

Appendix A RBC Comments

Memo

From: (e)Transport Development Control Floor 1 North Rear Civic Offices Bridge Street
Reading RG1 2LU

To: Richard Eatough 0118 9373338 richard.eatough@reading.gov.uk

Date: 9 August 2017

Re: Consultation on Planning Application

Application Number: 171108

Application Type: Full Planning Approval

Address: Land between Thames Valley Business Park Napier Road Reading

Proposal: Construction of a segregated fast-track public transport, pedestrian and cycle bridge and viaduct, comprising concrete bridge structure with a river span of 59.5m and a land span of 316m, supported by concrete columns, steel beams and reinforced soil embankment, together with new footpath links and existing footpath alterations, replacement supermarket car parking provision, junction improvements and landscaping.

Transport Comments

The East MRT scheme is a segregated fast track public transport, pedestrian and cycle route that will support enhanced accessibility and continued sustainable growth in Reading, Wokingham Borough and the wider area. It would provide a new dedicated public transport link from central Reading to existing residential and employment areas to the east and southeast of Reading, including Thames Valley Park (TVP), Woodley, Winnersh and Wokingham.

The purpose of the scheme is to improve access to and from Reading eastwards for buses, pedestrians and cyclists. This will help relieve the forecast increase in travel demand along the heavily congested A4 corridor, which provides access to existing residential employment and educational sites, as well as Reading town centre, Reading railway station and substantial planned development in Wokingham Borough and Reading town centre.

On the back of the above the application has been submitted with a Transport Statement and my comments on the detail of this are as follows:

The application proposals claim that the MRT will relieve the forecast increase in travel demand, the Reading Transport Model has been used to understand the potential traffic impacts the East MRT Scheme may have on the local highway network surrounding the site. Traffic flows for the following scenarios were used:

- Baseline - Existing highway network with traffic growth to 2021 and committed developments plus TVP P&R
- Proposed Scheme - Existing highway network with traffic growth to 2021 and committed developments plus TVP Park and Ride and East MRT Scheme

I am happy the assessment undertaken would be acceptable.

It has been stated that the Scheme results in reductions of between 1% and 3% across some of the eastern area roads. The modelling demonstrates that the scheme would release traffic constrained in entering the network, ease forecast congestion and reduce rat-running.

However, no data / evidence has been provided to confirm this. Additional information should therefore be provided from the model assessment to ensure that the proposal will reduce the traffic congestion in East Reading as claimed.

The proposal would make the bus route more direct for services that serve areas outside of the Reading Borough boundary. The route will also be used to serve new residential developments located outside of the Borough for those people wanting to travel into Reading to either work or gain access to Reading Railway Station.

The pedestrian / cycling improvements provided as part the scheme include making the route more direct into the town centre, avoids the areas at risk of flooding, improves the lighting and surfacing along the route, and removes the requirement for cyclists to dismount especially at the horseshoe bridge. All of the above will help encourage the use of alternative modes.

An assessment has been undertaken of the pedestrian / cyclist movements along the existing towpath to identify its current use. The survey data included at Appendix A of the Transport Statement provides the numerical information but no schematic diagram has been provided to demonstrate the locations of these surveys especially as one of the survey locations deals with three routes. This should therefore be clarified.

The assessments of the junctions at Napier Road / MRT Route and Vastern Road / Kings Meadow Road / George Street / Bagnall Way have identified that the proposals would have a minimal impact to these junctions and therefore are deemed acceptable.

MRT Route Detail

The East MRT Scheme has been designed as an 11.5m wide corridor comprising a 6.5m two-way carriageway, 3m two-way cycle lane and a 2m footway. The link narrows at the proposed bridge over the River Kennet at the Thames/Kennet confluence. The bridge has been designed at 8.5m wide comprising a 3.5m one way carriageway, 3m two-way cycle lane and a 2m footway. Shuttle working will operate with a signal/indicator system to allow bus progress between the stop lines 190m apart. The proposed design complies with National standards however further clarity should be provided on what measures would be provided should the signal/indicator system fail especially given the distance between the signals.

There is an SGN valve at the western edge of the Thames Valley Park, Park & Ride, Phase 1A of the scheme retains the valve and in Phase 1B the value will be relocated. The Phase 1A scheme includes a one-way section of 3.5m wide carriageway with signal/indicators either end approximately 100m apart, and a shared footway / cycleway that narrows to 2.5m at the pinch point. The Phase 1B scheme mirrors the permitted Thames Valley Park, Park & Ride scheme with a 7.3m carriageway and 3.0m shared footway / cycleway. Again this is deemed acceptable as it complies with National standards however as above what

measures would be provided should the signal/indicator system fail and when are the triggers for phase 1B to be implemented.

None of the submitted drawings identify the gradients of the proposed route and these should be submitted.

The East MRT Scheme proposed junction with Napier Road has been designed to maintain the priority route to Tesco. Manual for Streets (MfS) visibility requirements have been met however no drawings have been provided to demonstrate that these visibility requirements can be achieved.

A right turn filter lane accommodating two buses has been provided for the right turn from Napier Road into the East MRT Scheme following consultation with Tesco. However as per the visibility requirements tracking diagrams have not been provided for buses entering and exiting the MRT route at Napier Road, these should be provided.

It has been stated that accommodating swept paths and visibility has resulted in a relatively wide bell mouth resulting in the need for a splitter island. However, it should be illustrating why other access designs have been discounted as the junction would appear over engineered for what has been stated within the Transport Statement as accommodating just 30 bus trips an hour.

Eastbound cyclists travel along Napier Road and use the right turn ghost island at the East MRT Scheme / Napier Road junction to wait and turn into the new link. As they enter the scheme from Napier Road, a dropped kerbed facility is proposed on the left-hand side of the carriageway into the shared footway / cycleway. The shared use section continues for approximately 80m before becoming segregated foot and cycle ways.

Westbound cyclists travel along the segregated cycle way and into the shared footway / cycleway up to the junction with Napier Road. At this point cyclists will cross the eastbound carriageway to a central island where they then exit onto the westbound carriageway and access Napier Road via the priority junction. However this pedestrian cycle crossing would be in addition to the zebra crossing located 70m to the east. Could a tiger crossing be provided as per diagram 1001.5 of the TSRGD instead of the two separate crossing facilities and a shared path be provided on the southern side of the carriageway (it is noted that it is already 3m in width for a distance of 50m) until a suitable time where cyclists can merge with the bus lane.

Pedestrians arriving from the western end of the East MRT route will use the footway on the southern side of Napier Road. Pedestrians then have two opportunities to cross from the southern side of the scheme to the footway on the northern side that continues the full length of the new East MRT route. These crossing facilities are a refuge island crossing located at the Napier Road junction and a zebra crossing adjacent to the pedestrian access to Tesco. However as per the above I would be happy for the junction design to be altered and pedestrians to be provided solely with a tiger crossing, as this will not alter the desire line whether the destination is Tesco or to walk along the pedestrian facility along the MRT route.

Pedestrians travelling west bound and exiting the East MRT footway on the northern side can cross to the southern side to reach Napier Road footway. Pedestrians can then access

the Napier Road underpass through to Forbury Retail Park and Kenavon Drive residential area, or continue along Napier Road.

This proposed route would appear to be blocked by an electricity pylon which is located where the existing footway on the southern side of Napier Road ends and none of the submitted drawings / information clearly identifies where the proposed footway would tie in to the existing part of the pedestrian network. An amended drawing should therefore be submitted fully illustrating the where this tie in occurs and what implications this would have for the electricity pylon.

Impact to Tesco Car Park

The proposals result in an alteration to the adjacent Tesco Car Park Layout however no information / drawing has been submitted confirming the existing car park layout and how the proposed changes will affect the number of spaces within the car park. If the proposal results in the loss of parking a car park accumulation survey must be provided to establish that a loss of parking is acceptable.

The proposed car park design also does not comply with the required standards as a substantial number are not provided with the required forecourt depth of 6m. A revised drawing must be submitted illustrating all parking spaces to comply with standards.

Please ask the applicants agent to submit suitably amended plans / information to address the above prior to determining the application.

Darren Cook
Transport Development Control Manager

Memo

From: (e)Transport Development Control Floor 1 North Rear Civic Offices Bridge Street Reading RG1 2LU
To: Richard Eatough 0118 9373338 richard.eatough@reading.gov.uk
Date: 7th December 2017
Re: Consultation on Planning Application

Application Number: 171108

Application Type: Full Planning Approval

Address: Land between Thames Valley Business Park Napier Road Reading

Proposal: Construction of a segregated fast-track public transport, pedestrian and cycle bridge and viaduct, comprising concrete bridge structure with a river span of 59.5m and a land span of 316m, supported by concrete columns, steel beams and reinforced soil embankment, together with new footpath links and existing footpath alterations, replacement supermarket car parking provision, junction improvements and landscaping.

Transport Comments

The East MRT scheme is a segregated fast track public transport, pedestrian and cycle route that will support enhanced accessibility and continued sustainable growth in Reading, Wokingham Borough and the wider area. It would provide a new dedicated public transport link from central Reading to existing residential and employment areas to the east and southeast of Reading, including Thames Valley Park (TVP), Woodley, Winnersh and Wokingham.

The purpose of the scheme is to improve access to and from Reading eastwards for buses, pedestrians and cyclists. This will help relieve the forecast increase in travel demand along the heavily congested A4 corridor, which provides access to existing residential employment and educational sites, as well as Reading town centre, Reading railway station and substantial planned development in Wokingham Borough and Reading town centre.

On the back of the above the application has been submitted with a Transport Statement and my comments on the detail of this are as follows:

The application proposals claim that the MRT will relieve the forecast increase in travel demand, the Reading Transport Model has been used to understand the potential traffic impacts the East MRT Scheme may have on the local highway network surrounding the site. Traffic flows for the following scenarios were used:

- Baseline - Existing highway network with traffic growth to 2021 and committed developments plus TVP P&R
- Proposed Scheme - Existing highway network with traffic growth to 2021 and committed developments plus TVP Park and Ride and East MRT Scheme

I am happy the assessment undertaken would be acceptable.

It has been stated that the Scheme results in reductions of between 1% and 3% across some of the eastern area roads. The modelling demonstrates that the scheme would release traffic constrained in entering the network, ease forecast congestion and reduce rat-running.

Subsequent information identifies that the modelling was undertaken to inform the Business Case and therefore provides a conservative assessment of the benefits for the preparation of a robust Business Case. It is expected that the East MRT will attract a greater level of patronage than has been tested, particularly in relation to providing access to the future Crossrail services.

Furthermore, East MRT will provide a catalyst for the delivery of further Park & Ride schemes, attract bus operators to offer fast track bus services along the A329M and enable further phases of the wider planned MRT network and/or Third Thames Crossing.

As requested data / evidence has now been provided to confirm this in the form of outputs from the Reading Transport Model.

This information confirms the difference flow plots for the AM and PM peak hours and illustrates that traffic flows are forecast to reduce on the residential streets in the east side of Reading, such as Erleigh Road, Crescent Road, Culver Lane and Whiteknights Road with an increase in traffic on London Road in the AM Peak and some reductions in the PM Peak between Cemetery Junction and the A239M. It is also acknowledged that reductions in both directions occur on the IDR between the Watlington Street Gyratory and the Forbury Road / Vastern Road Roundabout.

These reductions are likely to be as a result of people switching to use the bus/MRT into Reading with the introduction of the East MRT scheme. The shift to bus/MRT will allow people currently “rat-running” along residential streets, travelling from the east side of Reading to the town centre, to shift to back on the A4 (a main radial route into Reading).

Some reductions are shown in central Reading on Forbury Road and Kings Road in the AM peak hour. This is likely to be as a result of people switching their mode of travel into Reading from private car to bus as a result of the East MRT scheme.

The reductions in car travel along the residential streets will also make the commuting experience of the residents in those areas more pleasant. This may even encourage them to use alternative modes of travel i.e. walking and cycling, given the reduced congestion along these routes.

The proposal would make the bus route more direct for services that serve areas outside of the Reading Borough boundary. The route will also be used to serve new residential developments located outside of the Borough for those people wanting to travel into Reading to either work or gain access to Reading Railway Station.

The pedestrian / cycling improvements provided as part the scheme include making the route more direct into the town centre, avoids the areas at risk of flooding, improves the lighting and surfacing along the route, and removes the requirement for cyclists to

dismount especially at the horseshoe bridge. All of the above will help encourage the use of alternative modes.

An assessment has been undertaken of the pedestrian / cyclist movements along the existing towpath to identify its current use. The survey data included at Appendix A of the Transport Statement provided the numerical information but no schematic diagram was provided to demonstrate the locations of these surveys especially as one of the survey locations deals with three routes. This has now been submitted and identifies that the towpath is very well used in all directions.

The assessments of the junctions at Napier Road / MRT Route and Vastern Road / Kings Meadow Road / George Street / Bagnall Way have identified that the proposals would have a minimal impact to these junctions and therefore are deemed acceptable.

MRT Route Detail

Drawings have been submitted that identify the gradients of the proposed route and these specify that the gradients comply with the Design Manual for Roads and Bridges and DfT document Inclusive Mobility and therefore are acceptable in principle, further detail in relation to gradients are specified below.

The East MRT Scheme has been designed as an 11.5m wide corridor comprising a 6.5m two-way carriageway, 3m two-way cycle lane and a 2m footway. The link narrows at the proposed bridge over the River Kennet at the Thames/Kennet confluence. The bridge has been designed at 8.5m wide comprising a 3.5m one way carriageway, 3m two-way cycle lane and a 2m footway. Shuttle working will operate with a signal/indicator system to allow bus progress between the stop lines 190m apart. The proposed design complies with National standards however it has been stated that *'if the signal/indicators fail over the bridge, there is sufficient visibility between the stop lines to allow buses to see if there is an oncoming bus. Bus drivers would give way to each other until the signal/indicators are functional'*, however following a review of the updated information and additional plans I have the following comments:

- Only low level lighting is proposed along the footway / cycleway and no lighting proposed for the carriageway, this would impact on the drivers ability when judging the distance of any oncoming vehicle and therefore who should be given priority.
- Following a review of the gradients associated with the structure it would appear that the locations of the signals would not permit drivers to see each other as they would both be below the maximum height. This could lead to conflicting movements and excessive reversing movements of up to 80-90m, further assessment should therefore be provided as to what measures could be put into place so that this does not occur.

There is an SGN valve at the western edge of the Thames Valley Park, Park & Ride, Phase 1A of the scheme retains the valve and in Phase 1B the value will be relocated. The Phase 1A scheme includes a one-way section of 3.5m wide carriageway with signal/indicators either end approximately 100m apart, and a shared footway / cycleway that narrows to 2.5m at the pinch point. The Phase 1B scheme mirrors the permitted Thames Valley Park, Park & Ride scheme with a 7.3m carriageway and 3.0m shared footway / cycleway. Again this is deemed acceptable as it complies with National standards however as above the may be the occasion that the signal / indicators fail and it has been clarified that *'If Phase*

1A is constructed initially, in the event of a signal failure the drawing suggests that there would not be sufficient visibility from stop line to stop line due to a fence surrounding the Southern Gas Network valve obstructing visibility. A mesh fence is proposed; therefore, it will be possible for the drivers of the approaching buses to see and give way to each other.' However, the mesh fence will still be an obstruction to the visibility and there are no guarantees that a mesh fence would be retained if security concerns were raised. To overcome this secondary management measures should be investigated i.e. priority signage in the event of a signal failure and this should be detailed as part of additional information.

The East MRT Scheme proposed junction with Napier Road has been designed to maintain the priority route to Tesco. It has been stated that Manual for Streets (MfS) visibility requirements have been met at the proposed junction with Napier Road however the visibility splay to the north have only been illustrated as being 2.4m x 10m which does not comply and should be 2.4m x 43m as specified on the drawing. It would appear that this can be accommodated but for clarity should be provided on a revised drawing.

A right turn filter lane accommodating two buses has been provided for the right turn from Napier Road into the East MRT Scheme following consultation with Tesco. Tracking diagrams have been provided for buses entering and exiting the MRT route at Napier Road and ensures that HGV's are not impeded when travelling to or from the Tesco store, and as a result these are acceptable.

It has been stated that accommodating swept paths and visibility has resulted in a relatively wide bell mouth resulting in the need for a splitter island. Further justification in relation to the junction design has been provided and includes the following:

- The eastbound carriageway is located to allow two buses to wait in the ghost island right turn lane on Napier Road without impeding the Napier Road traffic flows.
- The westbound carriageway alignment provides a smooth transition for MRT/buses from the East MRT scheme to Napier Road. A priority junction without splitter island would result in a sharper turn for MRT/buses accessing Napier Road.
- The design deters private vehicles from accessing the East MRT scheme instead of turning following the Napier Road alignment to enter Tesco.
- The splitter island provides a waiting space for cyclists travelling westbound. This leads to cyclists only having to cross one direction of traffic at a time to reach the give way line at the western end of the east MRT scheme and travel onto Napier Road. This provides a safer crossing option than having to navigate two directions of traffic simultaneously.
- Provision of good quality landscaping areas.

The above reasoning has been accepted and the junction design deemed appropriate.

Eastbound cyclists travel along Napier Road and use the right turn ghost island at the East MRT Scheme / Napier Road junction to wait and turn into the new link. As they enter the scheme from Napier Road, a dropped kerbed facility is proposed on the left-hand side of the carriageway into the shared footway / cycleway. The shared use section continues for approximately 80m before becoming segregated foot and cycle ways.

Westbound cyclists travel along the segregated cycle way and into the shared footway / cycleway up to the junction with Napier Road. At this point cyclists will cross the

eastbound carriageway to a central island where they then exit onto the westbound carriageway and access Napier Road via the priority junction.

