

APPENDIX G

RBH Hospitality Management

**Proposed Hotel Scheme,
Thames Side Promenade, Reading**

Travel Plan

July 2019

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1 INTRODUCTION

- 1.1 Vectos have been retained by RBH Hospitality Management to provide transport advice in relation to the proposed development of a Hotel on land currently in use as a private car park on Thames Side Promenade in Reading. The local authority is Reading Borough Council (RBC). The location of the site is shown in **Figure 1**.
- 1.2 The site is situated to the north-west of Reading Town Centre, on the western side of Thames Side Promenade, accessed via Richfield Avenue. Reading Rail Station, situated immediately to the north of Reading Town Centre, is just 1.1km walk from the site. The site is surrounded predominantly by a mix of residential and commercial uses with leisure facilities located nearby along the Thames Path.
- 1.3 The site currently comprises a private car park on the western side of Thames Side Promenade, associated with the neighbouring Crowne Plaza hotel. The location of the site is shown in **Figure 1 and 2**.
- 1.4 The development proposes to construct a new 132 bed hotel with associated car and cycle parking. The footprint of the new hotel will remove a portion of the existing car parking and the remaining car parking on-site will be shared amongst guests of the proposed hotel, the existing Crowne Plaza hotel and restaurant / health club users at the Crowne Plaza.
- 1.5 This Travel Plan has been prepared to support the submission of a planning application for a new hotel however as the parking provision at the Crowne Plaza hotel will be reduced, this Travel Plan is applicable to both hotels, their staff and guests. The management of both hotel groups have agreed to this arrangement and are committed to a joint approach to managing and implementing this Travel Plan.
- 1.6 This Travel Plan summarises the measures and initiatives that will be implemented in order to encourage future staff and guests to travel to and from the site by non-car modes of transport.
- 1.7 The remainder of this document is structured as follows:
- Section 2 - sets out the accessibility of the site via non-car modes of transport;
 - Section 3 - details the objectives of this Travel Plan; and
 - Section 4 - presents a package of measures to help achieve the objectives.

2 ACCESSIBILITY BY NON-CAR MODES OF TRANSPORT

Site Location

- 2.1 The site is situated on the western side of Thames Side Promenade and is accessed from Thames Side Promenade, approximately 2.0km to the north of Reading Town Centre. Access to Thames Side Promenade is taken via the northern side of Richfield Avenue.
- 2.2 The location of the site in relation to Reading Town Centre and surrounding areas can be seen in **Figure 1 and Figure 2.**

Walking

- 2.3 It is generally accepted that there is significant potential for walking to replace the car for short journeys, particularly those under 2km. A key factor in whether this is realised is the quality of the available routes for pedestrians.
- 2.4 A plan showing the extent of a 2km walking radius from the site is illustrated in **Figure 3.** Reading Rail Station, the Oracle Shopping Centre, Broad Street Mall and Christchurch Meadows Park are just some of the amenities available within 2km of the site.
- 2.5 The Thames Path is situated to the east of the site which provides a traffic-free route to parts of Reading and the local area.
- 2.6 Thames Side Promenade and Richfield Avenue provide footways on both sides and the primary desire line towards Reading Rail station and Town Centre provides a signalised pedestrian crossing within 50m east of the Richfield Avenue / Thames Side Promenade priority junction. This crossing provides a demarcated surface, pedestrian guard railing and push-call buttons.
- 2.7 There are footways on both sides of Caversham Road which provide a smooth and level tiled surface. On Caversham Road there are two formal signalised crossing points; one near the junction with Randolph Road and one near the junction with York Road.
- 2.8 The pedestrian route to Reading Rail station takes approximately 14 minutes and is considered direct with good pedestrian facilities along the entirety of the route and at crossing points.

- 2.9 The pedestrian facilities in the vicinity of the site are deemed to be conducive to walking and provide a safe environment for users.

Cycling

- 2.10 It is generally accepted that cycling has the potential to substitute for car trips of less than 5km. A key factor in whether this is realised is the quality of the available routes for cyclists.
- 2.11 A plan showing the extent of a 5km cycling distance from the site is illustrated in **Figure 4**. The neighbouring areas of Caversham Heights, Caversham Park, Coley and Whitley are all accessible within a 5km cycle of the site.
- 2.12 A number of existing cycle routes are provided in the local area. Randolph Road, Newport Road and Cardiff Road are all designated as on-road routes recommended for cyclists and Richfield Avenue is classified as a shared pedestrian and cycle way which connects to Caversham.
- 2.13 In the wider context of Reading, National Cycle Route 5 runs along the banks of the River Thames to the east of the site and connects Reading, Holyhead and Birmingham. In addition to this, National Cycle Route 4 runs alongside the River Kennet and is accessed via Bridge Street to the south of the site and connects London with Bath Bristol and Swansea via Reading.
- 2.14 A cycle route plan created by Reading Borough Council is provided in **Appendix B**. This illustrates the accessibility of the site by bicycle and the links to national cycle routes.
- 2.15 The cycle facilities surrounding the site are deemed to be conducive to cycling.

Public Transport

- 2.16 The site is well-served by public transport, with bus services accessible within approximately 250m walking distance of the site and rail services accessible within approximately 1.1km walking distance of the site.

Bus Services

- 2.17 The nearest set of bus stops to the site is situated on Caversham Road (The Moderation bus stop), approximately 250m walking distance south of the site access. There is also a bus stop

on Richfield Avenue (Rivermead Leisure Centre) approximately 365m west of the site access which provides access to four bus routes.

2.18 The Reading Bus Network Map is shown in **Appendix C**.

2.19 A summary of the services that call at both The Moderation and Rivermead Leisure Centre bus stops is provided in **Table 2.1**.

Table 2.1: Existing Bus Services

Bus	Route	Weekday AM Frequency	Weekday PM Frequency	Saturday Peak Frequency	Sunday Peak Frequency
22	Central Reading – Caversham Heights	60 mins	30 mins	60 mins	120 mins
23	Central Reading – Caversham Park	30 mins	30 mins	30 mins	60 mins
24	Central Reading – Emmer Green	30 mins	30 mins	30 mins	60 mins
27	Central Reading – Amersham Road	30 mins	30 mins	30 mins	60 mins
29	Central Reading – Amersham Road	60 mins (from 09:51 onwards)	60 mins	60 mins	-
42	Rivermead – Kenavon Drive	40 mins	40 mins	40 mins	-
800	High Wycombe – Marlow – Henley - Reading	15 mins	30 mins	30 mins	30 mins
X38	Oxford - Reading	60 mins	60 mins	60 mins	-
X39	Oxford – Reading	60 mins	60 mins	60 mins	-
X40	Oxford - Reading	60 mins	60 mins	60 mins	60 mins

2.20 A variety of 'matchday' buses to Madejski Stadium are available which serve various areas in Reading. The 'matchday' services relevant this site are the F10, F11 and F12. A full timetable of 'matchday' buses in reading is provided in **Appendix D**.

2.21 **Table 2.1** demonstrates that approximately 16 buses operate in the vicinity of the site per hour in each direction. This relates to a bus every four minutes on average.

Rail Services

2.22 Reading Rail Station is situated to the southeast of the site at Station Hill, approximately 1.1km from the site. Bus routes 22, 23, 24, 27 and 42 connect the site to Reading Rail station.

2.23 Reading Rail Station provides frequent connections to London Paddington, Oxford, Bristol Temple Meads, Gatwick Airport and Cardiff Central, amongst many others. The station provides excellent connectivity to the site by rail.

2.24 **Table 2.2** below provides a summary of the rail services operating from Reading Rail Station on a number of key routes.

Table 2.2: Reading Rail Station Services

Destination	Typical Weekday Frequency
London Paddington	2-8 minutes
London Waterloo	30 minutes
Gatwick Airport	60 minutes
Oxford	10 minutes
Basingstoke	15 minutes
Cardiff (via Bristol and Swindon)	30 minutes
Newcastle	60 minutes
Bedwyn	60 minutes
Penzance	120 minutes

Summary

2.25 As demonstrated above, the site benefits from its proximity to Reading Town Centre, Reading Rail station and to local bus services. The site is also accessible via walking and cycling, encouraging sustainable travel by potential guests and staff members.

3 OBJECTIVES

- 3.1 This chapter sets out the overarching objectives for the Travel Plan. Objectives are the high-level aims of this Sustainable Travel Plan, helping to give the document direction and provide a clear focus.
- 3.2 As this Travel Plan is applicable to both hotels, the objectives within this Travel Plan apply to staff and guests at both hotels.
- 3.3 The objectives of this Travel Plan are two-fold. Firstly, to increase awareness of sustainable travel modes available to staff and guests and secondly to ensure staff travel to the site making use of active travel modes where possible. Therefore, more specifically, the sub-objectives of this Travel Plan are to:
- Increase staff awareness of the advantages of active travel and availability of sustainable modes of transport to travel to the site;
 - Maximise the accessibility of the site by active modes at all times;
 - Ensure guests are informed of the car park booking system when they are booking their room through online information and phone bookings;
 - Maintain up-to-date sustainable travel information on the hotels' websites and therefore;
 - Limit unnecessary or unsustainable use of the car for journeys to and from the site by guests.

4 MEASURES AND INITIATIVES

Introduction

- 4.1 This section of the Travel Plan outlines the specific measures to be implemented to enable and encourage sustainable travel choices among staff and guests. The implementation of the listed measures, which include awareness initiatives is the core of the document.
- 4.2 The measures outlined below are draft and prior to full occupation of the new hotel, will be confirmed by the occupier and management at the Crowne Plaza to ensure that they are suitable for the situation at the site, however, this list is not exhaustive of other potential initiatives which could be investigated.

Information Provision

- 4.3 The sustainable transport options which are available to staff and guests will be displayed on the hotel's website and will guests will be directed towards this during and after the booking process. The information provided online will prioritise and encourage active travel modes where possible, followed by public transport options and will discourage private car use where applicable.
- 4.4 All staff will be informed that no car parking is available on-site and will be directed towards the available public transport and active travel options.
- 4.5 Guests will be made aware of the requirement to pre-book a car parking space at the time of their room booking and will be informed that they cannot park on-site without an advance booking. Guests will be made aware that enforcement is in place on site.
- 4.6 The hotels' website will also provide guests with information on nearby public car parks in the event that they cannot pre-book a parking space.
- 4.7 Travel Information Packs (Welcome Packs) will be provided to future staff of the hotel and travel information will be provided to all guests.
- 4.8 This will include, but not be limited to:
- Walking and Cycling route maps;
 - Bus timetables and details of Reading Rail Station services;

- Location of nearby public transport nodes;
- Information on any cycle to work schemes available at the hotels;

Encouraging Walking and Cycling

- 4.9 Staff will be provided with information and advice concerning safe pedestrian routes to the site, particularly from areas within walking distance including public transport nodes and local attractions. Furthermore, the financial, health and fitness benefits of walking will be promoted.
- 4.10 Local cycling routes and information on safe cycling will be provided to all staff as part of their welcome pack.
- 4.11 6 sheltered and secure cycle parking spaces will be provided on site for guests and staff. A cycle store will be provided in the car park of the hotel.
- 4.12 All staff will be informed of any cycle to work schemes in operation at the hotels in addition to any seasonal events and incentives which encourage cycling such as the National Cycle To Work Day and local events.

Encouraging Public Transport

- 4.13 Up-to-date details of bus and rail services, including route information and service frequencies, will be provided on the travel notice board.
- 4.14 Contact details for local taxi operators will be available on the hotels' website and within welcome packs.
- 4.15 Taxis have an important role in providing for trips, in particular when other modes of transport may not be available i.e. late at night/early in the morning.

