

**Land at North Street / Weldale  
Street, Reading**

**Prepared for Lochailort  
Thames Quarter Limited**

**by**

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## **CONTENTS**

### **SECTIONS**

|                                                   | <b>PAGE</b> |
|---------------------------------------------------|-------------|
| <b>1.0 INTRODUCTION</b>                           | <b>2</b>    |
| <b>2.0 TRANSPORT PLANNING POLICY AND GUIDANCE</b> | <b>3</b>    |
| <b>3.0 THE EXISTING SITUATION</b>                 | <b>7</b>    |
| <b>4.0 DEVELOPMENT PROPOSALS</b>                  | <b>15</b>   |
| <b>5.0 DEVELOPMENT TRAFFIC ASSESSMENT</b>         | <b>18</b>   |
| <b>6.0 SUMMARY AND CONCLUDING COMMENTS</b>        | <b>19</b>   |

### **FIGURES**

|                   |                              |
|-------------------|------------------------------|
| <b>Figure 1.1</b> | <b>Site Location Plan</b>    |
| <b>Figure 3.1</b> | <b>Reading Cycle Routes</b>  |
| <b>Figure 3.2</b> | <b>Local Facilities Plan</b> |
| <b>Figure 3.3</b> | <b>Existing Bus Routes</b>   |

### **APPENDICES**

|                   |                             |
|-------------------|-----------------------------|
| <b>Appendix A</b> | <b>PIA data</b>             |
| <b>Appendix B</b> | <b>ATC data</b>             |
| <b>Appendix C</b> | <b>Proposed Site Layout</b> |



## 1.0 INTRODUCTION

- 1.1 Stuart Michael Associates (SMA) has been appointed by Lochailort Thames Quarter Limited (the 'Applicant') to prepare a Transport Statement (TS) in support of an Outline Planning Application for the proposed development of a 47 unit housing development at North Street, Reading.
- 1.2 The site is located on the corner of North Street and Weldale Street. Immediately north of the site is Reading ambulance station and Great Knollys Street. To the west are existing residential properties. To the east is Reading town centre and train station. Existing vehicle access to the site is from North Street.
- 1.3 The site is located in close proximity to Reading town centre, approximately 420m to the east. The surround area is characterised by a mix of land uses including light industry, transport depots, offices/commercial, community and residential uses. **Figure 1.1** illustrates the site location.
- 1.4 Government policy National Planning Policy Framework (NPPF) was updated July 2018. This sits alongside Planning Practice Guidance for Transport Assessments & Travel Plans. This TA has been prepared in accordance with this guidance.

### Report Outline

- 1.5 The remaining sections of this report include:

**Section 2:** provides an overview of the relevant national, regional and local policies;

**Section 3:** Examines the existing conditions of the site and local area, including the local highway network, accessibility for non-motorised users, highway safety and vehicular accessibility;

**Section 4:** Describes the proposed development, access arrangements and parking provision;

**Section 5:** provides an assessment of the likely number of trips generated by the proposed development;

**Section 6:** Gives a summary of the report and draws its conclusions from the assessment.



## 2.0 TRANSPORT PLANNING POLICY AND GUIDANCE

### National Planning Policy

- 2.1 The **National Planning Policy Framework** (NPPF), published in March 2012, has been updated in July 2018. At the heart of the NPPF remains a presumption in favour of sustainable development. Three roles of sustainable development are identified: economic, social and environmental.
- 2.2 A set of core land-use planning principles have been identified for plan and decision making purposes. Of these principles it is identified that planning should: actively manage patterns of growth to make the fullest possible use of public transport, walking, cycling and focus significant development in locations which are or can be sustainable.
- 2.3 With regard to promoting sustainable transport, it is recognised that when assessing sites that may be allocated for development in plans; or specific applications for development, it should be ensured that:
- *“appropriate opportunities to promote sustainable transport modes can be – or have been - taken up, given the type of development and its location;*
  - *safe and suitable access to the site can be achieved for all users; and*
  - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”* (NPPF, paragraph 108).
- 2.4 The NPPF advises that “Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.
- 2.5 Within this context, applications for development should:
- *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*



- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*  
(NPPF, paragraph 110).

## **Local Planning Policy and Guidance**

### Local Transport Plan 3

- 2.6 The third Reading Borough Council (RBC) **Local Transport Plan** (LTP3) outlines the transport strategy for the period 2011-2026. The vision for the strategy is to get Reading Connected:

*“Transport in Reading will better connect people to the places that they want to go: easily, swiftly, safely, sustainably and in comfort. We will meet the challenges of a dynamic, low-carbon future to promote prosperity for Reading.*

*Whichever way you choose to travel, by foot or bicycle, motorcycle, bus, rail, car or boat whether to work or education, to leisure or the services you need, our transport system will help you get there”.*

- 2.7 The LTP3 has identified the future transport challenges for the central area these are summarised in **Table 2.1**.



**Table 2.1: LTP3 Transport Challenges for the Central Area**

| Central Area Challenge              | Challenge Summary                                                                                                                                                                                                                                                                     |
|-------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Network Efficiency</b>           | Improve flows on the IDR, especially during peak times, and ensure that buses have sufficient priority to improve journey times and reliability and thus the attractiveness of bus travel within the central area.                                                                    |
| <b>HGV Through Traffic</b>          | Reduce the use of the IDR as a through route for HGVs and encouraging the use of more suitable strategic routes.                                                                                                                                                                      |
| <b>Severance</b>                    | Improve connectivity over the River Thames, the railway and the IDR, by either providing more crossing points or improving the journey experience on existing crossing points.                                                                                                        |
| <b>Future Development Proposals</b> | Ensure that the transport network can efficiently accommodate the additional demand created by the new proposed developments in the central area and minimise impacts on the environment.                                                                                             |
| <b>Rail</b>                         | Increase the capacity of the railway station and track and improve the integration of transport facilities for sustainable modes around, to and from the station.                                                                                                                     |
| <b>Safety</b>                       | Reduce the level of accidents through safer pedestrian and cycle facilities in areas where there are high vehicle flows and conflicting movements.                                                                                                                                    |
| <b>Car Parking</b>                  | Manage demand for the existing central car parks and on-street parking space, and to maximise use of alternative means of accessing central Reading, or to expand car park capacity centrally or at Park & Ride locations in order to support the area's ongoing economic prosperity. |

- 2.8 RBC has made progress on a number of challenges so far including increased train capacity and an improved public realm surrounding the station, new parking facilities at Chatham Place and new cycle parking facilities.

#### Local Development Framework (LDF)

- 2.9 The RBC Local **Development Framework (LDF)** is a collection of development plans which affect Reading, of which the **Reading Borough Core Strategy** is the central document. It was adopted in 2008 (altered 2015); setting out the Council's planning strategy for the Borough. It sets out how planning and development will achieve the Reading 2020 Vision for the town. Policies which relate to the proposed development include:

- Policy CS4: Accessibility and the Intensity of Development;
- Policy CS16: Affordable Housing (altered 2015);
- Policy CS22: Transport Assessments;
- Policy CS23: Sustainable Travel and Travel Plans.

- 2.10 RBC aim to influence travel behaviour by encouraging sustainable travel choices. The Core Strategy states under **Policy CS23** that all major developments must implement measures to promote and improve sustainable transport facilities through agreed travel plans before planning permission is granted.



- 2.11 **Reading Central Area Action Plan** (RCAAP) adopted 2009 provides the development strategy for central Reading to 2026, within which the site is located. The RCAAP forms part of RBC's LDF as a Development Planning Document (DPD).
- 2.12 The RCAAP recognises the importance of timing spatial planning with transport infrastructure improvements. Major transport issues were identified as:
- Reading Station is the second busiest interchange outside of London but is a major bottleneck on the national rail network.
  - Road congestion, particularly on the IDR encircling the centre, has become heavily used by through traffic.
  - The challenge of how transport links with the vibrant evening economy of the centre and ensures the safety of visitors.
- 2.13 The site is allocated in the RCAAP under the heading 'Other Opportunity Sites', specifically RC4b '*Reading Family Centre, North Street*'. The allocation is for a residential development of 25 to 40 dwellings.
- 2.14 Parking standards for the proposed development are set out in RBC's **Revised Parking Standards and Design Supplementary Planning Document**, part of the LDF. The proposed development is within Zone 2, Primary Core Area.
- 2.15 Further advice has been referred to in preparation of this TA, which includes the following documents:
- Manual for Streets 1 & 2;
  - Planning Practice Guidance - March 2014.



### **3.0 THE EXISTING SITUATION**

#### **Site Overview**

- 3.1 The site is located on the corner of North Street and Weldale Street. Currently, the site can be characterised as disused vacant land. Reading ambulance station and Great Knollys Street are to the north. To the west is Caroline Street and existing residential properties. Reading town centre is approximately 420m walk to the east.
- 3.2 In recent years the area has undergone extensive redevelopment including a new primary school on Great Knollys Street, a mixed use development at Chatham Place. On the opposite side of Weldale Street, the Iceland / Wickes site, received planning consent in November 2017 for a mixed use development. **Figure 1.1** illustrates the site location.

#### **Non-Motorised Users (NMUs) Accessibility**

##### Access on Foot/Cycle

- 3.3 The local area is supported by a good pedestrian and cycle network. This facilitates safe and convenient movement on foot and cycle between the site and the surrounding area.
- 3.4 Continuous footways are present on both sides of the carriageway along North Street, Weldale Street and Great Knollys Street. These footways are lit with dropped kerbing and pedestrian crossing points.
- 3.5 The principal desire line for pedestrians to access Reading town centre is likely to be via Chatham Street, Friar Street and West Street. A footway on the western boundary of the Iceland / Wickes site directly links Weldale Street and Chatham Street. Zebra crossings on the Chatham Street / A329 roundabout and the signalised junction between Friar Street and West Street provide pedestrians with safe crossing points.
- 3.6 An alternative route to the town centre is possible by walking along Weldale Street, turning right at the Caversham Road junction and walking the short distance to Chatham Street / A329 roundabout. Both routes are similar in distance though the gradient via the footway is less onerous.



