

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
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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

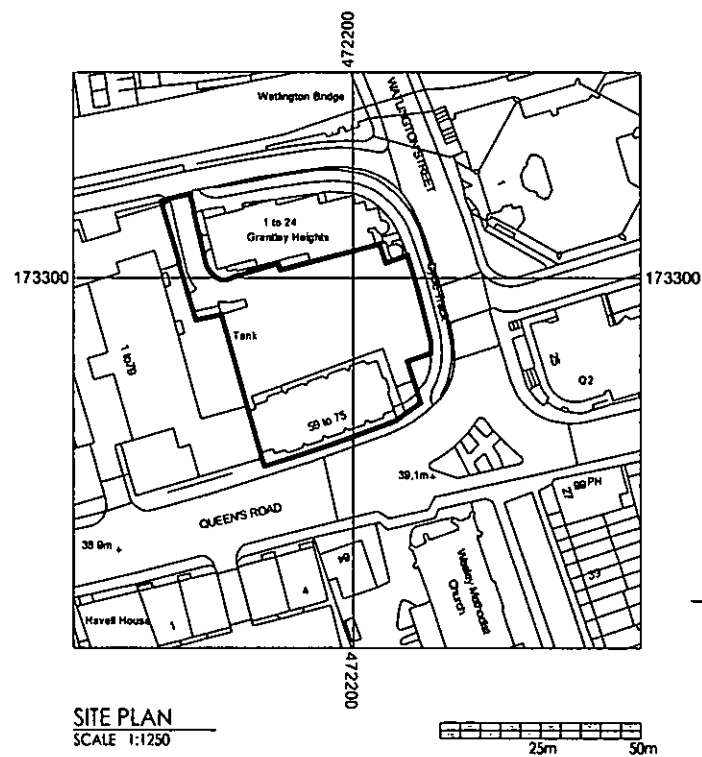
- 1.40 **Table 5** demonstrates that there would be a decrease in 23 two-way vehicle trips and 55 two-way person trips in the AM peak hour. During the PM peak hour there would be a decrease of 14 two-way vehicle trips and a decrease of 55 two-way person trips. Over an average day (07:00-19:00) it is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

Drwn: art

Project:
P.D. Office Conversion

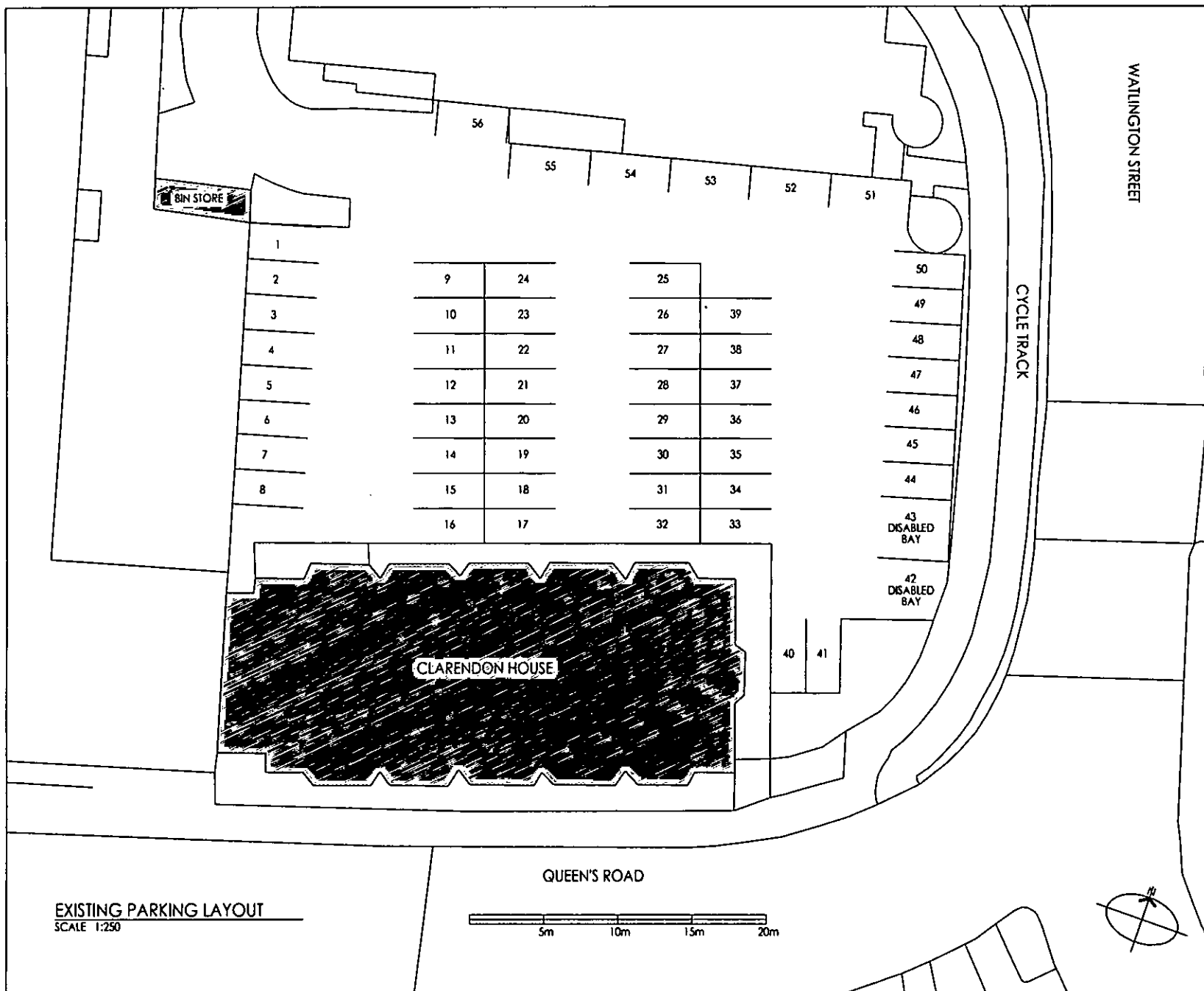
Date: May 2017

Location:
Clarendon House
Reading RG1 4BG

Drawing No:

4929 19

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Rev:



6 Wrotham Business Park
Barnet, Herts
EN5 4SZ

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

Drawing Title:
Existing Parking Layout

Scale: 1:250@A3

Drawn: art

Project:
P.D. Office Conversion

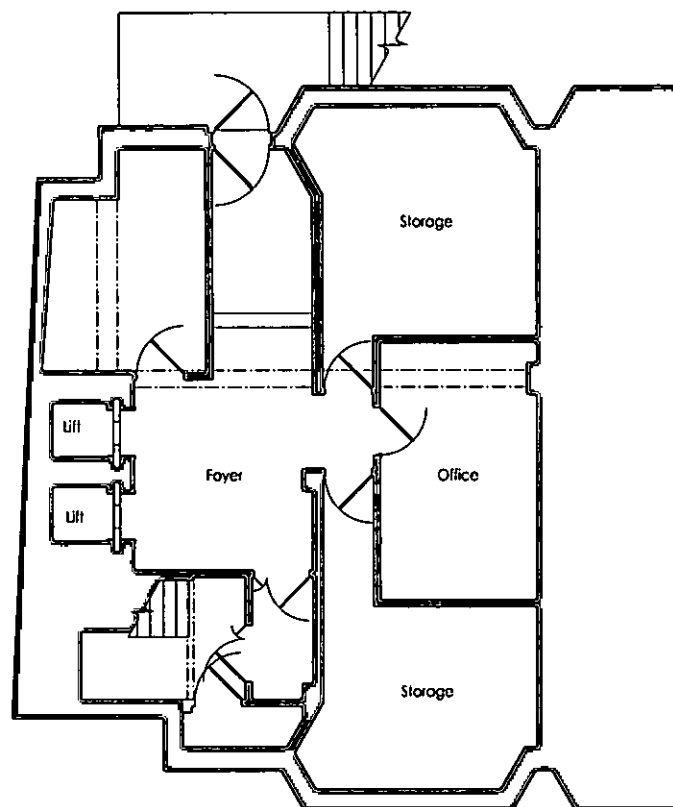
Date: June 2017

Location:
Clarendon House
Reading RG1 4BG

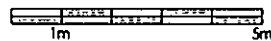
Drawing No:

4929 21

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EXISTING BASEMENT PLAN
SCALE 1:100



Rev.



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

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

Scale: 1:100@A3

Drwn: srl

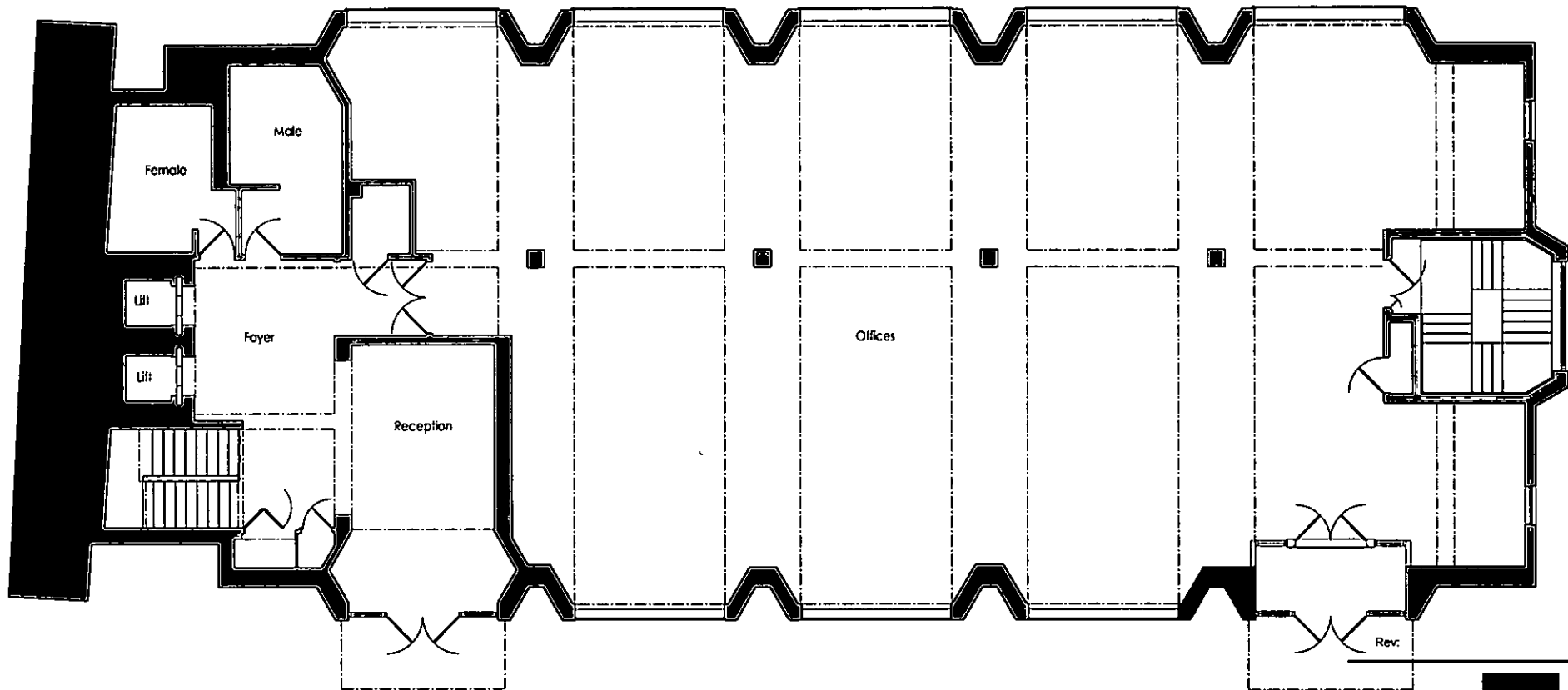
Date: May 2017

Drawing No:

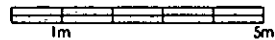
Location:
Clarendon House
Reading RG1 4BG

4929 11

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EXISTING GROUND FLOOR PLAN
SCALE 1:100



6 Wrotham Business Park
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e: enquiries@planningconsent.com
w: www.planningconsent.com

