposed that the office car parking spaces could be used as public spaces in the evening during weekdays and at weekends when capacity is available within the car park.

6.10 Delivery and Servicing

- 6.10.1 The site-wide delivery and servicing strategy has been developed utilising a combination of on-street loading facilities and an internal service road and yard as shown in **Figure 6.16**.

Figure 6.16: Delivery and Servicing Strategy



On-street Loading

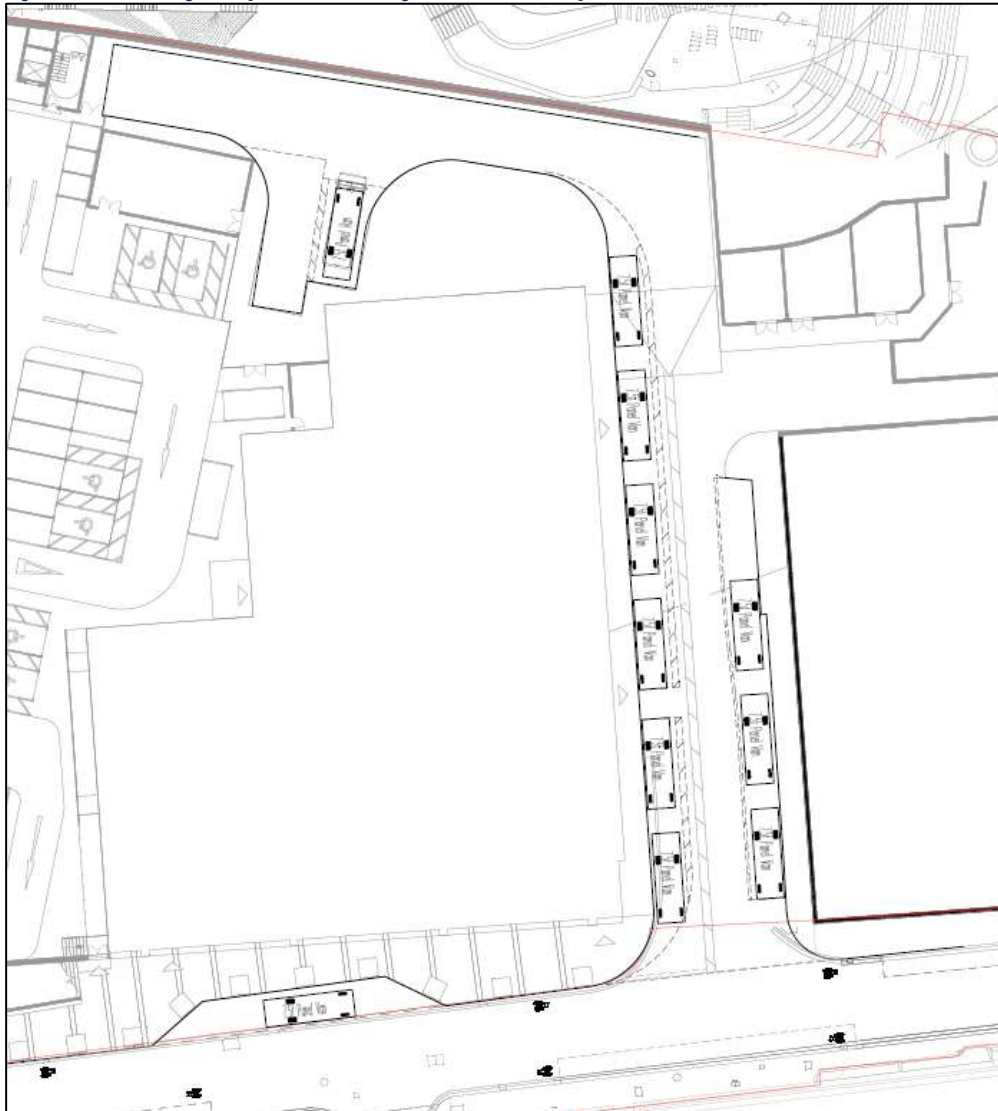
- 6.10.2 It is proposed that three on-street loading facilities will be provided; one on Greyfriars Road adjacent to Plot A and two along Garrard Street, one adjacent to Plot B/D and one adjacent to Plot G.
- 6.10.3 The layby to the south of Plot G is proposed to be delivered within Phase 2 and is off carriageway. This will be used to provide deliveries to the Garrard Street entrance of Plot G (primarily Plot G will be serviced from the adjoining servicing road and yard).
- 6.10.4 The layby on the western end of Garrard Street and layby on Greyfriars Road are proposed to be provided to support the uses within Phase 3. The western Garrard Street layby is proposed off carriageway while the Greyfriars Road layby is proposed on-street as was previously the case for Xafinity House. These facilities will serve the adjacent Plots A/B/D and provide a location for servicing, deliveries and refuse collection.
- 6.10.5 Drawing **44470/5502/TA/01** and **44470/5002/TA/02** show the Phase 2 and Phase 3 highway proposals which show these facilities.

- 6.10.6 An assessment of likely maximum service bay demand has been undertaken based on the three illustrative land use options as presented in detail within PBA Technical Note 14 provided within **Appendix D**.
- 6.10.7 It is anticipated that the two on-street loading bays serving Phase 3 (Residential/Hotel) will be used by between 23 and 47 vehicles a day (12 to 24 vehicles per layby per day) depending on the illustrative option. Appropriate time restrictions will be applied within the bays to ensure the timely turnover of vehicles.
- 6.10.8 As set out in **Appendix D**, the upper limit of anticipated service trips relates to Option 2 which represents the maximum residential proposal (47 vehicles) and has been calculated based on the service generation of 'Private Flats'.
- 6.10.9 There is potential that the proposed residential units are delivered as estate managed 'build to rent' units. If this is the case the servicing trips would likely be much lower with shorter dwell times, since the units would be fully fitted out and there will be very few bulky goods deliveries. There would also be a ground floor concierge service to drop off any parcels, Which, would not usually be the case with a traditional privately owned flat on which the trip rates are based.

Service Road and Yard

- 6.10.10 The current service road to the east of the Development facilitates exit from the MSCP and is used for vehicle servicing of Thames Tower. The Development proposes alteration to the existing road between the MSCP and Thames Tower and removal of the central columns supporting the car park pedestrian access above to become a service zone accommodating parallel loading bays and deliveries in the space between the buildings.
- 6.10.11 It is also proposed to provide an additional internal loading bay for smaller HGV's and turning head for lorries up to 10m in length (it is able to be used by a large refuse vehicle to turn).
- 6.10.12 This private loading facility will be managed as part of the Development's estate management function and will be co-ordinated and shared with Thames Tower's operation. It is proposed that the servicing facility be delivered in Phase 2 and as currently envisaged will ultimately serve the office and retail of Plot G (Phase 2) and Plot C (Phase 3) plus podium level retail and Thames Tower. The shared service zone includes:
- A service yard within the podium for small HGV's such as a HGV Panel Van and a turning head for 10m HGV's (also allows for the turning of a large refuse vehicle);
 - A service zone adjacent to Plot G capable of accommodating larger HGV's (including articulated lorries) reversing from Garrard Street and vehicles entering the service road in a forward gear (able to accommodate up to 6 HGV Panel Vans);
 - An expanded service zone adjacent to Thames Tower (able to accommodate up to 3 HGV Panel Vans);
- 6.10.13 The service area is shown on **Drawing 44470/5502/TA/05** with an extract included of the scheme included within **Figure 6.17** below. Swept path analysis of the service area is shown on **Drawing 44470/5502/TA/04**.

Figure 6.17: Servicing Area [extract of Drawing 44470/5502/TA/05]



- 6.10.14 Currently the servicing and deliveries of the adjacent Thames Tower require articulated HGV's to enter the service road by reversing to enable them to exit onto Garrard Street in a forward gear avoiding the central columns. The proposed service road will maintain the current façade distance between Plot G and Thames Tower (c.15m) and proposes to utilise the same principle for larger HGVs in an improved managed environment and with the columns removed.
- 6.10.15 The servicing area will be managed by the estates team who will locate vehicles within the servicing area from the north while maintaining free areas to facilitate the waiting and passing of vehicles as necessary.
- 6.10.16 The servicing road and delivery yard will be delivered during Phase 2 to serve Plot G and Thames Tower, but the service area has been designed to be sufficient in capacity to accommodate the servicing and delivery requirements of the Phase 3 office contained within Plot C and retail area proposed within Phase 3.
- 6.10.17 Forecasts for the maximum number of servicing and delivery vehicles utilising the servicing zone are set out below within **Table 6.7**. This based on the servicing requirements of illustrative Option 3 which generates the highest number of service vehicles. Details of how the servicing generation was calculated is explained in **Appendix D**.

Table 6.7: Service Road and Yard Vehicle Generation

Use	Area GIA	Servicing Vehicles Per Day
Phase 2		
Phase 2 Office	35,259	26
Phase 2 Retail	992	4
Thames Tower (Existing)	NA	27
Total		57
Phase 2 + Phase 3		
Phase 2 Office	35,259	26
Phase 2 Retail	992	4
Phase 3 Office	46,000	34
Phase 3 Retail	2,500	8
Thames Tower (Existing)	NA	27
Total		99

6.10.18 It is proposed that the servicing zone will be controlled through a booking system to be managed by the estate management team to balance trips across the day and to prevent congestion within the facility. A similar system operates at The Oracle in Reading. On the basis the facility is operational for only 12 hours (07:00 to 19:00) but acknowledging this could be greater, this would be 8 vehicles an hour. Given the facility can accommodate up to 10 panel vans, plus there is an additional bay available outside Plot G on Garrard Street it is considered that there is sufficient space to accommodate all servicing requirements off the public highway when accounting for average vehicle dwell times as shown in **Table 6.8** below.

Table 6.8: Vehicle Type Dwell Times

Vehicle Type	Dwell Time
Cars and vans up to 3.5 tonnes (LGVs)	0 – 15 minutes
Large sized refuse vehicle	5 – 30 minutes
HGVs over 3.5t up to 18t	5 – 30+ minutes

6.10.19 A simplified robust calculation is set out below to express that the occupancy of these vehicles can be easily accommodated.

- Based on the service yard accommodating 9 vehicles (1 HGV plus 8 LGV's) (10% HGV).
- Based on 9 vehicles over 12 hours this provides 6,480 minutes of available vehicle storage.
- Should each of the 99 vehicles require 30 minutes of storage (highest dwell time used), 2,970 minutes of storage would be required for servicing activities.
- This is the equivalent of 46% of the total capacity (2,970 minutes / 6,480 minutes) without accommodating for the likely faster turnaround of vehicles, and additional bay available to the south of Plot G on Garrard Street.

6.11 Waste Storage and Management

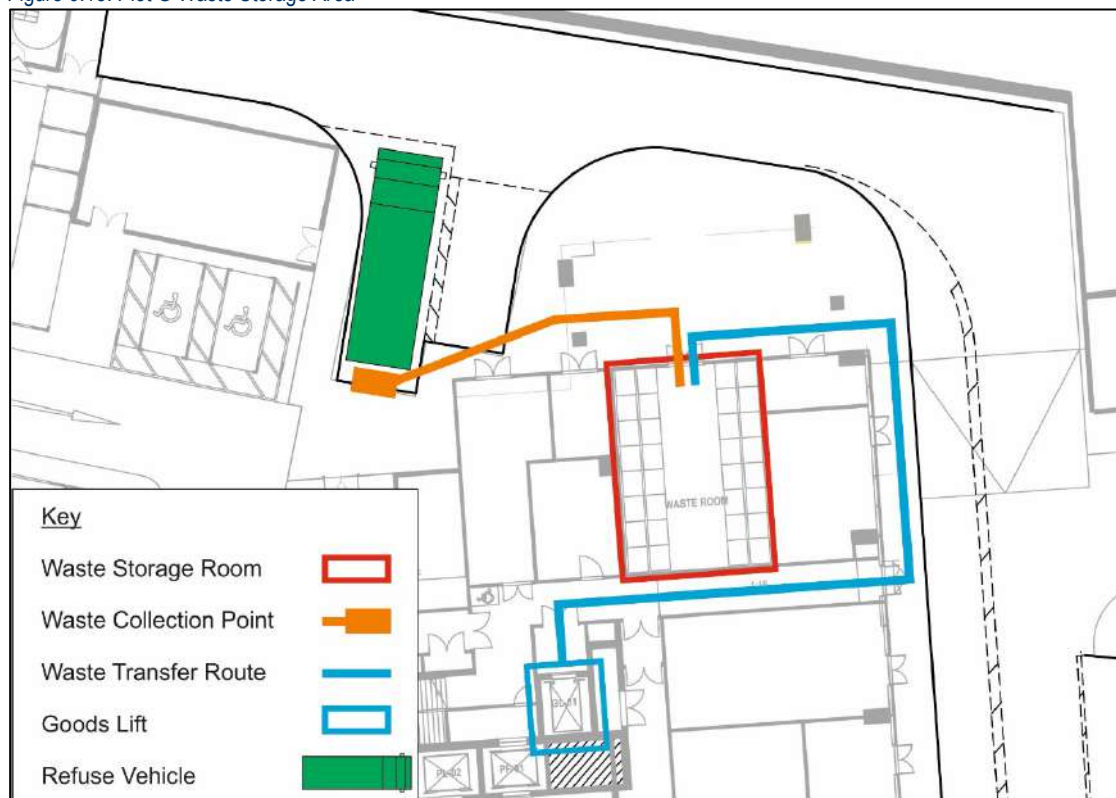
Phase 2 – Waste

- 6.11.1 This section provides details on the waste strategy for Plot G and includes details on the anticipated waste generation and proposed waste storage. A summary of relevant waste policy is included within **Appendix E** and has been used to inform the waste strategy for the scheme.

Office and Retail Waste Storage and Collection Strategy

- 6.11.2 Plot G accommodates a waste storage area within the podium adjacent to the service road. Access between the storage area and the service road is level with a manual handling distance of 12m. **Figure 6.18** below shows the location of the waste storage area in relation to the collection point.

Figure 6.18: Plot G Waste Storage Area



- 6.11.3 The above figure also indicates the route taken to transfer waste from the office and retail uses generated within Plot G.
- 6.11.4 **Table 6.9** shows the estimated waste storage capacity required for the office component to Plot G based on a ratio of 70% separated recyclables, 30% residual and calculated using ADEPT 'Making Space for Waste' guidance.

Table 6.9: Plot G Office Waste Generation 35,259 sqm

Office Collections	Residual 1,100 L waste bins	Recycling 1,100 L bins	Total 1,100 L bins required
Weekly	25	58	83
Twice Weekly	13	29	42
Three time a week	8	19	28

- 6.11.5 The anticipated retail waste generation is shown in **Table 6.10**. For the basis of this assessment it has been assumed, as a worst case in storage terms, that the retail is a restaurant use. The table below provides the initial estimate of the maximum storage requirements. The actual storage requirement is likely to be slightly lower, but this considers that additional space is likely to be needed for separation into different recyclable waste streams, for example food, paper/card, plastic etc.
- 6.11.6 Each individual retail unit will have a storage area to hold one day's waste. The estimated waste storage required for the retail use is based on a ratio of 70% separated recyclables, 30% residual.

Table 6.10: Plot G Retail Waste Generation 992 sqm

Retail Collections	Residual 1,100 L waste bins	Recycling 1,100 L bins	Total 1,100 L bins
Weekly	3	6	9
Twice Weekly	1	3	5
Three time a week	1	2	3

- 6.11.7 The waste storage area has been designed to accommodate 31 bins which would require collections three times a week for the retail and office waste generation. This doesn't account for the potential use of compactors that could reduce the space required.

Phase 3 – Waste

- 6.11.8 As Phase 3 of the development is currently seeking outline permission the specific number of bins and size of storage area will be developed, in consultation with RBC, during forthcoming reserved matters applications.
- 6.11.9 As discussed earlier within **Section 6.10** the office and retail elements of Phase 3 will be serviced by the service zone provided within Phase 2. The residential/hotel uses are expected to be serviced from the adjacent loading bays.
- 6.11.10 The residential waste stores are expected to be located within an acceptable manual handling distance of the loading bays to enable suitable collection distances. This will be the same case for a hotel if it is forthcoming at the reserved matters stage
- 6.11.11 An appropriately sized waste storage area will be located within a suitable distance of the service yard to facilitate the collection of waste from the shared service area for the office and retail uses proposed within Phase 3. The waste will be transferred from the Phase 3 plots via a lift provided within Plot C to the service yard level.

6.12 Station Hill Plaza Vehicular Access and Emergency Access

- 6.12.1 It is intended that Station Hill Plaza will be pedestrianised as this forms a key part of the public realm improvements with vehicular access limited to emergency vehicles, vehicles associated with maintenance and the possible installation of temporary events within the Station Hill Plaza.
- 6.12.2 These vehicles are to access and exit the Development via Friar Street, Friars Walk and across the planned new bridge across Garrard Street. Swept path analysis of a fire tender and 10m rigid lorry circulating within the Central Square has been illustrated within **Drawing 44470/5502/TA/10**.
- 6.12.3 The estates management team will control access via bollards and restrict vehicular access to vehicles not exceeding 26t gross vehicle weight (GVW) to accommodate Royal Berkshire Fire and Rescue's largest fire tender.
- 6.12.4 The public realm and landscape strategy for Phase 3 will be developed in detail to enable access to Station Hill Gardens to meet the access requirements set out within the Developments Fire Strategy produced by Hoare Lea.
- 6.12.5 **Drawing 44470/5502/TA/10** also shows Fire Tender access to the control room within Plot G accessed from the service zone.

7 Trip Generation

7.1 Introduction and Background

- 7.1.1 This chapter provides the methodology and sets out the forecast travel demand associated with the Development. The three Phase 3 illustrative options and their corresponding total people and vehicle trip rates were compared against the consented SH3 Station Hill North scheme to provide an impact assessment scenario for presentation in the travel demand forecast of the Development.

7.2 Trip Rates

Extant Consent Comparison

- 7.2.1 Where relevant the assessment methodology for the Development has been informed by the agreed methodology used during the SH3 application to inform a comparison of the transport impact of the Development (i.e. whether the Development will lead to an increase or decrease in overall trips relative to the previously consented scheme).

Table 7.1: Development Quantum Comparison

Scheme	Hotel (rooms)	Residential (units)	Office (sqm)	Retail and Leisure (sqm)	Public Car Parking	Displaced Car Parking
Consented Station Hill North (2013 & 2016)	0	0	103,700	11,537	255	343
Proposed Station Hill North (Option 3)	450	250	81,259	3,492	290	286
Net Change	+450	+250	-22,441	-8,045	+35	-57

*290 public car includes the 80 car parking space demand associated with the hotel, therefore increasing the displaced car parking to 286

- 7.2.2 The total people trip rates used in the consented SH3 Station Hill North scheme for the residential, office, public car parking and retail land uses are set out below in **Table 7.2**. The hotel total people trip rates were calculated using an alternative assessment.

Table 7.2: Total People and Total Vehicle Trip Rates SH3

Total People						
Land Use	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Residential	0.103	0.556	0.659	0.386	0.223	0.609
Office	2.190	0.160	2.350	0.130	1.970	2.100
Retail	12.430	10.060	22.490	21.450	21.150	42.600
Hotel	0.115	0.292	0.407	0.223	0.214	0.437
Public Car Parking	0.459	0.020	0.478	0.047	0.337	0.384

Total Vehicles						
Land Use	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Residential	0.029	0.158	0.187	0.110	0.063	0.173
Office	0.192	0.014	0.206	0.011	0.173	0.184
Retail	0.000	0.000	0.000	0.000	0.000	0.000
Hotel	0.034	0.102	0.136	0.037	0.021	0.058
Public Car Parking	0.304	0.006	0.310	0.036	0.237	0.273

- 7.2.3 The total vehicle trip rates for office and retail uses for the Development have been based on the same SH3 modal split for comparison purposes.
- 7.2.4 The vehicle trip rates for residential land uses have been based on the SH3 modal split with a factor of 0.6 applied based on the fact that a reduction of car parking per unit is proposed. (0.3 spaces per unit vs consented 0.5 per unit).
- 7.2.5 The previously consented scheme did not include a hotel option therefore both the total people and vehicle trip rates were derived from TRICS for sites in England and Wales, including Greater London that were comparable in regard to sustainable access and having no allocated car parking. The TRICS output for these comparable sites is provided within **Appendix F**.
- 7.2.6 The total vehicle trip rates associated with the public car parking has been calculated using the traffic data recorded for the existing MSCP to calculate a trip rate per space. This data was collected by an independent survey company and can be provided on request.
- 7.2.7 The methodology for the trip rates used in the assessment is summarised in **Table 7.3**.

Table 7.3: Trip Rate Methodology

Land Use	Total People	Total Vehicles
Residential	Consented trip rate	Consented vehicle rates with applied 0.6 factor to correspond with reduced car parking ratio
Office	Consented trip rate	Consented modal split
Retail	Consented trip rate	Car free
Hotel	New TRICS assessment	New TRICS assessment
Public Car Parking	Consented total people rates per public car parking space (255)	Based on 2018 MSCP occupancy data

7.3 Development Total People and Total Vehicle Trip Generation

- 7.3.1 The three illustrative Development options for the Northern Scheme (beyond the maximum office option equivalent to SH3) are set in **Table 7.4** which includes the floor area for both the Phase 2 and Phase 3 uses.

Table 7.4: Proposed Total Illustrative Development Options (including outline and detailed aspects)

Option	Residential Units	Office (GIA sqm)	Retail (GIA sqm)	Hotel (number of rooms)	Public Car Parking	Displaced Public Car Parking
1	539	77,259	3,492	0	219	277
2	647	74,259	3,492	0	199	297
3	250	81,259	3,492	450	290	286

- 7.3.2 The illustrative Development options corresponding land quantum were then compared to the previously consented SH3 Station Hill North Scheme (set out within **Table 1.1**), the net impact of the illustrative Development options is provided in **Table 7.5**.

Table 7.5: Net Impact Development Proposals (Proposed Development against SH3 Northern Scheme)

Option	Residential (Units)	Office (GIA sqm)	Retail (GIA sqm)	Hotel (number of rooms)	Public Car Parking (on-site)	Displaced Public Car Parking (off-site)
1	+539	-27,291	-8,045	-	-36	-66
2	+647	-30,291	-8,045	-	-56	-46
3	+250	-22,441	-8,045	+450	-45	-57

- 7.3.3 The trip rates provided in **Table 7.2** were applied to the net impact of the proposals. The scheme with the highest impact in comparison to the consented northern scheme Option 3, as set out in **Table 7.6**.

Table 7.6: Net Impact Total People and Total Vehicle Trip Generation (Proposed Development against Consented Scheme)

Total People							
Option		AM (08:00-09:00)			PM (17:00-18:00)		
		Arrive	Depart	2 Way	Arrive	Depart	2 Way
1		-790	54	-736	-259	-838	-1098
2		-854	109	-745	-223	-880	-1103
3		-685	31	-653	-266	-731	-996
Total Vehicles							
Option		AM (08:00-09:00)			PM (17:00-18:00)		
		Arrive	Depart	2 Way	Arrive	Depart	2 Way
1	Net impact	-52	47	-5	31	-34	-3
	Displaced Public Car Parking	-20	0	-20	-2	-16	-18
	Total Impact	-72	47	-26	29	-49	-21

Total Vehicles							
2	Net impact	-62	57	-5	37	-40	-2
	Displaced Public Car Parking	-14	0	-14	-2	-11	-13
	Total Impact	-76	57	-20	36	-50	-15
3	Net impact	-37	66	29	29	-30	-22
	Displaced Public Car Parking	-17	0	-18	-2	-14	-16
	Total Impact	-54	66	11	27	-44	-17

7.3.4 The car parking allocation assessed for the above illustrative options was based on the allocation set out within **Section 6.8**.

7.3.5 The proposed total car parking provision for the land uses associated with Phase 2 and Phase 3 illustrative Option 3 has been based on the maximum of up to 835 car parking spaces. The allocation assessed is summarised in **Table 7.7**.

Table 7.7: Option 3 Car Parking Allocation

Land Use	Parking Spaces
Use Class B1a (offices)	325
Use Class C3 (residential)	75
Use Class A1 and C1 (retail and hotel)	0 (none allocated and expected to use public car parks)
Provision for Existing Occupiers	0 to 145
Public Car Parking Spaces	290*
Total Phase 3	835
Displaced Car Parking	286**

*Including 80 space demand for Hotel

**Displaced Car parking allows for hotel users to also use the public spaces, displaced car parking is reduced from the previously consented 343 spaces

7.3.6 Using TRICS, the arrival and departures for the hotel produced a car park accumulation which had a peak occupancy of 80 cars associated with the proposed 450 room hotel. As allocated hotel car parking is not proposed, it is anticipated they would use local public car parking which would potentially reduce the number of spaces for use by the general public to 210 car

parking spaces, this additional demand has therefore been accommodated within the total public displaced car parking which equates to 286 spaces.

- 7.3.7 The total people and total vehicles associated with Option 3 in the AM and PM peak hours is set out in **Table 7.8**.

Table 7.8: Net Impact of Option 3 Against Consented Northern Scheme

Total People						
	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Net Impact	-685	31	-653	-266	-731	-996
Total Vehicles						
	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Net Impact	-37	66	29	29	-30	-2
Displaced car parking	-17	0	-18	-2	-14	-16
Total impact	-54	66	11	27	-44	-17

- 7.3.8 The total people generated by the illustrative Development Option 3 in comparison with the consented northern scheme, would equate to a two-way reduction of 653 and 996 total people in the AM and PM peak hours respectively.
- 7.3.9 The two-way total vehicles associated with the illustrative Development Option 3 shows a slight increase in the AM peak and reduction in the PM peak compared with the SH3 Station Hill Northern consented scheme (an additional 11 two way vehicle movements across Reading in the AM peak hour, and a reduction of 17 two way vehicles in the PM peak hour).
- 7.3.10 Option 3 in comparison with the consented scheme would reduce the number of vehicles displaced to other car parks in Reading town centre by 57, from the 343 previously assessed in the consented scheme.

7.4 Development Trip Generation by walking, cycling and public transport

- 7.4.1 To calculate the trip generation for the proposed development the same modal split used for the retail and office land uses in the consented SH3 and TH scheme has been applied to the total net impact. The modal split for hotel has been calculated using the TRICS output for the sites selected when the trip rates were calculated.
- 7.4.2 For residential uses, the single occupancy car modal split reduced based on the amended vehicle trip rates as set out in **Section 7.2** reflecting the lower parking provision. The remaining percentage difference was then reallocated to the other modes proportionately. The corresponding net impact trip generation is provided in **Table 7.9**.

Table 7.9: Net Impact Multimodal Trip Generation (Consented Northern Scheme against Option 3)

Mode	AM 2-Way Trips	PM 2-Way Trips
Pedestrians	-46	-98
Cyclist	-28	-42
Bus	-342	-483
Rail	-264	-391
Multi vehicle occupants	23	30
Single vehicle occupants	2	-10
Other	1	-3
Total	-653	-996

- 7.4.3 The largest reduction between the consented trip generation and the proposed Northern Scheme is in the PM peak hour, where there is a reduction of 483 people using buses and a reduction of 391 people using trains.

7.5 Trip Generation Summary

- 7.5.1 The illustrative Development Option 3 has the highest impact of the three options when compared to each illustrative option and the consented northern scheme (SH3). Therefore, this option was used in calculating the net impact in regard to total people by each means of travel.
- 7.5.2 The largest decreases in the different modes in both the AM and PM peak hours relate to use by bus and rail, totalling a reduction of 605 two-way trips in the AM peak hour and 874 in the PM peak hour. This is due to the overall reduction in the number of people that the Development will accommodate because of the reduction in office floorspace
- 7.5.3 It is not considered that the Development has an additional impact to the operation of the local highway network in the peak hours compared with the SH3 consented scheme. It is anticipated there would be an additional 11 two way vehicle movements across Reading in the AM peak hour, and a reduction of 17 two way vehicle movements in the PM peak hour.

8 Conclusion

8.1 Policy

- 8.1.1 The Development has been worked up in accordance with national and local policy in a transport context. The Station Hill scheme is a mixed-use development in a highly accessible area. The Development has been designed to significantly enhance and integrate with the neighbouring interchanges and public realm.
- 8.1.2 The Development specifically meets the requirements outlined in the 2019 adopted Local Plan delivering:
- A potential range of land uses easily accessible on foot via multiple access points at Friar Street, Garrard Street, Greyfriars Road and Station Hill/Station subway and Station Square;
 - New and improved links and facilities for walking and cycling within the development site helping to strengthen the north-south axis linking the River Thames, station area and central Reading; and
 - High quality connections to the south-western interchange.

8.2 Development Proposals

- 8.2.1 The improved permeability of the Development for pedestrians enhanced by the highest quality landscape proposals will improve overall accessibility in the area.
- 8.2.2 The Development will also deliver a new strong direct link between Friar Street, Station Hill and the railway station. This helps the delivery of RBC's aspirations highlighted within LTP3.
- 8.2.3 A VISSIM microsimulation model was prepared and demonstrates that the anticipated increase in future pedestrian movement within the Station Square and Pocket Park can be comfortably accommodated within the proposed landscape enhancement proposals and represents a significant improvement to the existing space.
- 8.2.4 The Development connects to Reading's designated cycle routes running along Greyfriars Road, Station Hill and Garrard Street, in addition to connections to Friar Street for cycling.
- 8.2.5 The Development proposes improvements to these routes through the introduction of new cycle lanes, junction narrowing, signage surface treatment, and also facilitates RBC's aspiration for cycling to be permitted through the station subway. Surface level cycle parking will be provided for visitors to the residential, retail and leisure uses.
- 8.2.6 The Development will provide cycle parking facilities for residents and occupiers with direct access to the designated cycle routes and secure covered storage, lockers, changing rooms etc to exceed RBCs standards.
- 8.2.7 The Development proposes an increase in taxi waiting capacity within the south west interchange by reconfiguring the stacking layout.
- 8.2.8 The current exit road from the NCP car park onto Garrard Street will become a service road only, facilitating access to an enhanced shared service zone to accommodate the anticipated delivery and servicing requirements for the bulk of the full Development and Thames Tower. Some on street loading will take place on Garrard Street and Greyfriars Road for the latter phase of Development.

- 8.2.9 The existing NCP car park will be replaced with new car parking to serve the Development leading to a potential reduction in public car parking. If the displaced parking does not choose to travel by other means, it can be accommodated in car parks with spare capacity elsewhere within Reading town centre.

8.3 Trip Generation Assessment

- 8.3.1 The trip rates applied and methodology for determining modeshare have been based on that applied to the previously consented Station Hill scheme (SH3). The modeshare of the Development has been considered in terms of each land use and each trip purpose. As would be expected for a site in such a highly accessible location, the majority of trips will be made by walking cycling and public transport.
- 8.3.2 The illustrative Development options have been compared against the consented Station Hill scheme and found:
- Parking levels are similar to the consented scheme;
 - The most robust illustrative development mix in terms of trip generation reflects comparable or lower levels of vehicular traffic during the peak periods compared with the consented scheme; and
 - The illustrative options would likely generate fewer people trips to the maximum office floorspace option previously assessed as part of the consented SH3 scheme due to the reduction in office floorspace.
- 8.3.3 This assessment shows that the range in land uses now sought as part of the development will not materially alter the overall impacts on the transport network when compared with the previously consented SH3 scheme.

8.4 Monitoring and Review

- 8.4.1 A Framework Travel Plan has been prepared for the site and this will form the basis of targets and measures to be adopted by future occupiers to help promote the use of more sustainable travel as the means of access for the site.

Appendix A Personal Injury Collision Data

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medical treatment and injuries which result in death 30 days after the collision. The serious category, therefore, covers a very broad range of injuries; and

- Fatal Injury: Injuries which cause death either immediately or any time up to 30 days after the collision.

1.2 Collision Details

- 1.2.1 There were a total number of 63 collisions recorded in the last five years from RBC's collision record, of this number there were two fatal accidents recorded. The location of the collisions can be seen in **Figure 1**.

1.3 Fatal Collisions

- 1.3.1 Details relating to the two fatal collisions over the 5-year period are summarised below;
- 1.3.2 W1470614, 20/06/2014: The collision occurred at the crossroads at Station Road, Friar Street and Queen Victoria Street. A pedestrian travelling west to east on Friar Street, stumbled and collided with a bus turning into Station Road from Friar Street. The pedestrian was the only casualty recorded which was of a fatal nature. The possible causation factor was identified as a failure to look properly (pedestrian).
- 1.3.3 170312755, 20/10/2017: The collision happened at Great Knollys Street junction with A329 Caversham Road. A bus/ coach turning left out of Great Knollys Street onto Caversham Road collided with two pedestrians. There were two casualties in this collision both being the pedestrians, one sustained injuries of a slight nature and the other sustaining injuries of a fatal nature. The very likely causation factor was identified as both pedestrians wearing dark clothing at night also possibly the failure to look properly (vehicle) and the pedestrian being in the vehicle blind spot.

1.4 Serious Collisions

- 1.4.1 Details relating to the serious collisions over the 5-year period are summarised below;
- 1.4.2 W0501114, 04/11/2014: On Forbury Road outside Aquis House a pedestrian collided with a car while trying to cross the road. The pedestrian sustained injuries of a serious nature. The very likely causation factors for this collision are 'Rain, sleet, snow or fog' and 'pedestrian wearing dark clothing at night'.
- 1.4.3 W2941214, 31/12/2014: The collision occurred on Station Road approximately 25 metre from junction with Garrard Street when a car drove the wrong way up a one-way road, the car attempted to turn and accelerated backwards into a pedestrian. The pedestrian sustained injuries of a serious nature. There were no causation factors recorded.
- 1.4.4 W0280115, 01/01/2015: A pedestrian crossing Friar Street was hit by a taxi travelling east to west along Friar Street to Station Road. The pedestrian was the only casualty and sustained serious injuries. The very likely causation factors in this collision was the pedestrian 'impaired by alcohol' and 'careless/reckless/In a hurry'.
- 1.4.5 W2790715, 26/07/2015: Following a physical fight on West Street, a car left the scene and drove south east to north west to Friar Street to collect a friend. Setting off after collecting a friend the driver then collided with a pedestrian in the carriageway. The pedestrian that was hit sustained injuries of a serious classification. The very likely causation factors for this collision was the driver 'impaired by alcohol' and 'dangerous action in carriageway'.

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- 1.4.6 W0371115, 04/11/2015: The collision happened at Station Road crossroads with Friar Street. A heavy goods vehicle travelling north collided with a pedestrian crossing the road westbound and failed to stop. The pedestrian sustained injuries of a serious classification. The very likely causation factor for this collision was the driver 'failed to look properly'.
- 1.4.7 W0500116, 08/01/2016: The collision occurred when a car travelling southbound on Chatham Street approximately 25 metres east of the junction with Eaton Place collided with an intoxicated pedestrian travelling east on Chatham Street. The pedestrian sustained injuries of a serious classification. The very likely causation factors were 'impaired by alcohol' and 'failed to look properly', attributed to the pedestrian.
- 1.4.8 43180123073, 16/04/2018: At the West Street junction with Friar Street a cyclist attempted to pass a bus on its near side when the cyclist has lost control and sustained injuries of a serious classification. The possible causation factors for the cyclist were 'failed to judge other persons path or speed' and 'impaired by drugs (illicit or medicinal)'.
- 1.4.9 43190018191, 26/11/2018: At the A329 Caversham Road junction with Great Knollys Street a cyclist travelling west to east collided with a car driving south to north. The cyclist sustained serious injuries and no causation factors were recorded.
- 1.4.10 180385050, 15/12/2018: The collision occurred on Blagrove Street approximately 68 metres south of the junction with Valpy Street when a pedestrian crossing Blagrove Street was hit by a taxi travelling north. The pedestrian sustained serious injuries. The causation factors for this collision were 'impaired by alcohol' and 'failed to look properly', both by the pedestrian.

1.5 Collision Summary

- 1.5.1 A summary of the annual rolling 5-year collision data (10/02/2014 to 31/01/2019) within the study area is provided within Table 1. This is broken down to show the total collisions and additionally the vulnerable road users (pedal cyclists and pedestrians) involved in the collisions. The five rolling years are as followed;

- Year 1 – 01/02/2014 to 31/01/2015;
- Year 2 – 01/02/2015 to 31/01/2016;
- Year 3 – 01/02/2016 to 31/01/2017;
- Year 4 – 01/02/2017 to 31/01/2018 and
- Year 5 – 01/02/2018 to 31/01/2019.

Table 1: Summary of Collisions (01/02/2014 – 31/01/2019)

Collisions	Injury Severity	Year					Total
		1	2	3	4	5	
Total	Fatal	1	0	0	1	0	2
	Serious	3	3	0	0	5	11
	Slight	10	10	9	11	10	50
	Sub Total	14	13	9	12	15	63
Pedestrian	Fatal	1	0	0	1	0	2
	Serious	3	3	0	0	2	8
	Slight	4	6	3	6	9	28
	Sub Total	8	9	3	7	11	38

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Cyclist	Fatal	0	0	0	0	0	0
	Serious	0	0	0	0	3	3
	Slight	2	1	3	5	0	11
	Sub Total	2	1	3	5	3	14

1.5.2 It can be seen in **Table 1**, there were a total of 63 collisions. Of these collisions 11 (17.5%) were of a Serious severity, 78 (79.4%) were of a Slight nature and 2 (3.1%) of a Fatal severity. The collisions appeared to show no standard pattern of change over the five years although it is worth noting that in year three, only 9 Slight collisions recorded, the least recorded over the five-year period.

1.5.3 Below in **Table 2**, there is a summary of the casualties from the 63 collisions in the study area.

Table 2: Summary of Casualty's (01/02/2014 – 31/01/2019)

Collisions	Injury Severity	Year					Total
		1	2	3	4	5	
Total	Fatal	1	0	0	1	0	2
	Serious	3	3	0	0	5	11
	Slight	12	10	10	12	14	58
	Sub Total	16	13	10	13	19	71
Pedestrian	Fatal	1	0	0	1	0	2
	Serious	3	3	0	0	2	8
	Slight	4	6	3	6	9	28
	Sub Total	8	9	3	7	11	38
Cyclist	Fatal	0	0	0	0	0	0
	Serious	0	0	0	0	3	3
	Slight	2	1	4	5	0	12
	Sub Total	2	1	4	5	3	15

1.5.4 In **Table 2**, the summary of casualties over the five years of PIC data can be seen. There were 71 casualties recorded from the collisions of which 58 (81.7%) were Slight, 11 were Serious (15.5%) and 2 were of a Fatal classification (2.8%). In the above table the vulnerable road users can also be seen. There were 38 pedestrian casualties (53.5%) and 15 casualties that were cyclists (21.1%). Of these pedestrian casualties 28 were categorised as Slight (73.7% of pedestrian casualties), 8 were Serious (21%) and 2 Fatal (5.3%). Of the 15 cyclist casualties, 12 were Slight (80%) and 3 were of a Serious classification (20%).

