



transport statement

Clarendon House, Reading

New Build

W321/TS/06

September 2018

Reading Heights Ltd

Document Review Sheet

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1.0 INTRODUCTION

1.1 Introduction

- 1.1.1 Cannon Consulting Engineers (CCE) have been appointed by Reading Heights Ltd to provide supporting highways and traffic advice in relation to a proposed new Residential Development located at Clarendon House, Reading.
- 1.1.2 The proposed development is located within Reading Borough Council (RBC) and lies approximately 400m east of Reading town centre. The site falls within the Reading Zone 1 Central Core Area, being bound to the south by the A329 Queen's Road, A329 Watlington Street to the east, and Kennet Side to the north. **Figure 1** provides a site location plan.

1.2 Planning History

- 1.2.1 A previous Application for Prior Approval (Permitted Development) for the site (*Planning Reference 170905*) was granted for a change of use from the existing B1 office space to 49 x C3 residential units with 24 associated car parking spaces by Reading Borough Council (RBC) on 31st July 2017.
- 1.2.2 A copy of the RBC Decision notice is contained at **Appendix A**, with the general layout of the Permitted Development scheme contained at **Appendix B**.
- 1.2.3 An existing application regarding an amendment to the permitted development of the site for 49 C3 residential units (39 x 1 bedroom flats, 10 x 2 bedroom flats) with 4 car parking spaces has recently been submitted to RBC for consideration.

1.3 Development Proposals

- 1.3.1 The proposed development comprises erection of one storey roof extension, part six, part nine storey side/rear extension and mews houses providing 43 new residential units together with associated services enclosures, parking and landscaping.
- 1.3.2 The layout of the proposed extension to the revised Permitted Development scheme is set out on the Masterplan, a copy of which is contained at **Appendix C**.
- 1.3.3 The proposals will retain the existing vehicle access from Kennet Side, with pedestrian access from Queen's Road and the rear, through Kennet Side.
- 1.3.4 It is proposed to retain the current arrangement for refuse collection, with the refuse vehicles reversing from Kennet Side into the access road, as agreed in an email dated 8th August 2018 from the RBC Waste Operations Supervisor. Similarly, it is proposed to retain the current servicing arrangements.

1.4 Report Structure

- 1.4.1 **Section 2.0** of this Transport Statement (TS) presents a summary of the relevant transport policies at national and local level, which apply to the proposed development.

- 1.4.2 **Section 3.0** describes the existing site conditions in terms of the local highway network and accessibility of the site in relation to the surrounding area by non-car modes of transport.
- 1.4.3 **Section 4.0** describes the development proposals including the scale, proposed layout and access into the site.
- 1.4.4 **Section 5.0** considers the traffic assessment of the proposed development and outlines the estimated trip generation and traffic impact of the proposals.
- 1.4.5 **Section 6.0** presents the summary and conclusion to this TS.

2.0 POLICY OVERVIEW

2.1 Introduction

2.1.1 This section of the TS considers the relevant transport policy framework for the proposed development with regards to National and Local policy. The key policy documents setting the context within which this assessment will be undertaken are:

- National Planning Policy Framework, July 2018;
- Planning Practice Guidance, March 2014;
- Draft Planning Practice Guidance, March 2018;
- Reading Borough Council Core Strategy, January 2008;
- Reading Borough Council Local Transport Plan (2011-2026), April 2011;
- Reading Borough Council Local Transport Plan (2011-2026), Cycling Strategy, March 2014;
- Reading Borough Council Central Area Action Plan (to 2026), January 2009;
- Reading Borough Council Revised Parking Standards and Design, October 2011; and
- Draft Reading Borough Council Local Plan, May 2017.

2.2 National Planning Policy Framework

2.2.1 A revision to the 2012 National Planning Policy Framework (NPPF) was published on 24th July 2018. NPPF (2018) has been prepared as a result of proposals set out in the Budget 2017, including changes to planning policy and legislation to bring forward more land for development and investment in infrastructure.

2.2.2 Section 9 of the document refers to the promotion of sustainable transport.

2.2.3 Paragraph 102 states:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- *The potential impacts of development on the transport networks can be addressed;*
- *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realized – for example in relation to the scale, location or density of development that can be accommodated;*
- *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for mitigation and for net gains in environmental quality; and*
- *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.”*

2.2.4 Paragraph 104 states the planning system should

“Actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.2.5 Paragraph 106 states:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network.”

2.2.6 Paragraph 108 states:

“In 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.”*

2.2.7 Paragraph 109 states

“Developments should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe.”

2.2.8 Paragraph 111 states:

“All developments that generate significant amounts of movement should be required to provide a travel plan and should be supported by a transport statement or transport assessment so that the likely impacts of the proposals can be assessed.”

2.3 National Planning Practice Guidance, March 2014

2.3.1 The National Planning Practice Guide (PPG) was launched on 6th March 2014 and aims to provide an accessible web based source for all national planning guidance. In the section relating to Travel Plans, Transport Assessments and Statements, the PPG defines Transport Assessments and Statements as documents which:

“... are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans).”

2.3.2 The PPG also discusses the relationship between Transport Assessments and Travel Plans:

“Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required). The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.”

2.3.3 The NPPG identifies key principles governing the production of these documents stating that they should be:

- *“proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); and*
- *be brought forward through collaborative ongoing working between the Local Planning Authority / Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”*

2.4 Draft Planning Practice Guidance, March 2018

2.4.1 The Draft Revised National Planning Policy Framework was published for consultation on 9th March 2018. The updates in the Planning Practice Guidance relate to Viability, Housing Delivery, Local Housing Need Assessment, Neighbourhood Plans, Plan-making and Build to rent.

2.5 Reading Borough Council Core Strategy, January 2008

2.5.1 The RBC Core Strategy document produced in 2008, sets out the adopted planning strategy within Reading with a number of key policies considered to be applicable to this application.

2.5.2 The relevant policies include:

- *“CS4: Accessibility and the Intensity of Development - requires development within the Borough to be close to services and facilities by walking, cycling and public transport.*
- *CS7: Design and the Public Realm - encourages design that provides safe and accessible environments.*

- *CS20: Implementation of the Reading Transport Strategy (Local Transport Plan 2006 - 2011) – including provision of measures that will make alternatives to private cars (such as walking, cycling and public transport) more attractive.*
- *CS23: Sustainable Travel and Travel Plans - major development proposals will not be granted permission unless there is a commitment towards sustainable transport facilities and travel plans.*
- *CS24: Car and Cycle Parking - maximum car parking standards and cycle parking requirements will be applied in relation to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. Parking standards will be provided in line with the Revised Parking Standards and Design document (2011)."*

2.6 Reading Borough Council Local Transport Plan (2011-2026), April 2011

- 2.6.1 RBC transport policies and overall vision relating to transport within Reading are set out within their third 'Reading Borough Local Transport Plan (2011-2026)' produced in April 2011.
- 2.6.2 The Local Transport Plan 3 (LTP3) sets out a number of strategic and implementation plans to ensure the transport strategy adequately considers the wider environment, as well as being inclusive of all users.
- 2.6.3 Paragraph 3.6 of the LTP3 sets out the strategic delivery themes to provide the link between local vision, national goals, and emerging policy, which are defined as:
- *"Inclusion: including the facilitation of more active travel to work within a healthier environment, as well as more affordable, accessible and inclusive travel options that are efficient and safe for all users.*
 - *Intervention: including the alignment of transport and land planning to enable sustainable travel choices, reducing the need to travel and preserving the natural environment.*
 - *Infrastructure: including the delivery of balanced packages of value for money for transport, offering sustainable travel choices within the travel to work area, and improving journey times and reliability.*
 - *Innovation: to reduce carbon emissions from transport, improve overall air quality and create a transport network which supports a low carbon, mobile future."*

2.7 Reading Borough Council Local Transport Plan (2011-2026), Cycling Strategy, March 2014

- 2.7.1 The RBC Cycling Strategy emphasises the importance of the role cycling has in sustainable transport and in delivering the LTP3 objectives.
- 2.7.2 Page 15 of the document, covering the priority of cycling facilities states:

"The road network is the most basic and important cycling facility available' and that on-road facilities should be provided unless there is a safety concern. 8 The Council recognises the benefits

of on-road cycling as improving route continuity and reducing delays and conflicts with pedestrians. Dedicated on-carriageway facilities such as cycle lanes or symbols will be provided where there is sufficient carriageway width and lane capacity is not reduced, including along busy distributor routes such as the A329 Oxford Road."

2.8 Reading Borough Council Central Area Action Plan (to 2026), January 2009

2.8.1 The Central Area Action Plan, produced January 2009, is regularly referred to within LTP3 with a number of challenges within the central area that are related to transport and mobility being noted.

2.8.2 Paragraph 4.68 identifies the following challenges:

- *"Network Efficiency: A key focus is placed on the IDR, and improving peak hour traffic flows throughout the IDR, ensuring that buses have sufficient priority to make them an attractive means of travel within the central area.*
- *HGV Through Traffic: Particularly in reducing the use of the IDR as a through route for Heavy Goods Vehicles (HGVs) and encourage the use of more suitable strategic routes.*
- *Severance: The barriers created by the railways lines and river Thames cause connectivity issues for pedestrians with a lack of crossings, with the ultimate goal to improve pedestrian journey experience when crossing these barriers.*
- *Future Development Proposals: The challenge is to ensure the transport network can efficiently accommodate the additional demand created by proposed developments and minimise the consequent impacts.*
- *Rail: The cycle and pedestrian facilities around the station are less than optimal, with the challenge being to improve the capacity of the railway station as well as improving the integration of the surrounding transport facilities.*
- *Safety: The challenge lies in accommodating the increased number of pedestrians and cyclists safely in areas with high vehicle flows and conflicting movements.*
- *Car Parking: Managing demand for the existing car parks and on-street facilities is a key issue, ensuring the opportunities for alternative means of transport are maximised."*

2.9 Reading Borough Council Revised Parking Standards and Design, October 2011

2.9.1 Car parking standards for the proposed development are to be considered in light of this document, which for the proposed development under C3 residential use (falling within Zone 1 Central Core Area), are as presented in **Table 2.1**.

Residential Zone 1	Number of Car Parking Spaces / Unit
C3 Dwelling Flat (1-2 bed)	0.5
C3 Dwelling Flat (3+ bed)	1
Visitor Parking	0

Table 2.1: RBC Car Parking Standard

2.9.2 The document notes:

“Should a developer require fewer spaces than set out here there would need to be a demonstration, to the Highway Authority’s satisfaction, that there would be no detriment to highway safety as a result.”

2.9.3 Based upon the excellent location of the development, residents would be able to utilise the surrounding public transport network and amenities within walking and cycling distance. As such, a reduced level of parking provision is proposed to be acceptable to RBC.

2.9.4 Cycle Parking standards for the proposed development under a C3 residential use (falling within Zone 1 Central Core Area), are as presented in **Table 2.2**

Residential Zone 1	Number of Cycle Parking Spaces / Unit
C3 Dwelling Flat (1-2 bed)	0.5

Table 2.2: RBC Cycle Parking Standard

2.9.5 With regards to motorcycle/moped parking standards, the document states:

“Motorcycle and moped parking provision for Major developments will be provided based on at least 2% of the maximum total car parking provision identified for each zone.”*

2.9.6 A Major Development is identified as being 10 or more units, or 1,000m² or more.

2.9.7 The provision of adequate car, cycle, and motorcycle/moped parking will be considered in light of the standards within this document.

2.9.8 Section 9.0 of the document covering car clubs states:

“For developments of more than 10 residential units in Zones 1 and 2, developers will be required to:

- Provide or support a car club on the site, or demonstrate that the development will have access to and the use of a car club on a nearby site.*
- Create dedicated car parking spaces on the site for the car club.”*

2.10 Draft Reading Borough Council Local Plan, May 2017.

2.10.1 The new RBC Local Plan currently in production will seek to replace the existing Development Plans, namely the RBC Core Strategy 2008 and RBC Central Area Action Plan 2009 documents.

The new RBC Local Plan will cover the Borough up to 2036. It is currently available in draft format online and underwent a pre-submission draft consultation, which closed on Friday the 26th January 2018.

- 2.10.2 As the new RBC Local Plan document is yet to be adopted, the existing documents discussed previously will be those considered when assessing this application.

3.0 EXISTING CONDITIONS

3.1 Site Description

- 3.1.1 The site is located within RBC and lies approximately 400m east of Reading town centre. The site falls within the Reading Inner Distribution Road (IDR), being bound to the south by the A329 Queen's Road, A329 Watlington Street to the east, and Kennet Side to the north.
- 3.1.2 The site location, within the context of the surrounding area, is shown on **Figure 1**.
- 3.1.3 Vehicle access to the site is currently from the north, through Kennet Side, where an existing priority junction provides access to 56 car parking spaces (associated with the previous B1 office space usage). 24 of these spaces are understood to have been associated with the previously approved Permitted Development scheme (*Planning Reference 170509*). Whilst a revised Permitted Development application is understood to have recently been submitted, this revised scheme proposes to retain the 49 dwellings, but amend the parking provision to just 4 car parking spaces. The site falls within RBC Parking Zone 1, Central Core Area.
- 3.1.4 Currently the site is a five storey building historically used as office space, but as previously discussed within the introduction, RBC have approved a change of use from B1 Office to 49 C3 Residential units, which a revised Permitted Development application proposes to maintain. The site is understood to be currently unoccupied.

3.2 Existing Highway Network

- 3.2.1 The following paragraphs describe the relevant roads on the local highway network.

Kennet Side

- 3.2.2 Vehicle access to the site is provided via Kennet Side. Kennet Side itself is a one-way road approximately 4.0m in width operating in a generally east to west direction. Vehicles access Kennet Side from the A329 Watlington Street, and exit travelling west, where Kennet Side becomes Sidmouth Street, which connects with the A329 Queen's Road at a traffic signal controlled junction.
- 3.2.3 There are double yellow, no waiting at any time, restrictions in place along the length of Kennet Side, with no on-street parking provision.
- 3.2.4 There are footways either side of the carriageway, with appropriate drop kerbs and tactile paving where required, as well as adequate street lighting provision.
- 3.2.5 An automatic traffic counter (ATC) was placed on Kennet Side from the 16th April – 23rd April 2018 to survey the existing traffic conditions along the road. It was observed that across the duration of the survey, a peak of 336 vehicles used Kennet Side on Wednesday the 18th April 2018 over the 24 hour period. The observed AM peak hour across the survey was typically between 08:00am – 09:00am, with a maximum of 38 vehicles being identified on Wednesday the 18th April. The observed PM peak hour was typically between 18:00pm – 19:00pm, with a maximum of 35

vehicles also being identified on Wednesday the 18th April.

- 3.2.6 A full copy of the ATC survey is contained in **Appendix D**.
- 3.2.7 RBC's Waste Operations Supervisor confirmed in an email dated the 08th August 2018 (copy included at **Appendix E**) that RBC did not previously collect the waste from the offices as trade waste can be collected by any contractor. However, RBC do collect waste from the adjacent Grantley Heights site and do so by reversing down the service road that connects with Kennet Side.

A329 Queen's Road/A329 Watlington Street/King's Road

- 3.2.8 Immediately to the south of the site, the A329 Queen's Road operates as two-way, with one lane running westbound (towards the town centre) and the other three lanes running eastbound (joining to the A329 Watlington Street/King's Road one-way system), with a speed limit of 20mph.
- 3.2.9 King's Road provides connections into and out of Reading town centre. To the east of the site, King's Road links with the A329 (M) and the M4.
- 3.2.10 To the west of the site, the A329 Queen's Road connects to the A33 Caversham Road, which runs generally north to south to the west of Reading town centre. The A33 Caversham Road provides a direct connection to Junction 11 of the M4, located approximately 6.0km south of the site.
- 3.2.11 The M4 provides the strategic network route between London, the west of England, and Wales, connecting directly to the M25 and Heathrow Airport in the east, and the M5 in the west.
- 3.2.12 There are a number of double yellow line restrictions on both sides of the carriageway along the length of the A329 Queen's Road, the A329 Watlington Street, and King's Road, with no on-street parking provision.
- 3.2.13 There are appropriate footways on both sides of the carriageway, as well as adequate street lighting provision. There are also a number of pedestrian controlled crossings with appropriate tactile paving and dropped kerbs in close proximity to the site.

3.3 Non-Car Modes

- 3.3.1 Access to the site by modes other than the private car include:

- *Pedestrian access - walking and pedestrian networks;*
- *Cycle access - cycle route networks;*
- *Public transport access - bus and railway services; and*
- *Car sharing - car sharing schemes and clubs.*

Pedestrian Access

- 3.3.2 The pedestrian network surrounding the site has adequate footway and street lighting provision, with pedestrian crossings and appropriate tactile paving/dropped kerbs.

- 3.3.3 Approximately 200m north west of the site, there is a Public Right of Way (PRoW), named footpath 30 which travels generally east to west along Crane Wharf for 262m. Similarly 200m to the north, PRoW footpath 21A provides an east to west link between Abbey Street and the A329 Forbury Road for 209m.
- 3.3.4 The Chartered Institution of Highways and Transport (CIHT) published the document 'Guidelines for providing for journeys on foot' (2000), which suggests acceptable walking distances to local facilities. A summary of the guidelines is shown in **Table 3.1**.

CIHT Guidelines	Distance		Walking Time	
	Commuting, Walking to School and Recreational	Other Non-Commuter Journeys	Commuting, Walking to School and Recreational	Other Non-Commuter Journeys
Desirable	500m	400m	7 mins	5 mins
Acceptable	1000m	800m	13 mins	10 mins
Considered	2000m	1200m	25 mins	15 mins

Table 3.1: Summary of the CIHT 'Guidelines for providing for journeys on foot' (2000)

- 3.3.5 The CIHT 'Guidelines for planning for public transport in developments' (1999) suggests the maximum walking distance to bus stops from a development should be no more than 400m. Nonetheless this document also states that having access to direct and simple bus routes which link to key facilities is more important than the 400m distance.
- 3.3.6 An Accessibility Plan is presented on **Figure 2**, which shows the location of key amenities/facilities in relation to the site within 400m, 800m and 1200m cordons.
- 3.3.7 **Table 3.2** shows the local amenities around the site, with approximate distances and the associated walking/cycling journey travel times.

Local Amenity	Approximate Distance (metres)	Approximate Journey Time (mins)	
		Walk	Cycle
Local Centre			
Reading Town Centre	400m	5	2
Sustainable Travel			
Eldon Road Bus Stop	150m	2	1
King’s Road Bus Stop	290m	4	1
Reading Railway Station	1000m	13	3
Readybike King’s Road	650m	8	2
Readybike Queen’s Road	470m	6	1
Co-Wheels Car Club, Civic Centre	800m	10	3
Supermarket			
Co-op Food	1000m	13	3
Sainsbury’s	650m	8	2
Tesco Extra	1100m	14	3
Retail			
Reading Oracle	600m	8	2
Broad Street Mall	1000m	13	3
Forbury Retail Park	640m	8	2
Healthcare			
Dr BK Dentistry	200m	3	1
Atos Healthcare	500m	6	2
Royal Berkshire Hospital	800m	10	3
Education			
Deenway Montessori School	150m	2	1
Reading College	650m	8	2
The Abbey School	750m	9	2
Community Facilities/Leisure			
Wesley Church	70m	1	1
Reading Abbey Ruins	550m	7	2
Reading Central Library	560m	7	2
Watlington House	160m	2	1

Table 3.2: Summary of walking and cycling journey time to key local amenities

*For this assessment walking and cycling speeds will be based on 'DfT Local Transport Note 2/08'.

Walking speeds will be calculated at 80m per minute and cycling speeds will be calculated at 320m per minute.

**All journey times are rounded to the nearest minute.

- 3.3.9 **Table 3.2** demonstrates that the site is well located in relation to a wide variety of amenities (including retail, healthcare, education and leisure facilities), which will benefit residents and will enable them to adopt a sustainable travel lifestyle. All of the amenities are within 1200m from the site in accordance with the CIHT 'Guidelines for providing for journeys on foot' as summarised in paragraph 3.3.4, with all amenities accessible within a 15 minute walk or a 3 minute cycle. This highlights that the sites' proximity to these local facilities provides residents with the opportunity to walk and cycle for all trips rather than needing to drive.
- 3.3.10 In addition, there are Car Club facilities within 800m of the site, meaning for longer trips residents can still make use of a car. Consequently there is little need for residents to own a car.
- 3.3.11 Ultimately the location of the development will allow residents to adopt a sustainable lifestyle, improving their overall health and quality of life, as well as to assist in reducing the reliance on

single occupancy car use for trips and negating the traffic impact of the development on the local highway network.

Cycle Access

- 3.3.12 The site is accessible by a number of cycle routes. A segregated cycle route (R2/R20) runs adjacent to the site along the A329 Watlington Street and extending to the south. The Town Centre Route runs along the northern side of Kennet Side abutting the southern bank of the River Kennet.
- 3.3.13 There are a number of other dedicated cycle routes within and outside of Reading town centre. A circular cycle route operates around and within the town centre and connects to additional routes, including:
- Route R1/R10 South Reading - Green Park and Whitley;
 - Route R2/R20 Reading and Wokingham - University and Winnersh;
 - Route R3/R30 East Reading and Woodley - Newtown and Bulmershe;
 - Route R4/R40/R41 North Reading - Caversham, Emmer Green and Rivermead;
 - Route R5 West Reading - Oxford Road and Tilehurst;
 - Route R50 West Reading - Tilehurst and Prospect Park; and
 - Route R6/R60 South West Reading - Coley Park and Southcote.
- 3.3.14 A full breakdown of the relevant cycle routes to and within close proximity of the site can be found at **Appendix F**.
- 3.3.15 A bike hire scheme, known as Readybike (<https://www.readybike.co.uk/>) also operates in Reading. This scheme consists of 29 docking stations across Reading town centre. The closest docking station to the site lies approximately 470m west of the site, off the A329 Queen's Road, where 10 bikes are provided. In addition, a further 10 bikes are provided on King's Road, located approximately 650m east of the site.

Public Transport Access

- 3.3.16 The site is very well located to utilise bus services and is within close proximity to a number of bus routes which travel along the A329 Queen's Road and King's Road, providing access to Reading town centre as well as to a number of outer areas. The nearest bus stop to the site is the Eldon Road bus stop located on the A329 Queen's Road, approximately 150m east of the site.
- 3.3.17 A summary of the key services operating from this stop are summarised in **Table 3.3**.

Number	Route	Frequency		
		Weekday Peak	Saturday	Sunday
Orange 13	Reading Station-Bulmershe-Woodley-Woodley Centre-Shepherd's Hill	30 mins	30 mins	Hourly
Orange 14	Reading Station-Shepherd's Hill-Woodley Centre-Woodley	30 mins	30 mins	Hourly
Purple 17	Tilehurst Tower-Tilehurst Triangle-Oxford Road-Central Reading-Wokingham Road	7 mins	7 mins	10 mins

Table 3.3: Bus Services from Eldon Road Bus stop (Source: www.reading-buses.co.uk)

- 3.3.18 A copy of the local bus route map and relevant timetables are provided within **Appendix G**.
- 3.3.19 The nearest railway station to the site is Reading Railway Station, located approximately 1.0km north west of the site, a 13 minute walk and 3 minute cycle based on **Table 3.2**.
- 3.3.20 Services at this station are operated by Great Western Railway, South West Trains and Cross Country. Direct services from Reading include London Paddington, towards Oxford, Basingstoke, Cardiff and Birmingham.
- 3.3.21 A summary of the services from Reading Railway Station are set out in **Table 3.4**.

Route	Operator	Peak Frequency (weekday trains per hour)
London Paddington	Great Western Railway	15
London Waterloo	South West Trains	3
Oxford	Great Western Railway/ Cross Country	7
Basingstoke	Great Western Railway	4
Cardiff central	Great Western Railway	2
Gatwick Airport	Great Western Railway	1
Redhill	Great Western Railway	2
Ealing Broadway	Great Western Railway	2
Bristol	Great Western Railway	4
Newbury	Great Western Railway	3
Birmingham	Cross Country	2
Southampton	Cross Country	2

Table 3.4: Train Services from Reading Station (Source: www.nationalrail.co.uk)

- 3.3.22 A review of the Reading Station facilities identifies that there are a total of 344 cycle parking spaces provided at the station, plus 39 Readybike spaces. There is also a multi-storey car park, operated by APCOA Parking Ltd, with a total of 1,275 car parking spaces available.
- 3.3.23 In 2019, the Elizabeth Line (Crossrail) will be operational from Reading and Heathrow in the west to Shenfield and Abbey Wood in the east. The line will provide direct connections to London Liverpool Street (36 minutes) and Canary Wharf (44 minutes). There will be two trains an hour from Reading into central London and beyond, meaning passengers will no longer need to change at London Paddington. A full copy of the future Elizabeth Line map is provided in **Appendix H**.

Car Sharing

- 3.3.24 As discussed previously in paragraph 3.3.9, within Reading there are a number of car sharing opportunities available, which are presented on **Figure 2** – Accessibility Plan. A car club service (operated by easyCarclub) has two spaces located within 800m of the site. One space is located on Upper Crown Street, RG1 2SS and the other on Laud Close, RG1 6RD.
- 3.3.25 There are two other car club spaces (operated by www.carvenientclub.com) located within 1,000m of the site. One space is located on Garrard Street, RG1 1NR and the other located on New Bright Street, RG1 6QQ.
- 3.3.26 Co-Wheels car club operate at two locations within the area, with a number of vehicles available at the Reading Civic Centre, RG1 2LU and a single space at Royal Berkshire Hospital, RG1 5QT.

Local Car Parks

- 3.3.27 A number of local car parks are within easy walking distance of the site, with the closest being the Queen's Road multi-storey car park approximately 250m from the site (approximately a 4 minute walk). The Queen's Road car park is operated by NCP, with approximately 700 spaces and disabled provision. It operates for short-stay, long-stay, 24 hour and overnight parking, with a number of different tariffs available.

4.0 DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 The proposed development comprises erection of a *“One storey roof extension, part six, part nine storey side/rear extension and mews houses providing 43 new residential units together with associated services enclosures, parking, and landscaping”*. Current proposals are to provide 4 parking spaces and approximately 48 cycle parking spaces.

4.2 Site Access

- 4.2.1 Vehicular access to the internal car parking area will be retained from Kennet Side, to the north of the site via a priority junction.
- 4.2.2 Pedestrian access to the building will be retained from the A329 Queen’s road and to the rear of the building via the car park entrance, as per the existing situation.

4.3 Car Parking

- 4.3.1 It is proposed to provide 4 car parking spaces within the existing car parking area, creating a cumulative total of 8 parking spaces when considered in parallel with the current proposals for the amended Permitted Development scheme. The proposed car park layout is presented on the Masterplan contained at **Appendix C**.
- 4.3.2 **CCE Drawing W321-PL-DR-204-P03** provides a swept path analysis of a medium sized car using the parking layout with no issues.
- 4.3.3 It is noted that the 4 car parking spaces proposed is lower than that which is identified in the RBC Revised Parking Standards (2011), which sets a standard of 0.5 spaces per unit for a 1/2 bedroom flat.
- 4.3.4 However the RBC Revised Parking Standards (2011) states:
- “Should a developer require fewer spaces than set out here there would need to be a demonstration, to the Highway Authority’s satisfaction, that there would be no detriment to highway safety as a result.”*
- 4.3.5 Based upon the excellent location of the development to Reading town centre and the proximity of the proposed development to local sustainable transport facilities, including buses, trains, and car club spaces, it is considered that this reduced level of on-site car parking would be acceptable to RBC.
- 4.3.6 A comparison has been undertaken of similar developments that have recently been permitted by RBC, that are either ‘car free’ or have provided less parking than the RBC Parking Standards set out.
- 4.3.7 **Table 4.1** presents these comparable sites, which have been approved with reduced levels of parking.

Planning Reference	Location	Residential Units	Zone	Car Parking Spaces	Car Parking Ratio
160232	35 Friar St	25	Zone 1	0	0
160328	30 Garrard St	18	Zone 1	0	0
170650	17 Queen Victoria St	19	Zone 1	0	0
162087	120 King's Rd	109	Zone 1	27	0.24
160378	38 Gas Works Rd	20	Zone 2	0	0
170326	Weldale St	427	Zone 2	124	0.29

Table 4.1: Comparable Sites with reduced parking provision

4.3.8 Notably there is little opportunity within the surrounding area for displacement parking, as the majority of the surrounding Zone 1 Central Core Area highway network is subject to either 'no waiting at any time restrictions' or falling within a Controlled Parking Zone (CPZ), requiring a permit to park.

4.3.9 Whilst little or no opportunity exists for visitors to the site to park within the development or on the surrounding streets, it has been identified that a number of public car parks are located within close proximity of the proposed development. Consequently any visitors wishing to drive to the site can park within a 4 minute walking distance.

4.4 Cycle Parking

4.4.1 Covered cycle parking is proposed to be provided on site in a 2-tier system that will provide approximately 48 cycle parking spaces. The location of these cycle parking spaces is shown on the Masterplan, but a more detailed plan has been prepared by the architect, which presents the cycle parking proposals in more detail. A copy Drawing 34-03 – Proposed Cycle Storage is included at **Appendix I** of this TS.

4.5 Refuse and Servicing Collection

4.5.1 The refuse collection methods for the site will remain as per the existing arrangement from Grantley Heights, with refuse vehicles reversing from Kennet Side into the access road, as agreed in an email dated 8th August 2018 from the RBC Waste Operations Supervisor, a copy of which is included at **Appendix E**.

4.5.2 Three bin stores are identified within the site, as presented on the Masterplan. These bin stores will accommodate 18 4-wheeled bins and the management company will ensure that these bins are wheeled to the appropriate location for collection on the correct day of the week, and then returned to the appropriate bins stores following collection.

4.5.3 The details of the three bin stores are presented on the architect Drawings 34-04 – Proposed Bin Stores South and Drawing 34-05 – Proposed Bin Stores North, copies of which are contained at **Appendix J**.

4.5.4 Deliveries by a 'Tesco Van' or 'Amazon' have been considered and a service bay is identified within the internal parking area. **CCE Drawing W321-PL-DR-203-P03** shows a 7.5t box van accessing the delivery bay, performing a turn and exiting the site in a forward gear.

5.0 TRAFFIC ASSESSMENT

5.1 Overview

5.1.1 A Transport Note, produced by RPS dated 1st June 2017, was submitted in support of the previous Application for Prior Approval (*Planning Reference 170905*) for a change of use at Clarendon House, Reading, RG1 4BN, was approved by RBC on the 31st July 2017.

5.1.2 As the trip rates within the RPS Transport Note for the previous B1 office space use and C3 residential use were approved and the report is less than 12 months old, it is considered acceptable to use these trip rates within this assessment of the proposed Residential Development scheme to calculate the traffic impact for the proposals. The full RPS report is contained in **Appendix K** for completeness.

5.2 Existing Development - B1 office Space

5.2.1 The trip rate for the existing B1 office space that was approved by RBC has been taken from the RPS report (*Page 6, Table 3*) and **Table 5.1** summarises these and the associated vehicle trips.

Mode	Time Period	Trip Rate (per 100sqm GIA)			Trip Generation (for 2,239sqm GIA)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Total multi modal trips by GIA	08:00 - 09:00	3.391	0.155	3.546	76	3	79
	17:00 - 18:00	0.137	2.853	2.99	3	64	67
	Daily	12.817	12.505	25.322	287	280	567
Vehicles (38.7% mode share)*	08:00 - 09:00	1.31	0.06	1.37	29	1	30
	17:00 - 18:00	0.05	1.10	1.15	1	25	26
	Daily	4.96	4.84	9.79	111	118	219

Table 5.1: Existing B1 Trip Rates and Vehicle Trips by GIA

5.2.2 **Table 5.1** shows that the existing office space would generate 30 two-way vehicle movements in the AM peak hour and 26 two-way vehicle movements in the PM peak hour. Over an average day (07:00-19:00) there would be approximately 219 two-way vehicle trips.

5.3 Previous Development Proposals - C3 Residential (49 Units and 24 Parking Spaces)

5.3.1 The trip rate for the previously approved Permitted Development that was approved by RBC has been taken from the RPS report (*Page 6, Table 4*) and **Table 5.2** summarises these and the associated vehicle trips.

Mode	Time Period	Trip Rates (per Unit)			Trip Generation (for 49 Units and 24 parking spaces)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Total multi modal trips by unit	08:00 - 09:00	0.049	0.448	0.497	2	22	24
	17:00 - 18:00	0.616	0.177	0.793	30	9	39
	Daily	2.822	2.571	5.393	138	126	264
Vehicles (30.1% mode share)*	08:00 - 09:00	0.015	0.135	0.150	1	6	7
	17:00 - 18:00	0.185	0.053	0.239	9	3	12
	Daily	0.849	0.773	1.622	41	38	79

Table 5.2: Approved C3 Trip Rates and Vehicle Trips by Parking Space

- 5.3.2 **Table 5.2** shows that the previously Permitted Development proposals would generate a total of 7 two-way vehicle movements in the AM peak hour and 12 two-way vehicle movements in the PM peak hour. Over an average day (07:00-19:00) there would be approximately 79 two-way vehicle trips.

5.4 Current Permitted Development Proposals - C3 Residential (49 Units and 4 Parking Spaces)

- 5.4.1 In comparison to the previously Permitted Development proposals, the amended Permitted Development scheme will contain only 4 car parking spaces (as opposed to 24 parking spaces). This is consistent with the proposals for the new Residential Development that will also have only 4 car parking spaces.
- 5.4.2 In order to determine the change in trip generation due to the change in parking provision, a factor has been calculated to determine the impact of the Residential Development proposals. It has been calculated that the 4 car parking spaces will generate approximately 17% of the trips that the previous 24 car parking spaces generated, that were associated with the previously approved Permitted Development scheme (*Planning Reference 170905*). The implications of this, in terms of trip generation, are presented in **Table 5.3**.

Mode	Time Period	Trip Generation (for 4 parking spaces)		
		Arrivals	Departures	Total
Total multi modal trips	08:00 – 09:00	1	4	4
	17:00 – 18:00	5	2	7
	Daily	23	21	44
Vehicles (30.1% mode share)*	08:00 – 09:00	1	1	2
	17:00 – 18:00	2	1	3
	Daily	7	7	14

Table 5.3: Proposed C3 Vehicle Trips by Parking Space

- 5.4.3 As shown in **Table 5.3**, the Residential Development proposals for up to 50 residential dwellings and 4 car parking spaces would generate a total of 2 two-way vehicle movements in the AM peak hour and a total of 3 two-way vehicle movements in the PM peak hour. Over an average day (07:00-19:00) there would be approximately 14 two-way vehicle movements.

5.5 Cumulative Traffic Generation

- 5.5.1 In addition to the amended Permitted Development proposals (49 units with 4 parking spaces), the proposed new Residential Development will provide an 46 units and a further 4 car parking spaces, creating a cumulative total of up to 95 units and 8 car parking spaces.
- 5.5.2 **Table 5.4** below outlines the total cumulative trip generation for the site, including both the amended Permitted Development proposals and the new Residential Development proposals.

Mode	Time Period	Cumulative Trip Generation (for up to 95 Units and 8 parking spaces)		
		Arrivals	Departures	Total
Total multi modal trips	08:00 – 09:00	2	8	8
	17:00 – 18:00	10	4	14
	Daily	46	42	88
Vehicles (30.1% mode share)*	08:00 – 09:00	2	2	4
	17:00 – 18:00	4	2	6
	Daily	14	14	28

Table 5.4: Proposed trip generation for up to 95 units and 8 car parking spaces. Mode Share based on RPS Transport Note, 2011 Census data.

- 5.5.3 **Table 5.4** demonstrates that the full site will generate a total of 4 two-way vehicle movements in the AM peak hour and a total of 6 two-way vehicle movements in the PM peak hour. Over an average day (07:00-19:00) there would be approximately 28 two-way vehicle movements.

5.6 Net change in trips

- 5.6.1 **Table 5.5** below presents the net change in vehicle trips, between the existing B1 office space and the cumulative development proposals of up to 95 units and 8 car parking spaces.

Mode	Time Period	Net Change Existing B1 (2,239sqm Gia) vs. Proposed C3 (Up to 95 units & 8 parking spaces)		
		Arrivals	Departures	Total
Net change in vehicle trips	08:00 – 09:00	-27	1	-26
	17:00 – 18:00	+3	-23	-20
	Daily	-97	-104	-191

Table 5.5: Net change in vehicle trips between the Existing B1 (2,239sqm GIA) and Proposed C3 (Up to 95 units and 8 car parking spaces).

- 5.6.2 **Table 5.5** demonstrates that there would be a net reduction of 26 trips in the AM peak hour and a reduction of 20 trips in the PM peak hour. Overall there would be a daily net reduction (07:00-19:00) of 191 trips.

5.7 Highway Safety

- 5.7.1 As there is a significant reduction in the number of overall trips from the existing site use, it is not considered there will be any adverse highway safety impacts as a result of the development proposals.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Cannon Consulting Engineers (CCE) have been appointed by Reading Heights Ltd to provide supporting highways and traffic advice in relation to the proposed Residential Development scheme at Clarendon House, Reading.
- 6.1.2 The proposed development is located within Reading Borough Council (RBC) and lies approximately 400m east of Reading town centre. The site falls within the Reading Zone 1 Central Core Area, being bound to the south by the A329 Queen's Road, A329 Watlington Street to the east, and Kennet Side to the north. **Figure 1** provides a site location plan.
- 6.1.3 A previous Application for Prior Approval (*Planning Reference 170905*) applying for a change of use from the existing B1 office space to 49 x C3 residential units with 24 car parking spaces, was approved by RBC on the 31st July 2017.
- 6.1.4 A copy of the RBC Decision Notice is contained at **Appendix A**, with the layout of the previously Permitted Development scheme contained at **Appendix B**.
- 6.1.5 The proposed development comprises erection of one storey roof extension, part six, part nine storey side/rear extension and mews houses providing 43 new residential units together with associated services enclosures, parking and landscaping. It is proposed to provide 4 car parking spaces and 48 cycle parking spaces. A layout for the proposed extension is set out on the Masterplan contained at **Appendix C**.
- 6.1.6 The development will retain the existing vehicle access from Kennet Side, with pedestrian access from the A329 Queen's Road and the rear, through Kennet Side. It is proposed to maintain the existing servicing and refuse collection arrangements. For smaller servicing vehicles (Tesco vans), these can be accommodated within the internal car parking area and a dedicated service bay is identified. With regards to refuse collection, these will reverse into the access from Kennet Side as per the existing arrangement.

6.2 Conclusions

- 6.2.1 Based on the comparison of the vehicle trips predicted to be generated from the previous B1 office use scheme, there will be a significant net reduction in vehicle trips associated with the site as a whole. This assessment has considered not only the new Residential Development, but the cumulative impact of the amended Permitted Development scheme that was recently submitted to RBC for consideration.
- 6.2.2 The location of the site lends itself to sustainable travel and the reduced level of car parking is justified by the excellent local transport links and nearby amenities within walking distance. There are a number of excellent, well maintained pedestrian and cycle links available to the residents of the site.
- 6.2.3 A review of parking and servicing has been undertaken and is both policy and design compliant.

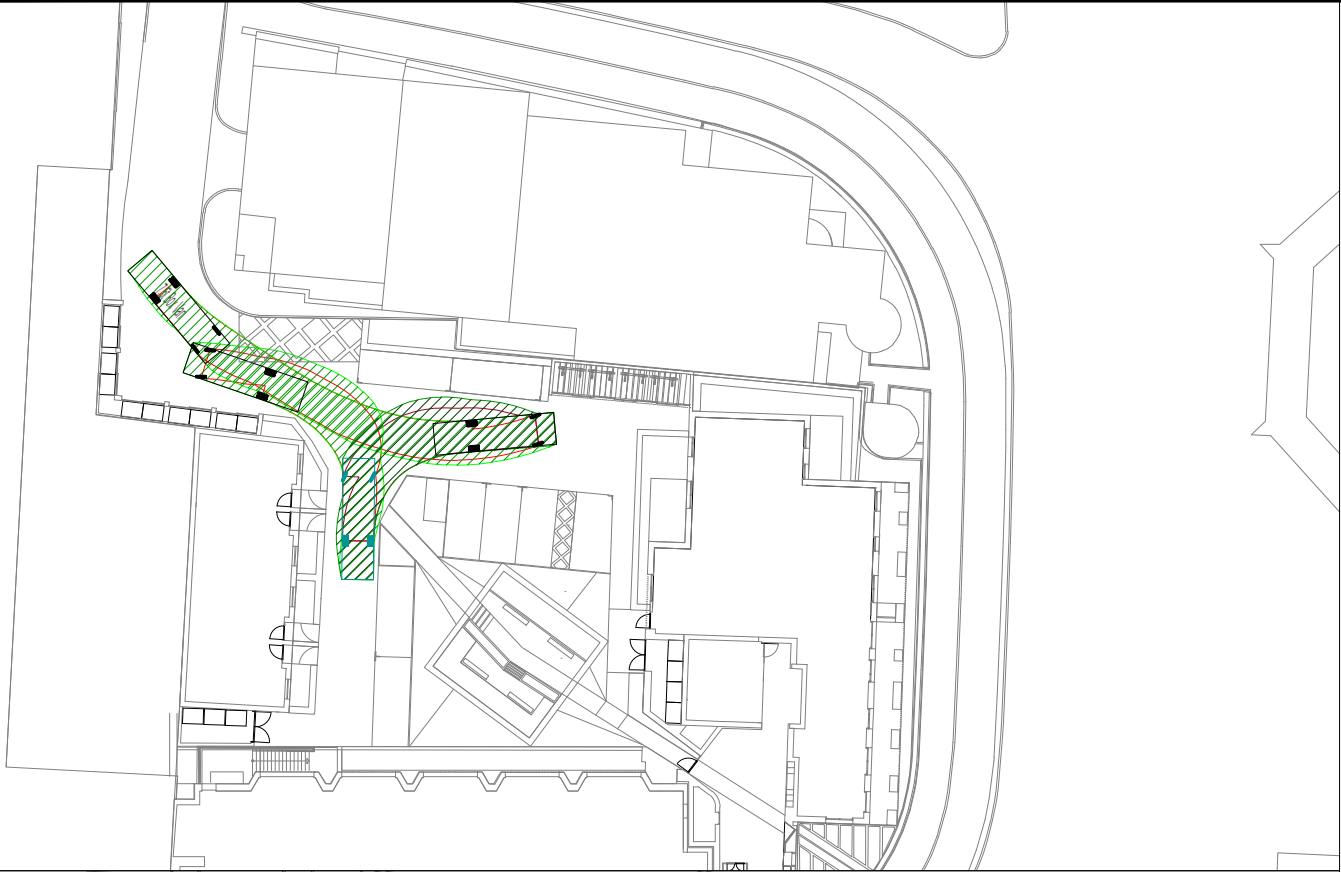
- 6.2.4 A review of National and Local (current and draft) policy has been undertaken and it has been demonstrated that the development proposals are policy compliant.
- 6.2.5 Overall it is considered that the development will have a minimal impact on the surrounding infrastructure and will not result in any highways and traffic related impacts.