Pedestrians arriving from the western end of the East MRT route will use the footway on the southern side of Napier Road. Pedestrians then have two opportunities to cross from the southern side of the scheme to the footway on the northern side that continues the full length of the new East MRT route. These crossing facilities are a refuge island crossing located at the Napier Road junction and a zebra crossing adjacent to the pedestrian access to Tesco.

As previously requested the provision of a Tiger crossing has been assessed along with a shared path provided on the southern side of the carriageway until a suitable time where cyclists can merge with the bus lane. This has identified that there is increased potential for conflict between pedestrians and cyclists and as a result would not be appropriate. The proposed design therefore complies with design standards.

Pedestrians travelling west bound and exiting the East MRT footway on the northern side can cross to the southern side to reach Napier Road footway. Pedestrians can then access the Napier Road underpass through to Forbury Retail Park and Kenavon Drive residential area, or continue along Napier Road.

This proposed pedestrian route where it adjoins Napier Road is located to the rear of the electricity pylon and is to be 2m in width, this would comply with design requirements and is accepted.

An assessment has been undertaken in order to reduce the width of the structure and a preferred option has been stipulated but no detailed drawings appear to have been provided to accompany this. To be fully considered this would need to be submitted.

Impact to Tesco Car Park

The proposals result in an alteration to the adjacent Tesco Car Park Layout and drawing 28791/5523/007A illustrates the existing and proposed car park layouts, with appropriate aisle width for manoeuvring out of the spaces. The proposed layout results in the loss of 11 spaces to the Tesco car park. This reduction in spaces is only approximately 1.4% of the overall provision of approximately 800 parking spaces. The parking provision provided is well in excess of the Councils current parking requirement for the store and as a result this slight reduction is considered insignificant and is therefore accepted.

Please ask the applicants agent to submit suitably amended plans / information to address the above prior to determining the application.

Darren Cook
Transport Development Control Manager

Appendix B RTM Plots

Atkins Ltd /
DVV / ITS

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Link Annot:

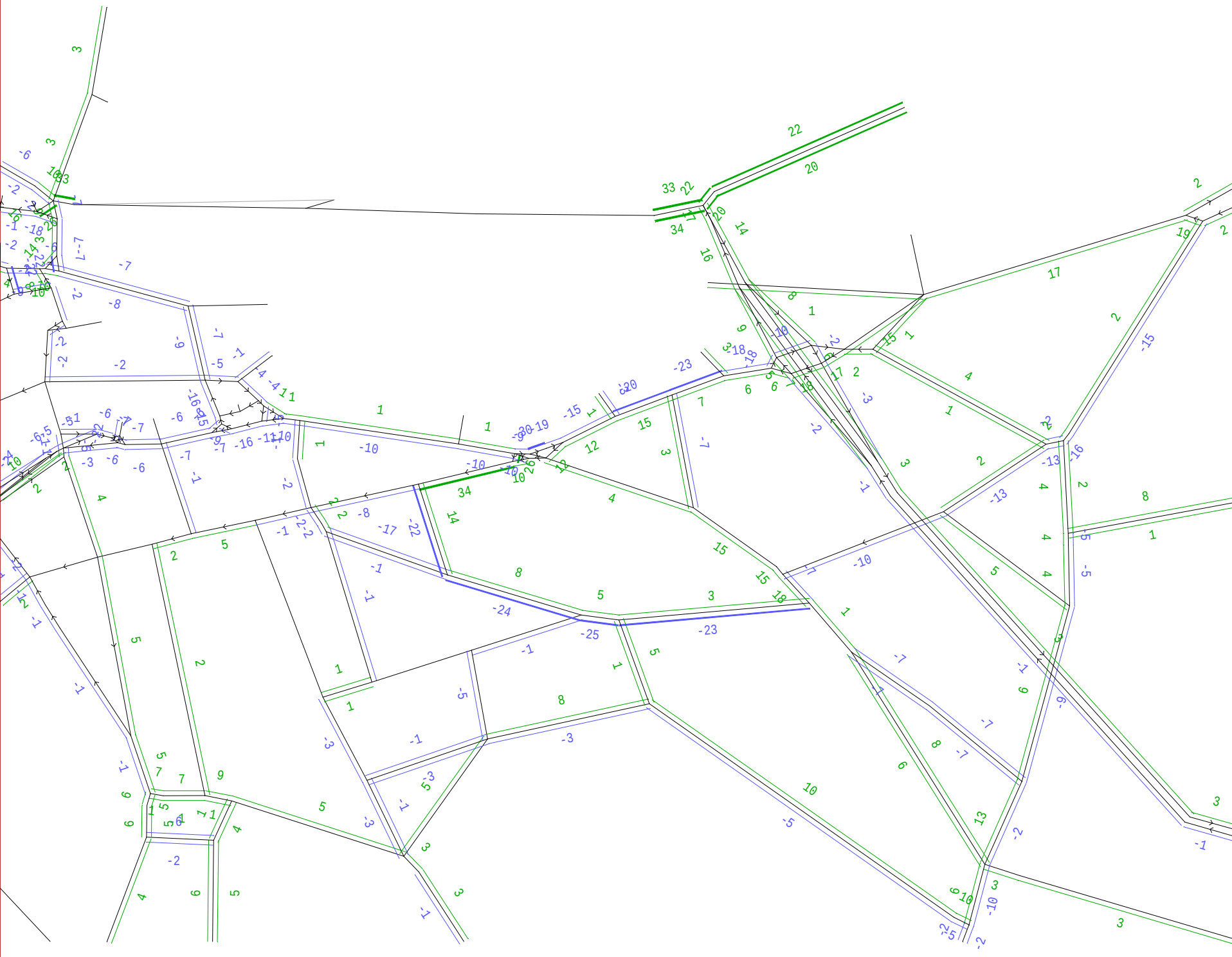
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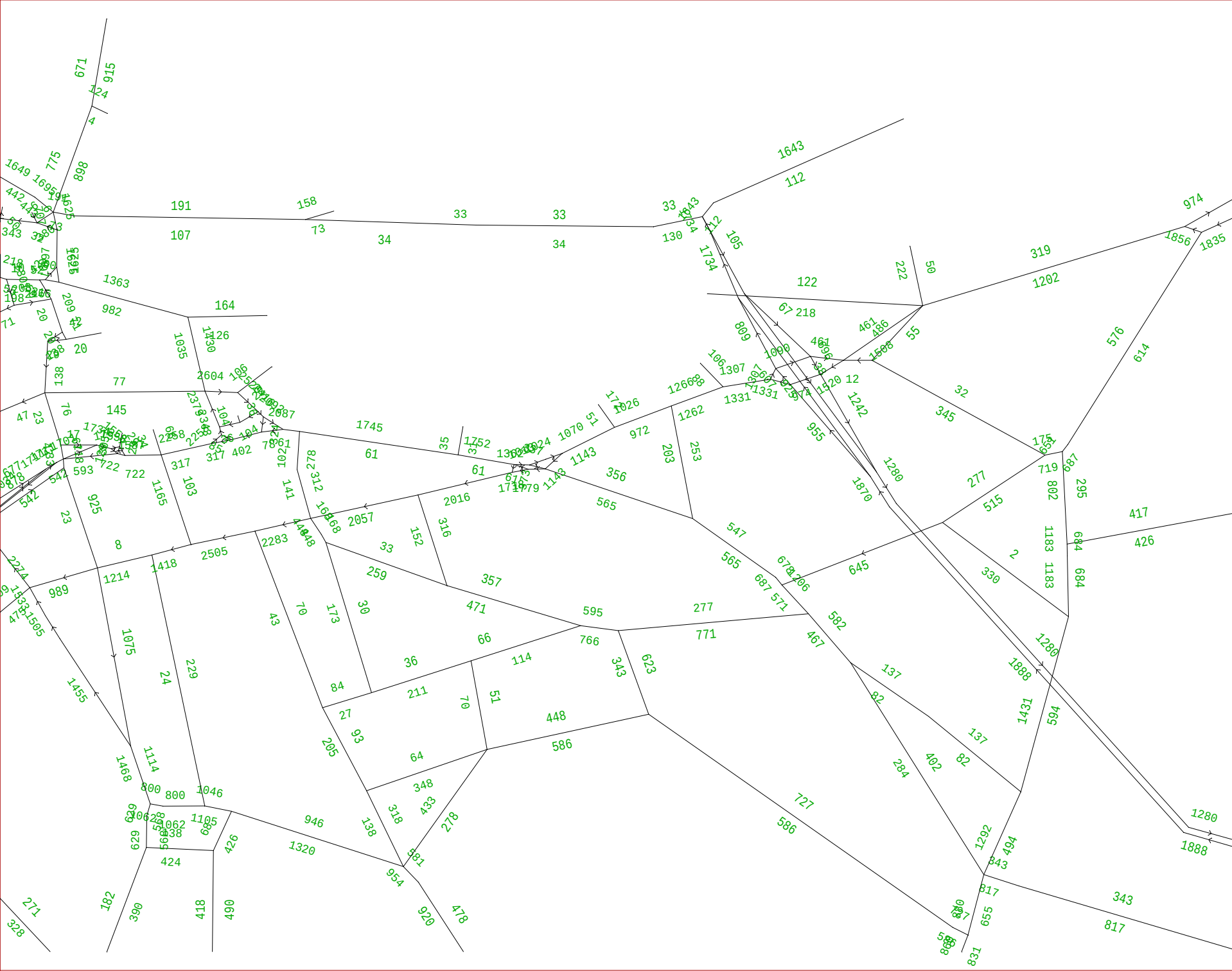
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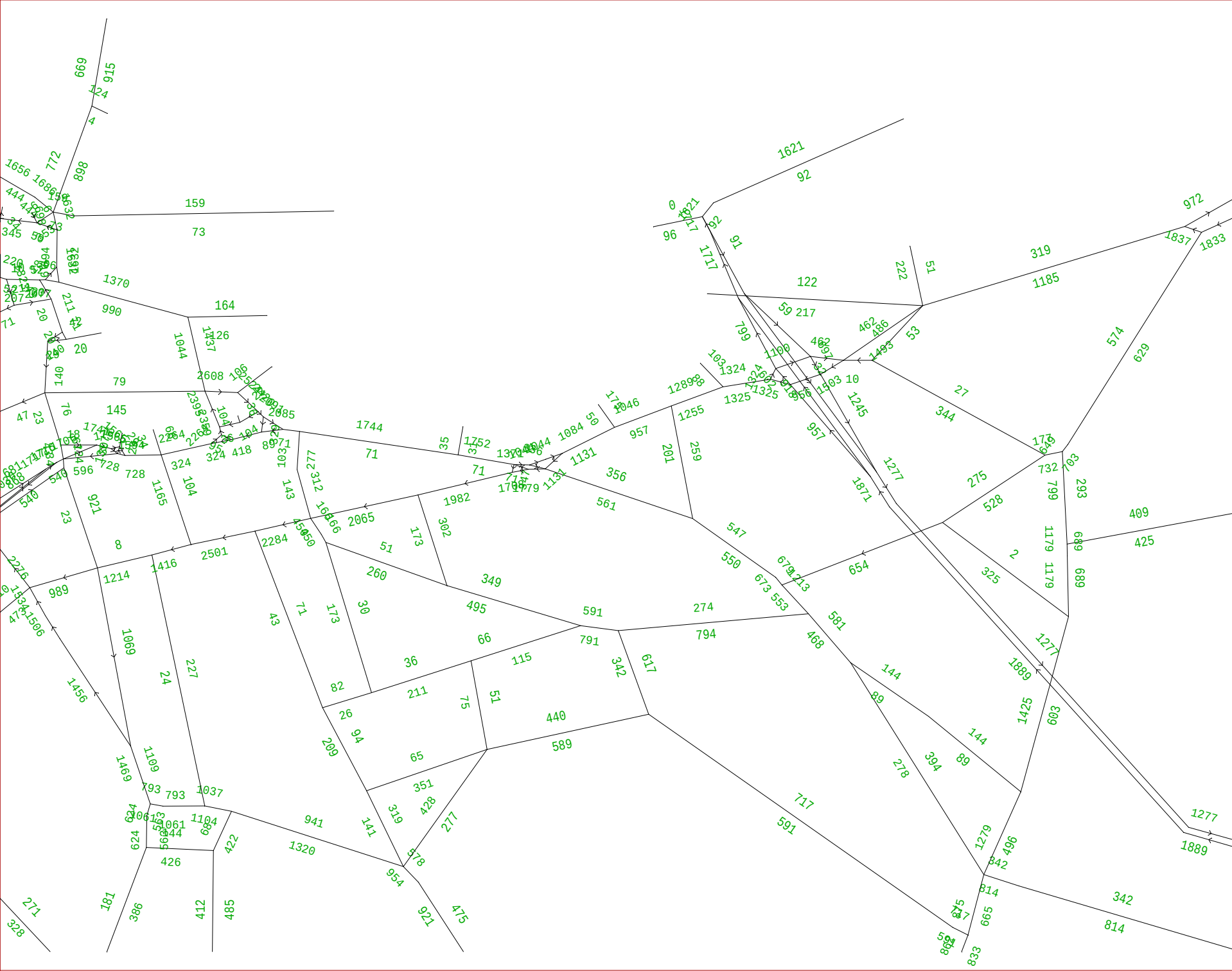
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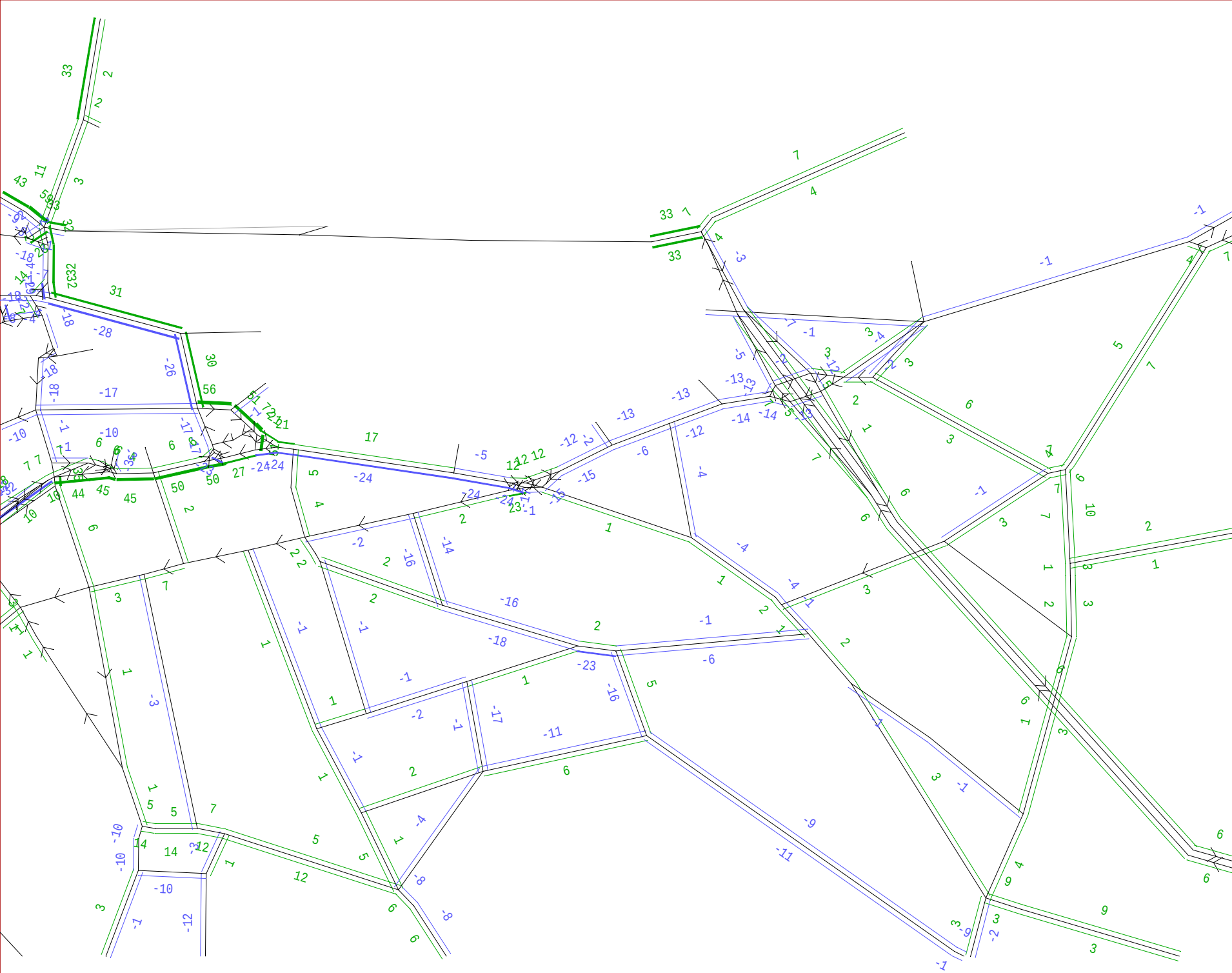
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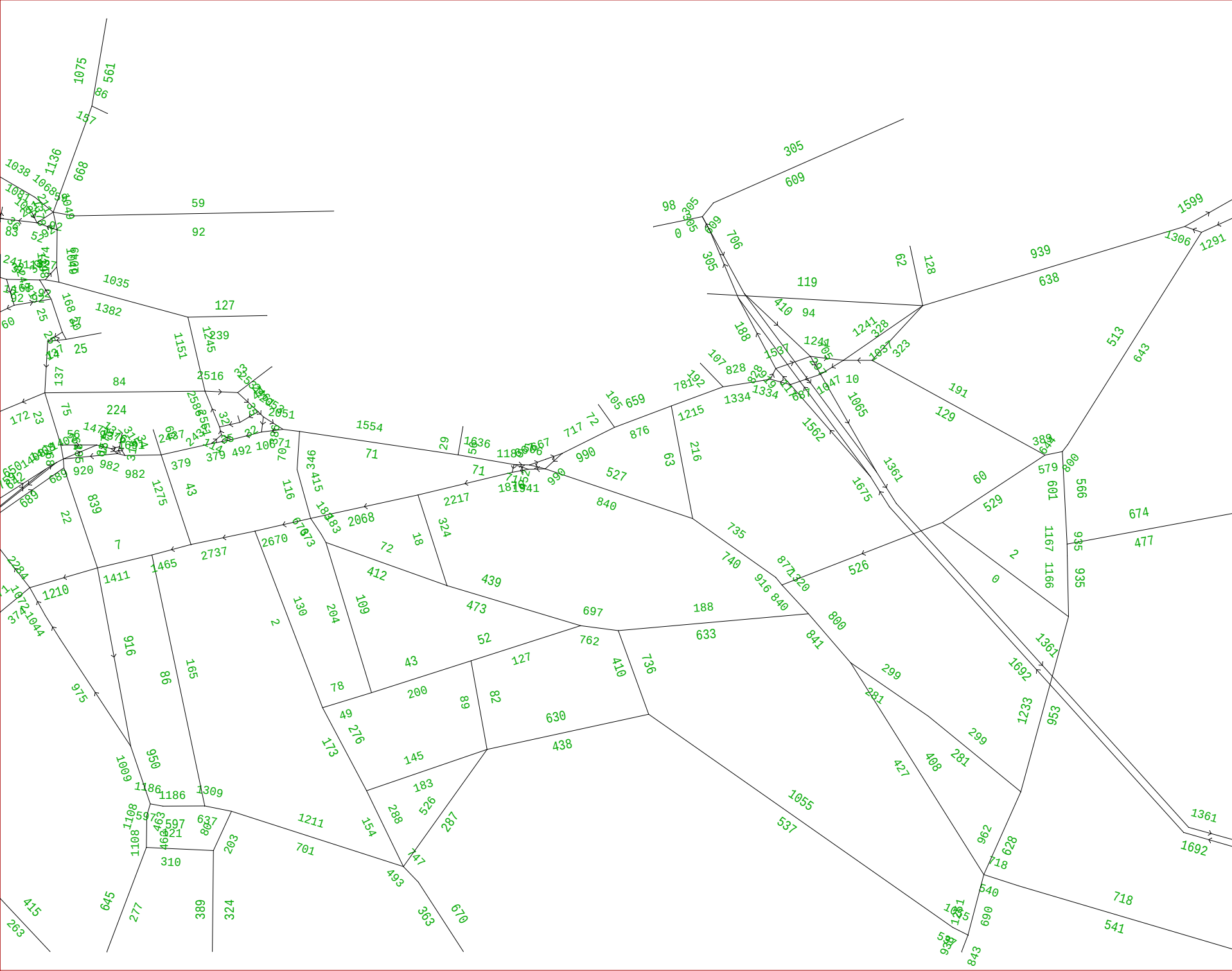
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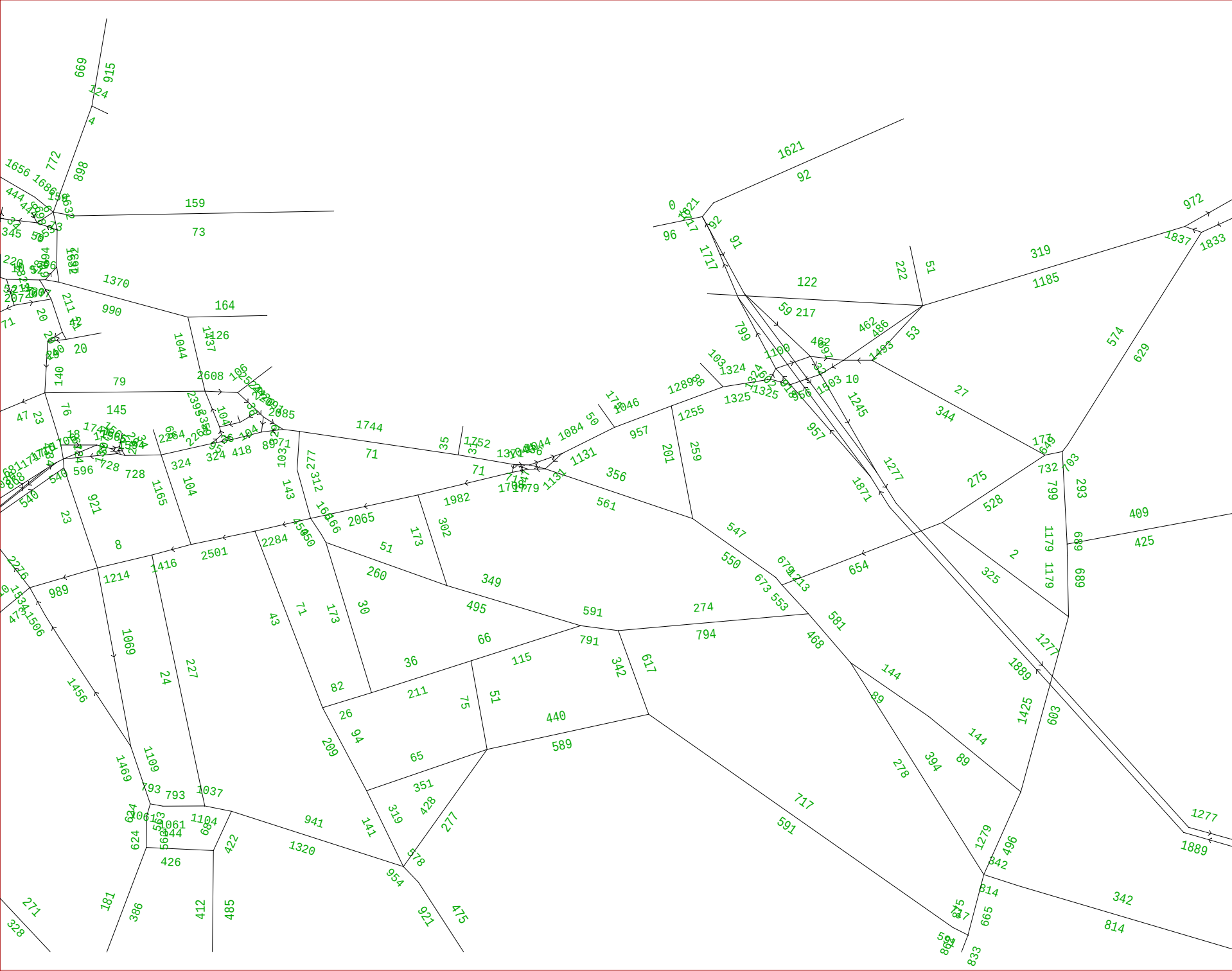
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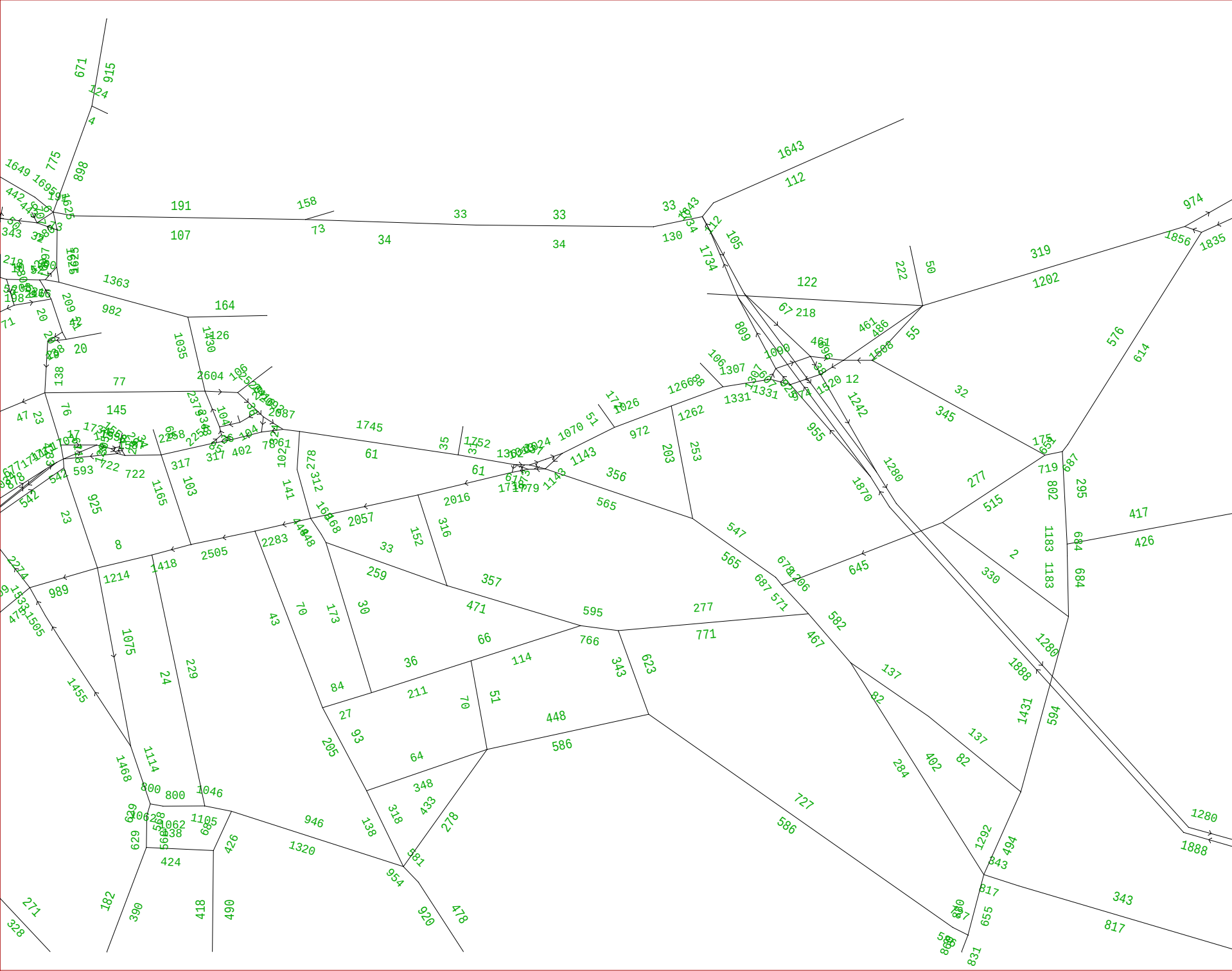
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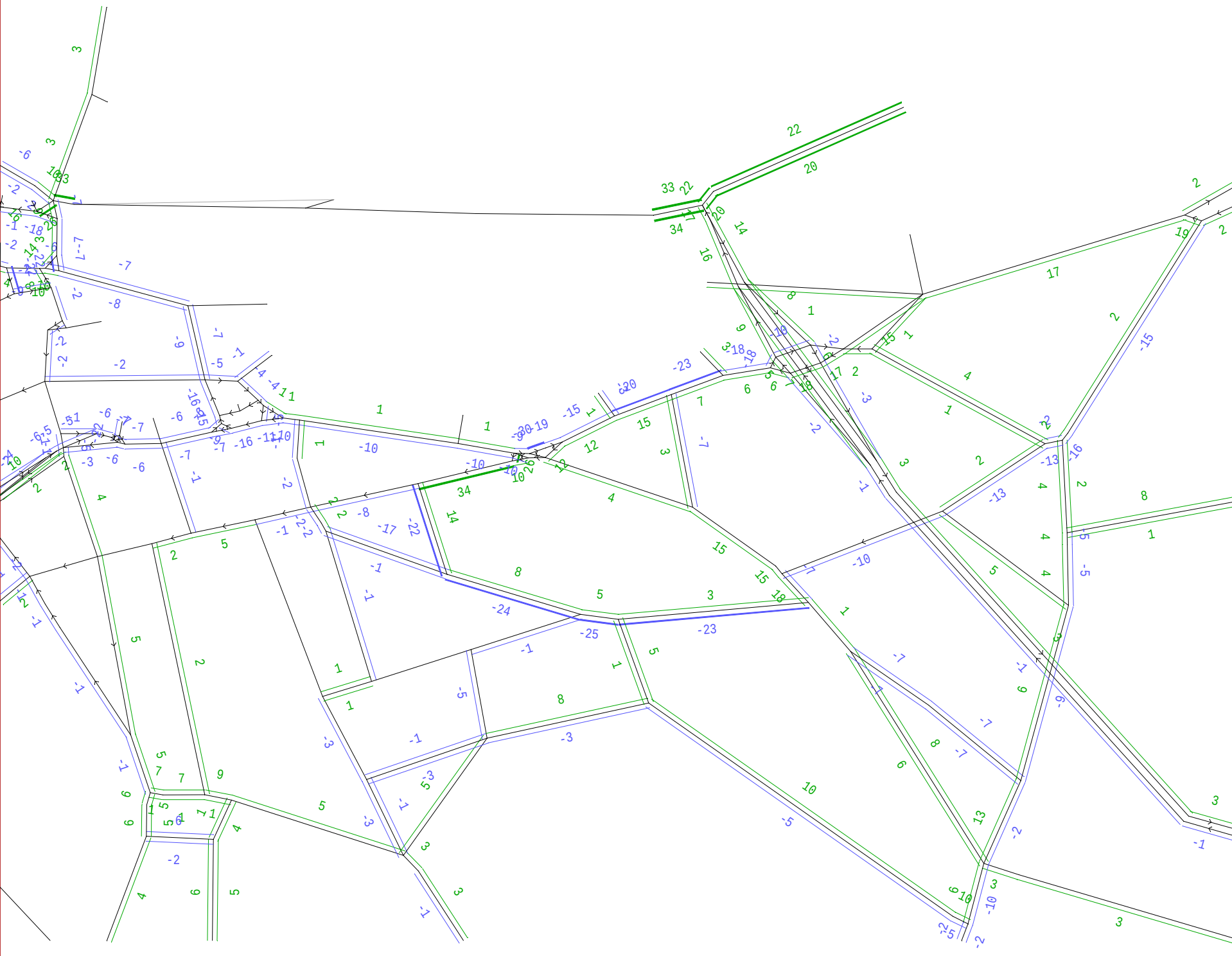
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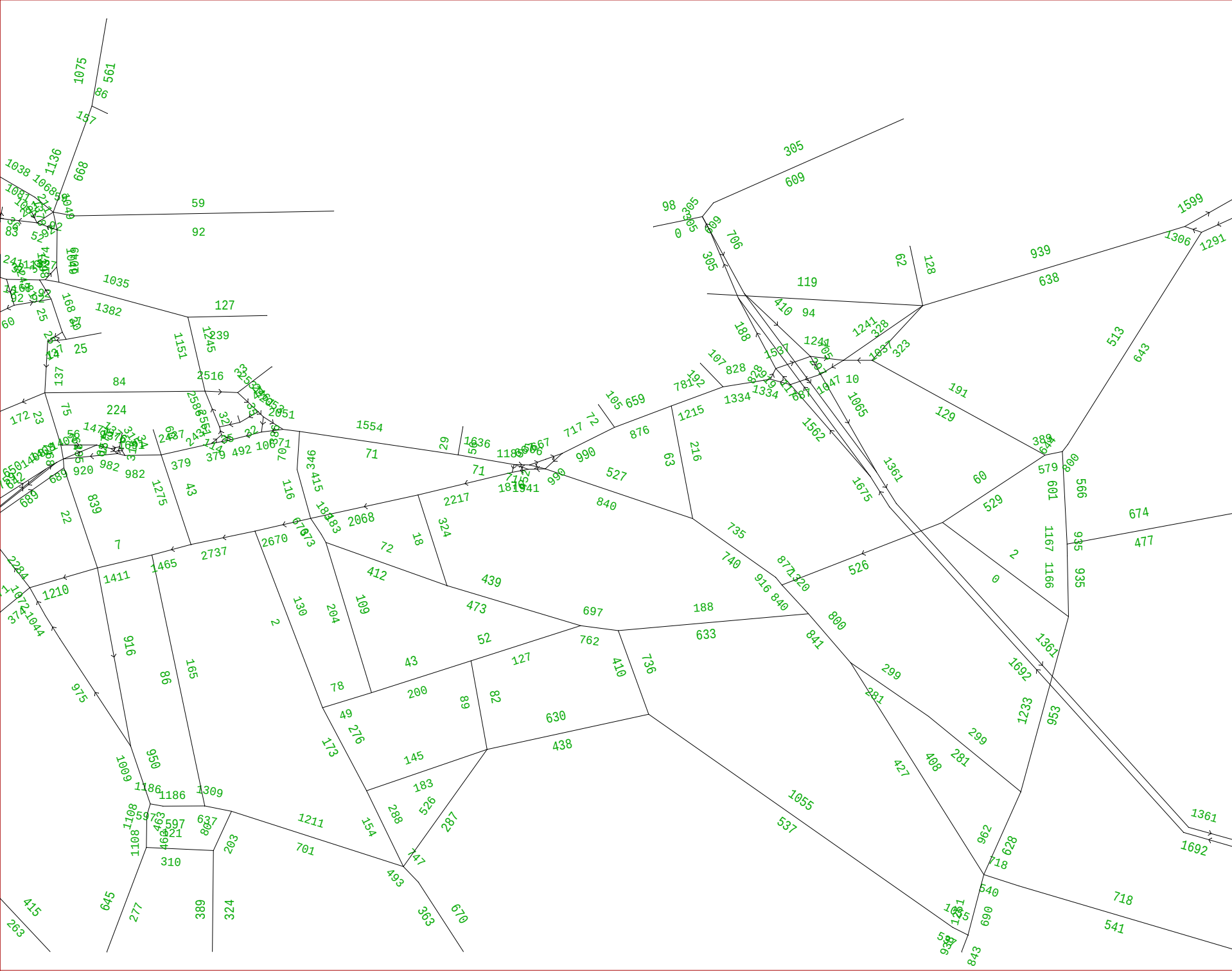
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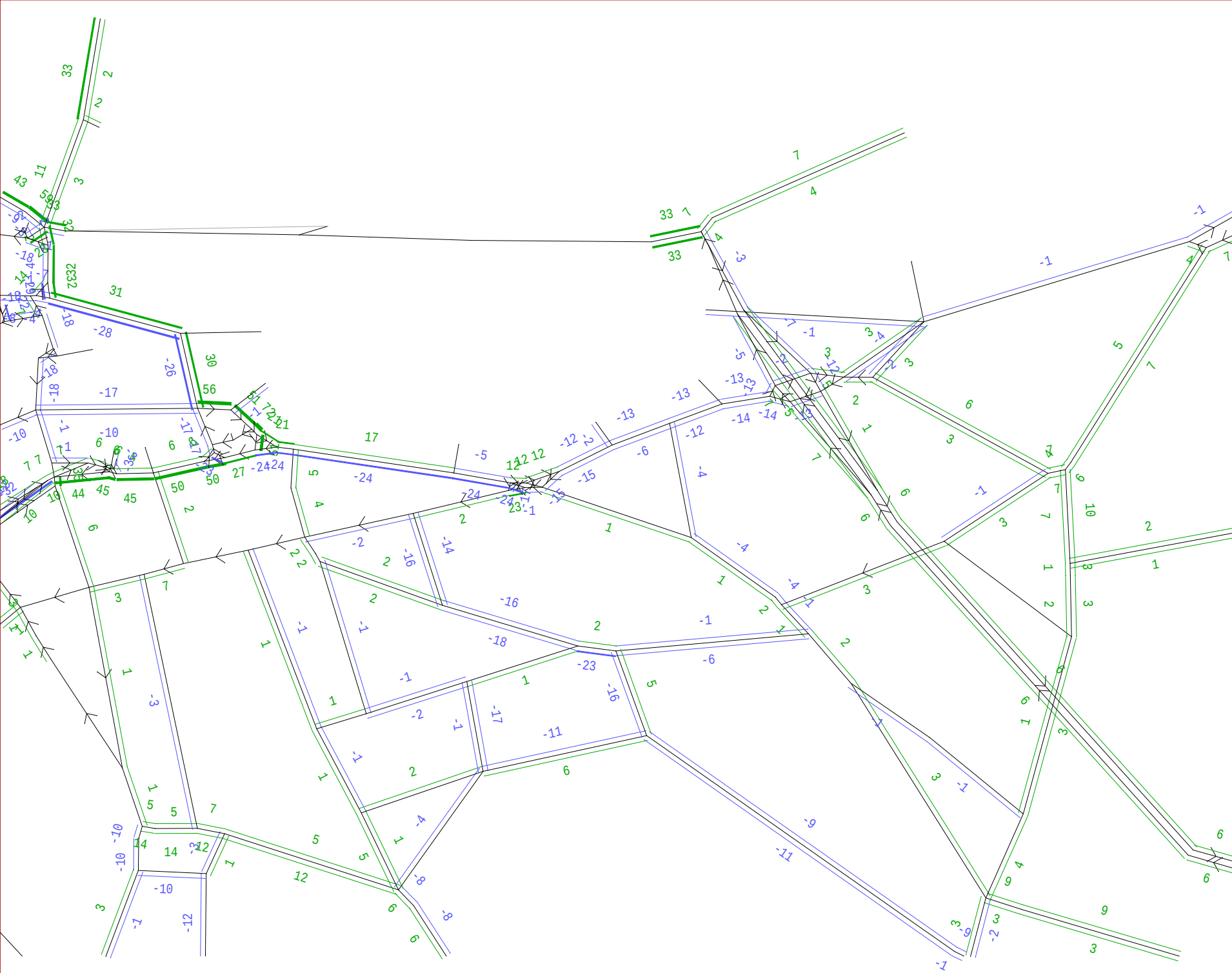
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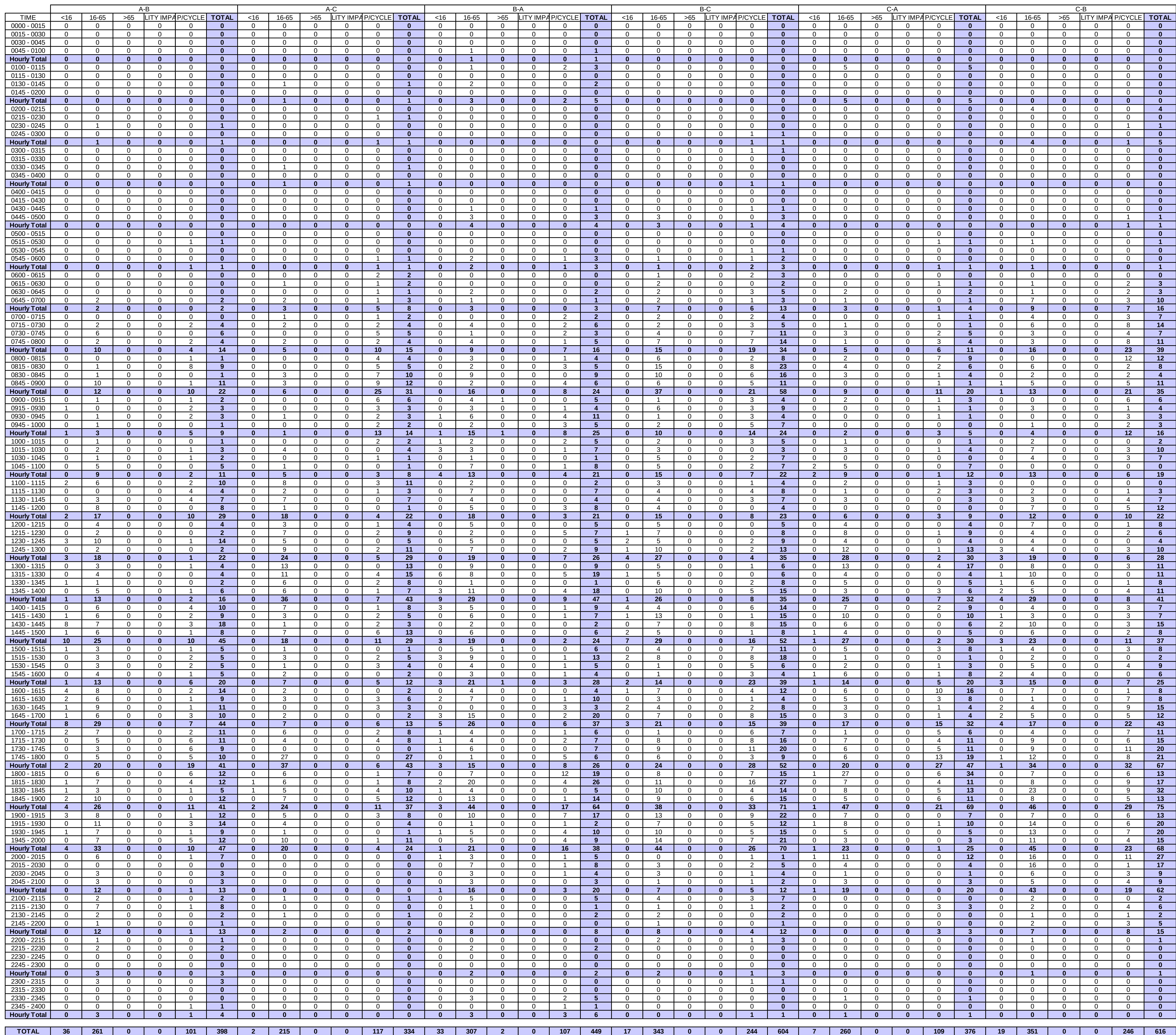
Appendix C Pedestrian / Cycle Survey