Contributory Factors

1.5.5 The contributory factors for the 63 collisions over the study area are summarised below in **Table 3**.

Table 3: Contributory Factors

Contributory Factor	Very Likely	Possible	Total
Sudden Braking	1	1	2
Following too close	1	1	2
Crossing road masked by stationary vehicle	2	0	2

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Disobeying pedestrian crossing facility	2	0	2
Failed to look properly	29	16	45
Careless/reckless/in a hurry	5	5	10
Illegal turn or direction of travel	1	0	1
Rain, sleet, snow or fog	1	0	1
Pedestrian wearing dark clothing at night	3	0	3
Impaired by alcohol	11	6	17
Poor turn or maneuvered	2	2	4
Slippery road (due to weather)	3	0	3
Travelling too fast for conditions	2	1	3
Failed to judge other persons path or speed	3	10	13
Dangerous action in carriageway	1	0	1
Failed to signal/ misleading signal	1	1	2
Loss of control	1	1	2
Distraction in vehicle	2	0	2
Disobeying give way or stop signs or markings	0	1	1
Vehicle blind spot	0	2	2
Road layout (bend)	1	0	1
Vehicle travelling along pavement	1	0	1
Aggressive driving	1	0	1
Stationary or parked vehicle	0	1	1
Passing too close to cyclist, horse rider or pedestrian	0	1	1
Impaired by drugs (illicit or medicinal)	0	2	2
Other	2	3	5
Total	76	54	130

1.5.6 In **Table 3** the contributory factors for the collisions on the local highway network can be seen. There was a total of 130 factors cited for the 63 accidents. The most named category was 'Failed to look properly', this factor was cited 45 times (34.6%), of these 29 (22.3%) were Very Likely and 25 (12.3%) were Possible.

1.6 Junction Cluster Analysis

1.1. As seen in **Figure 1** there are several clustering of collisions on some of the major junctions in the study area. A further analysis of these two junctions can be seen below in **Table 4**, this is broken down into the severity of the collision and the road user involved.

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Table 4: Junction Cluster Analysis

Junction	Year	Severity of Injury			Road User				Total
		Fatal	Serious	Slight	Pedestrian	Cycle	Motorcycles	Car Drivers	
IDR/ Chatham Street/ Friar Street	1	0	0	1	1	0	0	0	1
	2	0	0	2	1	1	0	0	2
	3	0	0	3	1	1	0	1	3
	4	0	0	5	2	1	1	1	5
	5	0	0	0	0	0	0	0	0
	Total	0	0	10	5	3	1	2	10
Station Road/ Queen Victoria Street/ Friar Street	1	1	0	0	1	0	0	0	1
	2	0	1	1	2	0	0	0	2
	3	0	0	1	1	0	0	0	1
	4	0	0	0	0	0	0	0	0
	5	0	0	1	1	0	0	0	1
	Total	1	1	3	5	0	0	0	5

1.6.1 It can be seen in **Table 4** there was 15 collisions that occurred on these two junctions (41.7% of collisions), 10 were recorded on IDR/ Chatham Street/ Friar Street. Of the 15 collisions recorded on these two junctions, one collision was classified as serious and one was recorded as fatal.

1.6.2 Over the five years of data at the two junctions in **Table 4**, there were 13 vulnerable road users effected, 10 were pedestrians and three were cyclists.

1.7 Conclusion

1.7.1 From the data provided by Reading Borough Council, there were at total of 63 collisions over the five years of collision data (01/02/2014 to 31/01/2019). Of these collisions, 71 casualties were recorded.

1.7.2 There were two fatal and 11 serious collisions recorded over the study period, that occurred in the PIC data catchment area, seen in **Figure 1**.

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TECHNICAL NOTE

Appendix A PIC Data

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

W1540214 Wednesday A329 CHATHAM ST J/W EATON Veh 1 Car Stopping E to W
19/02/2014 PLACE READING Veh 2 Goods < 3.5t Wait go ahead held E to W Dri M 46 Slight
R1: A 329 1500hrs
R2: U 7201 Daylight:street lights present
E 470,925 Wet/Damp
N 173,531 Fine without high winds
30 mph

LGV2 TRAV IN NK DIR BUT HELD UP IN TRAFF HIT IN REAR BY C1

W2340214 Thursday A329 CHATHAM ST APP 45M W J/W Veh 1 Car Going ahead E to W
27/02/2014 IDR READING Veh 2 Car Stopping E to W Dri F 52 Slight
R1: A 329 1908hrs
Darkness: street lights present a
E 471,022 Wet/Damp
N 173,549 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Sudden braking Vehicle 1 Very Likely
2nd: Following too close Vehicle 1 Very Likely

2 NK PEDS RAN ACROSS RD CAUSG C2 TRAV W TO PERFORM EMERGENCY STP & HIT IN REAR BY C1

W1100414 Tuesday STATION APPROACH APROX 65M W Veh 1 Taxi Going ahead W to E Ped M 67 Slight
15/04/2014 BLAGRAVE ST READING
R1: U 7201 0955hrs
Daylight:street lights present
E 471,543 Dry
N 173,721 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Crossed road masked by stationary veh Casualty 1 Very Likely

TX1 TRAV W TO E COLL/W PED XXING CWAY S TO N FRM BHND PKD VEH

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day Date	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

W1470414 Wednesday A329 CHATHAM ST RBT J/W FRIAR Veh 1 Car Going ahead W to E Ped M 50 Slight
23/04/2014 ST READING
R1: A 329 1705hrs
R2: U 7201 Daylight:street lights present
E 471,157 Wet/Damp
N 173,558 Raining without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Disobeyed pedestrian crossing facility Vehicle 1 Very Likely
2nd: Failed to look properly Vehicle 1 Very Likely
3rd: Careless/Reckless/In a hurry Vehicle 1 Possible
4th: Failed to look properly Casualty 1 Possible
C1 TRAV E OFF RBT COLL/W PED XING RD TO N FROM ISLAND ON PED XING

W0720614 Monday A329 CAVERSHAM ROAD J/W Veh 1 Car U turn W to W Ped M 18 Slight
09/06/2014 TUDOR ROAD READING
R1: A 329 0415hrs
R2: U 7201 Darkness: street lights present a
E 471,193 Dry
N 173,833 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 1 Possible
2nd: Failed to look properly Casualty 1 Possible
C1 XITED MAIN RD N TO E TO TRAV ROUND TRAFF ISL E TO S BACK ONTO MAIN RD, RAN OVER FOOT OF PED XING RD S TO N IN PROC. C1 FTS.

W1470614 Friday FRIAR ST J/W STATION RD READING Veh 1 Bus/coach Turning left W to N Ped F 53 Fatal
20/06/2014
R1: U 7201 0745hrs
R2: U 7201 Daylight:street lights present
E 471,508 Dry
N 173,590 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Casualty 1 Possible
2nd: Other Casualty 1 Possible
PED HAD BEEN TRAVELLING W TO E ON FWAY, AT JUNCTION PED STUMBLED & FELL UNDER PCV1 TRNG LFT W TO N, REAR WHEELS OF PCV1 RAN OVER PED

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

W1670714 Wednesday A329 CAVERSHAM ROAD J/W ABATTOIRS ROAD READING
R1: A 329 09/07/2014 1450hrs
R2: U 7201 Daylight:street lights present
E 471,182 Dry
N 173,859 Fine without high winds 30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 1 Possible
 C1 TRAV SW TO NE COLL/W RR GDS2 STPPD IN QUEUING TRAFF.

W2240714 Thursday BLAGRAVE ST O/S TOWN HALL READING
R1: U 7201 24/07/2014 0935hrs
E 471,651 Daylight:street lights present
N 173,602 Dry
 Fine without high winds 30 mph

C1 STARTING FRM PKD TO TRAV S COLL/W PC2 TRAV N TO S. CASUALTY AGE NK, ESTIMATED

W0780914 Monday A329 CAVERSHAM ROAD J/W ABATTOIRS ROAD READING
R1: A 329 08/09/2014 2211hrs
R2: U 7201 Darkness: street lights present a
E 471,192 Dry
N 173,872 Fine without high winds 30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Illegal turn or direction of travel Vehicle 1 Very Likely
2nd: Failed to look properly Vehicle 1 Very Likely
 C1 PERFORMNG U-TURN S TO S COLL/W C2 TRAV S TO N.

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

W2201014 Tuesday GARRARD STREET OPP CAR PARK Veh 1 Car Starting W to E
28/10/2014 EXIT APPX 30M E J/W MERCHANTS Veh 2 Pedal cycle Going ahead E to W Dri M 25 Slight
R1: U 7201 0740hrs PLACE READING
R2: U Daylight:street lights present
E 471,447 Dry
N 173,701 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
C1 XITING PRKNG SPACE TO TRAV W TO E COLL/W PC2 TRAV E TO W TRAV WRONG WAY ON ONE WAY STREET.

W0501114 Tuesday FORBURY ROAD O/S AQUIS HOUSE Veh 1 Car Going ahead W to E Ped M 33 Serious
04/11/2014 APPX 40M E J/W BLAGRAVE STREET
R1: U 7201 2017hrs READING
Darkness: street lights present a
E 471,568 Wet/Damp
N 173,718 Raining without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Rain, sleet, snow, or fog Vehicle 1 Very Likely
2nd: Pedestrian wearing dark clothing at night Casualty 1 Very Likely
C1 TRAV W TO E COLL/W PED XING C/WAY N TO S

W1371114 Friday FRIAR STREET READING EX LOC Veh 1 Bus/coach Going ahead E to W Ped M 18 Slight
14/11/2014 N/K
R1: U 7201 2040hrs
Darkness: street lights present a
E 471,559 Wet/Damp
N 173,578 Fine without high winds
30 mph

PED TRAV E TO W ON F/WAY WAS HIT BY PSV1 TRAV E TO W.

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

W2941214 Wednesday STATION RD APP 25M S J/W Veh 1 Car Going ahead N to S Ped F 70 Serious
31/12/2014 GARRARD ST READING
R1: U 7201 1231hrs
Daylight:street lights present
E 471,509 Dry
N 173,687 Fine without high winds
30 mph

C1 DROV S WRONG WAY UP ONE WAY ST, ATTEMPTD TO TRN & ACCLRTD B/WARDS INTO PED

W0280115 Thursday FRIAR STREET APPX 100M W J/W Veh 1 Taxi Going ahead E to W Ped M 49 Serious
01/01/2015 STATION ROAD READING
R1: U 7201 0336hrs
Darkness: street lights present a
E 471,395 Dry
N 173,579 Fine without high winds
30 mph

Causation Factor:	Participant:	Confidence:
1st: Impaired by alcohol	Casualty 1	Very Likely
2nd: Careless/Reckless/In a hurry	Casualty 1	Very Likely
3rd: Failed to look properly	Casualty 1	

PED XING C/WAY S TO N WAS HIT BY TX1 TRAV E TO W. PED INTOX.

W0450415 Thursday OFF GREYFRIARS ROAD READING Veh 1 Car Reversing N to S
09/04/2015 EX LOC N/K Veh 2 Turning left W to N Dri M 62 Slight
1330hrs
R2: U 7201 Daylight:street lights present
E 471,260 Dry
N 173,573 Fine without high winds
30 mph

Causation Factor:	Participant:	Confidence:
1st: Poor turn or manoeuvre	Vehicle 1	Possible
2nd: Failed to look properly	Vehicle 1	Very Likely
3rd: Careless/Reckless/In a hurry	Vehicle 1	

C1 REVRNG IN N/K DIR COLL/W VEH2 (ELECTRIC CART) TRN LFT N/K DIR TO N/K DIR. C1 FTS.

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

W0940415 Thursday FRIAR ST O/S GREY FRIARS CHURCH Veh 1 Car Going ahead W to E Ped F 44 Slight
16/04/2015 READING
R1: U 7201 1445hrs
Daylight:street lights present
E 471,208 Dry
N 173,561 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
2nd: Poor turn or manoeuvre Vehicle 1 Very Likely
3rd: Illegal turn or direction of travel Vehicle 1
PED XING RD TO S LET C1 TRAV E GO PAST & XED. C1 STRTD TO REV & COLL/W PED

W2120415 Wednesday A329 CAVERSHAM RD J/W Veh 1 Goods 3.5 - 7.5t Going ahead N to S
29/04/2015 STANSHAW RD READING Veh 2 Car Starting N to S Dri M 72 Slight
R1: A 329 1300hrs
R2: U 7201 Daylight:street lights present
E 471,163 Wet/Damp
N 173,778 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Slippery road (due to weather) Vehicle 1 Very Likely
2nd: Following too close Vehicle 1 Possible
3rd: Travelling too fast for conditions Vehicle 1 Possible
4th: Failed to judge other persons path or speed Vehicle 1 Possible
HGV1 & C2 BOTH TRAV S IN HEAVY SLW TRAFF , HGV1 COLL/W REAR C2

W1390315 Sunday FRIAR STREET J/W CHEAPSIDE Veh 1 Car U turn SW to SW Ped F 21 Slight
22/03/2015 READING
R1: U 7201 1307hrs
R2: U 7201 Daylight:street lights present
E 471,157 Dry
N 173,550 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Casualty 1 Very Likely
2nd: Poor turn or manoeuvre Vehicle 1 Possible
3rd: Other Vehicle 1
C1 PERFORMED U TURN SW TO SW & COLL/W PED XING C/WAY SW TO SE ON PED XING

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

W2340315 Sunday FRIAR STREET READING EX LOC Veh 1 Car Going ahead W to E Ped M 19 Slight
R1: U 7201 29/03/2015 N/K
0355hrs
Darkness: street lights present a
E 471,425 Dry
N 173,584 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Impaired by alcohol Vehicle 1 Possible
2nd: Impaired by alcohol Casualty 1 Very Likely
PED TRAV IN IN/K DIR STEPPED INTO C/WAY & WAS HIT BY C1 TRAV W TO E. C1 FTS. ONE PARTY POSS INTOX

W2790715 Sunday WEST STREET APPX 40M SE J/W Veh 1 Car Starting SE to NW Ped M 21 Serious
R1: U 7201 26/07/2015 FRIAR STREET READING
0401hrs
Darkness: street lights present a
E 471,255 Wet/Damp
N 173,521 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Impaired by alcohol Casualty 1 Very Likely
2nd: Dangerous action in carriageway Casualty 1 Very Likely
3rd: Nervous/Uncertain/Panic Vehicle 1
FOLLOWING PHYSICAL FIGHT C1 LFT SCENE TRAV SE TO NW STPPD TO COLLECT FRIEND & MOVED OFF IN SAME DIR COLL/W PEI IN C/WAY

W0670915 Friday FRIAR ST J/W GREYFRIARS RD Veh 1 Taxi Going ahead W to E Ped M 36 Slight
R1: U 7201 11/09/2015 READING
1912hrs
Daylight:street lights present
E 471,270 Dry
N 173,566 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Casualty 1 Very Likely
2nd: Impaired by alcohol Casualty 1 Possible
PED RAN ACROSS RD TO S ACROSS PATH & COLL/W N/S TX TRAV E ON GRN ATS

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

W0471015 Tuesday STATION ROAD APP 50M S J/W Veh 1 Bus/coach Starting S to N
06/10/2015 GARRARD STREET READING Veh 2 Bus/coach Starting S to N Seat F 36 Slight
R1: U 7201 1602hrs
Daylight:street lights present
E 471,506 Wet/Damp
N 173,659 Raining without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
PSV1 TRAV N PULLD OUT FROM BUS STOP & TRIED TO OVR TK PSV2. PSV1 HIT REAR OF PSV2 AS PSV2 WAS ALSO PULLG AWAY

W1681015 Wednesday A329 CHATHAM STREET RBT/W Veh 1 Car Going ahead W to E
21/10/2015 FRIAR STREET READING Veh 2 Pedal cycle Turning right E to N Dri M 53 Slight
R1: A 329 0500hrs
R2: U 7201 Darkness: street lights present a
E 471,071 Wet/Damp
N 173,554 Raining without high winds
30 mph

C1 TRAV E HAS FAILD TO GWAY AT RBT & COLL/W PC2 TRNG RT E TO N

W1951015 Friday STATION ROAD APP 50M S J/W Veh 1 Taxi Going ahead S to N Ped M 20 Slight
23/10/2015 GARRARD STREET READING
R1: U 7201 2330hrs
Darkness: street lights present a
E 471,507 Wet/Damp
N 173,662 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Casualty 1 Very Likely
2nd: Impaired by alcohol Casualty 1 Very Likely
INTOX PED XED RD TRAV W & COLL/W TX1 TRAV N

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

W0371115 Wednesday STATION ROAD J/W FRIAR STREET Veh 1 Goods < 3.5t Going ahead S to N Ped F 54 Serious
04/11/2015 READING
R1: U 7201 1705hrs
R2: U 7201 Darkness: street lights present a
E 471,515 Wet/Damp
N 173,598 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 1 Very Likely
2nd: Failed to judge other persons path or speed Vehicle 1 Possible
LGV1 TRAV N EXITG XRDS & COLL/W PED XING RD W/B. LGV1 FTS

W1891115 Saturday STATION ROAD J/W FRIAR STREET Veh 1 Taxi Turning left W to N Ped F 18 Slight
21/11/2015 READING
R1: U 7201 0233hrs
R2: U 7201 Darkness: street lights present a
E 471,512 Dry
N 173,593 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Impaired by alcohol Casualty 1 Very Likely
2nd: Failed to look properly Casualty 1 Very Likely
TX1 TRNG LT W TO N COLL/W INTOX PED XING RD W/B

W0500116 Friday A329 CHATHAM STREET APP 25M E Veh 1 Car Going ahead W to E Ped M 25 Serious
08/01/2016 J/W EATON PLACE READING
R1: A 329 2322hrs
Darkness: street lights present a
E 470,941 Wet/Damp
N 173,540 Raining without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Impaired by alcohol Casualty 1 Very Likely
2nd: Failed to look properly Casualty 1 Very Likely
INTOX PED XING RD S/B & COLL/W C1 TRAV E

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles					Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

W0730316 Wednesday GREAT KNOLLYS STREET APP 135M Veh 1 Pedal cycle O/take s/veh o/side W to E Dri M 30 Slight
02/03/2016 E J/W NORTH STREET Veh 2 Car Parked 0 to 0
R1: U 7201 0600hrs
Daylight:street lights present
E 471,066 Dry
N 173,766 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
PC1 TRAV E COLL/W PKD C2 & FELL OFF

W1320316 Monday A329 CHATHAM STREET RBT/W Veh 1 Car Stopping W to E
14/03/2016 A329 INNER DISTRIBUTION ROAD Veh 2 Car Stopping W to E Dri F 24 Slight
R1: A 329 1356hrs
R2: A 329 Daylight:street lights present
E 471,064 Dry
N 173,553 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
2nd: Failed to look properly Vehicle 1 Very Likely
3rd: Sudden braking Vehicle 2 Possible
4th: Failed to signal/Misleading signal Vehicle 2 Possible
5th: Loss of control Vehicle 1 Possible
6th: Distraction in vehicle Vehicle 1 Very Likely
C2 TRAV E IN LANE 1 GAVE WAY AT RBT & HIT IN REAR BY C1

W0360716 Tuesday STATION ROAD APP 25M N J/W Veh 1 Pedal cycle Going ahead N to S Ped M 42 Slight
05/07/2016 FRIAR STREET READING Veh 1 Pedal cycle Going ahead N to S Dri M 36 Slight
R1: U 7201 2030hrs
Daylight:street lights present
E 471,505 Dry
N 173,615 Fine without high winds
20 mph

PC1 TRAV S ON FWAY COLL/W PED ALSO ON FWAY. PC1 FTS

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
160262435	Friday	FRIAR STREET J/W STATION ROAD	Veh 1	Car		Stopping		E	to W	Ped M 19 Slight
R1: U 7201	16/09/2016	READING								
R2: U 7201	2350hrs									
E 471,532	Darkness: street lights present a									
N 173,584	Dry									
	Fine without high winds									
	30 mph									
Causation Factor:				Participant:		Confidence:				
1st:	Impaired by alcohol			Casualty 1		Possible				
2nd:	Failed to judge vehicles path or speed			Casualty 1		Possible				
3rd:	Dangerous action in carriageway			Casualty 1						
INTOX PED XING RD N/B COLL/W C1 TRAV E & THEN FAILED TO STP										
160328583	Tuesday	A329 CHATHAM ST RBT J/W FRIAR	Veh 1	Car		Going ahead		S	to N	Ped M 22 Slight
R1: A 329	15/11/2016	ST READING								
R2: U 7201	2000hrs									
E 471,104	Darkness: street lights present a									
N 173,591	Wet/Damp									
	Fine without high winds									
	30 mph									
Causation Factor:				Participant:		Confidence:				
1st:	Failed to look properly			Vehicle 1		Possible				
2nd:	Impaired by alcohol			Vehicle 1		Possible				
C1 TRAV N DRIV POSS INTOX COLL/W PED XING RD TO E ON PED XING. C1 FTS										
160362744	Monday	A329 IDR RBT J/W A329 CHATHAM	Veh 1	Car		Turning left		S	to W	
R1: A 329	12/12/2016	ST READING	Veh 2	Pedal cycle		Going ahead		E	to W	Dri M 24 Slight
R2: A 329	1715hrs									
E 471,075	Darkness: street lights present a									
N 173,512	Wet/Damp									
	Fine without high winds									
	30 mph									
Causation Factor:				Participant:		Confidence:				
1st:	Disobeyed Give Way or Stop sign or markings			Vehicle 1		Possible				
2nd:	Failed to look properly			Vehicle 1		Possible				
3rd:	Junction overshoot			Vehicle 1						
C1 FAILED TO G/WAY ENT RBT TO TRN LFT S TO W & COLL/W PC2 TRAV W. C1 FTS										

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles					Casualties				
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev		
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
170001400	Thursday	A329 CAVERSHAM RD J/W TUDOR	Veh 1	Car		Stopping	N	to S	Dri	F	45	Slight
	15/12/2016	RD READING	Veh 2	Taxi		Stopping	N	to S				
R1: A 329	1918hrs		Veh 3	Car		Stopping	N	to S				
R2: U 7201	Darkness: street lights present a											
E 471,186	Dry											
N 173,831	Fine without high winds											
	30 mph											
Causation Factor:												
1st:	Distraction in vehicle					Vehicle 1			Very Likely			
2nd:	Other					Vehicle 1			Possible			
C1 TRAV S DISTRCTD BY FLR MAT CAUGHT ACCLRTR & COLL/W REAR TX2 CAUSG SHUNT INTO C3												
170036638	Sunday	BLAGRAVE STREET J/W FORBURY	Veh 1	Car		Going ahead RH bend	W	to S	Ped	M	26	Slight
	18/12/2016	ROAD READING										
R1: U 7201	0223hrs											
R2: U 7201	Darkness: street lights present b											
E 471,619	Wet/Damp											
N 173,710	Fog or mist											
	20 mph											
Causation Factor:												
1st:	Impaired by alcohol					Casualty 1			Very Likely			
2nd:	Vehicle blind spot					Vehicle 1			Possible			
3rd:	Road layout (eg bend, hill crest)					Vehicle 1			Very Likely			
4th:	Other					Vehicle 1			Very Likely			
5th:	Other					Casualty 1			Very Likely			
C1 FOLLWG RD TO RT W TO S COLL/W INTOX PED XING RD W/B IN DARK AREA DUE TO STREET LIGHT FAILURE												
170015360	Monday	A329 CHATHAM STREET J/W EATON	Veh 1	Car		Going ahead	E	to W				
	02/01/2017	PLACE READING	Veh 2	Car		Turning right	W	to S	Dri	F	38	Slight
R1: A 329	1209hrs											
R2: U 7201	Daylight:street lights present											
E 470,917	Dry											
N 173,526	Fine without high winds											
	30 mph											
Causation Factor:												
1st:	Careless/Reckless/In a hurry					Vehicle 1			Very Likely			
2nd:	Failed to look properly					Vehicle 1			Very Likely			
C1 IGNORD ATS TRAV W & COLL/W C2 TRANG RT W TO S CAUSG C1 TO LEAVE CWAY NSIDE & HIT ATS												

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

			Vehicles					Casualties				
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev				
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
170084778	Saturday	SACKVILLE ST O/S GREYFRIARS	Veh 1	Pedal cycle	Going ahead		N	to S	Ped	M	43	Slight
R1: U 7201	04/03/2017	CENTRE READING										
E 471,142	1638hrs	Daylight:street lights present										
N 173,618	Dry											
	Fine without high winds											
	30 mph											
Causation Factor:			Participant:			Confidence:						
1st:	Vehicle travelling along pavement				Vehicle 1		Very Likely					
PC1 TRAV IN NK DIR COLL/W PED TRAV IN NK DIR, BOTH ON F/WAY. PC1 FTS												
170110822	Monday	FRIAR STREET RBT/W CAVERSHAM	Veh 1	Goods < 3.5t	Going ahead		E	to W	Ped	M	32	Slight
R1: U 7201	10/04/2017	ROAD READING										
R2: A 329	2130hrs	Darkness: street lights present a										
E 471,158	Dry											
N 173,552	Fine without high winds											
	30 mph											
Causation Factor:			Participant:			Confidence:						
1st:	Failed to look properly				Vehicle 1		Very Likely					
2nd:	Careless/Reckless/In a hurry				Vehicle 1		Very Likely					
LGV1 ENTRG RBT TRAV W COLL/W PED XING RD S/B ON ZEBRA XING. LGV1 FTS												
170162348	Tuesday	STATION APPROACH EX LOC NK	Veh 1	Car	Going ahead		W	to E				
R1: U 7201	30/05/2017	READING	Veh 2	Pedal cycle	Turning right		E	to N	Dri	M	42	Slight
R2: U 7201	1300hrs	Daylight:street lights present										
E 471,504	Dry											
N 173,715	Fine without high winds											
	30 mph											
Causation Factor:			Participant:			Confidence:						
1st:	Aggressive driving				Vehicle 1		Very Likely					
VERY FEW DETAILS, C1 TRAV IN NK DIR COLL/W PC2 TRAV IN NK DIR. C1 FTS												

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

170228022 Sunday BLAGRAVE STREET J/W STATION Veh 1 Taxi Going ahead W to E Ped M 45 Slight
23/07/2017 ROAD READING
R1: U 7201 0005hrs
R2: U 7201 Darkness: street lights present a
E 471,512 Dry
N 173,716 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
PED XING RD S/B COLL/W TX1 TRAV E

170249302 Monday A329 CHATHAM STREET RBT/W Veh 1 Car Wait go ahead held W to E
31/07/2017 FRIAR STREET READING Veh 2 Car Going ahead W to E
R1: A 329 1417hrs Veh 3 Car Wait go ahead held W to E Dri M 36 Slight
R2: U 7201 Daylight:street lights present Veh 4 Pedal cycle Going ahead W to E Dri F 38 Slight
E 471,075 Dry
N 173,553 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 2 Very Likely
2nd: Loss of control Vehicle 2 Very Likely
C1 TRAV E ENTRG RBT HIT PC4 & PANICKD & RAN INTO BACK OF C3 CAUSG SHUNT INTO C1

170251472 Friday FRIAR STREET APP 125M W J/W Veh 1 Taxi Going ahead W to E Ped M 18 Slight
18/08/2017 STATION ROAD READING
R1: U 7201 0130hrs
Darkness: street lights present a
E 471,381 Dry
N 173,581 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Casualty 1 Very Likely
2nd: Impaired by alcohol Casualty 1 Very Likely
3rd: Careless/Reckless/In a hurry Casualty 1 Possible
4th: Stationary or parked vehicle Vehicle 1 Possible
INTOX PED XING RD BET PRKD TXS S/B & COLL/W TX1 TRAV E

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
170308097	Friday	A 329 FRIAR STREET RBT J/W	Veh 1	M/C < 125 cc	Going ahead	E	to W	Dri	M	20 Slight
	06/10/2017	CHATHAM STREET READING	Veh 2	Car	Change lane to right	E	to W			
R1: A 329	2200hrs									
R2: U 7201	Darkness: street lights present a									
E 471,094	Dry									
N 173,509	Fine without high winds									
	30 mph									
Causation Factor:			Participant:				Confidence:			
1st:	Failed to look properly		Vehicle 2				Very Likely			
2nd:	Failed to judge other persons path or speed		Vehicle 2				Possible			
3rd:	Poor turn or manoeuvre		Vehicle 2				Very Likely			
4th:	Failed to signal/Misleading signal		Vehicle 2				Very Likely			
	C2 CHNGD LNE TO RT IN RBT& REAR END HIT MC1									
170312755	Friday	GREAT KNOLLYS STREET JUNC/W	Veh 1	Bus/coach	Turning left	S	to W	Ped	M	54 Slight
	20/10/2017	A329 CAVERSHAM ROAD READING	Veh 1	Bus/coach	Turning left	S	to W	Ped	M	51 Fatal
R1: U 7201	2346hrs									
R2: A 329	Darkness: street lights present a									
E 471,140	Wet/Damp									
N 173,768	Raining without high winds									
	30 mph									
Causation Factor:			Participant:				Confidence:			
1st:	Failed to look properly		Vehicle 1				Possible			
2nd:	Vehicle blind spot		Vehicle 1				Possible			
3rd:	Failed to look properly		Casualty 1				Possible			
4th:	Failed to look properly		Casualty 2				Possible			
5th:	Pedestrian wearing dark clothing at night		Casualty 1				Very Likely			
6th:	Pedestrian wearing dark clothing at night		Casualty 2				Very Likely			
	PSV1 TRNG LT S TO W COLL/W 2 PED AT XING									
170326843	Monday	GREAT KNOLLYS STREET JUNC/W	Veh 1	Goods > 7.5t	Going ahead	SW	to NE			
	30/10/2017	A329 CAVERSHAM ROAD READING	Veh 2	Pedal cycle	Going ahead	SW	to NE	Dri	F	27 Slight
R1: U 7201	0935hrs									
R2: A 329	Daylight:street lights present									
E 471,149	Dry									
N 173,775	Fine without high winds									
	30 mph									
Causation Factor:			Participant:				Confidence:			
1st:	Failed to look properly		Vehicle 1				Possible			
	V1 TRAV N/S FAILED TO SEE & HIT PC IN NSIDE TRAV N/S									

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

170214236 Thursday FRIAR STREET APP 45M E J/W
13/07/2017 GREYFRIARS STREET READING
R1: U 7201 1850hrs
Daylight:street lights present
E 471,309 Dry
N 173,570 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 3 Possible
2nd: Passing too close to cyclist, horse rider or pedestrian Vehicle 2 Very Likely
PC3 TRAV W OVRTKG STAT PSV1 COLL/W PSV2 TRAV W. PSV2 FTS

170370661 Saturday CHEAPSIDE JUNC/W FRIAR STREET
02/12/2017 READING
R1: U 7201 1615hrs
R2: U 7201 Daylight:street lights present
E 471,165 Dry
N 173,542 Fine without high winds
20 mph

Causation Factor: Participant: Confidence:
1st: Careless/Reckless/In a hurry Vehicle 1 Possible
2nd: Failed to look properly Vehicle 1 Possible
3rd: Failed to look properly Casualty 1 Possible
4th: Other Casualty 1 Possible
TX1 TRNG RT NW TO S FAILD TO LK PRPLY & COLL/W PED1 XING RD WHILE ON PHNE

180029301 Wednesday FRIAR STREET APPX 80M W J/W
24/01/2018 STATION ROAD READING
R1: U 7201 1510hrs
Daylight:street lights present
E 471,429 Wet/Damp
N 173,583 Raining without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Slippery road (due to weather) Vehicle 1 Very Likely
2nd: Travelling too fast for conditions Vehicle 1 Very Likely
3rd: Failed to look properly Vehicle 1 Possible
4th: Careless/Reckless/In a hurry Vehicle 1 Possible
5th: Failed to judge vehicles path or speed Casualty 1 Possible
TX1 TRAV E TO W IN BUS LN COLL/W PED XING C/WAY N TO S.

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
180123073	Monday	WEST STREET J/W FRIAR STREET	Veh 1	Bus/coach		Turning right	SE to NE			
	16/04/2018	READING	Veh 2	Pedal cycle		O/take on n/side	SE to NE	Dri	M	20 Serious
R1: U 7201	1030hrs									
R2: U 7201	Daylight:street lights present									
E 471,240	Dry									
N 173,556	Fine without high winds									
	30 mph									
Causation Factor:										
1st:	Failed to judge other persons path or speed					Vehicle 2	Possible			
2nd:	Impaired by drugs (illicit or medicinal)					Vehicle 2	Possible			
	PC2 TRN RT SE TO E ATTMPTD TO PASS PSV1 TRN RT SE TO E ON ITS N/S & LST CONT									
180185244	Tuesday	FORBURY ROAD 60M W OF J/W	Veh 1	Car		Going ahead	W to E	Ped	F	36 Slight
	12/06/2018	VASTERN ROAD READING								
R1: U 7201	0848hrs									
	Daylight:street lights present									
E 471,684	Dry									
N 173,723	Fine without high winds									
	30 mph									
Causation Factor:										
1st:	Failed to look properly					Casualty 1	Very Likely			
2nd:	Failed to judge vehicles path or speed					Casualty 1	Possible			
3rd:	Crossed road masked by stationary veh					Casualty 1				
	PED1 XING RD N TO S FAILD TO G/WAY CAUSG COLL/W C1 TRAV E									
180310222	Saturday	STATION APPROACH J/W FORBURY	Veh 1	Taxi		Starting	N to SE	Ped	F	41 Slight
	06/10/2018	ROAD READING								
R1: U 7201	0051hrs									
R2: U 7201	Darkness: street lights present a									
E 471,536	Dry									
N 173,724	Fine without high winds									
	30 mph									
Causation Factor:										
1st:	Failed to look properly					Casualty 1	Very Likely			
2nd:	Impaired by alcohol					Casualty 1	Very Likely			
	PED XING C/WAY IN N/K DIR COLL/W TX1 ENT MAIN RD N TO S. PED INTOX.									

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

			Vehicles					Casualties				
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev				
	Date											
Road No.	Time											
2nd Road No.												
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
180385050	Saturday	BLAGRAVE STREET APPX 68M S J/W VALPY STREET READING	Veh 1	Taxi		Turning right	N	to W	Ped	M	29	Serious
R1: U 7201	15/12/2018											
	0330hrs	Darkness: street lights present a										
E 471,645	Dry											
N 173,572	Fine without high winds											
	30 mph											
Causation Factor:			Participant:			Confidence:						
1st:	Impaired by alcohol		Casualty 1			Very Likely						
2nd:	Failed to look properly		Casualty 1			Very Likely						
PED XING C/WAY NW TO SE COLL/W TX1 TRAV N TO W ON R/H BEND. PED INTOX.												
180388714	Friday	GARRARD STREET J/W GREYFRIARS ROAD READING	Veh 1	Car		Turning right	SW to SE	Ped	F	36	Slight	
R1: U 7201	21/12/2018											
	0832hrs											
R2: U 7201	Daylight:street lights present											
E 471,270	Wet/Damp											
N 173,709	Fine with high winds											
	30 mph											
Causation Factor:			Participant:			Confidence:						
1st:	Careless/Reckless/In a hurry		Vehicle 1			Very Likely						
2nd:	Failed to look properly		Vehicle 1			Very Likely						
3rd:	Failed to look properly		Casualty 1			Possible						
4th:	Impaired by alcohol		Vehicle 1			Possible						
C1 TRN RT SW TO SE COLL/W PED XING C/WAY SW TO NE.												
43180029301	Wednesday	FRIAR STREET APPX 80M W J/W STATION ROAD READING	Veh 1	Taxi		Going ahead	E	to W	Ped	M	51	Slight
R1: U 7201	24/01/2018											
	1510hrs	Daylight:street lights present										
E 471,429	Wet/Damp											
N 173,583	Raining without high winds											
	30 mph											
Causation Factor:			Participant:			Confidence:						
1st:	Slippery road (due to weather)		Vehicle 1			Very Likely						
2nd:	Travelling too fast for conditions		Vehicle 1			Very Likely						
3rd:	Failed to look properly		Vehicle 1			Possible						
4th:	Careless/Reckless/In a hurry		Vehicle 1			Possible						
5th:	Failed to judge vehicles path or speed		Casualty 1			Possible						
TX1 TRAV E TO W IN BUS LN COLL/W PED XING C/WAY N TO S.												

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
43180123073	Monday	WEST STREET J/W FRIAR STREET	Veh 1	Bus/coach		Turning right		SE	to NE	
	16/04/2018	READING	Veh 2	Pedal cycle		O/take on n/side		SE	to NE	Dri
R1: U 7201	1030hrs									M 20 Serious
R2: U 7201	Daylight:street lights present									
E 471,240	Dry									
N 173,556	Fine without high winds									
	30 mph									
Causation Factor:										
1st:	Failed to judge other persons path or speed					Vehicle 2		Possible		
2nd:	Impaired by drugs (illicit or medicinal)					Vehicle 2		Possible		
	PC2 TRN RT SE TO E ATTMPTD TO PASS PSV1 TRN RT SE TO E ON ITS N/S & LST CONT									
43180162628	Monday	FRAIR STREET J/W STATION ROAD	Veh 1	Car		Reversing		E	to W	Ped
	21/05/2018	READING								M 68 Slight
R1: U 7201	2325hrs									
R2: U 7201	Darkness: street lights present a									
E 471,505	Dry									
N 173,585	Fine without high winds									
	30 mph									
Causation Factor:										
1st:	Disobeyed pedestrian crossing facility					Vehicle 1		Very Likely		
2nd:	Failed to look properly					Vehicle 1		Possible		
3rd:	Failed to look properly					Casualty 1				
	C1 REVRSG E TO W COLL/W PED XING C/WAY N TO S. C1 FTS.									
43180154749	Tuesday	FRIAR STREET APPX 45M E J/W	Veh 1	Bus/coach		Going ahead		E	to W	Ped
	22/05/2018	STATION ROAD READING								M 28 Slight
R1: U 7201	1350hrs									
	Daylight:street lights present									
E 471,563	Dry									
N 173,582	Fine without high winds									
	20 mph									
Causation Factor:										
1st:	Crossed road masked by stationary veh					Casualty 1		Very Likely		
2nd:	Failed to judge vehicles path or speed					Casualty 1		Very Likely		
3rd:	Careless/Reckless/In a hurry					Casualty 1				
	PED XING C/WAY S TO N COLL/W PSV1 TRAV E TO W.									

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

43180185244 Tuesday FORBURY ROAD 60M W OF J/W VASTERN ROAD READING Veh 1 Car Going ahead W to E Ped F 36 Slight
 R1: U 7201 12/06/2018 0848hrs
 Daylight:street lights present
 E 471,684 Dry
 N 173,723 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Failed to look properly Casualty 1 Very Likely
 2nd: Failed to judge vehicles path or speed Casualty 1 Possible
 3rd: Crossed road masked by stationary veh Casualty 1
 PED1 XING RD N TO S FAILD TO G/WAY CAUSG COLL/W C1 TRAV E

43180310222 Saturday STATION APPROACH J/W FORBURY ROAD READING Veh 1 Taxi Starting N to SE Ped F 41 Slight
 R1: U 7201 06/10/2018 0051hrs
 R2: U 7201 Darkness: street lights present a
 E 471,536 Dry
 N 173,724 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Failed to look properly Casualty 1 Very Likely
 2nd: Impaired by alcohol Casualty 1 Very Likely
 PED XING C/WAY IN N/K DIR COLL/W TX1 ENT MAIN RD N TO S. PED INTOX.

43190018191 Monday A329 CAVERSHAM ROAD J/W GREAT NOLLYS ST READING Veh 1 Car Going ahead S to N
 26/11/2018 1930hrs Veh 2 Pedal cycle Going ahead W to E Dri M 51 Serious
 R1: A 329
 R2: U 7201 Darkness: street lights present a
 E 471,149 Dry
 N 173,774 Unknown
 30 mph

C1 TRAV S TO N AT XRDS COLL/W PC2 TRAV W TO E. C1 FTS.

