

TRANSPORT STATEMENT

JACKSON'S CORNER, KING'S ROAD, READING

Client: SG Capital



i-Transport

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CONTENTS

SECTION 1	INTRODUCTION	1
SECTION 2	TRANSPORT POLICY	3
SECTION 3	EXISTING TRANSPORT CONDITIONS	11
SECTION 4	DEVELOPMENT PROPOSAL	19
SECTION 5	ACCESSIBILITY TO LOCAL FACILITIES	23
SECTION 6	TRIP GENERATION AND TRAFFIC IMPACT	26
SECTION 7	SUMMARY AND CONCLUSIONS	31

FIGURES

FIGURE 1.1	SITE LOCATION PLAN
FIGURE 3.1	CYCLE FACILITIES PLAN
FIGURE 3.2	PUBLIC TRANSPORT PLAN
FIGURE 5.1	LOCAL FACILITIES PLAN

APPENDICES

APPENDIX A	SCOPING CORRESPONDENCE
APPENDIX B	READING CYCLE NETWORK MAP 2014
APPENDIX C	CYCLING BY TRAIN LEAFLET
APPENDIX D	DEVELOPMENT PROPOSAL PLANS
APPENDIX E	SERVICING ARRANGEMENTS AND SWEPT PATH ANALYSIS
APPENDIX F	TRICS OUTPUTS
APPENDIX G	TRIP CALCULATIONS

SECTION 1 INTRODUCTION

1.1.1 SG Capital proposes to redevelop and refurbish the former Jackson's Corner site at numbers 1-9 King's Road, Reading, to provide 34 residential flats (class C3) in a six storey building with 810sqm of A3 retail on the ground floor. i-Transport have been appointed to provide transport and highways advice and thus have prepared this Transport Statement (TS) to assess the proposal in highways and transport terms.

1.1.2 The site is known as Jackson's Corner and is located in Reading Town Centre to the north of King's Road at the junction with High Street/Market Place. The site is located in the midst of retail properties to its west and to its north and is located some 500m to the southeast of Reading Railway Station. A site location plan is provided as **Figure 1.1**.

1.1.3 The development proposal comprises the refurbishment of the existing four storey building, and an extended floor increase to a six storey building with basement storage. Residential use (34 flats) is proposed on floors 1-6 with 810sqm of A3 retail provided on the ground floor. The proposal includes provision for Communal Amenity Area and involves a basement storage plan. There will be a total of 34 residential flats (Class C3) and the site will accommodate a car-free development with appropriate cycle parking facilities to be provided.

1.1.4 The majority of the site is currently vacant although temporary 'pop up' retail units occupy the ground floor (with direct pedestrian access onto King's Road and High Street/Market Place). The site is also subject to an extant planning consent granted in 2015 for 29 flats and 742sqm of A3 retail on the ground floor (*application reference: 141713*). This application was accompanied by a Transport Statement prepared by Milestone Transport Planning. As part of this extant consent the following highways matters were agreed:

- Trip generation and the principles of the 'car free' scheme;
- Servicing arrangements (including the provision of a restricted use loading bay on King's Road, a new loading bay on Abbey Square and the reversing of the one-way flow on Abbey Square); and
- Infrastructure improvements (including the widening of the footway on King's Road and providing a third bus stop).

1.1.5 The scope and structure of this TS has been agreed with Reading Borough Council (RBC) as the local highway authority through pre-application discussions (the email correspondence of which is included as **Appendix A**). The remainder of this document is structured as follows:

- Section 2 provides an overview of relevant national and local transport policy to provide context for the assessment;
- Section 3 considers the existing use of the site and provides a summary of the existing transport conditions in the vicinity of the site;
- Section 4 provides an overview of the proposed development together with the details related to the access, parking and servicing strategies;
- Section 5 assesses the accessibility of the site to key local services and facilities by non-car modes;
- Section 6 presents the likely transport impact associated with the proposal; and
- Section 7 provides a summary and conclusions.

SECTION 2 TRANSPORT POLICY REVIEW

2.1 Overview

2.1.1 This section reviews the national and local transport policies that are relevant to the development proposal. The policy documents which set the context for the development proposal are as follows:

- National Planning Policy Framework (March 2012);
- National Planning Policy Guidance (March 2014);
- Reading Borough Council Local Development Framework: Core Strategy (January 2008);
- Reading Local Transport Plan, 2011 – 2026 (April 2011);
- Reading Borough Council Local Development Framework – Revised Parking Standards and Design (October 2011); and
- Reading Borough Council Cycle Strategy, 2011-2026 (March 2014).

2.2 National Policy

National Planning Policy Framework (NPPF) (March 2012)

2.2.1 The National Planning Policy Framework (NPPF), which was published on 27th March 2012 replaces the previous national planning policies that were set out in the various Planning Policy Guidance Notes and Statements. The framework sets out a presumption in favour of sustainable development and states that planning decisions should have regard to the local environment.

2.2.2 The specific transport policies are contained within Section 4 of the NPPF. This sets out the importance of facilitating sustainable development by reducing the need to travel and re-balancing the transport system in favour of sustainable transport modes.

2.2.3 Paragraph 14 of the NPPF sets out that:

> **"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking."**

2.2.4 Of particular relevance to the application site, paragraph 34 notes that:

> **''Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.''**

2.2.5 Paragraph 35 therefore encourages developments (where practical to do so) to be located and designed to:

> **''**...**give priority to pedestrian and cycle movements, and have access to high quality public transport facilities**...**"**

2.2.6 Finally, paragraph 32 of the NPPF states that:

> **"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:**
>
> - **The opportunities for sustainable transport modes have been taken up depending on the nature and 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 impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."** *(Ref: NPPF Paragraph 32)*

2.2.7 In summary, development should provide opportunities for sustainable travel; achieve safe access; and should only be prevented where the residual cumulative impact is 'severe'. The NPPF does not specify a definition of what a severe impact is, but it is clear that *de minimis* impacts should not prevent development coming forward.

National Planning Policy Guidance (NPPG) (March 2014)

2.2.8 In March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Policy Guidance (NPPG) web based resource, which is intended to underpin the guiding principles of the NPPF (2012). Within the NPPG matters related to highways and transportation are contained in ID: 42 under the heading of '*Travel plans, transport assessments and statements in decision-taking*'.

2.2.9 The NPPG discusses why Travel Plans, Transport Assessments and Statements are important:

> **'Travel Plans, Transport Assessments and Statements can positively contribute to:**
>
> - **encouraging sustainable travel;**
> - **lessening traffic generation and its detrimental impacts;**
> - **reducing carbon emissions and climate impacts;**
> - **creating accessible, connected, inclusive communities;**
> - **improving health outcomes and quality of life;**
> - **improving road safety; and**
> - **reducing the need for new development to increase existing road capacity or provide new roads.**
>
> **They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.**
>
> **[…]'**

2.2.10 The NPPG discusses the key principles that should be taken into account in preparing a Travel Plan, Transport Assessment or Statement:

> **"Travel Plans, Transport Assessments and Statements 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;**
> - **tailored to particular local circumstances;**
> - **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).**

In order to make these documents as useful and accessible as possible any information or assumptions should be set out in a clear and publicly accessible form:

- **the timeframes over which they are conducted or operate should be appropriate in relation to the nature of developments to which they relate (and planned changed to transport infrastructure and management in the area);**
- **Local Planning Authorities should advise qualifying bodies for the purposes of Neighbourhood Planning on whether Travel Plans, Transport Assessments and Statements should be prepared, and the benefits of doing so, as part of the duty to support.**

Local Planning Authorities may wish to consult the relevant bodies on planning applications likely to affect transport infrastructure, such as Rail Network Operators where a development is likely to impact on the operation of level crossings." *(Ref: PPG – Section 'Travel Plans, Transport Assessments and Statements in Decision-Taking'; paragraph: 007 Reference ID: 42-007-20140306)*

2.3 Local Policy

Reading Borough Local Development Framework (LDF): Core Strategy (January 2008)

2.3.1 The Core Strategy sets out the spatial planning strategy for the Borough and forms a key part of the Local Development Framework (LDF). The strategy aligns with the Berkshire Structure Plan 2001-2016[1], which sets out the sequential criteria for the location of new development. Ideally development should be located in the centres of the major towns, followed by district centres within major towns then further out within the urban areas. It notes that the scale of development should be related to the level of accessibility of the site by cycling, walking and public transport to local health, education, employment, leisure and retail facilities (Policy DP2). This is designed to encourage a reduction in the dependency on private car usage.

2.3.2 The specific policies relating to transport are provided from page 58 of the document is as described in the following section:

[1] The Berkshire Structure Plan (2001-2016) was cooperatively created by the planning authorities: Bracknell Forest Borough Council, Reading Borough Council, the Royal Borough of Windsor and Maidenhead, Slough Borough Council, West Berkshire Council and Wokingham District Council to provide for a wider spatial management strategy.

- **'The role of the LDF will be in implementing the transport strategy for Reading, by ensuring that development is accessible … reducing the need to travel especially by car; promoting travel plans and connections from a development via sustainable transport modes; and ensuring that development contributes towards infrastructure provision that helps to promote safe, sustainable transport choices, and enables the transport system to deal with the additional trips arising from that development.'**

- **'Improve accessibility to central Reading and to neighbourhood centres for all modes of transport, ensuring access to essential facilities for all members of the community and continuing sustainable economic growth;…' (P. 60)**

2.3.3 Of relevance to new developments, **Policy CS20** states that:

> **'Planning permission will not be granted unless the proposed development contributes appropriately to the provision of a balanced transport network as outlined in the Reading Transport Strategy, including the implementation of the core transport infrastructure projects and area action plans. Such projects and plans will include the provision of measures that make alternatives to the use of private cars (such as walking, cycling and the use of public transport) more attractive, and contribute to improved accessibility and transport safety in accordance with Policy CS4.'**

2.3.4 **Policy CS4** requires development to be close to services and facilities which should be accessible by walking, cycling and public transport:

- **'A good level of accessibility is considered to be that within 400m of a defined centre with a good range of facilities by pedestrian routes, and within 400m by pedestrian routes of a bus stop served by a service with a frequency of better than one bus every 20 minutes in each direction within daytime hours (7.00 a.m. to 7.00 p.m.).'**

2.3.5 **Policy CS22** relates to transport assessments and planning permission. The policy states that developments should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport, particularly by non-car modes. Transport Assessments should highlight that sustainable choices can be made.

2.3.6 **Policy CS23** states that for major development proposals, transport assessments should give priority to enabling users of, and visitors to the development, sustainable travel choices using non-car modes of transport. This should include provision that enables walking, cycling and the use of public transport from the development.

Reading Local Transport Plan, 2011-2026 (April 2011)

2.3.7 Reading Local Transport Plan (LTP) aligns with the Core Strategy and highlights objectives towards achieving improved transportation systems, promoting sustainable travel choices, providing safe and accessible travel options through localised targets.

2.3.8 In 'Our Transport Vision: Connecting Reading', in alignment with the wider context of national and local policy, the overarching themes can be summed within ***People, Place and Prosperity***: ***''Transport in Reading will better connect people to the places that they want to go: easily, swiftly, safely, sustainably and in comfort. We will meet the challenges of a dynamic, low-carbon future to promote prosperity for Reading.''***

2.3.9 The LTP encompasses four main strategic objectives under this vision, ***"inclusion, infrastructure, innovation and intervention":*** 'Inclusion' focuses on providing accessible and safe choice of public transport for all needs and 'Infrastructure' involves changes in transport provision, including increases in network capacity. 'Innovation' is considered essential in reducing carbon emissions for transport, securing energy and improving air quality and 'Intervention' includes promoting sustainable transport choices, offering viable alternatives to private transport option and improving mobility and information accessibility.

Parking Standards – Revised Parking Standards and Design Supplementary Planning Document (SPD) (October 2011)

2.3.10 This Supplementary Planning Document (SPD) sets out the parking standard for development in the borough. Policy CS24 of the Core Strategy states that maximum car parking standards and cycle parking requirements should be applied with regards to the accessibility of the development in relation to sustainable transport facilities.

2.3.11 With relation to the location of the site, the 'Zone 1/Central Core Area' (within which the site sits) consists primarily of retail and commercial office developments, with limited residential properties. The area is characterised as having the best transport hubs, located near both the main railway station and bus interchanges. As with the majority of urban area centres, the centre of Reading is well served by public transport, cycle and walking facilities and public car parking.

2.3.12 Table 2.1 details the parking standards that are relevant to the development.

Table 2.1: Reading Borough Parking Standards – Zone 1/Central Core Area

	Vehicle Parking Standards	Cycle Parking Standards
C3 Residential Flat	**Minimums**	**Minimums**
	1-2 beds: 0.5 space per unit **3+ beds:** 1 space per unit	**1-2 beds:** 0.5 space per unit **3+ beds**: 1 space per unit
A3 Retail	**Maximums**	**Minimums**
	Public parking will be provided in line with RBC's current parking strategy	1 space per 6 staff and 1 space per 300 m^2

Source: Reading Borough LDF: Revised Parking Standards and Design (Adopted 2011)

2.3.13 Where comprehensive and mixed-use development schemes are likely, developers are encouraged to provide shared parking for facilities which are likely to generate peak parking levels during different periods of the day. For cycle parking, if no individual secure facility such as a store or garage is associated with property, dedicated and secure parking is required. This can be in the form of communal cycle parking provision.

Reading Borough Council Cycle Strategy 2011-2026

2.3.14 As one of the key strategies of the Local Development Framework, Reading Borough's Cycle strategy aims to build upon the achievements since 2008. These included the development of a network of colour-coded cycle routes and the provision of cycle route maps, including the network map of 'Cycling in Reading'.

2.3.15 The strategy outlines the next steps which cover aims to provide new and improved cycle infrastructure, increase cycle parking facilities and promote the benefits of cycling and cycle awareness initiatives and campaigns. Many of the infrastructural aims have already been achieved by 2014. Further to the future aims of the strategy, some of the core objectives relating to infrastructure are as follows:

- **We will aim to increase the number of people cycling to the town centre as outlined in our Corporate Plan and other local destinations including schools and neighbourhood centres. (P. 12)**
- **We will build on our branded cycle routes by investigating the use of other forms of traffic signs and way-finding to make people more aware of the network and each other. (P. 25)**

2.4 Summary

2.4.1 National and local policy guidance sets out that development should be sustainable in transport terms, i.e. easily accessible by a range of modes of transport including walking, cycling and public transport and situated within convenient distances to local facilities. Adequate levels of cycle parking should be provided, and access arrangements should be safe. Fundamentally, development should not be prevented from coming forward for transport reasons where the residual impacts are not severe.

2.4.1 Accordingly, this Transport Statement (TS) has been prepared to accompany the planning application and provide an assessment of the transport implications of the development proposal.

SECTION 3 EXISTING TRANSPORT CONDITIONS

3.1 Overview

3.1.1 This section reviews the existing transportation conditions in the vicinity of the site. This includes a review of the opportunities for walking and cycling and public transport provision.

3.2 Site Location

3.2.1 The site is located in Reading Town Centre to the north of King's Road at the junction with High Street/Market Place. The site is located in the midst of retail properties to its west and to its north and is located some 500m to the southeast of Reading Railway Station. A site location plan is provided as **Figure 1.1**.

3.3 Principles of Access to Sustainable Transport

3.3.1 It is generally accepted that walking and cycling provide important alternatives to the private car, and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has recently published updated guidance that provides advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- Most people will walk to a destination that is less than one mile (approx. 2km) (*Planning for Walking, 2015*);
- The bicycle is a potential mode of transport for all journeys under five miles (approximately 8km) (*Planning for Cycling, 2015*); and,
- Walking distances to bus stops should not exceed 400m, whilst people are prepared to walk twice as far (800m) to rail stations (*Planning for Walking, 2015*).

3.4 Walking and Cycling

Walking Facilities

3.4.1 The application site is located within a well-established network of pedestrian routes that encourage safe pedestrian activity in the local vicinity.

3.4.2 King's Road benefits from wide footways on both sides of the road that are approximately 2.7m in width. King's Road in the vicinity of the site frontage is a two-way street, is street-lit and is subject to a speed limit of 20mph. Tactile paving is present along the immediate south of the site on King's Road to facilitate pedestrian crossings onto King Street to the west and Duke Street to the south. Pedestrian refuge islands assist crossings from King's Road onto the junction with Duke Street.

3.4.3 King Street provides onward westbound access directly into the Broad Street retail area. The presence of red and visible Herringbone footway pavement is on King Street and spreads across the northwest, to include streets such as Friar Street, Blagrave Street and Station Road, and onto Reading Railway Station.

3.4.4 Abbey Square to the east is street lit and is subject to a speed limit of 30mph. It has an anticlockwise one-way system in order. There are footways of 2.4m width and 1.7m width on its east and west sides respectively. Duke Street to the south is also a street-lit carriageway that is subject to a speed limit of 20mph. Duke Street across Thorn Lane offers a convenient walking route towards the Oracle Shopping Centre.

3.4.5 The site is situated near pedestrianised areas that prohibit motor vehicle access and restrict access to pedestrians at certain times. Such zones include Broad Street to the west of the site (approximately 90m), which is a street that is subject to a 20mph speed limit. The nearest pedestrianised area is located immediately to the site entrance. High Street/Market Place comprise the eastern side of this triangular pedestrianised route, on the side of the site location that restricts access to buses, taxis, occasional servicing vehicles and pedestrians in a one-way southbound direction. Northbound access from the adjacent side of the triangular route restricts access to pedestrians only. High Street across Market Place provides a northbound walking route across Friar Street to Reading Railway Station.

3.4.6 Pedestrian map stands are provided at various locations in the town centre to encourage walking and enhance pedestrian connectivity. A pedestrian wayfinding facility is available nearby the site, located on King Street's eastern end.

Cycling Facilities

3.4.7 Public cycle parking facilities are present on King Street's western and eastern ends (six cycle parking spaces) which equate to a total 12 spaces.

3.4.8 Reading Borough Council (RBC) operate a cycle hire scheme 'ReadyBike'. The closest ReadyBike docking station (containing 10 bicycles) is located towards the entrance of Broad Street on the western end of King Street. 16 cycle stands for public use are also situated here.

3.4.9 Reading Central library is located near to the site facing Abbey Square's exit and provides three public cycle stands. There appears to be no direct access from the site onto Abbey Square but the Square can be accessed from the site via King's Road.

3.4.10 RBC suggest a number of designated local cycling routes and denotes cycle parking facilities, provided in the Reading Network Map 2014. This is attached as **Appendix B**. Given the site's location in the town centre, the Central Reading Cycle Map located on the website (http://www.reading-travelinfo.co.uk/cycling/central-reading-cycle-map.aspx) exclusively highlights town centre cycling routes. These routes highlight the roads bordering the site; King's Road, High Street/Market Place, King Street, and northbound across Friar Street and Blagrave Street providing cycle access into Reading Station where a large number of cycle parking facilities are available.

3.4.11 National Cycle Routes are also present near the site. Route 4 can be accessed 140m away, to the south via Duke Street across London Street. The route follows the length of River Kenneth and provides access to the further northeast and southwest of Reading. Route 5 can be accessed (approximately 800m to the north of the site) via The Forbury, across Vastern Road. These routes connect to multiple local cycle routes and link the site to places such as Royal Berkshire Hospital and Reading College.

3.4.12 At Reading Station, there are 344 cycle parking stands available and secured by CCTV protection. More information is provided in the station's Cycling by Train leaflet (included as **Appendix C**) which provides advice on bicycles being carried free of charge.

3.4.13 A cycling facilities plan is provided as **Figure 3.1** shows the local and national cycle routes in the vicinity of the site. The plan demonstrates that the wider town centre also makes good provision for the cycling environment by delivery of cycle hire schemes and cycle parking facilities.

3.5 Public Transport

Bus Services

3.5.1 The site is significantly well served by an extensive bus network that provides high frequency services throughout the day, including evening and school services.

3.5.2 Two bus stops are located immediately to the south of the site on King's Road (stops ME and MF) which are served by eastbound buses. These stops are sheltered and provide seating and timetable information for users. Additional bus stops (stop MG) located opposite Abbey Square and (stop MH) on Duke Street to the south, are bus stops from which the westbound services operate from. The stops are well located within 400m walking distance of the site, as recommended by the guideline Planning for Walking (2015).

3.5.3 Table 3.1 below provides a summary of the bus services available from King's Road near the site and their typical day time frequency. The bus corridor and bus stops in the vicinity of the site are shown on **Figure 3.2**.

Table 3.1: Summary of Local Bus Services on King's Road

Bus Service	Route	Daytime Frequency Services Per Hour in Each Direction		
		Mon-Fri	Sat	Sun
4	Reading Town Centre – Wokingham – Birch Hill – Great Hollands – Bracknell	2	2	1
4X	Reading Town Centre – Wokingham – Bracknell	2	2	1
Purple 17	Tilehurst – Cheapside – Wokingham	9 – 6	9 – 6	6 – 4
850	Reading Town Centre – Northfields – Cressex – High Wycombe	1	1	1
3 Leopard	Central Reading – Shinfield – Aborfield Garrisons – Barkham – Wokingham	3	3	2
9 Scarlet	Central Reading – Beech Road – Shinfield Park – Engineer's Court	2	2	2
Nineteens 19A/B/C	Central Reading – RBH – University of Reading – Central Reading	1	1	-
Orange 13 and 14	13: Central Reading – Sandford Lane 14: Central Reading – Colemansmoor	2	2	1
127	Reading – Woodley – Sonning – Twyford – Maidenhead	-	Every 2 hours	-
128	Reading – Woodley – Sonning – Twyford – Wokingham	1	Every 2 hours	-
129 School Bus	Reading – Sonning – Twyford – Wokingham	5/day	-	-
189 School Bus	Reading Town Centre – Whiteknights – Wokingham	2/day	-	-
126 Evening Bus	Reading – Sonning – Twyford – Wokingham	3/day	-	-

Source: Travelline. Note: Timetable listed for a one-way direction. Accessed: October 2015.

3.5.4 The table summary shows that a large number of bus services providing frequent services are available from the site. The buses offer more than a combined 20 services per hour in the immediate vicinity of the site.

3.5.5 In addition to the bus services summarised in Table 3.1, a number of further services operate from bus stops on Market Place to destinations within Reading and further afield.