1

2

Produced by Streetwise Services Ltd.



TOTAL	36	261	0	0	101	398	2	215	0	0	117	334	33	307	2	0	107	449	17	343	0	0	244	604	7	260	0	0	109	376	19	351	0	0	246	616
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East Reading Mrt - Manual Traffic Survey, Friday 19th August 2016

Produced by Streetwise Services Ltd.

[illegible]

East Reading Mrt - Manual Traffic Survey, Saturday 20th August 2016

Produced by Streetwise Services Ltd.



TIME	A-B						A-C						B-A						B-C						C-A						C-B					
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Hourly Total	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200 - 0215	0	3	0	0	0	0	3	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	3	0	0	0	0	3	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0		
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0530 - 0545	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0615 - 0630	0	0	0	0	2	2	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
0630 - 0645	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	2	2	0	3	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700 - 0715	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0715 - 0730	0	3	0	0	0	0	2	5	0	3	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0730 - 0745	0	6	0	0	0	0	6	0	3	0	0	3	6	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0745 - 0800	0	2	0	0	0	0	2	0	3	0	0	1	4	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	14	0	0	2	16	0	9	0	0	4	13	0	14	0	0	0	0	0	2	16	0	13	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	1	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0815 - 0830	0	2	0	0	0	0	1	3	0	4	0	0	1	5	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0830 - 0845	0	2	0	0	0	0	1	4	0	8	0	0	8	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0							

East Reading Mrt - Manual Traffic Survey, Sunday 21st August 2016

Produced by Streetwise Services Ltd.



TIME	A-B						A-C						B-A						B-C						C-A						C-B					
	<16	16-65	>65	ILTY	IMPA	P/CYCLE	TOTAL	<16	16-65	>65	ILTY	IMPA	P/CYCLE	TOTAL	<16	16-65	>65	ILTY	IMPA	P/CYCLE	TOTAL	<16	16-65	>65	ILTY	IMPA	P/CYCLE	TOTAL	<16	16-65	>65	ILTY	IMPA	P/CYCLE	TOTAL	
0000 - 0015	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0		
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1			
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	1	3		
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			
0115 - 0130	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0		
0130 - 0145	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0		
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0615 - 0630	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0630 - 0645	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700 - 0715	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0715 - 0730	0	3	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0730 - 0745	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0745 - 0800	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	12	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800 - 0815	0	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0830 - 0845	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0845 - 0900	0	4	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0														

East Reading Mrt - Manual Traffic Survey, Wednesday 17th August 2016

Produced by Streetwise Services Ltd.



East Reading Mrt - Manual Traffic Survey, Wednesday 14th September 2016

Produced by Streetwise Services Ltd.

[illegible]

East Reading Mrt - Manual Traffic Survey, Friday 16th Septemeber 2016

Produced by Streetwise Services Ltd.



TIME	A-B							A-C							B-A							B-C							C-A							C-B						
	<16	16-65	>65	ILTY	IMPA	P/CYCLE	TOTAL	<16	16-65	>65	ILTY	IMPA	P/CYCLE	TOTAL	<16	16-65	>65	ILTY	IMPA	P/CYCLE	TOTAL	<16	16-65	>65	ILTY	IMPA	P/CYCLE	TOTAL	<16	16-65	>65	ILTY	IMPA	P/CYCLE	TOTAL							
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0							
0015 - 0030	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0							
Hourly Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	0	0	0	3	0	0	0	3							
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0130 - 0145	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2	0	1	3							
0145 - 0200	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Hourly Total	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0							
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0330 - 0345	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0						
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0						
0400 - 0415	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Hourly Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</															

East Reading Mrt - Manual Traffic Survey, Saturday 17th September 2016

Produced by Streetwise Services Ltd.

[illegible]

East Reading Mrt - Manual Traffic Survey, Sunday 18th September 2016

Produced by Streetwise Services Ltd.



TIME	A-B					TOTAL	A-C					TOTAL	B-A					TOTAL	B-C					TOTAL	C-A					TOTAL	C-B					TOTAL
	<16	16-65	>65	LTY IMP	PI/CYCLE		<16	16-65	>65	LTY IMP	PI/CYCLE		<16	16-65	>65	LTY IMP	PI/CYCLE		<16	16-65	>65	LTY IMP	PI/CYCLE		<16	16-65	>65	LTY IMP	PI/CYCLE		<16	16-65	>65	LTY IMP	PI/CYCLE	
0000 - 0015	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0030 - 0045	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1			
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Hourly Total	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1			
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0330 - 0345	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0445 - 0500	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	1	0	0	2	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0545 - 0600	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0630 - 0645	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700 - 0715	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0715 - 0730	0	3	0	0	0	3	0	1	0	0	3	4	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	7	0	0	0	7	0	1	0	0	3	4	0	3	0	0	3	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800 - 0815	0	0	0	0	0	0	0	2	0	0	2	4	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0815 - 0830	0	2	0	0	0	2	0	0	0	0	1	3	0	0	0	0	1	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0845 - 0900	0	3	0	0	1	4	0	3	0	0	3	10	0	0	0	0	4	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	5	0	0	2	7	0	7	0	0	3	10	0	2	0	0	5	29	0	5	0	0	2	7	0	2	0	0	0	0	0	0	0	0		
0900 - 0915	0	2	0	0	0	2	0	4	0	0	2	3	0	4	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0915 - 0930	0	0	0	0	0	0	0	1	0	0	1	5	0	0	0	0	1	5	0	0																

East Reading Mrt - Manual Traffic Survey, Wednesday 14th September 2016

Produced by Streetwise Services Ltd.



East Reading Mrt - Manual Traffic Survey, Wednesday 17th August 2016

Produced by Streetwise Services Ltd.



TIME	A-B						B-A					
	<16	16-65	>65	LITY IMPA	P/CYCLE	TOTAL	<16	16-65	>65	LITY IMPA	P/CYCLE	TOTAL
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	4	0	0	0	4
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	4	0	0	0	4
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	1	1	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	1	1	0	0	0	0	0	0
Hourly Total	0	0	0	0	2	2	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	1	0	0	0	1	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	1	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	3	0	0	0	3	0	0	0	0	1	1
Hourly Total	0	3	0	0	0	3	0	0	0	0	1	1
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	1	1
0530 - 0545	0	0	0	0	1	1	0	0	0	0	0	0
0545 - 0600	0	0	0	0	1	1	0	0	0	0	0	0
Hourly Total	0	0	0	0	2	2	0	0	0	0	1	1
0600 - 0615	0	2	0	0	5	7	0	0	0	0	0	0
0615 - 0630	0	2	0	0	1	3	0	2	0	0	4	6
0630 - 0645	0	3	0	0	4	7	0	4	0	0	1	5
0645 - 0700	0	3	0	0	0	3	0	6	0	0	2	8
Hourly Total	0	10	0	0	10	20	0	12	0	0	7	19
0700 - 0715	0	2	0	0	3	5	1	6	0	0	6	13
0715 - 0730	0	4	0	0	5	9	0	8	0	0	5	13
0730 - 0745	0	3	0	0	9	12	0	4	0	0	5	9
0745 - 0800	0	8	0	0	12	20	0	2	0	0	12	14
Hourly Total	0	17	0	0	29	46	1	20	0	0	28	49
0800 - 0815	0	7	0	0	5	12	0	3	0	0	18	21
0815 - 0830	1	11	0	0	13	25	0	6	0	0	5	11
0830 - 0845	1	14	0	0	13	28	0	5	0	0	4	9
0845 - 0900	0	11	0	0	14	25	1	3	0	0	8	12
Hourly Total	2	43	0	0	45	90	1	17	0	0	35	53
0900 - 0915	0	2	0	0	9	11	0	3	0	0	5	8
0915 - 0930	0	5	0	0	6	11	0	4	0	0	2	6
0930 - 0945	0	3	0	0	6	9	0	1	0	0	4	5
0945 - 1000	0	2	0	0	7	9	0	0	0	0	2	2
Hourly Total	0	12	0	0	28	40	0	8	0	0	13	21
1000 - 1015	1	0	0	0	5	6	0	5	0	0	0	5
1015 - 1030	0	6	0	0	0	6	0	11	0	0	5	16
1030 - 1045	0	3	0	0	3	6	0	6	0	0	2	8
1045 - 1100	0	10	0	0	2	12	1	3	0	0	0	4
Hourly Total	1	19	0	0	10	30	1	25	0	0	7	33
1100 - 1115	0	8	0	0	3	11	0	2	0	0	1	3
1115 - 1130	0	6	0	0	6	12	0	3	0	0	3	6
1130 - 1145	0	12	0	0	3	15	0	8	0	0	4	12
1145 - 1200	0	7	0	0	0	7	0	4	0	0	5	9
Hourly Total	0	33	0	0	12	45	0	17	0	0	13	30
1200 - 1215	0	7	0	0	1	8	0	10	0	0	2	12
1215 - 1230	0	13	0	0	2	15	0	10	0	0	2	12
1230 - 1245	1	12	0	0	1	14	0	9	0	0	1	10
1245 - 1300	0	13	0	0	5	18	0	20	0	0	6	26
Hourly Total	1	45	0	0	9	55	0	49	0	0	11	60
1300 - 1315	0	20	0	0	1	21	2	19	0	0	5	26
1315 - 1330	3	23	0	0	1	27	2	20	0	0	0	22
1330 - 1345	0	8	0	0	7	15	2	10	0	0	3	15
1345 - 1400	0	14	0	0	3	17	0	4	0	0	5	9
Hourly Total	3	65	0	0	12	80	6	53	0	0	13	72
1400 - 1415	0	8	0	0	10	18	1	9	0	0	4	14
1415 - 1430	3	16	0	0	3	22	3	17	0	0	3	23
1430 - 1445	1	8	0	0	10	19	1	4	0	0	3	8
1445 - 1500	0	5	0	0	7	12	2	9	0	0	3	14
Hourly Total	4	37	0	0	30	71	7	39	0	0	13	59
1500 - 1515	2	8	0	0	7	17	1	5	0	0	5	11
1515 - 1530	0	6	0	0	8	14	0	3	0	0	1	4
1530 - 1545	2	6	0	0	10	18	3	8	0	0	4	15
1545 - 1600	0	1	0	0	3	4	1	7	0	0	1	9
Hourly Total	4	21	0	0	28	53	5	23	0	0	11	39
1600 - 1615	0	5	0	0	4	9	0	13	0	0	14	27
1615 - 1630	1	8	0	0	4	13	2	9	0	0	13	24
1630 - 1645	0	6	0	0	5	11	0	7	0	0	6	13
1645 - 1700	2	8	0	0	8	18	0	5	0	0	8	13
Hourly Total	3	27	0	0	21	51	2	34	0	0	41	77
1700 - 1715	1	19	0	0	9	29	0	18	0	0	13	31
1715 - 1730	0	6	0	0	15	21	0	12	0	0	11	23
1730 - 1745	0	35	0	0	3	38	0	14	0	0	19	33
1745 - 1800	0	27	0	0	10	37	1	27	0	0	21	49
Hourly Total	1	87	0	0	37	125	1	71	0	0	64	136
1800 - 1815	0	15	0	0	7	22	2	27	0	0	8	37
1815 - 1830	0	12	0	0	18	30	0	14	0	0	16	30
1830 - 1845	0	15	0	0	8	23	0	23	0	0	13	36
1845 - 1900	0	16	0	0	12	28	0	13	0	0	7	20
Hourly Total	0	58	0	0	45	103	2	77	0	0	44	123
1900 - 1915	0	16	0	0	14	30	0	17	0	0	11	28
1915 - 1930	0	11	0	0	5	16	0	23	0	0	8	31
1930 - 1945	0	10	0	0	5	15	0	10	0	0	7	17
1945 - 2000	0	17	0	0	9	26	0	10	0	0	3	13
Hourly Total	0	54	0	0	33	87	0	60	0	0	29	89
2000 - 2015	0	4	0	0	6	10	0	24	0	0	14	38
2015 - 2030	1	5	0	0	4	10	0	13	0	0	6	19
2030 - 2045	0	4	0	0	0	4	0	6	0	0	5	11
2045 - 2100	0	1	0	0	1	2	0	3	0	0	5	8
Hourly Total	1	14	0	0	11	26	0	46	0	0	30	76
2100 - 2115	0	0	0	0	2	2	0	2	0	0	1	3
2115 - 2130	0	1	0	0	0	1	0	2	0	0	5	7
2130 - 2145	0	0	0	0	2	2	0	0	0	0	4	4
2145 - 2200	0	0	0	0	0	0	0	0	0	0	2	2
Hourly Total	0	1	0	0	4	5	0	4	0	0	12	16
2200 - 2215	0	0	0	0	1	1	0	0	0	0	0	0
2215 - 2230	0	1	0	0	0	1	0	0	0	0	0	0
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	2	0	0	0	0	0	0
2300 - 2315	0	0	0	0	1	1	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0
2345 - 2400	0	0	0	0	0	0	0	0	0	0	1	1
Hourly Total	0	0	0	0	1	1	0	0	0	0	1	1
TOTAL	20	548	0	0	370	938	26	559	0	0	374	959