Details of Personal Injury Accidents for Period - 01/02/2014 to 31/01/2019 (60) months

Selection: Notes:
Selected using Pre-defined Query : PBA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

43180375644	Saturday	A329 CAVERSHAM ROAD J/W	Veh 1	Taxi		U turn	S	to	S	Dri	M	39	Slight
	08/12/2018	ABATTOIRS ROAD READING	Veh 1	Taxi		U turn	S	to	S	RSP	M	25	Slight
R1: A 329	0500hrs		Veh 1	Taxi		U turn	S	to	S	RSP	M	26	Slight
R2: U 7201	Darkness: street lights present a		Veh 1	Taxi		U turn	S	to	S	FSP	M	28	Slight
E 471,193	Wet/Damp		Veh 2	Car		Going ahead	S	to	N	Dri	M	22	Slight
N 173,870	Fine with high winds												
	30 mph												

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
TX1 UNDERTKNG U-TURN S TO S COLL/W C2 TRAV S TO N.		

43180385050	Saturday	BLAGRAVE STREET APPX 68M S J/W	Veh 1	Taxi		Turning right	N	to	W	Ped	M	29	Serious
	15/12/2018	VALPY STREET READING											
R1: U 7201	0330hrs												
	Darkness: street lights present a												
E 471,645	Dry												
N 173,572	Fine without high winds												
	30 mph												

Causation Factor:	Participant:	Confidence:
1st: Impaired by alcohol	Casualty 1	Very Likely
2nd: Failed to look properly	Casualty 1	Very Likely
PED XING C/WAY NW TO SE COLL/W TX1 TRAV N TO W ON R/H BEND. PED INTOX.		

43180388714	Friday	GARRARD STREET J/W GREYFRIARS	Veh 1	Car		Turning right	SW to	SE	Ped	F	36	Slight
	21/12/2018	ROAD READING										
R1: U 7201	0832hrs											
R2: U 7201	Daylight:street lights present											
E 471,270	Wet/Damp											
N 173,709	Fine with high winds											
	30 mph											

Causation Factor:	Participant:	Confidence:
1st: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd: Failed to look properly	Vehicle 1	Very Likely
3rd: Failed to look properly	Casualty 1	Possible
4th: Impaired by alcohol	Vehicle 1	Possible
C1 TRN RT SW TO SE COLL/W PED XING C/WAY SW TO NE.		

Appendix B Parking Report (Richard Talbot Consultancy Ltd, December 2018)

SH Reading Master LLP

6 Snow Hill

London

EC1A 2AY

10 December 2018

Parking Demand in Central Reading



A report by Richard Talbot Consultancy

Background

Reading in Berkshire is a very large town with a population of approximately 230,000 (the 30th largest city or town in the UK and the largest settlement that does not have city status). The town is a major regional business, employment and residential hub. Local Authority functions are undertaken by a Unitary Authority, Reading Borough Council (RBC). The railway station is a major transport interchange, also serving the wider region. In September 2018, Richard Talbot Consultancy (RTC), was commissioned by Parking Matters (a specialist car park consultancy) to undertake a demand assessment of current and future parking at the station. This assessment used the historic National Rail Travel Survey data gathered in 2005/6, which showed that Reading station is not highly dependent on access by car, with 8.3% of passengers responding to the survey parking at the station. The significant majority (61%) walk, with a large number accessing by bus (15%). Access by cycle (4.5%) is likely to have grown since the survey.

Potential parking demand for the station was estimated at a maximum of around 2,050, however this is likely to be reduced due to the very high daily tariff of £23.50, making Reading the most expensive rail station car park in the UK.

RTC was requested to undertake a series of occupancy counts of all car parks in central Reading to provide a snapshot of demand. This was carried out on the afternoon of Tuesday 4 December, and morning and afternoon on Wednesday 5 December and Thursday 6 December. Morning surveys were between 09.30 and 12.30, whilst afternoon surveys were between 13.00 and 16.00, with the order of car parks varied to ensure a random variation in the observations. The findings are presented below. Commentary is also provided on the position of the NCP Garrard Street car park and the potential displacement impact should this capacity not be available in the future.

Car Park capacity and occupancy

The table below shows the car parks in Reading with their listed capacity and the number of vehicles observed during each visit, with the total amount of remaining off street spaces.

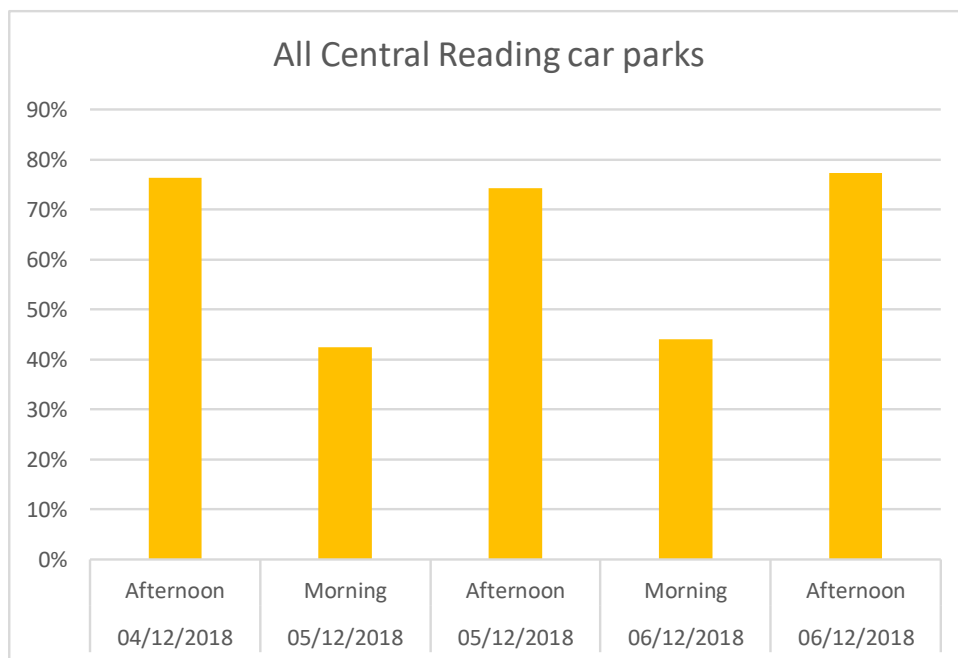
Operator	Car Park	Spaces	04/12/2018	05/12/2018	05/12/2018	06/12/2018	06/12/2018	Minimum	Maximum	Average
			Afternoon	Morning	Afternoon	Morning	Afternoon			
Q-Park	Chatham Place	586	373	196	361	202	395	196	395	305
RBC	Broad Street	720	690	316	676	381	692	316	692	551
RBC	Civic Centre B	170	147	107	155	119	153	107	155	136
Oracle	Holybrook	595	580	322	571	331	575	322	580	476
Oracle	Riverside	1,611	817	316	794	297	857	297	857	616
Green Parking	Saxon Court	60	61	60	61	47	60	47	61	58
Euro Car Parks	Horse and Barge	13	14	12	15	13	15	12	15	14
RBC	Queens Rd	700	671	359	630	362	639	359	671	532
NCP	Garrard St	918	802	296	767	318	822	296	822	601
RBC	Cattle Market	90	35	15	33	21	35	15	35	28
APCOA	Reading Station	1,275	842	642	826	667	859	642	859	767
RBC	Kings Meadow	95	96	96	97	91	95	91	97	95
RBC	Hillsmeadow	298	298	267	298	271	301	267	301	287
RBC	Chester Street	60	60	43	60	49	62	43	62	55
Total		7191	5486	3047	5344	3169	5560	3047	5560	4521
Spaces available			1705	4144	1847	4022	1631	1631	4144	2670

There was a range of total number of spaces available from 1,283 on Thursday afternoon to 3,796 on Wednesday morning. The table below shows the occupancy of each car park at the times visited. The subsequent chart shows the average occupancy of the off street parking estate in central Reading. Observations include:

- Mornings are significantly less busy across the town centre;
- The Oracle Riverside car park was not observed at higher than 53%;

- The station car park was only at 66% / 67% in the morning therefore occupancy is not entirely through all day London commuters;
- Garrard Street reached 90% occupancy at its highest, with 822 vehicles;
- The available capacity at the Oracle Riverside car park is adequate to absorb almost all of this.

		04/12/2018	05/12/2018	05/12/2018	06/12/2018	06/12/2018	Minimum	Maximum	Average
Operator	Car Park	Spaces	Afternoon	Morning	Afternoon	Morning	Afternoon		
Q-Park	Chatham Place	586	64%	33%	62%	34%	67%	33%	67%
RBC	Broad Street	720	96%	44%	94%	53%	96%	44%	96%
RBC	Civic Centre B	170	86%	63%	91%	70%	90%	63%	91%
Oracle	Holybrook	595	97%	54%	96%	56%	97%	54%	97%
Oracle	Riverside	1,611	51%	20%	49%	18%	53%	18%	53%
Green Parking	Saxon Court	60	102%	100%	102%	78%	100%	78%	102%
Euro Car Parks	Horse and Barge	13	108%	92%	115%	100%	115%	92%	115%
RBC	Queens Rd	700	96%	51%	90%	52%	91%	51%	96%
NCP	Garrard St	918	87%	32%	84%	35%	90%	32%	90%
RBC	Cattle Market	90	39%	17%	37%	23%	39%	17%	39%
APCOA	Reading Station	1,275	66%	50%	65%	52%	67%	50%	67%
RBC	Kings Meadow	95	101%	101%	102%	96%	100%	96%	102%
RBC	Hillsmeadow	298	100%	90%	100%	91%	101%	90%	101%
RBC	Chester Street	60	100%	72%	100%	82%	103%	72%	103%
Total		7191	76%	42%	74%	44%	77%	42%	77%
Percentage available:			24%	58%	26%	56%	23%	23%	37%



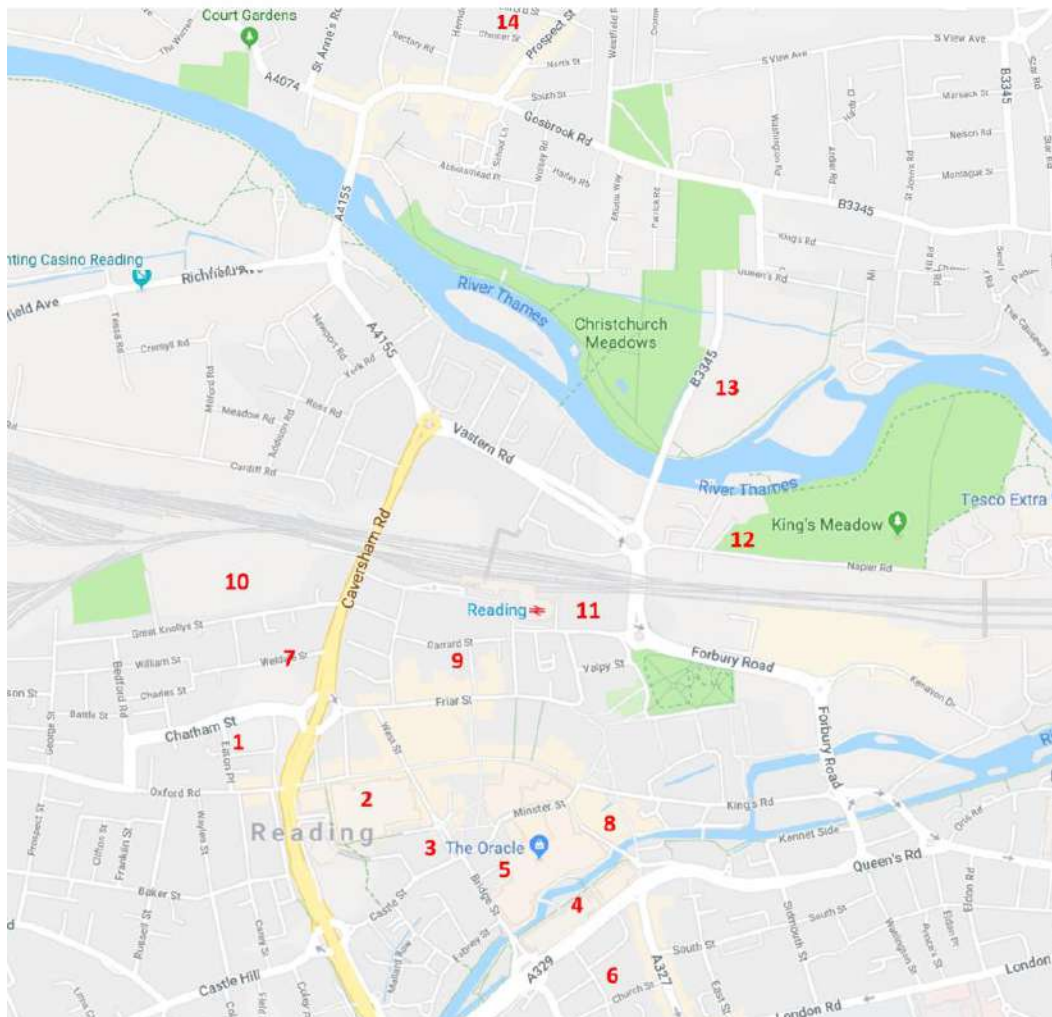
Observations

The surveys were carried out during a period when the town centre appeared to be very busy with a large number of shoppers. This period of the year in any case is generally one of high occupancy, so the findings should be representative of the maximum level of demand (excepting special events).

Should the Garrard Street car park be closed, up to 822 cars may need to be absorbed by the remaining estate. At the time of maximum occupancy (Thursday afternoon), there was more than adequate capacity at other car parks in reasonably close proximity to Garrard Street to absorb the vehicles parked. The map and table below show the position of each car park in relation to Garrard Street and the town centre, as well as the station, with a separate table showing the available spaces and the walking distance (derived from Google maps).

Car Park	Available spaces	Walking distance from Garrard Street (minutes)
Chatham Place	191	9
Broad Street	28	9
Riverside	754	11
Queens Rd	61	10
Cattle Market	55	5
Reading Station	416	8
Total	1,505	

Number	Operator	Car Park	Spaces
1	Q-Park	Chatham Place	586
2	RBC	Broad Street	720
3	RBC	Civic Centre B	170
4	Oracle	Holybrook	595
5	Oracle	Riverside	1,611
6	Green Parking	Saxon Court	60
7	Euro Car Parks	Horse and Barge	13
8	RBC	Queens Rd	700
9	NCP	Garrard St	918
10	RBC	Cattle Market	90
11	APCOA	Reading Station	927
12	RBC	Kings Meadow	95
13	RBC	Hillsmeadow	298
14	RBC	Chester Street	60
		Total	6843



Future parking demand

Many cities and towns across the UK are reducing their town centre parking supply and endeavouring to create a higher quality pedestrian public realm and one that supports higher

proportions of public transport trips. Reading Borough Council's third Local Transport Plan¹ demonstrates a continuing aspiration to reduce private vehicle trips. For example, it states that transport schemes '*... have contributed to a reduction in the number of people accessing the central Reading by car: between 2006 and 2010 inbound trips by car have decreased by 8%.*'

However, the LTP also notes: '*the Reading Transport Model shows that there will be an increase of approximately 10% in travel demand by 2026 in the central area*'. To address this challenge, the Council believes the following measures are required:

- improving the integration of transport facilities for sustainable modes around, to and from the station;
- manage demand for the existing central car parks and on-street parking space;
- Maximise use of alternative means of accessing central Reading, or to expand car park capacity centrally or at Park & Ride locations.

The first of these may have been partially achieved during the major redevelopment of Reading station completed in 2014. The Council's aspirations are generally consistent with reducing car park supply in central Reading, particularly the proposed intervention: '*to review and develop the central Reading parking strategy to complement other strategic initiatives such as improving air quality and delivery of a park and ride network*'. RBC's parking policy does not appear to have been updated since 2011. The latest document includes the policy objective: '*to reduce the growth of vehicular traffic and demand on parking facilities in central Reading through the provision of a realistic alternative for travelling into Reading, and hence improve air quality and noise*'. The LTP appears to be consistent with this, so it would not be expected that any updated parking policy would include the requirement for additional parking spaces in the centre of town.

Demand for rail parking

In the RTC report, a theoretical car park demand for Reading station was estimated at around 2,050, compared to current supply of 1,275². However, this was based on made share data from 2005/6 and a continuing 8.3% percentage of passengers parking at the station. However, the observation of the station car park as being no more than 67% occupied when visited, during a time of year when occupancies are at their highest, suggest that other modes of access have increased in proportion. There may be a number of factors behind this:

- Congestion to and from Reading station may be acting as a disincentive;
- The high tariff may discourage use of the station car park; or
- Other car park expansion schemes further west by Great Western Railway may have reduced railheading.

It is the opinion of RTC that the tariff is the primary factor. In any case, the capacity at the station car park will be available to station users who currently park in Garrard Street.

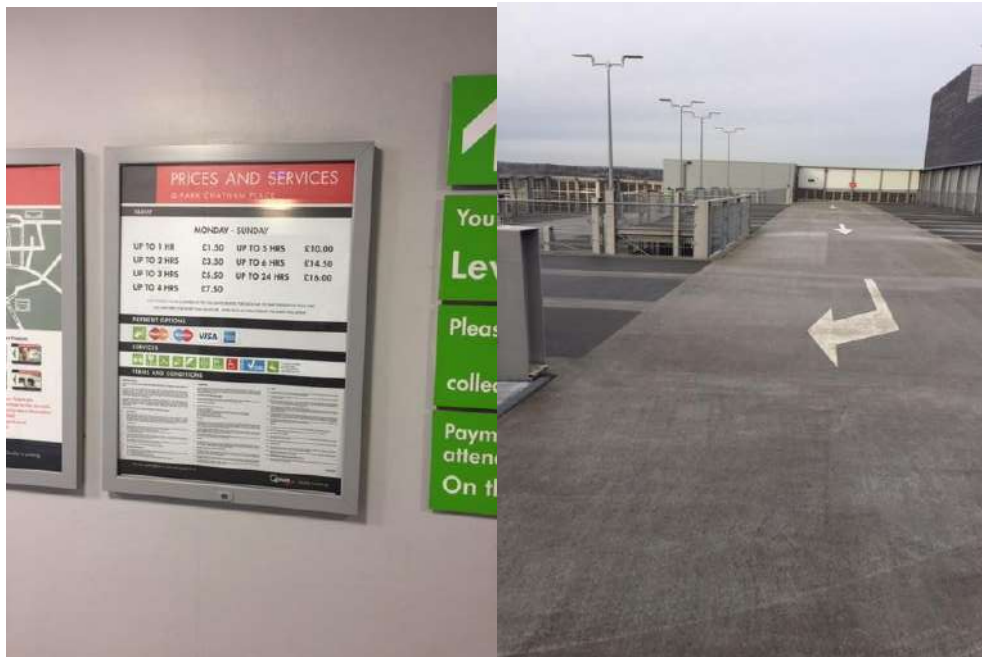
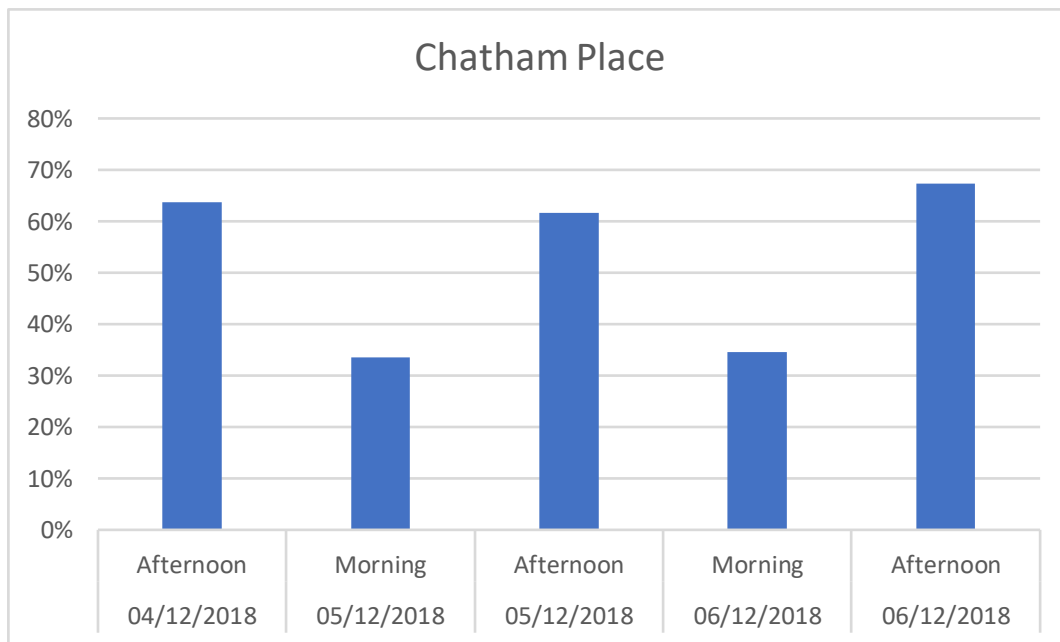
Conclusion

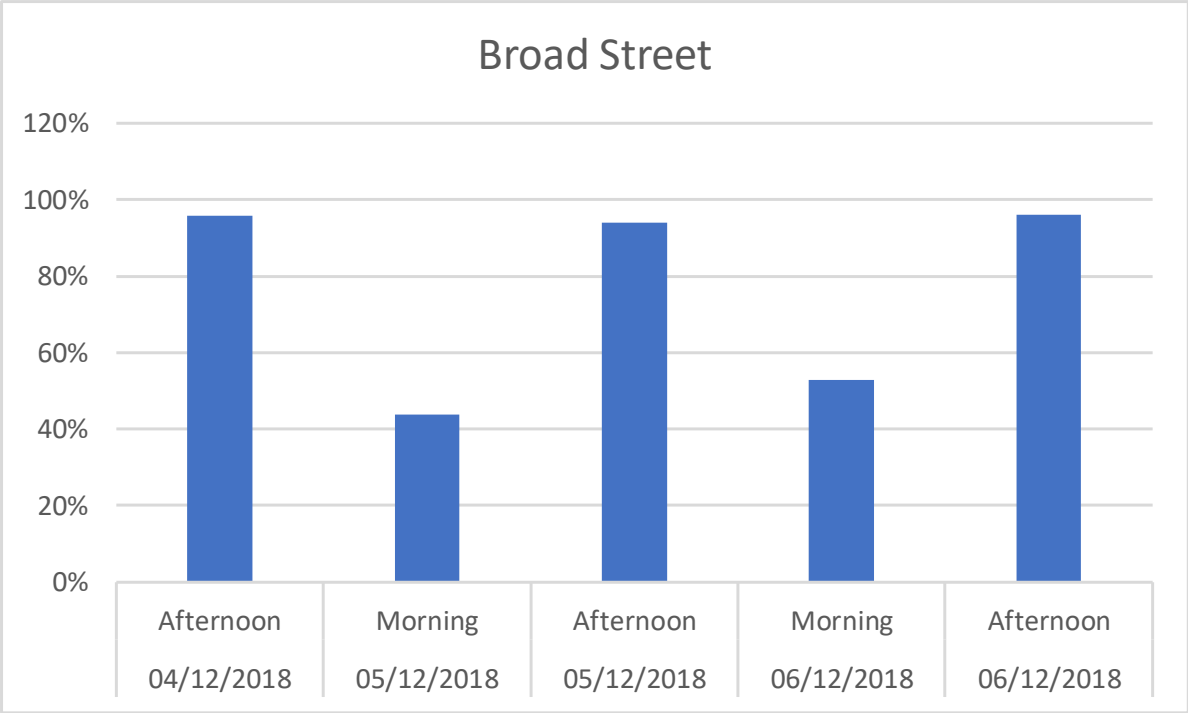
There appears to be sufficient town centre off street parking capacity to absorb vehicles currently parking in the Garrard Street car park should this facility no longer be available.

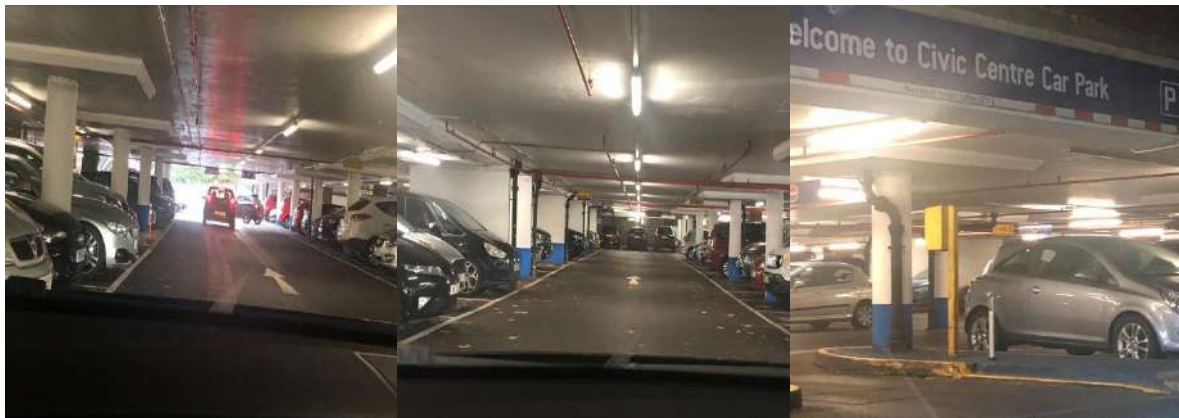
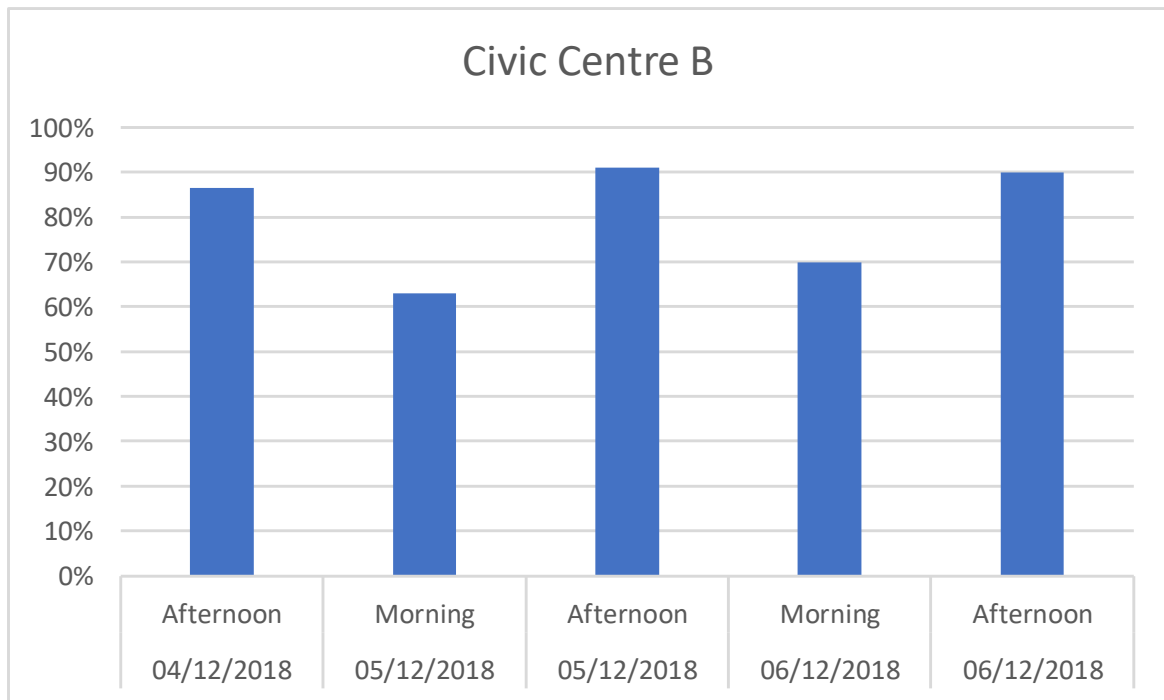
¹ http://www.reading.gov.uk/media/2421/Local-Transport-Plan-2011-26/pdf/Local_Transport_Plan_2011-26.pdf

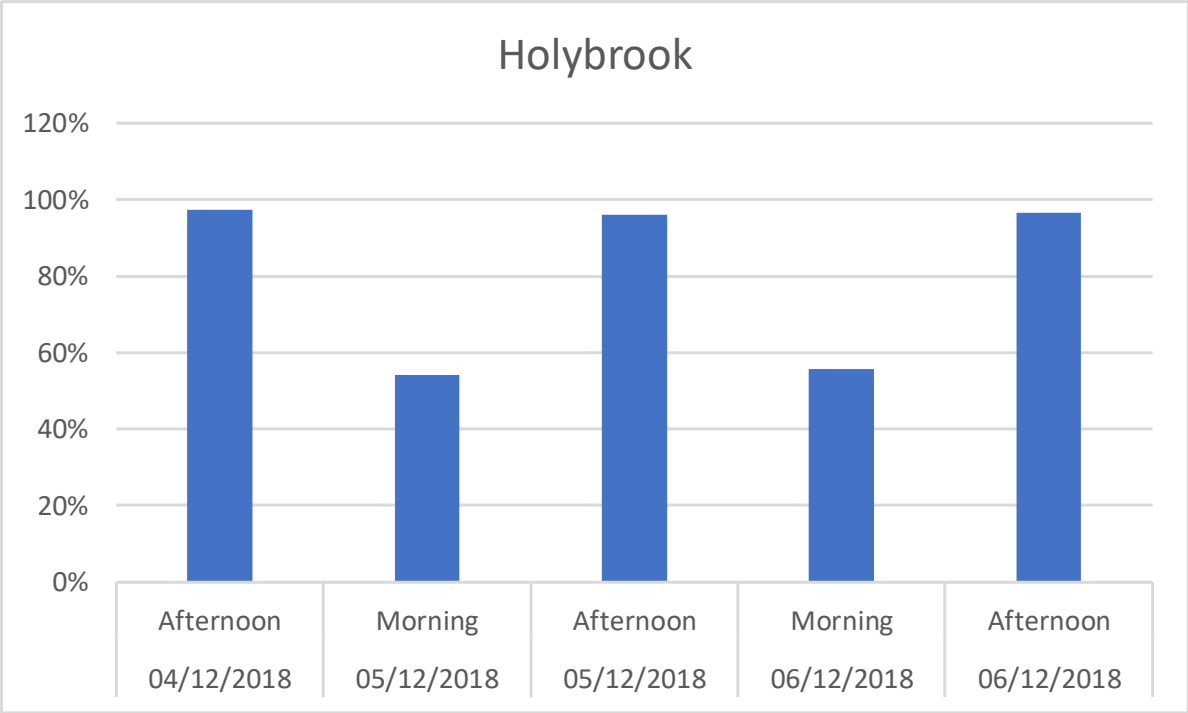
² The National Rail website lists 1,275, the APCOA website lists 1,600 spaces, but the lower capacity is believed to be correct.

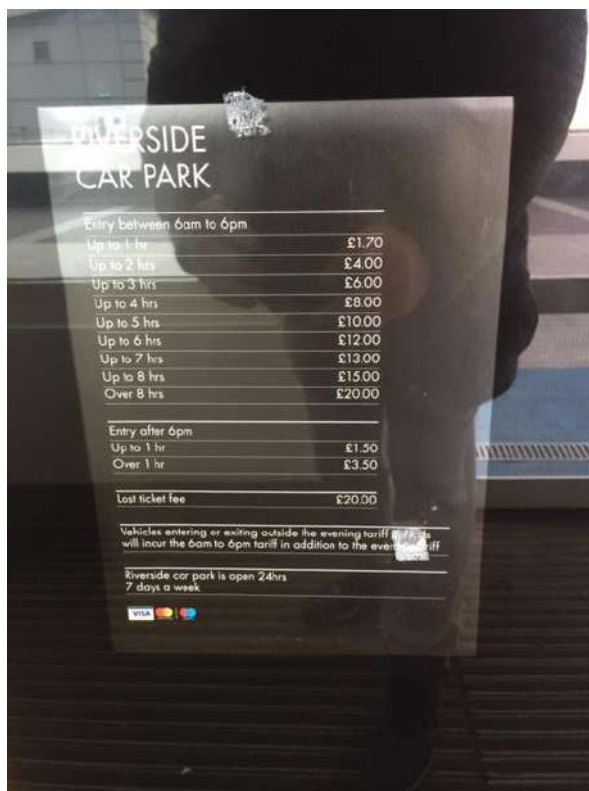
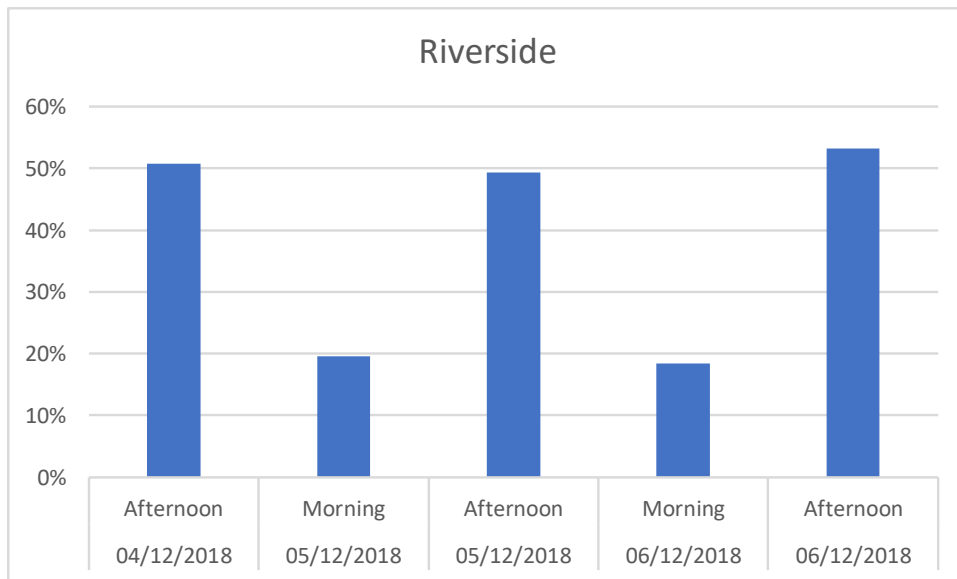
APPENDIX A – INDIVIDUAL CAR PARKS

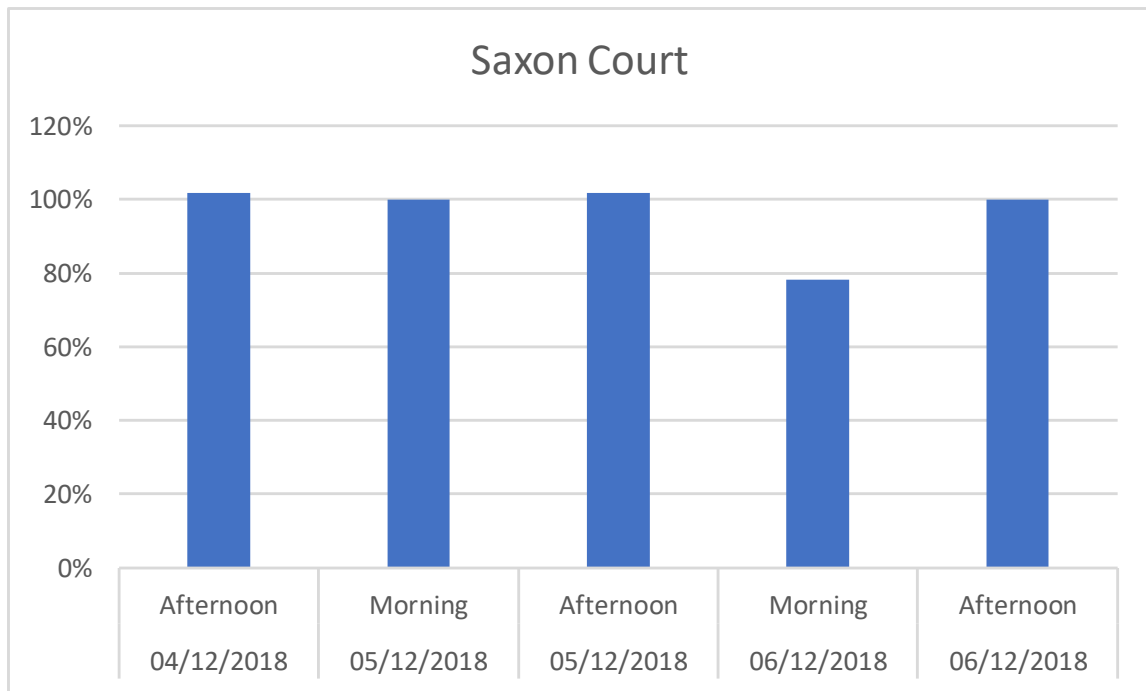


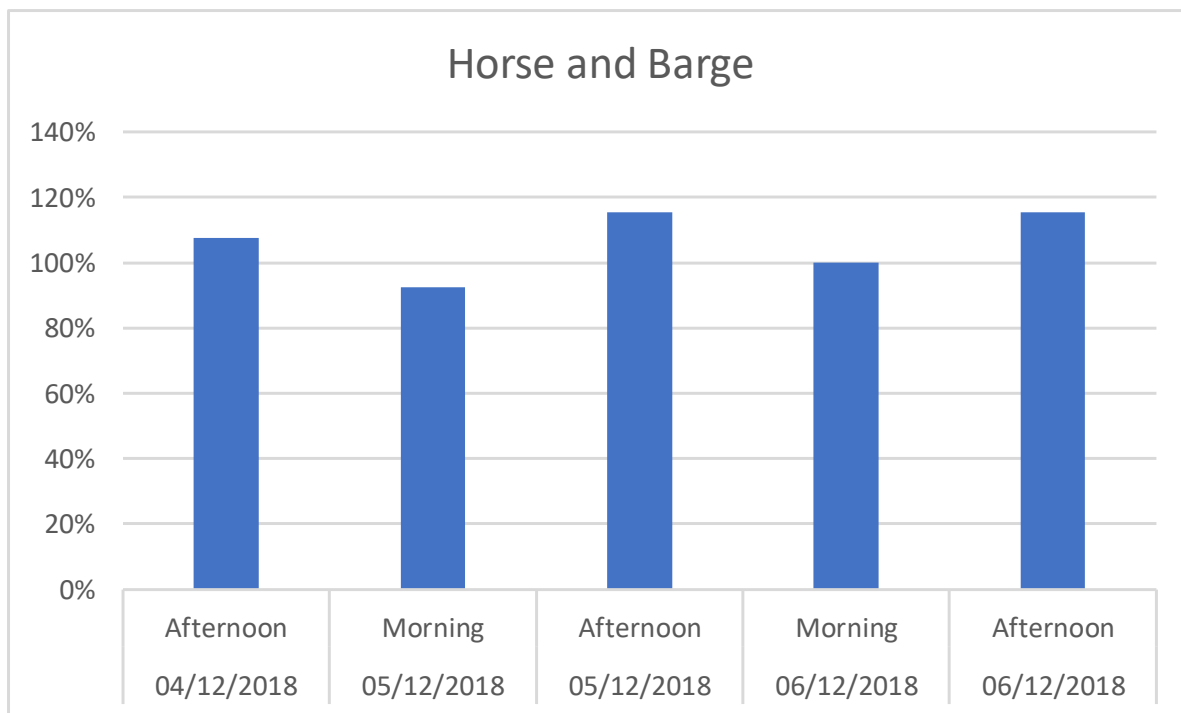


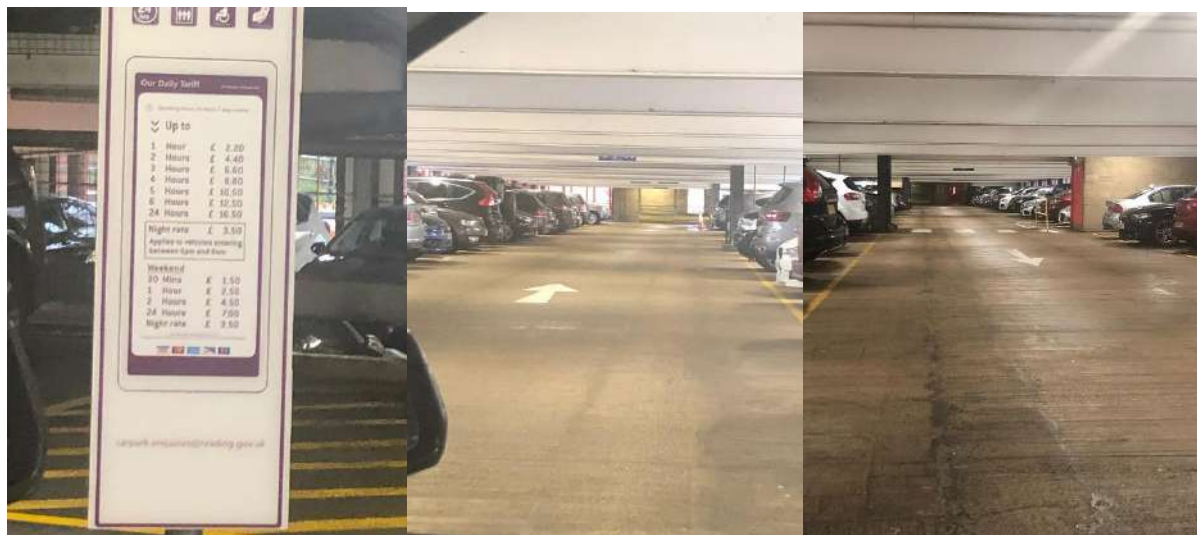
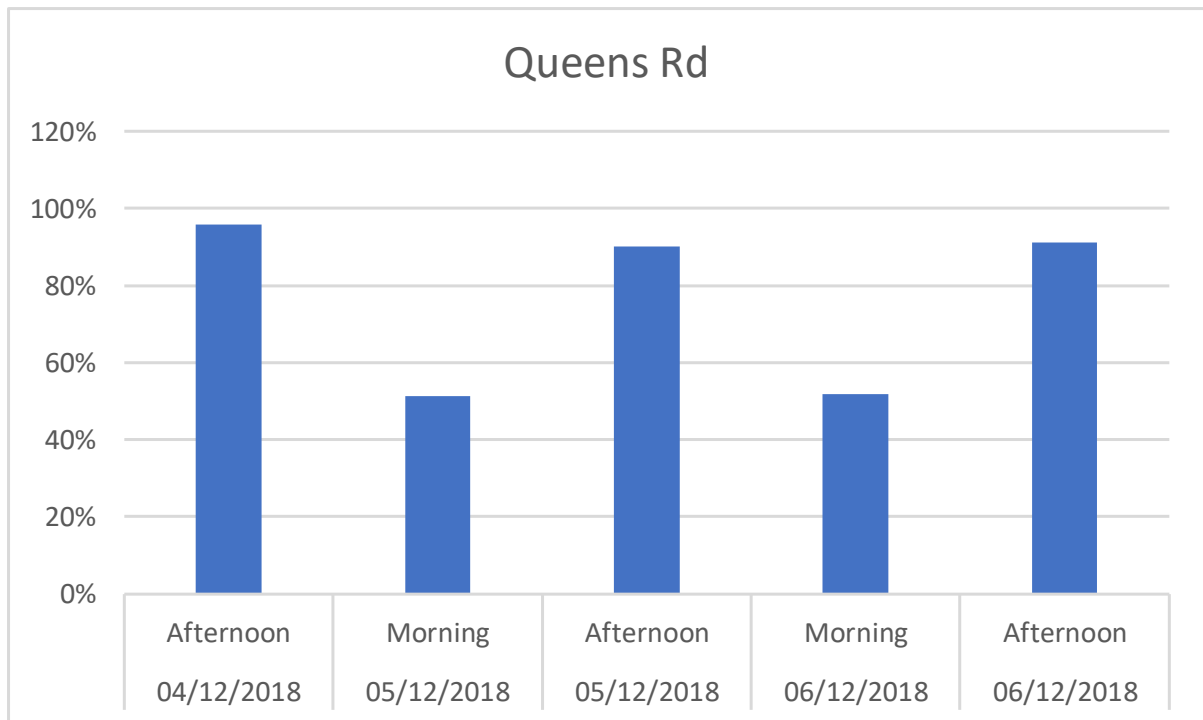


