

APPENDIX A

Memo

From: (e)Transport Development Control Floor 1 North Rear Civic Offices Bridge Street Reading RG1 2LU
To: Susanna Bedford 0118 9372023 susanna.bedford@reading.gov.uk
Date: 31 July 2018
Re: Consultation on Planning Application

Application Number: 181056

Application Type: Full Planning Approval

Address: Crowne Plaza Reading Richfield Avenue Reading RG1 8BD

Proposal: Redevelopment of former Crowne Plaza Hotel car park and construction of new 132-bed hotel (Use Class C1), with associated access, car parking and landscaping.

Transport Comments

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 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.

The hotel will provide some on-site facilities for the use of hotel guests including a meeting room, breakfast room and fitness room. The proposed hotel will not provide any ancillary facilities to non-guests.

It is firstly noted that the redline plan only includes that area of the application site itself, however the implications of the development include the Crown Plaza Hotel as it reduces the parking provision for that use and determines how it will operate in the future. The red line should therefore be extended to include the wider site.

A Transport Statement has been submitted to accompany the application and I comment on this as follows:

Access

Access to the site is to be gained from the priority junction on Richfield Avenue to which in principle is acceptable given the proposed reduction in car parking.

The TS states at paragraph 2.11 that 'it is generally accepted that there is significant potential for walking to replace the car for short journeys, particularly those under 2km' however IHT document Providing for Journeys on Foot stipulates the following as acceptable walking distances:

	Town Centres	Commuting / School Sight Seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Given that pedestrians would be walking with bags / cases and the potential destination would be the Town Centre the maximum walking distance should be 800m. Although the site would be beyond this distance bus routes are located within close proximity of the site which would allow access to within 400m of the site.

At the pre application stage it was identified that the proposal will increase the pedestrian movement to and from the application site and therefore will increase the number of pedestrians crossing at the Richfield Avenue pedestrian crossing which requires upgrading. Given that the full impacts of the development have not been assessed as I will comment on further in the next section I am unable to determine at this stage whether a contribution will be sought towards this upgrade.

Two new vehicular access points have been provided into each car park but neither have illustrated that the required visibility splay can be achieved. A revised drawing should be provided illustrating visibility splays at both access points.

Trip Generation

The site currently comprises a private car park for the use of Crowne Plaza hotel guests and staff. Accordingly, whilst the site is not considered to generate any trips as a standalone site, it is an ancillary facility to the Crowne Plaza Hotel. The applicant has stated that for the purposes of a robust trip assessment, no trips will be associated with the existing uses on-site.

As stated at the pre-application stage it is envisaged that the proposal will reduce vehicle movements to and from the site, given that the overall parking as currently presented is reduced, however the Transport Statement should fully assess the vehicle impact including the taxi drop off / pick demand that would be generated by the development. As if the existing use is not assessed and the trip generation identifies increased trip generation then the following junctions will require assessment:

Caversham Road / Caversham Bridge / Richfield Avenue Roundabout

Caversham Bridge / Church Road / Church Street signalised junction

Caversham Road / Vastern Road roundabout

These junctions are heavily congested at the peak times and the Highway Authority cannot agree to any further vehicle movements through these junctions if they are already over capacity.

The assessment that has been undertaken of the trip generation has been undertaken using the Trip Rate Information Computer system (TRICS). TRICS is the national standard system of trip generation and analysis in the UK and Ireland, and is used as an integral and essential part of the Transport Assessment process. It is a database system, which allows its users to establish potential

levels of trip generation for a wide range of development and location scenarios, and is widely used as part of the planning application process by both developer consultants and local authorities and is accepted by Inspectors as a valid way to ascertain likely trip generation. I am therefore happy that this is an acceptable approach.

However, I have reviewed the sites selected and they include those located within the Town Centre, Edge of Town Centre and Suburban areas, this is contrary to the TRICS Good Practice Guide and therefore the trip rates generated cannot be agreed. I have undertaken my own assessment of TRICS and I attach this to my comments for reference, it should be noted that the vehicular trip rates that I have generated are a reduction from that submitted by the applicant.

However, as the development has not been fully assessed I am unable to determine the full impacts of the development on the surrounding Highway Network.

Car Parking

The proposed car park is to be reduced from 200 spaces to 119 which are to be shared between the two hotels. However, when including the 22 car parking spaces provided at the frontage to the Crowne Plaza, the total number of car parking spaces available to the two hotels, restaurant and health club is 141 car parking spaces.

The site is situated within Zone 2 of RBC's zonal car Parking Standards and Design SPD which relates to a maximum car parking standard of 0.5 spaces per bedroom. When both hotels are considered as a single entity, the maximum number of car parking spaces which can be provided is 127 spaces for the hotels. The proposed parking provision indicates 119 spaces which would fall short of this provision.

The existing Crowne Plaza Hotel also provides ancillary uses including restaurant, gym, spa, meeting rooms etc. as a result the parking demand for these uses should be assessed. In relation to the health club and restaurant car uses the Councils Parking Standards and Design SPD would recommend the maximum standards:

- A3 restaurant 1 parking space per 7.5 sqm
- D2 health 1 space per 35 sqm.

Although the parking provision for each of the above uses has been identified a detailed assessment has not been undertaken. The applicant has stipulated that 20 car parking spaces are to be shared between both the above land uses and they will be signed for the use of Health Club members and Restaurant users only.

The applicant has stated that this allocation is considered suitable as restaurant guests are more inclined to visit the site later in the evening with a high occupancy car, thus requiring fewer spaces whereas the health club users are likely to visit the site before the morning peak hour and following the evening peak hour and are more likely to consist of a single occupancy car trip, hence requiring more parking spaces. Again the applicant has stated that at weekends, it is foreseen that gym use will peak during the late morning and early afternoon with restaurant usage peaking later in the evening, meaning the two land uses benefit from the shared use of the 20 car parking spaces.

In principle I am happy to accept a flexible approach to parking demand but before this can be agreed in this case a thorough assessment must be undertaken to establish that the land uses do not conflict. This could be undertaken by provided TRICS data for comparable sites and resultant car park accumulation data. The assessment to date is just an assumption and therefore cannot be accepted.

Also, as stated at the pre-application stage the assessment should include the existing provision of meetings, conferences and weddings etc. and although this is mentioned it is proposed to be dealt with on a first come first served basis. The Councils Parking Standards and Design SPD states that the 'ancillary facilities such as restaurants, bars and conference areas will be treated as A3/ D2 uses when available to non residents', the site is provided with a parking provision that would accommodate these uses and is now being removed without any assessment. Given the types of events that could be held at the site a provision of parking must be retained and dedicated for this use.

A Car Park Management Plan has also been submitted to accompany the planning application and this states at Paragraph 2.7 that 'no opportunities exist nearby for on-street overnight parking without a resident's permit', however parking is unrestricted on the northern side of Caversham Road between 6pm and 7am and on the southern side is permitted between 4.30pm and 9.15am. There is therefore the possibility of on street parking within close proximity of the application site which has not been assessed.

It was also noted when assessing the sites within TRICS that those hotels that have no car parking still generate significant levels of vehicular movement and demand for parking. The site is located adjacent to a public car park that is provided for the public to use the surrounding facilities. However, given the close proximity it is highly likely that customers / visitors to the adjacent hotels will fully utilise this car park especially as no provision has been made for the conference / meeting / wedding events that are accommodated within the existing hotel.

As a result the proposal is likely to lead in an increase in on street parking in the surrounding area and therefore cannot be accepted.

The proposal includes the provision of a new access / egress into the car park from Thames Side Promenade and the existing access is to be altered creating two separate car parks the northern car park with 51 spaces and the southern with 68 spaces. It was requested at the pre-application stage that it should be clarified how the car park will be managed to ensure that unnecessary internal movements are avoided looking for parking between these two locations. This has not been provided with the allocation of the existing hotel being 58 and the proposed hotel provided with 63, the location of these spaces should be allocated on a revised plan and should ensure that vehicles are not required to travel between each car park searching for a space. This provision would require either the existing Crown Plaza hotel to be spread over both of the new car parks as well as the existing car park to the frontage or the provision of both hotels being spread over two car parks, the car parks should therefore be redistributed so as to provide the correct level of parking for each hotel within each parking area.

RBC cycle parking standards require a minimum provision of 1 cycle parking space per 6 staff. 6 sheltered and secure cycle parking spaces will be provided on site for guests and staff and located

within the car park of the hotel. The full details of the cycle store have not been indicated but I am happy for this to be dealt with by way of a condition.

Servicing

Refuse collection and servicing will take place within the site, taking access from Thames Side Promenade. Refuse collection will be undertaken by local council collection services.

The largest vehicle anticipated to make regular trips to the site is a 10m rigid delivery vehicle. The swept path analysis for a 10.0m rigid delivery vehicle and Large Refuse Vehicle (9.86m long) is shown on the submitted tracking diagram and demonstrates that a both vehicles can access and egress the site in forward gear. However, the tracking diagram results in vehicles reversing against the one-way flow within the car park and within an area where pedestrians will be walking, which most likely will be within the carriageway, to access and egress the site to the external footways.

The tracking diagram does however require the service / delivery vehicle to utilise the full width of the proposed access for a distance of in excess of 20m into the site which is likely to cause conflict with other vehicles within the car park. The junction radii should be increased at the car park entry to ensure that service / delivery vehicles can adequately access the site. It should also be noted that any alterations to the access should ensure that the access is not located within 20m of the junction with Richfield Avenue in accordance with the Councils Geometric Design Guide for Accesses onto Classified Roads.

I have also reviewed the submitted Servicing Management Plan and this identifies the following typical servicing arrangements for the proposed 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	Local Authority Vehicle (9.86m long)	Typically 5 minutes

On several occasions during the week car parking spaces will be inaccessible and the proposed one-way system through the car park will be obstructed as a result of a waiting delivery / servicing vehicle. I refer to my pre-application comments that stated that *‘dedicated servicing is required for the proposed hotel given that the servicing area for the existing Crowne Plaza Hotel is located directly adjacent to the hotel on the opposite side of the Thames Side Promenade to that of this development’*. This is also highlighted at Paragraph 1.7 of the submitted TS.

Dedicated servicing has not been provided which will impact on the effectiveness of the proposed car park causing potential conflict between vehicles and pedestrians.

SuDs

The proposed SuDs details comply with National Guidance and therefore are deemed acceptable in principle. The applicant would however need to get approval by the LLFA to connect into the Reading Borough drainage system located to the south of the application site. Full details would however need to be dealt with by way of a condition.

As a result of the incomplete assessment undertaken I object to the proposed development on the following grounds.

Reasons for Refusal

The proposed development fails to demonstrate that it complies with the Local Planning Authority's standards in respect of visibility splays and, as a result, is in conflict with Sites and Detailed Policies document Policy DM12.

The proposed southern access is unsuitable, due to its substandard width, to accommodate the traffic which would be generated by the proposed development. This would have an adverse effect on road safety and the flow of traffic, in conflict with Core Strategy Policy CS20 and Sites and Detailed Policies document Policy DM12.