Figures

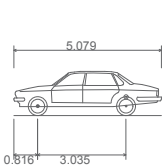
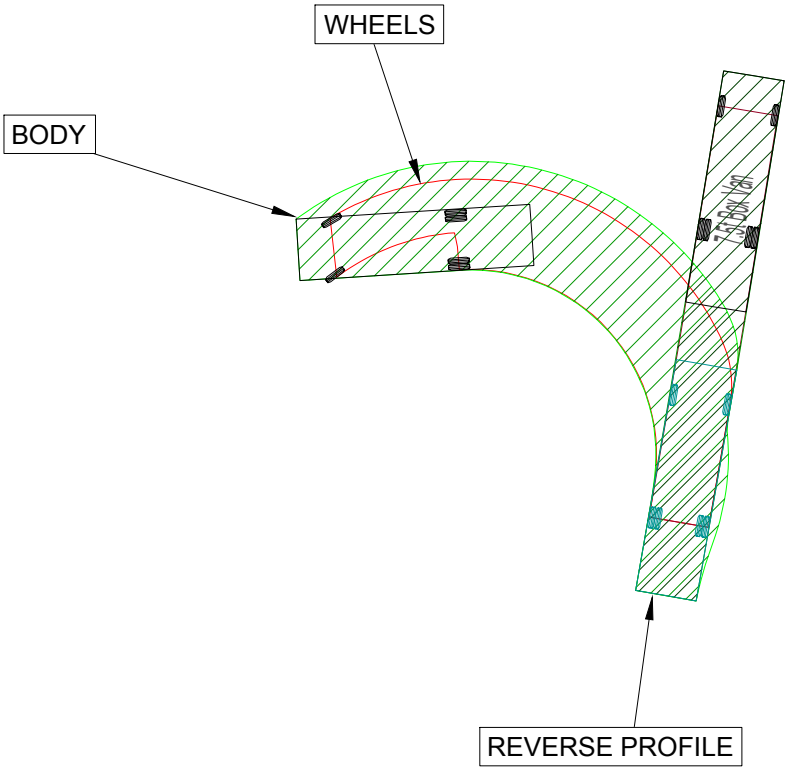
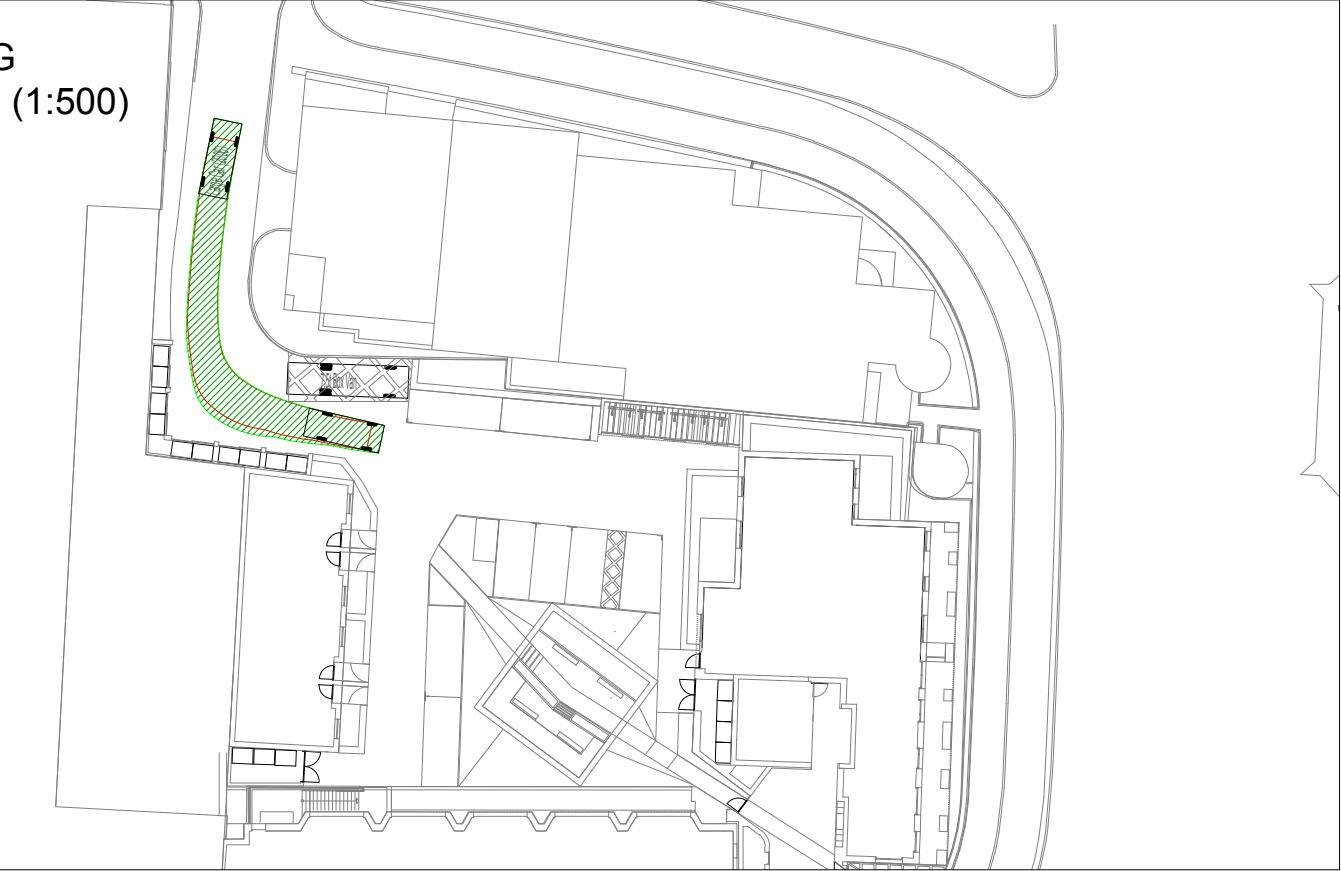
Drawings

M:\W321 Clarendon House, Reading, BERKSIDRAWINGS\AUTOCAD\CURRENT DRGS\W321-PL-DR-203-P03 Proposed Internal Layout Swept Path (Extension)

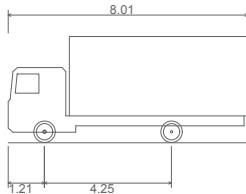
7.5t BOX VAN SWEPT PATH
(1:500)



LARGE CAR PASSING
7.5t BOX VAN SWEPT PATH (1:500)



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



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

P03	UPDATED MASTERPLAN	CT	CT	MK	07/09/2018
P02	UPDATED MASTERPLAN	CR	CR	MK	09/08/2018
REV	DESCRIPTION	DE	DR	CH	DATE
DESIGNED BY CR		DRAWN BY CR		CHECKED BY MK	
SCALE @ A3 SIZE 1:500		DATE 23/04/2018			

PROJECT TITLE
CLARENDON HOUSE, READING

DRAWING TITLE
PROPOSED INTERNAL LAYOUT

CLIENT
READING HEIGHTS LTD



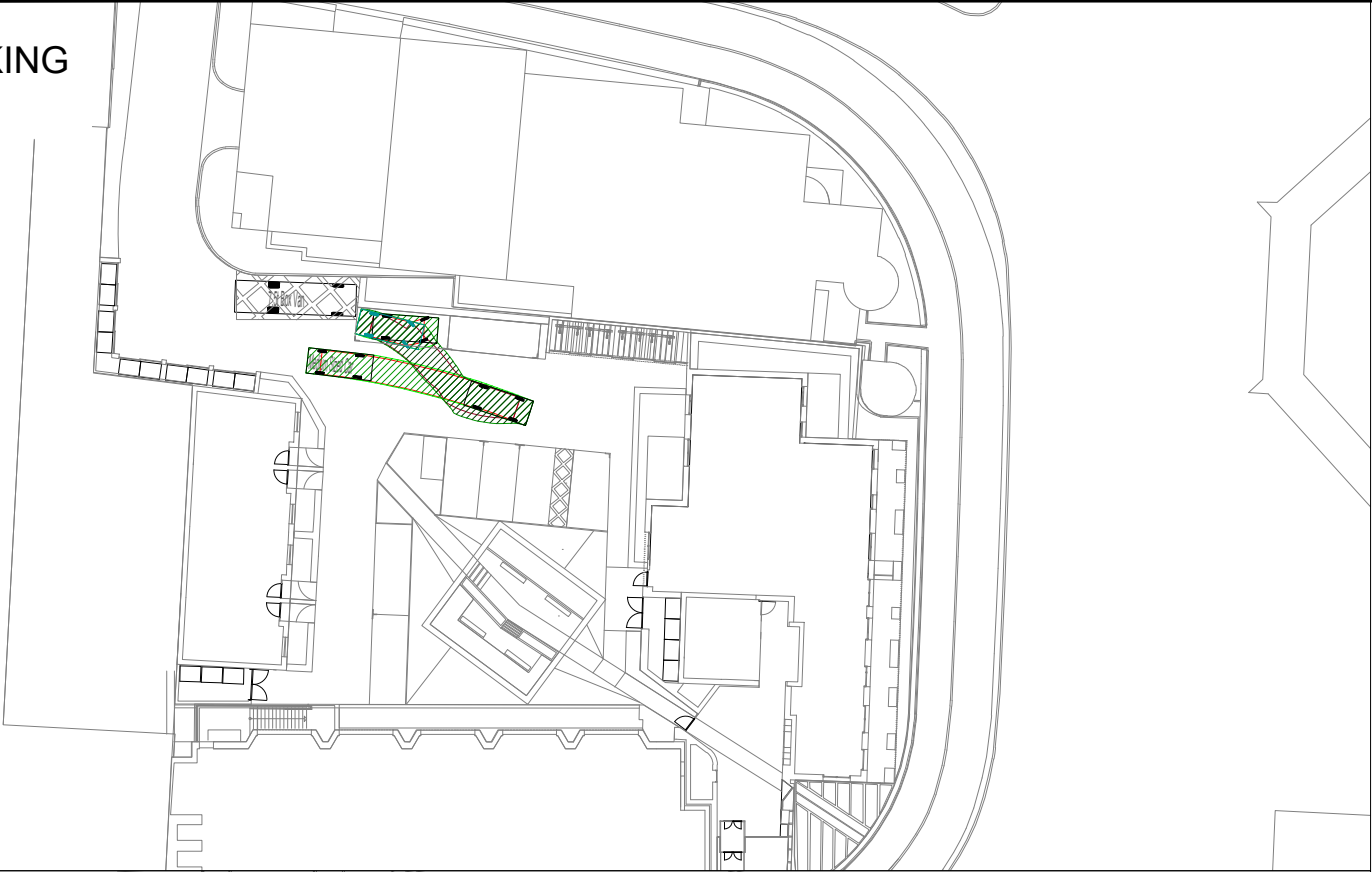
60 Cannon Street,
London,
EC4N 6NP
Tel: 020 70021156
info@cannonce.co.uk

Cambridge House, Lanwades
Business Park, Kentford
Newmarket, CB8 7PN
Tel: 01638 555107
www.cannonce.co.uk

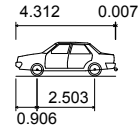
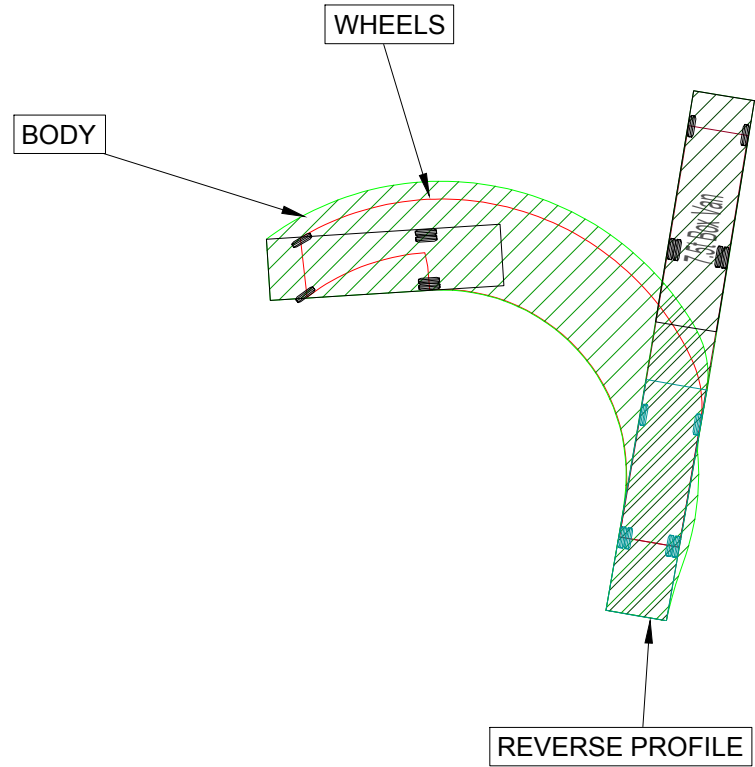
DRAWING NUMBER
W321-PL-DR-203

REV.
P03

MEDIUM SIZED CAR PARKING
SWEPT PATH (1:500)

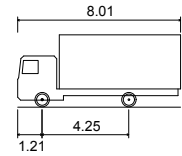


MEDIUM SIZED CAR PARKING
SWEPT PATH (1:500)



Medium Sized Car
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock-to-lock time
Curb to Curb Turning Radius

4.319m
1.686m
1.466m
0.228m
1.591m
4.00s
5.042m



7.5t Box Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

8.010m
2.100m
3.556m
0.351m
2.064m
4.00s
7.400m

P03	UPDATED MASTERPLAN	CT	CT	MK	07/09/2018
P02	UPDATED MASTERPLAN	CR	CR	MK	09/08/2018
REV	DESCRIPTION	DE	DR	CH	DATE
DESIGNED BY	CR	DRAWN BY	CR	CHECKED BY	MK
SCALE @ A3 SIZE	1:500	DATE	23/04/2018		

PROJECT TITLE
CLARENDON HOUSE, READING

DRAWING TITLE
PROPOSED PARKING LAYOUT

CLIENT
READING HEIGHTS LTD



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Newmarket, CB8 7PN
Tel: 01638 555107
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DRAWING NUMBER
W321-PL-DR-204

REV.
P03

Appendix A

Reading Borough Council Decision Notice – Previous Permitted Development

TOWN AND COUNTRY PLANNING ACT 1990

**Town and Country Planning (General Permitted Development)
(England) (Amendment) Order 2016**

To: CgMs
140 London Wall
London
EC2Y 5DN

Application No: 170905
Application type: Office use to dwelling
house - Class O, Part 1 GPDO 2015

**APPLICATION FOR PRIOR APPROVAL
UNDER CLASS O, PART 3 OF SCHEDULE 2 TO THE TOWN AND COUNTRY
PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) (AMENDMENT)
ORDER 2016**

Applicant: Lipman Properties Ltd

READING BOROUGH COUNCIL as Local Planning Authority give notice that the prior approval of the Local Planning Authority is **GIVEN** for the following development in accordance with the plans and supporting information submitted in connection with this application.

Proposal: Change of use of building from Class B1(a) (offices) to C3 (dwelling houses) to comprise 49 residential units. Prior Notification under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended).

At: Clarendon House 59-75 Queens Road Reading RG1 4BN

OTHER STATUTORY CONSENTS MAY BE REQUIRED

Date: 31 July 2017



Head of Planning, Development
& Regulatory Services *J.P.M.*

Application At: Clarendon House 59-75 Queens Road Reading RG1 4BN

Application No: 170905

Application type: Office use to dwelling house - Class O, Part 1 GPDO 2015

The development shall be carried out in accordance with the details approved by the Local Planning Authority as follows, unless otherwise agreed in writing by the Local Planning Authority:

CONDITIONS & REASONS

1. This development under Class O is permitted subject to it being completed within a period of 3 years starting with the prior approval date on this decision notice.

Reason: To comply with the requirement of paragraph O.2. (2) of the Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2016.

2. The following plans and drawings have been assessed:

Drawing no.s
4929 01 B - Proposed Basement Plan
4929 02 B - Proposed Ground Floor Plan
4929 03 B - Proposed First Floor Plan
4929 04 B - Proposed Second Floor Plan
4929 05 B - Proposed Third Floor Plan
4929 06 B - Proposed Fourth Floor Plan
4929 11 - Existing Basement Plan
4929 12 - Existing Ground Floor Plan
4929 13 - Existing First - Fourth Floor Plans
4929 20 G - Parking Plan
4929 21 - Existing Parking Layout
4929 19 - Site Plan
Received on 2nd June 2017

Reason: For the avoidance of doubt and in the interests of proper planning.

3. No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the



Date: 31 July 2017

Head of Planning, Development
& Regulatory Services *JFM*

site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: to ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas.

INFORMATIVES

1. The applicant is advised that as an application for prior approval under Class O, Part 3 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 1995, as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2016, this prior approval notice relates to the change of use of the building from Class B1(a) to C3 (dwellinghouses) only and no other use.

2. This prior approval relates only to the change of use of existing floor space and land. If there are any external alterations or extensions to the building, planning permission is required for these. For example, it is noted that the proposed floor plans show replacement of doors with a window (as shown on drawing no. 4929 02 B - Proposed Ground Floor Plan received on 2nd June 2017) to the front elevation. The grant of prior approval does not make the development lawful.

3. The occupiers of the residential units will not be entitled to an on- street car parking permit in the interests of the proper management of parking, and to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on street car parking in the area in accordance with Core Strategy Policy CS24 and Sites and Detailed Policies document Policy DM12. The site is located close to local facilities, with frequent public transport services on nearby roads. The parking permit conditions above place a requirement that the Council be notified of postal addresses of the residential units before occupation and that the occupiers/transferees to be informed of the prohibition on entitlement to a car parking permit.

4. In connection with the implementation of this office prior approval, no construction, demolition and associated activities should take place outside the hours of 0800 to 1800 Mondays to Fridays and 0800 to 1300 on Saturdays. No noisy works shall take place at any time on Sundays and Bank or Statutory Holidays. Please refer to the Council's website for more detailed information:

<http://www.reading.gov.uk/environmentalprotection>

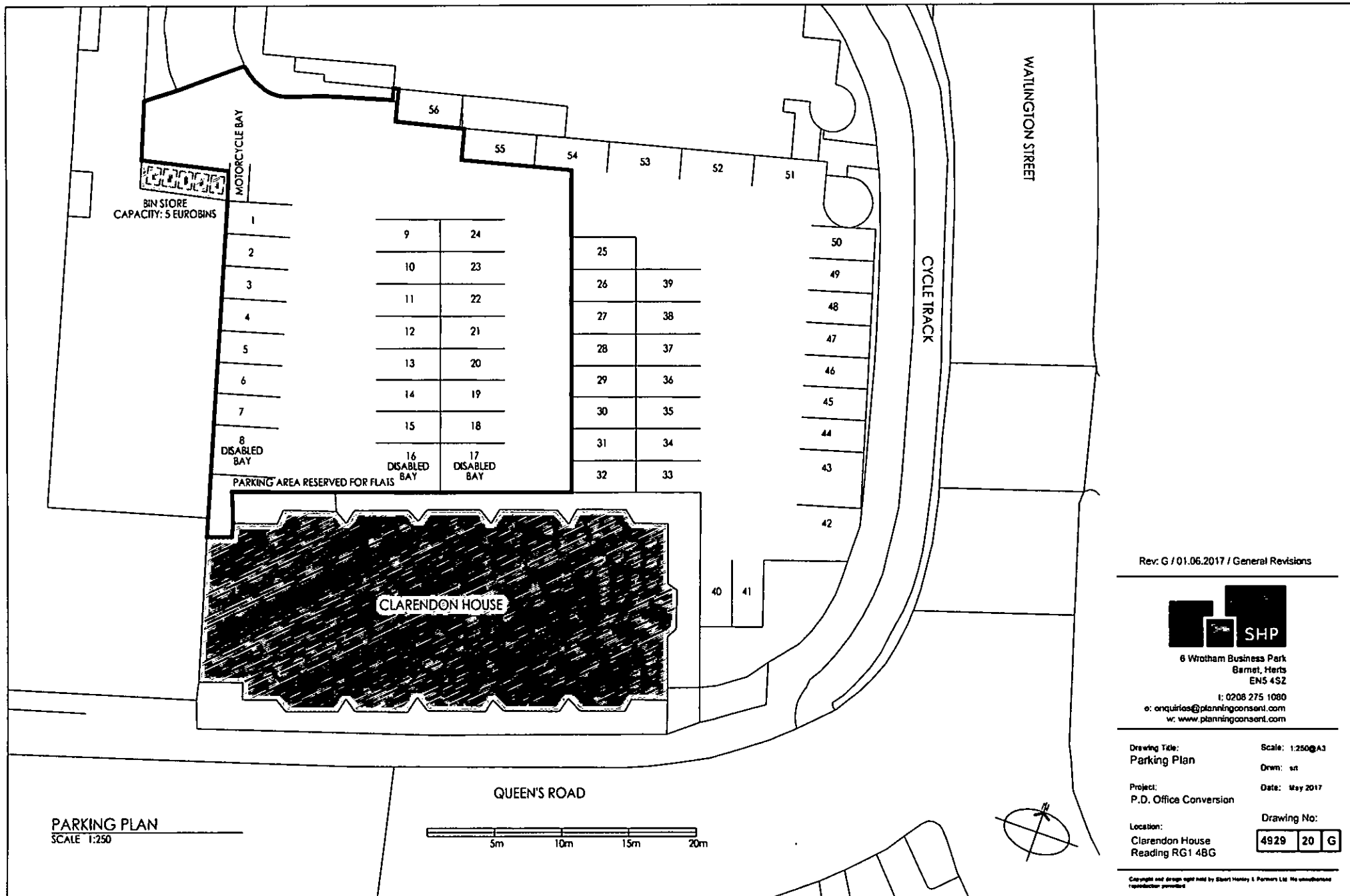


Date: 31 July 2017

Head of Planning, Development
& Regulatory Services *JFM*

Appendix B

Previous Permitted Development Layout



Rev: G / 01.06.2017 / General Revisions



6 Wrotham Business Park
Barnet, Herts
EN5 4SZ

T: 0208 275 1080
e: enquiries@planningconsent.com
w: www.planningconsent.com

Drawing Title:	Scale: 1:250@A3
Parking Plan	Drawn: st
Project:	Date: May 2017
P.D. Office Conversion	Drawing No:
Location:	4929 20 G
Clarendon House	
Reading RG1 4BG	

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Appendix C

Masterplan



Legend:

1. Screen Planting to Car Park
2. Granite Block Paving
3. Reflecting Pool
4. Concrete Bench
5. Porcelain Paving
6. Hedges
7. Terraces
8. Planting



4. Style of bench



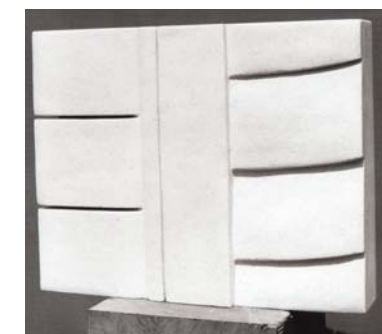
6. Hedges



2. Paving materials



8. Planting approach - layers of white



Installation art



Appendix D
Kennet Side ATC Survey

Advanced Transport Research

Report Id - CustomList-1144
Site Name - 17007-001
Description - kennet side [30m]
Direction - West

16 April 2018

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	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	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	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0400	1	0	0	1	0	0	0	0	0	0	0	0	0400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0500	1	0	0	0	0	1	0	0	0	0	0	0	0500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0600	4	2	0	1	0	0	0	0	0	0	0	0	0600	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0700	7	10	3	7	0	0	0	0	0	0	0	0	0700	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0800	26	14	9	0	2	0	1	0	0	0	0	0	0800	8	16	1	1	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0900	24	13	8	0	3	0	0	0	0	0	0	0	0900	5	14	4	1	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1000	19	10	7	0	2	0	0	0	0	0	0	0	1000	7	9	3	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1100	17	5	10	0	2	0	0	0	0	0	0	0	1100	6	7	3	1	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1200	15	8	6	1	1	0	0	0	0	0	0	0	1200	6	8	1	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1300	13	3	10	0	0	0	0	0	0	0	0	0	1300	3	5	3	2	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1400	12	7	5	0	0	0	0	0	0	0	0	0	1400	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1500	17	7	8	0	2	0	0	0	0	0	0	0	1500	4	9	4	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1600	29	20	6	0	3	0	0	0	0	0	0	0	1600	9	15	5	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1700	33	24	9	0	0	0	0	0	0	0	0	0	1700	7	17	9	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1800	25	16	8	0	0	0	1	0	0	0	0	0	1800	5	8	7	1	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1900	19	14	4	0	1	0	0	0	0	0	0	0	1900	3	9	7	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2000	12	2	8	0	1	0	0	0	0	0	0	0	2000	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2100	5	1	4	0	0	0	0	0	0	0	0	0	2100	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2200	3	2	1	0	0	0	0	0	0	0	0	0	2200	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
07-19	240	130	90	0	15	0	2	0	0	0	0	0	07-19	67	126	39	7	0	1	0	0	0	0	0	0	0	0	0	0	12.4	15.9	1	0.417	0	0	0	0
06-22	283	161	111	0	18	0	3	0	0	0	0	0	06-22	79	146	48	8	0	1	0	0	0	0	0	0	0	0	0	0	12.5	16	1	0.353	0	0	0	0
05-00	286	153	112	0	18	0	3	0	0	0	0	0	05-00	79	149	49	8	0	1	0	0	0	0	0	0	0	0	0	0	12.5	15.9	1	0.35	0	0	0	0
00-00	288	153	112	0	19	1	3	0	0	0	0	0	00-00	79	150	50	8	0	1	0	0	0	0	0	0	0	0	0	0	12.5	16	1	0.347	0	0	0	0

17 April 2018

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	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0		
0100	1	0	1	0	0	0	0	0	0	0	0	0	0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	-	0	0	0	0	0	0		
0200	1	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-	0	0	0	0	0	0		
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0400	1	1	0	0	0	0	0	0	0	0	0	0	0400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0	0	0	0	0		
0500	2	1	0	0	1	0	0	0	0	0	0	0	0500	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0	0	0	0	0		
0600	6	3	3	0	0	0	0	0	0	0	0	0	0600	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0	0	0	0	0		
0700	17	8	9	0	0	0	0	0	0	0	0	0	0700	5	8	4	0	0	0	0	0	0	0	0	0	0	0	0	11.8	16	0	0	0	0	0	0		
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0900	21	10	7	0	3	1	0	0	0	0	0	0	0900	5	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	13.9	19.1	1	7	0	0	0	0	
1000	16	6	6	0	4	0	0	0	0	0	0	0	1000	3	9	1	3	0	0	0	0	0	0	0	0	0	0	0	0	13.6	21	0	0	0	0	0	0	
1100	16	8	6	0	1	0	1	0	0	0	0	0	1100	8	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	17.2	0	0	0	0	0	0	
1200	13	7	5	0	0	0	1	0	0	0	0	0	1200	3	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	13.5	19.5	4	0	0	0	0	0	
1300	17	7	7	0	3	0	0	0	0	0	0	0	1300	10	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	11	16	0	0	0	0	0	0	
1400	17	8	7	0	2	0	0	0	0	0	0	0	1400	3	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	14.3	20.6	0	0	0	0	0	0	
1500	15	8	6	0	1	0	0	0	0	0	0	0	1500	2	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	14	18.2	0	0	0	0	0	0	
1600	29	20	8	0	0	0	1	0	0	0	0	0	1600	9	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	12.6	16.7	0	0	0	0	0	0	
1700	29	24	5	0	0	0	0	0	0	0	0	0	1700	5	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	15.5	0	0	0	0	0	0	
1800	21	14	7	0	0	0	0	0	0	0	0	0	1800	4	11	4	2	0	0	0	0	0	0	0	0	0	0	0	0	13.8	19.2	0	0	0	0	0	0	
1900	13	10	3	0	0	0	0	0	0	0	0	0	1900	3	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	15.9	0	0	0	0	0	0	
2000	4	2	2	0	0	0	0	0	0	0	0	0	2000	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-	25	0	0	0	0	0	
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2200	9	4	5	0	0	0	0	0	0	0	0	0	2200	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-	0	0	0	0	0	0	
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00-29	232	130	82	0	15	1	4	0	0	0	0	0	07-19	63	105	48	14	2	0	0	0	0	0	0	0	0	0	0	0	12.9	17.6	0	0	0	0	0	0	
06-22	259	146	93	0	15	1	4	0	0	0	0	0	06-22	66	120	53	15	2	1	0	0	0	0	0	0	0	0	0	0	0	13	17.6	1	0.386	0	0	0	0
06-30	266	150	98	0	15	1	4	0	0	0	0	0	06-30	69	127	57	16	2	1	0	0	0	0	0	0	0	0	0	0	0	13.2	0.373	0	0	0	0	0	0
06-40	273	152	99	0	17	1	4	0	0	0	0	0	06-40	70	125	59	16	2	1	0	0	0	0	0	0	0	0	0	0	0	13.1	17.6	1	0.386	0	0	0	0

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin 0	Vbin 10	Vbin 20	Vbin 30	Vbin 40	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	JPSL 30	JPSL 30	JSL1 ACPO	JSL1 AS 35	JSL2 DFT	JSL2 DFT			
--	1929	1117	687	1	94	5	25	0	0	0	0	0	--	.495	.928	.392	.200	.11	.33	.35	.40	.45	.50	.60	.70	.80	.90	.100	0	12.9	16.8	3	0.156	45	45

Appendix E

RBC Waste Operations Supervisor email dated 08th August 2018

Mark Kirby

Subject: FW: Planning Ref 180909 - Clarendon House 59-75 Queens Road Reading
Berkshire RG1 4BG [OFFICIAL]

From: Layzell, Alice [mailto:Alice.Layzell@reading.gov.uk]

Sent: 08 August 2018 14:31

To: Mark Kirby <Mark.Kirby@cannonce.co.uk>

Subject: RE: Planning Ref 180909 - Clarendon House 59-75 Queens Road Reading Berkshire RG1 4BG [OFFICIAL]

Hi Mark,

In regards to collecting from the proposed bin store area, we can back into the service road, so we would be blocking the exit for the cars in the car park for whilst we are collecting, but we won't be blocking the road of Kennet Side.

Previously we did not collect the waste from the offices, as trade waste can be collected by any contractor. We do collect the waste from Grantley Heights, and this is where we back down the service road.

The amount of bins needed for 95 flats would be 19 bins of each for a fortnightly collection, which is a huge amount and won't fit in the proposed area.

Walking distance for containers would be a maximum of 10metres. You would need someone on site pulling the bins, as for the amount of bins required the walking distance would be further if we were collecting 19 at a time.

Please let me know if you need any further information.

Kind Regards,

Alice Layzell

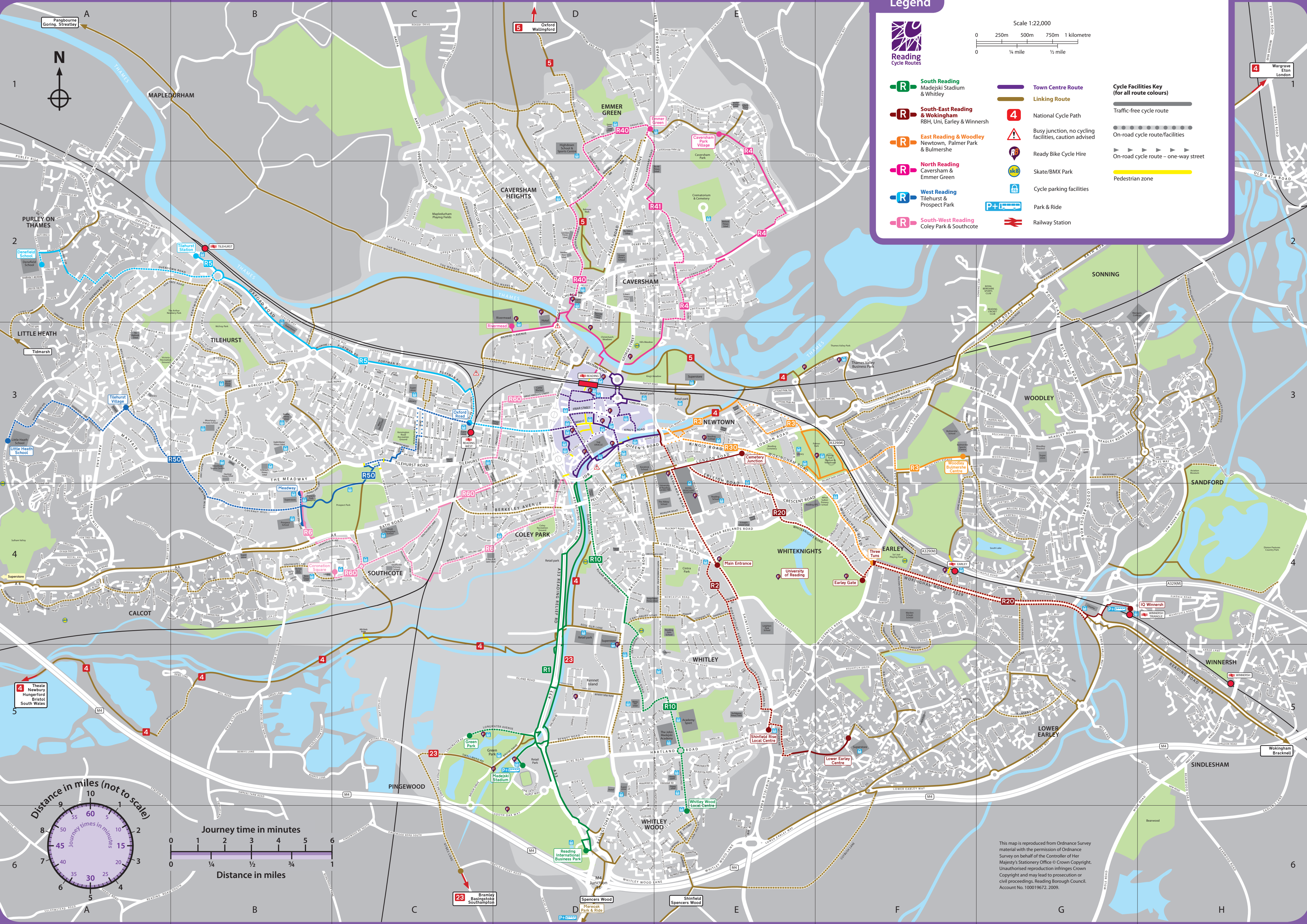
Waste Operations Supervisor
Neighbourhood Services
Directorate of Environment & Neighbourhood Services
Reading Borough Council
19 Bennet Road
Reading, RG2 0QX

0118 937 3070
#84341

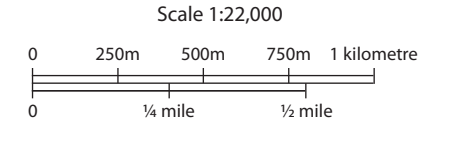
[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#)



Appendix F
Reading Town Centre Cycle Routes



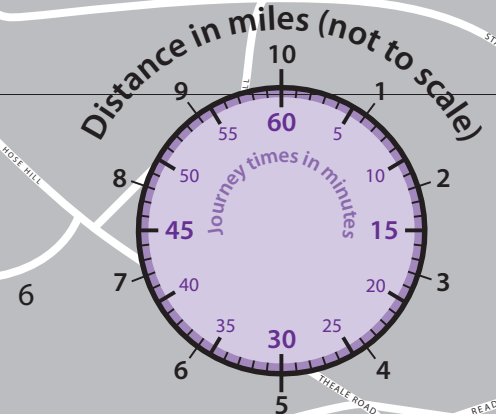
Legend



- 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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See inside for information
and docking station locations
for Reading's public
bike hire scheme



Route map and
facilities guide

Cycling in Reading

Cycling Safely

Whether you are an experienced or inexperienced cyclist you must obey the Highway Code – it applies to cyclists as much as to motorists. Below you will find an outline of some of the points illustrated in the code.

On-Road

You MUST obey all traffic signs and traffic light signals.

Bus lanes may be used by cyclists only if the signs include a cycle symbol. Be very careful when overtaking or leaving a bus lane as you will be entering a busier traffic flow.

The law requires that you must have lights and reflectors when on the road between sunset and sunrise.

Advanced Stop Lines enable cyclists to position themselves ahead of other traffic at traffic signal junctions.

Off-Road

Look out for footpaths designated as shared-use for pedestrians and cyclists. These may be segregated by a white line or unsegregated.

Take care when passing pedestrians, especially children, elderly or disabled people and allow them plenty of room. Always be prepared to slow down and stop if necessary.



Top Safety Tips

- Aim to be seen by other road users – wear bright or reflective clothing
- Wear a helmet that conforms to current regulations
- The law requires that you must have lights and reflectors when on the road between sunset and sunrise

Considerate Cycling



- Follow the Highway Code
- Cycle only on pavements designated as share-use
- Use your bell to make other road users aware of your presence as not all pedestrians can see you.
- Make eye contact with other road users
- Signal when carrying out turning manoeuvres and check your blind spots
- Cycle at an appropriate speed dependent upon the facilities being used
- Be prepared to stop or slow down particularly where other road users are present

More information on the Highway Code can be found at www.direct.gov.uk/en/TravelAndTransport/Highwaycode/DG_069837

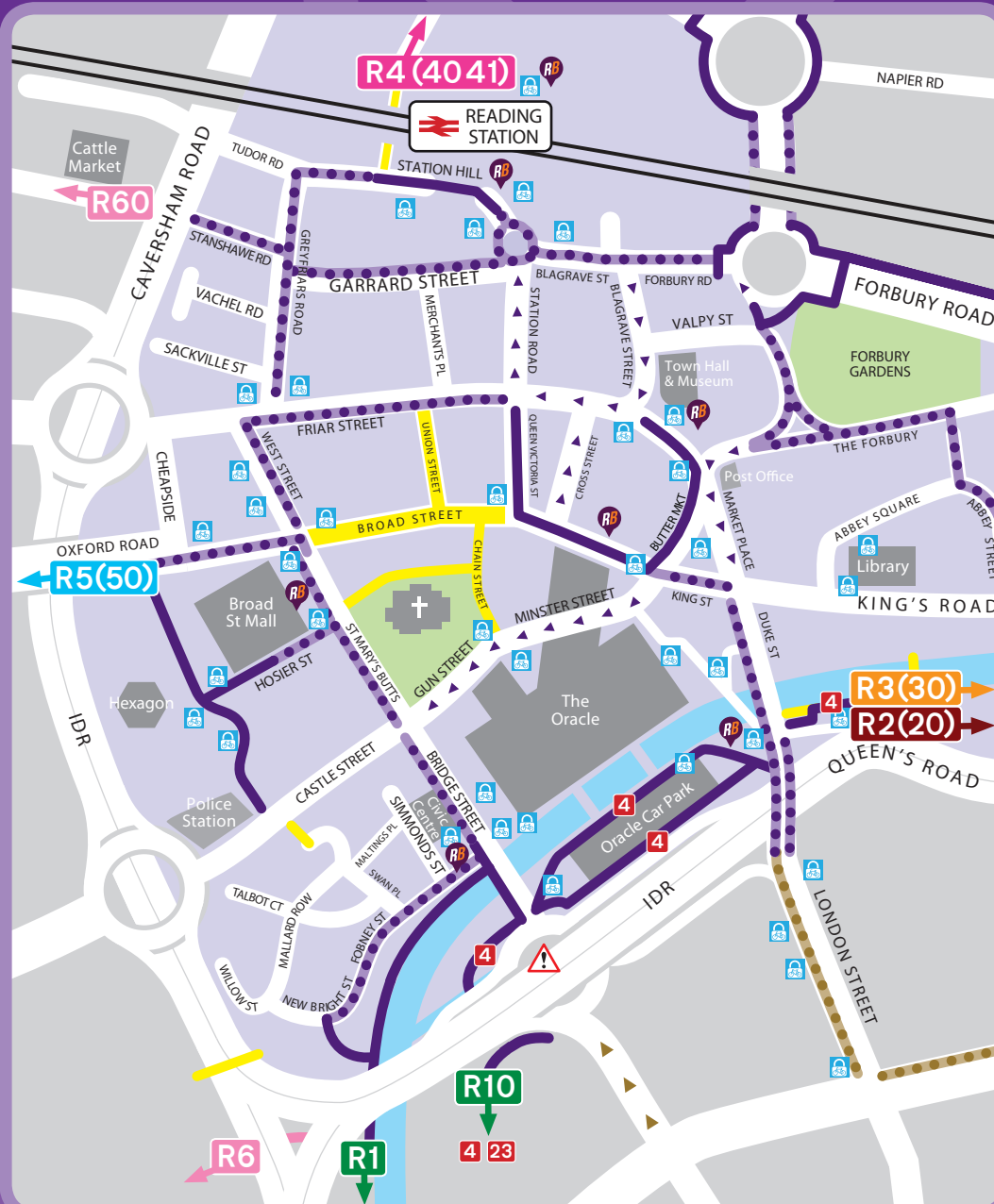
Cycle Routes in Central Reading



Cycling in Reading



Reading
Cycle Routes



Legend

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

Reading Cycle Route

Town Centre Route

Linking Route

Ready Bike
Cycle Hire

National
Cycle Path

Busy junction, no
cycling facilities,
caution advised

Cycle parking
facilities

Railway
Station

Bikes are the most energy-efficient form of transport and can be faster and more predictable than car or bus for short journeys.

For example, at a relatively comfortable 10mph, you can cycle from Green Park to The Oracle in 15 minutes – burning around 100 calories in the process.

Cycling regularly can keep you fit, save you money (no tax, no fuel, no fares) and it's one of the most environmentally-friendly ways to travel.

Whether you are an experienced or inexperienced cyclist, planning a journey to work, school or for leisure, Reading Borough Council is happy to provide copies of this cycle map. Please call 0118 937 3787 for hard copies. Alternatively it is online at www.reading-travelinfo.co.uk/cycling





**MORE
CYCLE
MAPS**

Reading
Cycle Routes

R1 R10

South Reading
Green Park & Whitley

R2 R20

Reading & Wokingham
RBH, Uni & Winnersh

R3 R30

East Reading & Woodley
Newtown, & Bulmershe

R4 R40/41

North Reading
Caversham & Emmer Green

R5

West Reading
Oxford Road & Tilehurst

R50

West Reading
Tilehurst & Prospect Park

R6 R60

South-West Reading
Coley Park & Southcote

Contacts

Reading Borough Council
0118 937 3787 or
www.reading.gov.uk

Potholes, highway
maintenance, street lighting
Freephone 0800 626540

West Berkshire Council
01635 42400 or
www.westberks.gov.uk

Wokingham Borough Council
0118 974 6000 or
www.wokingham.gov.uk

For information on
local cycle campaigns, visit:
www.readingcyclecampaign.org.uk or
www.readingctc.co.uk



Lock it or Lose It

To Protect Your Bike From Theft with four simple practical steps:

- Do lock your bike to something solid
- Do use the many bike parks around the town 
- Do invest in a good quality lock
- Do have your frame postcoded

BUT

- Don't leave your bike obstructing a way used by pedestrians
- Don't leave it unlocked, EVER, not even for a few seconds

Bike and Train

Bicycles are carried on most trains operating on the National Rail Network. However, each train operating company has its own rules. For full details go to www.nationalrail.co.uk/passenger_services/cyclists.html or call 0845 7484 950. Compact folding cycles are carried free of charge without restrictions.

**PUBLIC
BIKE HIRE
IN READING!**

**READY
BIKE**



**OCCASIONAL
AND YEARLY
MEMBERSHIP
AVAILABLE**

**GO ONLINE
AND CHECK YOUR
NEAREST DOCKING
STATION IN AND
AROUND READING**

For information on all prices, including annual membership/occasional use options, please see the website. Please check the website for bike availability before planning your journey. Information is correct at the time of going to press May 2014, and could be subject to change.

REGISTER ONLINE AT **WWW.READYBIKE.CO.UK**

 @readybikerdg

 ReadyBike RDG

ReadyBike is part of a Reading Borough Council programme to improve sustainable transport options in and around Reading. Visit www.reading-travelinfo.co.uk/policy to find out more.