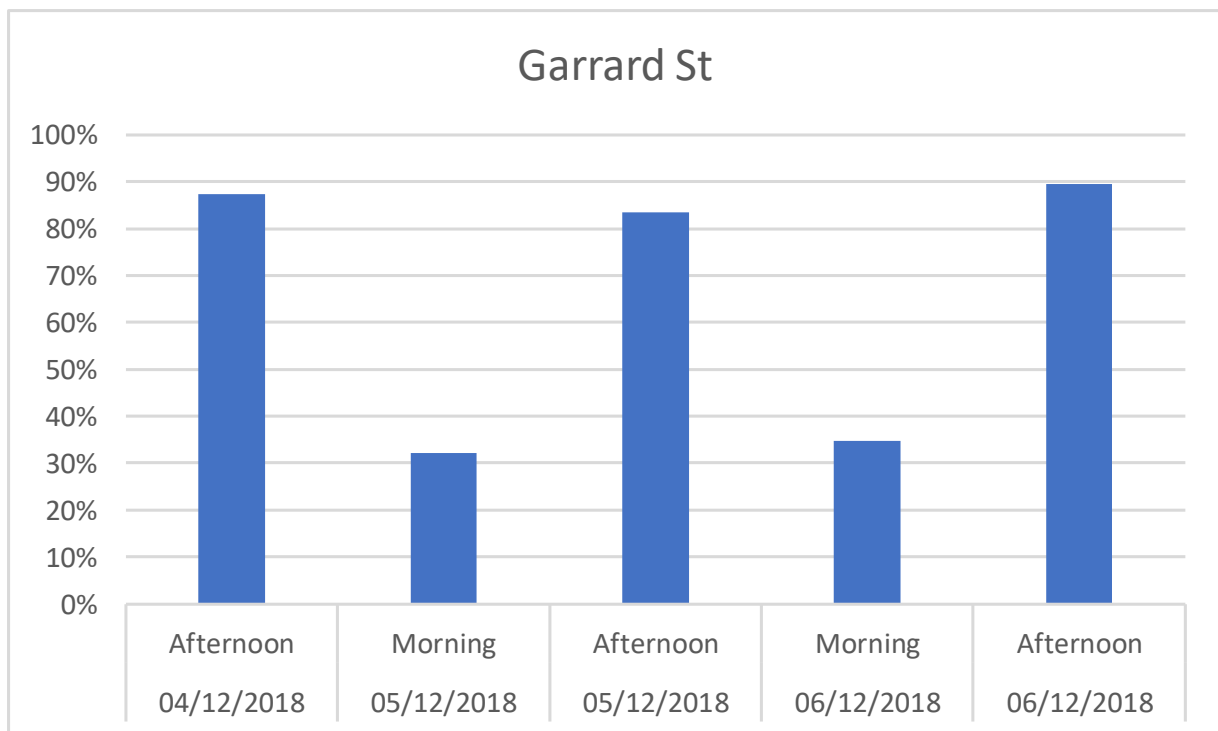


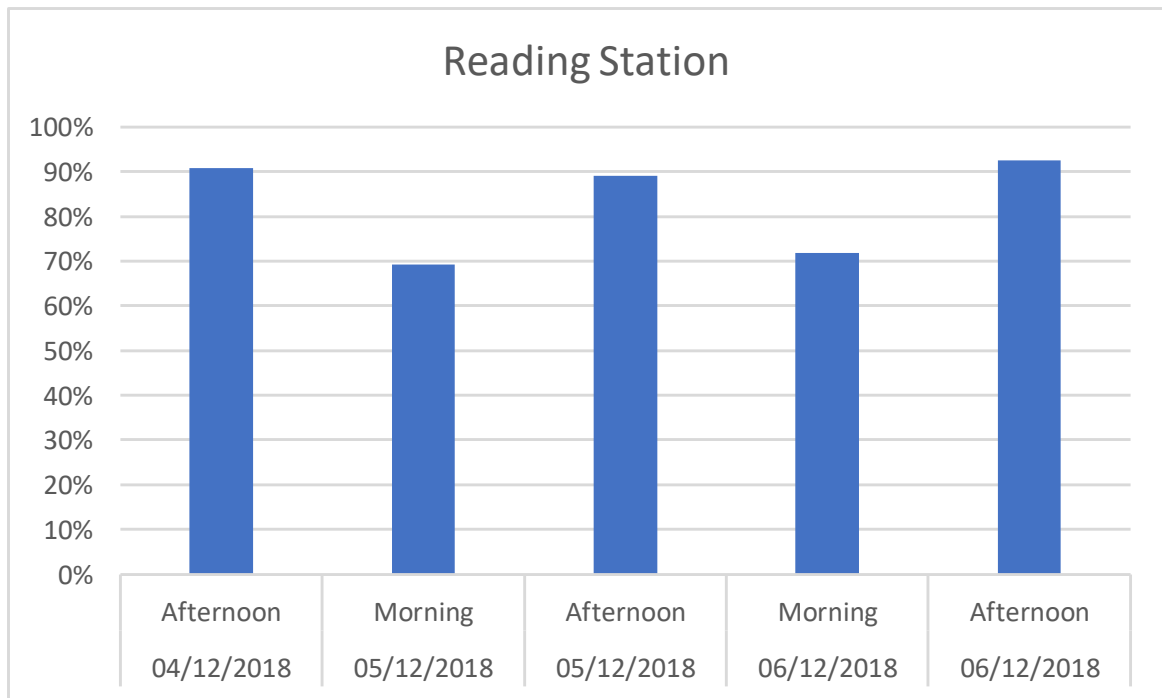


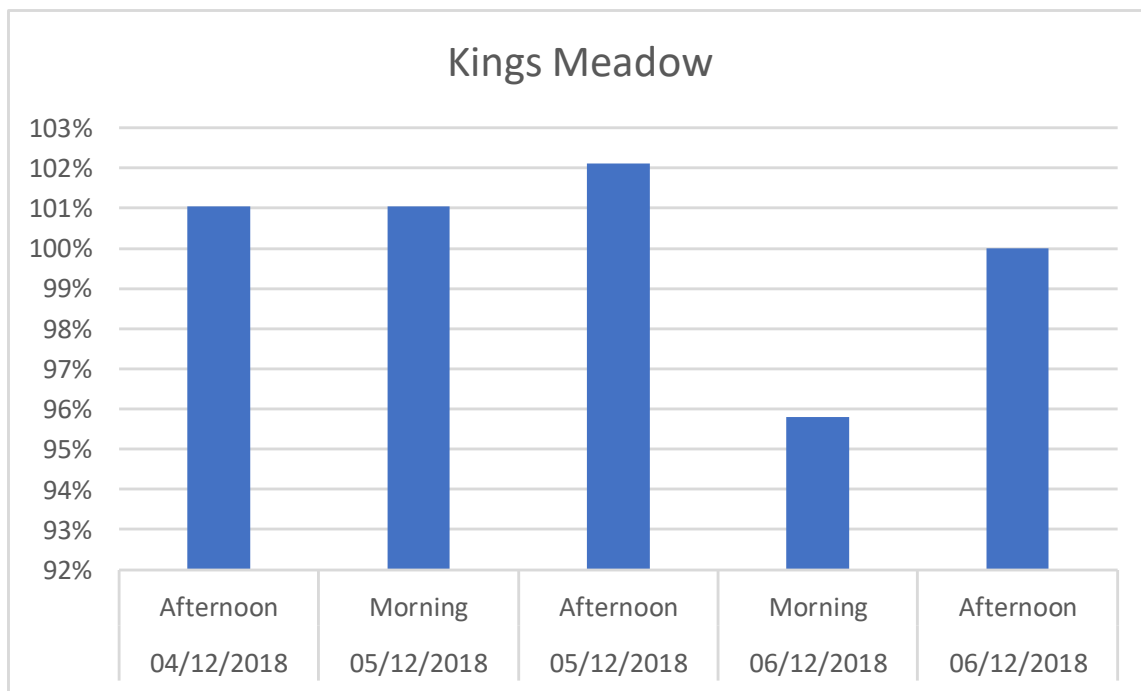


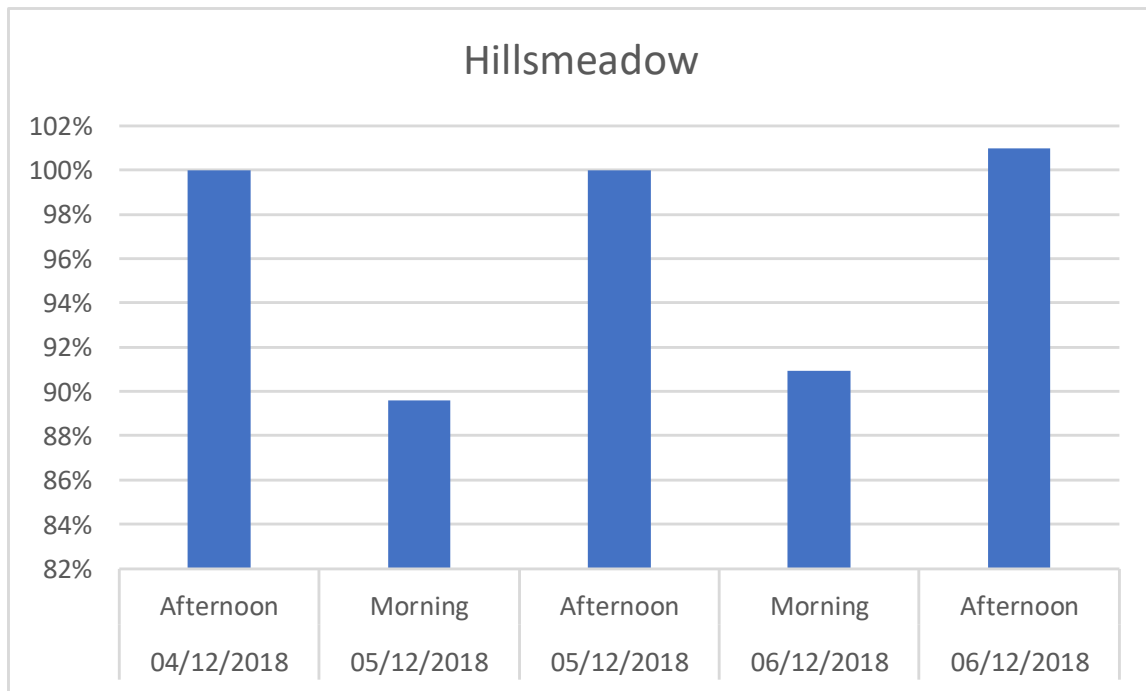


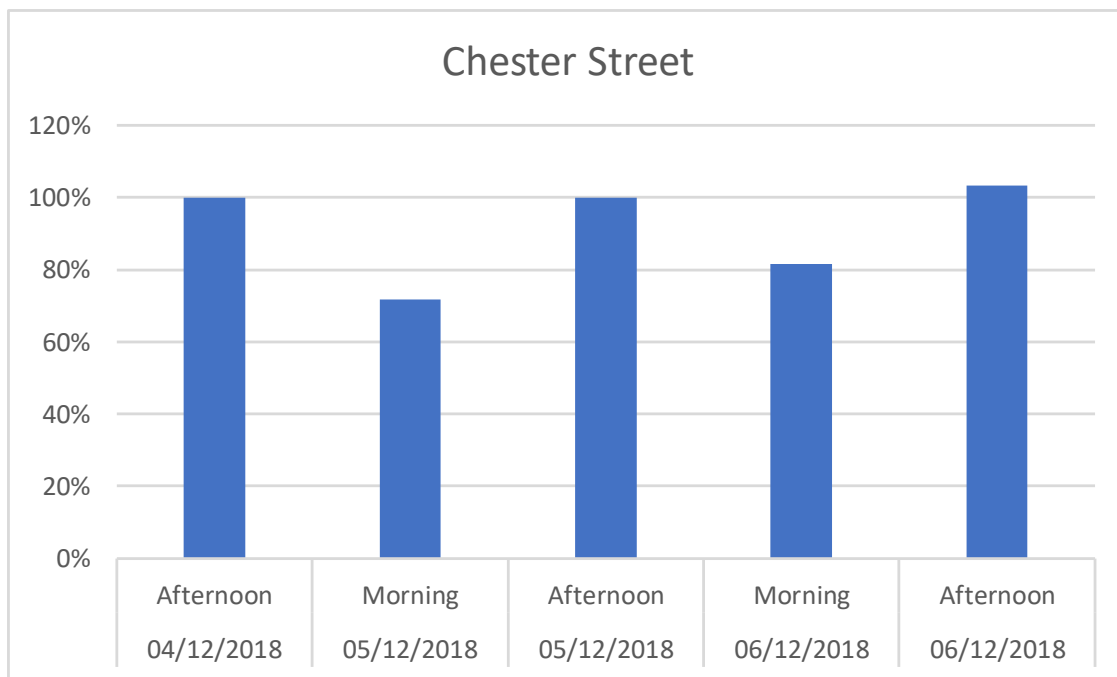












Appendix C PBA TN015 Hotel Accumulation Assessment

TECHNICAL NOTE

Job Name: Station Hill North, Reading
Job No: 44470/5502
Note No: TN015
Date: 20/09/19
Prepared By: B.Blasdale
Subject: **Hotel Trip Generation Assessment, Station Hill North**

1. Introduction

- 1.1. This Technical Note (TN) has been written by Peter Brett Associates, now part of Stantec (PBA) to support the proposed development at Station Hill, North on behalf of SH Reading Master LLP. This TN sets out the trip generation assessment for the potential hotel land use included within Illustrative Option 3 for the Phase 3 component of Station Hill North.
- 1.2. Option 3 comprises of the following land quantum;
 - 450 C1 room hotel;
 - 250 C3 residential units;
 - 46,000 sqm B1 Office (GIA); and
 - 2,500 sqm A1-A5 and D2 flexible retail and leisure (GIA).
- 1.3. The site was part of a previous planning application (Planning reference: 130436) which gained consent in 2015. This previous application did not include hotel as part of the development proposals, as such this is a new trip generation assessment for the potential hotel use.

2. Trip Rates

- 2.1. The previously consented scheme did not include a hotel therefore both the total people and vehicle trip rates were derived from TRICS for sites in England and Wales, including Greater London that were comparable in regards to sustainable access and having no allocated car parking. The TRICS output for these comparable sites is provided within [Appendix A](#).
- 2.2. The following parameters were used in the TRICs selection:
 - Land use: C3 Hotel;
 - Location: England and Wales including Greater London;
 - Size: 90-297 bedrooms;
 - Date of survey: 01/01/11 to 23/11/18;
 - Location category: Town Centre; and
 - Survey day: Monday to Friday.
- 2.3. The above parameters resulted in 10 sites, however these were reviewed individually to ensure they were fully comparable. Six were deselected due to having allocated parking.
- 2.4. The corresponding total people and cars trip rates for the AM and PM peak hours are provided in [Table 2.1](#).

TECHNICAL NOTE

Table 2.1: Trip Rates – Hotel

	AM Peak hour (08:00 – 09:00)			PM Peak hour (17:00 – 18:00)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Total People	0.115	0.292	0.407	0.223	0.214	0.437
Total Vehicles	0.034	0.102	0.136	0.037	0.021	0.058

3. Trip Generation

- 3.1. Based on the proposed 450 room hotel the corresponding trip generation for the AM and PM peak hours is set out in **Table 3.1**.

Table 3.1: Trip Generation – Hotel (450 Rooms)

	AM Peak hour (08:00 – 09:00)			PM Peak hour (17:00 – 18:00)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Total People	52	131	183	100	96	197
Total Vehicles	12	30	42	23	22	45

4. Multimodal Trip Generation

- 4.1. The multimodal trip rate associated with the hotel development has been based on the TRICS output for the comparable sites over the total day. Within the assessment total vehicles has also been used, this equates to an average of 23% of the total people trip generation. As such the modal split has been adjusted to account for 23% of single vehicle occupants, the remaining percentages have been proportionately allocated to the other modes, this is set out in **Table 4.1**.

Table 4.1: Modal Split – Hotel (TRICS and Alternative Assessment)

Mode	TRICS output	Final Modal Split
Pedestrians	45%	39%
Cyclist	1%	1%
Bus	3%	3%
Rail	23%	20%
Multi vehicle occupants	17%	15%
Single vehicle occupants	12%	23%*
Other	0%	0%
Total	100%	100%

*23% based on the proportion of total vehicles from total people

- 4.2. **Table 4.1** sets out the modal split used to calculate the multimodal trip generation for the proposed 450 bed hotel. The corresponding trip generation by mode is provided in **Table 4.2**.

TECHNICAL NOTE

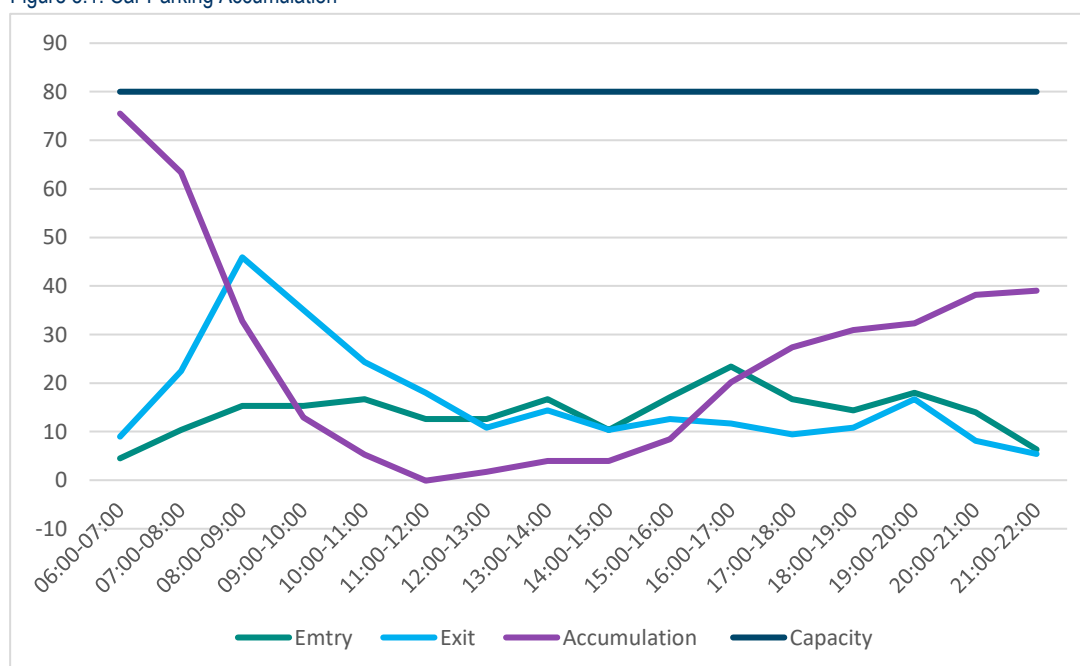
Table 4.2: Multi-modal Trip Generation – Hotel (450 Rooms)

Mode	AM Peak hour (08:00 – 09:00)			PM Peak hour (17:00 – 18:00)		
	Arrival	Departure	Two-way	Departure	Arrival	Two-way
Pedestrians	20	51	71	39	38	77
Cyclist	0	1	1	1	1	1
Bus	1	3	5	3	3	5
Rail	10	26	37	20	19	39
Multi vehicle occupants	8	19	27	15	14	29
Single vehicle occupants	12	30	42	23	22	45
Other	0	0	0	0	0	0
Total People	52	131	183	100	96	197

5. Car Parking

- 5.1. Given the highly sustainable location of the development in Reading Town Centre we would anticipate it is likely less people will travel to the proposed hotel by car than what is suggested from the TRICS review.
- 5.2. It is proposed that the hotel use would not be allocated parking with users parking within town centre public car parks (either on site or elsewhere within the town centre). However, to inform a robust assessment of the number of vehicles potentially seeking to park within public car parks we have used the TRICS data as presented.
- 5.3. To accommodate for the public car parking demand the 16-hour vehicle trip rates from TRICS have been used to undertake a car park accumulation exercise. This is provided in **Figure 5.1**.

Figure 5.1: Car Parking Accumulation



TECHNICAL NOTE

- 5.4. This accumulation exercise seeks to identify the level of car parking required to accommodate the estimated vehicle generation for a 450 room hotel. This exercise identified that the hotel use is likely to require 80 car parking spaces.

6. Summary

- 6.1. This TN has been written to set out the methodology for calculating the multimodal trip rates associated with the proposed hotel included within Option 3 for the Station Hill North development.
- 6.2. TRICS was used to calculate the trip rates for total people and total vehicles, as well as the calculation of the modal split. The modal split was recalculated based on the total vehicle trip rate of 23%, with the remaining percentage being proportionately reallocated.
- 6.3. Although the hotel will not have car parking allocated to its use, a worst case assessment has been undertaken to determine the anticipated car parking demand. This was calculated to be 80 car parking spaces for a 450 space hotel.

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Approved
44470/5502/TN015	-	20/09/19	B.Blasdale		

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Appendix D PBA TN014 Delivery and Servicing

TECHNICAL NOTE

Job Name: Station Hill, Northern Scheme
Job No: 44470/5501
Note No: TN014
Date: 12/09/2019
Prepared By: C.Duggan/ C.Brice
Subject: **Station Hill North, Delivery and Servicing Trips**

1. Introduction

- 1.1. This technical note provides a review of the anticipated delivery and servicing movements associated with Phase Two and Phase Three of the Station Hill North Development and explains how these have been calculated.

2. Phase Two

- 2.1. Phase Two of the Development accommodates the detailed application for Plot G, this includes development proposals for office and retail uses. The delivery and servicing for Phase Two has been calculated using a combination of survey data and data from the Trip Rate Information Computer System's (TRICS) online database.

Office

- 2.2. When calculating the trip generation for the servicing and delivery of the proposed Plot G office use a review of the existing servicing operation of the neighbouring office, Thames Tower was undertaken. This review was then used to inform the anticipated servicing generation of the proposed office use. The multi-tenanted nature of Thames Tower is considered to provide a robust understanding of the potential service and delivery generation associated with an office.
- 2.3. To understand the servicing generation of Thames Tower a survey was undertaken on a neutral weekday on the 16th October 2018 which recorded the number of service vehicles entering and exiting the existing service road.
- 2.4. The number of trips servicing Thames Tower was then grown to the proposed office quantum (35,259sqm) based on Thames Tower having a floor area of 24,160sqm to inform the potential future service vehicle generation of the office use proposed within Plot G.
- 2.5. To prevent an over estimate of the number of service vehicles generated a review of the video footage was undertaken to identify whether any of the future visits could be consolidated in the future. These vehicle trips were then estimated as having the potential to serve Thames Tower and Plot G rather than two separate movements.
- 2.6. This was undertaken by estimating the visit purpose based on the type of vehicle and company branding with refuse vehicle, milk float, couriers, post, stationary, supermarket delivery etc... not being grown with the number of visits retained.
- 2.7. Based on this methodology the estimated servicing trips associated with the Phase Two office is 26 service vehicle trips per day.



TECHNICAL NOTE

Retail

- 2.8. Service Vehicle retail trips were assessed using the Trip Rate Information Computer System's (TRICS) online database. To provide a robust scenario, all Retail – Restaurant sites were selected. It is anticipated that restaurants would provide a higher number of servicing trips than a non-food retail use.

The following parameters have been selected in TRICS including all sites available:

- Retail – Hotel/ Food & Drink/ Restaurants;
 - All of England including Greater London;
 - 75 to 1,136 sqm;
 - Most recent 10-year period: 01/01/11 – 28/11/17;
 - Location category: All; and
 - Surveys include weekdays Monday – Sunday.
- 2.9. The parameters chosen meant that 9 sites were selected to provide an average trip rate for the use. The trip rate calculated in TRICS was then assessed against the GIA of the retail development proposals to calculate the number of service trips. This resulted in 4 trips per day as presented in **Table 2.1**.

Phase 2 Summary

- 2.10. As the servicing and delivery associated with Plot G is proposed to take place in a managed servicing area to be shared with the existing Thames Tower, therefore, the existing service and delivery trips for Thames Tower has also been to show the anticipated total use of the servicing area.
- 2.11. As shown below in **Table 2.1** the total number of trips per day generated by the proposed uses and the existing Thames Tower office is 57. During a 12 hour period this equates to 5 vehicles per hour using the service area during Phase 2.

Table 2.1: Phase Two Service and Delivery Trip Generation

Phase 2	Area (sqm)	One way Service Trips per day
Office	35,259	26
Retail (Restaurant)	992	4
Thames Tower	24,160	27
Total		57



TECHNICAL NOTE

3. Phase Three

- 3.1. The outline application for Phase Three of Station Hill North includes office, retail, residential and an option for hotel use. There are three illustrative options proposed within Phase Three, each option has been assessed to identify the option which generates the most servicing trips.

Office

- 3.2. Service Vehicle trip generation for office use in Phase Three uses the same methodology as used in the Phase Two Office assessment set out previously. **Table 3.1** provides a summary of the service and delivery trip generation for the office use by option.

Table 3.1: Phase Three, Office Service and Delivery Trip Generation

Option	Area (sqm)	One-way Service Trips per day
1	42,000	32
2	39,000	29
3	46,000	35

Residential

- 3.3. Service Vehicle trip rates for residential use are based on the TRICS online database. Sites were selected based on all the available private residential flat sites within a town centre. The servicing and delivery trips for the residential uses are proposed to use the adjacent proposed laybys. It should be noted, that selecting all sites within a town centre on TRICS will ensure the trip rates used are robust.
- 3.4. The following parameters have been selected in TRICS:
- Residential: Flats Privately Owned;
 - All of England including Greater London;
 - 6 to 493 dwellings;
 - Most recent 10-year period: 01/01/11 – 06/06/19;
 - Location category: Town Centre; and
 - Surveys include weekdays Monday – Friday.
- 3.5. The above criteria resulted in the selection of 8 sites. **Table 3.2** provides the likely trips generated for the service and delivery of the proposed residential units based on an arrival trip rate of 0.062 per unit.

TECHNICAL NOTE

Table 3.2: Phase Three, Residential Service and Delivery Trip Generation

Option	Number of units	One-way Service Trips per day
1	539	33
2	750*	47
3	250	16

*Based on the maximum residential sought within the outline application rather than the illustrative development mix.

Hotel

- 3.6. Service Vehicle Trip rates for the proposed Hotel have been calculated from TRICS for sites in England and Wales, including Greater London that were comparable in regards to sustainable access and having no allocated car parking.
- 3.7. The following parameters were used in the TRICs selection:
- Land use: C3 Hotel;
 - Location: England and Wales including Greater London;
 - Size: 90-297 bedrooms;
 - Date of survey: 01/01/11 to 23/11/18;
 - Location category: Town Centre; and
 - Survey day: Monday to Friday.
- 3.8. The criteria above resulted in the selection of 4 sites. **Table 3.3** provides the likely trips generated for the service and delivery of the proposed 450 room Hotel, based on an arrival trip rate of 0.015.

Table 3.3: Phase Three, Hotel Service and Delivery Trip Generation

Option	Hotel Rooms	One-way Service Trips per day
3	450	7

Retail

- 3.9. The proposed area of retail 2,500sqm (GIA) is the same for all development options. The same methodology for the Phase 2 assessment was used (restaurant) and this is presented in **Table 3.4**.



TECHNICAL NOTE

Table 3.4: Phase Three, Retail Service and Delivery Trip Generation

Option	Area ² m	One-way Service Trips per day
All Options (1, 2 and 3)	2,500	9

Phase 3 Summary

- 3.10. For the residential, hotel and retail land uses, the service and delivery trips have all been calculated from TRICS. Although retail has been calculated based on restaurant use this assessment is likely to be reflective of the worst-case scenario for retail and therefore is a robust assessment.
- 3.11. The service and delivery trips associated with the proposed office use have been calculated using the Thames Tower survey data collected on a neutral weekday in 2018, and grown to the proposed office floor area as discussed previously. **Table 3.5** provides a summary of each option.

Table 3.5: Phase Three Total Delivery and Servicing Trips

Northern Scheme	One-way Trips Per Day
Option 1 Total	73
Option 2 Total	84
Option 3 Total	65

4. Total Station Hill North (Phase 2 & 3)

- 4.1. The total Station Hill North Scheme includes both Phase Two and Phase Three. **Table 4.1** sets out the total number of service and delivery trips associated with each of the illustrative development options, using the methodology set out in this technical note.

Table 4.1: Total Station Hill North Scheme

Northern Scheme	One-way Trips Per Day
Option 1 Total	103
Option 2 Total	113
Option 3 Total	95

TECHNICAL NOTE

5. Service Road and Yard

- 5.1. The service Road and yard will be constructed in Phase Two and will serve the office and retail uses in Phase Two and Phase Three. When the service yard is operational the existing Thames Tower operations will share the use of the service area with the proposed office and retail uses. Therefore, trips counted servicing Thames Tower during the survey have been included in the calculations presented below in **Table 5.1** to show the total use of the service area.
- 5.2. For the purpose of this assessment the most robust scenario has been presented, which is Option Three.
- 5.3. The service and delivery vehicle trips for the total office and retail use provided across Phase Two and Phase Three is set out below.

Table 5.1: Total Station Hill North Scheme Service Yard (per day)

Service Yard	GIA (sqm)	One Way Vehicle Trips Per Day
Office	81,259	61
Retail	3,492	12
Sub total		72
Thames Tower		27
Total With TT		99

- 5.4. **Table 5.2** sets out the average hourly use of the service area based on a 12-hour operational period.

Table 5.2: Station Hill North Scheme Service Yard (per hour)

Use	Hours	Vehicles Per Hour
Office	12	5
Retail	12	1
Total		6
Thames Tower		2
Total with Thames Tower		8

TECHNICAL NOTE

- 5.5. Therefore, considering the service yard is to serve the proposed Office, Retail and existing Thames Tower usage, it is estimated that 8 service or delivery vehicles will visit the service yard per hour, of a 12-hour working day. Although delivery and servicing could occur outside these 12 hours.

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Approved
44470/5502/TN014	-	18.09.19	C.Duggan	C.Brice	

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Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-493 DWELLS	
Actual Trip Rate Calculation Parameter Range	20-194 DWELLS	
Date Range	Minimum: 01/01/11	Maximum: 06/06/19
Parking Spaces Range	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	2
	Thursday	2
	Friday	1
Main Location Types selected	Town Centre	7
Population <1 Mile ranges selected	25,001 to 50,000	5
	50,001 to 100,000	1
	100,001 or More	1
Population <5 Mile ranges selected	75,001 to 100,000	1
	500,001 or More	6
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	0.6 to 1.0	5
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	3
	3 Moderate	1
	5 Very Good	1
	6a Excellent	1
	6b (High) Excellent	1

Calculation Reference: AUDIT-706701-190911-0951

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BM BROMLEY	1 days
	HM HAMMERSMITH AND FULHAM	2 days
	HO HOUNSLOW	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CB CUMBRIA	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 20 to 194 (units:)
 Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 06/06/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	7
-------------	---

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	6
High Street	1

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

Secondary Filtering selection:

Use Class:

C3	7 days
----	--------

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

Population within 1 mile:

25,001 to 50,000	5 days
50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
500,001 or More	6 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	2 days
No	5 days

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

PTAL Rating:

No PTAL Present	3 days
3 Moderate	1 days
5 Very Good	1 days
6a Excellent	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BM-03-C-01	Site area:	0.36 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	160
Location:	BROMLEY	Housing density:	842
Postcode:	BR1 1HR	Total Bedrooms:	232
Main Location Type:	Town Centre	Survey Date:	12/11/18
Sub-Location Type:	Built-Up Zone	Survey Day:	Monday
PTAL:	6a Excellent	Parking Spaces:	83
Site(2):	CB-03-C-01	Site area:	0.21 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	40
Location:	CARLISLE	Housing density:	667
Postcode:	CA1 1SR	Total Bedrooms:	80
Main Location Type:	Town Centre	Survey Date:	12/06/14
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	43
Site(3):	GM-03-C-02	Site area:	0.37 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	154
Location:	MANCHESTER	Housing density:	670
Postcode:	M1 5BD	Total Bedrooms:	280
Main Location Type:	Town Centre	Survey Date:	13/10/11
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	100
Site(4):	GM-03-C-03	Site area:	0.05 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	20
Location:	MANCHESTER	Housing density:	400
Postcode:	M1 3QF	Total Bedrooms:	30
Main Location Type:	Town Centre	Survey Date:	14/10/11
Sub-Location Type:	Built-Up Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	14
Site(5):	HM-03-C-01	Site area:	0.13 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	42
Location:	FULHAM	Housing density:	323
Postcode:	SW6 1AY	Total Bedrooms:	74
Main Location Type:	Town Centre	Survey Date:	16/07/14
Sub-Location Type:	High Street	Survey Day:	Wednesday
PTAL:	5 Very Good	Parking Spaces:	38
Site(6):	HM-03-C-02	Site area:	0.45 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	194
Location:	HAMMERSMITH	Housing density:	431
Postcode:	W6 OBU	Total Bedrooms:	375
Main Location Type:	Town Centre	Survey Date:	30/04/19
Sub-Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	6b (High) Excellent	Parking Spaces:	53
Site(7):	HO-03-C-02	Site area:	0.38 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	86
Location:	BRENTFORD	Housing density:	226
Postcode:	TW8 0AS	Total Bedrooms:	149
Main Location Type:	Town Centre	Survey Date:	03/09/14
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	3 Moderate	Parking Spaces:	64

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

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 750 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	7	99	0.004	3.233	7	99	0.004	3.233	7	99	0.008	6.466
08:00 - 09:00	7	99	0.006	4.310	7	99	0.004	3.233	7	99	0.010	7.543
09:00 - 10:00	7	99	0.009	6.466	7	99	0.009	6.466	7	99	0.018	12.932
10:00 - 11:00	7	99	0.006	4.310	7	99	0.003	2.155	7	99	0.009	6.465
11:00 - 12:00	7	99	0.003	2.155	7	99	0.007	5.388	7	99	0.010	7.543
12:00 - 13:00	7	99	0.004	3.233	7	99	0.004	3.233	7	99	0.008	6.466
13:00 - 14:00	7	99	0.006	4.310	7	99	0.006	4.310	7	99	0.012	8.620
14:00 - 15:00	7	99	0.000	0.000	7	99	0.000	0.000	7	99	0.000	0.000
15:00 - 16:00	7	99	0.007	5.388	7	99	0.006	4.310	7	99	0.013	9.698
16:00 - 17:00	7	99	0.007	5.388	7	99	0.009	6.466	7	99	0.016	11.854
17:00 - 18:00	7	99	0.001	1.078	7	99	0.001	1.078	7	99	0.002	2.156
18:00 - 19:00	7	99	0.003	2.155	7	99	0.003	2.155	7	99	0.006	4.310
19:00 - 20:00	2	177	0.006	4.237	2	177	0.006	4.237	2	177	0.012	8.474
20:00 - 21:00	2	177	0.000	0.000	2	177	0.000	0.000	2	177	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.062	46.263			0.062	46.264			0.124	92.527

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.