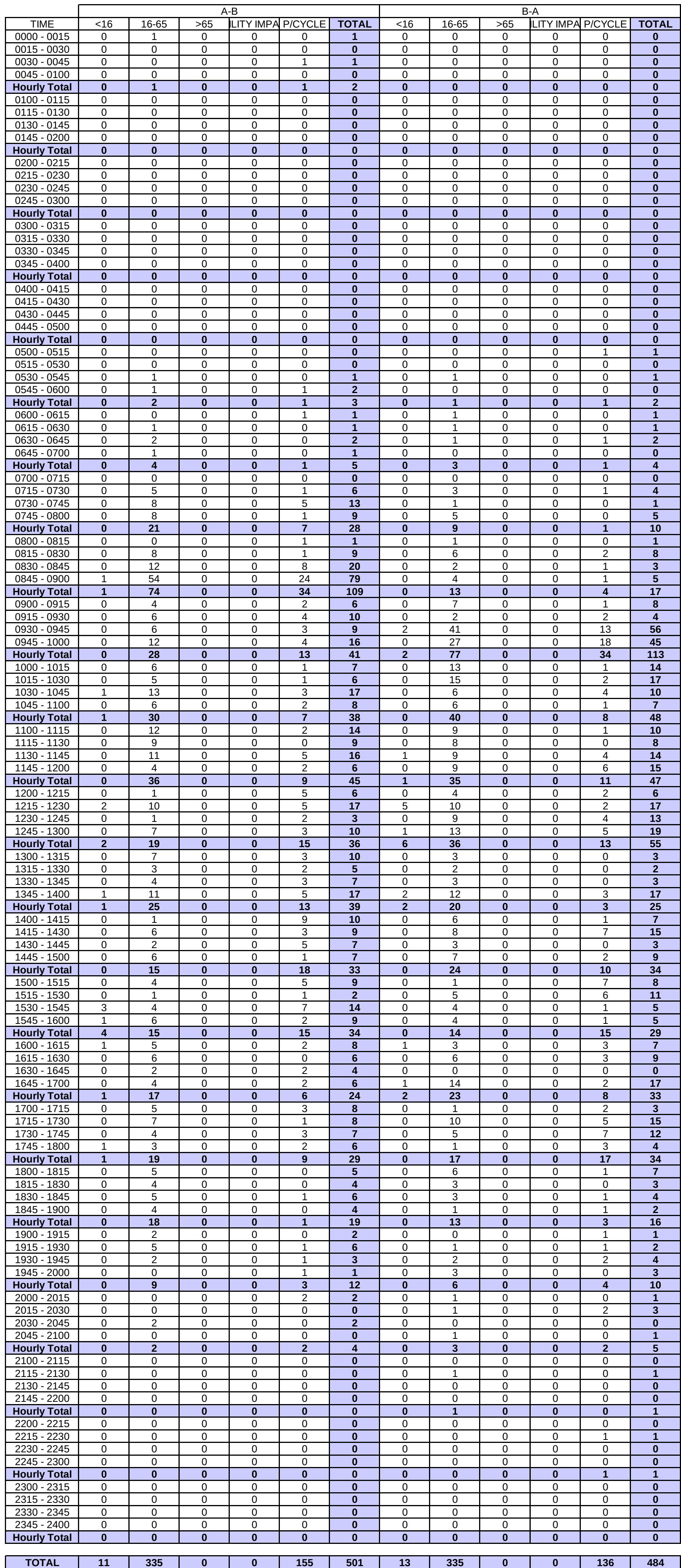
East Reading Mrt - Manual Traffic Survey, Friday 19th August 2016

Produced by Streetwise Services Ltd.



TIME	A-B						B-A					
	<16	16-65	>65	LITY IMPA	P/CYCLE	TOTAL	<16	16-65	>65	LITY IMPA	P/CYCLE	TOTAL
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	1	0	0	0	1
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	1
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	1	0	0	0	1	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	1	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	1	0	0	0	1	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	1	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	3	0	0	0	3	0	0	0	0	1	1
Hourly Total	0	3	0	0	0	3	0	0	0	0	1	1
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	1	1	0	0	0	0	0	0
0545 - 0600	0	0	0	0	1	1	0	0	0	0	0	0
Hourly Total	0	0	0	0	2	2	0	0	0	0	0	0
0600 - 0615	0	0	0	0	2	2	0	0	0	0	0	0
0615 - 0630	0	1	0	0	2	3	0	0	0	0	2	2
0630 - 0645	0	6	0	0	3	9	0	4	0	0	2	6
0645 - 0700	0	4	0	0	0	4	0	4	0	0	2	6
Hourly Total	0	11	0	0	7	18	0	8	0	0	6	14
0700 - 0715	0	2	0	0	3	5	0	1	0	0	1	2
0715 - 0730	0	3	0	0	2	5	0	1	0	0	4	5
0730 - 0745	0	7	0	0	5	12	0	3	0	0	1	4
0745 - 0800	0	2	0	0	6	8	0	5	0	0	4	9
Hourly Total	0	14	0	0	16	30	0	10	0	0	10	20
0800 - 0815	0	6	0	0	3	9	0	1	0	0	5	6
0815 - 0830	0	7	0	0	3	10	0	4	0	0	7	11
0830 - 0845	0	3	0	0	4	7	0	1	0	0	6	7
0845 - 0900	1	1	0	0	7	9	0	0	0	0	3	3
Hourly Total	1	17	0	0	17	35	0	6	0	0	21	27
0900 - 0915	0	5	0	0	3	8	0	2	0	0	2	4
0915 - 0930	0	8	0	0	3	11	0	1	0	0	2	3
0930 - 0945	0	2	0	0	5	7	0	2	0	0	1	3
0945 - 1000	0	1	0	0	1	2	0	1	0	0	0	1
Hourly Total	0	16	0	0	12	28	0	6	0	0	5	11
1000 - 1015	0	1	0	0	2	3	2	3	0	0	0	5
1015 - 1030	0	2	0	0	1	3	0	1	0	0	0	1
1030 - 1045	0	2	0	0	2	4	0	5	0	0	1	6
1045 - 1100	0	1	0	0	2	3	0	2	0	0	1	3
Hourly Total	0	6	0	0	7	13	2	11	0	0	2	15
1100 - 1115	0	1	0	0	3	4	0	1	0	0	2	3
1115 - 1130	1	7	0	0	1	9	0	5	0	0	1	6
1130 - 1145	1	2	0	0	1	4	1	3	0	0	0	4
1145 - 1200	1	3	0	0	0	4	0	3	0	0	0	3
Hourly Total	3	13	0	0	5	21	1	12	0	0	3	16
1200 - 1215	0	3	0	0	1	4	1	2	0	0	1	4
1215 - 1230	0	4	0	0	0	4	0	4	0	0	1	5
1230 - 1245	1	5	0	0	0	6	0	8	0	0	0	8
1245 - 1300	0	4	0	0	1	5	0	5	0	0	0	5
Hourly Total	1	16	0	0	2	19	1	19	0	0	2	22
1300 - 1315	0	8	0	0	0	8	0	5	0	0	2	7
1315 - 1330	0	4	0	0	0	4	1	3	0	0	1	5
1330 - 1345	1	5	0	0	1	7	0	5	0	0	2	7
1345 - 1400	0	2	0	0	2	4	0	1	0	0	2	3
Hourly Total	1	19	0	0	3	23	1	14	0	0	7	22
1400 - 1415	0	2	0	0	3	5	0	2	0	0	1	3
1415 - 1430	0	4	0	0	0	4	0	2	0	0	0	2
1430 - 1445	0	5	0	0	1	6	0	2	0	0	4	6
1445 - 1500	0	7	0	0	0	7	0	11	0	0	3	14
Hourly Total	0	18	0	0	4	22	0	17	0	0	8	25
1500 - 1515	0	3	0	0	2	5	0	1	0	0	4	5
1515 - 1530	0	4	0	0	1	5	0	4	0	0	0	4
1530 - 1545	0	2	0	0	2	4	0	1	0	0	2	3
1545 - 1600	0	3	0	0	2	5	0	0	0	0	3	3
Hourly Total	0	12	0	0	7	19	0	6	0	0	9	15
1600 - 1615	0	3	0	0	3	6	0	2	0	0	4	6
1615 - 1630	0	1	0	0	2	3	0	6	0	0	3	9
1630 - 1645	0	3	0	0	3	6	0	2	0	0	8	10
1645 - 1700	0	0	0	0	1	1	0	2	0	0	5	7
Hourly Total	0	7	0	0	9	16	0	12	0	0	20	32
1700 - 1715	0	4	0	0	7	11	0	6	0	0	9	15
1715 - 1730	0	2	0	0	6	8	0	3	0	0	7	10
1730 - 1745	1	6	0	0	3	10	0	12	0	0	4	16
1745 - 1800	0	2	0	0	11	13	1	7	0	0	4	12
Hourly Total	1	14	0	0	27	42	1	28	0	0	24	53
1800 - 1815	0	4	0	0	1	5	0	6	0	0	2	8
1815 - 1830	1	10	0	0	2	13	0	7	0	0	4	11
1830 - 1845	0	5	0	0	3	8	1	11	0	0	7	19
1845 - 1900	0	8	0	0	6	14	0	6	0	0	0	6
Hourly Total	1	27	0	0	12	40	1	30	0	0	13	44
1900 - 1915	0	5	0	0	1	6	0	9	0	0	5	14
1915 - 1930	0	4	0	0	5	9	2	6	0	0	1	9
1930 - 1945	0	4	0	0	2	6	0	12	0	0	1	13
1945 - 2000	0	3	0	0	1	4	0	8	0	0	1	9
Hourly Total	0	16	0	0	9	25	2	35	0	0	8	45
2000 - 2015	0	4	0	0	1	5	0	5	0	0	2	7
2015 - 2030	2	7	0	0	1	10	0	6	0	0	0	6
2030 - 2045	0	4	0	0	0	4	0	3	0	0	2	5
2045 - 2100	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	2	15	0	0	2	19	0	15	0	0	4	19
2100 - 2115	0	0	0	0	0	0	0	0	0	0	1	1
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	0	4	0	0	0	4	0	1	0	0	0	1
2145 - 2200	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	0	4	0	0	0	4	0	2	0	0	1	3
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	2	0	0	0	2	0	1	0	0	0	1
2315 - 2330	0	3	0	0	0	3	0	0	0	0	0	0
2330 - 2345	0	0	0	0	0	0	0	1	0	0	0	1
2345 - 2400	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	5	0	0	0	5	0	2	0	0	0	2
TOTAL	10	235	0	0	141	386	9	234	0	0	144	387

Produced by Streetwise Services Ltd.



East Reading Mrt - Manual Traffic Survey, Sunday 21st August 2016

Produced by Streetwise Services Ltd.



	A-B						B-A					
TIME	<16	16-65	>65	LITY IMPA	P/CYCLE	TOTAL	<16	16-65	>65	LITY IMPA	P/CYCLE	TOTAL
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	1	1	0	0	0	0	0	0
0615 - 0630	0	0	0	0	2	2	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	1	0	0	2	3
Hourly Total	0	0	0	0	3	3	0	1	0	0	2	3
0700 - 0715	0	1	0	0	1	2	0	0	0	0	0	0
0715 - 0730	0	2	0	0	1	3	0	1	0	0	1	2
0730 - 0745	0	4	0	0	3	7	0	0	0	0	2	2
0745 - 0800	0	2	0	0	2	4	0	1	0	0	3	4
Hourly Total	0	9	0	0	7	16	0	2	0	0	6	8
0800 - 0815	0	5	0	0	1	6	0	5	0	0	0	5
0815 - 0830	0	0	0	0	1	1	0	5	0	0	1	6
0830 - 0845	0	7	0	0	4	11	0	4	0	0	1	5
0845 - 0900	0	4	0	0	0	4	0	2	0	0	6	8
Hourly Total	0	16	0	0	6	22	0	16	0	0	8	24
0900 - 0915	0	7	0	0	2	9	0	9	0	0	1	10
0915 - 0930	0	5	0	0	3	8	0	8	0	0	4	12
0930 - 0945	0	5	0	0	1	6	0	6	0	0	3	9
0945 - 1000	0	8	0	0	7	15	0	8	0	0	0	8
Hourly Total	0	25	0	0	13	38	0	31	0	0	8	39
1000 - 1015	0	4	0	0	1	5	1	9	0	0	2	12
1015 - 1030	2	7	0	0	6	15	1	9	0	0	5	15
1030 - 1045	0	20	0	0	2	22	0	10	0	0	2	12
1045 - 1100	2	18	0	0	2	22	2	11	0	0	2	15
Hourly Total	4	49	0	0	11	64	4	39	0	0	11	54
1100 - 1115	0	14	0	0	2	16	2	11	0	0	5	18
1115 - 1130	0	14	0	0	11	25	0	9	0	0	4	13
1130 - 1145	1	12	0	0	2	15	1	11	0	1	5	18
1145 - 1200	3	24	0	0	3	30	0	14	0	0	3	17
Hourly Total	4	64	0	0	18	86	3	45	0	1	17	66
1200 - 1215	1	22	0	0	9	32	3	32	0	0	3	38
1215 - 1230	0	9	0	0	2	11	0	15	0	0	4	19
1230 - 1245	3	20	0	0	4	27	2	14	0	0	7	23
1245 - 1300	3	23	0	0	8	34	1	17	0	0	4	22
Hourly Total	7	74	0	0	23	104	6	78	0	0	18	102
1300 - 1315	3	23	0	0	4	30	0	17	0	0	9	26
1315 - 1330	1	22	0	0	7	30	1	5	0	0	2	8
1330 - 1345	2	18	0	0	5	25	1	7	0	0	3	11
1345 - 1400	0	11	0	0	11	22	0	14	0	0	4	18
Hourly Total	6	74	0	0	27	107	2	43	0	0	18	63
1400 - 1415	1	20	0	0	1	22	4	21	0	0	9	34
1415 - 1430	2	20	0	0	5	27	0	18	0	0	8	26
1430 - 1445	0	15	0	0	6	21	1	10	0	0	0	11
1445 - 1500	1	16	0	0	18	35	3	16	0	0	4	23
Hourly Total	4	71	0	0	30	105	8	65	0	0	21	94
1500 - 1515	1	24	0	1	4	30	0	21	0	1	6	28
1515 - 1530	2	16	0	0	6	24	0	11	0	0	8	19
1530 - 1545	0	18	0	0	6	24	0	15	0	0	6	21
1545 - 1600	0	10	0	0	17	27	2	25	0	0	7	34
Hourly Total	3	68	0	1	33	105	2	72	0	1	27	102
1600 - 1615	0	15	0	0	5	20	2	24	0	0	4	30
1615 - 1630	0	13	0	0	6	19	1	8	0	0	7	16
1630 - 1645	0	20	0	0	5	25	0	15	0	0	12	27
1645 - 1700	0	11	0	0	5	16	0	15	0	0	7	22
Hourly Total	0	59	0	0	21	80	3	62	0	0	30	95
1700 - 1715	0	7	0	0	1	8	1	15	0	0	12	28
1715 - 1730	0	12	0	0	6	18	0	3	0	0	5	8
1730 - 1745	0	7	0	0	2	9	0	17	0	0	2	19
1745 - 1800	0	11	0	0	1	12	0	13	0	0	3	16
Hourly Total	0	37	0	0	10	47	1	48	0	0	22	71
1800 - 1815	0	5	0	0	1	6	0	2	0	0	1	3
1815 - 1830	0	5	0	0	2	7	0	7	0	0	0	7
1830 - 1845	0	3	0	0	2	5	0	5	0	0	2	7
1845 - 1900	0	7	0	0	4	11	0	1	0	0	0	1
Hourly Total	0	20	0	0	9	29	0	15	0	0	3	18
1900 - 1915	0	4	0	0	2	6	0	5	0	0	0	5
1915 - 1930	0	3	0	0	0	3	0	4	0	0	0	4
1930 - 1945	0	2	0	0	0	2	0	3	0	0	1	4
1945 - 2000	0	3	0	0	1	4	0	5	0	0	0	5
Hourly Total	0	12	0	0	3	15	0	17	0	0	1	18
2000 - 2015	2	3	0	0	2	7	0	2	0	0	2	4
2015 - 2030	0	1	0	0	0	1	0	4	0	0	0	4
2030 - 2045	0	0	0	0	0	0	0	2	0	0	2	4
2045 - 2100	0	0	0	0	0	0	0	0	0	0	2	2
Hourly Total	2	4	0	0	2	8	0	8	0	0	6	14
2100 - 2115	0	0	0	0	1	1	0	0	0	0	2	2
2115 - 2130	0	0	0	0	1	1	0	0	0	0	0	0
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	2	2	0	0	0	0	2	2
2200 - 2215	0	0	0	0	0	0	0	0	0	0	1	1
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0
2345 - 2400	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	30	582	0	1	218	831	29	542	0	2	201	774