 **Reading
Borough Council**
Working better with you



Reading
Borough Council
Working better with you



Reading Street Index

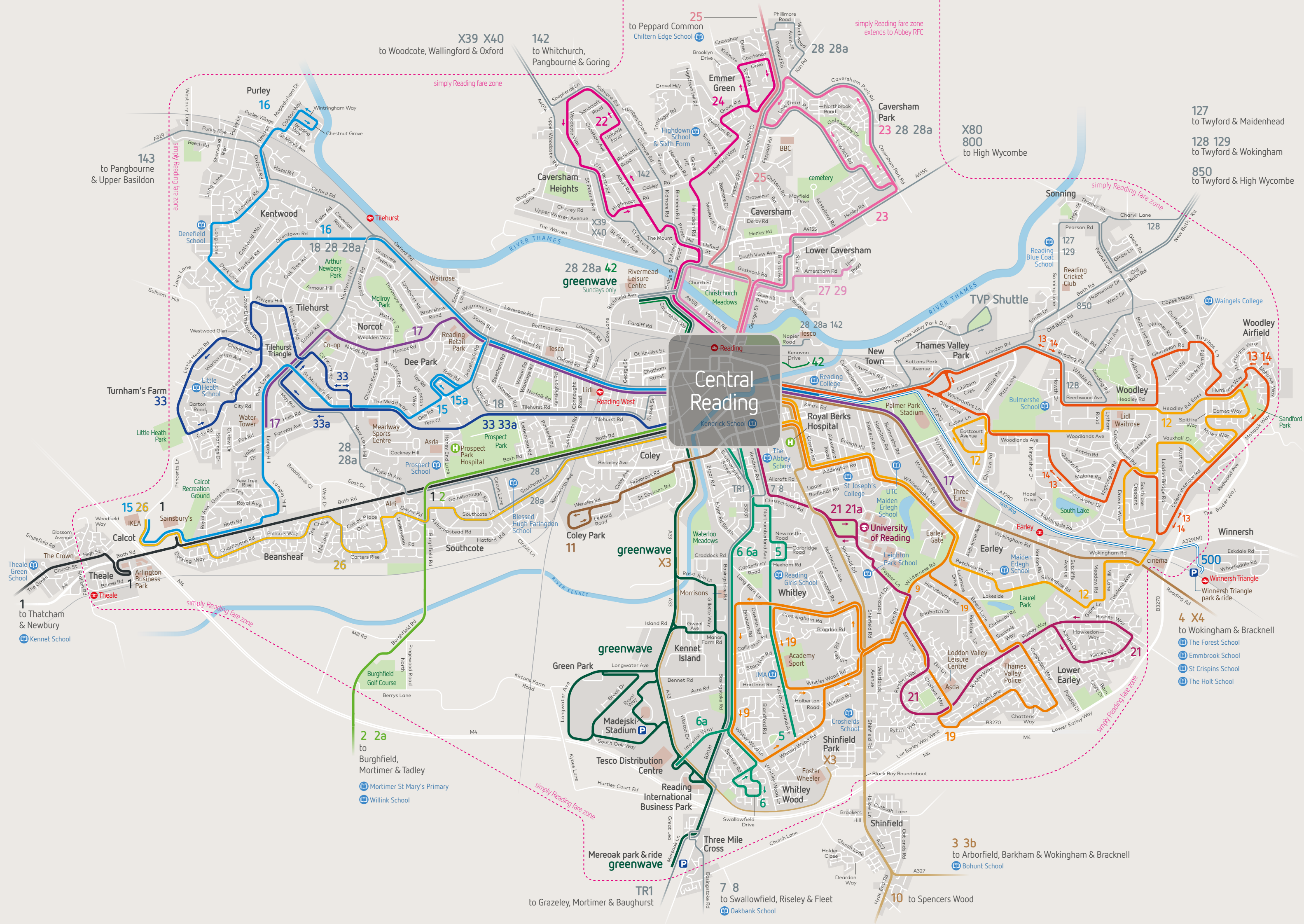
TC = Town Centre Map (above)

Abbey Square	TC	Blenheim Gardens	E4	Church Rd, Cav	D2	East Drive	B4	Greystoke Road	D2
Abbey Street	TC	Blenheim Rd, Cav	E3	Church Rd, Early	F3-F4	East Street	D3	Grove Road	D2-E2
Abbotsway Place	D2	Blenheim Rd, Cav	D2-E3	Church Street, Cav	D2	Eastbury Avenue	D2	Gravel Hill	D2
Aberman	D1	Blewbury Drive	A3	Church Street	D2	Eastcourt Avenue	F3-F4	Grove Road	D1
Abingdon Drive	E1	Blundell's Road	B3	Churchill Drive	H5	Eastern Avenue	E3-E4	Grove Road	B3-C3
Acce Road	D5	Boston Avenue	D4	Cintra Avenue	E4	Edenham Crescent	C4	Gun Street	TC
Addington Road	E4	Boulton Lane	D4	Circuit Lane	C4	Edgell Hill Street	C4	Gurney Close	C2
Addison Road	D3	Boundary Lane	C2	Circus Drive	E6	Edinburgh Road	G3	Haddon Drive	G3
Adelaide Road	F4	Bourne Avenue	D4	City Road	A3	Egmont Drive	G5	Haleigh Rise	E1
Admirals Court	D4	Brakelade Way	F4	Clements Road	F4	Elderberry Way	G5	Hagley Road	D4
Albert Road	D2	Branshaw Road	B3	Glendon Road	A3	Eldon Road	E3	Halls Road	A3
Albury Gardens	B4	Brading Way	E2	Clifton Road	B2	Edmon Square	E4	Hamilton Road	E3-E4
Alcroft Road	E4	Bridgwater Close	C3	Clifton Park Road	D2	Edmon Terrace	F3	Hammond Close	F3
Aldbourne Avenue	F4	Bridge Street	D3/TC	Cloister Street	D3	Elgar Road	D4	Harcourt Drive	E5
Aldworth Close	C4	Brigden Close	C3	Clovelly Close	E2	Elliot's Way	D2	Harlewick Road	E1
Alexandra Road	E3-E4	Brigham Road	D3	Cockey Hill	B4	Elm Lane	F5	Harlech Avenue	E1
All Hallows Road	E2	Brighton Road	F4	Coley Avenue	D4	Elm Park	C3	Harrogate Road	C2-D2
Allendale Road	F4	Brimpton Road	C4	Coley Place	D3	Elm Road	D5-E5	Hartland Road	D5-E5
Alma Street	C3	Brinsane Road	B3	College Road	E3	Elmhurst Road	E4	Hartley Court Road	G6-D6
Alpine Street	D4	Britton Road	D4	Colliers Way	C3	Elmstone Drive	F4-F5	Hartsbourne Road	F4-F5
Ambleside Road	B3	Brinkham Road	D4-E5	Colson Street	D4	Elsey Road	A2	Hatfield Way	A3
Ambrook Road	D3	Brinkham Road	D3/TC	Colson Street	D4	Elton Avenue	B4	Harford Road	B4
Amersham Road	D2	Brook Gardens	C3	Clydon Way	A1	Etham Avenue	E1	Hatherley Road	E1
Amhurst Road	F4	Brook Drive	C5-O5	Combe Road	B3	Etham Road	B3	Hawthorn Road	E5
Amity Road	E3	Brook Street West	D4	Comet Way	H3	Etnerdale Road	G4	Hawthorn Way	G5
Amity Street	E3	Brooklyn Drive	D1	Commercial Road	D5	Epson Court	D4	Hawthorn Drive	B4
Amners Farm Road	B5	Brookside Road	A2	Compton Avenue	A3	Eric Avenue	D1	Hawthorn Road	G2
Amthyst Lane	C4	Broomfield Road	B3	Conifer Drive	A2	Erleigh Court Drive	F3	Hawthorn Road	E2
Anderson Avenue	F3-F4	Brownlow Road	C3	Conisbore Avenue	C1-C2	Erleigh Court Gardens	F3	Haywood Way	B4
Andrews Road	F4	Brunel Road	B4	Coniston Drive	B2	Erleigh Road	E3-E4	Hazel Crescent	E5
Angle Field Road	E2	Brunswick Hill	C3	Connaught Road	C3	Essex Street	D4	Hazel Road	A2
Anson Crescent	E5	Buckingham Road	E3	Connaught Road	C3	Essex Street	D4	Hazel Road	A2
Antrim Road	E4	Bryher Close	C3	Constitution Road	C3	Fairford Road	D4	Heath Road	F4
Appleford Road	B4	Buckingham Drive	D1-D2	Copperfields	D2	Fairwater Drive	G4	Heathfield Avenue	D6
Arbor Lane	H6	Buckland Avenue	D5	Coppe Avenue	E2	Fairway Avenue	A3	Heathfield Avenue	A3
Arder Road	D2	Bulmer Road	E3-E4	Corbridge Road	E4	Falmouth Road	E6	Helmstedt Close	B3
Argyle Road	C3	Burbridge Close	B4	Coronation Square	B4	Farnowden Road	D5	Hemden Hill	D2
Argyle Street	C3	Burghfield Road	B4-B6	Corrinne Close	D5	Fawley Road	D4	Hemden Rise	D2
Armadae Court	C4	Burlington Road	A3	Corsham Road	B4	Femdale Ave	B4	Hemden Road	D2
Armour Hill	A3	Burnham Rise	B3	Corwen Road	A3	Fembrook Road	C2	Henley Road	D2-F1
Armour Road	A3	Burnhouse Lane	B6	Corwen Road	A3	Field Road	D3	Henley Street	D3
Ash Close	F1	Bute Street	B4	Cotswold Way	A2	Field Road	D3	Henley Street	D3
Ash Road	B3	Butt's Hill Road	C3	Cottage Lane	E3	Finch Road	F4	Hewett Avenue	E2
Ashampstead Road	B4-C4	Butter Market	TC	Courtney Drive	D1	Croft Close	A3	Hoxham Road	E4
Ashburnton Road	E5	Buxton Avenue	D2	Coventry Road	E3	Firs Lane	C4	High Tree Drive	F4
Ashbury Drive	A3	Byfield Road	B4	Cow Lane	C3	Fobney Street	TC	Highbridge Close	E2
Ashley Road	C4	Byron Road	F3	Graddock Road	B4	Fontwell Drive	B4	Highbury Road	A3
Ashmore Road	E5	Calcut Place	B4	Craig Avenue	B3-C3	Forbury Road	D3/TC	Highdown Avenue	D1
Auckland Road	F4	Callington Road	D5	Crabtree Road	C3	Forest Hill	B2	Highdown Hill Road	D1
Audley Street	C3	Camelford Close	D5	Gaven Road	E4	Fox Hunt Grove	B4	Highfield Road	A2
Avdon Road	F4	Cannock Way	F5	Grashly Drive	D1	Foxcombe Drive	A3	Highgrove Street	D4
Baker Street	D2	Canterbury Road	D4	Gravelly Road	E3	Gravelly Road	D2	Hilltop Road	D2
Bailall Road	C2	Canterbury Road	D4	Gravelly Road	E3	Gravelly Road	D2	Hilltop Road	D2
Balmore Drive	D2	Cardiff Road	F4	Cressingham Road	E5	Foxhill Lane	E1	Hilliers Drive	A3
Balmore Park	D2	Cardigan Road	E4	Crockhamwell Road	G4	Foxhill Road	E4	Hillrow	E5
Balmore Walk	D2	Cardinal Close	D2	Cromwell Road	D2	Francis Street	D4	Hillside Road	G4
Barnburgh Close	E4	Carey Street	D3	Cross Street	TC	Franklin Street	D3	Hilltop Road, Cav	C1
Barbara's Meadow	E4	Carlton Road	C1	Crown Place	E4	Fraser Avenue	E1	Hilltop Road, Early	F3
Barnsdales Road	E4-E5	Carman Road	E3	Crown Street	D3	Freshwater Road	E3	Hillview Close	A2
Barnwood Close	C3	Caroline Court	C4	Culver Lane	F3	Friar Street	D3/TC	Hillmanton	E5
Barrington Way	C4	Casdale Close	D4	Culver Road	E4	Fullbrook Crescent	A2	Hirstwood	B3
Barton Road	F4	Cassford Road	F5	Cumberland Road	F3	Fullbrook Crescent	A2	Hirstwood	B3
Basingstoke Road	D4-E6	Carters Rise	B4	Curtain Street	B4	Galsworthy Road	B4-C4	Hogarth Avenue	D2
Bath Road	B4-C4, F3	Carters Grove	B4	Cutbush Lane	F5-G5	Galsworthy Road	B4-C4	Hogarth Avenue	D2
Bathurst Road	H6	Castle Crescent	D4	Cwmcam	D1	Garnet Hill	D4	Holland Road	A3
Battle Street	D3	Castle Hill	D3	Dartmouth Road	D2	Garnet Street	D4	Hollydale Close	E5
Baydon Drive	C4	Castle Street	D3/TC	Dark Lane	A2	Garrard Street	TC	Holmes Road	F4
Bayford Drive	B4	Catherine Street	C3	Darwin Close	D5	Garston Close	B4	Holwood Avenue	B4
Beaumont Path	H5	Caversham Park Rd	E1-E2	Davis Street	H4	Gas Works Road	E3	Holybrook Road	C4
Beaumont Road	H6-H7	Caversham Road	D3/TC	Dawlish Road	D5	Gayhurst Way	E1	Hollywood Close	E1
Beatty Drive	B3	Cecil Aldin Drive	A2	De Beauvoir Road	E3	Geoffrey Road	C1	Home Farm Close	D4
Beckford Road	D3	Cedar Road	E5	De Montfort Road	D3	George St, Cav	B4	Honey End Lane	B4
Beckley Road	F4-F5	De Montfort Road	D3	De Montfort Road	D3	George Street	D5	Honey Meadow Close	E5
Beckley Road	E5	Chain Street	TC	Dee Road	B3	Gillette Way	D5	Horsecroft Way	A2
Beckham Road	C3	Chalfont Way	F5	Delamere Road	F3	Gipsy Lane	B3	Horse Hill	A6
Beckwood Avenue	G3	Chalgrave Way	D1	Dell Road	A2	Gipsy Lane, Early	G5	Hosier Street	TC
Beeston Way	F5	Champion Road	E3	Denmark Road	E3	Glenrhonda	D1	Howard Street	D3
Belle Avenue	F4	Chapel Hill	A3	Derby Road	D2	Gloucester Road	C3	Hrowth Drive	G3
Bellingham Walk	D1	Charles Evans Way	E2	Deveron Drive	B3	Goldcrest Way	A3	Hungerford Drive	C4
Belmont Road	C3	Charles Street	D3	Devonshire Gardens	A2	Goldsmid Road	C3	Hunter's Chase	C1-D1
Bennet Road	D5	Charndon Close	D4	Devonshire Park	E5	Goodlife Gardens	A2	Hurricane Way	H3
Bennet's Hill	A5-A6	Charrington Road	A4	Dew Lane	A5-B5	Goodwin Close	B4	Hurst Way	D5
Benson Close	F4	Chatham Street	D3	Dickens Lane	D3	Hyperion Way	B3	Hypocrite Lane	D5
Beynon Court	C4	Chatsworth Avenue	H5	Don Close	B3	Gorselands	D1	Ian Mikardo Way	E2
Beresford Road	C3	Chatteris Way	F5	Donnegal Close	E2	Gosbrook Road	D2	Ibstone Avenue	E2
Berkeley Avenue	D4	Chazey Road	D2	Donkin Hill	E2	Gower Street	C3	IDR	D3/TC
Berkshire Drive	A3	Cheapside	TC	Donnington Gardens	E4	Grafton Road	A3	Ilkley Close	C2
Berrylands Road	D2	Chepstow Road	A2	Donnington Road	E3	Grange Avenue	F4	Imperial Way	D5-D6
Berrys Lane	B5	Chequers Way	F3	Dorset Street	C3	Grantham Road	B4	Inglewood Court	C4
Bethwood Avenue	F4	Chester Street	D2	Douglas Road	E2	Granville Road	B4-C4	Inkpen Close	B4
Beverley Road	A3	Chester Street	C3	Dowlish Square	C3	Grasmere Avenue	B2	Island Road	D5
Bevry Court	C3	Chichester Road	B3	Drayton Road	C3	Grass Hill	C3	Ivydene Road	C3
Bich Avenue	E5	Chilworth Close	A3	Drewhett Close	D5	Gravel Hill	C1-D1	Jesse Terrace	D3
Birch View	E5	Chilcomb Way	G5	Drogers Way	G4	Grays Crescent	F3	Josephine Court	C3-C4
Birdhill Avenue	E5	Chiltern Crescent	F3	Duke Street	TC	Great Knollys Street	D3	Jubilee Road	F4
Bishops Road	F4	Chiltern Road	E2	Dumbarton Way	F1	Great Lea	D6	Junction Road	F4
Bitton Road	A3	Cholmeley Road	E3	Dunsden Way	A3	Green Lane	B5	Juniper Way	A2
Blagdon Lane	C2	Christchurch Gardens	D4-E4	Dunstable Close	B4	Dwyer Road	F4	Kearney Road	C4
Blagrove Street	TC	Church End Lane	B3	Earley Hill Road	F4	Greenfields Road	D5	Kemham Drive	A2
Blairford Road	E6	Church Lane	E1	Eskdale Road	H4	Greyfriars Road	TC	Kenavon Drive	E3

Kendal Avenue	E2	Miles Way	H3	Queen Annes Gate	E2	Spencer Road	D6	Union Street	TC
Kendrick Road	D4-E4	Milford Road	D3	Queen St, Cav	D2	Sney Road	B3	Upavon Drive	D4
Kenilworth Avenue	C4	Mill Lane, Calcot	B4	Queen Victoria Street	TC	Squirrels Way	F5	Uplands Road	C1
Kenner Island	D5	Mill Lane, Early	G5	Queens Rd, Cav	D3	St Andrew's Road	D2	Upper Redlands Road	E4
Kenner Side	D3/TC	Mill Lane, Sinsham	G5-H6	Queens Road	D3/TC	St Ane's Road	D2	Upper Warren Avenue	C2
Kennington Road	C3	Mill Lane, Cav	E2-3	Queensway	E1	St Barnabas Rd, Cav	D1	Upper Woodcock Rd	C1-C2
Kent Road	C3	Mill Road	A5-B5	Radnor Road	F4	St Barnabas Road	E5	Urk Road	B3-B4
Kenton Road	F4	Millers Grove	B4	Radstock Lane	F5	St Bartholomews Road	E3	Vachel Road	TC
Kentwood Close	B3	Milman Road	D4	Radstock Road	E3	St Edward's Road	F4	Vale Crescent	B3
Kentworth Hill	B2-B3	Milton Road	F3	Ramsbury Drive	F4	St George's Road	C3	Valencia Close	C3
Kidmore End Road	D1	Minster Street	TC	Randolph Road	F3	St John's Hill	E2	Valentia Road	C2
Kidmore Road	C1-D2	Mohawk Way	H3	Rangewood Avenue	B4	St John's Road	E2	Valentine Crescent	E2
Kiln Road	E1	Mole Lane	G7-H6	Rangewood Avenue	G3	St John's Street	E3	Valerie Court	C4
Kilnsa Drive	G5	Mole Road	G6	Reading Road South	A6	St Mary's Butts	D3/TC	Valpy Street	TC
King Street	TC	Monks Way	C4	Reading Rd, Wley	F3-G3	St Mary's Avenue	A2	Vastern Road	D3
King's Road	D3-E3/TC	Monksham	E5	Reading Rd, Wln	G4-H6	St Michael's Road	A3	Vernon Crescent	D6
Kingsfisher Drive	F4	Montague Street	E2	Recreation Road	A3-B3	St Peter's Avenue	C2-D2	Vicarage Road	E4
Kings Rd, Cav	D2	Montpelier Drive	E1-E2	Rectory Rd, Cav	D2	St Peter's Hill	D2	Vicarage Road	A2-A3
Kings Road	H5	Morecambe Avenue	C1	Red Cottage Drive	A4	St Peter's Road	F4	Victoria Rd, Cav	D2
Kingsbridge Road	D5	Morgan Road	E4	Redthatch Drive	F5	St Roman's Road	C3	Victoria Rd, Thst	A3
Kingsgate Street	E3	Moriston Close	B3	Redlands Road	E4	St Saviour's Road	D4	Vine Crescent	B4
Kingsley Close	D6	Morlais	D1	Redwood Way	A2	Stadium Way	B3-C3	Virginia Way	C4
Kingsway	E1	Morpeth Close	E4	Rembrandt Way	C4	Stanhope Road	F4	Wainings Road	H3
Kirtons Farm Road	C5	Mount Pleasant	D4	Repton Road	F4	Stanhope Road	F4	Waldeck Street	D4
Kirtons Way	D1	Munro Ave	G4	Richfield Avenue	D3	Stanton Close	F4	Walkers Place	C3
Knosley Road	A2	Napier Road	D3-E3/TC	Richmond Road	C2-D2	Stear Road	E2	Walton Way	A3
Kybes Lane	C6	Narromine Drive	B4	Ridgeway Close	C2	Starlings Drive	A3	Wantage Road	C3
Lakeside	F5	Nelson Road	D2	Ringwood Road	B3	Station Hill	TC	Warborough Avenue	A3
Lamerton Road	D5	New Brighton Street	TC	River Road	C2	Station Rd, Early	TC	Warbeck Drive	A2
Lamorna Crescent	A3	New Cottages	B6	Robin Hood Lane	H4	Station Road	F4	Wardale Avenue	A3
Lancaster Close	E4	New Hill	B2	Rodway Road	B2-B3	Staverton Road	E4-E5	Wardle Ave	A3
Lansdowne Road	A3	New Lane Hill	B4	Robuck Rise	A2	Stirling Close	E1	Warford Road	B3
Laurel Close	D4	New Road, Sinsham	H5	Rokeby Drive	C1	Stockton Road	D5	Warwick Road	E4
Laurel Drive	A3	New Road	E4	Roman Way	C4	Stone Street	B3-C3	Washington Road	D2
Lawrence Road	B3	Newcastle Road	F4	Romany Lane	B3	Stanhope Close	B4	Water Road	B3
Leach Close	D1	Newlands Avenue	D2	Romsey Road	B3	Stratthly Close	B3	Waterloo Road	D4
Lennox Road	F4	Newport Road	D3	Rose Kin Lane	D4	Stuart Close	D1	Watlington Street	E3
Lesford Road	C4	Newton Avenue	E2	Rosehill Park	D1	Studland Close	D6	Watmore Lane	H6
Letcombe Street	D3	Nightingale Road	G4	Ross Road	D3	Sulham Hill	A3	Waverley Court	C4
Liebenroad Road	C3-C4	Nimrod Way	D2	Rotherfield Way	D2	Sulhamstead Road	A6	Waverley Road	C3
Linden Road	E5	Nire Road	E2	Routh Lane	B3	Surrey Road	D1-D2	Waylen Street	D3
Lingholm Close	B4	Norfolk Road	B3	Row Lane	E1	Surrey Road	D4	Weald Rise	B2
Links Drive	B3	Norfolk Road	C3	Rowe Court	B3-C3	Sutherland Grove	B4	Wealden Way	B3
Little Heath Road	A3	Normanstead Road	A3	Rowell Drive	E5	Suttons Park Avenue	E3	Weldale Street	D3
Little Hill Rd	H4	Norris Road	F4	Rupert Street	E3	Swainstone Road	D4	Wellington Avenue	E4
Littleside Drive	C4	North Road	D2	Rushy Way	E5-G5	Swallowfield Drive	D6	Wellender Way	A3
Liverpool Road	E3	Northbrook Road	E1	Ruskin	E2	Swallows Croft	C4	Wensley Road	C4
Loddon Bridge Road	G4	Northcourt Avenue	E4-E5	Russell Street	D3	Swan Lane	E5	Wentworth Avenue	E5
London Road	E3-F3	Northfield Road	D3	Russell Glade	E1	Swansea Road	D3	West Street	D3/TC
London Street	D3/TC	Northumberland Av	E4-E6	Russet Road	B2	Sycamore Road	E5	Westbourne Terrace	C3
Long Barn Lane	D4-D5	Norton Road	E3	Ryhill Way	E5-F5	T Valley Park Drive	E3-F3	Westbrook Road	C3
Long Lane	A2	Norwood Road	E3	Sackville Street	TC	Taff Way	C3	Westcote Road	C4
Longear Drive	A2	Nursery Gardens	A1-A2	Sage Road	A2	Talbot Court	C3	Western Avenue	G3
Longwater Avenue	C5-D5	Oak Tree Road	A2-B2	Salscombe Road	E4-F4	Talbot Avenue	F4	Western Elms Avenue	C3
Longworth Avenue	A3	Oakley Road	D2	Salisbury Road	E6	Tallis Lane	C4	Western Road	C3
Lone Street	C3	Oakley Avenue	E2	Sandford Road	E6	Tallis Lane	C4	Western Road	C3
Lovrick Road	C3	Old Bath Road	F3-G2	Sandford Lane	A2	Tallis Lane	D4-D5	Westland Avenue	E5
Lower Armerly Road	A3	Old Whitley Wood Lane	E6	School Ln, Cav	D2	Tay Road	B3	Westminster Way	F5
Lower Early Way	E6-G4	Oracle Parkway	F3	School Rd, Thst	A3	Tazewell Court	D4	Westwood Glen	A3
Lower Elmstone Drive	A3	Orchard Close	A2	School Terrace	E3	Telford Crescent	G3	Westwood Oaks	A3
Lower Highbury Drive	E2	Orchard Grove	E2	Scott Close	D2	Tern Close	B3	Wharfedale Road	H4
Lower Mouth	F4	Oregon Avenue	A2	Scours Lane	B3	Tessa Road	D3	Wharfedale Road	H4
Lowfield Green	E2	Orts Road	E3	Searles Farm Lane	B5	Tevis Road	B3	White Lodge Lane	C3
Lowfield Road	E1-E2	Osborne Road	B5	Sellafield Way	G5	The Badger Way	G4-H3	Whitages Lane	F3
Lowland Road	F4	Ossenden Road	F4	Seton Drive	B4	The Brooklands Road	E4-E5	Whitford Road	E4-E5
Lundy Lane	E3	Oxford Road	A2-C3	Seton Drive	B4	The Brookmill	D4	Whitley Street	D4
Luscombe Close	E2	Oxford St, Cav	D2	Sevensock Road	F4	The Causeway	E3	Whitley Wood Lane	D6-E6
Lydford Road	F4	Paddick Drive	G5	Severn Way	B4	The Chase	B4	Whitley Wood Road	D6-E5
Lyndhurst Road	B3	Paddock Road	E3	Shaftsbury Road	C3	The Crescent, Early	F4	Wigmore Lane	B3-C3
Maiden Erlegh Drive	F4	Palmer Park Avenue	F3	Sharnwood Drive	B4	The Delph	G5	Wilderness Road	F4
Maitland Road	D3	Palmerstone Road	F3	Shaw Road	D4	The Drive	F3	William Street	D3
Maldon Close	C3	Pangbourne Close	C3	Sheep Walk	D2	The Forbury	TC	Wilson Road	C3
Mallard Road	TC	Park Lane	A3	Shepherds Hill	F3	The Grove	TC	Wilson Road	C3
Malpas Road	C2-D2	Parthouze Lane	C3	Shepherds Lane	F4-E4	The Harton Road	D4	Winton Road	E6
Maltings Place	TC	Parkside Drive	C4	Shepley Drive	C4	The Meadow	B3	Winchester Road	D4
Managua Close	D3	Parkside Road	C3-C4	Sheraton	A3	The Mount	E4	Winwood Crescent	F5
Manchester Road	B3	Partridge Drive	A3	Sheraton Drive	A3	The Mount, Cav	D2	Wincroft Road	C2
Manville Close	E4	Patfield Road	D2	Sherdin Drive	F4	The Old Lane	D4	Windermere Road	E4-E5
Manor Farm Road	D5	Pattinson Road	E6	Sheridan Avenue	D2	The Queen's Drive	E4	Winndish Way	C3
Mansfield Road	D4	Pell Street	D4	Sherman Road	D4	The Ridgeway	D2	Wingrove Road	C3
Maple Gardens	E5	Peppard Road	D2-E1	Sherwood Rise	A2	The Trianle	A3	Winser Drive	C3
Mapledurham Drive	A1	Pepper Lane	E4	Sherwood Street	C3	The Warrens	C2-D2	Wintbury Way	C1
Marple Road	E1	Phillimore Road	E4	Shilstone Road	F4-E4	The Willow	D4	Woods Lane	E2
Marcus Close	B3	Picton Ave	D2	Shirley Avenue	E6	Thobald Drive	A6	Worthingham Way	A1
Margaret Close	E6	Piercy's Hill	A3	Shooters Way	D5	Thobald Drive	A2	Wittenham Avenue	A3
Market Place	TC	Pingewood Road N	B5	Shrubland Road	B4	Thimfere Avenue	B3	Wokingham Road	E3-G4
Marlborough Avenue	F4	Pingewood Road S	B6-C6	Shimmoor Street	D3	Thistleway Lane	G5	Wolsley Road	D4
Marsack Street	E2	Pittcroft Avenue	F4	Silchester Road	C4	Thornbridge Road	D5	Wolsley Street	D4
Marshall Square	D2	Pitt's Lane	F3	Silver Street	D4	Thornthons Mews	C3	Woodcote Road	C2-D2
May Park	B4	Polsted Road	A3	Silverdale Road	F4-G5	Timdash Street	C3	Woodcote Way	C1-C2
Mason Street	C3	Pole Close	B3	Silverthorne Drive	C1	Tilhurst Court	B3-D3	Woodlands Avenue	F3-G3
Mayfield Road	C2-D2	Portman Road	TC	Simmonds Street	A2	Tipton Road	D4	Woods Lane	E2
May Fields	H6	Portway Close	D4	Skerrett Way	D5	Tipton Road	A6	Woodside Way	H6
Mayfair	A3	Portway Road	B3	Skliton Road	A2	Tippling Lane	H3	Woodward Close	E6
Mayfield Drive	E2	Pound Lane	G2	Smallmead Road	C5-D5	Tofkens Green Lane	C1	Worcester Close	B4
Meadow Road	D3-G4	Priest Hill	D2	Sonning Lane	G2	Torfolk Terrace	C3	Worton Drive	D5
Meadowcroft Road	D5	Prince of Wales Avenue	C3	South Lake Crescent	G4	Torrington Road	E5	Wykeham Road	F4
Meadowside	A3	Prince William Drive	A3	South St, Cav	D2	Toseland Way	G5	Yelverton Road	D5
Melrose Avenue	F4	Prince's Street	E3	South Street	D2	Tower Close	E1	York Road	D6
Menpes Road	A2	Priory Avenue	D2	South View Avenue	E2	Traver Road	C3	Zenith Avenue	E6
Merrill Place	TC	Prospect St, Cav	A2	South View Road	D2	Trenth Road	D1	Zinzan Street	C3
Meredith Way	G5	Prospect Street	D3	Southampton Lane	D4	Trevelock Road	TC		
Merton Road	D5	Purley Lane	A1	Southgate Farm Lane	C4	Tudor Road	TC		
Micklands Road	D2	Purley Rise	A1-A2	Southgate Lane	B4-C4	Ullswater Drive	B2		
Microsoft Campus	F3	Purley Village	A1	Southgate Road	C3-C4	Underwood Road	A4		

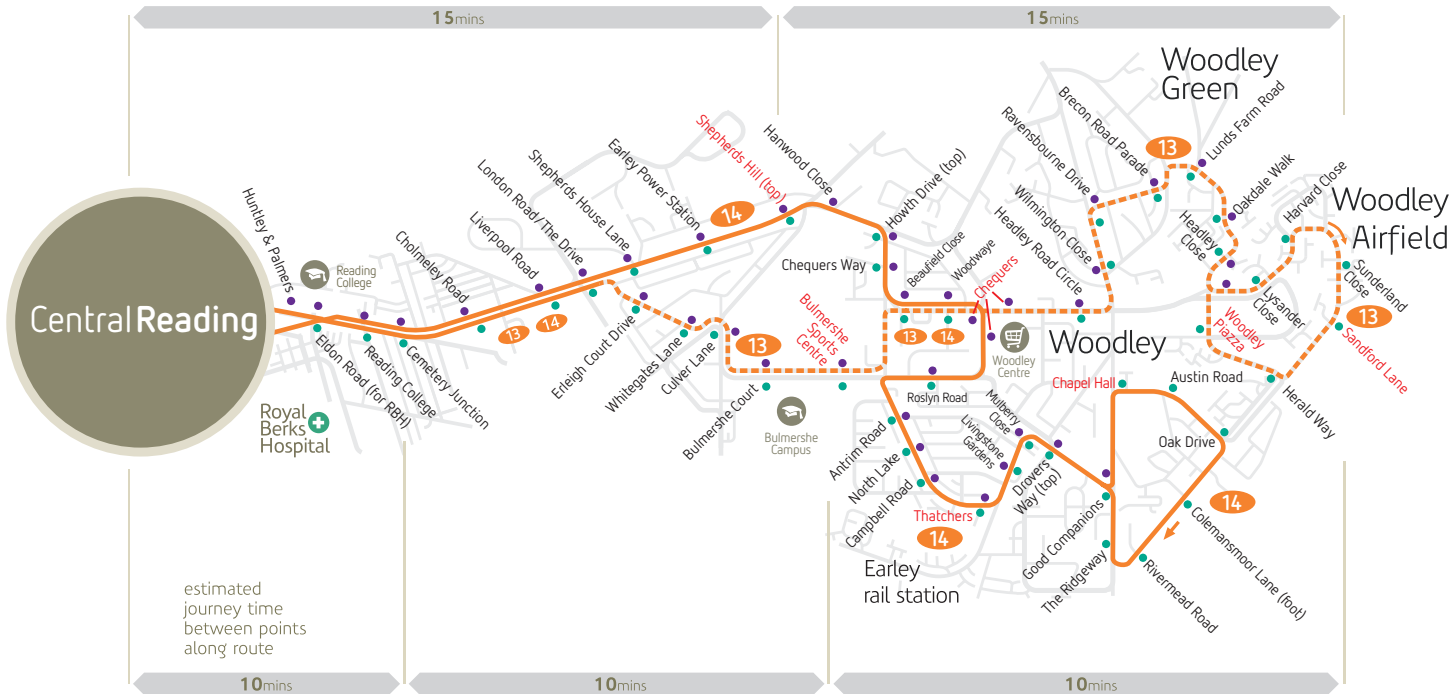
Appendix G

Reading Town Centre Bus Route Map and Timetables



orange 13&14 Woodley

- Towards Woodley
- Towards Central Reading



Detailed timetables for the stops shown in red and Central Reading are shown in this leaflet

Other buses for Woodley

For additional local links within Woodley and services to Royal Berks Hospital and Lower Earley, Asda – see routes 19 and 19a

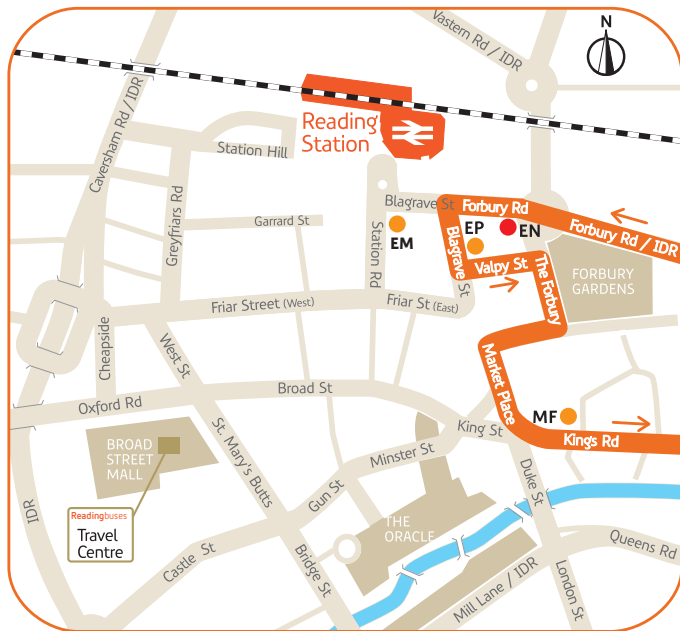
Woodley Centre

Chequers bus stops



Where to get on & off

in Central Reading



towards central Reading
towards Woodley

- getting off
- getting on & off

Wokingham Road | Reading | Oxford Road | Tilehurst

up all day
& all night

purple
17

purple 17 runs 24/7

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Wokingham Road Three Tuns	4.00	5.00		5.32		5.52		6.12		6.32		6.44		6.56	7.05		7.12
Central Reading Cheapside stop CW	4.14	5.18	5.33	5.46	6.03	6.06	6.22	6.32	6.41	6.50	6.56	7.04	7.09	7.16	7.28	7.20	7.35
Norcot Junction	4.21	5.25	5.40	5.53	6.10	6.13	6.29	6.39	6.48	6.58	7.04	7.13	7.20	7.25	7.39	7.31	7.46
Tilehurst The Water Tower	4.27	5.31	5.46	5.59	6.16	6.19	6.35	6.46	6.54	7.05	7.11	7.22	7.30	7.34	7.49	7.41	7.56

		pm	pm	pm	pm		pm	pm	pm	pm	pm	pm					
Wokingham Road Three Tuns	then up to	7.42	7.54	8.01	8.09		8.14	8.20	8.26	8.33	8.41	8.56	then every	11	26	41	56
Central Reading Cheapside stop CW	every 7	8.01	8.13	8.14	8.28		8.27	8.33	8.43	8.46	8.57	9.13	15	28	43	58	13
Norcot Junction	mins until	8.11	8.23		8.38				8.52		9.06	9.22	mins at	37	52	07	22
Tilehurst The Water Tower		8.22	8.34		8.46				9.00		9.14	9.30		45	00	15	30
																	until

	pm	pm	pm	am	am	am	am	am	am	am	am	am	am
Wokingham Road Three Tuns	11.11	11.26	11.41	12.00		12.30	12.30	1.00	1.30	2.00	2.30	3.00	4.00
Central Reading Cheapside stop CW	11.28	11.43	11.52	12.10	12.14	12.44	12.41	1.14	1.44	2.14	2.44	3.14	4.11
Norcot Junction	11.37	11.52			12.21	12.51		1.21	1.51	2.21	2.51	3.21	
Tilehurst The Water Tower	11.45	11.59			12.27	12.57		1.27	1.57	2.27	2.57	3.27	

times in green run Monday to Thursday only

times in pink are Friday nights only

times in blue are St Mary's Butts, not Cheapside

Saturdays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Wokingham Road Three Tuns	4.00		5.00		5.40		6.10	6.40	7.00	7.20		7.40		8.00		8.10
Central Reading Cheapside stop CW	4.10	4.14	5.14	5.41	5.57	6.17	6.27	6.57	7.17	7.37	7.47	7.57	8.07	8.19	8.24	8.29
Norcot Junction		4.21	5.21	5.49	6.06	6.26	6.36	7.06	7.26	7.46	7.56	8.06	8.16	8.28	8.33	8.38
Tilehurst The Water Tower		4.29	5.29	5.57	6.16	6.36	6.46	7.16	7.36	7.56	8.06	8.16	8.26	8.38	8.43	8.48
			pm	pm	pm	pm	pm	pm					pm	pm	pm	
Wokingham Road Three Tuns	then up to every 7 mins until		7.40	7.50	7.56	8.11	8.18	8.26	then every 15 mins at				11.26	11.41	11.56	
Central Reading Cheapside stop CW			7.57	8.12	8.08	8.28	8.30	8.43					11.43	11.50	12.13	
Norcot Junction			8.06	8.21		8.37		8.52					11.52		12.22	
Tilehurst The Water Tower			8.15	8.30		8.45		9.00					12.00		12.30	
	am			am	am											
Wokingham Road Three Tuns	12.30	then every 30 mins until		3.00	4.00											
Central Reading Cheapside stop CW	12.44			3.14	4.14											
Norcot Junction	12.51			3.21	4.21											
Tilehurst The Water Tower	12.58			3.28	4.28											

times in blue are St Mary's Butts, not Cheapside

Sundays

	am	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm
Wokingham Road Three Tuns	4.00	5.00	6.00	6.41	7.00	7.21	8.01		8.41				9.20	5.30	5.40
Central Reading Cheapside stop CW	4.14	5.14	6.14	7.00	7.10	7.40	8.20	8.50	9.00	9.10	9.20	9.30	9.40	5.54	5.52
Norcot Junction	4.21	5.21	6.21	7.09		7.49	8.29	8.59	9.09	9.19	9.29	9.39	9.50	6.05	
Tilehurst The Water Tower	4.26	5.28	6.26	7.19		7.59	8.39	9.09	9.19	9.28	9.38	9.48	9.58	6.16	
	pm	pm	pm	pm	pm				pm	pm	pm	am	am	am	am
Wokingham Road Three Tuns	5.52	6.02	6.12	6.22	6.32		then every	11.12	11.32	11.52	12.00	12.05	1.00	2.00	3.00
Central Reading Cheapside stop CW	6.09	6.14	6.29	6.34	6.49		20	11.29	11.43	12.03	12.14	12.16	1.14	2.14	3.14
Norcot Junction	6.18		6.38		6.58		mins until	11.38			12.21		1.21	2.21	3.21
Tilehurst The Water Tower	6.28		6.48		7.08			11.48			12.27		1.27	2.27	3.27

times in blue are St Mary's Butts, not Cheapside

for bus times on public holidays see below

Tilehurst | Oxford Road | Reading | Wokingham Road

up all day
& all night

purple
17

purple 17 runs 24/7

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Tilehurst The Water Tower	4.30			5.33	5.53			6.07	6.22	6.32	6.42			6.52		7.04
Pond House	4.39			5.44	6.04			6.18	6.33	6.43	6.53			7.03		7.17
Central Reading Friar Street stop FN	4.48	5.15	5.35	5.57	6.17	6.26		6.33	6.46	6.56	7.06	7.11	7.15	7.19	7.25	7.30
Blagrove St stop EO	4.49	5.16	5.36	5.58	6.18	6.27		6.34	6.47	6.57	7.07	7.12	7.16	7.20	7.26	7.31
Wokingham Road Three Tuns	4.59	5.26	5.46	6.08	6.28	6.37		6.44	6.57	7.07	7.17	7.22	7.32	7.36	7.42	7.47

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Tilehurst The Water Tower	6.59	7.15	7.20	7.27		7.37	7.47	7.57	8.07	8.17	8.27	8.37	8.48			
Pond House	7.11	7.25	7.30	7.37		7.47	7.57	8.07	8.17	8.27	8.37	8.47	8.58			
Central Reading Friar Street stop FN	7.27	7.37	7.43	7.49		7.59	8.09	8.19	8.29	8.39	8.55	8.55	9.10			
Blagrove St stop EO	7.28	7.38	7.44	7.50		8.00	8.10	8.20	8.30	8.40	8.56	8.56	9.11			
Wokingham Road Three Tuns	7.45	7.50	7.56	8.02		8.12	8.22	8.32	8.41	8.51	9.08		9.23			

	pm	pm	pm	am	am	am	am	am	am	am	am	am	am	am	am	am
Tilehurst The Water Tower	11.18	11.33	11.48	12.00	12.30	1.00	1.30	2.00	2.30	3.00	3.30					
Pond House	11.28	11.43	11.58	12.09	12.39	1.09	1.39	2.09	2.39	3.09	3.39					
Central Reading Friar Street stop FN	11.40	11.51	12.10	12.16	12.48	1.18	1.48	2.18	2.48	3.16	3.48					
Blagrove St stop EO	11.41	11.52	12.11	12.17	12.49	1.19	1.49	2.19	2.49	3.17	3.49					
Wokingham Road Three Tuns	11.53		12.23		12.59	1.29	1.59	2.29	2.59		3.59					

times in pink are Friday nights only

Tilehurst | Oxford Road | Reading | Wokingham Road

up all day
& all night

purple
17

purple 17 runs 24/7

Saturdays

	am	am	am	am	am	am	am	am	am	am	am	am		pm	pm	pm
Tilehurst The Water Tower	4.30		5.30	6.00	6.20	6.40	7.00	7.20		7.40		8.00	then up to every 7 mins until	8.02	8.09	8.18
Pond House	4.39		5.41	6.11	6.31	6.51	7.11	7.31		7.51		8.11		8.13	8.19	8.28
Central Reading Friar Street stop FN	4.48	5.25	5.54	6.24	6.44	7.04	7.24	7.44	7.53	8.04	8.13	8.24		8.28	8.26	8.40
Blagrove St stop EO	4.49	5.26	5.55	6.25	6.45	7.05	7.25	7.45	7.54	8.05	8.14	8.25		8.29	8.27	8.41
Wokingham Road Three Tuns	4.59	5.36	6.05	6.35	6.55	7.15	7.35	7.55	8.05	8.15	8.25	8.35		8.42		8.53

						pm	pm	pm	am		am	am	am		
	Tilehurst The Water Tower	then every 15 mins at	33	48	03	18	until	11.18	11.37	11.48	12.00	then every 30 mins until	2.30	3.00	3.30
	Pond House		43	58	13	28		11.28	11.47	11.58	12.09		2.39	3.09	3.39
	Central Reading Friar Street stop FN		55	10	25	40		11.40	11.53	12.04	12.18		2.48	3.13	3.48
	Blagrove St stop EO		56	11	26	41		11.41	11.54	12.05	12.19		2.49	3.14	3.49
	Wokingham Road Three Tuns		08	23	38	53		11.53			12.29		2.59		3.59