The layout does not comply with the Local Planning Authority's standards in respect of vehicle parking. This could result in on-street parking/reversing movements on Caversham Road, adversely affecting road safety and the flow of traffic, and in conflict with Core Strategy Policy CS24 and Sites and Detailed Policies document Policy DM12.

Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing road network within Reading, contrary to Policies CS4, CS20 and CS22 of the Adopted Reading Core Strategy and Sites and Detailed Policies document Policy DM12.

The proposed development does not comply with the Local Planning Authority's standards in respect of servicing and, as a result, is in conflict with Sites and Detailed Policies document Policy DM12.

Darren Cook

Transport Development Control Manager

Proposed Hotel on Richfield Avenue, Reading

Highways Response to RBC Comments

October 2018

N03/183733

Introduction

1. Vectos have been retained by Redefine BDL 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).
2. A Transport Statement (TS) was submitted to RBC in June 2018 and Highways Officers at RBC have provided their initial comments in relation to the TS in August 2018. This note has been prepared as a response to RBC highways comments.
3. The remainder of this note addresses each comment made by RBC in relation to the content of the TS.

Highways Comments Raised

4. **RBC Comment 1:** *"It is firstly noted that the redline plan only includes that area of the application site itself, however the implications of the development include the Crown Plaza Hotel as it reduces the parking provision for that use and determines how it will operate in the future. The red line should therefore be extended to include the wider site".*
5. **Vectos Response 1:** Noted. The application redline boundary has been amended to now include the Crowne Plaza Hotel.
6. **RBC Comment 2:** *"Given that pedestrians would be walking with bags / cases and the potential destination would be the Town Centre the maximum walking distance should be 800m. Although the site would be beyond this distance bus routes are located within close proximity of the site which would allow access to within 400m of the site".*
7. **Vectos Response 2:** It is noted that pedestrians would be walking with bags and cases however this would be limited to one arrival trip and one departure trip to / from the rail station or town centre during the guests stay at the hotel. All other walking trips during a guests stay would be more in line with those quoted within the TS. Furthermore, it is noted that RBC accepts that there are bus stops located within 400m of the site which provide greater accessibility to the site by sustainable modes.
8. **RBC Comment 3:** *"At the pre application stage it was identified that the proposal will increase the pedestrian movement to and from the application site and therefore will increase the number of pedestrians crossing at the Richfield Avenue pedestrian crossing*

which requires upgrading. Given that the full impacts of the development have not been assessed as I will comment on further in the next section I am unable to determine at this stage whether a contribution will be sought towards this upgrade.

9. **Vectos Response 3:** Noted. We welcome any discussions regarding a suitable crossing upgrade scheme providing the financial contribution associated with the improvement works are appropriate to the scale of the proposed development.
10. **RBC Comment 4:** *“Two new vehicular access points have been provided into each car park but neither have illustrated that the required visibility splay can be achieved. A revised drawing should be provided illustrating visibility splays at both access points”.*
11. **Vectos Response 4:** A revised access layout has been prepared for the northern car park, this is attached in **Appendix A**. This solution provides an improved visibility for the northern car park access when compared to the previous arrangement. The visibility splay for the southern car park access towards Richfield Avenue is shown in **Appendix B**.

Trip Generation Comments Raised

12. The vehicular trip rates derived using the TRICS database which were provided in the TS have been queried by RBC. Highways officers at RBC have commented stating that a number of TRICS survey sites presented within the TS were unsuitable based on the location and accessibility of the hotel sites. In response, RBC have undertaken their own TRICS assessment which was refined to three TRICS survey sites and which returns a reduced trip rate from that presented within the TS. In summary, the trip rates as presented within the TS were considered to be robust by Vectos however in light of a review of RBC’s proposed trip rates, the RBC trip rates are considered acceptable and will be used to determine the development’s impact on the local highway network.
13. Accordingly, the trip rates and corresponding trips using the RBC trip rates are set out below;

Table 1: Revised Trip Rates for Various Modes (Weekday)

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr	Dep	Tot	Arr	Dep	Tot
Total Person Trip Rates (All Modes)	0.138	0.275	0.413	0.248	0.087	0.335
Vehicle Trip Rates	0.078	0.17	0.248	0.128	0.064	0.192
Taxi Trip Rates	0.009	0.018	0.027	0.023	0.018	0.041

Table 2: Revised Trips per mode (Weekday)

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr	Dep	Tot	Arr	Dep	Tot
Total Person Trips (All Modes)	18	36	55	33	11	44
Vehicle Trips	10	22	32	17	8	25
Taxi Trips	1	2	4	3	2	5

14. Following this comment, RBC stated that if the trip generation identifies increased trip generation then the following junctions will require assessment;
 - Caversham Road / Caversham Bridge / Richfield Avenue Roundabout;
 - Caversham Bridge / Church Road / Church Street Signalised Junction;
 - Caversham Road / Vastern Road Roundabout.
15. RBC continue by stating that *“these junctions are heavily congested at the peak times and the Highway Authority cannot agree to any further vehicle movements through these junctions if they are already over capacity”*.
16. Based on the hotel’s location within the strategic highway network (in proximity to the M4 to the west and south and the M40 to the north) it is considered reasonable to assume that the vehicle arrival / departure distribution at the site access junction of Thames Side Promenade and Richfield Avenue could be 50% east and 50% west for vehicle trips.
17. Based on the above, this would indicate that 16 two-way vehicle trips in the AM peak hour (08:00-09:00) and 13 two-way vehicle trips (rounding up) in the PM peak hour (17:00-18:00) would be generated from both east and west of the site access junction via Richfield Avenue.
18. Applying this logic to the impact of the proposed development on the Caversham Road / Caversham Bridge / Richfield Avenue roundabout to the east of the site, this could result in an additional 16 and 12 two-way vehicle movements in the AM and PM peak hours respectively travelling through the junction in each hour. This equates to approximately one additional vehicle using this junction every 4 minutes during the peak hour on the local highway network.
19. One additional vehicle using this junction every 4 minutes is not considered to be a severe impact on the local highway network which is in line with the principles outlined in the NPPF. Furthermore, the impact on the other two junctions listed above will reduce in severity as vehicle trips are distributed further at each junction.
20. In summary, the proposed development is not considered to result in a material impact on the operation of the local highway network and is considered to be accessible by a range of non-car modes, which are supported by the site’s commitment to providing a Travel Plan and Car Park Management Plan to further limit and manage car use amongst guests and visitors.

Car Parking Comments Raised

21. RBC have stated that a flexible approach to parking demand is acceptable but further assessment is required. In response, the General Manager at the Crowne Plaza Hotel has provided the following observations of peak demand on-site across the gym, hotel and events space.
- Monday – Friday 07:00-10:00;
 - Monday – Friday 17:00-22:00;
 - Saturday and Sunday 10:00-12:00;
 - Saturday and Sunday 15:00-20:00.
22. As requested by RBC, a review of the TRICS database has been undertaken to assess the peak period for demand across these land uses for a weekday. RBC have suggested three TRICS sites for comparative purposes, as follows;
- Holiday Inn Express, Cardiff – 87 Bed Hotel with two meeting rooms;
 - Premier Inn, Plymouth – 107 Bed Hotel with meeting room with bar and restaurant;
 - The Cliff Lawn Hotel, Leeds – 24 Bed hotel with bar and restaurant.
23. None of the above sites provide gym facilities so a search of the TRICS database has been undertaken for weekday trip generation for gym facilities. The full TRICS outputs are shown in **Appendix C** and the AM and PM weekday peak hours are shown in **Table 3** for both a hotel with conference facilities and standalone gym.

Table 3: TRICS Peak Trip Generation Demand by Land Use

Land Use	AM Peak Hour (Weekday)	PM Peak Hour (Weekday)
Hotel with Conference Facilities	08:00-09:00	17:00-18:00
Private Gym	09:00-10:00	18:00-19:00

24. **Table 3** demonstrates that the land uses on the Crowne Plaza site do not conflict and furthermore, the dwell time for users of the gym is typically less than that for hotel and conference users meaning there is a quicker turn around on car parking associated with gym use.
25. As outlined within the Car Park Management Plan, the allocation of car parking spaces will be monitored regularly and reviewed in conjunction with senior management at Crowne Plaza to ensure that a fair and efficient approach to car parking allocation is maintained.

Car Parking Survey Results

26. In response to RBC comments regarding demand for car parking, Vectos has undertaken a car parking beat survey on Thursday 13th September – Saturday 15th September 2018. The

scope of this survey was agreed with RBC in advance. The survey data is available at **Appendix D**.

27. The area included within the car parking survey comprised;

- Location A: Thameside Promenade Public Pay & Display Car Park;
- Location B: Crowne Plaza Private Car Park west of Thameside Promenade;
- Location C: Crowne Plaza Private Car Park east of Thameside Promenade;
- Location D: Caversham Road on-street car parking.

28. This area is illustrated below in **Figure 1**.



Figure 1: Car Parking Survey Scope

29. The car parking survey was undertaken by an independent survey company during the following periods;

- Thursday 13th September – 07:00-19:00;
- Friday 14th September – 07:00-19:00;
- Saturday 15th September – 00:30 (overnight beat);
- Saturday 15th September – 07:00-19:00.

30. The number of occupied car parking spaces was counted and reported for each hour across the survey period with one overnight spot count undertaken at 00:30 on Saturday 15th September.

31. On Caversham Road, the number of available car parking spaces has been calculated by measuring the length of single yellow line parking in addition to on-street parking bays.
32. **Table 4** outlines the parking occupancy of each location across the survey period by hour.

Table 4: Parking Occupancy Survey Summary By Hour And Location

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%

Car Parking Survey Analysis

Location A: Thameside Promenade Public Car Park

33. The public pay & display car park to the north of the proposed development site has a capacity of 62 standard car parking bays, 3 disabled car parking bays and 1 motorcycle parking bay. Location A was observed to have a maximum occupancy of 65% during the two weekdays at 13:00 on Thursday with 43 vehicles parked on-site.
34. The peak period for parking occupancy on the Saturday occurred at 11:00 when 61 vehicles were parked on-site (95%) with the occupancy reducing to an average of circa 64% for the remainder of the afternoon.
35. Finally, the overnight spot count for the public car park counted 10 vehicles parked overnight at 00:30 (15% occupancy).
36. In summary, the Thameside Promenade Public Car Park was observed to have an average occupancy of 38% during the weekday and an average occupancy of 72% during the Saturday. The car park experiences its highest demand between 08:00-12:00 on a Saturday.

Location B: Crowne Plaza Car Park West of Thameside Promenade

37. The existing Crowne Plaza car park on the western side of Thameside Promenade, which is the proposed development site, has a capacity of 167 car parking bays. Location B was

observed to have a maximum occupancy of 57% during the two weekdays at 17:00 on Friday with 95 vehicles parked on-site.