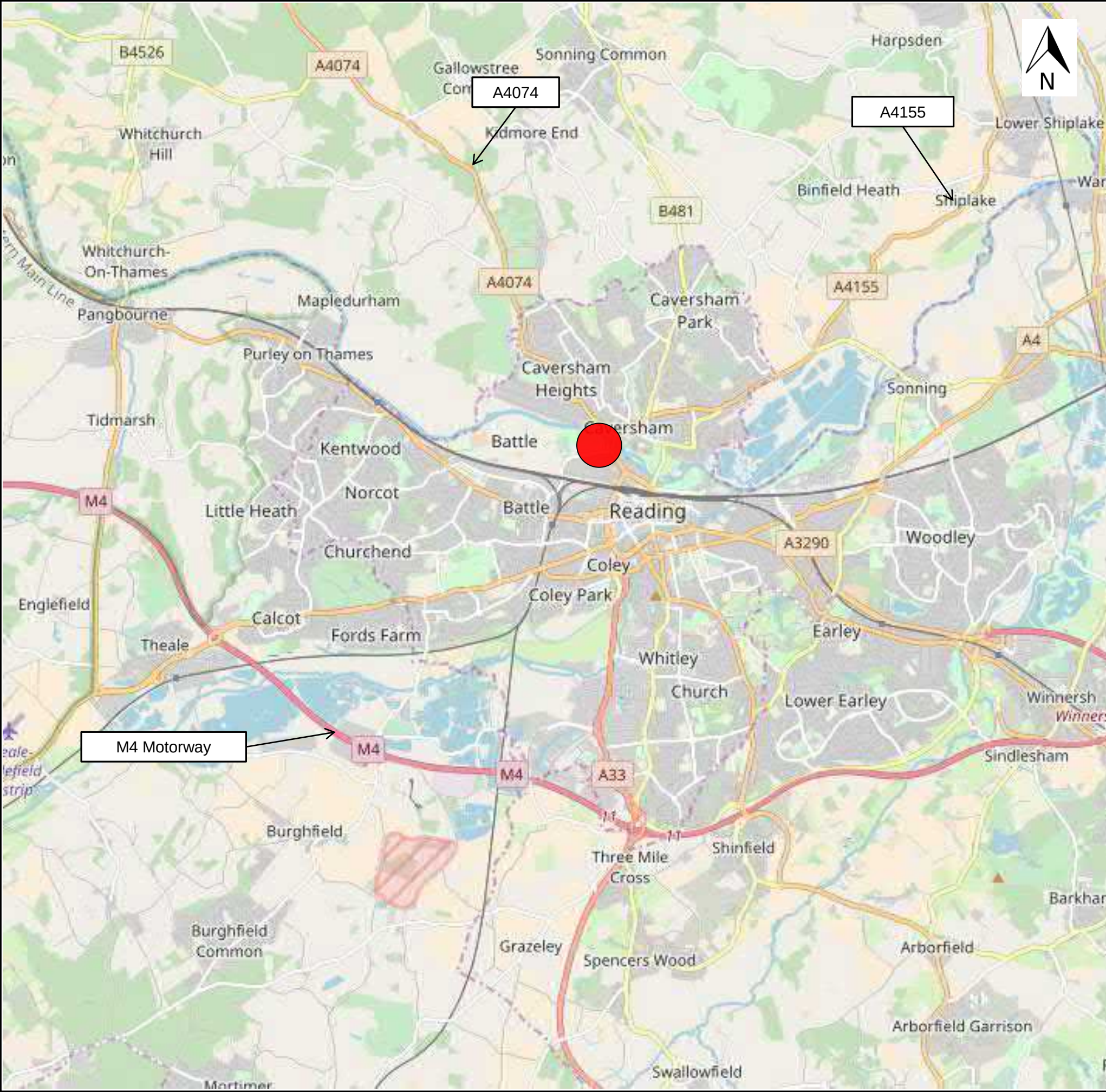
Car Park Management Plan

- 4.16 A Car Park Management Plan (CPMP) has been prepared to support the proposals at the hotel. The CPMP outlines how the car park is managed amongst guests of the two hotels, restaurant and health club users. As stated previously, the hotels will not permit staff to park on-site.

- 4.17 Parking for the hotels will only be possible with an advance booking and a parking space will be assigned to a guest based on availability.

- 4.18 The purpose of the CPMP is not only to manage the car park but also to encourage use of sustainable transport modes.

FIGURES



Key:

 Site Location

Redefine BDL

Proposed Hotel,
Richfield Avenue, Reading

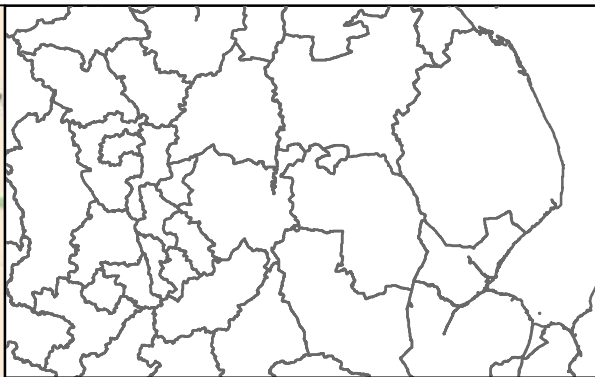
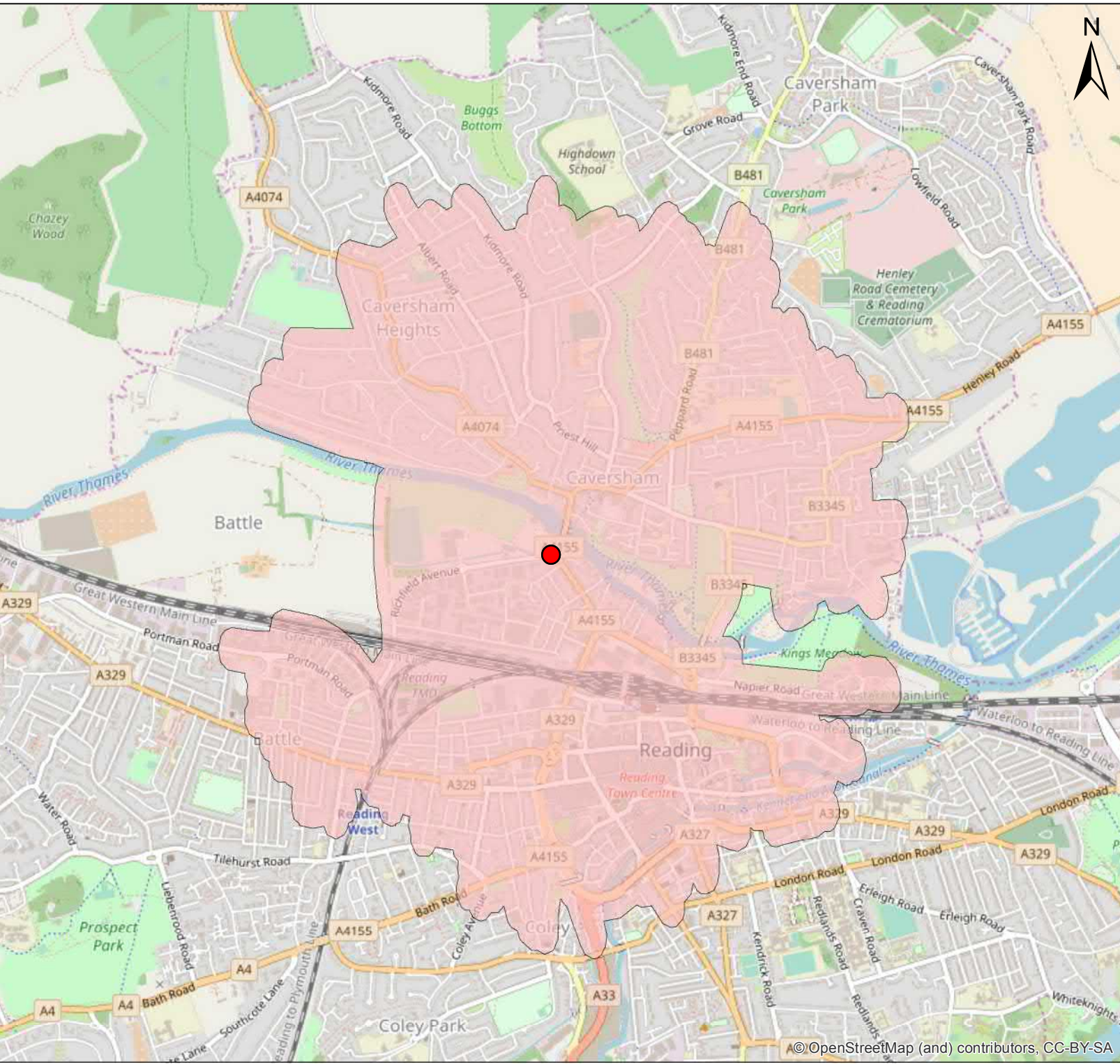
Strategic Site Location Plan

SCALES:		NTS		
DRAWN:	CHECKED:	DATE:	REVISION:	
BB	KH	27/06/19	•	



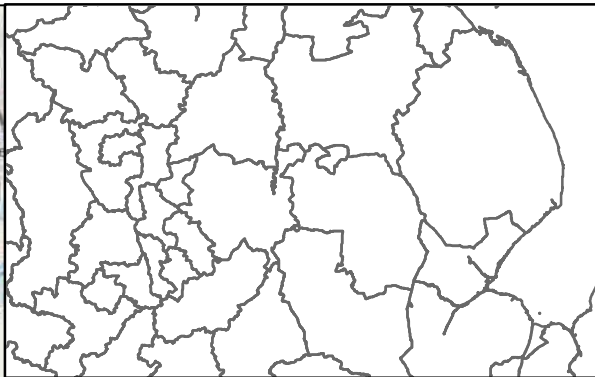
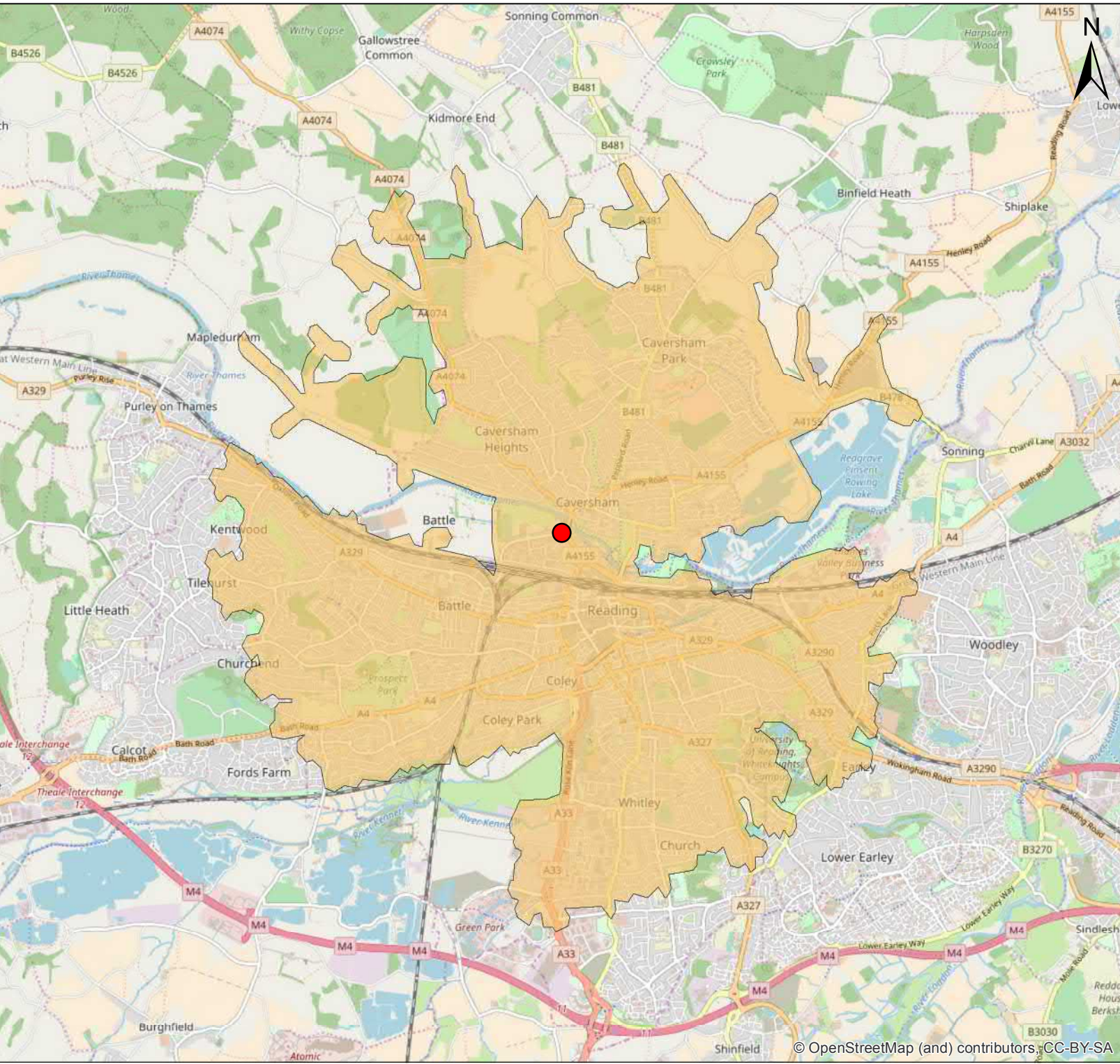
Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectors.co.uk www.vectors.co.uk