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

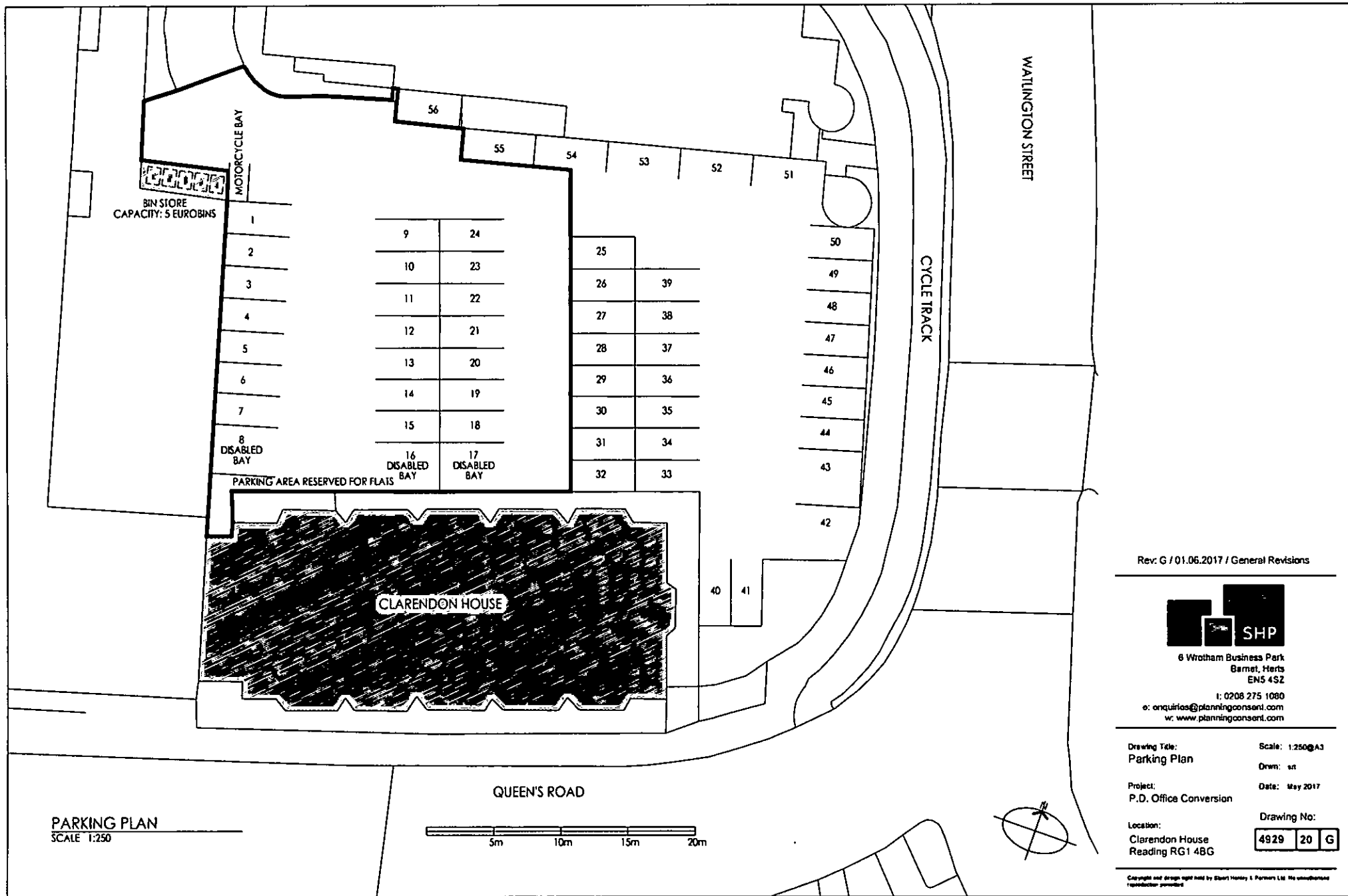
Scale: 1:100@A3
Drawn: art
Date: May 2017

Location:
Clarendon House
Reading RG1 4BG

Drawing No:
4929 12

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APPENDIX B – PROPOSED SITE LAYOUT PLANS



Rev: G / 01.06.2017 / General Revisions



6 Wrotham Business Park
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EN5 4SZ

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

Drawing Title:
Parking Plan

Scale: 1:250@A3

Drawn: st

Project:
P.D. Office Conversion

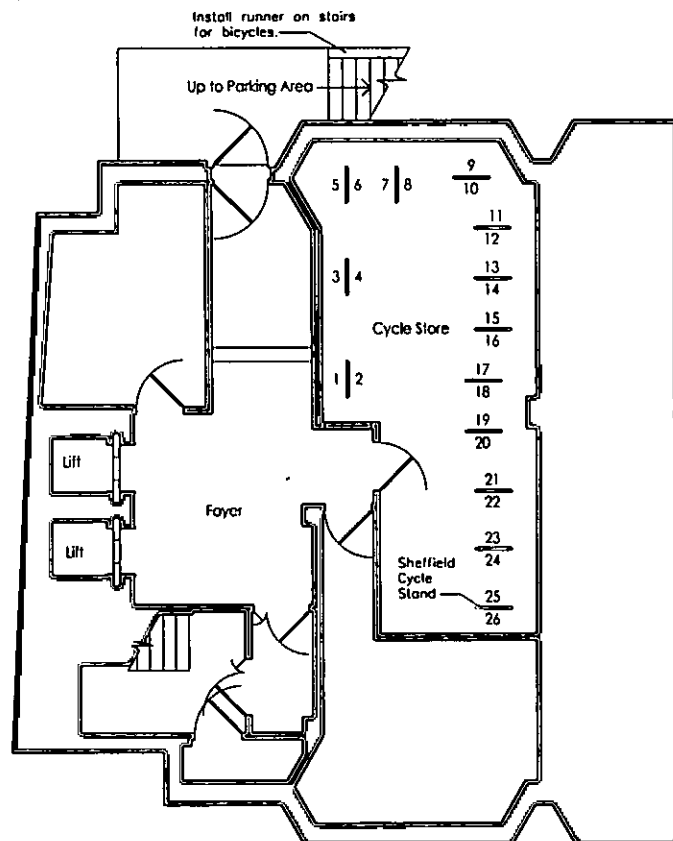
Date: May 2017

Location:
Clarendon House
Reading RG1 4BG

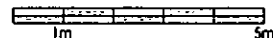
Drawing No:

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



6 Wrotham Business Park
Barnet, Herts
EN5 4SZ

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

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

Scale: 1:100 @ A3

Drawn: art

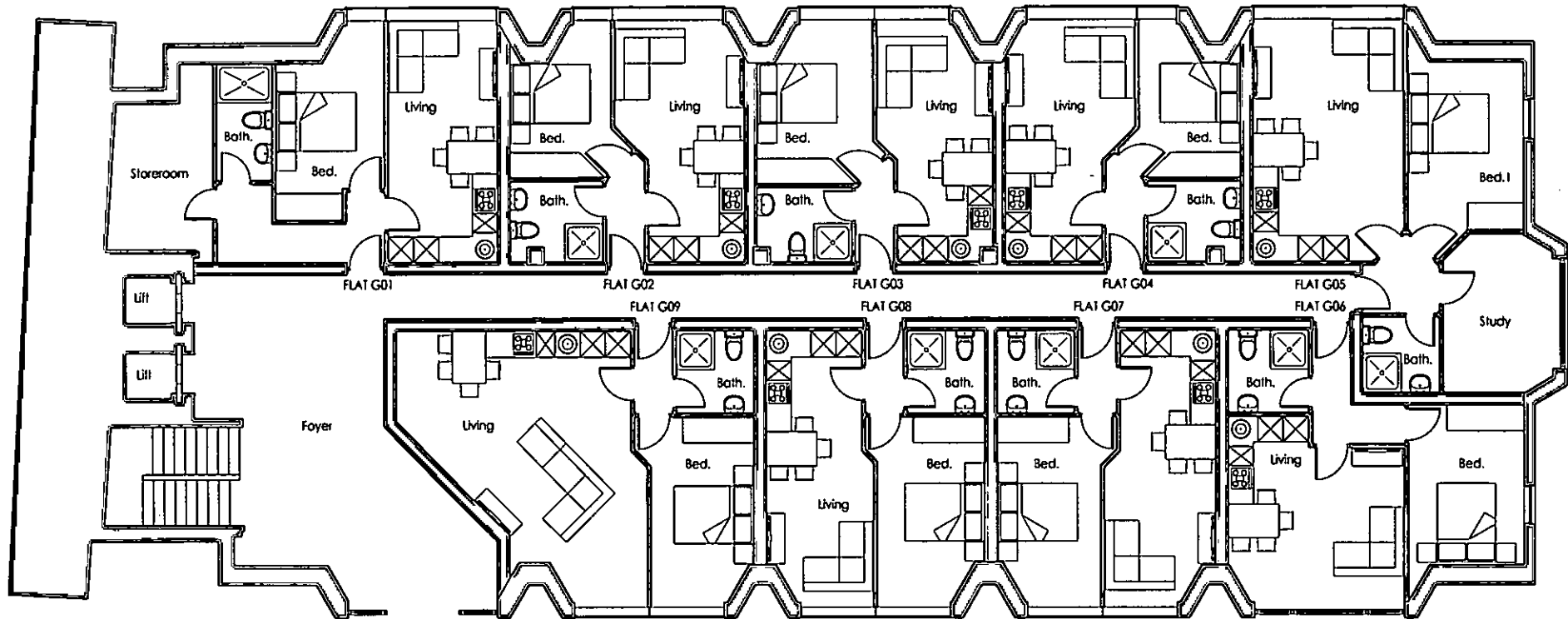
Date: May 2017

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 755 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: art

Date: May 2017

Location:
Clarendon House
Reading RG1 4BG

Drawing No:

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



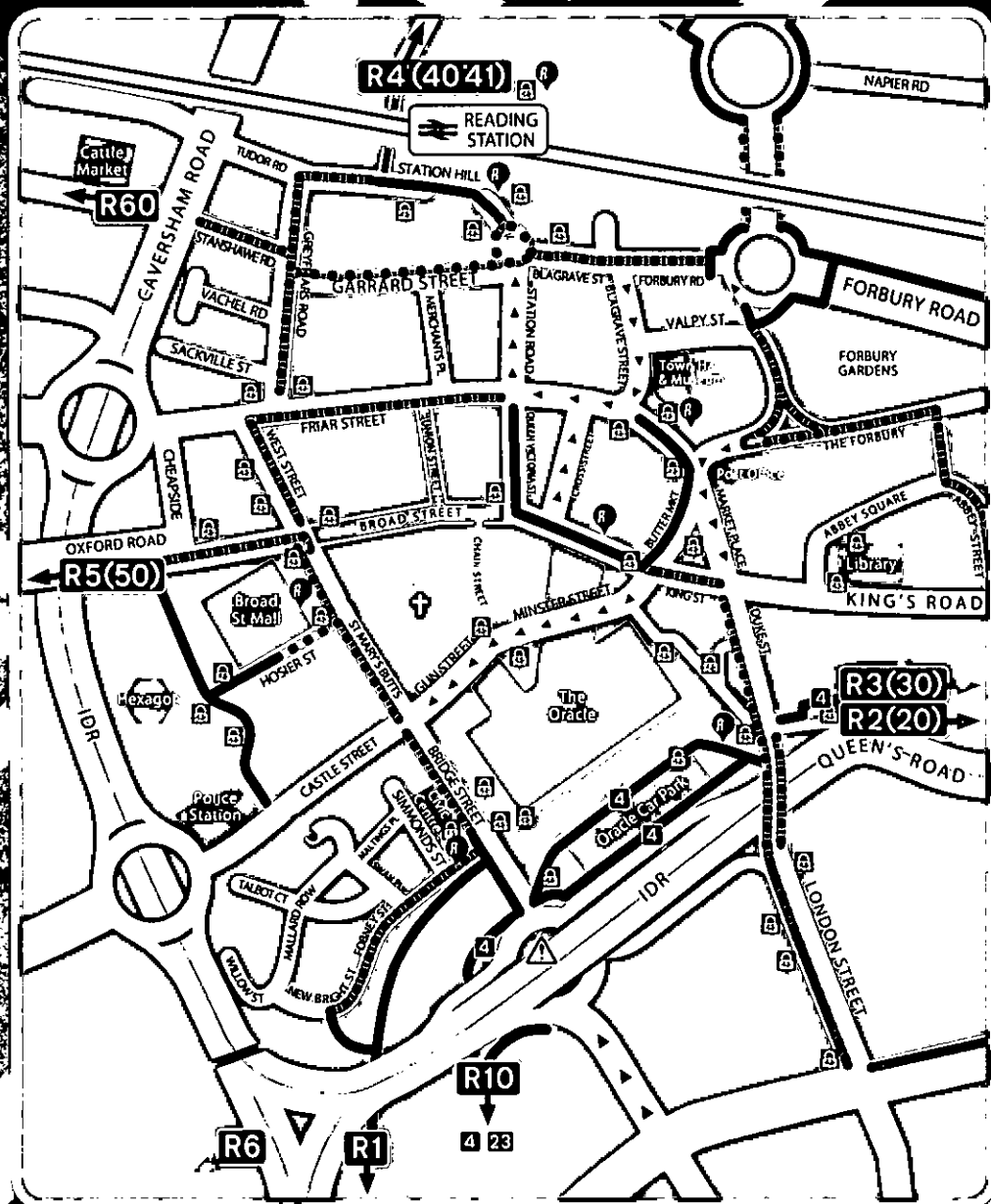
- Follow the Highway Code
- Cycle only on pavements designated as share-use
- Use your bell to make other road users aware of your presence as not all pedestrians can see you.
- Make eye contact with other road users
- Signal when carrying out turning manoeuvres and check your blind spots
- Cycle at 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.



**PUBLIC
BIKE HIRE
IN READING!**



**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.

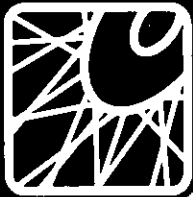
REGISTER ONLINE AT **WWW.READYBIKE.CO.UK**

 @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.





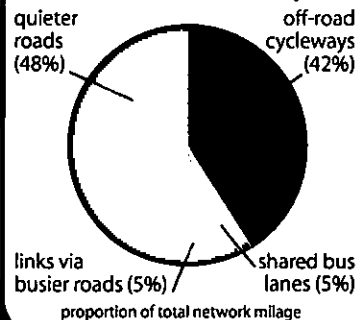
Reading Cycle Routes

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

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

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

How Reading's cycle network is made up



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

Your detailed guides to Reading's cycle routes

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



*North Reading routes available in 2011.