38. The peak period for parking occupancy on the Saturday occurred at 16:00 when 101 vehicles were parked on-site (60%).
39. Finally, the overnight spot count for the public car park counted 71 vehicles parked overnight at 00:30 (43% occupancy).
40. In summary, the Crowne Plaza's Main Car Park was observed to have an average occupancy of 43% during the weekday and an average occupancy of 50% during the Saturday. The car park experiences its highest demand between 15:00-19:00 on a Saturday.

Location C: Crowne Plaza Car Park East of Thameside Promenade

41. The existing Crowne Plaza car park on the eastern side of Thameside Promenade, which will remain in the ownership and use of the Crowne Plaza hotel, has a capacity of 21 car parking bays. Location C was observed to have a maximum occupancy of 95% during the two weekdays at 12:00 on Friday (20 vehicles parked on-site).
42. The peak period for parking occupancy on the Saturday occurred at 17:00 when 21 vehicles were parked on-site (100%).
43. Finally, the overnight spot count for the public car park counted 15 vehicles parked overnight at 00:30 (71% occupancy).
44. In summary, the Crowne Plaza's Car Park on the eastern side of Thameside Promenade was observed to have an average occupancy of 79% during the weekday and an average occupancy of 79% during the Saturday. The car park experiences its highest demand between 16:00-19:00 on a Saturday.

Location D: Caversham Road On-Street Car Parking

45. Caversham Road in the vicinity of the site permits on-street car parking between 18:00 - 07:00 on the northern side (single yellow) and between 16:30 – 09:15 on the southern side (on-street parking bays). It is worth noting that during the surveyed period that only 1 vehicle was observed to park on the northern side of Caversham Road which was for a duration of less than 1 hour. Accordingly, the reported parking occupancy relates to the on-street parking bays on the southern side of the road.
46. The peak occupancy during the two weekdays was 64% (14 spaces occupied out of 22).
47. The peak period for parking occupancy on the Saturday occurred at 10:00 when 16 vehicles were parked on-site (73%).
48. Finally, the overnight spot count for the public car park counted 10 vehicles parked overnight at 00:30 (45% occupancy).
49. In summary, the on-street car parking bays on the southern side of Caversham Road were observed to have an average occupancy of 49% during the weekday and an average

occupancy of 52% during the Saturday. The parking bays experience its highest demand between 09:00-12:00 on a Saturday.

Car Parking Survey Summary and Comment

50. The results of the car parking survey demonstrate that the existing demand for car parking in the Crowne Plaza hotel main car park has a peak occupancy of 60% on a Saturday with an overnight occupancy of 43%. This demonstrates that the car park had 66 available car parking spaces during its peak demand period which was for one hour at 16:00 and the overnight accumulation had 96 empty car parking spaces.
51. The public car park on Thameside Promenade had a peak occupancy of 95% for one hour on the Saturday at 11:00 which then reduced throughout the rest of the survey period. The overnight accumulation of the public car park meant that 56 parking spaces were empty.
52. Finally, on-street car parking on Caversham Road was at 45% occupancy overnight resulting in 12 empty car parking spaces.
53. The car parking survey has demonstrated that sufficient car parking is available in the public car park and on Caversham Road for the majority of the day on a Thursday, Friday and Saturday at present to accommodate all non-development related parking demand.
54. The proposed hotel would reduce the number of car parking spaces within the Crowne Plaza car park on the western side of Thameside Promenade from 167 spaces to 119 spaces (a reduction of 48 spaces). The observed peak demand for car parking was 101 car parking spaces for one hour on a Saturday.
55. The proposed hotel would implement a Car Park Management Plan which will require all guests to pre-book a car parking space for the duration of their stay. This approach alongside the hotel's Travel Plan and allocated spaces for each land use will control parking in the site's car park and will provide advance warning to hotel management for periods when the car park is anticipated to be busy.
56. Guests will be informed at the time of booking that their car parking space must be reserved in advance and if the car park is full, they will be directed towards nearby secure car parks within Reading so as not to place undue parking stress on the adjacent public car park on Thameside Promenade or Caversham Road. This information will be presented on the hotel's website during booking and within the hotel's Car Park Management Plan.

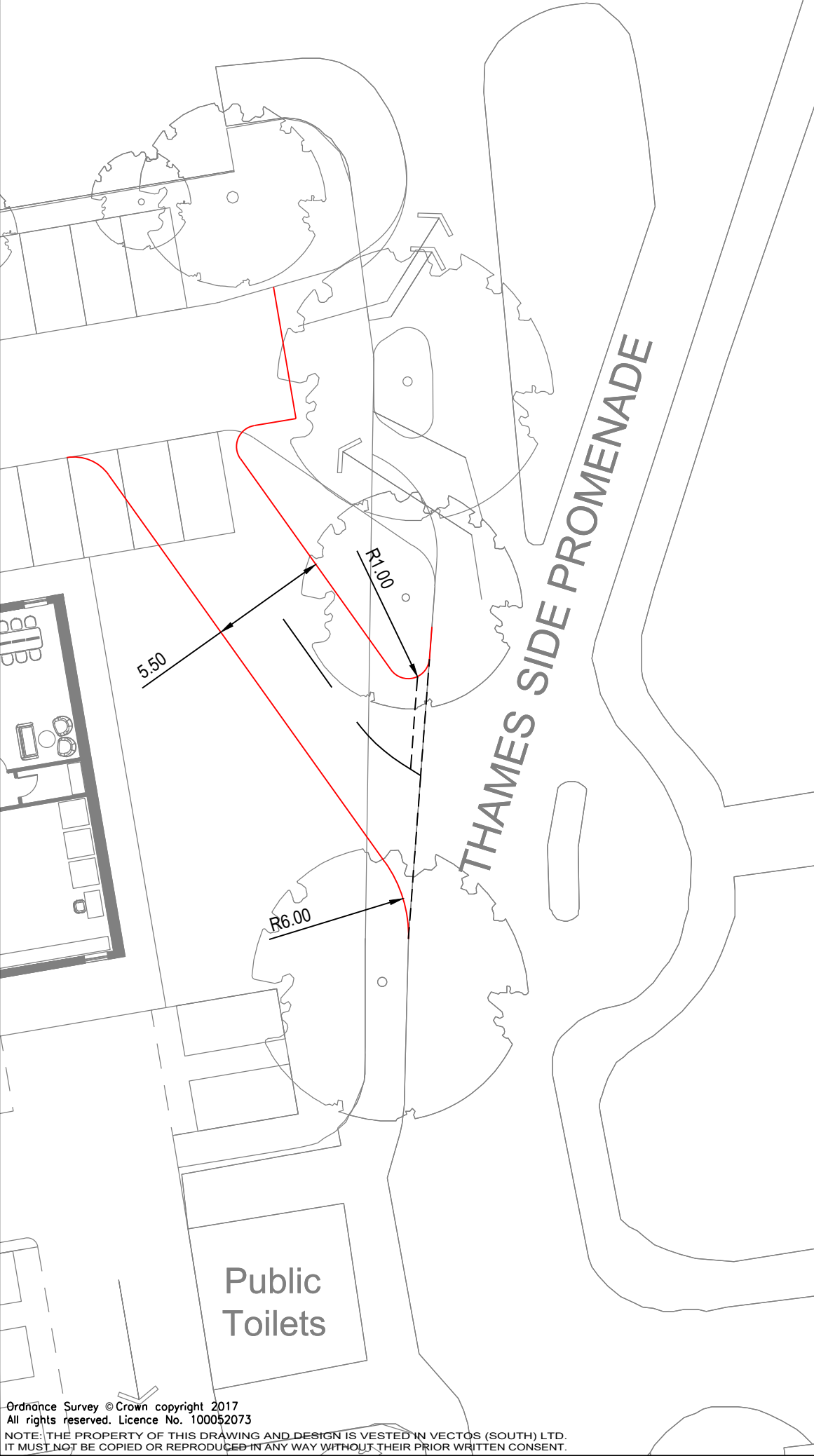
Servicing Comments Raised

57. In the interim period between the submission of the Transport Statement and RBC's Highway comments, the developer has agreed to instruct a private waste collection company to service the site. This arrangement no longer requires an RBC refuse collection vehicle to enter the site and can accordingly be serviced by a shorter refuse vehicle with a more generous turning circle which can manoeuvre within the site without having to reverse against one-way vehicle flow.

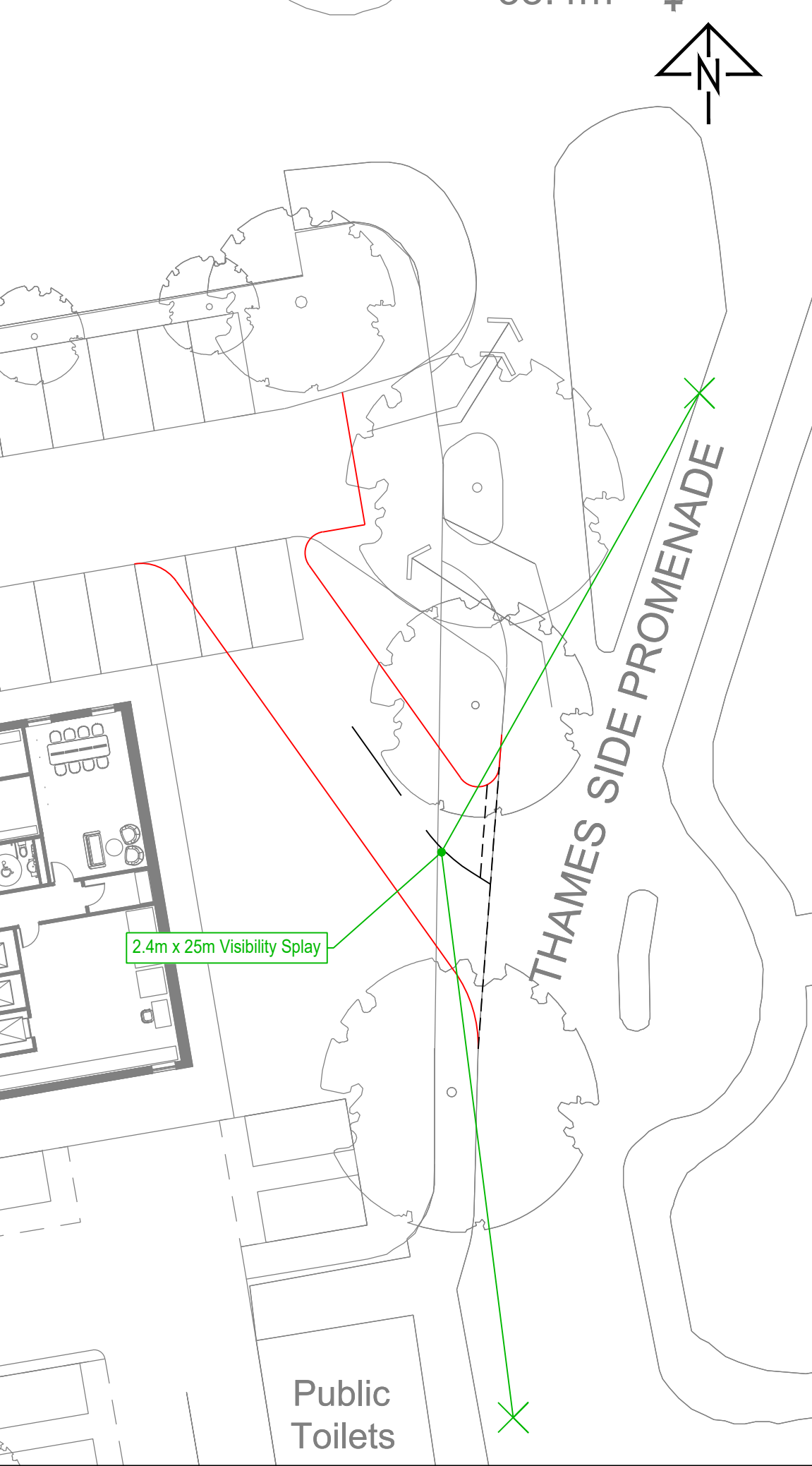
58. With regards to deliveries, as previously stated the largest delivery vehicle anticipated to make regular trips to the site is a 10.0m rigid linen delivery vehicle. Following the submission of the Transport Statement, Crowne Plaza have since agreed to permit the shared use of the loading area within 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.
59. 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.
60. 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.

