



transport statement

Clarendon House, Reading

Permitted Development

W321/TS/02

April 2018

Reading Heights Ltd

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1.0 INTRODUCTION

1.1 Introduction

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

1.2 Planning History

- 1.2.1 A previous Application for Prior Approval (Permitted Development) for the site (*Planning Reference 170905*) was granted for a change of use from the existing B1 office space to 49 x C3 residential units with 24 associated car parking spaces by Reading Borough Council (RBC) on 31st July 2017.
- 1.2.2 A copy of the RBC Decision notice is contained at **Appendix A**, with the general layout of the Permitted Development scheme contained at **Appendix B**.

1.3 Development Proposals

- 1.3.1 As with the previously consented Permitted Development scheme, the current proposals are to provide 49 x C3 residential units along with 4 car parking spaces and approximately 24 cycle parking spaces. A layout of the proposed revised Permitted Development scheme has been prepared by Wilder Associates and is contained at **Appendix C**.
- 1.3.2 The revised Permitted Development scheme will retain the existing vehicle access from Kennet Side, with pedestrian access from Queen's Road and the rear, through Kennet Side.
- 1.3.3 It is proposed to retain the current arrangement for refuse collection, taking place from the kerbside at Kennet Side. Similarly, it is proposed to retain the current servicing arrangements, which are identified as being from the kerbside of Kennet Side for larger delivery vehicles and from within the internal parking area for smaller vehicles (Tesco delivery vans).

1.4 Report Structure

- 1.4.1 **Section 2.0** of this Transport Statement (TS) presents a summary of the relevant transport policies at national and local level, which apply to the proposed development.
- 1.4.2 **Section 3.0** describes the existing site conditions in terms of the local highway network and accessibility of the site in relation to the surrounding area by non-car modes of transport.
- 1.4.3 **Section 4.0** describes the development proposals including the scale, proposal layout and access into the site.

- 1.4.4 **Section 5.0** considers the traffic assessment of the proposed development and outlines the estimated trip generation and traffic impact of the proposals in line with the revisions to the Permitted Development.
- 1.4.5 **Section 6.0** presents the summary and conclusion to this TS.

2.0 POLICY OVERVIEW

2.1 Introduction

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

- National Planning Policy Framework (NPPF), March 2012;
- Draft Revised National Planning Policy Framework, March 2018;
- Planning Practice Guidance, March 2014;
- Draft Planning Practice Guidance, March 2018;
- Reading Borough Council Core Strategy, January 2008;
- Reading Borough Council Local Transport Plan (2011-2026), April 2011;
- Reading Borough Council Local Transport Plan (2011-2026), Cycling Strategy, March 2014;
- Reading Borough Council Central Area Action Plan (to 2026), January 2009;
- Reading Borough Council Revised Parking Standards and Design, October 2011; and
- Draft Reading Borough Council Local Plan, May 2017.

2.2 National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF contains guidance for local planning authorities and decision makers both in creating long term strategies and as material for consideration in determining the outcomes of applications.

2.2.2 The NPPF Section 4 seeks to promote sustainable transport and states:

2.2.3 Paragraph 32:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. All plans and decisions should take into account whether:

- the opportunities for sustainable transport modes have been taken up, depending on the nature of the location of the site, to reduce the need for major transport infrastructure;*
- safe and suitable access to the site can be achieved for all people; and*
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the relative cumulative impacts of the development are severe."*

2.2.4 Paragraph 36:

“All developments which generate significant amounts of movement should be required to provide a travel Plan.”

2.2.5 Paragraph 39:

“If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;*
- the type, mix and use of the development;*
- the availability of and opportunities for public transport;*
- local car ownership levels; and*
- an overall need to reduce the use of high emission vehicles.”*

2.3 Draft Revised National Planning Policy Framework, March 2018

2.3.1 The Draft Revised National Planning Policy Framework was published for consultation on 5th March 2018. The consultation will close on 10th May 2018. The Draft Revised NPPF has been prepared as a result of proposals set out in the Budget 2017, including changes to planning policy and legislation to bring forward more land and investment in infrastructure.

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

2.3.3 Paragraph 103 states:

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

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

2.3.4 Paragraph 104 states the planning system should

“Actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and

emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.3.5 Paragraph 107 states:

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

2.3.6 Paragraph 108 states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- Safe and suitable access to the site can be achieved for all users; and*
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

2.3.7 Paragraph 109 states

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

2.3.8 Paragraph 111 states:

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

2.4 National Planning Practice Guidance, March 2014

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

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

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

“Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any

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

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

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

2.5 Draft Planning Practice Guidance, March 2018

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

2.6 Reading Borough Council Core Strategy, January 2008

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

2.6.2 The relevant policies include:

- *“CS4: Accessibility and the Intensity of Development - requires development within the Borough to be close to services and facilities by walking, cycling and public transport.*
- *CS7: Design and the Public Realm - encourages design that provides safe and accessible environments.*
- *CS20: Implementation of the Reading Transport Strategy (Local Transport Plan 2006 - 2011) – including provision of measures that will make alternatives to private cars (such as walking, cycling and public transport) more attractive.*

- *CS23: Sustainable Travel and Travel Plans - major development proposals will not be granted permission unless there is a commitment towards sustainable transport facilities and travel plans.*
- *CS24: Car and Cycle Parking - maximum car parking standards and cycle parking requirements will be applied in relation to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. Parking standards will be provided in line with the Revised Parking Standards and Design document (2011)."*

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

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

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

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

"The road network is the most basic and important cycling facility available' and that on-road facilities should be provided unless there is a safety concern. 8 The Council recognises the benefits of on-road cycling as improving route continuity and reducing delays and conflicts with pedestrians. Dedicated on-carriageway facilities such as cycle lanes or symbols will be provided where there is sufficient carriageway width and lane capacity is not reduced, including along busy distributor routes such as the A329 Oxford Road."

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

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

2.9.2 Paragraph 4.68 identifies the following challenges:

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

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

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

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

Table 2.1: RBC Car Parking Standard

2.10.2 The document notes:

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

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

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

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

Table 2.2: RBC Cycle Parking Standard

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

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

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

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

2.10.8 Section 9.0 of the document covering car clubs states:

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

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

2.11 Draft Reading Borough Council Local Plan, May 2017.

2.11.1 The new RBC Local Plan currently in production will seek to replace the existing Development Plans, namely the RBC Core Strategy 2008 and RBC Central Area Action Plan 2009 documents. The new RBC Local Plan will cover the Borough up to 2036. It is currently available in draft format online and underwent a pre-submission draft consultation, which closed on Friday the 26th January 2018.

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

3.0 EXISTING CONDITIONS

3.1 Site Description

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

3.2 Existing Highway Network

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

Kennet Side

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

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

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

3.3 Non-Car Modes

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

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

Pedestrian Access

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

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

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

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

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

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

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

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

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

Cycle Access

3.3.8 The site is accessible by a number of cycle routes. A segregated cycle route (R2/R20) runs adjacent to the site along the A329 Watlington Street and extending to the south. The Town Centre Route runs along the northern side of Kennet Side abutting the southern bank of the River Kennet.

3.3.9 There are a number of other dedicated cycle routes within and outside of Reading town centre. A circular cycle route operates around and within the town centre and connects to additional routes, including:

- Route R1/R10 South Reading - Green Park and Whitley;
- Route R2/R20 Reading and Wokingham - University and Winershe;
- Route R3/R30 East Reading and Woodley - Newtown and Bulmershe;

- Route R4/R40/R41 North Reading - Caversham, Emmer Green and Rivermead;
- Route R5 West Reading - Oxford Road and Tilehurst;
- Route R50 West Reading - Tilehurst and Prospect Park; and
- Route R6/R60 South West Reading - Coley Park and Southcote.

3.3.10 A full breakdown of the relevant cycle routes to and within close proximity of the site can be found at **Appendix E**.

3.3.11 A bike hire scheme, known as Readybike (<https://www.readybike.co.uk/>) also operates in Reading. This scheme consists of 29 docking stations across Reading town centre. The closest docking station to the site lies approximately 470m west of the site, off the A329 Queen's Road, where 10 bikes are provided. In addition, a further 10 bikes are provided on King's Road, located approximately 650m east of the site.

Public Transport Access

3.3.12 The site is very well located to utilise bus services and is within close proximity to a number of bus routes which travel along the A329 Queen's Road and King's Road, providing access to Reading town centre as well as to a number of outer areas. The nearest bus stop to the site is the Eldon Road bus stop located on the A329 Queen's Road, approximately 150m east of the site.

3.3.13 A summary of the key services operating from this stop are summarised in **Table 3.3**.

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

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

3.3.14 A copy of the local bus route map and relevant timetables are provided within **Appendix F**.

3.3.15 The nearest railway station to the site is Reading Railway Station, located approximately 1.0km north west of the site, a 13 minute walk and 3 minute cycle based on **Table 3.2**.

3.3.16 Services at this station are operated by Great Western Railway, South West Trains and Cross Country. Direct services from Reading include London Paddington, towards Oxford, Basingstoke, Cardiff and Birmingham.

3.3.17 A summary of the services from Reading Railway Station are set out in **Table 3.4**.

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

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

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

Car Sharing

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

Local Car Parks

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

4.0 DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 Currently proposals are to provide 49 x C3 residential units consisting of 39 x 1-bedroom flats and 10 x 2-bedroom flats, with 4 parking spaces, approximately 24 cycle parking spaces, and a single motorcycle/moped parking space.

4.2 Site Access

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

4.3 Car and Cycle Parking

- 4.3.1 It is proposed to provide 4 car parking spaces within the existing car parking area. The proposed car park layout is presented on the Wilder Associates Site Layout plan contained at **Appendix C. CCE Drawing W321-PL-DR-202-P02** provides a swept path analysis of a medium sized car using the parking layout with no issues.
- 4.3.2 It is noted the 4 car parking spaces proposed is lower than that which was previously proposed for the Permitted Development scheme (*Planning Ref 170905*), which was approved on the 31st July 2017 and included 24 car parking spaces. This figure is also lower than that identified in the RBC Revised Parking Standards (2011), which sets a standard of 0.5 spaces per unit for a 1/2 bedroom flat.
- 4.3.3 However the RBC Revised Parking Standards (2011) states:
- "Should a developer require fewer spaces than set out here there would need to be a demonstration, to the Highway Authority's satisfaction, that there would be no detriment to highway safety as a result."*
- 4.3.4 Based upon the excellent location of the development to Reading town centre and the proximity of the proposed development to local sustainable transport facilities, including buses, trains, and car club spaces, it is considered that this reduced level of on-site car parking would be acceptable to RBC.
- 4.3.5 A comparison has been undertaken of similar developments that have recently been permitted by RBC, that are either 'car free' or have provided less parking than the RBC Parking Standards set out. **Table 4.1** presents these comparable sites, which have been approved with reduced levels of parking.

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

Table 4.1: Comparable Sites with reduced parking provision

- 4.3.6 Notably there is little opportunity within the surrounding area for displacement parking, as the majority of the surrounding Zone 1 Central Core Area highway network is subject to either 'no waiting at any time restrictions' or falling within a Controlled Parking Zone (CPZ), requiring a permit to park.
- 4.3.7 Whilst little or no opportunity exists for visitors to the site to park within the development or on the surrounding streets, it has been identified that a number of public car parks are located within close proximity of the proposed development. Consequently any visitors wishing to drive to the site can park within 4 minute walking distance.

4.4 Servicing and Refuse Collection

- 4.4.1 The servicing methods for the site will remain unchanged, with the majority of servicing and refuse collection taking place from the kerbside of Kennet Side as per the existing arrangement.
- 4.4.2 Deliveries by a 'Tesco Van' or 'Amazon' have been considered and a service bay is identified within the internal parking area. **CCE Drawing W321-PL-DR-201-P03** shows a 7.5t box van accessing the delivery bay, performing a turn and exiting the site in a forward gear.
- 4.4.3 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 bins to be wheeled to the refuse trucks on collection day. As a result a swept path of the refuse vehicle is not required.

5.0 TRAFFIC ASSESSMENT

5.1 Overview

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

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

5.2 Existing Development - B1 office Space

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

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

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

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

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

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

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

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

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

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

- 5.4.1 In comparison to the previously Permitted Development proposals, the new scheme will contain 4 car parking spaces (as opposed to 24 parking spaces).
- 5.4.2 In order to determine the change in trip generation due to the change in parking, a factor has been calculated to determine the impact of the revised Permitted Development proposals. It has been calculated that the 4 car parking spaces will generate approximately 17% of the trips that the previous 24 car parking spaces generated. The implications of this, in terms of trip generation, are presented in **Table 5.3**.

Mode	Time Period	Trip Generation (for 49 Units and 4 parking spaces)		
		Arrivals	Departures	Total
Total multi modal trips	08:00 – 09:00	1	4	4
	17:00 – 18:00	5	2	7
	Daily	23	21	44
Vehicles (30.1% mode share)*	08:00 – 09:00	1	1	2
	17:00 – 18:00	2	1	3
	Daily	7	7	14

Table 5.3: Proposed C3 Vehicle Trips by Parking Space

- 5.4.3 As shown in **Table 5.3**, the revised Permitted Development proposals for 49 units and 4 car parking spaces would generate a total of 2 two-way vehicle movements in the AM peak hour and a total of 3 two-way vehicle movements in the PM peak hour. Over an average day (07:00-19:00) there would be approximately 14 two-way vehicle movements.
- 5.4.4 **Table 5.4** below presents the net change in vehicle trips, between the existing B1 office space and the revised Permitted Development proposals for 49 units and 4 car parking spaces.

Mode	Time Period	Net Change Existing B1 (2,239sqm) vs. Proposed C3 (49 units & 4 parking spaces)		
		Arrivals	Departures	Total
Net change in vehicle trips	08:00 - 09:00	-28	0	-28
	17:00 - 18:00	+1	-24	-23
	Daily	-104	-111	-205

Table 5.4: Net change in vehicle trips between Existing B1 and Proposed C3

- 5.4.5 **Table 5.4** demonstrates that there would be a net reduction of 28 trips in the AM peak hour and a net reduction of 23 trips in the PM peak hour. Over an average day (07:00-19:00) there would be a net reduction of approximately 205 two-way vehicle trips.

5.6 Highway Safety

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

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Cannon Consulting Engineers (CCE) have been appointed by Reading Heights Ltd to provide supporting highways and traffic advice in relation to the proposed revised Permitted Development scheme at Clarendon House, Reading.
- 6.1.2 The proposed development is located within Reading Borough Council (RBC) and lies approximately 400m east of Reading town centre. The site falls within the Reading Zone 1 Central Core Area, being bound to the south by the A329 Queen's Road, A329 Watlington Street to the east, and Kennet Side to the north. **Figure 1** provides a site location plan.
- 6.1.3 A previous Application for Prior Approval (*Planning Reference 170905*) applying for a change of use from the existing B1 office space to 49 x C3 residential units with 24 car parking spaces, was approved by RBC on the 31st July 2017.
- 6.1.4 A copy of the RBC Decision Notice is contained at **Appendix A**, with the layout of the previously Permitted Development scheme contained at **Appendix B**.
- 6.1.5 The revised Permitted Development proposals are to provide 49 x C3 residential units along with 4 car parking spaces and 24 cycle parking spaces. A layout for the revised Permitted Development proposals are contained at **Appendix C**.
- 6.1.6 The development will retain the existing vehicle access from Kennet Side, with pedestrian access from the A329 Queen's Road and the rear, through Kennet Side. It is proposed to maintain the existing servicing and refuse collection arrangements. For smaller servicing vehicles (Tesco vans), these can be accommodated within the internal car parking area and a dedicated service bay is identified. With regards to refuse collection and larger servicing vehicles (removals van), these will stop on Kennet Side as they currently do.

6.2 Conclusions

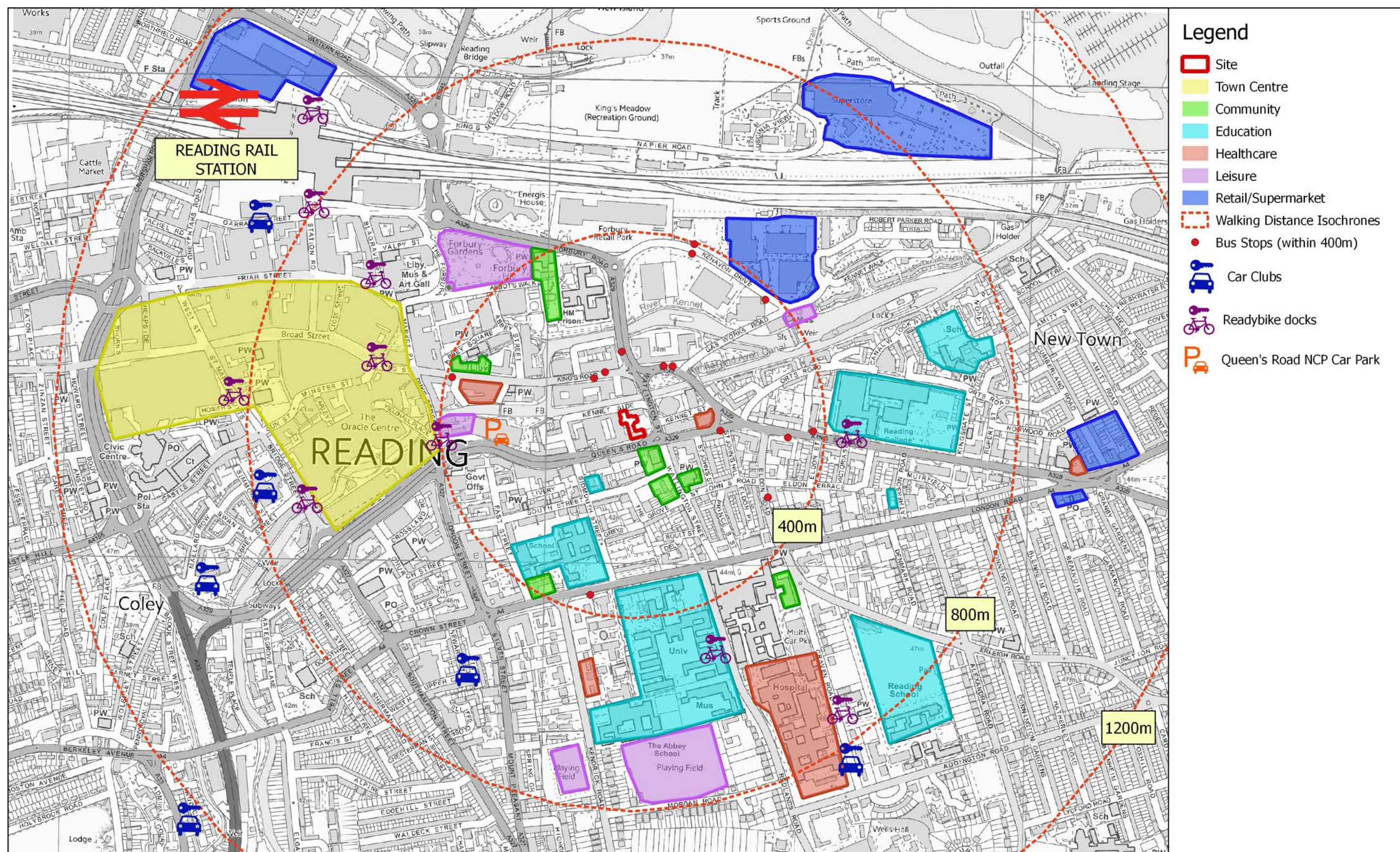
- 6.2.1 Based on the comparison of the vehicle trips predicted to be generated from the revised Permitted Development scheme and the previous B1 office use, there will be a significant net reduction in vehicle trips associated with the site.
- 6.2.2 The location of the site lends itself to sustainable travel and the reduced level of car parking is justified by the excellent local transport links and nearby amenities within walking distance. There are a number of excellent, well maintained pedestrian and cycle links available to the residents of the site.
- 6.2.3 A review of parking and servicing has been undertaken and is both policy and design compliant. A review of National and Local (current and draft) policy has been undertaken and it has been demonstrated that the development proposals are policy compliant.

- 6.2.4 Overall it is considered that the development will have a minimal impact on the surrounding infrastructure and will not result in any highways and traffic related impacts.

Figures



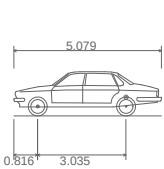
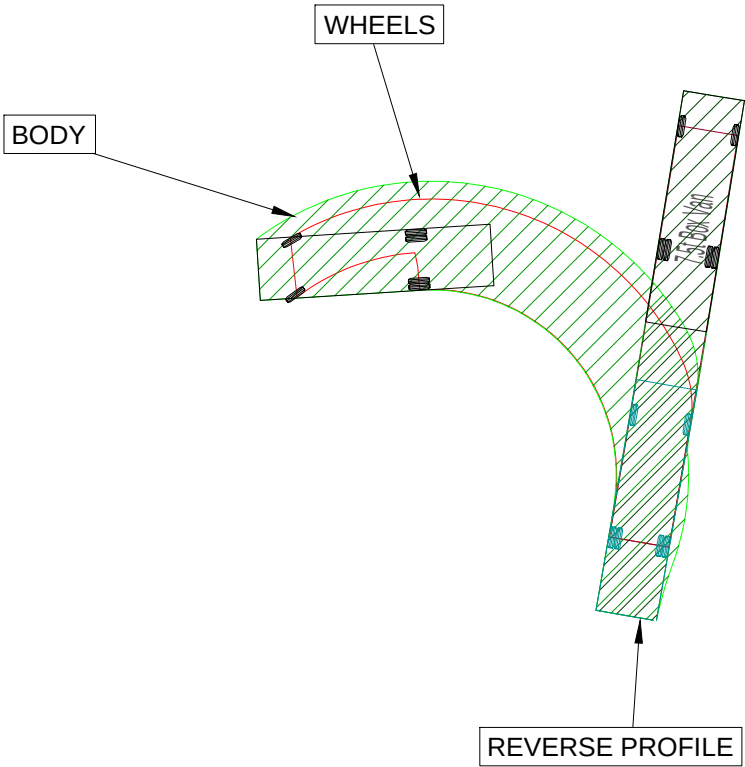
					PROJECT TITLE CLARENDON HOUSE, READING		CLIENT READING HEIGHTS LTD					DATE 16/04/2018		60 Cannon Street London, EC4N 6NP Tel: 020 7002 1156 Email: info@cannonce.co.uk Web: www.cannonce.co.uk	
					DRAWING TITLE SITE LOCATION PLAN		DESIGNED CR	DRAWN CR	CHECKED MK	PASSED MK	SCALE N.T.S	ISSUE PRELIMINARY		DRAWING NUMBER FIGURE 1	REV -
Rev	Description	Ch	Pa	Date											



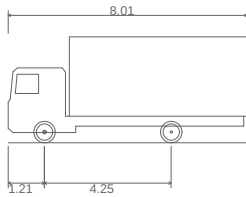
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					DRAWING TITLE ACCESSIBILITY PLAN		DESIGNED CR	DRAWN CR	CHECKED MK	PASSED MK	SCALE N.T.S	ISSUE PRELIMINARY	DRAWING NUMBER FIGURE 2		REV -		
Rev	Description		Ch	Pa	Date												

Drawings

M:\W321 Clarendon House, Reading, BERKSIDRAWINGS\AUTOCAD\CURRENT DRGS\W321-PL-DR-201-P03 Proposed Phase 1 Layout



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



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

P03	REVISED LAYOUT	CR	CR	MK	27/04/2018
P02	REVISED LAYOUT	CR	CR	MK	24/04/2018
REV	DESCRIPTION	DE	DR	CH	DATE
DESIGNED BY	DRAWN BY	CHECKED BY			
CR	CR	MK			
SCALE @ A3 SIZE		DATE			
1:500		23/04/2018			

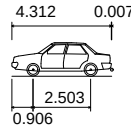
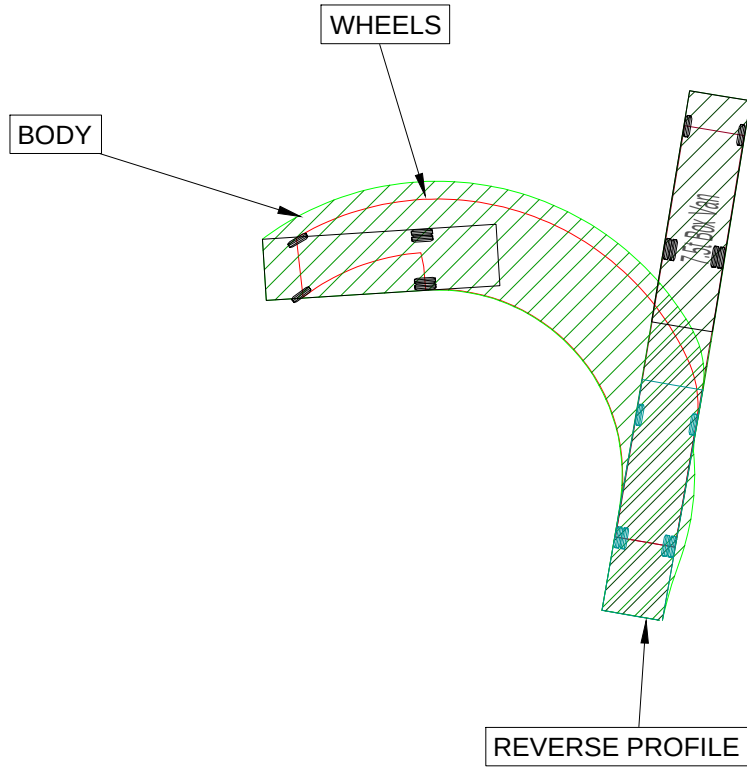
PROJECT TITLE
CLARENDON HOUSE, READING
DRAWING TITLE
PROPOSED INTERNAL LAYOUT