DRAWING REFERENCE: Figure 1



- Legend**
- Site Location
 - 2km Walking Isochrone

Redefine BDL		
Proposed Hotel, Richfield Avenue, Reading		
Walking Isocrone		
		
FIGURE: Figure 3		
DRAWN BY: EH	CHECKED BY: BB	DATE: 01/03/2018



Legend

-  Site Location
-  5km Cycling Isocrone

Redefine BDL

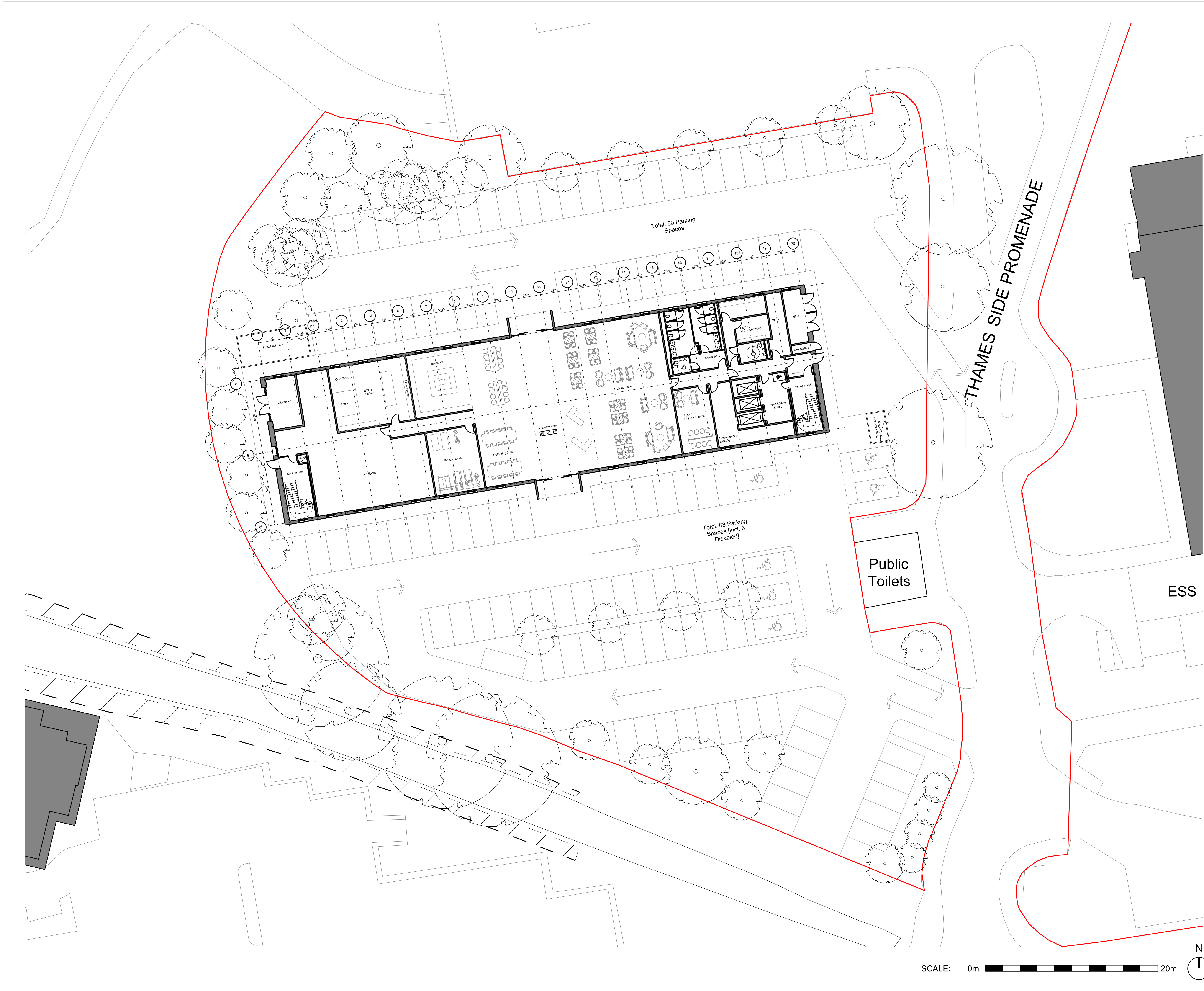
Proposed Hotel, Richfield Avenue, Reading

Cycling Isocrone



FIGURE: Figure 4		
DRAWN BY: EH	CHECKED BY: BB	DATE: 01/03/2018

APPENDIX A



Key Plan				A1
CDM				
Notes				
Revision				
-	13.06.17	First Issue		
A	27.04.18	Draft Planning Issue		
B	04.05.18	North entrance amended.		
C	16.05.18	Planning Issue		
D	08.06.18	Building position amended to avoid tree RPA's.		
		Planning Issue		
E	12.06.19	Amended layout to reflect changes to planning		
F	27.06.19	Amended layout to reflect changes to planning		
CLIENT				
Redefine Hotels Reading Ltd.				
PROJECT TITLE				
Redefine Hotel, Reading				
Site Plan				
Planning				
DRAWING NO.				REV.
0566_X_GA(XX)02_XX				F
SCALE@A1	DATE	ORIGINATOR	CHECKED	
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APPENDIX B



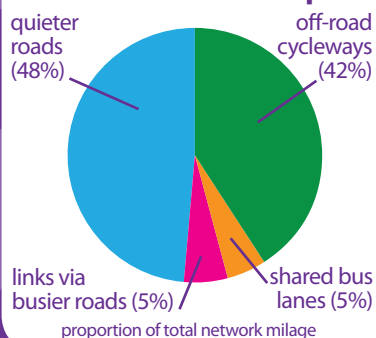
Reading Cycle Routes

Reading's cycle network connects all the town's major public facilities, employment and leisure areas with almost 37 miles of principle routes, of which 17 miles are segregated from general traffic.

Here's why more and more people are choosing cycling to get around Reading:

- **GETTING THERE FITTER** – Cycling is one of the best forms of exercise.
- **GETTING THERE ON TIME** – In Reading cycling is, particularly at peak times, more reliable and frequently faster than travelling by car.
- **GET THERE FOR LESS** – No fares, no fuel, no road tax, no parking charges.
- **GETTING THERE SAFER** – Reading's cycle network aims to improve safety for cyclists, providing off-road, segregated and quieter routes.
- **GETTING THERE SUSTAINABLY** – Cycling is environmentally friendly.

How Reading's cycle network is made up



Reading is also served by three national cycle routes that link with Reading's network for long distance travel.

Your detailed guides to Reading's cycle routes

Detailed maps of Reading cycle routes detailing facilities on each of the routes* and of the full network, including linking routes are available from council facilities and on line.



* North Reading routes available in 2011.



0118 937 3737 or www.reading.gov.uk



Reading Cycle Routes

Getting There





Reading Cycle Routes



Tilehurst Station



Prospect Park



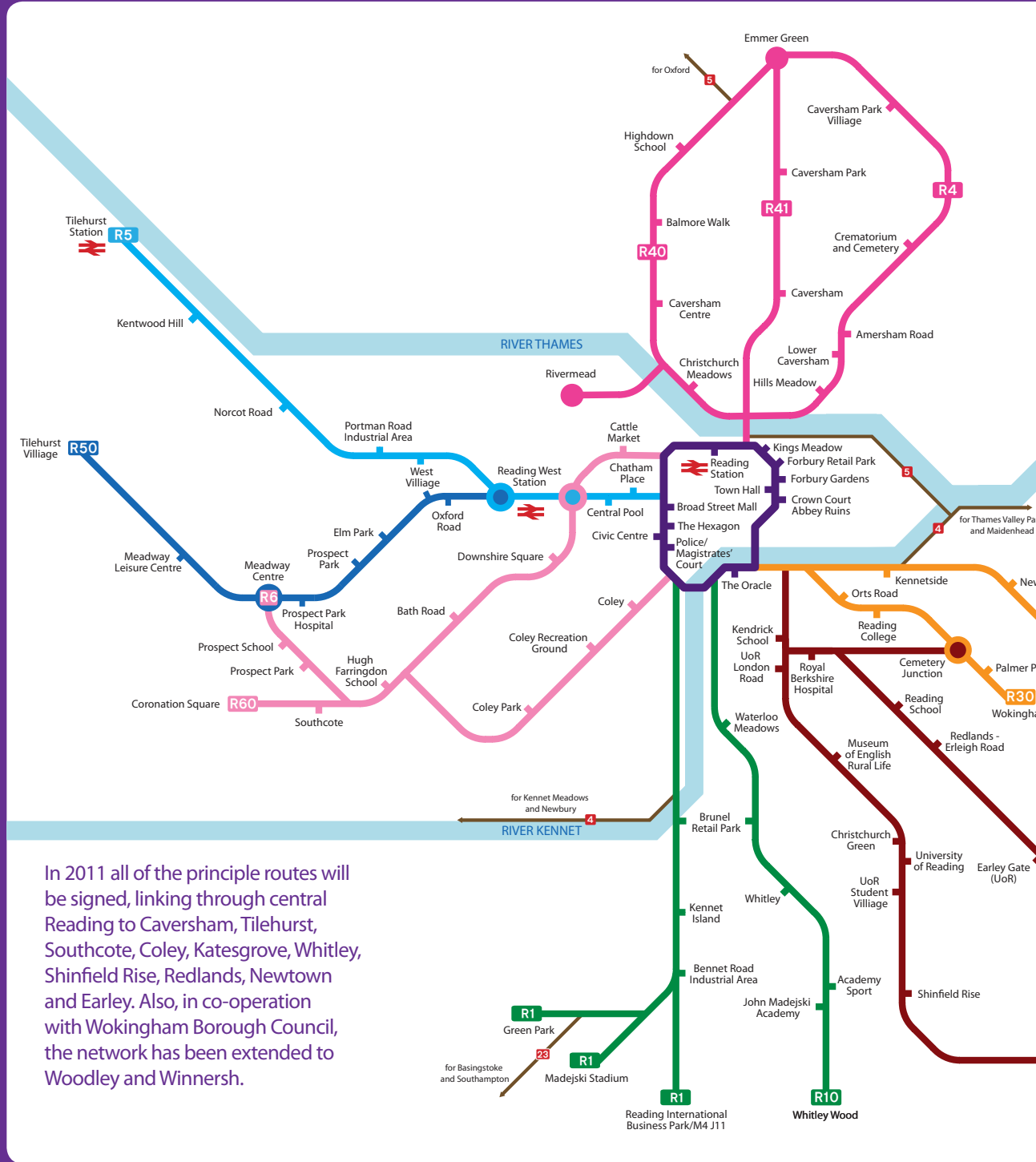
Battle Library



Green Park



Madejski Stadium



In 2011 all of the principle routes will be signed, linking through central Reading to Caversham, Tilehurst, Southcote, Coley, Katesgrove, Whitley, Shinfield Rise, Redlands, Newtown and Earley. Also, in co-operation with Wokingham Borough Council, the network has been extended to Woodley and Winnersh.



Reading Cycle Routes

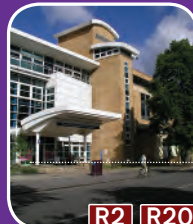
- R1 - R10** South Reading Green Park & Whitley
- R5** West Reading Oxford Road & Tilehurst
- R2 - R20** Reading & Wokingham RBH, Uni & Winnersh
- R50** West Reading Tilehurst & Prospect Park
- R3 - R30** East Reading & Woodley Newtown, & Bulmershe
- R6 - R60** South-West Reading Coley Park & Southcote
- R4 - R40 - R41** North Reading Caversham, Emmer Green & Rivermead
- Reading Town Centre**



Reading Station



Broad Street, Town Centre



Royal Berkshire Hospital



University of Reading

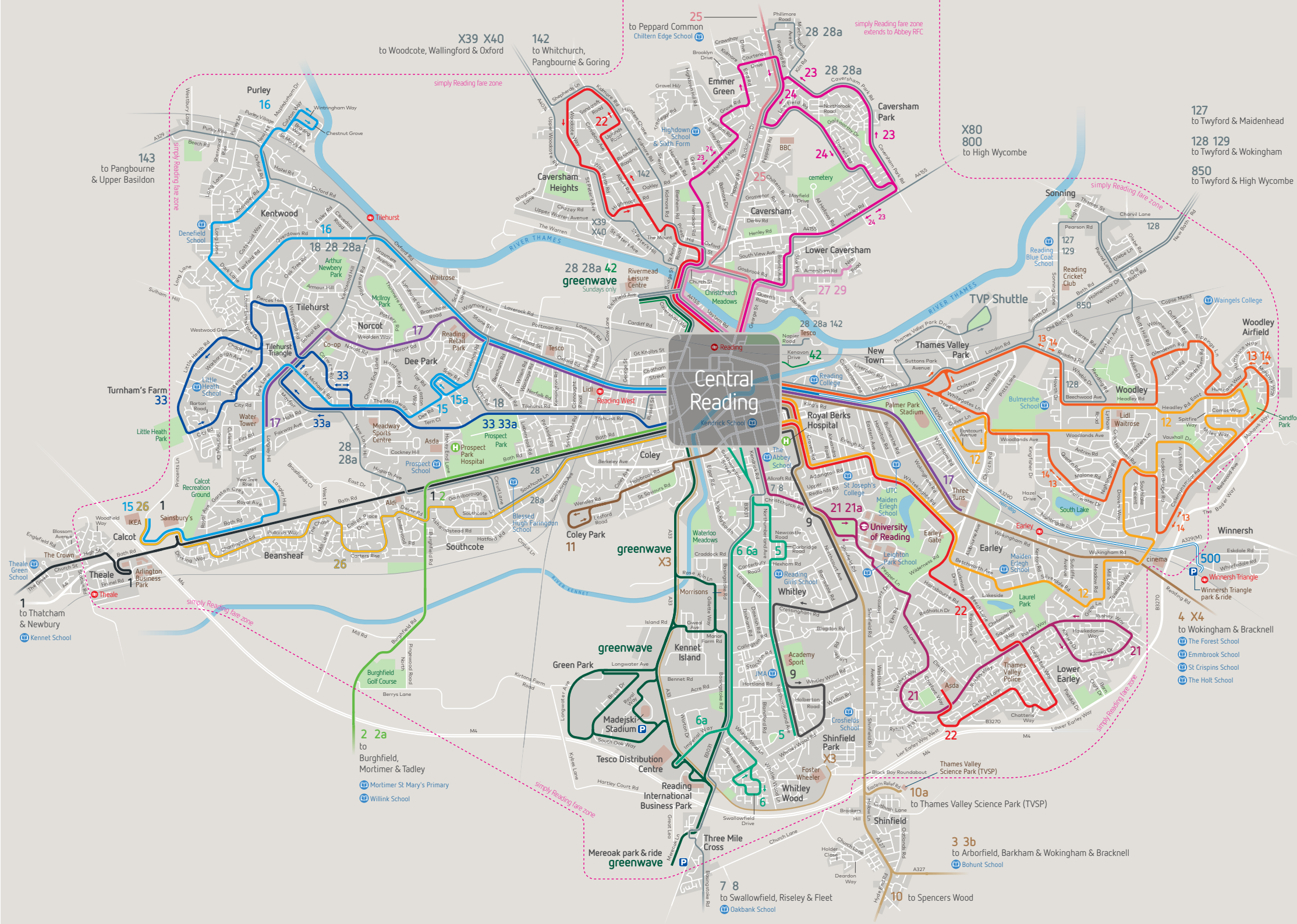


Reading College



IQ Winnersh

APPENDIX C



APPENDIX D

2016-2017 season



EXACT FARE PLEASE
Our drivers do not carry change

EXACT FARE PLEASE
drivers do not carry change

[illegible]