3.5.6 This demonstrates that the site location in the centre of Reading provides it with the benefit of being highly accessible by public transport.

Rail Services

3.5.7 Reading Railway Station is situated circa 480m walking distance to the north-west of site (approximately six minutes' walk). Trains operated by Great Western Railway, South West Trains and Cross Country provide direct connections to key destinations such as London (Paddington and Waterloo), Gatwick Airport, Oxford, Maidenhead, Basingstoke, Guildford and Swindon. Direct trains are also available to destinations further afield including Bristol, Southampton, Exeter and Birmingham.

3.5.8 The typical daytime journey frequencies to key destinations, on weekdays and weekends, are summarised in Table 3.2 below:

Table 3.2: Reading Station – Direct Train Journey Times and Frequencies

Destination	Typical Daytime Frequency Per Hour			Journey Time (Minutes)
	Weekdays	Saturdays	Sundays	
London Paddington	12	12	6	27 – 59
Basingstoke	4	4	2	16 – 25
Oxford	6	5	3	23 – 51
Swindon	5	3	2	26 – 31
Guildford	2	2	1	34 – 43
Bath Spa	2	2	1	56 – 60
Gatwick Airport	1	1	1	70
Bristol Temple Meads	2	2	1	72
London Waterloo	2	2	2	85 – 93

Source: National Rail. Accessed: October 2015.

3.5.9 Table 3.2 demonstrates that fast and frequent services are available from Reading Station to a wide range of destinations (both on weekdays and weekends). Services to London Paddington operate the most frequent with trains running 12 times per hour (or every five minutes) and journey times spanning between 27 and 58 minutes.

3.6 Local Highway Network

3.6.1 King's Road borders the site to the south. It is some 9.8m wide with two-way flow (eastbound lane is 6.5m wide and the westbound lane is 6.5m wide) and is subject to a speed limit of 20mph along the site frontage. Two bus stops are located within the eastbound lane at the site frontage (King's Road stops ME and MF). Heading east from the site King's Road connects with Abbey Square via a simple priority junction and onwards to the A329 which provides routes to the east of Reading and a route towards the railway station and Caversham to the north. It should be noted that the speed limit on King's Road increases to 30mph at the junction with Abbey Square. To the east King's Road connects with High Street and Duke Street at a cross roads junction becoming King Street in the process. All westbound vehicles on King's Road must turn left into Duke Street with the exception of buses, wheelchair accessible taxis and permit holders. King's Road is street lit.

3.6.2 Abbey Square connects with King's Road via a simple priority junction. It is street lit, 5.5m in width and is subject to a speed limit of 30mph. Abbey Square is one way working in an anticlockwise direction.

3.6.3 High Street/Market Place borders the site to the west and is subject to a speed limit of 20mph. High Street/Market Place is southbound only and is restricted to buses, taxis and occasional servicing vehicles only (i.e. no private vehicles). Three bus stops for southbound services are located on High Street/Market Place (Market Place stops MA, MB and MC).

3.6.4 From the junction with King's Road, Duke Street extends southwards across the River Kennet (becoming London Street in the process) and providing an alternative route towards the A329. Duke Street is street lit, subject to a speed limit of 20mph and is 6.8m wide. A 10 tonne weight limit is in place and there is a restriction on articulated vehicles.

3.6.5 Heading westwards from the junction with High Street/Market Place and Duke Street, King's Road becomes King Street. King Street provides a route for service/delivery vehicles to retail units located on Broad Street.

3.7 On-Street Parking

3.7.1 Double yellow line parking restrictions are in place along both sides of King's Road along the site frontage. However, to the east of Abbey Square there is on-street parking for disabled badge holders (four hour stay maximum with no return within two hours) and pay and display parking (two hour stay maximum 0800 – 2000 with no return within two hours). There is also a section of on-street motorcycle parking.

3.7.2 Further disabled car parking provision (approximately two bays) is provided nearby to the east of the site on Abbey Square and is also restricted to a stay of four hours (the remainder of Abbey Square is subject to double yellow line restrictions). Disabled parking is also available on the northern side of King Street where again it is subject to a four hour duration of stay restriction. A loading bay for nearby retail unit servicing provision is location on the south side of King Street.

3.7.3 There is no on-street parking located on either Duke Street and High Street/Market Place and there are double yellow line parking restrictions in place.

3.8 Summary

3.8.1 A review of existing conditions has demonstrated that the site is in a highly accessible town centre location. The local pedestrian and cycling environment is of very good standard and the site is located within convenient proximity to Reading Railway Station which has fast and frequent services to a wide range of destinations. The site is situated in close proximity to a number of bus stops that provide a large number of services to destinations within Reading and further afield.

SECTION 4 DEVELOPMENT PROPOSAL

4.1 Overview

4.1.1 This section of the TA outlines the development proposal including the access arrangements, parking provision and servicing arrangements.

4.2 Existing Site

4.2.1 The site 1-9 King's Road, was formally a Class A1 department store (2,948sqm GFA) which ceased trading in December 2013. At present, the site is currently occupied with temporary 'pop up' retail units on the ground floor (with direct pedestrian access onto King's Road and High Street/Market Place). Following the closure of the department store, numbers 5-9 had been converted to residential units in 1997, and currently, the upper floors of numbers 1-3 represent storage units. To the rear there are corridors linking the frontage buildings to the 1930s warehouse and a 19th century workshop. To the north of the site there is an alleyway located between the site and Lloyd's Bank currently used as parking for Lloyd's staff through an informal agreement however the Jackson's Corner site retains a legal agreement that entitles clear access along this alleyway.

4.3 Extant Consent

4.3.1 An application was submitted in late 2014 to provide a 'car free' scheme comprising 29 flats and 742sqm of A3 retail on the ground floor (*application reference: 141713*). This application was permitted in early 2015 and the following highways matters were agreed:

- Trip generation and the principles of the 'car free' scheme;
- Servicing arrangements (including the provision of a restricted use loading bay on King's Road, a new loading bay on Abbey Square and the reversing of the one-way flow on Abbey Square); and
- Infrastructure improvements (including the widening of the footway on King's Road and providing a third bus stop).

4.4 Development Proposal

4.4.1 The proposal aims to regenerate the Jackson's Corner site for retail and residential uses with provision of 810sqm of A3 retail on the ground floor (an increase of 68sqm on the extant consent) and 34 flats on the upper floors (an increase of five flats on the extant consent). The residential dwellings are proposed to comprise 19 one-bed flats, 13 two-bed flats and two three-bed flats. Site layout and development proposal plans are provided for reference in **Appendix D**.

4.5 Site Access

4.5.1 Given that the development is a 'car free' scheme, no vehicular access points are to be provided.

4.5.2 Pedestrian access to the retail units on the ground floor will be from the site frontage on King's Road. Access to the residential units will be from the alley to the north of the site which is accessed from High Street/Market Place (as stated in Section 4.2 the site benefits from a deed that legally entitles clear access along this alley and the ability to provide a locked gate if necessary).

4.6 Car Parking

4.6.1 The proposal is to be a 'car free' scheme and as such no car parking will be provided. Residents will be encouraged to access the site via sustainable transport modes.

4.7 Cycle Parking

4.7.1 Cycle parking is to be provided in accordance with the standards in the SPD 'Revised Parking Standards and Design (Adopted 2011)' in alignment with the site's location classified as the 'Zone 1/Central Core Area'. Table 4.1 details the number of cycle parking spaces to be provided. For the purposes of this assessment it is assumed that the A3 retail units will have a total of 36 staff.

Table 4.1: Cycle Parking Standards

	Minimum Standard	Floorspace / Number of Units	Number of Proposed Cycle Parking Spaces
A3 Food Retail	1 space per 300sqm + 1 space per 6 staff	810sqm	**9**
Residential Flats	0.5 space per 1-2 bed flat 1 space per 3 bed flat	34 (33 1-2 bed units and two 3 bed units)	**18**

Reading Borough Council LDF: Revised Parking Standards and Design (Adopted 2011)

4.7.2 The cycle parking spaces detailed in Table 4.1 will be delivered in secure storage in the basement of the site which will be accessed via lift.

4.8 Infrastructure Improvements, Delivery/Servicing Arrangements and Refuse Collection

Infrastructure Improvements and Servicing

4.8.1 At present, the nearest loading bay to the site is located on the south of King Street which means that servicing of the proposed retail use would involve having to cross the carriageways of both King Street and High Street/Market Place. In order to make provision for a safer servicing arrangement nearer to the site, consultation has been undertaken with RBC Highways and representatives of Reading Buses.

4.8.2 It is proposed to provide a new loading/delivery bay on King's Road along the site frontage whilst improving the bus and pedestrian facilities in the area. The proposal involves the creation of a new loading bay outside of Jacksons (to be restricted to use only between the hours of 1900 and 0700 and 1100 to 1600) with the existing two bus stops moved eastwards and the addition of a third stop is to be placed outside the library to provide an increase in capacity. The proposal will also aim to facilitate pedestrian movement by increasing the spatial capacity for waiting passengers at the bus stops. This involves the widening of the footway outside of Jackson's Corner, adjacent to the two existing bus stops by 1.5m.

4.8.3 Furthermore, an additional loading bay will be provided on Abbey Square to the east of the site (through the relocation of the existing two disabled spaces a short distance to the east) and is proposed to operate with unrestricted hours of operation. In order to provide access to this loading bay, the one-way (anticlockwise) movement of traffic on Abbey Square will be reversed (implemented through a Traffic Regulation Order (TRO)). In the event that a TRO cannot be secured an appropriate contribution (equivalent to the cost of the above works) will be paid.

4.8.4 Servicing/deliveries to the retail units on site will be coordinated with nearby other commercial operations that may use the various loading bays to ensure minimal potential conflicts. It is noted that the loading bay on King's Road is to be the primary loading bay, but that if this is in use or the delivery is within the restricted operation hours delivery vehicles can access the additional loading bay on Abbey Square with ease which is within an acceptable carry distance to the site.

4.8.5 The above servicing arrangements are identical to the agreed servicing arrangements for the previous Jackson's Corner application (*application reference: 141713*), however for robustness they have been fully re-scoped and agreed with RBC. The full servicing arrangements are shown on drawing ITL11250-SK-001 included in **Appendix E** of this document.

4.8.6 Drawing ITL11250-SK-002, (also included in **Appendix E**) shows the swept path analysis of the relevant vehicles manoeuvring the layout, showing the viability of these movements.

Refuse Collection

4.8.7 RBC's website states that blocks of flats will have communal bins for recycling and general waste. Recycling bins are emptied fortnightly but general waste collections may be more frequent in some circumstances.

4.8.8 On the day of waste collection, bins will be wheeled to the kerb side so that they can be collected, to ensure that collection operatives do not need to travel more than 25m (as set out in Manual for Streets guidance). Bins are to be stored in the basement and brought to surface using a goods lift and then wheeled to the kerb side via the alley to the north of the site.

SECTION 5 ACCESSIBILITY TO LOCAL FACILITIES

5.1 Overview

5.1.1 This section reviews the site's accessibility to local facilities and services within the local area, to demonstrate that residents can travel to and from the site by non-car modes and within convenient distances and journey times. A summary of the key local facilities and services available within the vicinity of the site from King's Road and their respective walking and cycling distances is provided in Table 5.1 below.

5.2 Access by Non-Car Modes

5.2.1 Access to the site by non-car modes is set out in Section 3 of this report. The local pedestrian and cycling environment is of very good standard and the site is located within convenient proximity to Reading Railway Station which has fast and frequent services to a wide range of destinations. The site is situated in close proximity to a number of bus stops that provide a large number of services to destinations within Reading and further afield.

5.3 Principles of Access to Sustainable Transport

5.3.1 As set out in Section 2, a key aim of national and local policy is the delivery of sustainable development, part of which is the accessibility of a site to a good range of transport modes and the good accessibility to a range of everyday services and facilities.

5.3.2 It is generally accepted that walking and cycling provide important alternatives to the private car, and should also be encouraged to form part of longer journeys via public transport. CIHT's document 'Planning for Walking' (2015) states that for journeys shorter than one mile (approx. 1,600m) walking is the dominant mode and that walking neighbourhoods are typically characterised as having a range of facilities within an 800m walking distance. In addition, the guidance in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly for journeys under 2km.

5.3.3 CIHT's document 'Planning for Cycling' (2015) states that the majority of cycle trips are less than five miles (approx. 8km) which represents a reasonable cycling distance.

5.4 Proximity to Local Facilities

5.4.1 A summary of the local facilities and services within the vicinity of the site and their respective walking and cycling distances is provided in Table 5.1, whilst their location is illustrated in **Figure 5.1**.

Table 5.1: Local Facilities Summary

	Destination	Approx. distance	Walking Journey Time	Cycle Journey Time
Retail	Tesco Express	50m	1 min	1 min
	Market Place Post Office	130m	2 mins	1 min
	Broad Street Retail Area	150m	2 mins	1 min
	The Oracle Shopping Centre	180m	2 mins	1 min
	Broad Street Mall	500m	6 mins	2 mins
Leisure	Reading Central Library	100m	1 mins	1 min
	Forbury Gardens	240m	3 mins	1 min
	Town Concert Hall	250m	3 mins	1 min
	Reading Museum	280m	3 mins	1 min
	Oakford Social Club	500m	6 mins	2 mins
	Vue Cinema	300m	4 mins	1 mins
Personal Business	Lloyds Bank	40m	1 min	1 min
	Reading Smiles Dental Practice	130m	2 mins	1 min
	Boots Pharmacy	150m	2 mins	1 min
	London Street Surgery	500m	6 mins	2 mins
	Suprema Dry Cleaners	500m	6 mins	2 mins
Education	Kendrick School	650m	8 mins	3 mins
	University of Reading, London Road Campus	750m	9 mins	3 mins
	The Abbey School	1km	12 mins	4 mins
	Reading College	1.1km	13 mins	4 mins
	Coley Primary School	1.1km	13 mins	4 mins

Source: Consultant's Estimates. Approximate walking time is measured from nearest access point. Note: Walk journey time assumes a walk speed of 1.4m/s (Guidelines for Providing for Journeys on Foot, IHT) and Cycle journey time assumes an average cycling speed of 4m/s (16kph) (MfS2).

5.4.2 Given the location of the site within Reading Town Centre, there are a high number of local services and facilities within a short walking and cycling distance of the site. Table 5.1 reveals that the site is in very good location to retail, leisure, education and services for personal business such as banking and pharmaceuticals. Large retail areas such as those on Broad Street and Oracle Shopping Centre and educational institutions are in close proximity to the location of the site. The table demonstrates that the majority of local services are within a 1km distance (can be reached in approximately less than a 12-minute walk) from the site which indicates that residents can gain convenient access to the local area by sustainable modes of travel, reducing the need for a private car. A local facilities plan is provided as **Figure 5.1**.

SECTION 6 TRIP GENERATION AND TRAFFIC IMPACT

6.1 Overview

6.1.1 This section outlines the likely person trip generation of the development proposal and compares this with the extant consented scheme trip generation, therefore establishing the net traffic impact of the proposal.

6.1.2 Due to the location and nature of the site, it is considered that the majority of trips to the retail unit will be linked as part of the working day and general visits to the town centre's retail area. It is also considered that there will not be direct vehicular trips to the site due to the lack of on-street parking and parking restrictions on the local highway network. Since retail units are attractors of trips, rather than generators of trips, any person trip generated will be attributed to the existing residential units. This approach was agreed for both the extant consent, and for this proposed scheme through the pre-application scoping discussions. Therefore, the remainder of this Section refers to the trip generation for the residential dwellings only.

6.2 Extant Consent Trip Generation (Total Person)

6.2.1 The TS that accompanied the previous application for the site set out the expected trip generation of the extant consent for the 29 consented residential dwellings[2]. The number of person trips that the consented development was expected to generate in the morning and evening peak hours is set out below:

- Morning peak hour – 21 two-way person trips (equivalent to around one every three minutes); and
- Evening peak hour – 21 two-way person trips (equivalent to around one every three minutes).

[2] The consented trip generation is set out in Tables 5.1 and 5.2 of the Milestone Transport Planning TS

6.3 Proposed Development Trip Rates and Trip Generation (Total Person)

6.3.1 In order to derive the trip generation for the proposed residential development, trip rates have been obtained from the TRICS trip generation database for comparable residential sites with the following selection criteria:

- **Land use category:** Residential (flats privately owned);
- **Size Range:** 20 – 140 dwellings (it should be noted that whilst the proposal is only for 34 dwellings, the size range was expanded to 140 dwellings to include more sites);
- **Date range:** Only recent surveys since January 2007 were included; and
- **Location:** Town Centre / Edge of town centre sites (based on available surveys)

6.3.2 Despite there being an affordable element to the proposed residential use, to conduct a robust analysis, only sites within the TRICS sub-category 'Residential (flats privately owned) have been taken into account.

6.3.3 Table 6.1 summarises the residential trip rates obtained from the TRICS trip generation database and the full TRICS outputs are included as **Appendix F** and the subsequent total person trip generation of the 34 residential dwellings. The trip rates were agreed with RBC through the scoping process.

Table 6.1: Residential Trip Rates and Trip Generation (Person Trips)

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
	Arr	Dep	2 – Way	Arr	Dep	2 – Way
Trip Rates	0.129	0.405	0.534	0.423	0.225	0.648
Person Trips	4	14	18	14	8	22

Source: TRICS

6.3.4 Table 6.1. demonstrates that the proposal is expected to generate 18 two-way person trips in the morning peak hour and 22 additional two-way person trips in the evening peak hour.

6.4 Modal Split and Trips by Mode

6.4.1 In order to derive the number of trips by each mode, modal split data has been obtained from the 2011 Census for output areas relevant to the site location within Reading[3] and then applied to the total person trips. This is summarised within Table 6.2.

Table 6.2: Residential Trip Generation – Trips By Mode

Mode and Modal Split		Trips Generated					
		AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
		Arr	Dep	2-Way	Arr	Dep	2-Way
Train	**29%**	1	4	5	4	2	6
Bus, minibus or coach	**13%**	1	2	2	2	1	3
Other	**2%**	0	0	0	0	0	0
Driving a car or van	**22%**	1	3	4	3	2	5
Passenger in a car or van	**1%**	0	0	0	0	0	0
Bicycle	**3%**	0	0	1	0	0	1
On foot	**30%**	1	4	5	4	2	7
Total Person Trips	**100%**	**4**	**14**	**18**	**14**	**8**	**22**

Source: Method of Travel to Work, 2011 (QS701EW) (Combined Output Area; Reading 011F and Reading 011H). Note: Numbers may not sum due to rounding.

6.4.2 Table 6.2 demonstrates that a nearly a third of all trips will be made by either rail or on foot. In addition, around a fifth of trips will be made by driving a car or van.

6.4.3 Given that the proposal is to be a 'car free' scheme with no provision for car parking, it is appropriate to reassign the number of car driver trips to other modes. This has been done on a 'pro rata' basis. This is summarised in Table 6.3 with the full calculations included in **Appendix G**. This methodology was agreed with RBC through the scoping process.

[3] Output areas selected are: Lower level support output areas Reading 011F and Reading 11H

Table 6.3: Residential Trip Generation – Trips By Mode (reassignment of car driver)

Mode and Modal Split		Trips Generated					
		AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
		Arr	Dep	2-Way	Arr	Dep	2-Way
Train	**37%**	1	5	7	5	3	8
Bus, minibus or coach	**16%**	1	2	3	2	1	4
Other	**2%**	0	0	0	0	0	0
Passenger in a car or van	**2%**	0	0	0	0	0	0
Bicycle	**4%**	0	1	1	1	0	1
On foot	**39%**	2	5	7	5	3	9
Total Person Trips	**100%**	**4**	**14**	**18**	**14**	**8**	**22**

Source: Consultant's Estimates. Note: Numbers may not sum due to rounding.

6.4.4 Following the re-assignment of car driver trips, Table 6.3 indicates that the majority of travel will be made on foot (approximately 40%) and by public transport.

6.5 Transport and Traffic Impact

6.5.1 Table 6.4 sets out the net person trip generation of the proposed development when compared to the extant consent.

Table 6.4: Net Trip Impact (Person Trips)

	AM Peak Hour (0800 – 0900)	PM Peak Hour (1700 – 1800)
	2 – Way Person Trips	2 – Way Person Trips
Extant Consent	21	21
Proposed Development	18	22
Net Change	**-3**	**+1**

Source: Milestone TS (Extant Consent) and Tables 6.1/6.3 (Proposed Development)

6.5.2 The proposal is expected to generate a total of 18 two-way person trips in the morning peak hours and a total of 22 two-way person trips during the evening peak hours. Table 6.4 demonstrates that this is equivalent to a net reduction of three trips in the morning peak hour and an increase of one trip in the evening peak hour when compared to the extant consent. As such these net changes in trip generation will not be noticeable.

6.5.3 Given the highly accessible location of the development and the fact that the proposal is a 'car free', the proposed development will not have a material impact on the local transport network.

6.6 Summary

6.6.1 The retail element of the proposal is not expected to generate any new trips due to its town centre location and the vast majority of trips to the retail units will be linked as part of the working day and general visits to the town centre's retail area.

6.6.2 Following analysis using the TRICS database, the residential component of the proposal is expected to generate 18 two-way person trips and 22 two-way person trips in the morning and evening peak hours respectively. This is equivalent to a net reduction of three trips in the morning peak hour and an increase of one trip in the evening peak hour when compared to the extant consent.

6.6.3 Given the highly accessible location of the development and the fact that the proposal is a 'car free', the proposed development will not have a material impact on the local transport network.

SECTION 7 SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 This Transport Statement has been prepared to support the planning application for the proposed mixed-use redevelopment of Jackson's Corner, Reading.

7.1.2 The development proposal is to regenerate the former Jackson's Corner department store site to create a 'car free' scheme with 810sqm A3 Retail to be located on the ground floor and 34 residential flats to be developed on the upper floors (with associated communal amenity space and basement storage).

7.1.3 A review of existing conditions has demonstrated that the site is in a highly accessible town centre location. The local pedestrian and cycling environment is of very good standard and the site is located within convenient proximity to Reading Railway Station which has fast and frequent services to a wide range of destinations. The site is situated in close proximity to of a number of bus stops that provide a large number of services to destinations within Reading and further afield.