APPENDIX A

Access Design



Visibility Splay



- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.
 3. Based on ANYO Architects layout: 0566_X_GA(XX)03_XX..

REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
Redefine Hotels Portfolio III

PROJECT:
Redefine Hotel, Reading

DRAWING TITLE:
Potential Northern Access

SCALES:
1:250 at A3

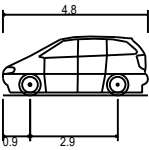
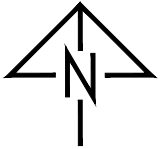
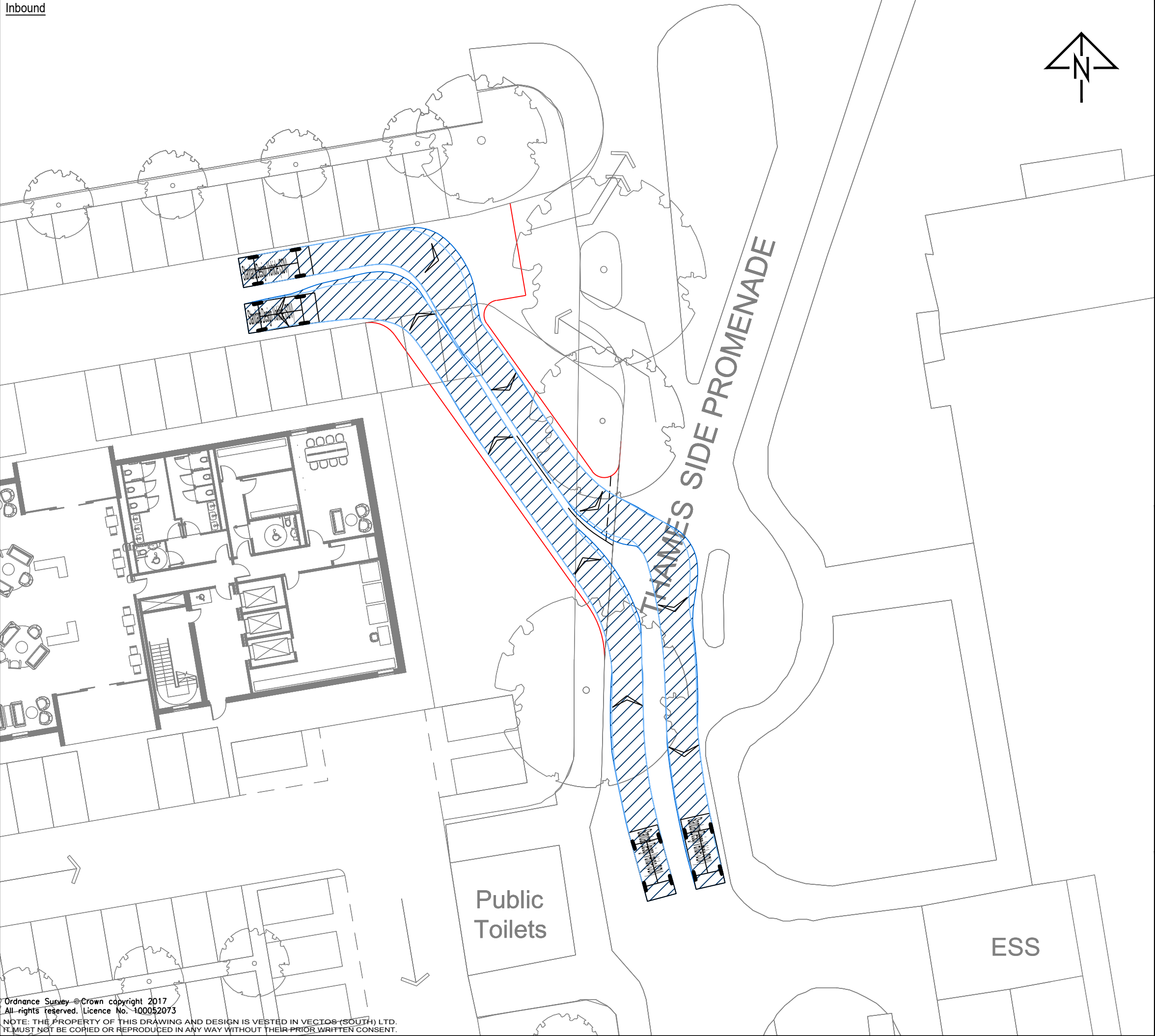
DRAWN:	KB	CHECKED:	BB	DATE:	18.09.2018
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vectors
transport planning specialists

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t: 020 7580 7373 e: enquiries@vectors.co.uk

DRAWING NUMBER: 183733/A/02
REVISION: .

Inbound



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
------	---------	-------	---------	------

CLIENT:

Redefine Hotels Portfolio III

PROJECT:

Redefine Hotel, Reading

DRAWING TITLE:

Swept Path Analysis
Potential Northern Access

SCALES:

1:250 at A3

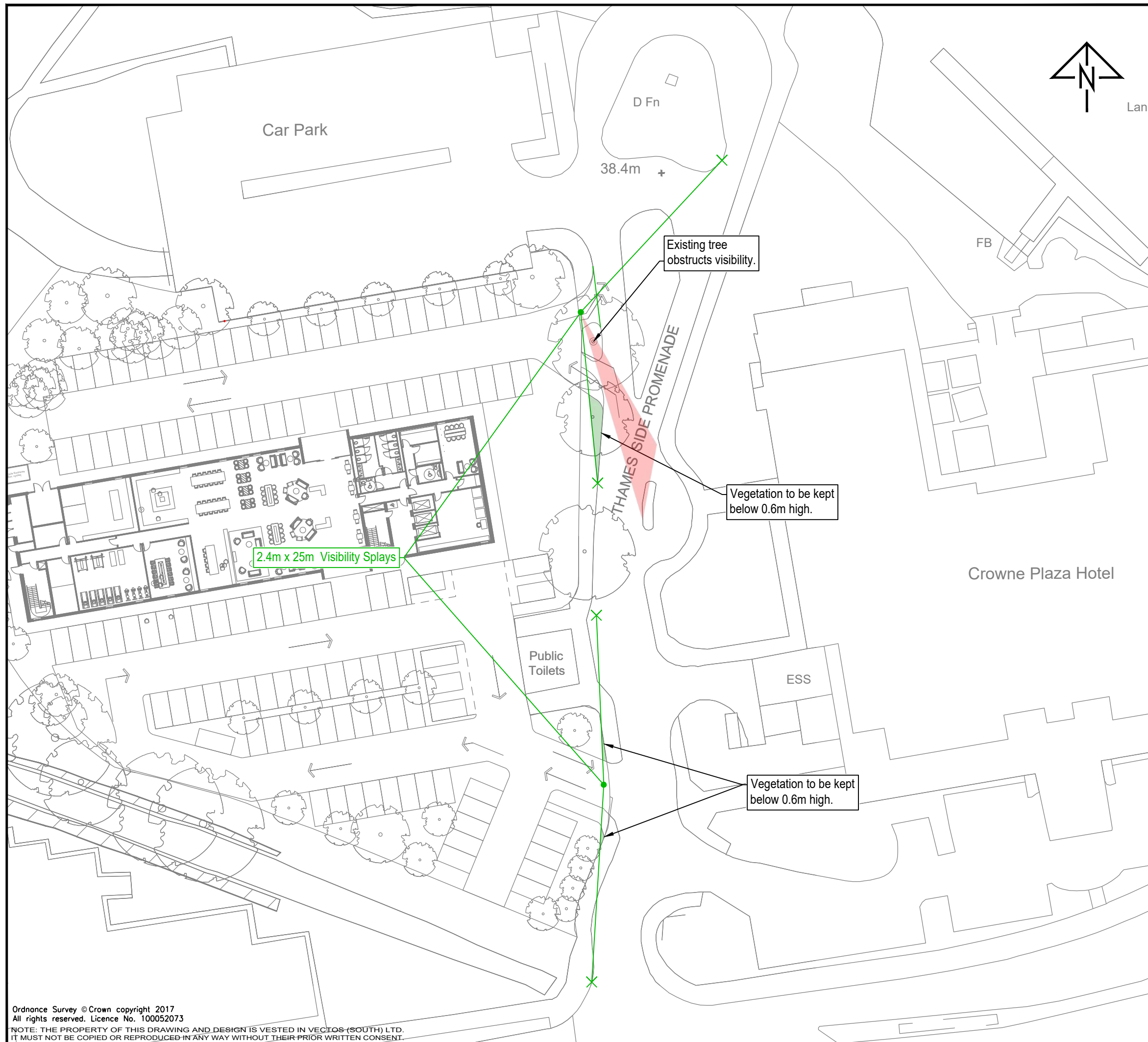
DRAWN: KB CHECKED: BB DATE: 18.09.2018



Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 183733/AT/B01 REVISION: .

APPENDIX B



- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.
 3. Based on ANYO Architects layout: 0566_X_GA(XX)03_XX..

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Redefine Hotels Portfolio III

PROJECT:
Redefine Hotel, Reading

DRAWING TITLE:
Visibility at Site Accesses

SCALES:
1:500 at A3

DRAWN:	KB	CHECKED:	SE	DATE:	18.09.2018
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t: 020 7580 7373 e: enquiries@vectors.co.uk

DRAWING NUMBER:	183733/A/01	REVISION:	
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APPENDIX C

Calculation Reference: AUDIT-541501-180731-0714

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
10	WALES	
	CF CARDIFF	1 days

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms
 Actual Range: 24 to 107 (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:

Monday	1 days
Wednesday	1 days
Friday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

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

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

Residential Zone	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.