Viscount Way, Herald Way, Dunbar Drive, Oak Drive, Colemans Moor Lane, Rivermead Road, The Ridgeway, Good Companions, Drovers Way top, Mulvington Gardens, Thatchers, Campbell Road, North Lake, Antrim Roads, Stone Centre, Bulmershe Court, Palmerstone Road, Anderson Avenue, St. Three Tuns, Melrose Avenue, St. Peter's Road, Palmer Park Avenue, Colliers Hamilton Road, Cemetery Junction, Reading College, Eldon Road, (London London Street top, Silver Street, Whitley Street)*, Christchurch Gardens, Longbarn Lane.

0871 200 22 33
www.travelinesoutheast.org.uk
www.reading-travelinfo.co.uk

APPENDIX H

RBH Hospitality Management

**Proposed Hotel Scheme,
Thames Side Promenade, Reading**

Delivery and Servicing Management Plan

July 2019

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Figures

- Figure 1 - Strategic Site Location Plan
Figure 2 - Local Site Location Plan

1 INTRODUCTION

- 1.1 Vectos have been retained by RBH Hospitality Management to provide transport advice in relation to the proposed development of a Hotel on land currently in use as a private car park on Thames Side Promenade in Reading. The local authority is Reading Borough Council (RBC). The location of the site is shown in **Figure 1**.
- 1.2 The site is situated to the north-west of Reading Town Centre, on the western side of Thames Side Promenade, accessed via Richfield Avenue. Reading Rail Station, situated immediately to the north of Reading Town Centre, is just 1.1km walk from the site. The site is surrounded predominantly by a mix of residential and commercial uses with leisure facilities located nearby along the Thames Path.
- 1.3 The site currently comprises a private car park on the western side of Thames Side Promenade, associated with the neighbouring Crowne Plaza hotel.
- 1.4 The development proposes to construct a new 132 bed hotel with associated car parking. The footprint of the new hotel will remove a portion of car parking and the remaining car parking on-site will be shared amongst guests of the proposed hotel and the existing Crowne Plaza hotel.
- 1.5 This Delivery & Servicing Management Plan (DSMP) provides the framework for the management of delivery and servicing activity (including refuse collection) with the aim of respecting local servicing sensitivity and in that context to maximise efficiency of servicing.
- 1.6 This DSMP is applicable to all delivery vehicles and refuse vehicles serving the proposed hotel.
- 1.7 This DSMP has been drafted specifically in respect of the development proposals on Richfield Avenue following discussions with Reading Borough Council regarding refuse collection, recycling and waste management.
- 1.8 This DSMP is a living document and the initiatives can be subject to change, as long as that change results in betterment in the context of the aim.

1.9 The remainder of this report is structured under the following chapter headings:

- Chapter 2 – Local Situation
- Chapter 3 – Measures and Initiatives
- Chapter 4 – Monitoring and Review
- Chapter 5 – Summary

2 LOCAL SITUATION

Site Location

- 2.1 The site currently comprises a private car park with 200 car parking spaces associated with the Crowne Plaza hotel. The car park provides one pedestrian access and one gated vehicle access.
- 2.2 The site is situated on the western side of Thames Side Promenade and is accessed from Thames Side Promenade, approximately 2.0km to the north of Reading Town Centre. Access to Thames Side Promenade is taken via the northern side of Richfield Avenue.
- 2.3 The location of the site in relation to Reading Town Centre and surrounding areas can be seen in **Figure 1** and **Figure 2**.

Scheme Elements

- 2.4 The development proposes to construct a new 132 bed hotel with associated car parking. The footprint of the new hotel will remove a portion of car parking and the remaining car parking on-site will be shared amongst guests of the proposed hotel and the existing Crowne Plaza hotel and ancillary facilities.
- 2.5 Within the proposed 132 bed hotel, a breakfast dining room and fitness room will be provided for the use of hotel guests only.

Servicing Arrangements

- 2.6 Refuse collection will take place within the site (off the public highway), taking access from Thames Side Promenade.
- 2.7 Refuse collection will be undertaken by a private waste collection company. This arrangement therefore does not require an RBC refuse vehicle to enter the site as the private refuse collection company will use a shorter refuse collection vehicle with a more generous turning circle which can manoeuvre within the site without having to reverse against one-way vehicle flow.
- 2.8 With regards to deliveries and servicing, the largest delivery vehicle anticipated to make regular trips to the site is a 10.0m rigid linen delivery vehicle. It has been agreed with the

management of the Crowne Plaza hotel to permit the shared use of the loading area within their land ownership on the eastern side of Thames Side Promenade for the linen requirements of the proposed hotel site. As linen deliveries will be undertaken by the same company, this reduces the requirement for additional vehicle trips on the highway network and no longer requires a 10.0m rigid delivery vehicle to enter the car park of the proposed hotel.

- 2.9 To support this arrangement, a Traffic Marshall from either hotel will be in place to oversee the loading / unloading of the linen vehicle when it is parked in the Crowne Plaza loading bay. Linen deliveries to the proposed hotel will be accompanied across Thames Side Promenade (a private road) by the Traffic Marshall.
- 2.10 Deliveries undertaken by smaller LGVs will take place from within the southern car park.
- 2.11 Accordingly, dedicated servicing of the site will take place from the Crowne Plaza loading bay with refuse collection taking place on-site. No servicing will take place on the public highway.
- 2.12 All servicing will be in accordance with the legal requirements for service vehicle movement, parking and loading.

3 MEASURES AND INITIATIVES

- 3.1 This section of the DSMP outlines the specific management measures to be implemented at the proposed development at Richfield Avenue, Reading. The aim is to manage delivery and servicing activity to respect local servicing sensitivity and in that context to maximise efficiency.
- 3.2 This management will ensure that the potential for vehicle conflicts is minimised, that the effect of servicing on the ambience of the local area is minimised and that servicing occurs during permitted daytime hours, this being the least sensitive period, and that the proposals have the minimum impact on both the surrounding highway and pedestrian network.
- 3.3 This DSMP is a living document, and can be modified in agreement with Reading Borough Council on the basis that the purpose of the modifications is to better achieve the aims of the DSMP.
- 3.4 It will be mandatory for vehicles servicing the unit to adhere to the initiatives contained within this DSMP.

Management of the Plan

- 3.5 The managing agent of the hotel property will oversee the management, development and monitoring of the DSMP.

Typical Number, Type and Length of Deliveries

- 3.6 As there is the potential for deliveries (linen, housekeeping supplies and consumables) to be shared with the neighbouring Crowne Plaza hotel, it is unlikely that there will be an intensification of servicing trips as a result of the new hotel.
- 3.7 Based on previous experience with hotel sites of this scale, it is anticipated that within a typical week, the following servicing movements are expected to be associated with the new hotel.

Table 3.1: Typical Daily Servicing Arrangements

Delivery	Frequency	Vehicle	Dwell Time
Linen Deliveries	6 deliveries / collections per week	Largest vehicle to be used would be a 7.5t Rigid	Typically less than 20 minutes
Consumables (Food / Housekeeping Supplies)	2 deliveries per week	Typically delivered by a Transit-style van or a Rigid vehicle of circa 8.5m	Typically less than 30 minutes
Refuse Collection	2 collections per week	Private Waste Collection Company Vehicle	Typically 5 minutes

3.8 As a result the development will be serviced by the following vehicles in the following maximum frequencies.

- Vehicles no larger than 10m in length and 2.45m in width
- No more than 4 daily deliveries (midnight to midnight).

3.9 Linen deliveries and larger service vehicles will load / unload within the dedicated loading bay associated with the Crowne Plaza. To support this arrangement, a Traffic Marshall from either hotel will be in place to oversee the loading / unloading of the linen vehicle when it is parked in the Crowne Plaza loading bay. Linen deliveries to the proposed hotel will be accompanied across Thames Side Promenade (a private road) by the Traffic Marshall.

3.10 Deliveries undertaken by Transit-style vans or LGVs will take place within the southern car park.

3.11 All daily deliveries will typically be undertaken during daytime hours (0700 – 1900). Once the end user tenants are known, the DSMP can be updated to reflect delivery timings.

Good Neighbour and Operational Safety Practices

3.12 The following practices will be implemented for all deliveries and servicing:

- Keep noise to a minimum
- Switch off the engine, fridge and radio
- The considerate closing of doors (do not slam)

3.13 The standard safety practices for both the driver and hotel staff / Traffic Marshall will be observed. These include:

- All relevant PPE (Personal Protection Equipment) is worn during delivery (boots, jacket and gloves)
- Audible and visual warning devices to be used
- Hi-viz to be worn in all areas at all times
- Only trained persons to be involved
- An awareness of the risks (a risk assessment)
- Two persons always involved with unloading and loading
- An awareness of the potential for pedestrian conflict, and suitable mitigation measures, including a 'pedestrian watch'

Refuse Collection

3.14 The hotel will make use of a private waste collection company to collect waste and recycling. Refuse will be collected from within the site and will be managed by on-site staff to ensure the bins are ready to be collected prior to the refuse vehicle arriving, to minimise the delays to waste collection staff. Refuse will be collected no more than once per day.

3.15 No refuse will be stored outside of the premises.

4 MONITORING AND REVIEW

Monitoring

- 4.1 The hotel management will be responsible for the on-going monitoring of the DSMP and for ensuring the implementation of the initiatives contained within this DSMP.
- 4.2 The monitoring process will generate information by which the success of the DSMP can be evaluated. The monitoring process will enable the DSMP initiatives to be modified as appropriate to respond to any issues as they arise.