East Reading Mrt - Manual Traffic Survey, Wednesday 17th August 2016

Produced by Streetwise Services Ltd.



East Reading Mrt - Manual Traffic Survey, Wednesday 14th September 2016

Produced by Streetwise Services Ltd.



TIME	A-B						B-A					
	<16	16-65	>65	LITY IMPA	P/CYCLE	TOTAL	<16	16-65	>65	LITY IMPA	P/CYCLE	TOTAL
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	3	3
0115 - 0130	0	2	0	0	0	2	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	2	0	0	0	0	3	3
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	2	0	0	0	2	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	2	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	1	0	0	0	1	0	0	0	0	0	0
0515 - 0530	0	1	0	0	0	1	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	0	0	1	1	0	0	0	0	0	0
Hourly Total	0	2	0	0	1	3	0	0	0	0	0	0
0600 - 0615	0	0	0	0	1	1	0	0	0	0	1	1
0615 - 0630	0	0	0	0	3	3	0	1	0	0	3	4
0630 - 0645	0	1	0	0	6	7	0	1	0	0	1	2
0645 - 0700	0	4	0	0	0	4	0	0	0	0	3	3
Hourly Total	0	5	0	0	10	15	0	2	0	0	8	10
0700 - 0715	0	4	0	0	4	8	0	9	0	0	3	12
0715 - 0730	0	8	0	0	6	14	0	3	0	0	2	5
0730 - 0745	1	9	0	0	6	16	0	5	0	0	4	9
0745 - 0800	0	3	0	0	17	20	0	3	0	0	8	11
Hourly Total	1	24	0	0	33	58	0	20	0	0	17	37
0800 - 0815	0	7	0	0	13	20	0	6	0	0	13	19
0815 - 0830	0	6	0	0	16	22	0	2	0	0	11	13
0830 - 0845	0	22	0	0	14	36	0	1	0	0	5	6
0845 - 0900	0	6	0	0	13	19	0	3	0	0	5	8
Hourly Total	0	41	0	0	56	97	0	12	0	0	34	46
0900 - 0915	0	8	0	0	11	19	0	6	0	0	2	8
0915 - 0930	0	5	0	0	5	10	0	2	0	0	7	9
0930 - 0945	0	4	0	0	3	7	0	2	0	0	1	3
0945 - 1000	0	1	0	0	5	6	0	2	0	0	4	6
Hourly Total	0	18	0	0	24	42	0	12	0	0	14	26
1000 - 1015	0	9	0	0	3	12	0	8	0	0	0	8
1015 - 1030	1	2	0	0	2	5	1	2	0	0	3	6
1030 - 1045	0	6	0	0	2	8	0	1	0	0	2	3
1045 - 1100	0	5	0	0	1	6	1	5	0	0	2	8
Hourly Total	1	22	0	0	8	31	2	16	0	0	7	25
1100 - 1115	0	4	0	0	4	8	0	3	0	0	4	7
1115 - 1130	1	6	0	0	2	9	1	12	0	0	3	16
1130 - 1145	0	3	0	0	3	6	0	4	0	0	3	7
1145 - 1200	0	4	0	0	3	7	0	6	0	0	2	8
Hourly Total	1	17	0	0	12	30	1	25	0	0	12	38
1200 - 1215	0	7	0	0	1	8	0	8	0	0	0	8
1215 - 1230	0	9	0	0	4	13	0	13	0	0	2	15
1230 - 1245	0	21	0	0	3	24	0	18	0	1	3	22
1245 - 1300	0	21	0	0	1	22	0	11	0	0	3	14
Hourly Total	0	58	0	0	9	67	0	50	0	1	8	59
1300 - 1315	0	11	0	0	1	12	1	17	0	0	2	20
1315 - 1330	0	15	0	0	7	22	0	14	0	0	5	19
1330 - 1345	0	6	0	0	4	10	0	7	0	0	2	9
1345 - 1400	0	12	0	0	1	13	0	8	0	0	4	12
Hourly Total	0	44	0	0	13	57	1	46	0	0	13	60
1400 - 1415	0	8	0	0	4	12	0	3	0	0	0	3
1415 - 1430	0	2	0	0	8	10	0	6	0	0	3	9
1430 - 1445	0	5	0	0	3	8	0	2	0	0	3	5
1445 - 1500	0	4	0	0	2	6	0	4	0	0	5	9
Hourly Total	0	19	0	0	17	36	0	15	0	0	11	26
1500 - 1515	0	3	0	0	1	4	0	2	0	0	2	4
1515 - 1530	0	2	0	0	11	13	0	6	0	0	2	8
1530 - 1545	0	3	0	0	5	8	0	3	0	0	6	9
1545 - 1600	0	11	0	0	5	16	0	2	0	0	6	8
Hourly Total	0	19	0	0	22	41	0	13	0	0	16	29
1600 - 1615	0	9	0	0	4	13	0	5	0	0	6	11
1615 - 1630	0	3	0	0	1	4	0	7	0	0	9	16
1630 - 1645	0	3	0	0	9	12	0	11	0	0	7	18
1645 - 1700	0	4	0	0	10	14	0	5	0	0	13	18
Hourly Total	0	19	0	0	24	43	0	28	0	0	35	63
1700 - 1715	1	8	0	0	7	16	0	15	0	0	15	30
1715 - 1730	0	5	0	0	4	9	0	12	0	0	14	26
1730 - 1745	2	9	0	0	13	24	1	15	0	0	23	39
1745 - 1800	0	6	0	0	17	23	0	8	0	0	18	26
Hourly Total	3	28	0	0	41	72	1	50	0	0	70	121
1800 - 1815	0	6	0	0	18	24	0	16	0	0	16	32
1815 - 1830	0	14	0	0	12	26	0	7	0	0	6	13
1830 - 1845	0	11	0	0	11	22	0	18	0	0	8	26
1845 - 1900	0	10	0	0	9	19	1	14	0	0	14	29
Hourly Total	0	41	0	0	50	91	1	55	0	0	44	100
1900 - 1915	0	17	0	0	7	24	0	11	0	0	12	23
1915 - 1930	0	24	0	0	1	25	0	13	0	0	6	19
1930 - 1945	1	15	0	0	0	16	1	24	0	0	6	31
1945 - 2000	0	6	0	0	11	17	0	17	0	0	5	22
Hourly Total	1	62	0	0	19	82	1	65	0	0	29	95
2000 - 2015	0	3	0	0	2	5	1	8	0	0	3	12
2015 - 2030	0	0	0	0	0	0	0	2	0	0	1	3
2030 - 2045	0	0	0	0	1	1	0	1	0	0	1	2
2045 - 2100	0	2	0	0	0	2	0	1	0	0	1	2
Hourly Total	0	5	0	0	3	8	1	12	0	0	6	19
2100 - 2115	0	2	0	0	3	5	0	3	0	0	0	3
2115 - 2130	0	0	0	0	2	2	0	1	0	0	2	3
2130 - 2145	0	1	0	0	0	1	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	3	0	0	0	3
Hourly Total	0	3	0	0	5	8	0	7	0	0	2	9
2200 - 2215	0	0	0	0	0	0	0	0	0	0	4	4
2215 - 2230	0	1	0	0	0	1	0	0	0	0	0	0
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0
2245 - 2300	0	2	0	0	1	3	0	0	0	0	0	0
Hourly Total	0	3	0	0	1	4	0	0	0	0	4	4
2300 - 2315	0	0	0	0	1	1	0	1	0	0	0	1
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	0	0	0	0	0	0	0	0	0	1	1
2345 - 2400	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	1	0	1	0	0	1	2
TOTAL	7	434	0	0	349	790	8	429	0	1	334	772

East Reading Mrt - Manual Traffic Survey, Friday 16th Septemeber 2016

Produced by Streetwise Services Ltd.



TIME	A-B						B-A					
	<16	16-65	>65	LITY IMPA	P/CYCLE	TOTAL	<16	16-65	>65	LITY IMPA	P/CYCLE	TOTAL
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	1	0	0	0	1	0	0	0	0	0	0
0345 - 0400	0	1	0	0	0	1	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	2	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	1	1	0	0	0	0	0	0
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	1	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	1	1	0	0	0	0	1	1
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	2	0	0	0	2	0	0	0	0	2	2
Hourly Total	0	2	0	0	1	3	0	0	0	0	3	3
0700 - 0715	0	3	0	0	0	3	0	6	0	0	1	7
0715 - 0730	0	1	0	0	1	2	0	2	0	0	1	3
0730 - 0745	0	1	0	0	3	4	0	0	0	0	3	3
0745 - 0800	0	0	0	0	1	1	0	0	0	0	3	3
Hourly Total	0	5	0	0	5	10	0	8	0	0	8	16
0800 - 0815	0	4	0	0	5	9	0	1	0	0	4	5
0815 - 0830	0	2	0	0	6	8	0	1	0	0	3	4
0830 - 0845	0	5	0	0	3	8	0	1	0	0	2	3
0845 - 0900	0	6	0	0	9	15	0	0	0	0	2	2
Hourly Total	0	17	0	0	23	40	0	3	0	0	11	14
0900 - 0915	0	4	0	0	3	7	0	0	0	0	4	4
0915 - 0930	0	5	0	0	2	7	0	2	0	0	1	3
0930 - 0945	0	4	0	0	1	5	0	6	0	0	1	7
0945 - 1000	0	5	0	0	2	7	0	0	0	0	0	0
Hourly Total	0	18	0	0	8	26	0	8	0	0	6	14
1000 - 1015	0	1	0	0	2	3	0	5	0	0	0	5
1015 - 1030	0	0	0	0	1	1	0	0	0	0	0	0
1030 - 1045	0	3	0	0	3	6	0	1	0	0	2	3
1045 - 1100	0	0	0	0	2	2	0	0	0	0	0	0
Hourly Total	0	4	0	0	8	12	0	6	0	0	2	8
1100 - 1115	0	0	0	0	1	1	0	2	0	0	2	4
1115 - 1130	0	2	0	0	1	3	0	2	0	0	2	4
1130 - 1145	0	1	0	0	2	3	0	1	0	0	1	2
1145 - 1200	0	2	0	0	0	2	1	6	0	0	2	9
Hourly Total	0	5	0	0	4	9	1	11	0	0	7	19
1200 - 1215	0	1	0	0	3	4	0	3	0	0	2	5
1215 - 1230	0	20	0	0	5	25	0	0	0	0	3	3
1230 - 1245	0	1	0	0	13	14	0	7	0	0	0	7
1245 - 1300	0	3	0	0	1	4	0	5	0	0	0	5
Hourly Total	0	25	0	0	22	47	0	15	0	0	5	20
1300 - 1315	0	3	0	0	3	6	0	8	0	0	0	8
1315 - 1330	0	6	0	0	0	6	0	3	0	0	3	6
1330 - 1345	0	5	0	0	1	6	0	2	0	0	3	5
1345 - 1400	0	4	0	0	2	6	0	3	0	0	0	3
Hourly Total	0	18	0	0	6	24	0	16	0	0	6	22
1400 - 1415	0	0	0	0	0	0	0	2	0	0	1	3
1415 - 1430	0	3	0	0	1	4	0	4	0	0	0	4
1430 - 1445	0	0	0	0	2	2	0	0	0	0	1	1
1445 - 1500	1	3	0	0	1	5	0	2	0	0	1	3
Hourly Total	1	6	0	0	4	11	0	8	0	0	3	11
1500 - 1515	0	5	0	0	0	5	0	1	0	0	0	1
1515 - 1530	0	1	0	0	4	5	0	2	0	0	2	4
1530 - 1545	0	4	0	0	1	5	0	5	0	0	3	8
1545 - 1600	0	6	0	0	1	7	0	7	0	0	4	11
Hourly Total	0	16	0	0	6	22	0	15	0	0	9	24
1600 - 1615	0	6	0	0	1	7	0	6	0	0	1	7
1615 - 1630	0	3	0	0	4	7	0	6	0	0	1	7
1630 - 1645	0	3	0	0	6	9	0	8	0	0	4	12
1645 - 1700	0	2	0	0	6	8	0	6	0	0	6	12
Hourly Total	0	14	0	0	17	31	0	26	0	0	12	38
1700 - 1715	1	5	0	0	3	9	2	9	0	0	13	24
1715 - 1730	0	7	0	0	4	11	0	10	0	0	7	17
1730 - 1745	0	3	0	0	3	6	0	9	0	0	7	16
1745 - 1800	0	4	0	0	4	8	1	8	0	0	6	15
Hourly Total	1	19	0	0	14	34	3	36	0	0	33	72
1800 - 1815	0	5	0	0	6	11	0	12	0	0	9	21
1815 - 1830	0	7	0	0	6	13	0	4	0	0	7	11
1830 - 1845	0	7	0	0	3	10	0	7	0	0	1	8
1845 - 1900	0	4	0	0	2	6	0	7	0	0	5	12
Hourly Total	0	23	0	0	17	40	0	30	0	0	22	52
1900 - 1915	0	6	0	0	2	8	0	5	0	0	2	7
1915 - 1930	0	5	0	0	0	5	0	3	0	0	2	5
1930 - 1945	2	4	0	0	3	9	2	4	0	0	0	6
1945 - 2000	0	0	0	0	0	0	0	3	0	0	0	3
Hourly Total	2	15	0	0	5	22	2	15	0	0	4	21
2000 - 2015	0	1	0	0	0	1	0	1	0	0	0	1
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	1	0	0	0	1
2045 - 2100	0	0	0	0	0	0	0	1	0	0	1	2
Hourly Total	0	1	0	0	0	1	0	3	0	0	1	4
2100 - 2115	0	0	0	0	0	0	0	0	0	0	1	1
2115 - 2130	0	1	0	0	0	1	0	1	0	0	0	1
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	1	0	1	0	0	1	2
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0
2345 - 2400	0	0	0	0	1	1	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	1	0	0	0	0	0	0
TOTAL	4	191	0	0	142	337	6	201	0	0	133	340

East Reading Mrt - Manual Traffic Survey, Saturday 17th September 2016

Produced by Streetwise Services Ltd.