Secondary Filtering selection:

Use Class:

C1 3 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	2 days

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

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CF-06-A-03 LONGUEIL CLOSE CARDIFF	HOLIDAY INN EXPRESS	CARDIFF
	Edge of Town Centre Residential Zone Total Number of bedrooms: 87 Survey date: MONDAY 16/07/12		Survey Type: MANUAL
2	DV-06-A-02 SUTTON ROAD PLYMOUTH SUTTON HARBOUR	PREMIER INN	DEVON
	Edge of Town Centre No Sub Category Total Number of bedrooms: 107 Survey date: WEDNESDAY 21/10/09		Survey Type: MANUAL
3	WY-06-A-02 CLIFF ROAD LEEDS HEADINGLEY	HOTEL	WEST YORKSHIRE
	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-06-A-03	Parking Not Comparable
CB-06-A-01	Location Not Comparable
CF-06-A-04	Location and parking not comparable
DH-06-A-01	Parking provision not comparable
GC-06-A-02	Location Not Comparable
GM-06-A-08	Location, Public Transport and Parking Not Comparable
GS-06-A-02	Parking Provision Not Comparable
NT-06-A-02	Parking Not Comparable
NW-06-A-01	Location, Public Transport and parking not comparable
TV-06-A-02	Location, Public Transport and parking not comparable
TV-06-A-04	Location, Public Transport and parking not comparable
TW-06-A-03	Location, Public Transport and parking not comparable
WL-06-A-02	Location, Public Transport and parking not comparable
WS-06-A-03	Parking not comparable

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	3	73	0.050	3	73	0.128	3	73	0.178
08:00 - 09:00	3	73	0.078	3	73	0.170	3	73	0.248
09:00 - 10:00	3	73	0.087	3	73	0.170	3	73	0.257
10:00 - 11:00	3	73	0.064	3	73	0.064	3	73	0.128
11:00 - 12:00	3	73	0.046	3	73	0.037	3	73	0.083
12:00 - 13:00	3	73	0.018	3	73	0.046	3	73	0.064
13:00 - 14:00	3	73	0.046	3	73	0.032	3	73	0.078
14:00 - 15:00	3	73	0.050	3	73	0.028	3	73	0.078
15:00 - 16:00	3	73	0.083	3	73	0.092	3	73	0.175
16:00 - 17:00	3	73	0.096	3	73	0.083	3	73	0.179
17:00 - 18:00	3	73	0.128	3	73	0.064	3	73	0.192
18:00 - 19:00	3	73	0.083	3	73	0.060	3	73	0.143
19:00 - 20:00	3	73	0.101	3	73	0.083	3	73	0.184
20:00 - 21:00	3	73	0.069	3	73	0.041	3	73	0.110
21:00 - 22:00	3	73	0.041	3	73	0.028	3	73	0.069
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.040			1.126			2.166

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 - 107 (units:)
Survey date date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	14

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

TRIP RATE for Land Use 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	3	73	0.009	3	73	0.009	3	73	0.018
08:00 - 09:00	3	73	0.009	3	73	0.018	3	73	0.027
09:00 - 10:00	3	73	0.005	3	73	0.018	3	73	0.023
10:00 - 11:00	3	73	0.000	3	73	0.018	3	73	0.018
11:00 - 12:00	3	73	0.000	3	73	0.005	3	73	0.005
12:00 - 13:00	3	73	0.000	3	73	0.000	3	73	0.000
13:00 - 14:00	3	73	0.000	3	73	0.005	3	73	0.005
14:00 - 15:00	3	73	0.018	3	73	0.005	3	73	0.023
15:00 - 16:00	3	73	0.014	3	73	0.009	3	73	0.023
16:00 - 17:00	3	73	0.005	3	73	0.005	3	73	0.010
17:00 - 18:00	3	73	0.023	3	73	0.018	3	73	0.041
18:00 - 19:00	3	73	0.009	3	73	0.009	3	73	0.018
19:00 - 20:00	3	73	0.014	3	73	0.028	3	73	0.042
20:00 - 21:00	3	73	0.000	3	73	0.018	3	73	0.018
21:00 - 22:00	3	73	0.000	3	73	0.005	3	73	0.005
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.106			0.170			0.276

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

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

TRIP RATE for Land Use 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	3	73	0.009	3	73	0.009	3	73	0.018
08:00 - 09:00	3	73	0.005	3	73	0.005	3	73	0.010
09:00 - 10:00	3	73	0.000	3	73	0.000	3	73	0.000
10:00 - 11:00	3	73	0.000	3	73	0.000	3	73	0.000
11:00 - 12:00	3	73	0.000	3	73	0.000	3	73	0.000
12:00 - 13:00	3	73	0.000	3	73	0.000	3	73	0.000
13:00 - 14:00	3	73	0.000	3	73	0.000	3	73	0.000
14:00 - 15:00	3	73	0.000	3	73	0.000	3	73	0.000
15:00 - 16:00	3	73	0.000	3	73	0.000	3	73	0.000
16:00 - 17:00	3	73	0.000	3	73	0.000	3	73	0.000
17:00 - 18:00	3	73	0.000	3	73	0.000	3	73	0.000
18:00 - 19:00	3	73	0.005	3	73	0.005	3	73	0.010
19:00 - 20:00	3	73	0.000	3	73	0.000	3	73	0.000
20:00 - 21:00	3	73	0.000	3	73	0.000	3	73	0.000
21:00 - 22:00	3	73	0.000	3	73	0.000	3	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.019			0.038

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

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

TRIP RATE for Land Use 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	3	73	0.000	3	73	0.000	3	73	0.000
08:00 - 09:00	3	73	0.000	3	73	0.000	3	73	0.000
09:00 - 10:00	3	73	0.000	3	73	0.000	3	73	0.000
10:00 - 11:00	3	73	0.000	3	73	0.005	3	73	0.005
11:00 - 12:00	3	73	0.000	3	73	0.000	3	73	0.000
12:00 - 13:00	3	73	0.000	3	73	0.000	3	73	0.000
13:00 - 14:00	3	73	0.000	3	73	0.000	3	73	0.000
14:00 - 15:00	3	73	0.000	3	73	0.000	3	73	0.000
15:00 - 16:00	3	73	0.005	3	73	0.000	3	73	0.005
16:00 - 17:00	3	73	0.000	3	73	0.000	3	73	0.000
17:00 - 18:00	3	73	0.000	3	73	0.000	3	73	0.000
18:00 - 19:00	3	73	0.000	3	73	0.000	3	73	0.000
19:00 - 20:00	3	73	0.000	3	73	0.000	3	73	0.000
20:00 - 21:00	3	73	0.000	3	73	0.000	3	73	0.000
21:00 - 22:00	3	73	0.000	3	73	0.000	3	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

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

TRIP RATE for Land Use 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	3	73	0.069	3	73	0.179	3	73	0.248
08:00 - 09:00	3	73	0.101	3	73	0.234	3	73	0.335
09:00 - 10:00	3	73	0.115	3	73	0.243	3	73	0.358
10:00 - 11:00	3	73	0.087	3	73	0.128	3	73	0.215
11:00 - 12:00	3	73	0.078	3	73	0.060	3	73	0.138
12:00 - 13:00	3	73	0.032	3	73	0.087	3	73	0.119
13:00 - 14:00	3	73	0.083	3	73	0.046	3	73	0.129
14:00 - 15:00	3	73	0.087	3	73	0.050	3	73	0.137
15:00 - 16:00	3	73	0.161	3	73	0.133	3	73	0.294
16:00 - 17:00	3	73	0.206	3	73	0.115	3	73	0.321
17:00 - 18:00	3	73	0.197	3	73	0.064	3	73	0.261
18:00 - 19:00	3	73	0.128	3	73	0.106	3	73	0.234
19:00 - 20:00	3	73	0.193	3	73	0.101	3	73	0.294
20:00 - 21:00	3	73	0.161	3	73	0.092	3	73	0.253
21:00 - 22:00	3	73	0.101	3	73	0.041	3	73	0.142
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.799			1.679			3.478

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

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

TRIP RATE for Land Use 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	3	73	0.014	3	73	0.005	3	73	0.019
08:00 - 09:00	3	73	0.018	3	73	0.028	3	73	0.046
09:00 - 10:00	3	73	0.023	3	73	0.023	3	73	0.046
10:00 - 11:00	3	73	0.005	3	73	0.023	3	73	0.028
11:00 - 12:00	3	73	0.018	3	73	0.032	3	73	0.050
12:00 - 13:00	3	73	0.009	3	73	0.023	3	73	0.032
13:00 - 14:00	3	73	0.005	3	73	0.009	3	73	0.014
14:00 - 15:00	3	73	0.023	3	73	0.041	3	73	0.064
15:00 - 16:00	3	73	0.018	3	73	0.014	3	73	0.032
16:00 - 17:00	3	73	0.050	3	73	0.041	3	73	0.091
17:00 - 18:00	3	73	0.050	3	73	0.018	3	73	0.068
18:00 - 19:00	3	73	0.028	3	73	0.083	3	73	0.111
19:00 - 20:00	3	73	0.124	3	73	0.161	3	73	0.285
20:00 - 21:00	3	73	0.083	3	73	0.046	3	73	0.129
21:00 - 22:00	3	73	0.083	3	73	0.023	3	73	0.106
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.551			0.570			1.121

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

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

TRIP RATE for Land Use 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	3	73	0.005	3	73	0.005	3	73	0.010
08:00 - 09:00	3	73	0.009	3	73	0.005	3	73	0.014
09:00 - 10:00	3	73	0.005	3	73	0.000	3	73	0.005
10:00 - 11:00	3	73	0.000	3	73	0.000	3	73	0.000
11:00 - 12:00	3	73	0.000	3	73	0.005	3	73	0.005
12:00 - 13:00	3	73	0.000	3	73	0.009	3	73	0.009
13:00 - 14:00	3	73	0.005	3	73	0.005	3	73	0.010
14:00 - 15:00	3	73	0.000	3	73	0.000	3	73	0.000
15:00 - 16:00	3	73	0.000	3	73	0.005	3	73	0.005
16:00 - 17:00	3	73	0.000	3	73	0.000	3	73	0.000
17:00 - 18:00	3	73	0.000	3	73	0.000	3	73	0.000
18:00 - 19:00	3	73	0.000	3	73	0.000	3	73	0.000
19:00 - 20:00	3	73	0.000	3	73	0.000	3	73	0.000
20:00 - 21:00	3	73	0.000	3	73	0.000	3	73	0.000
21:00 - 22:00	3	73	0.000	3	73	0.000	3	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.024			0.034			0.058		