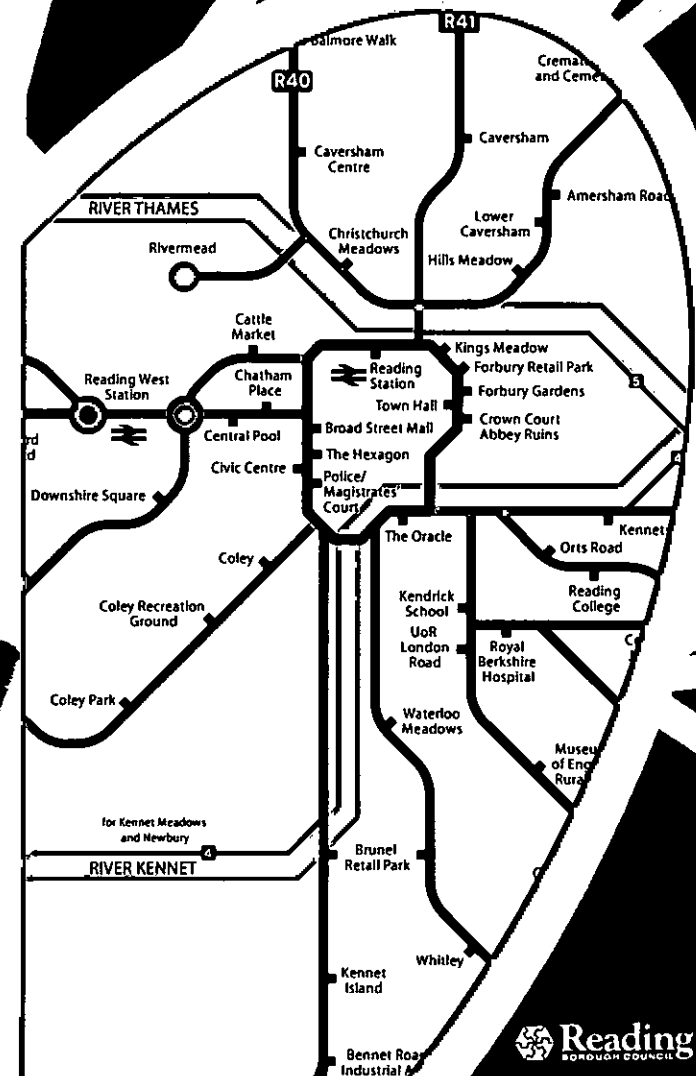


0118 937 3737 or www.reading.gov.uk



Reading Cycle Routes

Getting There





Reading Cycle Routes



Tilehurst Station



Prospect Park



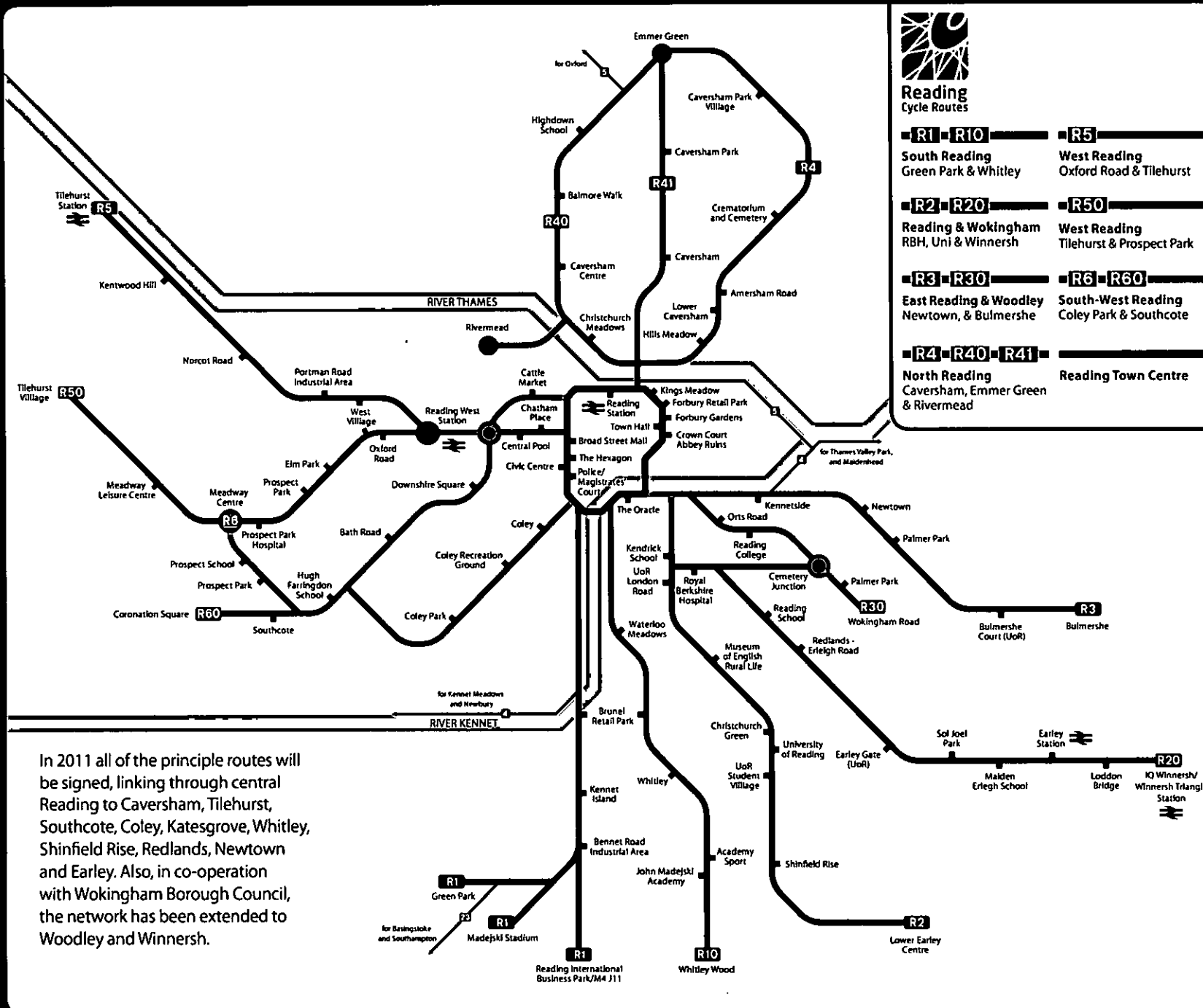
Battle Library



Green Park



Madejski Stadium



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



Reading Station



Broad Street, Town Centre



Royal Berkshire Hospital



University of Reading



Reading College

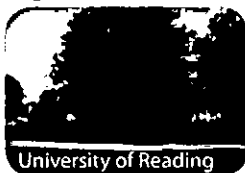


IQ Winnersh

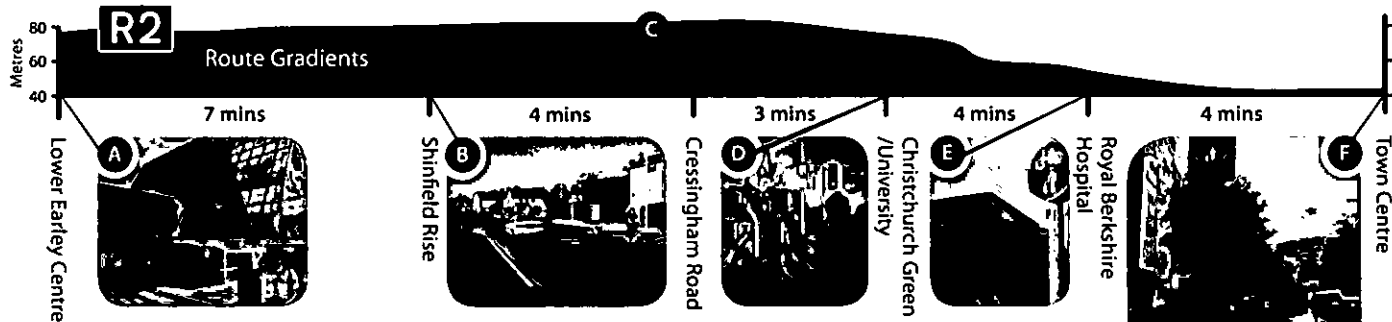
R2

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.



University of Reading

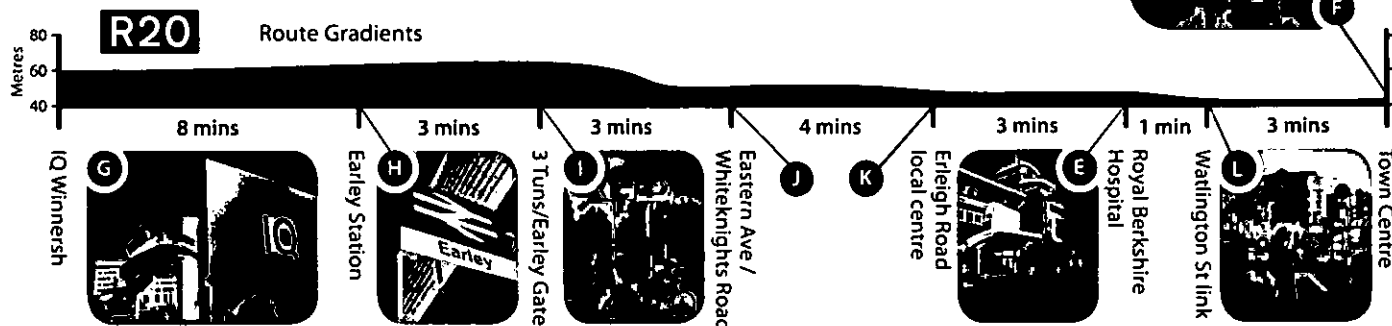


R20

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 through Earley and Redlands, past the Royal Berkshire Hospital and joins the Kennetside cycleway into central Reading from Watlington Street.



Erleigh Road, Redlands



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

South-East Reading & Wokingham

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

R2

Winnersh, Earley, University & Redlands to Central Reading

R20



Reading Cycle Routes

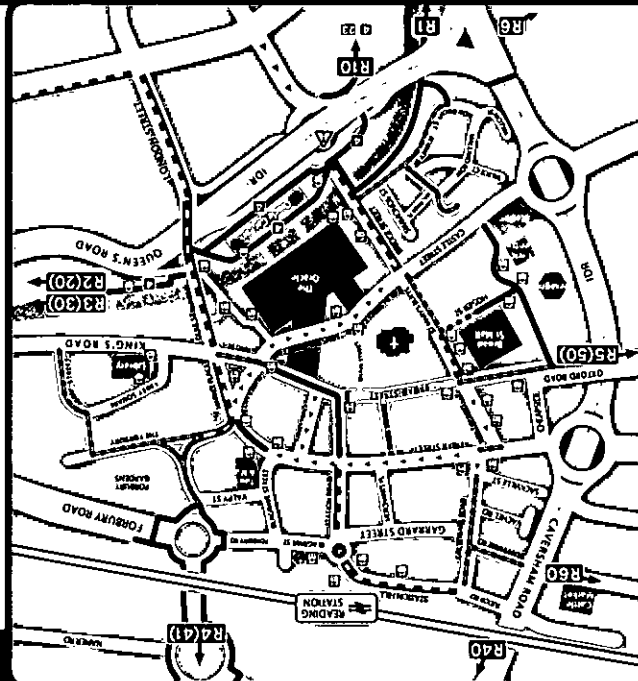
Autumn/Winter 2010

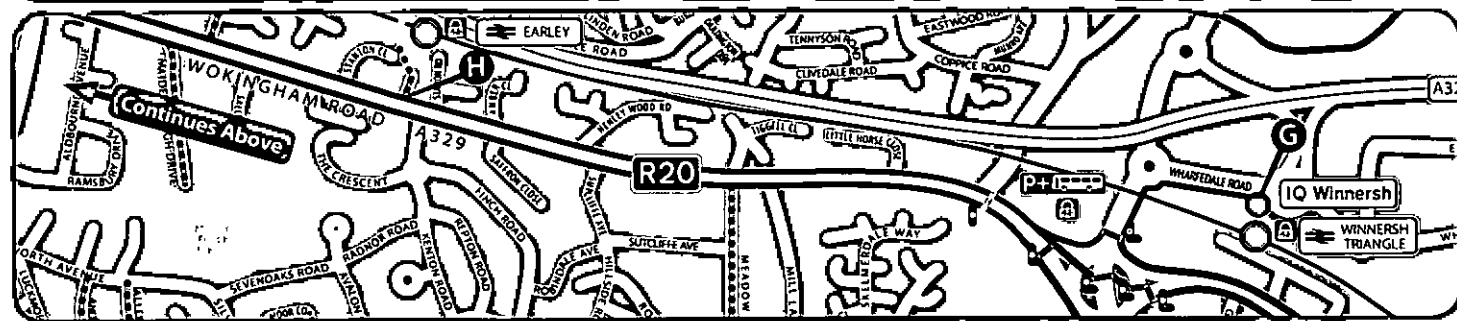
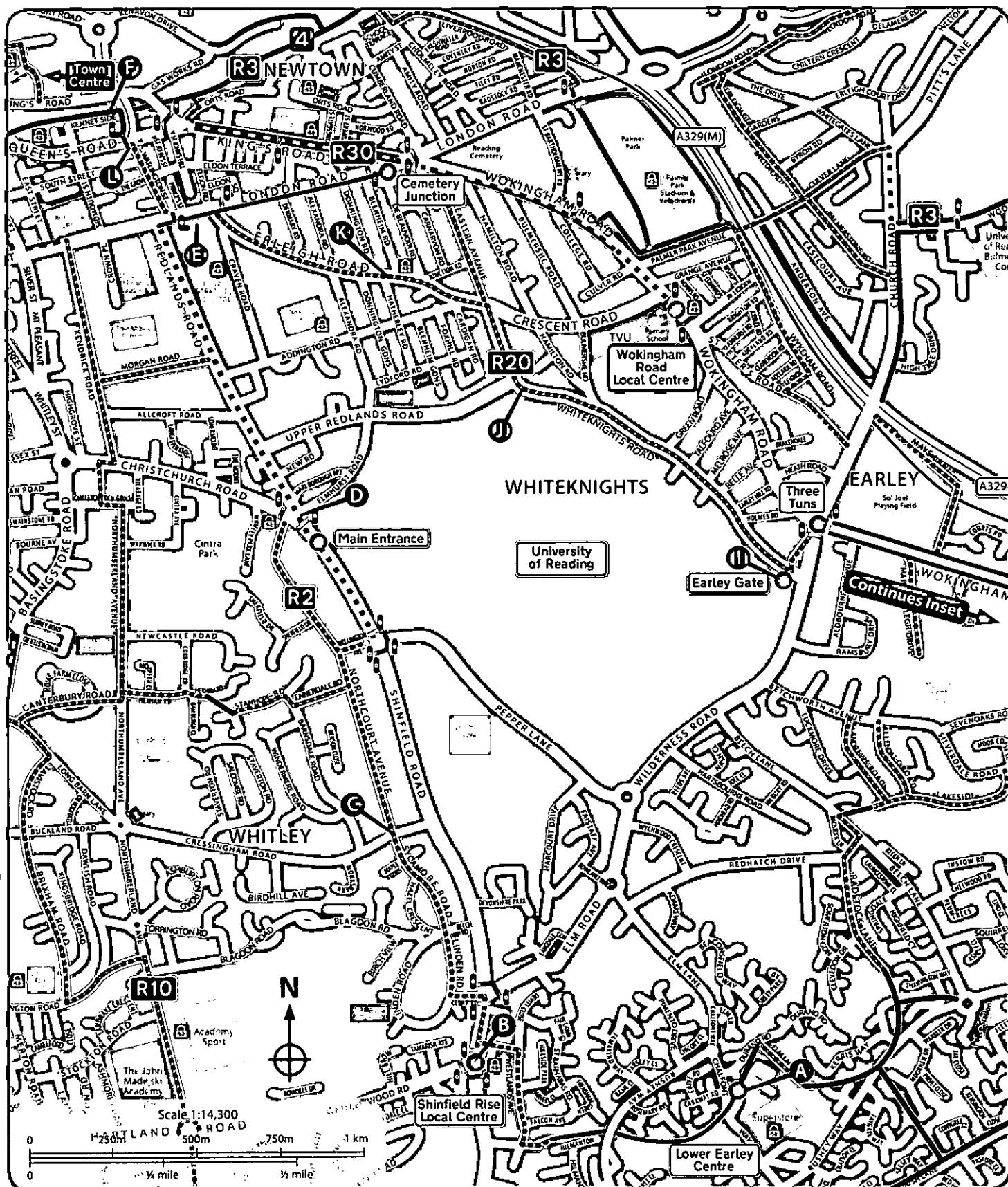
MORE CYCLE MAPS
R1 R10 South Reading Green Park & Whitley
R6 R60 South-West Reading Coley Park & Southcote
R5 West Reading Oxford Road & Tilehurst
R50 West Reading & Woodley Tilehurst & Prospect Park
R3 R30 East Reading & Woodley Newtown, & Bulmershe