- 3.7 Reading train station is approximately 650m to the northeast of the site. The likely desire line from the site is via Great Knollys Street and either Tudor Road or Stanshawe Road. Continuous footways are provided along the route and pedestrian crossing facilities at the Great Knollys Street / Caversham Road junction provide a safe crossing point.
- 3.8 Reading has a comprehensive cycle network with 7 colour coded routes from the town centre to the wider urban area of Reading and a circular route around the town centre. The cycle network connects all the town's major public facilities, employment and leisure areas. **Figure 3.1** reproduces the Reading Cycle Network Map.
- 3.9 The site is located between North Reading and West Reading routes, illustrated on **Figure 3.1** as pink and blue routes respectively. The town centre circular route (shown in purple on **Figure 3.1**), running to the east of the site, provides access to each of the 7 arterial routes.
- 3.10 Readybike is a 24 hour on-street bike hire service available at various locations around Reading. There is a bike station on St. Marys Butts outside the Broad Street Mall (approx. 615m) and also at Reading train station (approx. 650m). Cycle parking is available at various locations across Reading. These locations include Chatham Place, Reading train station, West Street, Friar Street and Broad Street Mall.
- 3.11 National Cycle Network routes 4 & 5 pass through Reading. Route 4 runs along the river Kennet to the south of the site. Route 5 runs along the river Thames to the north. Both routes link together where the river Kennet meets the river Thames. From the site, it is possible to join route 4 via Chatham Street, West Street and St. Marys Butts.

### **Local Facilities**

- 3.12 'Manual for Streets' (MfS) describes "walkable neighbourhoods" as those which are "typically characterised by having a range of facilities within 10 minutes' (around 800m) walking distance".
- 3.13 The site is in an ideal location, in close proximity to Reading town centre. Reading town centre is a well-developed retail and services centre. A wide range of high street stores, department stores and the Oracle shopping centre provide many retail options.



- 3.14 **Figure 3.2** illustrates the location of various local facilities and amenities which shows 400m, 800m and 1,200m walking distance isochrones from the centre of the site. **Table 3.1** provides a summary of some of the local facilities and an estimated walking distance and cycling time from the centre of the site.

**Table 3.1: Local Facilities**

| Facility                                          | Walking Distance (m/km) | Cycling Times (minutes) |
|---------------------------------------------------|-------------------------|-------------------------|
| Civitas Academy Primary School                    | 225m                    | 1 minute                |
| Victoria Park                                     | 315m                    | 1 minute                |
| A&S Convenience Shop (Folly View Road)            | 370m                    | 1 minute                |
| Chatham Street Surgery                            | 325m                    | 1 minute                |
| Town Centre (West Street)                         | 420m                    | 1 ½ minutes             |
| NHS Dental Surgery (Oxford Road)                  | 455m                    | 1 ½ minutes             |
| Broad Street Mall                                 | 545m                    | 2 minutes               |
| Reading Walk-In Health Centre (Broad Street Mall) | 545m                    | 2 minutes               |
| Reading Train Station                             | 650m                    | 2 minutes               |
| The Hexagon                                       | 630m                    | 2 minutes               |
| The Oracle                                        | 835m                    | 3 minutes               |

- 3.15 Civitas Academy Primary School primary school is 225m to the northwest of the site on Great Knollys Street. There is also Oxford Road primary school, approximately 530m to the west of the site and EP Collier Primary School is 855m to the north of the site.
- 3.16 Each of the facilities/amenities listed above are accessible from the site by foot or bicycle using existing infrastructure. The majority of facilities are within 800m of the site, described as a 'walkable neighbourhood' by MfS.

### **Accessibility by Public Transport Services**

#### Bus Services

- 3.17 Reading town centre is served by a number of high quality bus routes. The nearest bus stops are on Oxford Street, approximately 375m to the south of the site. Bus routes stopping here include number 1, 2, 15, 16 and 17.
- 3.18 Friar Street and Reading train station, both within easy walking distance of the site are also served by numerous bus routes. **Figure 3.3** provides a plan of the bus service routes. **Table 3.2** details some of the key bus routes.



**Table 3.2: Summary of Local Bus Services**

| Service        | Route                                           | Monday-Friday   |                   | Saturday        |                   | Additional Notes               |
|----------------|-------------------------------------------------|-----------------|-------------------|-----------------|-------------------|--------------------------------|
|                |                                                 | Operating Hours | Typical Frequency | Operating Hours | Typical Frequency |                                |
| <b>1</b>       | Newbury - Thatcham - Theale - Reading           | 05:00-23:35     | Every 30mins      | 06:20-23:34     | Every 30mins      | (Sundays 07:20-20:10, 1/hour)  |
| <b>2/2A</b>    | Central Reading - Mortimer                      | 05:02-00:15     | Every 30mins      | 06:45-00:15     | Every 30mins      | (Sundays 08:00-19:52, 1/hour)  |
| <b>15 /15a</b> | Calcot - Tilehurst - Dee Park - Central Reading | 05:00-00:20     | Every 30mins      | 06:05-00:01     | Every 30mins      | (Sundays 07:35-00:01, 30 mins) |
| <b>16</b>      | Purley - Oxford Road - Central Reading          | 05:25-00:16     | Every 20mins      | 05:50-00:14     | Every 20mins      | (Sundays 07:29-00:20, 30 mins) |
| <b>17</b>      | Wokingham Road - Reading - Oxford Road          | 24hrs           | Every 10-15mins   | 24hrs           | Every 10-15mins   | (Sundays 24hrs, 30 mins)       |
| <b>26</b>      | Sainsbury's - Reading Station                   | 03:50-04:14     | Every 20mins      | 03:50-04:12     | Every 20mins      | (Sundays 04:16-03:37 30 mins)  |
| <b>33/33a</b>  | Central Reading - Tilehurst - Turnham's Farm    | 05:25-00:15     | Every 20mins      | 06:00-00:15     | Every 20mins      | (Sundays 08:25-23:15, 30 mins) |

\*Times taken from Reading Buses website.

- 3.19 Table 3.2 demonstrates that the bus stops on Oxford Road are well connected by bus services for accessing much of the Reading urban area. The bus route 17 runs 24 hour 7 days a week, connecting central Reading with Three Turns in the east and Tilehurst in the west. The stops on Oxford Road include shelters and real time information display boards.
- 3.20 A premium express coach service operates from Reading train station to Heathrow Airport. The service has frequencies up to every 20mins between 04:00 and 23:00 Monday to Saturday. Sunday services operate on a reduced timetable.
- 3.21 National Express coach services for Reading operate from Mere oak park-and-ride just off junction 11 of the M4 to the south of the site. Reading buses Greenwave route links the town centre (St. Marys Butts stop) to the park-and-ride site and the National Express coach stop. Greenwave buses run Monday to Saturday (with reduced services on Sundays and bank holiday) every 10 to 15 minutes and the journey takes 20 to 25 minutes.
- 3.22 National Express coach operates services from Reading to numerous destinations across the south and south west including Bath, Bristol, Cardiff, Penzance, Plymouth and Gatwick and Heathrow airports. A service to Cork in Ireland is also available.



### Train Services

- 3.23 The site is located 650m west of Reading train station (**Figure 3.2**) a major train interchange. The majority of services into Reading have an origin/destination of London Paddington. The station is served by three major train operating companies: Great Western Rail, Cross Country, and South West Trains. Services operate 7 days a week at a high frequency through the day and night.
- 3.24 Destinations that can be accessed from Reading train station are summarised below by train operator:
- **Great Western Rail:** London Paddington, Slough, Basingstoke, Gatwick Airport, Oxford, Hereford, Worcester, Bristol, South Wales and the South West of England;
  - **Cross Country Trains:** Bournemouth, Southampton, Guildford, Banbury, Coventry, Birmingham, the North of England and Scotland;
  - **South West Trains:** Wokingham, Staines, Richmond, Clapham Junction, London Waterloo, Basingstoke, Winchester, Southampton, Portsmouth and Brighton.
- 3.25 Major redevelopment works have been undertaken at the station to increase the number of trains that can operate through the station at any one time and ease congestion.
- 3.26 At the beginning of 2018, Great Western Railway introduced new cleaner electric trains on routes serving Reading. The new trains provide increased capacity, better on-board facilities and a more environmentally sustainable means of travel. The new trains (along with the roll-out of new intercity trains) serve routes from London Paddington to Maidenhead, Reading, Didcot and further west to Bristol and Cardiff.
- 3.27 Reading is to benefit from the Elizabeth Line (formerly Crossrail) from 2019. It will provide improved journey times across London, easing congestion and enabling better connections. There will be two trains an hour from Reading and passengers will be able to travel into, and beyond, central London without the need to change at Paddington. It will also provide greater flexibility for future timetabling of services.



### Summary

- 3.28 The site is in a highly sustainable location in transportation terms, conveniently accessible by all travel modes. The site is within 800m (10 minute walk) of numerous facilities, amenities and employment opportunities and is well linked to other employment centres around the town. The high quality inter-urban connections offered by both the nearby bus stops and train station further reduce the need to drive.

### **Local Road Network**

- 3.29 North Street, a signal carriageway street some 95m long, links Great Knollys Street with Weldale Street. Weldale Street links with Caversham Road (A329) to the east. Traffic can only enter or exit Weldale Street from the northbound carriageway of Caversham Road. Weldale Street is stopped up just west of the site.
- 3.30 Great Knollys Street links with Caversham Road at a signalised junction to the east of the site. It is possible to join either carriageway of Caversham Road from this junction. Great Knollys Street is also stopped up just west of the entrance to Reading Buses depot.
- 3.31 North Street, Weldale Street and Great Knollys Street are subject to a 30mph speed restriction, typical of a built-up area. On-street parking resections are present on each of the streets and discussed in further detail in section 4.
- 3.32 The A329 Caversham Road forms part of the Inner Distribution Road (IDR) which loops around Reading town centre. The A329 takes the form of a dual carriageway and is restricted to a 40mph speed limit. To the north the A329 connects with Vastern Road and the A4155.
- 3.33 The A329 continues south of the site as the A33. It provides direct access to the M4 at junction 11. Alternative access to the M4, for destinations east of Reading, can be sought via the A329 south of the site linking with the A4 Bath Road (**Figure 1.1**).