CLIENT
READING HEIGHTS LTD

CANNON
CONSULTING ENGINEERS
Highways, Transport & Infrastructure Planning

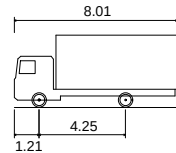
60 Cannon Street, London, EC4N 6NP Tel: 020 70021156 info@cannonce.co.uk	Cambridge House, Lanwades Business Park, Kentford Newmarket, CB8 7PN Tel: 01638 555107 www.cannonce.co.uk
DRAWING NUMBER	REV.
W321-PL-DR-201	P03

M:\W321 Clarendon House, Reading, BERKSIDRAWINGS\AUTOCAD\CURRENT DRGS\W321-PL-DR-202-P02 Proposed Phase 1 Parking Swept Path



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

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



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

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

P02	REVISED LAYOUT				CR	CR	MK	27/04/2018
REV	DESCRIPTION				DE	DR	CH	DATE
DESIGNED BY CR		DRAWN BY CR			CHECKED BY MK			
SCALE @ A3 SIZE 1:500					DATE 23/04/2018			

PROJECT TITLE CLARENDON HOUSE, READING
DRAWING TITLE PROPOSED PARKING LAYOUT

CLIENT
READING HEIGHTS LTD

CANNON
CONSULTING ENGINEERS
Highways, Transport & Infrastructure Planning

60 Cannon Street, London, EC4N 6NP Tel: 020 70021156 info@cannonce.co.uk		Cambridge House, Lanwades Business Park, Kentford Newmarket, CB8 7PN Tel: 01638 555107 www.cannonce.co.uk	
DRAWING NUMBER W321-PL-DR-202		REV. P02	

Appendix A

RBC Decision Notice – Previous Permitted Development

TOWN AND COUNTRY PLANNING ACT 1990

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

To: CgMs
140 London Wall
London
EC2Y 5DN

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

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

Applicant: Lipman Properties Ltd

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

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

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

OTHER STATUTORY CONSENTS MAY BE REQUIRED

Date: 31 July 2017



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

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

Application No: 170905

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

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

CONDITIONS & REASONS

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

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

2. The following plans and drawings have been assessed:

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

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

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



Date: 31 July 2017

Head of Planning, Development
& Regulatory Services *JFM*

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

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

INFORMATIVES

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

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

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

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

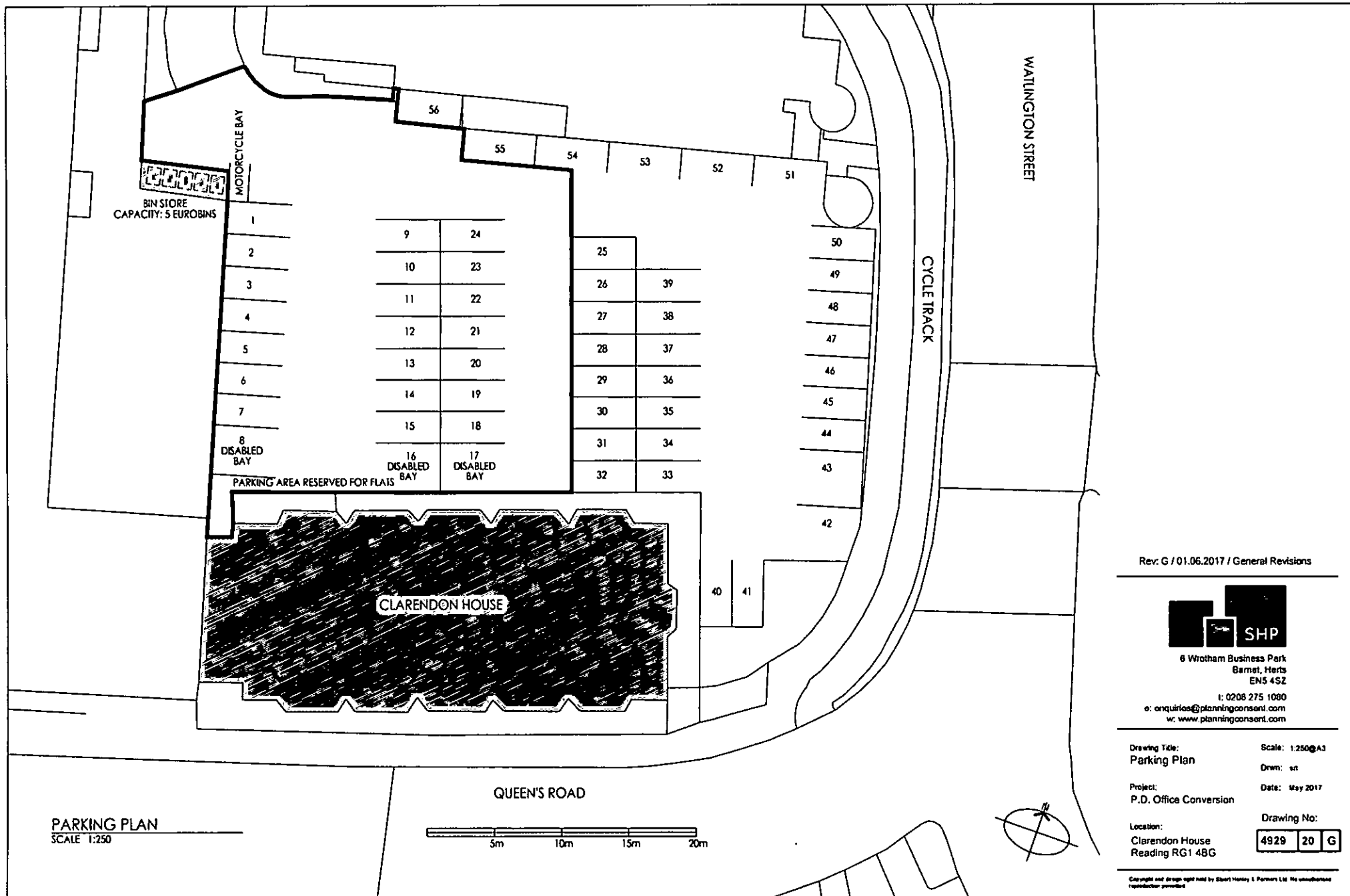
<http://www.reading.gov.uk/environmentalprotection>



Date: 31 July 2017

Head of Planning, Development
& Regulatory Services *JFM*

Appendix B
Previous Permitted Development Layout



Rev: G / 01.06.2017 / General Revisions



6 Wrotham Business Park
Barnet, Herts
EN5 4SZ

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

Drawing Title:
Parking Plan

Scale: 1:250@A3

Drawn: st

Project:
P.D. Office Conversion

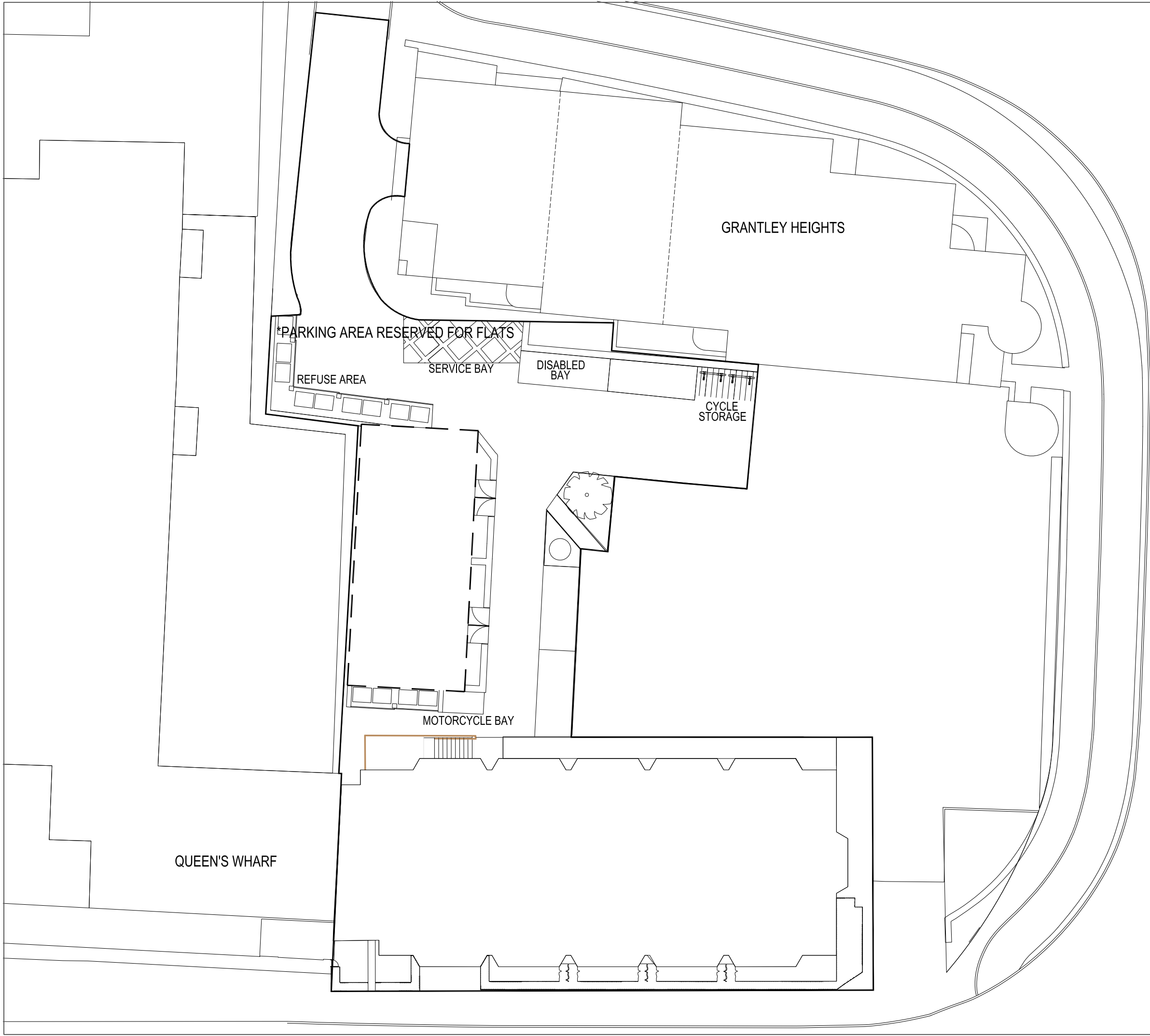
Date: May 2017

Location:
Clarendon House
Reading RG1 4BG

Drawing No:
4929 20 G

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Appendix C
Proposed Permitted Development Layout



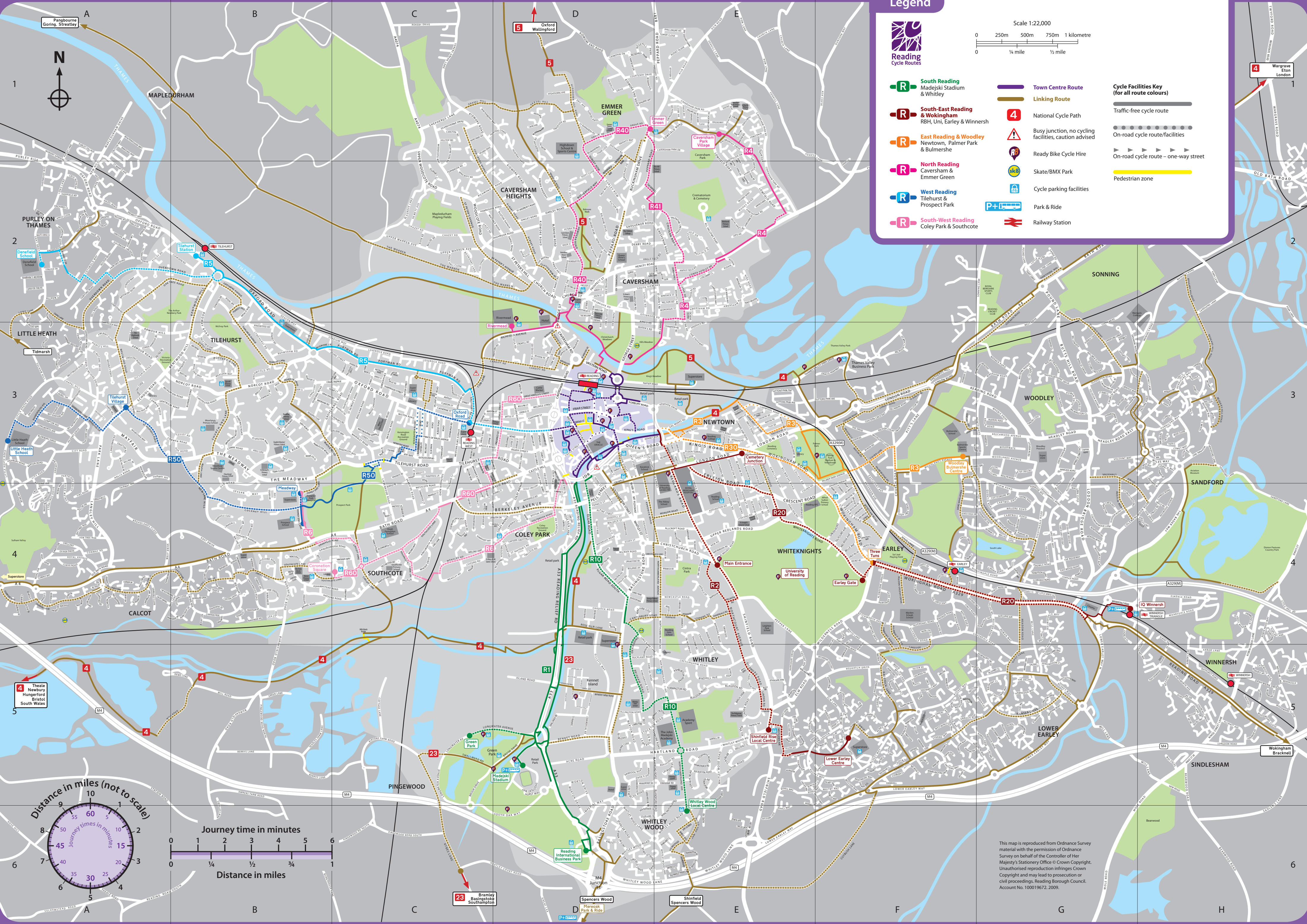
CLIENT APPROVAL			
A - APPROVED			
B - APPROVED WITH COMMENTS			
C - DO NOT USE			
CLIENT			
Reading Heights Ltd			
PROJECT			
Clarendon House Amended PD Application			
DRAWING TITLE			
Site Layout Plan			
STATUS	PURPOSE OF ISSUE		
Final	For Planning		
DRAWING NUMBER	CH-WA-MP-GF-DR-L-001		REV
DRAWN BY	LH	CHECKED BY	PW
DATE	27/04/18		
SCALE @ A1	1:250	DRAWING OFFICE	London
PROJECT NUMBER	1582		
wilder associates URBAN & ENVIRONMENTAL LAND PLANNING			
27th Floor, Block 2, Elizabeth House 200 York Road, London SE1 7YD E: emma@wilderassociates.com		T: 020 3803 2060 W: www.wilderassociates.com	

Appendix D
Kennet Side ATC Survey

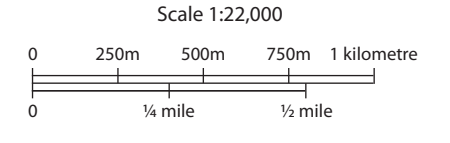
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--	1929	1117	687	1	94	5	25	0	0	0	0	0	--	.495	.928	.392	.200	.11	.33	.35	.40	.45	.45	.50	.60	.70	.70	.80	.80	.90	.100	0	12.9	16.8	3	3.156	45	45	0	0

Appendix E

Reading Town Centre Cycle Routes



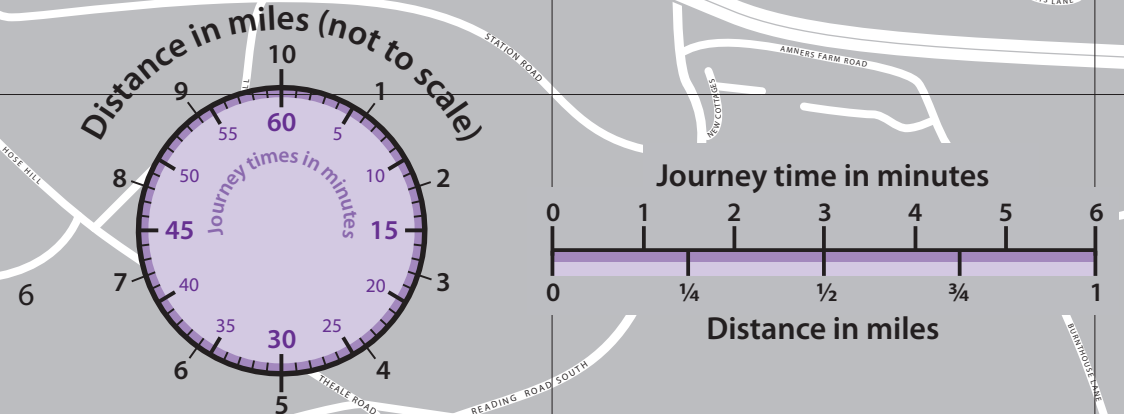
Legend



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

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

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



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Cycling in Reading

Route map and
facilities guide

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



Cycling Safely

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

On-Road

You MUST obey all traffic signs and traffic light signals.

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

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

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

Off-Road

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

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



Top Safety Tips

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

Considerate Cycling



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

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

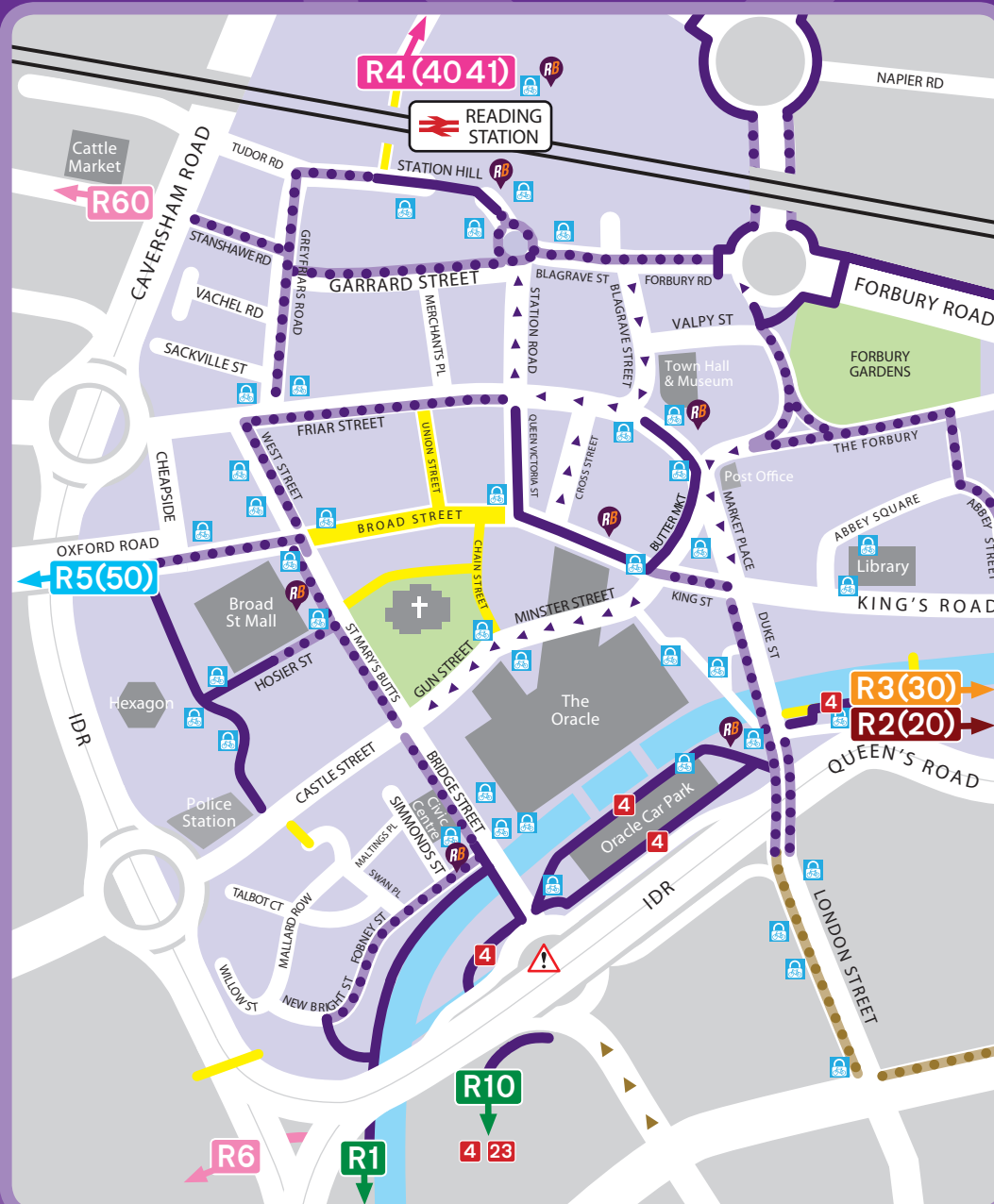
Cycle Routes in Central Reading



Cycling in Reading



Reading
Cycle Routes



Legend

Cycle Facilities Key (for all route colours)

Traffic-free cycle route

On-road cycle route/
facilities

On-road cycle route
– one-way street

Pedestrian zone

Reading Cycle Route

Town Centre Route

Linking Route

Ready Bike
Cycle Hire

National
Cycle Path

Busy junction, no
cycling facilities,
caution advised

Cycle parking
facilities

Railway
Station

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

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

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

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





**MORE
CYCLE
MAPS**

Reading
Cycle Routes

R1 R10

South Reading
Green Park & Whitley

R2 R20

Reading & Wokingham
RBH, Uni & Winnersh

R3 R30

East Reading & Woodley
Newtown, & Bulmershe

R4 R40/41

North Reading
Caversham & Emmer Green

R5

West Reading
Oxford Road & Tilehurst

R50

West Reading
Tilehurst & Prospect Park

R6 R60

South-West Reading
Coley Park & Southcote

Contacts

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

Potholes, highway
maintenance, street lighting
Freephone 0800 626540

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

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

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



Lock it or Lose It

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

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

BUT

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

Bike and Train

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

**PUBLIC
BIKE HIRE
IN READING!**

**READY
BIKE**



**OCCASIONAL
AND YEARLY
MEMBERSHIP
AVAILABLE**

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

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

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

 @readybikerdg

 ReadyBike RDG

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

 **Reading**
Borough Council
Working better with you



Reading
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TC = Town Centre Map (above)