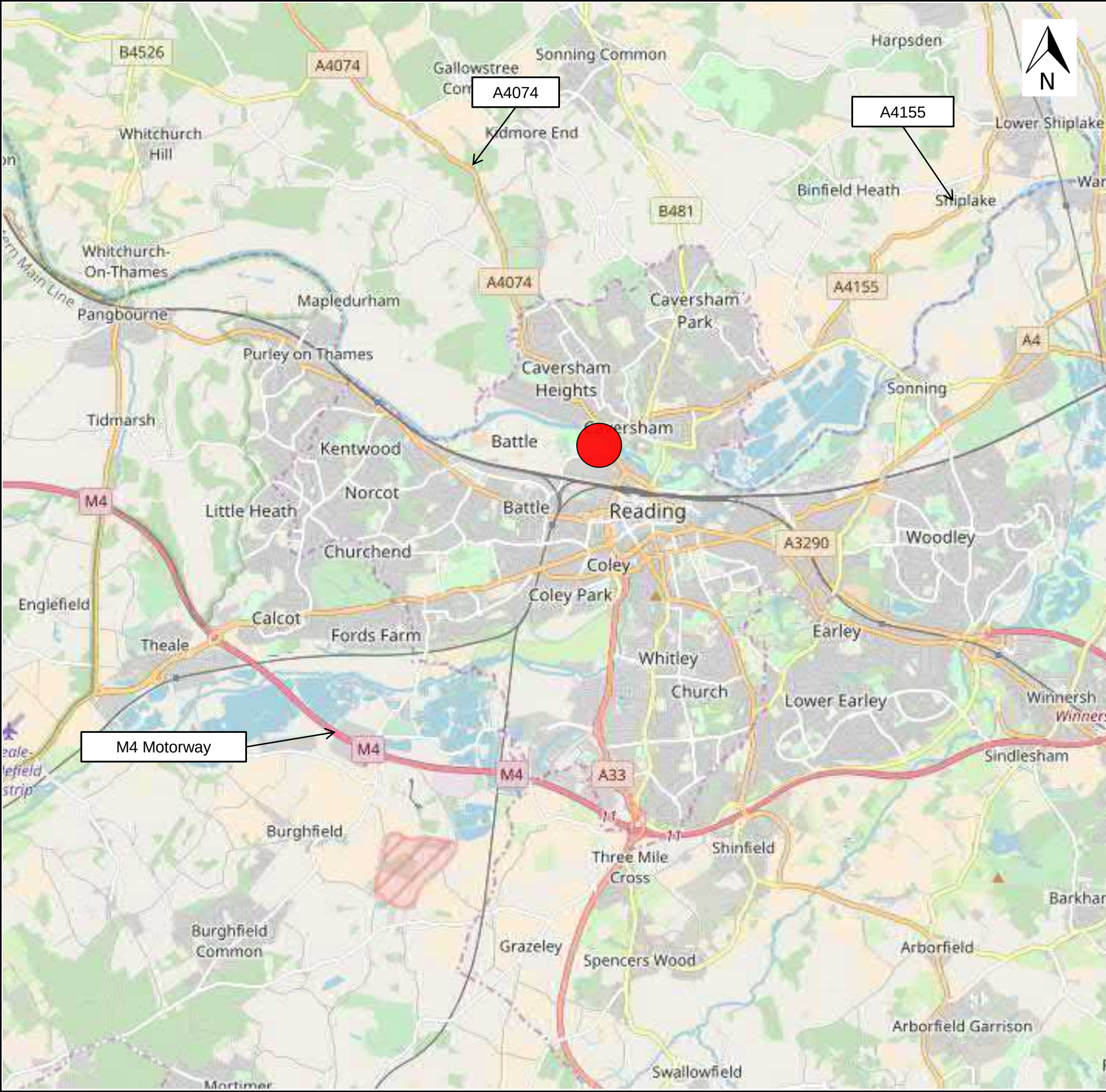
Review

- 4.3 Regular reviews of the DSMP will be undertaken. Representatives from hotel management, employees, suppliers, the Reading Borough Council will be consulted as necessary.

5 SUMMARY

- 5.1 This DSMP has been prepared for the proposed hotel development located off Richfield Avenue to the north of Reading Town Centre.
- 5.2 The Plan provides the framework for the management of delivery and servicing activity (including refuse collection) with the aim of respecting local servicing sensitivity and in that context to maximise efficiency of servicing.
- 5.3 The DSMP requires the development to be serviced off the public highway, within a dedicated loading bay associated with the Crowne Plaza hotel and within the southern car park for smaller service vehicles. Servicing will typically occur during daytime hours (0700 – 1900) on a daily basis as required.
- 5.4 Service vehicle, and refuse vehicle, arrival and departure will be subject to time slots, with the aim that only one vehicle services the hotels at any one time.
- 5.5 A Traffic Marshall will supervise the loading / unloading of deliveries and safely escort linen deliveries across Thames Side Promenade.
- 5.6 Deliveries will be undertaken by vehicles no larger than 10m in length. Refuse collections will be undertaken by a private waste collection company which will utilise a smaller vehicle which can manoeuvre within the site.
- 5.7 Service vehicle drivers and hotel staff will adhere to amenity and safety procedures.
- 5.8 The DSMP is a living document and will be revised from time to time as necessary and with the agreement of Reading Borough Council. The DSMP initiatives will be monitored on a regular basis by the management team, consulting with relevant stakeholders.

FIGURES



Key:

 Site Location

Redefine BDL

Proposed Hotel,
Richfield Avenue, Reading

Strategic Site Location Plan

SCALES:		NTS		
DRAWN:	CHECKED:	DATE:	REVISION:	
BB	KH	27/06/19	•	



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectors.co.uk www.vectors.co.uk

DRAWING REFERENCE: Figure 1

APPENDIX I

Calculation Reference: AUDIT-152301-180424-0453

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TV TEES VALLEY	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: 24 to 213 (units:)
 Range Selected by User: 24 to 213 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 26/09/16

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

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

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

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Secondary Filtering selection:

Use Class:

C1 5 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	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
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

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

Travel Plan:

No 6 days

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

PTAL Rating:

No PTAL Present 6 days

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

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LIST OF SITES relevant to selection parameters

1	CA-06-A-03	TRAVELODGE		CAMBRIDGESHIRE
	CLIFTON WAY			
	CAMBRIDGE LEISURE PARK			
	CAMBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of bedrooms:	120		
	Survey date: FRIDAY	16/10/09	Survey Type: MANUAL	
2	DH-06-A-01	PREMIER INN		DURHAM
	FREEMANS PLACE			
	MILLENNIUM PLACE			
	DURHAM			
	Edge of Town Centre			
	Development Zone			
	Total Number of bedrooms:	103		
	Survey date: THURSDAY	04/12/08	Survey Type: MANUAL	
3	DS-06-A-02	JURY'S INN		DERBYSHIRE
	KING STREET			
	DERBY			
	Town Centre			
	Commercial Zone			
	Total Number of bedrooms:	213		
	Survey date: TUESDAY	19/07/11	Survey Type: MANUAL	
4	TV-06-A-02	HOTEL		TEES VALLEY
	MARTON ROAD			
	MIDDLESBROUGH			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of bedrooms:	74		
	Survey date: FRIDAY	18/12/09	Survey Type: MANUAL	
5	WL-06-A-02	HOLIDAY INN EXPRESS		WILTSHIRE
	BRIDGE STREET			
	SWINDON			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	134		
	Survey date: WEDNESDAY	27/11/13	Survey Type: MANUAL	
6	WY-06-A-02	HOTEL		WEST YORKSHIRE
	CLIFF ROAD			
	HEADINGLEY			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of bedrooms:	24		
	Survey date: FRIDAY	11/06/10	Survey Type: MANUAL	

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.060	6	111	0.106	6	111	0.166
08:00 - 09:00	6	111	0.088	6	111	0.181	6	111	0.269
09:00 - 10:00	6	111	0.087	6	111	0.153	6	111	0.240
10:00 - 11:00	6	111	0.081	6	111	0.100	6	111	0.181
11:00 - 12:00	6	111	0.072	6	111	0.114	6	111	0.186
12:00 - 13:00	6	111	0.091	6	111	0.093	6	111	0.184
13:00 - 14:00	6	111	0.084	6	111	0.075	6	111	0.159
14:00 - 15:00	6	111	0.070	6	111	0.043	6	111	0.113
15:00 - 16:00	6	111	0.072	6	111	0.070	6	111	0.142
16:00 - 17:00	6	111	0.099	6	111	0.066	6	111	0.165
17:00 - 18:00	6	111	0.132	6	111	0.057	6	111	0.189
18:00 - 19:00	6	111	0.118	6	111	0.066	6	111	0.184
19:00 - 20:00	6	111	0.084	6	111	0.072	6	111	0.156
20:00 - 21:00	6	111	0.075	6	111	0.046	6	111	0.121
21:00 - 22:00	6	111	0.081	6	111	0.057	6	111	0.138
22:00 - 23:00	2	89	0.096	2	89	0.107	2	89	0.203
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			1.404			1.406			2.810

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TAXIS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.009	6	111	0.009	6	111	0.018
08:00 - 09:00	6	111	0.013	6	111	0.015	6	111	0.028
09:00 - 10:00	6	111	0.016	6	111	0.018	6	111	0.034
10:00 - 11:00	6	111	0.024	6	111	0.024	6	111	0.048
11:00 - 12:00	6	111	0.016	6	111	0.016	6	111	0.032
12:00 - 13:00	6	111	0.010	6	111	0.010	6	111	0.020
13:00 - 14:00	6	111	0.010	6	111	0.010	6	111	0.020
14:00 - 15:00	6	111	0.007	6	111	0.007	6	111	0.014
15:00 - 16:00	6	111	0.010	6	111	0.009	6	111	0.019
16:00 - 17:00	6	111	0.006	6	111	0.007	6	111	0.013
17:00 - 18:00	6	111	0.013	6	111	0.010	6	111	0.023
18:00 - 19:00	6	111	0.012	6	111	0.015	6	111	0.027
19:00 - 20:00	6	111	0.022	6	111	0.022	6	111	0.044
20:00 - 21:00	6	111	0.024	6	111	0.024	6	111	0.048
21:00 - 22:00	6	111	0.037	6	111	0.037	6	111	0.074
22:00 - 23:00	2	89	0.062	2	89	0.062	2	89	0.124
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.291			0.295			0.586

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL OGVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.001	6	111	0.001	6	111	0.002
08:00 - 09:00	6	111	0.000	6	111	0.000	6	111	0.000
09:00 - 10:00	6	111	0.003	6	111	0.003	6	111	0.006
10:00 - 11:00	6	111	0.001	6	111	0.001	6	111	0.002
11:00 - 12:00	6	111	0.000	6	111	0.000	6	111	0.000
12:00 - 13:00	6	111	0.001	6	111	0.000	6	111	0.001
13:00 - 14:00	6	111	0.003	6	111	0.004	6	111	0.007
14:00 - 15:00	6	111	0.001	6	111	0.001	6	111	0.002
15:00 - 16:00	6	111	0.000	6	111	0.000	6	111	0.000
16:00 - 17:00	6	111	0.000	6	111	0.000	6	111	0.000
17:00 - 18:00	6	111	0.000	6	111	0.000	6	111	0.000
18:00 - 19:00	6	111	0.000	6	111	0.000	6	111	0.000
19:00 - 20:00	6	111	0.000	6	111	0.000	6	111	0.000
20:00 - 21:00	6	111	0.000	6	111	0.000	6	111	0.000
21:00 - 22:00	6	111	0.000	6	111	0.000	6	111	0.000
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.010			0.010			0.020

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

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Survey date range:	01/01/08 - 26/09/16
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Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PSVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.000	6	111	0.000	6	111	0.000
08:00 - 09:00	6	111	0.000	6	111	0.000	6	111	0.000
09:00 - 10:00	6	111	0.000	6	111	0.000	6	111	0.000
10:00 - 11:00	6	111	0.000	6	111	0.000	6	111	0.000
11:00 - 12:00	6	111	0.000	6	111	0.000	6	111	0.000
12:00 - 13:00	6	111	0.000	6	111	0.000	6	111	0.000
13:00 - 14:00	6	111	0.000	6	111	0.000	6	111	0.000
14:00 - 15:00	6	111	0.000	6	111	0.000	6	111	0.000
15:00 - 16:00	6	111	0.000	6	111	0.000	6	111	0.000
16:00 - 17:00	6	111	0.000	6	111	0.000	6	111	0.000
17:00 - 18:00	6	111	0.000	6	111	0.000	6	111	0.000
18:00 - 19:00	6	111	0.000	6	111	0.000	6	111	0.000
19:00 - 20:00	6	111	0.000	6	111	0.000	6	111	0.000
20:00 - 21:00	6	111	0.000	6	111	0.000	6	111	0.000
21:00 - 22:00	6	111	0.000	6	111	0.000	6	111	0.000
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.000				0.000		

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Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.000	6	111	0.001	6	111	0.001
08:00 - 09:00	6	111	0.003	6	111	0.001	6	111	0.004
09:00 - 10:00	6	111	0.003	6	111	0.000	6	111	0.003
10:00 - 11:00	6	111	0.003	6	111	0.003	6	111	0.006
11:00 - 12:00	6	111	0.001	6	111	0.003	6	111	0.004
12:00 - 13:00	6	111	0.000	6	111	0.000	6	111	0.000
13:00 - 14:00	6	111	0.000	6	111	0.004	6	111	0.004
14:00 - 15:00	6	111	0.000	6	111	0.000	6	111	0.000
15:00 - 16:00	6	111	0.001	6	111	0.000	6	111	0.001
16:00 - 17:00	6	111	0.000	6	111	0.000	6	111	0.000
17:00 - 18:00	6	111	0.000	6	111	0.000	6	111	0.000
18:00 - 19:00	6	111	0.000	6	111	0.000	6	111	0.000
19:00 - 20:00	6	111	0.000	6	111	0.001	6	111	0.001
20:00 - 21:00	6	111	0.000	6	111	0.000	6	111	0.000
21:00 - 22:00	6	111	0.000	6	111	0.000	6	111	0.000
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.011			0.013			0.024