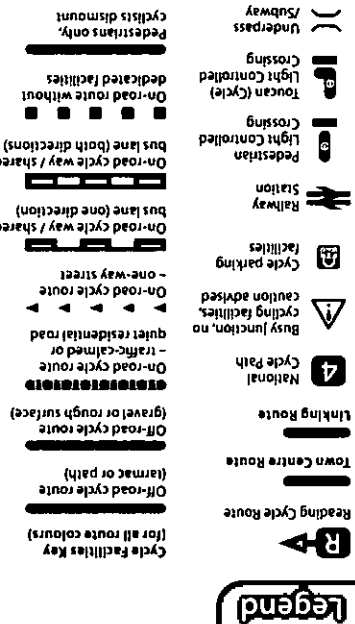
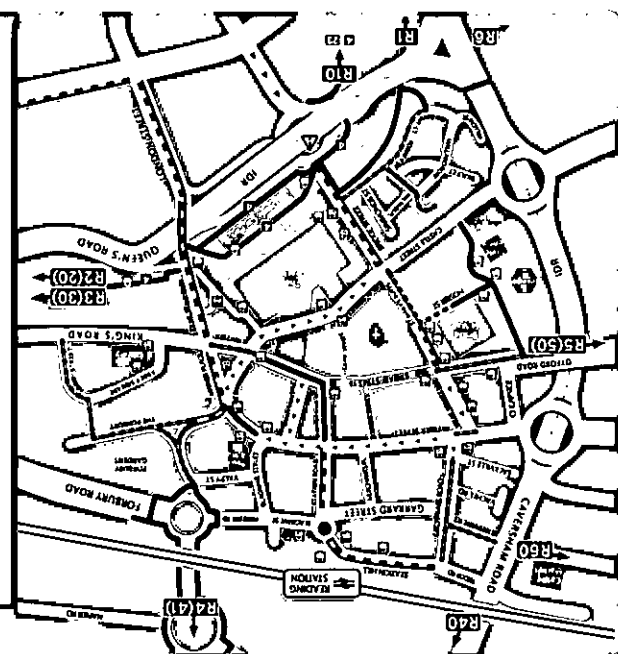
Reading
 WOKINGHAM
 www.reading.gov.uk

Legend

- Reading Cycle Route
- Town Centre Route
- Linking Route
- National Cycle Path
- Busy junction, no cycling facilities, caution advised
- Cycle parking facilities
- Station
- Pedestrian Light Controlled Crossing
- Toucan (Cycle) Light Controlled Crossing
- On-road cycle way / shared bus lane (both directions)
- On-road cycle way / shared bus lane (one direction)
- On-road cycle route without dedicated facilities
- Pedestrians only, cyclists dismount







Reading
www.reading.gov.uk

Wokingham
www.wokingham.gov.uk

More Cycle Maps
R1 R10
South Reading
Green Park & Whitley
R2 R20
Reading & Wokingham
RBH, Unit & Womersley
R6 R60
South-West Reading
Colley Park & Southcote
R5
West Reading
Oxford Road & Tilehurst
R50
West Reading
Tilehurst & Prospect Park

Autumn/Winter 2010

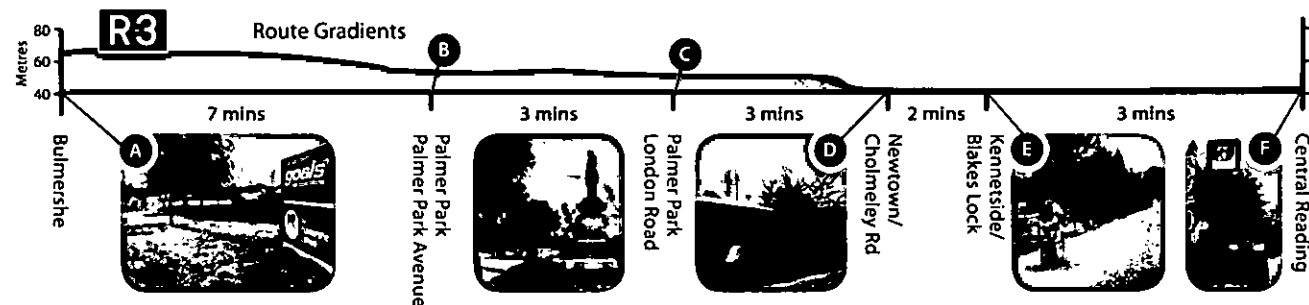
Reading Cycle Routes



East Reading & Woodley
R3 Bulmershe, Palmer Park
Newtown to Central Reading
R30 Wokingham Road
Palmer Park &
Reading College to
Central Reading

R3

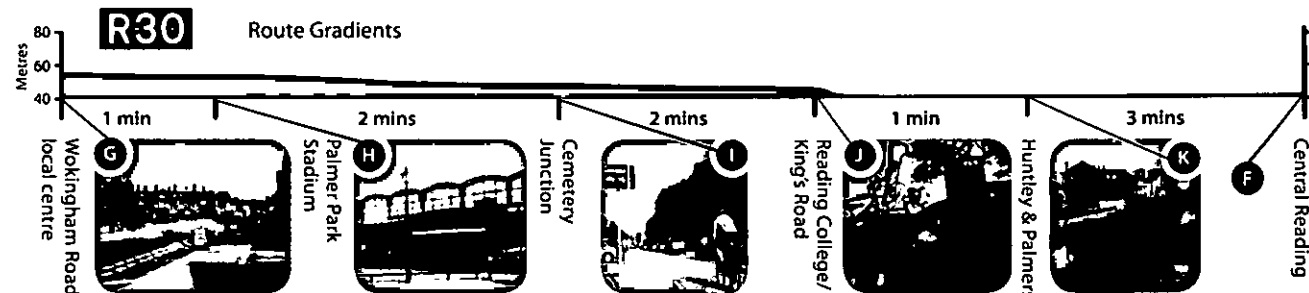
From Bulmershe's leisure centre, schools and University facilities R3 provides an off road route as far as Church Road then connects to Palmer Park using quieter roads. The route serves the Stadium/Velodrome, popular children's play areas and Library, linking with Newtown via Liverpool Road, part of the local 20MPH zone, to Kennetside for off-road links to central Reading, Thames Valley Park and National Cycle Routes 4 and 5.

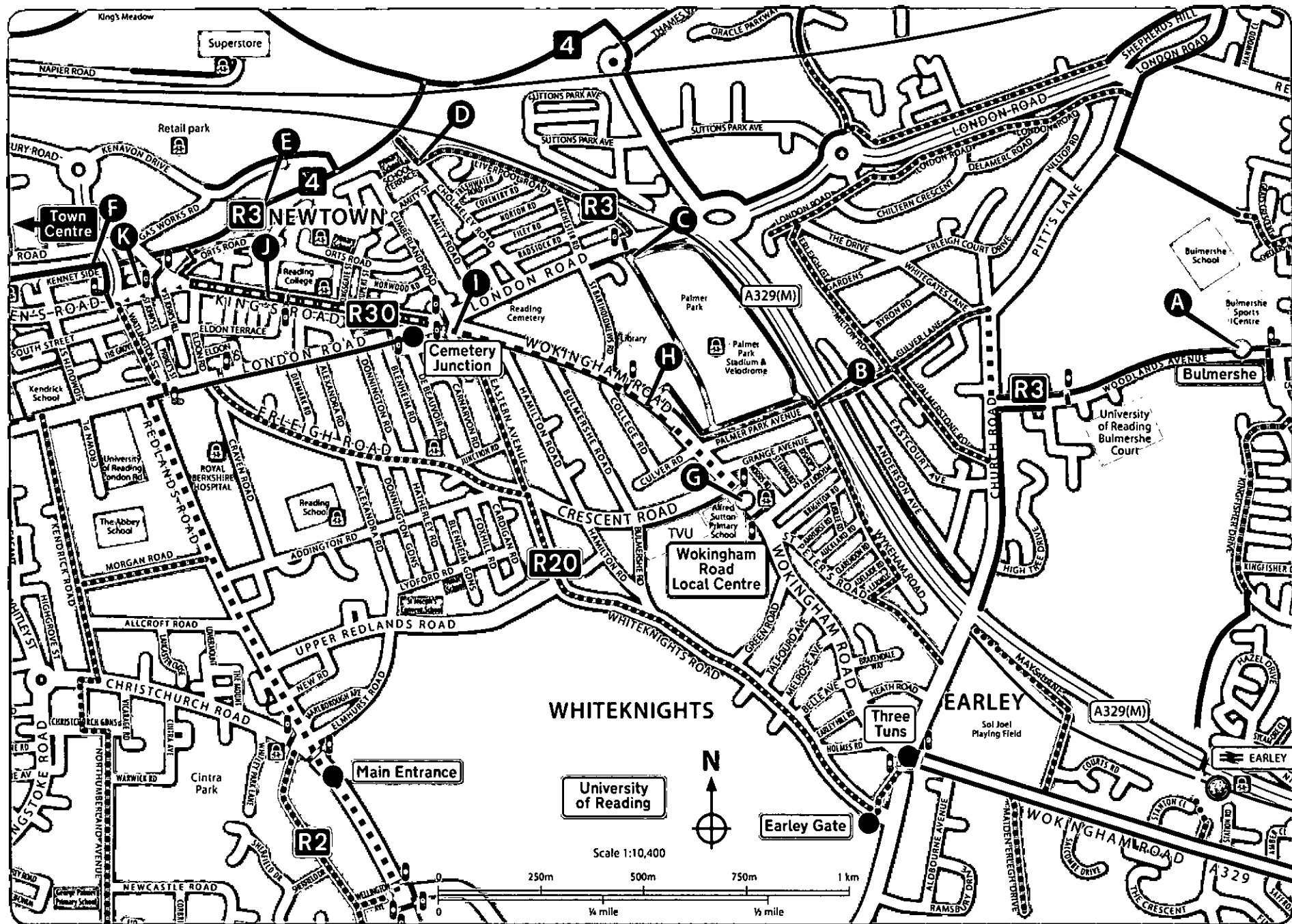


R30

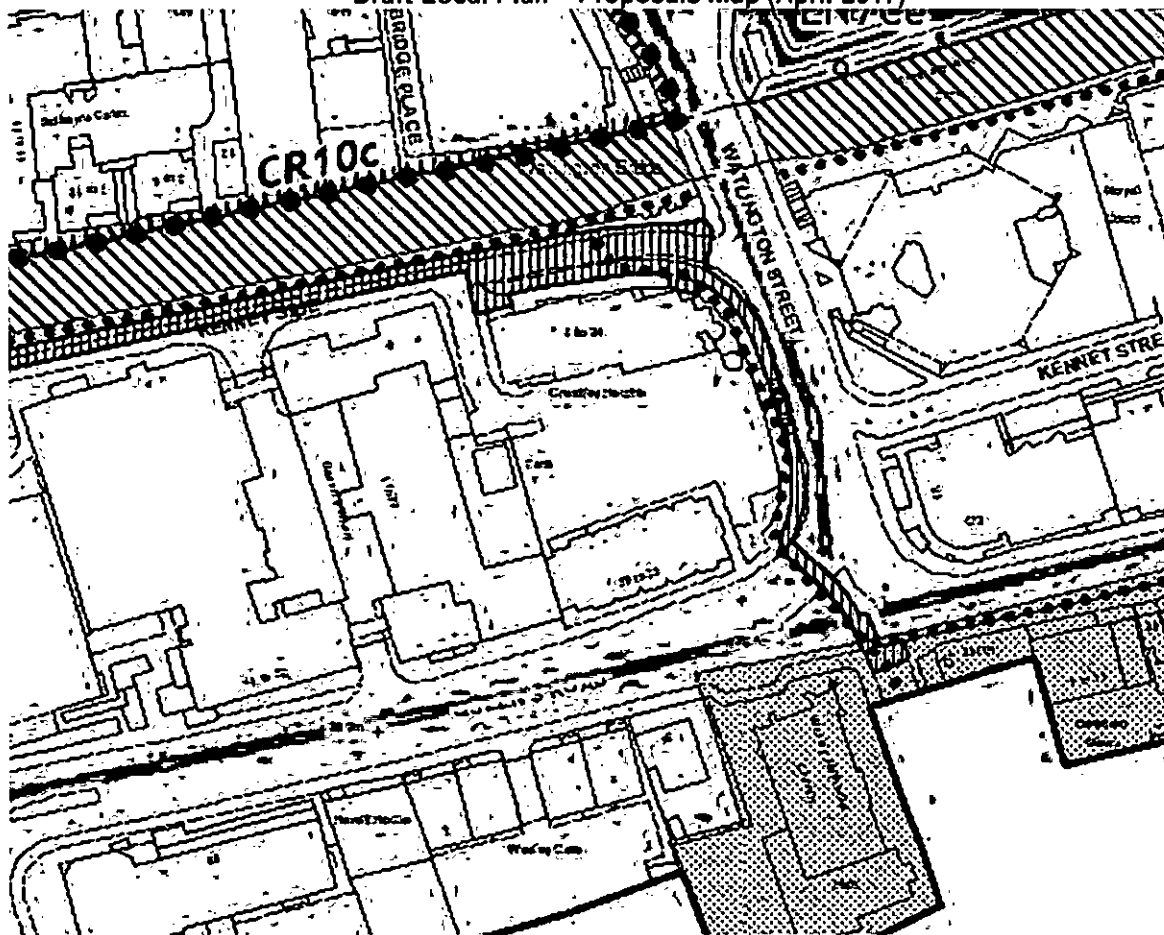
R30 links all the major public facilities and local centres in East Reading. Shared bus lanes on Wokingham Road and King's Road connect college sites at Crescent Road and King's Road with local centres and a link to the Royal Berkshire Hospital is provided via the shared Pedestrian facility on the south side of London Road. The route connects with R3 to Woodley through Palmer Park and at Kennetside for central Reading.