Abbey Square	TC	Blenheim Gardens	E4	Church Rd, Cav	D2	East Street	B4	Greystoke Road	D2
Abbey Street	D1	Blenheim Rd	E4	Church Rd, Early	F3-F4	East Street	D3	Groveover Road	D2
Abbotswood Place	D2	Blenheim Rd, Cav	D2-E3	Church Street, Cav	D2	Eastbury Avenue	A3	Grove Hill	C2
Aberman	D1	Blenheim Drive	A3	Church Street	D3	Eastcourt Avenue	F3-F4	Grove Road	D1
Abingdon Drive	E1	Blundell's Road	B3	Churchill Drive	H5	Eastern Avenue	E3-F4	Grovehouse Road	B3-C3
Acre Road	D5	Boston Avenue	D4	Cintra Avenue	F4	Edenham Crescent	C4	Guin Street	C2
Addition Road	E4	Boulton Road	D4	Circul Lane	C4	Edgellish Street	D4	Gurney Close	C2
Addison Road	D3	Boundary Lane	C2	Circus Drive	E6	Edinburgh Road	D3	Haddon Drive	C3
Adelaide Road	F4	Boume Avenue	D4	Ciry Road	A3	Egmont Drive	B3	Haleigh Rise	E1
Admiral Court	D4	Brackendale Way	F3	Clarendon Road	F4	Elgar Way	F4	Hallway Road	A3
Albany Road	C3	Branshaw Road	B3	Clements Mews	A3	Eldon Road	E3	Halls Road	C2
Albert Road	D2	Brading Way	A1	Cleveland Road	D2	Eldon Square	E3	Hamilton Road	E3-F4
Albury Gardens	B4	Briants Avenue	E2	Clifton Park Road	B3	Eldon Terrace	C3	Hamwood Close	F3
Alcroft Road	F4	Bridge St, Cav	D2	Clifton Street	D3	Elgar Road	D3	Harcourt Drive	E5
Alldoune Avenue	F4	Bridge Street	D3/TC	Clommel Close	E2	Ellys Way	D2	Hardwick Road	B3
Alldworth Close	C4	Bridgewater Close	C3	Cockney Hill	B4	Elm Lane	F5	Harley Avenue	E1
Alexandra Road	E3-F4	Brigham Road	D3	Gley Avenue	D4	Elm Park	C3	Harley Road	D2
All Hallows Road	E2	Brington Road	F4	Gley Hill	D3	Elm Park Road	C3	Harrogate Road	C2
Allendale Road	F4	Brimpton Road	C4	Gley Place	D3	Elm Road	E5	Hartland Road	C2-D2
Alma Street	C3	Brinsford Road	E2	Glen Road	E3	Elm Road	E5	Hartwood Court	D2
Alpine Street	D4	Britten Road	D3	Gollers Way	C3	Elmstone Drive	A3	Hartwood Road	F4-F5
Amblecote Road	B3	Britham Road	D4-D5	Gollis Street	D4	Elsey Road	A4	Hartwork Way	A3
Amesbrook Road	D5	Brook Street	D3/TC	Golmsmoor Road	A4	Elstow Avenue	E1	Hatford Road	B4-C4
Amersham Road	E2	Brook Gardens	C3	Calyton Way	A1	Etham Avenue	E1	Hatherley Road	E4
Amhurst Road	F4	Brook Drive	C5-D5	Combe Road	B3	Elvaston Way	B3	Hawkhurch Road	E5
Amity Road	E3	Brook Street West	D4	Comet Way	H3	Ennerdale Road	E4	Hawkedon Way	G5
Amity Street	E3	Brooklyn Drive	D1	Commercial Road	D5	Epsom Court	D3	Hawkesbury Drive	B4
Amner Farm Road	B5	Brookly Road	A2	Compton Avenue	A3	Eric Avenue	D1	Hawthorn Way	G2
Amphylth Lane	C4	Broomfield Road	B3	Conifer Court	A2	Erleigh Court Drive	F3	Hawthorn Way	G2
Ampleforth Road	F3-F4	Broomfield Road	B3	Conisbary Avenue	C1-C2	Erleigh Court Gardens	F3	Hawthorn Way	G2
Andrews Road	F4	Brundel Road	B4	Coniston Drive	B2	Erleigh Road	E3-F4	Hazel Crescent	E5
Angle Field Road	E2	Brunswich Hill	C3	Connaught Road	C3	Essex Street	D4	Hazel Road	A2
Anson Crescent	E5	Brunswich Street	C3	Conningham Road	B3	Essex Road	D1	Headley Road	G3
Antrim Road	G4	Brybur Close	E5	Constitution Road	C3	Fairford Road	D2	Heath Road	F4
Appleford Road	G4	Buckingham Drive	D1-D2	Copperfields	D2	Fairwater Drive	G4	Heatherden Close	D6
Arb Lane	H6	Bulmeridge Avenue	D5	Copse Avenue	E2	Fairway Avenue	A3	Heatherfield Close	B3
Ardler Road	D2	Bulmershe Road	E3-F4	Corbridge Road	G4	Falmouth Road	E6	Helmsdale Close	A3
Argyle Road	C3	Burbridge Close	B4	Coronation Square	B4	Farnborough Road	D5	Hemden Hill	D2
Argyle Street	C3	Burghfield Road	B4-C3	Corrine Close	C4	Fawley Road	C4	Hemden Hill	D2
Armistead Court	A3	Burton Road	B3	Corsham Road	A4	Fenny Lane	B4	Hemden Road	D2
Armour Hill	A3	Burnham Rise	D1	Corwen Road	B3	Fenbrook Road	C2	Henley Road	D2
Armour Road	A3	Burnthouse Lane	B6	Corwen Road	A3	Field Road	D3	Henry Street	D3
Ash Copse	F1	Bute Street	B4	Cotswold Way	A2	Filey Road	E3	Heron Way	C4
Ash Road	B3	Butts's Hill Road	G3	Cottage Lane	C3	Finch Road	F4	Hewett Avenue	C2
Ashstead Road	B4-C4	Butter Market	T2	Courtnay Drive	F1	Fircoat Close	A3	Hexham Road	D4
Ashturn Road	E5	Buxton Avenue	D2	Covenry Road	C3	Firs Lane	C4	High Tree Drive	F4
Asbury Drive	A3	Byefield Road	B4	Cow Lane	C3	Fobsey Street	T2	Highbridge Close	A2
Ashley Road	C4	Byron Road	F3	Cradock Road	D4	Fonthell Drive	B4	Highbury Road	A3
Ashmore Road	F4	Bytham Road	B3	Craig Road	B3-C4	Forth Road	D3/TC	Highgate Road	E4
Auckland Road	F4	Callington Road	D5	Cranbury Road	C3	Forest Hill	B2	Highdown Hill Road	D1
Audley Street	C3	Cameford Close	D5	Craven Road	E4	Fox Hunt Grove	B4	Highfield Road	A2
Avalon Road	F4	Cannon Way	F5	Crashy Drive	D1	Foxcombe Drive	A3	Highgate Street	D4
Baker Street	D3	Cannock Street	C3	Cremilly Road	D3	Foxhays Road	E3	Highmoor Road	D2
Balliol Road	C2	Canterbury Road	D4	Crescent Road	F4	Foxhill Close	F2	Highworth Drive	D2
Balmore Drive	D2	Cardiff Road	D	Cressingham Road	E5	Foxhill Lane	E1	Hildens Drive	A3
Balmore Park	D2	Cardinal Close	E4	Crockhamwell Road	G4	Foxhill Road	G4	Hillbrow	E4
Balmore Walk	D2	Cardinal Close	D2	Cromwell Road	D2	Francis Street	D4	Hillside Road	G4
Barnburgh Close	E4	Cary Street	C3	Cross Street	T2	Franklin Street	C3	Hilltop Park	C4
Barbors Meadow	A2	Carmen Road	E3	Crown Place	C3	Fraser Avenue	E1	Hilltop Road, Early	E1
Barnside Road	E4-E5	Carmen Road	C3	Crown Street	E2	Freshwater Close	E3	Hillview Close	A3
Barnwood Close	C3	Caroline Court	C4	Culver Lane	F3	Friar Street	D3/TC	Hilwinton	E4
Barrington Way	C4	Carsdale Close	D4	Culver Road	C4	Fullbrook Crescent	A2	Hirstwood	B3
Barton Road	A3	Carshaltan Way	F5	Cumberland Road	A3	Fulmead Road	C3	Hodgoli Road	D3
Basynstoke Road	D4-D6	Carrers Rise	B4	Curzon Street	C3	Gainsborough Road	B4-C4	Hogarth Avenue	B4
Bath Road	B4-C4, F3-F6	Cartston Grove	B4	Cutbush Lane	F5-F6	Galworthy Drive	E1-E2	Holberton Rise	D3
Bathurst Road	H6	Caste Crescent	D4	Gwncarn	D1	Garnett Hill	D4	Holland Road	A3
Battle Street	D3	Castle Hill	D3	Darek Road	D2	Garnett Street	D4	Hollydale Close	E4
Baydon Drive	C4	Castle Street	D3/TC	Dank Lane	A2	Garnett Street	T2	Holmes Road	F5
Bayford Drive	C4	Calvernie Street	D3	Darwin Close	E3	Garsington Road	C3	Holmes Road	F5
Beaurood Path	H5	Caversham Park Rd	E1-E2	Davis Street	H4	Gas Works Road	E3	Holmby Avenue	B4
Beaurood Road	H6-H7	Caversham Road	D3/TC	Dawlish Road	D3	Gayhurst Road	E1	Hybrook Road	C4
Beatty Drive	B3	Cecil Aldin Drive	A2	De Beauvoir Road	C3	Geoffreyson Road	C1	Home Farm Close	D4
Bedford Road	D3	Ceder Road	E5	De Montfort Road	D3	George St, Cav	D3	Honey End Lane	B4
Beech Lane	F4-F5	Chagford Road	D5	Deacon Way	B2-B3	George Street	D3	Honey Meadow Close	E2
Beech Road	E5	Chain Street	T2	Dee Road	B3	Gillette Way	D5	Horsecroft Way	A2
Beechwood Road	C3	Chalfont Way	F5	Delamere Road	F3	Gipsy Lane	B3	Hose Hill	A6
Beechwood Avenue	G3	Chalgrove Way	D1	Dell Road	C3	Gipsy Lane, Early	G5	Hosier Street	T2
Beeston Way	F5	Champion Road	E3	Denmark Road	C3	Glenhendonia	D1	Howard Street	D3
Berkshire Drive	A3	Chapel Road	E2	Derby Road	D2	Gloss Road	F4	Imperial Way	D5
Bellingham Walk	D1	Charles Exans Way	E2	Devon Drive	C3	Goldcrest Way	A3	Hungerford Drive	C4
Belmont Road	C3	Charles Street	D3	Devonshire Gardens	A2	Goldsmid Road	D3	Hunters's Chase	C1-D1
Bennet Road	D5	Chardon Close	D4	Devonshire Park	E5	Goodlife Gardens	A2	Hurricane Way	D3
Bennet's Hill	A5-A6	Charrington Road	A4	Dew Lane	A5-B5	Goodwin Close	B4	Hurst Way	D5
Benson Close	E4	Chatham Street	D3	Dickens Close	E2	Gordon Place	C3	Hyperion Way	D4
Benson Court	C4	Chatsworth Avenue	H5	Don Close	B3	Gorsels Road	D1	Ian Mikardo Way	E2
Bensford Road	C3	Chatteris Way	F5	Donel Close	E2	Gosendal	D2	Ibstone Avenue	E2
Berkley Avenue	D4	Chazey Road	C2	Donkin Hill	E2	Gower Street	C3	IDR	D3/TC
Berkshire Drive	A3	Chesopide	T2	Donnington Gardens	F4	Grafton Road	A3	Ilkley Road	C4
Berkshire Road	A3	Chesopide Road	T2	Donnington Road	F4	Grafton Road	F4	Imperial Way	D5-D6
Berrys Lane	B5	Chesques Way	F3	Dorset Street	C3	Grantham Road	B4	Inglewood Court	C4
Betsworth Avenue	F4	Chester Street	D2	Douglas Road	E2	Grange Road	B4-C4	Iskney Way	F4
Bevelley Road	A3	Chester Street	C3	Dowlishme Square	D3	Grasmere Avenue	B2	Island Road	D5
Bevelly Court	C3	Chichester Road	B3	Drayton Road	B3	Grass Hill	C2	Ivydene Road	C3
Birch Avenue	E5	Chieveley Close	A3	Drewett Close	E6	Gratwicke Road	A3-B3	Jefferson Close	E1
Birch View	E5	Chilcombe Way	F5	Droves Way	G4	Gravel Hill	C1-D1	Jesse Terrace	E2
Birdhill Avenue	E5	Chiltern Crescent	F3	Duke Street	T2	Grays Crescent	F3	Josephine Court	C3-F4
Bishopsg Road	F4	Chiltern Road	E2	Dumbarton Way	E1	Great Knollys Street	D3	Julibee Road	F4
Bitmore Road	A3	Cholmely Road	E3	Durston Way	F1	Great Lea	D6	Juniper Court	E2
Blagdon Road	D4	Churching Gardens	D4-E4	Durston Close	C2	Greatall Close	F4	Juniper Way	A3
Blagrove Lane	C3	Churchrich Road	F4	Dwyer Road	A4	Green Road	F4	Kearley Road	C4
Blagrove Street	TC	Church End Lane	B3	Earley Hill Road	F4	Greenfields Road	D2	Kemish Drive	E2
Blanford Road	E6	Church Lane	E1	Esksdale Road	H4	Greffrays Road	D3	Kenyon Drive	C3

Kendall Avenue	D2-E4	H3	Queen Annes Gate	E2	Spencer Road	D6	Union Street	7C	
Kendall Road	D4	Millard Road	D3	Queen St. Cav	D2	Spery Road	B3	Union Street	7C
Kenilworth Avenue	C4	Mill Lane, Galtot	B4	Queen Victoria Street	D2	Squires Way	F5	Uplands Road	D4
Kennel Island	D5	Mill Lane, Earley	G5	Queens Rd., Cav	D3	St Andrews Road	D2	Upper Redlands Road	E4
Kennet Side	D3/7C	Mill Lane, Sinsham	G5	Queens Road	D3/7C	St Annes Road	D2	Upper Warren Avenue	C2
Kensington Road	C3	Mill Road, Cav	E2-6	Queensway	E1	St Barnabas Rd, Cav	D1	Upper Woodcote Rd	C1-C2
Kent Road	C3	Mill Road	A5-B5	Radnor Road	F4	St Barnabas Road	E5	Usk Road	B3-84
Kenton Road	F4	Millers Grove	B4	Radstock Lane	F5	St Bartholomews Road	E3	Valch Road	7C
Kentwood Close	B3	Millman Road	D4	Radstock Road	E3	St Edwards Road	F4	Vale Crescent	B3
Kerridge Hill	E2-B3	Minnow Hill	F3	Ranbury Drive	F4	St Peters Road	E4	Valley Road	E4
Kidmore End Road	D1	Minster Street	7C	Randolph Road	D3	St Johns Hill	E3	Valentia Court	C3
Kidmore Road	C1-D2	Mohawk Way	B3	Rangewood Avenue	B4	St John's Road	E2	Valentine Crescent	E2
Kiln Road	E1	Mole Lane	G7-H6	Ravensbourne Drive	G3	St John's Street	E3	Valerie Court	C4
Kilnsia Drive	G5	Mole Road	G6	Reading Road South	A6	St Marys Butte	D3/7C	Valpy Street	7C
King Street	7C	Monks Way	C4	Reading Rd, Wley	F3-G3	St Mary's Avenue	A2	Vastern Road	D2
King's Road	D3-E3/7C	Monksbam	E5	Reading Rd, Win	G4-H6	St Michaels Road	B3	Vernon Crescent	D6
Kingsfisher Drive	F4	Montague Street	E2	Recreation Road	A3-B3	St Peter's Avenue	C2-D2	Vicarage Road	E4
Kings Rd, Cav	D2	Montpellier Drive	E1-E2	Rectory Rd, Cav	D2	St Peter's Hill	D2	Vicarage Wood Way	A2-A3
Kingsway Lane	H5	Morgan Avenue	F4	Redbridge Drive	E3	St Peter's Road	E4	Victoria Road	C3
Kingsbury Road	D2	Morgan Road	F4	Redchurch Drive	F5	St Remy's Road	D2	Victoria Rd, Thst	A3
Kingsgate Street	E3	Moriston Close	B3	Redlands Road	E4	St Saviours Road	D4	Vine Crescent	B4
Kingsley Close	D6	Morlais	D1	Redwood Way	A2	Stadium Way	B3-C3	Virginia Way	C4
Kingsway	F1	Morphett Close	E4	Rembrandt Way	C4	Stanhope Road	F4	Wailegs Road	H3
Kirtons Farm Road	C5	Mount Pleasant	D4	Repton Road	F4	Stanhawse Road	7C	Walkeid Street	D4
Knights Way	D1	Munro Ave	G4	Richfield Avenue	C3	Stanton Close	F4	Walkers Place	C3
Knowsley Road	A2	Napier Road	D3-E3/7C	Richmond Road	D2-D3	Star Road	E2-E3	Walnut Way	A3
Kyles Lane	G6	Narromie Drive	B4	Ridgehall Close	C2	Starlings Drive	A3	Wantage Road	A3
Labes Road	F5	Nelson Road	E2	Riverwood Road	C2	Stations Hill	C3	Warborough Avenue	A3
Laderton Road	D2	New Bright Street	E4	Riverbank Drive	E2	Stations Rd, Earley	F4	Watford Road	E2
Lamorna Crescent	A3	New Cottages	B6	Robin Hood Lane	H4	Station Road	C2	Wardale Avenue	A3
Lancaster Close	E4	New Hill	A2	Rodway Road	B2-B3	Staverton Road	E4-E5	Wardle Ave	A3
Lansdowne Road	A3	New Lane Hill	B4	Robuck Rise	A2	Stirling Close	E1	Warford Road	B3
Laud Close	D4	New Road, Sinsham	H5	Rokeyb Drive	C1	Stockton Road	D5	Warwick Road	E4
Laurel Drive	A3	New Road	F4	Roman Way	G4	Stone Street	B3-C3	Washington Drive	D2
Lawrence Road	B3	Newcastle Road	D4	Romany Lane	B3	Stonemach Close	B4	Water Road	B3
Lea Close	B4	Newlands Avenue	D2	Romsy Road	B3	Strathly Close	B3	Waterloo Road	D4
Lennox Road	F4	Newport Road	D3	Rose Kin Lane	D4	Stuart Close	D1	Watling Street	E3
Leven Road	F4	Newton Avenue	D1	Roseland Park	D1	Stutland Close	D2	Watling Road	H6
Letcombe Street	D3	Nightingale Road	C4	Ross Road	D2	Sulham Hill	A3	Waverley Court	C4
Lieburnend Road	C3-C4	Nimrod Way	D4	Rotherfield Way	D3	Sulstamsted Road	A6	Waverley Road	C3
Linden Road	E5	Nire Road	E2	Routh Lane	B3	Surley Row	D1-D2	Waylen Street	D3
Lingholm Close	B4	Norcot Road	B3	Row Lane	E1	Surrey Road	D4	Wedge Rise	B2
Links Drive	B3	Norfolk Road	C3	Rowe Court	B3-C3	Sutherland Grove	B4	Wealden Way	B3
Little Heath Road	A3	Normanstead Road	A3	Rowell Drive	E5	Suttons Park Avenue	E3	Weldale Street	D3
Little Hill Rd	H4	Norris Road	F4	Rupert Street	E3	Swainstone Drive	E3	Wellington Avenue	E4
Littlecote Drive	C4	North St, Cav	D2	Rushey Way	E5-G5	Swallowfield Drive	D6	Wendover Way	A3
London Bridge Road	F4	Northbrook Road	E1	Ruskin Drive	E2	Swanley Croft	C4	Wensley Road	C4
London Road	E3-F3	Northcourt Avenue	E4-E5	Russell Street	D2	Swan Place	7C	Wentworth Avenue	E3
London Street	D3/7C	Northfield Road	D3	Russet Glade	E1	Swanona Road	D3	West Street	D3/7C
Long Barn Lane	D4-D5	Northumberland Av	E4-E6	Rydal Road	B2	Sycamore Road	E5	Westbourne Terrace	C3
Long Lane	A2	Norton Road	C3	Rythill Way	E5-F5	T Valley Park Drive	E3-F3	Westbrook Court	C3
Longlear Drive	A2	Norwood Road	E3	Sackville Street	7C	Taft Way	B3	Westcott Road	C3
Longwater Avenue	C5-D5	Nursery Gardens	A1-A2	Sage Road	7C	Talbot Court	7C	Weston Avenue	G3
Longworth Avenue	A3	Oak Tree Road	A2-B2	Salcombe Road	E4-F4	Tallford Avenue	F4	Western Elms Avenue	C3
Longworth Avenue	A3	Oakley Road	D2	Salisbury Road	C3	Tallis Lane	C4	Weston Road	D3
Low Road	C3	Old Bath Road	E2	Salverton Road	D2	Talbot Road	F4	Westwood Lane	E3
Lowcroft Road	C3	Old Bath Road	F3-E2	Sandford Lane	H4	Tastwick Road	D4-D5	Westwood Lane	E5
Low Armour Road	A3	Old Whitley Wood Lane	F6	School Ln, Cav	D2	Tay Road	B2	Westminster Way	F5
Lower Earley Way	E6-G4	Oracle Parkway	F3	School Rd, Thst	A3	Tazewell Court	D4	Westwood Glen	D3
Lower Elmstone Drive	A3	Orchard Close	A2	School Terrace	E3	Telford Crescent	G3	Westwood Acres	A3
Lower Henley Road	E2	Orchard Grove	E2	Scott Close	D2	Tern Close	B3	Wharfedale Road	H4
Lower Mouth	F4	Oregon Avenue	A2	Scours Lane	B3	Tessa Road	D3	Whibble Drive	G3
Lowfield Green	E2	Orts Road	E3	Searles Farm Lane	B5	Teviot Road	B3	White Lodge Close	A2
Lowfield Road	E1-E2	Osborne Road	B3	Sellfield Way	G5	The Bader Way	G4-H3	Whitengates Lane	F4
Lowmoor Drive	F4	Over Road	A3-E2	Sens Road	F3	The Birchwoods	A3	Whitengates Road	E4
Lundy Lane	E2	Osford Road	A2-B2	Shelf Road	B4	The Brooklands	D3	Whitfield Road	D4
Luscombe Close	F2	Osford St, Cav	D2	Sevens Road	F4	The Causeway	E3	Whitely Wood Lane	D6-E6
Lydford Road	F4	Paddick Drive	G5	Shaven Way	B4	The Chase	B4	Whitely Wood Road	D6-E5
Lyndhurst Road	B3	Paddock Road	E3	Shelsbury Road	C3	The Crescent, Earley	F4	Wigmore Lane Road	B3-C3
Madder Elrigh Drive	F4	Palmer Park Avenue	F3	Sharnwood Drive	B4	The Delphs	G3	Wilnerness Road	F4
Maitland Road	D3	Palmerstone Road	F3	Shaw Road	D4	The Drive	F3	William Street	D3
Malton Close	C3	Pangbourne Street	C3	Sheep Walk	D2	The Forbury	7C	Wilson Road	C3
Mallard Road	7C	Park Lane	C3	Shepherds Hill	F3	The Grove	E3	Wilson Court	C3
Mallards Close	E3	Park Lane, Cav	C3	Shepherds Lane	C3	The Hicks Close	D2	Wiltshire Lane	E3
Maltings Place	E2	Parkside Drive	C4	Shepley Drive	C4	The Meadoway	B3	Winchester Road	D4
Manapua Close	E2	Parkside Road	C3-C4	Sheraton	A3	The Mount	F4	Winchwood Crescent	F5
Manchester Road	E3	Partridge Drive	A3	Sheraton Drive	A3	The Mount, Cav	D2	Wincroft Court	D2
Mandeville Close	B4	Patrick Road	D2	Sherfield Drive	E4	The Old Lane	D4	Windermere Road	E4-E5
Manor Farm Road	D5	Pattinson Road	E6	Sheridan Avenue	D2	The Queens Drive	F4	Windsurf Way	C3
Mansford Road	D4	Pell Street	D4	Sherman Road	D4	The Ridgeway	D2	Wingrove Road	C3
Nagle Gardens	E5	Peppard Road	D2-E1	Sherrwood Rise	A2	The Triangle	A3	Winsler Drive	C1
Napleghuram Drive	A1	Pepper Lane	E4	Sherrwood Street	C2	The Willows	C2-D2	Winterring Bay	C1
Narborough Avenue	H6	Pier Avenue	E1	Shierfield Road	E4-E6	The Whitelows	D2	Winterringham Way	A1
Narborough Close	B3	Picton Ave	D2	Shierfield Road	E4-E6	The Whitelows	D2	Winterringham Way	A1
Margaret Close	E6	Pickers Hill	A3	Shooters Way	D5	Thebald Drive	A6	Wittenham Avenue	A3
Market Place	7C	Pingewood Road N	B5	Shrubland Road	B4	Thirlmere Avenue	B3	Wokingham Road	E3-G4
Marlborough Avenue	E4	Pingewood Road S	B6-C6	Sidmouth Street	D3	Thistleton Way	G5	Wolsley Road	D2
Marsack Street	E2	Pitcott Avenue	F4	Silchester Road	C4	Thornbridge Road	D2	Wolsley Street	D4
Marshalland Square	D2	Pitts Lane	F3	Silver Street	D4	Thornom Mews	C3	Woodcote Road	C2-D2
May Park	B4	Polsted Road	A3	Silverdale Road	F4-G5	Tidmarsh Street	C3	Woodcote Way	C1-C2
Mason Street	C3	Poole Close	B3	Silverthorne Drive	C1	Tilghurst Road	B3-D3	Woodlands Avenue	F3-G3
Matlock Road	C2-D2	Portman Road	C3	Slimmonds Street	C2	Tintinn Crescent	D4	Woods Road	E2
Mayfield	H6	Portway Close	D3	Skilston Road	A2	Tippings Lane	A6	Woodside Way	E6
Mayfair	F4	Pettery Road	B3	Skilton Road	A2	Toppings Lane	H3	Woodward Close	E6
Mayfield Drive	E2	Pound Lane	G2	Smallmead Road	C5-D5	Tokens Green Lane	C1	Worcester Close	B4
Meadow Road	D3-G4	Priest Hill	D2	Sonning Lane	G2	Torkelf Terrace	C3	Worston Drive	D5
Meadowcroft Road	D5	Prince of Wales Avenue	C3	South Lake Crescent	G4	Torrington Road	E5	Wykeham Road	F4
Meadowside	A3	Prince William Drive	A3	South St, Cav	D2	Toseland Way	G5	Yelverton Road	F4
Melrose Avenue	F4	Prince's Street	E3	South Street	E3	Tower Close	E1	York Road	C4
Mepes Road	A2	Priony Avenue	D2	South View Avenue	E2	Trafford Road	D3	Zenith Avenue	E6
Merchants Place	C2	Prospect St, Cav	D2	South View Road	D2	Tredgaur Road	D4	Zinzan Street	C3
Merriford Road	D5	Prospect Street	D3	Southampton Street	D4	Tredgaur Road	D4	Zinzan Street	C3
Merton Road	D5	Purley Lane	A1	Southcote Farm Lane	C4	Tudor Road	C2	Zinzan Street	C3
Micklands Road	F2	Purley Rise	A1-A2	Southcote Lane	B4-C4	Ullswater Drive	A2	Zinzan Street	C3
Microsoft Campus	F3	Purley Village	A1	Southcote Road	C3-C4	Underwood Road	B4	Zinzan Street	C3

Developing Reading's Network

This map was produced as part of the vision to implement a branded cycle network as set out in Reading's Cycling Strategy 2008. Our updated Cycling Strategy adopted in March 2014 builds on the development of the branded cycle network by identifying key design principles for cycle infrastructure as well as setting out our intention to encourage more people to consider cycling for local journeys. Funding opportunities enable us to implement this strategy, including the provision of new or upgraded facilities and initiatives to promote cycling and develop cycle skills such as training, events and campaigns.