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

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

TRIP RATE for Land Use 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	3	73	0.005	3	73	0.005	3	73	0.010
08:00 - 09:00	3	73	0.009	3	73	0.009	3	73	0.018
09:00 - 10:00	3	73	0.000	3	73	0.000	3	73	0.000
10:00 - 11:00	3	73	0.005	3	73	0.009	3	73	0.014
11:00 - 12:00	3	73	0.000	3	73	0.000	3	73	0.000
12:00 - 13:00	3	73	0.000	3	73	0.000	3	73	0.000
13:00 - 14:00	3	73	0.000	3	73	0.000	3	73	0.000
14:00 - 15:00	3	73	0.005	3	73	0.000	3	73	0.005
15:00 - 16:00	3	73	0.000	3	73	0.000	3	73	0.000
16:00 - 17:00	3	73	0.000	3	73	0.000	3	73	0.000
17:00 - 18:00	3	73	0.000	3	73	0.005	3	73	0.005
18:00 - 19:00	3	73	0.000	3	73	0.000	3	73	0.000
19:00 - 20:00	3	73	0.000	3	73	0.000	3	73	0.000
20:00 - 21:00	3	73	0.000	3	73	0.000	3	73	0.000
21:00 - 22:00	3	73	0.000	3	73	0.000	3	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.028			0.052

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

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

TRIP RATE for Land Use 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	3	73	0.009	3	73	0.009	3	73	0.018
08:00 - 09:00	3	73	0.018	3	73	0.014	3	73	0.032
09:00 - 10:00	3	73	0.005	3	73	0.000	3	73	0.005
10:00 - 11:00	3	73	0.005	3	73	0.009	3	73	0.014
11:00 - 12:00	3	73	0.000	3	73	0.005	3	73	0.005
12:00 - 13:00	3	73	0.000	3	73	0.009	3	73	0.009
13:00 - 14:00	3	73	0.005	3	73	0.005	3	73	0.010
14:00 - 15:00	3	73	0.005	3	73	0.000	3	73	0.005
15:00 - 16:00	3	73	0.000	3	73	0.005	3	73	0.005
16:00 - 17:00	3	73	0.000	3	73	0.000	3	73	0.000
17:00 - 18:00	3	73	0.000	3	73	0.005	3	73	0.005
18:00 - 19:00	3	73	0.000	3	73	0.000	3	73	0.000
19:00 - 20:00	3	73	0.000	3	73	0.000	3	73	0.000
20:00 - 21:00	3	73	0.000	3	73	0.000	3	73	0.000
21:00 - 22:00	3	73	0.000	3	73	0.000	3	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.061			0.108

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

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TRIP RATE for Land Use 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	3	73	0.092	3	73	0.193	3	73	0.285
08:00 - 09:00	3	73	0.138	3	73	0.275	3	73	0.413
09:00 - 10:00	3	73	0.142	3	73	0.266	3	73	0.408
10:00 - 11:00	3	73	0.096	3	73	0.165	3	73	0.261
11:00 - 12:00	3	73	0.096	3	73	0.096	3	73	0.192
12:00 - 13:00	3	73	0.041	3	73	0.119	3	73	0.160
13:00 - 14:00	3	73	0.092	3	73	0.060	3	73	0.152
14:00 - 15:00	3	73	0.115	3	73	0.092	3	73	0.207
15:00 - 16:00	3	73	0.183	3	73	0.151	3	73	0.334
16:00 - 17:00	3	73	0.257	3	73	0.156	3	73	0.413
17:00 - 18:00	3	73	0.248	3	73	0.087	3	73	0.335
18:00 - 19:00	3	73	0.156	3	73	0.188	3	73	0.344
19:00 - 20:00	3	73	0.317	3	73	0.261	3	73	0.578
20:00 - 21:00	3	73	0.243	3	73	0.138	3	73	0.381
21:00 - 22:00	3	73	0.183	3	73	0.064	3	73	0.247
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.399			2.311			4.710

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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Calculation Reference: AUDIT-152301-180906-0937

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	EN ENFIELD	1 days
	HG HARINGEY	1 days
	HK HACKNEY	1 days
	IS ISLINGTON	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 404 to 9000 (units: sqm)
Range Selected by User: 204 to 15000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 27/09/17

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

Selected survey days:

Monday	1 days
Tuesday	7 days
Wednesday	4 days
Thursday	7 days
Friday	1 days

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

Selected survey types:

Manual count	20 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	1
Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	8
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

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

Secondary Filtering selection:

Use Class:

A1	1 days
D2	18 days
Sui Generis	1 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	5 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	2 days
100,001 or More	2 days

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

Population within 5 miles:

5,001 to 25,000	4 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	4 days
500,001 or More	8 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	12 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	2 days
No	18 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	15 days
5 Very Good	1 days
6a Excellent	3 days
6b (High) Excellent	1 days

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters

1	BT-07-K-01 EMPIRE WAY WEMBLEY	LIFESTYLE FITNESS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area:	1750 sqm	
	Survey date: WEDNESDAY	03/06/15	Survey Type: MANUAL
2	CB-07-K-01 COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area:	650 sqm	CUMBRIA
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
3	DS-07-K-03 CARRINGTON STREET DERBY CASTLE WARD Edge of Town Centre Built-Up Zone Total Gross floor area:	4000 sqm	DERBYSHIRE
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
4	EN-07-K-01 OLD PARK AVENUE ENFIELD	FIT4LESS	ENFIELD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	550 sqm	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
5	ES-07-K-02 ORCHARD ROAD BRIGHTON HOVE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	1600 sqm	EAST SUSSEX
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
6	GM-07-K-02 HEYWOOD OLD ROAD MIDDLETON	VIRGIN ACTIVE	GREATER MANCHESTER
	Edge of Town Out of Town Total Gross floor area:	9000 sqm	
	Survey date: THURSDAY	22/10/15	Survey Type: MANUAL
7	HC-07-K-01 BOTLEY ROAD SOUTHAMPTON WEST END Edge of Town No Sub Category Total Gross floor area:	8000 sqm	HAMPSHIRE
	Survey date: TUESDAY	24/11/15	Survey Type: MANUAL
8	HG-07-K-02 LORDSHIP LANE WOOD GREEN	THE GYM	HARINGEY
	Edge of Town Centre Built-Up Zone Total Gross floor area:	1440 sqm	
	Survey date: THURSDAY	18/09/14	Survey Type: MANUAL
9	HK-07-K-01 READING LANE HACKNEY	ENERGIE FITNESS	HACKNEY
	Town Centre Built-Up Zone Total Gross floor area:	1830 sqm	
	Survey date: THURSDAY	21/11/13	Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

10	IS-07-K-02	THE GYM	ISLINGTON
	GOSWELL ROAD		
	ANGEL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1225 sqm	
	Survey date: TUESDAY	28/06/16	Survey Type: MANUAL
11	LE-07-K-01	DAVID LLOYD CLUB	LEICESTERSHIRE
	CARLTON PARK		
	LEICESTER		
	NARBOROUGH		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	8200 sqm	
	Survey date: TUESDAY	04/11/14	Survey Type: MANUAL
12	NR-07-K-01	PUMP GYM	NORTHAMPTONSHIRE
	GLADSTONE ROAD		
	NORTHAMPTON		
	KINGSFIELD BUS. CENTRE		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1333 sqm	
	Survey date: WEDNESDAY	23/11/16	Survey Type: MANUAL
13	NT-07-K-02	VIRGIN ACTIVE	NOTTINGHAMSHIRE
	LONDON ROAD		
	NOTTINGHAM		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	6000 sqm	
	Survey date: THURSDAY	27/06/13	Survey Type: MANUAL
14	NY-07-K-01	FITNESS CLUB	NORTH YORKSHIRE
	RIVER VIEW ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	404 sqm	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
15	PS-07-K-01	SPORTS CENTRE	POWYS
	BROOK STREET		
	WELSHPOOL		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	950 sqm	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
16	SH-07-K-01	FITNESS, TENNIS & LEISURE	SHROPSHIRE
	SUNDORNE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	4500 sqm	
	Survey date: WEDNESDAY	21/05/14	Survey Type: MANUAL
17	TW-07-K-01	DW SPORTS FITNESS	TYNE & WEAR
	TIMBER BEACH ROAD		
	SUNDERLAND		
	CASTLETOWN		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	1380 sqm	
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL
18	WK-07-K-01	STRENGTH & FITNESS GYM	WARWICKSHIRE
	FAR GOSFORD STREET		
	COVENTRY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	554 sqm	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

19	WY-07-K-01	FITNESS FIRST		WEST YORKSHIRE
	REDCOTE LANE			
	LEEDS			
	BURLEY			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Gross floor area:		1570 sqm	
	Survey date: FRIDAY		11/06/10	Survey Type: MANUAL
20	WY-07-K-02	FITNESS CLUB		WEST YORKSHIRE
	GELDERD ROAD			
	BIRSTALL			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		2400 sqm	
	Survey date: TUESDAY		22/04/14	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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	20	2867	0.841	20	2867	0.080	20	2867	0.921
07:00 - 08:00	20	2867	0.551	20	2867	0.569	20	2867	1.120
08:00 - 09:00	20	2867	0.778	20	2867	0.647	20	2867	1.425
09:00 - 10:00	20	2867	1.167	20	2867	0.572	20	2867	1.739
10:00 - 11:00	20	2867	0.933	20	2867	0.743	20	2867	1.676
11:00 - 12:00	20	2867	0.590	20	2867	0.954	20	2867	1.544
12:00 - 13:00	20	2867	0.539	20	2867	0.820	20	2867	1.359
13:00 - 14:00	20	2867	0.570	20	2867	0.698	20	2867	1.268
14:00 - 15:00	20	2867	0.598	20	2867	0.544	20	2867	1.142
15:00 - 16:00	20	2867	0.774	20	2867	0.687	20	2867	1.461
16:00 - 17:00	20	2867	1.156	20	2867	0.851	20	2867	2.007
17:00 - 18:00	20	2867	1.643	20	2867	0.907	20	2867	2.550
18:00 - 19:00	20	2867	1.519	20	2867	1.486	20	2867	3.005
19:00 - 20:00	20	2867	1.038	20	2867	1.578	20	2867	2.616
20:00 - 21:00	20	2867	0.535	20	2867	1.177	20	2867	1.712
21:00 - 22:00	20	2867	0.105	20	2867	0.719	20	2867	0.824
22:00 - 23:00	4	2139	0.035	4	2139	0.269	4	2139	0.304
23:00 - 24:00									
Total Rates:		13.372			13.301				26.673

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:	404 - 9000 (units: sqm)
Survey date date range:	01/01/10 - 27/09/17
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	20	2867	0.005	20	2867	0.005	20	2867	0.010
07:00 - 08:00	20	2867	0.005	20	2867	0.005	20	2867	0.010
08:00 - 09:00	20	2867	0.003	20	2867	0.003	20	2867	0.006
09:00 - 10:00	20	2867	0.010	20	2867	0.005	20	2867	0.015
10:00 - 11:00	20	2867	0.007	20	2867	0.010	20	2867	0.017
11:00 - 12:00	20	2867	0.007	20	2867	0.007	20	2867	0.014
12:00 - 13:00	20	2867	0.007	20	2867	0.007	20	2867	0.014
13:00 - 14:00	20	2867	0.005	20	2867	0.007	20	2867	0.012
14:00 - 15:00	20	2867	0.005	20	2867	0.003	20	2867	0.008
15:00 - 16:00	20	2867	0.000	20	2867	0.002	20	2867	0.002
16:00 - 17:00	20	2867	0.007	20	2867	0.007	20	2867	0.014
17:00 - 18:00	20	2867	0.010	20	2867	0.010	20	2867	0.020
18:00 - 19:00	20	2867	0.010	20	2867	0.009	20	2867	0.019
19:00 - 20:00	20	2867	0.010	20	2867	0.010	20	2867	0.020
20:00 - 21:00	20	2867	0.002	20	2867	0.003	20	2867	0.005
21:00 - 22:00	20	2867	0.002	20	2867	0.002	20	2867	0.004
22:00 - 23:00	4	2139	0.000	4	2139	0.000	4	2139	0.000
23:00 - 24:00									
Total Rates:			0.095			0.095			0.190