Tilehurst | Oxford Road | Reading | Wokingham Road

up all day
& all night

purple
17

purple 17 runs 24/7

Sundays

	am	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm
Tilehurst The Water Tower	4.30	5.30		6.30		7.19	7.59	8.39				9.19	9.23	5.09	5.21
Pond House	4.39	5.39		6.39		7.30	8.10	8.50				9.30	9.34	5.22	5.32
Central Reading Friar Street stop FN	4.48	5.48	6.28	6.48	7.08	7.43	8.23	9.03	9.13	9.23	9.33	9.43	9.49	5.40	5.42
Blagrove St stop EO	4.49	5.49	6.29	6.49	7.09	7.44	8.24	9.04	9.14	9.24	9.34	9.44	9.50	5.41	5.43
Wokingham Road Three Tuns	4.59	5.59	6.39	6.59	7.19	7.55	8.35	9.15	9.25	9.35	9.45	9.55	10.01	5.56	
then up to every 10 mins until															
	pm	pm	pm	pm	pm	pm	pm		pm	pm	pm	am	am	am	am
Tilehurst The Water Tower	5.32	5.42	5.52	6.02	6.12	6.22	6.32	then every 20 mins until	11.12	11.30	11.50	12.30	1.30	2.30	3.30
Pond House	5.43	5.53	6.03	6.13	6.23	6.33	6.43		11.23	11.39	11.59	12.39	1.39	2.39	3.39
Central Reading Friar Street stop FN	5.57	6.07	6.17	6.23	6.37	6.43	6.57		11.37	11.48	12.04	12.48	1.48	2.48	3.48
Blagrove St stop EO	5.58	6.08	6.18	6.24	6.38	6.44	6.58		11.38	11.49	12.05	12.49	1.49	2.49	3.49
Wokingham Road Three Tuns	6.10	6.20	6.30		6.50		7.10		11.50	11.59		12.59	1.59	2.59	3.59

for bus times on public holidays see below

public holidays

	am	am	am	am		am	am	am	am	am	am		pm	pm	pm
Wokingham Road Three Tuns	4.00	5.00	6.00	6.41	then every 20 mins until	8.41		9.00		9.10	9.20	then up to every 10 mins until	5.30	5.40	5.52
Central Reading Cheapside stop CW	4.14	5.14	6.14	7.00		9.00	9.10	9.24	9.20	9.34	9.40		5.54	5.52	6.09
Norcot Junction	4.21	5.21	6.21	7.09		9.09	9.19	9.34	9.29	9.44	9.50		6.05		6.18
Tilehurst The Water Tower	4.27	5.27	6.27	7.19		9.19	9.28	9.44	9.38	9.54	9.58		6.16		6.28
	pm	pm	pm	pm		pm	pm	pm	am	am	am	am	am		
Wokingham Road Three Tuns	6.02	6.12	6.22	6.32	then every 20 mins until	11.12	11.32	11.52	12.00	12.05	1.00	2.00	3.00		
Central Reading Cheapside stop CW	6.14	6.29	6.34	6.49		11.29	11.43	12.03	12.14	12.16	1.14	2.14	3.14		
Norcot Junction		6.38		6.58		11.38			12.21		1.21	2.21	3.21		
Tilehurst The Water Tower		6.48		7.08		11.48			12.27		1.27	2.27	3.27		

times in blue are at St Mary's Butts not Cheapside

public holidays

	am	am	am	am	am	am	am		am	am	am		pm	pm	pm
Tilehurst The Water Tower	4.30	5.30		6.30			7.20	then every 20 mins until	9.00		9.23	then up to every 10 mins until	5.09	5.21	5.32
Pond House	4.39	5.39		6.39			7.31		9.11		9.34		5.22	5.32	5.43
Central Reading Friar St stop FN	4.48	5.48	6.28	6.48	7.08	7.28	7.44		9.24	9.33	9.49		5.40	5.42	5.57
Central Reading Blagrove St stop EO	4.49	5.49	6.29	6.49	7.09	7.29	7.45		9.25	9.34	9.50		5.41	5.43	5.58
Wokingham Road Three Tuns	4.59	5.59	6.39	6.59	7.19	7.39	7.56		9.36	9.45	10.01		5.56		6.10
	pm	pm	pm	pm	pm	pm			pm	pm	pm	am	am	am	am
Tilehurst The Water Tower	5.42	5.52	6.02	6.12	6.22	6.32	then every 20 mins until		11.12	11.30	11.50	12.30	1.30	2.30	3.30
Pond House	5.53	6.03	6.13	6.23	6.33	6.43			11.23	11.39	11.59	12.39	1.39	2.39	3.39
Central Reading Friar St stop FN	6.07	6.17	6.23	6.37	6.43	6.57			11.37	11.48	12.05	12.48	1.48	2.48	3.48
Central Reading Blagrove St stop EO	6.08	6.18	6.24	6.38	6.44	6.58			11.38	11.49	12.06	12.49	1.49	2.49	3.49
Wokingham Road Three Tuns	6.20	6.30		6.50		7.10			11.50	11.59		12.59	1.59	2.59	3.59

Appendix H
Elizabeth Line Proposals Map



Route Map

Showing rail and air connections

■ Surface line

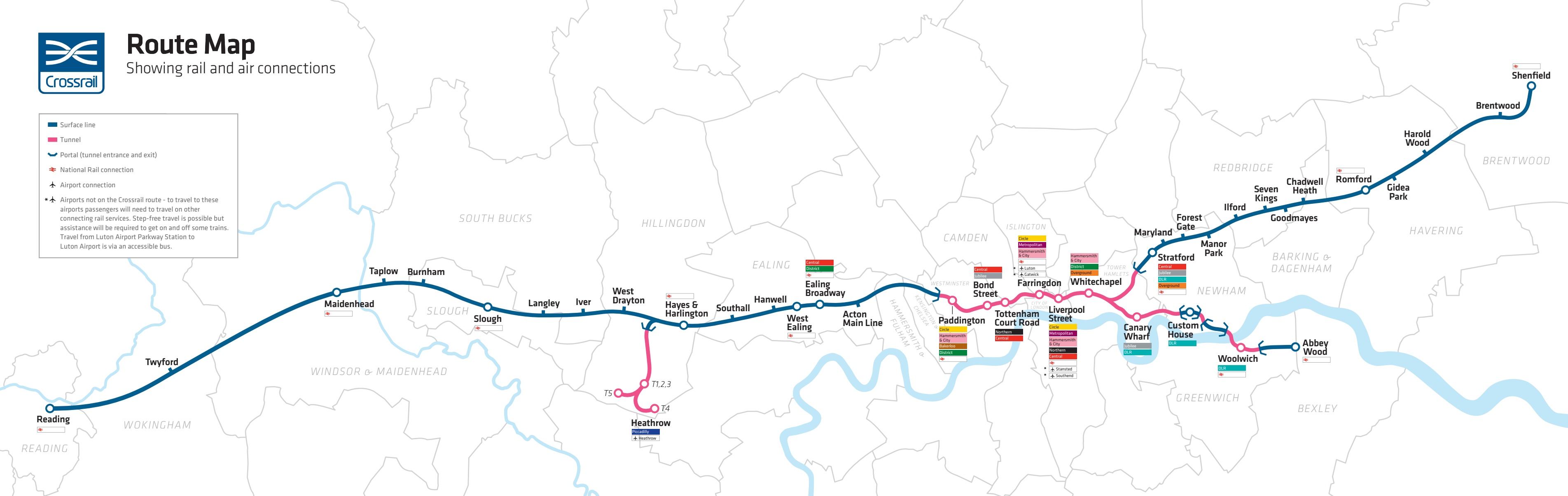
■ Tunnel

↔ Portal (tunnel entrance and exit)

🚆 National Rail connection

✈ Airport connection

* ✈ Airports not on the Crossrail route - to travel to these airports passengers will need to travel on other connecting rail services. Step-free travel is possible but assistance will be required to get on and off some trains. Travel from Luton Airport Parkway Station to Luton Airport is via an accessible bus.



Appendix I
Cycle Storage Proposals

FOR PLANNING

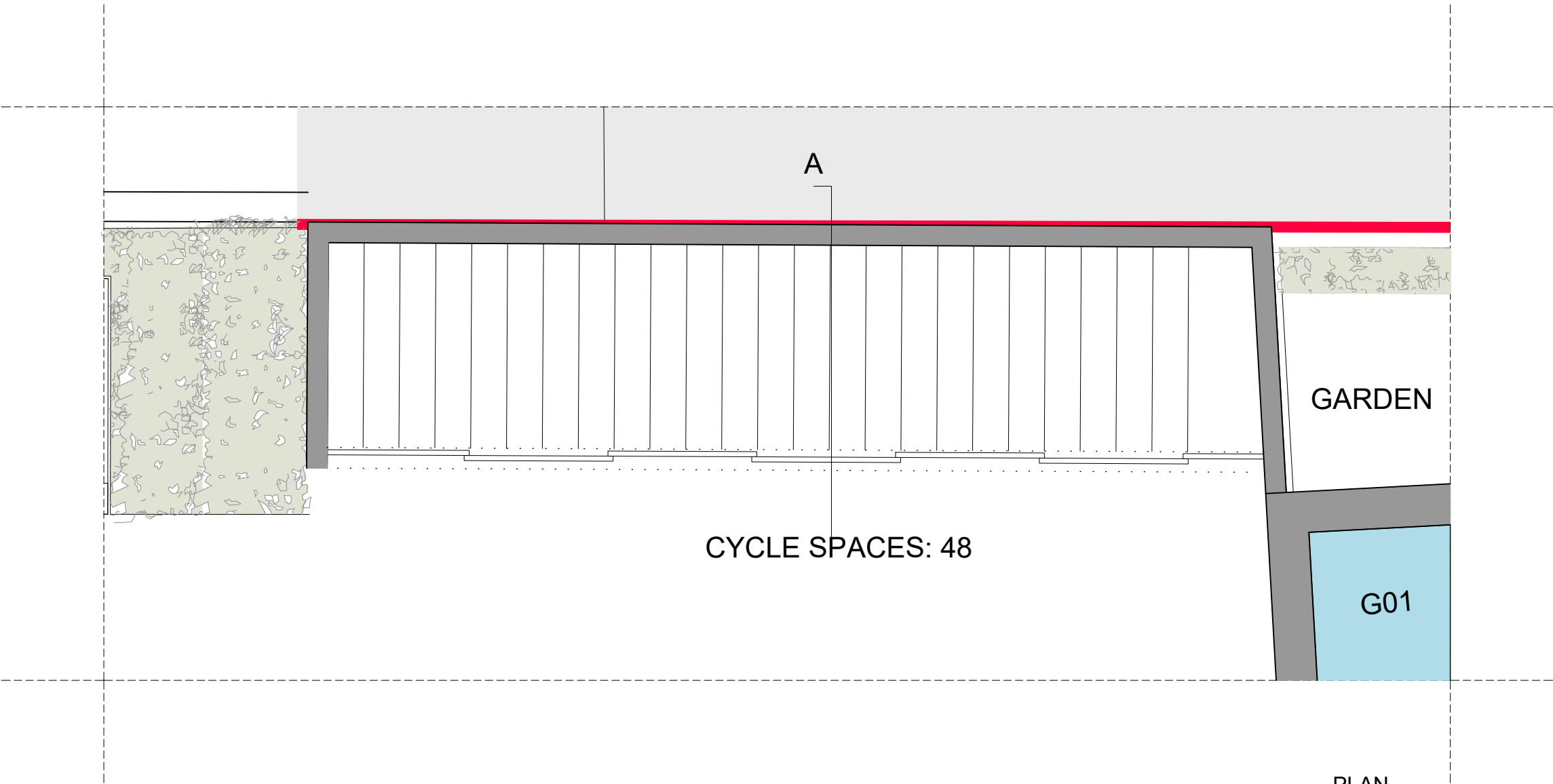
© EAA - EMRE AROLAT ARCHITECTURE

DO NOT SCALE FROM THIS DRAWING. VERIFY ALL DIMENSIONS ON SITE. DRAWING SHOULD BE READ IN CONJUNCTION WITH INFORMATION FROM ALL OTHER DESIGN CONSULTANTS AND CONTRACTORS. ALL DRAWINGS IN DIGITAL FORMAT ARE FOR REFERENCE ONLY. PAPER COPIES ARE AVAILABLE ON REQUEST.

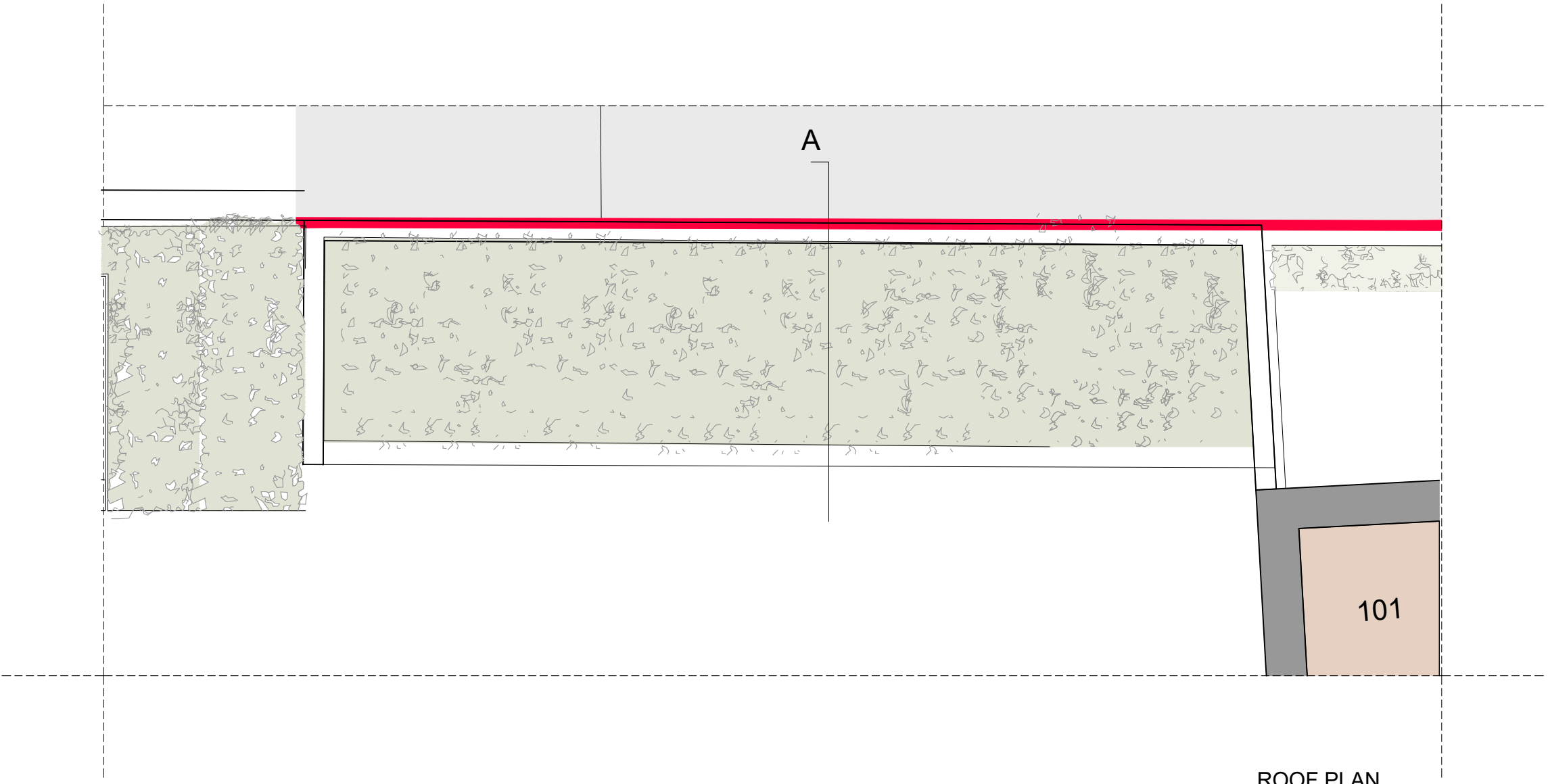
MATERIAL KEY:

1. PERFORATED ALUMINUM SLIDING DOORS
2. GREEN ROOF (FOR DETAILS PLEASE REFER TO LANDSCAPE PACKAGE)
3. NATURAL CLAY SOLID BRICK WITH A VARIED AND TEXTURED FINISH. TO BE COMPOSED OF TWO BRICK TYPES, GREY OR RED TONE. MIX PROPORTIONS TO BE CONFIRMED.
4. CYCLE RACKS ARE MADE FROM PRE-GALVANIZED AND MILD STEEL. THE SYSTEM TO BE USED IS JOSTA 2-TIER HIGH CAPACITY RACK OR EQUIVALENT.
5. ADEQUATE EXTERNAL AND INTERNAL LIGHTING FOR THE CYCLE STORAGE WILL BE PROVIDED. LOCATIONS TO BE CONFIRMED
6. FOR LANDSCAPE FEATURES, SUCH AS HEDGES AND PLANTS, REFER TO LANDSCAPE PACKAGE.

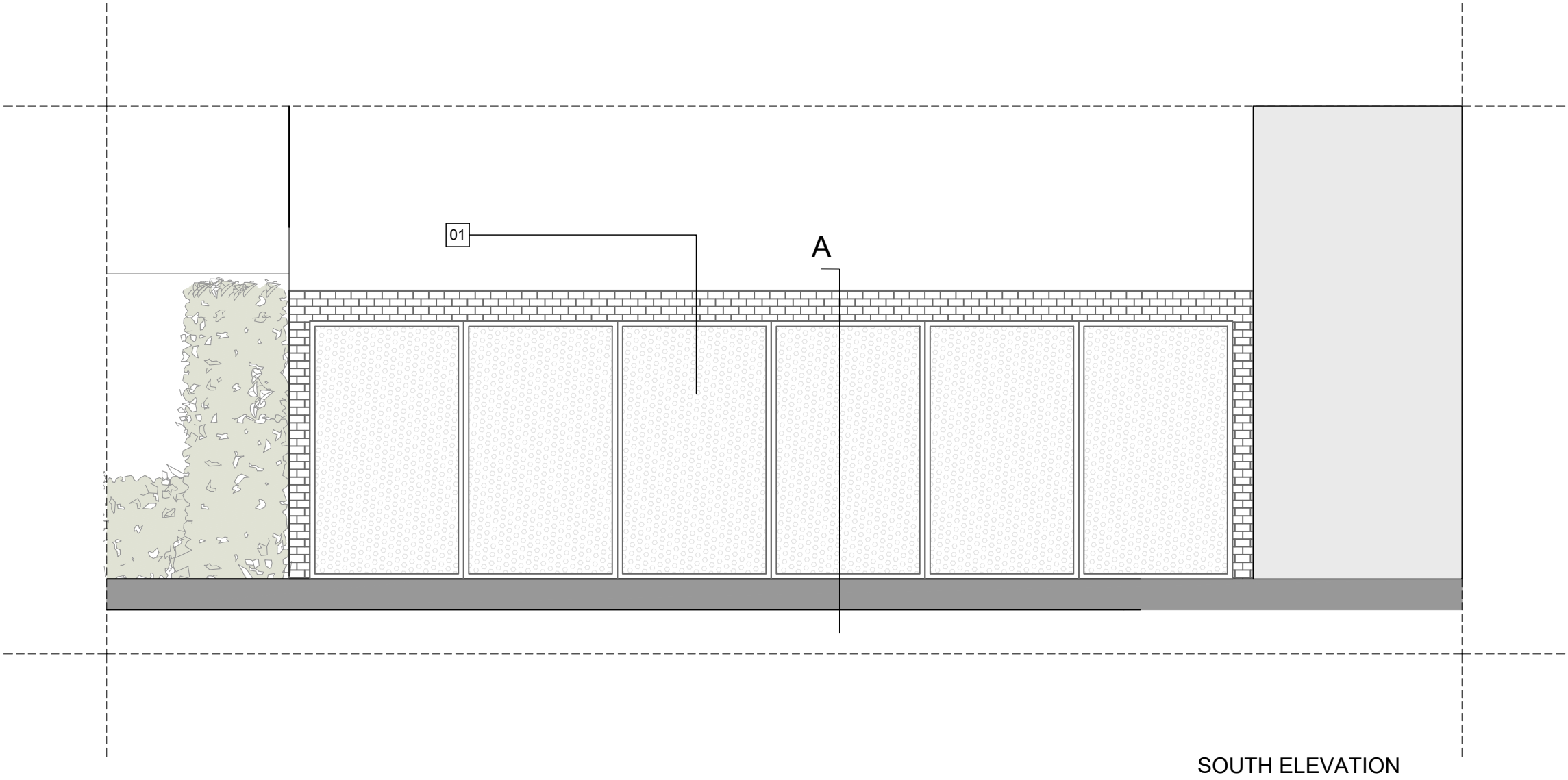
PRODUCT IMAGE:



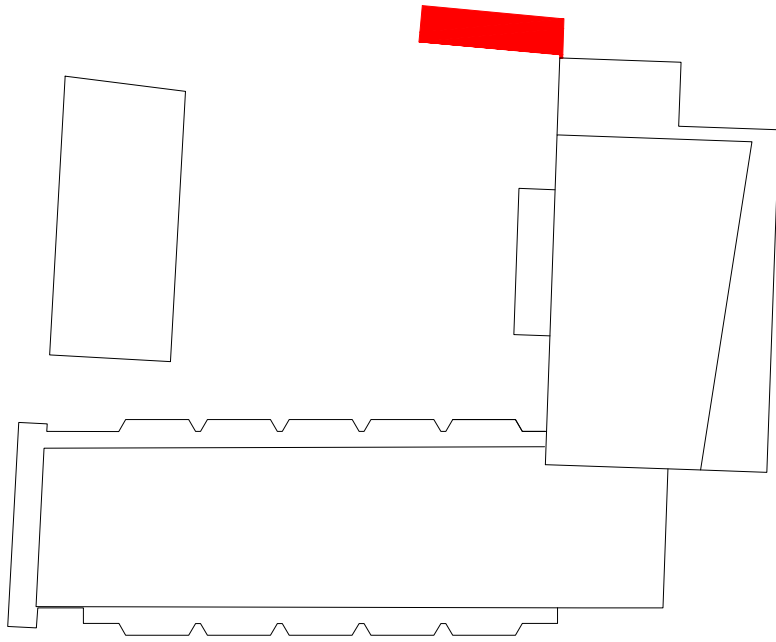
PLAN



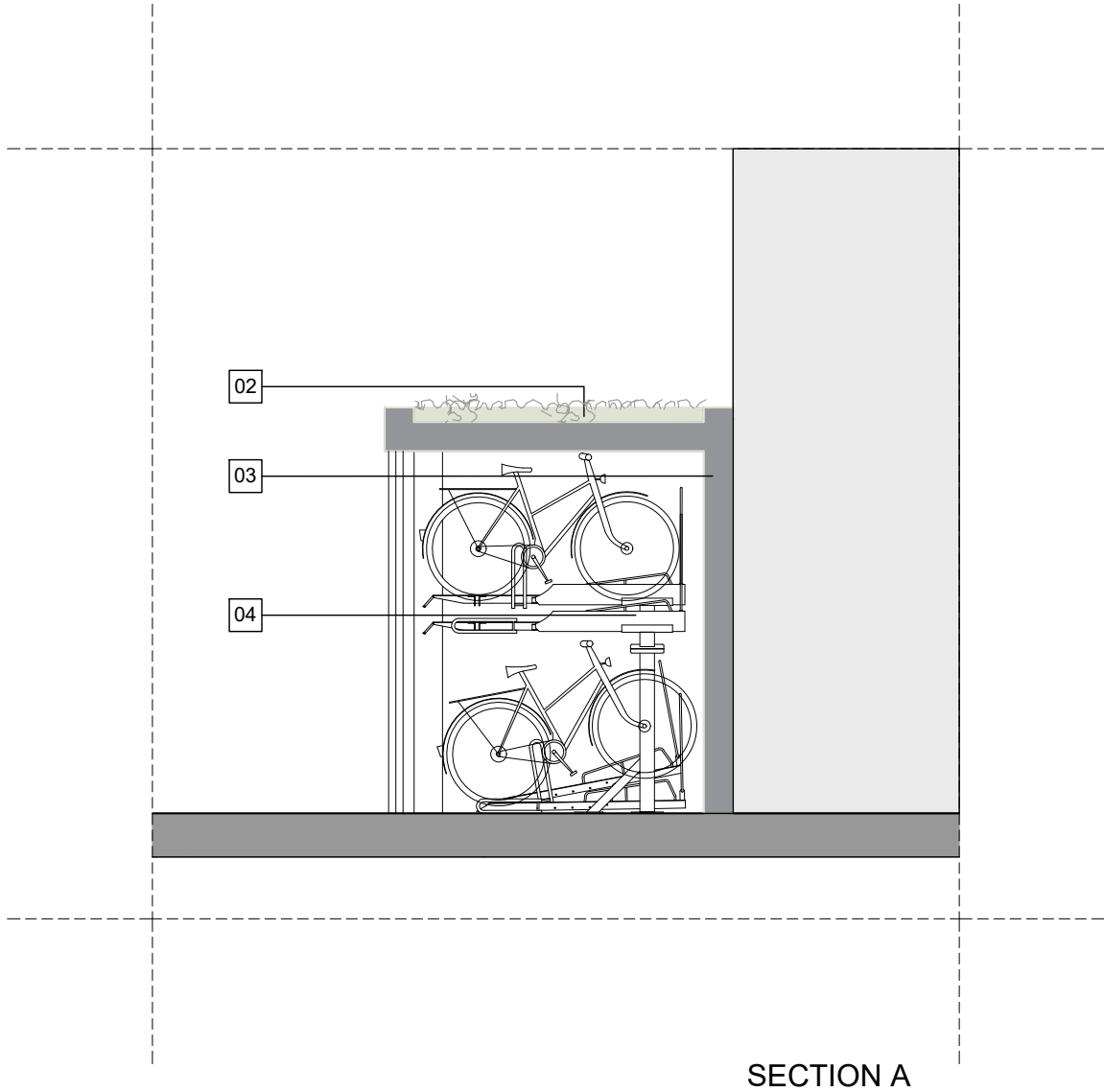
ROOF PLAN



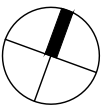
SOUTH ELEVATION



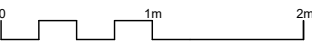
LOCATION KEY



SECTION A



59-75 QUEEN'S ROAD READING
RG1 4BN



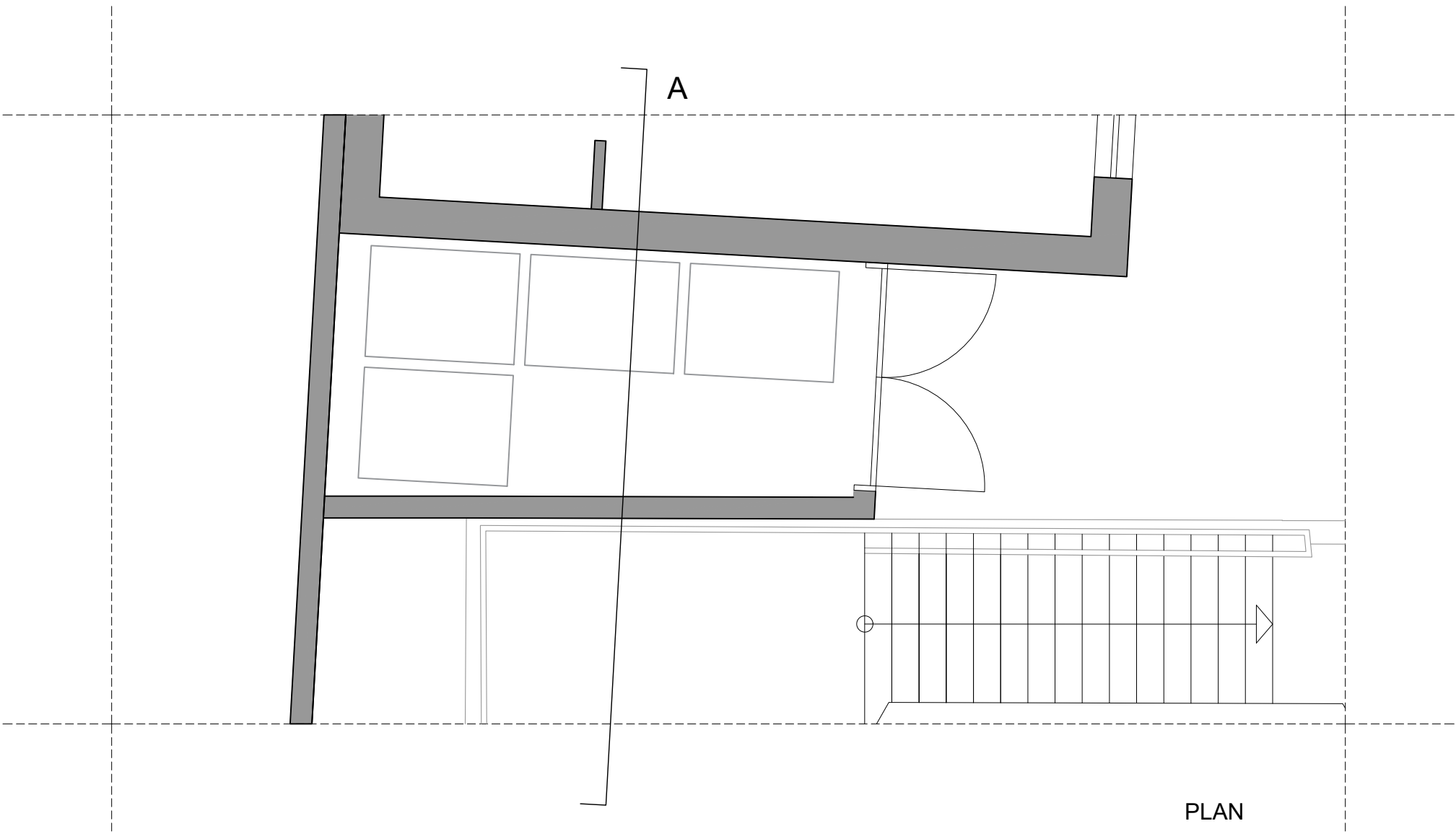
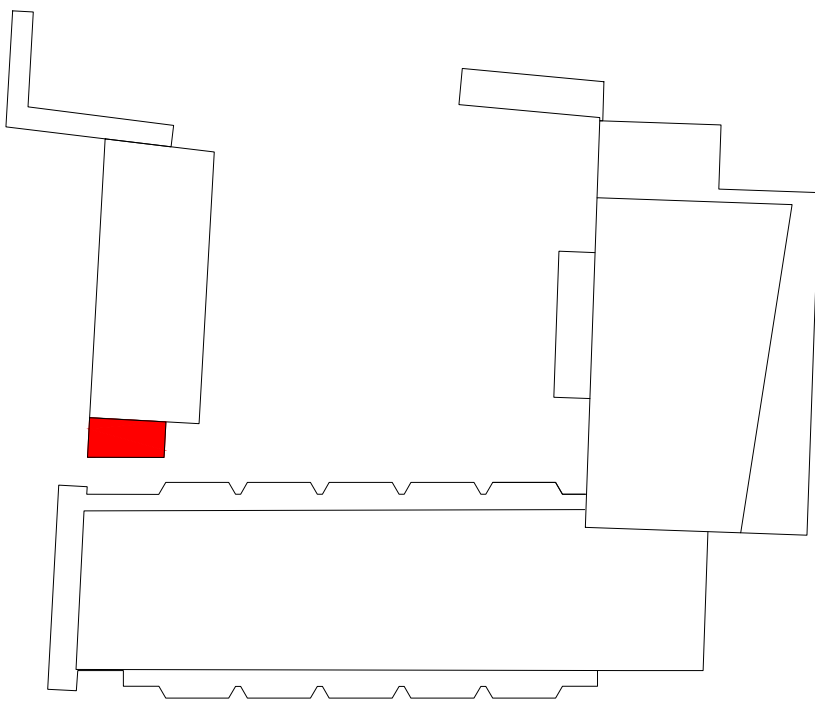
NO		DATE	BY	REVISION
DRAWING TITLE				
PROPOSED CYCLE STORAGE				
PROJECT NAME				
ROYAL HEIGHTS				
EAA EMRE AROLAT ARCHITECTURE NEW YORK-LONDON-ISTANBUL			40 BOWLING GREEN LANE, LONDON UK EC1R 0NE T.020 7415 7235-36-37 london@emrearolat.com - www.emrearolat.com	
CLIENT				
READING HEIGHTS LIMITED				
PROJECT NO		DRAWN	ISSUE DATE	
220		KU	08.08.2018	
		CHECKED	SCALE	
		UY	1/50@A1	
BLOCK	STAGE	DRAWING NO		REVISION
BC	P	34-03		-

Appendix J
Proposed Bin Stores

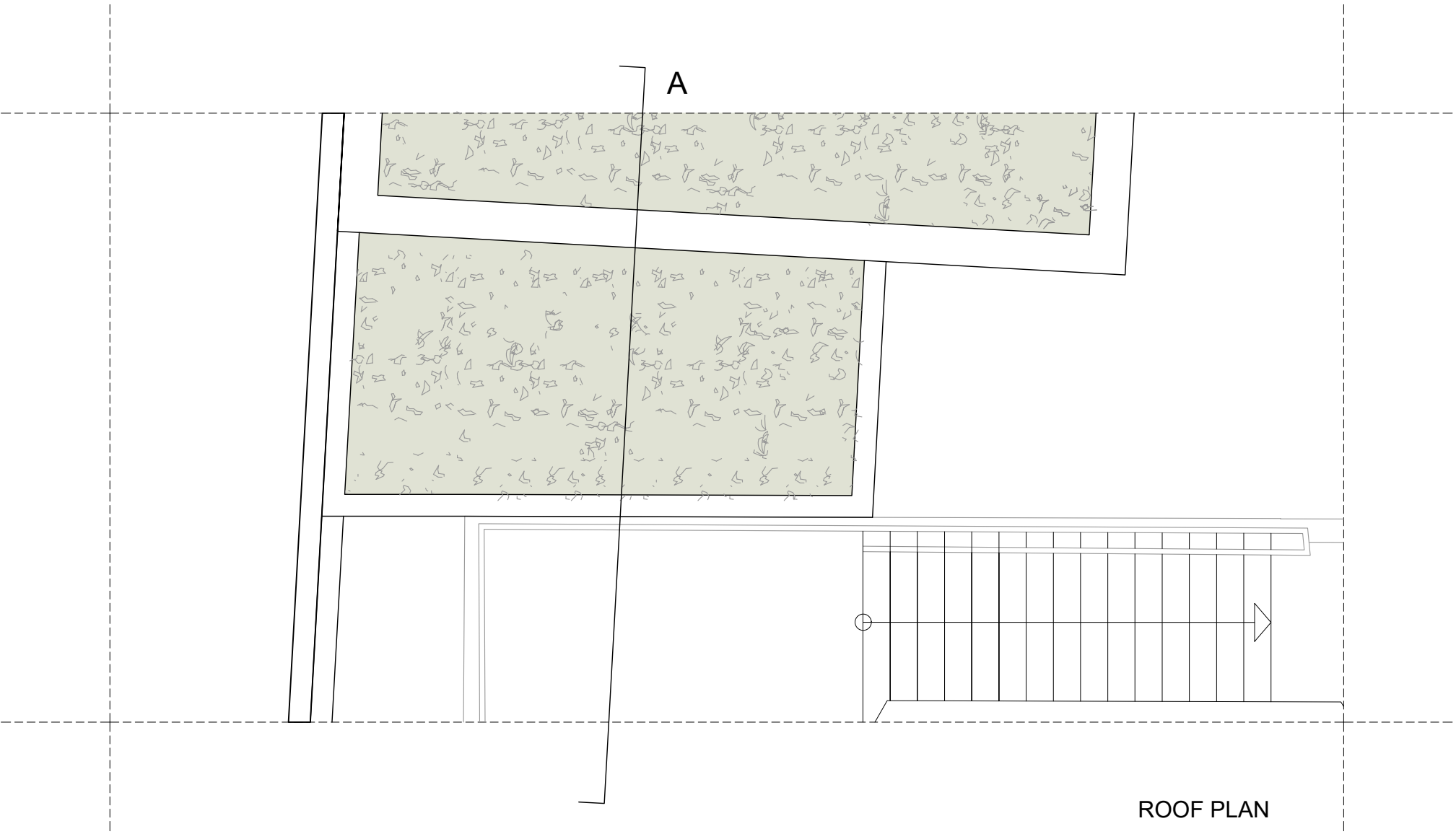
FOR PLANNING

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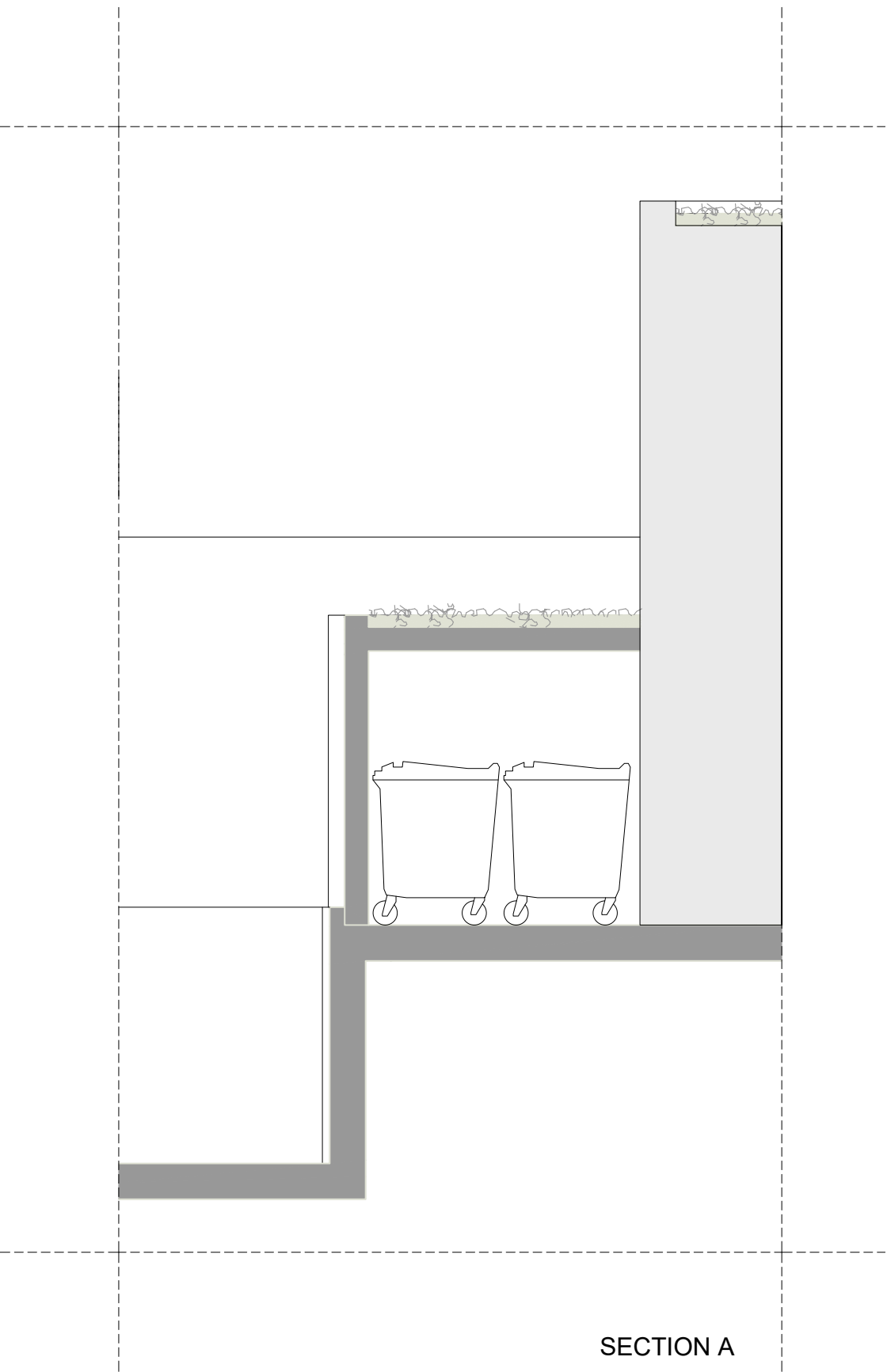
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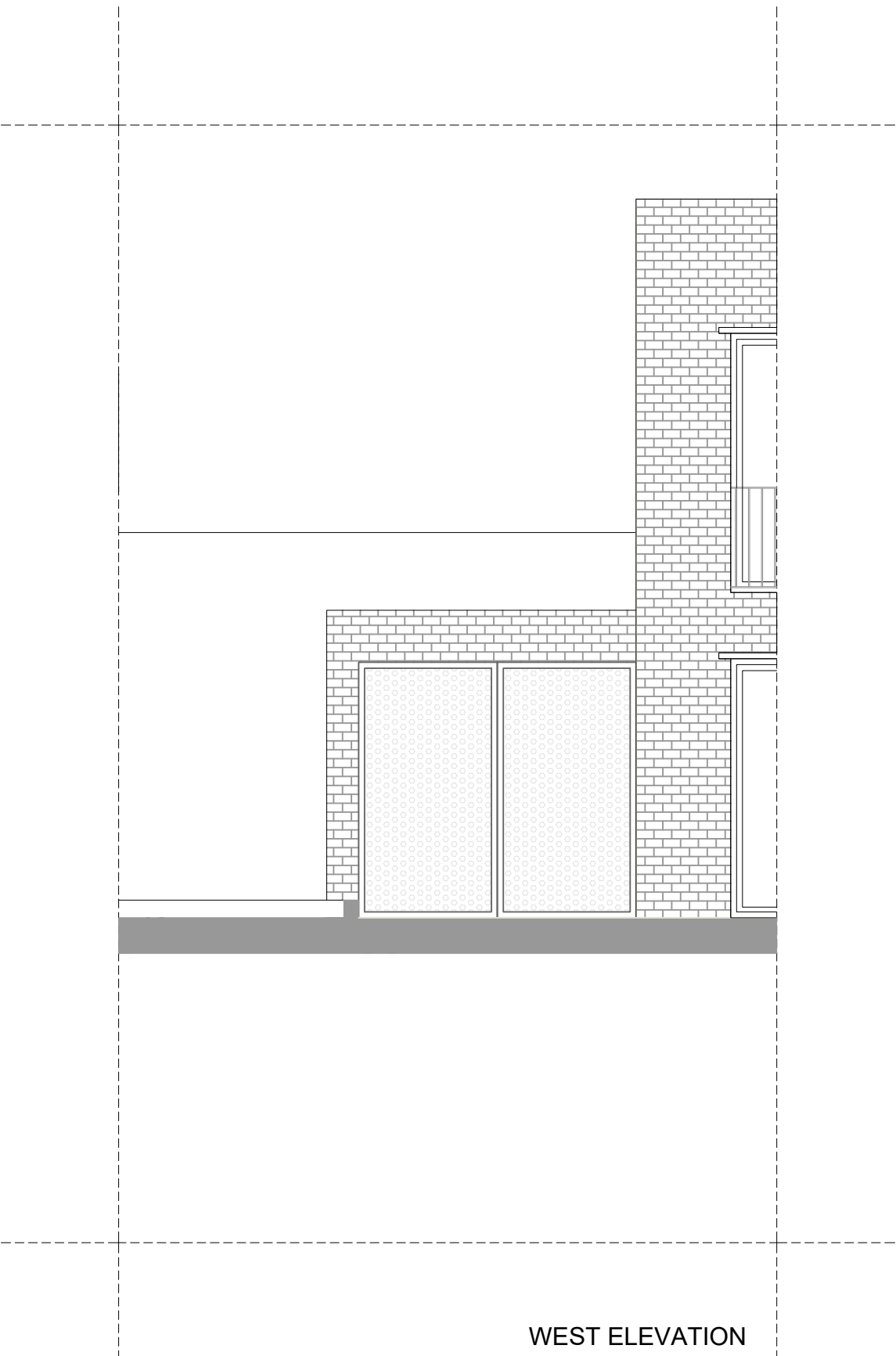
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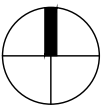
ROOF PLAN