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

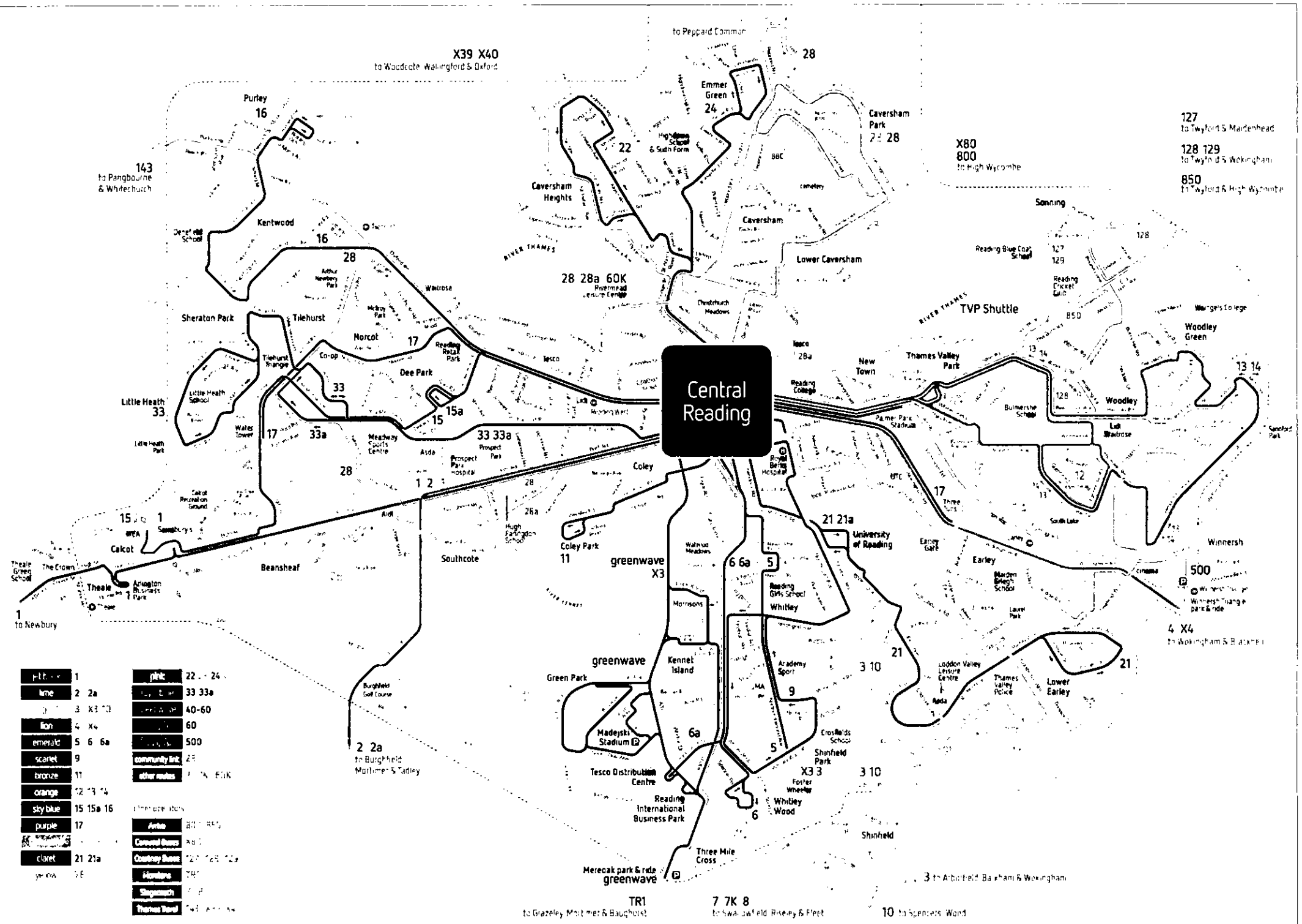
X80
800
to High Wycombe

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

Central
Reading

pink	1	pink	22 - 24
lime	2 2a	grey blue	33 33a
blue	3 X3 10	green wave	40-60
blue	4 X4	green wave	60
emerald	5 6 6a	green wave	500
scarlet	9	community link	28
bronze	11	other routes	1 16 60K
orange	12 13 14		
sky blue	15 15a 16		
purple	17		
claret	21 21a		
yellow	18		

Arden	801 850
Canterbury	X40
Courtesy Buses	127 128 129
Honors	741
Shakespeare	127
Thames Travel	127 128 129



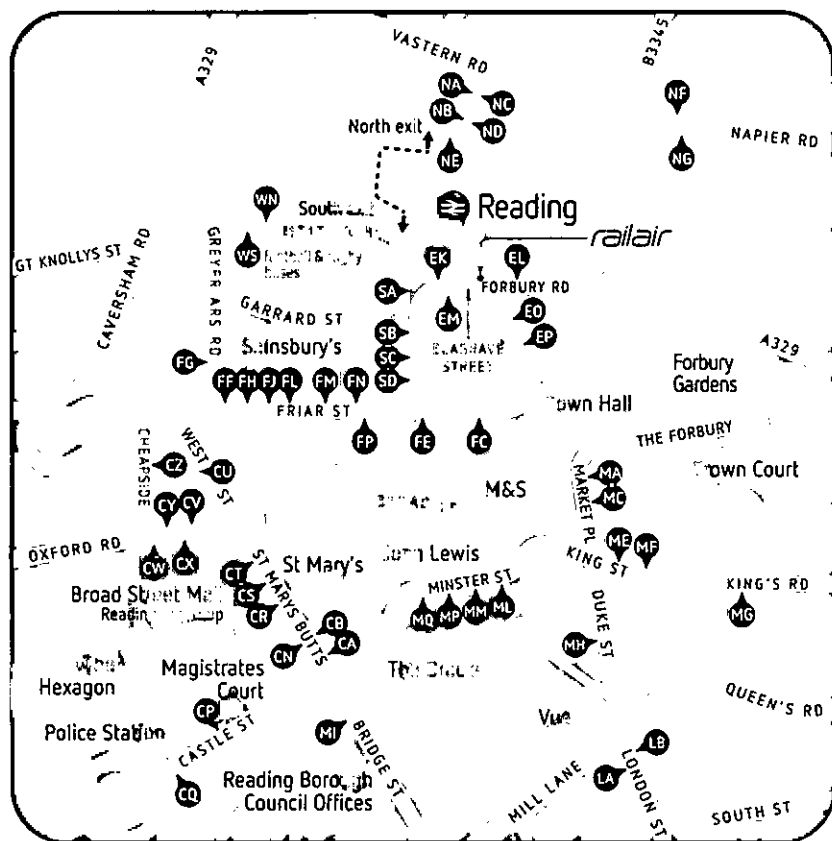
TR1
to Grazeley, Mortimer & Baughurst

7 7K 8
to Swallowfield, Risley & Fleet

10 to Spencers Wood

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 ride	60
greenwave	40-60
greenwave	18 28

railair

operated by First

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

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 Blagrove Street stop EM	5.00	6.00	7.00	7.45	8.15	8.45	9.15		3.45	4.15		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	then	4.02	4.33	then	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	every	4.04	4.35	every	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	30	4.13	4.44	30	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	mins	4.15	4.47	mins	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	until	4.24	4.56	until	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 Blagrove 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 Blagrove Street stop EM	8.30		2.30
London Road The Drive	8.37		2.37
Bulmershe Sports Centre	8.44		2.44
Thatchers	8.46	then	2.46
Sandford Lane	8.54	every	2.54
Woodley Piazza	8.56	hour	2.56
Chequers Beechwood Avenue	9.04	until	3.04
Shepherds Hill top	9.08		3.08
London Road The Drive	9.11		3.11
➡ Central Reading Blagrove 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
④ 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	
④ 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 Blagrave 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 Blagrave 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 Blagrave 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 Blagrave 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		
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	
Tilehurst The Water Tower	then up to every 7 mins until	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	then every 15 mins at	03	18	33	48	until	11.18	11.33	11.48	12.00	12.30	1.00	1.30	2.00	2.30
Pond House		13	28	43	58		11.28	11.43	11.58	12.09	12.39	1.09	1.39	2.09	2.39
Central Reading Friar Street stop FN		25	40	55	10		11.40	11.51	12.10	12.16	12.48	1.18	1.48	2.18	2.48
Blagrove St stop EO		26	41	56	11		11.41	11.52	12.11	12.17	12.49	1.19	1.49	2.19	2.49
Wokingham Road Three Tuns		38	53	08	23		11.53		12.23		12.59	1.29	1.59	2.29	2.59

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	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	every 10	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	mins until	6.05		6.18
Tilehurst The Water Tower	4.27	5.27	6.27	7.19	mins until	9.19	9.28	9.44	9.38	9.54	9.58	mins until	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		11.38			12.21		1.21	2.21	3.21
Tilehurst The Water Tower		6.48		7.08	mins until	11.48			12.27		1.27	2.27	3.27

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

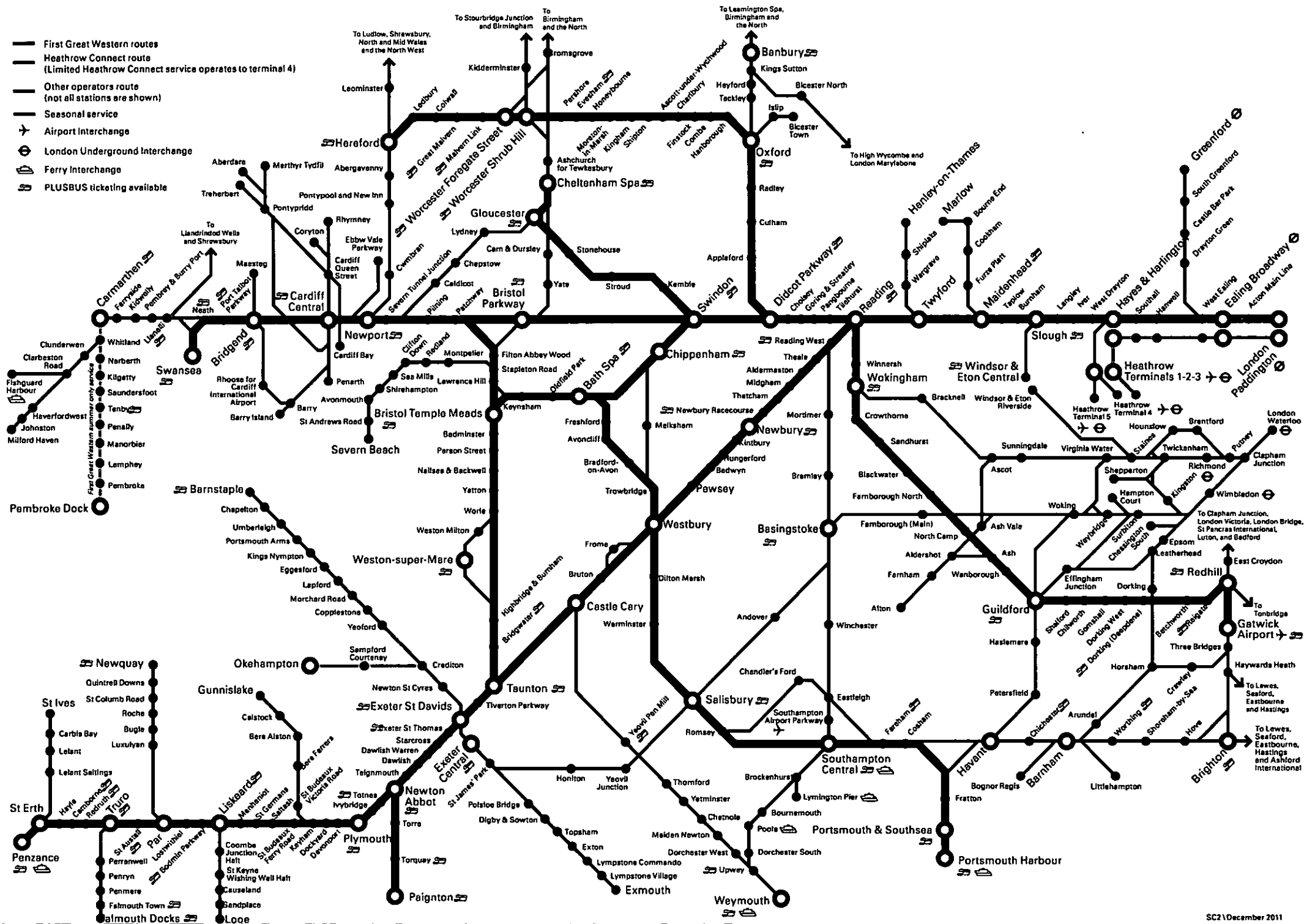
public holidays

	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			9.00	9.23		5.09	5.21	5.32
Pond House	4.39	5.39		6.39		7.31	then every	9.11	9.34	then up to	5.22	5.32	5.43	
Central Reading Friar St stop FN	4.48	5.48	6.28	6.48	7.08	7.28	20	9.24	9.33	9.49	every 10	5.40	5.42	5.57
Central Reading Blagrove St stop EO	4.49	5.49	6.29	6.49	7.09	7.29	mins until	9.25	9.34	9.50	mins until	5.41	5.43	5.58
Wokingham Road Three Tuns	4.59	5.59	6.39	6.59	7.19	7.39		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