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.069	6	111	0.156	6	111	0.225
08:00 - 09:00	6	111	0.124	6	111	0.265	6	111	0.389
09:00 - 10:00	6	111	0.114	6	111	0.249	6	111	0.363
10:00 - 11:00	6	111	0.121	6	111	0.141	6	111	0.262
11:00 - 12:00	6	111	0.118	6	111	0.177	6	111	0.295
12:00 - 13:00	6	111	0.156	6	111	0.121	6	111	0.277
13:00 - 14:00	6	111	0.121	6	111	0.102	6	111	0.223
14:00 - 15:00	6	111	0.114	6	111	0.058	6	111	0.172
15:00 - 16:00	6	111	0.111	6	111	0.093	6	111	0.204
16:00 - 17:00	6	111	0.156	6	111	0.099	6	111	0.255
17:00 - 18:00	6	111	0.184	6	111	0.079	6	111	0.263
18:00 - 19:00	6	111	0.163	6	111	0.096	6	111	0.259
19:00 - 20:00	6	111	0.106	6	111	0.099	6	111	0.205
20:00 - 21:00	6	111	0.103	6	111	0.060	6	111	0.163
21:00 - 22:00	6	111	0.099	6	111	0.063	6	111	0.162
22:00 - 23:00	2	89	0.130	2	89	0.119	2	89	0.249
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			2.003	1.977			3.980		

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.015	6	111	0.033	6	111	0.048
08:00 - 09:00	6	111	0.022	6	111	0.082	6	111	0.104
09:00 - 10:00	6	111	0.031	6	111	0.040	6	111	0.071
10:00 - 11:00	6	111	0.015	6	111	0.075	6	111	0.090
11:00 - 12:00	6	111	0.030	6	111	0.036	6	111	0.066
12:00 - 13:00	6	111	0.024	6	111	0.024	6	111	0.048
13:00 - 14:00	6	111	0.018	6	111	0.027	6	111	0.045
14:00 - 15:00	6	111	0.013	6	111	0.021	6	111	0.034
15:00 - 16:00	6	111	0.022	6	111	0.015	6	111	0.037
16:00 - 17:00	6	111	0.012	6	111	0.025	6	111	0.037
17:00 - 18:00	6	111	0.052	6	111	0.046	6	111	0.098
18:00 - 19:00	6	111	0.033	6	111	0.066	6	111	0.099
19:00 - 20:00	6	111	0.064	6	111	0.027	6	111	0.091
20:00 - 21:00	6	111	0.072	6	111	0.082	6	111	0.154
21:00 - 22:00	6	111	0.064	6	111	0.018	6	111	0.082
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.487	0.617			1.104		

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.000	6	111	0.003	6	111	0.003
08:00 - 09:00	6	111	0.004	6	111	0.013	6	111	0.017
09:00 - 10:00	6	111	0.001	6	111	0.010	6	111	0.011
10:00 - 11:00	6	111	0.006	6	111	0.004	6	111	0.010
11:00 - 12:00	6	111	0.000	6	111	0.004	6	111	0.004
12:00 - 13:00	6	111	0.001	6	111	0.003	6	111	0.004
13:00 - 14:00	6	111	0.003	6	111	0.007	6	111	0.010
14:00 - 15:00	6	111	0.003	6	111	0.000	6	111	0.003
15:00 - 16:00	6	111	0.006	6	111	0.003	6	111	0.009
16:00 - 17:00	6	111	0.003	6	111	0.003	6	111	0.006
17:00 - 18:00	6	111	0.003	6	111	0.004	6	111	0.007
18:00 - 19:00	6	111	0.006	6	111	0.000	6	111	0.006
19:00 - 20:00	6	111	0.003	6	111	0.000	6	111	0.003
20:00 - 21:00	6	111	0.003	6	111	0.000	6	111	0.003
21:00 - 22:00	6	111	0.000	6	111	0.000	6	111	0.000
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.042			0.054			0.096

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.003	6	111	0.015	6	111	0.018
08:00 - 09:00	6	111	0.003	6	111	0.004	6	111	0.007
09:00 - 10:00	6	111	0.003	6	111	0.003	6	111	0.006
10:00 - 11:00	6	111	0.003	6	111	0.004	6	111	0.007
11:00 - 12:00	6	111	0.003	6	111	0.004	6	111	0.007
12:00 - 13:00	6	111	0.003	6	111	0.000	6	111	0.003
13:00 - 14:00	6	111	0.004	6	111	0.004	6	111	0.008
14:00 - 15:00	6	111	0.003	6	111	0.000	6	111	0.003
15:00 - 16:00	6	111	0.004	6	111	0.001	6	111	0.005
16:00 - 17:00	6	111	0.000	6	111	0.000	6	111	0.000
17:00 - 18:00	6	111	0.006	6	111	0.001	6	111	0.007
18:00 - 19:00	6	111	0.013	6	111	0.001	6	111	0.014
19:00 - 20:00	6	111	0.004	6	111	0.001	6	111	0.005
20:00 - 21:00	6	111	0.009	6	111	0.000	6	111	0.009
21:00 - 22:00	6	111	0.003	6	111	0.000	6	111	0.003
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.064			0.038			0.102

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.000	6	111	0.000	6	111	0.000
08:00 - 09:00	6	111	0.000	6	111	0.000	6	111	0.000
09:00 - 10:00	6	111	0.000	6	111	0.000	6	111	0.000
10:00 - 11:00	6	111	0.000	6	111	0.000	6	111	0.000
11:00 - 12:00	6	111	0.000	6	111	0.000	6	111	0.000
12:00 - 13:00	6	111	0.000	6	111	0.000	6	111	0.000
13:00 - 14:00	6	111	0.000	6	111	0.000	6	111	0.000
14:00 - 15:00	6	111	0.000	6	111	0.000	6	111	0.000
15:00 - 16:00	6	111	0.000	6	111	0.000	6	111	0.000
16:00 - 17:00	6	111	0.000	6	111	0.000	6	111	0.000
17:00 - 18:00	6	111	0.000	6	111	0.000	6	111	0.000
18:00 - 19:00	6	111	0.000	6	111	0.000	6	111	0.000
19:00 - 20:00	6	111	0.000	6	111	0.000	6	111	0.000
20:00 - 21:00	6	111	0.000	6	111	0.000	6	111	0.000
21:00 - 22:00	6	111	0.000	6	111	0.000	6	111	0.000
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.000				0.000		

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.003	6	111	0.018	6	111	0.021
08:00 - 09:00	6	111	0.007	6	111	0.018	6	111	0.025
09:00 - 10:00	6	111	0.004	6	111	0.013	6	111	0.017
10:00 - 11:00	6	111	0.009	6	111	0.009	6	111	0.018
11:00 - 12:00	6	111	0.003	6	111	0.009	6	111	0.012
12:00 - 13:00	6	111	0.004	6	111	0.003	6	111	0.007
13:00 - 14:00	6	111	0.007	6	111	0.012	6	111	0.019
14:00 - 15:00	6	111	0.006	6	111	0.000	6	111	0.006
15:00 - 16:00	6	111	0.010	6	111	0.004	6	111	0.014
16:00 - 17:00	6	111	0.003	6	111	0.003	6	111	0.006
17:00 - 18:00	6	111	0.009	6	111	0.006	6	111	0.015
18:00 - 19:00	6	111	0.019	6	111	0.001	6	111	0.020
19:00 - 20:00	6	111	0.007	6	111	0.001	6	111	0.008
20:00 - 21:00	6	111	0.012	6	111	0.000	6	111	0.012
21:00 - 22:00	6	111	0.003	6	111	0.000	6	111	0.003
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.106			0.097			0.203

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.087	6	111	0.208	6	111	0.295
08:00 - 09:00	6	111	0.157	6	111	0.367	6	111	0.524
09:00 - 10:00	6	111	0.153	6	111	0.302	6	111	0.455
10:00 - 11:00	6	111	0.148	6	111	0.228	6	111	0.376
11:00 - 12:00	6	111	0.153	6	111	0.225	6	111	0.378
12:00 - 13:00	6	111	0.184	6	111	0.148	6	111	0.332
13:00 - 14:00	6	111	0.147	6	111	0.145	6	111	0.292
14:00 - 15:00	6	111	0.133	6	111	0.079	6	111	0.212
15:00 - 16:00	6	111	0.145	6	111	0.112	6	111	0.257
16:00 - 17:00	6	111	0.171	6	111	0.127	6	111	0.298
17:00 - 18:00	6	111	0.246	6	111	0.132	6	111	0.378
18:00 - 19:00	6	111	0.216	6	111	0.163	6	111	0.379
19:00 - 20:00	6	111	0.178	6	111	0.129	6	111	0.307
20:00 - 21:00	6	111	0.187	6	111	0.142	6	111	0.329
21:00 - 22:00	6	111	0.166	6	111	0.081	6	111	0.247
22:00 - 23:00	2	89	0.130	2	89	0.119	2	89	0.249
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			2.615			2.707			5.322

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

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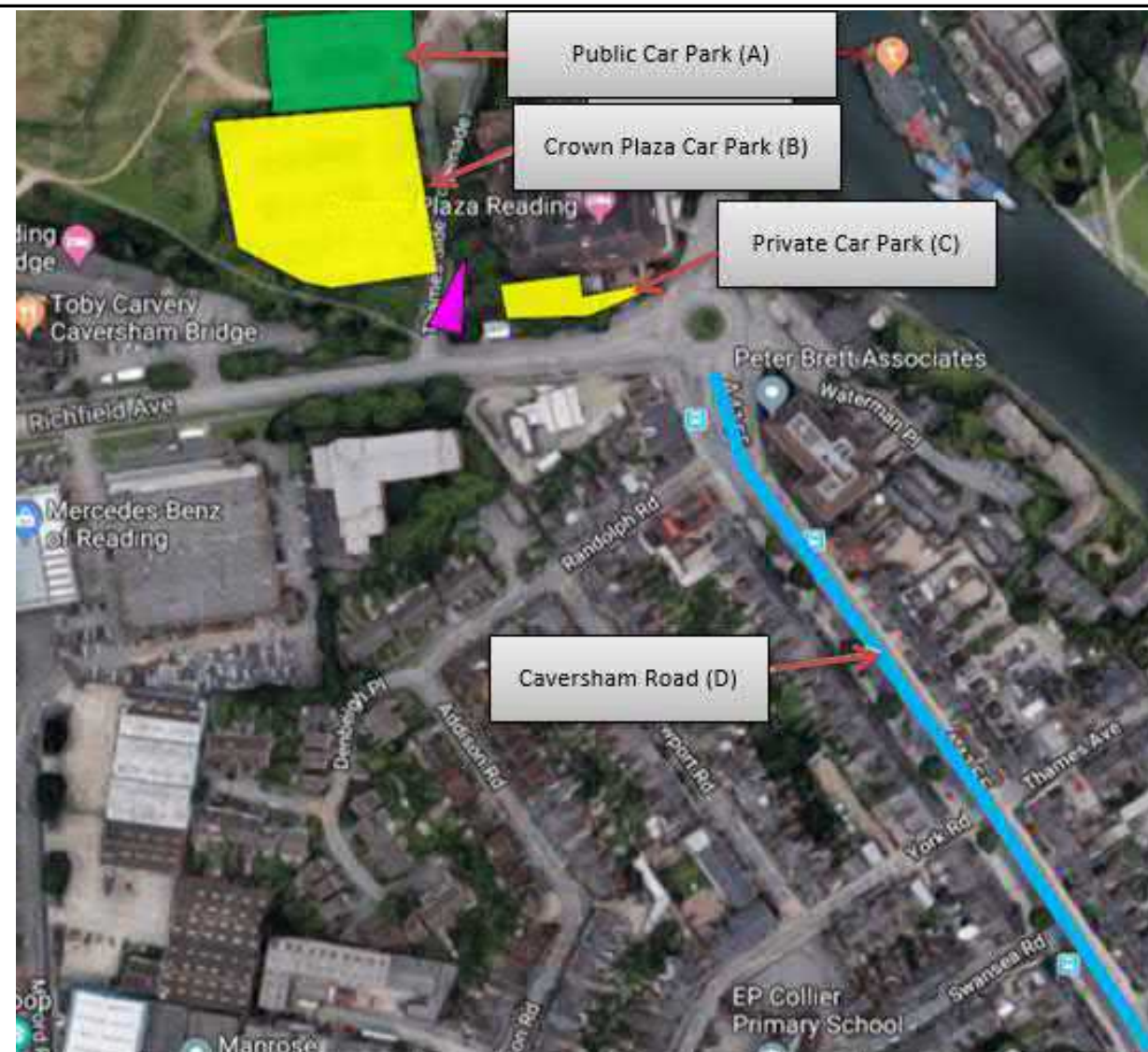
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Parameter summary

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Number of Saturdays:	0
Number of Sundays:	0
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APPENDIX J



	Site / Location:	Crowne Plaza Hotel	Project No:	9181	Drawing No:	9181-01	Drawn By:	MB
	Survey Date:	Thursday 13th, Friday 14th and Saturday 15th September 2018	Project Name:	Richfield Avenue, Reading				
	Survey Times:	Day Beats: Hourly beats in between 0700 and 1900hrs (last beat at 1800hrs) on each day. Night Beats: One beat in between 0000-0500hrs on Saturday	Drawing Title:	Site Layout and Observed Movements				