7.1.4 The site is to be serviced from a new loading bay on King's Road (with restrictions between the hours of 1900 and 0700 and 1100 to 1600) with associated infrastructure improvements including the widening of the footway and the provision of a new bus stop. An additional loading bay is also to be provided on Abbey Square with the relocation of two disabled car parking spaces.

7.1.5 The retail element of the proposal is not expected to generate any new trips due to its town centre location and the vast majority of trips to the retail units will be linked as part of the working day and general visits to the town centre's retail area.

7.1.6 Following analysis using the TRICS database, the residential component of the proposal is expected to generate 18 two-way person trips and 22 two-way person trips in the morning and evening peak hours respectively. This is equivalent to a net reduction of three trips in the morning peak hour and an increase of one trip in the evening peak hour when compared to the extant consent.

7.1.7 Given the highly accessible location of the development and the fact that the proposal is a 'car free', the proposed development will not have a material impact on the local transport network.

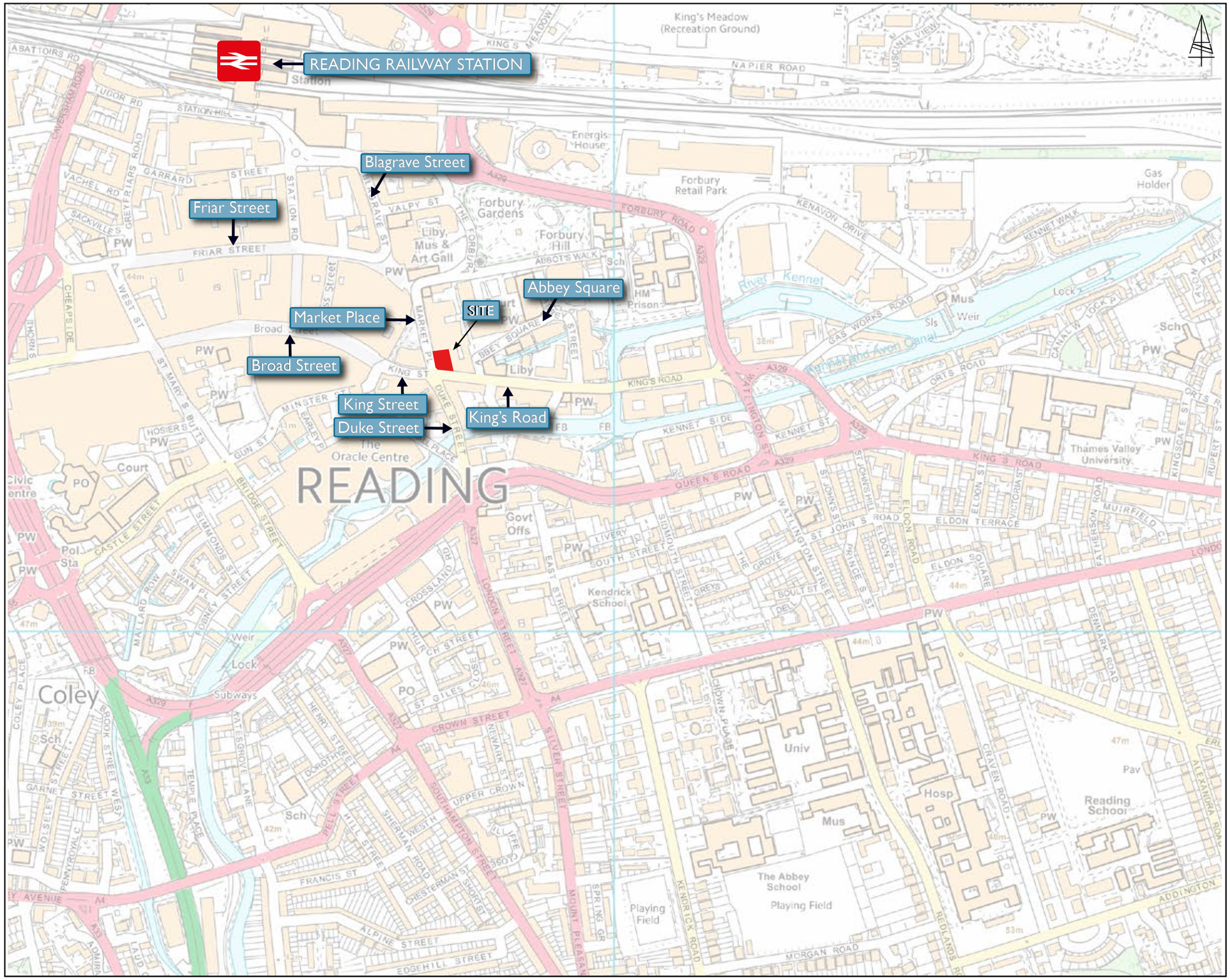
7.1.8 In summary, with reference to the key transport principles set out in paragraph 32 of the NPPF, the Transport Statement demonstrates that:

- The site is located in a suitable location in transport terms – in that it meets the tests of the NPPF as it is in location that provides genuine opportunities for sustainable travel options to be taken up;
- Safe and suitable access to the site will be achieved for all people; and
- Will not result in an increase of vehicle movements over the course of a typical day; and therefore the residual cumulative impacts of the development will certainly not be 'severe'.

7.2 Conclusions

7.2.1 The proposed development accords with the local and national transport planning policy background. On this basis, the proposal is acceptable in highways and transport terms.

FIGURES



KEY

- Site Location
- Reading Railway Station

i-Transport

4 Lombard Street, London, EC3V 9HD

Tel: 020 7190 2820
Fax: 020 7190 2821

www.i-transport.co.uk

TITLE:

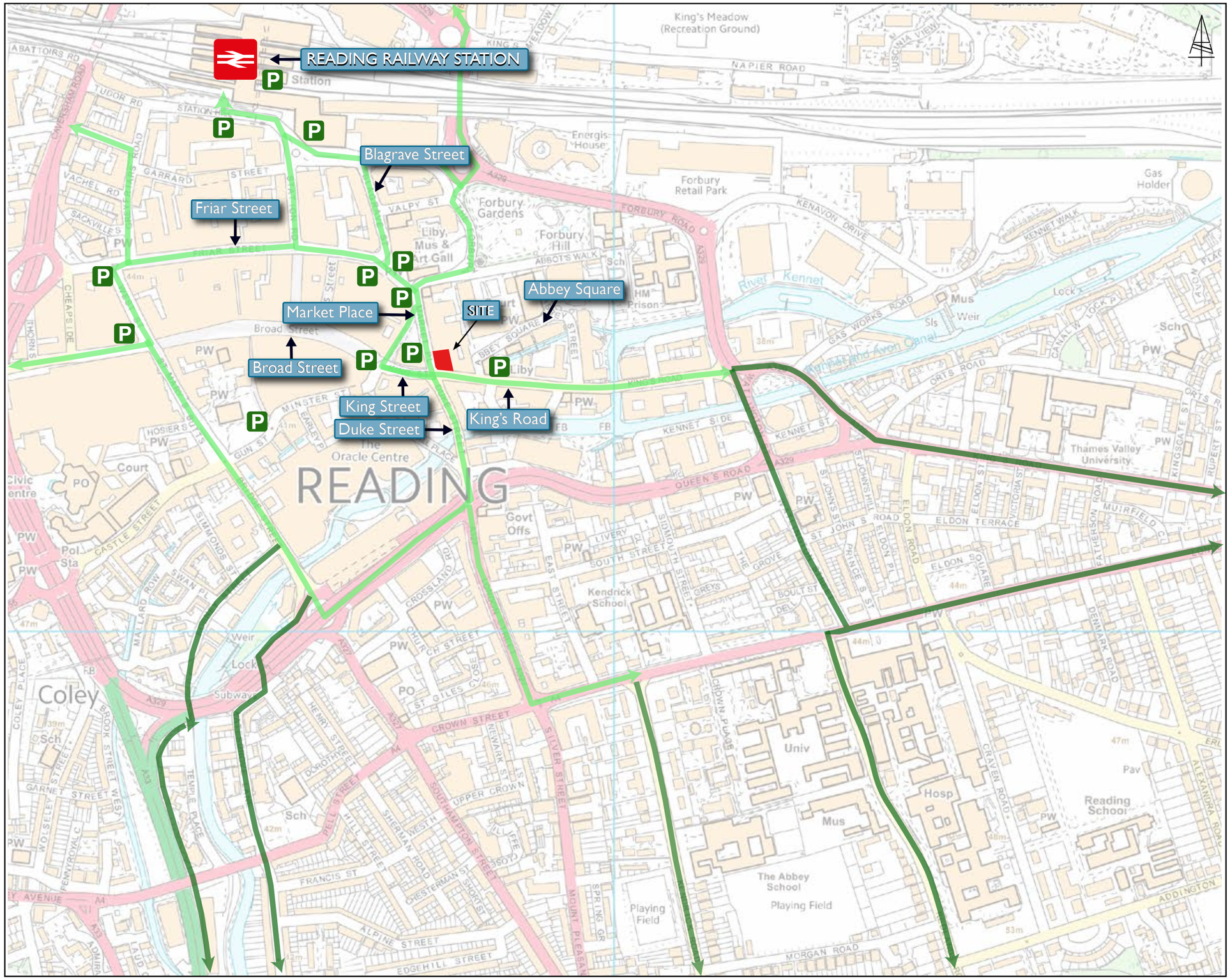
JACKSON'S CORNER
KING'S STREET, READING
SITE LOCATION PLAN

FIGURE No:

FIGURE 1.1

FILE REF: ITL11250

REV:



KEY

- Site Location
- Reading Railway Station
- Cycle Routes (Town Centre)
- Cycle Routes (Leaving Town Centre)
- Cycle Parking

i-Transport

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Fax: 020 7190 2821

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TITLE:

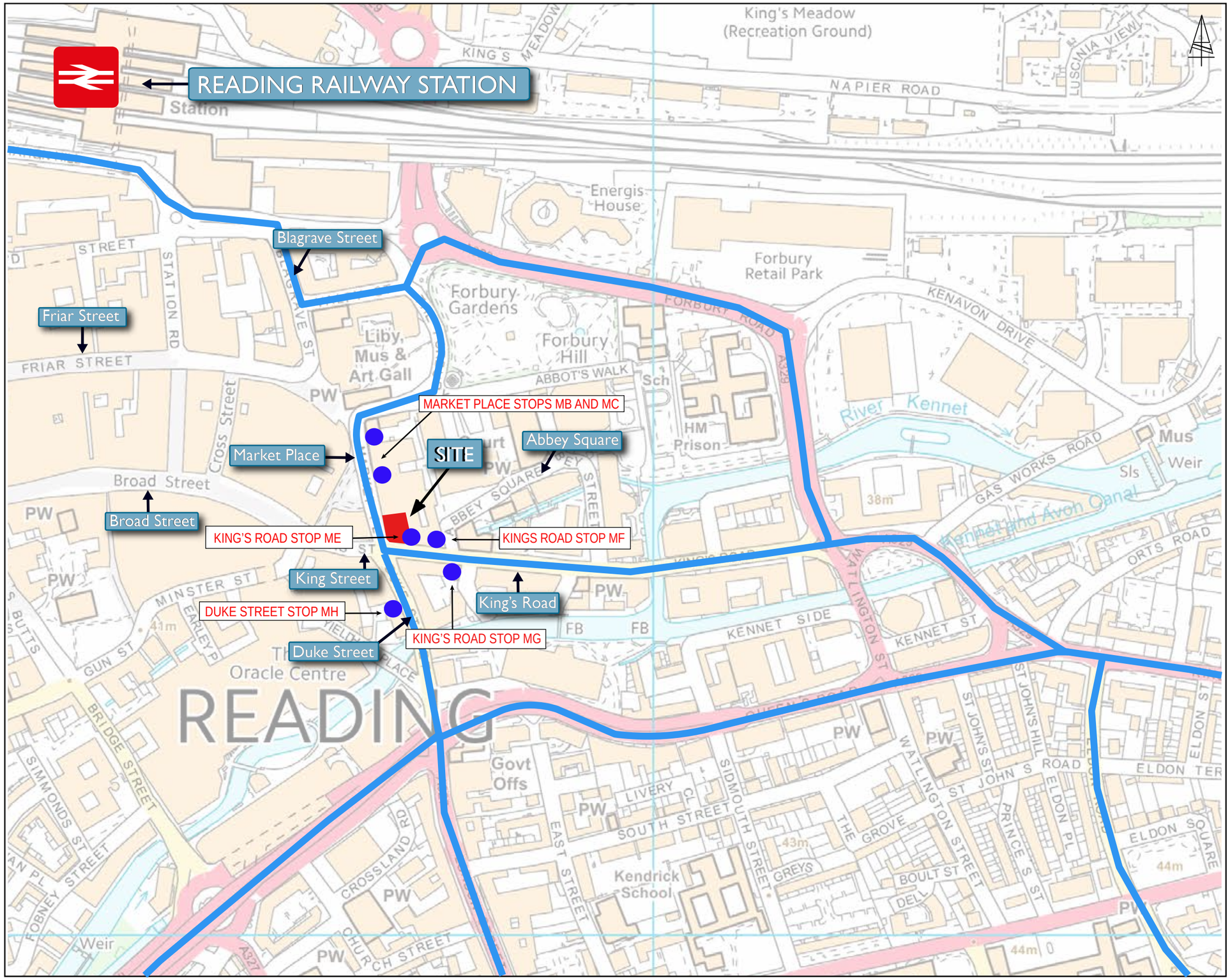
JACKSON'S CORNER
KING'S STREET, READING
CYCLE FACILITIES PLAN

FIGURE No:

FIGURE 3.1

FILE REF: ITL11250

REV:



KEY

- Site Location
- Reading Railway Station
- Nearest Bus Stops
- Bus Corridor

i-Transport

4 Lombard Street, London, EC3V 9HD

Tel: 020 7190 2820
Fax: 020 7190 2821

www.i-transport.co.uk

TITLE:

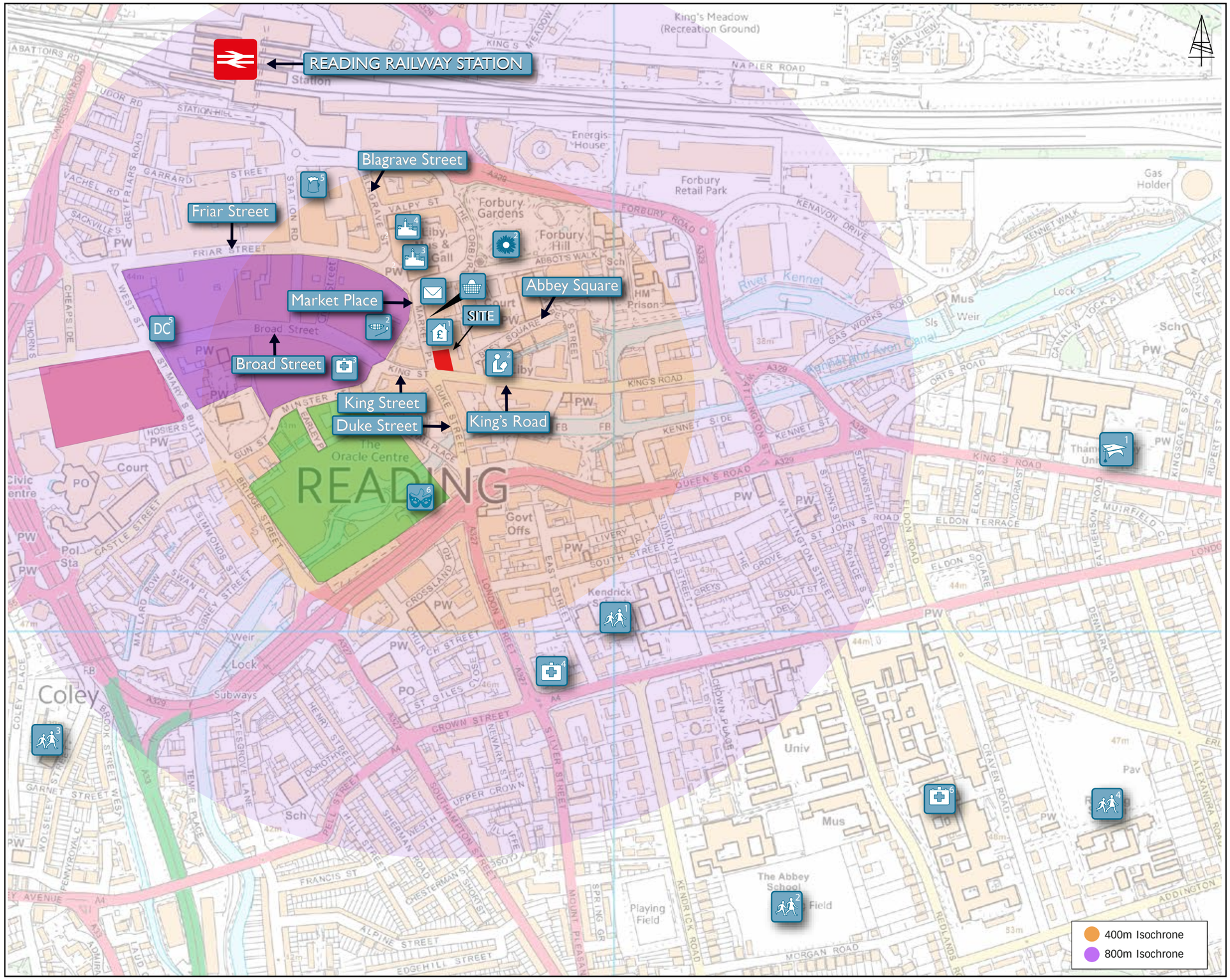
JACKSON'S CORNER
KING'S STREET, READING
PUBLIC TRANSPORT PLAN

FIGURE No:

FIGURE 3.2

FILE REF: ITL11250

REV:



KEY

- Site Location
- Reading Railway Station

RETAIL
- Tesco Express
- Market Place Post Office
- Broad Street Retail Area
- The Oracle Shopping Centre
- Broad Street Mall

LEISURE
- Reading Central Library
- Forbury Gardens
- Town Concert Hall
- Reading Museum
- Oakford Social Club
- Vue Cinema

PERSONAL BUSINESS
- Lloyds Bank
- Reading Smiles Dental Practice
- Boots Pharmacy
- London Street Surgery
- Suprema Dry Cleaners
- Royal Berkshire Hospital

EDUCATION
- Kendrick School
- The Abbey School
- Coley Primary School
- Reading College
- Reading School

i-Transport

4 Lombard Street, London, EC3V 9HD

Tel: 020 7190 2820
Fax: 020 7190 2821

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TITLE:

JACKSON'S CORNER
KING'S STREET, READING
LOCAL FACILITIES PLAN

FIGURE No:

FIGURE 5.1

FILE REF: ITL11250

REV:

APPENDIX A **SCOPING CORRESPONDENCE**

Duncan Findlay

From: Cook, Darren <Darren.Cook@reading.gov.uk>
Sent: 07 January 2016 16:55
To: Duncan Findlay
Cc: James Bevis; Dominic Papa; Mark Utting; Amery, Andrew
Subject: RE: 25443/1-9 Kings Road (Jackson's Corner) (ref. 151947)

Hi Duncan,

Thank you for the scoping details below. I can confirm that the principles are similar to that agreed for the previous scheme on the site and the discussions had at the meeting on 17th December 2015 and therefore is acceptable.

If you have any questions then please do not hesitate to let me know.

Kind regards,

Darren Cook
Transport Development Control Manager
Transport | Directorate of Environment and Neighbourhood Services (DENS)

Reading Borough Council
Civic Offices
Bridge Street
Reading
RG1 2LU

0118 937 2612 (72612)

Website | Facebook | Twitter | YouTube

Reading Borough Council
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From: Duncan Findlay [mailto:duncan.findlay@i-transport.co.uk]
Sent: 07 January 2016 10:45
To: Cook, Darren
Cc: James Bevis; Dominic Papa; Mark Utting
Subject: 25443/1-9 Kings Road (Jackson's Corner) (ref. 151947)

Dear Darren,

Following the pre-application meeting for Jackson's Corner that you attended on 17th December (my colleague James Bevis was present), I have drafted the below email setting out the scope of our assessment of the scheme and attached the latest layout plans for your perusal. In particular this email sets out the trip generation of the proposal, access and servicing arrangements, and structure of our proposed Transport Statement (TS). For information the proposal is to redevelop Jackson's Corner to provide 35 residential flats with 912sqm of A3 retail on the ground floor. The proposed scheme is to be 'car free'. The site is considered to be highly accessible given its town centre location and its proximity to local services and transport links.

Planning History

An application was submitted in late 2014 to provide a 'car free' scheme comprising 32 flats and 1,288sqm of A3 retail on the ground floor (*application reference: 141713*). This application was permitted in early 2015 and the following highways matters were agreed:

- Trip generation and the principles of the 'car free' scheme;
- Servicing arrangements (including the provision of a restricted use loading bay on King's Road, a new loading bay on Abbey Square and the reversing of the one-way flow on Abbey Square); and
- Infrastructure improvements (including the widening of the footway on King's Road and providing a third bus stop).

Development Proposal

The proposal aims to regenerate the Jackson's Corner site for retail and residential uses with provision of 912sqm of A3 retail on the ground floor and 35 flats on the upper floors. The existing four storey building is to be refurbished with a partial roof extension to convert the existing site into a new seven story building including basement storage (548sqm) and communal amenity space (260sqm). The residential dwellings are proposed to comprise 16 one-bed flats, 12 two-bed flats and seven three-bed flats. I have attached the current site layout plans.

Access

No vehicular access points are to be provided as it is a 'car free' scheme. Pedestrian access to the retail units will be from the site frontage on King's Road. Pedestrian and cycle access to the residential units will be from the alley adjacent to Lloyds bank (see site plan) – a legal agreement entitles clear access along this alleyway for the site.

Servicing Arrangements and Refuse Collection

It is proposed to continue to implement the agreed servicing arrangements as per the previous application for the Jackson's Corner site (see attached drawings ITL11250-SK-001 and ITL11250-SK-002).