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
07:00 - 08:00	20	2867	0.003	20	2867	0.003	20	2867	0.006
08:00 - 09:00	20	2867	0.003	20	2867	0.002	20	2867	0.005
09:00 - 10:00	20	2867	0.002	20	2867	0.000	20	2867	0.002
10:00 - 11:00	20	2867	0.005	20	2867	0.003	20	2867	0.008
11:00 - 12:00	20	2867	0.005	20	2867	0.005	20	2867	0.010
12:00 - 13:00	20	2867	0.002	20	2867	0.005	20	2867	0.007
13:00 - 14:00	20	2867	0.002	20	2867	0.000	20	2867	0.002
14:00 - 15:00	20	2867	0.002	20	2867	0.002	20	2867	0.004
15:00 - 16:00	20	2867	0.000	20	2867	0.003	20	2867	0.003
16:00 - 17:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
17:00 - 18:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
18:00 - 19:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
19:00 - 20:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
20:00 - 21:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
21:00 - 22:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
22:00 - 23:00	4	2139	0.000	4	2139	0.000	4	2139	0.000
23:00 - 24:00									
Total Rates:			0.024			0.023			0.047

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
07:00 - 08:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
08:00 - 09:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
09:00 - 10:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
10:00 - 11:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
11:00 - 12:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
12:00 - 13:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
13:00 - 14:00	20	2867	0.002	20	2867	0.000	20	2867	0.002
14:00 - 15:00	20	2867	0.003	20	2867	0.000	20	2867	0.003
15:00 - 16:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
16:00 - 17:00	20	2867	0.000	20	2867	0.003	20	2867	0.003
17:00 - 18:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
18:00 - 19:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
19:00 - 20:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
20:00 - 21:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
21:00 - 22:00	20	2867	0.000	20	2867	0.000	20	2867	0.000
22:00 - 23:00	4	2139	0.000	4	2139	0.000	4	2139	0.000
23:00 - 24:00									
Total Rates:			0.005			0.003			0.008

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	20	2867	0.021	20	2867	0.005	20	2867	0.026
07:00 - 08:00	20	2867	0.031	20	2867	0.017	20	2867	0.048
08:00 - 09:00	20	2867	0.028	20	2867	0.031	20	2867	0.059
09:00 - 10:00	20	2867	0.044	20	2867	0.028	20	2867	0.072
10:00 - 11:00	20	2867	0.021	20	2867	0.017	20	2867	0.038
11:00 - 12:00	20	2867	0.026	20	2867	0.040	20	2867	0.066
12:00 - 13:00	20	2867	0.026	20	2867	0.016	20	2867	0.042
13:00 - 14:00	20	2867	0.023	20	2867	0.030	20	2867	0.053
14:00 - 15:00	20	2867	0.016	20	2867	0.012	20	2867	0.028
15:00 - 16:00	20	2867	0.024	20	2867	0.023	20	2867	0.047
16:00 - 17:00	20	2867	0.021	20	2867	0.019	20	2867	0.040
17:00 - 18:00	20	2867	0.047	20	2867	0.033	20	2867	0.080
18:00 - 19:00	20	2867	0.049	20	2867	0.049	20	2867	0.098
19:00 - 20:00	20	2867	0.024	20	2867	0.033	20	2867	0.057
20:00 - 21:00	20	2867	0.016	20	2867	0.044	20	2867	0.060
21:00 - 22:00	20	2867	0.017	20	2867	0.031	20	2867	0.048
22:00 - 23:00	4	2139	0.000	4	2139	0.035	4	2139	0.035
23:00 - 24:00									
Total Rates:			0.434			0.463			0.897

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

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APPENDIX D



	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



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	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%	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%	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%	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	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	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	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	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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	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%	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	Restriction	Thu 07:00	Thu 08:00	Thu 09:00	Thu 10:00	Thu 11:00	Thu 12:00	Thu 13:00	Thu 14:00	Thu 15:00	Thu 16:00	Thu 17:00	Thu 18:00	Fri 07:00	Fri 08:00	Fri 09:00	Fri 10:00	Fri 11:00	Fri 12:00	Fri 13:00	Fri 14:00	Fri 15:00	Fri 16:00	Fri 17:00	Fri 18:00	Sat 00:30	Sat 07:00	Sat 08:00	Sat 09:00	Sat 10:00	Sat 11:00	Sat 12:00	Sat 13:00	Sat 14:00	Sat 15:00	Sat 16:00	Sat 17:00	Sat 18:00	Sep-2018 Capacity	
Double Yellow	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	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	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	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	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	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%	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%

APPENDIX B



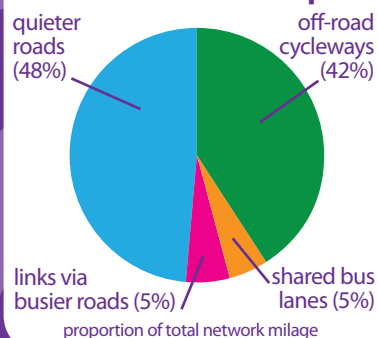
Reading Cycle Routes

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.