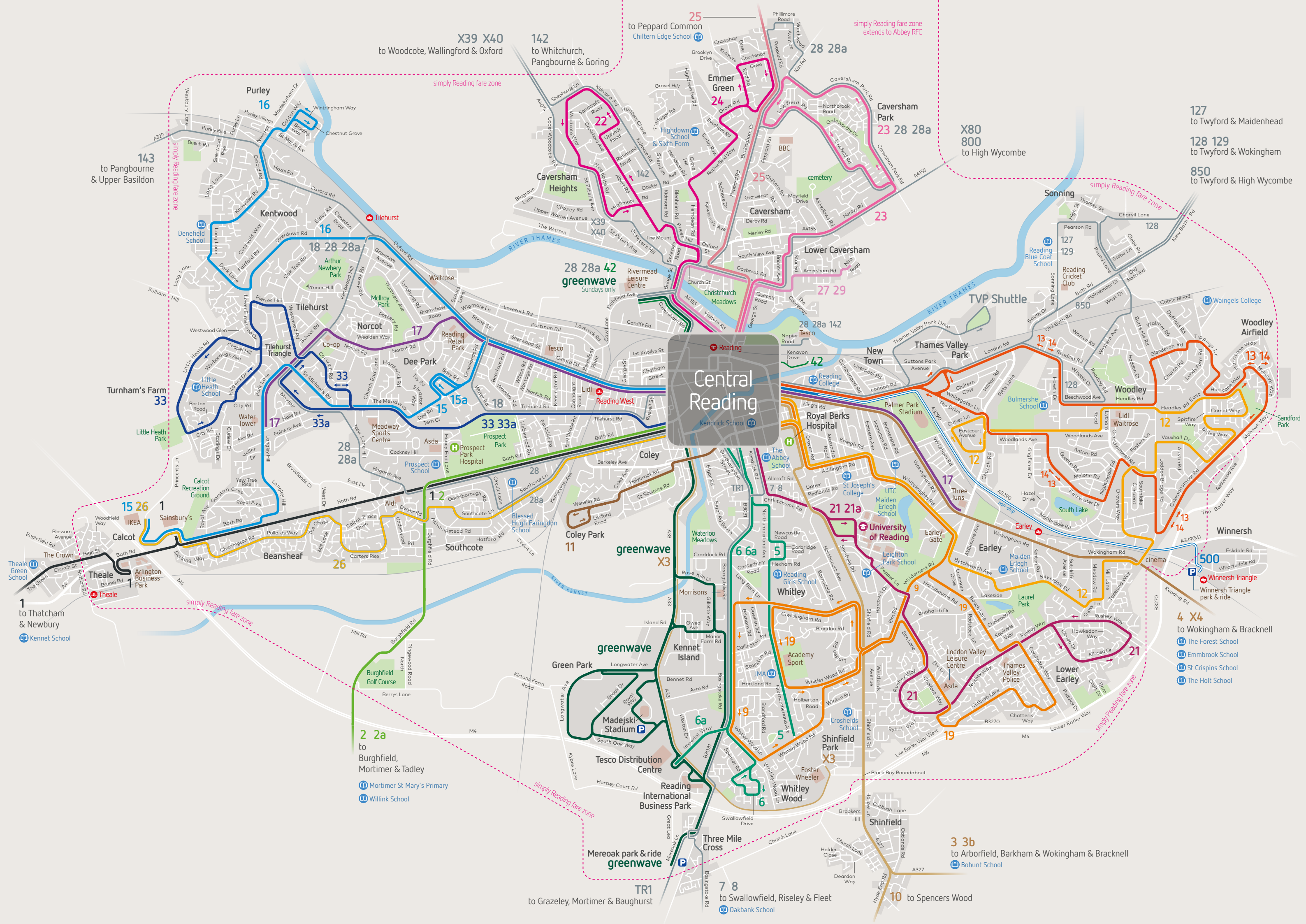
The National Cycle Network 4

Reading is the junction of Route 4, Route 5 and Route 23 of the National Cycle Network. These offer quiet and pleasant alternatives for cyclists wishing to travel to and from Reading. The routes are shown on the map with the numbers above. A new NCN route linking Reading and Windsor via Wokingham, Bracknell and Ascot part-funded by the Local Enterprise Partnership Local Growth Deal, is planned for delivery in 2016/17 and 2017/18. For more information about the national network go to www.sustrans.org.uk or contact Sustrans on 0845 113 0065.

**For further copies of this map
please call 0118 937 3787 or go to
www.reading-travelinfo.co.uk/cycling**

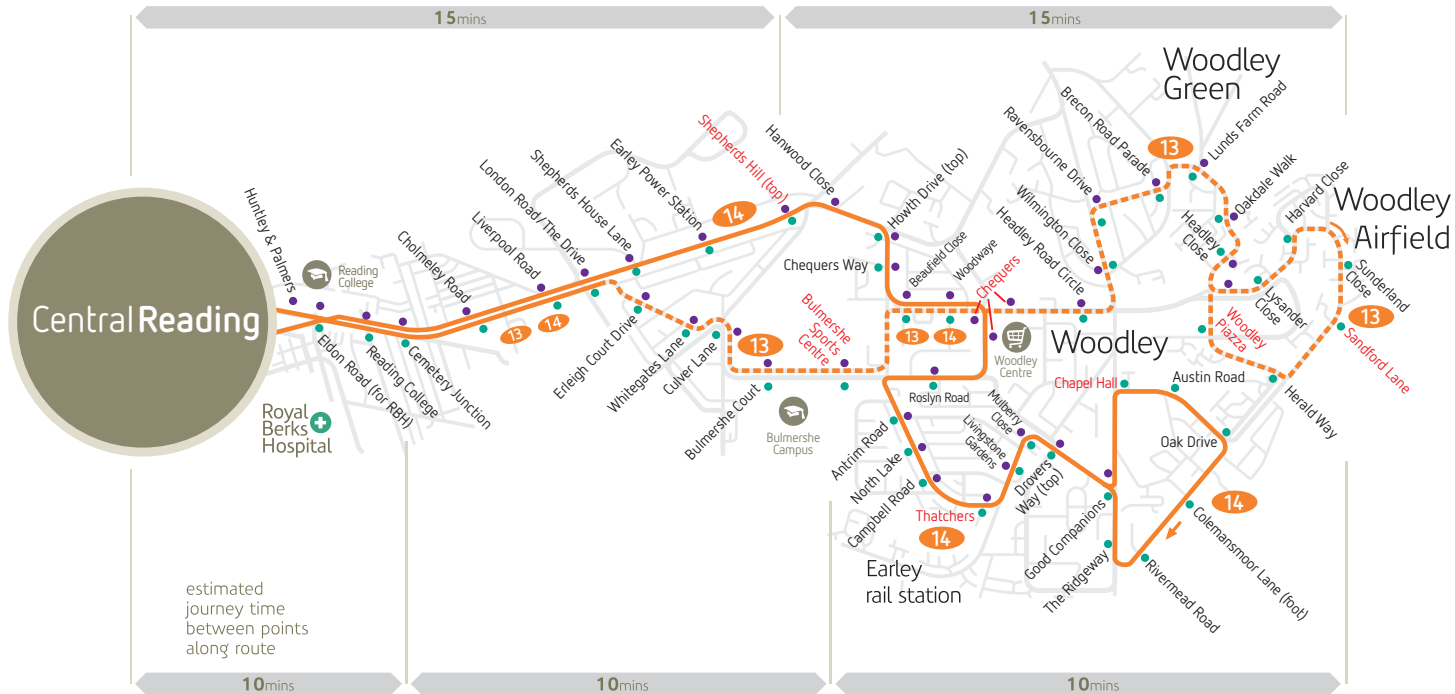


Appendix F
Reading Town Centre Bus Route Map and Timetables



orange **13&14** Woodley

- Towards Woodley
- Towards Central Reading



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

Other buses for Woodley

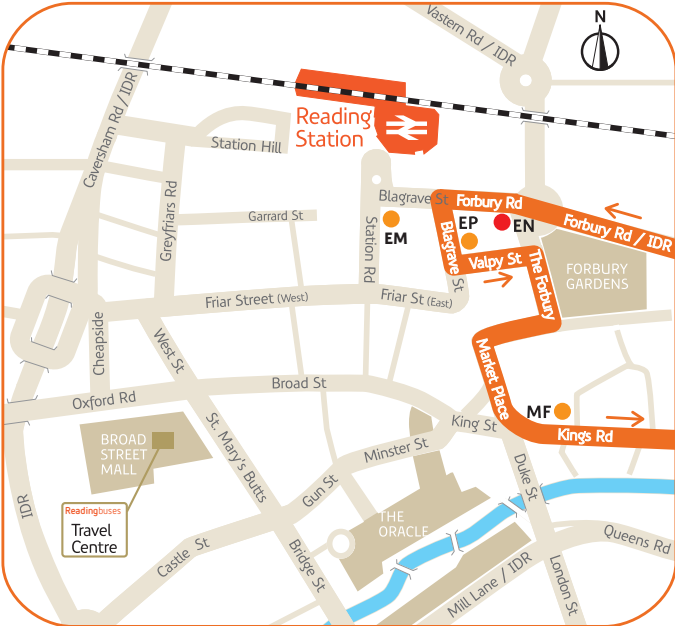
For additional local links within Woodley and services to Royal Berks Hospital and Lower Earley, Asda – see routes 19 and 19a

Woodley Centre

Chequers bus stops

Where to get on & off

in Central Reading



Wokingham Road | Reading | Oxford Road | Tilehurst

up all day
& all night

purple
17

purple 17 runs 24/7

Mondays to Fridays except public holidays

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

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

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

times in green run Monday to Thursday only

times in pink are Friday nights only

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

Saturdays

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

		pm	pm	pm	pm	pm	pm					pm	pm	pm
Wokingham Road Three Tuns	then up to	7.40	7.50	7.56	8.11	8.18	8.26	then every	41	56	11	26		11.26
Central Reading Cheapside stop CW	every 7	7.57	8.12	8.08	8.28	8.30	8.43	15	58	13	28	43	until	11.43
Norcot Junction	mins until	8.06	8.21		8.37		8.52	mins at	07	22	37	52		11.52
Tilehurst The Water Tower		8.15	8.30		8.45		9.00		15	30	45	00		12.00

	am		am	am
Wokingham Road Three Tuns	12.30	then every	3.00	4.00
Central Reading Cheapside stop CW	12.44	30	3.14	4.14
Norcot Junction	12.51	mins until	3.21	4.21
Tilehurst The Water Tower	12.58		3.28	4.28

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

Sundays

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

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

for bus times on public holidays see below

Tilehurst | Oxford Road | Reading | Wokingham Road

up all day
& all night

purple
17

purple 17 runs 24/7

Mondays to Fridays except public holidays

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

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

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

times in pink are Friday nights only

Tilehurst | Oxford Road | Reading | Wokingham Road

up all day
& all night

purple
17

purple 17 runs 24/7

Saturdays

	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm
Tilehurst The Water Tower	4.30		5.30	6.00	6.20	6.40	7.00	7.20		7.40		8.00	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	
Tilehurst The Water Tower		33	48	03	18		11.18	11.37	11.48	12.00		2.30	3.00	3.30
Pond House	then every	43	58	13	28		11.28	11.47	11.58	12.09	then every	2.39	3.09	3.39
Central Reading Friar Street stop FN	15 mins at	55	10	25	40	until	11.40	11.53	12.04	12.18	30 mins until	2.48	3.13	3.48
Blagrove St stop EO		56	11	26	41		11.41	11.54	12.05	12.19		2.49	3.14	3.49
Wokingham Road Three Tuns		08	23	38	53		11.53		12.29	2.59			3.59	

then every
30
mins until

Sundays

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

for bus times on public holidays see below

public holidays

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

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

public holidays

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

Appendix G
Elizabeth Line Proposals Map



Route Map

Showing rail and air connections

■ Surface line

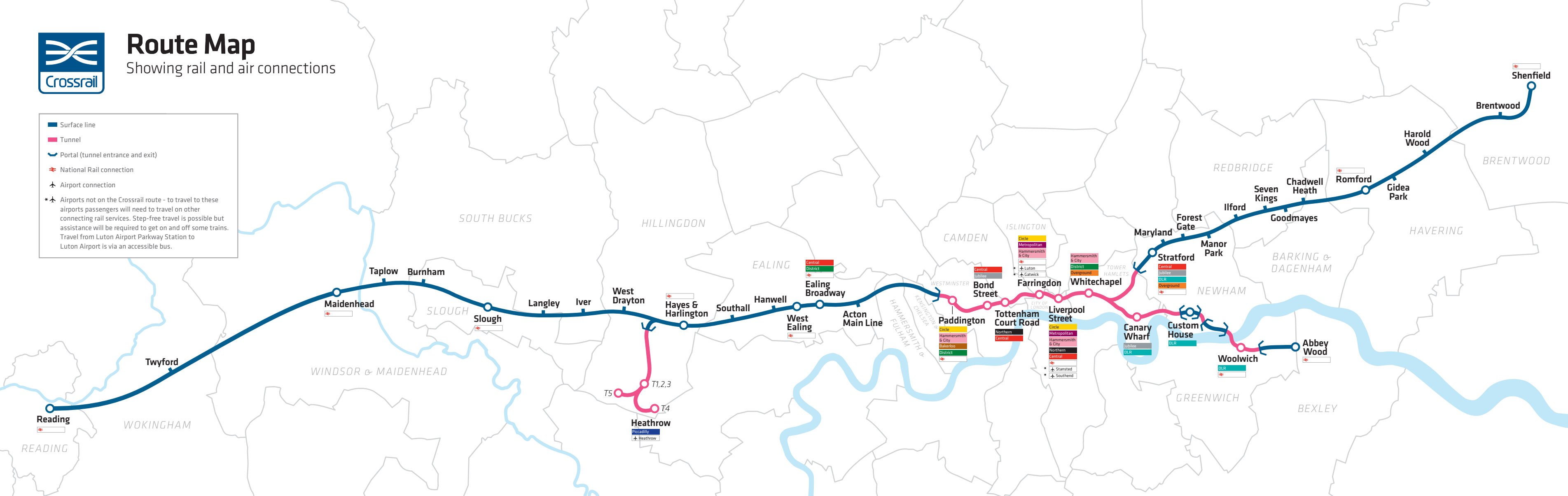
■ Tunnel

↔ Portal (tunnel entrance and exit)

🚆 National Rail connection

✈ Airport connection

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



Appendix H
RPS Transport Note

RPS

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

TRANSPORT NOTE

170905



RPS

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

TRANSPORT NOTE

1 June 2017

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

RPS
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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

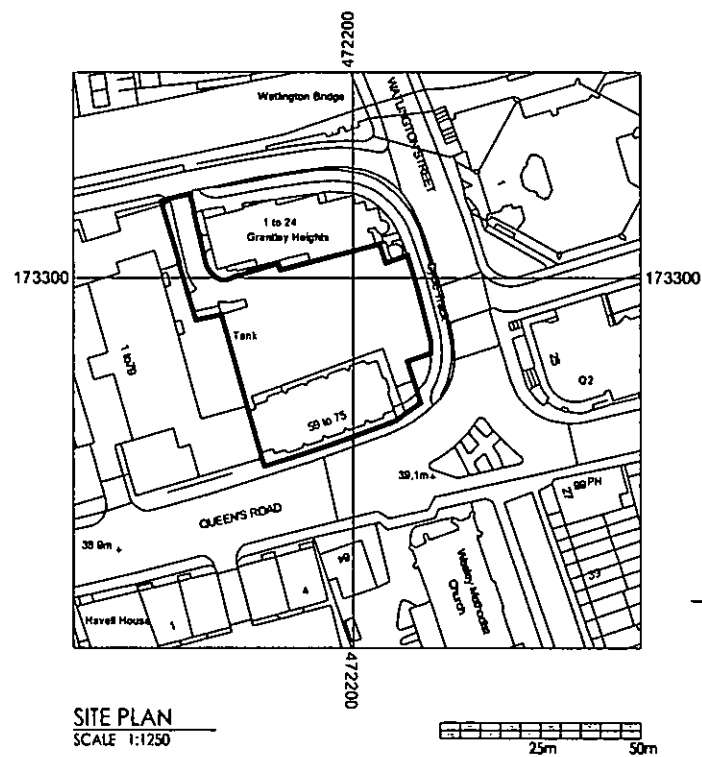
- 1.40 **Table 5** demonstrates that there would be a decrease in 23 two-way vehicle trips and 55 two-way person trips in the AM peak hour. During the PM peak hour there would be a decrease of 14 two-way vehicle trips and a decrease of 55 two-way person trips. Over an average day (07:00-19:00) it is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

Drawn: art

Project:
P.D. Office Conversion

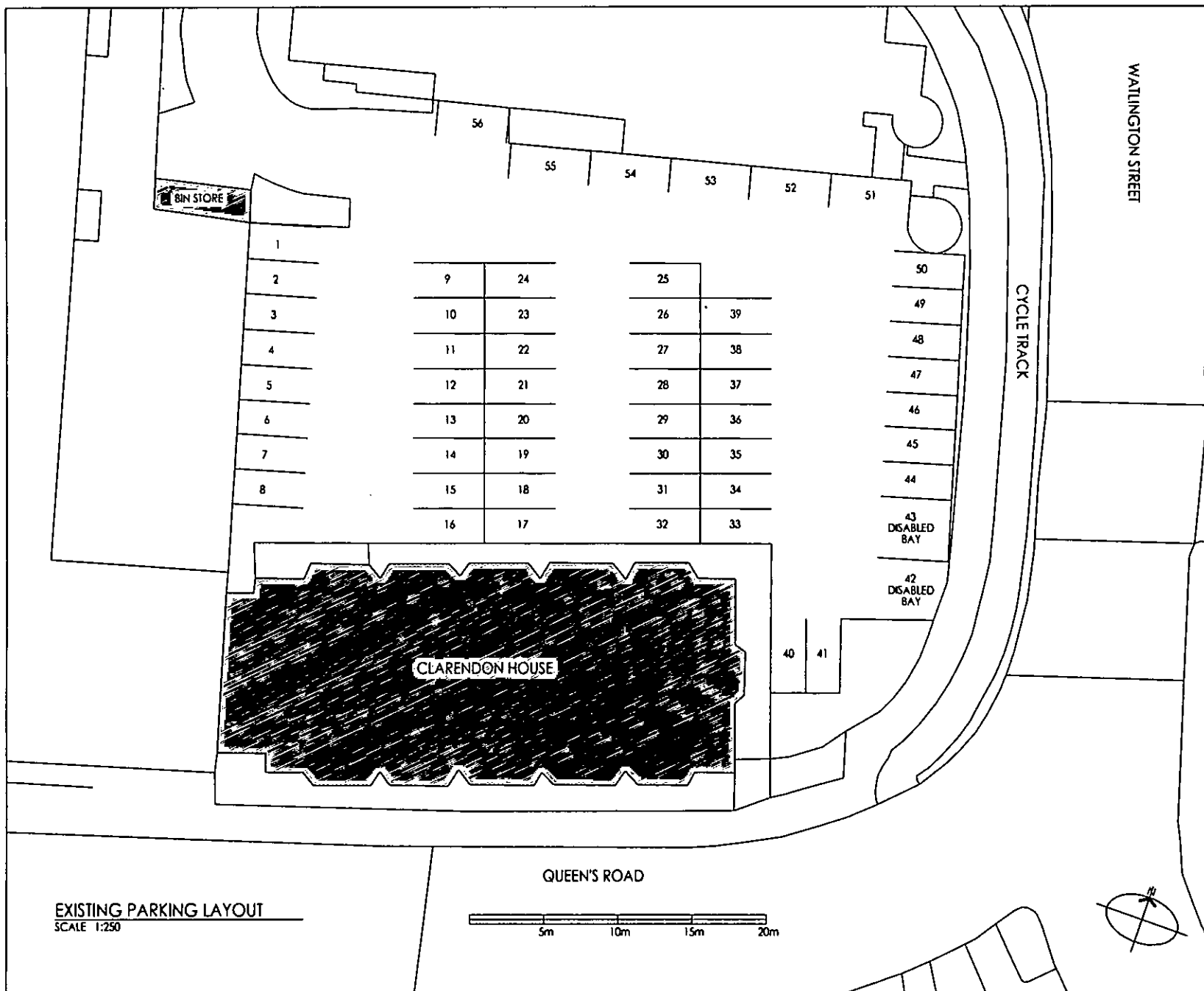
Date: May 2017

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

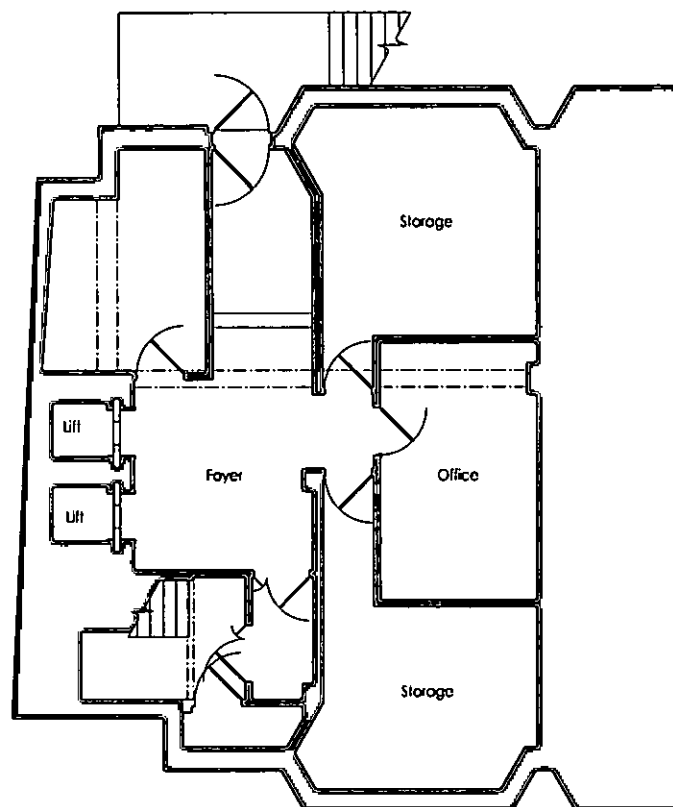
Date: June 2017

Location:
Clarendon House
Reading RG1 4BG

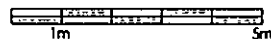
Drawing No:

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EXISTING BASEMENT PLAN
SCALE 1:100



Rev.