TRICS 7.6.2

Trip Rate P: Gross floor area

Filtering Summary

Land Use 06/B HOTEL FOOD & DRINK/RESTAURANTS

Selected Tr 75-1136 sqm GFA

Actual Trip 75-1136 sqm GFA

Date Range Minimum: Maximum: 28/11/17

Parking Sp: All Surveys Included

Days of the Monday	1
Tuesday	2
Thursday	2
Friday	1
Saturday	3

Main Locat Town Cent	4
Edge of Town	2
Suburban /	1
Neighbourhood	2

Population	15 001 to 20	0	1
	20 001 to 25	0	2
	25 001 to 50	0	5
	50 001 to 100	0	1

Population	25 001 to 50	0	1
	75 001 to 100	0	3
	125 001 to 250	0	1
	250 001 to 500	0	3
	500 001 or More	1	

Car Owner: 0.5 or Less	1
0.6 to 1.0	5
1.1 to 1.5	3

PTAL Rating No PTAL Pr	8
5 Very Good	1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 06 - HOTEL FOOD & DRINK
 Category B - RESTAURANTS
 MULTI-MODAL LGVS

Selected regions and areas:

1 GREATER LONDON
 BT BRENT 1 days
 3 SOUTH WEST
 DC DORSET 1 days
 5 EAST MIDLANDS
 LN LINCOLNSH 1 days
 6 WEST MIDLANDS
 WM WEST MIDI 3 days
 8 NORTH WEST
 CH CHESHIRE 2 days
 9 NORTH
 CB CUMBRIA 1 days

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

Secondary 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 75 to 1136 (units: sqm)
 Range Selected: 75 to 1136 (units: sqm)

Public Transport Provision:
 Selection b Include all surveys

Date Range 01/01/11 to 28/11/17

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

Selected survey days:

Monday 1 days
 Tuesday 2 days
 Thursday 2 days
 Friday 1 days
 Saturday 3 days

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

Selected survey types:

Manual count 9 days
 Directional 0 days
 This data displays the total amount of surveys whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 4
 Edge of Town 2
 Suburban Area 1
 Edge of Town 0
 Neighbourhood 2
 Free Standing 0
 Not Known 0

This data displays the total amount of surveys by location: Edge of Town, Suburban Area, Neighbourhood, Edge of Town, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 0
 Commercial 0
 Development 2
 Residential 0
 Retail Zone 0
 Built-Up Zone 4
 Village 0
 Out of Town 0
 High Street 3
 No Sub Category 0

This data displays the total amount of surveys by location sub-category: Industrial Zone, Development, Residential, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A3 9 days

This data d which can be found within the Library module of TRICS®.

Population within 1 mile:

15,001 to 21 days

20,001 to 22 days

25,001 to 55 days

50,001 to 11 days

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

Population within 5 miles:

25,001 to 1 days

75,001 to 3 days

125,001 to 1 days

250,001 to 3 days

500,001 or 1 days

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

Car ownership within 5 miles:

0.5 or Less 1 days

0.6 to 1.0 5 days

1.1 to 1.5 3 days

This data d within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 1 days

No 8 days

This data d and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Pr 8 days

5 Very Goo 1 days

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

LIST OF SITES relevant to selection parameters

Site(1): BT-06-B-01	Gross floor area:	150 sqm
Developme COFFEE SHOP & RESTAURANT	Number of seats:	70
Location: WEMBLEY		
Postcode: HA9 0AB	Number of Employees:	7
Main Locat Suburban Area (PPS6 Out of Centre)	Survey Date:	18/05/2015
Sub-Locatic Development Zone	Survey Day:	Monday
PTAL: 5 Very Good	Parking Spaces:	3
Site(2): CB-06-B-01	Gross floor area:	150 sqm
Developme ITALIAN RESTAURANT	Number of seats:	78
Location: CARLISLE		
Postcode: CA3 8JE	Number of Employees:	14
Main Locat Town Centre	Survey Date:	25/06/2016
Sub-Locatic Built-Up Zone	Survey Day:	Saturday
PTAL: n/a	Parking Spaces:	
Site(3): CH-06-B-02	Gross floor area:	75 sqm
Developme ITALIAN RESTAURANT	Number of seats:	34
Location: MACCLESFIELD		
Postcode: SK11 6NR	Number of Employees:	7
Main Locat Town Centre	Survey Date:	17/09/2016
Sub-Locatic Built-Up Zone	Survey Day:	Saturday
PTAL: n/a	Parking Spaces:	
Site(4): CH-06-B-03	Gross floor area:	321 sqm
Developme PIZZA EXPRESS	Number of seats:	127
Location: MACCLESFIELD		
Postcode: SK10 1EX	Number of Employees:	28
Main Locat Town Centre	Survey Date:	11/11/2017
Sub-Locatic Built-Up Zone	Survey Day:	Saturday
PTAL: n/a	Parking Spaces:	
Site(5): DC-06-B-02	Gross floor area:	525 sqm
Developme PREZZO	Number of seats:	60
Location: DORCHESTER		
Postcode: DT1 1UJ	Number of Employees:	8
Main Locat Town Centre	Survey Date:	16/09/2016
Sub-Locatic High Street	Survey Day:	Friday
PTAL: n/a	Parking Spaces:	
Site(6): LN-06-B-01	Gross floor area:	1136 sqm
Developme PREZZO	Number of seats:	100
Location: LINCOLN		
Postcode: LN1 1YW	Number of Employees:	42
Main Locat Edge of Town Centre	Survey Date:	10/10/2017
Sub-Locatic Development Zone	Survey Day:	Tuesday
PTAL: n/a	Parking Spaces:	
Site(7): WM-06-B-05	Gross floor area:	600 sqm
Developme AKBARS	Number of seats:	140
Location: COVENTRY		
Postcode: CV1 3GJ	Number of Employees:	12
Main Locat Edge of Town Centre	Survey Date:	17/11/2016
Sub-Locatic Built-Up Zone	Survey Day:	Thursday
PTAL: n/a	Parking Spaces:	
Site(8): WM-06-B-06	Gross floor area:	175 sqm
Developme ITALIAN RESTAURANT	Number of seats:	50
Location: COVENTRY		
Postcode: CV5 6EJ	Number of Employees:	10
Main Locat Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	24/11/2016
Sub-Locatic High Street	Survey Day:	Thursday
PTAL: n/a	Parking Spaces:	
Site(9): WM-06-B-07	Gross floor area:	370 sqm
Developme INDIAN RESTAURANT	Number of seats:	50
Location: STOURBRIDGE		
Postcode: DY8 4AJ	Number of Employees:	10
Main Locat Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	28/11/2017
Sub-Locatic High Street	Survey Day:	Tuesday
PTAL: n/a	Parking Spaces:	23

This section it displays the select the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE † FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: VEHICLES

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		No. Days	Ave. GFA	TOTALS	
			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00												
08:00-09:00												
09:00-10:00	1	175	0.571	20	1	175	0.571	20	1	175	1.142	40
10:00-11:00	6	233	1.361	47.636	6	233	0.143	5.014	6	233	1.504	52.65
11:00-12:00	7	362	0.948	33.175	7	362	0.632	22.117	7	362	1.58	55.292
12:00-13:00	7	362	2.291	80.174	7	362	0.711	24.882	7	362	3.002	105.056
13:00-14:00	7	362	1.659	58.057	7	362	1.501	52.528	7	362	3.16	110.585
14:00-15:00	7	362	0.592	20.735	7	362	1.343	46.998	7	362	1.935	67.733
15:00-16:00	8	363	0.345	12.061	8	363	0.724	25.327	8	363	1.069	37.388
16:00-17:00	9	389	0.714	24.986	9	389	0.286	9.994	9	389	1	34.98
17:00-18:00	9	389	1.77	61.965	9	389	0.657	22.987	9	389	2.427	84.952
18:00-19:00	9	389	2.656	92.947	9	389	1.885	65.962	9	389	4.541	158.909
19:00-20:00	9	389	2.913	101.942	9	389	2.17	75.957	9	389	5.083	177.899
20:00-21:00	9	389	0.885	30.982	9	389	1.913	66.962	9	389	2.798	97.944
21:00-22:00	9	389	0.571	19.989	9	389	1.685	58.966	9	389	2.256	78.955
22:00-23:00	9	389	0.257	8.995	9	389	1.599	55.968	9	389	1.856	64.963
23:00-24:00	8	419	0.03	1.044	8	419	0.418	14.618	8	419	0.448	15.662
Daily Trip Rates:			17.563				16.238				33.801	

TRIP RATE † FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: TAXIS

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		No. Days	Ave. GFA	TOTALS	
			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00												
08:00-09:00												
09:00-10:00	1	175	0	0	1	175	0	0	1	175	0	0
10:00-11:00	6	233	0	0	6	233	0	0	6	233	0	0
11:00-12:00	7	362	0	0	7	362	0	0	7	362	0	0
12:00-13:00	7	362	0.079	2.765	7	362	0.079	2.765	7	362	0.158	5.53
13:00-14:00	7	362	0.158	5.529	7	362	0.158	5.529	7	362	0.316	11.058
14:00-15:00	7	362	0.039	1.382	7	362	0.039	1.382	7	362	0.078	2.764
15:00-16:00	8	363	0	0	8	363	0	0	8	363	0	0
16:00-17:00	9	389	0.057	1.999	9	389	0	0	9	389	0.057	1.999
17:00-18:00	9	389	0.114	3.998	9	389	0.114	3.998	9	389	0.228	7.996
18:00-19:00	9	389	0.228	7.995	9	389	0.257	8.995	9	389	0.485	16.99
19:00-20:00	9	389	0.428	14.991	9	389	0.4	13.992	9	389	0.828	28.983
20:00-21:00	9	389	0.057	1.999	9	389	0.114	3.998	9	389	0.171	5.997
21:00-22:00	9	389	0.057	1.999	9	389	0.057	1.999	9	389	0.114	3.998
22:00-23:00	9	389	0.086	2.998	9	389	0.086	2.998	9	389	0.172	5.996
23:00-24:00	8	419	0	0	8	419	0	0	8	419	0	0
Daily Trip Rates:			1.303				1.304				2.607	

TRIP RATE † FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: PSVS

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		No. Days	Ave. GFA	TOTALS	
			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00												
08:00-09:00												
09:00-10:00	1	175	0	0	1	175	0	0	1	175	0	0
10:00-11:00	6	233	0	0	6	233	0	0	6	233	0	0
11:00-12:00	7	362	0	0	7	362	0	0	7	362	0	0
12:00-13:00	7	362	0	0	7	362	0	0	7	362	0	0
13:00-14:00	7	362	0	0	7	362	0	0	7	362	0	0
14:00-15:00	7	362	0	0	7	362	0	0	7	362	0	0
15:00-16:00	8	363	0	0	8	363	0	0	8	363	0	0
16:00-17:00	9	389	0	0	9	389	0	0	9	389	0	0
17:00-18:00	9	389	0	0	9	389	0	0	9	389	0	0
18:00-19:00	9	389	0.029	0.999	9	389	0.029	0.999	9	389	0.058	1.998
19:00-20:00	9	389	0	0	9	389	0	0	9	389	0	0
20:00-21:00	9	389	0	0	9	389	0	0	9	389	0	0
21:00-22:00	9	389	0	0	9	389	0	0	9	389	0	0
22:00-23:00	9	389	0	0	9	389	0	0	9	389	0	0
23:00-24:00	8	419	0	0	8	419	0	0	8	419	0	0
Daily Trip Rates:			0.029				0.029				0.058	

TRIP RATE † FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: VEHICLE OCCUPANTS

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		No. Days	Ave. GFA	TOTALS	
			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00												
08:00-09:00												
09:00-10:00	1	175	0.571	20	1	175	0.571	20	1	175	1.142	40
10:00-11:00	6	233	1.862	65.186	6	233	0.143	5.014	6	233	2.005	70.2
11:00-12:00	7	362	1.461	51.145	7	362	0.869	30.411	7	362	2.33	81.556
12:00-13:00	7	362	4.542	158.965	7	362	1.027	35.94	7	362	5.569	194.905
13:00-14:00	7	362	3.318	116.114	7	362	3.199	111.967	7	362	6.517	228.081
14:00-15:00	7	362	1.461	51.145	7	362	2.883	100.908	7	362	4.344	152.053
15:00-16:00	8	363	0.689	24.121	8	363	1.413	49.449	8	363	2.102	73.57
16:00-17:00	9	389	2.027	70.959	9	389	0.714	24.986	9	389	2.741	95.945
17:00-18:00	9	389	3.712	129.926	9	389	1.542	53.969	9	389	5.254	183.895
18:00-19:00	9	389	5.026	175.899	9	389	3.741	130.925	9	389	8.767	306.824
19:00-20:00	9	389	5.568	194.889	9	389	4.626	161.907	9	389	10.194	356.796
20:00-21:00	9	389	1.799	62.964	9	389	3.741	130.925	9	389	5.54	193.889
21:00-22:00	9	389	1.085	37.978	9	389	3.398	118.932	9	389	4.483	156.91
22:00-23:00	9	389	0.171	5.997	9	389	2.856	99.943	9	389	3.027	105.94
23:00-24:00	8	419	0.06	2.088	8	419	0.776	27.148	8	419	0.836	29.236
Daily Trip Rates:			33.352				31.499				64.851	

TRIP RATE FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: PEDESTRIANS

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		No. Days	Ave. GFA	TOTALS	
			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00												
08:00-09:00												
09:00-10:00	1	175	0.571	20	1	175	0	0	1	175	0.571	20
10:00-11:00	6	233	0.573	20.057	6	233	0.143	5.014	6	233	0.716	25.071
11:00-12:00	7	362	1.303	45.616	7	362	0.592	20.735	7	362	1.895	66.351
12:00-13:00	7	362	1.027	35.94	7	362	0.671	23.499	7	362	1.698	59.439
13:00-14:00	7	362	1.224	42.852	7	362	2.014	70.498	7	362	3.238	113.35
14:00-15:00	7	362	0.948	33.175	7	362	1.935	67.733	7	362	2.883	100.908
15:00-16:00	8	363	0.689	24.121	8	363	0.93	32.564	8	363	1.619	56.685
16:00-17:00	9	389	0.8	27.984	9	389	0.428	14.991	9	389	1.228	42.975
17:00-18:00	9	389	0.971	33.981	9	389	0.371	12.993	9	389	1.342	46.974
18:00-19:00	9	389	1.114	38.978	9	389	0.286	9.994	9	389	1.4	48.972
19:00-20:00	9	389	1.513	52.97	9	389	0.742	25.985	9	389	2.255	78.955
20:00-21:00	9	389	0.857	29.983	9	389	1.342	46.973	9	389	2.199	76.956
21:00-22:00	9	389	0.628	21.987	9	389	1.171	40.977	9	389	1.799	62.964
22:00-23:00	9	389	0.114	3.998	9	389	1.057	36.979	9	389	1.171	40.977
23:00-24:00	8	419	0.03	1.044	8	419	0.179	6.265	8	419	0.209	7.309
Daily Trip Rates:			12.362				11.861				24.223	

TRIP RATE FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: BUS/TRAM PASSENGERS

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		No. Days	Ave. GFA	TOTALS	
			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00												
08:00-09:00												
09:00-10:00	1	175	1.143	40	1	175	0	0	1	175	1.143	40
10:00-11:00	6	233	0.072	2.507	6	233	0	0	6	233	0.072	2.507
11:00-12:00	7	362	0.079	2.765	7	362	0	0	7	362	0.079	2.765
12:00-13:00	7	362	0.197	6.912	7	362	0.079	2.765	7	362	0.276	9.677
13:00-14:00	7	362	0.039	1.382	7	362	0.158	5.529	7	362	0.197	6.911
14:00-15:00	7	362	0.039	1.382	7	362	0.118	4.147	7	362	0.157	5.529
15:00-16:00	8	363	0.034	1.206	8	363	0	0	8	363	0.034	1.206
16:00-17:00	9	389	0	0	9	389	0	0	9	389	0	0
17:00-18:00	9	389	0.171	5.997	9	389	0.143	4.997	9	389	0.314	10.994
18:00-19:00	9	389	0.286	9.994	9	389	0	0	9	389	0.286	9.994
19:00-20:00	9	389	0.143	4.997	9	389	0.228	7.995	9	389	0.371	12.992
20:00-21:00	9	389	0	0	9	389	0.171	5.997	9	389	0.171	5.997
21:00-22:00	9	389	0	0	9	389	0.086	2.998	9	389	0.086	2.998
22:00-23:00	9	389	0	0	9	389	0.114	3.998	9	389	0.114	3.998
23:00-24:00	8	419	0	0	8	419	0.119	4.177	8	419	0.119	4.177
Daily Trip Rates:			2.203				1.216				3.419	

TRIP RATE f FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: TOTAL RAIL PASSENGERS

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		No. Days	Ave. GFA	TOTALS	
			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00												
08:00-09:00												
09:00-10:00	1	175	0	0	1	175	0	0	1	175	0	0
10:00-11:00	6	233	0	0	6	233	0	0	6	233	0	0
11:00-12:00	7	362	0.039	1.382	7	362	0	0	7	362	0.039	1.382
12:00-13:00	7	362	0.158	5.529	7	362	0	0	7	362	0.158	5.529
13:00-14:00	7	362	0.079	2.765	7	362	0	0	7	362	0.079	2.765
14:00-15:00	7	362	0.039	1.382	7	362	0.158	5.529	7	362	0.197	6.911
15:00-16:00	8	363	0.103	3.618	8	363	0	0	8	363	0.103	3.618
16:00-17:00	9	389	0.057	1.999	9	389	0.086	2.998	9	389	0.143	4.997
17:00-18:00	9	389	0	0	9	389	0.114	3.998	9	389	0.114	3.998
18:00-19:00	9	389	0.057	1.999	9	389	0	0	9	389	0.057	1.999
19:00-20:00	9	389	0.057	1.999	9	389	0	0	9	389	0.057	1.999
20:00-21:00	9	389	0.114	3.998	9	389	0	0	9	389	0.114	3.998
21:00-22:00	9	389	0	0	9	389	0.057	1.999	9	389	0.057	1.999
22:00-23:00	9	389	0	0	9	389	0.057	1.999	9	389	0.057	1.999
23:00-24:00	8	419	0	0	8	419	0.06	2.088	8	419	0.06	2.088
Daily Trip Rates:			0.703				0.532				1.235	

TRIP RATE f FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: PUBLIC TRANSPORT USERS

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		No. Days	Ave. GFA	TOTALS	
			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00												
08:00-09:00												
09:00-10:00	1	175	1.143	40	1	175	0	0	1	175	1.143	40
10:00-11:00	6	233	0.072	2.507	6	233	0	0	6	233	0.072	2.507
11:00-12:00	7	362	0.118	4.147	7	362	0	0	7	362	0.118	4.147
12:00-13:00	7	362	0.355	12.441	7	362	0.079	2.765	7	362	0.434	15.206
13:00-14:00	7	362	0.118	4.147	7	362	0.158	5.529	7	362	0.276	9.676
14:00-15:00	7	362	0.079	2.765	7	362	0.276	9.676	7	362	0.355	12.441
15:00-16:00	8	363	0.138	4.824	8	363	0	0	8	363	0.138	4.824
16:00-17:00	9	389	0.057	1.999	9	389	0.086	2.998	9	389	0.143	4.997
17:00-18:00	9	389	0.171	5.997	9	389	0.257	8.995	9	389	0.428	14.992
18:00-19:00	9	389	0.343	11.993	9	389	0	0	9	389	0.343	11.993
19:00-20:00	9	389	0.2	6.996	9	389	0.228	7.995	9	389	0.428	14.991
20:00-21:00	9	389	0.114	3.998	9	389	0.171	5.997	9	389	0.285	9.995
21:00-22:00	9	389	0	0	9	389	0.143	4.997	9	389	0.143	4.997
22:00-23:00	9	389	0	0	9	389	0.171	5.997	9	389	0.171	5.997
23:00-24:00	8	419	0	0	8	419	0.179	6.265	8	419	0.179	6.265
Daily Trip Rates:			2.908				1.748				4.656	

TRIP RATE f FOOD & DRINK/B - RESTAURANTS
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

		ARRIVALS				DEPARTURES				TOTALS		
No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	
Time Range	Days	GFA	Rate	Trip Rate	Days	GFA	Rate	Trip Rate	Days	GFA	Rate	Trip Rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00												
08:00-09:00												
09:00-10:0	1	175	2.286	80	1	175	0.571	20	1	175	2.857	100
10:00-11:0	6	233	2.507	87.751	6	233	0.287	10.029	6	233	2.794	97.78
11:00-12:0	7	362	2.883	100.908	7	362	1.461	51.145	7	362	4.344	152.053
12:00-13:0	7	362	5.924	207.346	7	362	1.777	62.204	7	362	7.701	269.55
13:00-14:0	7	362	4.66	163.112	7	362	5.371	187.994	7	362	10.031	351.106
14:00-15:0	7	362	2.488	87.085	7	362	5.095	178.318	7	362	7.583	265.403
15:00-16:0	8	363	1.516	53.067	8	363	2.343	82.012	8	363	3.859	135.079
16:00-17:0	9	389	2.884	100.942	9	389	1.228	42.975	9	389	4.112	143.917
17:00-18:0	9	389	4.854	169.903	9	389	2.17	75.957	9	389	7.024	245.86
18:00-19:0	9	389	6.482	226.87	9	389	4.026	140.919	9	389	10.508	367.789
19:00-20:0	9	389	7.282	254.854	9	389	5.597	195.888	9	389	12.879	450.742
20:00-21:0	9	389	2.77	96.945	9	389	5.254	183.895	9	389	8.024	280.84
21:00-22:0	9	389	1.713	59.966	9	389	4.712	164.906	9	389	6.425	224.872
22:00-23:0	9	389	0.286	9.994	9	389	4.083	142.918	9	389	4.369	152.912
23:00-24:0	8	419	0.089	3.132	8	419	1.134	39.678	8	419	1.223	42.81
Daily Trip Rates:			48.624				45.109				93.733	

TRIP RATE f FOOD & DRINK/B - RESTAURANTS
Calculation Factor: 100 sqm
Count Type: CARS

		ARRIVALS				DEPARTURES				TOTALS		
No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	
Time Range	Days	Rate	Trip Rate	Days	GFA	Rate	Trip Rate	Days	GFA	Rate	Trip Rate	
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00												
08:00-09:00												
09:00-10:00	1	175	0.571	20	1	175	0.571	20	1	175	1.142	40
10:00-11:00	6	233	1.218	42.622	6	233	0.072	2.507	6	233	1.29	45.129
11:00-12:00	7	362	0.948	33.175	7	362	0.592	20.735	7	362	1.54	53.91
12:00-13:00	7	362	2.093	73.262	7	362	0.632	22.117	7	362	2.725	95.379
13:00-14:00	7	362	1.422	49.763	7	362	1.264	44.234	7	362	2.686	93.997
14:00-15:00	7	362	0.513	17.97	7	362	1.264	44.234	7	362	1.777	62.204
15:00-16:00	8	363	0.31	10.855	8	363	0.689	24.121	8	363	0.999	34.976
16:00-17:00	9	389	0.657	22.987	9	389	0.286	9.994	9	389	0.943	32.981
17:00-18:00	9	389	1.599	55.968	9	389	0.543	18.989	9	389	2.142	74.957
18:00-19:00	9	389	2.256	78.955	9	389	1.599	55.968	9	389	3.855	134.923
19:00-20:00	9	389	2.484	86.95	9	389	1.742	60.965	9	389	4.226	147.915
20:00-21:00	9	389	0.828	28.983	9	389	1.742	60.965	9	389	2.57	89.948
21:00-22:00	9	389	0.485	16.99	9	389	1.599	55.968	9	389	2.084	72.958
22:00-23:00	9	389	0.171	5.997	9	389	1.428	49.971	9	389	1.599	55.968
23:00-24:00	8	419	0.03	1.044	8	419	0.388	13.574	8	419	0.418	14.618
Daily Trip Rates:			15.585				14.411				29.996	

TRIP RATE - FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: LGVS

Time Range	No. Days	ARRIVALS				DEPARTURES				TOTALS			
		Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	
00:00-01:00													
01:00-02:00													
02:00-03:00													
03:00-04:00													
04:00-05:00													
05:00-06:00													
06:00-07:00													
07:00-08:00													
08:00-09:00													
09:00-10:00	1	175	0	0	1	175	0	0	1	175	0	0	
10:00-11:00	6	233	0.143	5.014	6	233	0.072	2.507	6	233	0.215	7.521	
11:00-12:00	7	362	0	0	7	362	0.039	1.382	7	362	0.039	1.382	
12:00-13:00	7	362	0.079	2.765	7	362	0	0	7	362	0.079	2.765	
13:00-14:00	7	362	0.079	2.765	7	362	0.079	2.765	7	362	0.158	5.53	
14:00-15:00	7	362	0.039	1.382	7	362	0.039	1.382	7	362	0.078	2.764	
15:00-16:00	8	363	0.034	1.206	8	363	0.034	1.206	8	363	0.068	2.412	
16:00-17:00	9	389	0	0	9	389	0	0	9	389	0	0	
17:00-18:00	9	389	0.057	1.999	9	389	0	0	9	389	0.057	1.999	
18:00-19:00	9	389	0.029	0.999	9	389	0	0	9	389	0.029	0.999	
19:00-20:00	9	389	0	0	9	389	0.029	0.999	9	389	0.029	0.999	
20:00-21:00	9	389	0	0	9	389	0.029	0.999	9	389	0.029	0.999	
21:00-22:00	9	389	0.029	0.999	9	389	0.029	0.999	9	389	0.058	1.998	
22:00-23:00	9	389	0	0	9	389	0.057	1.999	9	389	0.057	1.999	
23:00-24:00	8	419	0	0	8	419	0.03	1.044	8	419	0.03	1.044	
Daily Trip Rates:			0.489				0.437				0.926		

TRIP RATE - FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: MOTOR CYCLES

Time Range	No. Days	ARRIVALS				DEPARTURES				TOTALS			
		Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	
00:00-01:00													
01:00-02:00													
02:00-03:00													
03:00-04:00													
04:00-05:00													
05:00-06:00													
06:00-07:00													
07:00-08:00													
08:00-09:00													
09:00-10:00	1	175	0	0	1	175	0	0	1	175	0	0	
10:00-11:00	6	233	0	0	6	233	0	0	6	233	0	0	
11:00-12:00	7	362	0	0	7	362	0	0	7	362	0	0	
12:00-13:00	7	362	0.039	1.382	7	362	0	0	7	362	0.039	1.382	
13:00-14:00	7	362	0	0	7	362	0	0	7	362	0	0	
14:00-15:00	7	362	0	0	7	362	0	0	7	362	0	0	
15:00-16:00	8	363	0	0	8	363	0	0	8	363	0	0	
16:00-17:00	9	389	0	0	9	389	0	0	9	389	0	0	
17:00-18:00	9	389	0	0	9	389	0	0	9	389	0	0	
18:00-19:00	9	389	0.029	0.999	9	389	0	0	9	389	0.029	0.999	
19:00-20:00	9	389	0	0	9	389	0	0	9	389	0	0	
20:00-21:00	9	389	0	0	9	389	0.029	0.999	9	389	0.029	0.999	
21:00-22:00	9	389	0	0	9	389	0	0	9	389	0	0	
22:00-23:00	9	389	0	0	9	389	0.029	0.999	9	389	0.029	0.999	
23:00-24:00	8	419	0	0	8	419	0	0	8	419	0	0	
Daily Trip Rates:			0.068				0.058				0.126		

TRIP RATE | FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: Bus Passengers

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		No. Days	Ave. GFA	TOTALS	
			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00												
08:00-09:00												
09:00-10:00	1	175	0	0	1	175	0	0	1	175	0	0
10:00-11:00	6	233	0	0	6	233	0	0	6	233	0	0
11:00-12:00	7	362	0	0	7	362	0	0	7	362	0	0
12:00-13:00	7	362	0	0	7	362	0	0	7	362	0	0
13:00-14:00	7	362	0	0	7	362	0	0	7	362	0	0
14:00-15:00	7	362	0	0	7	362	0	0	7	362	0	0
15:00-16:00	8	363	0	0	8	363	0	0	8	363	0	0
16:00-17:00	9	389	0	0	9	389	0	0	9	389	0	0
17:00-18:00	9	389	0	0	9	389	0.114	3.998	9	389	0.114	3.998
18:00-19:00	9	389	0	0	9	389	0	0	9	389	0	0
19:00-20:00	9	389	0	0	9	389	0	0	9	389	0	0
20:00-21:00	9	389	0	0	9	389	0	0	9	389	0	0
21:00-22:00	9	389	0	0	9	389	0	0	9	389	0	0
22:00-23:00	9	389	0	0	9	389	0	0	9	389	0	0
23:00-24:00	8	419	0	0	8	419	0	0	8	419	0	0
Daily Trip Rates:			0				0.114				0.114	

TRIP RATE | FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: Servicing Vehicles

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		No. Days	Ave. GFA	TOTALS	
			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00												
08:00-09:00												
09:00-10:00	1	175	0	0	1	175	0	0	1	175	0	0
10:00-11:00	6	233	0.072	2.507	6	233	0.072	2.507	6	233	0.144	5.014
11:00-12:00	7	362	0.039	1.382	7	362	0.039	1.382	7	362	0.078	2.764
12:00-13:00	7	362	0.079	2.765	7	362	0.039	1.382	7	362	0.118	4.147
13:00-14:00	7	362	0.039	1.382	7	362	0.079	2.765	7	362	0.118	4.147
14:00-15:00	7	362	0.039	1.382	7	362	0.039	1.382	7	362	0.078	2.764
15:00-16:00	8	363	0.034	1.206	8	363	0.034	1.206	8	363	0.068	2.412
16:00-17:00	9	389	0	0	9	389	0	0	9	389	0	0
17:00-18:00	9	389	0	0	9	389	0	0	9	389	0	0
18:00-19:00	9	389	0.029	0.999	9	389	0	0	9	389	0.029	0.999
19:00-20:00	9	389	0	0	9	389	0.029	0.999	9	389	0.029	0.999
20:00-21:00	9	389	0	0	9	389	0	0	9	389	0	0
21:00-22:00	9	389	0	0	9	389	0	0	9	389	0	0
22:00-23:00	9	389	0	0	9	389	0	0	9	389	0	0
23:00-24:00	8	419	0	0	8	419	0	0	8	419	0	0
Daily Trip Rates:			0.331				0.331				0.662	

TRICS 7.6.2

Trip Rate Parameter:

Number of bedrooms

Filtering Summary
Land Use

06/A HOTEL FOOD & DRINK/HOTELS

Selected Trip Rate Calculation Parameter Range

4-297 BEDRMS

Actual Trip Rate Calculation Parameter Range

96-297 BEDRMS

Date Range

Minimum: Maximum: 23/11/18

Parking Spaces Range

All Surveys Included

Days of the week selected

Monday 2
Wednesday 1
Friday 1

Main Location Types selected

Town Cent 4

Population <1 Mile ranges selected

5 001 to 10 0 1
25 001 to 50 0 2
50 001 to 100 0 1

Population <5 Mile ranges selected

25 001 to 50 0 1
250 001 to 500 0 1
500 001 or More 2

Car Ownership <5 Mile ranges selected

0.5 or Less 1
0.6 to 1.0 2
1.1 to 1.5 1

PTAL Rating

No PTAL Pr 3
6b (High) E 1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use

06 - HOTEL FOOD & DRINK

Category

A - HOTELS

MULTI-MODAL VEHICLES

Selected regions and areas:

1 GREATER LONDON
LB LAMBETH 1 days
3 SOUTH WEST
WL WILTSHIRE 1 days
8 NORTH WEST
GM GREATER MANCHESTER 1 days
10 WALES
CF CARDIFF 1 days

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 96 to 297 (units:)
Range Selected by User: 4 to 297 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 23/11/18

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
Friday 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 the total against whilst ATC surveys are undertaken using machines.

Selected Locations:
Town Centre 4
Edge of Town Centre 0
Suburban Area (PPS6 Out of Centre) 0
Edge of Town 0
Neighbourhood Centre (PPS6 Local Centre) 0
Free Standing (PPS6 Out of Town) 0
Not Known 0

This data displays the number of surveys per location: Edge of Town Suburban Neighbourhood Edge of Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Zone 0
Commercial Zone 0
Development Zone 0
Residential Zone 0
Retail Zone 0
Built-Up Zone 4
Village 0
Out of Town 0
High Street 0
No Sub Category 0

This data displays the number of surveys per location: Industrial Development Residential Retail Zone Built-Up Village Out of Town High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C1 4 days
This data displays the number of surveys per Use Class which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000 1 days
25,001 to 50,000 2 days
50,001 to 100,000 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000 1 days
250,001 to 500,000 1 days
500,001 or More 2 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less 1 days
0.6 to 1.0 2 days
1.1 to 1.5 1 days
This data displays the number of selected surveys within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 1 days
No 3 days
This data displays the number of surveys within the site and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 3 days
6b (High) Excellent 1 days
This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1):	CF-06-A-04	Gross floor area:	3500 sqm
Development Name:	TRAVELODGE	Number of bedrooms:	96
Location:	CARDIFF		
Postcode:	CF10 3FA	Number of Employees:	14
Main Location Type:	Town Centre	Survey Date:	16/07/2012
Sub-Location Type:	Built-Up Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	0
Site(2):	GM-06-A-08	Gross floor area:	3600 sqm
Development Name:	IBIS	Number of bedrooms:	127
Location:	MANCHESTER		
Postcode:	M1 4GX	Number of Employees:	
Main Location Type:	Town Centre	Survey Date:	26/09/2016
Sub-Location Type:	Built-Up Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	
Site(3):	LB-06-A-01	Gross floor area:	11800 sqm
Development Name:	HAMPTON BY HILTON	Number of bedrooms:	297
Location:	LAMBETH		
Postcode:	SE1 8XA	Number of Employees:	72
Main Location Type:	Town Centre	Survey Date:	23/11/2018
Sub-Location Type:	Built-Up Zone	Survey Day:	Friday
PTAL:	6b (High) Excellent	Parking Spaces:	
Site(4):	WL-06-A-02	Gross floor area:	2227 sqm
Development Name:	HOLIDAY INN EXPRESS	Number of bedrooms:	134
Location:	SWINDON		
Postcode:	SN1 1BT	Number of Employees:	30
Main Location Type:	Town Centre	Survey Date:	27/11/2013
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	2

This section provides a list of all survey sites and displays the selected day of survey and whether the survey was a manual classified count or an ATC count.