### Road Safety

- 3.34 Personal Injury Accident (PIA) data for the study area has been obtained from RBC for the 5 year period 01/10/2012 to the 30/09/2017. **Appendix A** contains a full copy of the PIA data. **Table 3.3** provides a summary of the PIAs within the study area.



**Table 3.3: Summary of PIA Data**

| <b>Date</b> | <b>Location</b>                                           | <b>Severity /Injured party</b> |
|-------------|-----------------------------------------------------------|--------------------------------|
| 01/10/2012  | A329 Chatham Street Roundabout junction with Friar Street | Slight: 1 Cyclists             |
| 01/12/2012  | Stanshawe Road                                            | Serious: 1 pedestrian (child)  |
| 31/12/2012  | A329 Roundabout junction with Chatham Street              | Slight: 1 pedestrian           |
| 11/03/2013  | A329 Roundabout junction with Chatham Street              | Slight: 1 car passenger        |
| 07/02/2013  | Great Knollys Street junction with North Street           | Slight: 1 cyclists             |
| 09/02/2013  | A329 IDR just south of Chatham Street overbridge          | Slight: 1 car passenger        |
| 02/12/2013  | A329 Chatham Street Roundabout junction with Friar Street | Slight: 1 car driver           |
| 23/04/2014  | A329 Chatham Street Roundabout junction with Friar Street | Slight: 1 pedestrian           |
| 07/10/2014  | Great Knollys Street junction with North Street           | Slight: 1 car passenger        |
| 29/04/2015  | A329 Caversham Road junction with Stanshawe Road          | Slight: 1 car driver           |
| 22/05/2015  | Friar Street junction with Cheapside                      | Slight: 1 pedestrian           |
| 21/10/2015  | A329 Chatham Street Roundabout junction with Friar Street | Slight: 1 cyclists             |
| 02/03/2016  | Great Knollys Street east of junction with North Street   | Slight: 1 cyclists             |
| 14/03/2016  | A329 Chatham Street Roundabout junction with IDR          | Slight: 1 car driver           |
| 15/11/2016  | A329 Chatham Street Roundabout junction with Friar Street | Slight: 1 pedestrian           |
| 12/12/2016  | A329 Chatham Street Roundabout junction with IDR off ramp | Slight: 1 cyclists             |
| 04/03/2017  | Sackville Street opposite Greyfriars Centre               | Slight: 1 pedestrian           |
| 10/04/2017  | A329 Chatham Street Roundabout junction with Friar Street | Slight: 1 pedestrian           |
| 31/07/2017  | A329 roundabout junction with Chatham Street              | Slight: 1 cyclists             |

3.35 A total of 19 incidents were recorded in the study area over the 5 year period. One incident was recorded as serious and happened on Stranshawe Road. This incident involved a child (3 years old) running out from between parked cars in front of a bus while attempting to cross the street.



- 3.36 All of the remaining incidents, numbering 18, were recorded as slight. No incidents were recorded in front of the site or on Weldale Street. Two incidents were recorded at the junction of North Street and Great Knollys Street. One involved a driver car failing to look properly and colliding with a cyclist. The other involved a car and a bus and was due to driver error.
- 3.37 A number of slight incidents occurred at the approach arms or on the Chatham Street / Caversham Road roundabout. 8 of these incidents involved vulnerable road users (pedestrians and cyclists). The majority of these incidents were caused due to drivers failing to give way entering the roundabout, failing to look properly, poor manoeuvres and rear end shunts.

#### PIA Summary

- 3.38 Although a number of accidents occurred within the identified network within the study period, the average number of accidents across the selected junctions was 4 per year. Given the A329 is a key route through Reading and the study area includes a large roundabout, this average numbers of accidents per year is not considered high. Therefore the PIA data does not indicate any underlying safety or design issues on the surrounding highway network.

#### Existing Traffic Conditions

- 3.39 An Automatic Traffic Count (ATC) survey was undertaken on North Street. The survey was conducted between the 11<sup>th</sup> to the 18<sup>th</sup> of January 2018. **Table 3.4** lists the 7-day average vehicle flows. The survey data is attached as **Appendix B**.

**Table 3.4 – ATC Survey Flows**

| <b>North Street</b>   |                   |                   |
|-----------------------|-------------------|-------------------|
|                       | <b>Northbound</b> | <b>Southbound</b> |
| AM Peak (08:00-09:00) | 56                | 6                 |
| PM Peak (17:00-18:00) | 40                | 18                |

- 3.40 The higher volume of traffic traveling northbound reflects the surround street network. Traffic travelling northbound is utilising the Great Knollys Street / Caversham Road junction which allows traffic to travel either north or south bound on the A329. Whereas the Weldale Street junction with Caversham Road only allows for access to/from the northbound carriageway. The low volume of traffic also reflects the fact Weldale Street and Great Knollys Street are effectively stopped up and do not provide through routes for vehicle traffic.



#### **4.0 DEVELOPMENT PROPOSALS**

- 4.1 The proposed development is for 47 housing units on land at the corner of North Street and Weldale Street, Reading. The proposed development is to provide a mix of 1, 2 and 3 bed affordable housing units. A proposed site layout is attached as **Appendix C**.

##### **Vehicle Access Arrangements**

- 4.2 The existing vehicle access to the site is from North Street. The proposed development will not have a point of vehicle access. Although the proposed site layout does show car parking spaces on the eastern boundary facing directly out onto North Street.
- 4.3 The proposed development layout shows a refuse store in the south west corner of the site, accessed from Weldale Street. This allows direct access for refuse operatives to the store from Weldale Street. Parking restrictions in place along Weldale Street discourage vehicles from blocking the pavement and access to the proposed refuse store.

##### **Parking Provision**

- 4.4 RBC car and cycle parking standards are detailed in the Revised Parking Standards and Design SPD. Reading is divided into 4 zones, parking requirements depend on which zone a development is located. The proposed development site is within zone 2, 'Primary Core Area'.
- 4.5 The SPD notes 0.5 cycle spaces is required for 1 or 2 bedroom dwellings and 1 space is required for 3 or more bedroom dwellings. The proposed development is to provide 47 cycle parking spaces or 1 space per unit, more than the number required by the SPD.
- 4.6 In regards to car parking the SPD details the standards required for a new development however the document does also state;

“should a developer require fewer spaces than are set out [in the table] then there would need to be demonstration, to the Highway Authority's satisfaction, that there would be no detriment to highway safety as a result”.



- 4.7 In light of this an alternative car parking provision based on surrounding parking controls, site accessibility, air quality management and the level of affordable housing is presented below. The proposed development is to provide 8 car parking spaces. This is less than the number of spaces otherwise required for a development in Zone 2.
- 4.8 Also it should be noted that the consented residential development at the former BMW garage on Napier Road used a similar approach to calculating its parking provision. Therefore the Highway Authority finds this method of calculating parking provision as acceptable.

#### Surround Parking Controls

- 4.9 On-street parking on North Street, Weldale Street and the surround area is subject to RBC parking controls. North Street is covered by double yellow lines (no parking at any time) except for a section of the eastern carriageway which has a single yellow line (no parking Monday – Saturday 9am-6.30pm). The southern carriageway and parts of the northern carriageway of Weldale Street are covered by a single yellow line (same restriction as North Street). Double yellow lines and some residential permit parking is provided along the northern carriageway of Weldale Street to the west of the junction with North Street. Great Knollys Street and the surround area is predominately covered by double yellow lines and residential permit parking.
- 4.10 Given the extensive parking restrictions on the surround streets and RBC policy to not offer new parking permits for residents of proposed developments, future residents will be unable to legally park on surrounding streets.

#### Sustainable Accessibility

- 4.11 To encourage and maximise the opportunities for travel by public bus services, new developments are required to be 'located so that public transport trips involve a walking distance of less than 400m to the nearest bus stop or 800m to the nearest railway station' (ref: paragraph 5.21 Planning for Public Transport in developments, IHT 1999)
- 4.12 The nearest bus stops to the development are located on Oxford Road, 390m south of the site. The bus stops are served by a number of routes including route number 1, 2 and 15-17. Additional bus routes are available from bus stops located on Friar Street approximately 450m east of the site.



- 4.13 The site benefits from being located 650m from Reading train station, a major transport hub. Residents would therefore have access to numerous, direct frequent train services to employment and retail centres across the South, South East, London, Midlands, South West and Wales.

Affordable Housing

- 4.14 The proposed development is to include a number of affordable housing units. Residents of affordable housing tend to own less cars and are more likely to use public transport, especially in areas of good accessibility.

Parking Provision Conclusion

- 4.15 The proposed development is in an ideally accessible location to access the high frequency public transport services provided within Reading. Coupled with the extensive parking restrictions on surrounding street and that residents of affordable dwellings tend to own less cars, the provision of 8 spaces is considered reasonable. Future residents will be made aware of the limited number of spaces available at the development and the surrounding parking restriction at the time of purchase.



## 5.0 DEVELOPMENT TRAFFIC ASSESSMENT

### Trip Generation

- 5.1 The redevelopment of Iceland / Wickes opposite the site, received planning consent in November 2017. The vehicle trip rates presented in the accompanying TA were therefore deemed acceptable to RBC. These rates were based on Phase 1 of the near-by Chatham Place, a mixed use residential led development. The trip rates were reassessed for Phase 2 and found to overestimate the number of actual vehicle trips from the completed Phase 1.
- 5.2 The vehicle trip rates therefore provide a robust assessment of potential trips. These rates have been applied to the proposed development. The vehicular trip rates and likely trip generation are summarised in **Table 5.1**.