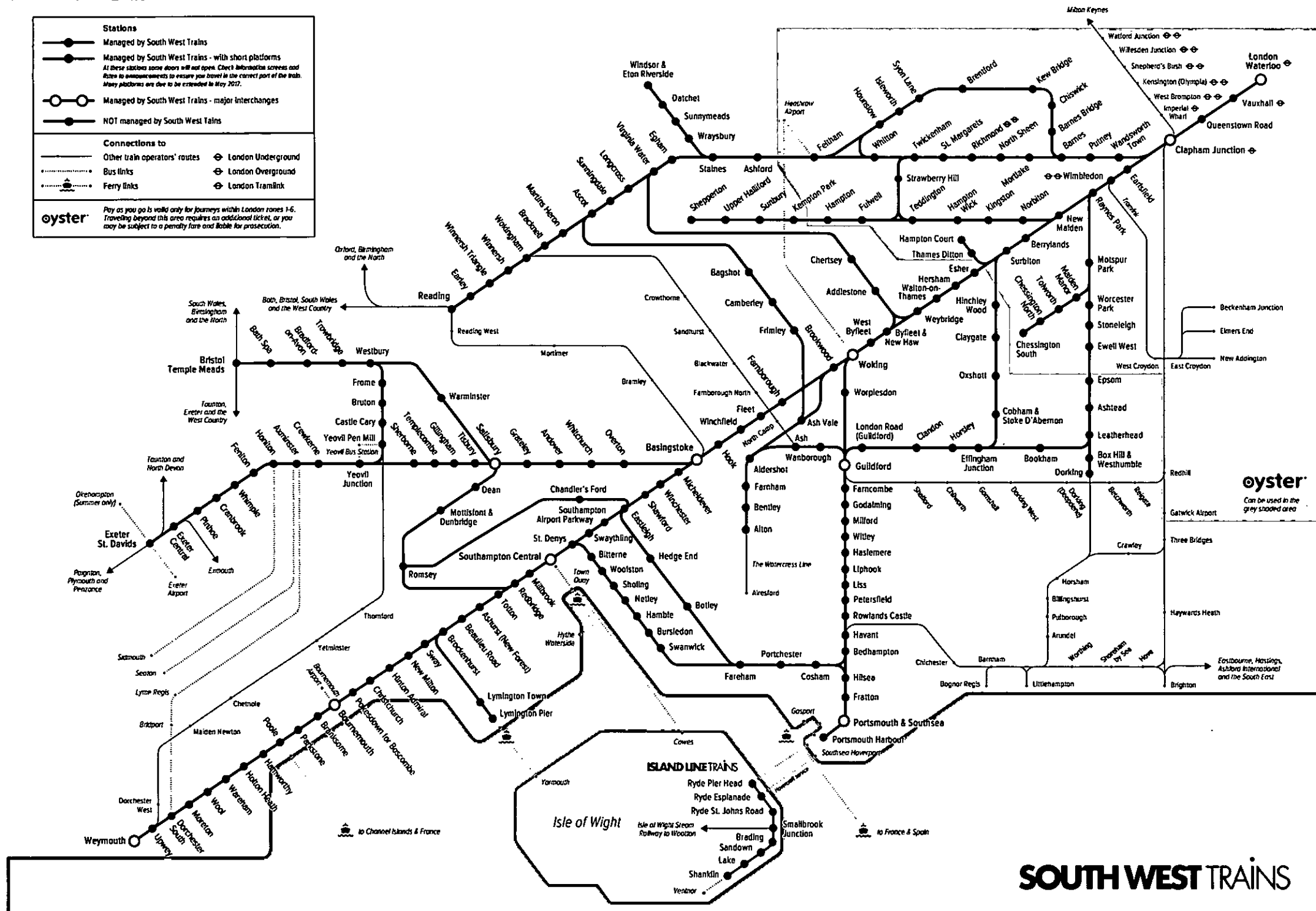
Stations

- 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

oyster 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

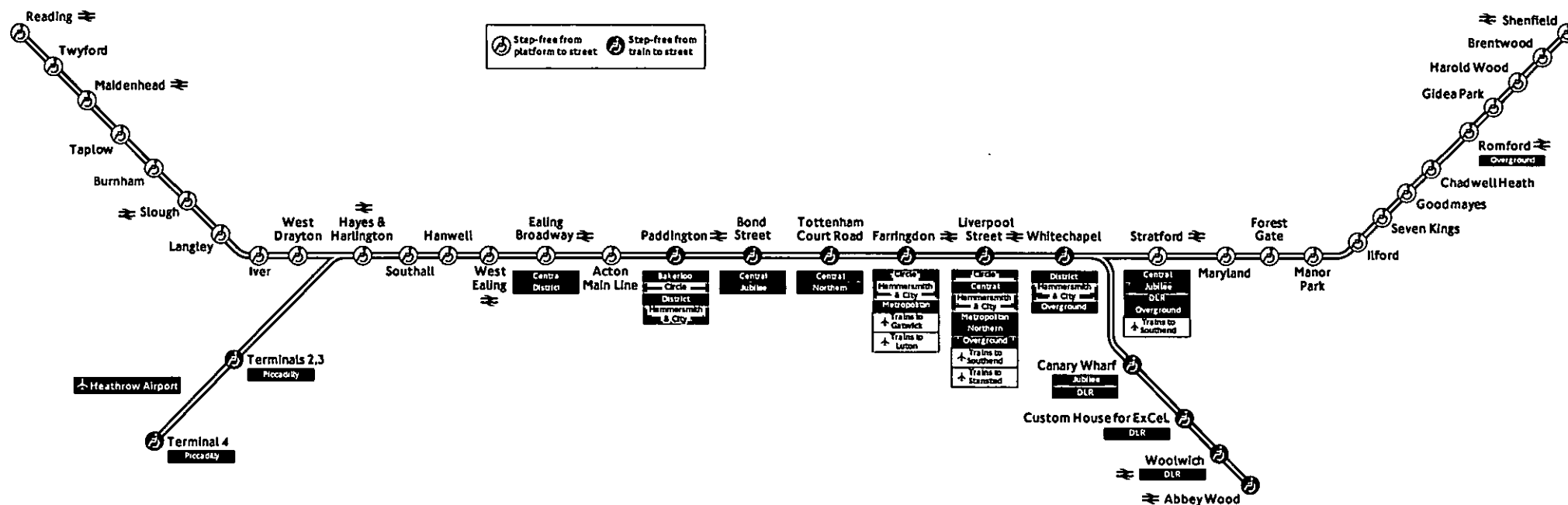
CrossCountry routes

⊙ 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



MAYOR OF LONDON

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

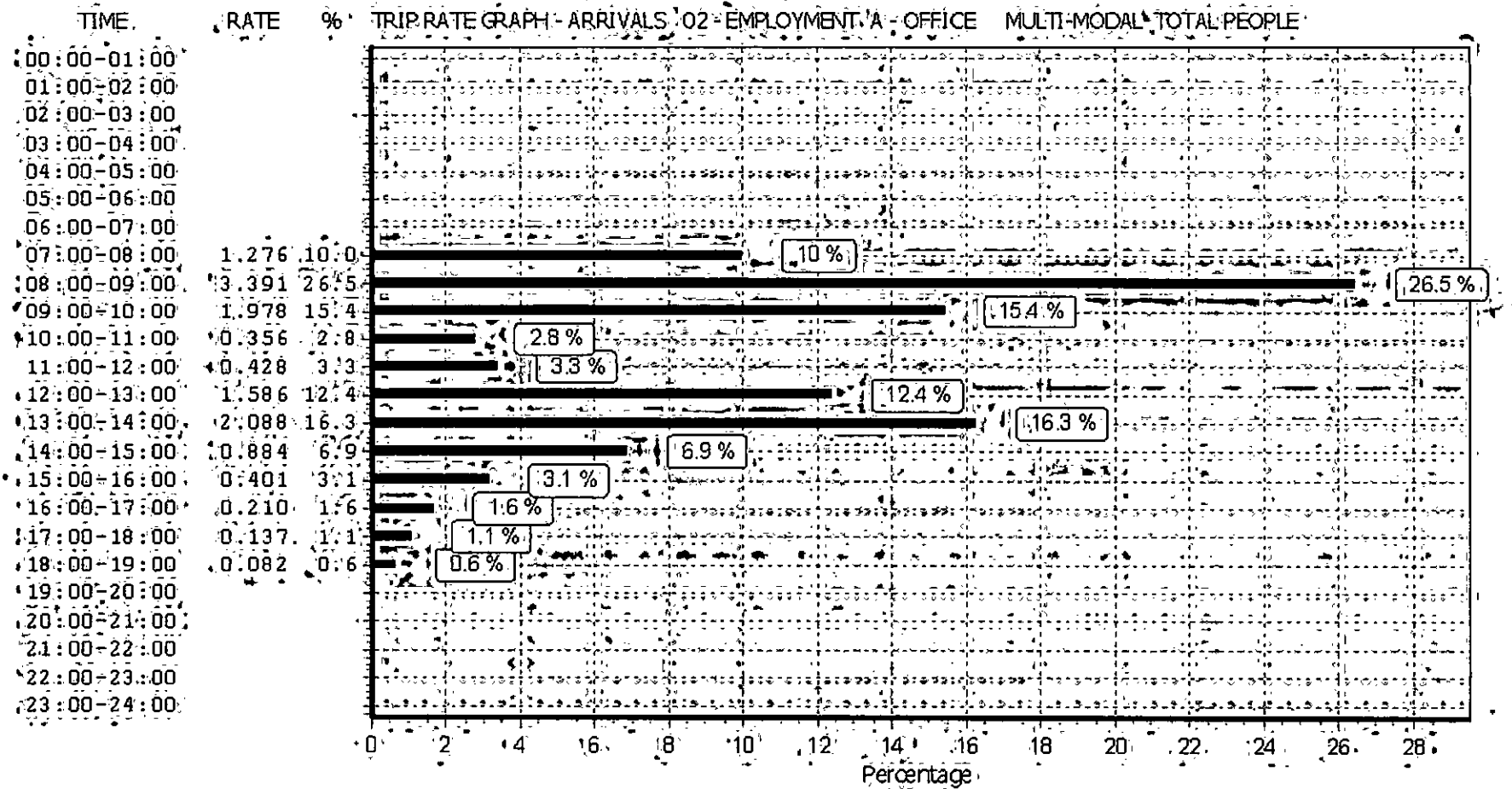
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