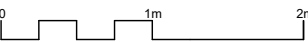
SECTION A



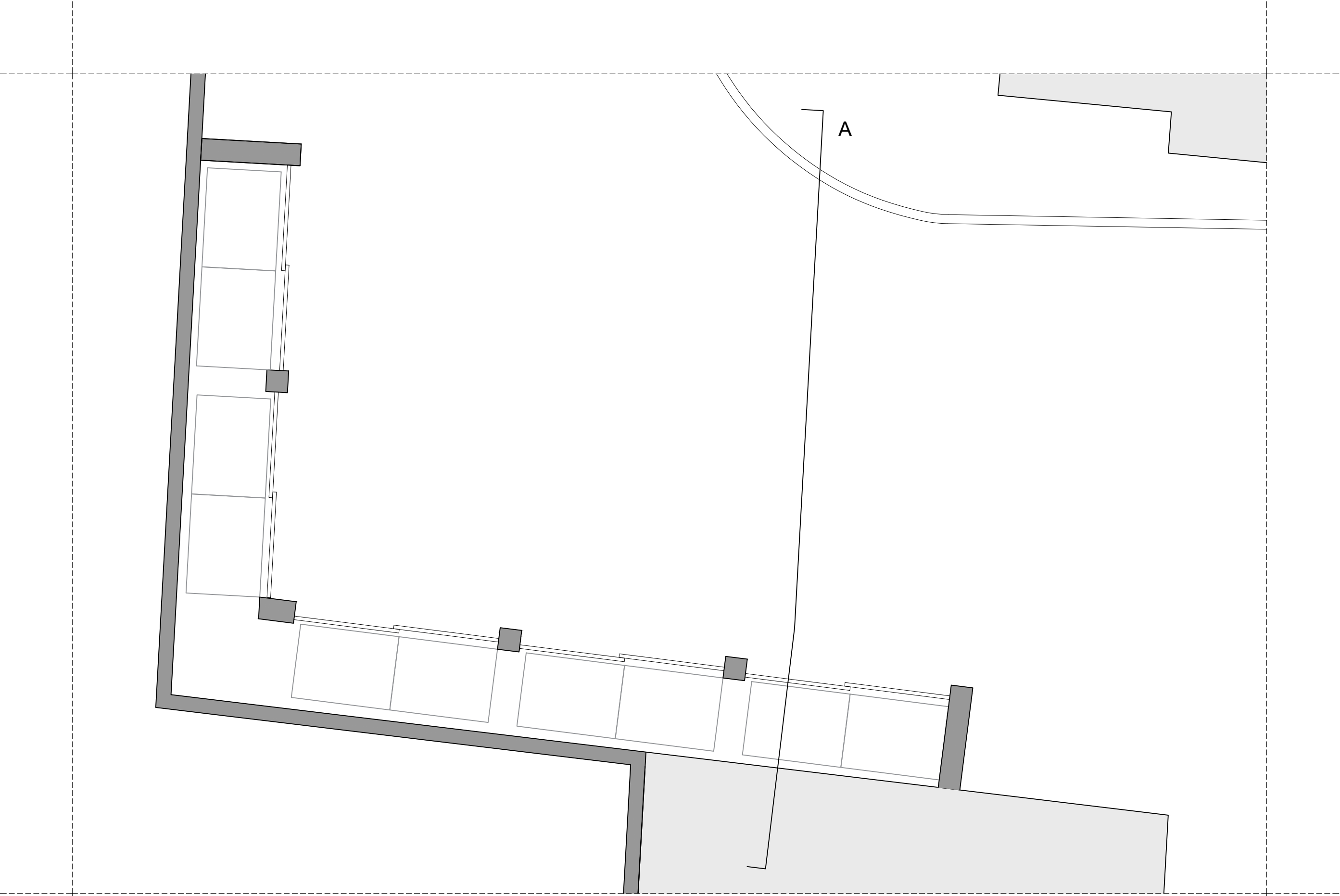
WEST ELEVATION



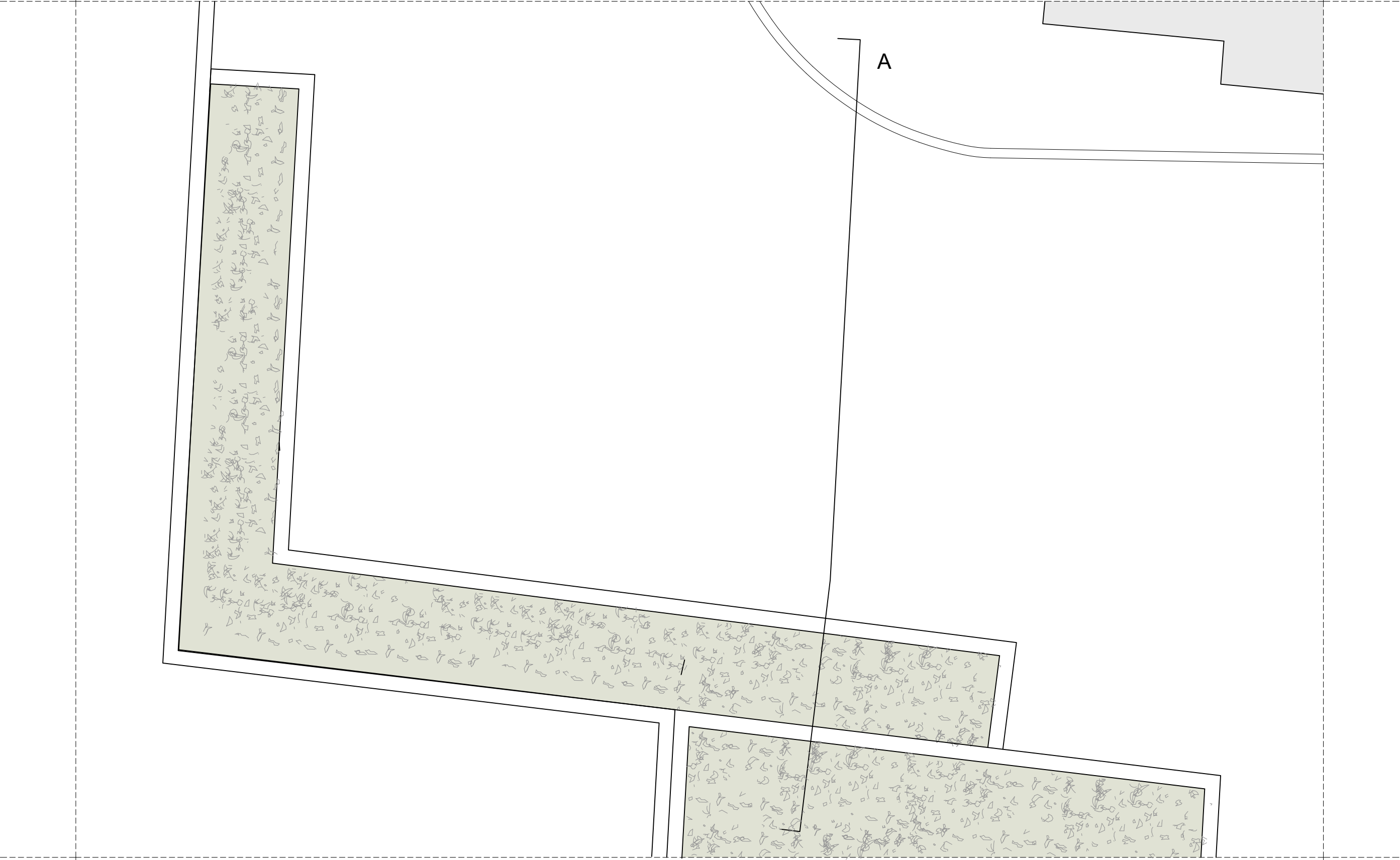
59-75 QUEEN'S ROAD READING
RG1 4BN



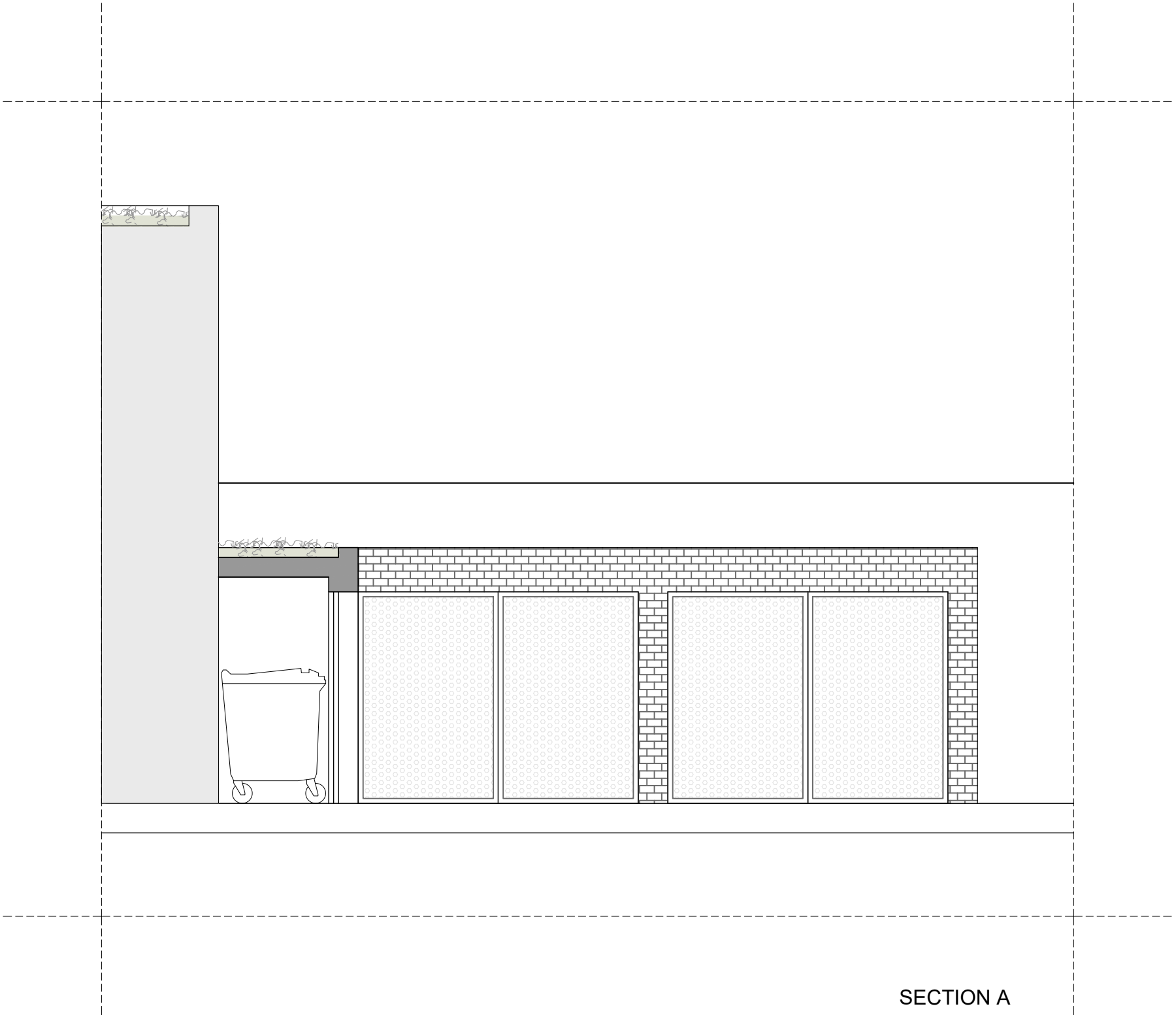
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DRAWING TITLE			
PROPOSED BIN STORE SOUTH			
PROJECT NAME			
ROYAL HEIGHTS			
EAA EMRE AROLAT ARCHITECTURE NEW YORK-LONDON-ISTANBUL			40 BOWLING GREEN LANE, LONDON UK EC1R 0NE T.020 7415 7235-36-37 london@emrearolat.com - www.emrearolat.com
CLIENT			
READING HEIGHTS LIMITED			
PROJECT NO 220	DRAWN KU	ISSUE DATE 04.09.2018	
	CHECKED UY	SCALE 1/50@A1	
BLOCK BC	STAGE P	DRAWING NO 34-04	REVISION -



PLAN



ROOF PLAN

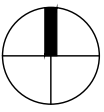
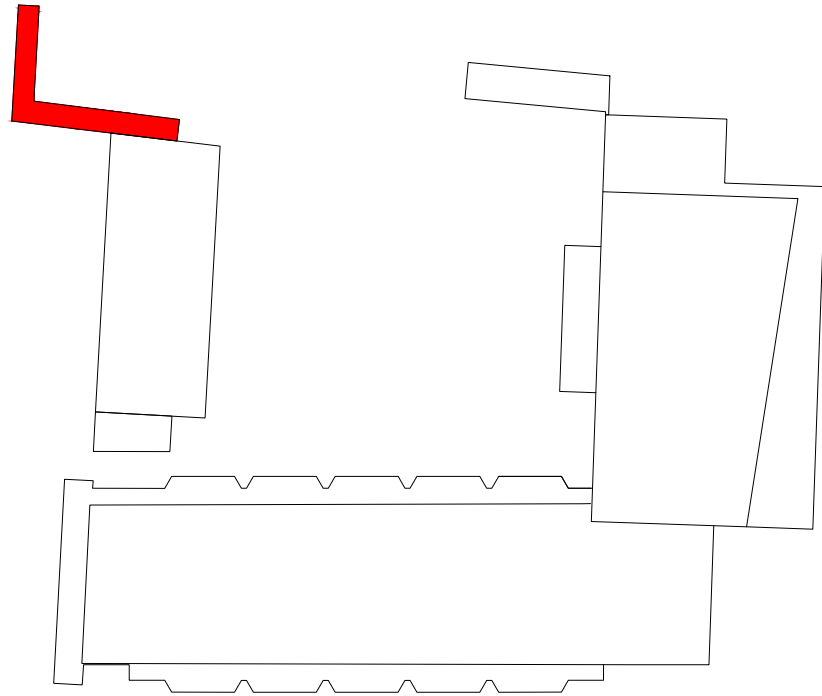


SECTION A

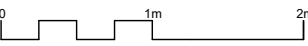
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59-75 QUEEN'S ROAD READING
RG1 4BN



NO	DATE	BY	REVISION
DRAWING TITLE			
PROPOSED BIN STORE NORTH			
PROJECT NAME			
ROYAL HEIGHTS			
EAA EMRE AROLAT ARCHITECTURE NEW YORK-LONDON-ISTANBUL			40 BOWLING GREEN LANE, LONDON UK EC1R 0NE T.020 7415 7235-36-37 london@emrearolat.com - www.emrearolat.com
CLIENT			
READING HEIGHTS LIMITED			
PROJECT NO 220	DRAWN KU	ISSUE DATE 04.09.2018	
	CHECKED UY	SCALE 1/50@A1	
BLOCK BC	STAGE P	DRAWING NO 34-05	REVISION -

Appendix K
RPS Transport Note

RPS

**59-75 QUEEN'S ROAD
READING
RG1 4BN**

TRANSPORT NOTE

170905



RPS

**59-75 QUEEN'S ROAD
READING
RG1 4BN**

TRANSPORT NOTE

1 June 2017

Our Ref: KD/WA/adf/sjs/JNY8060(77)-01a

RPS
140 London Wall
London
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QUALITY MANAGEMENT

Prepared by:	Kara Dale
Authorised by:	Kara Dale
Date:	1 June 2017
Project Number/Document Reference:	JNY8060(77)-01a

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1 TRANSPORT NOTE

Introduction

- 1.1 This Transport Note supports the Prior Notification Application (PNA) for a change of use at 59-75 Queen's Road, Reading, Berkshire, RG1 4BN (the "site"). The local planning and highway authority is Reading Borough Council (RBC).
- 1.2 The existing building consists of a five-storey office block with a Gross Internal Floor Area (GIA) of 2,239sqm. The proposal is to convert the B1 Office space to 49 residential units. The existing basement and ground floor plans (including site boundary) are provided at **Appendix A**. The proposed basement and ground floor plans are provided at **Appendix B**.
- 1.3 The purpose of this Transport Note is to identify whether the proposed change of uses would result in a material increase, or a material change, in the character of traffic in the vicinity of the site.

Existing Situation

Existing Site and Highway Access

- 1.4 The site is located on the northern side of Queen's Road (A329) within Reading Town Centre and within a circa 5 minute walk of the Oracle Shopping Centre. The site is bounded by Grantley Heights (a six-storey residential block) to the north, Queen's Wharf (four to seven-storey residential block) to the west, HM Revenues and Customs five-storey office block to the north east and Q2 (a residential block five to ten-storeys high).
- 1.5 Vehicle access to the site is provided to the rear from Kennet Side which operates one-way from west to east. Kennet Side provides a connection to Queen's Road (to the west of the site), via Sidmouth Street, which operates one-way southbound. Vehicles entering the site would access from Watlington Street and vehicles leaving the site would use the one-way route via Kennet Side, Sidmouth Street onto Queen's Road.
- 1.6 Queen's Road operates in both directions adjacent to the site, with four traffic lanes including three lanes running eastbound and one lane running westbound (towards the Town Centre). To the east, the site is located within close proximity of the junction of Queen's Road and Watlington Street. At the junction with Watlington Street, Queen's Road connects with the one-way road system of Watlington Street and King's Road. King's Road provides connections into and out of the Town Centre. In the east, King's Road links with the A329(M) and the M4 in the east.
- 1.7 To the west of the site, Queen's Road connects with the A33 Caversham Road; which runs north to south on the west side of Reading Town Centre. Caversham Road provides a direct connection to Junction 11 of the M4, which is located approximately 6km south of the site.
- 1.8 The M4 is the strategic route between London, West of England and Wales, connecting directly to the M25 and Heathrow Airport in the east and the M5 in the west.

- 1.9 Double yellow lines operate on the roads in front of the building (both sides of Queen's Road), adjacent to the building (both sides of Watlington Street) and behind the building (both side of Kennet Side).
- 1.10 There are currently a total of 56 private car parking spaces (including 2 disabled spaces) provided on-site at ground floor level, accessible to the rear of the site via Kennet Side. A plan of the existing site is attached at **Appendix A**.
- 1.11 There are two car club spaces within circa 15 minute walking distance of the site, both operated by www.carvenientclub.com. One car club space is located on Garrard Street, RG1 1NR and another car club space is located on New Bright Street, RG1 6QQ.

Pedestrian Access

- 1.12 The main pedestrian access to the building is provided from Queen's Road, whereby there is a communal staircase and two lifts servicing each floor.
- 1.13 Pedestrian access is also available at the rear of the building from the car park down some stairs. The stairs lead into a small basement lobby whereby the two lifts and communal stairs for the building are located, providing access to each floor.
- 1.14 All adjacent streets to the development are street-lit and have continuous footways with appropriate crossing points. A riverside footpath runs along the River Kennet, behind the site, which provides a pedestrian walk route to the Town Centre and Reading Station.
- 1.15 The CIHT suggests that the preferred maximum walking distance to access town centres is 800m and for commuting is 2km. The site is well located to local facilities being located within a circa 5 minute walk of the Orade Shopping Centre and circa 10 minute walk of the Town Centre, where there is a vast selection of high street shops, cafes, restaurants, bars and clubs. There is also a Vue Cinema at the Orade. It is therefore considered to be well located for accessing local facilities and amenities, as well as employment opportunities on foot and/or cycle in accordance with the guidance.

Cycle Access

- 1.16 The building is accessible by a number of cycle routes. A segregated cycle route (R2/R20) runs adjacent to the building along Watlington Street and extends to the south and south-east of the site. The cycle route on Watlington Street connects with R3/R30 behind the building on Kennet Side, which connects the site with the Town Centre.
- 1.17 There are a number of dedicated cycle routes within and outside Reading Town Centre. A circular cycle route operates around the Town Centre area. Details of these routes are provided below. A copy of the relevant cycle route maps are provided in **Appendix C**.
- 1.18 The Town Centre circular route connects to an additional thirteen cycles routes, connecting the outer areas including:
- Route R1/R10 South Reading - Green Park and Whitley;
 - Route R2/R20 Reading and Wokingham – RBH, University and Winnersh;
 - Route R3/R30 East Reading and Woodley – Newtown and Bulmershe;

- Route R4/R40/R41 North Reading – Caversham, Emmer Green and Rivermead;
 - R5 West Reading – Oxford Road and Tilehurst;
 - R50 West Reading – Tilehurst and Prospect Park; and
 - R6/R60 South-West Reading – Coley Park and Southcote.
- 1.19 The Proposals Map as included within RBC's Draft Local Plan (April 2017) shows the local cycle routes. A copy of the map showing the area around the building is provided at **Appendix C**.
- 1.20 A hire bike scheme also operates in Reading, known as Readybike. Readybike is a London-style bike hire scheme with 29 docking stations throughout the urban area. The nearest docking stations to the site are to the west of the site off Queen's Road (near the Oracle Riverside), where 10 bikes are provided and to the east of the site on King's Road (near Reading College), where 10 bikes are also provided.

Public Transport Access

- 1.21 The site benefits from being located within close proximity to a number of bus routes that run along Queen's Road and King's Road, providing access through Reading Town Centre and the outer areas. The nearest bus stop to the site is Eldon Road, located approximately 2 minutes' walk east of the site on Queen's Road. Details of the key regular services operating from this stop are provided in **Table 1** below.

Table 1: Summary of Local Bus Services

Route No.	Route Description	Peak Frequencies		
		Weekday Peak	Saturday	Sunday
13	Reading Station - Bulmershe - Woodley - Woodley Centre - Shepherd's Hill - Reading Station	30 mins	30 mins	Hourly
14	Reading Station - Shepherds Hill - Woodley Centre - Woodley - Reading Station	30 mins	30 mins	Hourly
17	Tilehurst Water Tower - Tilehurst Triangle - Oxford Road - Central Reading - Wokingham Road	7 mins	7 mins	10 mins

Source: www.reading-buses.co.uk

- 1.22 A copy of the local bus routes map and relevant timetables are provided at **Appendix D**.
- 1.23 The nearest rail station to the site is Reading Railway Station, located approximately 1km north-west of the site; a 14 minute walk and a 4 minute cycle ride from the site. Direct services from Reading include London Paddington (circa 25 minute journey time), northern England, South West England and South Wales. Services from Reading Station are operated by Great Western Railway, South West Trains and CrossCountry. A summary of key direct services operating from this station is included in **Table 2** below.

Table 2: Frequency of Key Rail Services

Route	Rail Operator	Peak Frequency Mon-Fri (Trains Per Hour)
London Paddington	Great Western Railway	15
London Waterloo	South West Trains	3
Oxford	Great Western Railway/CrossCountry	7
Basingstoke	Great Western Railway	4
Cardiff Central	Great Western Railway	2
Gatwick Airport	Great Western Railway	1
Redhill	Great Western Railway	2
Ealing Broadway	Great Western Railway	2
Bristol	Great Western Railway	4
Newbury	Great Western Railway	3
Birmingham	Cross Country	2
Southampton	Cross Country	2

Source: nationalrail.co.uk.

- 1.24 A total of 344 cycle parking spaces are provided at Reading Station plus 39 Readybike spaces provided at Reading Station North and South. There is also a multi-storey car park at Reading Station which is operated by APCOA Parking (UK) Limited, with a total of 1,275 spaces available¹.
- 1.25 The Elizabeth (Crossrail) Line will be fully operational from Reading and Heathrow in the west to Shenfield and Abbey Wood in the east. The new Crossrail line route fully opens in 2019 and will serve two additional stations, Twyford and Reading. The Line will provide direct connections to London Liverpool Street (36 minutes) and Canary Wharf (44 minutes). 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. A copy the Elizabeth Line map is provided in Appendix E.

Development Proposals

- 1.26 This Transport Note supports the Prior Notification Application (PNA) for the building located at 59-75 Queen's Road, Reading, RG1 4BN. The proposals involve a change of use of the B1 Office space covering 2,239sqm GIA.
- 1.27 The proposal is to convert the B1 Office space to 49 one bedroom flats.

¹ Source: www.nationalrail.co.uk

- 1.28 The proposals also include car parking, cycle parking and associated refuse provision, as illustrated in the site layout plans attached at **Appendix B**. Further details are provided below.

Site Access

- 1.29 Vehicular access to the car parking area will be retained from Kennet Side to the north of the site.
- 1.30 Pedestrian access to the building will be retained from Queen's Road and to the rear of the building (via the car park) as per the existing situation.

Car and Cycle Parking Provision

- 1.31 A total of 24 car parking spaces will be provided on-site within the existing car parking area. The proposed car park layout is illustrated at **Appendix B**.
- 1.32 In accordance with RBC's Revised Parking Standards (2011), a minimum of 25 cycle spaces will be provided and dedicated, secure cycle stores within the basement of the building. Access to the cycle store will be provided from the rear of the building via the car park. The cycle stores will also be accessible from the front of the building. One motorcycle parking space will also be provided for the proposed development.

Servicing Strategy

- 1.33 The servicing arrangements for the site would remain unchanged, with service and refuse taking place via Kennet Side as per the existing arrangements. Suitable and sufficient bin storage facilities will be provided for the proposed development. The bin store for the residential units will be located at the rear of the site and the management company will organise for the bins to be wheeled to the refuse trucks on collection day. As such it is considered that a swept path analysis is not required.

Trip Generation

- 1.34 To determine the potential impact of proposed development on the local highway network, suitable sites have been selected from the TRICS database (version 7.4.1) for (B1) Office uses and for Residential Private Flat development (C3 Land Use).

Existing Development – B1 Office Space

- 1.35 Suitable TRICS sites for the B1 Office uses have been selected. The total person trip rates have been selected and the mode share from the 2011 Census Method of Travel to Work (Workplace Population) has been applied in order to derive the vehicle trip rates and trips. The trip rates and trip generation for vehicles and total people for the existing land use (2,239sqm GIA) are presented in **Table 3** below. The TRICS output reports are attached at **Appendix F**.

Table 3: Existing Vehicle and Person Trip Rate and Trip Generation

Mode	Time Period	Trip Rates			Trip Generation		
		Arrivals	Dep	Total	Arrivals	Dep	Total
Persons	08:00-09:00	3.391	0.155	3.546	76	3	79
	17:00-18:00	0.137	2.853	2.99	3	64	67
	Daily	12.817	12.505	25.322	287	280	567
Vehicles (38.7% mode share)*	08:00-09:00	1.31	0.06	1.37	29	1	30
	17:00-18:00	0.05	1.10	1.15	1	25	26
	Daily	4.96	4.84	9.79	111	118	219

Source: TRICS Version 7.4.1; *Census 2011.

- 1.36 **Table 3** shows that the existing office use would generate 30 two-way vehicle movements and 79 two-way person movements in the AM peak hour and 26 two-way vehicle movements and 67 two-way person movements in the PM Peak hour. Over an average day (07:00-19:00) there would be approximately 219 two-way vehicle trips and 567 two-way person trips generated.

Proposed Development – C3 Residential Development (49 Units)

- 1.37 Suitable TRICS sites for the 'Flats Privately Owned' category have been selected. The trip rates and resulting trip generation for vehicles and total people for the proposed land use are presented in **Table 4** below. The TRICS output reports are attached at **Appendix F**.

Table 4: Proposed (C3) Vehicle and Person Trip Rate and Trip Generation

Mode	Time Period	Trip Rates			Trip Generation		
		Arrivals	Dep	Total	Arrivals	Dep	Total
Persons	08:00-09:00	0.049	0.448	0.497	2	22	24
	17:00-18:00	0.616	0.177	0.793	30	9	39
	Daily	2.822	2.571	5.393	138	126	264
Vehicles (30.1% mode share)*	08:00-09:00	0.015	0.135	0.150	1	6	7
	17:00-18:00	0.185	0.053	0.239	9	3	12
	Daily	0.849	0.773	1.622	41	38	79

Source: TRICS Version 7.4.1; *Census 2011.

- 1.38 **Table 4** shows that the proposed C3 development could result in 7 two-way vehicle movements and 24 two-way person movements in the AM peak hour and 12 two-way vehicle movements and 39 two-way person movements in the PM Peak hour. Over an average day (07:00-19:00) there could be approximately 79 two-way vehicle trips and 264 two-way person trips generated.

- 1.39 The net trip generation for vehicles and total people for the change of use from an office to 49 private dwellings is presented in **Table 5** below.

Table 5: Net Change in Vehicle and Person Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Total People	-74	19	-55	27	-55	-28	-149	-154	-303
Vehicles	-28	5	-23	8	-22	-14	-70	-80	-140

Source: RPS Calculations

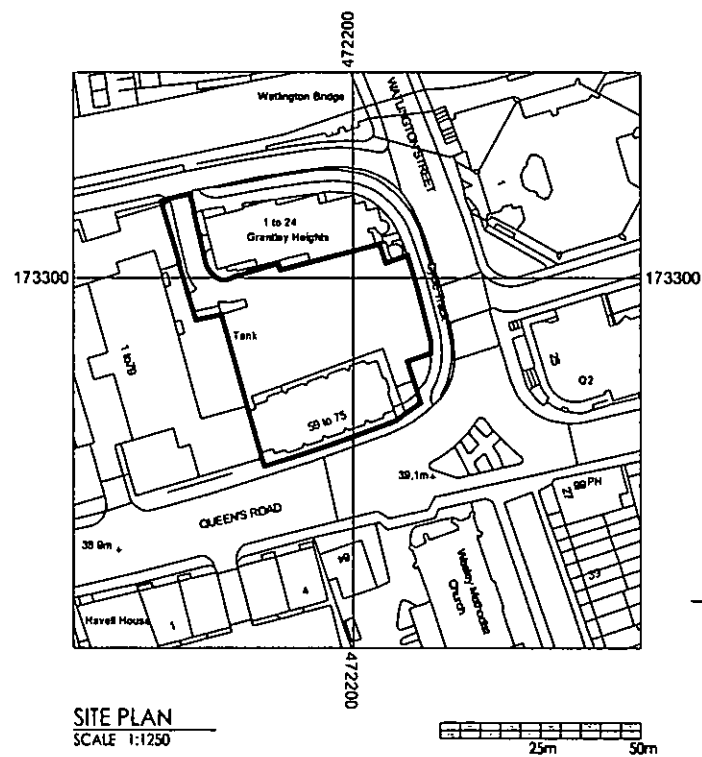
- 1.40 **Table 5** demonstrates that there would be a decrease in 23 two-way vehicle trips and 55 two-way person trips in the AM peak hour. During the PM peak hour there would be a decrease of 14 two-way vehicle trips and a decrease of 55 two-way person trips. Over an average day (07:00-19:00) it is anticipated that there would be a net decrease of 140 two-way vehicle trips and 303 two-way person trips.

Summary and Conclusion

- 1.41 The site is conveniently located within Reading Town Centre and is highly accessible on foot, by bicycle and public transport. Being located within a reasonable walking distance of the Town Centre (circa 10 minute walk) and the Oracle Shopping Centre (circa 5 minute walk), there are local shops, community facilities and amenities within walking and cycling distances which will reduce the need to travel, in particular by private car.
- 1.42 The site benefits from being located within close proximity to bus and rail services, with a number routes operating along Queen's Road and King's Road and Reading Rail Station located approximately 1km north-west of the site.
- 1.43 The proposed level for car and cycle parking on-site is in accordance with local planning guidance. Parking demand can therefore be accommodated within the curtilage of the development site, thus resulting in a negligible impact on the local street scene.
- 1.44 The traffic impact assessment has demonstrated that the proposed change of use from B1 office to residential units will result in a net reduction in both person and vehicle trips. There would be a reduced number of vehicle movements associated with the development proposals on the local road network. It is therefore considered that the proposed change of use would have a negligible impact on the local highway network.
- 1.45 Based on the foregoing assessment it is concluded that the proposed change of use would have a negligible impact on the local network, it is therefore considered there is no Highways related reason why prior approval consent should not be given.

APPENDICES

APPENDIX A – EXISTING SITE LAYOUT PLANS



Rev.



6 Wrotham Business Park
Barnet, Herts
EN5 4SZ

t: 0208 275 1080
e: enquiries@planningconsent.com
w: www.planningconsent.com

Drawing Title:
Site Plan

Scale: 1:1250@A3

Drawn: art

Project:
P.D. Office Conversion

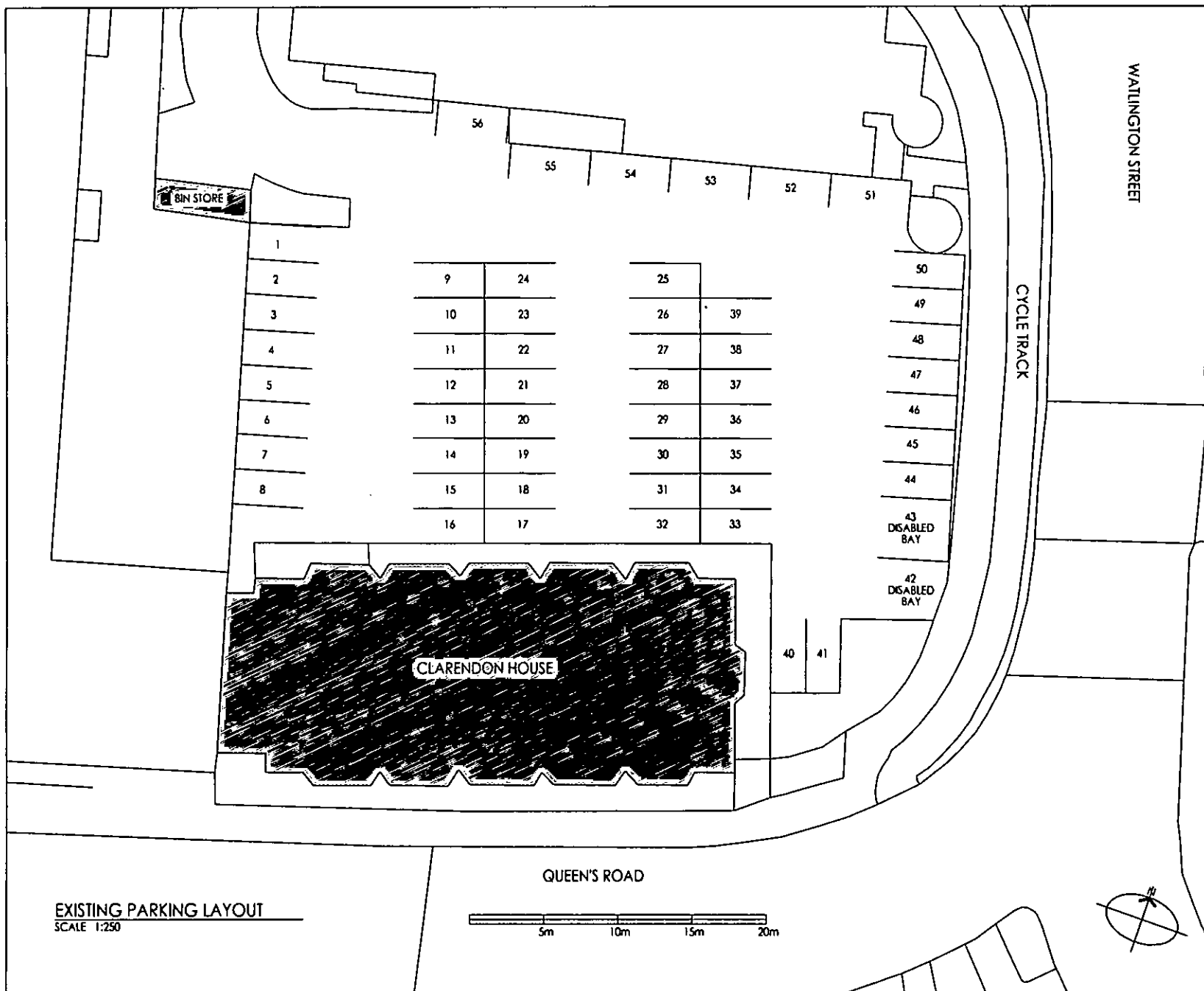
Date: May 2017

Location:
Clarendon House
Reading RG1 4BG

Drawing No:

4929 19

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WATLINGTON STREET

CYCLE TRACK

CLARENDON HOUSE

QUEEN'S ROAD

EXISTING PARKING LAYOUT
SCALE 1:250

5m 10m 15m 20m

Rev:



8 Wrotham Business Park
Barnet, Herts
EN5 4SZ

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e: enquiries@planningconsent.com
w: www.planningconsent.com

Drawing Title:
Existing Parking Layout

Scale: 1:250@A3

Drawn: art

Project:
P.D. Office Conversion

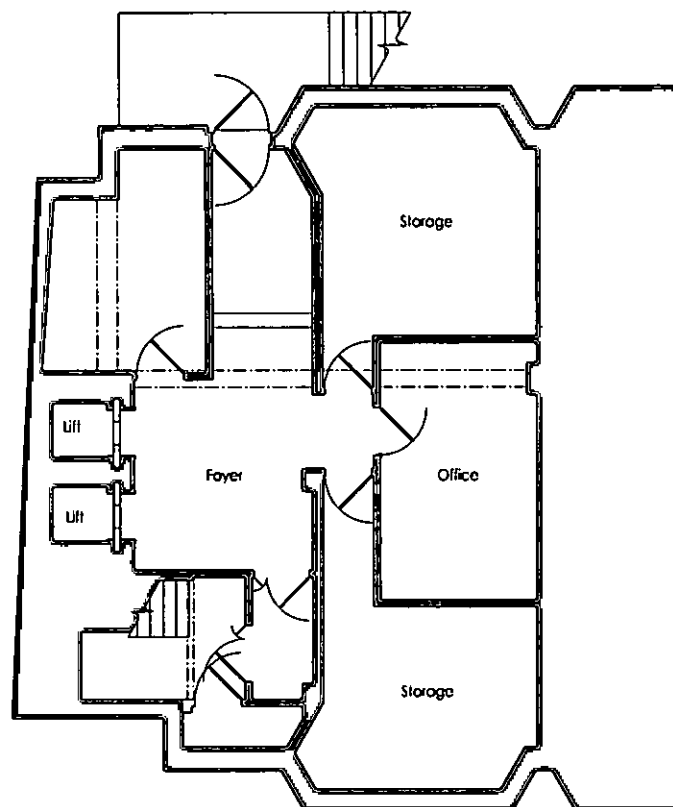
Date: June 2017

Location:
Clarendon House
Reading RG1 4BG

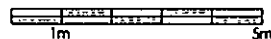
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EXISTING BASEMENT PLAN
SCALE 1:100



Rev.



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Drawing Title:
Existing Basement
Plan
Project:
P.D. Office Conversion

Scale: 1:100@A3

Drawn: srt

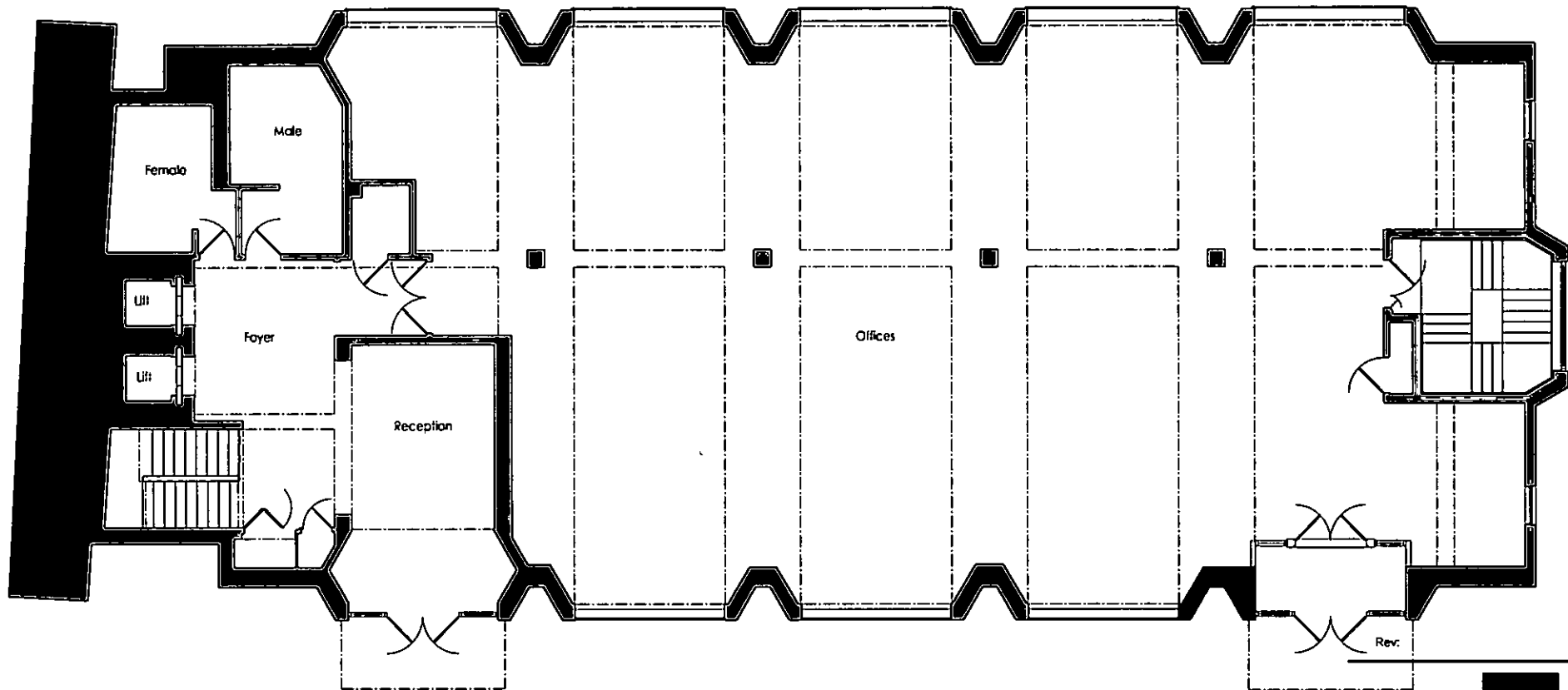
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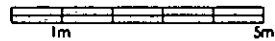
Location:
Clarendon House
Reading RG1 4BG

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EXISTING GROUND FLOOR PLAN
SCALE 1:100



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Drawing Title:
Existing Ground Floor
Plan
Project:
P.O. Office Conversion

Scale: 1:100@A3

Drawn: ut

Date: May 2017

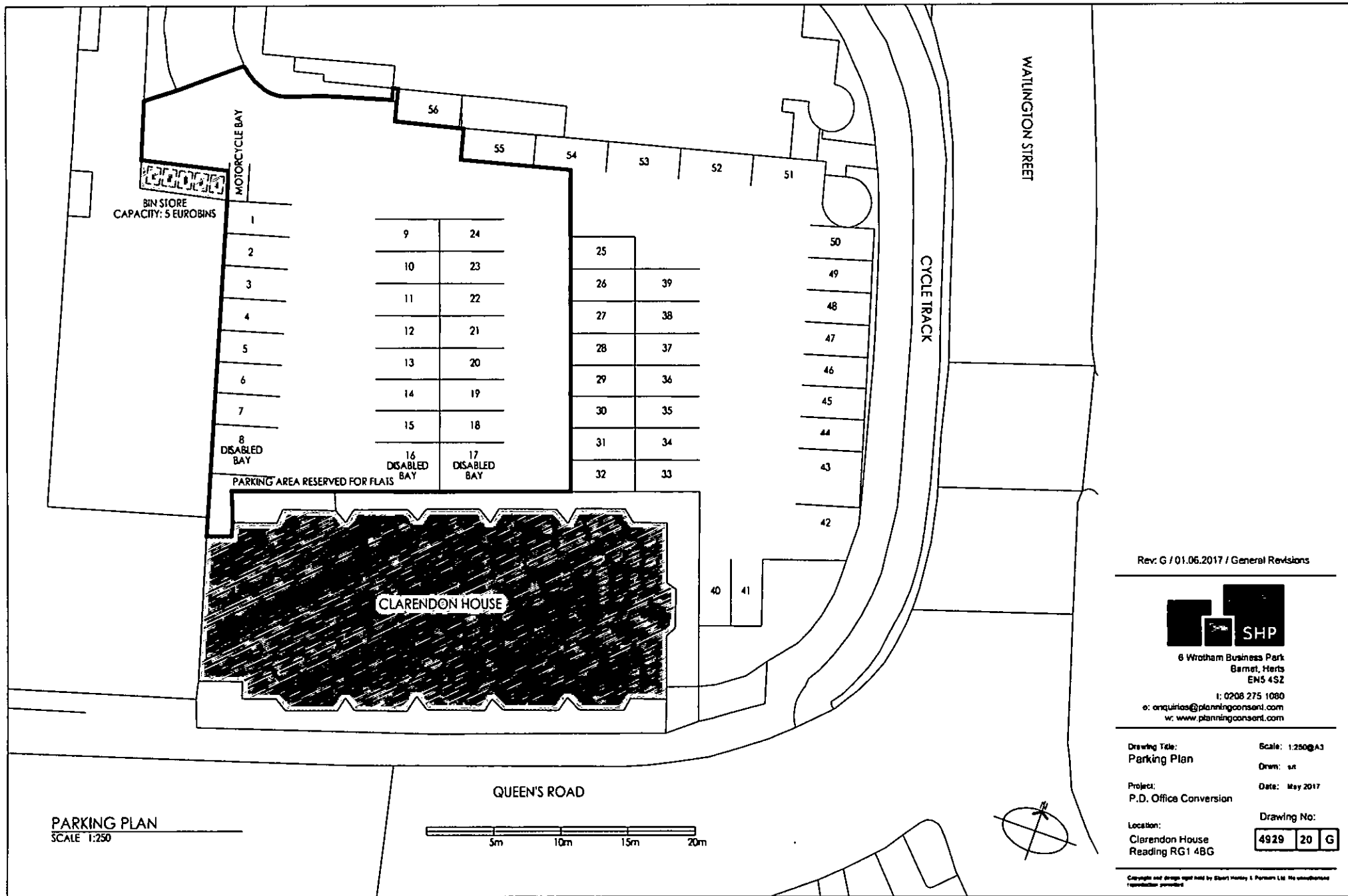
Location:
Clarendon House
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4920 12