	A-B						B-A					
TIME	<16	16-65	>65	LITY IMPA	P/CYCLE	TOTAL	<16	16-65	>65	LITY IMPA	P/CYCLE	TOTAL
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	1	1
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1
0700 - 0715	0	0	0	0	0	0	0	1	0	0	0	1
0715 - 0730	0	2	0	0	0	2	0	0	0	0	0	0
0730 - 0745	0	3	0	0	5	8	0	1	0	0	2	3
0745 - 0800	0	4	0	0	3	7	0	3	0	0	1	4
Hourly Total	0	9	0	0	8	17	0	5	0	0	3	8
0800 - 0815	0	2	0	0	3	5	1	5	0	0	1	7
0815 - 0830	0	4	0	0	0	4	0	3	0	0	1	4
0830 - 0845	0	14	0	0	10	24	0	3	0	0	1	4
0845 - 0900	0	54	0	0	19	73	0	5	0	0	1	6

East Reading Mrt - Manual Traffic Survey, Sunday 18th September 2016

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TIME	A-B						B-A					
	<16	16-65	>65	LITY IMPA	P/CYCLE	TOTAL	<16	16-65	>65	LITY IMPA	P/CYCLE	TOTAL
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	1	0	0	1	2	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	1	0	0	0	1	0	0	0	0	1	1
Hourly Total	0	2	0	0	1	3	0	0	0	0	1	1
0700 - 0715	0	3	0	0	0	3	0	3	0	0	0	3
0715 - 0730	0	1	0	0	5	6	0	1	0	0	0	1
0730 - 0745	0	2	0	0	1	3	0	1	0	0	0	1
0745 - 0800	0	5	0	0	5	10	0	1	0	0	1	2
Hourly Total	0	11	0	0	11	22	0	6	0	0	1	7
0800 - 0815	0	2	0	0	2	4	0	1	0	0	0	1
0815 - 0830	0	6	0	0	0	6	0	2	0	0	2	4
0830 - 0845	0	1	0	0	1	2	0	5	0	0	1	6
0845 - 0900	0	3	0	0	0	3	0	3	0	0	1	4
Hourly Total	0	12	0	0	3	15	0	11	0	0	4	15
0900 - 0915	0	4	0	0	0	4	0	1	0	0	2	3
0915 - 0930	0	4	0	0	6	10	0	8	0	0	0	8
0930 - 0945	0	15	0	0	2	17	0	8	0	0	0	8
0945 - 1000	0	10	0	0	4	14	0	13	0	0	5	18
Hourly Total	0	33	0	0	12	45	0	30	0	0	7	37
1000 - 1015	0	4	0	0	3	7	0	10	0	0	3	13
1015 - 1030	1	10	0	0	5	16	0	13	0	0	2	15
1030 - 1045	0	14	0	0	2	16	1	13	0	0	7	21
1045 - 1100	0	8	0	0	0	8	2	12	0	0	2	16
Hourly Total	1	36	0	0	10	47	3	48	0	0	14	65
1100 - 1115	0	14	0	0	12	26	0	9	0	0	5	14
1115 - 1130	0	14	0	0	7	21	1	8	0	0	3	12
1130 - 1145	0	14	0	0	6	20	1	17	0	0	4	22
1145 - 1200	2	13	0	0	8	23	0	12	0	0	5	17
Hourly Total	2	55	0	0	33	90	2	46	0	0	17	65
1200 - 1215	0	12	0	0	0	12	0	5	0	0	4	9
1215 - 1230	6	19	0	0	4	29	2	17	0	0	0	19
1230 - 1245	1	13	0	0	3	17	1	18	0	0	7	26
1245 - 1300	1	19	0	0	3	23	0	15	0	0	4	19
Hourly Total	8	63	0	0	10	81	3	55	0	0	15	73
1300 - 1315	0	7	0	0	7	14	0	12	0	0	2	14
1315 - 1330	0	13	0	0	7	20	1	13	0	0	8	22
1330 - 1345	1	24	0	0	5	30	0	12	0	0	12	24
1345 - 1400	0	12	0	0	10	22	6	12	0	0	11	29
Hourly Total	1	56	0	0	29	86	7	49	0	0	33	89
1400 - 1415	0	13	0	0	2	15	1	4	0	0	5	10
1415 - 1430	0	18	0	0	4	22	0	14	0	0	4	18
1430 - 1445	2	12	0	0	5	19	0	11	0	0	8	19
1445 - 1500	0	14	0	0	5	19	4	17	0	0	8	29
Hourly Total	2	57	0	0	16	75	5	46	0	0	25	76
1500 - 1515	0	19	0	0	6	25	1	18	0	0	4	23
1515 - 1530	1	17	0	0	12	30	0	15	0	0	5	20
1530 - 1545	1	18	0	0	4	23	0	19	0	0	5	24
1545 - 1600	1	18	0	0	10	29	3	12	0	0	10	25
Hourly Total	3	72	0	0	32	107	4	64	0	0	24	92
1600 - 1615	2	16	0	0	4	22	0	14	0	0	5	19
1615 - 1630	0	17	0	0	8	25	1	9	0	1	5	16
1630 - 1645	0	12	0	0	9	21	0	22	0	0	7	29
1645 - 1700	0	12	0	1	2	15	1	21	0	0	7	29
Hourly Total	2	57	0	1	23	83	2	66	0	1	24	93
1700 - 1715	0	9	0	1	2	12	0	19	0	1	4	24
1715 - 1730	1	10	0	0	1	12	2	12	0	0	8	22
1730 - 1745	0	15	0	0	5	20	0	10	0	0	7	17
1745 - 1800	1	10	0	0	2	13	0	9	0	0	8	17
Hourly Total	2	44	0	1	10	57	2	50	0	1	27	80
1800 - 1815	1	7	0	0	7	15	1	8	0	0	1	10
1815 - 1830	2	5	0	0	3	10	1	7	0	0	5	13
1830 - 1845	0	7	0	0	3	10	1	5	0	0	2	8
1845 - 1900	0	4	0	0	0	4	2	7	0	0	4	13
Hourly Total	3	23	0	0	13	39	5	27	0	0	12	44
1900 - 1915	0	6	0	0	0	6	2	14	0	0	4	20
1915 - 1930	0	3	0	0	0	3	0	12	0	0	3	15
1930 - 1945	0	1	0	0	0	1	0	1	0	0	1	2
1945 - 2000	0	0	0	0	0	0	0	0	0	0	1	1
Hourly Total	0	10	0	0	0	10	2	27	0	0	9	38
2000 - 2015	0	1	0	0	0	1	0	0	0	0	1	1
2015 - 2030	0	0	0	0	0	0	0	1	0	0	0	1
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	0	0	3	3	0	4	0	0	0	4
Hourly Total	0	1	0	0	3	4	0	5	0	0	1	6
2100 - 2115	0	1	0	0	2	3	0	0	0	0	0	0
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	2	3	0	0	0	0	0	0
2200 - 2215	0	0	0	0	0	0	0	0	0	0	1	1
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0
2245 - 2300	0	0	0	0	1	1	0	1	0	0	1	2
Hourly Total	0	0	0	0	1	1	0	1	0	0	2	3
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0
2345 - 2400	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	24	533	0	2	209	768	35	531	0	2	217	785

East Reading Mrt - Manual Traffic Survey, Wednesday 14th September 2016

Produced by Streetwise Services Ltd.



Appendix D WBC Comments

MEMORANDUM

From:	Gordon Adam Development Control	To (Case Officer):	Graham Vaughan
Service	WBC Highways	App No:	172048
Address:	Land Between Thames Valley Business Park and Napier Road, Reading.		
Proposal:	Full application for proposed construction of a segregated fast-track public transport, pedestrian and cycle bridge and viaduct, comprising concrete bridge structure with a river span of 59.5m and a land span of 316m, supported by concrete columns, steel beams and reinforced soil embankment, together with new footpath links and existing footpath alterations, replacement supermarket car parking provision, junction improvements and landscaping.		
Site Visit Made?:	Yes		

Summary Of Recommendations

- ☐ Recommend approval but with condition(s) & reason(s) **stated below**;
- ☐ Recommend approval with no conditions
- ☐ Recommend refusal for the reason(s) **stated below**;
- ☐ Negotiate the amendments **stated below**; or
- ☒ Request further information before determination as **stated below**.

Comments On Proposal

Please use this section to detail any positive, satisfactory or negative aspects of the proposals relating to planning matters. Any additional information or negotiations required can also be detailed in this section.

Highways have no problems in principle with this application as it would reduce the travel times for buses into and out of Reading and reduce congestion. This link would also benefit the park and ride at Thames Valley Park.

However, highways have a number of concerns namely:-

1. This link should not open until the park and ride is in operation to ensure that the best advantage of both schemes can be achieved.
2. Highways welcome the new walking and cycling route which would give a direct route between Thames Valley Park and Reading. These routes are lit which is also welcome. However, clarification is required on whether these routes would have CCTV to increase the perception of safety.
3. Highways accept that there is limited scope for increasing bus priority on A4 London Road between Cemetery Junction and the A3290 junction in Reading.
4. There will be no bus stops on this route which is also welcome.
5. Highways welcome the use of camera technology to control the use of this bus only link. However, highways are concerned with the use of physical barriers if the camera technology fails to deter illegal use of this link. If in the end physical barriers have to be used, a maintenance strategy would need to be in place to ensure that these barriers continue to operate.
6. There would be no traffic impact on the road access to the Park and Ride site and the MRT,

however there could be an impact at the junctions in Reading which is under the responsibility of Reading Borough Council.

7. In theory the introduction of a MRT type link segregated from traffic would reduce the journey time for bus passengers using the service. However, it is unclear from Table 5.3 in Appendix 8.1 (Transport Statement) what the journey time savings are. In addition no modelling information has been provided to support these results.
8. Whilst introduction of a MRT service has the potential to enable the current services to be improved, the assessment would need to concentrate on the benefits to the existing services.
9. It has been assumed that Winnersh Park and Ride, TVP commuter service and the Rail Air Coach from Reading to Heathrow could use this link. However, these services do offer a limited stopping service along London Road/Kings Road. The removal of these services could lead to increased use of the remaining services and would need to be included in any assessment of benefits.
10. Indeed the local stopping services are mentioned in the transport statement but no assessment has been carried out as passenger usage of these services is not available. This assessment would need to be carried out as there could be disbenefits to these services due to the removal of Winnersh Park and Ride.
11. There is no evidence submitted that the modelling of the junctions have been validated.
12. Highways would need to see details of the construction of this route, however this can be conditioned.
13. A brief construction management plan has been submitted. There is no mention of construction pounds or their locations nor banksmen to control access/egress for deliveries. A primary route has been mentioned, an assessment of a secondary route will be required.

Lighting comments will be forwarded once received.

Conditions & Reasons (if required)

Please use this section to detail any conditions that are required to make this development acceptable in planning terms. All conditions should be accompanied by reasons.

Date:

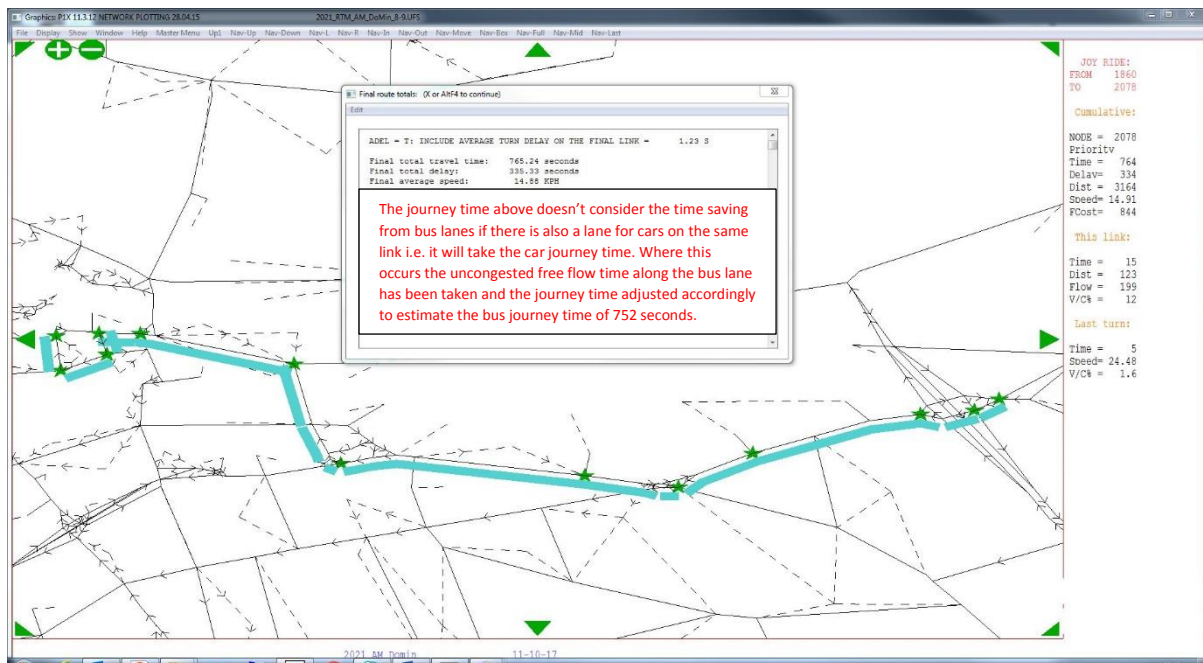
27th July 2017

Signed:

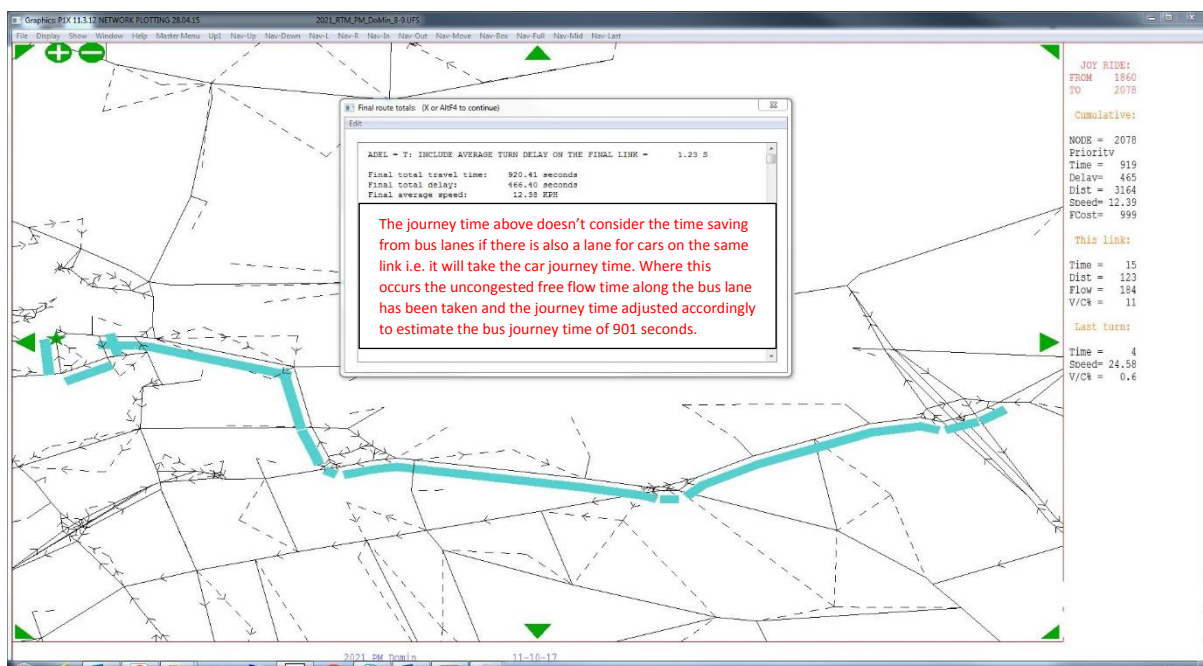
Gordon Adam

Appendix E PT Journey Time Plots

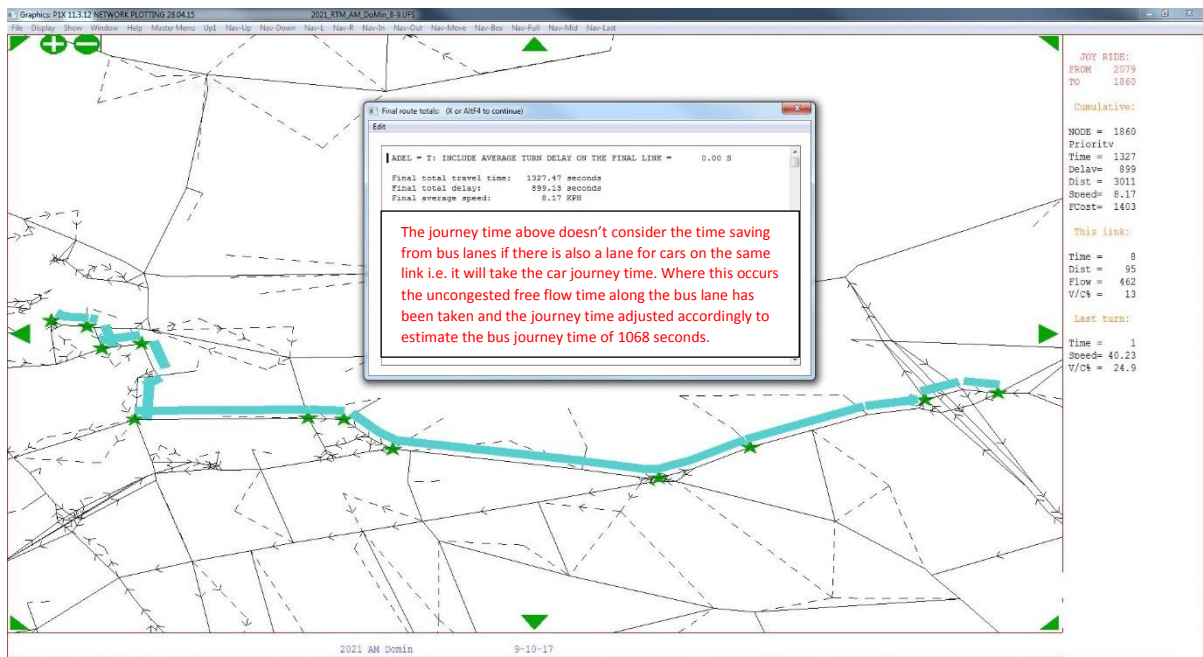
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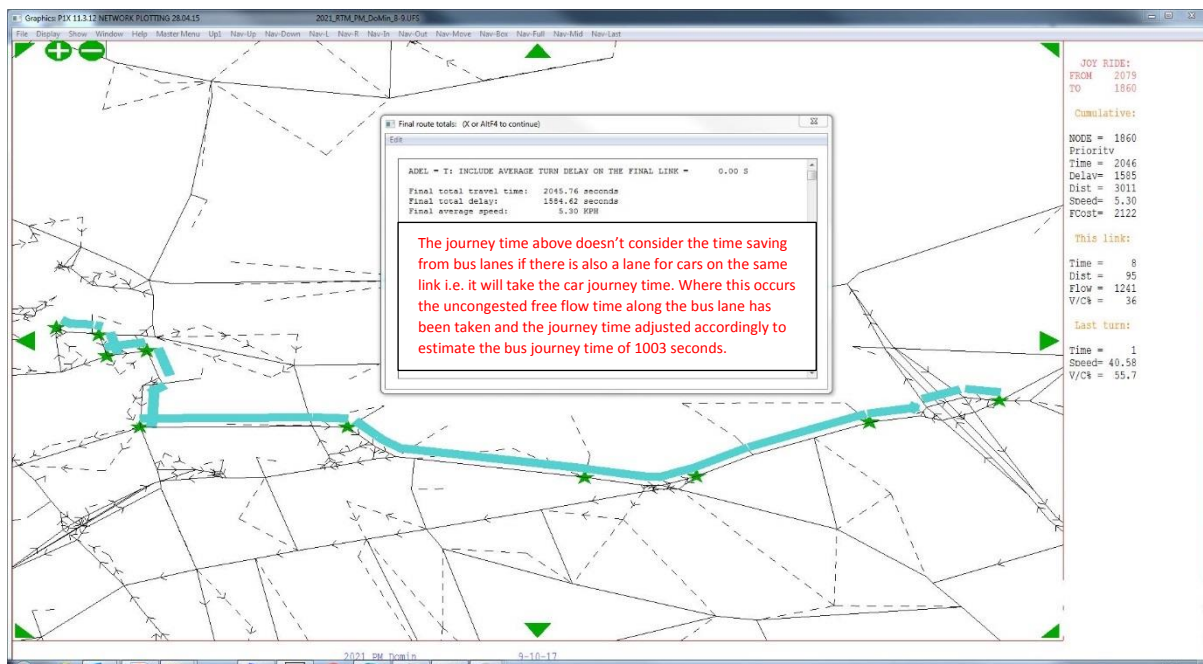
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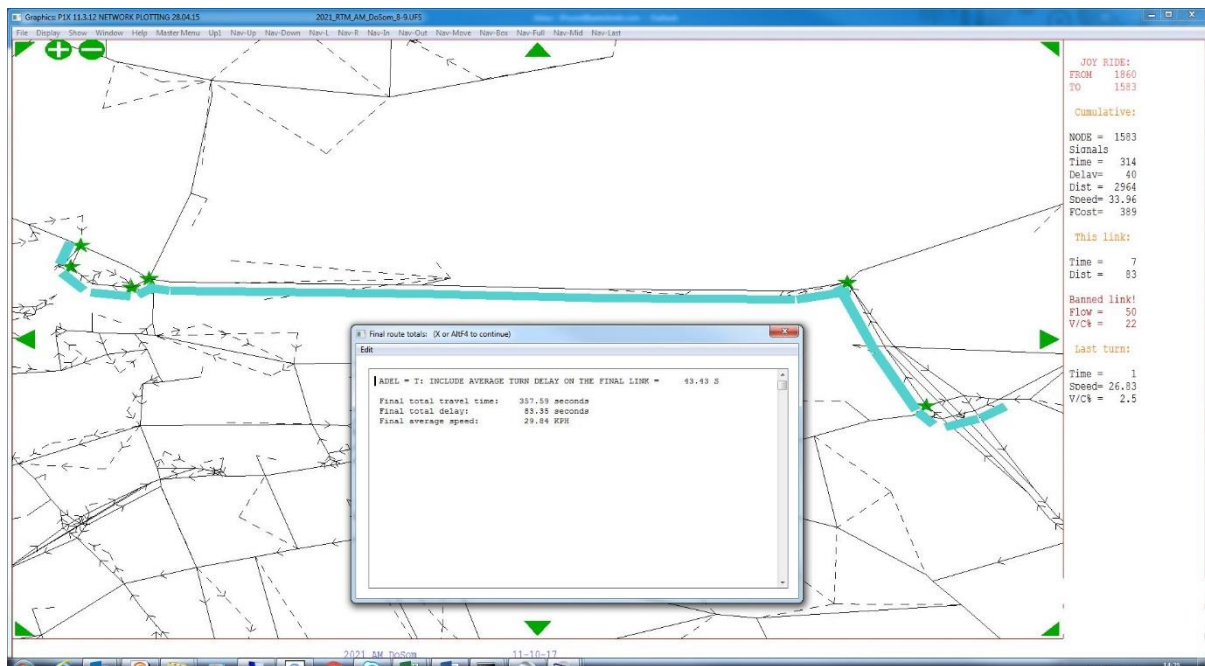
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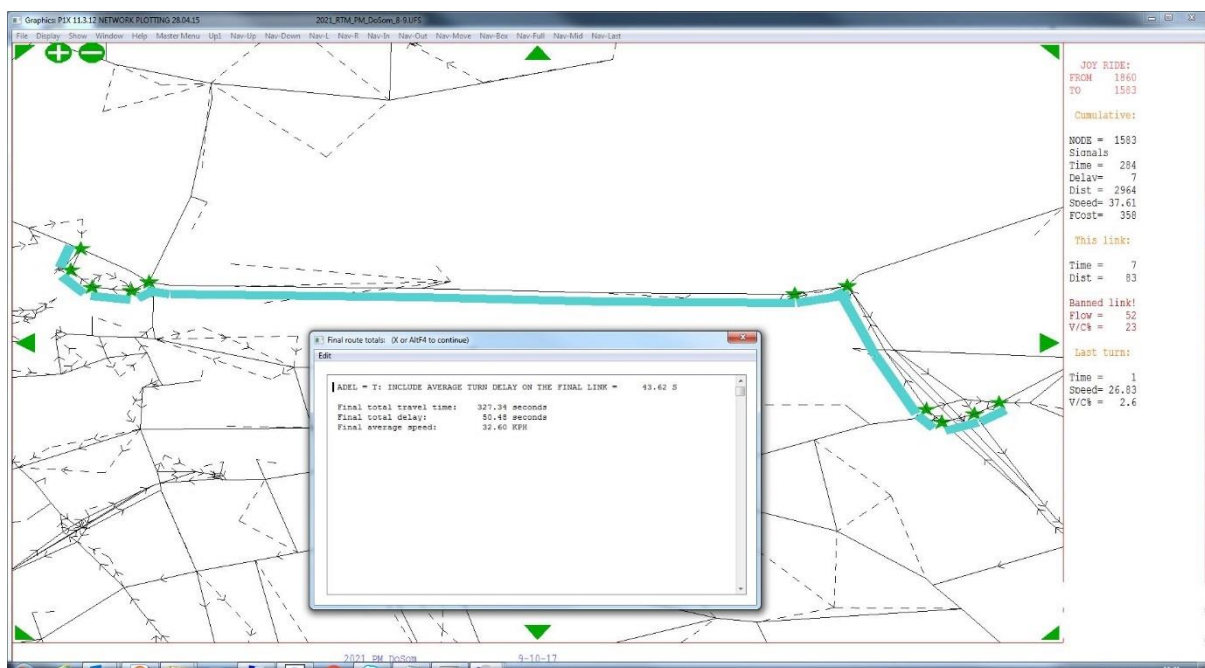
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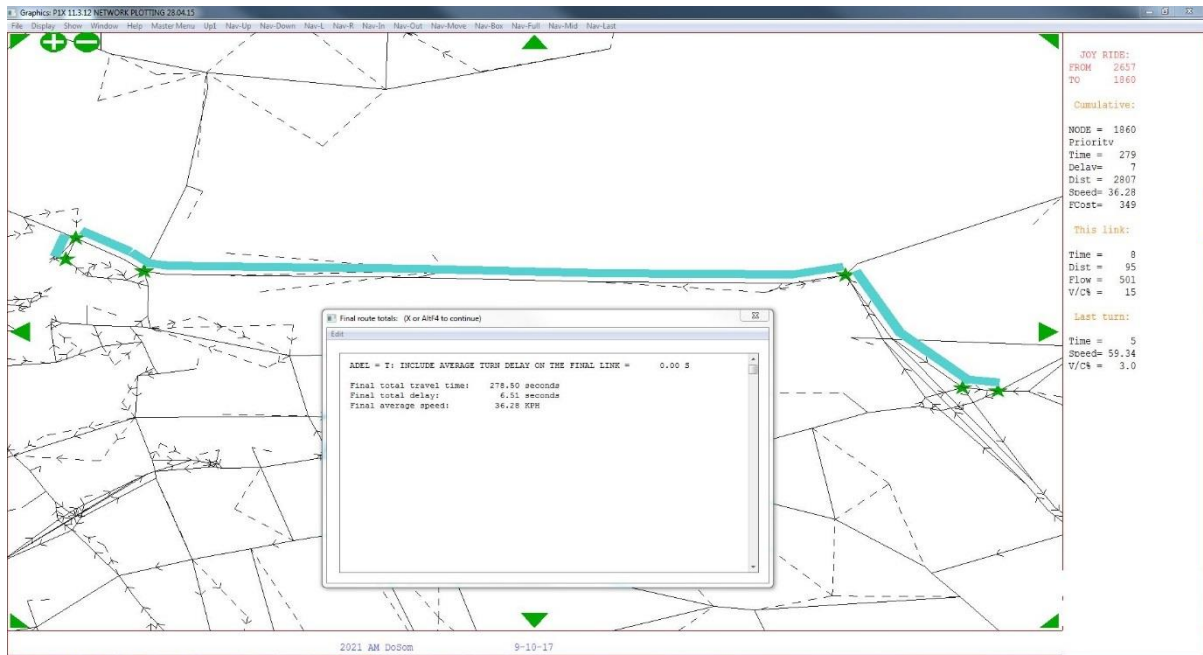
Future AM Inbound



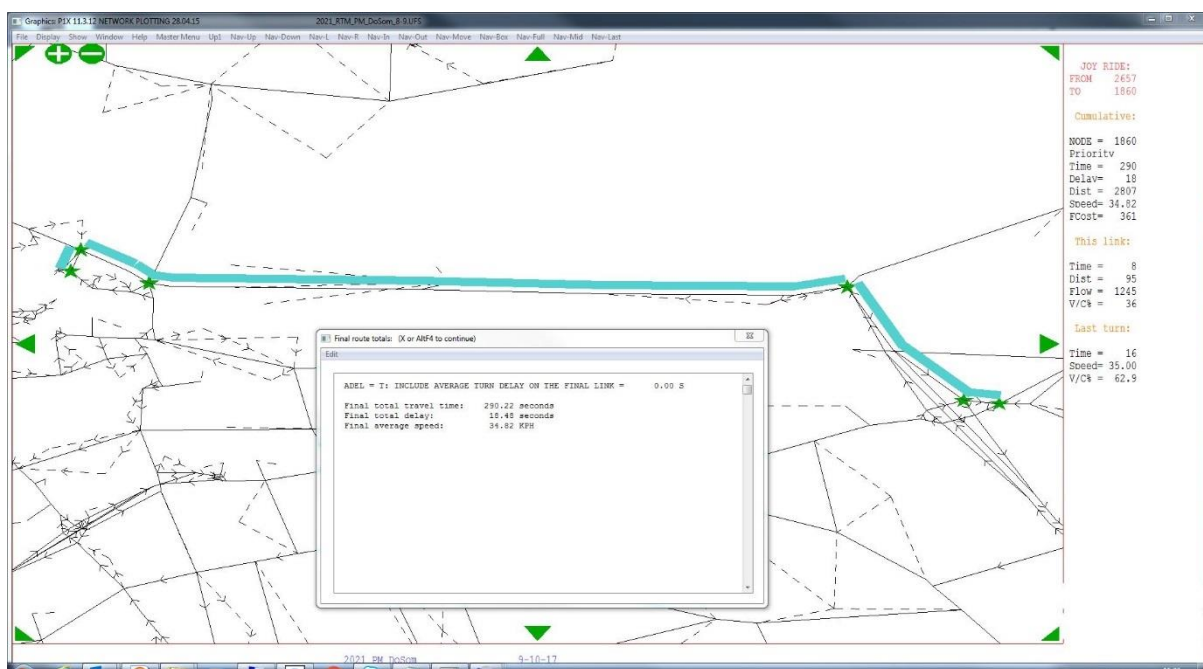
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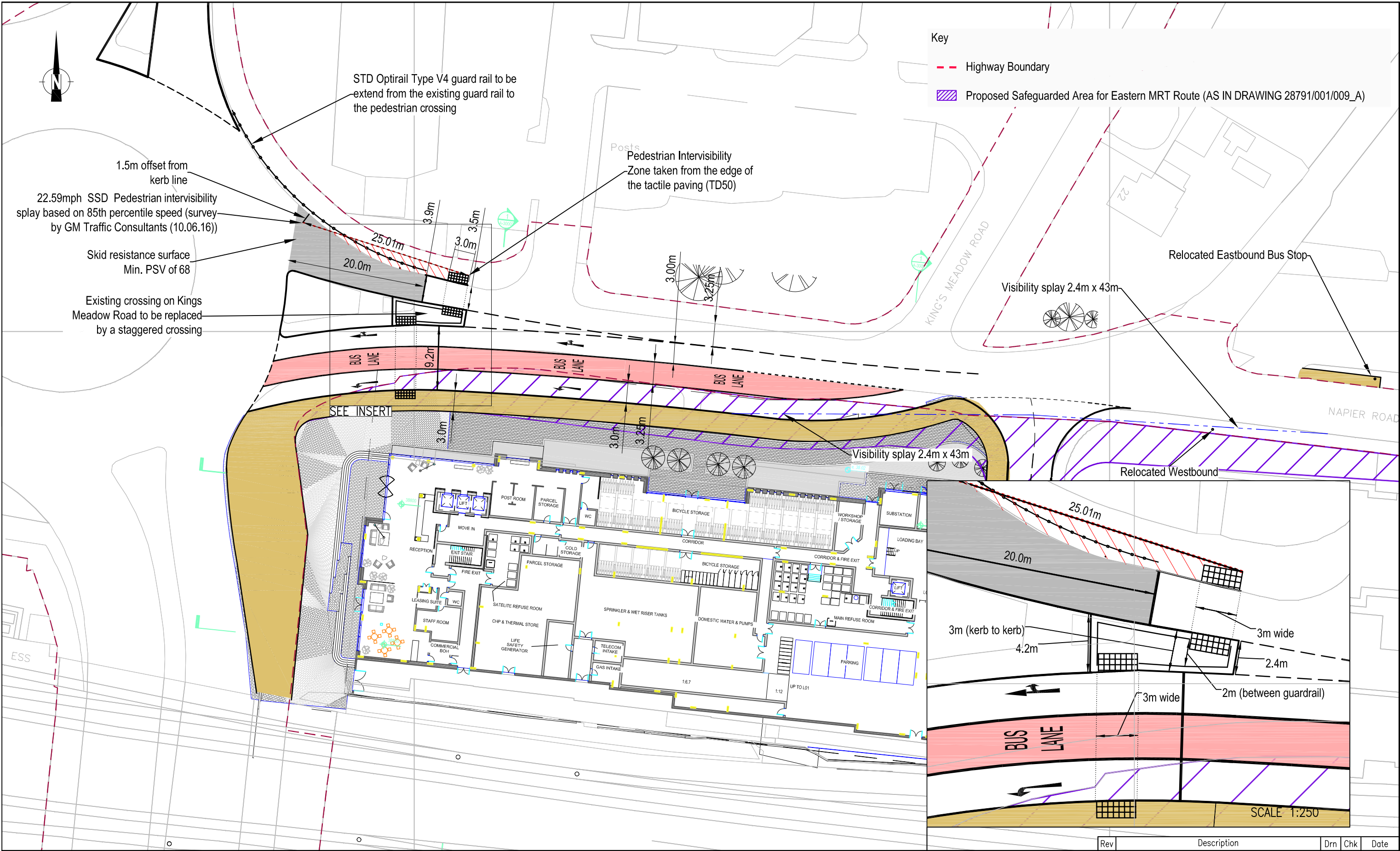
Future AM Outbound



Future PM Outbound



Appendix F Off-Site Scheme Update



Stuart Michael Associates Ltd
Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF
T: 01635 867 711 e: mail@stuartmichael.co.uk
F: 01635 861 715 w: www.stuartmichael.co.uk

NOTE:

1. THIS DRAWING IS TO BE TREATED AS INDICATIVE AND IS FOR DISCUSSION PURPOSES ONLY.
2. ANY DESIGNERS WHO PROGRESS THESE PROPOSALS OR DESIGN FURTHER WILL NEED TO RECONSIDER THE PROPOSALS BASED UPON THE INFORMATION WHICH SUBSEQUENTLY BECOMES AVAILABLE INCLUDING POTENTIAL SITE HAZARDS

JOB TITLE

THAMES QUARTER
READING

DRAWING TITLE

MRT EAST-PHASE 2-LAND TO BE SAFEGUARDED
OPTION 2 - STAGGERED PEDESTRIAN CROSSING

Rev	Description	Drm	Chk	Date
C	UPDATED LAYOUT - THAMES QUARTER	COR	SWA	25.10.16
B	SSD ADJUSTED FOR SPEED SURVEY	COR	SWA	13.06.16
A	TACTILE PAVING & SSD DISTANCE	COR	SWA	25.05.16

REVISIONS

DATE	MAY '16	DRAWN	COR	CHECKED	SWA	ISSUE CHECKBOX
DRAWING No.	5277.027	REV	C	SCALE	1:500	© A3

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