Trip Rates for Key Periods

Period	Trips per 1 bedrms BEDRMS		
	Inbound	Outbound	Total
0800-0900	0.034	0.102	0.136
1700-1800	0.037	0.021	0.058

TRIP RATE for Land Use 06 - HOTEL
Calculation Factor: 1 BEDRMS
Count Type: VEHICLES

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS					DEPARTURES					TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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		1	297	0.01	4.798	1	297	0.02	9.596	1	297	0.03	14.394
07:00-08:00		4	164	0.023	10.894	4	164	0.05	23.968	4	164	0.073	34.862
08:00-09:00		4	164	0.034	15.979	4	164	0.102	48.662	4	164	0.136	64.641
09:00-10:00		4	164	0.034	15.979	4	164	0.078	37.041	4	164	0.112	53.02
10:00-11:00		4	164	0.037	17.431	4	164	0.054	25.42	4	164	0.091	42.851
11:00-12:00		4	164	0.028	13.073	4	164	0.04	18.884	4	164	0.068	31.957
12:00-13:00		4	164	0.028	13.073	4	164	0.024	11.621	4	164	0.052	24.694
13:00-14:00		4	164	0.037	17.431	4	164	0.032	15.252	4	164	0.069	32.683
14:00-15:00		4	164	0.023	10.894	4	164	0.023	10.894	4	164	0.046	21.788
15:00-16:00		4	164	0.038	18.157	4	164	0.028	13.073	4	164	0.066	31.23
16:00-17:00		4	164	0.052	24.694	4	164	0.026	12.347	4	164	0.078	37.041
17:00-18:00		4	164	0.037	17.431	4	164	0.021	10.168	4	164	0.058	27.599
18:00-19:00		4	164	0.032	15.252	4	164	0.024	11.621	4	164	0.056	26.873
19:00-20:00		4	164	0.04	18.884	4	164	0.037	17.431	4	164	0.077	36.315
20:00-21:00		4	164	0.031	14.526	4	164	0.018	8.716	4	164	0.049	23.242
21:00-22:00		4	164	0.014	6.537	4	164	0.012	5.81	4	164	0.026	12.347
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.498				0.589				1.087		

TRIP RATE for Land Use 06 - HOTEL
Calculation Factor: 1 BEDRMS
Count Type: TAXIS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS					DEPARTURES					TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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		1	297	0.01	4.798	1	297	0.01	4.798	1	297	0.02	9.596
07:00-08:00		4	164	0.008	3.631	4	164	0.008	3.631	4	164	0.016	7.262
08:00-09:00		4	164	0.003	1.453	4	164	0.005	2.179	4	164	0.008	3.632
09:00-10:00		4	164	0.003	1.453	4	164	0.003	1.453	4	164	0.006	2.906
10:00-11:00		4	164	0.008	3.631	4	164	0.008	3.631	4	164	0.016	7.262
11:00-12:00		4	164	0.005	2.179	4	164	0.005	2.179	4	164	0.01	4.358
12:00-13:00		4	164	0.009	4.358	4	164	0.009	4.358	4	164	0.018	8.716
13:00-14:00		4	164	0.011	5.084	4	164	0.011	5.084	4	164	0.022	10.168
14:00-15:00		4	164	0.011	5.084	4	164	0.011	5.084	4	164	0.022	10.168
15:00-16:00		4	164	0.011	5.084	4	164	0.011	5.084	4	164	0.022	10.168
16:00-17:00		4	164	0.012	5.81	4	164	0.012	5.81	4	164	0.024	11.62
17:00-18:00		4	164	0.008	3.631	4	164	0.008	3.631	4	164	0.016	7.262
18:00-19:00		4	164	0.009	4.358	4	164	0.009	4.358	4	164	0.018	8.716
19:00-20:00		4	164	0.009	4.358	4	164	0.009	4.358	4	164	0.018	8.716
20:00-21:00		4	164	0.008	3.631	4	164	0.008	3.631	4	164	0.016	7.262
21:00-22:00		4	164	0.008	3.631	4	164	0.008	3.631	4	164	0.016	7.262
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.133				0.135				0.268		

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: OGVS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS				DEPARTURES				TOTALS				
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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		1	297	0	0	1	297	0	0	1	297	0	0
07:00-08:00		4	164	0	0	4	164	0	0	4	164	0	0
08:00-09:00		4	164	0	0	4	164	0	0	4	164	0	0
09:00-10:00		4	164	0.005	2.179	4	164	0.003	1.453	4	164	0.008	3.632
10:00-11:00		4	164	0	0	4	164	0.002	0.726	4	164	0.002	0.726
11:00-12:00		4	164	0.002	0.726	4	164	0	0	4	164	0.002	0.726
12:00-13:00		4	164	0	0	4	164	0.002	0.726	4	164	0.002	0.726
13:00-14:00		4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452
14:00-15:00		4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452
15:00-16:00		4	164	0	0	4	164	0	0	4	164	0	0
16:00-17:00		4	164	0	0	4	164	0	0	4	164	0	0
17:00-18:00		4	164	0	0	4	164	0	0	4	164	0	0
18:00-19:00		4	164	0	0	4	164	0	0	4	164	0	0
19:00-20:00		4	164	0	0	4	164	0	0	4	164	0	0
20:00-21:00		4	164	0	0	4	164	0	0	4	164	0	0
21:00-22:00		4	164	0	0	4	164	0	0	4	164	0	0
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.011				0.011				0.022		

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: CYCLISTS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS				DEPARTURES				TOTALS				
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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		1	297	0	0	1	297	0	0	1	297	0	0
07:00-08:00		4	164	0	0	4	164	0	0	4	164	0	0
08:00-09:00		4	164	0	0	4	164	0	0	4	164	0	0
09:00-10:00		4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452
10:00-11:00		4	164	0	0	4	164	0	0	4	164	0	0
11:00-12:00		4	164	0	0	4	164	0	0	4	164	0	0
12:00-13:00		4	164	0	0	4	164	0	0	4	164	0	0
13:00-14:00		4	164	0.002	0.726	4	164	0	0	4	164	0.002	0.726
14:00-15:00		4	164	0	0	4	164	0	0	4	164	0	0
15:00-16:00		4	164	0	0	4	164	0.002	0.726	4	164	0.002	0.726
16:00-17:00		4	164	0	0	4	164	0	0	4	164	0	0
17:00-18:00		4	164	0.002	0.726	4	164	0	0	4	164	0.002	0.726
18:00-19:00		4	164	0.003	1.453	4	164	0.002	0.726	4	164	0.005	2.179
19:00-20:00		4	164	0	0	4	164	0	0	4	164	0	0
20:00-21:00		4	164	0	0	4	164	0	0	4	164	0	0
21:00-22:00		4	164	0	0	4	164	0	0	4	164	0	0
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.009				0.006				0.015		

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: VEHICLE OCCUPANTS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS				DEPARTURES				TOTALS				
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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		1	297	0	0	1	297	0.027	12.795	1	297	0.027	12.795
07:00-08:00		4	164	0.018	8.716	4	164	0.075	35.589	4	164	0.093	44.305
08:00-09:00		4	164	0.049	23.242	4	164	0.135	63.914	4	164	0.184	87.156
09:00-10:00		4	164	0.038	18.157	4	164	0.113	53.746	4	164	0.151	71.903
10:00-11:00		4	164	0.049	23.242	4	164	0.06	28.326	4	164	0.109	51.568
11:00-12:00		4	164	0.028	13.073	4	164	0.044	21.063	4	164	0.072	34.136
12:00-13:00		4	164	0.031	14.526	4	164	0.024	11.621	4	164	0.055	26.147
13:00-14:00		4	164	0.047	22.515	4	164	0.037	17.431	4	164	0.084	39.946
14:00-15:00		4	164	0.041	19.61	4	164	0.017	7.989	4	164	0.058	27.599
15:00-16:00		4	164	0.054	25.42	4	164	0.032	15.252	4	164	0.086	40.672
16:00-17:00		4	164	0.081	38.494	4	164	0.037	17.431	4	164	0.118	55.925
17:00-18:00		4	164	0.041	19.61	4	164	0.031	14.526	4	164	0.072	34.136
18:00-19:00		4	164	0.037	17.431	4	164	0.037	17.431	4	164	0.074	34.862
19:00-20:00		4	164	0.046	21.789	4	164	0.049	23.242	4	164	0.095	45.031
20:00-21:00		4	164	0.05	23.968	4	164	0.015	7.263	4	164	0.065	31.231
21:00-22:00		4	164	0.015	7.263	4	164	0.014	6.537	4	164	0.029	13.8
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.625				0.747				1.372		

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: PEDESTRIANS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	1	297	0	0	1	297	0.01	4.798	1	297	0.01	4.798
07:00-08:00	4	164	0.021	10.168	4	164	0.046	21.789	4	164	0.067	31.957
08:00-09:00	4	164	0.034	15.979	4	164	0.099	47.209	4	164	0.133	63.188
09:00-10:00	4	164	0.038	18.157	4	164	0.109	51.567	4	164	0.147	69.724
10:00-11:00	4	164	0.037	17.431	4	164	0.151	71.904	4	164	0.188	89.335
11:00-12:00	4	164	0.012	5.81	4	164	0.078	37.041	4	164	0.09	42.851
12:00-13:00	4	164	0.066	31.231	4	164	0.078	37.041	4	164	0.144	68.272
13:00-14:00	4	164	0.072	34.136	4	164	0.119	56.651	4	164	0.191	90.787
14:00-15:00	4	164	0.073	34.862	4	164	0.098	46.483	4	164	0.171	81.345
15:00-16:00	4	164	0.073	34.862	4	164	0.086	40.673	4	164	0.159	75.535
16:00-17:00	4	164	0.118	55.925	4	164	0.115	54.472	4	164	0.233	110.397
17:00-18:00	4	164	0.131	62.462	4	164	0.133	63.188	4	164	0.264	125.65
18:00-19:00	4	164	0.131	62.462	4	164	0.141	66.82	4	164	0.272	129.282
19:00-20:00	4	164	0.116	55.199	4	164	0.138	65.367	4	164	0.254	120.566
20:00-21:00	4	164	0.17	80.619	4	164	0.104	49.388	4	164	0.274	130.007
21:00-22:00	4	164	0.131	62.462	4	164	0.067	31.957	4	164	0.198	94.419
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			1.223				1.572				2.795	

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: BUS/TRAM PASSENGERS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	1	297	0.003	1.599	1	297	0	0	1	297	0.003	1.599
07:00-08:00	4	164	0.002	0.726	4	164	0.003	1.453	4	164	0.005	2.179
08:00-09:00	4	164	0.003	1.453	4	164	0.009	4.358	4	164	0.012	5.811
09:00-10:00	4	164	0	0	4	164	0.006	2.905	4	164	0.006	2.905
10:00-11:00	4	164	0.002	0.726	4	164	0.011	5.084	4	164	0.013	5.81
11:00-12:00	4	164	0.003	1.453	4	164	0.014	6.537	4	164	0.017	7.99
12:00-13:00	4	164	0.002	0.726	4	164	0.005	2.179	4	164	0.007	2.905
13:00-14:00	4	164	0.014	6.537	4	164	0.011	5.084	4	164	0.025	11.621
14:00-15:00	4	164	0.012	5.81	4	164	0	0	4	164	0.012	5.81
15:00-16:00	4	164	0.015	7.263	4	164	0.008	3.631	4	164	0.023	10.894
16:00-17:00	4	164	0.017	7.989	4	164	0.008	3.631	4	164	0.025	11.62
17:00-18:00	4	164	0.002	0.726	4	164	0.008	3.631	4	164	0.01	4.357
18:00-19:00	4	164	0.023	10.894	4	164	0.003	1.453	4	164	0.026	12.347
19:00-20:00	4	164	0.011	5.084	4	164	0.002	0.726	4	164	0.013	5.81
20:00-21:00	4	164	0.014	6.537	4	164	0.002	0.726	4	164	0.016	7.263
21:00-22:00	4	164	0.003	1.453	4	164	0.002	0.726	4	164	0.005	2.179
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			0.126				0.092				0.218	

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: TOTAL RAIL PASSENGERS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	1	297	0.024	11.195	1	297	0.034	15.993	1	297	0.058	27.188
07:00-08:00	4	164	0.021	10.168	4	164	0.023	10.894	4	164	0.044	21.062
08:00-09:00	4	164	0.029	13.8	4	164	0.049	23.242	4	164	0.078	37.042
09:00-10:00	4	164	0.006	2.905	4	164	0.101	47.936	4	164	0.107	50.841
10:00-11:00	4	164	0.028	13.073	4	164	0.104	49.388	4	164	0.132	62.461
11:00-12:00	4	164	0.067	31.957	4	164	0.034	15.979	4	164	0.101	47.936
12:00-13:00	4	164	0.023	10.894	4	164	0.037	17.431	4	164	0.06	28.325
13:00-14:00	4	164	0.081	38.494	4	164	0.02	9.442	4	164	0.101	47.936
14:00-15:00	4	164	0.058	27.599	4	164	0.02	9.442	4	164	0.078	37.041
15:00-16:00	4	164	0.057	26.873	4	164	0.041	19.61	4	164	0.098	46.483
16:00-17:00	4	164	0.063	29.778	4	164	0.035	16.705	4	164	0.098	46.483
17:00-18:00	4	164	0.046	21.789	4	164	0.043	20.336	4	164	0.089	42.125
18:00-19:00	4	164	0.072	34.136	4	164	0.047	22.515	4	164	0.119	56.651
19:00-20:00	4	164	0.052	24.694	4	164	0.029	13.8	4	164	0.081	38.494
20:00-21:00	4	164	0.069	32.683	4	164	0.012	5.81	4	164	0.081	38.493
21:00-22:00	4	164	0.049	23.242	4	164	0.011	5.084	4	164	0.06	28.326
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			0.745				0.64				1.385	

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: COACH PASSENGERS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS					DEPARTURES					TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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		1	297	0	0	1	297	0	0	1	297	0	0
07:00-08:00		4	164	0	0	4	164	0	0	4	164	0	0
08:00-09:00		4	164	0	0	4	164	0	0	4	164	0	0
09:00-10:00		4	164	0	0	4	164	0	0	4	164	0	0
10:00-11:00		4	164	0	0	4	164	0	0	4	164	0	0
11:00-12:00		4	164	0	0	4	164	0	0	4	164	0	0
12:00-13:00		4	164	0	0	4	164	0	0	4	164	0	0
13:00-14:00		4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452
14:00-15:00		4	164	0	0	4	164	0	0	4	164	0	0
15:00-16:00		4	164	0	0	4	164	0	0	4	164	0	0
16:00-17:00		4	164	0	0	4	164	0	0	4	164	0	0
17:00-18:00		4	164	0.002	0.726	4	164	0	0	4	164	0.002	0.726
18:00-19:00		4	164	0	0	4	164	0	0	4	164	0	0
19:00-20:00		4	164	0	0	4	164	0	0	4	164	0	0
20:00-21:00		4	164	0	0	4	164	0	0	4	164	0	0
21:00-22:00		4	164	0	0	4	164	0	0	4	164	0	0
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.004				0.002				0.006		

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: PUBLIC TRANSPORT USERS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS					DEPARTURES					TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	1	297	0.027	12.795	1	297	0.034	15.993	1	297	0.061	28.788	
07:00-08:00	4	164	0.023	10.894	4	164	0.026	12.347	4	164	0.049	23.241	
08:00-09:00	4	164	0.032	15.252	4	164	0.058	27.599	4	164	0.09	42.851	
09:00-10:00	4	164	0.006	2.905	4	164	0.107	50.841	4	164	0.113	53.746	
10:00-11:00	4	164	0.029	13.8	4	164	0.115	54.472	4	164	0.144	68.272	
11:00-12:00	4	164	0.07	33.41	4	164	0.047	22.515	4	164	0.117	55.925	
12:00-13:00	4	164	0.024	11.621	4	164	0.041	19.61	4	164	0.065	31.231	
13:00-14:00	4	164	0.096	45.757	4	164	0.032	15.252	4	164	0.128	61.009	
14:00-15:00	4	164	0.07	33.41	4	164	0.02	9.442	4	164	0.09	42.852	
15:00-16:00	4	164	0.072	34.136	4	164	0.049	23.242	4	164	0.121	57.378	
16:00-17:00	4	164	0.08	37.768	4	164	0.043	20.336	4	164	0.123	58.104	
17:00-18:00	4	164	0.049	23.242	4	164	0.05	23.968	4	164	0.099	47.21	
18:00-19:00	4	164	0.095	45.031	4	164	0.05	23.968	4	164	0.145	68.999	
19:00-20:00	4	164	0.063	29.778	4	164	0.031	14.526	4	164	0.094	44.304	
20:00-21:00	4	164	0.083	39.22	4	164	0.014	6.537	4	164	0.097	45.757	
21:00-22:00	4	164	0.052	24.694	4	164	0.012	5.81	4	164	0.064	30.504	
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.871				0.729				1.6		

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: TOTAL PEOPLE

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS					DEPARTURES					TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	1	297	0.027	12.795	1	297	0.071	33.586	1	297	0.098	46.381	
07:00-08:00	4	164	0.063	29.778	4	164	0.147	69.725	4	164	0.21	99.503	
08:00-09:00	4	164	0.115	54.472	4	164	0.292	138.723	4	164	0.407	193.195	
09:00-10:00	4	164	0.084	39.946	4	164	0.33	156.881	4	164	0.414	196.827	
10:00-11:00	4	164	0.115	54.472	4	164	0.326	154.702	4	164	0.441	209.174	
11:00-12:00	4	164	0.11	52.294	4	164	0.17	80.619	4	164	0.28	132.913	
12:00-13:00	4	164	0.121	57.378	4	164	0.144	68.272	4	164	0.265	125.65	
13:00-14:00	4	164	0.217	103.135	4	164	0.188	89.335	4	164	0.405	192.47	
14:00-15:00	4	164	0.185	87.882	4	164	0.135	63.914	4	164	0.32	151.796	
15:00-16:00	4	164	0.199	94.419	4	164	0.168	79.893	4	164	0.367	174.312	
16:00-17:00	4	164	0.278	132.187	4	164	0.194	92.24	4	164	0.472	224.427	
17:00-18:00	4	164	0.223	106.04	4	164	0.214	101.682	4	164	0.437	207.722	
18:00-19:00	4	164	0.266	126.376	4	164	0.229	108.945	4	164	0.495	235.321	
19:00-20:00	4	164	0.225	106.766	4	164	0.217	103.135	4	164	0.442	209.901	
20:00-21:00	4	164	0.303	143.807	4	164	0.133	63.188	4	164	0.436	206.995	
21:00-22:00	4	164	0.199	94.419	4	164	0.093	44.304	4	164	0.292	138.723	
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			2.73				3.051				5.781		

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: Servicing Vehicles

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS					DEPARTURES					TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	1	297	0	0	1	297	0	0	1	297	0	0	
07:00-08:00	4	164	0	0	4	164	0	0	4	164	0	0	
08:00-09:00	4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452	
09:00-10:00	4	164	0.003	1.453	4	164	0.003	1.453	4	164	0.006	2.906	
10:00-11:00	4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452	
11:00-12:00	4	164	0.002	0.726	4	164	0	0	4	164	0.002	0.726	
12:00-13:00	4	164	0	0	4	164	0.002	0.726	4	164	0.002	0.726	
13:00-14:00	4	164	0	0	4	164	0	0	4	164	0	0	
14:00-15:00	4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452	
15:00-16:00	4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452	
16:00-17:00	4	164	0	0	4	164	0	0	4	164	0	0	
17:00-18:00	4	164	0	0	4	164	0	0	4	164	0	0	
18:00-19:00	4	164	0	0	4	164	0	0	4	164	0	0	
19:00-20:00	4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452	
20:00-21:00	4	164	0	0	4	164	0	0	4	164	0	0	
21:00-22:00	4	164	0	0	4	164	0	0	4	164	0	0	
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.015				0.015				0.03		

Parameter summary

Trip rate parameter range selected: 96 - 297 (units:)
 Survey date date range: 01/01/11 - 23/11/18
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 5
 This section displays a quick summary of some of the followed by the total and the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure

Appendix E Waste Policy

TECHNICAL NOTE

Job Name: Station Hill North
Job No: 44470
Note No: W001
Date: 26th August 2019
Subject: Waste Policy and Legislative Background

1.1. Introduction

1.1.1 This section provides a review of relevant policy and guidance in relation to waste to ensure it is appropriately considered within this Strategy.

1.2. European and National Policy

1.1.2 The **European Revised Waste Framework Directive** (2008/98/EC) sets the framework for UK Waste Policy. The Waste Hierarchy (demonstrated in **Figure 1**) runs throughout this policy and ranks waste management options according to what is best for the environment.

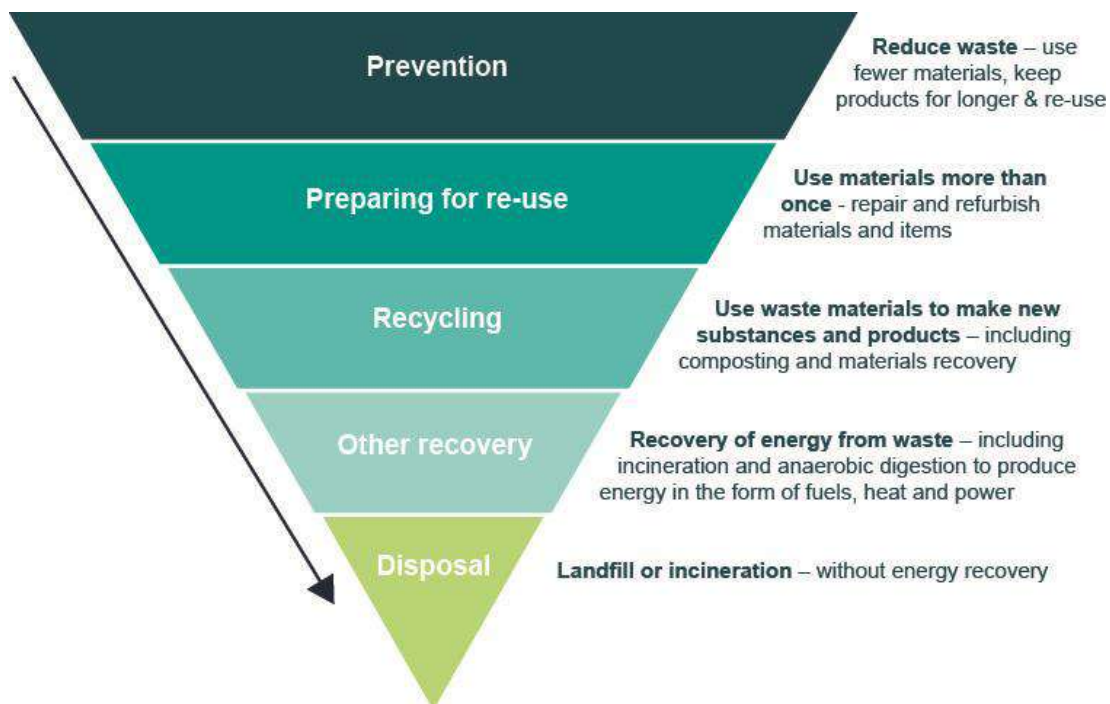


Figure 1: The Waste Hierarchy, Defra 2011

1.1.3 **The Waste (England and Wales) (Amendment) Regulations 2014** place a duty on waste producers and all handlers of waste to manage waste in accordance with a hierarchy of options where this achieves the best overall environmental outcome. Therefore, as a producer, the operator/residents of this development must endeavour to reduce, sort and separate waste – for example, by separating the recyclable from the non-recyclable waste - before placing out the residual waste for disposal (or potentially energy recovery).

TECHNICAL NOTE

- 1.1.4 These regulations also aim to improve the quality and quantity of material being collected for recycling by placing a duty on waste collectors to enable recyclable material (particularly glass, paper, plastics and metal) to be collected separately where it is necessary to support the recovery of high quality recyclables and where this is technically, environmentally or economically practicable (TEEP). Although this duty is specifically on the collectors of waste, it is important for any new development to consider the logistical impacts of separating out these materials.
- 1.1.5 **Our Waste, Our Resources: A Strategy for England** (2018) assists the Government's commitment set out in the 25 Year Environment Plan, to leave the environment in a better condition for the next generation. This Strategy reaffirms the UK's commitment to the waste hierarchy and introduces the circular economy concept in relation to waste. The circular economy model encourages the recycling of resources through recovering and regenerating products and materials to keep resources in use for longer.
- 1.1.6 **This Strategy highlights the Government's ambitious plans in relation to food waste. Households produce approximately 7 million tonnes of food waste annually, of which 5 million tonnes is categorised as edible. 'Reducing greenhouse gas emissions from landfill by ensuring that every householder and appropriate businesses have a weekly separate food waste collection'.**

1.3. Local Policy

- 1.1.7 The local policy and guidance which relates to waste includes policies set by RBC and Berkshire County Council (BCC). This section explains the relevant local policies in relation to the proposed development.

Reading Borough Council Revised Sustainable Design and Construction Supplementary Planning Document (2011)

- 1.1.8 This document provides detail on how to comply with development plan policies set out in the Core Strategy (2008). Measures that the Applicant should consider to achieve the aims of Policy CS2: Waste Minimisation could include:
- 1.1.9 A SWMP should be developed at the pre-application stage to inform the adoption of good practice waste minimisation in design;
- Re-use building materials where possible.
 - Plans should illustrate adequate space to facilitate waste storage, re-use, recycling and composting; and
 - Development proposals should align with RBC requirements for waste storage space for residential units.

Reading Borough Council Core Strategy (Adopted 2008, altered January 2015)

- 1.1.10 This document sets out the overall planning strategy for the Reading Borough. The key policies in relation to waste include:

Policy CS1: Sustainable Construction and Design

- 1.1.11 Policy CS1 states that: *"Proposals for new development, including the construction of new buildings and the redevelopment and refurbishment of existing building stock, will be acceptable where the design of buildings and site layouts use energy, water, minerals, materials and other natural resources appropriately, efficiently and with care and take account of the effects of climate change".*

TECHNICAL NOTE

Policy CS2: Waste Minimisation

- 1.1.12 It is key for the use of non-renewable building resources to be reduced, reused and recycled through better management. RBC state that: *“Development should demonstrate measures to minimise the generation of waste in the construction, use and life of buildings and promote more sustainable approaches to waste management, including the reuse and recycling of construction waste and the promotion of layouts and designs that provide adequate space to facilitate waste storage, reuse, recycling and composting.”*

Reading Borough Council Planning Applications Validation Checklist (2016)

- 1.1.13 This outlines informational requirements for the submission of planning applications and specifies that planning applications should include:

“A plan indicating the location of bin store and details of the materials; design and type of enclosure to be used. The plan should include elevations with dimensions.”

Reading Borough Council Pre-Submission Draft New Local Plan (2017)

- 1.1.14 Consultation was undertaken on RBC's Pre-Submission Draft Local Plan between November 2017 and January 2018. The Local Plan was submitted to the Secretary of State on Thursday 29th March 2018 for review. The Local Plan will guide development in Reading up until 2036. Once adopted, this Local Plan will supersede RBC's Core Strategy.
- 1.1.15 Policies CS1 and CS2 have been saved but renamed Policy CC2 and CC5 respectively. The Local Plan does not introduce any new waste relevant policies.

RE3 Waste Partnership Strategy (2018)

- 1.1.16 RE3 Waste Partnership was established in 1999 between Bracknell Forest Borough Council, Wokingham Borough Council and Reading Borough Council with the purpose of working together to develop long-term facilities for managing and disposing of the area's waste. The current objectives and plans are set out in the RE3 Joint Municipal Waste Management Strategy, which was signed in 2008. RE3 will help the three councils to meet or exceed Government targets for waste reduction and recycling.
- 1.1.17 The RE3 Waste Strategy covers the period 2018-2020 and sets out the objective to *‘Recycle 50% of waste by 2020’*. Additionally, the partnership analyses waste data to identify where improvements are required and how to target those. The partnership is particularly focusing on reduction of single use plastics within the three boroughs.

Appendix F TRICS Output

Hotel TRICS output

TRICS 7.6.2

Trip Rate Parameter:

Number of bedrooms

Filtering Summary
Land Use

06/A HOTEL FOOD & DRINK/HOTELS

Selected Trip Rate Calculation Parameter Range

4-297 BEDRMS

Actual Trip Rate Calculation Parameter Range

96-297 BEDRMS

Date Range

Minimum: Maximum: 23/11/18

Parking Spaces Range

All Surveys Included

Days of the week selected

Monday 2
Wednesday 1
Friday 1

Main Location Types selected

Town Cent 4

Population <1 Mile ranges selected

5 001 to 10 0 1
25 001 to 50 0 2
50 001 to 100 0 1

Population <5 Mile ranges selected

25 001 to 50 0 1
250 001 to 500 0 1
500 001 or More 2

Car Ownership <5 Mile ranges selected

0.5 or Less 1
0.6 to 1.0 2
1.1 to 1.5 1

PTAL Rating

No PTAL Pr 3
6b (High) E 1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use

06 - HOTEL FOOD & DRINK

Category

A - HOTELS

MULTI-MODAL VEHICLES

Selected regions and areas:

1 GREATER LONDON
LB LAMBETH 1 days
3 SOUTH WEST
WL WILTSHIRE 1 days
8 NORTH WEST
GM GREATER MANCHESTER 1 days
10 WALES
CF CARDIFF 1 days

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 96 to 297 (units:)
Range Selected by User: 4 to 297 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 23/11/18

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
Friday 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 the total against whilst ATC surveys are undertaken using machines.

Selected Locations:
Town Centre 4
Edge of Town Centre 0
Suburban Area (PPS6 Out of Centre) 0
Edge of Town 0
Neighbourhood Centre (PPS6 Local Centre) 0
Free Standing (PPS6 Out of Town) 0
Not Known 0

This data displays the number of surveys per location: Edge of Town Suburban Neighbourhood Edge of Town Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Zone 0
Commercial Zone 0
Development Zone 0
Residential Zone 0
Retail Zone 0
Built-Up Zone 4
Village 0
Out of Town 0
High Street 0
No Sub Category 0

This data displays the number of surveys per location: Industrial Development Residential Retail Zone Built-Up Village Out of Town High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C1 4 days
This data displays the number of surveys per Use Class which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000 1 days
25,001 to 50,000 2 days
50,001 to 100,000 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000 1 days
250,001 to 500,000 1 days
500,001 or More 2 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less 1 days
0.6 to 1.0 2 days
1.1 to 1.5 1 days
This data displays the number of selected surveys within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 1 days
No 3 days
This data displays the number of surveys within the site and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 3 days
6b (High) Excellent 1 days
This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1):	CF-06-A-04	Gross floor area:	3500 sqm
Development Name:	TRAVELODGE	Number of bedrooms:	96
Location:	CARDIFF		
Postcode:	CF10 3FA	Number of Employees:	14
Main Location Type:	Town Centre	Survey Date:	16/07/2012
Sub-Location Type:	Built-Up Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	0
Site(2):	GM-06-A-08	Gross floor area:	3600 sqm
Development Name:	IBIS	Number of bedrooms:	127
Location:	MANCHESTER		
Postcode:	M1 4GX	Number of Employees:	
Main Location Type:	Town Centre	Survey Date:	26/09/2016
Sub-Location Type:	Built-Up Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	
Site(3):	LB-06-A-01	Gross floor area:	11800 sqm
Development Name:	HAMPTON BY HILTON	Number of bedrooms:	297
Location:	LAMBETH		
Postcode:	SE1 8XA	Number of Employees:	72
Main Location Type:	Town Centre	Survey Date:	23/11/2018
Sub-Location Type:	Built-Up Zone	Survey Day:	Friday
PTAL:	6b (High) Excellent	Parking Spaces:	
Site(4):	WL-06-A-02	Gross floor area:	2227 sqm
Development Name:	HOLIDAY INN EXPRESS	Number of bedrooms:	134
Location:	SWINDON		
Postcode:	SN1 1BT	Number of Employees:	30
Main Location Type:	Town Centre	Survey Date:	27/11/2013
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	2

This section provides a list of all survey sites and days. It displays the selected day of survey and whether the survey was a manual classified count or an ATC count.

Trip Rates for Key Periods

Period	Trips per 1 bedroom BEDRMS		
	Inbound	Outbound	Total
0800-0900	0.034	0.102	0.136
1700-1800	0.037	0.021	0.058

TRIP RATE for Land Use 06 - HOTEL
Calculation Factor: 1 BEDRMS
Count Type: VEHICLES

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS					DEPARTURES					TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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		1	297	0.01	4.798	1	297	0.02	9.596	1	297	0.03	14.394
07:00-08:00		4	164	0.023	10.894	4	164	0.05	23.968	4	164	0.073	34.862
08:00-09:00		4	164	0.034	15.979	4	164	0.102	48.662	4	164	0.136	64.641
09:00-10:00		4	164	0.034	15.979	4	164	0.078	37.041	4	164	0.112	53.02
10:00-11:00		4	164	0.037	17.431	4	164	0.054	25.42	4	164	0.091	42.851
11:00-12:00		4	164	0.028	13.073	4	164	0.04	18.884	4	164	0.068	31.957
12:00-13:00		4	164	0.028	13.073	4	164	0.024	11.621	4	164	0.052	24.694
13:00-14:00		4	164	0.037	17.431	4	164	0.032	15.252	4	164	0.069	32.683
14:00-15:00		4	164	0.023	10.894	4	164	0.023	10.894	4	164	0.046	21.788
15:00-16:00		4	164	0.038	18.157	4	164	0.028	13.073	4	164	0.066	31.23
16:00-17:00		4	164	0.052	24.694	4	164	0.026	12.347	4	164	0.078	37.041
17:00-18:00		4	164	0.037	17.431	4	164	0.021	10.168	4	164	0.058	27.599
18:00-19:00		4	164	0.032	15.252	4	164	0.024	11.621	4	164	0.056	26.873
19:00-20:00		4	164	0.04	18.884	4	164	0.037	17.431	4	164	0.077	36.315
20:00-21:00		4	164	0.031	14.526	4	164	0.018	8.716	4	164	0.049	23.242
21:00-22:00		4	164	0.014	6.537	4	164	0.012	5.81	4	164	0.026	12.347
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.498				0.589				1.087		

TRIP RATE for Land Use 06 - HOTEL
Calculation Factor: 1 BEDRMS
Count Type: TAXIS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS					DEPARTURES					TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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		1	297	0.01	4.798	1	297	0.01	4.798	1	297	0.02	9.596
07:00-08:00		4	164	0.008	3.631	4	164	0.008	3.631	4	164	0.016	7.262
08:00-09:00		4	164	0.003	1.453	4	164	0.005	2.179	4	164	0.008	3.632
09:00-10:00		4	164	0.003	1.453	4	164	0.003	1.453	4	164	0.006	2.906
10:00-11:00		4	164	0.008	3.631	4	164	0.008	3.631	4	164	0.016	7.262
11:00-12:00		4	164	0.005	2.179	4	164	0.005	2.179	4	164	0.01	4.358
12:00-13:00		4	164	0.009	4.358	4	164	0.009	4.358	4	164	0.018	8.716
13:00-14:00		4	164	0.011	5.084	4	164	0.011	5.084	4	164	0.022	10.168
14:00-15:00		4	164	0.011	5.084	4	164	0.011	5.084	4	164	0.022	10.168
15:00-16:00		4	164	0.011	5.084	4	164	0.011	5.084	4	164	0.022	10.168
16:00-17:00		4	164	0.012	5.81	4	164	0.012	5.81	4	164	0.024	11.62
17:00-18:00		4	164	0.008	3.631	4	164	0.008	3.631	4	164	0.016	7.262
18:00-19:00		4	164	0.009	4.358	4	164	0.009	4.358	4	164	0.018	8.716
19:00-20:00		4	164	0.009	4.358	4	164	0.009	4.358	4	164	0.018	8.716
20:00-21:00		4	164	0.008	3.631	4	164	0.008	3.631	4	164	0.016	7.262
21:00-22:00		4	164	0.008	3.631	4	164	0.008	3.631	4	164	0.016	7.262
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.133				0.135				0.268		

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: OGVS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS				DEPARTURES				TOTALS				
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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		1	297	0	0	1	297	0	0	1	297	0	0
07:00-08:00		4	164	0	0	4	164	0	0	4	164	0	0
08:00-09:00		4	164	0	0	4	164	0	0	4	164	0	0
09:00-10:00		4	164	0.005	2.179	4	164	0.003	1.453	4	164	0.008	3.632
10:00-11:00		4	164	0	0	4	164	0.002	0.726	4	164	0.002	0.726
11:00-12:00		4	164	0.002	0.726	4	164	0	0	4	164	0.002	0.726
12:00-13:00		4	164	0	0	4	164	0.002	0.726	4	164	0.002	0.726
13:00-14:00		4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452
14:00-15:00		4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452
15:00-16:00		4	164	0	0	4	164	0	0	4	164	0	0
16:00-17:00		4	164	0	0	4	164	0	0	4	164	0	0
17:00-18:00		4	164	0	0	4	164	0	0	4	164	0	0
18:00-19:00		4	164	0	0	4	164	0	0	4	164	0	0
19:00-20:00		4	164	0	0	4	164	0	0	4	164	0	0
20:00-21:00		4	164	0	0	4	164	0	0	4	164	0	0
21:00-22:00		4	164	0	0	4	164	0	0	4	164	0	0
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.011				0.011				0.022		

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: CYCLISTS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS				DEPARTURES				TOTALS				
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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		1	297	0	0	1	297	0	0	1	297	0	0
07:00-08:00		4	164	0	0	4	164	0	0	4	164	0	0
08:00-09:00		4	164	0	0	4	164	0	0	4	164	0	0
09:00-10:00		4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452
10:00-11:00		4	164	0	0	4	164	0	0	4	164	0	0
11:00-12:00		4	164	0	0	4	164	0	0	4	164	0	0
12:00-13:00		4	164	0	0	4	164	0	0	4	164	0	0
13:00-14:00		4	164	0.002	0.726	4	164	0	0	4	164	0.002	0.726
14:00-15:00		4	164	0	0	4	164	0	0	4	164	0	0
15:00-16:00		4	164	0	0	4	164	0.002	0.726	4	164	0.002	0.726
16:00-17:00		4	164	0	0	4	164	0	0	4	164	0	0
17:00-18:00		4	164	0.002	0.726	4	164	0	0	4	164	0.002	0.726
18:00-19:00		4	164	0.003	1.453	4	164	0.002	0.726	4	164	0.005	2.179
19:00-20:00		4	164	0	0	4	164	0	0	4	164	0	0
20:00-21:00		4	164	0	0	4	164	0	0	4	164	0	0
21:00-22:00		4	164	0	0	4	164	0	0	4	164	0	0
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.009				0.006				0.015		

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: VEHICLE OCCUPANTS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	1	297	0	0	1	297	0.027	12.795	1	297	0.027	12.795
07:00-08:00	4	164	0.018	8.716	4	164	0.075	35.589	4	164	0.093	44.305
08:00-09:00	4	164	0.049	23.242	4	164	0.135	63.914	4	164	0.184	87.156
09:00-10:00	4	164	0.038	18.157	4	164	0.113	53.746	4	164	0.151	71.903
10:00-11:00	4	164	0.049	23.242	4	164	0.06	28.326	4	164	0.109	51.568
11:00-12:00	4	164	0.028	13.073	4	164	0.044	21.063	4	164	0.072	34.136
12:00-13:00	4	164	0.031	14.526	4	164	0.024	11.621	4	164	0.055	26.147
13:00-14:00	4	164	0.047	22.515	4	164	0.037	17.431	4	164	0.084	39.946
14:00-15:00	4	164	0.041	19.61	4	164	0.017	7.989	4	164	0.058	27.599
15:00-16:00	4	164	0.054	25.42	4	164	0.032	15.252	4	164	0.086	40.672
16:00-17:00	4	164	0.081	38.494	4	164	0.037	17.431	4	164	0.118	55.925
17:00-18:00	4	164	0.041	19.61	4	164	0.031	14.526	4	164	0.072	34.136
18:00-19:00	4	164	0.037	17.431	4	164	0.037	17.431	4	164	0.074	34.862
19:00-20:00	4	164	0.046	21.789	4	164	0.049	23.242	4	164	0.095	45.031
20:00-21:00	4	164	0.05	23.968	4	164	0.015	7.263	4	164	0.065	31.231
21:00-22:00	4	164	0.015	7.263	4	164	0.014	6.537	4	164	0.029	13.8
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			0.625				0.747				1.372	

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: PEDESTRIANS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS				DEPARTURES				TOTALS				
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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		1	297	0	0	1	297	0.01	4.798	1	297	0.01	4.798
07:00-08:00		4	164	0.021	10.168	4	164	0.046	21.789	4	164	0.067	31.957
08:00-09:00		4	164	0.034	15.979	4	164	0.099	47.209	4	164	0.133	63.188
09:00-10:00		4	164	0.038	18.157	4	164	0.109	51.567	4	164	0.147	69.724
10:00-11:00		4	164	0.037	17.431	4	164	0.151	71.904	4	164	0.188	89.335
11:00-12:00		4	164	0.012	5.81	4	164	0.078	37.041	4	164	0.09	42.851
12:00-13:00		4	164	0.066	31.231	4	164	0.078	37.041	4	164	0.144	68.272
13:00-14:00		4	164	0.072	34.136	4	164	0.119	56.651	4	164	0.191	90.787
14:00-15:00		4	164	0.073	34.862	4	164	0.098	46.483	4	164	0.171	81.345
15:00-16:00		4	164	0.073	34.862	4	164	0.086	40.673	4	164	0.159	75.535
16:00-17:00		4	164	0.118	55.925	4	164	0.115	54.472	4	164	0.233	110.397
17:00-18:00		4	164	0.131	62.462	4	164	0.133	63.188	4	164	0.264	125.65
18:00-19:00		4	164	0.131	62.462	4	164	0.141	66.82	4	164	0.272	129.282
19:00-20:00		4	164	0.116	55.199	4	164	0.138	65.367	4	164	0.254	120.566
20:00-21:00		4	164	0.17	80.619	4	164	0.104	49.388	4	164	0.274	130.007
21:00-22:00		4	164	0.131	62.462	4	164	0.067	31.957	4	164	0.198	94.419
22:00-23:00													
23:00-24:00													
Daily Trip Rates:				1.223				1.572				2.795	

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: BUS/TRAM PASSENGERS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS					DEPARTURES					TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	1	297	0.003	1.599	1	297	0	0	1	297	0.003	1.599	
07:00-08:00	4	164	0.002	0.726	4	164	0.003	1.453	4	164	0.005	2.179	
08:00-09:00	4	164	0.003	1.453	4	164	0.009	4.358	4	164	0.012	5.811	
09:00-10:00	4	164	0	0	4	164	0.006	2.905	4	164	0.006	2.905	
10:00-11:00	4	164	0.002	0.726	4	164	0.011	5.084	4	164	0.013	5.81	
11:00-12:00	4	164	0.003	1.453	4	164	0.014	6.537	4	164	0.017	7.99	
12:00-13:00	4	164	0.002	0.726	4	164	0.005	2.179	4	164	0.007	2.905	
13:00-14:00	4	164	0.014	6.537	4	164	0.011	5.084	4	164	0.025	11.621	
14:00-15:00	4	164	0.012	5.81	4	164	0	0	4	164	0.012	5.81	
15:00-16:00	4	164	0.015	7.263	4	164	0.008	3.631	4	164	0.023	10.894	
16:00-17:00	4	164	0.017	7.989	4	164	0.008	3.631	4	164	0.025	11.62	
17:00-18:00	4	164	0.002	0.726	4	164	0.008	3.631	4	164	0.01	4.357	
18:00-19:00	4	164	0.023	10.894	4	164	0.003	1.453	4	164	0.026	12.347	
19:00-20:00	4	164	0.011	5.084	4	164	0.002	0.726	4	164	0.013	5.81	
20:00-21:00	4	164	0.014	6.537	4	164	0.002	0.726	4	164	0.016	7.263	
21:00-22:00	4	164	0.003	1.453	4	164	0.002	0.726	4	164	0.005	2.179	
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.126				0.092				0.218		