**Table 5.1: Trip Rates**

|                                | Trip Rates |            |         | Potential Trip Generation |            |         |
|--------------------------------|------------|------------|---------|---------------------------|------------|---------|
|                                | Arrivals   | Departures | Two Way | Arrivals                  | Departures | Two Way |
| <b>AM Peak<br/>08:00-09:00</b> | 0.03       | 0.13       | 0.16    | 1                         | 6          | 7       |
| <b>PM Peak<br/>17:00-18:00</b> | 0.08       | 0.03       | 0.11    | 4                         | 1          | 5       |

- 5.3 The proposed development of 47 housing units is likely to generate some 7 two-way movements during the AM peak and some 5 two-way movements during the PM peak. This equates to 1 additional trip every 9 to 12 minutes during the peak hour on the local highway network. The addition of this number of trips will have no material impact on the surrounding highway network.



## **6.0 SUMMARY AND CONCLUDING COMMENTS**

- 6.1 Stuart Michael Associates (SMA) has been appointed by Lochailort Thames Quarter Limited (the 'Applicant') to prepare a Transport Statement in support of an Outline Planning Application for the proposed development of 47 affordable housing units at land on the corner of North Street, Reading.
- 6.2 The site is located on the corner of North Street and Weldale Street. Immediately north of the site is Reading ambulance station and Great Knollys Street. To the west are existing residential properties. To the east is Reading town centre and train station.
- 6.3 The site is located in close proximity to Reading town centre, approximately 420m to the east. The surround area is characterised by a mix of land uses including light industry, transport depots, offices/commercial, community and residential uses.
- 6.4 The site is in a highly sustainable location in transportation terms, conveniently accessible by all travel modes. The site is within 800m (10 minute walk) of several facilities, amenities and employment opportunities and is well linked to other employment centres around the town.
- 6.5 The nearest bus stops are within 400m of the site on Oxford Road. These stops are easily accessible from the site and served by high frequency, 24 hour 7 days a week routes. Reading train station is 650m from the site and again easily accessible using existing infrastructure. The high quality inter-urban connections offered by both the nearby bus stops and train station further reduce the need to drive.
- 6.6 PIA records for the surrounding highway network for the latest available 5 year period were interrogated. There were no recorded incidents in the vicinity of the proposed development. A handful of incidents were recorded at the A329 / Chatham Street roundabout. These incidents are common for a roundabout and mainly caused due to driver error. Therefore the PIA data does not indicate any underlying safety or design issues on the surrounding highway network.



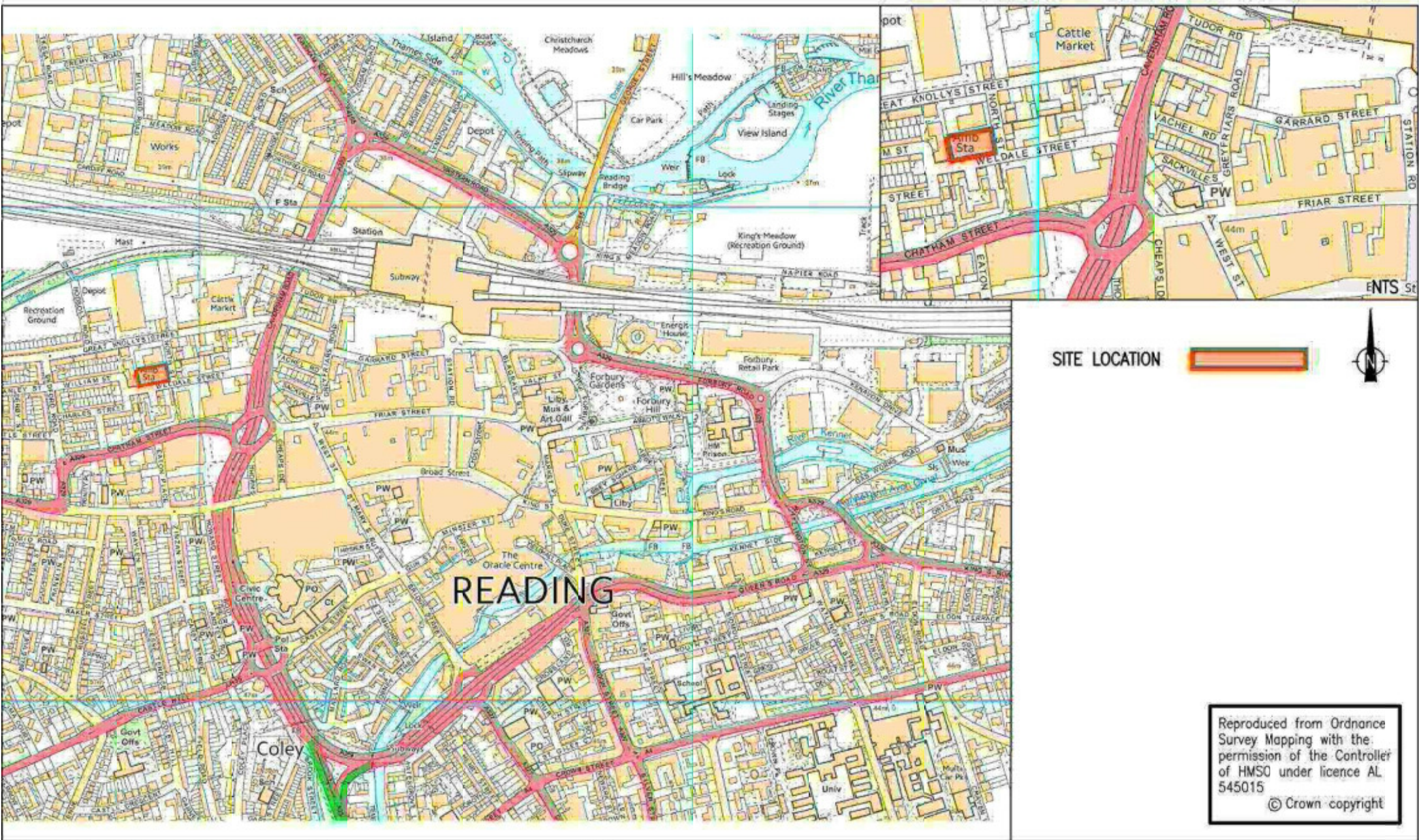
- 6.7 The development is in a highly accessible location and well served by public transport. Combined with the extensive parking restrictions on the surrounding streets and lower car ownership of affordable dwellings, a reduced number of car parking spaces is proposed. The development is to provide 8 spaces, accessed directly from North Street. The development will also provide 47 cycle parking spaces.
- 6.8 The development trip generation has been calculated using the same trip rates as those used for the Iceland / Wickes site opposite. It is anticipated that the development would generate 7 additional two-way trips during the AM (0800-0900) and 5 additional two-way trips during the PM (1700-1800).

### **Concluding Comments**

- 6.9 In the context of accessibility this TS has demonstrated that the proposed development site is located in a highly accessible and sustainable location, conveniently accessible by non-car modes. It is not anticipated that the development would cause a detrimental impact to the operation or safety of the local highway network. Therefore based on the criteria set out in NPPF the development will not have an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe



## FIGURES



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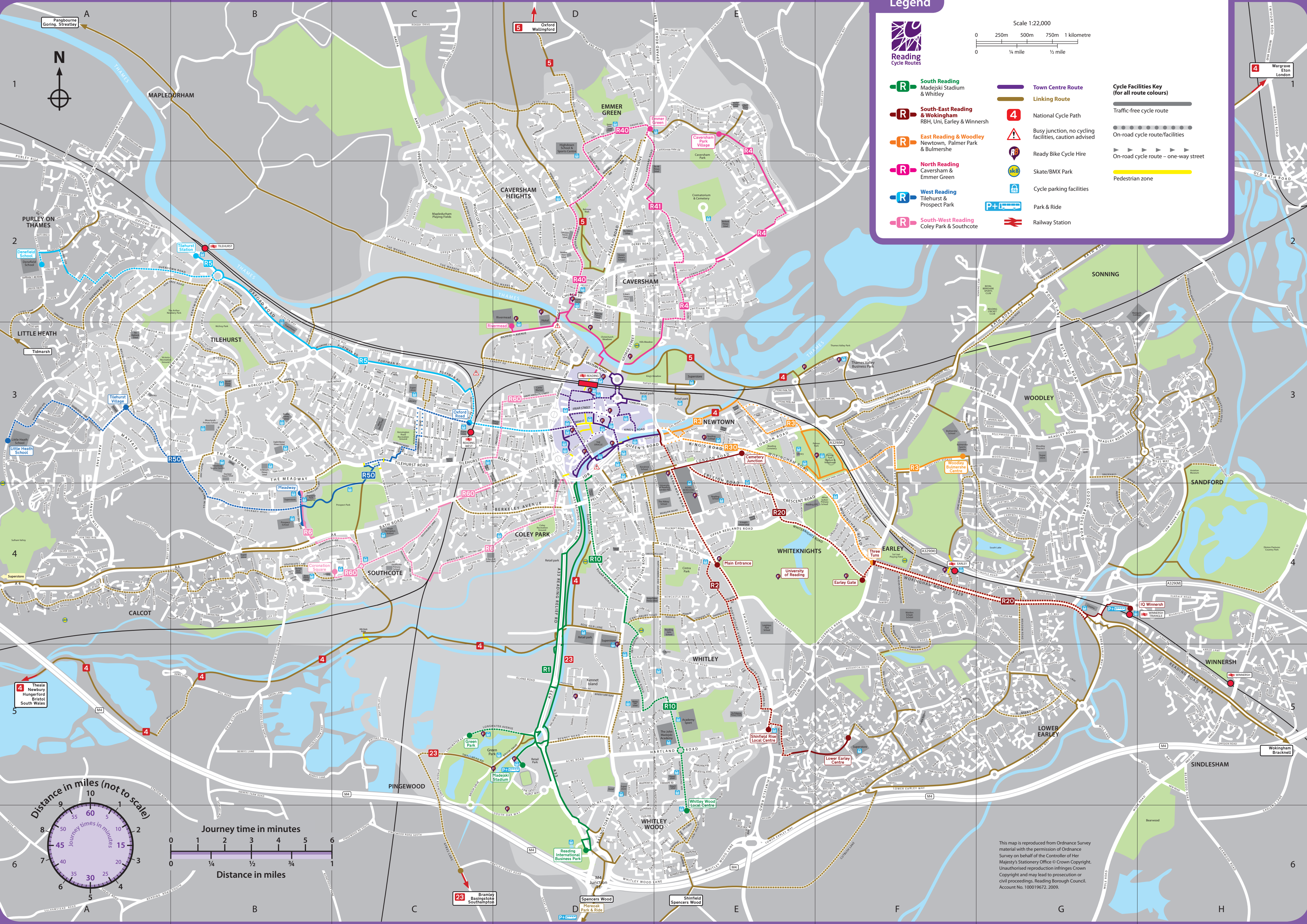
LOCHAILORT READING INVESTMENTS