6 Whorham Business Park
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t: 0208 275 1080
e: enquiries@planningconsent.com
w: www.planningconsent.com

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

Scale: 1:100@A3

Drawn: srt

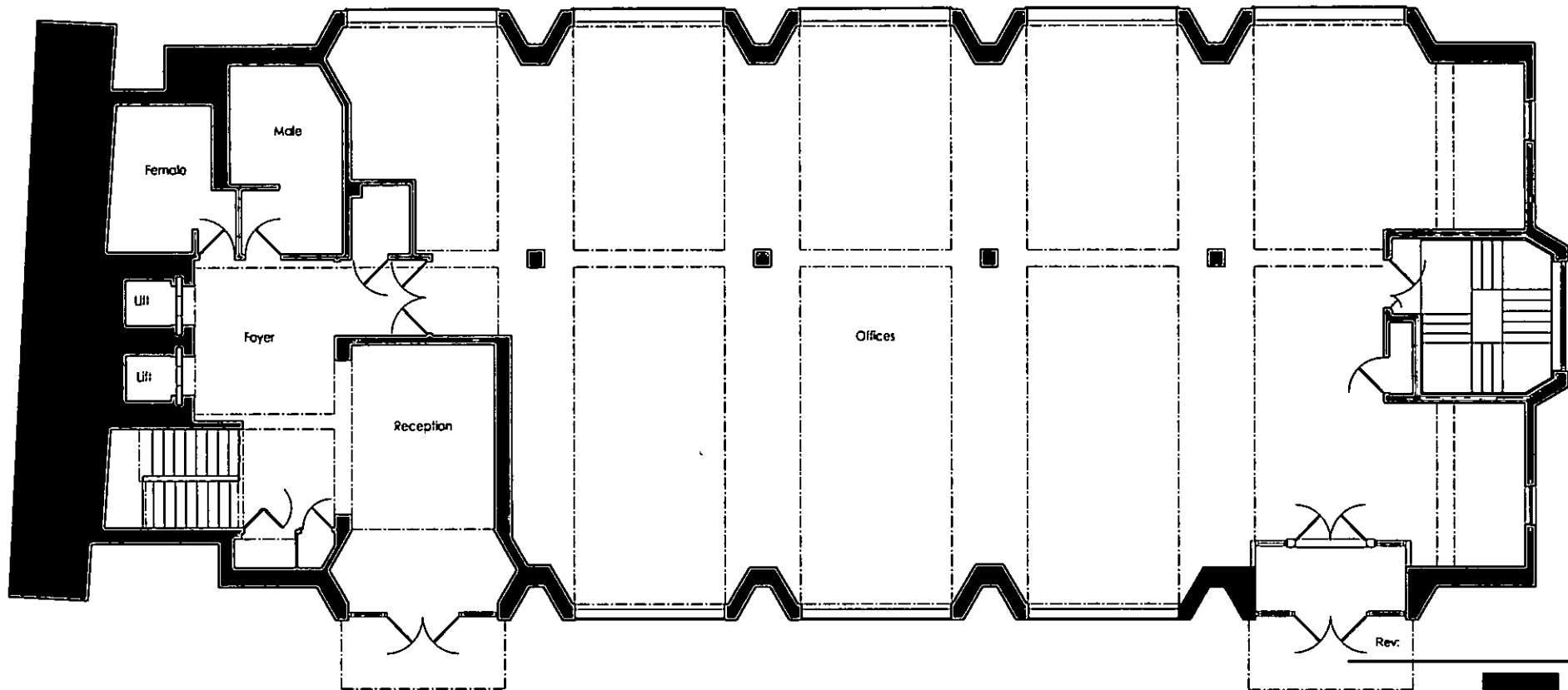
Date: May 2017

Drawing No:

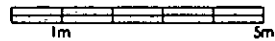
Location:
Clarendon House
Reading RG1 4BG

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: srt

Date: May 2017

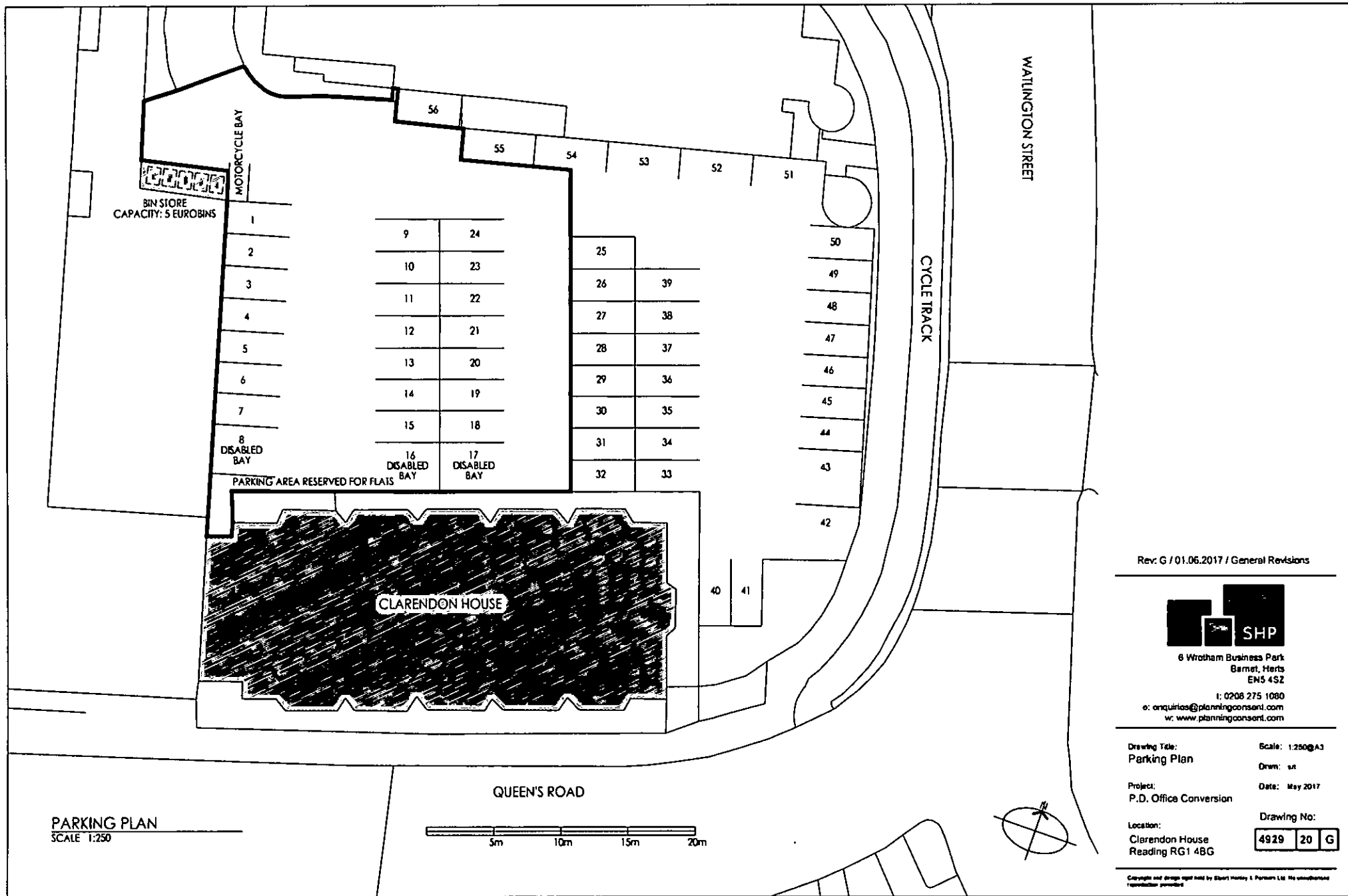
Location:
Clarendon House
Reading RG1 4BG

Drawing No:

4920 12

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APPENDIX B – PROPOSED SITE LAYOUT PLANS



Rev: G / 01.06.2017 / General Revisions



6 Wrotham Business Park
Barnet, Herts
EN5 4SZ

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

Drawing Title:
Parking Plan

Scale: 1:250@A3

Drawn: sxt

Project:
P.D. Office Conversion

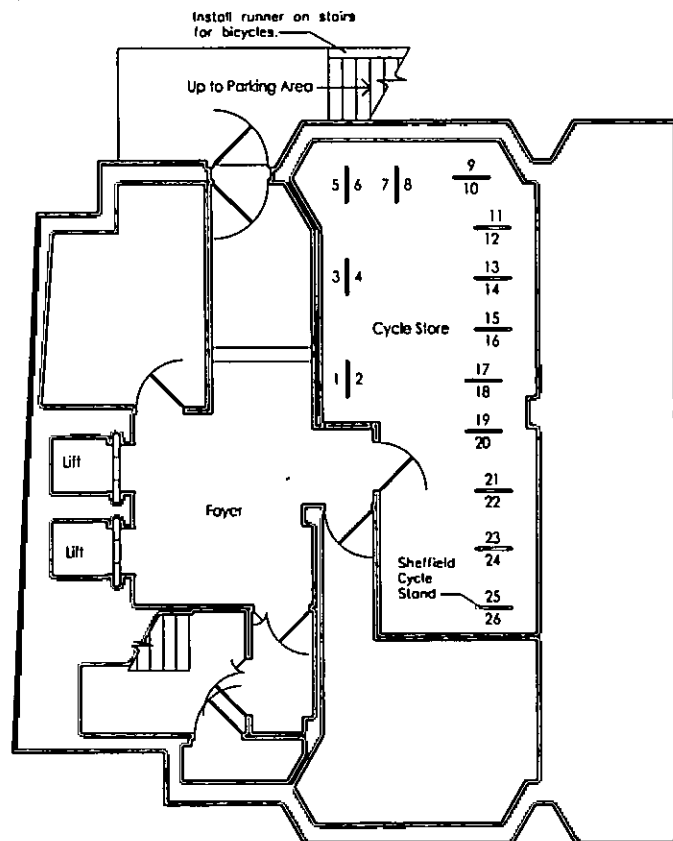
Date: May 2017

Location:
Clarendon House
Reading RG1 4BG

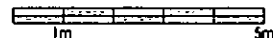
Drawing No:

4929 20 G

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BASEMENT PLAN
SCALE 1:100



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



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: an

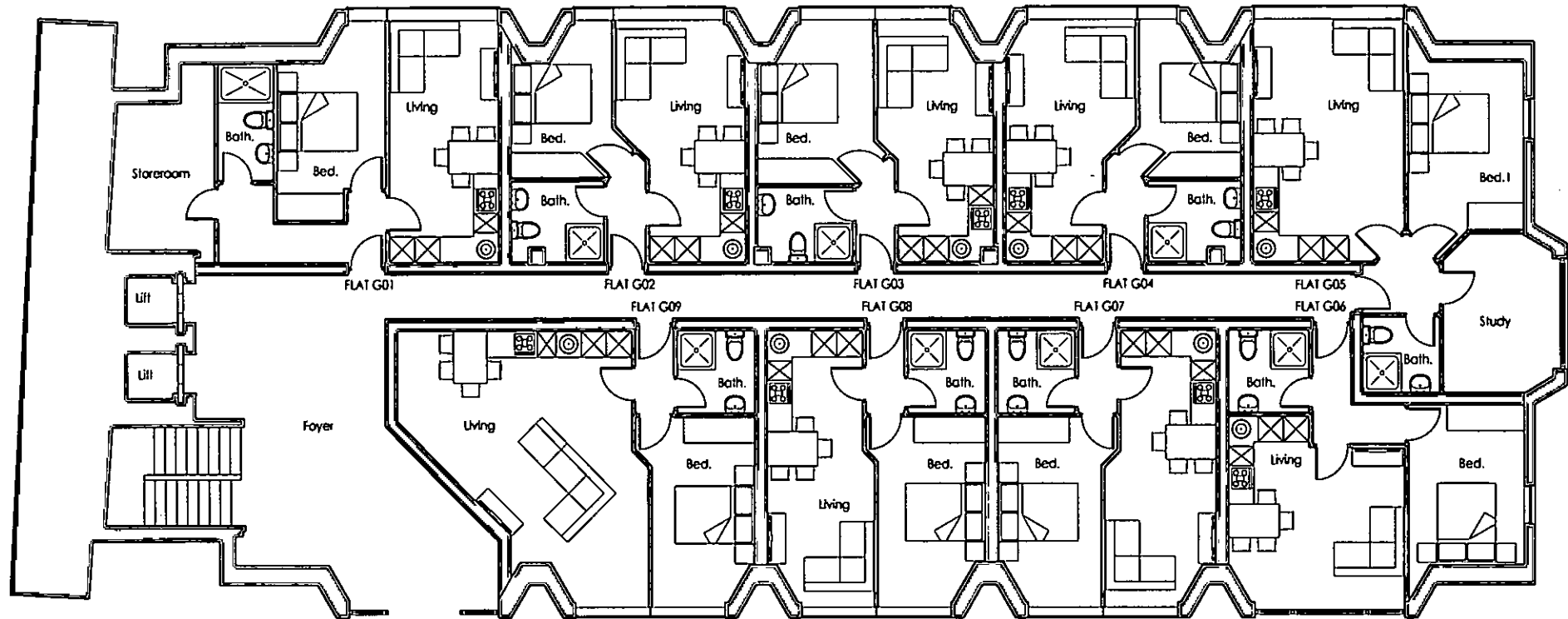
Date: May 2017

Drawing No:

Location:
Clarendon House
Reading RG1 4BG

4928 01 B

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GROUND FLOOR PLAN
SCALE 1:100



GIA:

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

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



6 Wrotham Business Park
Barnet, Herts
EN5 4SZ

t: 0208 775 1080

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

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

Scale: 1:100@A3

Drawn: wt

Date: May 2017

Drawing No:

Location:
Clarendon House
Reading RG1 4BG

4929 02 B

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APPENDIX C – LOCAL CYCLE ROUTES



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

READY
BIKE

Route map and
facilities guide

Cycling
in Reading

Cycling Safely

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

On-Road

You **MUST** obey all traffic signs and traffic light signals.

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

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

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

Off-Road

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

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



Top Safety Tips

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

Considerate Cycling



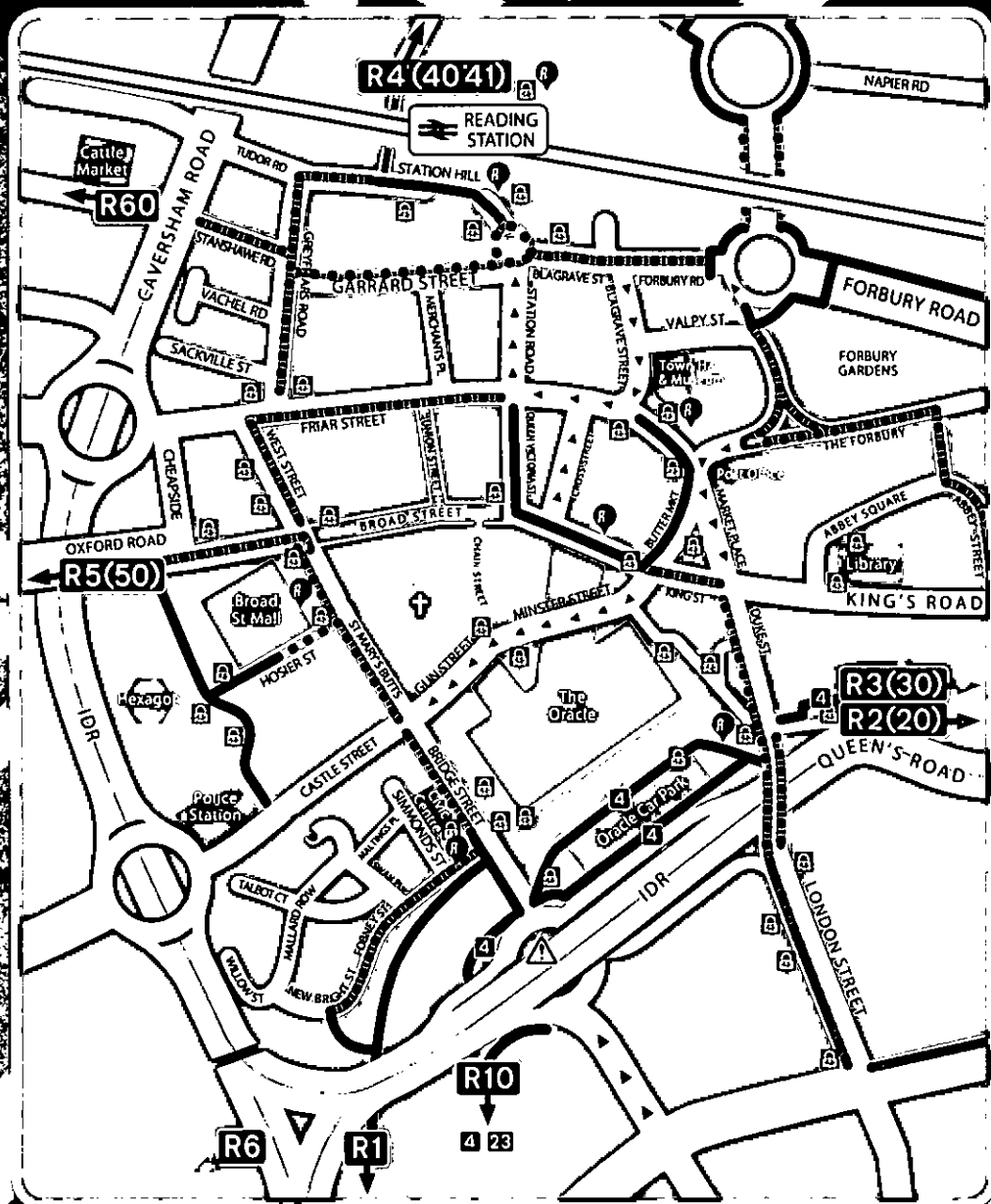
- Follow the Highway Code
- Cycle only on pavements designated as share-use
- Use your bell to make other road users aware of your presence as not all pedestrians can see you.
- Make eye contact with other road users
- Signal when carrying out turning manoeuvres and check your blind spots
- Cycle at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

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

Cycle Routes in Central Reading



Cycling in Reading



Legend

Cycle Facilities Key (for all route colours)

Traffic-free cycle route

On-road cycle route/
facilities

On-road cycle route
- one-way street

Pedestrian zone



Reading Cycle Route

Town Centre Route

Linking Route

Ready Bike
Cycle Hire

National
Cycle Path

Busy junction, no
cycling facilities,
caution advised

Cycle parking
facilities

Railway
Station

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

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

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

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





**MORE
CYCLE
MAPS**

Reading
Cycle Routes

R1 R10

South Reading
Green Park & Whitley

R2 R20

Reading & Wokingham
RBH, Uni & Winnersh

R3 R30

East Reading & Woodley
Newtown, & Bulmershe

R4 R40/41

North Reading
Caversham & Emmer Green

R5

West Reading
Oxford Road & Tilehurst

R50

West Reading
Tilehurst & Prospect Park

R6 R60

South-West Reading
Coley Park & Southcote

Contacts

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

Potholes, highway
maintenance, street lighting
Freephone 0800 626540

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

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

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



Lock it or Lose It

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

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

BUT

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

Bike and Train

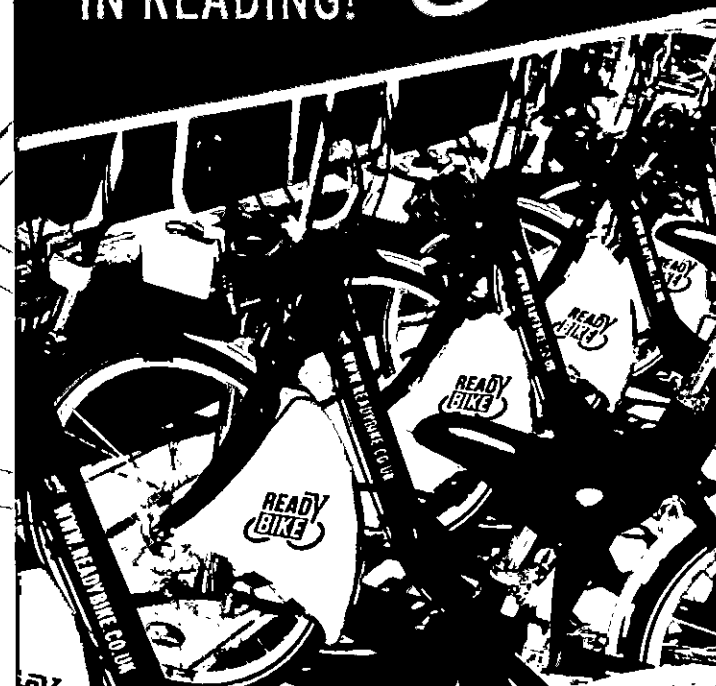
Bicycles are carried on most trains operating on the National Rail Network. However, each train operating company has its own rules. For full details go to www.nationalrail.co.uk/passenger_services/cyclists.html or call 0845 7484 950. Compact folding cycles are carried free of charge without restrictions.



Reading
Borough Council
Working better with you

**PUBLIC
BIKE HIRE
IN READING!**

**READY
BIKE**



**OCCASIONAL
AND YEARLY
MEMBERSHIP
AVAILABLE**

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

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

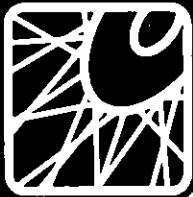
REGISTER ONLINE AT **WWW.READYBIKE.CO.UK**

 @readybikerdg

 ReadyBike RDG

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

Reading
Borough Council
Working better with you



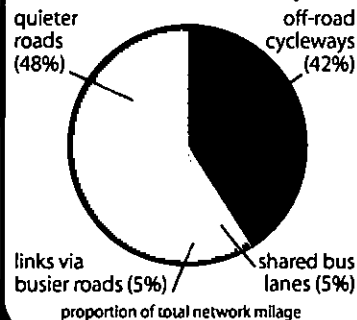
Reading Cycle Routes

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

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

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

How Reading's cycle network is made up



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

Your detailed guides to Reading's cycle routes

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



*North Reading routes available in 2011.

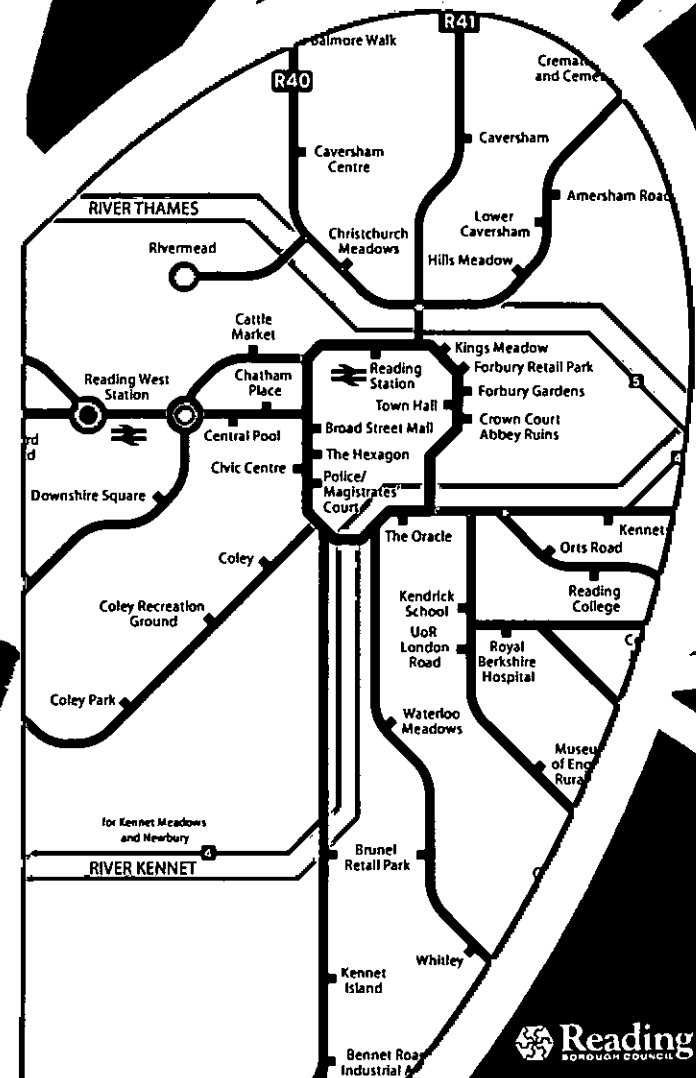


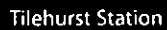
0118 937 3737 or www.reading.gov.uk



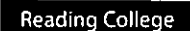
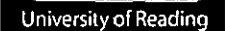
Reading Cycle Routes

Getting There





- | | |
|--|--|
| R1 - R10 | R5 |
| South Reading
Green Park & Whitley | West Reading
Oxford Road & Tilehurst |
| R2 - R20 | R50 |
| Reading & Wokingham
RBH, Uni & Winnersh | West Reading
Tilehurst & Prospect Park |
| R3 - R30 | R6 - R60 |
| East Reading & Woodley
Newtown, & Bulmershe | South-West Reading
Coley Park & Southcote |
| R4 - R40 - R41 | |
| North Reading
Caversham, Emmer Green
& Rivermead | Reading Town Centre |



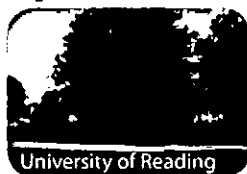
In 2011 all of the principle routes will be signed, linking through central Reading to Caversham, Tilehurst, Southcote, Coley, Katesgrove, Whitley, Shinfield Rise, Redlands, Newtown and Earley. Also, in co-operation with Wokingham Borough Council, the network has been extended to Woodley and Winnersh.



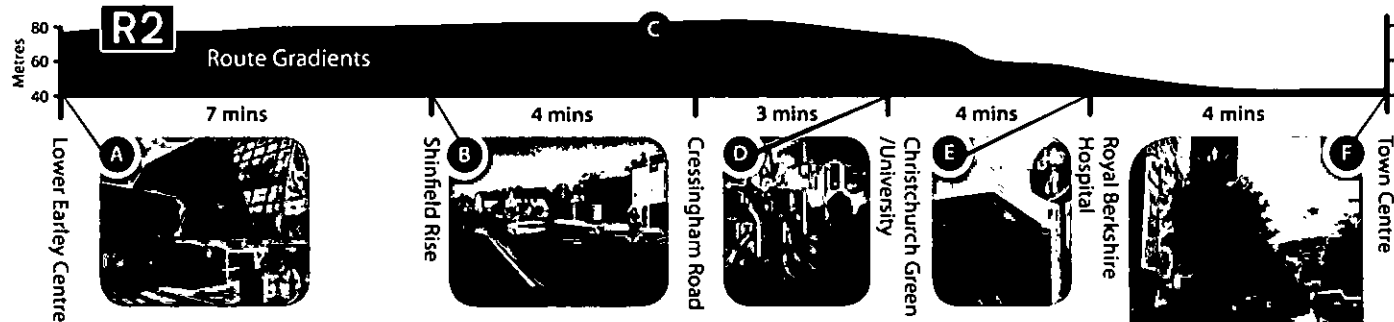
R2

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



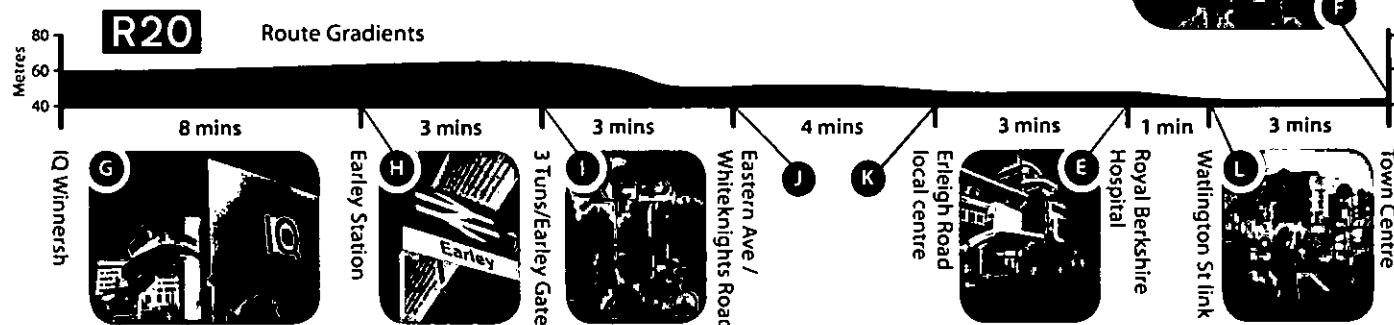
R20

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

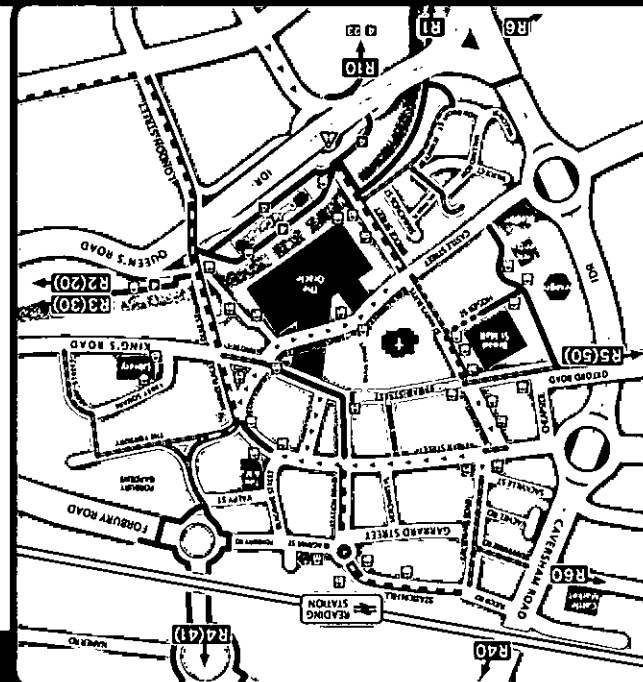
MORE CYCLE MAPS
R1 R10 South Reading Green Park & Whitley
R6 R60 South-West Reading Coley Park & Southcote
R5 West Reading Oxford Road & Tilehurst
R50 West Reading & Woodley Tilehurst & Prospect Park
R3 R30 East Reading & Woodley Newtown, & Bulmershe