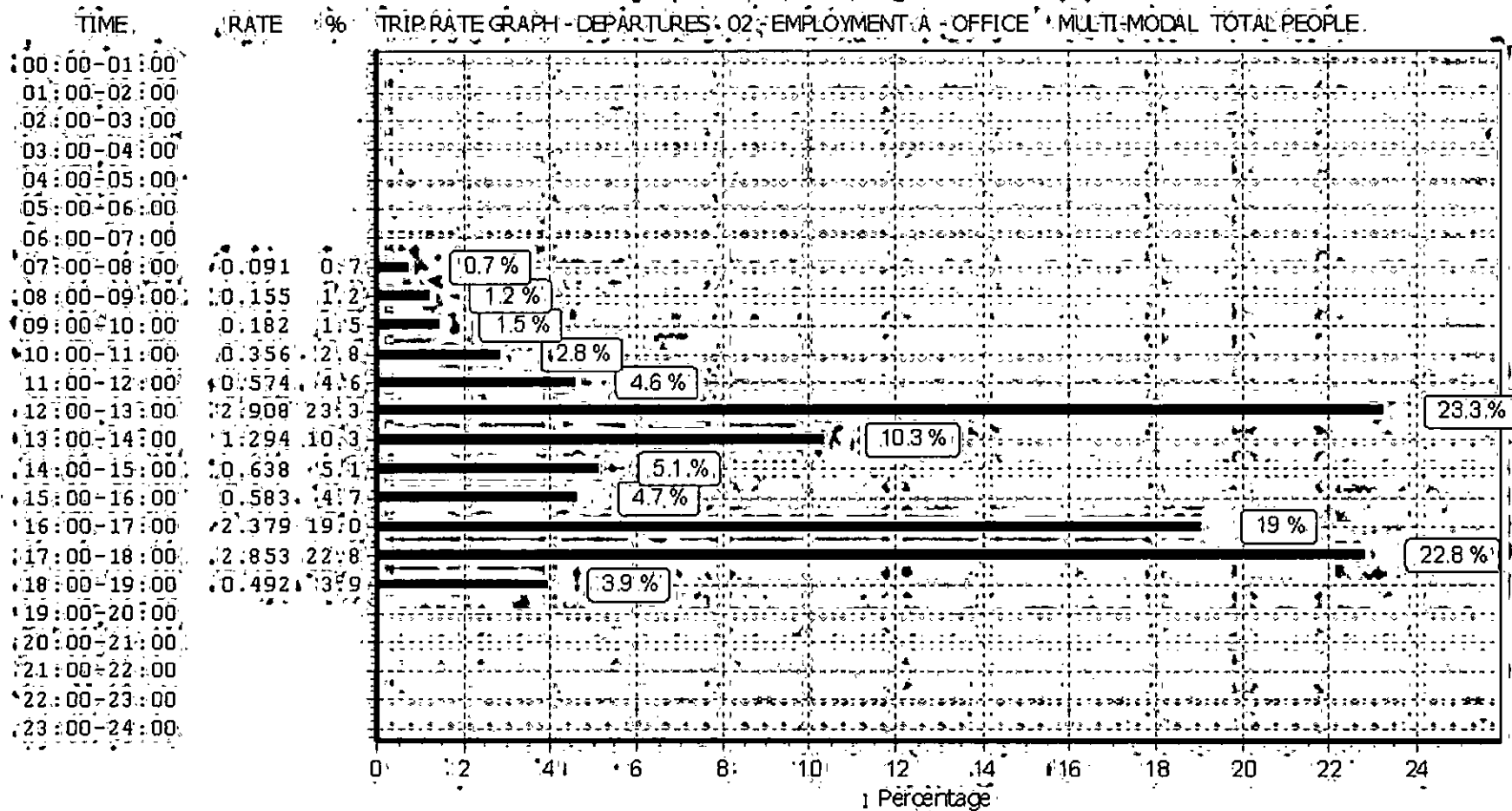
Parameter summary

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

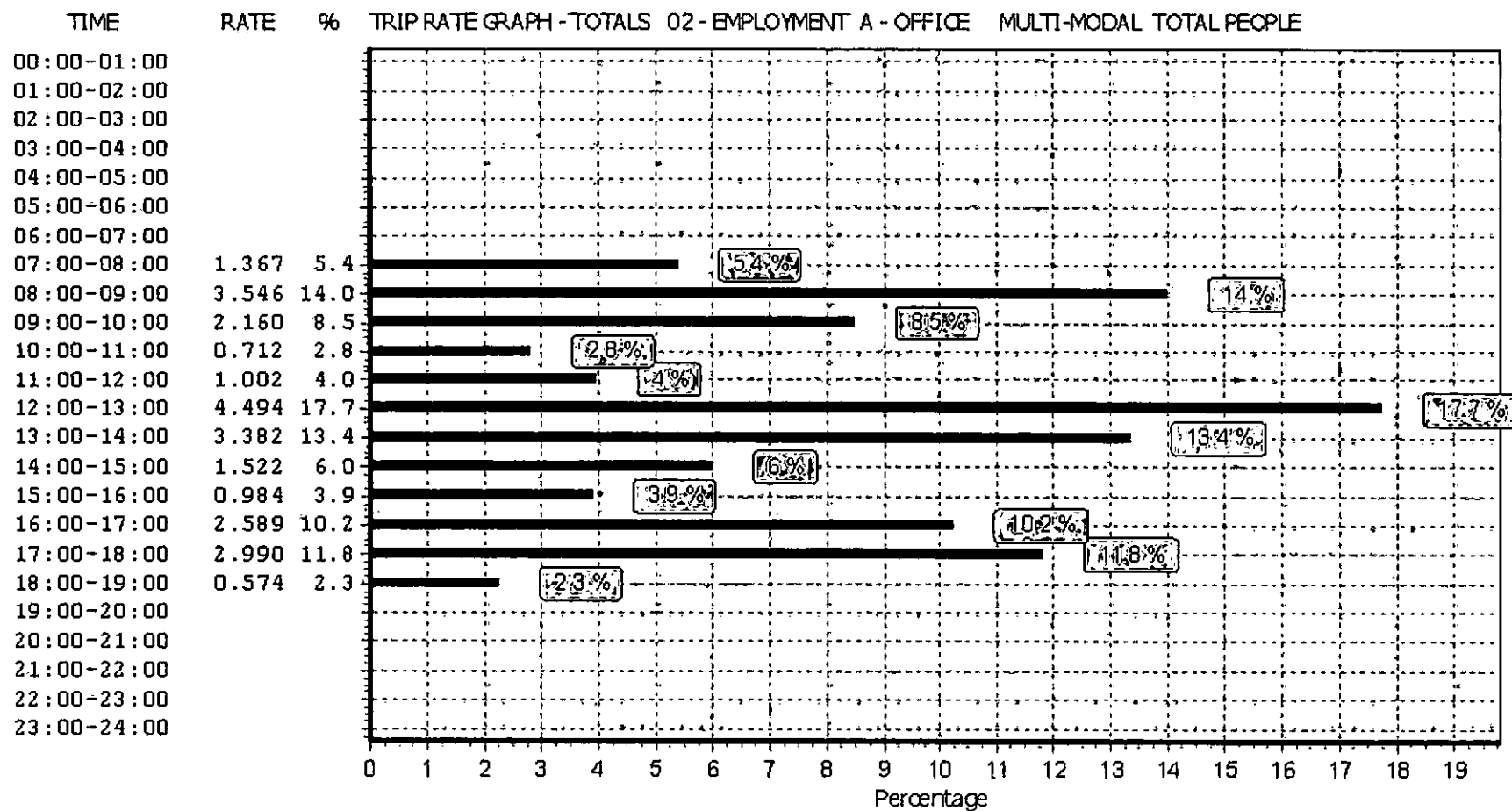
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

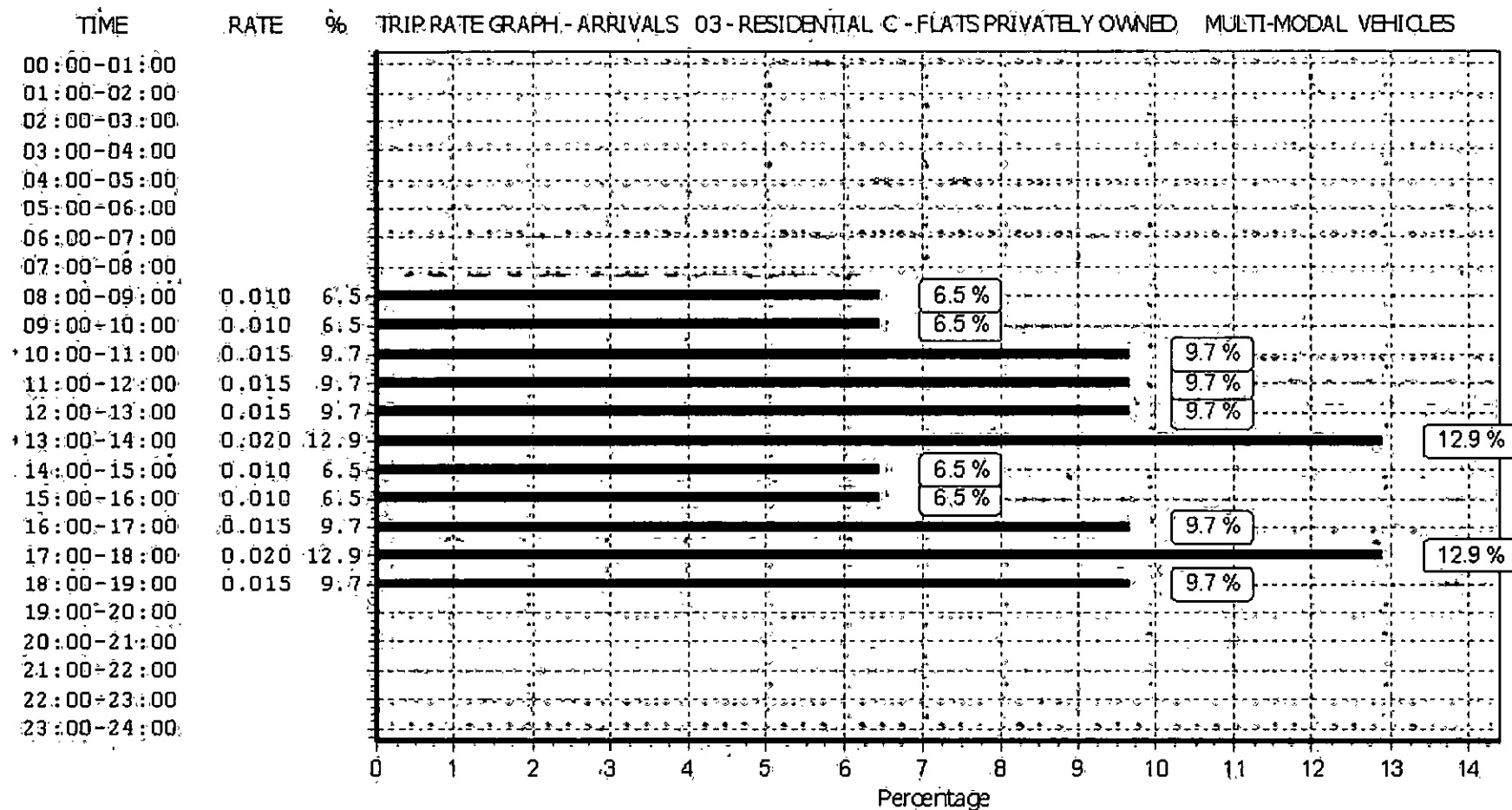
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