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: TOTAL RAIL PASSENGERS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS					DEPARTURES					TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	1	297	0.024	11.195	1	297	0.034	15.993	1	297	0.058	27.188	
07:00-08:00	4	164	0.021	10.168	4	164	0.023	10.894	4	164	0.044	21.062	
08:00-09:00	4	164	0.029	13.8	4	164	0.049	23.242	4	164	0.078	37.042	
09:00-10:00	4	164	0.006	2.905	4	164	0.101	47.936	4	164	0.107	50.841	
10:00-11:00	4	164	0.028	13.073	4	164	0.104	49.388	4	164	0.132	62.461	
11:00-12:00	4	164	0.067	31.957	4	164	0.034	15.979	4	164	0.101	47.936	
12:00-13:00	4	164	0.023	10.894	4	164	0.037	17.431	4	164	0.06	28.325	
13:00-14:00	4	164	0.081	38.494	4	164	0.02	9.442	4	164	0.101	47.936	
14:00-15:00	4	164	0.058	27.599	4	164	0.02	9.442	4	164	0.078	37.041	
15:00-16:00	4	164	0.057	26.873	4	164	0.041	19.61	4	164	0.098	46.483	
16:00-17:00	4	164	0.063	29.778	4	164	0.035	16.705	4	164	0.098	46.483	
17:00-18:00	4	164	0.046	21.789	4	164	0.043	20.336	4	164	0.089	42.125	
18:00-19:00	4	164	0.072	34.136	4	164	0.047	22.515	4	164	0.119	56.651	
19:00-20:00	4	164	0.052	24.694	4	164	0.029	13.8	4	164	0.081	38.494	
20:00-21:00	4	164	0.069	32.683	4	164	0.012	5.81	4	164	0.081	38.493	
21:00-22:00	4	164	0.049	23.242	4	164	0.011	5.084	4	164	0.06	28.326	
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.745				0.64				1.385		

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: COACH PASSENGERS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS					DEPARTURES					TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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		1	297	0	0	1	297	0	0	1	297	0	0
07:00-08:00		4	164	0	0	4	164	0	0	4	164	0	0
08:00-09:00		4	164	0	0	4	164	0	0	4	164	0	0
09:00-10:00		4	164	0	0	4	164	0	0	4	164	0	0
10:00-11:00		4	164	0	0	4	164	0	0	4	164	0	0
11:00-12:00		4	164	0	0	4	164	0	0	4	164	0	0
12:00-13:00		4	164	0	0	4	164	0	0	4	164	0	0
13:00-14:00		4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452
14:00-15:00		4	164	0	0	4	164	0	0	4	164	0	0
15:00-16:00		4	164	0	0	4	164	0	0	4	164	0	0
16:00-17:00		4	164	0	0	4	164	0	0	4	164	0	0
17:00-18:00		4	164	0.002	0.726	4	164	0	0	4	164	0.002	0.726
18:00-19:00		4	164	0	0	4	164	0	0	4	164	0	0
19:00-20:00		4	164	0	0	4	164	0	0	4	164	0	0
20:00-21:00		4	164	0	0	4	164	0	0	4	164	0	0
21:00-22:00		4	164	0	0	4	164	0	0	4	164	0	0
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.004				0.002				0.006		

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: PUBLIC TRANSPORT USERS

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS					DEPARTURES					TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	1	297	0.027	12.795	1	297	0.034	15.993	1	297	0.061	28.788	
07:00-08:00	4	164	0.023	10.894	4	164	0.026	12.347	4	164	0.049	23.241	
08:00-09:00	4	164	0.032	15.252	4	164	0.058	27.599	4	164	0.09	42.851	
09:00-10:00	4	164	0.006	2.905	4	164	0.107	50.841	4	164	0.113	53.746	
10:00-11:00	4	164	0.029	13.8	4	164	0.115	54.472	4	164	0.144	68.272	
11:00-12:00	4	164	0.07	33.41	4	164	0.047	22.515	4	164	0.117	55.925	
12:00-13:00	4	164	0.024	11.621	4	164	0.041	19.61	4	164	0.065	31.231	
13:00-14:00	4	164	0.096	45.757	4	164	0.032	15.252	4	164	0.128	61.009	
14:00-15:00	4	164	0.07	33.41	4	164	0.02	9.442	4	164	0.09	42.852	
15:00-16:00	4	164	0.072	34.136	4	164	0.049	23.242	4	164	0.121	57.378	
16:00-17:00	4	164	0.08	37.768	4	164	0.043	20.336	4	164	0.123	58.104	
17:00-18:00	4	164	0.049	23.242	4	164	0.05	23.968	4	164	0.099	47.21	
18:00-19:00	4	164	0.095	45.031	4	164	0.05	23.968	4	164	0.145	68.999	
19:00-20:00	4	164	0.063	29.778	4	164	0.031	14.526	4	164	0.094	44.304	
20:00-21:00	4	164	0.083	39.22	4	164	0.014	6.537	4	164	0.097	45.757	
21:00-22:00	4	164	0.052	24.694	4	164	0.012	5.81	4	164	0.064	30.504	
22:00-23:00													
23:00-24:00													
Daily Trip Rates:			0.871				0.729				1.6		

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: TOTAL PEOPLE

FOOD & DRINK/A - HOTELS

Time Range	ARRIVALS					DEPARTURES					TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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		1	297	0.027	12.795	1	297	0.071	33.586	1	297	0.098	46.381
07:00-08:00		4	164	0.063	29.778	4	164	0.147	69.725	4	164	0.21	99.503
08:00-09:00		4	164	0.115	54.472	4	164	0.292	138.723	4	164	0.407	193.195
09:00-10:00		4	164	0.084	39.946	4	164	0.33	156.881	4	164	0.414	196.827
10:00-11:00		4	164	0.115	54.472	4	164	0.326	154.702	4	164	0.441	209.174
11:00-12:00		4	164	0.11	52.294	4	164	0.17	80.619	4	164	0.28	132.913
12:00-13:00		4	164	0.121	57.378	4	164	0.144	68.272	4	164	0.265	125.65
13:00-14:00		4	164	0.217	103.135	4	164	0.188	89.335	4	164	0.405	192.47
14:00-15:00		4	164	0.185	87.882	4	164	0.135	63.914	4	164	0.32	151.796
15:00-16:00		4	164	0.199	94.419	4	164	0.168	79.893	4	164	0.367	174.312
16:00-17:00		4	164	0.278	132.187	4	164	0.194	92.24	4	164	0.472	224.427
17:00-18:00		4	164	0.223	106.04	4	164	0.214	101.682	4	164	0.437	207.722
18:00-19:00		4	164	0.266	126.376	4	164	0.229	108.945	4	164	0.495	235.321
19:00-20:00		4	164	0.225	106.766	4	164	0.217	103.135	4	164	0.442	209.901
20:00-21:00		4	164	0.303	143.807	4	164	0.133	63.188	4	164	0.436	206.995
21:00-22:00		4	164	0.199	94.419	4	164	0.093	44.304	4	164	0.292	138.723
22:00-23:00													
23:00-24:00													
Daily Trip Rates:				2.73				3.051				5.781	

TRIP RATE for Land Use 06 - HOTEL
 Calculation Factor: 1 BEDRMS
 Count Type: Servicing Vehicles

FOOD & DRINK/A - HOTELS

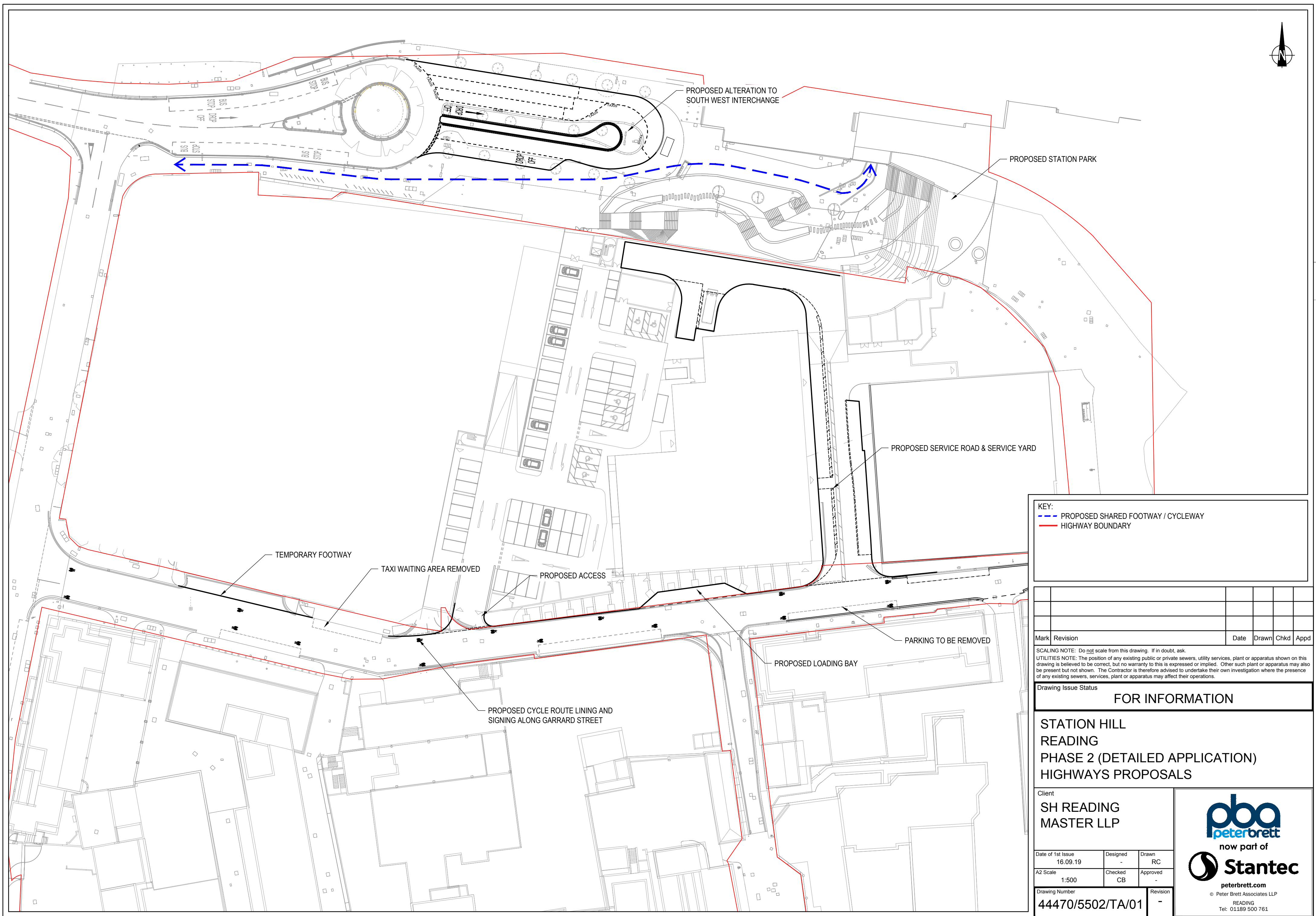
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00	1	297	0	0	1	297	0	0	1	297	0	0
07:00-08:00	4	164	0	0	4	164	0	0	4	164	0	0
08:00-09:00	4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452
09:00-10:00	4	164	0.003	1.453	4	164	0.003	1.453	4	164	0.006	2.906
10:00-11:00	4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452
11:00-12:00	4	164	0.002	0.726	4	164	0	0	4	164	0.002	0.726
12:00-13:00	4	164	0	0	4	164	0.002	0.726	4	164	0.002	0.726
13:00-14:00	4	164	0	0	4	164	0	0	4	164	0	0
14:00-15:00	4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452
15:00-16:00	4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452
16:00-17:00	4	164	0	0	4	164	0	0	4	164	0	0
17:00-18:00	4	164	0	0	4	164	0	0	4	164	0	0
18:00-19:00	4	164	0	0	4	164	0	0	4	164	0	0
19:00-20:00	4	164	0.002	0.726	4	164	0.002	0.726	4	164	0.004	1.452
20:00-21:00	4	164	0	0	4	164	0	0	4	164	0	0
21:00-22:00	4	164	0	0	4	164	0	0	4	164	0	0
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			0.015				0.015				0.03	

Parameter summary

Trip rate parameter range selected: 96 - 297 (units:)
 Survey date date range: 01/01/11 - 23/11/18
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 5
 This section displays a quick summary of some of the followed by the total and the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure

Appendix G Drawings

- 44470/5501/TA/01 – Phase 2 Scheme Layout
- 44470/5501/TA/02 – Phase 3 Scheme Layout
- 44470/5501/TA/03 – Car Park Access, Swept Path Analysis
- 44470/5501/TA/04 – Service Yard / Road, Swept Path Analysis
- 44470/5501/TA/05 – Service Yard / Road, 7.5T Panel Van Capacity
- 44470/5501/TA/06 – Phase 3 Visibility Splays
- 44470/5501/TA/07 – Phase 2, Level -2 Car Park Swept Path Analysis
- 44470/5501/TA/08 – Phase 2, Level -1 Car Park Swept Path Analysis
- 44470/5501/TA/09 – Phase 2, Taki Rank Layout
- 44470/5501/TA/10 – Phase 2, Ground level Swept Path Analysis



KEY:

- PROPOSED SHARED FOOTWAY / CYCLEWAY
- HIGHWAY BOUNDARY

Mark	Revision	Date	Drawn	Chkd	Appd
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SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR INFORMATION

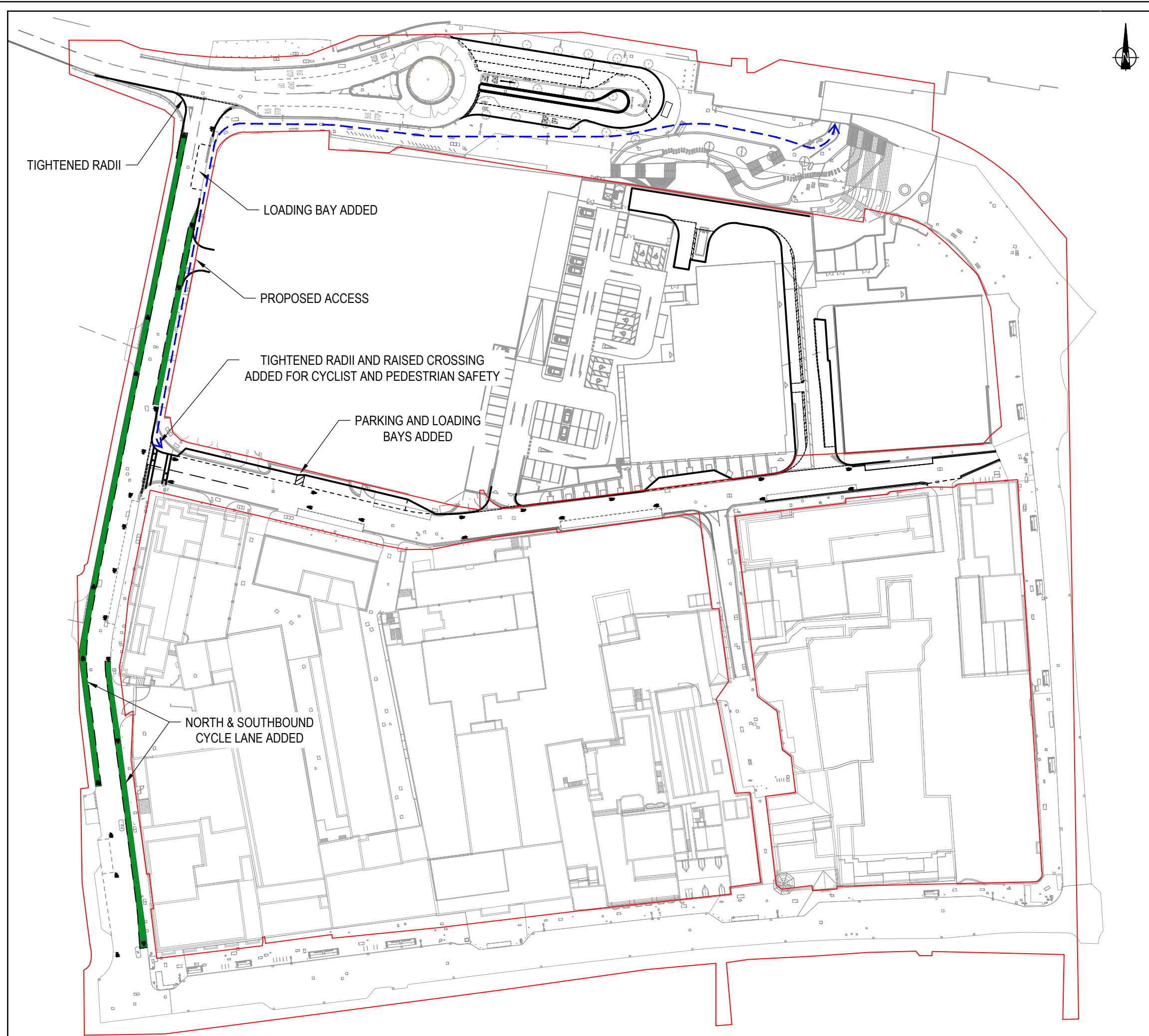
**STATION HILL
READING
PHASE 2 (DETAILED APPLICATION)
HIGHWAYS PROPOSALS**

Client
**SH READING
MASTER LLP**

Date of 1st Issue 16.09.19	Designed -	Drawn RC
A2 Scale 1:500	Checked CB	Approved -

Drawing Number
44470/5502/TA/01

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KEY:
- - - PROPOSED SHARED FOOTWAY / CYCLEWAY
- - - HIGHWAY BOUNDARY

Mark	Revision		Date	Drawn	Chkd Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status
FOR INFORMATION

STATION HILL
READING
PHASE 3 (OUTLINE APPLICATION)
HIGHWAY PROPOSALS

Client		
SH READING MASTER LLP		
Date of 1st Issue 12.09.19	Designed -	Drawn CE
A3 Scale 1:1000	Checked CB	Approved -
Drawing Number 44470/5502/TA/02		Revision -

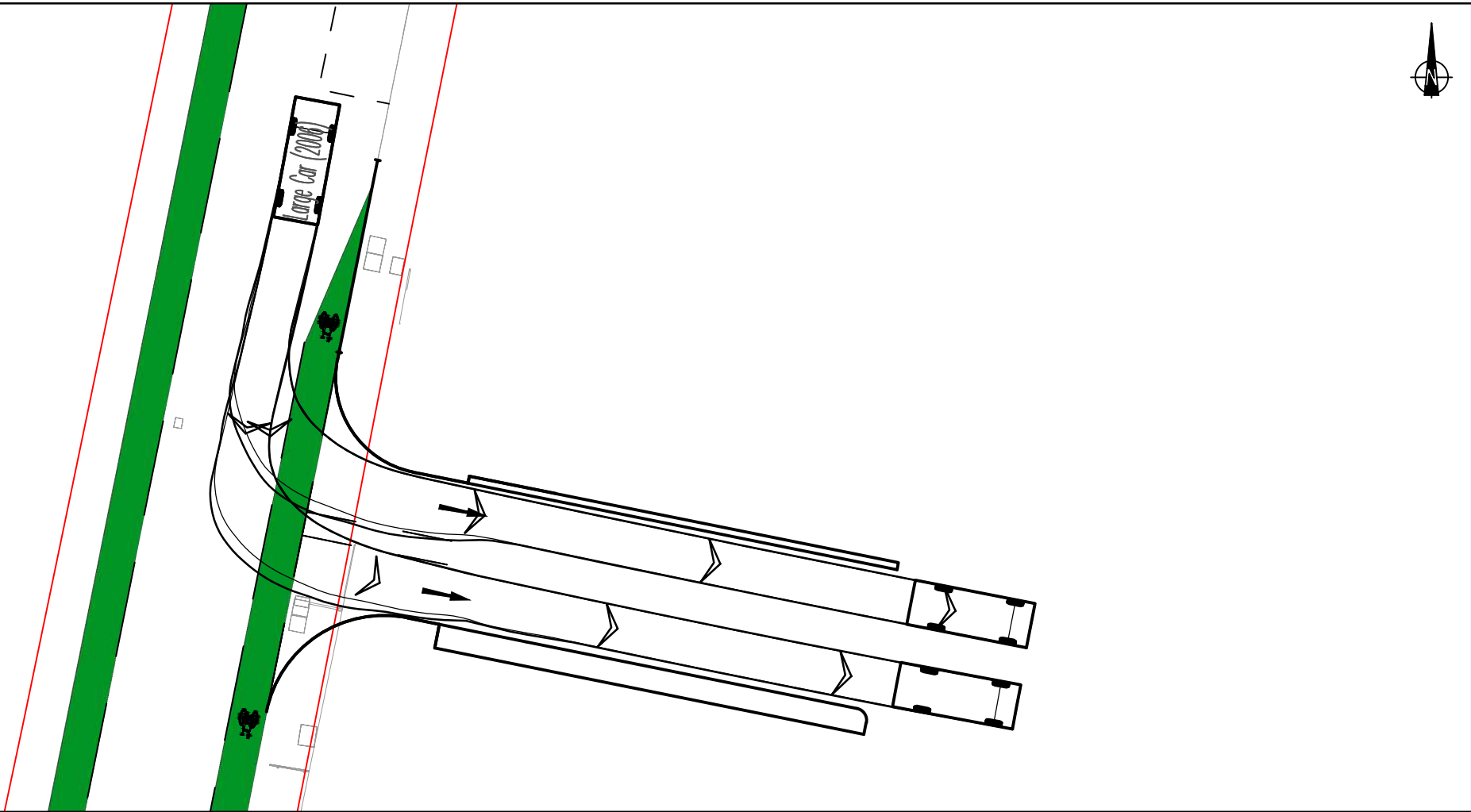


now part of

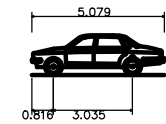


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GREYFRIARS ROAD CAR PARK ACCESS

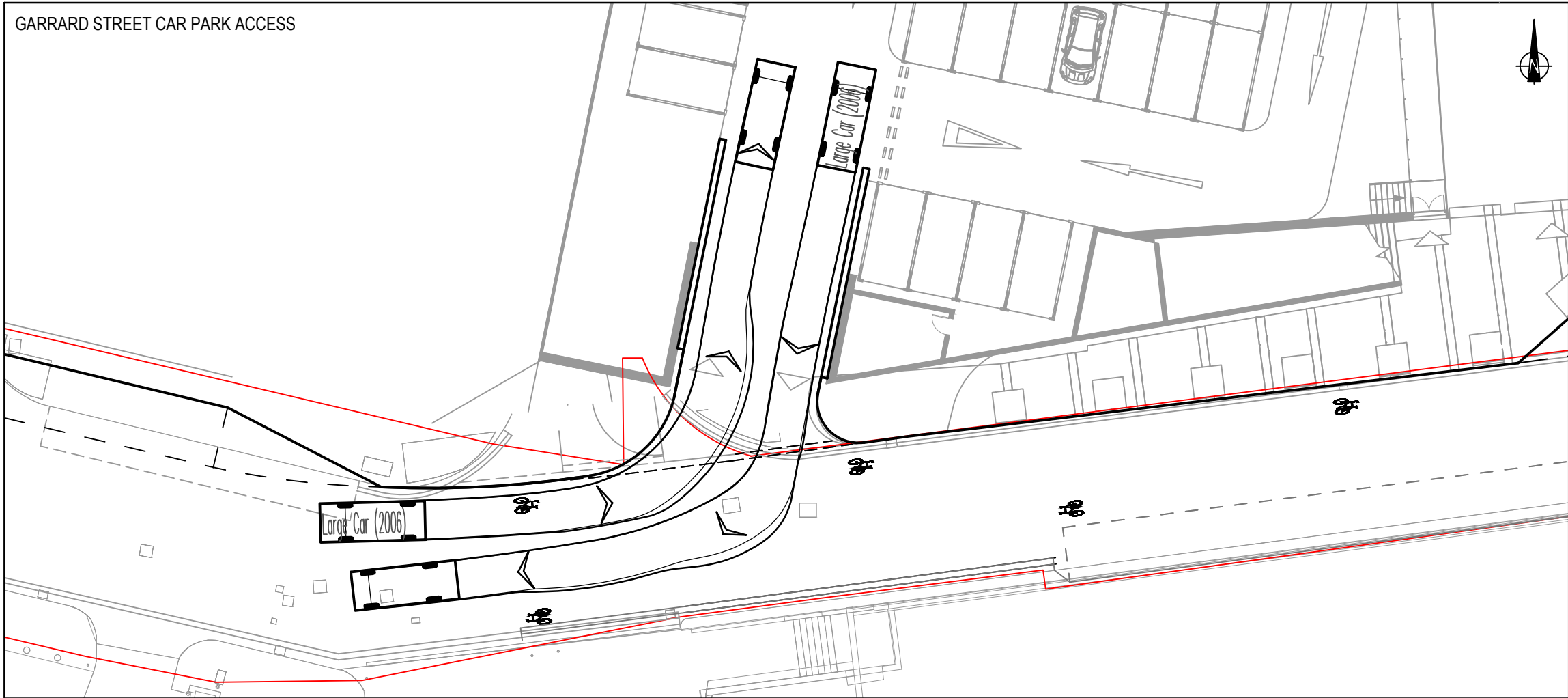


VEHICLE PROFILE



Large Car (2006)	
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

GARRARD STREET CAR PARK ACCESS



KEY:
HIGHWAY BOUNDARY

Mark	Revision	Date	Drawn	Chkd
				Appd

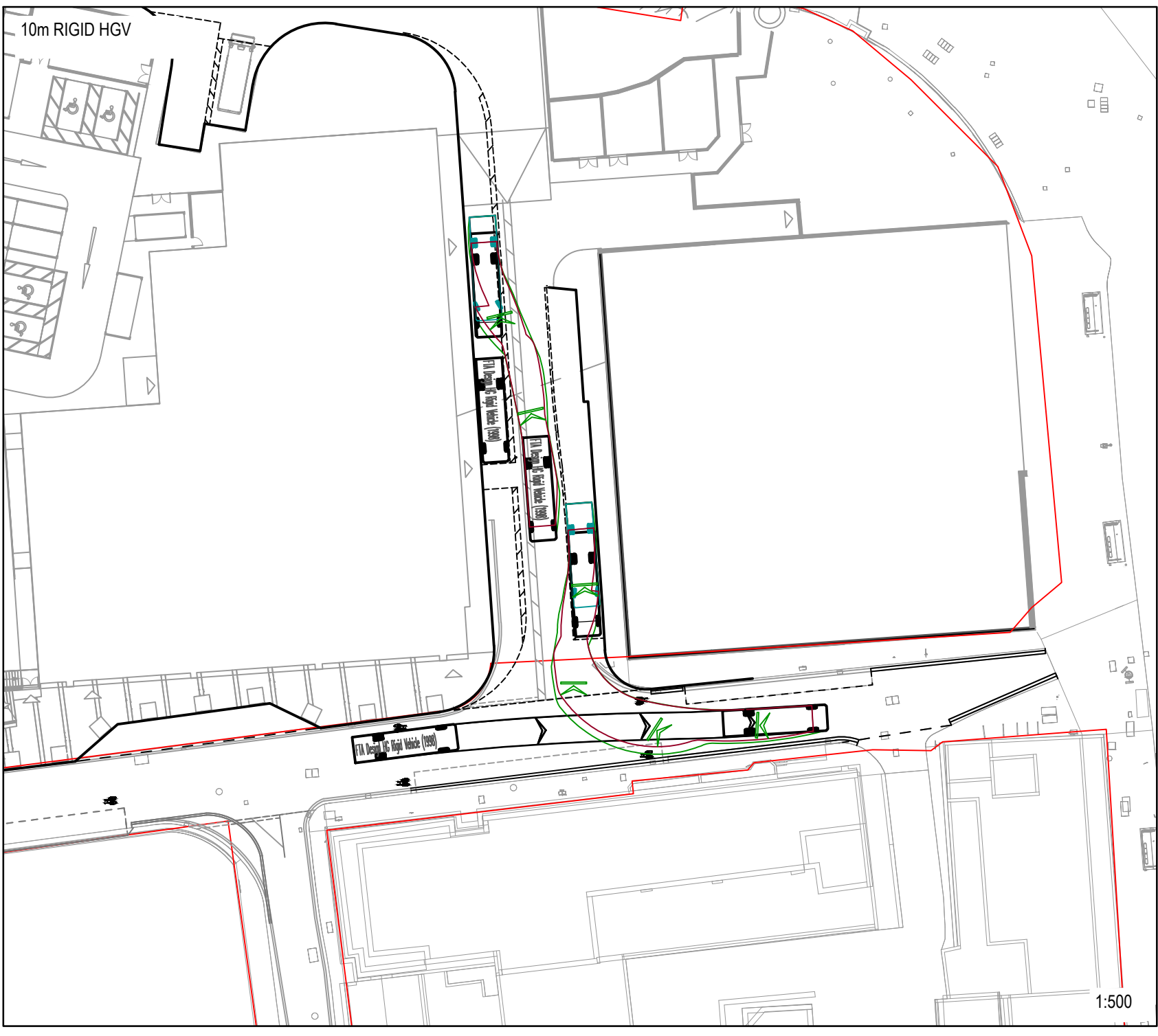
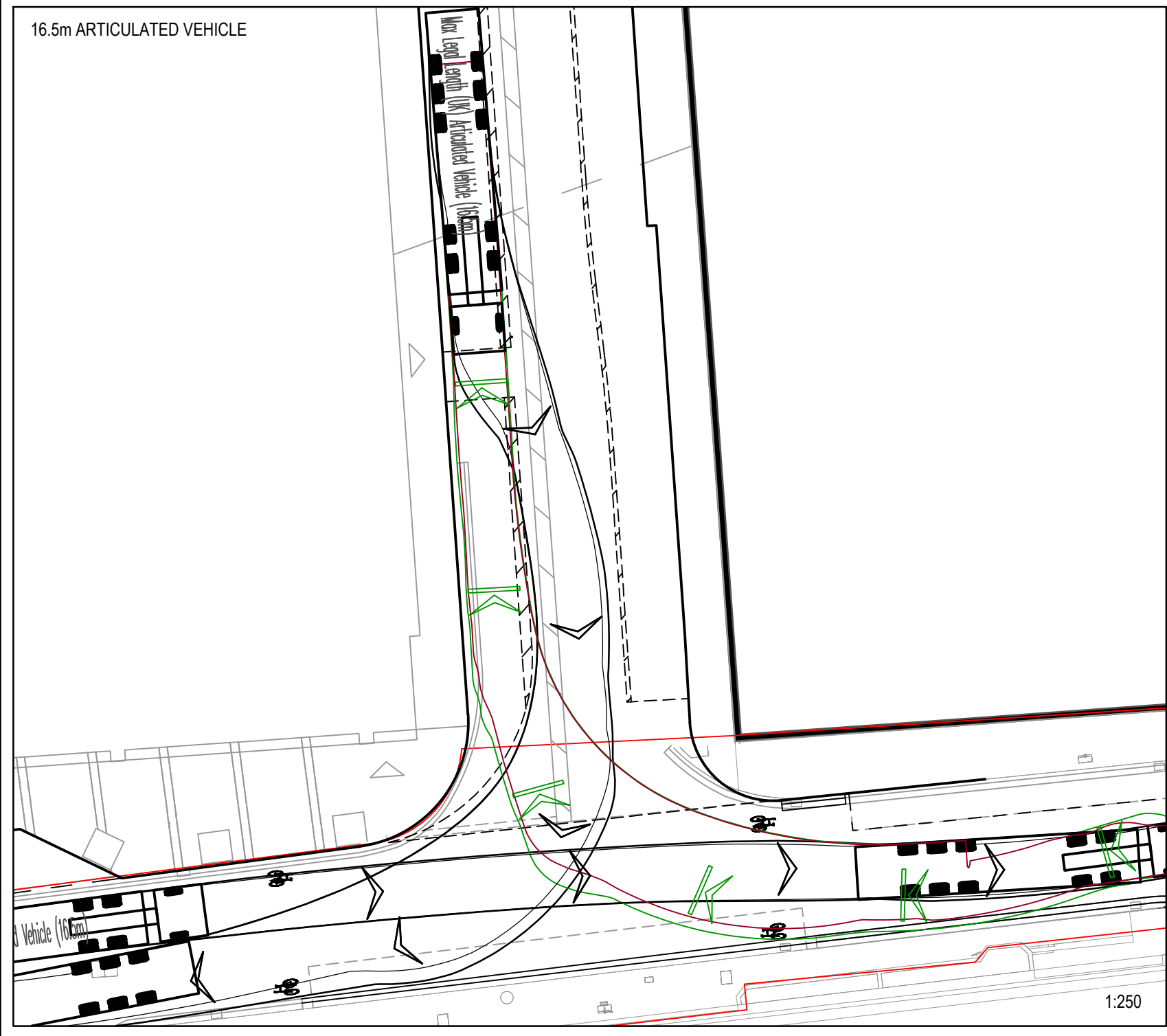
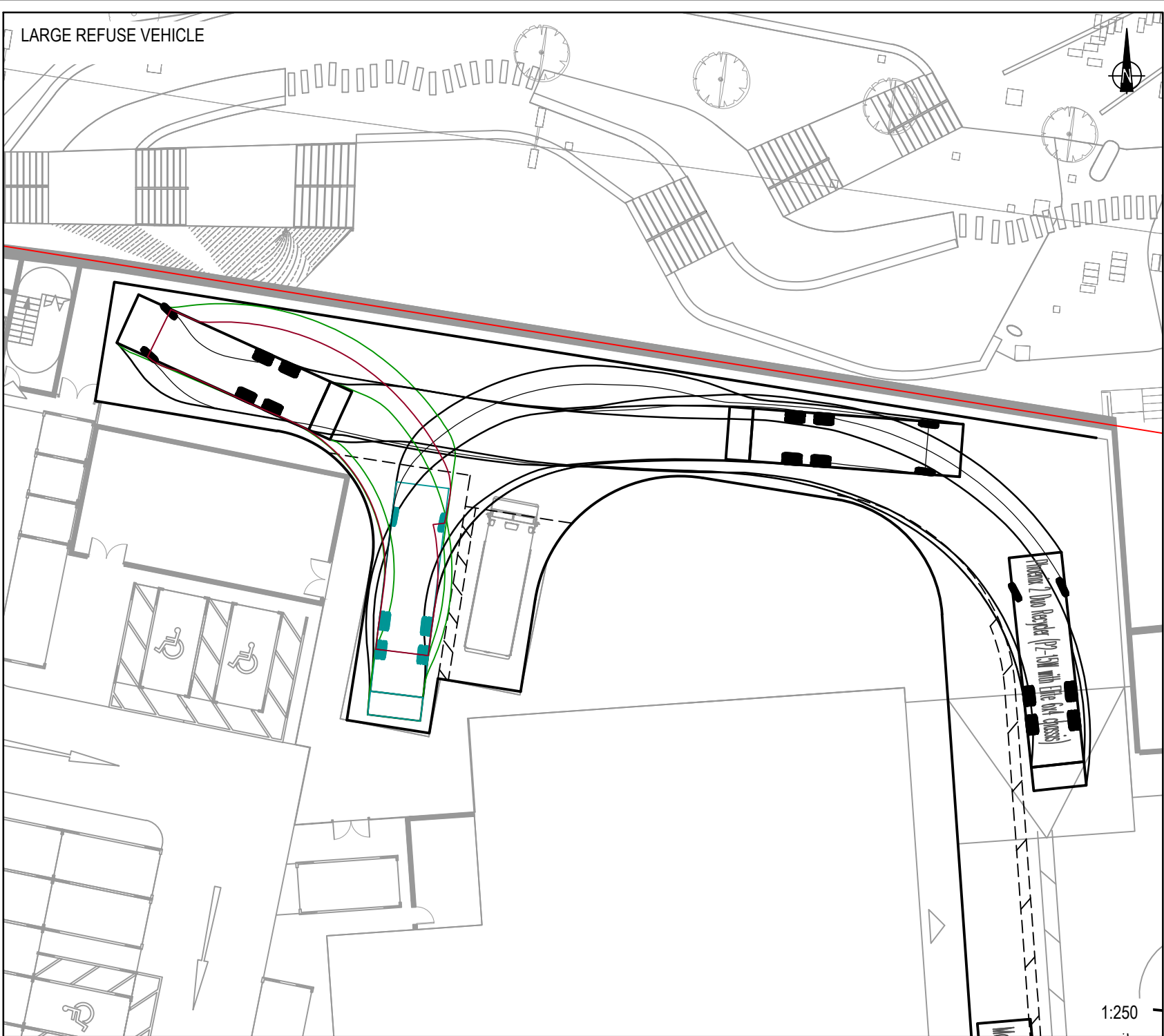
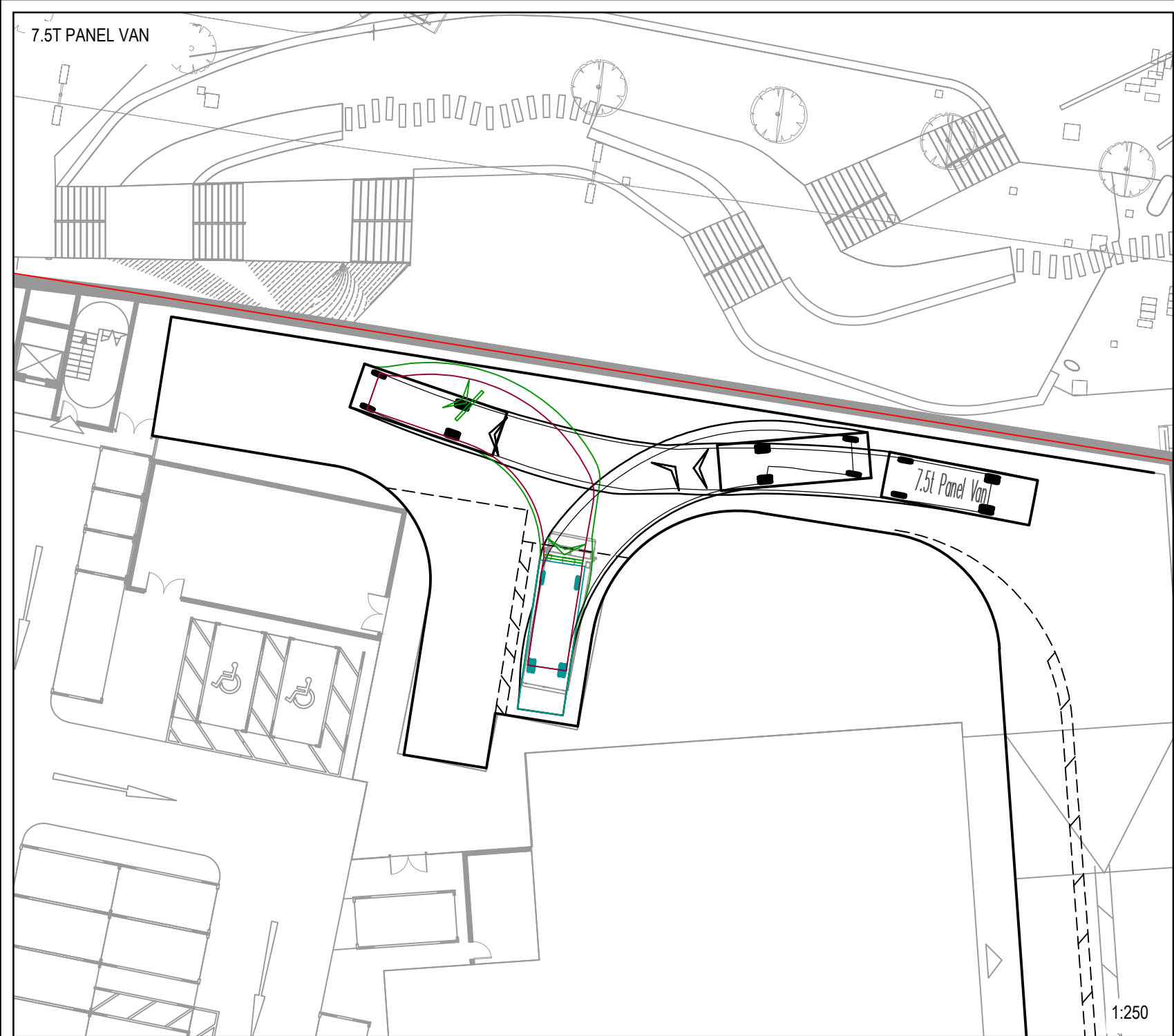
SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
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Drawing Issue Status
FOR INFORMATION