It is proposed to provide a new loading/delivery bay on King's Road along the site frontage whilst improving the bus and pedestrian facilities in the area. The proposal involves the creation of a new loading bay outside of Jacksons (to be restricted to use only between the hours of 1900 and 0700 and 1100 to 1600) with the existing two bus stops moved eastwards and the addition of a third stop is to be placed outside the library to provide an increase in capacity. The proposal will also aim to facilitate pedestrian movement by increasing the spatial capacity for waiting passengers at the bus stops. This involves the widening of the footway outside of Jackson's Corner, adjacent to the two existing bus stops by 1.5m.

Furthermore, an additional loading bay will be provided on Abbey Square to the east of the site (through the relocation of the existing two disabled spaces a short distance to the east) and is proposed to operate with unrestricted hours of operation. In order to provide access to this loading bay, the one-way (anticlockwise) movement of traffic on Abbey Square will be reversed (implemented through a Traffic Regulation Order (TRO)). In the event that a TRO cannot be secured an appropriate contribution (equivalent to the cost of the above works) will be paid.

Flats will have communal bins for recycling and general waste collection. Bins will be wheeled to the kerb side so that they can be collected, to ensure that collection operatives do not need to travel more than 25m (as set out in Manual for Streets guidance). Bins are to be stored in the basement and brought to surface using a goods lift and then wheeled to the kerb side via the alley to the north of the site.

Trip Generation

Although trip rates were agreed for the previous application, for robustness it was deemed prudent to undertake an updated assessment using the TRICS database. Due to the location and nature of the site, it is considered that the majority of trips to the retail unit will be linked as part of the working day and general visits to the town centre's retail area. It is also considered that there will not be direct vehicular trips to the site due to the lack of on-street parking and parking restrictions on the local highway network. Since retail units are attractors of trips, rather than generators of trips, any person trip generated will be attributed to the existing residential units.

Trip rates were obtained from the TRICS database using the following parameters:

- **Land use category:** Residential (flats privately owned);
- **Size Range:** 20 – 140 dwellings (it should be noted that whilst the proposal is only for 35 dwellings, the size range was expanded to 140 dwellings to include more sites);
- **Date range:** Only recent surveys since January 2007 were included; and
- **Location:** Town Centre / Edge of town centre sites (based on available surveys)

The TRICS outputs are attached to this email and Table 1 below summarises the peak hour person trip rates and trip generation.

Table 1: Residential Trip Rates and Trip Generation (Person Trips)

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
	Arr	Dep	2 – Way	Arr	Dep	2 – Way
Trip Rates	0.129	0.405	0.534	0.423	0.225	0.648
Person Trips	5	14	19	15	8	23

Source: TRICS

Table 1 demonstrates that the proposal is expected to generate an additional 19 two-way person trips in the morning peak hour and 23 additional two-way person trips in the evening peak hour.

In order to derive the number of trips by each mode, modal split data has been obtained from the 2011 Census for output areas relevant to the site location within Reading (areas Reading 011F and 11H) and then applied to the total person trips. This is summarised within Table 2.

Table 2: Residential Trip Generation – Trips By Mode

Mode and Modal Split		Trips Generated					
		AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
		Arr	Dep	2-Way	Arr	Dep	2-Way
Train	**29%**	1	4	5	4	2	6
Bus, minibus or coach	**13%**	1	2	3	2	1	3
Other	**2%**	0	0	0	0	0	0
Driving a car or van	**22%**	1	3	4	3	2	5
Passenger in a car or van	**1%**	0	0	0	0	0	0
Bicycle	**3%**	0	1	1	1	0	1
On foot	**30%**	2	4	6	5	3	8
Total Person Trips	**100%**	**5**	**14**	**19**	**15**	**8**	**23**

Source: Method of Travel to Work, 2011 (QS701EW) (Combined Output Area; Reading 011F and Reading 011H).

Given that the proposal is to be a 'car free' scheme with no provision for car parking, it is appropriate to reassign the number of car driver trips to other modes. This has been done on a 'pro rata' basis. This is summarised in Table 3.

Table 3: Residential Trip Generation – Trips By Mode (reassignment of car driver)

Mode and Modal Split		Trips Generated					
		AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
		Arr	Dep	2-Way	Arr	Dep	2-Way
Train	**37%**	1	5	6	5	3	8
Bus, minibus or coach	**16%**	1	3	4	3	1	4
Other	**2%**	0	0	0	0	0	0
Passenger in a car or van	**2%**	0	0	0	0	0	0
Bicycle	**4%**	0	1	1	1	0	1
On foot	**39%**	3	5	8	6	4	10
Total Person Trips	**100%**	**5**	**14**	**19**	**15**	**8**	**23**

Consultant's Estimates

The proposal is expected to generate a total of 19 additional two-way person trips in the morning peak hours and a total of 23 additional two-way person trips during the evening peak hours. Given the highly accessible location of the development and the fact that the proposal is a 'car free', these additional person trips will not have a material impact on the local transport network.

Structure of TS

It is proposed to structure the TS as follows:

- Introduction;
- Policy review;
- Existing conditions;
- Development proposals (including cycle parking, access and servicing arrangements);
- Accessiblilty review (due to the town centre location of the site, it is considered highly accessible with good proximity to local services and transport links);
- Trip generation and transport impact; and
- Summary and conclusions.

I trust the above is helpful and acceptable to you. Please do not hesitate to contact me should you have any further queries.

Kind regards
Duncan

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Senior Consultant
for i-Transport LLP

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APPENDIX B **READING CYCLE NETWORK MAP 2014**

Legend

Reading Cycle Routes

Scale 1:22,000

0 250m 500m 750m 1 kilometre

0 ¼ mile ½ mile

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

- **Town Centre Route**
- **Linking Route**
- 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)

- 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 – one-way street
- 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

Distance in miles (not to scale)

Journey times in minutes

Journey time in minutes: 0 1 2 3 4 5 6

Distance in miles: 0 ¼ ½ ¾ 1

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Reading Cycle Routes

Summer 2014

Reading Borough Council
Working better with you

Cycling in Reading

Route map and facilities guide

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

READY BIKE

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

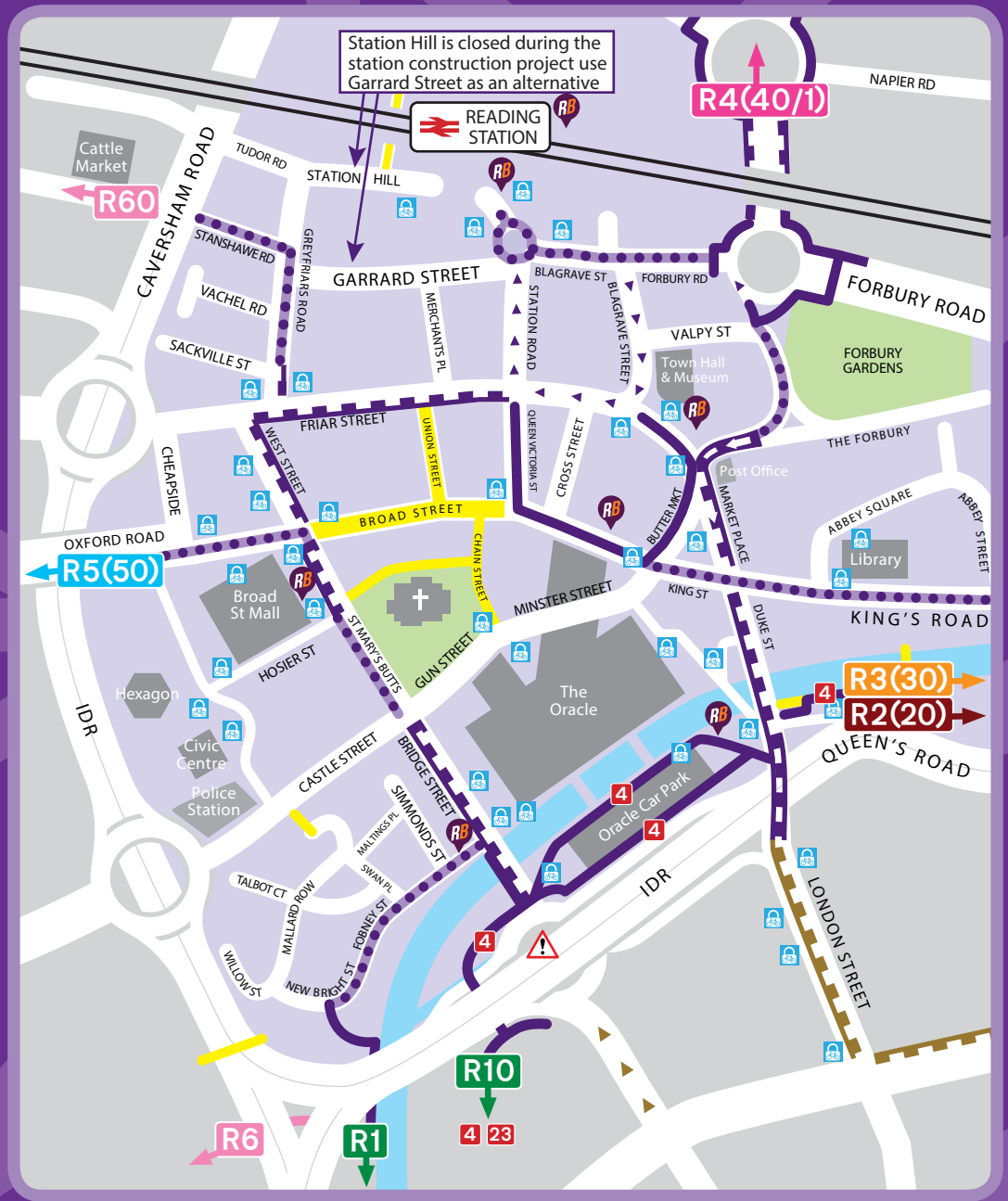
- Aim to be seen by other road users – wear bright or reflective clothing
- Wear a helmet that conforms to current regulations
- The law requires that you must have lights and reflectors when on the road between sunset and sunrise

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/Travel AndTransport/Highwaycode/DG_069837**

Cycle Routes in Central Reading



Legend

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 – one-way street
- On-road cycle way / shared bus lane (one direction)
- On-road cycle way / shared bus lane (both directions)
- Pedestrians only, cyclists dismount
- 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

Cycling in Reading

Reading Cycle Routes

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 4881** 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 3737 or
www.reading-travelinfo.co.uk

Contact the Cycle Development officer at cycling@reading.gov.uk for details of Accessible Cycling, Family Cycling and Cycle for Health sessions

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

Reading Borough Council
Working better with you

ctc the national cycling charity

FSC Mixed Sources
Product group from well-managed forests, and other controlled sources
www.fsc.org Cert no. TT-COC-002456
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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 Street Index

TC = Town Centre Map (above)