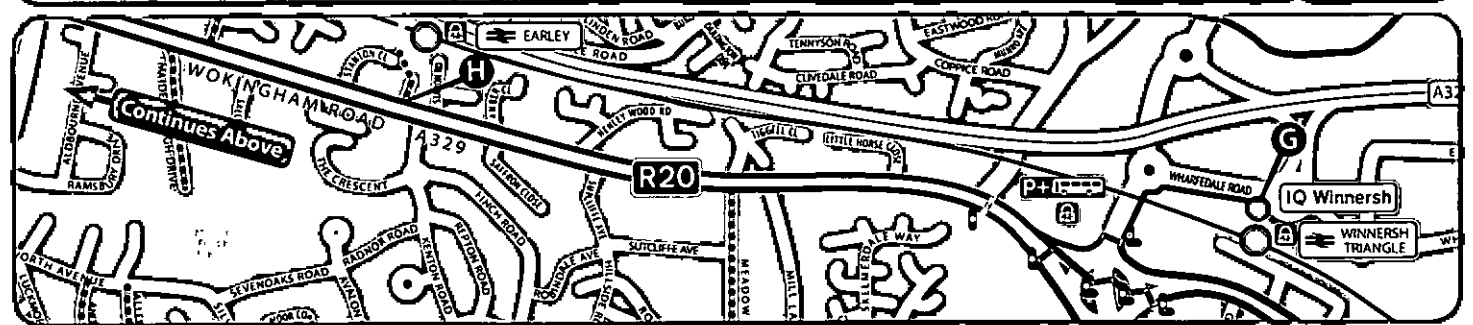
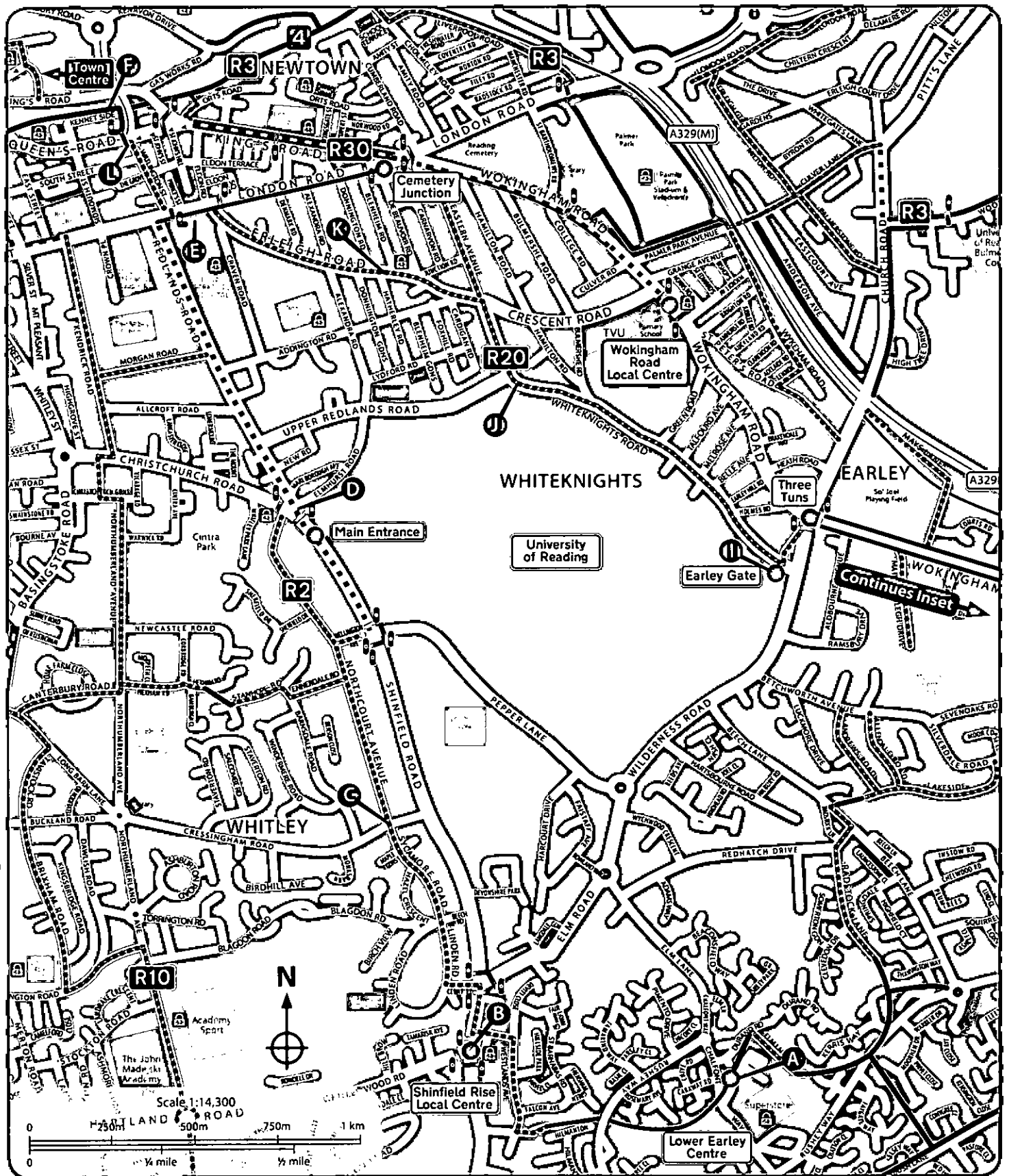
Reading Borough Council
www.reading.gov.uk

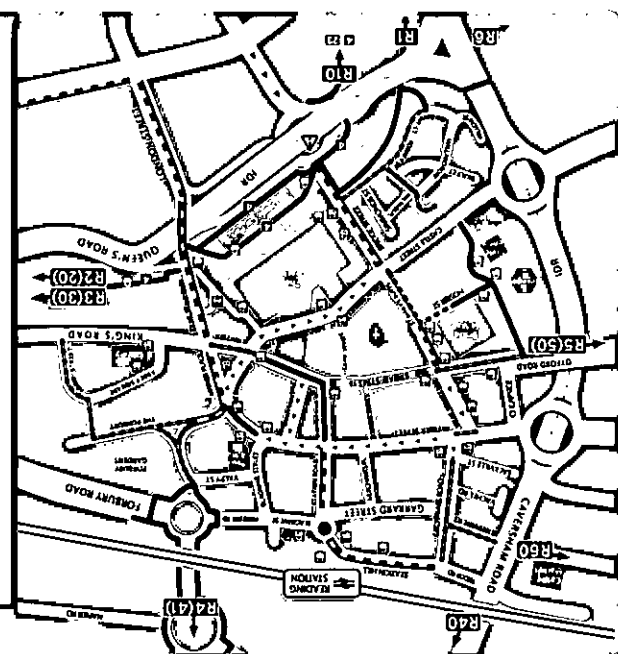
WOKINGHAM BOROUGH COUNCIL

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 (one direction)
- On-road cycle way / shared bus lane (both directions)
- On-road route without dedicated facilities
- Pedestrians only, cyclists dismount







- Legend**
- Reading Cycle Route
 - Town Centre Route
 - Linking Route
 - National Cycle Path
 - Cycle Path
 - Busy junction, no cycling facilities, caution advised
 - Cycle parking facilities
 - Station
 - Pedestrian Light Controlled Crossing
 - On-road cycle way / shared bus lane (one direction)
 - On-road cycle way / shared bus lane (both directions)
 - On-road route without dedicated facilities
 - Toucan (Cycle) Light Controlled Crossing
 - Underpass / Subway
- Cycle Facilities Key** (for all route colours)
- Off-road cycle route (tarmac or path)
 - Off-road cycle route (gravel or rough surface)
 - On-road cycle route - traffic-calmed or quiet residential road
 - On-road cycle route

Reading
www.reading.gov.uk

Wokingham
www.wokingham.gov.uk

More Cycle Maps

- R1** South Reading Green Park & Whitley
- R2** Reading & Wokingham RBH, Unit & Womersley
- R6** South-West Reading Coley Park & Southcote
- R5** West Reading Oxford Road & Tilehurst
- R50** West Reading Tilehurst & Prospect Park

Autumn/Winter 2010

Reading Cycle Routes

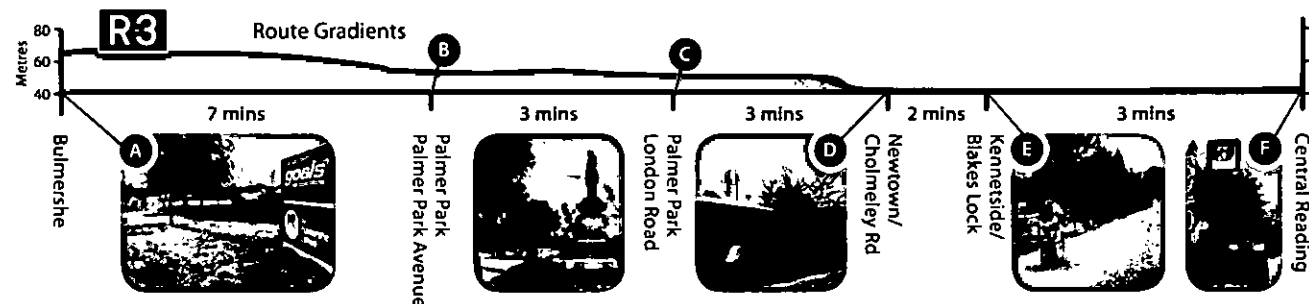


East Reading & Woodley

- R3** Bulmershe, Palmer Park, Newtown to Central Reading
- R30** Wokingham Road, Palmer Park & Reading College to Central Reading

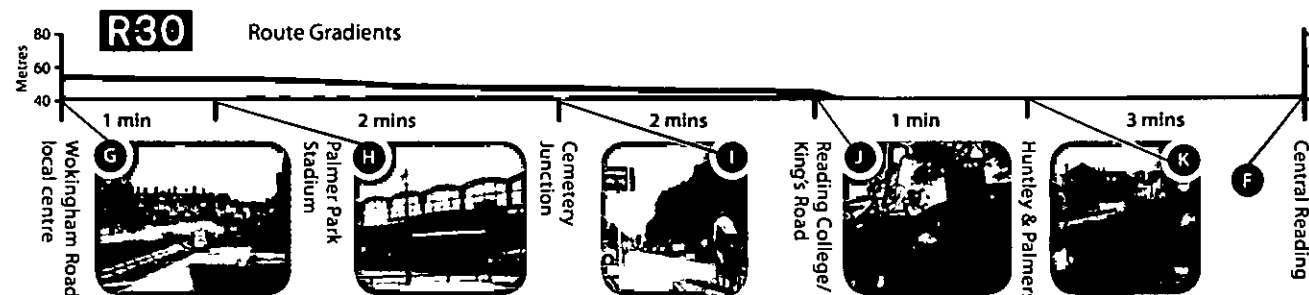
R3

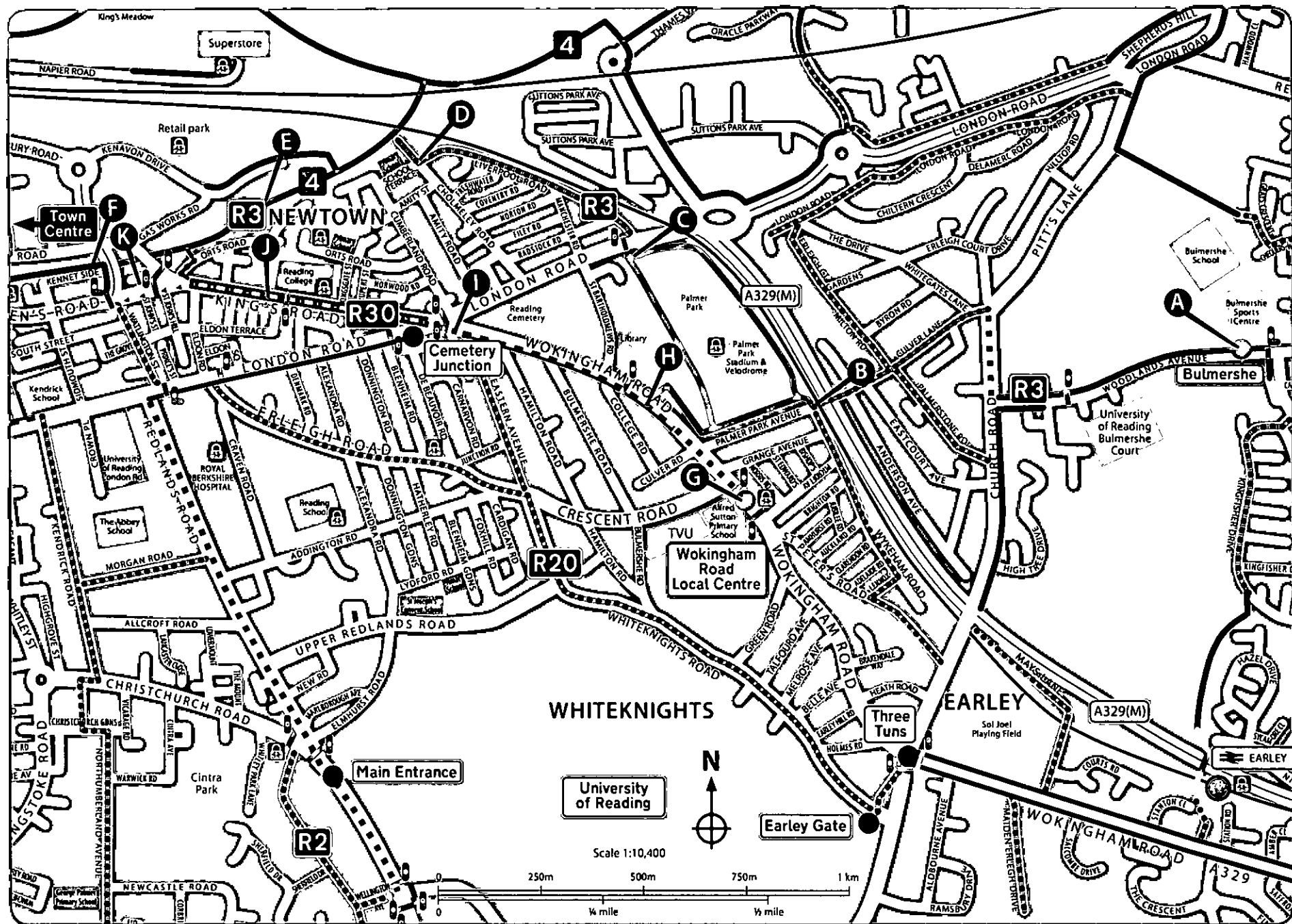
From Bulmershe's leisure centre, schools and University facilities R3 provides an off road route as far as Church Road then connects to Palmer Park using quieter roads. The route serves the Stadium/Velodrome, popular children's play areas and Library, linking with Newtown via Liverpool Road, part of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

**R30**

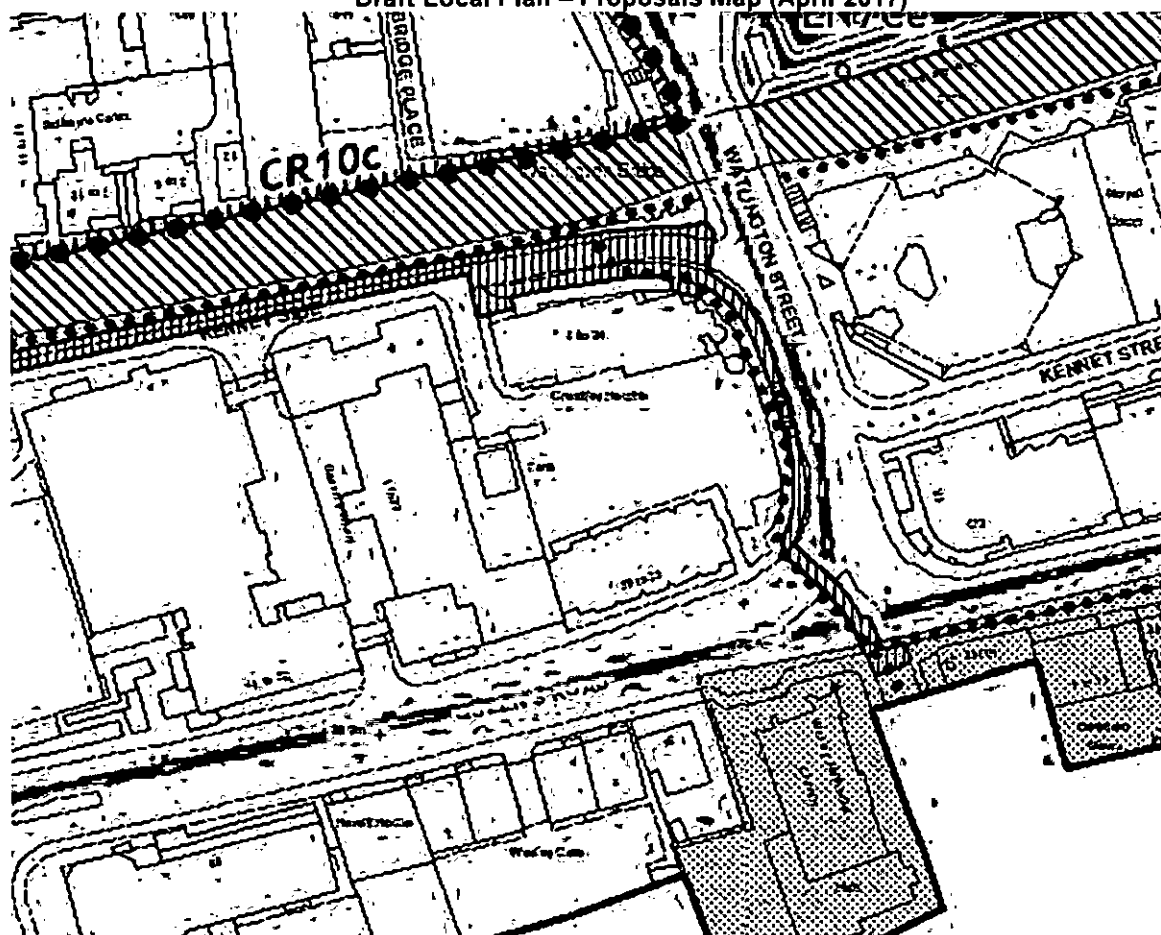
R30 links all the major public facilities and local centres in East Reading. Shared bus lanes on Wokingham Road and King's Road connect college sites at Crescent Road and King's Road with local centres and a link to the Royal Berkshire Hospital is provided via the shared Pedestrian facility on the south 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

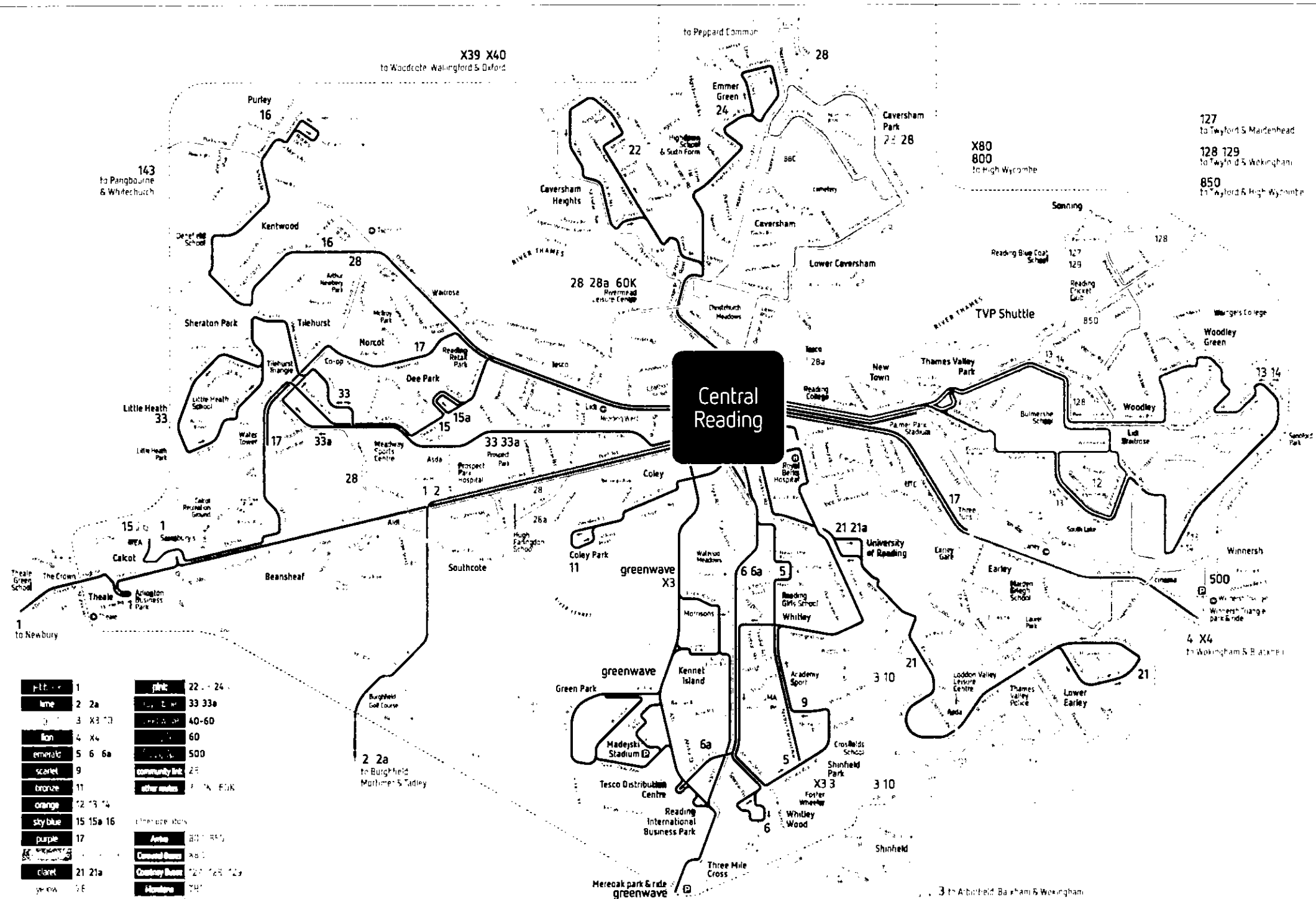
X80
800
to High Wycombe

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

Central Reading

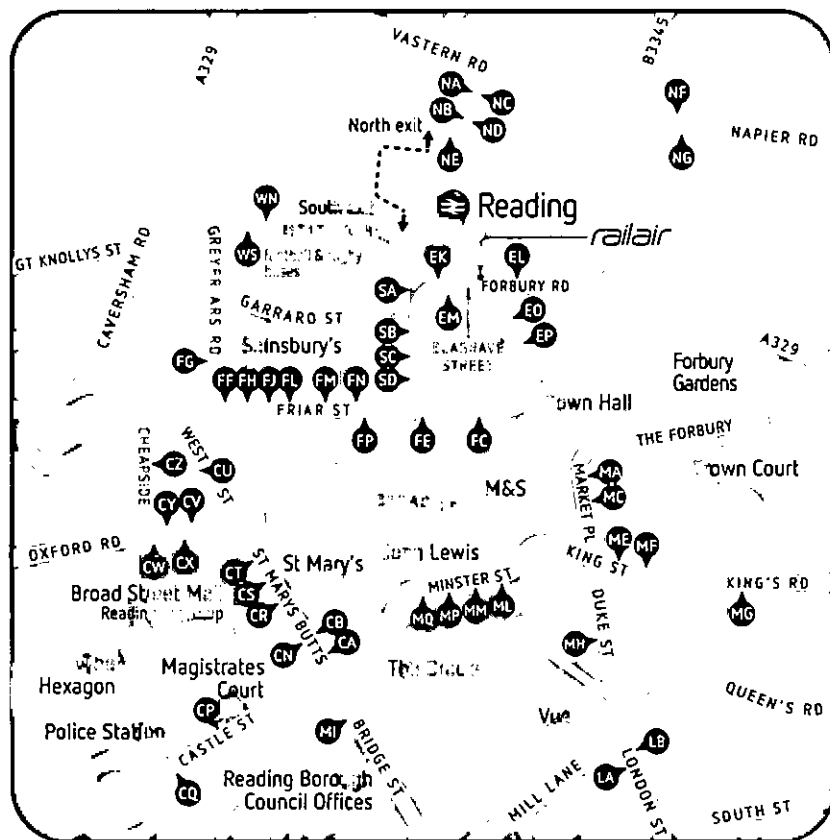
1	22 - 24
2 2a	33 33a
3 X3 10	40-60
4 X4	60
5 6 6a	500
9	community link
11	other routes
12 13 14	
15 15a 16	
17	
18	
21 21a	
26	