9181 / Richfield Avenue, Reading
September 2018
Parking Survey

ID	street	IS restriction	length	space	type
1	Caversham Road	Double Yellow	27.6	5	horizontal
2	Caversham Road	Double Yellow/Drop Ker	17.4	3	horizontal
3	Caversham Road	Double Yellow	55.9	11	horizontal
4	Caversham Road	Zig Zag Lines	16.2	3	horizontal
5	Caversham Road	Pedestrian Crossing	4.0	0	horizontal
6	Caversham Road	Zig Zag Lines	19.6	3	horizontal
7	Caversham Road	Double Yellow	4.4	0	horizontal
8	Caversham Road	Double Yellow	9.6	1	horizontal
9	Caversham Road	Parking Bays	111.9	22	horizontal
10	Caversham Road	Double Yellow	2.7	0	horizontal
11	Caversham Road	Zig Zag Lines	24.3	4	horizontal
12	Caversham Road	Pedestrian Crossing	4.1	0	horizontal
13	Caversham Road	Zig Zag Lines	10.7	2	horizontal
14	Caversham Road	Double Yellow	19.9	3	horizontal
15	Caversham Road	Double Yellow/Drop Ker	3.0	0	horizontal
16	Caversham Road	Double Yellow	13.1	2	horizontal
17	Caversham Road	Double Yellow	26.4	5	horizontal
18	Caversham Road	Zig Zag Lines	20.2	4	horizontal
19	Caversham Road	Pedestrian Crossing	4.1	0	horizontal
20	Caversham Road	Zig Zag Lines	24.5	4	horizontal
21	Caversham Road	Double Yellow	10.3	2	horizontal
22	Caversham Road	Single Yellow	14.2	2	horizontal
23	Caversham Road	Single Yellow/Drop Kerb	4.9	0	horizontal
24	Caversham Road	Single Yellow	66.8	13	horizontal
25	Caversham Road	Double Yellow	28.9	5	horizontal
26	Caversham Road	Double Yellow	4.0	0	horizontal
27	Caversham Road	Zig Zag Lines	19.5	3	horizontal
28	Caversham Road	Pedestrian Crossing	4.1	0	horizontal
29	Caversham Road	Zig Zag Lines	18.0	3	horizontal
30	Caversham Road	Double Yellow	43.2	8	horizontal
31	Caversham Road	Double Yellow	57.8	11	horizontal
32	Car Park A	Pay and Display		62	Bays
33	Car Park A	Disabled Bays		3	Bays
34	Car Park A	Motor Cycle Bay		1	Bays
35	Car Park B	Parking Bays		167	Bays
36	Car Park C	Parking Bays		16	Bays
37	Car Park C	Disabled Bays		5	Bays
	All Roads	All	691.3	373	



9181 / Richfield Avenue, Reading

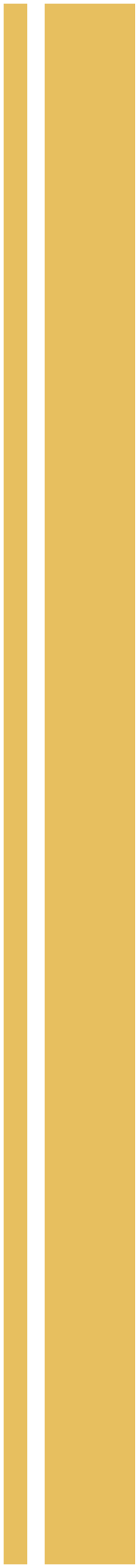
September 2018

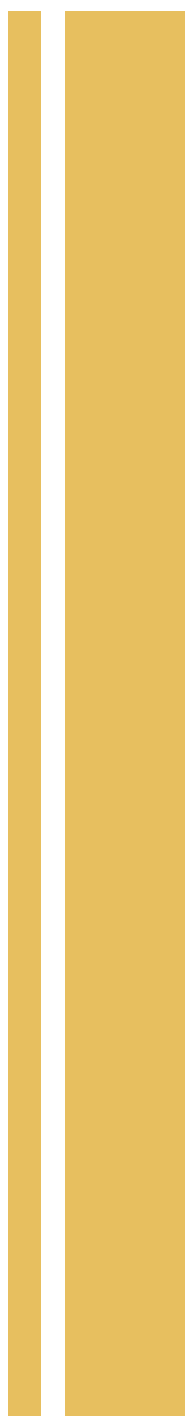
Parking Survey

Regular horizontal bay = 5m

Street	Caversham Road		Caversham Road		Car Park A		Car Park B		Car Park C		All Streets	
	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.
Double Yellow	304	53	-	-	-	-	-	-	-	-	303.8	53
Double Yellow/Drop Kerb	20.4	3	-	-	-	-	-	-	-	-	20.4	3
Zig Zag Lines	153	26	-	-	-	-	-	-	-	-	153	26
Pedestrian Crossing	16.3	-	-	-	-	-	-	-	-	-	16.3	-
Parking Bays	112	22	-	-	-	167	-	16	-	16	111.9	205
Single Yellow	81	15	-	-	-	-	-	-	-	-	81	15
Single Yellow/Drop Kerb	4.9	-	-	-	-	-	-	-	-	-	4.9	-
Pay and Display	-	-	-	62	-	-	-	-	-	-	-	62
Disabled Bays	-	-	-	3	-	-	-	5	-	-	-	8
Motor Cycle Bay	-	-	-	1	-	-	-	-	-	-	-	1
Total	691	119	0	66	0	167	0	21	0	21	691.3	373

Year	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	







Street: **Study Area Results**

Vehicles Parked (vol)

Day	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sep-2018
Restriction	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	00:30	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	Capacity	
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	
Double Yellow/Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Zig Zag Lines	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Parking Bays	74	68	89	113	116	112	117	102	105	91	89	85	71	78	98	104	95	97	88	101	105	106	119	113	93	97	108	116	114	112	91	91	97	121	122	126	123	205	
Single Yellow	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
Single Yellow/Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pay and Display	10	15	23	31	32	30	41	39	33	32	32	39	11	10	17	26	29	28	28	20	20	19	15	12	10	42	61	55	57	62	52	41	35	40	47	38	40	62	
Disabled Bays	0	1	2	4	5	2	2	2	3	2	2	1	1	2	4	3	4	5	3	2	2	2	3	3	3	3	3	3	4	2	0	1	1	2	4	5	3	8	
Motor Cycle Bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
All	84	84	114	148	154	144	160	144	141	125	123	125	83	90	119	133	128	130	119	123	127	127	137	128	106	142	172	174	175	176	143	133	133	163	173	169	166	373	

Occupancy (%)

Day	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sep-2018
Restriction	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	00:30	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	Capacity	
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	53	
Double Yellow/Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3	
Zig Zag Lines	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26	
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Parking Bays	36%	33%	43%	55%	57%	55%	57%	50%	51%	44%	43%	41%	35%	38%	48%	51%	46%	47%	43%	49%	51%	52%	58%	55%	45%	47%	53%	57%	56%	55%	44%	44%	47%	59%	60%	61%	60%	205	
Single Yellow	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15	
Single Yellow/Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pay and Display	16%	24%	37%	50%	52%	48%	66%	63%	53%	52%	52%	63%	18%	16%	27%	42%	47%	45%	45%	32%	32%	31%	24%	19%	16%	68%	98%	89%	92%	100%	84%	66%	56%	65%	76%	61%	65%	62	
Disabled Bays	0%	13%	25%	50%	63%	25%	25%	25%	38%	25%	25%	13%	13%	25%	50%	38%	50%	63%	38%	25%	25%	25%	38%	38%	38%	38%	38%	38%	50%	25%	0%	13%	13%	25%	50%	63%	38%	8	
Motor Cycle Bay	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1	
All	23%	23%	31%	40%	41%	39%	43%	39%	38%	34%	33%	34%	22%	24%	32%	36%	34%	35%	32%	33%	34%	34%	37%	34%	28%	38%	46%	47%	47%	47%	38%	36%	36%	44%	46%	45%	45%	373	



Street: **Caversham Road**

Vehicles Parked (vol)

Day	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sep-2018
Restriction	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	00:30	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	Capacity		
Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	
Double Yellow/Drop Kerb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Zig Zag Lines	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Parking Bays	14	9	8	12	8	9	13	7	11	9	12	14	10	8	13	11	12	14	10	12	11	10	10	13	10	9	10	14	16	15	9	7	11	13	5	13	14	22		
Single Yellow	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
Single Yellow/Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Motor Cycle Bay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
All	14	9	8	12	9	9	13	8	11	9	12	14	10	8	13	11	12	14	10	12	11	10	10	13	10	9	10	14	16	15	9	7	11	13	5	13	14	119		

Occupancy (%)

Day	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sep-2018
Restriction	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	00:30	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	Capacity
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	53	
Double Yellow/Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3	
Zig Zag Lines	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26	
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Parking Bays	64%	41%	36%	55%	36%	41%	59%	32%	50%	41%	55%	64%	45%	36%	59%	50%	55%	64%	45%	55%	50%	45%	45%	59%	45%	41%	45%	64%	73%	68%	41%	32%	50%	59%	23%	59%	64%	22
Single Yellow	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15	
Single Yellow/Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Motor Cycle Bay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
All	12%	8%	7%	10%	8%	8%	11%	7%	9%	8%	10%	12%	8%	7%	11%	9%	10%	12%	8%	10%	9%	8%	8%	11%	8%	8%	8%	12%	13%	13%	8%	6%	9%	11%	4%	11%	12%	119



Street: **Car Park A**

Vehicles Parked (vol)

Day	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sep-2018
Restriction	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	00:30	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	Capacity		
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Double Yellow/Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Single Yellow/Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pay and Display	10	15	23	31	32	30	41	39	33	32	32	39	11	10	17	26	29	28	28	20	20	19	15	12	10	42	61	55	57	62	52	41	35	40	47	38	40	62		
Disabled Bays	0	0	1	2	2	1	2	1	2	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	3		
Motor Cycle Bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
All	10	15	24	33	34	31	43	40	35	32	32	39	11	10	17	27	31	29	28	20	20	19	15	12	10	42	61	55	57	63	52	41	35	40	48	38	41	66		

Occupancy (%)

Day	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sep-2018
Restriction	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	00:30	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	Capacity		
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Double Yellow/Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Parking Bays	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Single Yellow/Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pay and Display	16%	24%	37%	50%	52%	48%	66%	63%	53%	52%	52%	63%	18%	16%	27%	42%	47%	45%	45%	32%	32%	31%	24%	19%	16%	68%	98%	89%	92%	100%	84%	66%	56%	65%	76%	61%	65%	62		
Disabled Bays	0%	0%	33%	67%	67%	33%	67%	33%	67%	0%	0%	0%	0%	0%	0%	33%	67%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	33%	0%	33%	3		
Motor Cycle Bay	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1		
All	15%	23%	36%	50%	52%	47%	65%	61%	53%	48%	48%	59%	17%	15%	26%	41%	47%	44%	42%	30%	30%	29%	23%	18%	15%	64%	92%	83%	86%	95%	79%	62%	53%	61%	73%	58%	62%	66		



Street: **Car Park B**

		Vehicles Parked (vol)																																				
Day	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sep-2018
Restriction	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	00:30	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	Capacity
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
Double Yellow/Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
Parking Bays	47	46	67	85	92	91	88	84	79	67	63	55	46	56	70	77	70	67	62	73	78	81	95	84	71	75	83	87	84	82	73	70	72	93	101	97	93	167
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
Single Yellow/Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
Motor Cycle Bay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
All	47	46	67	85	92	91	88	84	79	67	63	55	46	56	70	77	70	67	62	73	78	81	95	84	71	75	83	87	84	82	73	70	72	93	101	97	93	167

	Occupancy (%)																																					
Day	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sep-2018
Restriction	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	00:30	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	Capacity
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Double Yellow/Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Parking Bays	28%	28%	40%	51%	55%	54%	53%	50%	47%	40%	38%	33%	28%	34%	42%	46%	42%	40%	37%	44%	47%	49%	57%	50%	43%	45%	50%	52%	50%	49%	44%	42%	43%	56%	60%	58%	56%	167
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Single Yellow/Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Disabled Bays	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Motor Cycle Bay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
All	28%	28%	40%	51%	55%	54%	53%	50%	47%	40%	38%	33%	28%	34%	42%	46%	42%	40%	37%	44%	47%	49%	57%	50%	43%	45%	50%	52%	50%	49%	44%	42%	43%	56%	60%	58%	56%	167



Street: **Car Park C**

Vehicles Parked (vol)

Day	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sep-2018
Restriction	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	00:30	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	Capacity	
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Double Yellow/Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Parking Bays	13	13	14	16	16	12	16	11	15	15	14	16	15	14	15	16	13	16	16	16	16	15	14	16	12	13	15	15	14	15	9	14	14	15	16	16	16	16	
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Single Yellow/Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Disabled Bays	0	1	1	2	3	1	0	1	1	2	2	1	1	2	4	2	2	4	3	2	2	2	3	3	3	3	3	3	3	4	1	0	1	1	2	3	5	2	5
Motor Cycle Bay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
All	13	14	15	18	19	13	16	12	16	17	16	17	16	16	19	18	15	20	19	18	18	17	17	19	15	16	18	18	18	16	9	15	15	17	19	21	18	21	

Occupancy (%)