Abbey Square TC
Abbey Street TC
Abbotsmead Place D2
Aberman D1
Abingdon Drive E1
Acre Road D5
Addington Road E4
Addison Road D3
Adelaide Road F4
Admirals Court D4
Albany Road C3
Albert Road D2
Albury Gardens B4
Alcroft Road E4
Aldbourne Avenue F4
Aldworth Close C4
Alexandra Road E3-E4
All Hallows Road E2
Allendale Road F4
Alma Street C3
Alpine Street D4
Amblecote Road B3
Ambrook Road D5
Amersham Road E2
Amhurst Road F4
Amity Road E3
Amity Street E3
Amners Farm Road B5
Amythyst Lane C4
Anderson Avenue F3-F4
Andrews Road F4
Angle Field Road E2
Anson Crescent E5
Antrim Road G4
Appleford Road B4
Arbor Lane H6
Ardler Road D2
Argyle Road C3
Argyle Street C3
Armadele Court C4
Armour Hill A3
Armour Road A3
Ash Copse F1
Ash Road B3
Ashampstead Road B4-C4
Ashburton Road E5
Ashbury Drive A3
Ashley Road C4
Ashmore Road E5
Auckland Road F4
Audley Street C3
Avalon Road F4'
Baker Street D3
Balliol Road C2
Balmore Drive D2
Balmore Park D2
Balmore Walk D2
Bamburgh Close E4
Barbara's Meadow A2
Barnsdale Road E4-E5
Barnwood Close C3
Barrington Way C4
Barton Road A3
Basingstoke Road D4-D6
Bath Road B4-C4, F3-G1
Bathurst Road H6
Battle Street D3
Baydon Drive C4
Bayford Drive B4
Bearwood Path H5
Bearwood Road H6-H7
Beatty Drive B3
Bedford Road D3
Beech Lane F4-F5
Beech Road E5
Beecham Road C3
Beechwood Avenue G3
Beeston Way F5
Belle Avenue F4
Bellingham Walk D1
Belmont Road C3
Bennet Road D5
Bennet's Hill A5-A6
Benson Close E4
Benyon Court C4
Beresford Road C3
Berkeley Avenue D4
Berkshire Drive A3
Berrylands Road D2
Berrys Lane B5
Betchworth Avenue F4
Beverley Road A3
Bexley Court C3
Birch Avenue B3
Birch View E5
Birdhill Avenue E5
Bishops Road F4
Bitterne Road A3
Blagdon Road E5
Blagrave Lane C2
Blagrave Street TC
Blandford Road E6
Blenheim Gardens E4
Blenheim Rd E3
Blenheim Rd, Cav D2-E3
Blewbury Drive A3
Blundell's Road B3
Boston Avenue D4
Boulton Road D4
Boundary Lane C2
Bourne Avenue D4
Brakendale Way F4
Bramshaw Road B3
Brading Way A1
Briants Avenue E2
Bridge St, Cav D2
Bridge Street D3/TC
Bridgewater Close C3
Brigham Road D3
Brighton Road F4
Brimpton Road C4
Brisbane Road B3
Britten Road D4
Brixham Road D4-D5
Broad Street D3/TC
Brock Gardens C3
Brook Drive C5-D5
Brook Street West D4
Brooklyn Drive D1
Brooksby Road A2
Broomfield Road B3
Brownlow Road C3
Brunnel Road B4
Brunswick Hill C3
Brunswick Street C3
Brybur Close E5
Buckingham Drive D1-D2
Buckland Avenue D5
Bulmershe Road E3-E4
Burbidge Close B4
Burghfield Road B4-B6
Burlington Road A3
Burnham Rise D1
Burnthouse Lane B6
Bute Street B4
Butt's Hill Road G3
Butter Market TC
Buxton Avenue D2
Byefield Road B4
Byron Road F3
Calcot Place B4
Callington Road D5
Camelford Close D5
Cannock Way F5
Canon Street C3
Canterbury Road D4
Cardiff Road D3
Cardigan Road E4
Cardinal Close D2
Carey Street D3
Carlton Road C1
Carnarvon Road E3
Caroline Court C4
Carsdale Close D4
Carshalton Way F5
Carters Rise B4
Cartston Grove B4
Castle Crescent D4
Castle Hill D3
Castle Street D3/TC
Catherine Street C3
Caversham Park Rd E1-E2
Caversham Road D3/TC
Cecil Aldin Drive A2
Ceder Road E5
Chagford Road D5
Chain Street TC
Chalfont Way F5
Chalgrove Way D1
Champion Road E3
Chapel Hill A3
Charles Evans Way E2
Charles Street D3
Charndon Close D4
Charrington Road A4
Chatham Street D3
Chatsworth Avenue H5
Chatteris Way F5
Chazey Road C2
Cheapside TC
Chepstow Road A2
Chequers Way F3
Chester Street D2
Chester Street C3
Chichester Road B3
Chieveley Close A3
Chilcombe Way G5
Chiltern Crescent F3
Chiltern Road E2
Cholmeley Road E3
Christchurch Gardens D4-E4
Christchurch Road E4
Church End Lane B3
Church Lane E1
Church Rd, Cav D2
Church Rd, Earley F3-F4
Church Steet, Cav D2
Church Street D3
Churchill Drive H5
Cintra Avenue E4
Circuit Lane C4
Circus Drive E6
City Road A3
Clarendon Road F4
Clements Mead A3
Clevedon Road B2
Clifton Park Road D2
Clifton Street D3
Clonmel Close E2
Cockney Hill B4
Coley Avenue D4
Coley Hill D3
Coley Place D3
College Road E3
Colliers Way C3
Collis Street D4
Colmansmoor Road G4
Colyton Way A1
Combe Road B3
Comet Way H3
Commercial Road D5
Compton Avenue A3
Conifer Drive A2
Conisboro Avenue C1-C2
Coniston Drive B2
Connaught Road C3
Conninghan Road E6
Constitution Road C3
Copperfields D2
Copse Avenue E2
Corbridge Road E4
Coronation Square B4
Corrinne Close D5
Corsham Road B4
Corwen Road B3
Corwen Road A3
Cotswold Way A2
Cottage Lane C5
Courtney Drive D1
Coventry Road E3
Cow Lane C3
Cradock Road D4
Craig Avenue B3-C3
Cranbury Road C3
Craven Road E4
Crawshay Drive D1
Cremyll Road D3
Crescent Road E4
Cressingham Road E5
Crockhamwell Road G4
Cromwell Road D2
Cross Street TC
Cutbush Lane F5-G5
Cwmcarn D1
Darell Road D2
Dark Lane A2
Darwin Close D5
Davis Steet H4
Dawlish Road D5
De Beauvoir Road E3
De Montfort Road D3
Deacon Way B2-B3
Dee Road B3
Delamere Road F3
Dell Road A2
Denmark Road E3
Derby Road D2
Deveron Drive B3
Devonshire Gardens A2
Devonshire Park E5
Dewe Lang A5-B5
Dickens Close E2
Don Close B3
Donegal Close E2
Donkin Hill E2
Donnington Gardens E4
Donnington Road E3
Dorset Street C3
Douglas Road E2
Downshire Square D3
Drayton Road B3
Drewett Close E6
Drovers Way G4
Duke Street TC
Dumbarton Way E1
Dunsden Way F1
Dunstall Close A3
Dwyer Road B4
Earley Hill Road F4
Easkdale Road H4
East Drive B4
East Street D3
Eastbury Avenue A3
Eastcourt Avenue F3-F4
Eastern Avenue E3-E4
Edenham Crescent C4
Edgehill Street D4
Edinburgh Road C3
Egremont Drive G5
Elderberry Way G5
Eldon Road E3
Eldon Square E3
Eldon Terrace E3
Elgar Road D4
Elliots Way D2
Elm Lane F5
Elm Park C3
Elm Park Road C3
Elm Road E5
Elmhurst Road E4
Elmstone Drive A3
Elsley Road A2
Elstow Avenue E1
Eltham Avenue E1
Elvaston Way B3
Ennerdale Road E4
Epsom Court D4
Eric Avenue D1
Erleigh Court Drive F3
Erleigh Court Gardens F3
Erleigh Road E3-E4
Essex Street D4
Evesham Road D1
Fairford Road A2
Fairwater Drive G4
Fairway Avenue A3
Falmouth Road E6
Farrowdene Road D5
Fawley Road C4
Ferndale Ave B4
Fernbrook Road C2
Field Road D3
Filey Road E3
Finch Road F4
Fircroft Close A3
Firs Lane C4
Fobney Street TC
Fontwell Drive B4
Forbury Road D3/TC
Forest Hill B2
Fox Hunt Grove B4
Foxcombe Drive A3
Foxhays Road E5
Foxhill Close F2
Foxhill Lane E1
Foxhill Road E4
Francis Street D4
Franklin Street D3
Fraser Avenue E1
Freshwater Road E3
Friar Street D3/TC
Fullbrook Crescent A2
Fulmead Road C3
Gainsborough Road B4-C4
Galsworthy Drive E1-E2
Garnet Hill D4
Garnet Street D4
Garrard Street TC
Garston Close B4
Gas Works Road E3
Gayhurst Road E1
Geoffreyson Road C1
George St, Cav D3
George Street D3
Gillette Way D5
Gipsy Lane B3
Gipsy Lane, Earley G5
Glenrhondda D1
Gloucester Road C3
Goldcrest Way A3
Goldsmid Road D3
Goodliffe Gardens A2
Goodwin Close B4
Gordon Place C3
Gorselands D1
Gosbrook Road D2
Gower Street C3
Grafton Road A3
Grange Avenue F4
Grantham Road B4
Granville Road B4-C4
Grasmere Avenue B2
Grass Hill C2
Gratwicke Road A3-B3
Gravel Hill C1-D1
Grays Crescent F3
Great Knollys Street D3
Great Lea D6
Green Lane B5
Green Road F4
Greenfields Road D5
Greyfriars Road TC
Greystoke Road D2
Grosvenor Road D2-E2
Grove Hill D2
Grove Road D1
Grovelands Road B3-C3
Gun Street TC
Gurney Close C2
Haddon Drive G3
Hadleigh Rise E1
Hagley Road D4
Halls Road A3
Hamilton Road E3-E4
Hanwood Close F3
Harcourt Drive E5
Hardwick Road B3
Harlech Avenue E1
Harley Road D2
Harrogate Road C2-D2
Hartland Road D5-E5
Hartley Court Road C6-D6
Hartsbourne Road F4-F5
Hartslock Way A3
Hatford Road B4-C4
Hatherley Road E4
Hawkchurch Road E5
Hawkedon Way G5
Hawkesbury Drive B4
Hawthorn Way G2
Hawthorne Road E2
Haywood Way B4
Hazel Crescent E5
Hazel Road A2
Headley Road G3
Heath Road F4
Heatherden Close D6
Heathfield Avenue A3
Helmsdale Close B3
Hemdean Hill D2
Hemdean Rise D2
Hemdean Road D2
Henley Road D2-F1
Henry Street D3
Heron Way C4
Hewett Avenue C2
Hexham Road E4
High Tree Drive F4
Highbridge Close E2
Highbury Road A3
Highdown Avenue D1
Highdown Hill Road D1
Highfield Road A2
Highgrove Street D4
Highmoor Road D2
Highworth Drive A2
Hildens Drive A3
Hillbrow E5
Hillside Road G4
Hilltop Road, Cav C1
Hilltop Road, Earley F3
Hillview Close A2
Hilmanton E5
Hirstwood B3
Hodsoll Road D3
Hogarth Avenue B4
Holberton Road E5
Holland Road A3
Hollydale Close E5
Holmes Road F4
Holmwood Avenue B4
Holybrook Road D4
Holyrood Close E1
Home Farm Close D4
Honey End Lane B4
Honey Meadow Close E2
Horsecroft Way A2
Hose Hill A6
Hosier Street TC
Howard Street D3
Howth Drive G3
Hungerford Drive C4
Hunter's Chase C1-D1
Hurricane Way H3
Hurst Way D5
Hyperion Way D4
Ian Mikardo Way E2
Ibstone Avenue E2
IDR D3/TC
Ilkley Road C2
Imperial Way D5-D6
Inglewood Court C4
Inkpen Close B4
Island Road D5
Ivydene Road C3
Jefferson Close E1
Jesse Terrace D3
Josephine Court C3-C4
Jubilee Road F4
Junction Road E3
Juniper Way A2
Kearsley Road C4
Kemham Drive A2
Kenavon Drive E3
Kendal Avenue E2
Kendrick Road D4-E4
Kenilworth Avenue C4
Kennet Island D5
Kennet Side D3/TC
Kensington Road C3
Kent Road C3
Kenton Road F4
Kentwood Close B3
Kentwood Hill B2-B3
Kidmore End Road D1
Kidmore Road C1-D2
Kiln Road E1
Kilnsea Drive G5
King Street TC
King's Road D3-E3/TC
Kingfisher Drive F4
Kings Rd, Cav D2
Kings Street Lane H5
Kingsbridge Road D5
Kingsgate Street E3
Kingsley Close D6
Kingsway E1
Kirtons Farm Road C5
Knights Way D1
Knowsley Road A2
Kybes Lane C6
Lakeside F5
Lamerton Road D5
Lamorna Crescent A3
Lancaster Close E4
Lansdowne Road A3
Laud Close D4
Laurel Drive A3
Lawrence Road B3
Lea Close B4
Lennox Road F4
Lesford Road C4
Letcombe Street D3
Liebenrood Road C3-C4
Linden Road E5
Lingholm Close B4
Links Drive B3
Little Heath Road A3
Little Hill Rd H4
Littlecote Drive C4
Liverpool Road E3
Loddon Bridge Road G4
London Road E3-F3
London Street D3/TC
Long Barn Lane D4-D5
Long Lane A2
Longlear Drive A2
Longwater Avenue C5-D5
Longworth Avenue A3
Lorne Street C3
Loverock Road C3
Lower Armour Road A3
Lower Earley Way E6-G4
Lower Elmstone Drive A3
Lower Henley Road E2
Lower Mouth E4
Lowfield Green E2
Lowfield Road E1-E2
Luckmore Drive F4
Lundy Lane C3
Luscombe Close E2
Lydford Road E4
Lyndhurst Road B3
Maiden Erlegh Drive F4
Maitland Raod D3
Maldon Close C3
Mallard Row TC
Mallory Avenue E1
Maltings Place TC
Managua Close E2
Manchester Road E3
Mandeville Close B4
Mannor Farm Road D5
Mansfield Road D4
Maple Gardens E5
Mapledurham Drive A1
Marchwood Avenue E1
Marcus Close B3
Margaret Close E6
Market Place TC
Marlborough Avenue E4
Marsack Street E2
Marshland Square D2
Mary Park B4
Mason Street C3
Matlock Road C2-D2
May Fields H6
Mayfair A3
Mayfield Drive E2
Meadow Road D3-G4
Meadowcroft Road D5
Meadowside A3
Melrose Avenue F4
Menpes Road A2
Merchants Place TC
Meredreth Way G5
Merton Road D5
Micklands Road E2
Microsoft Campus F3
Miles Way H3
Milford Road D3
Mill Lane, Calcot B4
Mill Lane, Earley G5
Mill Lane, Sin'sham G5-H6
Mill Road, Cav E2-3
Mill Road A5-B5
Millers Grove B4
Milman Road D4
Milton Road F3
Minster Street TC
Mohawk Way H3
Mole Lane G7-H6
Mole Road G6
Monks Way C4
Monksbarn E5
Montague Street E2
Montpellier Drive E1-E2
Morecambe Avenue C1
Morgan Road E4
Moriston Close B3
Morlais D1
Morpeth Close E4
Mount Pleasant D4
Munro Ave G4
Napier Road D3-E3/TC
Narromine Drive B4
Nelson Road E2
New Bright Street TC
New Cottages B6
New Hill A2
New Lane Hill B4
New Road, Sin'sham H5
New Road E4
Newcastle Road E4
Newlands Avenue D2
Newport Road D3
Newton Avenue E2
Nightingale Road G4
Nimrod Way D4
Nire Road E2
Norcot Road B3
Norfolk Road C3
Normanstead Road A3
Norris Road F4
North St, Cav D2
Northbrook Road E1
Northcourt Avenue E4-E5
Northfield Road D3
Northumberland Av E4-E6
Norton Road E3
Norwood Road E3
Nursery Gardens A1-A2
Oak Tree Road A2-B2
Oakley Road D2
Odiham Avenue E2
Old Bath Road F3-G2
Old Whitley Wood Lane E6
Oracle Parkway F3
Orchard Close A2
Orchard Grove E2
Oregon Avenue A2
Orts Road E3
Osborne Road B3
Overdown Road A3-B2
Oxford Road A2-C3
Oxford St, Cav D2
Paddick Drive G5
Paddock Road E3
Palmer Park Avenue F3
Palmerstone Road F3
Pangbourne Street C3
Park Lane A3
Parkhouse Lane C3
Parkside Drive C4
Parkside Road C3-C4
Partridge Drive A3
Patrick Road D2
Pattinson Road E6
Pell Street D4
Peppard Road D2-E1
Pepper Lane E4
Phillimore Road E1
Picton Way D2
Pierce's Hill A3
Pingewood Road N B5
Pingewood Road S B6-C6
Pitcroft Avenue F4
Pitt's Lane F3
Polsted Road A3
Poole Close B3
Portman Road C3
Portway Close D4
Pottery Road B3
Pound Lane G2
Priest Hill D2
Prince of Wales Avenue C3
Prince William Drive A3
Prince's Street E3
Priory Avenue D2
Prospect St, Cav D2
Prospect Street D3
Purley Lane A1
Purley Rise A1-A2
Purley Village A1
Queen Annes Gate E2
Queen St, Cav D2
Queen Victoria Street TC
Queen's Rd, Cav D3
Queen's Road D3/TC
Queensway E1
Radnor Road F4
Radstock Lane F5
Radstock Road E3
Ramsbury Drive F4
Randolph Road D3
Rangewood Avenue B4
Ravensbourne Drive G3
Reading Road South A6
Reading Rd, W'ley F3-G3
Reading Rd, Win G4-H6
Recreation Road A3-B3
Rectory Rd, Cav D2
Red Cottage Drive A4
Redhatch Drive F5
Redlands Road E4
Redwood Way A2
Rembrandt Way C4
Repton Road F4
Richfield Avenue D3
Richmond Road C2-D2
Ridgehall Close C2
Ringwood Road B3
River Road C2
Robin Hood Lane H4
Rodway Road B2-B3
Roebuck Rise A2
Rokeby Drive C1
Roman Way G4
Romany Lane B3
Romsey Road B3
Rose Kiln Lane D4
Rosehill Park D1
Ross Road D3
Rotherfield Way D2
Routh Lane B3
Row Lane E1
Rowe Court B3-C3
Rowell Drive E5
Rupert Street E3
Rushey Way E5-G5
Ruskin E2
Russell Street D3
Russet Glade E1
Rydal Road B2
Ryhill Way E5-F5
Sackville Street TC
Sage Road A2
Salcombe Road E4-F4
Salisbury Road C3
Salmond Road E6
Sandford Lane H4
School Ln, Cav D2
School Rd, T'hst A3
School Terrace E3
Scott Close D2
Scours Lane B3
Searles Farm Lane B5
Sellafield Way G5
Send Road E3
Seton Drive B4
Sevenoaks Road F4
Severn Way B4
Shaftsbury Road C3
Sharnwood Drive B4
Shaw Road D4
Sheep Walk D2
Shepherds Hill F3
Shepherds Lane C1
Shepley Drive C4
Sheraton A3
Sheraton Drive A3
Sherfield Drive E4
Sheridan Avenue D2
Sherman Road D4
Sherwood Rise A2
Sherwood Street C3
Shinfield Road E4-E6
Shirley Avenue E6
Shooters Way D5
Shrubland Road B4
Sidmouth Street D3
Silchester Road C4
Silver Street D4
Silverdale Road F4-G5
Silverthorne Drive C1
Simmonds Street TC
Skerritt Way A2
Skilton Road A2
Smallmead Road C5-D5
Sonning Lane G2
South Lake Crescent G4
South St, Cav D2
South Street D3
South View Avenue E2
South View Road D2
Southampton Street D4
Southcote Farm Lane C4
Southcote Lane B4-C4
Southcote Road C3-C4
Spencer Road D6
Spey Road B3
Squirrels Way F5
St Andrew's Road D2
St Anne's Road D2
St Barnabas Rd, Cav D1
St Barnabas Road E5
St Bartholomews Road E3
St Edward's Road F4
St George's Road C3
St John's Hill E3
St John's Road E2
St John's Street E3
St Mary's Butts D3/TC
St Mary's Avenue A2
St Michael's Road A3
St Peter's Avenue C2-D2
St Peter's Hill D2
St Peter's Road F4
St Ronan's Road C3
St Saviour's Road D4
Stadium Way B3-C3
Stanhope Road E4
Stanshawe Road TC
Stanton Close F4
Star Road E2-E3
Starlings Drive A3
Station Hill TC
Station Rd, Earley F4
Station Road TC
Staverton Road E4-E5
Stirling Close E1
Stockton Road D5
Stone Street B3-C3
Stoneham Close B4
Strathy Close B3
Stuart Close D1
Studland Close D6
Sulham Hill A3
Sulhamsted Road A6
Surley Row D1-D2
Surrey Road D4
Sutherland Grove B4
Suttons Park Avenue E3
Swainstone Road D4
Swallowfield Drive D6
Swallows Croft C4
Swan Place TC
Swansea Road D3
Sycamore Road E5
T Valley Park Drive E3-F3
Taff Way B3
Talbot Court TC
Talfourd Avenue F4
Tallis Lane C4
Tamarisk Avenue E5
Tavistock Road D4-D5
Tay Road B3
Tazewell Court D4
Telford Crescent G3
Tern Close B3
Tessa Road D3
Teviot Road B3
The Bader Way G4-H3
The Birchwoods A3
The Brookmill D4
The Causeway E3
The Chase B4
The Crescent, Earley F4
The Delph G5
The Drive F3
The Forbury TC
The Grove E3
The Horse Close D2
The Meadway B3
The Mount E4
The Mount, Cav D2
The Old Lane D4
The Queen's Drive E4
The Ridgeway D2
The Triangle A3
The Warren C2-D2
The Willows D2
Theale Road A6
Theobald Drive A2
Thirlmere Avenue B3
Thistleton Way G5
Thornbridge Road D5
Thornton Mews C3
Tidmarsh Street C3
Tilehurst Road B3-D3
Tintern Crescent D4
Tippett Rise D4
Tippings Lane H3
Tokens Green Lane C1
Torfrek Terrace C3
Torrington Road E5
Toseland Way G5
Tower Close E1
Trafford Road D3
Tredegar Road D1
Trelleck Road D4
Tudor Road TC
Ullswater Drive A2
Underwood Road B4
Union Street TC
Upavon Drive D4
Uplands Road C1
Upper Redlands Road E4
Upper Warren Avenue C2
Upper Woodcote Rd C1-C2
Usk Road B3-B4
Vachel Road TC
Vale Crescent B3
Valencia Close C3
Valentia Road C3
Valentine Crescent E2
Valerie Court C4
Valpy Street TC
Vastern Road D3
Vernon Crescent D6
Vicarage Road E4
Vicaragewood Way A2-A3
Victoria Rd, Cav D2
Victoria Rd, T'hst A3
Vine Crescent B4
Virginia Way C4
Waingels Road H3
Waldeck Street D4
Walkers Place C3
Walnut Way A3
Wantage Road C3
Warborough Avenue A3
Warbreck Drive A2
Wardale Avenue A3
Wardle Ave A3
Warnford Road B3
Warwick Road E4
Washington Road D2
Water Road B3
Waterloo Road D4
Watlington Street E3
Watmore Lane H6
Waverley Court C4
Waverley Road C3
Waylen Street D3
Weald Rise B2
Wealden Way B3
Weldale Street D3
Wellington Avenue E4
Wendover Way A3
Wensley Road C4
Wentworth Avenue E5
West Street D3/TC
Westbourne Terrace C3
Westbrook Road C3
Westcote Road C4
Western Avenue G3
Western Elms Avenue C3
Western Road C3
Westfield Road D2
Westland Avenue E5
Westminster Way F5
Westwood Glen A3
Westwood Road A3
Wharfdale Road H4
Whebble Drive G3
White Lodge Close A2
Whitegates Lane F3
Whiteknights Road E4-F4
Whitley Street D4
Whitley Wood Lane D6-E6
Whitley Wood Road D6-E5
Wigmore Lane B3-C3
Wilderness Road F4
William Street D3
Wilson Road C3
Wilton Road C3
Wincanton Road E6
Winchester Road D4
Winchwood Crescent F5
Wincroft Road C2
Windermere Road E4-E5
Windrush Way C3
Wingrove Road C3
Winser Drive C4
Winterbury Way C1
Winton Road E5
Wintringham Way A1
Wittenham Avenue A3
Wokingham Road E3-G4
Wolsey Road D2
Wolsley Street D4
Woodcote Road C2-D2
Woodcote Way C1-C2
Woodlands Avenue F3-G3
Woods Road E2
Woodside Way E6
Woodward Close H6
Worcester Close B4
Worton Drive D5
Wykeham Road F4
Yelverton Road D5
York Road D3
Zenith Avenue E6
Zinzan Street D3

Developing Reading's Network R1

This map was produced as part of the vision to implement a branded cycle network as set out in Reading's Cycling Strategy 2008. An update of this Strategy was available for consultation in late 2013 until January 2014 and adopted in March 2014. The Cycling Strategy 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.

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 is currently being considered linking Reading and Windsor via Wokingham, Bracknell and Ascot. 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 4881** or go to **www.reading-travelinfo.co.uk/cycling**



APPENDIX C **CYCLING BY TRAIN LEAFLET**

PlusBike

Making your cycle-rail journey easier

One stop shop for information about your journey.

Information includes:

- Cycle parking and facilities at stations
- Cycle-hire schemes
- Cycle carriage rules specific to your journey
- Cycle carriage reservation details

PlusBike is available on the National Rail website and mobile app – **download free**.

Access via Journey Planner and simply select your journey:

Mobile – scroll down to 'Travelling with bicycles' or from the menu bar at the bottom of the app click 'More…' and 'Cycles'.

Online – view under 'Additional info' and click on the PlusBike logo.

For more information
nationalrail.co.uk/plusbike



Developed in partnership with the Enabling Innovation Team and the Bicycle Association of Great Britain.
futurerailway.org bikehub.co.uk

National Rail
Britain's train companies working together

Cycles are carried free on National Rail services

National Rail encourages the integrated use of cycles and trains – two convenient and environmentally friendly forms of transport. To plan your cycle-rail journey, please check the terms and conditions for taking your cycle on the train detailed in this leaflet.

General Advice

- Full size cycles may be excluded from trains at peak times, generally morning (0700-1000) and evening (1600-1900) commuter services to and from London, and some local services, as listed in this leaflet.
- Reservations: Some operators have no seat or cycle reservations on some or all of their services. On such trains a common-sense approach may apply where passengers with full size cycles may be asked by station staff not to board busy trains and wait for a later service.
- Where a seat reservation system is available, the reservation of cycle space is also normally provided, and this is strongly recommended to guarantee your journey. Where the service is available, details of how reservations can be made is listed by operator.
- Compact, fully folding cycles with wheels up to 20" in diameter are carried without restriction on all trains (when folded down), however you may be required to cover the cycle and place it in luggage racks. You may also be required to fold the cycle before passing through the ticket barrier.
- When planning a journey on **nationalrail.co.uk** under 'Additional info' the blue cycle logo indicates when cycle reservations are required or where restrictions apply. The PlusBike logo P indicates cycle parking and hire availability.
- Full size cycles may not be carried on replacement bus services during engineering work or service disruption, but it should be possible to carry folding cycles on replacement bus services provided they are folded and covered.
- All cycles are carried subject to the National Rail Conditions of Carriage - **nationalrail.co.uk/nrcc**.
- Cycle storage and hire: The PlusBike feature on **nationalrail.co.uk** will inform of cycle parking and if cycle hire is available for your journey. Look under 'Additional info' or search by station.
- Tandems and special cycles: Some operators can accommodate a wider range of cycles. The Tandem Club has details of current arrangements – email: trains@tandem-club.org.uk.
- A cycle reservation is only valid for one train. Journeys that involve multiple changes or operators will require multiple reservations for each part of the journey, and it may not be possible to reserve a space for your cycle on trains operating on all legs of such a journey.
- Major events that create significant increases in passenger numbers may affect our availability to offer normal levels of cycle carriage on trains. Always check with the train operator prior to travel.

Correct at time of print: 02/03/16

BIKE&GO

Want to hire a bike today?

- Visit **www.bikeandgo.co.uk** and become a member for just £10 per year.
- Once registered collect a bike key from the Station Ticket Office.
- Travel where you like for **£3.80** for 24 hours.
- You can hire two bikes at a time per membership.
- Available at participating stations across the UK.





National Rail
Britain's train companies working together

Cycling by Train 2016

BROMPTON



Made for speed – whizzing through city streets and down country lanes
Made for trains – all over the UK, at any time
Made for offices – for under your desk and getting to meetings on time
Made for homes – tucked into a corner or under the stairs

Start building yours at brompton.com

Or hire from our national network via bromptonbikehire.com

Cycles are carried free of charge on UK domestic services.

Fully folded cycles, with wheels up to a size of 20" in diameter, are carried as luggage, without restriction on all trains. You may be required to cover the cycle and place it in a luggage rack.

Tandems are only carried by exception and where stated.

Abellio Greater Anglia

Tel: 0345 600 7245
abelliogreateranglia.co.uk

London Liverpool Street – Norwich, intercity services and local services in Norfolk, Suffolk and Cambridgeshire.

Reservations are compulsory on intercity services. Reservations are not available on local services.

Six cycle spaces per intercity train and four cycle spaces per local train. Carriage of additional cycles is at the discretion of the conductor.

Ticket holders receive Abellio Greater Anglia / ETA cycle recovery scheme whilst travelling by train and cycle in Norfolk, Suffolk and Cambridgeshire. If your cycle breaks down or is stolen, both you and your cycle will be recovered and taken to the nearest station.

London Liverpool Street – Southend Victoria, Colchester and Ipswich and London Liverpool Street – Hertford, Cambridge, Kings Lynn.

Reservations not available, restrictions apply Monday to Friday on any trains arriving at Stratford or Liverpool Street between 0745 and 0945 and any trains departing from Stratford or Liverpool Street between 1630 and 1830. There are also restrictions from 0745 to 0845 on services to/from Cambridge, as far as Audley End and Ely.

Tandems may be carried on:
London – Norwich intercity services, Ipswich – Cambridge / Peterborough services and Norwich – Cambridge services. London Liverpool Street – Southend Victoria, Colchester and Ipswich. London Liverpool Street – Hertford, Cambridge, Kings Lynn.

Reservations can be made by calling our Customer Relations team.

Arriva Trains Wales

Tel: 0333 3211 202
arrivatrainswales.co.uk

Local, medium and long distance services throughout Wales to Cardiff, West Wales, Aberystwyth, Manchester, Birmingham International and Holyhead.

Reservations recommended. Two cycle spaces per train.

Local services in and around Cardiff, the Vale of Glamorgan and South Wales Valleys.

Reservations not available. Two cycle spaces per train.

Restrictions apply Monday to Saturday during peak hours on services to and from Cardiff:

- Monday to Friday - arriving into Cardiff between 0730 and 0930, and departing Cardiff between 1600 and 1800.
- Saturday – arriving into Cardiff between 1000 and 1400, and departing Cardiff between 1500 and 1800.

Outside of these times, cycles will be carried at the discretion of the Conductor, see website for full details.

Cycles may not be carried on days when a major event is taking place at the Principality Stadium. For dates of events refer to the website or call the Customer Relations Department on 0333 3211 202.

c2c

Tel: 0345 601 4873
c2c-online.co.uk

London Fenchurch Street – Southend Central and Shoeburyness.

Reservations not available. Cycles carried subject to space.

Restrictions apply Monday to Friday 0714 to 0930 on services arriving into London Fenchurch Street and on services departing London Fenchurch Street between 1630 and 1834.

Caledonian Sleeper

Tel: 0330 060 0500
sleeper.scot

London Euston – Aberdeen, Edinburgh, Fort William, Glasgow & Inverness.

Reservations recommended. Cycles without reservations subject to availability, typically 3-6 spaces available.

Reservations can be made:

- Via our website
- By contacting the Guest Service Centre

We will carry all cycles booked by noon on the day before travel. Occasionally, we will transport your cycle by road courier to your destination, arriving at the same time as the service.

Chiltern Railways

Tel: 0345 600 5165
chilternrailways.co.uk

London Marylebone – Aylesbury Vale Parkway, Stratford-upon-Avon, Oxford Parkway, Birmingham and Kidderminster.

Reservations not available. Cycles carried, subject to space and at the discretion of staff.

Restrictions apply Monday to Friday on services arriving at London Marylebone or Birmingham Moor Street from 0745 to 1000 and departing London Marylebone or Birmingham Moor Street from 1630 to 1930.

CrossCountry

Tel: 0844 811 0124
crosscountrytrains.co.uk

Long distance services between Scotland, South Wales and England: East Midlands, East Anglia, North East, South and South West.

Reservations recommended. Most trains have two reservable spaces and one further space for unreserved cycles. Cycles without a reservation carried subject to space, on a first come, first served basis.

Reservations can be made:

- At any staffed station
- Via our Telesales Team

East Midlands Trains

Tel: 0345 712 5678
eastmidlandstrains.co.uk

Mainline services to and from London including journeys between Sheffield, Derby, Leicester, Loughborough and Nottingham. Local services between Liverpool Lime Street and Norwich.

Reservations compulsory.