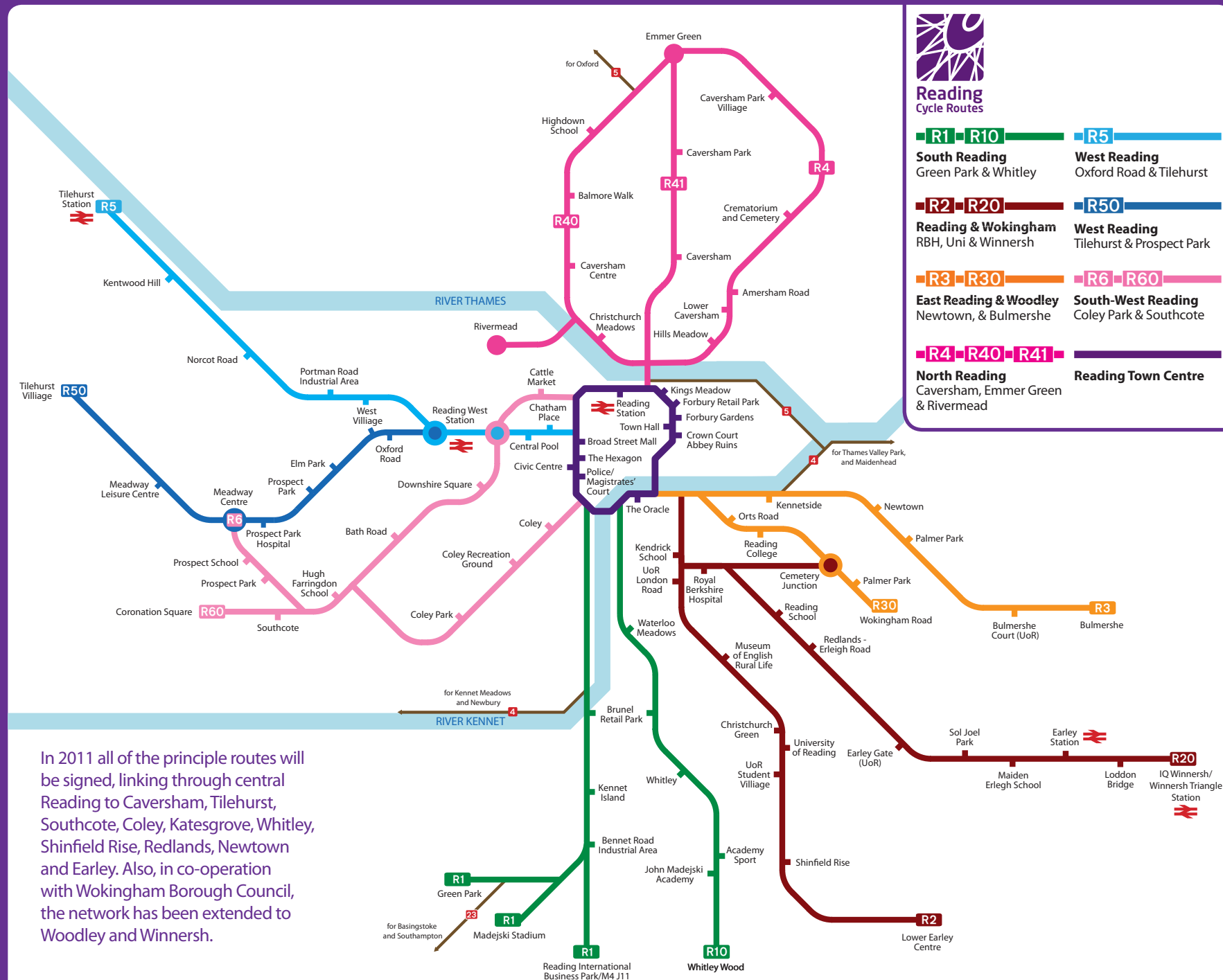
0118 937 3737 or www.reading.gov.uk



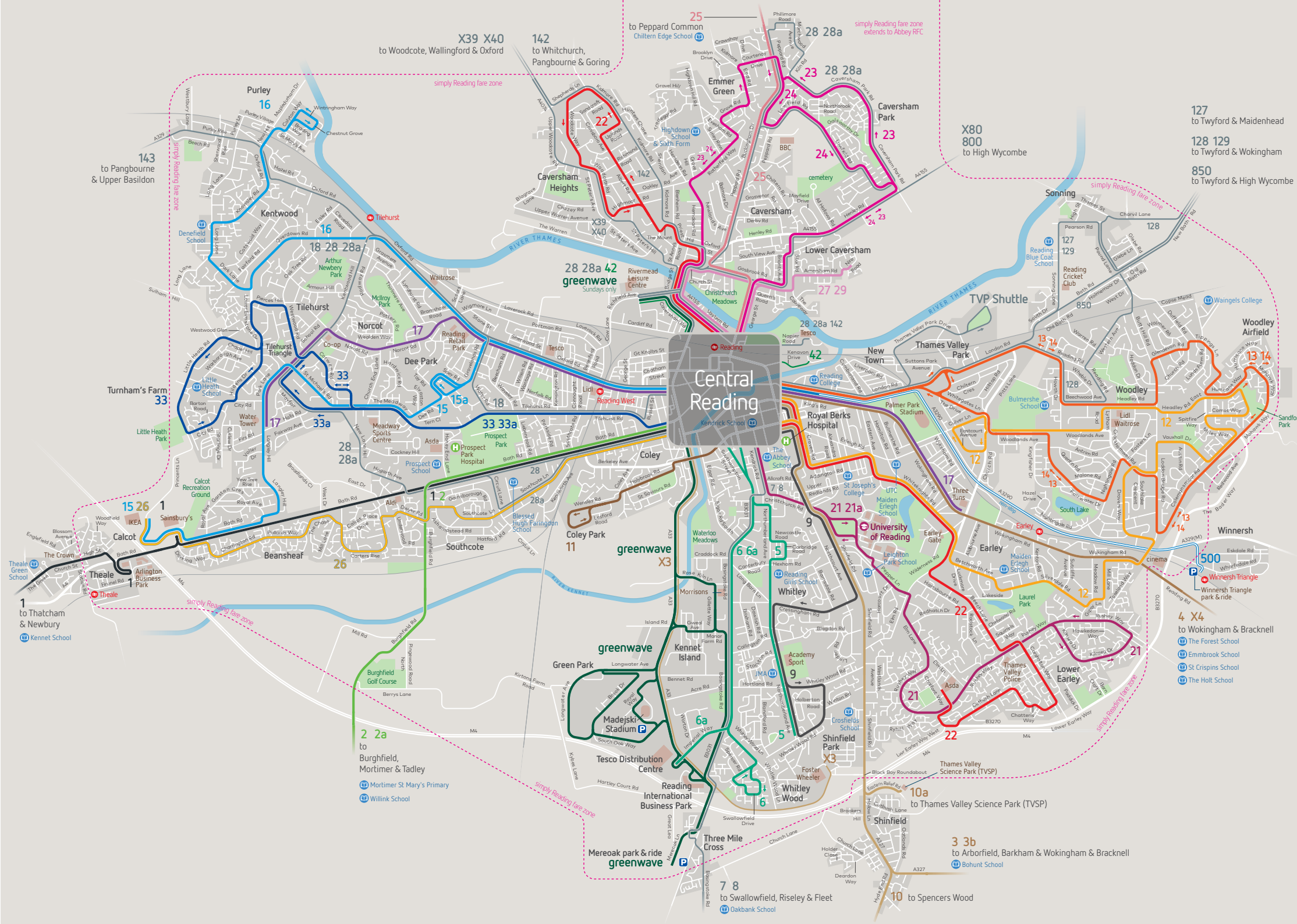
Reading Cycle Routes

Getting There

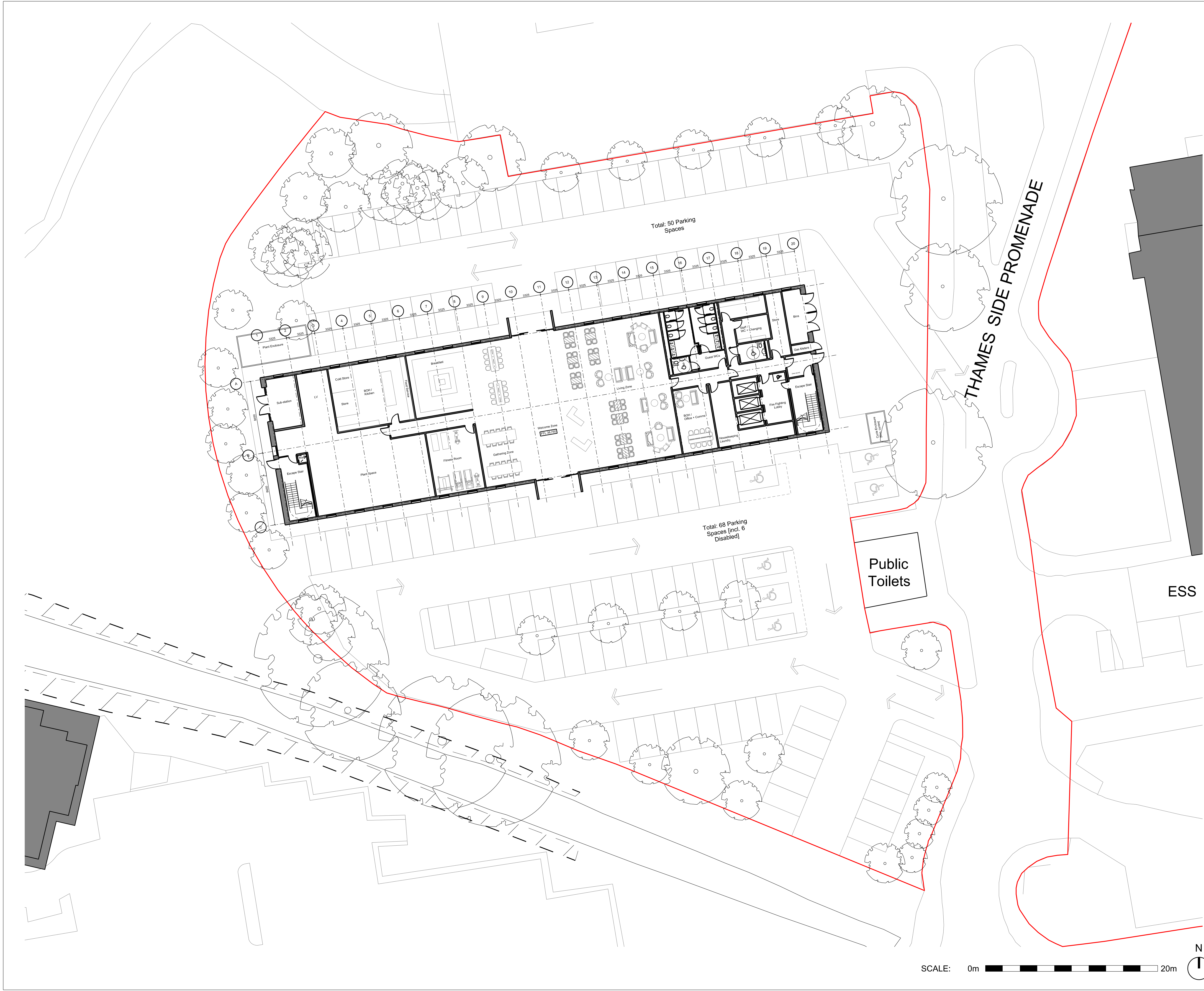




APPENDIX C



APPENDIX D



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.

0566_X_GA(XX)02_XX

SCALE@A1

1:200

DATE

2019

ORIGINATOR

JAH

CHECKED

SR

REV.

F

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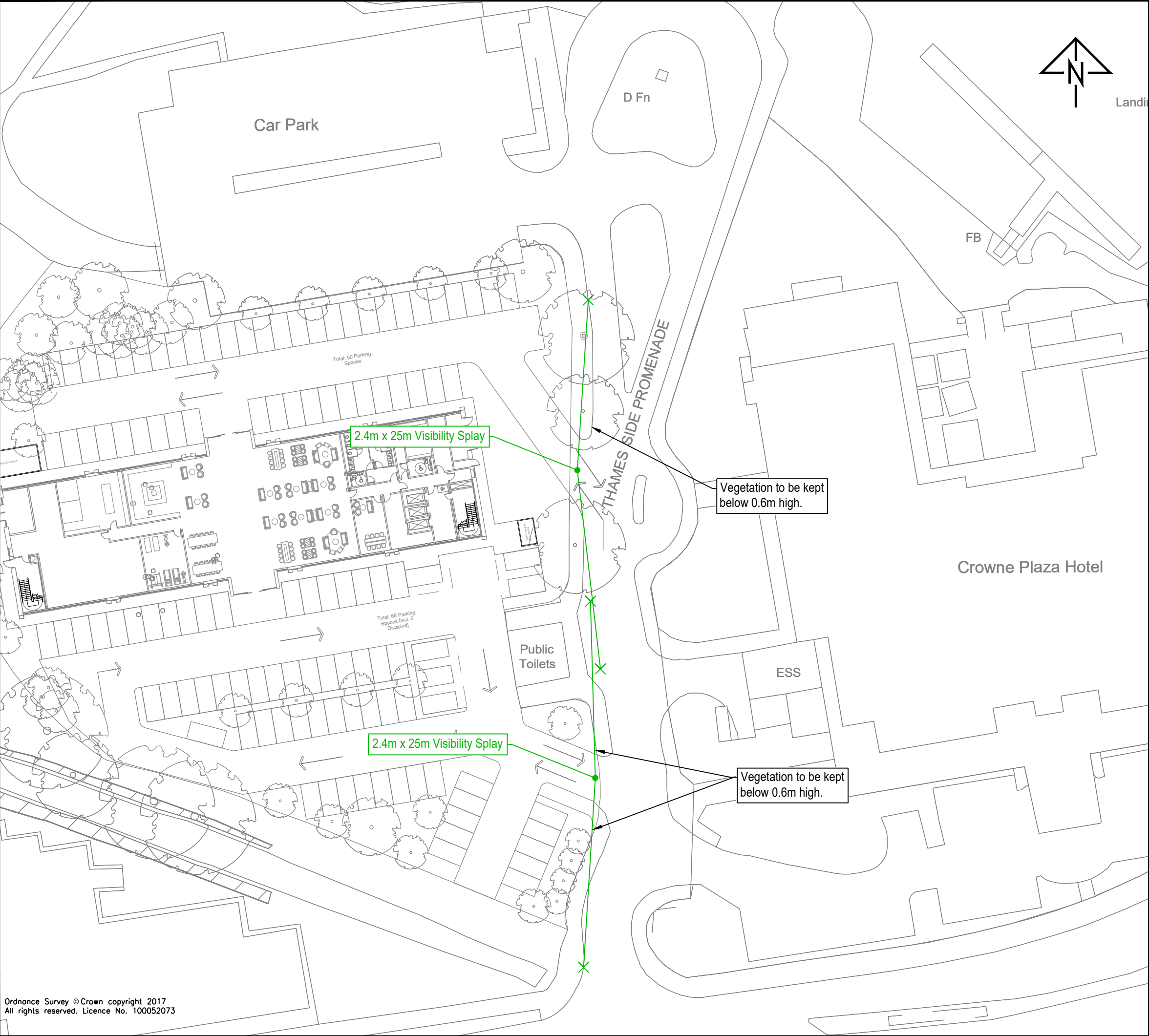
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APPENDIX E



- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.
 3. Based on ANYO Architects layout: 0566_X_GA(XX)01_XX.

REV.	A	Layout updated, splays amended to suit.	KB	BB	19.06.2019
		DETAILS	DRAWN	CHECKED	DATE

CLIENT:	Redefine Hotels Portfolio III
PROJECT:	Redefine Hotel, Reading
DRAWING TITLE:	Visibility at Site Accesses

SCALES:		1:500 at A3			
DRAWN:	KB	CHECKED:	SE	DATE:	18.09.2018



Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectoros.co.uk

DRAWING NUMBER:	183733/A/01	REVISION:	A
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