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APPENDIX B – PROPOSED SITE LAYOUT PLANS



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6 Wrotham Business Park
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EN5 4SZ

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e: enquiries@planningconsent.com
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Drawing Title:
Parking Plan

Scale: 1:250@A3

Drawn: sxt

Project:
P.D. Office Conversion

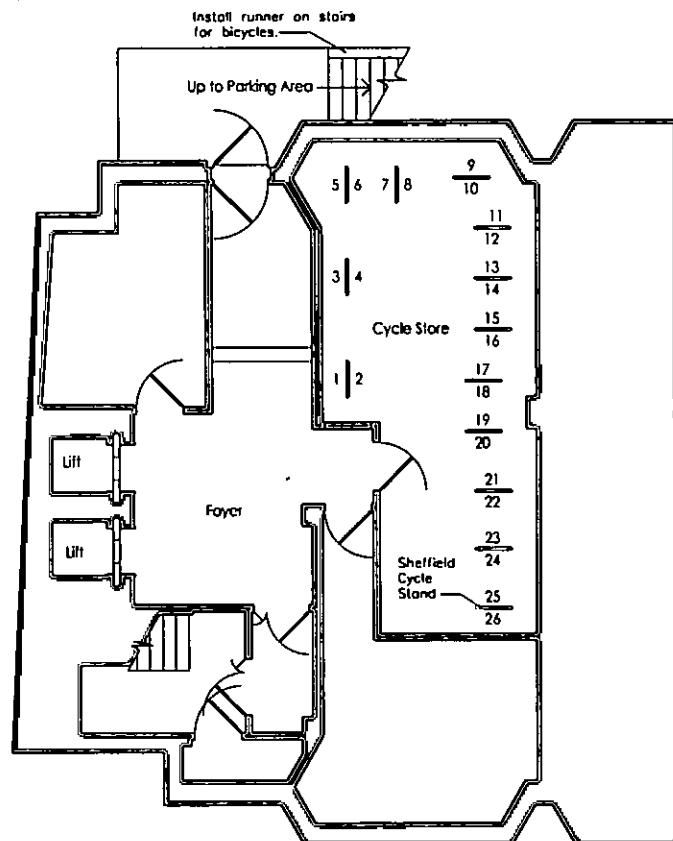
Date: May 2017

Location:
Clarendon House
Reading RG1 4BG

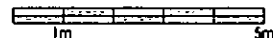
Drawing No:

4929 20 G

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BASEMENT PLAN
SCALE 1:100



Rev. A / 26.05.2017 / General Revisions
Rev. B / 01.06.2017 / General Revisions



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Barnet, Herts
EN5 4SZ

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e: enquiries@planningconsent.com
w: www.planningconsent.com

Drawing Title:
**Proposed Basement
Plan**
Project:
P.D. Office Conversion

Scale: 1:100@A3

Drawn: an

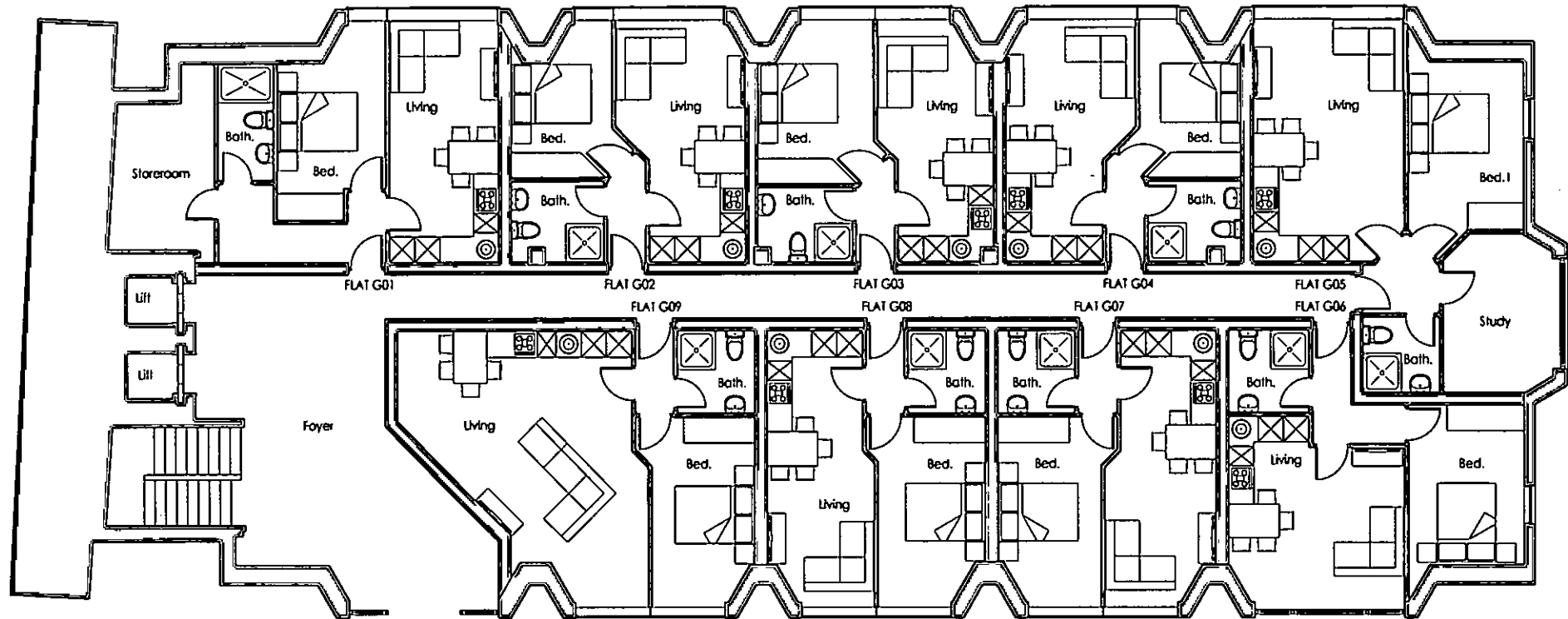
Date: May 2017

Drawing No:

Location:
Clarendon House
Reading RG1 4BG

4928 01 B

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GROUND FLOOR PLAN
SCALE 1:100

GIA:

G01 - 44.44m ²
G02 - 30.01m ²
G03 - 30.03m ²
G04 - 30.03m ²
G05 - 47.81m ²
G06 - 35.65m ²
G07 - 32.63m ²
G08 - 32.61m ²
G09 - 45.36m ²

Rev: A / 25.05.2017 / General Revisions
Rev: B / 26.05.2017 / General Revisions



6 Wrotham Business Park
Barnet, Herts
EN5 4SZ

t: 0208 775 1080

e: enquiries@planningconsort.com
w: www.planningconsort.com

Drawing Title:
Proposed Ground Floor
Plan
Project:
P.D. Office Conversion

Scale: 1:100@A3

Drawn: wt

Date: May 2017

Drawing No:

Location:
Clarendon House
Reading RG1 4BG

4929 02 B

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APPENDIX C – LOCAL CYCLE ROUTES



See inside for information
for Reading's public
and docking station locations
bike hire scheme

READY
BIKE

Route map and
facilities guide

Cycling
in Reading

Cycling Safely

Whether you are an experienced or inexperienced cyclist you must obey the Highway Code – it applies to cyclists as much as to motorists. Below you will find an outline of some of the points illustrated in the code.

On-Road

You MUST obey all traffic signs and traffic light signals.

Bus lanes may be used by cyclists only if the signs include a cycle symbol. Be very careful when overtaking or leaving a bus lane as you will be entering a busier traffic flow.

The law requires that you must have lights and reflectors when on the road between sunset and sunrise.

Advanced Stop Lines enable cyclists to position themselves ahead of other traffic at traffic signal junctions.

Off-Road

Look out for footpaths designated as shared-use for pedestrians and cyclists. These may be segregated by a white line or unsegregated.

Take care when passing pedestrians, especially children, elderly or disabled people and allow them plenty of room. Always be prepared to slow down and stop if necessary.



Top Safety Tips

- ⌘ Aim to be seen by other road users
– wear bright or reflective clothing
- ⌘ Wear a helmet that conforms to current regulations
- ⌘ The law requires that you must have lights and reflectors when on the road between sunset and sunrise

Considerate Cycling



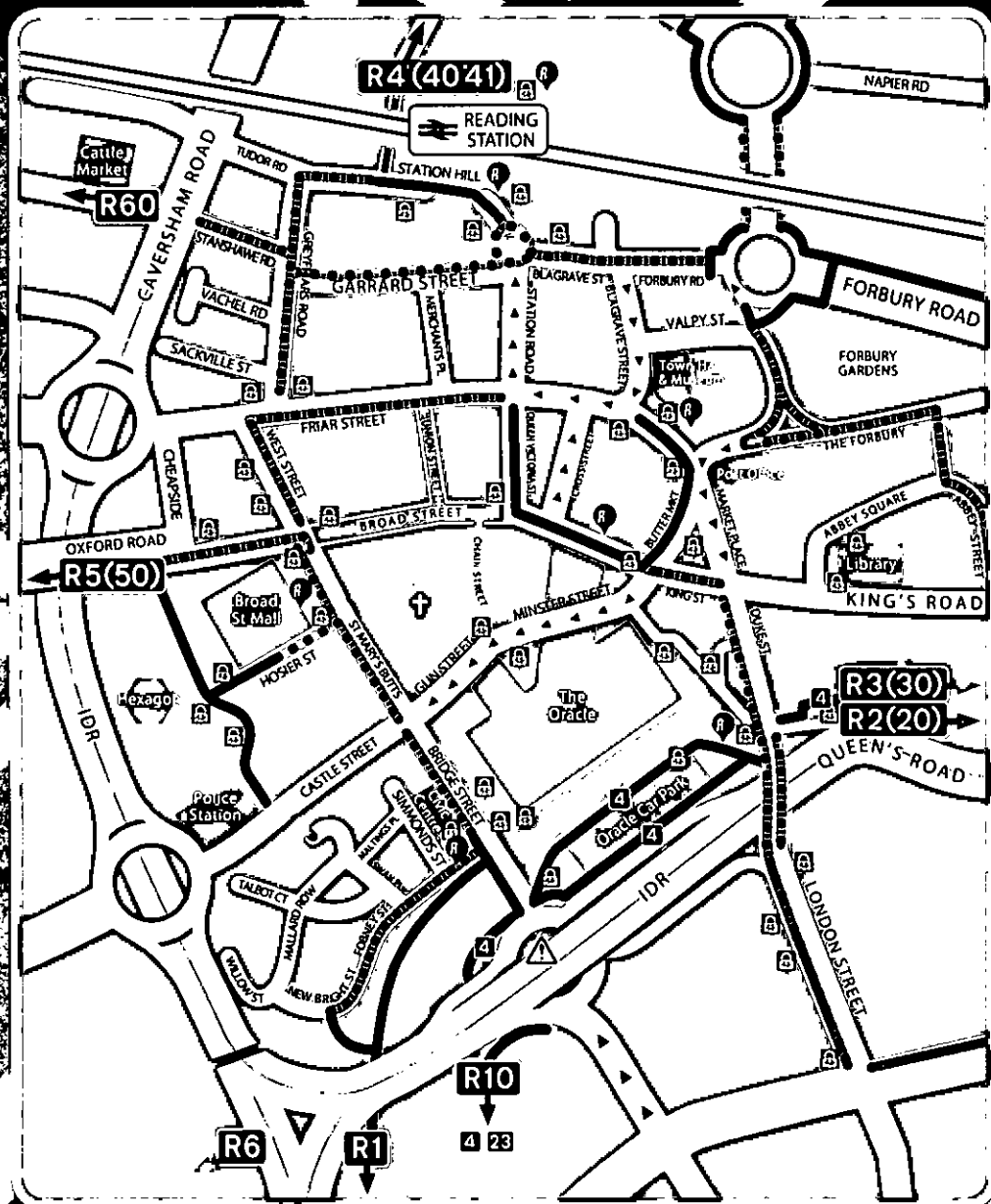
- Follow the Highway Code
- Cycle only on pavements designated as share-use
- Use your bell to make other road users aware of your presence as not all pedestrians can see you.
- Make eye contact with other road users
- Signal when carrying out turning manoeuvres and check your blind spots
- Cycle at an appropriate speed dependent upon the facilities being used
- Be prepared to stop or slow down particularly where other road users are present

More information on the Highway Code can be found at
www.direct.gov.uk/en/TravelAndTransport/Highwaycode/DG_069837

Cycle Routes in Central Reading



Cycling in Reading



Legend

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



Reading Cycle Route



Town Centre Route



Linking Route



Ready Bike
Cycle Hire



National
Cycle Path



Busy junction, no
cycling facilities,
caution advised



Cycle parking
facilities



Railway
Station

Bikes are the most energy-efficient form of transport and can be faster and more predictable than car or bus for short journeys.

For example, at a relatively comfortable 10mph, you can cycle from Green Park to The Oracle in 15 minutes - burning around 100 calories in the process.

Cycling regularly can keep you fit, save you money (no tax, no fuel, no fares) and it's one of the most environmentally-friendly ways to travel.

Whether you are an experienced or inexperienced cyclist, planning a journey to work, school or for leisure, Reading Borough Council is happy to provide copies of this cycle map. Please call 0118 937 3787 for hard copies. Alternatively it is online at www.reading-travelinfo.co.uk/cycling





**MORE
CYCLE
MAPS**

Reading
Cycle Routes

R1 R10

South Reading
Green Park & Whitley

R2 R20

Reading & Wokingham
RBH, Uni & Winnersh

R3 R30

East Reading & Woodley
Newtown, & Bulmershe

R4 R40/41

North Reading
Caversham & Emmer Green

R5

West Reading
Oxford Road & Tilehurst

R50

West Reading
Tilehurst & Prospect Park

R6 R60

South-West Reading
Coley Park & Southcote

Contacts

Reading Borough Council
0118 937 3787 or
www.reading.gov.uk

Potholes, highway
maintenance, street lighting
Freephone 0800 626540

West Berkshire Council
01635 42400 or
www.westberks.gov.uk

Wokingham Borough Council
0118 974 6000 or
www.wokingham.gov.uk

For information on
local cycle campaigns, visit:
www.readingcyclecampaign.org.uk
or
www.readingctc.co.uk



Lock it or Lose It

To Protect Your Bike From Theft with four simple practical steps:

- ⌘ Do lock your bike to something solid
- ⌘ Do use the many bike parks around the town 
- ⌘ Do invest in a good quality lock
- ⌘ Do have your frame postcoded

BUT

- ⌘ Don't leave your bike obstructing a way used by pedestrians
- ⌘ Don't leave it unlocked, EVER, not even for a few seconds

Bike and Train

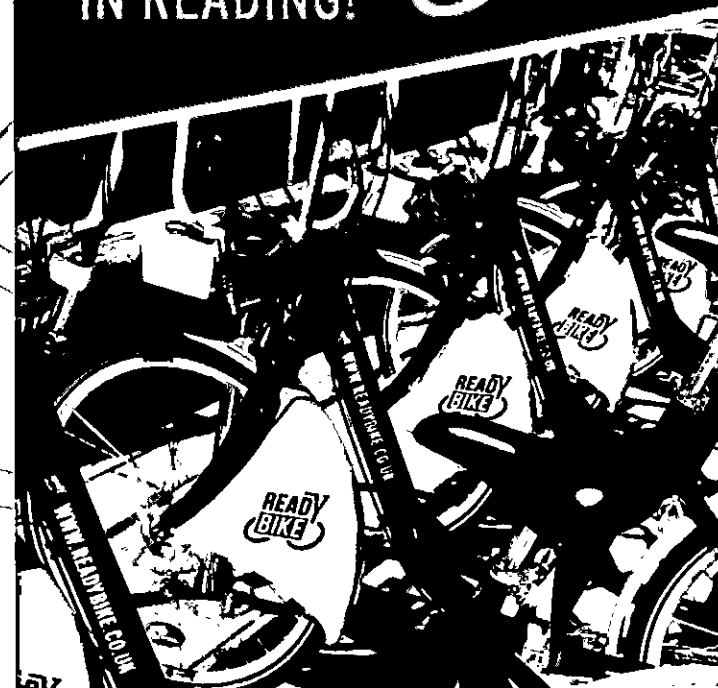
Bicycles are carried on most trains operating on the National Rail Network. However, each train operating company has its own rules. For full details go to www.nationalrail.co.uk/passenger_services/cyclists.html or call 0845 7484 950. Compact folding cycles are carried free of charge without restrictions.



Reading
Borough Council
Working better with you

**PUBLIC
BIKE HIRE
IN READING!**

**READY
BIKE**



**OCCASIONAL
AND YEARLY
MEMBERSHIP
AVAILABLE**

**GO ONLINE
AND CHECK YOUR
NEAREST DOCKING
STATION IN AND
AROUND READING**

For information on all prices, including annual membership/ occasional use options, please see the website. Please check the website for bike availability before planning your journey. Information is correct at the time of going to press May 2014 and could be subject to change.

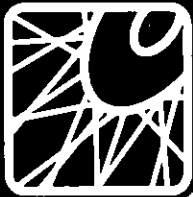
REGISTER ONLINE AT **WWW.READYBIKE.CO.UK**

 @readybikerdg

 ReadyBike RDG

ReadyBike is part of a Reading Borough Council programme to improve sustainable transport options in and around Reading. Visit www.reading-travelinfo.co.uk/policy to find out more.

Reading
Borough Council
Working better with you



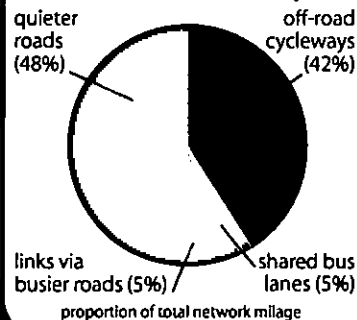
Reading Cycle Routes

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

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

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

How Reading's cycle network is made up



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

Your detailed guides to Reading's cycle routes

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



*North Reading routes available in 2011.

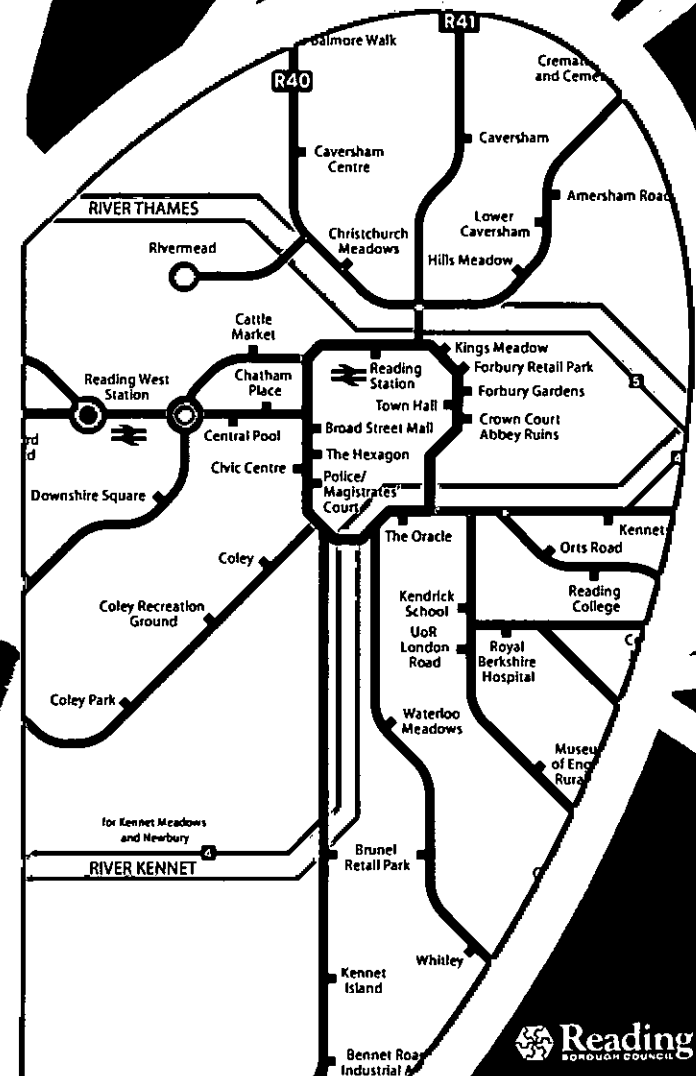


0118 937 3737 or www.reading.gov.uk



Reading Cycle Routes

Getting There





Reading Cycle Routes



Tilehurst Station



Prospect Park



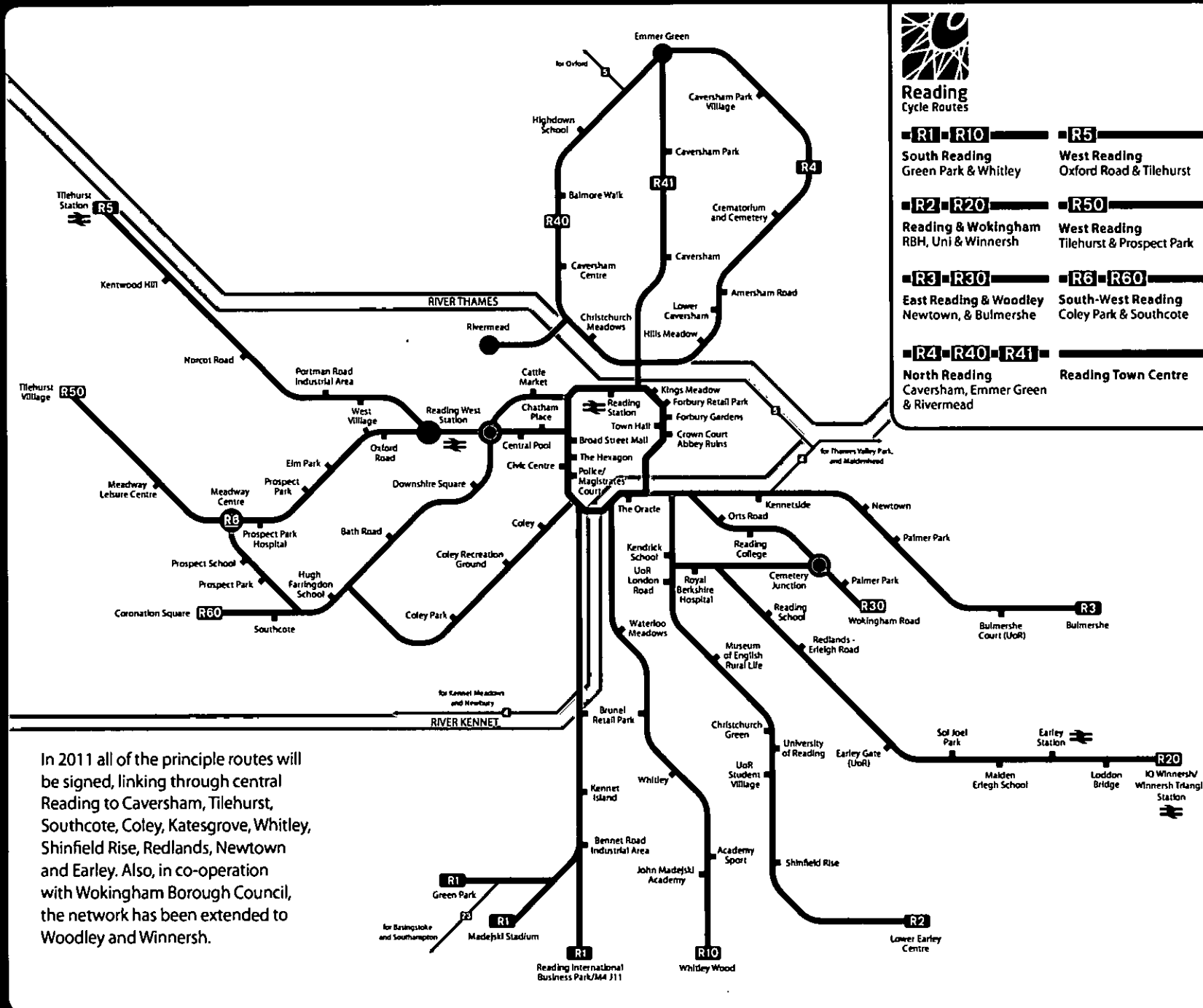
Battle Library



Green Park



Madejski Stadium



Reading Station



Broad Street, Town Centre



Royal Berkshire Hospital



University of Reading



Reading College



IQ Winnersh

South-East Reading & Wokingham

Lower Earley, Shinfield
Rise, University & RBH
to Central Reading

Winner, Earley,
University & Redlands
to Central Reading

R20

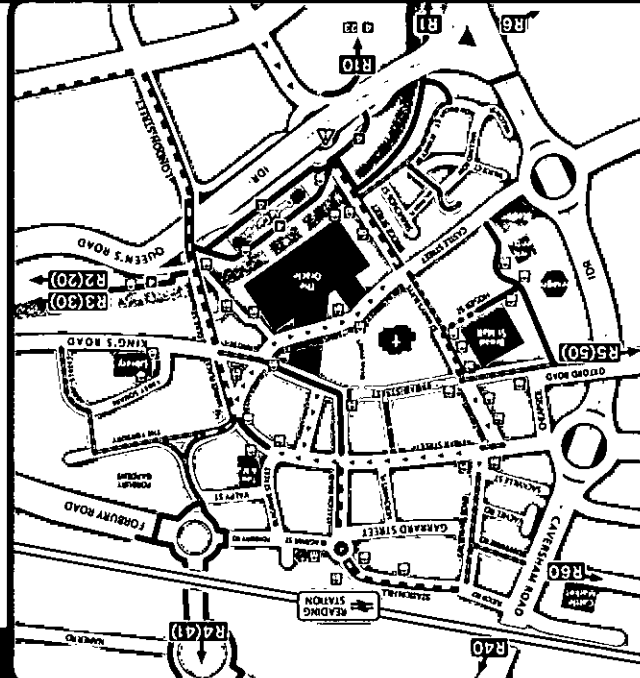
R2

2 MORE MAPS
R1 **R10** South Reading
R6 **R60** South-West Reading
 Coley Park & Southcote
R5 West Reading
 Oxford Road & Tilehurst
R50 West Reading
 Tilehurst & Prospect Park
R3 **R30** East Reading & Woodley
 Newtown & Bulmershe

Pedestrians only
 On-road cycle route without
 dedicated facilities
 On-road cycle way / share
 bus lane (both directions)
 On-road cycle way / share
 bus lane (one direction)
 On-road cycle route
 – one-way street
 On-road cycle route
 – traffic-calmed or
 quiet residential road
 On-road cycle route
 (gravel or rough surface)
 Off-road cycle route
 (farmac or path)
 Off-road cycle route
 (for all route colours)
 Cycle facilities key

	Reading Cycle Route
	Town Centre Route
	Linking Route
	National Cycle Path
	Busy junction, no caution advised
	Cycle parking facilities
	Station
	Pedestrian Light Controlled Crossing
	Toucan (Cycle) Crossing
	Underpass /subway

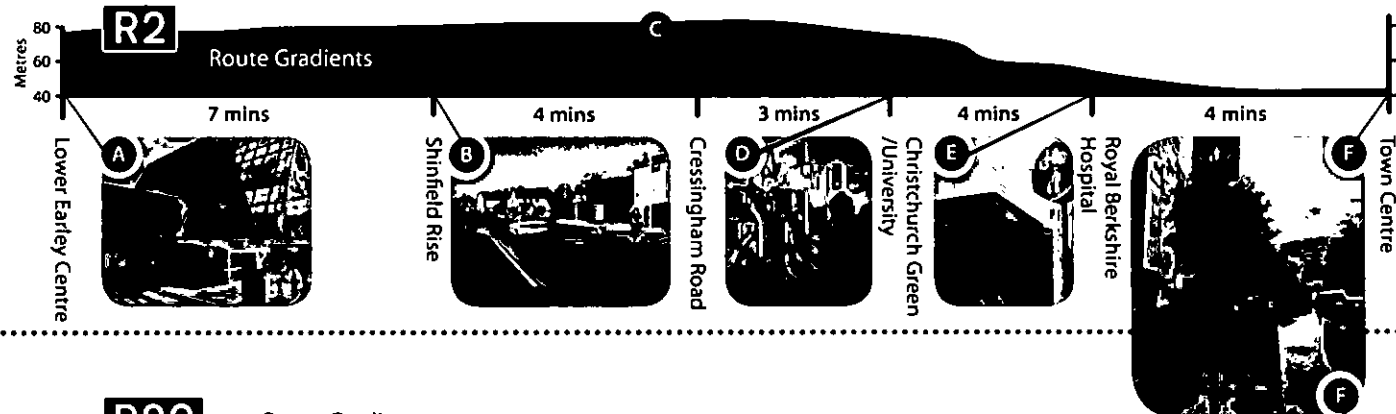
Legend



R2

From the Lower Earley District Centre R2 utilises off-road cycleways to connect to Shinfield Rise. Quiet roads along the East Reading Ridge bring the route to

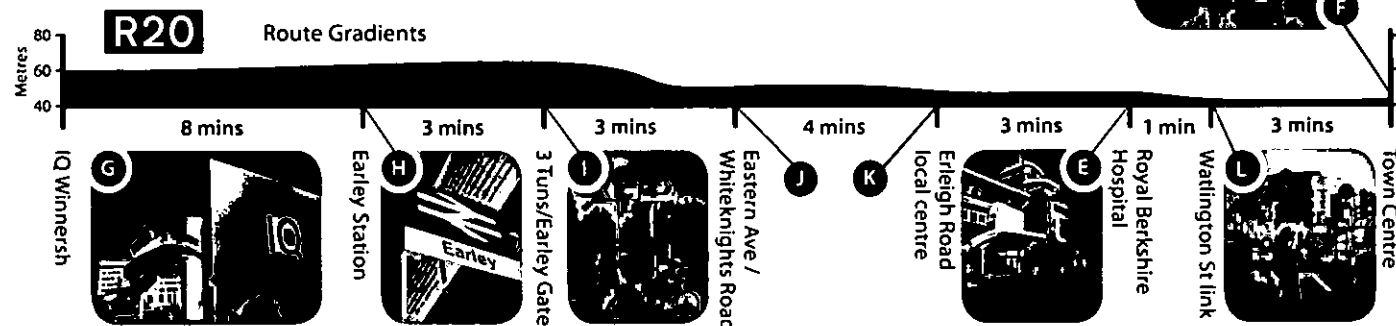
Christchurch Green and Reading University's main entrance from where R2 passes the Royal Berkshire Hospital, joining R20 at Watlington Street to follow the Kennetside cycleway into central Reading.

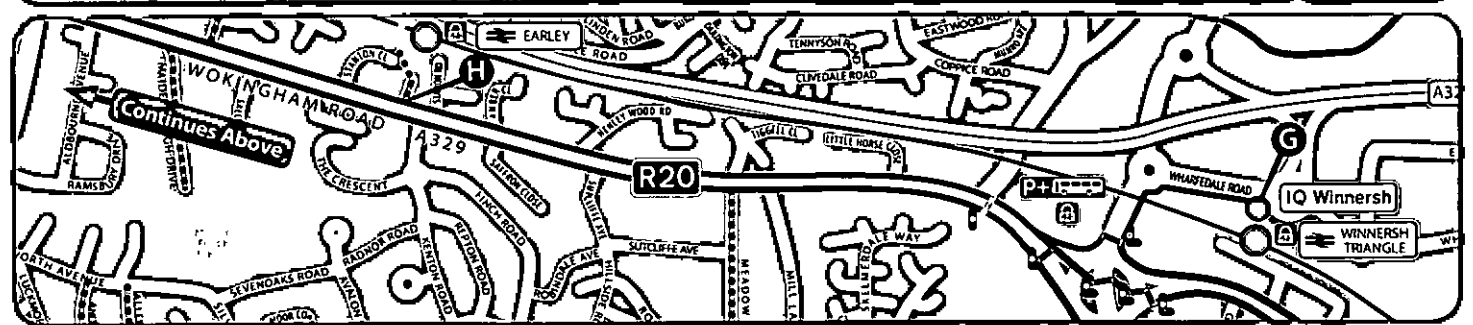
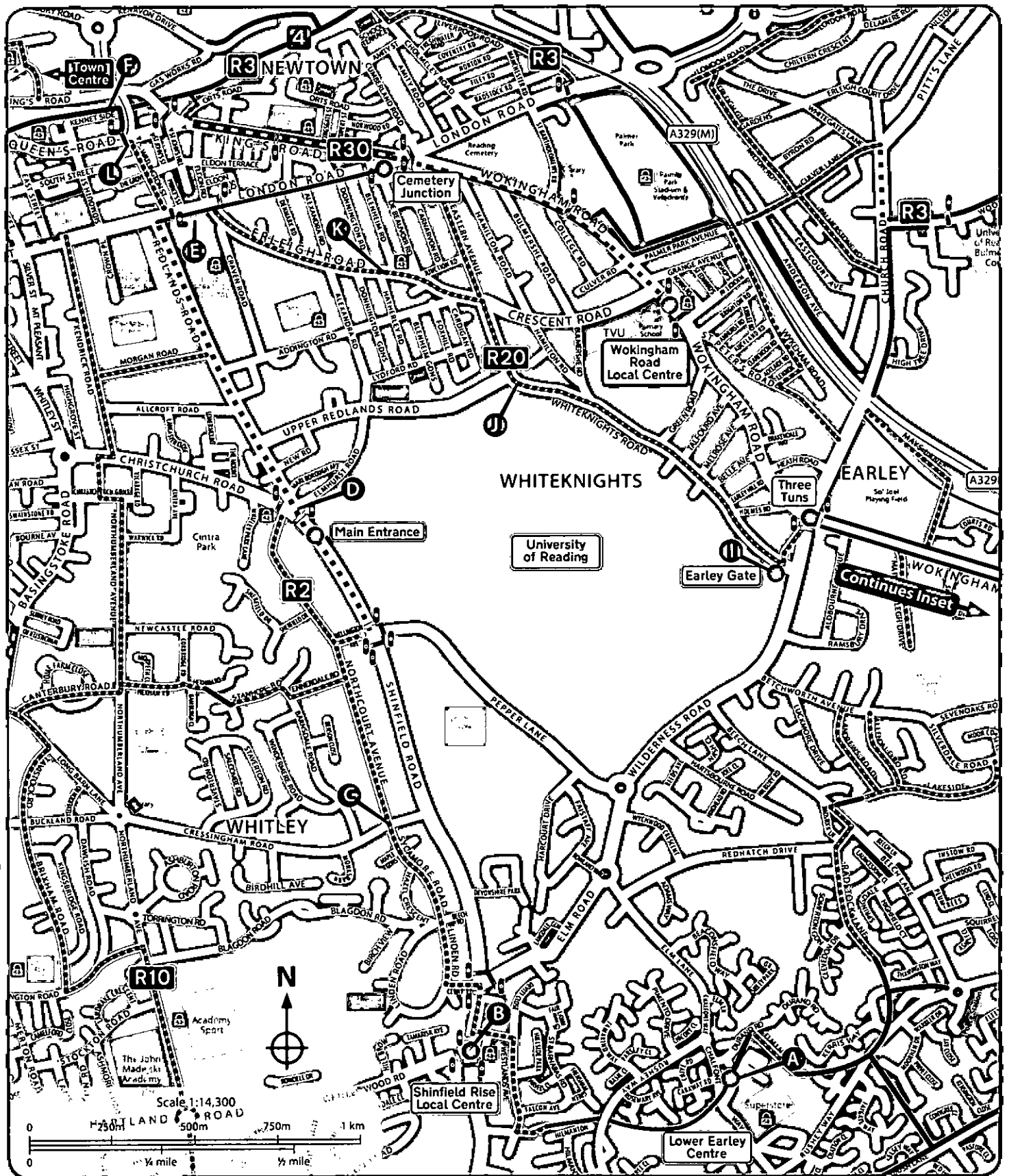


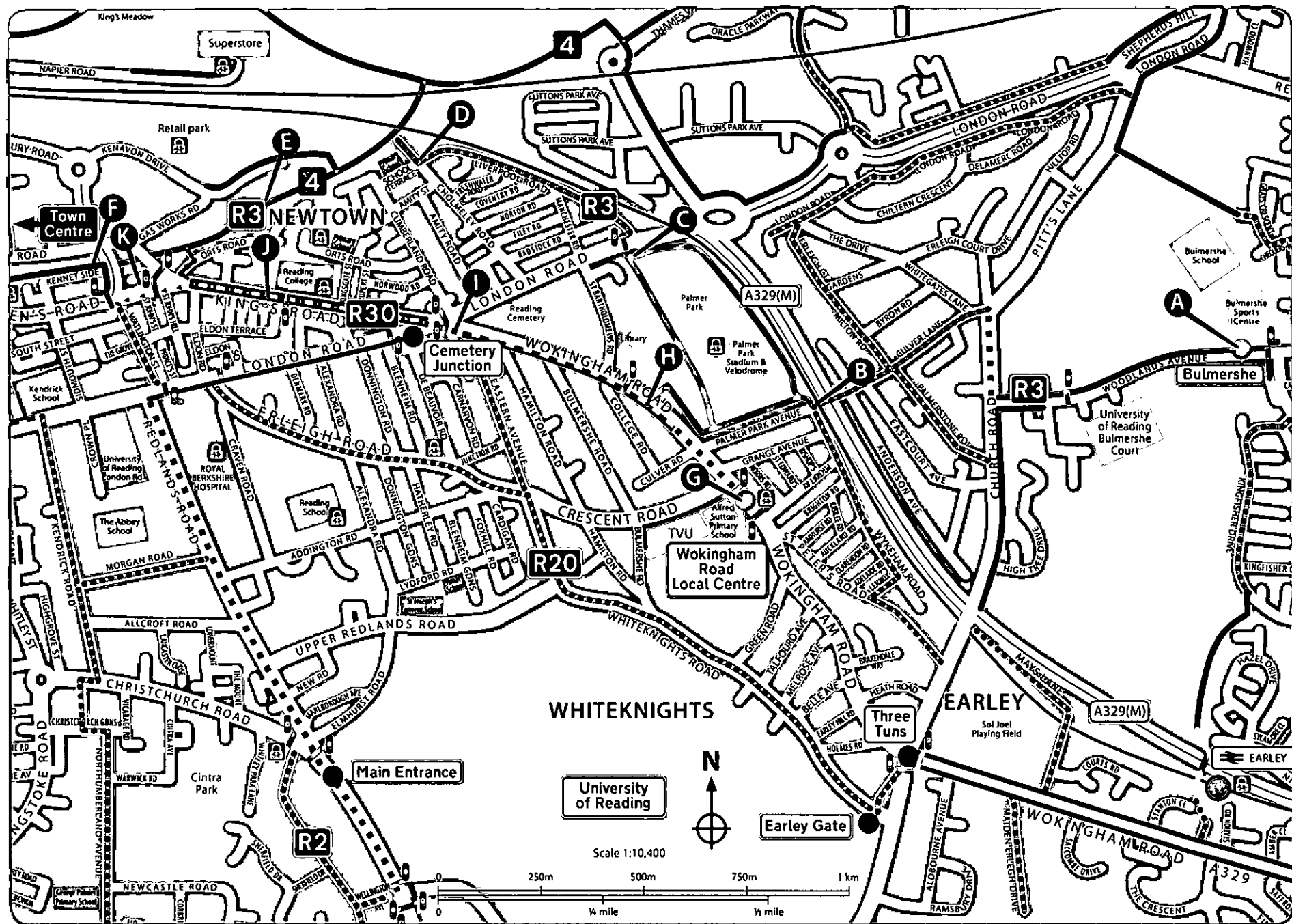
R20

R20 connects IQ Winnersh with the A329 cycle way providing an off-road route to Earley Station and the University of Reading. R20 uses quieter roads, past the Royal Berkshire Kennels, into central Earley on Street.