JOB TITLE:  
**LAND AT NORTH STREET  
READING**

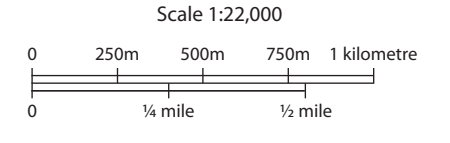
DRAWING TITLE:  
**SITE LOCATION PLAN**

|             |            |       |     |         |          |       |          |
|-------------|------------|-------|-----|---------|----------|-------|----------|
| DATE        | JAN '18    | DRAWN | COR | CHECKED | SWA      | ISSUE | CHECKBOX |
| DRAWING No. | FIGURE 1.1 | REV   |     | SCALE   | 1:10,000 | @     | A4       |

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Legend



- R** South Reading  
Madejski Stadium & Whitley
- R** South-East Reading & Wokingham  
RBH, Uni, Earley & Winnersh
- R** East Reading & Woodley  
Newtown, Palmer Park & Bulmershe
- R** North Reading  
Caversham & Emmer Green
- R** West Reading  
Tilehurst & Prospect Park
- R** South-West Reading  
Coley Park & Southcote

- Town Centre Route**
- Linking Route**
- 4** National Cycle Path
- Busy junction, no cycling facilities, caution advised
- Ready Bike Cycle Hire
- Skate/BMX Park
- Cycle parking facilities
- Park & Ride
- Railway Station

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

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Lock

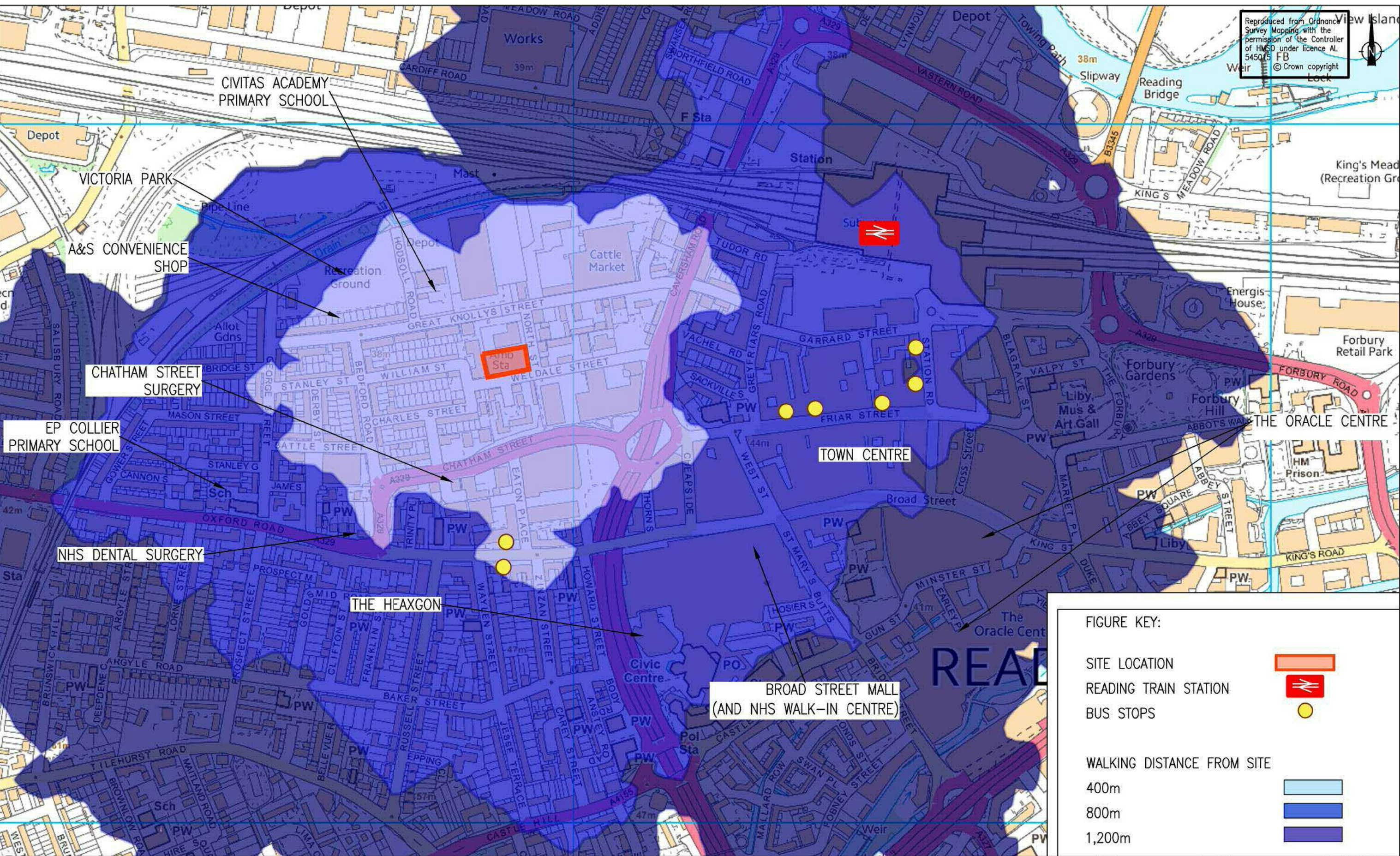


FIGURE KEY:

- SITE LOCATION
- READING TRAIN STATION
- BUS STOPS
- WALKING DISTANCE FROM SITE
  - 400m
  - 800m
  - 1,200m



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LOCHAILORT READING LIMITED

JOB TITLE  
LAND AT NORTH STREET READING

DRAWING TITLE  
LOCAL FACILITIES PLAN

| Rev                                                                                                                                                                 | Description | Dwn     | Chk    | Date         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|---------|--------|--------------|
| REVISIONS                                                                                                                                                           |             |         |        |              |
| Preliminary                                                                                                                                                         | Approval    | Tender  | Const. |              |
| DRAWING STATUS                                                                                                                                                      |             |         |        |              |
| DATE                                                                                                                                                                | DRAWN       | CHECKED | ISSUE  | CHECKBOX     |
| JAN '18                                                                                                                                                             | COR         | SWA     |        |              |
| DRAWING No                                                                                                                                                          | FIGURE 3.2  | REV     | SCALE  | 1:5,000 © A3 |
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# READING

## FIGURE KEY:

- SITE LOCATION 
- READING TRAIN STATION 
- BUS STOPS 
- BUS ROUTE
- |             |                                                                                       |        |                                                                                       |
|-------------|---------------------------------------------------------------------------------------|--------|---------------------------------------------------------------------------------------|
| 1           |  | 17     |  |
| 2/2A        |  | 26     |  |
| 15/15A & 16 |  | 33/33A |  |



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LOCHAILORT READING LIMITED

LAND AT NORTH STREET  
READING

EXISTING BUS ROUTES  
(OXFORD ROAD STOPS)

| Rev            | Description | Drn     | Chk     | Date     |
|----------------|-------------|---------|---------|----------|
| REVISIONS      |             |         |         |          |
| Preliminary    | Approval    | Tender  | Const.  |          |
| DRAWING STATUS |             |         |         |          |
| DATE           | DRAWN       | CHECKED | ISSUE   | CHECKBOX |
| JAN '18        | COR         | SWA     |         |          |
| DRAWING No.    | FIGURE 3.3  | REV     | SCALE   |          |
|                |             |         | 1:5,000 | © A3     |