TR1 to Grazeley, Mortimer & Baughurst
7 7K 8 to Swallowfield, Risley & Fleet
10 to Spencers Wood



where to catch your bus in Central Reading

Readingbuses



download the Reading Buses app

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



route

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

towards

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

your bus stops

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

railair

operated by First

orange

Thatchers Woodley Centre Chequers Shepherds Hill Central Reading

|||| Mondays to Fridays except public holidays

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

time in blue is school holidays only

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

you can also catch the orange 13 direct to Central Reading

Central Reading Shepherds Hill Thatchers Woodley Centre Chequers

|||| Mondays to Fridays except public holidays

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

you can also catch the orange 14 direct to Central Reading

orange

Central Reading Thatchers Woodley Piazza Chequers Shepherds Hill Central Reading

||||| Mondays to Fridays except public holidays

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

then
every
30
mins
until

then
every
30
mins
until

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

Orange 14
runs the opposite
way around
Woodley

friday nights only

orange

Central Reading Thatchers Woodley Piazza Chequers Shepherds Hill Central Reading

|||| Saturdays

	am	am	am	am	am	am	am		pm	pm		pm	pm	pm	pm	pm
➡ Central Reading 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 every 30 mins until	4.02	4.33	then every 30 mins until	6.03	6.33	7.03	7.33	7.59
Thatchers	5.16	6.16	7.17	8.05	8.35	9.05	9.34		4.04	4.35		6.05	6.35	7.05	7.35	8.01
Sandford Lane	5.24	6.24	7.26	8.14	8.44	9.14	9.43		4.13	4.44		6.14	6.44	7.14	7.44	8.09
Woodley Piazza	5.26	6.26	7.28	8.16	8.47	9.17	9.45		4.15	4.47		6.17	6.47	7.16	7.46	8.11
Chequers Beechwood Avenue	5.34	6.34	7.36	8.24	8.56	9.26	9.54		4.24	4.56		6.26	6.56	7.25	7.55	8.19
Shepherds Hill top	5.38	6.38	7.40	8.28	9.00	9.30	9.58		4.28	5.00		6.30	7.00	7.29	7.59	8.23
London Road The Drive	5.41	6.41	7.43	8.32	9.04	9.34	10.02		4.32	5.04		6.34	7.04	7.33	8.03	8.26
➡ Central Reading 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 every hour until	2.46
Sandford Lane	8.54		2.54
Woodley Piazza	8.56		2.56
Chequers Beechwood Avenue	9.04		3.04
Shepherds Hill top	9.08		3.08
London Road The Drive	9.11		3.11
➡ Central Reading 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
Central Reading Blagrave Street stop EM	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	
London Road The Drive	7.37	8.37	9.38	10.38	11.38	12.38	1.38	2.38	3.38	4.38	5.38	6.38	7.37	8.37	9.37	10.37	
Bulmershe Sports Centre	7.44	8.44	9.46	10.46	11.46	12.46	1.46	2.46	3.46	4.46	5.46	6.46	7.44	8.44	9.44	10.44	
Thatchers	7.46	8.46	9.48	10.48	11.48	12.48	1.48	2.48	3.48	4.48	5.48	6.48	7.46	8.46	9.46	10.46	
Sandford Lane	7.54	8.55	9.57	10.57	11.57	12.57	1.57	2.57	3.57	4.57	5.57	6.57	7.54	8.54	9.54	10.54	
Woodley Piazza	7.56	8.57	10.00	11.00	12.00	12.59	1.59	2.59	3.59	5.00	6.00	7.00	7.56	8.56	9.56	10.56	
Chequers Headley Road	8.04	9.06	10.09	11.09	12.09	1.08	2.08	3.08	4.08	5.09	6.09	7.09	8.04	9.04	10.04	11.04	
Shepherds Hill top	8.08	9.10	10.13	11.13	12.13	1.12	2.12	3.12	4.12	5.13	6.13	7.13	8.08	9.08	10.08	11.08	
London Road The Drive	8.11	9.13	10.16	11.16	12.16	1.15	2.15	3.15	4.15	5.16	6.16	7.16	8.11	9.11	10.11	11.11	
Central Reading Blagrave Street stop EM	8.19	9.21	10.24	11.24	12.24	1.23	2.23	3.23	4.23	5.24	6.24	7.24	8.19	9.19	10.19	11.19	

orange

Central Reading Shepherds Hill Chequers Woodley Piazza Thatchers Central Reading

||||| Mondays to Fridays except public holidays

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

then
every
30
mins
until

runs via Howth Drive after Shepherds Hill top

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

times in red are school days only

Orange 13
runs the opposite
way around
Woodley

orange

Central Reading Shepherds Hill Chequers Woodley Piazza Thatchers Central Reading

Saturdays

	am	am	am	am	am		pm	pm	pm	pm	pm	pm	pm
Central Reading Blagrove 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 Blagrove 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 Blagrove 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 Blagrove Street stop EM	8.53	9.57		6.57	7.52	8.52	9.49	10.49

Wokingham Road | Reading | Oxford Road | Tilehurst

up all day
& all night

purple
17

purple 17 runs 24/7

Mondays to Fridays except public holidays

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

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

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

times in green run Monday to Thursday only

times in pink are Friday nights only

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

Wokingham Road | Reading | Oxford Road | Tilehurst

up all day
& all night

17

purple 17 runs 24/7

Saturdays

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

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

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

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

Wokingham Road | Reading | Oxford Road | Tilehurst

up all day
& all night

purple
17

purple 17 runs 24/7

Sundays

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

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

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

for bus times on public holidays see below

Tilehurst | Oxford Road | Reading | Wokingham Road

up all day
& all night

purple
17

purple 17 runs 24/7

Mondays to Fridays except public holidays

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

		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
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
Tilehurst The Water Tower	then every 15 mins at	03	18	33	48	11.18	11.33	11.48	12.00	12.30	1.00	1.30	2.00
Pond House		13	28	43	58	11.28	11.43	11.58	12.09	12.39	1.09	1.39	2.09
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
Blagrove St stop EO		26	41	56	11	11.41	11.52	12.11	12.17	12.49	1.19	1.49	2.19
Wokingham Road Three Tuns		38	53	08	23	11.53		12.23		12.59	1.29	1.59	2.29

times in pink are Friday nights only

Tilehurst | Oxford Road | Reading | Wokingham Road

up all day
& all night

17

purple 17 runs 24/7

Saturdays

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

then up to
every 7
mins until

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

Tilehurst | Oxford Road | Reading | Wokingham Road

up all day
& all night

purple
17

purple 17 runs 24/7

Sundays

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

then up to
every 10
mins until

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

then every
20
mins until

for bus times on public holidays see below

Tilehurst | Oxford Road | Reading | Wokingham Road

up all day
& all night

purple
17

purple 17 runs 24/7

public holidays

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

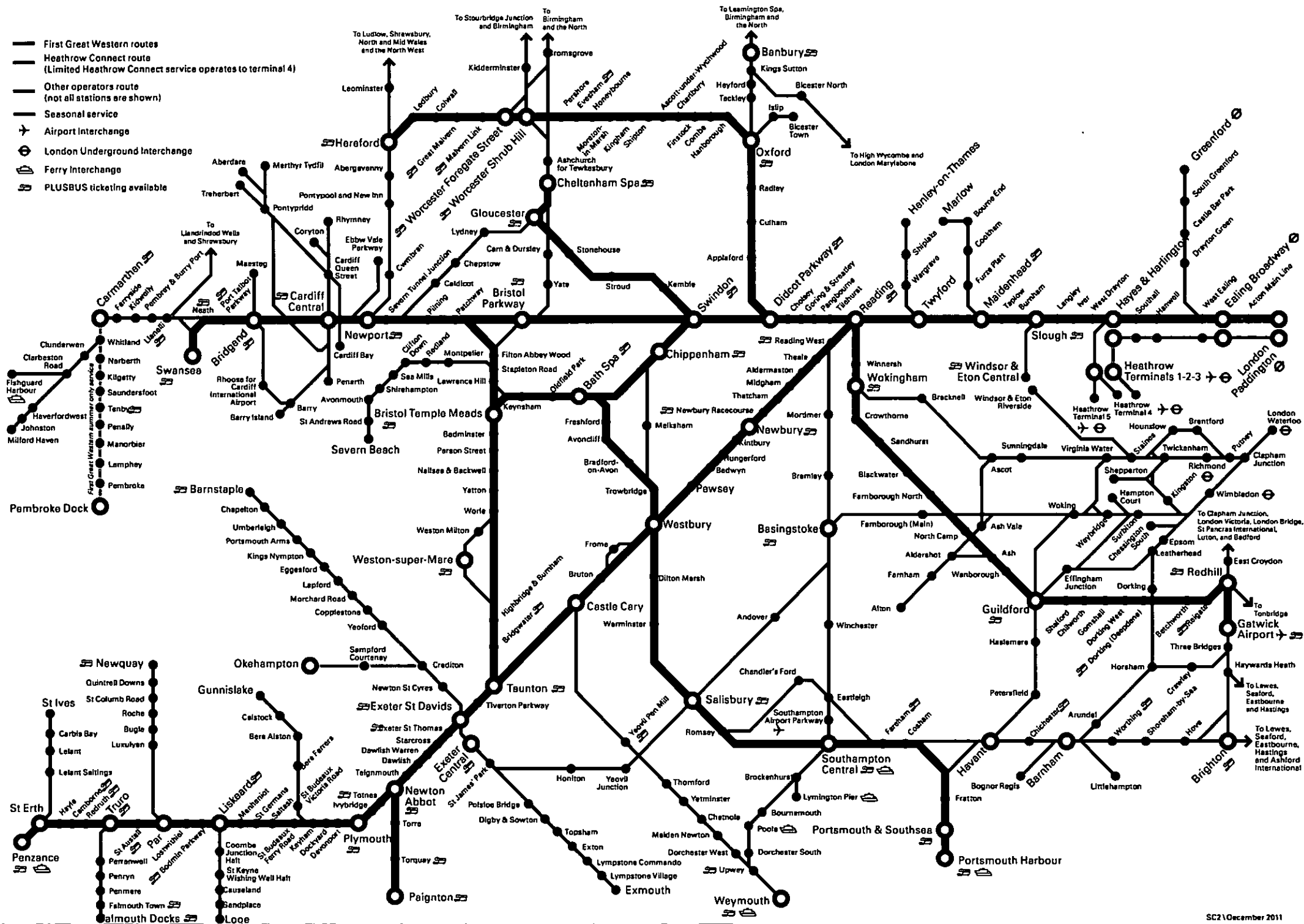
times in blue are at St Mary's Butts not Cheapside

public holidays

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

APPENDIX E – RAIL MAPS

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



Managed by South West Trains

Managed by South West Trains - with short platforms

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

Managed by South West Trains - major interchanges

NOT managed by South West Trains

Connections to

Other train operators' routes

Bus links

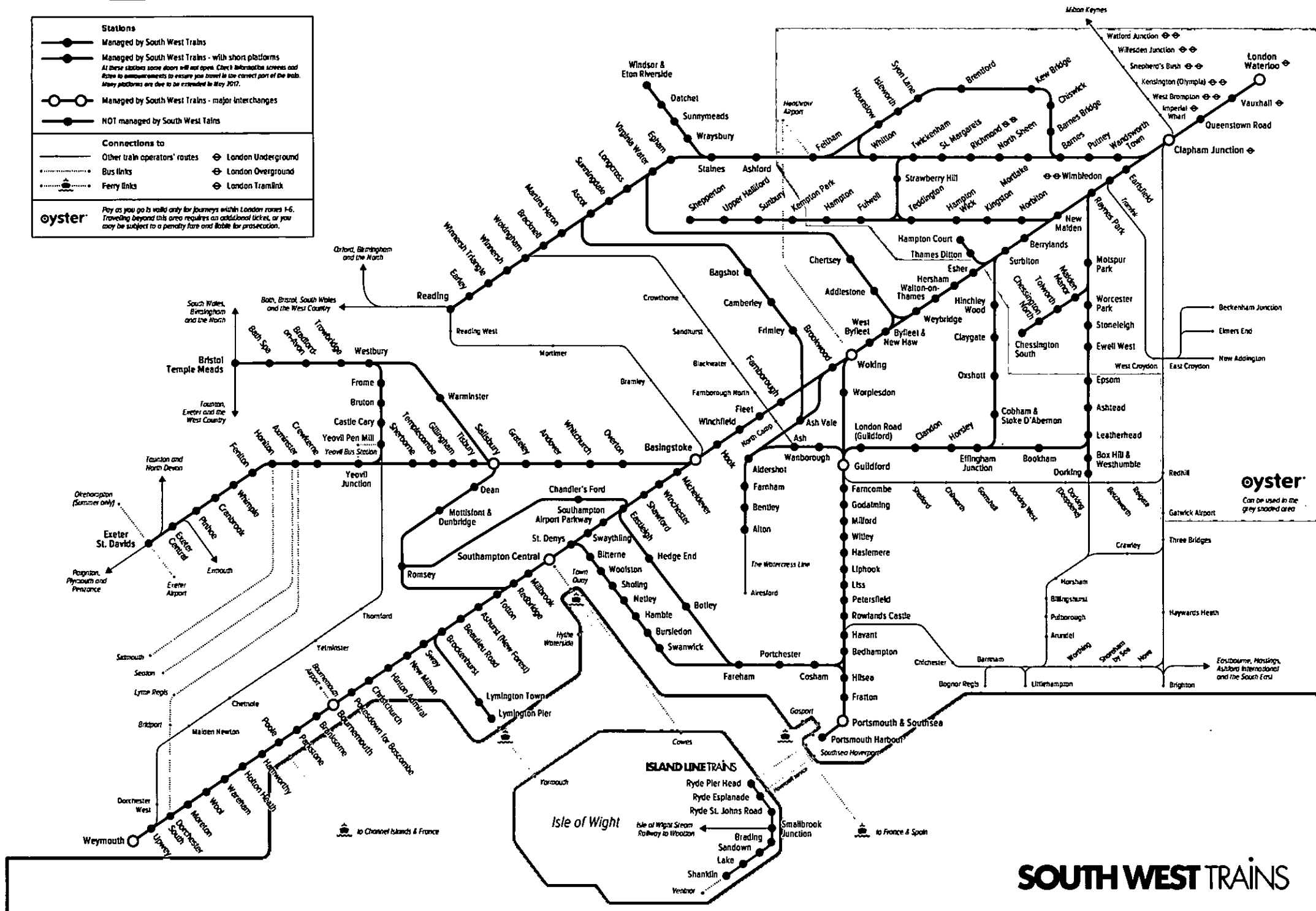
Ferry links

London Underground

London Overground

London Tramlink

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



SOUTH WEST TRAINS

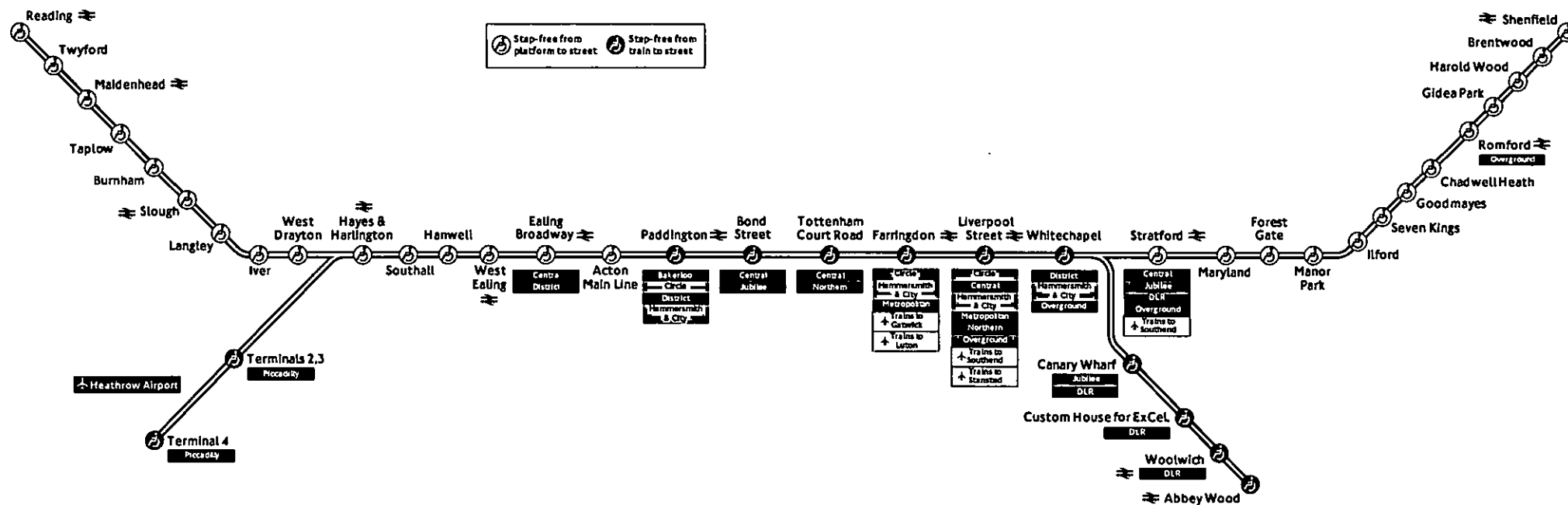
CrossCountry routes

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



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

Elizabeth line map



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

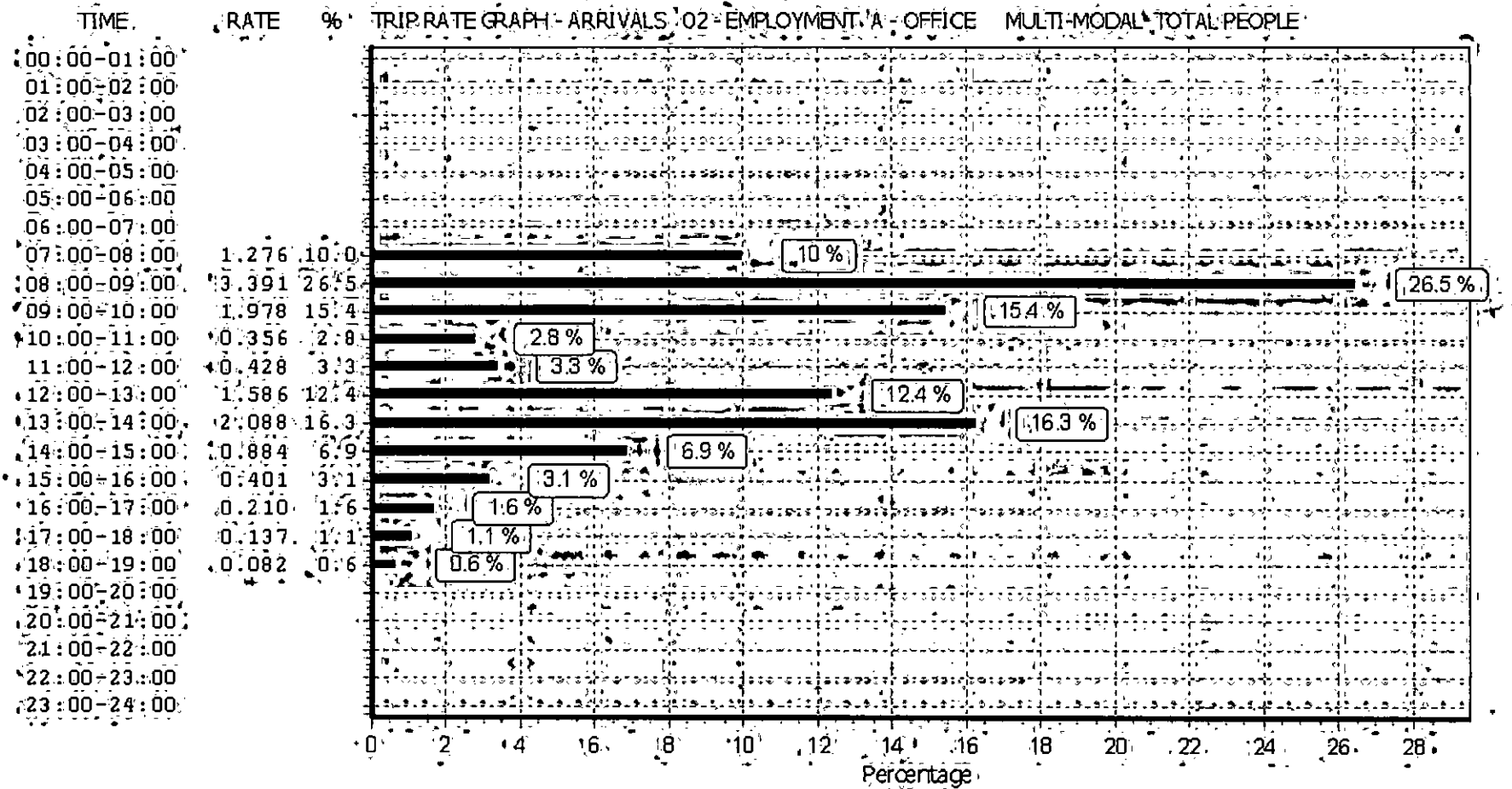
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

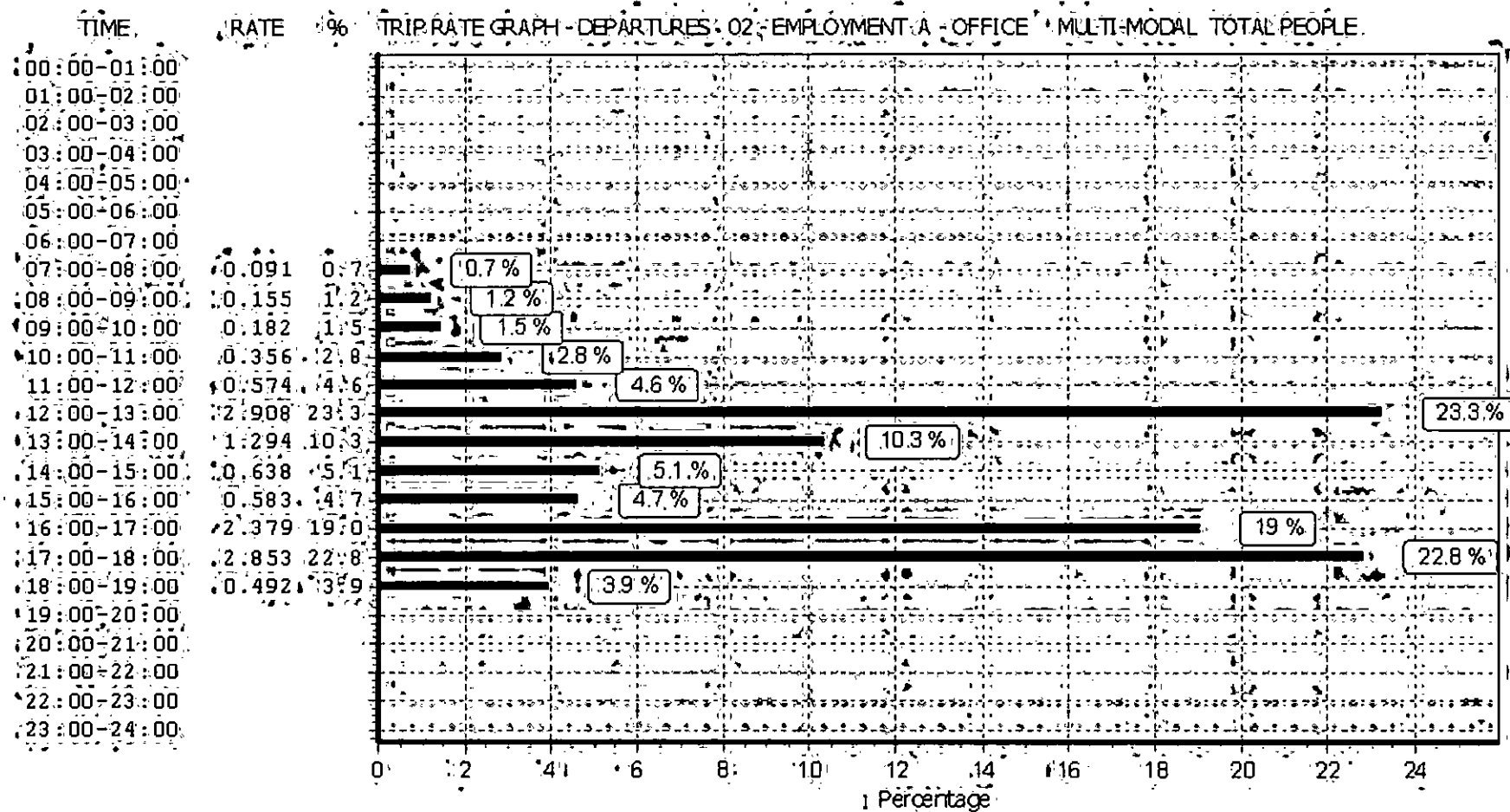
Parameter summary

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

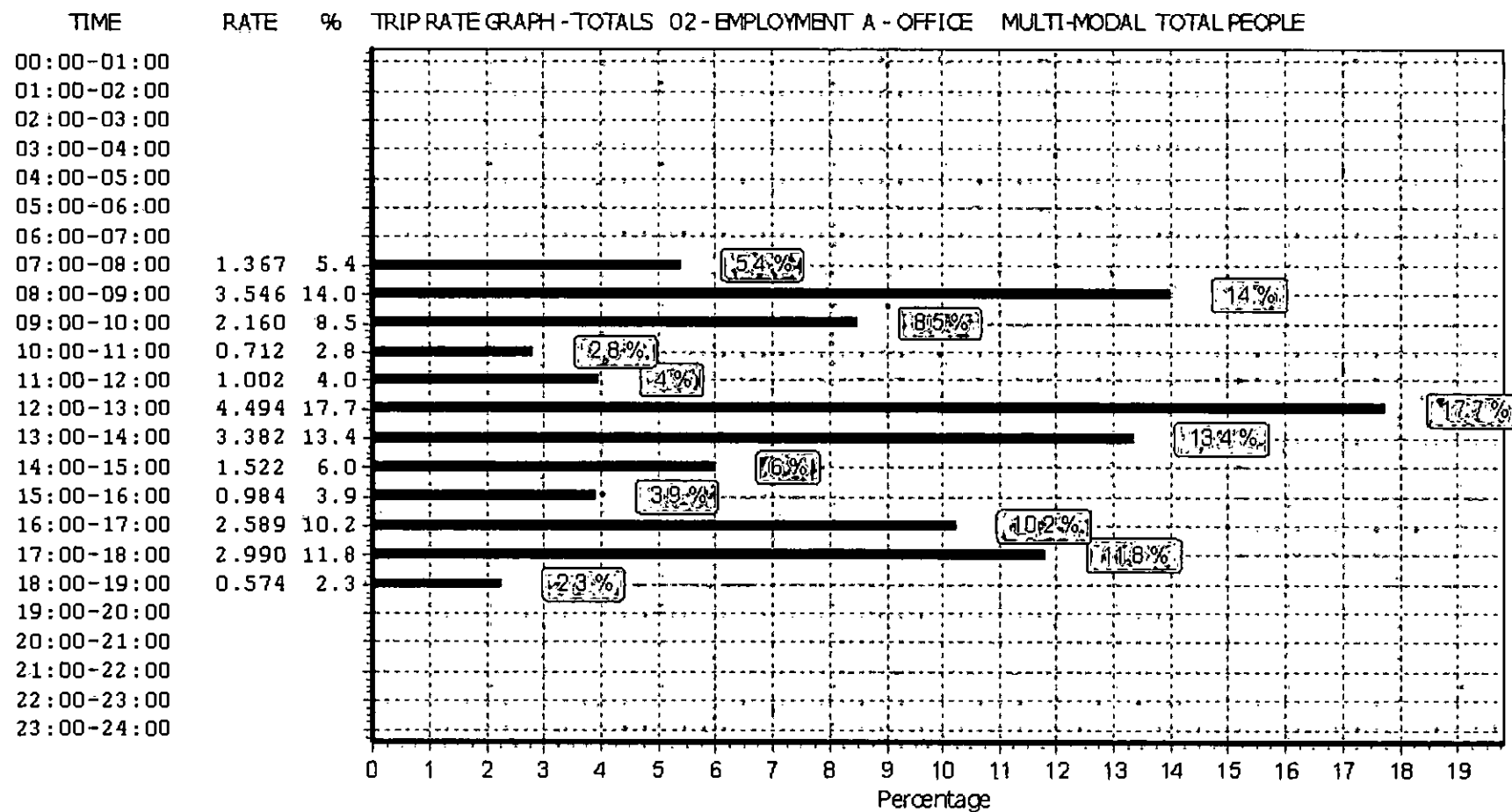
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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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