East Midlands local services – all other routes.

Reservations are not available.

Two cycles per train on all services. If you are travelling with a cycle, please make yourself known to staff at the station so that we can help you to the correct place on the platform to board as quickly and safely as possible.

Reservations can be made:

- At any staffed station
- On our website
- At our 24 hour customer contact centre on the above number



First Hull Trains

Tel: 0345 0710 222
hulltrains.co.uk

Hull, Brough, Howden, Selby, Doncaster, Retford, Grantham, Stevenage and London King's Cross.

Reservations recommended. Four cycle spaces per train.

Reservations can be made:

- At any staffed station
- Via Hull Trains' online ticket booking website
- Via Hull Trains' Telesales Team

First TransPennine Express

Tel: 0345 600 1674
tpexpress.co.uk

Long distance services across the North of England.

Two cycles per train with a valid cycle reservation.

Reservations recomended and available:

- At any station with a staffed ticket office
- By phone 0345 600 1674 Monday - Friday between 0800 and 1800.

Gatwick Express

Tel: 0345 850 1530
gatwickexpress.com

London Victoria and Brighton – Gatwick Airport.

Reservations not available.

Restrictions apply Monday to Friday (Except Bank Holidays):

On trains due to arrive at London Victoria between 0700 and 1000.

On trains due to leave London Victoria between 1600 and 1900.

Grand Central Rail

Tel: 0345 603 4852
grandcentralrail.com

North Eastern England and Yorkshire to London King's Cross.

Reservations not available. Cycles can be carried subject to space being available.

Newer high speed trains have three cycle spaces in coach B. More traditional intercity trains: four spaces, two spaces at the front and last carriages.

Great Northern

Tel: 0345 026 4700
greatnorthernrail.com

Reservations not available. Cycles carried subject to space.

Restrictions apply Monday to Friday (except Bank Holidays):

- At any time between Drayton Park and Moorgate.
- On trains south of Stevenage or Hertford North timed to arrive in London between 0700 and 0930.
- On trains timed to depart from London between 1600 and 1900.
- On trains scheduled to depart Ely or Waterbeach towards Cambridge between 0745 and 0845.

You can take a cycle with you at any time between Stevenage and Hertford North.

Great Western Railway

Tel: 0345 700 0125
gwr.com

High Speed Train services between London, South Wales and the West Country.

Reservations are compulsory Monday to Friday on services arriving into London Paddington between 0700 and 1000, or departing London Paddington between 1500 and 1900.

Six cycle spaces per train. Tandems can be carried on most services.

Local services between London, the Cotswolds and throughout the Thames Valley.

Reservations not available. Two cycle spaces per train.

Restrictions apply Monday to Friday on services arriving into London Paddington between 0745 and 0945, and departing London Paddington between 1630 and 1900.

Local, rural and inter-urban services throughout the West Country.

Reservations advisable on Cardiff-Portsmouth services. Two cycle spaces per train.

Reservations can be made:

- At any staffed station
- Via Great Western Railway's website
- Via Great Western Railway's Telesales Team

Heathrow Connect

Tel: 0345 700 0125
heathrowconnect.com

London Paddington, Ealing Broadway, West Ealing, Hanwell, Southall, Hayes & Harlington – Heathrow Airport local service.

Reservations not available. One cycle space per train.

Restrictions apply Monday to Friday on services departing Heathrow Airport between 0730 and 1000 or departing London Paddington between 1630 and 1900.

Heathrow Express

Tel: 0345 600 1515
heathrowexpress.com

London Paddington – Heathrow Airport.

Reservations not available. One cycle space per train.

Restrictions apply Monday to Friday on services departing Heathrow Airport between 0730 and 1000 or departing London Paddington between 1630 and 1900.

Island Line Trains

Tel: 0345 600 0650
southwesttrains.co.uk

Isle of Wight only

Reservations not available. Four cycle spaces per train.

London Midland

Tel: 0344 811 0133 (or 0121 634 2040 from a mobile)
londonmidland.com

London – Birmingham, Birmingham – Liverpool and local regional services in and around the West Midlands.

Reservations not available. Two cycles per train.

Restrictions apply Monday to Friday 0700 to 0959 on services arriving into London Euston, and 1600 to 1859 on services departing London Euston (excluding Bank Holidays).

London Overground

Tel: 0343 222 1234
tfl.gov.uk/londonoverground

Unfolded cycles cannot be carried on any London Overground train 0730-0930 and 1600-1900 Mondays to Fridays (except Bank Holidays).

Folded cycles are accepted on London Overground trains at all times. Please speak to a member of staff for more information.

Merseyrail

Tel: 0151 555 1111
merseyrail.org

Northern and Wirral line services around Merseyside.

Reservations are not available. Cycle spaces are subject to availability.

We advise our customers for your own comfort and that of others to travel off peak with a cycle.

All of our services have designated areas for cyclists situated at both ends of the train.

3 carriage train 4 cycle spaces
6 carriage train 8 cycle spaces

Northern

Tel: 0333 222 0125
northernrail.org

Inter-urban and local trains across the North of England and parts of the East Midlands.

Reservations not available. Two cycle spaces per train.

ScotRail

Tel: 0344 811 0141
scotrail.co.uk

A cycle reservation is compulsory on services between:

- Glasgow, Edinburgh and Aberdeen
- Glasgow, Edinburgh and Inverness
- Glasgow, Oban, Fort William and Mallaig
- Aberdeen and Inverness
- Inverness, Wick, Thurso and Kyle of Lochalsh

Cycle reservations are also available (but not compulsory) between Glasgow and Stranraer.

Cycle reservations are available up to 12 weeks in advance from:

- Selected staffed stations or
- ScotRail Telesales on 0344 811 0141

On other ScotRail services, cycle reservations are not available and space is limited.

ScotRail Cycle Rescue Service covers all ScotRail services, if you are unable to complete the cycle portion of your journey as a result of an accident, vandalism or an irreparable breakdown this service will get you back in the saddle. We've also arranged discounted cycle hire for rail travellers at various locations across Scotland. See website for details.



South West Trains

Tel: 0345 600 0650
southwesttrains.co.uk

South West London, Berkshire, Surrey, Hampshire, Isle of Wight, Dorset, Wiltshire, Somerset and Devon.

Reservations are compulsory between London Waterloo and Salisbury, Exeter and Bristol. Two cycles per train.

Reservations are not available for any other services. Number of spaces varies from 2-12 depending on rolling stock.

Restrictions apply Monday to Friday, cycles are not permitted on:

- Services arriving into London Waterloo between 0715 and 1000 inclusive and departing London Waterloo between 1645 and 1900 inclusive from and to the suburban area bounded by Hook, Guildford, Reading and Dorking.
- Services departing Clapham Junction 0745 to 0900 to the area bounded by Clapham Junction, Feltham and Strawberry Hill.

Cycles may be conveyed on services between Ascot, Aldershot and Guildford at any time.

Reservations can be made:

- At any staffed station
- Via Southwest Trains Telesales Team

Southeastern

Tel: 0345 322 7021
southeasternrailway.co.uk

South East London, Kent and East Sussex.

Reservations not available. Cycles carried subject to space being available and at the discretion of the conductor.

Cycles are not permitted on peak time services arriving into London Monday to Friday between 0700 and 0959, and departing London between 1600 and 1859.

Exceptions to peak time restrictions: Cycles permitted if travelling from Gillingham (Kent), Otford & Tonbridge, away from London. Cycles also permitted if your journey starts in Kent or East Sussex and terminates anywhere before the stations named above, subject to space.

Southern

Tel: 0345 127 2920
southernrailway.com

London – Surrey, Sussex and South East England.

Reservations not available.

Southern operates trains formed of multiple units, but in general our services have space for two cycles per unit. Cycles are carried subject to space, on a first come, first served basis.

Restrictions apply Monday to Friday (excluding Bank Holidays):

- 0700 to 1000 on any train due to arrive into London/Brighton or Kensington Olympia.
- 1600 to 1900 on trains due to depart from London/Brighton or Kensington Olympia.

Stansted Express

Tel: 0345 600 7245
stanstedexpress.com

London Liverpool Street – Stansted Airport

Only fully folded cycles that have been flat packed in preparation for air travel can be accepted on Stansted Express Services, cycles meeting this criteria can be carried at anytime.

Tfl Rail

Tel: 0343 222 1234
tfl.gov.uk

London Liverpool Street to Romford and Shenfield

Unfolded cycles cannot be carried on any TfL Rail train arriving at Stratford or Liverpool Street between 0745-0945 and leaving Liverpool Street or Stratford between 1630-1830 Mondays to Fridays (except Bank Holidays).

Folded cycles are accepted on TfL Rail trains at all times. Please speak to a member of staff for more information.

Thameslink

Tel: 0345 026 4700
thameslinkrailway.com

Reservations not available. Cycles carried subject to space.

Restrictions apply Monday to Friday (except Bank Holidays):

- On trains travelling towards London (northbound and southbound). From any station south of Luton Airport Parkway that are timed to arrive at or pass through any central London station between 0700 and 1000.
- On trains travelling away from London and timed to depart from or pass through any central London station between 1600 and 1900.

Cycles can be carried at any time between Bedford and Luton Airport Parkway.

Virgin Trains

Tel: 0871 977 4222
virgintrains.co.uk

West Coast: London – West Midlands – North Wales – North West England and Scotland

Reservations compulsory.

Virgin Trains operate two types of trains, the Super Voyager and the Pendolino. These trains have racks for up to four cycles. On Pendolino trains one tandem can be carried.

If you are travelling with a cycle, ask a member of the station platform team for the location of the cycle space before you board the train.

Reservations can be made:

- At any staffed station
- Via Virgin Trains Telesales Team

Virgin Trains East Coast

Tel: 0345 722 5225
eastcoast.co.uk

London King's Cross – Eastern Counties – Yorkshire – North East England – Scotland.

Reservations are compulsory. Three cycle spaces per train on diesel high speed trains, and five cycle spaces per train on electric high speed trains.

Tandems can be conveyed subject to length restrictions but require two cycle reservations.

Loading restrictions apply at some stations with short platforms, see website for full details.

Reservations can be made:

- At any staffed station
- Via East Coast's online ticket booking website
- Via East Coast's Telesales Team

Eurostar

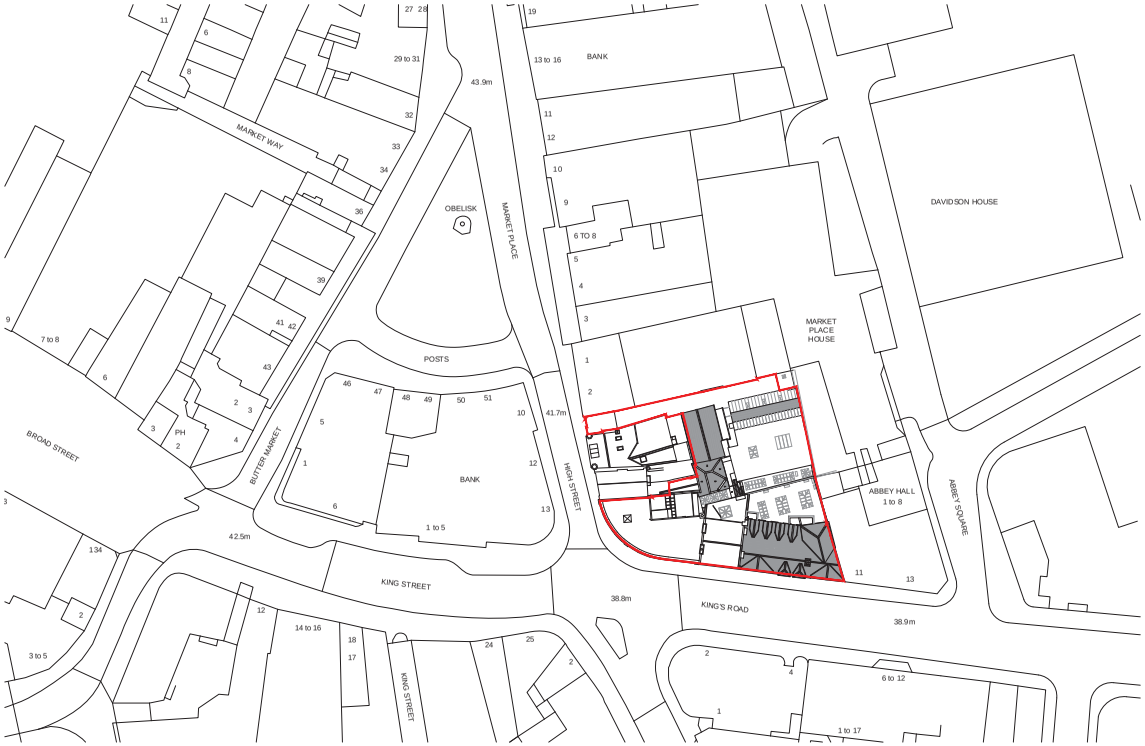
Tel: 03432 186 186
eurostar.com

For up to date information on carrying cycles on board please first visit eurostar.com/uk-en/travel-info/ travel-planning/luggage/bikes

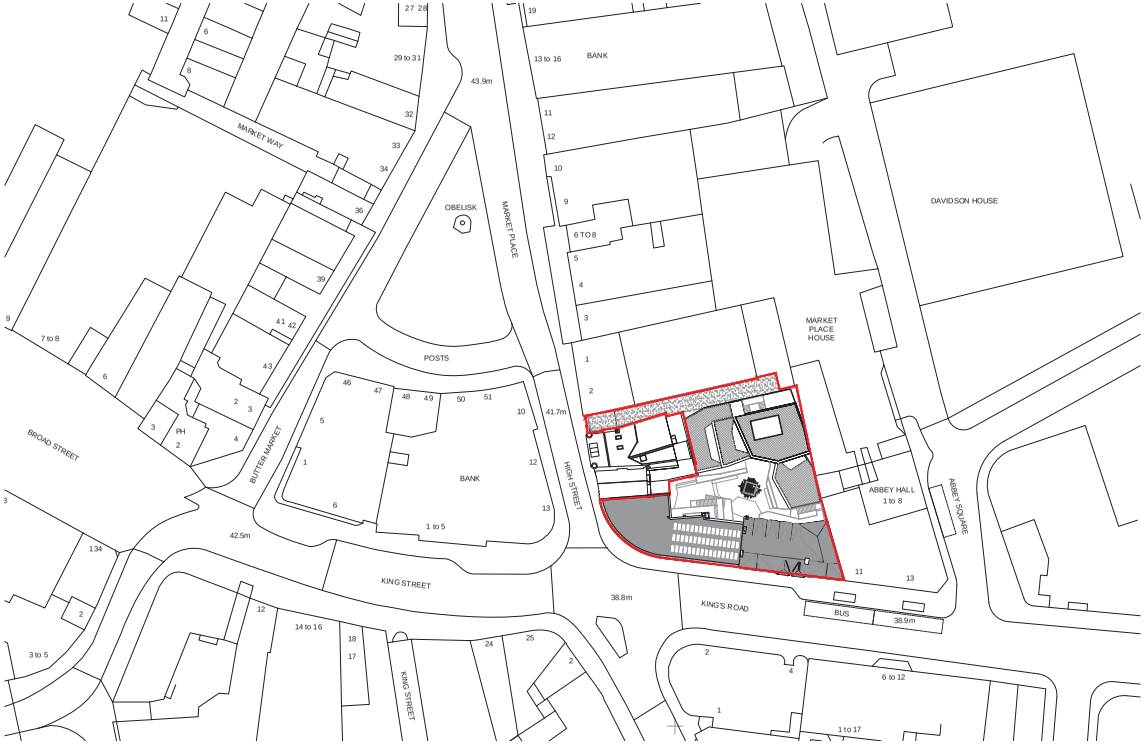
To make a cycle reservation in advance call Eurodespatch on 03448 225 822.

To find out more or book tickets please call the Eurostar Contact Centre on 03432 186 186.

APPENDIX D **DEVELOPMENT PROPOSAL PLANS**



EXISTING SITE PLAN



PROPOSED SITE PLAN

N

0 5m 10m 25m 50m

PROJECT

JACKSONS CORNER

1-9 KING'S ROAD, READING

CLIENT

SG CAPITAL

INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

DESIGNERS

S333
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London

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TITLE

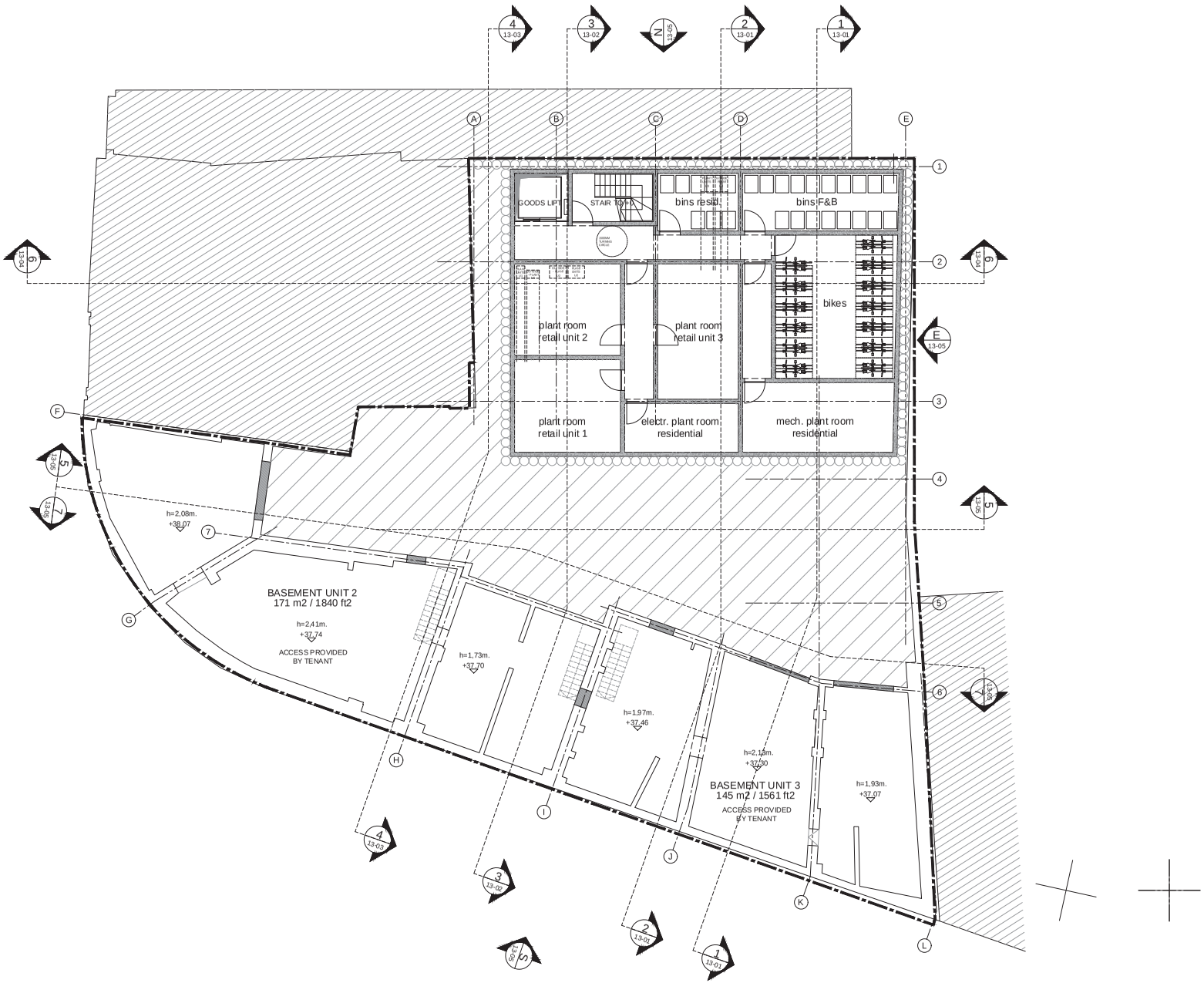
EXISTING + PROPOSED SITE PLANS

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT	FILE NAME
1:500 @ A1	1300 C 100 01 PLANS
ISSUE DATE	PROPOSED STATUS
08.04.2016	PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1300	100	001		



MATERIAL SPECIFICATION:

M1	Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
M2	Galvanised steel upstands to living roofs, +-600mm
BR1	Brick, 'Reading silver grey'
BR2	Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
C1	Pre-cast concrete expressed slab elements and lift core cladding, warm colour
G1	Full height open able doors, aluminium frame, polyester powder coated, off white colour
G2	Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
G3	Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
G4	Shop glass, new double glazed windows, configuration to be in line with original
G5	Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
G6	Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
R1	Membrane roof
R2	All gutters and downpipes to be concealed on new building
R3	Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
R4	Original roof tiles maintained or replaced with similar
F1	Bound gravel surface over SUDS attenuation storage layer
F2	FSC tropical hardwood decking with rough planed finish
F3	Precast concrete steps and landing
F4	Clay block paving
B1	Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
B2	Aluminium sheets polyester powder coated, anthracite colour
S1	Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT
JACKSONS CORNER
1-9 KING'S ROAD, READING