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## **APPENDIX A**

Accidents between dates 01/10/2012 and 30/09/2017 (60) months

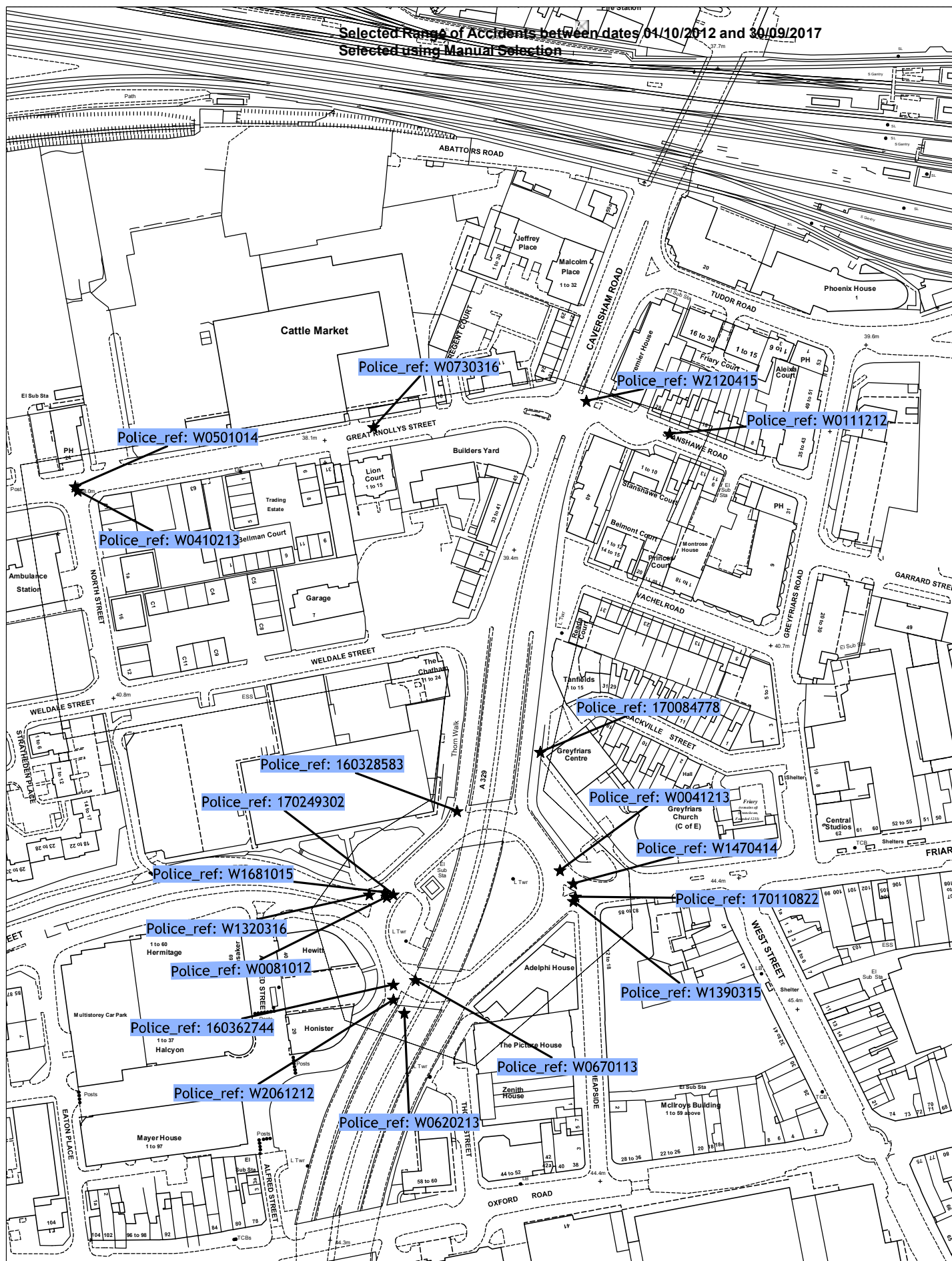
Selection: Notes:

Selected using Pre-defined Query :

| Police Ref.      | Date       | Cas. | Sev.    | P2W | Cycs | Peds | Ch | OAPs | Vis.  | Manv.   | Road Cond. | Time | Location                                                 |
|------------------|------------|------|---------|-----|------|------|----|------|-------|---------|------------|------|----------------------------------------------------------|
| W0081012         | 01/10/2012 | 1    | Slight  | 0   | 1    | 0    | 0  | 0    | Light | Right   | Wet/Damp   | 0800 | A329 CHATHAM ST RBT JCT/W FRIAR ST, READING              |
| W0111212         | 01/12/2012 | 1    | Serious | 0   | 0    | 1    | 1  | 0    | Dark  | No turn | Dry        | 2028 | STANSHAW RD APPROX 30M E A329 CAVERSHAM RD READING       |
| W2061212         | 31/12/2012 | 1    | Slight  | 0   | 0    | 1    | 0  | 0    | Light | No turn | Wet/Damp   | 1228 | A329 RBT J/W CHATHAM ST READING                          |
| W0670113         | 11/01/2013 | 1    | Slight  | 0   | 0    | 0    | 0  | 0    | Light | No turn | Wet/Damp   | 0955 | A329 CHATHAM ST RBT/W A329 CAVERSHAM RD,READING          |
| W0410213         | 07/02/2013 | 1    | Slight  | 0   | 1    | 0    | 0  | 0    | Dark  | Right   | Wet/Damp   | 1742 | GREAT KNOLLY STREET JCT NORTH ST, READING                |
| W0620213         | 09/02/2013 | 1    | Slight  | 0   | 0    | 0    | 0  | 0    | Dark  | No turn | Wet/Damp   | 2249 | A329 IDR JUST SOUTH CHATHAM ST OVERBRIDGE READING        |
| W0041213         | 02/12/2013 | 1    | Slight  | 0   | 0    | 0    | 0  | 0    | Dark  | Left    | Dry        | 0130 | A329 CHATHAM ST RBT J/W FRIAR ST READING                 |
| W1470414         | 23/04/2014 | 1    | Slight  | 0   | 0    | 1    | 0  | 0    | Light | No turn | Wet/Damp   | 1705 | A329 CHATHAM ST RBT J/W FRIAR ST READING                 |
| W0501014         | 07/10/2014 | 1    | Slight  | 0   | 0    | 0    | 1  | 0    | Light | Right   | Wet/Damp   | 0835 | GREAT KNOLLYS ST J/W NORTH ST READING                    |
| W2120415         | 29/04/2015 | 1    | Slight  | 0   | 0    | 0    | 0  | 1    | Light | No turn | Wet/Damp   | 1300 | A329 CAVERSHAM RD J/W STANSHAW RD READING                |
| W1390315         | 22/03/2015 | 1    | Slight  | 0   | 0    | 1    | 0  | 0    | Light | Right   | Dry        | 1307 | FRIAR STREET J/W CHEAPSIDE READING                       |
| W1681015         | 21/10/2015 | 1    | Slight  | 0   | 1    | 0    | 0  | 0    | Dark  | Right   | Wet/Damp   | 0500 | A329 CHATHAM STREET RBT/W FRIAR STREET READING           |
| W0730316         | 02/03/2016 | 1    | Slight  | 0   | 1    | 0    | 0  | 0    | Light | No turn | Dry        | 0600 | GREAT KNOLLYS STREET APP 135M E J/W NORTH STREET         |
| W1320316         | 14/03/2016 | 1    | Slight  | 0   | 0    | 0    | 0  | 0    | Light | No turn | Dry        | 1356 | A329 CHATHAM STREET RBT/W A329 INNER DISTRIBUTION ROAD R |
| 160328583        | 15/11/2016 | 1    | Slight  | 0   | 0    | 1    | 0  | 0    | Dark  | No turn | Wet/Damp   | 2000 | A329 CHATHAM ST RBT J/W FRIAR ST READING                 |
| 160362744        | 12/12/2016 | 1    | Slight  | 0   | 1    | 0    | 0  | 0    | Dark  | Left    | Wet/Damp   | 1715 | A329 IDR RBT J/W A329 CHATHAM ST READING                 |
| 170084778        | 04/03/2017 | 1    | Slight  | 0   | 1    | 1    | 0  | 0    | Light | No turn | Dry        | 1638 | SACKVILLE ST O/S GREYFRIARS CENTRE READING               |
| 170110822        | 10/04/2017 | 1    | Slight  | 0   | 0    | 1    | 0  | 0    | Dark  | No turn | Dry        | 2130 | FRIAR STREET RBT/W CAVERSHAM ROAD READING                |
| 170249302        | 31/07/2017 | 2    | Slight  | 0   | 1    | 0    | 0  | 0    | Light | No turn | Dry        | 1417 | A329 CHATHAM STREET RBT/W FRIAR STREET READING           |
| Column Totals    |            | 20   |         | 0   | 7    | 7    | 2  | 1    |       |         |            |      |                                                          |
| No. of Accidents |            |      |         | 0   | 7    | 7    | 2  | 1    |       |         |            |      |                                                          |

Total number of accidents listed: 19

Selected Range of Accidents between dates 01/10/2012 and 30/09/2017  
Selected using Manual Selection



Selected map area

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|             |            |
|-------------|------------|
| SCALE       | 1 : 2300   |
| DATE        | 05/01/2018 |
| DRAWING No. |            |
| DRAWN BY    |            |