STATION HILL
READING
PHASE 3 (OUTLINE APPLICATION)
SWEEP PATH ANALYSIS

Client SH READING MASTER LLP		
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A3 Scale 1:250	Checked CB	Approved -
Drawing Number 44470/5502/TA/03	Revision -	

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VEHICLE PROFILE

Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.530m
Overall Body Height 4.881m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

FTA Design HG Rigid Vehicle (1998)
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

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

KEY:

— HIGHWAY BOUNDARY

Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR INFORMATION

STATION HILL, READING
PHASE 2 (DETAILED APPLICATION)
SERVICE YARD / ROAD
SWEEP PATH ANALYSIS

Client

SH READING
MASTER LLP

Date of 1st Issue	Designed	Drawn
12.09.19	-	RC
A2 Scale	Checked	Approved
AS SHOWN	-	-

Drawing Number

44470/5502/TA/04

Revision

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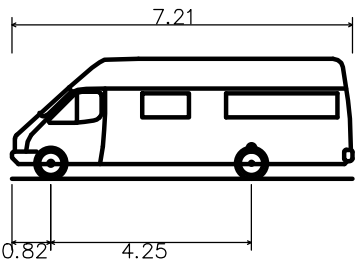
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7.5T PANEL VAN - THEORETICAL MAXIMUM LOADING BAY OCCUPANCY



VEHICLE PROFILE



7.5t Panel Van	7.210m
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

KEY:

— HIGHWAY BOUNDARY

Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR INFORMATION

STATION HILL, READING
PHASE 2 (DETAILED APPLICATION)
SERVICE YARD / ROAD
7.5T PANEL VAN CAPACITY

Client
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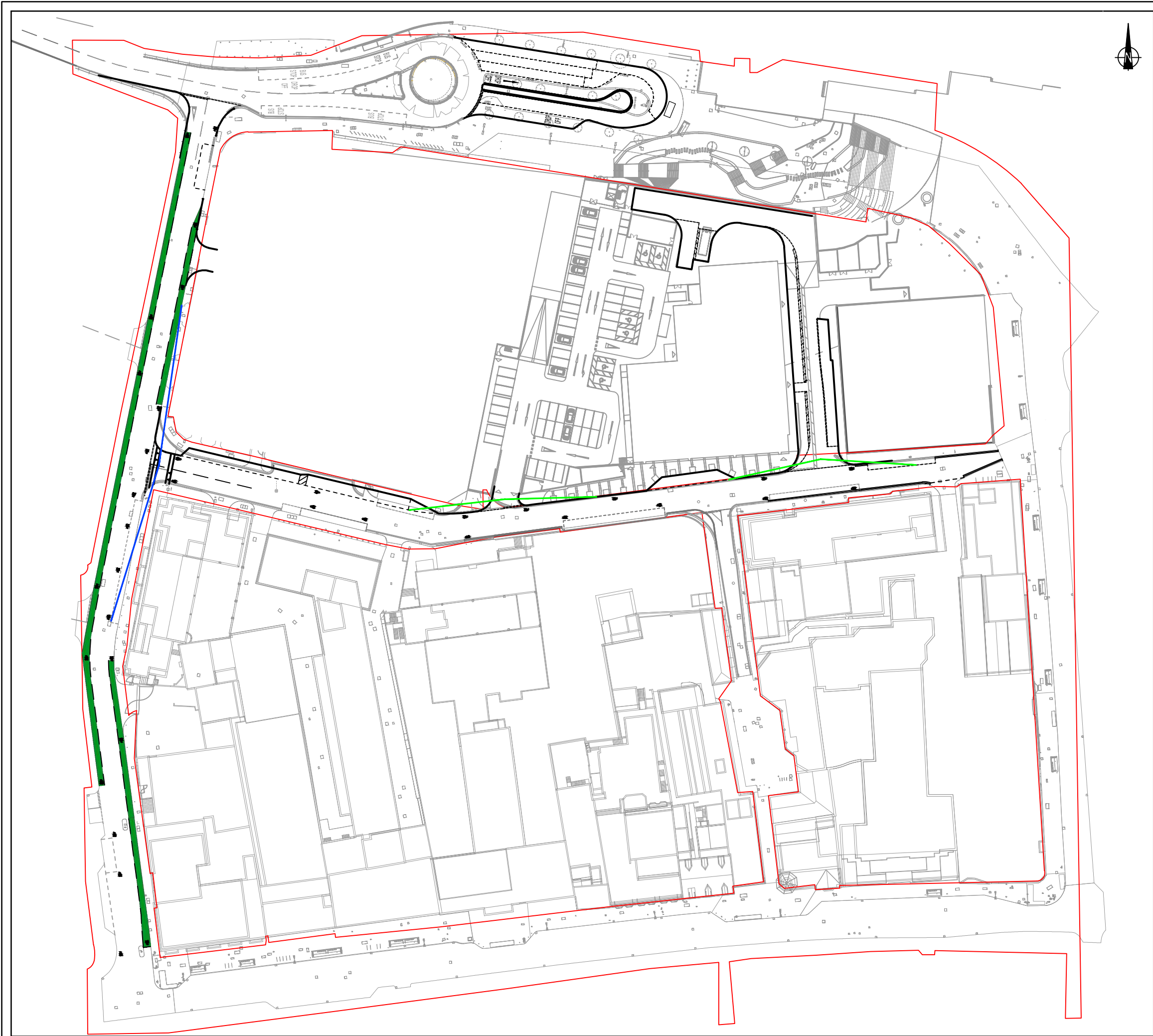
Date of 1st Issue	Designed	Drawn
12.09.19	-	RC
A2 Scale	Checked	Approved
1:250	CB	-

Drawing Number
44470/5502/TA/05

Revision

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- KEY:
- 2.4m x 25m JUNCTION VISIBILITY SPLAYS, MANUAL FOR STREETS AT 20mph
 - 2.4m x 43m JUNCTION VISIBILITY SPLAYS, MANUAL FOR STREETS AT 30mph

KEY:
HIGHWAY BOUNDARY

Mark	Revision	Date	Drawn	Chkd	Appd
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SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
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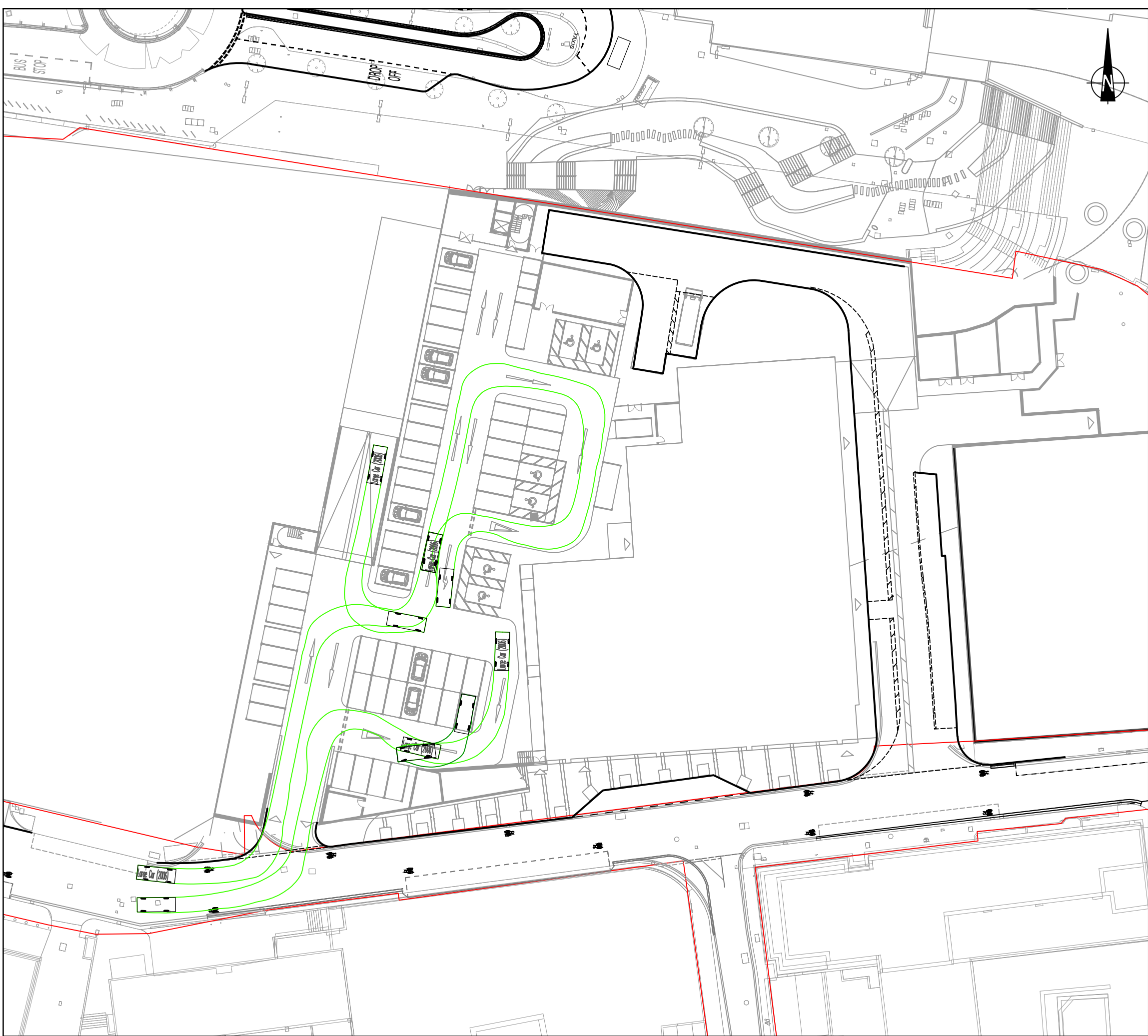
Drawing Issue Status
FOR INFORMATION

STATION HILL
READING
PHASE 3 (OUTLINE APPLICATION)
VISIBILITY SPLAYS

Client
SH READING
MASTER LLP

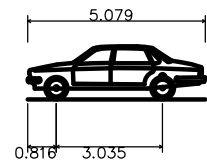
Date of 1st Issue	Designed	Drawn
12.09.19	-	RC
A3 Scale	Checked	Approved
1:1000	CB	-
Drawing Number	Revision	
44470/5502/TA/06	-	

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KEY:
HIGHWAY BOUNDARY

VEHICLE PROFILE



Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	1.831m
Max Track Width	4.00s
Lock to lock time	5.900m
Kerb to Kerb Turning Radius	

Mark	Revision	Date	Drawn	Chkd	Appd
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SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

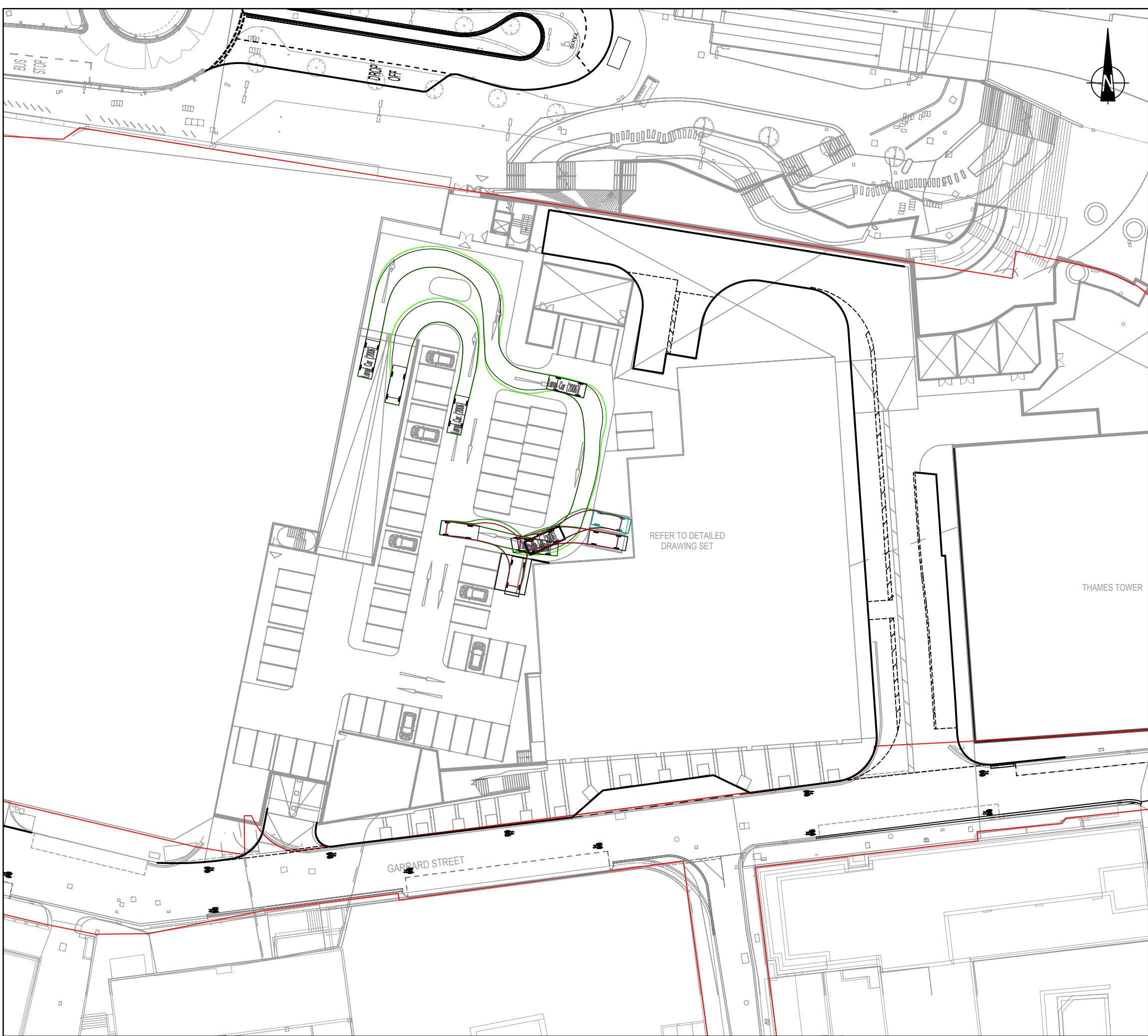
Drawing Issue Status
FOR INFORMATION

STATION HILL, READING
PHASE 2 (DETAILED APPLICATION)
CAR PARK
LEVEL -2 SWEEP PATH ANALYSIS

Client SH READING MASTER LLP		
Date of 1st Issue 24.09.19	Designed -	Drawn RC
A3 Scale 1:500	Checked CB	Approved CB
Drawing Number 44470/5502/TA/07	Revision -	

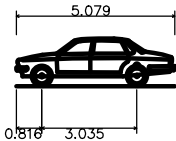
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KEY:
HIGHWAY BOUNDARY

VEHICLE PROFILE



Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	1.831m
Max Track Width	4.00s
Lock to lock time	5.900m
Kerb to Kerb Turning Radius	

Mark	Revision	Date	Drawn	Chkd
				Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
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Drawing Issue Status
FOR INFORMATION

STATION HILL, READING
PHASE 2 (DETAILED APPLICATION)
CAR PARK
LEVEL -1 SWEEP PATH ANALYSIS

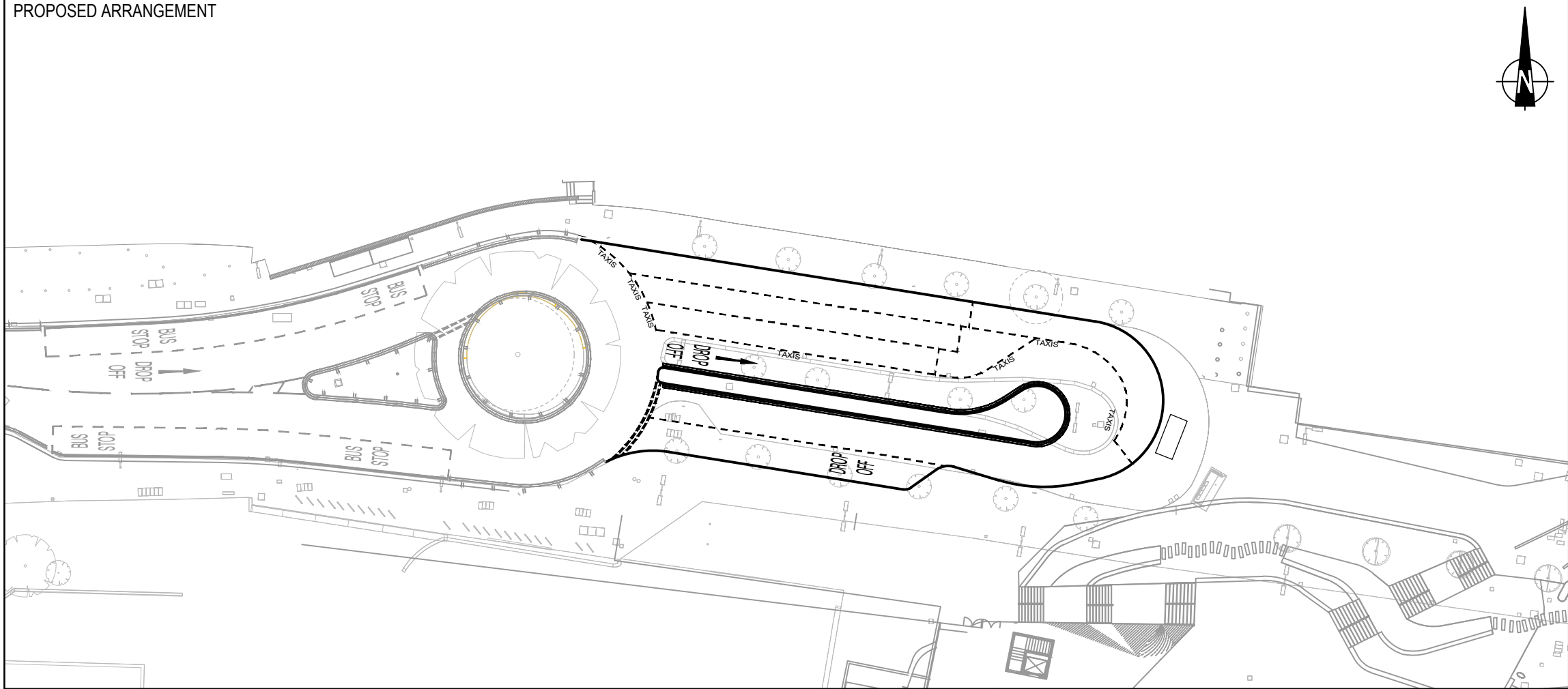
Client
SH READING
MASTER LLP

Date of 1st Issue	Designed	Drawn
24.09.19	-	RC
A3 Scale	Checked	Approved
1:500	CB	CB
Drawing Number	Revision	
44470/5502/TA/08	-	

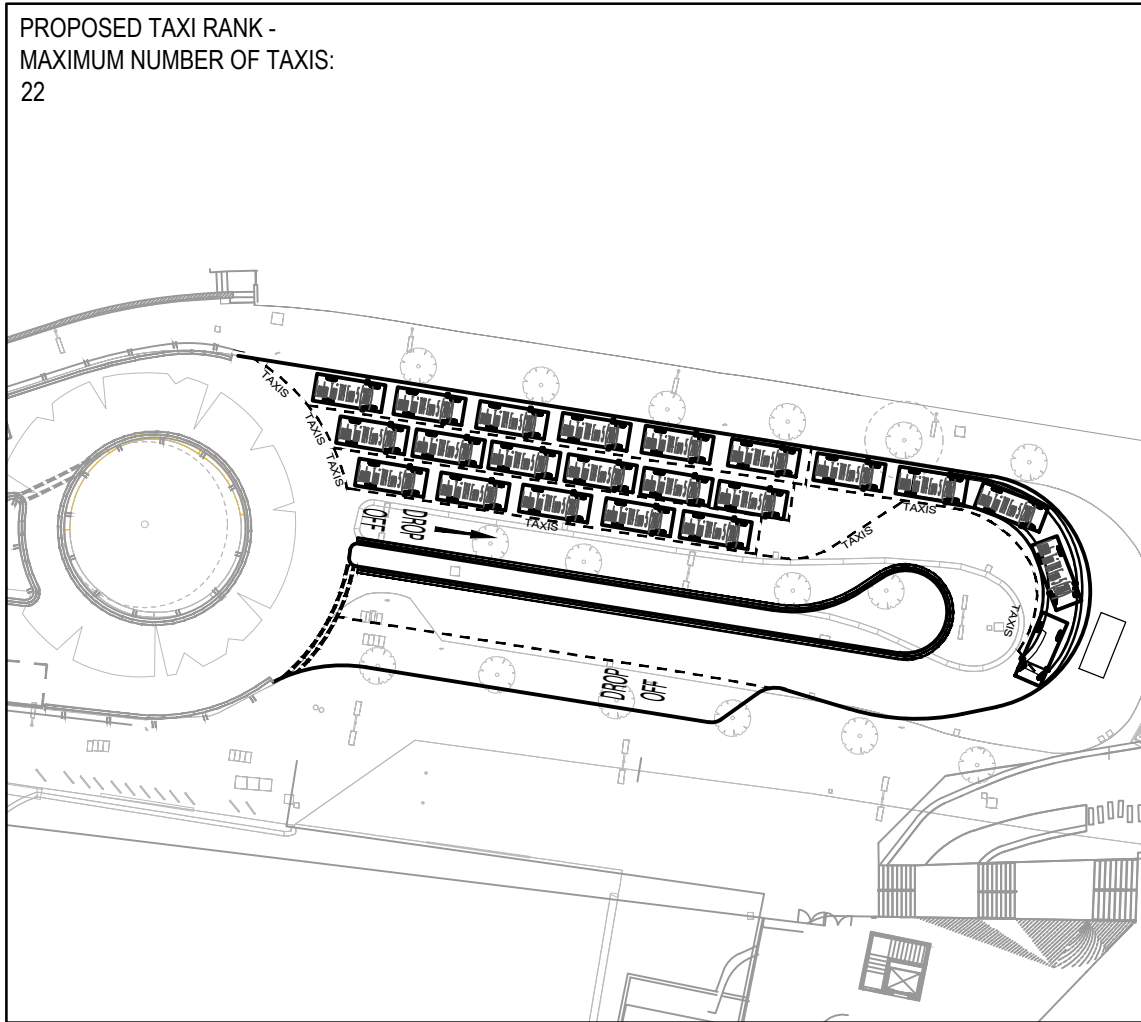
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READING
Tel: 01189 500 761

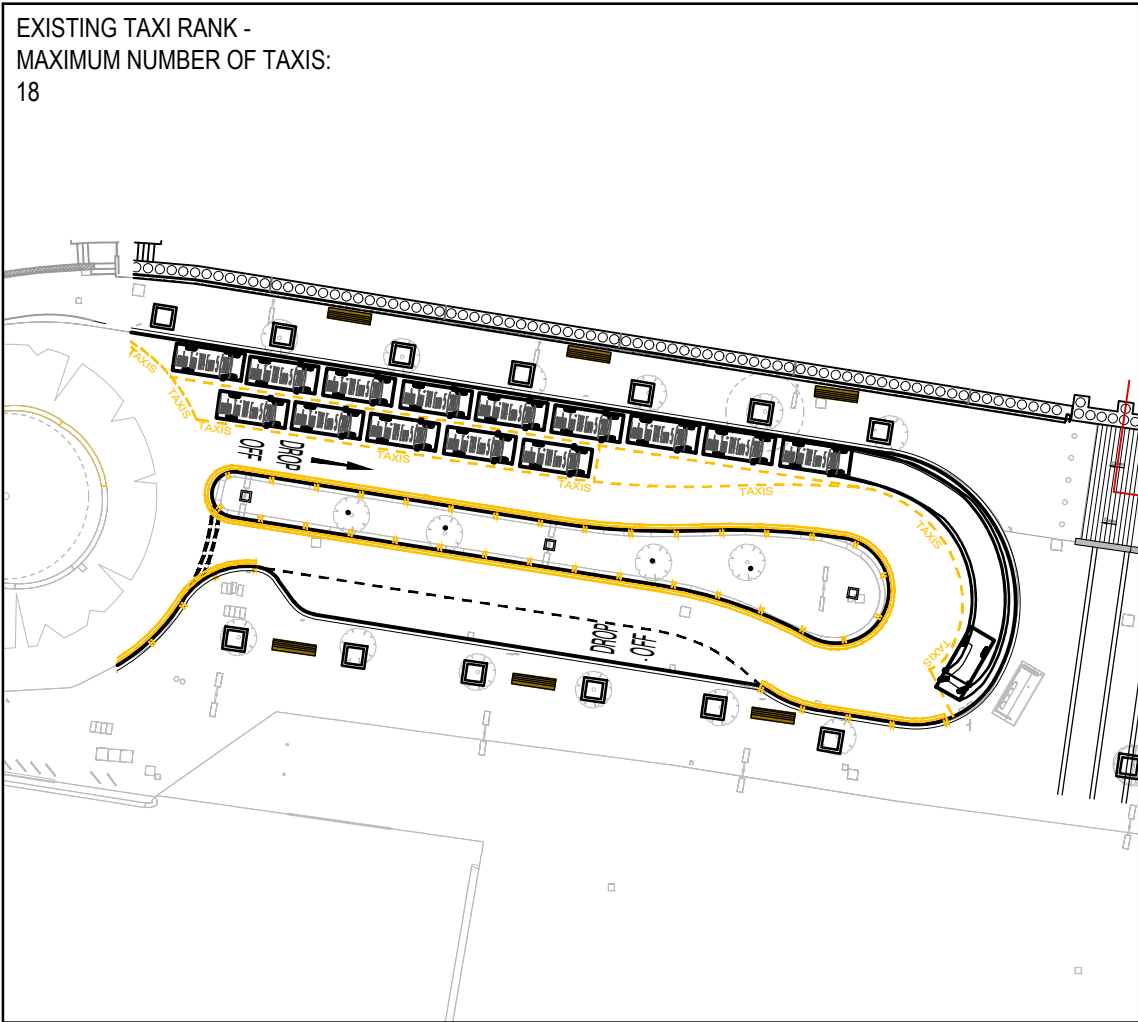
PROPOSED ARRANGEMENT



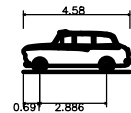
PROPOSED TAXI RANK -
MAXIMUM NUMBER OF TAXIS:
22



EXISTING TAXI RANK -
MAXIMUM NUMBER OF TAXIS:
18



VEHICLE PROFILE



London Taxi TX4 Euro 5 (2007)	
Overall Length	4.580m
Overall Width	1.800m
Overall Body Height	1.739m
Min Body Ground Clearance	0.254m
Max Track Width	1.657m
Lock to lock time	4.00s
Wall to Wall Turning Radius	4.265m

Mark	Revision		Date	Drawn	Chkd
					Appd

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Drawing Issue Status
FOR INFORMATION

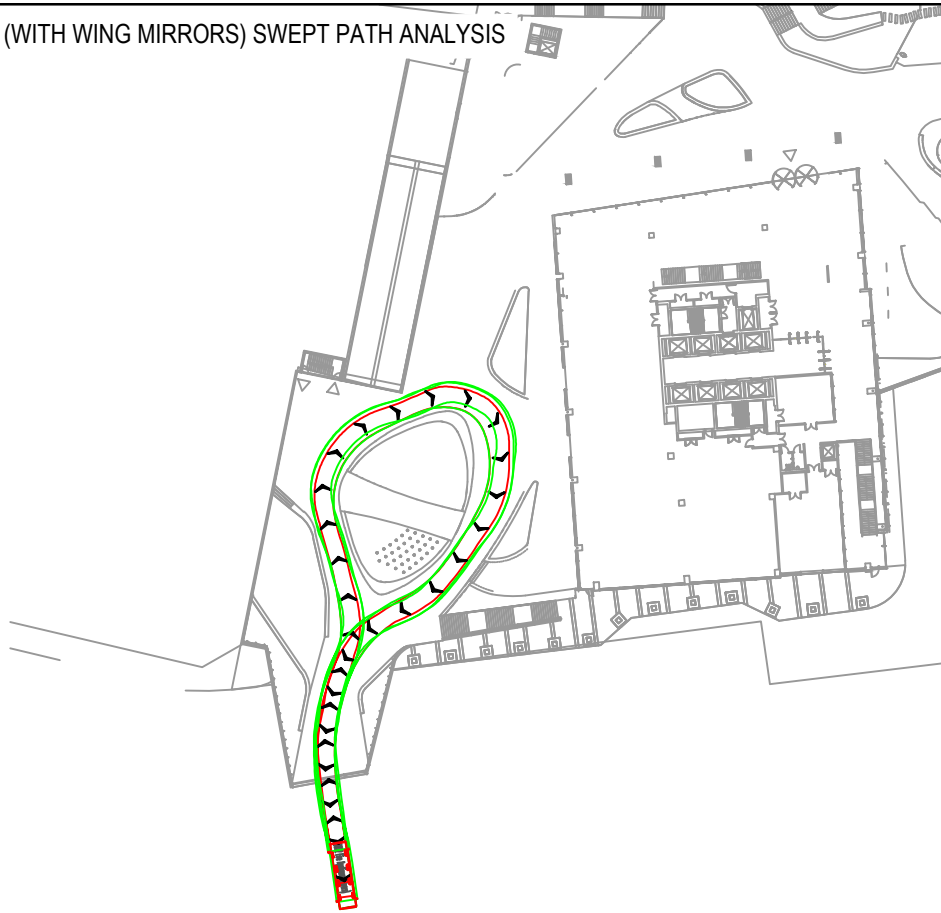
STATION HILL, READING
PHASE 2 (DETAILED APPLICATION)
TAXI RANK ALYOUT

Client SH READING MASTER LLP		
Date of 1st Issue 03/10/2019	Designed -	Drawn RC
A3 Scale 1:500	Checked CB	Approved -
Drawing Number 44470/5502/TA/09	Revision	

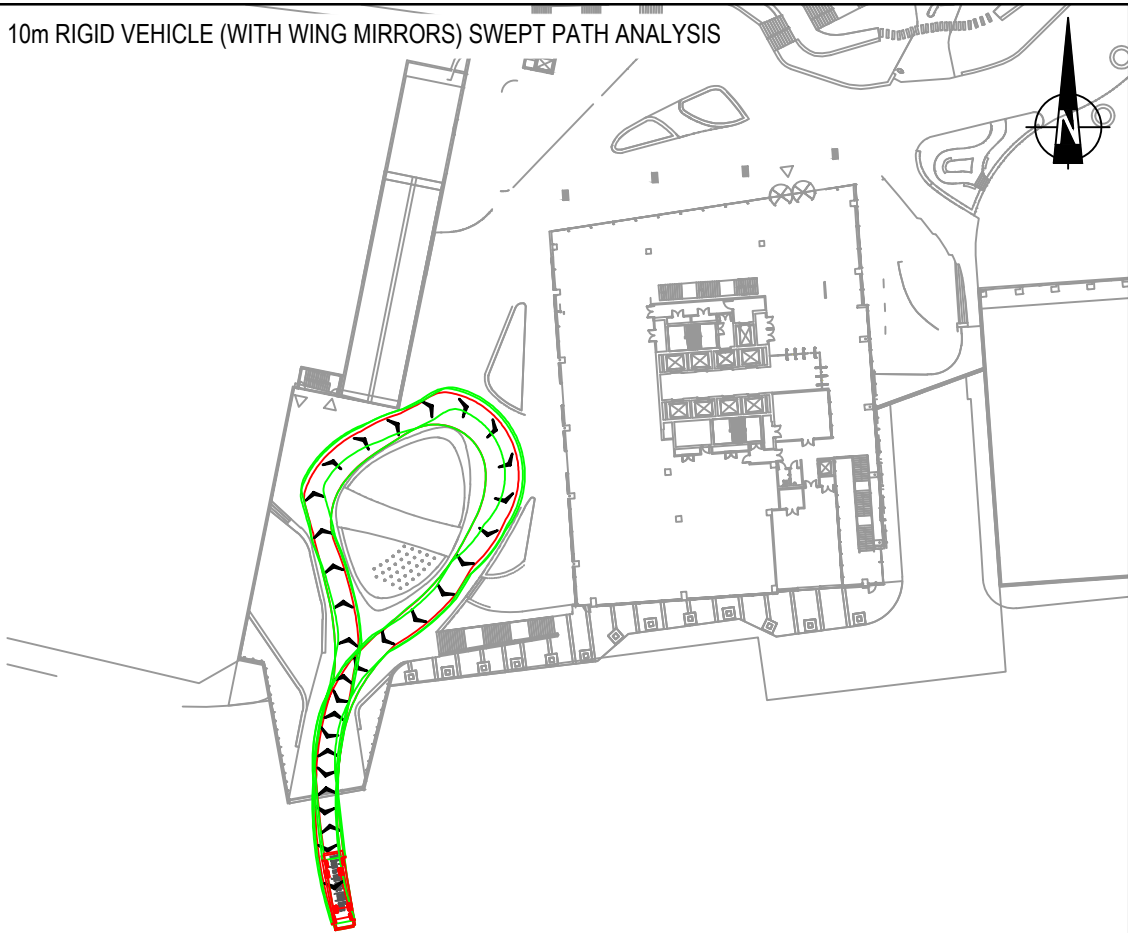
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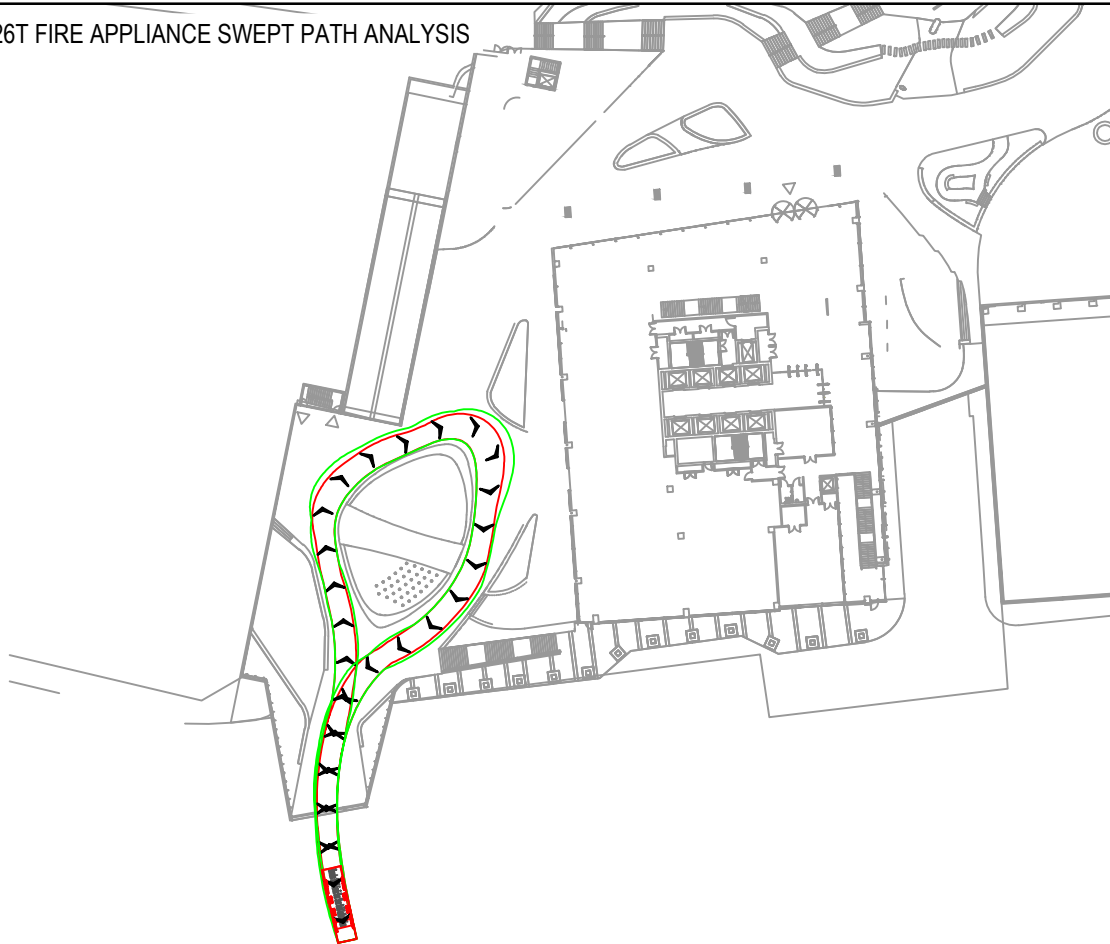
FIRE APPLIANCE (WITH WING MIRRORS) SWEEP PATH ANALYSIS



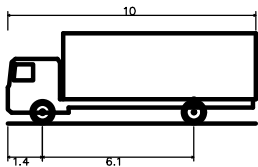
10m RIGID VEHICLE (WITH WING MIRRORS) SWEEP PATH ANALYSIS



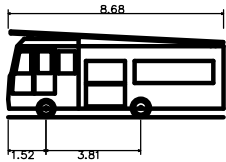
26T FIRE APPLIANCE SWEEP PATH ANALYSIS



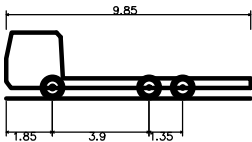
VEHICLE PROFILES



FTA Design HG Rigid Vehicle (1998) Mirrors
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m



DB32 Fire Appliance (Mirrors)
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m



Mercedes 2628LL Eonic Rear Steer Aerial Ladder Platform
Overall Length 9.850m
Overall Width 2.500m
Overall Body Height 2.661m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock to lock time 4.00s
Wall to Wall Turning Radius 8.050m

Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status
FOR INFORMATION

STATION HILL, READIN
PHASE 2 (DETAILED APPLICATION)
GROUND LEVEL
SWEEP PATH ANALYSIS

Client SH READING MASTER LLP		
Date of 1st Issue 03/10/2019	Designed -	Drawn RC
A3 Scale 1:1000	Checked CB	Approved -
Drawing Number 44470/5502/TA/10		Revision

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