CLIENT
SG CAPITAL
INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

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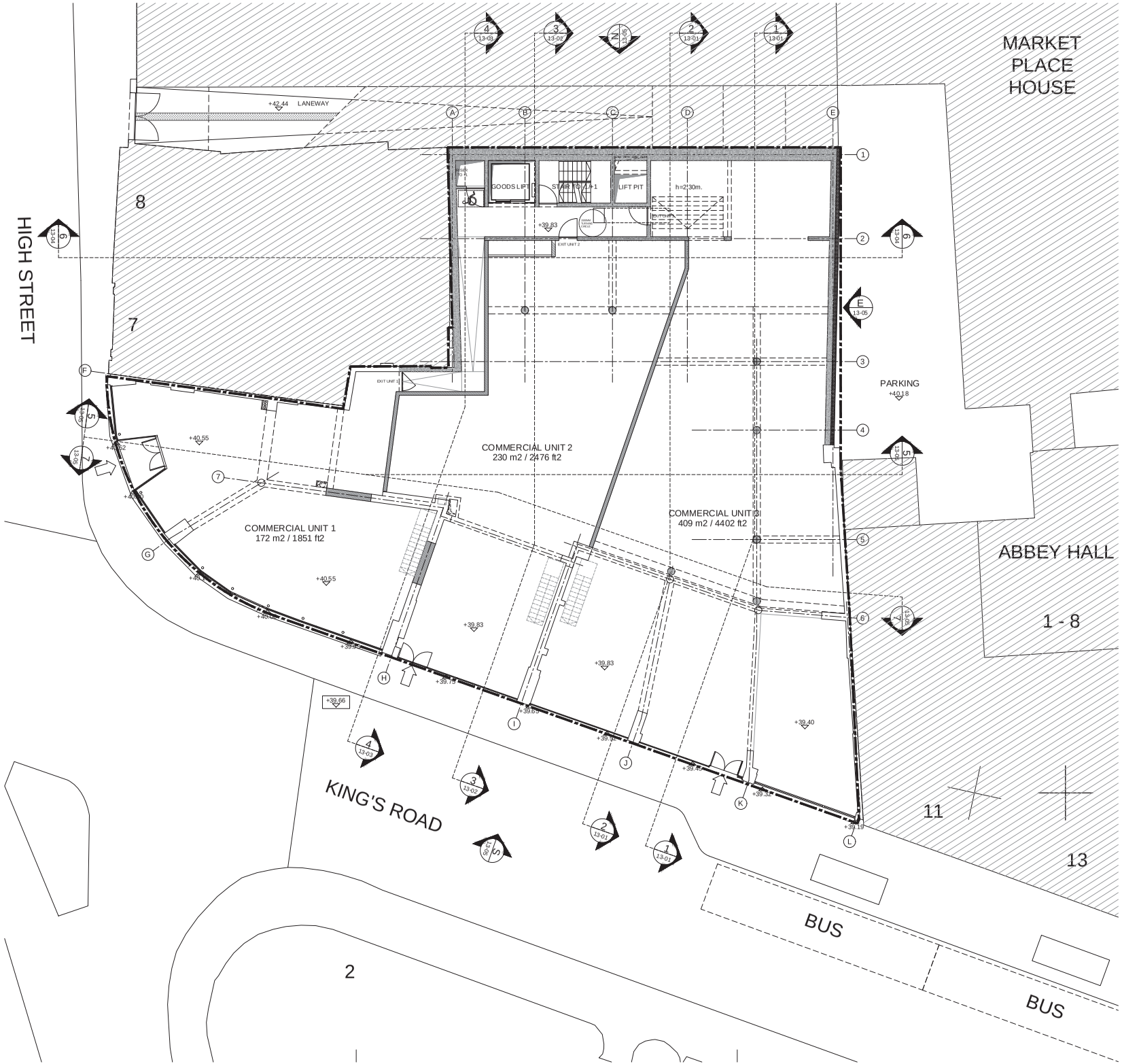
TITLE
BASEMENT PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT 1:100 @ A1	FILE NAME 1300 C 100 01 PLANS
ISSUE DATE 08.04.2016	PROPOSED STATUS PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1300	11	008		



MATERIAL SPECIFICATION:

- M1 Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
- M2 Galvanised steel upstands to living roofs, +-600mm
- BR1 Brick, 'Reading silver grey'
- BR2 Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
- C1 Pre-cast concrete expressed slab elements and lift core cladding, warm colour
- G1 Full height open able doors, aluminium frame, polyester powder coated, off white colour
- G2 Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
- G3 Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
- G4 Shop glass, new double glazed windows, configuration to be in line with original
- G5 Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
- G6 Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
- R1 Membrane roof
- R2 All gutters and downpipes to be concealed on new building
- R3 Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
- R4 Original roof tiles maintained or replaced with similar
- F1 Bound gravel surface over SUDS attenuation storage layer
- F2 FSC tropical hardwood decking with rough planed finish
- F3 Precast concrete steps and landing
- F4 Clay block paving
- B1 Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
- B2 Aluminium sheets polyester powder coated, anthracite colour
- S1 Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT
JACKSONS CORNER
1-9 KING'S ROAD, READING

CLIENT
SG CAPITAL
INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

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TITLE
GROUND FLOOR PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT	FILE NAME
1:100 @ A1	1300 C 100 01 PLANS
ISSUE DATE	PROPOSED STATUS
08.04.2016	PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1300	11	009		



MATERIAL SPECIFICATION:

- M1 Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
- M2 Galvanised steel upstands to living roofs, +-600mm
- BR1 Brick, 'Reading silver grey'
- BR2 Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
- C1 Pre-cast concrete expressed slab elements and lift core cladding, warm colour
- G1 Full height open able doors, aluminium frame, polyester powder coated, off white colour
- G2 Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
- G3 Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
- G4 Shop glass, new double glazed windows, configuration to be in line with original
- G5 Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
- G6 Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
- R1 Membrane roof
- R2 All gutters and downpipes to be concealed on new building
- R3 Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
- R4 Original roof tiles maintained or replaced with similar
- F1 Bound gravel surface over SUDS attenuation storage layer
- F2 FSC tropical hardwood decking with rough planed finish
- F3 Precast concrete steps and landing
- F4 Clay block paving
- B1 Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
- B2 Aluminium sheets polyester powder coated, anthracite colour
- S1 Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT
JACKSONS CORNER
1-9 KING'S ROAD, READING

CLIENT
SG CAPITAL
INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

DESIGNERS

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www.s333.org

TITLE
FIRST FLOOR PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT 1:100 @ A1	FILE NAME 1300 C 100 01 PLANS
ISSUE DATE 08.04.2016	PROPOSED STATUS PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1300	11	010		



MATERIAL SPECIFICATION:

M1	Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
M2	Galvanised steel upstands to living roofs, +-600mm
BR1	Brick, 'Reading silver grey'
BR2	Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
C1	Pre-cast concrete expressed slab elements and lift core cladding, warm colour
G1	Full height open able doors, aluminium frame, polyester powder coated, off white colour
G2	Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
G3	Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
G4	Shop glass, new double glazed windows, configuration to be in line with original
G5	Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
G6	Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
R1	Membrane roof
R2	All gutters and downpipes to be concealed on new building
R3	Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
R4	Original roof tiles maintained or replaced with similar
F1	Bound gravel surface over SUDS attenuation storage layer
F2	FSC tropical hardwood decking with rough planed finish
F3	Precast concrete steps and landing
F4	Clay block paving
B1	Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
B2	Aluminium sheets polyester powder coated, anthracite colour
S1	Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT
JACKSONS CORNER
1-9 KING'S ROAD, READING

CLIENT
SG CAPITAL
INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

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TITLE
SECOND FLOOR PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT 1:100 @ A1	FILE NAME 1300 C 100 01 PLANS
ISSUE DATE 08.04.2016	PROPOSED STATUS PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1300	11	01	1	



MATERIAL SPECIFICATION:

M1	Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
M2	Galvanised steel upstands to living roofs, +-600mm
BR1	Brick, 'Reading silver grey'
BR2	Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
C1	Pre-cast concrete expressed slab elements and lift core cladding, warm colour
G1	Full height open able doors, aluminium frame, polyester powder coated, off white colour
G2	Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
G3	Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
G4	Shop glass, new double glazed windows, configuration to be in line with original
G5	Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
G6	Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
R1	Membrane roof
R2	All gutters and downpipes to be concealed on new building
R3	Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
R4	Original roof tiles maintained or replaced with similar
F1	Bound gravel surface over SUDS attenuation storage layer
F2	FSC tropical hardwood decking with rough planed finish
F3	Precast concrete steps and landing
F4	Clay block paving
B1	Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
B2	Aluminium sheets polyester powder coated, anthracite colour
S1	Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT
JACKSONS CORNER
1-9 KING'S ROAD, READING

CLIENT
SG CAPITAL
INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

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TITLE
THIRD FLOOR PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT 1:100 @ A1	FILE NAME 1300 C 100 01 PLANS
ISSUE DATE 08.04.2016	PROPOSED STATUS PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1300	11	012		



MATERIAL SPECIFICATION:

- M1 Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
- M2 Galvanised steel upstands to living roofs, +-600mm
- BR1 Brick, 'Reading silver grey'
- BR2 Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
- C1 Pre-cast concrete expressed slab elements and lift core cladding, warm colour
- G1 Full height open able doors, aluminium frame, polyester powder coated, off white colour
- G2 Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
- G3 Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
- G4 Shop glass, new double glazed windows, configuration to be in line with original
- G5 Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
- G6 Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
- R1 Membrane roof
- R2 All gutters and downpipes to be concealed on new building
- R3 Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
- R4 Original roof tiles maintained or replaced with similar
- F1 Bound gravel surface over SUDS attenuation storage layer
- F2 FSC tropical hardwood decking with rough planed finish
- F3 Precast concrete steps and landing
- F4 Clay block paving
- B1 Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
- B2 Aluminium sheets polyester powder coated, anthracite colour
- S1 Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT
JACKSONS CORNER
1-9 KING'S ROAD, READING

CLIENT
SG CAPITAL
INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

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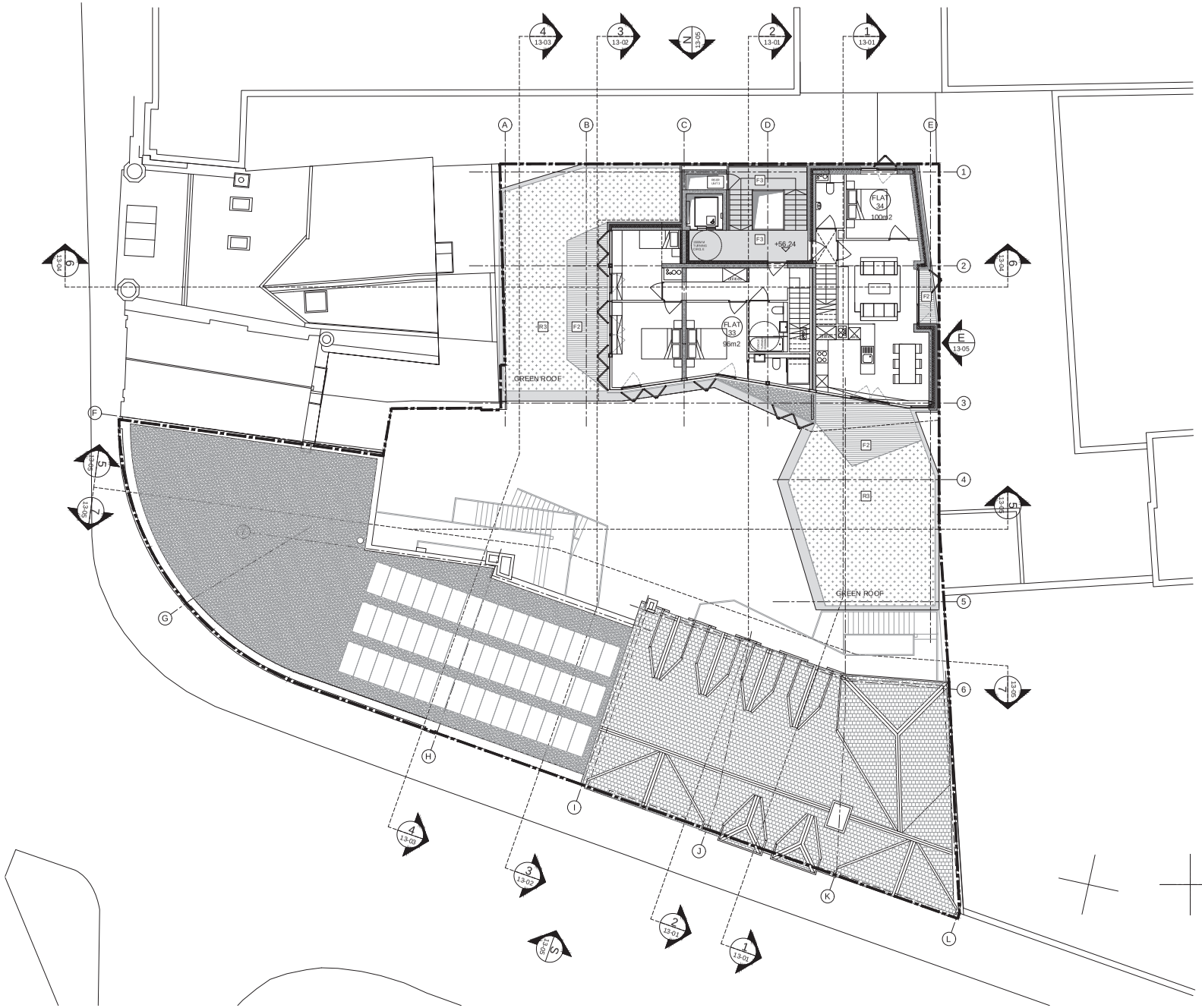
TITLE
FOURTH FLOOR PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT	FILE NAME
1:100 @ A1	1300 C 100 01 PLANS
ISSUE DATE	PROPOSED STATUS
08.04.2016	PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1300	11	013		



MATERIAL SPECIFICATION:

M1	Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
M2	Galvanised steel upstands to living roofs, +-600mm
BR1	Brick, 'Reading silver grey'
BR2	Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
C1	Pre-cast concrete expressed slab elements and lift core cladding, warm colour
G1	Full height open able doors, aluminium frame, polyester powder coated, off white colour
G2	Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
G3	Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
G4	Shop glass, new double glazed windows, configuration to be in line with original
G5	Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
G6	Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
R1	Membrane roof
R2	All gutters and downpipes to be concealed on new building
R3	Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
R4	Original roof tiles maintained or replaced with similar
F1	Bound gravel surface over SUDS attenuation storage layer
F2	FSC tropical hardwood decking with rough planed finish
F3	Precast concrete steps and landing
F4	Clay block paving
B1	Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
B2	Aluminium sheets polyester powder coated, anthracite colour
S1	Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT

JACKSONS CORNER

1-9 KING'S ROAD, READING

CLIENT

SG CAPITAL

INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

DESIGNERS

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Architecture+Urbanism
London

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Tel : +44(0) 20 7336 7026
Fax: +44(0) 20 7336 7027
info@s333.org
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TITLE

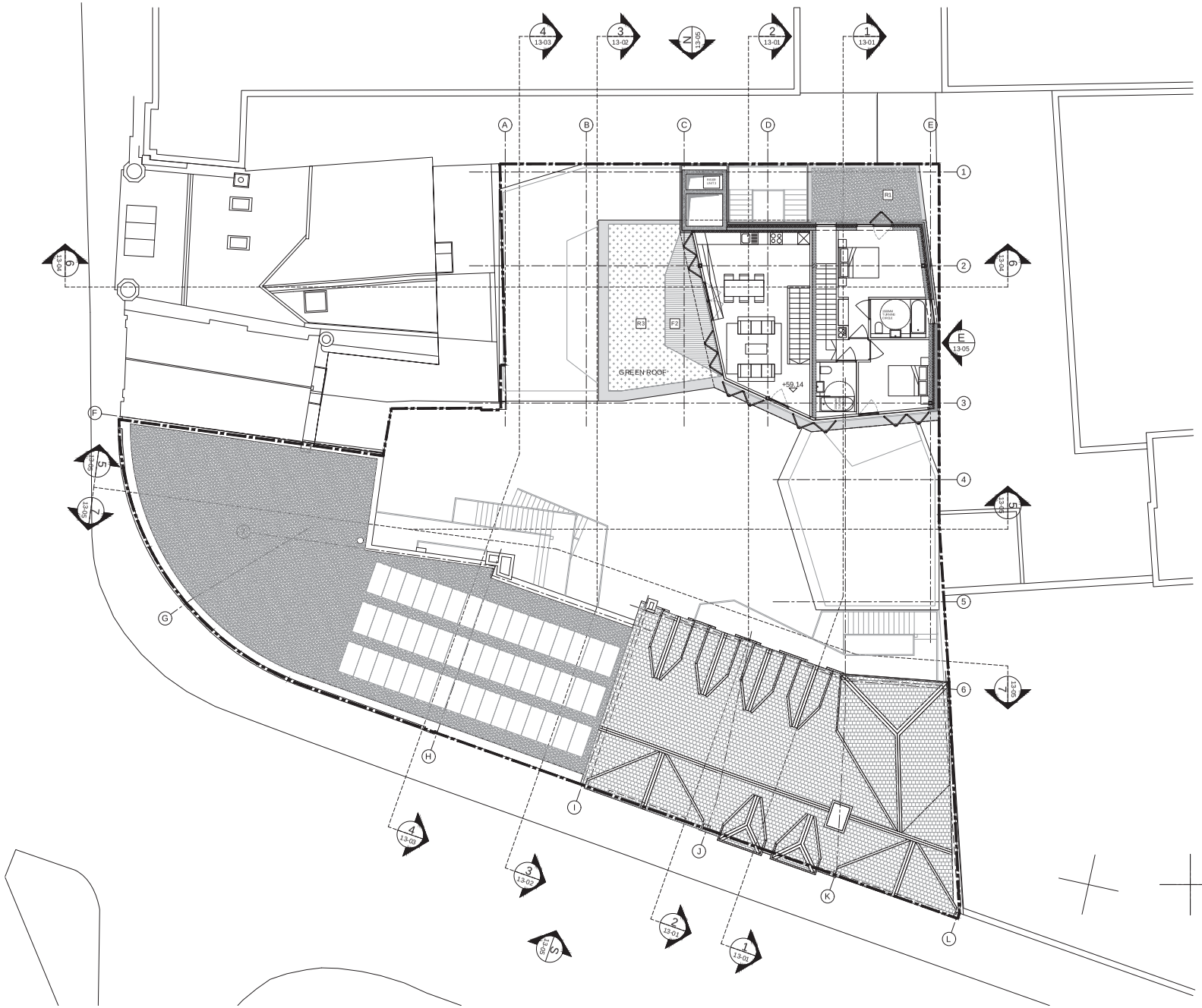
FIFTH FLOOR PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT 1:100 @ A1	FILE NAME 1300 C 100 01 PLANS
ISSUE DATE 08.04.2016	PROPOSED STATUS PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1 3 0 0	1 1	0 1 4		



MATERIAL SPECIFICATION:

M1	Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
M2	Galvanised steel upstands to living roofs, +-600mm
BR1	Brick, 'Reading silver grey'
BR2	Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
C1	Pre-cast concrete expressed slab elements and lift core cladding, warm colour
G1	Full height open able doors, aluminium frame, polyester powder coated, off white colour
G2	Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
G3	Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
G4	Shop glass, new double glazed windows, configuration to be in line with original
G5	Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
G6	Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
R1	Membrane roof
R2	All gutters and downpipes to be concealed on new building
R3	Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
R4	Original roof tiles maintained or replaced with similar
F1	Bound gravel surface over SUDS attenuation storage layer
F2	FSC tropical hardwood decking with rough planed finish
F3	Precast concrete steps and landing
F4	Clay block paving
B1	Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
B2	Aluminium sheets polyester powder coated, anthracite colour
S1	Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT

JACKSONS CORNER

1-9 KING'S ROAD, READING

CLIENT

SG CAPITAL

INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

DESIGNERS

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TITLE

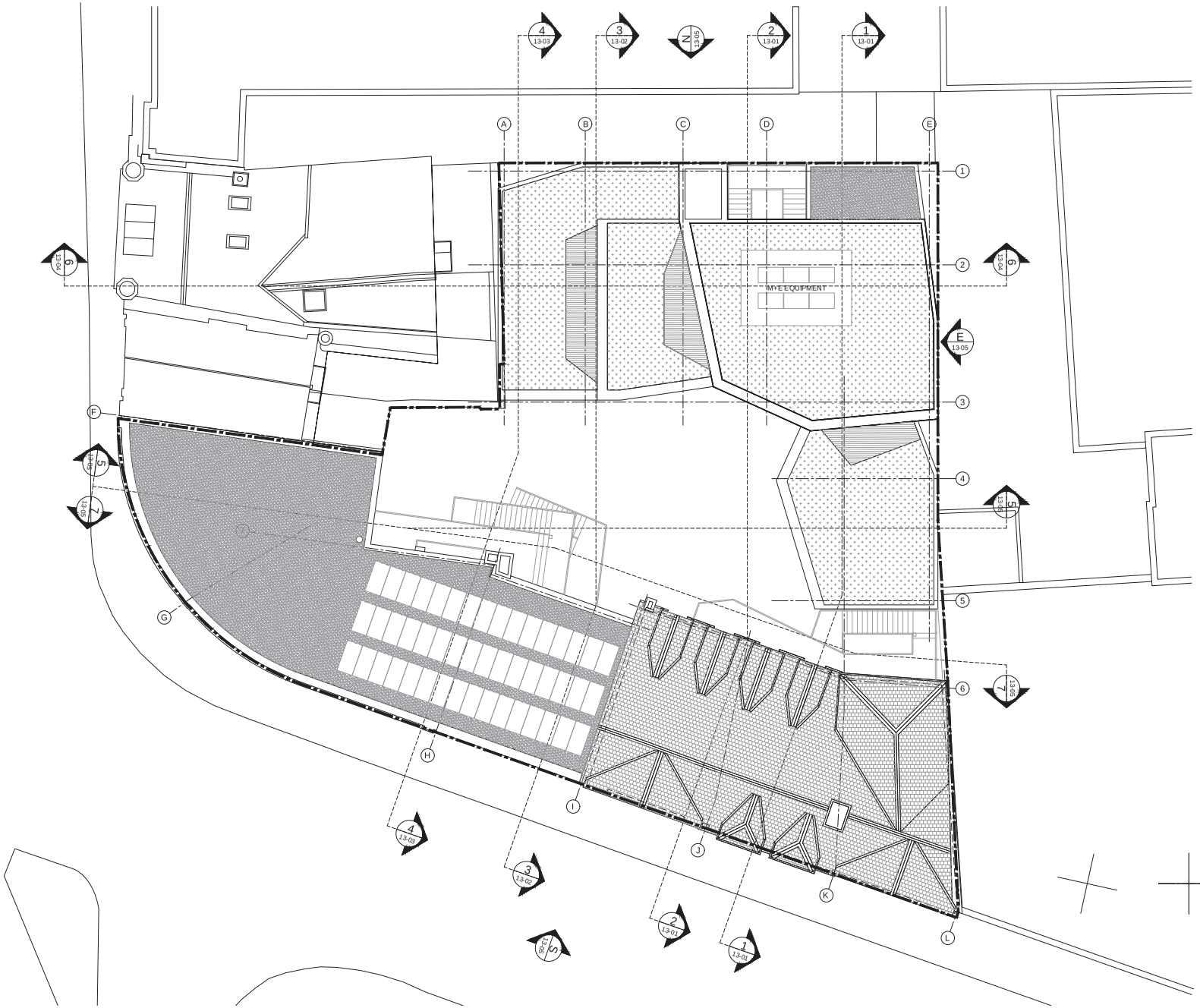
SIXTH FLOOR PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT 1:100 @ A1	FILE NAME 1300 C 100 01 PLANS
ISSUE DATE 08.04.2016	PROPOSED STATUS PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1300	11	015		