Day	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Thu	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Fri	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sat	Sep-2018
Restriction	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	00:30	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	Capacity	
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Double Yellow/Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Zig Zag Lines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Parking Bays	81%	81%	88%	100%	100%	75%	100%	69%	94%	94%	88%	100%	94%	88%	94%	100%	81%	100%	100%	100%	100%	94%	88%	100%	75%	81%	94%	94%	88%	94%	56%	88%	88%	94%	100%	100%	100%	16	
Single Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Single Yellow/Drop Kerb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Pay and Display	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
Disabled Bays	0%	20%	20%	40%	60%	20%	0%	20%	20%	40%	40%	20%	20%	40%	80%	40%	40%	80%	60%	40%	40%	40%	60%	60%	60%	60%	60%	60%	60%	80%	20%	0%	20%	20%	40%	60%	100%	40%	5
Motor Cycle Bay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
All	62%	67%	71%	86%	90%	62%	76%	57%	76%	81%	76%	81%	76%	76%	90%	86%	71%	95%	90%	86%	86%	81%	81%	90%	71%	76%	86%	86%	86%	76%	43%	71%	71%	81%	90%	100%	86%	21	

Time Period	Thursday 13th September				Friday 14th September				Saturday 15th September			
	A	B	C	D	A	B	C	D	A	B	C	D
07:00-08:00	15%	28%	62%	64%	17%	28%	76%	45%	64%	45%	76%	41%
08:00-09:00	23%	28%	67%	41%	15%	34%	76%	36%	92%	50%	86%	45%
09:00-10:00	36%	40%	71%	36%	26%	42%	90%	59%	83%	52%	86%	64%
10:00-11:00	50%	51%	86%	55%	41%	46%	86%	50%	86%	50%	86%	73%
11:00-12:00	52%	55%	90%	36%	47%	42%	71%	55%	95%	49%	76%	68%
12:00-13:00	47%	54%	62%	41%	44%	40%	95%	64%	79%	44%	43%	41%
13:00-14:00	65%	53%	76%	59%	42%	37%	90%	45%	62%	42%	71%	32%
14:00-15:00	61%	50%	57%	32%	30%	44%	86%	55%	53%	43%	71%	50%
15:00-16:00	53%	47%	76%	50%	30%	47%	86%	50%	61%	56%	81%	59%
16:00-17:00	48%	40%	81%	41%	29%	49%	81%	45%	73%	60%	90%	23%
17:00-18:00	48%	38%	76%	55%	23%	57%	81%	45%	58%	58%	100%	59%
18:00-19:00	59%	33%	81%	64%	18%	50%	90%	59%	62%	56%	86%	64%

Intelligent Data Collection Limited Rivermead Leisure Complex

Client: Vectos
Project Number: ID04570
Date(s) of Survey: 03.04.2019 - 04.04.2019
Site Name: Site 1
Survey Type: Parking Accumulation

Contents Page

Location Plan
Occupancy Summary
Occupancy Summary Graph
03.04.2019
04.04.2019

Intelligent Data Collection Limited



Client: Vectos
Project Number: ID04570
Date(s) of Survey: 03.04.2019 - 04.04.2019
Site Name: Site 1
Survey Type: Parking Accumulation

X Coordinate	Y Coordinate	Google Maps Link
51.46433459	-0.984225528	Click Here
Junction Layout		
		
Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events) Upon setup of our equipment on 02.04.2019 our operative indicated an area in the Eastern half of the car park was closed. This is marked with the yellow line on our location plan. This may have re-opened during the survey. The total spaces provided is for all spaces in the red area however if you wish to exclude the possibly closed area then reduce this by 213 spaces (capacity of closed area).		

Intelligent Data Collection Limited



Client: Vectos
 Project Number: ID04570
 Date(s) of Survey: 03.04.2019 - 04.04.2019
 Site Name: Site 1
 Survey Type: Parking Accumulation

Completed by: Matthew Mills
 Checked by: Mathew Booth

Time	Occupancy	
	03.04.2019	04.04.2019
00:00	0%	0%
00:15	0%	0%
00:30	0%	0%
00:45	0%	0%
01:00	0%	0%
01:15	0%	0%
01:30	0%	0%
01:45	0%	0%
02:00	0%	0%
02:15	0%	0%
02:30	0%	0%
02:45	0%	0%
03:00	0%	0%
03:15	0%	0%
03:30	0%	0%
03:45	0%	0%
04:00	0%	0%
04:15	0%	0%
04:30	0%	0%
04:45	1%	0%
05:00	2%	0%
05:15	2%	1%
05:30	2%	1%
05:45	2%	1%
06:00	2%	1%
06:15	2%	2%
06:30	3%	3%
06:45	5%	5%
07:00	8%	5%
07:15	7%	7%
07:30	10%	7%
07:45	12%	8%
08:00	13%	10%
08:15	16%	10%
08:30	17%	12%
08:45	19%	14%
09:00	22%	17%
09:15	24%	19%
09:30	27%	21%
09:45	28%	24%
10:00	31%	26%
10:15	32%	24%
10:30	32%	24%
10:45	32%	26%
11:00	32%	24%
11:15	32%	25%
11:30	30%	23%
11:45	30%	24%
12:00	29%	23%
12:15	30%	20%
12:30	28%	19%
12:45	27%	19%
13:00	24%	17%
13:15	24%	17%
13:30	22%	16%
13:45	22%	16%
14:00	21%	16%
14:15	21%	17%
14:30	20%	16%
14:45	19%	17%
15:00	18%	18%
15:15	18%	18%
15:30	19%	17%
15:45	21%	20%
16:00	21%	18%
16:15	23%	20%
16:30	22%	18%
16:45	21%	20%
17:00	20%	19%
17:15	20%	20%
17:30	19%	19%
17:45	19%	18%
18:00	19%	16%
18:15	21%	18%
18:30	19%	18%
18:45	20%	17%
19:00	20%	17%
19:15	18%	16%
19:30	20%	14%
19:45	18%	11%
20:00	17%	10%
20:15	16%	14%
20:30	13%	13%
20:45	12%	12%
21:00	10%	11%
21:15	10%	10%
21:30	7%	9%
21:45	5%	6%
22:00	2%	4%
22:15	0%	3%
22:30	0%	0%
22:45	0%	0%
23:00	0%	0%
23:15	0%	0%
23:30	0%	0%
23:45	0%	0%

Occupancy Summary Graph



Intelligent Data Collection Limited



Client: Vectos
 Project Number: ID04570
 Date of Survey: 03.04.2019
 Site Name: Site 1
 Survey Type: Parking Accumulation

Completed by: Matthew Mills
 Checked by: Matthew Booth

	Total Spaces	515	Start Count	1
Time	Inbound Count	Outbound Count	Accumulation	% Occupancy
00:00	0	0	1	0%
00:15	0	0	1	0%
00:30	0	0	1	0%
00:45	0	0	1	0%
01:00	1	1	1	0%
01:15	0	0	1	0%
01:30	0	0	1	0%
01:45	0	1	0	0%
02:00	0	0	0	0%
02:15	0	0	0	0%
02:30	0	0	0	0%
02:45	0	0	0	0%
03:00	0	0	0	0%
03:15	0	0	0	0%
03:30	0	0	0	0%
03:45	0	0	0	0%
04:00	0	0	0	0%
04:15	0	0	0	0%
04:30	1	0	1	0%
04:45	4	0	5	1%
05:00	9	0	8	2%
05:15	1	1	8	2%
05:30	0	0	8	2%
05:45	0	0	8	2%
06:00	1	0	9	2%
06:15	4	1	12	2%
06:30	6	0	18	3%
06:45	7	0	25	5%
07:00	22	8	39	8%
07:15	10	11	38	7%
07:30	17	5	50	10%
07:45	17	5	62	12%
08:00	13	7	68	13%
08:15	17	4	81	16%
08:30	15	7	89	17%
08:45	17	7	99	19%
09:00	23	10	112	22%
09:15	17	5	124	24%
09:30	20	6	138	27%
09:45	15	7	146	28%
10:00	20	6	160	31%
10:15	18	11	167	32%
10:30	10	10	167	32%
10:45	18	19	166	32%
11:00	13	13	166	32%
11:15	8	11	163	32%
11:30	9	18	154	30%
11:45	15	17	152	30%
12:00	13	16	149	29%
12:15	14	11	152	30%
12:30	11	21	142	28%
12:45	6	11	137	27%
13:00	7	18	126	24%
13:15	4	6	124	24%
13:30	5	16	113	22%
13:45	12	13	112	22%
14:00	8	12	108	21%
14:15	10	10	108	21%
14:30	6	13	101	20%
14:45	6	10	97	19%
15:00	9	14	92	18%
15:15	8	8	92	18%
15:30	20	14	98	19%
15:45	21	10	109	21%
16:00	10	10	109	21%
16:15	15	7	117	23%
16:30	18	22	113	22%
16:45	24	27	110	21%
17:00	17	23	104	20%
17:15	22	23	103	20%
17:30	14	21	96	19%
17:45	21	17	100	19%
18:00	21	22	99	19%
18:15	27	18	108	21%
18:30	14	24	98	19%
18:45	33	28	103	20%
19:00	22	24	101	20%
19:15	20	28	93	18%
19:30	17	8	102	20%
19:45	11	19	94	18%
20:00	12	21	85	17%
20:15	12	14	83	16%
20:30	10	25	68	13%
20:45	9	13	64	12%
21:00	3	13	54	10%
21:15	2	7	49	10%
21:30	0	15	34	7%
21:45	1	10	25	5%
22:00	1	16	10	2%
22:15	0	8	2	0%
22:30	0	1	1	0%
22:45	0	0	1	0%
23:00	0	0	1	0%
23:15	0	0	1	0%
23:30	0	0	1	0%
23:45	0	0	1	0%
Daily Total	864	864	-	-

Intelligent Data Collection Limited



Client: Vectos
 Project Number: ID04570
 Date of Survey: 04.04.2019
 Site Name: Site 1
 Survey Type: Parking Accumulation

Completed by: Matthew Mills
 Checked by: Matthew Booth

	Total Spaces	515	Start Count	1
Time	Inbound Count	Outbound Count	Accumulation	% Occupancy
00:00	0	0	1	0%
00:15	0	0	1	0%
00:30	0	1	0	0%
00:45	0	0	0	0%
01:00	0	0	0	0%
01:15	0	0	0	0%
01:30	0	0	0	0%
01:45	0	0	0	0%
02:00	0	0	0	0%
02:15	0	0	0	0%
02:30	0	0	0	0%
02:45	0	0	0	0%
03:00	0	0	0	0%
03:15	0	0	0	0%
03:30	0	0	0	0%
03:45	0	0	0	0%
04:00	0	0	0	0%
04:15	0	0	0	0%
04:30	0	0	0	0%
04:45	2	0	2	0%
05:00	3	0	2	0%
05:15	7	4	5	1%
05:30	1	0	6	1%
05:45	0	0	6	1%
06:00	0	0	6	1%
06:15	6	0	12	2%
06:30	5	2	15	3%
06:45	10	1	24	5%
07:00	9	0	24	5%
07:15	16	4	36	7%
07:30	4	2	38	7%
07:45	8	7	39	8%
08:00	13	2	49	10%
08:15	12	7	54	10%
08:30	13	6	61	12%
08:45	18	5	74	14%
09:00	17	6	85	17%
09:15	17	5	97	19%
09:30	21	10	108	21%
09:45	23	6	125	24%
10:00	16	5	136	26%
10:15	11	23	124	24%
10:30	9	9	124	24%
10:45	16	8	132	26%
11:00	16	24	124	24%
11:15	17	14	127	25%
11:30	3	13	117	23%
11:45	13	5	125	24%
12:00	8	14	119	23%
12:15	8	22	105	20%
12:30	12	20	97	19%
12:45	7	6	98	19%
13:00	0	10	88	17%
13:15	5	8	85	17%
13:30	4	7	82	16%
13:45	7	8	81	16%
14:00	7	6	82	16%
14:15	9	1	90	17%
14:30	2	8	84	16%
14:45	10	7	87	17%
15:00	13	8	92	18%
15:15	9	7	94	18%
15:30	7	11	90	17%
15:45	15	3	102	20%
16:00	11	18	95	18%
16:15	15	9	101	20%
16:30	12	18	95	18%
16:45	22	15	102	20%
17:00	9	12	99	19%
17:15	15	13	101	20%
17:30	21	23	99	19%
17:45	24	30	93	18%
18:00	14	24	83	16%
18:15	29	17	95	18%
18:30	9	10	94	18%
18:45	18	27	85	17%
19:00	18	16	87	17%
19:15	11	15	83	16%
19:30	12	25	70	14%
19:45	8	21	57	11%
20:00	8	12	53	10%
20:15	25	6	72	14%
20:30	10	16	66	13%
20:45	11	13	64	12%
21:00	5	10	59	11%
21:15	0	8	51	10%
21:30	2	8	45	9%
21:45	1	15	31	6%
22:00	1	10	22	4%
22:15	1	8	15	3%
22:30	4	18	1	0%
22:45	0	0	1	0%
23:00	0	1	0	0%
23:15	0	0	0	0%
23:30	0	0	0	0%
23:45	0	0	0	0%
Daily Total	745	746	-	-