## **APPENDIX B**

Virtual Day (7) Northbound

| Time  | Total | Cls 1 | Cls 2 | Cls 3 | Cls 4 | Cls 5 | Cls 6 | Cls 7 | Cls 8 | Cls 9 | Cls 10 | Fix1 | Time  | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 80 | Vbin 80 90 | Vbin 90 100 | Mean | Vpp 85 | JPSL 30 | JPSL% 30 | JS1 35 ACPO | JS1% 35 ACPO | JS2 45 DFT | JS2% 45 DFT |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|------|-------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------|--------|---------|----------|-------------|--------------|------------|-------------|
| 0000  | 7     | 0     | 5     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0000  | 0         | 5          | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13.8 | -      | 0       | 0        | 0           | 0            | 0          | 0           |
| 0100  | 4     | 0     | 3     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0100  | 0         | 2          | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.2 | -      | 0       | 0        | 0           | 0            | 0          | 0           |
| 0200  | 4     | 0     | 3     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0200  | 0         | 2          | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13.6 | -      | 0       | 0        | 0           | 0            | 0          | 0           |
| 0300  | 5     | 0     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0300  | 0         | 3          | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 15   | -      | 0       | 0        | 0           | 0            | 0          | 0           |
| 0400  | 12    | 0     | 11    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0400  | 0         | 7          | 4          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.8 | 17.1   | 0       | 0        | 0           | 0            | 0          | 0           |
| 0500  | 21    | 0     | 20    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0500  | 0         | 11         | 10         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.9 | 17.6   | 0       | 0        | 0           | 0            | 0          | 0           |
| 0600  | 25    | 0     | 23    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0600  | 1         | 10         | 14         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 15.6 | 18.1   | 0       | 0        | 0           | 0            | 0          | 0           |
| 0700  | 52    | 1     | 45    | 0     | 6     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0700  | 1         | 19         | 31         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 15.6 | 17.9   | 0       | 0        | 0           | 0            | 0          | 0           |
| 0800  | 56    | 2     | 48    | 0     | 5     | 1     | 0     | 0     | 0     | 0     | 0      | 0    | 0800  | 4         | 23         | 26         | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.7 | 17.8   | 0       | 0        | 0           | 0            | 0          | 0           |
| 0900  | 56    | 1     | 45    | 0     | 8     | 2     | 0     | 0     | 0     | 0     | 0      | 0    | 0900  | 7         | 26         | 21         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13.8 | 17.2   | 0       | 0        | 0           | 0            | 0          | 0           |
| 1000  | 53    | 1     | 45    | 0     | 6     | 1     | 0     | 0     | 0     | 0     | 0      | 0    | 1000  | 3         | 25         | 24         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.7 | 17.4   | 0       | 0        | 0           | 0            | 0          | 0           |
| 1100  | 54    | 1     | 48    | 0     | 5     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1100  | 4         | 28         | 20         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.3 | 17.2   | 0       | 0        | 0           | 0            | 0          | 0           |
| 1200  | 59    | 1     | 51    | 0     | 8     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1200  | 4         | 29         | 25         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.4 | 17.1   | 0       | 0        | 0           | 0            | 0          | 0           |
| 1300  | 55    | 1     | 47    | 0     | 6     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1300  | 4         | 29         | 20         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.2 | 17     | 0       | 0        | 0           | 0            | 0          | 0           |
| 1400  | 57    | 1     | 49    | 0     | 6     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1400  | 4         | 28         | 23         | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.3 | 17.5   | 0       | 0        | 0           | 0            | 0          | 0           |
| 1500  | 55    | 1     | 48    | 0     | 5     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1500  | 3         | 29         | 22         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.4 | 16.9   | 0       | 0        | 0           | 0            | 0          | 0           |
| 1600  | 47    | 1     | 43    | 0     | 4     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1600  | 2         | 24         | 21         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.6 | 17.2   | 0       | 0        | 0           | 0            | 0          | 0           |
| 1700  | 40    | 1     | 38    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1700  | 3         | 19         | 17         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.5 | 17.7   | 0       | 0        | 0           | 0            | 0          | 0           |
| 1800  | 27    | 1     | 25    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1800  | 3         | 15         | 10         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13.9 | 16.7   | 0       | 0        | 0           | 0            | 0          | 0           |
| 1900  | 20    | 0     | 18    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1900  | 1         | 11         | 7          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.7 | 17.3   | 0       | 0        | 0           | 0            | 0          | 0           |
| 2000  | 21    | 0     | 19    | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 2000  | 1         | 12         | 7          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.3 | 17.2   | 0       | 0        | 0           | 0            | 0          | 0           |
| 2100  | 14    | 0     | 13    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 2100  | 1         | 7          | 7          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 15   | 18.1   | 0       | 0        | 0           | 0            | 0          | 0           |
| 2200  | 12    | 0     | 10    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 2200  | 0         | 8          | 4          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14   | 16.3   | 0       | 0        | 0           | 0            | 0          | 0           |
| 2300  | 8     | 0     | 5     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 2300  | 1         | 5          | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13.8 | -      | 0       | 0        | 0           | 0            | 0          | 0           |
| 07-19 | 612   | 14    | 531   | 1     | 62    | 5     | 0     | 0     | 0     | 0     | 0      | 0    | 07-19 | 43        | 295        | 260        | 13         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.5 | 17.3   | 0       | 0        | 0           | 0            | 0          | 0           |
| 06-22 | 692   | 15    | 603   | 1     | 68    | 5     | 0     | 0     | 0     | 0     | 0      | 0    | 06-22 | 46        | 335        | 295        | 16         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.5 | 17.4   | 0       | 0        | 0           | 0            | 0          | 0           |
| 06-00 | 712   | 15    | 618   | 1     | 71    | 6     | 0     | 0     | 0     | 0     | 0      | 0    | 06-00 | 47        | 347        | 301        | 16         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.5 | 17.3   | 0       | 0        | 0           | 0            | 0          | 0           |
| 00-00 | 765   | 16    | 665   | 1     | 76    | 7     | 0     | 0     | 0     | 0     | 0      | 0    | 00-00 | 48        | 377        | 322        | 17         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.5 | 17.3   | 0       | 0        | 0           | 0            | 0          | 0           |

Virtual Week (1)

| Time | Total | Cls 1 | Cls 2 | Cls 3 | Cls 4 | Cls 5 | Cls 6 | Cls 7 | Cls 8 | Cls 9 | Cls 10 | Fix1 | Time | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 80 | Vbin 80 90 | Vbin 90 100 | Mean | Vpp 85 | JPSL 30 | JPSL% 30 | JS1 35 ACPO | JS1% 35 ACPO | JS2 45 DFT | JS2% 45 DFT |
|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|------|------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------|--------|---------|----------|-------------|--------------|------------|-------------|
| Mon  | 818   | 20    | 701   | 1     | 87    | 9     | 0     | 0     | 0     | 0     | 0      | 0    | Mon  | 57        | 397        | 352        | 12         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.5 | 17.2   | 0       | 0        | 0           | 0            | 0          | 0           |
| Tue  | 839   | 18    | 725   | 0     | 90    | 6     | 0     | 0     | 0     | 0     | 0      | 0    | Tue  | 34        | 378        | 392        | 35         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 15.1 | 18     | 0       | 0        | 0           | 0            | 0          | 0           |
| Wed  | 836   | 18    | 724   | 2     | 83    | 8     | 1     | 0     | 0     | 0     | 0      | 0    | Wed  | 50        | 368        | 397        | 21         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.8 | 17.6   | 0       | 0        | 0           | 0            | 0          | 0           |
| Thu  | 857   | 20    | 735   | 1     | 89    | 11    | 0     | 1     | 0     | 0     | 0      | 0    | Thu  | 65        | 418        | 357        | 17         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.4 | 17.2   | 0       | 0        | 0           | 0            | 0          | 0           |
| Fri  | 832   | 17    | 714   | 0     | 91    | 9     | 1     | 0     | 0     | 0     | 0      | 0    | Fri  | 57        | 393        | 363        | 19         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.5 | 17.4   | 0       | 0        | 0           | 0            | 0          | 0           |
| JSat | 598   | 11    | 535   | 0     | 48    | 4     | 0     | 0     | 0     | 0     | 0      | 0    | JSat | 27        | 338        | 221        | 12         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.4 | 17     | 0       | 0        | 0           | 0            | 0          | 0           |
| JSun | 577   | 5     | 522   | 0     | 47    | 3     | 0     | 0     | 0     | 0     | 0      | 0    | JSun | 49        | 350        | 173        | 4          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13.6 | 16.4   | 0       | 0        | 0           | 0            | 0          | 0           |
| --   | 5357  | 109   | 4656  | 4     | 535   | 50    | 2     | 1     | 0     | 0     | 0      | 0    | --   | 339       | 2642       | 2255       | 120        | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.5 | 17.3   | 0       | 0        | 0           | 0            | 0          | 0           |

Grand Total

| Time | Total | Cls 1 | Cls 2 | Cls 3 | Cls 4 | Cls 5 | Cls 6 | Cls 7 | Cls 8 | Cls 9 | Cls 10 | Fix1 | Time | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 80 | Vbin 80 90 | Vbin 90 100 | Mean | Vpp 85 | JPSL 30 | JPSL% 30 | JS1 35 ACPO | JS1% 35 ACPO | JS2 45 DFT | JS2% 45 DFT |
|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|------|------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------|--------|---------|----------|-------------|--------------|------------|-------------|
| --   | 5357  | 109   | 4656  | 4     | 535   | 50    | 2     | 1     | 0     | 0     | 0      | 0    | --   | 339       | 2642       | 2255       | 120        | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.5 | 17.3   | 0       | 0        | 0           | 0            | 0          | 0           |