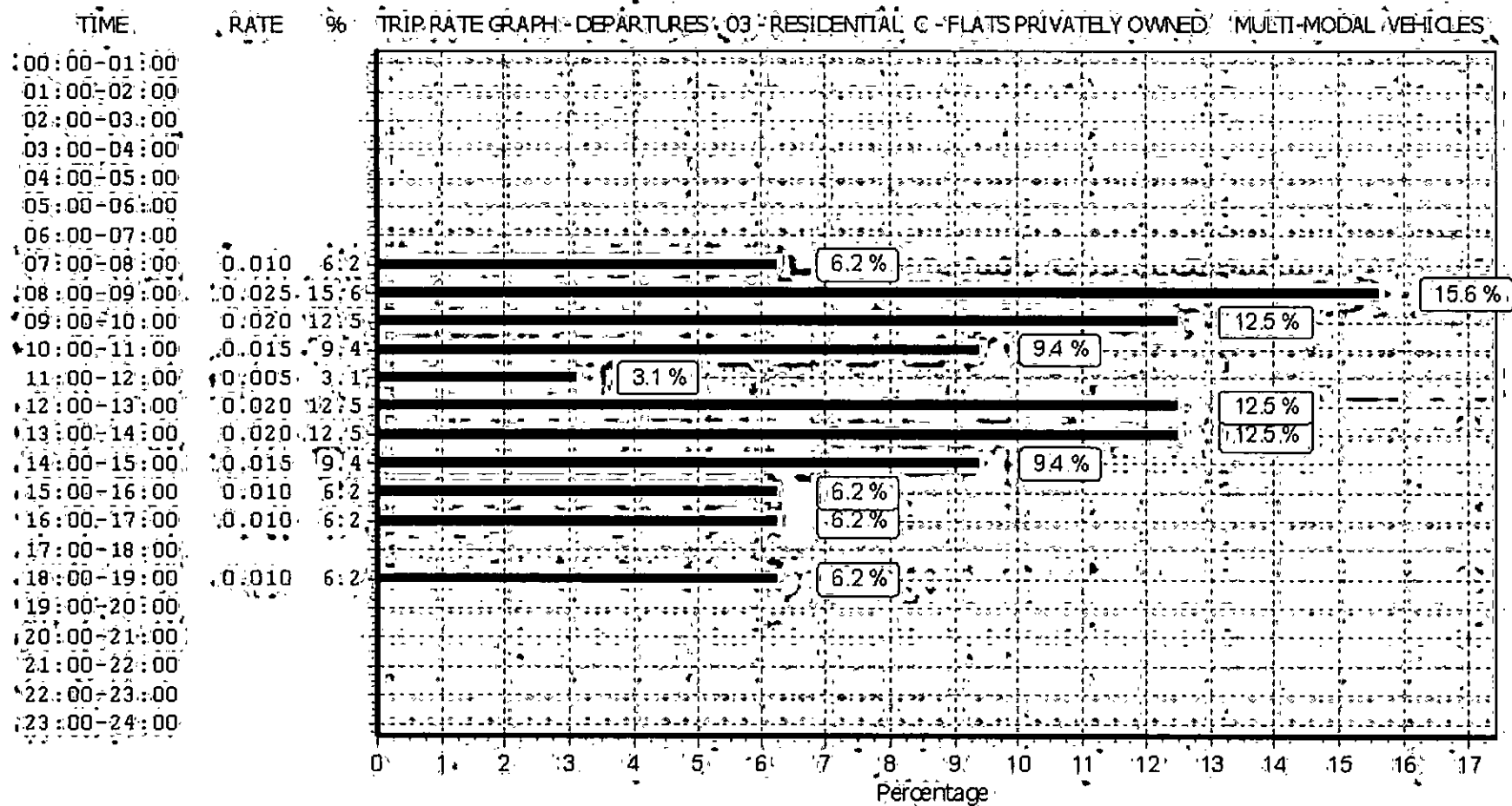
Parameter summary

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

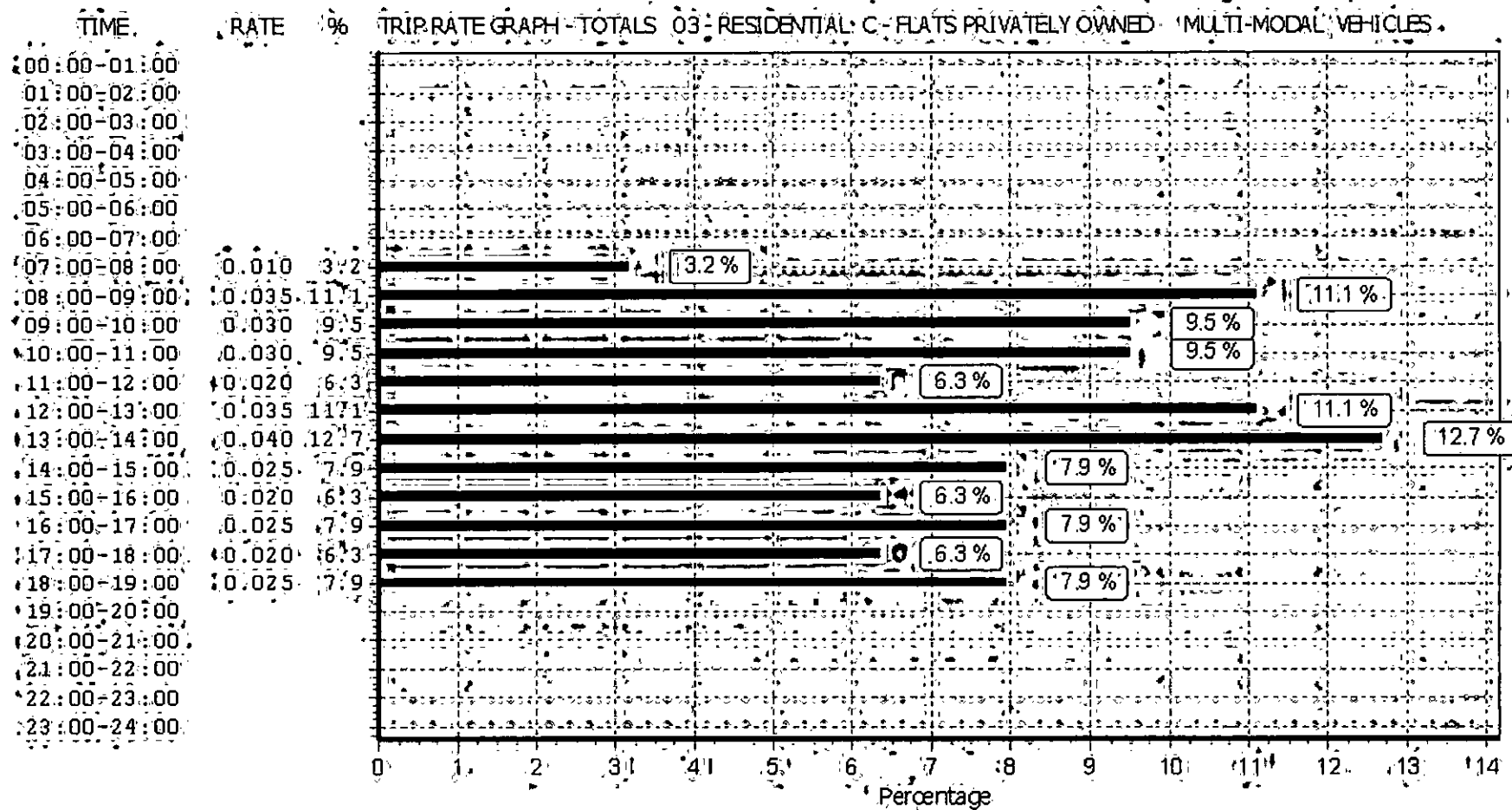
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

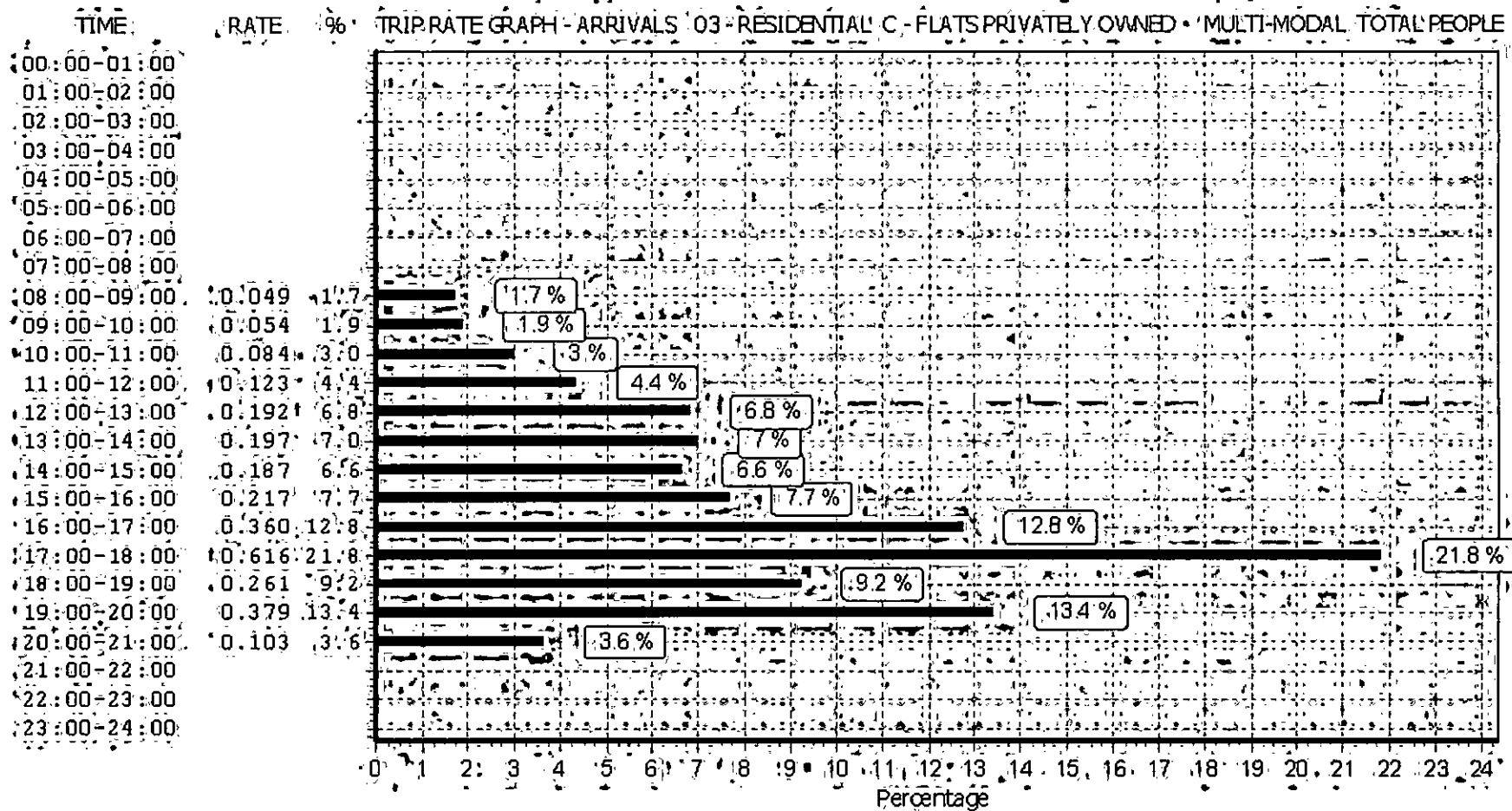
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

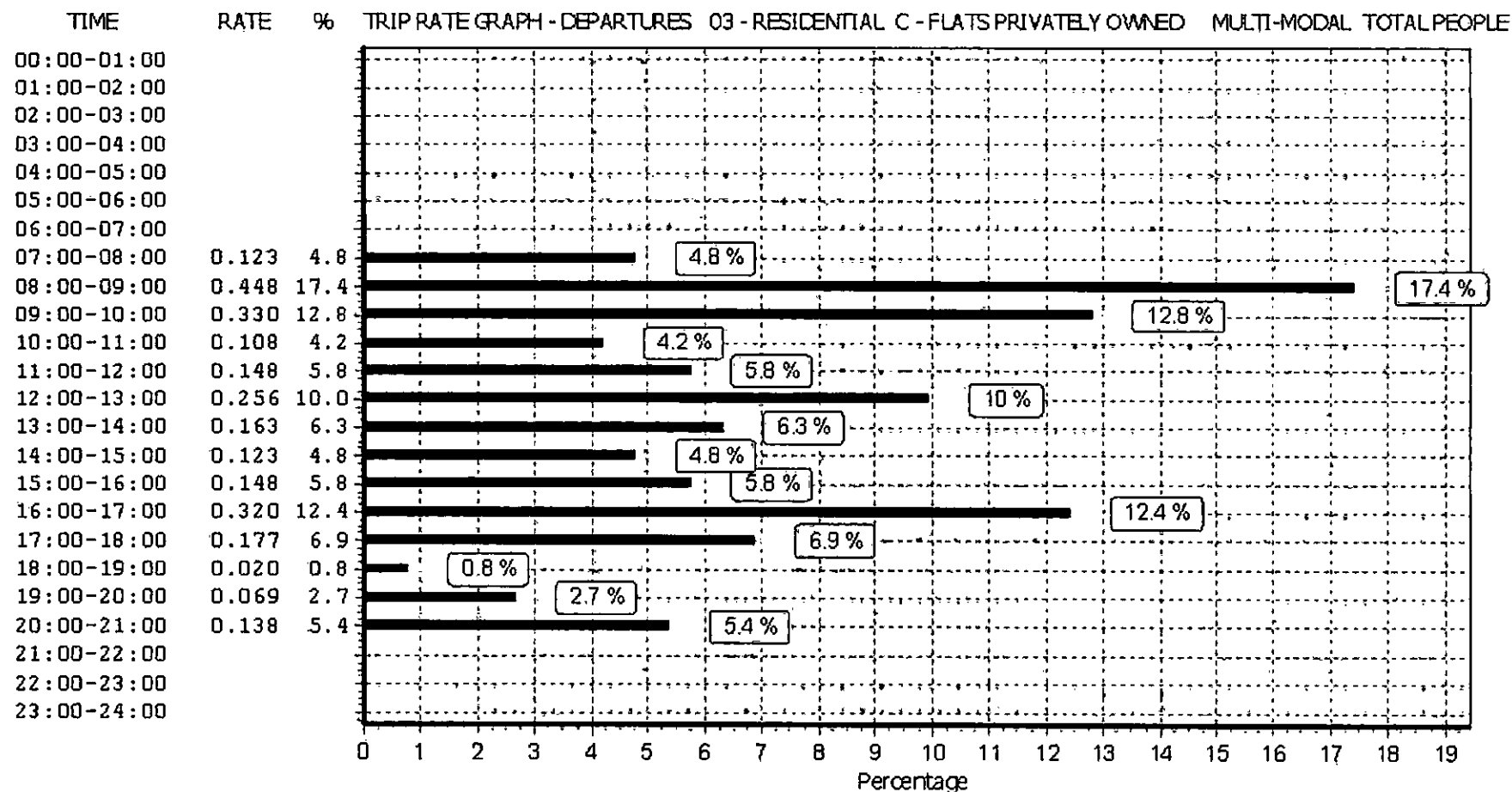
Parameter summary

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

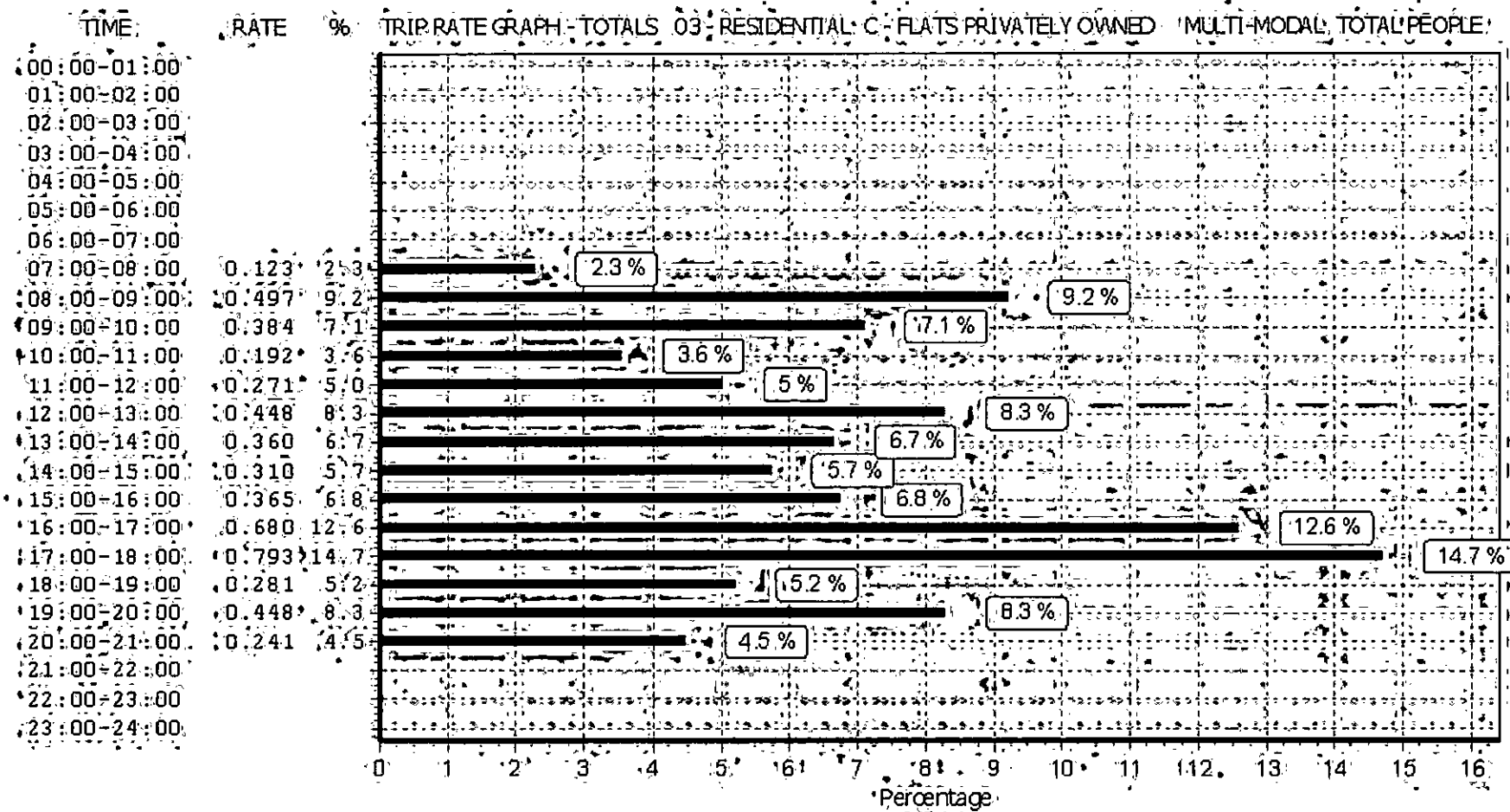
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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