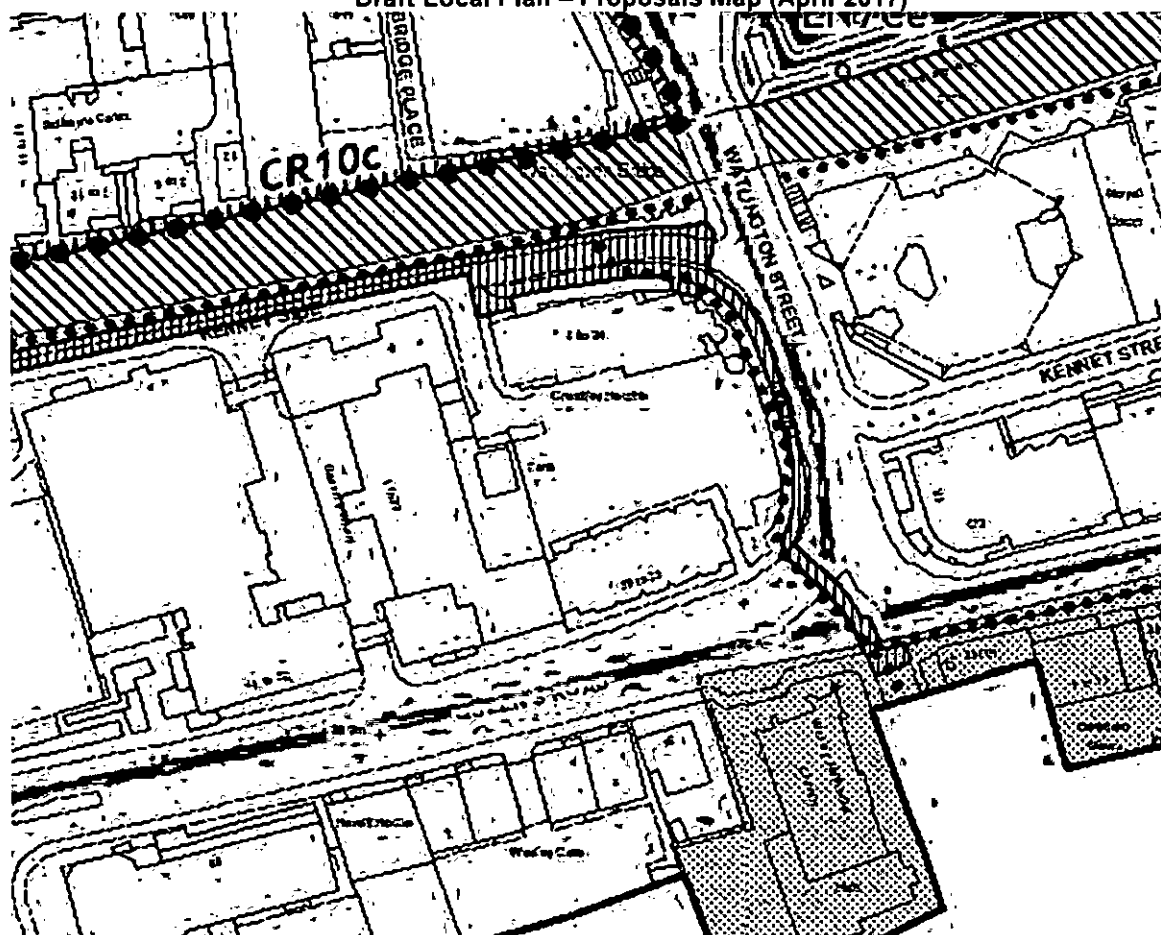
Full details of these routes can be found at www.reading-travelinfo.co.uk







Draft Local Plan – Proposals Map (April 2017)



Site



M4 Smart Motorway project* (see policy TR2)



Classified Highway Network* (see policy TR3)



Cycle Routes* (see policy TR4)

APPENDIX D – LOCAL BUS ROUTES

X39 X40
to Woodcote, Wokingford & Oxford

X80
800
to High Wycombe

127
to Wyford & Maidenhead
128 129
to Wyford & Wokingham
850
to Wyford & High Wycombe

Central Reading

1	22 - 24
2 2a	33 33a
3 X3 10	40-60
4 X4	60
5 6 6a	500
9	community link
11	other routes
12 13 14	
15 15a 16	
17	
18	
21 21a	
26	

TR1
to Grazeley, Mortimer & Baughurst

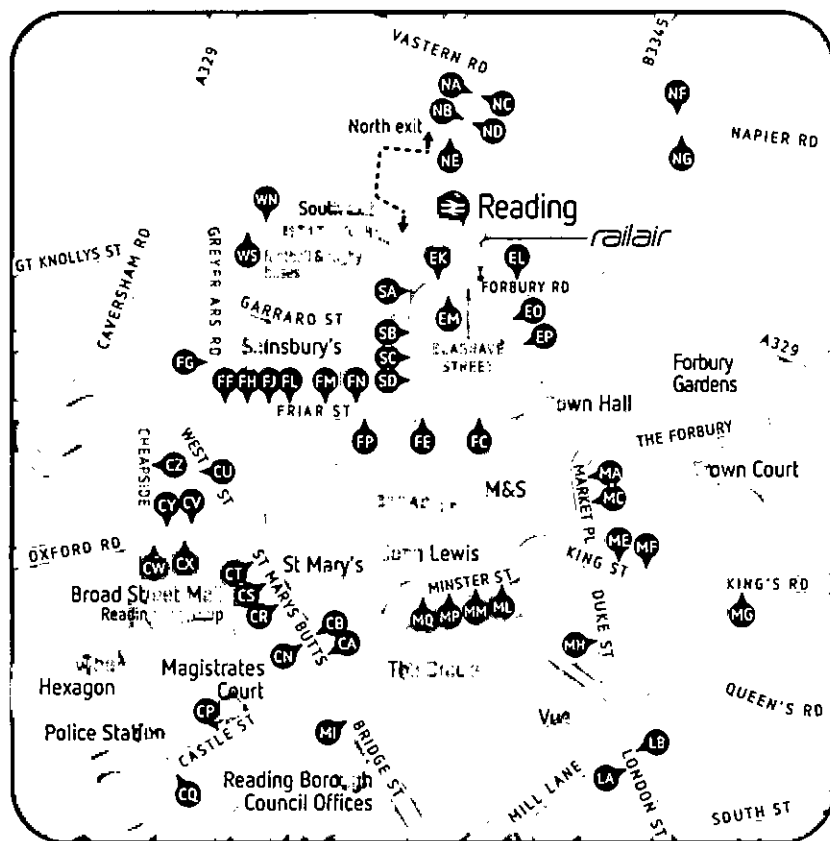
7 7K 8
to Swallowfield, Risley & Fleet

10 to Spencers Wood

500
to Wokingham & Basingstoke
4 X4
to Wokingham & Basingstoke

where to catch your bus in Central Reading

Readingbuses



download the Reading Buses app

buy mobile tickets, plan your journey &
get live bus times on your phone



route

jet black	1
lime	2 2a
leopard	3
leopard	X3
lion	4, X4
emerald	5
emerald	6 6a
scarlet	9
bronze	11
leopard	10
orange	12
orange	13 14
sky blue	15 15a
sky blue	16
purple	17
purple	17
pastels	19a 19b 19c
claret	21 21a
pink	22
pink	23
pink	24
pink	25
pink	26
pink	27
chocolate	29
royal blue	33 33a
sky blue	500
no 11 route	60
greenwave	40-60
greenwave	18 28

towards

Theale/Thatcham/Newbury
Burghfield/Mortimer/Tadley
⊕ RBH/Arborfield/Wokingham
Shinfield Park (Direct)
⊖ College/Wokingham/Bracknell
Northumberland Ave
Whitley Wood/Tesco depot
⊕ RBH/Shinfield Park
Coley Park
⊕ RBH/Spencers Wood
⊖ College/Woodley Centre
⊖ College/Woodley Centre/Woodley/Woodley Green
Tilehurst/Dee Park/IKEA
Purley
⊖ College/Wokingham Road (Three Tuns)
⊖ College/Tilehurst (Water Tower)
⊕ RBH/⊖ UoR/Woodley or Lower Earley
⊖ UoR/Lower Earley
Caversham Heights
Caversham Park
Emmer Green
Sonning Common/Peppard Common
Calcot
Lower Caversham via Caversham Centre
Lower Caversham
Turnhams Farm/Tilehurst
Winnersh Triangle park & ride
Merebark park & ride
Kennet Island/Green Park/⊕ Madejski Stadium/RIBP
Purley/Tilehurst Triangle/Caversham/Calcot/
Tesco (Napier Road)
⊕ Heathrow Airport

your bus stops

EP FP CA CQ
EP FP CA CQ
CR FM SA MA MF
EP FP
CT FN EO ME
MI CR CU SC MC
MI CR CU SC MC
CR FM SA MA MF
MI CR FM EO MC
CR FM SA MA MF
EM MF
EM MF
FE CX
FE CX
CY FN EO ME
MG MM CN CW
CR FM SA MA MF
CR CU EK MA
FL EL NA
FJ EL NA
FL EL NA
FJ EL NA
EK FP CA CQ
FJ EL
FJ EL
FE CB CQ
MQ CS FM EO MC
CS SD MC
CS SD MC
EP FP CA CB CQ
CU NF NG MP
see map

railair

operated by First

orange

Thatchers Woodley Centre Chequers Shepherds Hill Central Reading

|||| Mondays to Fridays except public holidays

	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
Thatchers	6.55	8.00	9.01	10.00	11.00	12.00	1.00	2.00		3.00	4.00	5.02	6.03	7.02
Chequers Beechwood Avenue	7.00	8.05	9.07	10.05	11.05	12.05	1.05	2.05		3.05	4.05	5.07	6.08	7.08
Shepherds Hill top	7.05	8.10	9.12	10.10	11.10	12.10	1.10	2.10	3.18	3.10	4.10	5.12	6.13	7.13
Central Reading Blagrove Street stop EM	7.21	8.28	9.29	10.27	11.27	12.27	1.27	2.27	3.36	3.28	4.28	5.30	6.31	7.26

time in blue is school holidays only

time in red is school days only. Starts at Bulmershe School at 3.15pm

you can also catch the orange 13 direct to Central Reading

Central Reading Shepherds Hill Thatchers Woodley Centre Chequers

|||| Mondays to Fridays except public holidays

	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm
Central Reading Blagrove Street stop EM	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35
Shepherds Hill top	6.47	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.51	6.51
Chequers Lytham Road	6.50	7.54	8.55	9.54	10.54	11.54	12.54	1.54	2.54	3.54	4.55	5.56	6.56
Thatchers	6.55	8.00	9.01	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.02	6.03	7.02
Chequers Beechwood Avenue	7.00	8.05	9.06	10.04	11.04	12.04	1.04	2.04	3.04	4.04	5.07	6.08	7.07

you can also catch the orange 14 direct to Central Reading

orange

Central Reading Thatchers Woodley Piazza Chequers Shepherds Hill Central Reading

||||| Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm
Central Reading Blagrave Street stop EM	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	2.45	3.15	5.45	6.15	6.45
London Road The Drive	5.22	5.52	6.23	6.53	7.24	7.55	8.25	8.55	9.24	2.54	3.26	5.56	6.25	6.54
Bulmershe Sports Centre	5.29	5.59	6.31	7.01	7.33	8.05	8.34	9.04	9.32	3.02	3.36	6.06	6.35	7.03
Thatchers	5.31	6.01	6.33	7.03	7.36	8.08	8.37	9.07	9.34	3.04	3.38	6.08	6.37	7.05
Sandford Lane	5.39	6.09	6.43	7.13	7.46	8.18	8.47	9.17	9.44	3.14	3.48	6.18	6.47	7.15
Woodley Piazza	5.41	6.11	6.45	7.15	7.49	8.21	8.50	9.20	9.47	3.17	3.51	6.21	6.50	7.18
Chequers Beechwood Avenue	5.49	6.19	6.54	7.24	7.59	8.32	9.01	9.31	9.56	3.26	4.00	6.30	6.59	7.27
Shepherds Hill top	5.53	6.23	6.59	7.29	8.04	8.37	9.06	9.36	10.01	3.31	4.05	6.35	7.04	7.32
London Road The Drive	5.56	6.26	7.02	7.32	8.08	8.42	9.11	9.41	10.06	3.36	4.10	6.40	7.09	7.36
Central Reading Blagrave Street stop EM	6.04	6.34	7.12	7.42	8.20	8.55	9.24	9.54	10.18	3.48	4.23	6.53	7.22	7.47

then
every
30
mins
until

then
every
30
mins
until

	pm	pm	pm	pm	pm	pm	am	am	am
Central Reading Blagrave Street stop EM	7.15	7.45	8.30	9.30	10.30	11.30	12.30	1.30	2.30
London Road The Drive	7.24	7.54	8.39	9.37	10.37	11.37	12.37	1.37	2.37
Bulmershe Sports Centre	7.33	8.02	8.47	9.44	10.44	11.44	12.44	1.44	2.44
Thatchers	7.35	8.04	8.49	9.46	10.46	11.46	12.46	1.46	2.46
Sandford Lane	7.43	8.12	8.57	9.54	10.54	11.54	12.54	1.54	2.54
Woodley Piazza	7.45	8.14	8.59	9.56	10.56	11.56	12.56	1.56	2.56
Chequers Beechwood Avenue	7.54	8.23	9.08	10.04	11.04	12.04	1.04	2.04	3.04
Shepherds Hill top	7.59	8.27	9.12	10.08	11.08	12.08	1.08	2.08	3.08
London Road The Drive	8.02	8.30	9.15	10.11	11.11	12.11	1.11	2.11	3.11
Central Reading Blagrave Street stop EM	8.12	8.39	9.24	10.19	11.19	12.19	1.19	2.19	3.19

Orange 14
runs the opposite
way around
Woodley

friday nights only

orange

Central Reading Thatchers Woodley Piazza Chequers Shepherds Hill Central Reading

|||| Saturdays

	am	am	am	am	am	am	am		pm	pm		pm	pm	pm	pm	pm
➡ Central Reading Blagrave Street stop EM	5.00	6.00	7.00	7.45	8.15	8.45	9.15	then every 30 mins until	3.45	4.15	then every 30 mins until	5.45	6.15	6.45	7.15	7.45
London Road The Drive	5.07	6.07	7.08	7.54	8.24	8.54	9.24		3.54	4.24		5.54	6.24	6.54	7.24	7.52
Bulmershe Sports Centre	5.14	6.14	7.15	8.03	8.33	9.03	9.32		4.02	4.33		6.03	6.33	7.03	7.33	7.59
Thatchers	5.16	6.16	7.17	8.05	8.35	9.05	9.34		4.04	4.35		6.05	6.35	7.05	7.35	8.01
Sandford Lane	5.24	6.24	7.26	8.14	8.44	9.14	9.43		4.13	4.44		6.14	6.44	7.14	7.44	8.09
Woodley Piazza	5.26	6.26	7.28	8.16	8.47	9.17	9.45		4.15	4.47		6.17	6.47	7.16	7.46	8.11
Chequers Beechwood Avenue	5.34	6.34	7.36	8.24	8.56	9.26	9.54		4.24	4.56		6.26	6.56	7.25	7.55	8.19
Shepherds Hill top	5.38	6.38	7.40	8.28	9.00	9.30	9.58		4.28	5.00		6.30	7.00	7.29	7.59	8.23
London Road The Drive	5.41	6.41	7.43	8.32	9.04	9.34	10.02		4.32	5.04		6.34	7.04	7.33	8.03	8.26
➡ Central Reading Blagrave Street stop EM	5.49	6.49	7.53	8.42	9.15	9.45	10.14		4.44	5.16		6.46	7.15	7.44	8.14	8.34

	pm		am
➡ Central Reading Blagrave Street stop EM	8.30	then every hour until	2.30
London Road The Drive	8.37		2.37
Bulmershe Sports Centre	8.44		2.44
Thatchers	8.46		2.46
Sandford Lane	8.54		2.54
Woodley Piazza	8.56		2.56
Chequers Beechwood Avenue	9.04		3.04
Shepherds Hill top	9.08		3.08
London Road The Drive	9.11		3.11
➡ Central Reading Blagrave Street stop EM	9.19		3.19

orange

Central Reading Thatchers Woodley Piazza Chequers Shepherds Hill Central Reading



Sundays & public holidays

	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Blagrave Street stop EM	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	
London Road The Drive	7.37	8.37	9.38	10.38	11.38	12.38	1.38	2.38	3.38	4.38	5.38	6.38	7.37	8.37	9.37	10.37	
Bulmershe Sports Centre	7.44	8.44	9.46	10.46	11.46	12.46	1.46	2.46	3.46	4.46	5.46	6.46	7.44	8.44	9.44	10.44	
Thatchers	7.46	8.46	9.48	10.48	11.48	12.48	1.48	2.48	3.48	4.48	5.48	6.48	7.46	8.46	9.46	10.46	
Sandford Lane	7.54	8.55	9.57	10.57	11.57	12.57	1.57	2.57	3.57	4.57	5.57	6.57	7.54	8.54	9.54	10.54	
Woodley Piazza	7.56	8.57	10.00	11.00	12.00	12.59	1.59	2.59	3.59	5.00	6.00	7.00	7.56	8.56	9.56	10.56	
Chequers Headley Road	8.04	9.06	10.09	11.09	12.09	1.08	2.08	3.08	4.08	5.09	6.09	7.09	8.04	9.04	10.04	11.04	
Shepherds Hill top	8.08	9.10	10.13	11.13	12.13	1.12	2.12	3.12	4.12	5.13	6.13	7.13	8.08	9.08	10.08	11.08	
London Road The Drive	8.11	9.13	10.16	11.16	12.16	1.15	2.15	3.15	4.15	5.16	6.16	7.16	8.11	9.11	10.11	11.11	
Central Reading Blagrave Street stop EM	8.19	9.21	10.24	11.24	12.24	1.23	2.23	3.23	4.23	5.24	6.24	7.24	8.19	9.19	10.19	11.19	

orange

Central Reading Shepherds Hill Chequers Woodley Piazza Thatchers Central Reading

||||| Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm
Central Reading Blagrove Street stop EM	5.00	5.30	6.00	6.30	7.00		7.30	7.40	8.00		8.30	9.00	3.30	4.00	4.30	5.00
London Road The Drive	5.07	5.37	6.09	6.39	7.10		7.41	7.51	8.11		8.41	9.11	3.41	4.11	4.41	5.12
Shepherds Hill top	5.10	5.40	6.12	6.42	7.13		7.45	7.55	8.15		8.45	9.15	3.45	4.15	4.45	5.16
Chequers Headley Road	5.15	5.45	6.17	6.47	7.19		7.51		8.21	8.39	8.51	9.20	3.50	4.21	4.51	5.22
Woodley Piazza	5.21	5.51	6.24	6.54	7.27		7.59		8.29	8.47	8.59	9.27	3.57	4.28	4.58	5.30
Sandford Lane	5.25	5.55	6.29	6.59	7.32		8.04		8.34	8.52	9.04	9.32	4.02	4.33	5.03	5.35
Thatchers	5.32	6.02	6.38	7.08	7.43		8.15		8.45	9.03	9.15	9.42	4.12	4.43	5.13	5.45
Bulmershe Sports Centre	5.35	6.05	6.42	7.12	7.47	8.00	8.19	7.59	8.49	9.07	9.19	9.45	4.15	4.47	5.17	5.49
London Road The Drive	5.40	6.10	6.48	7.18	7.54	8.07	8.27		8.57	9.15	9.27	9.52	4.22	4.54	5.24	5.58
Central Reading Blagrove Street stop EM	5.49	6.19	6.57	7.27	8.05	8.18	8.40		9.10	9.28	9.40	10.03	4.33	5.05	5.35	6.11

then
every
30
mins
until

runs via Howth Drive after Shepherds Hill top

	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Blagrove Street stop EM	5.30	6.00	6.30	7.00	7.30	8.00	9.00	10.00	11.00
London Road The Drive	5.42	6.12	6.42	7.10	7.39	8.09	9.07	10.07	11.07
Shepherds Hill top	5.46	6.16	6.46	7.14	7.42	8.12	9.10	10.10	11.10
Chequers Headley Road	5.52	6.22	6.52	7.20	7.47	8.17	9.15	10.15	11.15
Woodley Piazza	6.00	6.30	7.00	7.27	7.54	8.24	9.21	10.21	11.21
Sandford Lane	6.05	6.35	7.05	7.32	7.58	8.28	9.25	10.25	11.25
Thatchers	6.16	6.45	7.15	7.41	8.06	8.36	9.32	10.32	11.32
Bulmershe Sports Centre	6.20	6.49	7.19	7.45	8.09	8.39	9.35	10.35	11.35
London Road The Drive	6.29	6.56	7.26	7.52	8.15	8.45	9.40	10.40	11.40
Central Reading Blagrove Street stop EM	6.42	7.08	7.38	8.03	8.24	8.54	9.49	10.49	11.49

times in red are school days only

Orange 13
runs the opposite
way around
Woodley

orange

Central Reading Shepherds Hill Chequers Woodley Piazza Thatchers Central Reading

Saturdays

	am	am	am	am	am		pm	pm	pm	pm	pm	pm	pm
Central Reading Blagrave Street stop EM	5.30	6.30	7.30	8.00	8.30	then every 30 mins until	6.30	7.00	7.30	8.00	9.00	10.00	11.00
London Road The Drive	5.37	6.37	7.37	8.10	8.41		6.41	7.10	7.38	8.08	9.07	10.07	11.07
Shepherds Hill top	5.40	6.40	7.40	8.14	8.45		6.45	7.13	7.41	8.11	9.10	10.10	11.10
Chequers Headley Road	5.45	6.45	7.45	8.20	8.51		6.51	7.19	7.46	8.16	9.15	10.15	11.15
Woodley Piazza	5.51	6.51	7.51	8.27	8.58		6.58	7.26	7.53	8.23	9.21	10.21	11.21
Sandford Lane	5.55	6.55	7.55	8.31	9.02		7.02	7.30	7.57	8.27	9.25	10.25	11.25
Thatchers	6.02	7.02	8.02	8.38	9.09		7.09	7.37	8.04	8.34	9.32	10.32	11.32
Bulmershe Sports Centre	6.05	7.05	8.05	8.41	9.12		7.12	7.40	8.07	8.37	9.35	10.35	11.35
London Road The Drive	6.10	7.10	8.10	8.47	9.19		7.19	7.47	8.13	8.43	9.40	10.40	11.40
Central Reading Blagrave Street stop EM	6.19	7.19	8.19	8.56	9.30		7.30	7.58	8.22	8.52	9.49	10.49	11.49

Sundays & public holidays

	am	am		pm	pm	pm	pm	pm
Central Reading Blagrave Street stop EM	8.00	9.00	then every hour until	6.00	7.00	8.00	9.00	10.00
London Road The Drive	8.09	9.11		6.11	7.08	8.08	9.07	10.07
Shepherds Hill top	8.12	9.15		6.15	7.11	8.11	9.10	10.10
Chequers Headley Road	8.17	9.20		6.20	7.16	8.16	9.15	10.15
Woodley Piazza	8.24	9.27		6.27	7.23	8.23	9.21	10.21
Sandford Lane	8.28	9.31		6.31	7.27	8.27	9.25	10.25
Thatchers	8.35	9.38		6.38	7.34	8.34	9.32	10.32
Bulmershe Sports Centre	8.38	9.41		6.41	7.37	8.37	9.35	10.35
London Road The Drive	8.44	9.47		6.47	7.43	8.43	9.40	10.40
Central Reading Blagrave Street stop EM	8.53	9.57		6.57	7.52	8.52	9.49	10.49

Wokingham Road | Reading | Oxford Road | Tilehurst

up all day
& all night

purple
17

purple 17 runs 24/7

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Wokingham Road Three Tuns	4.00	5.00		5.32		5.52		6.12		6.32		6.44		6.56	7.05		7.12
Central Reading Cheapside stop CW	4.14	5.18	5.33	5.46	6.03	6.06	6.22	6.32	6.41	6.50	6.56	7.04	7.09	7.16	7.28	7.20	7.35
Norcot Junction	4.21	5.25	5.40	5.53	6.10	6.13	6.29	6.39	6.48	6.58	7.04	7.13	7.20	7.25	7.39	7.31	7.46
Tilehurst The Water Tower	4.27	5.31	5.46	5.59	6.16	6.19	6.35	6.46	6.54	7.05	7.11	7.22	7.30	7.34	7.49	7.41	7.56

		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Road Three Tuns	then up to every 7 mins until	7.42	7.54	8.01	8.09	8.14	8.20	8.26	8.33	8.41	then every 15 mins at	56	11	26	41	until	11.11
Central Reading Cheapside stop CW		8.01	8.13	8.14	8.28	8.27	8.33	8.43	8.46	8.57		13	28	43	58		11.28
Norcot Junction		8.11	8.23		8.38			8.52		9.06		22	37	52	07		11.37
Tilehurst The Water Tower		8.22	8.34		8.46			9.00		9.14		30	45	00	15		11.45

	pm	pm	am	am	am	am	am	am	am	am	am	am
Wokingham Road Three Tuns	11.26	11.41	12.00		12.30	12.30	1.00	1.30	2.00	2.30	3.00	4.00
Central Reading Cheapside stop CW	11.43	11.52	12.10	12.14	12.44	12.41	1.14	1.44	2.14	2.44	3.14	4.11
Norcot Junction	11.52		12.21	12.51			1.21	1.51	2.21	2.51	3.21	
Tilehurst The Water Tower	11.59		12.27	12.57			1.27	1.57	2.27	2.57	3.27	

times in green run Monday to Thursday only

times in pink are Friday nights only

times in blue are St Mary's Butts, not Cheapside

Wokingham Road | Reading | Oxford Road | Tilehurst

up all day
& all night

17

purple 17 runs 24/7

Saturdays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Wokingham Road Three Tuns	4.00		5.00		5.40		6.10	6.40	7.00	7.20		7.40		8.00		8.10
Central Reading Cheapside stop CW	4.10	4.14	5.14	5.41	5.57	6.17	6.27	6.57	7.17	7.37	7.47	7.57	8.07	8.19	8.24	8.29
Norcot Junction		4.21	5.21	5.49	6.06	6.26	6.36	7.06	7.26	7.46	7.56	8.06	8.16	8.28	8.33	8.38
Tilehurst The Water Tower		4.29	5.29	5.57	6.16	6.36	6.46	7.16	7.36	7.56	8.06	8.16	8.26	8.38	8.43	8.48

		pm	pm	pm	pm	pm		pm	pm	pm	am					
Wokingham Road Three Tuns	then up to every 7 mins until	7.50	7.56	8.11	8.18	8.26	then every 15 mins at	41	56	11	26	until	11.26	11.41	11.56	12.30
Central Reading Cheapside stop CW		8.12	8.08	8.28	8.30	8.43		58	13	28	43		11.43	11.50	12.13	12.44
Norcot Junction		8.21		8.37		8.52		07	22	37	52		11.52		12.22	12.51
Tilehurst The Water Tower		8.30		8.45		9.00		15	30	45	00		12.00		12.30	12.58

		am	am	am	am	am	am
Wokingham Road Three Tuns	then every	3.00	4.00	5.00	6.00	6.41	7.00
Central Reading Cheapside stop CW	30	3.14	4.14	5.14	6.14	7.00	7.10
Norcot Junction	mins until	3.21	4.21	5.21	6.21	7.09	
Tilehurst The Water Tower		3.28	4.28	5.28	6.28	7.19	

times in blue are St Mary's Butts, not Cheapside

Wokingham Road | Reading | Oxford Road | Tilehurst

up all day
& all night

purple
17

purple 17 runs 24/7

Sundays

	am	am	am	am	am	am	am	am	am	am	am		pm	pm	pm
Wokingham Road Three Tuns	6.00	6.41	7.00	7.21	8.01		8.41				9.20	then up to	5.30	5.40	5.52
Central Reading Cheapside stop CW	6.14	7.00	7.10	7.40	8.20	8.50	9.00	9.10	9.20	9.30	9.40	every 10	5.54	5.52	6.09
Norcot Junction	6.21	7.09		7.49	8.29	8.59	9.09	9.19	9.29	9.39	9.50	mins until	6.05		6.18
Tilehurst The Water Tower	6.26	7.19		7.59	8.39	9.09	9.19	9.28	9.38	9.48	9.58		6.16		6.28

	pm	pm	pm	pm		pm	pm	pm	am	am	am	am	am
Wokingham Road Three Tuns	6.02	6.12	6.22	6.32	then every	11.12	11.32	11.52	12.00	12.05	1.00	2.00	3.00
Central Reading Cheapside stop CW	6.14	6.29	6.34	6.49	20	11.29	11.43	12.03	12.14	12.16	1.14	2.14	3.14
Norcot Junction		6.38		6.58	mins until	11.38			12.21		1.21	2.21	3.21
Tilehurst The Water Tower		6.48		7.08		11.48			12.27		1.27	2.27	3.27

times in blue are St Mary's Butts, not Cheapside

for bus times on public holidays see below

Tilehurst | Oxford Road | Reading | Wokingham Road

up all day
& all night

purple
17

purple 17 runs 24/7

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Tilehurst The Water Tower	4.30			5.33	5.53		6.07	6.22	6.32	6.42			6.52			7.04
Pond House	4.39			5.44	6.04		6.18	6.33	6.43	6.53			7.03			7.17
Central Reading Friar Street stop FN	4.48	5.15	5.35	5.57	6.17	6.26	6.33	6.46	6.56	7.06	7.11	7.15	7.19	7.25	7.30	7.36
Blagrove St stop EO	4.49	5.16	5.36	5.58	6.18	6.27	6.34	6.47	6.57	7.07	7.12	7.16	7.20	7.26	7.31	7.37
Wokingham Road Three Tuns	4.59	5.26	5.46	6.08	6.28	6.37	6.44	6.57	7.07	7.17	7.22	7.32	7.36	7.42	7.47	7.53

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Tilehurst The Water Tower	6.59	7.15	7.20	7.27		7.37	7.47	7.57	8.07	8.17	8.27	8.37	8.48	
Pond House	7.11	7.25	7.30	7.37		7.47	7.57	8.07	8.17	8.27	8.37	8.47	8.58	
Central Reading Friar Street stop FN	7.27	7.37	7.43	7.49		7.59	8.09	8.19	8.29	8.39	8.55	8.55	9.10	
Blagrove St stop EO	7.28	7.38	7.44	7.50		8.00	8.10	8.20	8.30	8.40	8.56	8.56	9.11	
Wokingham Road Three Tuns	7.45	7.50	7.56	8.02		8.12	8.22	8.32	8.41	8.51	9.08		9.23	

	pm	pm	pm	am	am	am	am	am	am	am	am	am	am
Tilehurst The Water Tower	11.18	11.33	11.48	12.00	12.30	1.00	1.30	2.00	2.30	3.00	3.30		
Pond House	11.28	11.43	11.58	12.09	12.39	1.09	1.39	2.09	2.39	3.09	3.39		
Central Reading Friar Street stop FN	11.40	11.51	12.10	12.16	12.48	1.18	1.48	2.18	2.48	3.16	3.48		
Blagrove St stop EO	11.41	11.52	12.11	12.17	12.49	1.19	1.49	2.19	2.49	3.17	3.49		
Wokingham Road Three Tuns	11.53		12.23		12.59	1.29	1.59	2.29	2.59		3.59		

times in pink are Friday nights only

Tilehurst | Oxford Road | Reading | Wokingham Road

up all day
& all night

17

purple 17 runs 24/7

Saturdays

	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm
Tilehurst The Water Tower	4.30		5.30	6.00	6.20	6.40	7.00	7.20		7.40		8.00	8.02	8.09	8.18
Pond House	4.39		5.41	6.11	6.31	6.51	7.11	7.31		7.51		8.11	8.13	8.19	8.28
Central Reading Friar Street stop FN	4.48	5.25	5.54	6.24	6.44	7.04	7.24	7.44	7.53	8.04	8.13	8.24	8.28	8.26	8.40
Blagrove St stop EO	4.49	5.26	5.55	6.25	6.45	7.05	7.25	7.45	7.54	8.05	8.14	8.25	8.29	8.27	8.41
Wokingham Road Three Tuns	4.59	5.36	6.05	6.35	6.55	7.15	7.35	7.55	8.05	8.15	8.25	8.35	8.42		8.53

then up to
every 7
mins until

			pm	pm	pm	am		am	am	am	am	am	am	am	
Tilehurst The Water Tower	then every 15 mins at	33 48 03 18	until	11.18	11.37	11.48	12.00	then every 30 mins until	2.30	3.00	3.30	4.30	5.30	6.30	
Pond House		43 58 13 28		11.28	11.47	11.58	12.09		2.39	3.09	3.39	4.39	5.39	6.39	
Central Reading Friar Street stop FN		55 10 25 40		11.40	11.53	12.04	12.18		2.48	3.13	3.48	4.48	5.48	6.28	6.48
Blagrove St stop EO		56 11 26 41		11.41	11.54	12.05	12.19		2.49	3.14	3.49	4.49	5.49	6.28	6.49
Wokingham Road Three Tuns		08 23 38 53		11.53			12.29		2.59		3.59	4.59	5.59	6.39	6.59

Tilehurst | Oxford Road | Reading | Wokingham Road

up all day
& all night

purple
17

purple 17 runs 24/7

Sundays

	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	
Tilehurst The Water Tower	5.30		6.30		7.19	7.59	8.39				9.19	9.23	5.09	5.21	5.32
Pond House	5.39		6.39		7.30	8.10	8.50				9.30	9.34	5.22	5.32	5.43
Central Reading Friar Street stop FN	5.48	6.28	6.48	7.08	7.43	8.23	9.03	9.13	9.23	9.33	9.43	9.49	5.40	5.42	5.57
Blagrove St stop EO	5.49	6.28	6.49	7.08	7.44	8.24	9.04	9.14	9.24	9.34	9.44	9.50	5.41	5.43	5.58
Wokingham Road Three Tuns	5.59	6.39	6.59	7.19	7.55	8.35	9.15	9.25	9.35	9.45	9.55	10.01	5.56		6.10

then up to
every 10
mins until

	pm	pm	pm	pm	pm	pm		pm	pm	pm	am	am	am	am
Tilehurst The Water Tower	5.42	5.52	6.02	6.12	6.22	6.32		11.12	11.30	11.50	12.30	1.30	2.30	3.30
Pond House	5.53	6.03	6.13	6.23	6.33	6.43	then every	11.23	11.39	11.59	12.39	1.39	2.39	3.39
Central Reading Friar Street stop FN	6.07	6.17	6.23	6.37	6.43	6.57	20 mins until	11.37	11.48	12.04	12.48	1.48	2.48	3.48
Blagrove St stop EO	6.08	6.18	6.24	6.38	6.44	6.58		11.38	11.48	12.05	12.48	1.48	2.48	3.48
Wokingham Road Three Tuns	6.20	6.30		6.50		7.10		11.50	11.59		12.59	1.59	2.59	3.59

then every
20
mins until

for bus times on public holidays see below

Tilehurst | Oxford Road | Reading | Wokingham Road

up all day
& all night

purple
17

purple 17 runs 24/7

public holidays

	am	am	am	am		am	am	am	am	am		pm	pm	pm
Wokingham Road Three Tuns	4.00	5.00	6.00	6.41	then every	8.41	9.00	9.10	9.20	then up to	5.30	5.40	5.52	
Central Reading Cheapside stop CW	4.14	5.14	6.14	7.00	20	9.00	9.10	9.24	9.20	9.34	9.40	5.54	5.52	6.09
Norcot Junction	4.21	5.21	6.21	7.09	mins until	9.09	9.19	9.34	9.29	9.44	9.50	6.05		6.18
Tilehurst The Water Tower	4.27	5.27	6.27	7.19		9.19	9.28	9.44	9.38	9.54	9.58	6.16		6.28
	pm	pm	pm	pm		pm	pm	pm	am	am	am	am	am	
Wokingham Road Three Tuns	6.02	6.12	6.22	6.32	then every	11.12	11.32	11.52	12.00	12.05	1.00	2.00	3.00	
Central Reading Cheapside stop CW	6.14	6.29	6.34	6.49	20	11.29	11.43	12.03	12.14	12.16	1.14	2.14	3.14	
Norcot Junction		6.38		6.58	mins until	11.38			12.21		1.21	2.21	3.21	
Tilehurst The Water Tower		6.48		7.08		11.48			12.27		1.27	2.27	3.27	

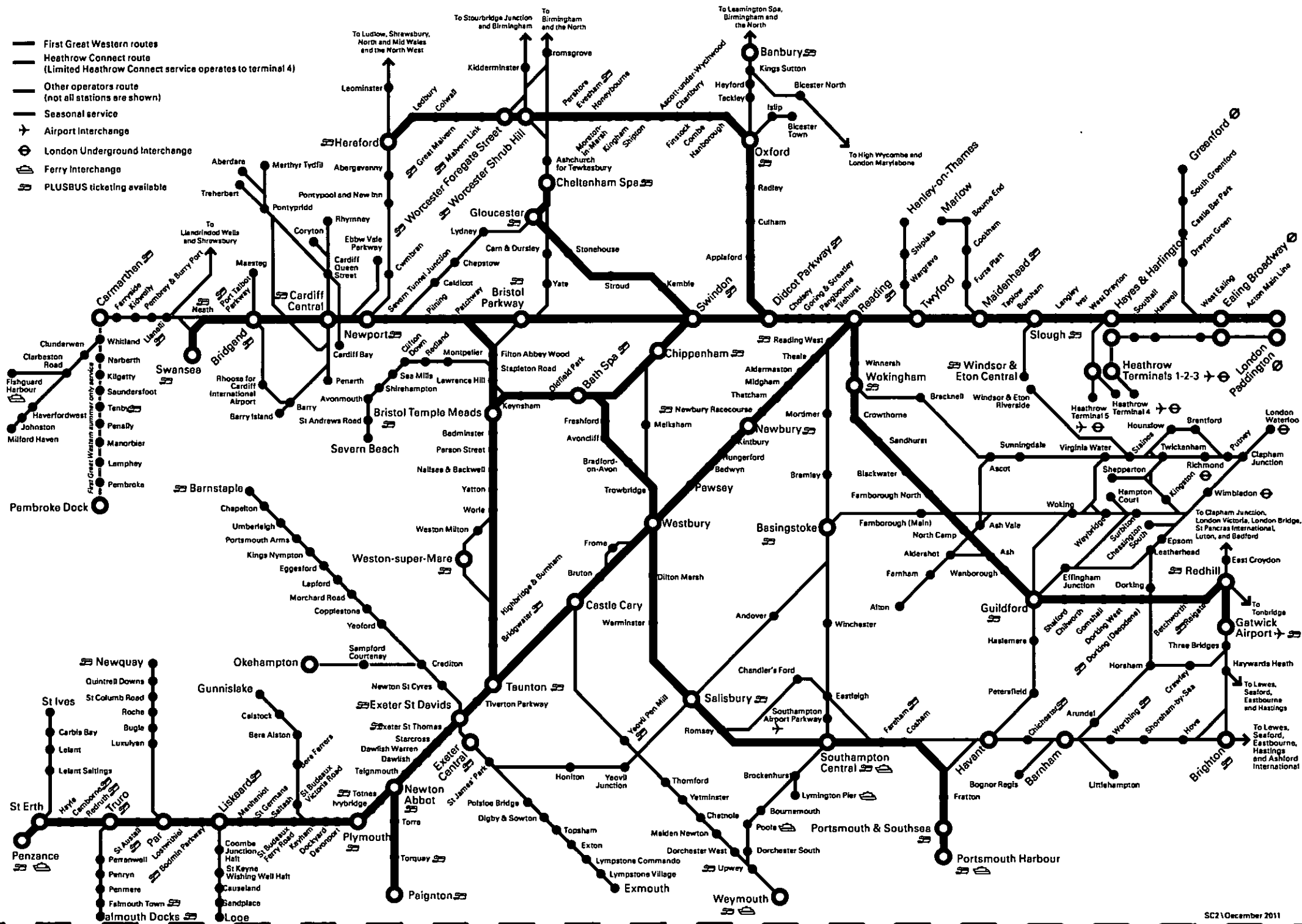
times in blue are at St Mary's Butts not Cheapside

public holidays

	am	am	am	am	am	am	am	am	am	pm	pm	pm			
Tilehurst The Water Tower	4.30	5.30		6.30		7.20	then every 20 mins until	9.00	9.23	then up to 10 mins until	5.09	5.21	5.32		
Pond House	4.39	5.39		6.39		7.31		9.11	9.34		5.22	5.32	5.43		
Central Reading Friar St stop FN	4.48	5.48	6.28	6.48	7.08	7.28		7.44	9.24		9.33	9.49	5.40	5.42	5.57
Central Reading Blagrove St stop EO	4.49	5.49	6.29	6.49	7.09	7.29		7.45	9.25		9.34	9.50	5.41	5.43	5.58
Wokingham Road Three Tuns	4.59	5.59	6.39	6.59	7.19	7.39		7.56	9.36		9.45	10.01	5.56		6.10
	pm	pm	pm	pm	pm	pm	pm	pm	pm	am	am	am	am		
Tilehurst The Water Tower	5.42	5.52	6.02	6.12	6.22	6.32	11.12	11.30	11.50	12.30	1.30	2.30	3.30		
Pond House	5.53	6.03	6.13	6.23	6.33	6.43	11.23	11.39	11.59	12.39	1.39	2.39	3.39		
Central Reading Friar St stop FN	6.07	6.17	6.23	6.37	6.43	6.57	11.37	11.48	12.05	12.48	1.48	2.48	3.48		
Central Reading Blagrove St stop EO	6.08	6.18	6.24	6.38	6.44	6.58	11.38	11.49	12.06	12.49	1.49	2.49	3.49		
Wokingham Road Three Tuns	6.20	6.30		6.50		7.10	11.50	11.59		12.59	1.59	2.59	3.59		

APPENDIX E – RAIL MAPS

- First Great Western routes
- Heathrow Connect route
(Limited Heathrow Connect service operates to terminal 4)
- Other operators route
(not all stations are shown)
- Seasonal service
- ✈ Airport Interchange
- ⊕ London Underground Interchange
- ⚓ Ferry Interchange
- Ⓟ PLUSBUS ticketing available



Stations

Managed by South West Trains

Managed by South West Trains - with short platforms

At these stations some doors will not open. Check information screens and listen to announcements to ensure you travel in the correct part of the train. Many platforms are due to be extended by May 2017.

Managed by South West Trains - major interchanges

NOT managed by South West Trains

Connections to

Other train operators' routes

Bus links

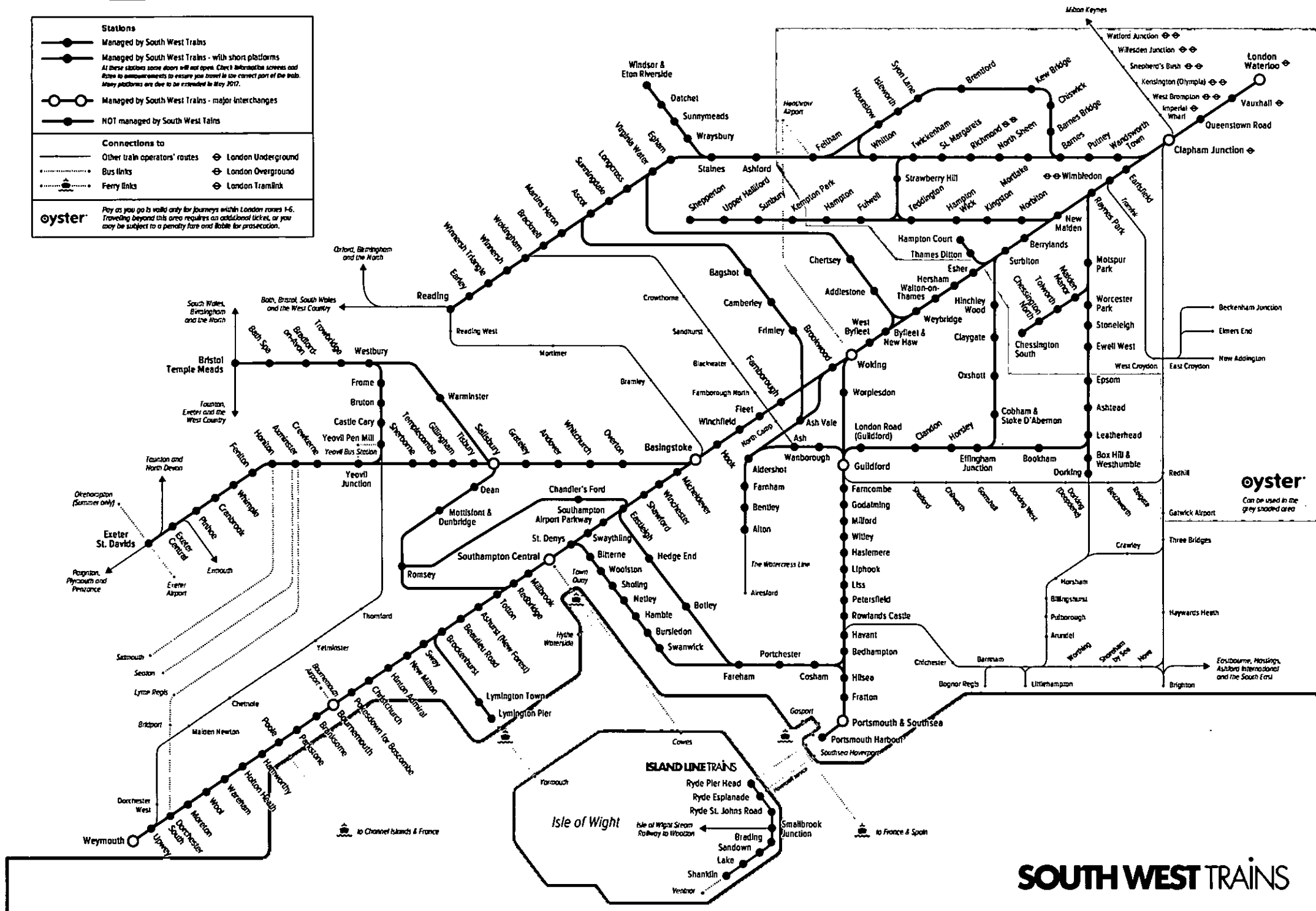
Ferry links

London Underground

London Overground

London Tramlink

Pay as you go is valid only for journeys within London zones 1-6. Travelling beyond this area requires an additional ticket, or you may be subject to a penalty fare and liable for prosecution.



SOUTH WEST TRAINS

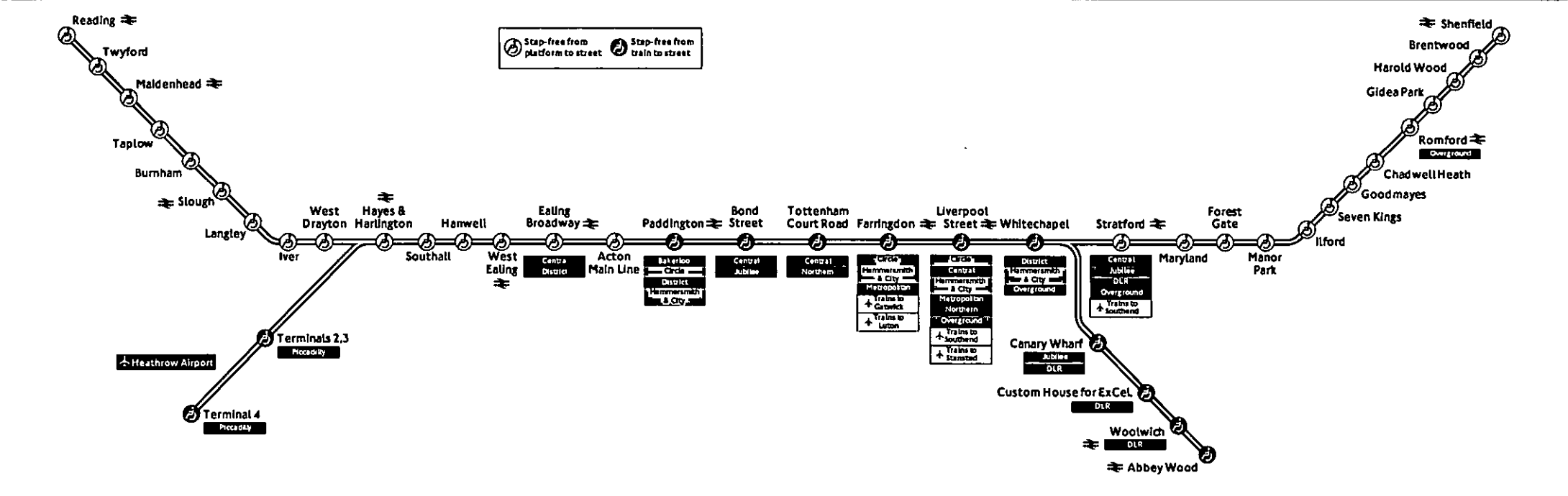
CrossCountry routes

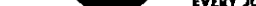
⊙ Change at one of these stations to avoid changing at Birmingham New Street.