Virtual Day (7) Southbound

| Time  | Total | Cls 1 | Cls 2 | Cls 3 | Cls 4 | Cls 5 | Cls 6 | Cls 7 | Cls 8 | Cls 9 | Cls 10 | Fix1 | Time  | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 80 | Vbin 80 90 | Vbin 90 100 | Mean   | Vpp 85 | JPSL 30 | JPSL% 30 | JSL1 35 ACPO | JSL1% 35 ACPO | JSL2 45 DFT | JSL2% 45 DFT |   |   |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|------|-------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|--------|--------|---------|----------|--------------|---------------|-------------|--------------|---|---|
| 0000  | 2     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0000  | 0         | 1          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 15.5 - |        |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 0100  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0100  | 0         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 10.2 - |        |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 0200  | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0200  | 0         | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.9 - |        |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 0300  | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0300  | 0         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13 -   |        |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 0400  | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0400  | 0         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.5 - |        |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 0500  | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0500  | 0         | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13.9 - |        |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 0600  | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0600  | 0         | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.1 - |        |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 0700  | 2     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0700  | 0         | 1          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.3 - |        |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 0800  | 6     | 1     | 5     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0800  | 1         | 3          | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13.7 - |        |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 0900  | 12    | 0     | 11    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 0900  | 2         | 6          | 4          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13.6   | 16.9   |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 1000  | 16    | 1     | 15    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1000  | 1         | 9          | 6          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.2   | 17.4   |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 1100  | 16    | 1     | 14    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1100  | 2         | 7          | 6          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13.7   | 17.3   |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 1200  | 14    | 1     | 12    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1200  | 2         | 7          | 5          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13.5   | 16.9   |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 1300  | 14    | 1     | 12    | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1300  | 2         | 7          | 5          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13.8   | 17.5   |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 1400  | 15    | 1     | 13    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1400  | 3         | 9          | 4          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13     | 16     |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 1500  | 14    | 0     | 13    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1500  | 1         | 6          | 7          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.9   | 18.2   |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 1600  | 15    | 1     | 12    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1600  | 2         | 6          | 5          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.4   | 17.7   |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 1700  | 18    | 1     | 15    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1700  | 2         | 8          | 6          | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.6   | 18     |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 1800  | 10    | 0     | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1800  | 1         | 5          | 4          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.4   | 17.1   |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 1900  | 4     | 0     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 1900  | 1         | 2          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14 -   |        |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 2000  | 3     | 0     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 2000  | 0         | 1          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.7 - |        |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 2100  | 2     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 2100  | 0         | 1          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 16 -   |        |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 2200  | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 2200  | 0         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 12.8 - |        |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 2300  | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 2300  | 0         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 12.5 - |        |         | 0        | 0            | 0             | 0           | 0            | 0 |   |
| 07-19 | 152   | 6     | 133   | 0     | 13    | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 07-19 | 20        | 72         | 54         | 6          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 0      | 14     | 17.4    |          | 0            | 0             | 0           | 0            | 0 | 0 |
| 06-22 | 162   | 7     | 142   | 0     | 13    | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 06-22 | 21        | 76         | 58         | 6          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 0      | 14     | 17.4    |          | 0            | 0             | 0           | 0            | 0 | 0 |
| 06-00 | 164   | 7     | 144   | 0     | 13    | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 06-00 | 21        | 77         | 59         | 6          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 0      | 14     | 17.4    |          | 0            | 0             | 0           | 0            | 0 | 0 |
| 00-00 | 170   | 7     | 149   | 0     | 13    | 0     | 0     | 0     | 0     | 0     | 0      | 0    | 00-00 | 22        | 80         | 62         | 6          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 0      | 14     | 17.4    |          | 0            | 0             | 0           | 0            | 0 | 0 |

Virtual Week (1)

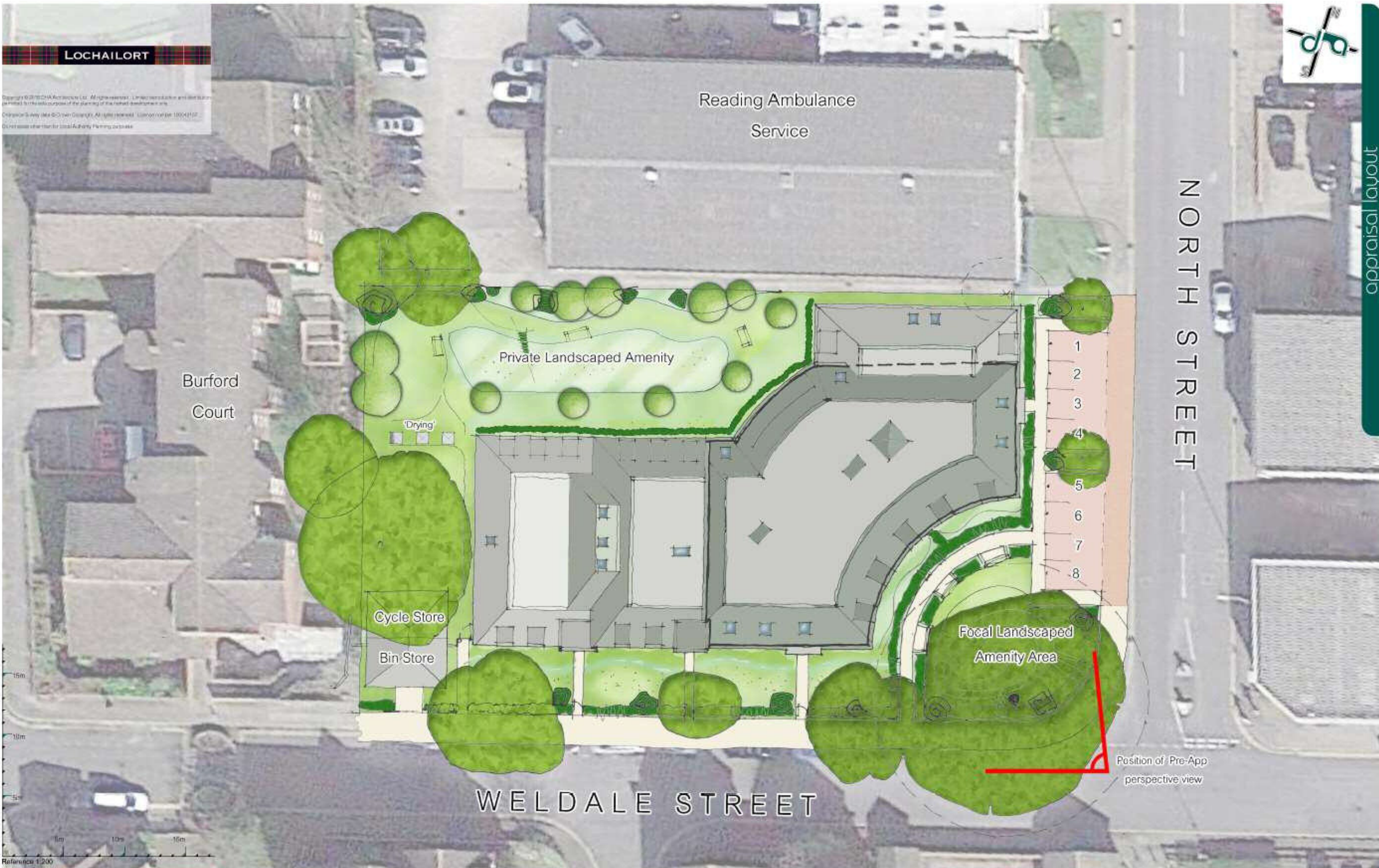
| Time | Total | Cls 1 | Cls 2 | Cls 3 | Cls 4 | Cls 5 | Cls 6 | Cls 7 | Cls 8 | Cls 9 | Cls 10 | Fix1 | Time | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 80 | Vbin 80 90 | Vbin 90 100 | Mean | Vpp 85 | JPSL 30 | JPSL% 30 | JSL1 35 ACPO | JSL1% 35 ACPO | JSL2 45 DFT | JSL2% 45 DFT |
|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|------|------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------|--------|---------|----------|--------------|---------------|-------------|--------------|
| Mon  | 152   | 9     | 127   | 0     | 16    | 0     | 0     | 0     | 0     | 0     | 0      | 0    | Mon  | 21        | 78         | 47         | 5          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14   | 17.1   | 0       | 0        | 0            | 0             | 0           | 0            |
| Tue  | 175   | 6     | 151   | 1     | 17    | 0     | 0     | 0     | 0     | 0     | 0      | 0    | Tue  | 20        | 71         | 79         | 5          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.4 | 17.7   | 0       | 0        | 0            | 0             | 0           | 0            |
| Wed  | 197   | 8     | 173   | 0     | 16    | 0     | 0     | 0     | 0     | 0     | 0      | 0    | Wed  | 29        | 87         | 73         | 8          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.1 | 17.6   | 0       | 0        | 0            | 0             | 0           | 0            |
| Thu  | 246   | 12    | 217   | 0     | 17    | 0     | 0     | 0     | 0     | 0     | 0      | 0    | Thu  | 27        | 103        | 96         | 20         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14.6 | 18.4   | 0       | 0        | 0            | 0             | 0           | 0            |
| Fri  | 184   | 10    | 160   | 0     | 14    | 0     | 0     | 0     | 0     | 0     | 0      | 0    | Fri  | 21        | 96         | 64         | 3          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13.8 | 16.9   | 0       | 0        | 0            | 0             | 0           | 0            |
| JSat | 141   | 6     | 128   | 0     | 7     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | JSat | 23        | 65         | 51         | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13.4 | 16.7   | 0       | 0        | 0            | 0             | 0           | 0            |
| JSun | 94    | 1     | 90    | 0     | 3     | 0     | 0     | 0     | 0     | 0     | 0      | 0    | JSun | 12        | 57         | 23         | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 13   | 16.8   | 0       | 0        | 0            | 0             | 0           | 0            |
| --   | 1189  | 52    | 1046  | 1     | 90    | 0     | 0     | 0     | 0     | 0     | 0      | 0    | --   | 153       | 557        | 433        | 45         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14   | 17.4   | 0       | 0        | 0            | 0             | 0           | 0            |

Grand Total

| Time | Total | Cls 1 | Cls 2 | Cls 3 | Cls 4 | Cls 5 | Cls 6 | Cls 7 | Cls 8 | Cls 9 | Cls 10 | Fix1 | Time | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 80 | Vbin 80 90 | Vbin 90 100 | Mean | Vpp 85 | JPSL 30 | JPSL% 30 | JSL1 35 ACPO | JSL1% 35 ACPO | JSL2 45 DFT | JSL2% 45 DFT |
|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|------|------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------|--------|---------|----------|--------------|---------------|-------------|--------------|
| --   | 1189  | 52    | 1046  | 1     | 90    | 0     | 0     | 0     | 0     | 0     | 0      | 0    | --   | 153       | 557        | 433        | 45         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           | 14   | 17.4   | 0       | 0        | 0            | 0             | 0           | 0            |



## **APPENDIX C**



**LOCHAILORT**

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Quintessence Urban for Local Authority Planning purposes.



appraisal layout



dho architecture ltd  
Brooklands Farm Business Park  
Bottle Lane  
Binfield  
Berkshire  
RG42 5QX  
t: 0118 934 9666  
e: [surname@dhoarchitecture.co.uk](mailto:surname@dhoarchitecture.co.uk)  
w: [www.dhoarchitecture.co.uk](http://www.dhoarchitecture.co.uk)

land off weldale street, reading

27.07.18 created  
1:200 @ A2 scaling  
SMTP contact  
Appraisal Layout  
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