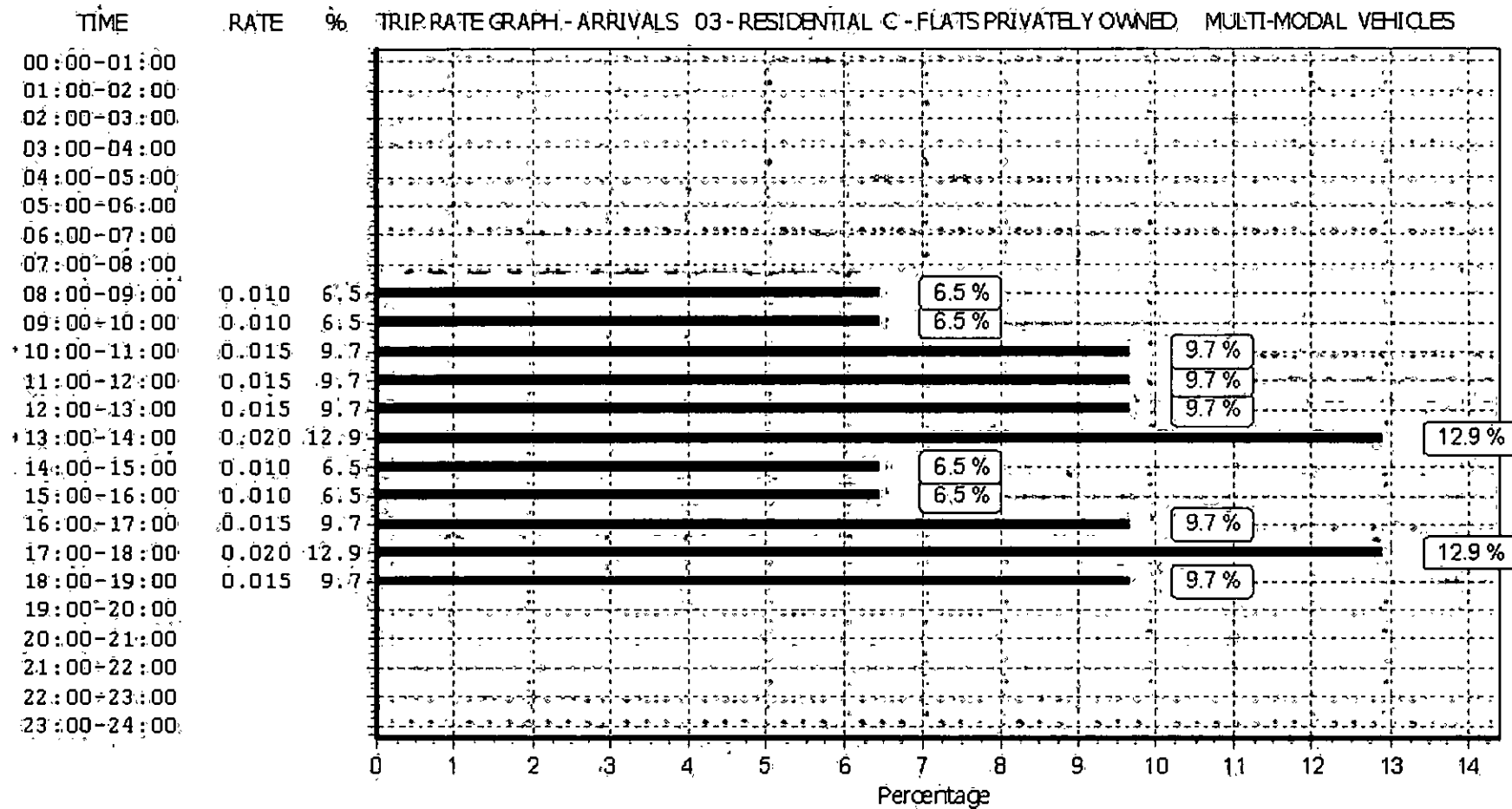
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

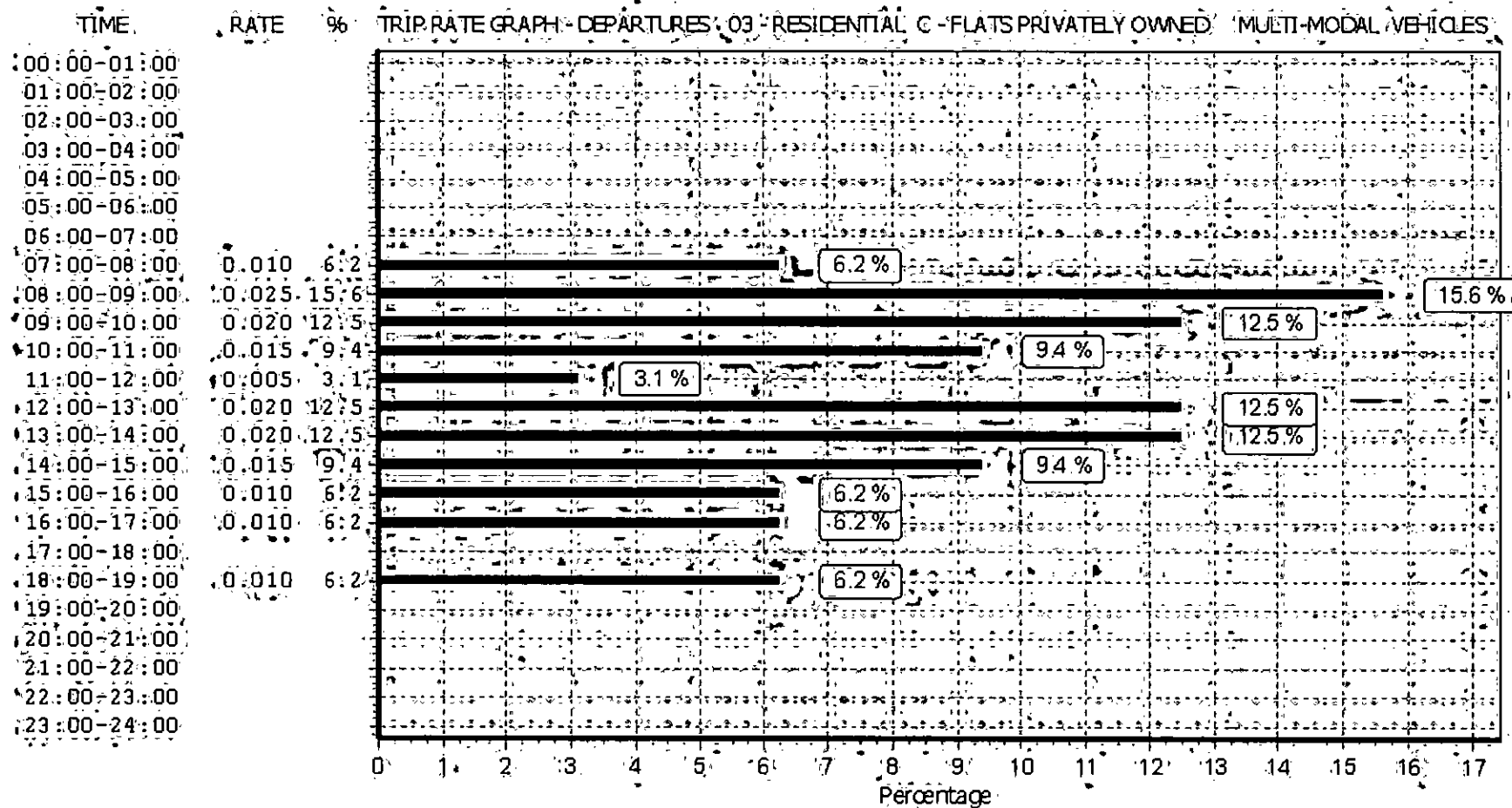
Parameter summary

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

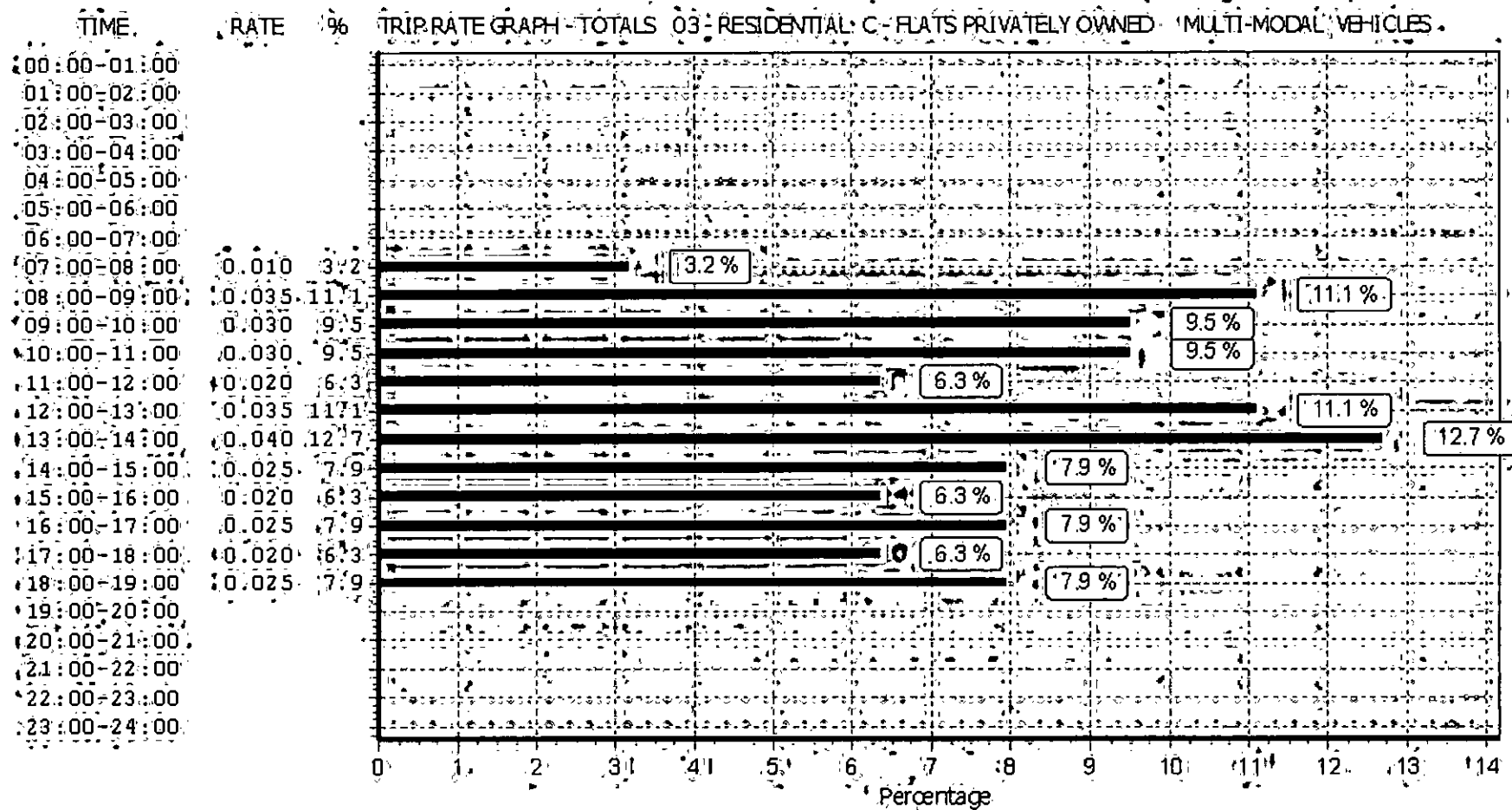
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

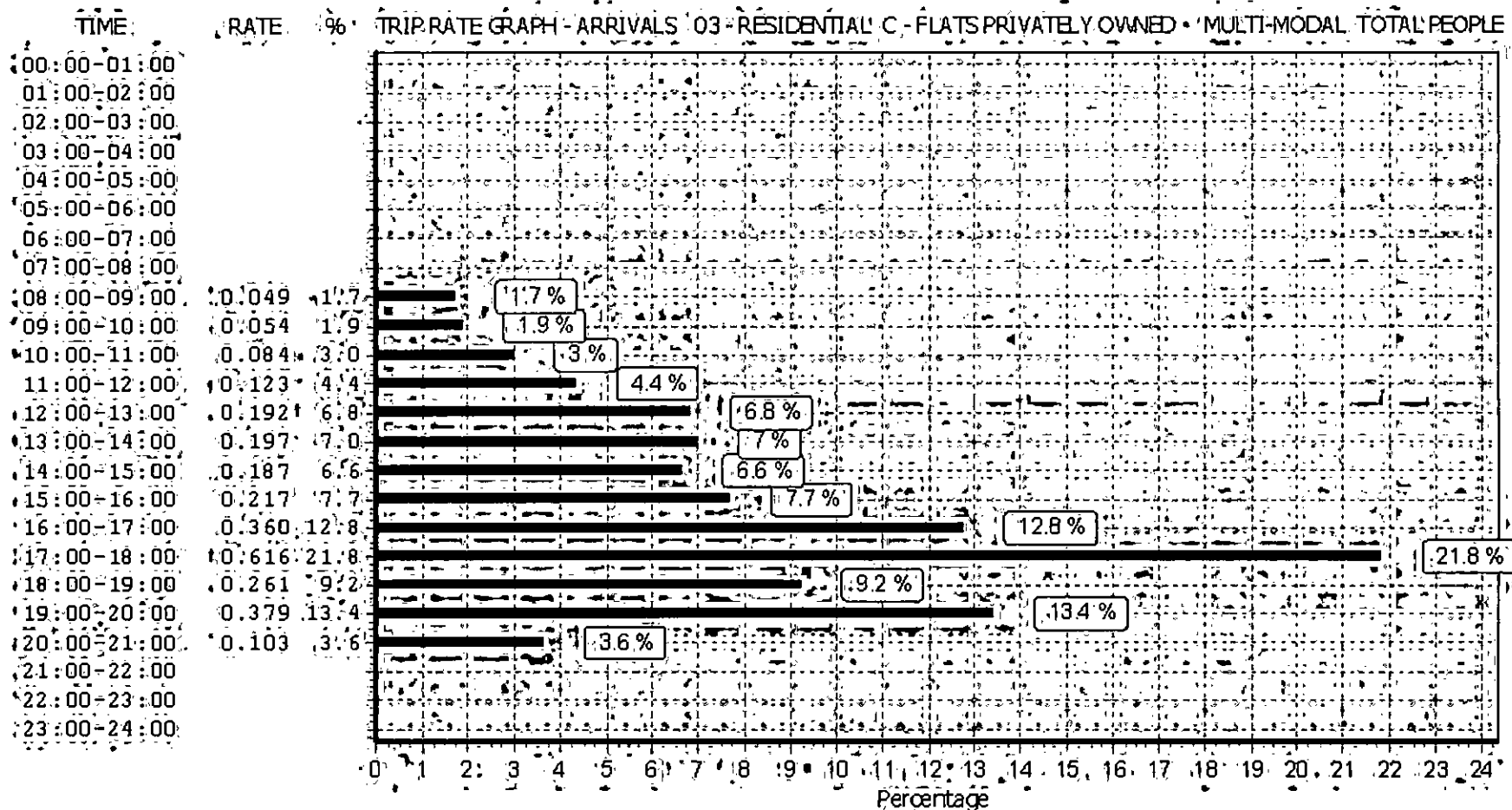
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

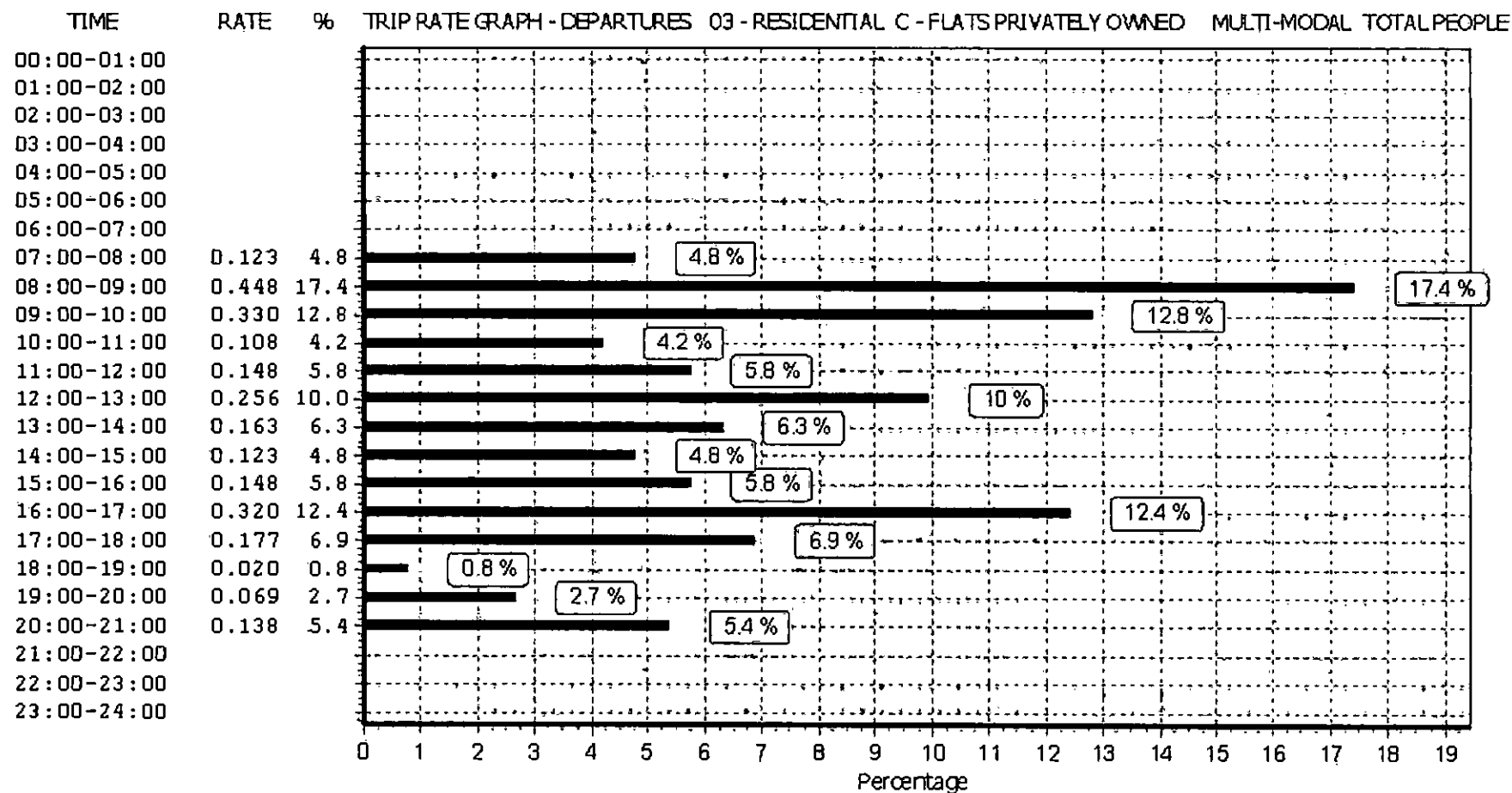
Parameter summary

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

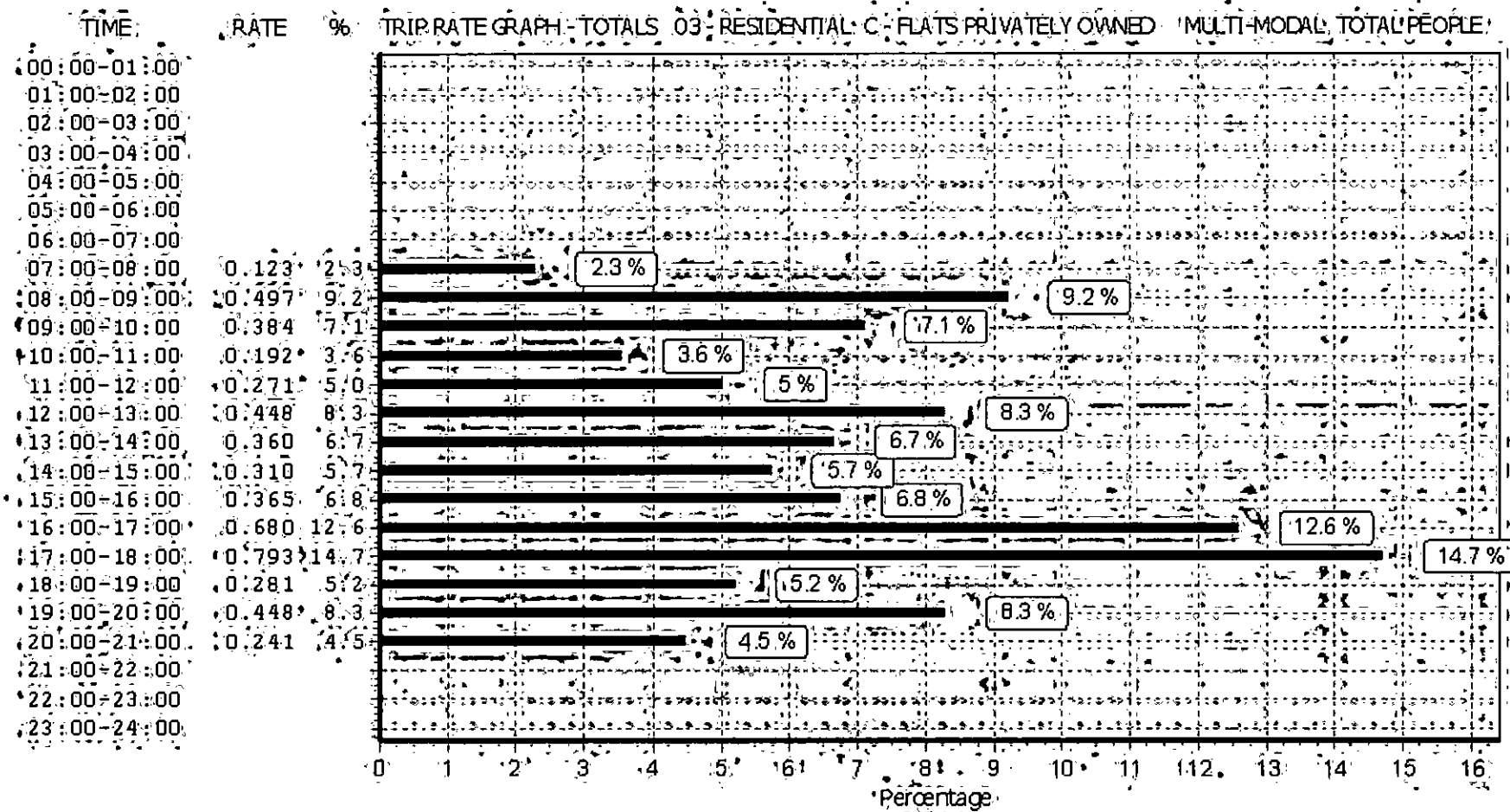
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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