CrossCountry routes — Summer weekend services - - - Connecting services —
Please note: not all stations are shown

Elizabeth line map





APPENDIX F – TRICS OUTPUTS

Calculation Reference: AUDIT-515501-170525-0524

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

02 SOUTH EAST	
HF HERTFORDSHIRE	2 days
KC KENT	2 days
06 WEST MIDLANDS	
WK WARWICKSHIRE	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: 610 to 5000 (units: sqm)
 Range Selected by User: 500 to 5000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 16/03/16

*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:

Wednesday 3 days
 Thursday 2 days

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

Manual count 5 days
 Directional ATC Count 0 days

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

Town Centre 1
 Edge of Town Centre 4

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

Residential Zone 1
 Built-Up Zone 4

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

Secondary Filtering selection:

Use Class:

B1

5 days

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

Population within 1 mile:

5,001 to 10,000

1 days

25,001 to 50,000

4 days

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

Population within 5 miles:

125,001 to 250,000

4 days

250,001 to 500,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

3 days

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

Travel Plan:

Yes

2 days

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

5 days

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

LIST OF SITES relevant to selection parameters

1	HF-02-A-03	OFFICE	HERTFORDSHIRE
	60 VICTORIA STREET		
	ST ALBANS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	610 sqm	
	Survey date: WEDNESDAY	16/10/13	Survey Type: MANUAL
2	HF-02-A-04	OFFICES	HERTFORDSHIRE
	STATION WAY		
	ST ALBANS		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	5000 sqm	
	Survey date: THURSDAY	02/10/14	Survey Type: MANUAL
3	KC-02-A-09	COUNCIL OFFICES	KENT
	SANDLING ROAD		
	MAIDSTONE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
4	KC-02-A-10	COUNCIL OFFICES	KENT
	SANDLING ROAD		
	MAIDSTONE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2900 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
5	WK-02-A-01	OFFICES	WARWICKSHIRE
	WARWICK ROAD		
	COVENTRY		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	960 sqm	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-A-03	u
CI-02-A-01	u
CI-02-A-03	u
EB-02-A-06	u
ES-02-A-07	u
ES-02-A-08	u
ES-02-A-10	u
ES-02-A-12	u
GM-02-A-07	u
PS-02-A-01	u
SO-02-A-01	u
SW-02-A-02	u
TV-02-A-03	u
TV-02-A-04	u
WH-02-A-02	u

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

Estimated TRIP rate value per 2239 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	5	2194	1.276	28.574	5	2194	0.091	2.041	5	2194	1.367	30.615
08:00 - 09:00	5	2194	3.391	75.926	5	2194	0.155	3.470	5	2194	3.546	79.396
09:00 - 10:00	5	2194	1.978	44.290	5	2194	0.182	4.082	5	2194	2.160	48.372
10:00 - 11:00	5	2194	0.356	7.960	5	2194	0.356	7.960	5	2194	0.712	15.920
11:00 - 12:00	5	2194	0.428	9.593	5	2194	0.574	12.858	5	2194	1.002	22.451
12:00 - 13:00	5	2194	1.586	35.514	5	2194	2.908	65.109	5	2194	4.494	100.623
13:00 - 14:00	5	2194	2.088	46.739	5	2194	1.294	28.982	5	2194	3.382	75.721
14:00 - 15:00	5	2194	0.884	19.798	5	2194	0.638	14.287	5	2194	1.522	34.085
15:00 - 16:00	5	2194	0.401	8.980	5	2194	0.583	13.063	5	2194	0.984	22.043
16:00 - 17:00	5	2194	0.210	4.694	5	2194	2.379	53.271	5	2194	2.589	57.965
17:00 - 18:00	5	2194	0.137	3.062	5	2194	2.853	63.884	5	2194	2.990	66.946
18:00 - 19:00	5	2194	0.082	1.837	5	2194	0.492	11.022	5	2194	0.574	12.859
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			12.817	286.967			12.505	280.029			25.322	566.996

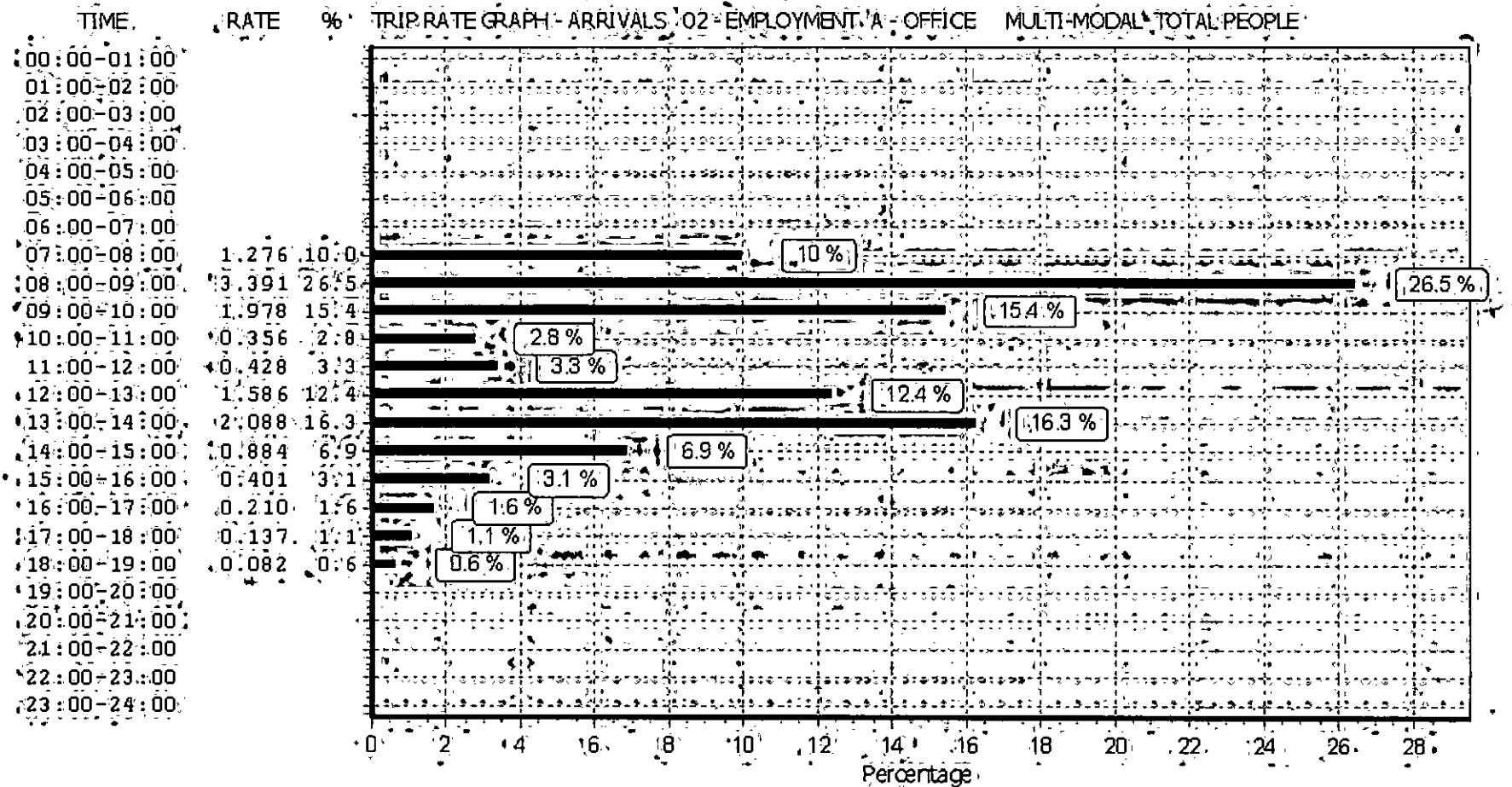
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

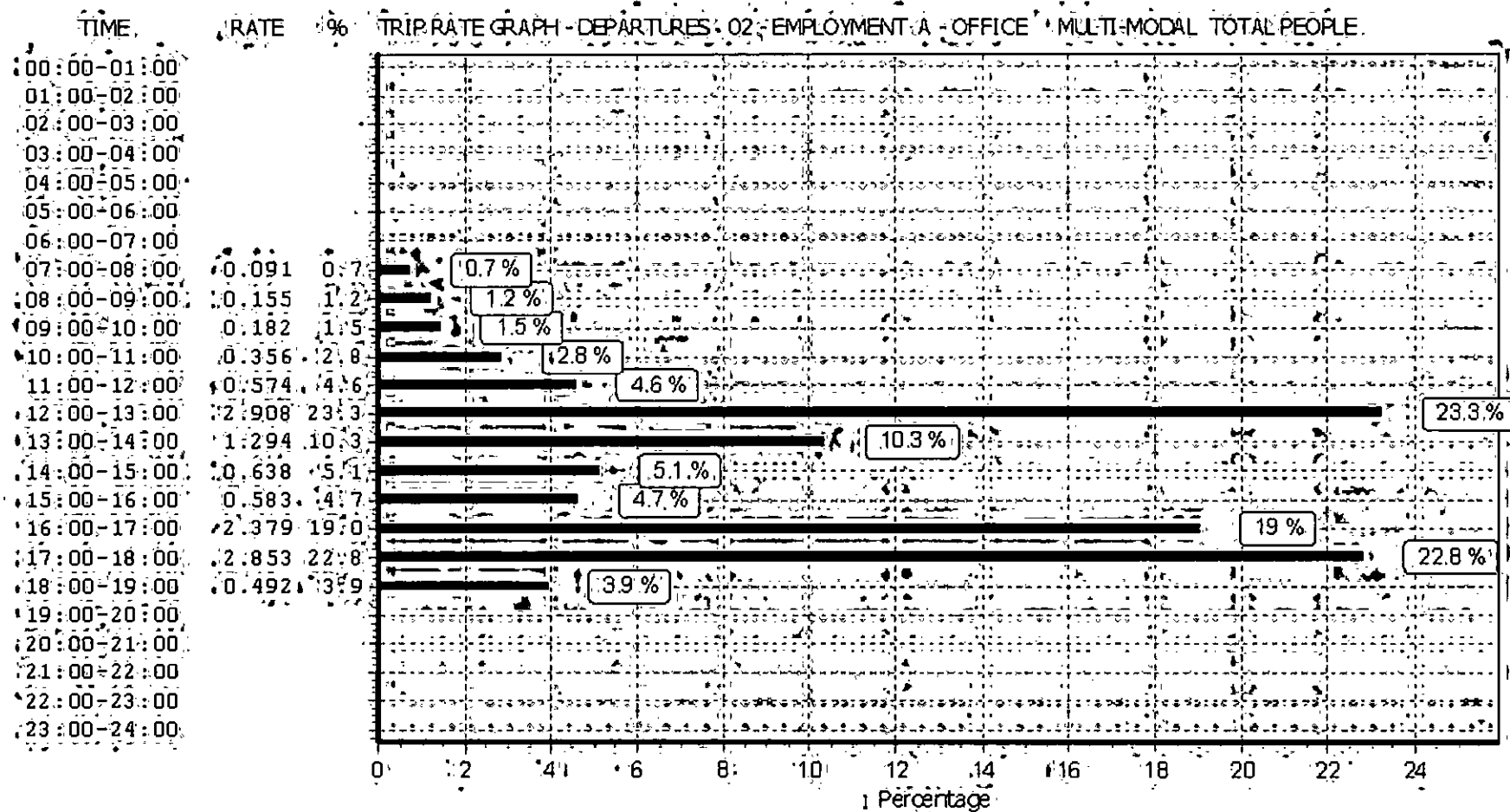
Parameter summary

Trip rate parameter range selected: 610 - 5000 (units: sqm)
 Survey date range: 01/01/09 - 16/03/16
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 15

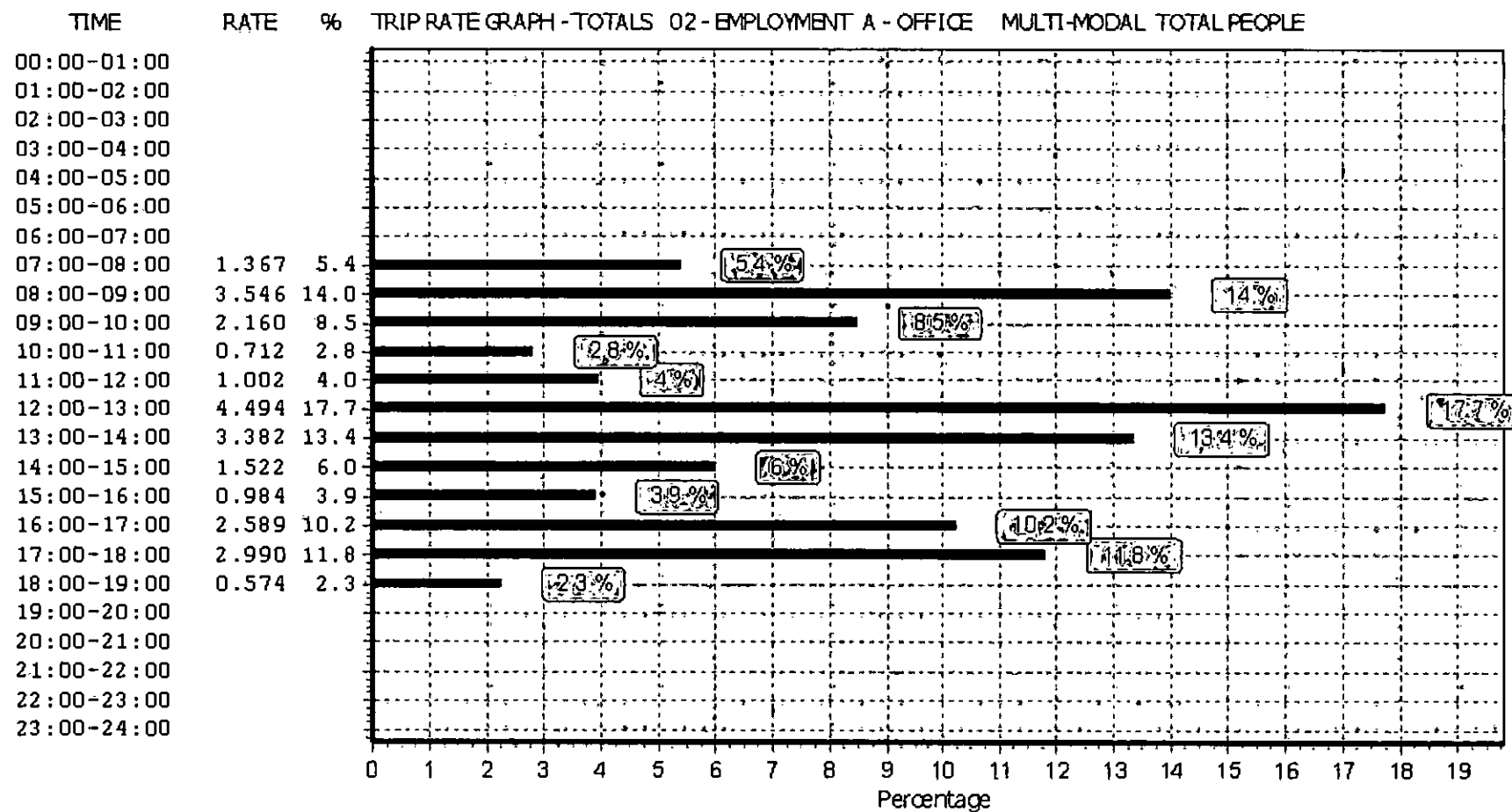
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-515501-170525-0530

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLESSelected regions and areas:

01 GREATER LONDON
 SK SOUTHWARK 1 days
08 NORTH WEST
 GM GREATER MANCHESTER 2 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 20 to 154 (units:)
 Range Selected by User: 6 to 530 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 30/11/16

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:

Thursday 2 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:

Town Centre 2
 Edge of Town 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:

Built-Up Zone 3

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

Secondary Filtering selection:

Use Class:

C3

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@.

Population within 1 mile:

25,001 to 50,000

2 days

100,001 or More

1 days

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

Population within 5 miles:

500,001 or More

3 days

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

Car ownership within 5 miles:

0.5 or Less

1 days

0.6 to 1.0

2 days

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

Travel Plan:

Yes

1 days

No

2 days

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

PTAL Rating:

No PTAL Present

2 days

6b (High) Excellent

1 days

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

LIST OF SITES relevant to selection parameters

- | | | |
|---|---|---------------------------|
| 1 | GM-03-C-02 BLOCK OF FLATS
WHITWORTH STREET W. | GREATER MANCHESTER |
| | MANCHESTER
Town Centre
Built-Up Zone
Total Number of dwellings: 154
Survey date: THURSDAY 13/10/11 | Survey Type: MANUAL |
| 2 | GM-03-C-03 BLOCK OF FLATS
FAIRFIELD STREET | GREATER MANCHESTER |
| | MANCHESTER
Town Centre
Built-Up Zone
Total Number of dwellings: 20
Survey date: FRIDAY 14/10/11 | Survey Type: MANUAL |
| 3 | SK-03-C-02 BLOCK OF FLATS
LAMB WALK | SOUTHWARK |
| | BERMONDSEY
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 29
Survey date: THURSDAY 23/04/15 | 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
CB-03-C-01	unsuitable
EX-03-C-01	unsuitable
EX-03-C-02	unsuitable
FS-03-C-01	unsuitable
HI-03-C-01	unsuitable
HM-03-C-01	unsuitable
HO-03-C-02	unsuitable
HO-03-C-03	unsuitable
IS-03-C-04	unsuitable
KI-03-C-02	unsuitable
KN-03-C-01	unsuitable
KN-03-C-02	unsuitable
KN-03-C-03	unsuitable
NF-03-C-01	unsuitable
SA-03-C-01	unsuitable
SF-03-C-01	unsuitable
SK-03-C-01	unsuitable
SR-03-C-01	unsuitable
SR-03-C-02	unsuitable
WH-03-C-01	unsuitable

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 49 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	68	0.000	0.000	3	68	0.010	0.483	3	68	0.010	0.483
08:00 - 09:00	3	68	0.010	0.483	3	68	0.025	1.207	3	68	0.035	1.690
09:00 - 10:00	3	68	0.010	0.483	3	68	0.020	0.966	3	68	0.030	1.449
10:00 - 11:00	3	68	0.015	0.724	3	68	0.015	0.724	3	68	0.030	1.448
11:00 - 12:00	3	68	0.015	0.724	3	68	0.005	0.241	3	68	0.020	0.965
12:00 - 13:00	3	68	0.015	0.724	3	68	0.020	0.966	3	68	0.035	1.690
13:00 - 14:00	3	68	0.020	0.966	3	68	0.020	0.966	3	68	0.040	1.932
14:00 - 15:00	3	68	0.010	0.483	3	68	0.015	0.724	3	68	0.025	1.207
15:00 - 16:00	3	68	0.010	0.483	3	68	0.010	0.483	3	68	0.020	0.966
16:00 - 17:00	3	68	0.015	0.724	3	68	0.010	0.483	3	68	0.025	1.207
17:00 - 18:00	3	68	0.020	0.966	3	68	0.000	0.000	3	68	0.020	0.966
18:00 - 19:00	3	68	0.015	0.724	3	68	0.010	0.483	3	68	0.025	1.207
19:00 - 20:00	1	29	0.000	0.000	1	29	0.000	0.000	1	29	0.000	0.000
20:00 - 21:00	1	29	0.000	0.000	1	29	0.000	0.000	1	29	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.155	7.484			0.160	7.726			0.315	15.210

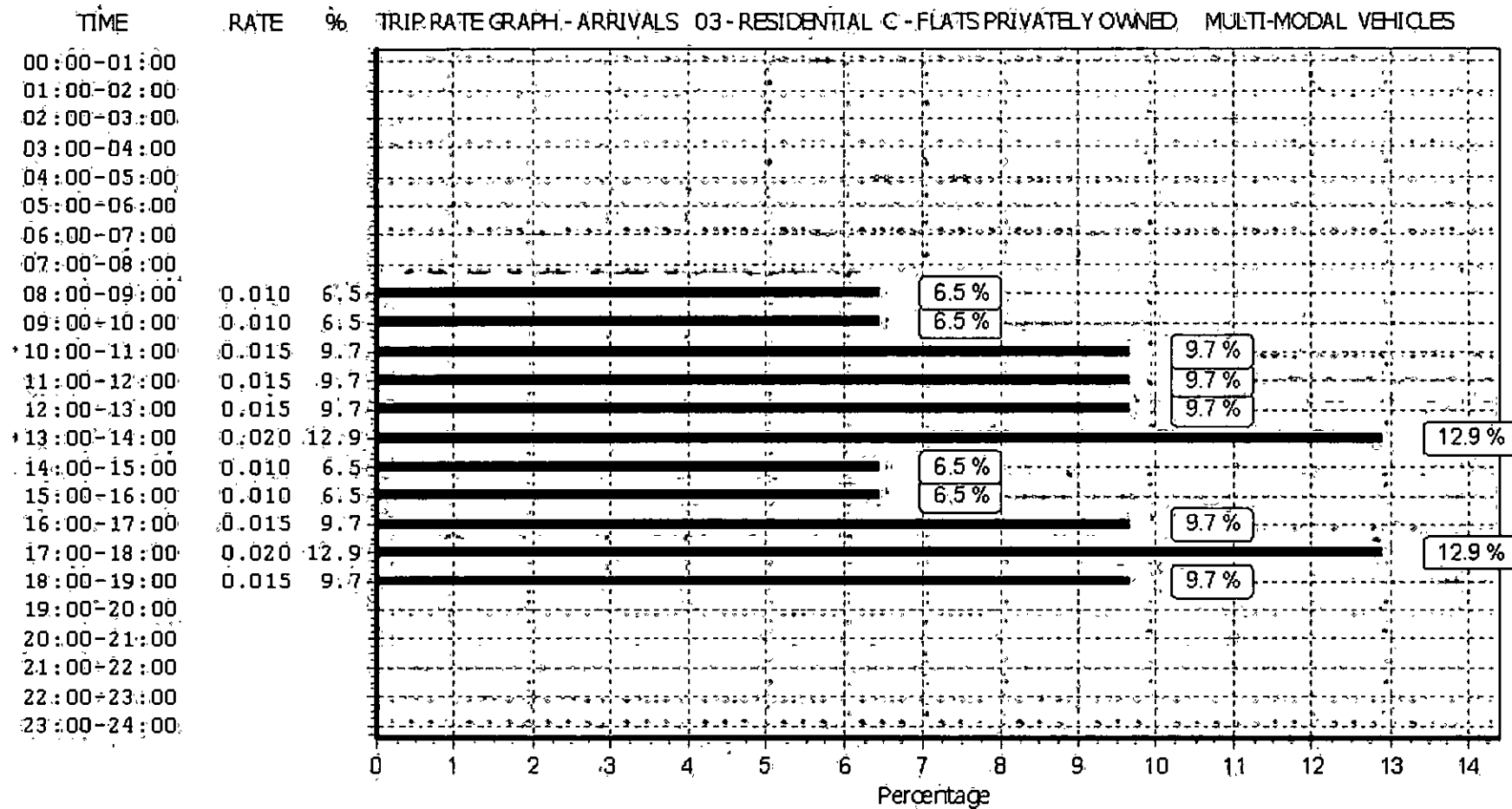
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

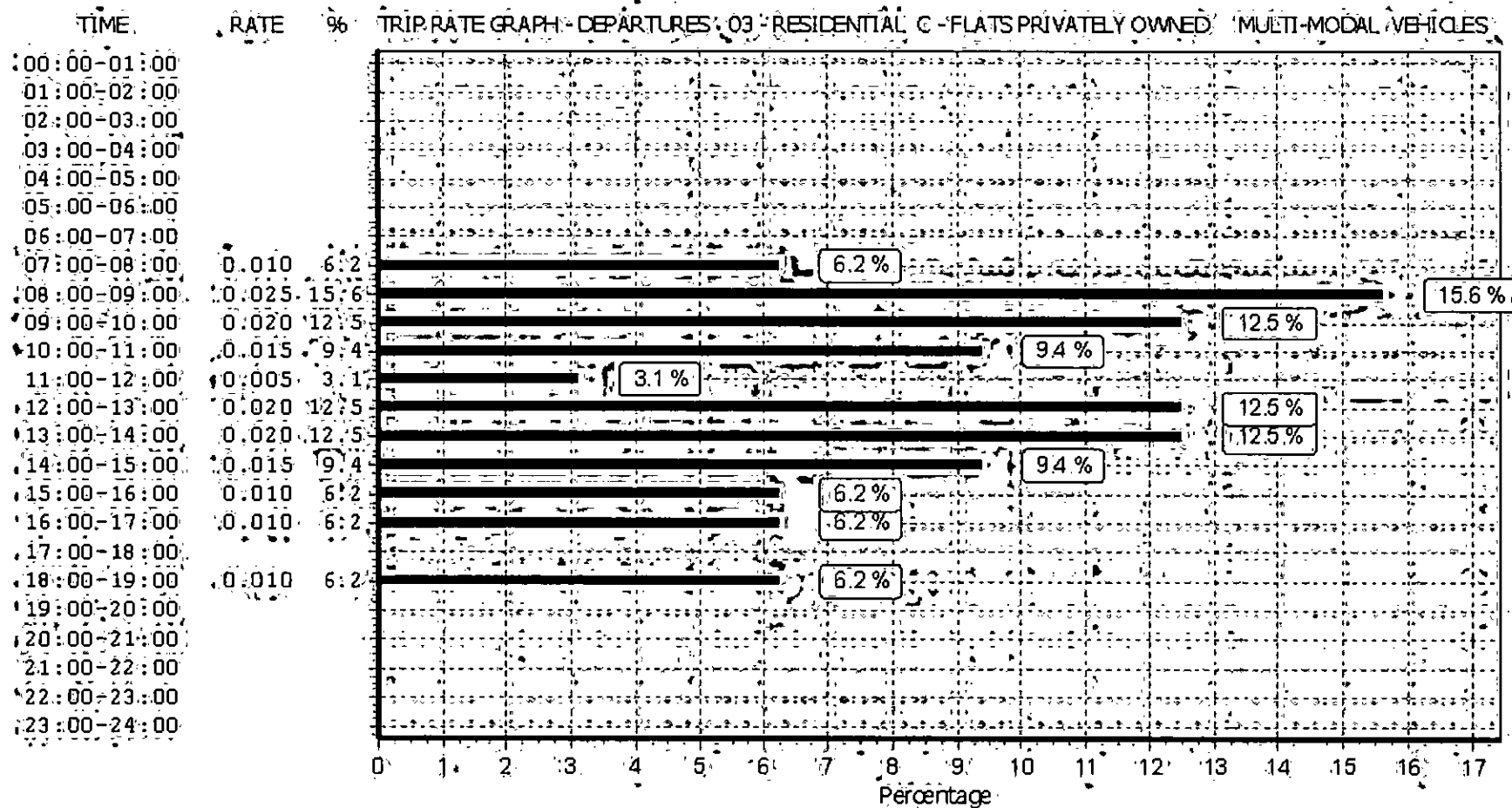
Parameter summary

Trip rate parameter range selected: 20 - 154 (units:)
 Survey date range: 01/01/09 - 30/11/16
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 20

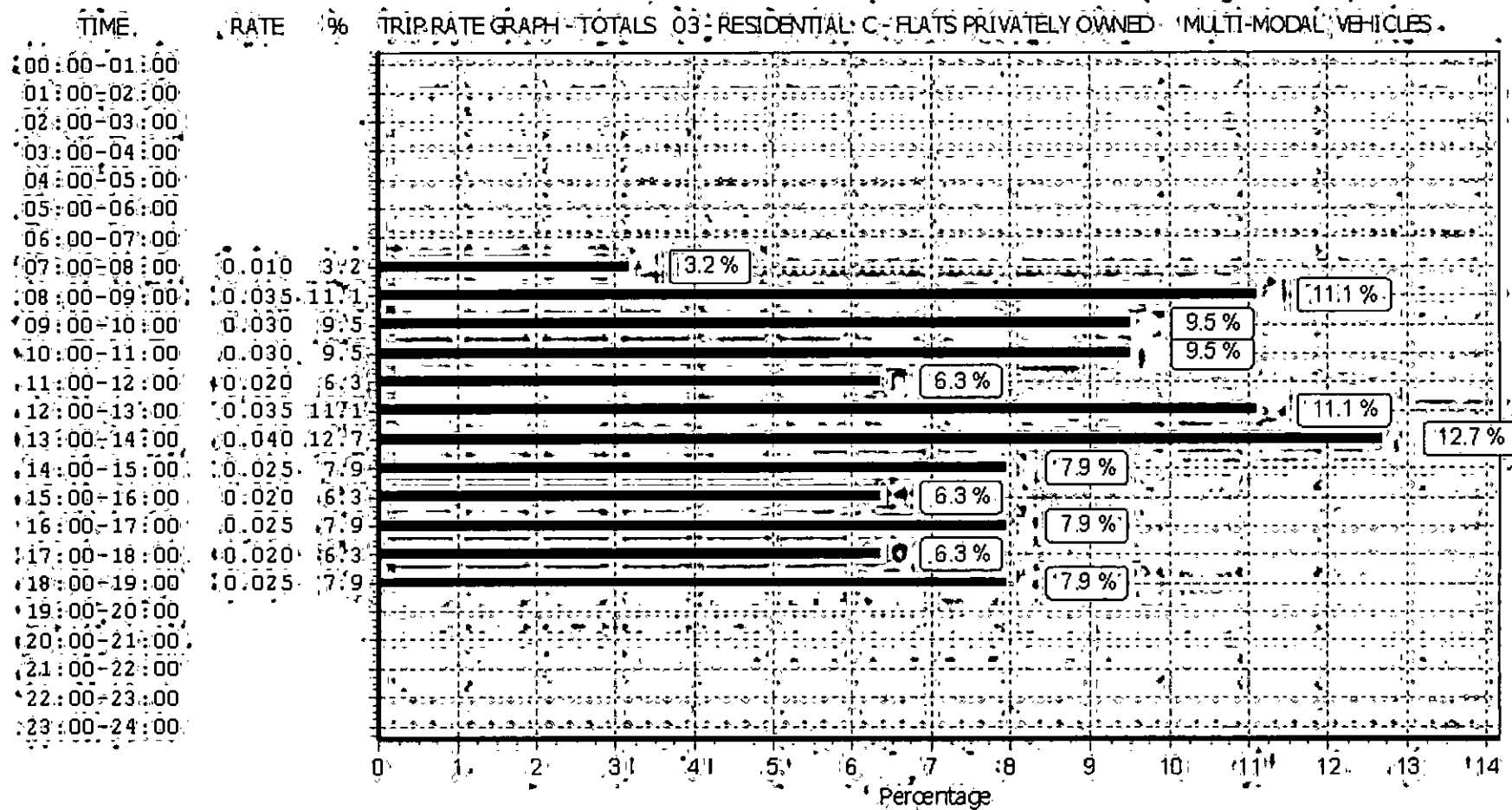
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 49 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	68	0.000	0.000	3	68	0.123	6.034	3	68	0.123	6.034
08:00 - 09:00	3	68	0.049	2.414	3	68	0.448	21.966	3	68	0.497	24.380
09:00 - 10:00	3	68	0.054	2.655	3	68	0.330	16.172	3	68	0.384	18.827
10:00 - 11:00	3	68	0.084	4.103	3	68	0.108	5.310	3	68	0.192	9.413
11:00 - 12:00	3	68	0.123	6.034	3	68	0.148	7.241	3	68	0.271	13.275
12:00 - 13:00	3	68	0.192	9.414	3	68	0.256	12.552	3	68	0.448	21.966
13:00 - 14:00	3	68	0.197	9.655	3	68	0.163	7.966	3	68	0.360	17.621
14:00 - 15:00	3	68	0.187	9.172	3	68	0.123	6.034	3	68	0.310	15.206
15:00 - 16:00	3	68	0.217	10.621	3	68	0.148	7.241	3	68	0.365	17.862
16:00 - 17:00	3	68	0.360	17.621	3	68	0.320	15.690	3	68	0.680	33.311
17:00 - 18:00	3	68	0.616	30.172	3	68	0.177	8.690	3	68	0.793	38.862
18:00 - 19:00	3	68	0.261	12.793	3	68	0.020	0.966	3	68	0.281	13.759
19:00 - 20:00	1	29	0.379	18.586	1	29	0.069	3.379	1	29	0.448	21.965
20:00 - 21:00	1	29	0.103	5.069	1	29	0.138	6.759	1	29	0.241	11.828
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.822	138.309			2.571	126.000			5.393	264.309

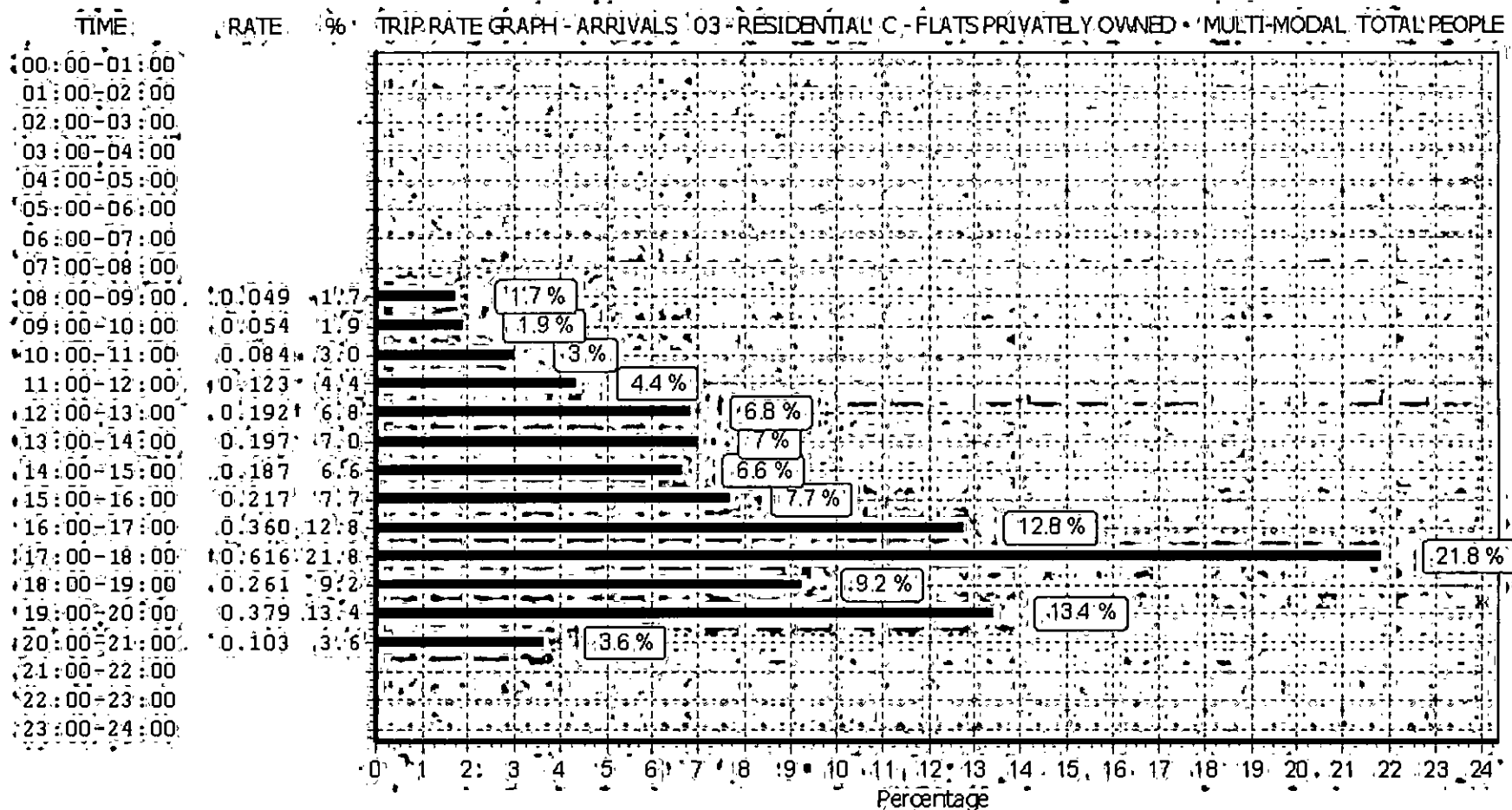
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

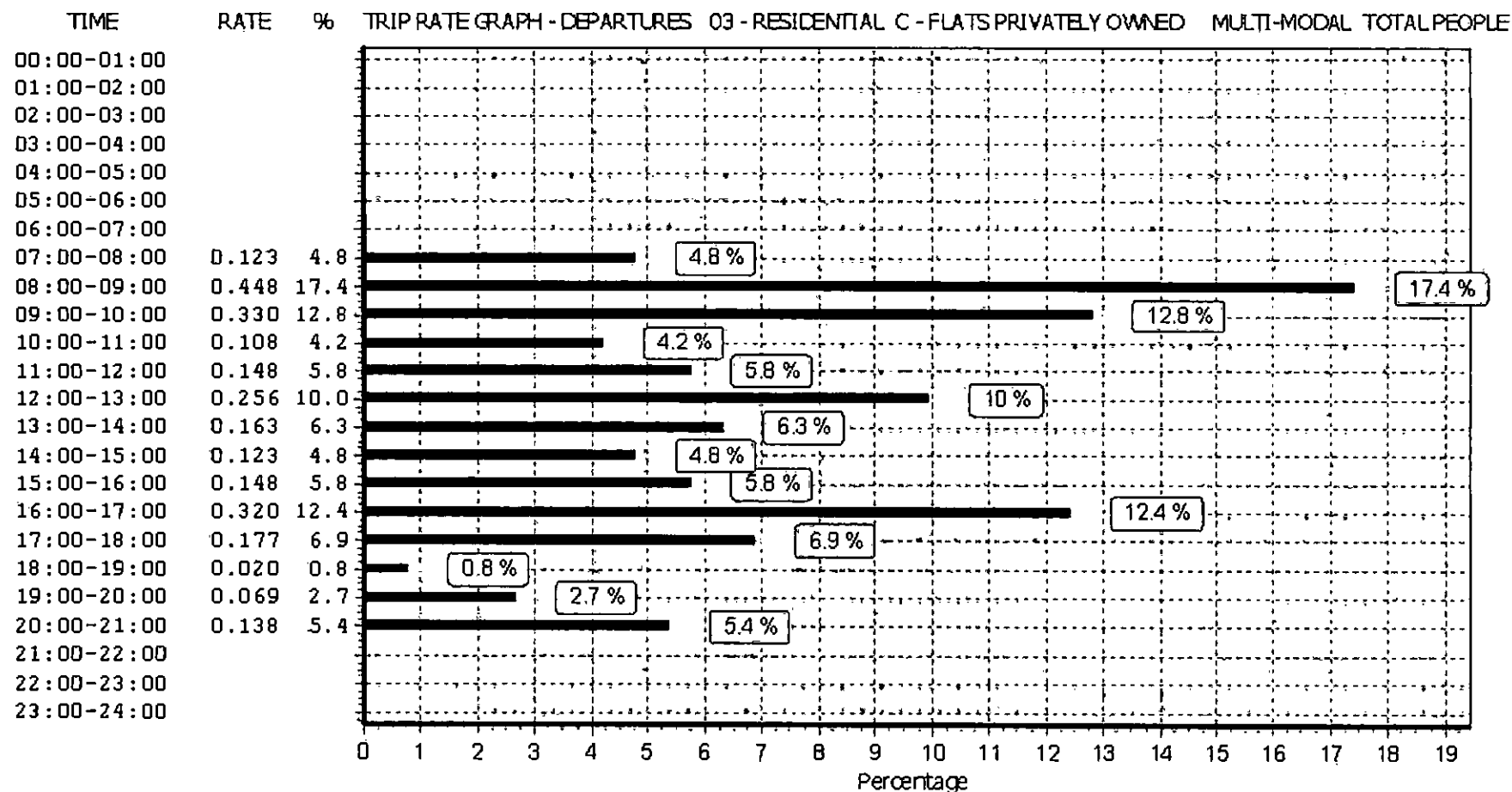
Parameter summary

Trip rate parameter range selected: 20 - 154 (units:)
 Survey date range: 01/01/09 - 30/11/16
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 20

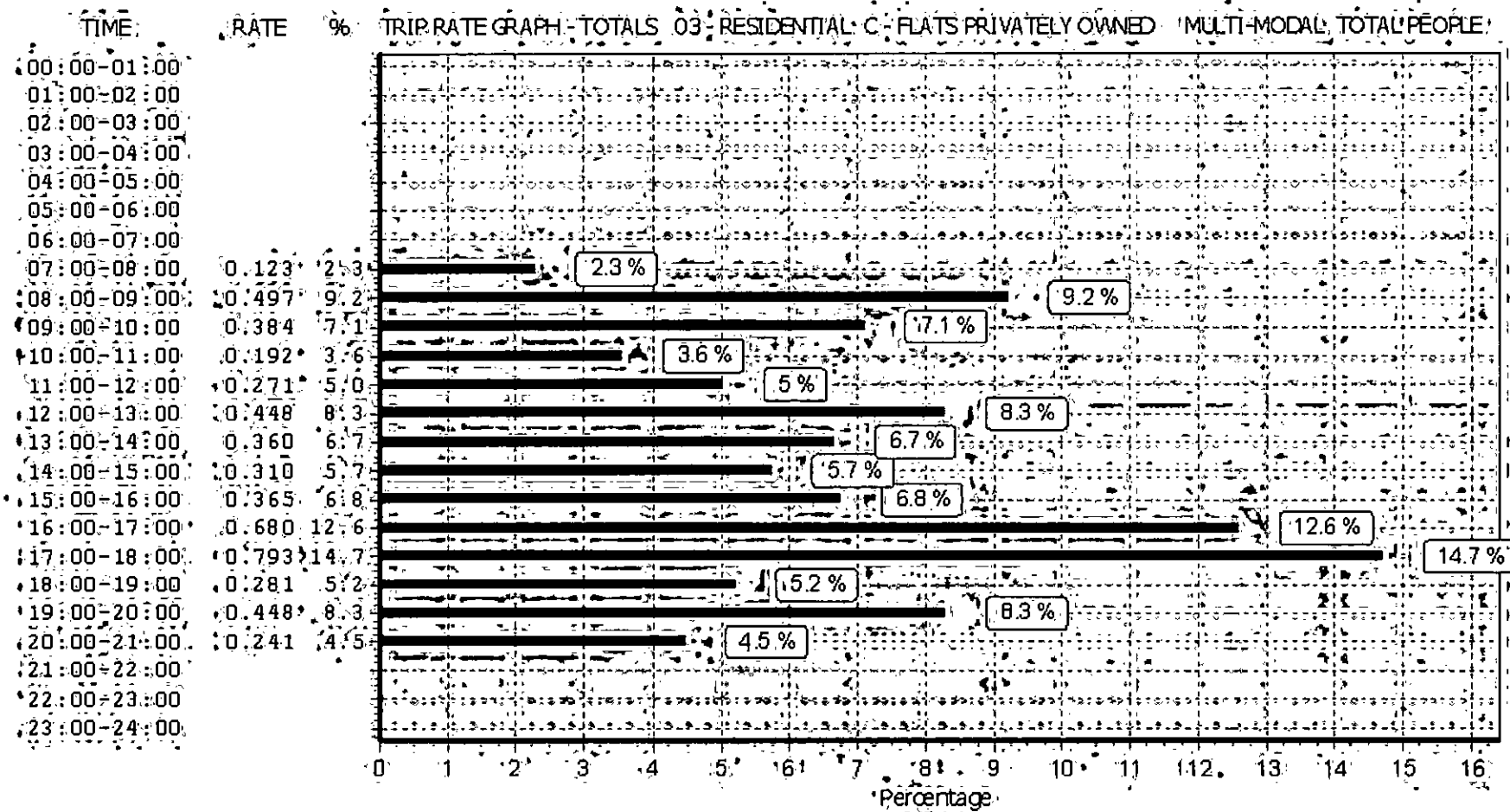
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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