MATERIAL SPECIFICATION:

M1	Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
M2	Galvanised steel upstands to living roofs, +-600mm
BR1	Brick, 'Reading silver grey'
BR2	Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
C1	Pre-cast concrete expressed slab elements and lift core cladding, warm colour
G1	Full height open able doors, aluminium frame, polyester powder coated, off white colour
G2	Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
G3	Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
G4	Shop glass, new double glazed windows, configuration to be in line with original
G5	Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
G6	Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
R1	Membrane roof
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R3	Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
R4	Original roof tiles maintained or replaced with similar
F1	Bound gravel surface over SUDS attenuation storage layer
F2	FSC tropical hardwood decking with rough planed finish
F3	Precast concrete steps and landing
F4	Clay block paving
B1	Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
B2	Aluminium sheets polyester powder coated, anthracite colour
S1	Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT

JACKSONS CORNER

1-9 KING'S ROAD, READING

CLIENT

SG CAPITAL

INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

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TITLE

ROOF PLAN

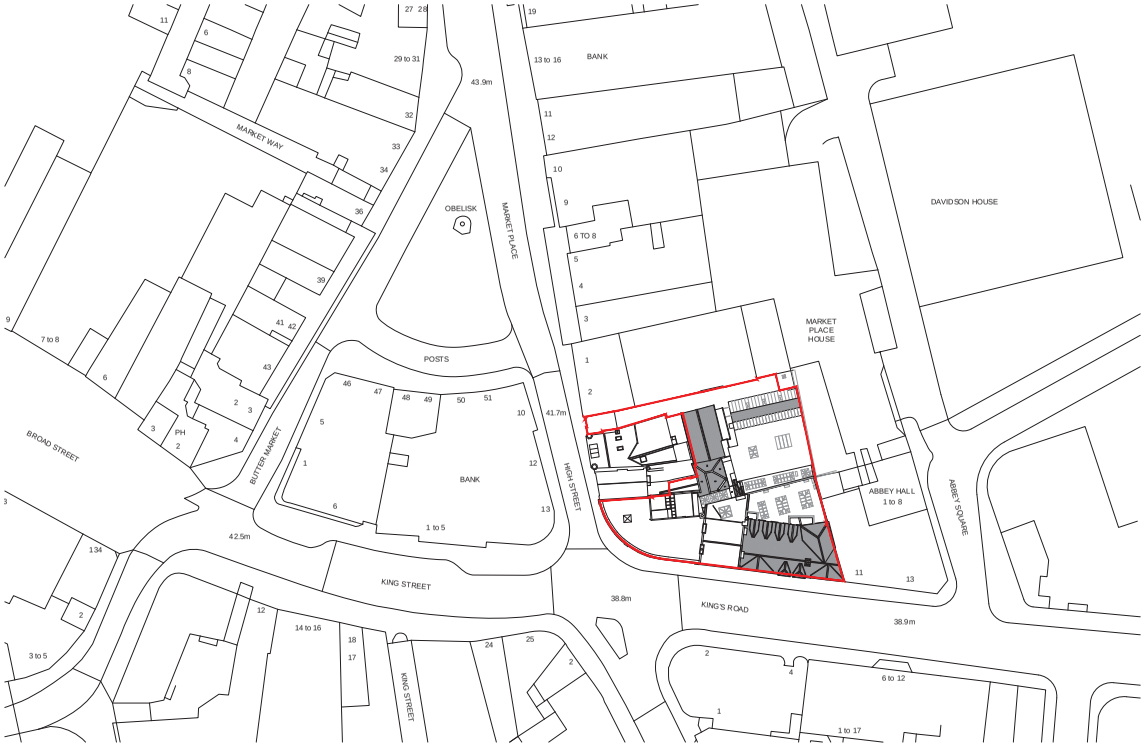
	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

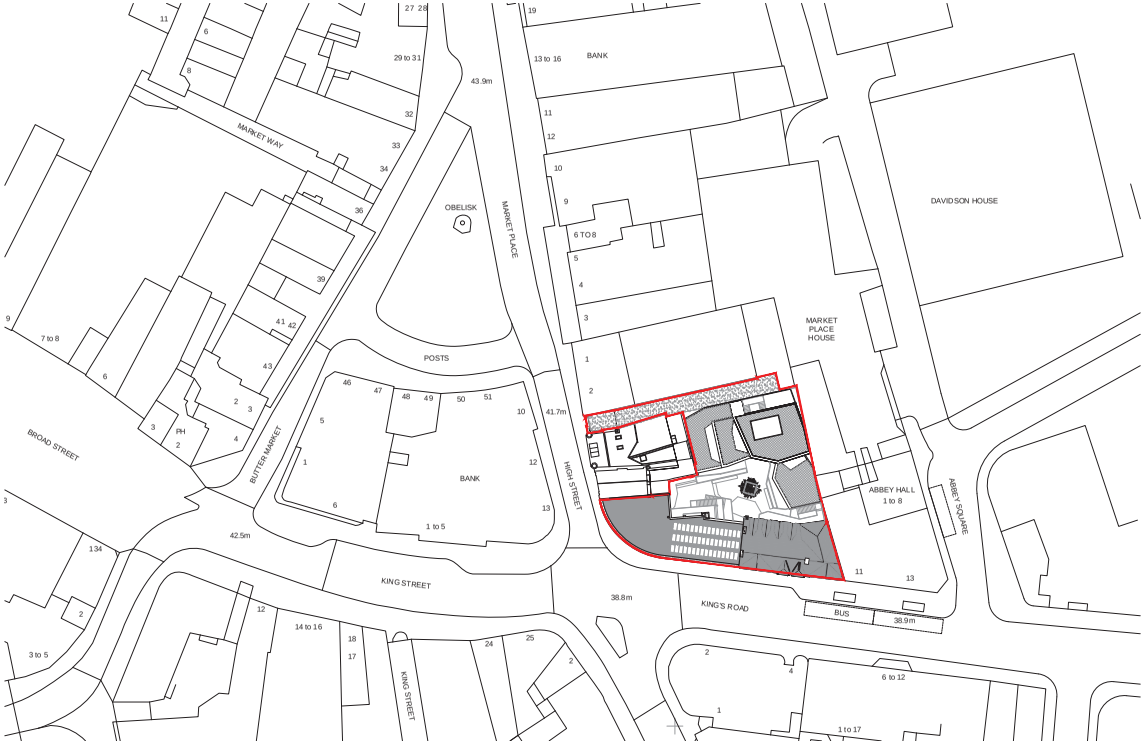
SCALE @ FORMAT 1:100 @ A1	FILE NAME 1300 C 100 01 PLANS
ISSUE DATE 08.04.2016	PROPOSED STATUS PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1 3 0 0	1 1	0 1 6		

APPENDIX D **DEVELOPMENT PROPOSAL PLANS**



EXISTING SITE PLAN



PROPOSED SITE PLAN

N

0 5m 10m 25m 50m

PROJECT

JACKSONS CORNER

1-9 KING'S ROAD, READING

CLIENT

SG CAPITAL

INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

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TITLE

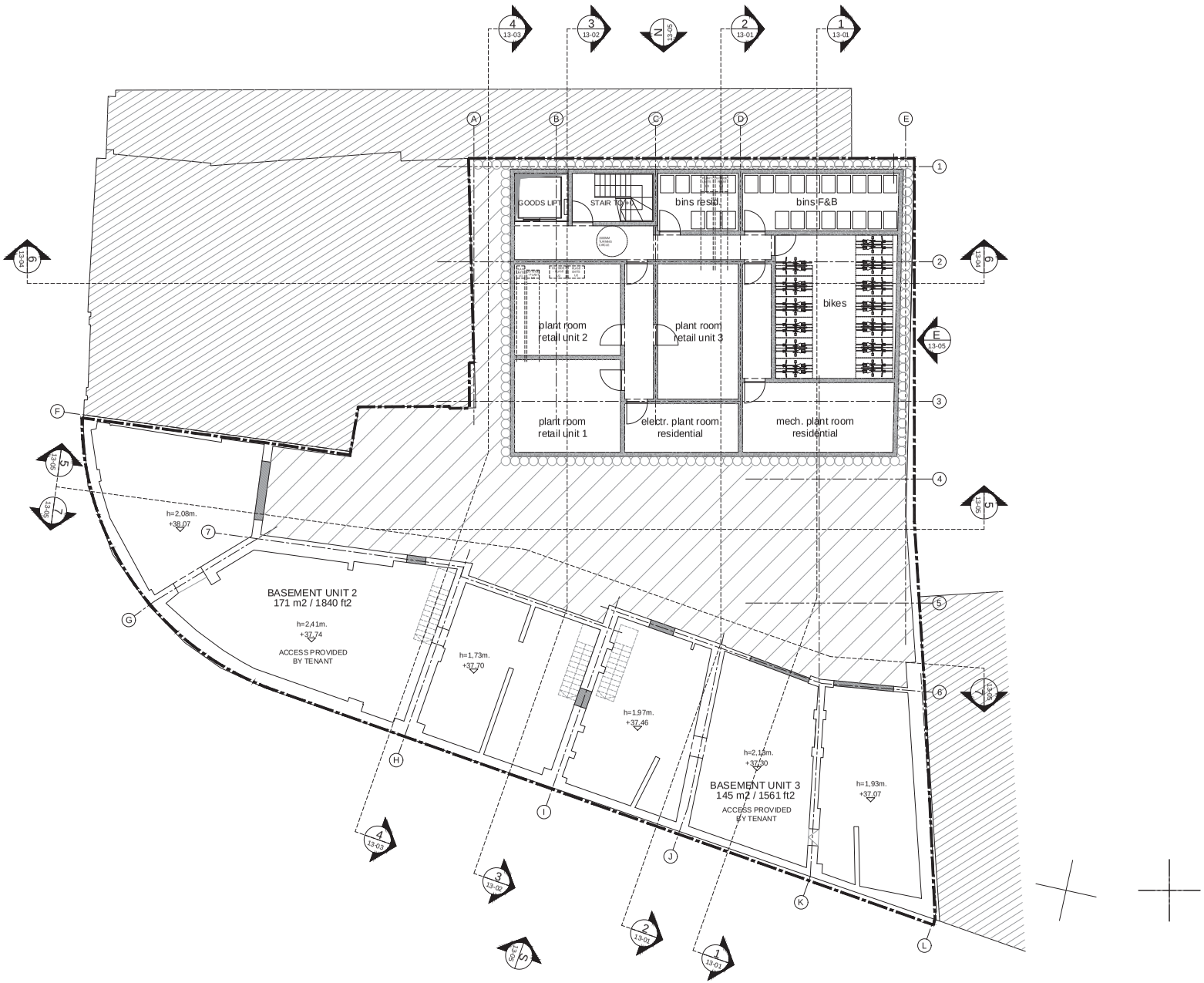
EXISTING + PROPOSED SITE PLANS

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT	FILE NAME
1:500 @ A1	1300 C 100 01 PLANS
ISSUE DATE	PROPOSED STATUS
08.04.2016	PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1300	100	001		



MATERIAL SPECIFICATION:

M1	Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
M2	Galvanised steel upstands to living roofs, +-600mm
BR1	Brick, 'Reading silver grey'
BR2	Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
C1	Pre-cast concrete expressed slab elements and lift core cladding, warm colour
G1	Full height open able doors, aluminium frame, polyester powder coated, off white colour
G2	Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
G3	Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
G4	Shop glass, new double glazed windows, configuration to be in line with original
G5	Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
G6	Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
R1	Membrane roof
R2	All gutters and downpipes to be concealed on new building
R3	Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
R4	Original roof tiles maintained or replaced with similar
F1	Bound gravel surface over SUDS attenuation storage layer
F2	FSC tropical hardwood decking with rough planed finish
F3	Precast concrete steps and landing
F4	Clay block paving
B1	Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
B2	Aluminium sheets polyester powder coated, anthracite colour
S1	Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT
JACKSONS CORNER
1-9 KING'S ROAD, READING

CLIENT
SG CAPITAL
INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

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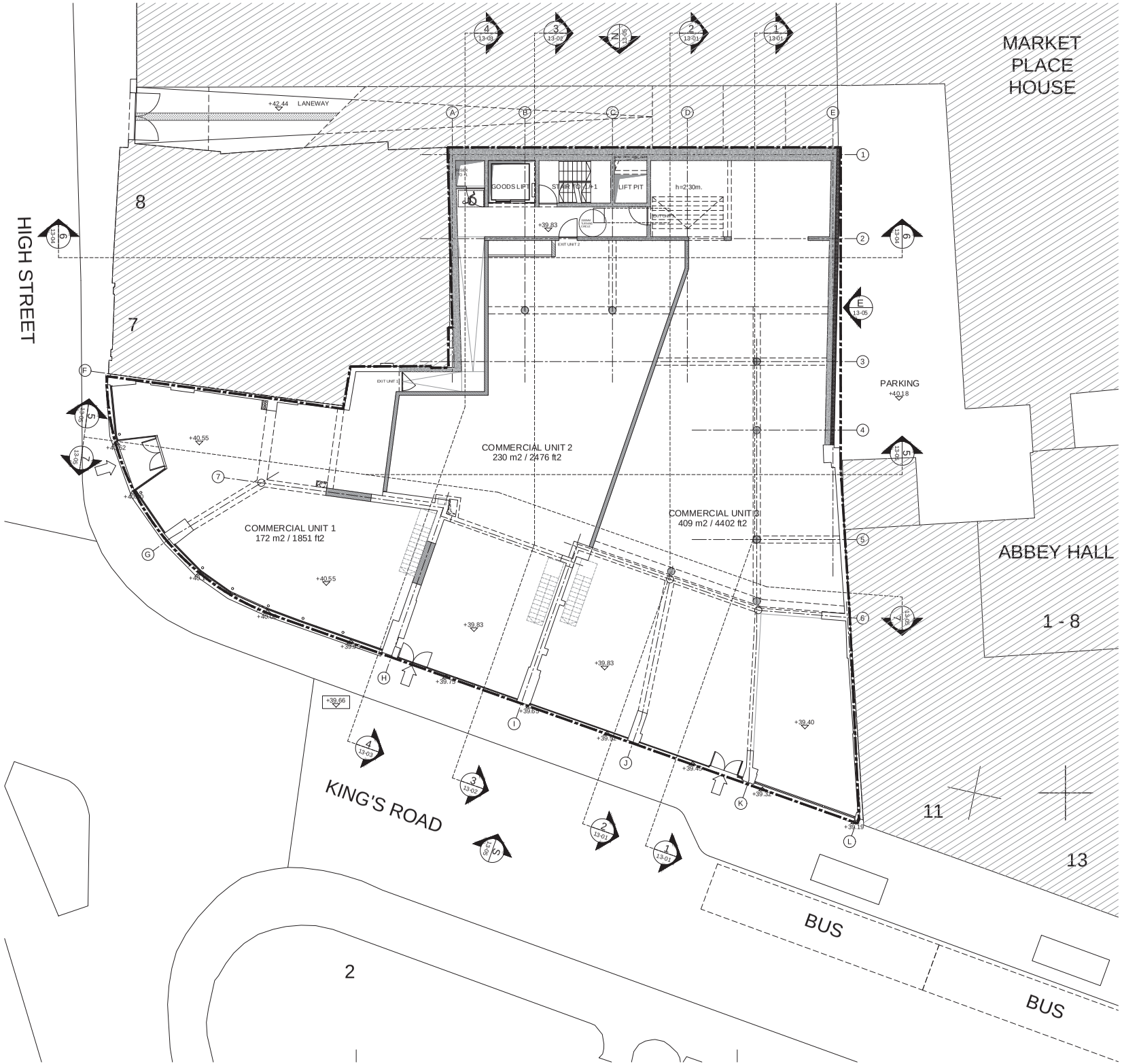
TITLE
BASEMENT PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT 1:100 @ A1	FILE NAME 1300 C 100 01 PLANS
ISSUE DATE 08.04.2016	PROPOSED STATUS PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1300	11	008		



MATERIAL SPECIFICATION:

- M1 Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
- M2 Galvanised steel upstands to living roofs, +-600mm
- BR1 Brick, 'Reading silver grey'
- BR2 Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
- C1 Pre-cast concrete expressed slab elements and lift core cladding, warm colour
- G1 Full height open able doors, aluminium frame, polyester powder coated, off white colour
- G2 Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
- G3 Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
- G4 Shop glass, new double glazed windows, configuration to be in line with original
- G5 Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
- G6 Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
- R1 Membrane roof
- R2 All gutters and downpipes to be concealed on new building
- R3 Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
- R4 Original roof tiles maintained or replaced with similar
- F1 Bound gravel surface over SUDS attenuation storage layer
- F2 FSC tropical hardwood decking with rough planed finish
- F3 Precast concrete steps and landing
- F4 Clay block paving
- B1 Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
- B2 Aluminium sheets polyester powder coated, anthracite colour
- S1 Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT
JACKSONS CORNER
1-9 KING'S ROAD, READING

CLIENT
SG CAPITAL
INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

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TITLE
GROUND FLOOR PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT	FILE NAME
1:100 @ A1	1300 C 100 01 PLANS
ISSUE DATE	PROPOSED STATUS
08.04.2016	PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1300	11	009		



MATERIAL SPECIFICATION:

- M1 Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
- M2 Galvanised steel upstands to living roofs, +-600mm
- BR1 Brick, 'Reading silver grey'
- BR2 Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
- C1 Pre-cast concrete expressed slab elements and lift core cladding, warm colour
- G1 Full height open able doors, aluminium frame, polyester powder coated, off white colour
- G2 Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
- G3 Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
- G4 Shop glass, new double glazed windows, configuration to be in line with original
- G5 Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
- G6 Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
- R1 Membrane roof
- R2 All gutters and downpipes to be concealed on new building
- R3 Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
- R4 Original roof tiles maintained or replaced with similar
- F1 Bound gravel surface over SUDS attenuation storage layer
- F2 FSC tropical hardwood decking with rough planed finish
- F3 Precast concrete steps and landing
- F4 Clay block paving
- B1 Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
- B2 Aluminium sheets polyester powder coated, anthracite colour
- S1 Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT
JACKSONS CORNER
1-9 KING'S ROAD, READING

CLIENT
SG CAPITAL
INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

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TITLE
FIRST FLOOR PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT 1:100 @ A1	FILE NAME 1300 C 100 01 PLANS
ISSUE DATE 08.04.2016	PROPOSED STATUS PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1300	11	010		



MATERIAL SPECIFICATION:

M1	Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
M2	Galvanised steel upstands to living roofs, +-600mm
BR1	Brick, 'Reading silver grey'
BR2	Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
C1	Pre-cast concrete expressed slab elements and lift core cladding, warm colour
G1	Full height open able doors, aluminium frame, polyester powder coated, off white colour
G2	Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
G3	Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
G4	Shop glass, new double glazed windows, configuration to be in line with original
G5	Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
G6	Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
R1	Membrane roof
R2	All gutters and downpipes to be concealed on new building
R3	Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
R4	Original roof tiles maintained or replaced with similar
F1	Bound gravel surface over SUDS attenuation storage layer
F2	FSC tropical hardwood decking with rough planed finish
F3	Precast concrete steps and landing
F4	Clay block paving
B1	Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
B2	Aluminium sheets polyester powder coated, anthracite colour
S1	Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT
JACKSONS CORNER
1-9 KING'S ROAD, READING

CLIENT
SG CAPITAL
INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

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TITLE
SECOND FLOOR PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT 1:100 @ A1	FILE NAME 1300 C 100 01 PLANS
ISSUE DATE 08.04.2016	PROPOSED STATUS PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1300	11	01	1	



MATERIAL SPECIFICATION:

M1	Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
M2	Galvanised steel upstands to living roofs, +-600mm
BR1	Brick, 'Reading silver grey'
BR2	Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
C1	Pre-cast concrete expressed slab elements and lift core cladding, warm colour
G1	Full height open able doors, aluminium frame, polyester powder coated, off white colour
G2	Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
G3	Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
G4	Shop glass, new double glazed windows, configuration to be in line with original
G5	Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
G6	Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
R1	Membrane roof
R2	All gutters and downpipes to be concealed on new building
R3	Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
R4	Original roof tiles maintained or replaced with similar
F1	Bound gravel surface over SUDS attenuation storage layer
F2	FSC tropical hardwood decking with rough planed finish
F3	Precast concrete steps and landing
F4	Clay block paving
B1	Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
B2	Aluminium sheets polyester powder coated, anthracite colour
S1	Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT
JACKSONS CORNER
1-9 KING'S ROAD, READING

CLIENT
SG CAPITAL
INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

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TITLE
THIRD FLOOR PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT 1:100 @ A1	FILE NAME 1300 C 100 01 PLANS
ISSUE DATE 08.04.2016	PROPOSED STATUS PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1300	11	012		



MATERIAL SPECIFICATION:

- M1 Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
- M2 Galvanised steel upstands to living roofs, +-600mm
- BR1 Brick, 'Reading silver grey'
- BR2 Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
- C1 Pre-cast concrete expressed slab elements and lift core cladding, warm colour
- G1 Full height open able doors, aluminium frame, polyester powder coated, off white colour
- G2 Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
- G3 Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
- G4 Shop glass, new double glazed windows, configuration to be in line with original
- G5 Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
- G6 Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
- R1 Membrane roof
- R2 All gutters and downpipes to be concealed on new building
- R3 Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
- R4 Original roof tiles maintained or replaced with similar
- F1 Bound gravel surface over SUDS attenuation storage layer
- F2 FSC tropical hardwood decking with rough planed finish
- F3 Precast concrete steps and landing
- F4 Clay block paving
- B1 Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
- B2 Aluminium sheets polyester powder coated, anthracite colour
- S1 Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT
JACKSONS CORNER
1-9 KING'S ROAD, READING

CLIENT
SG CAPITAL
INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

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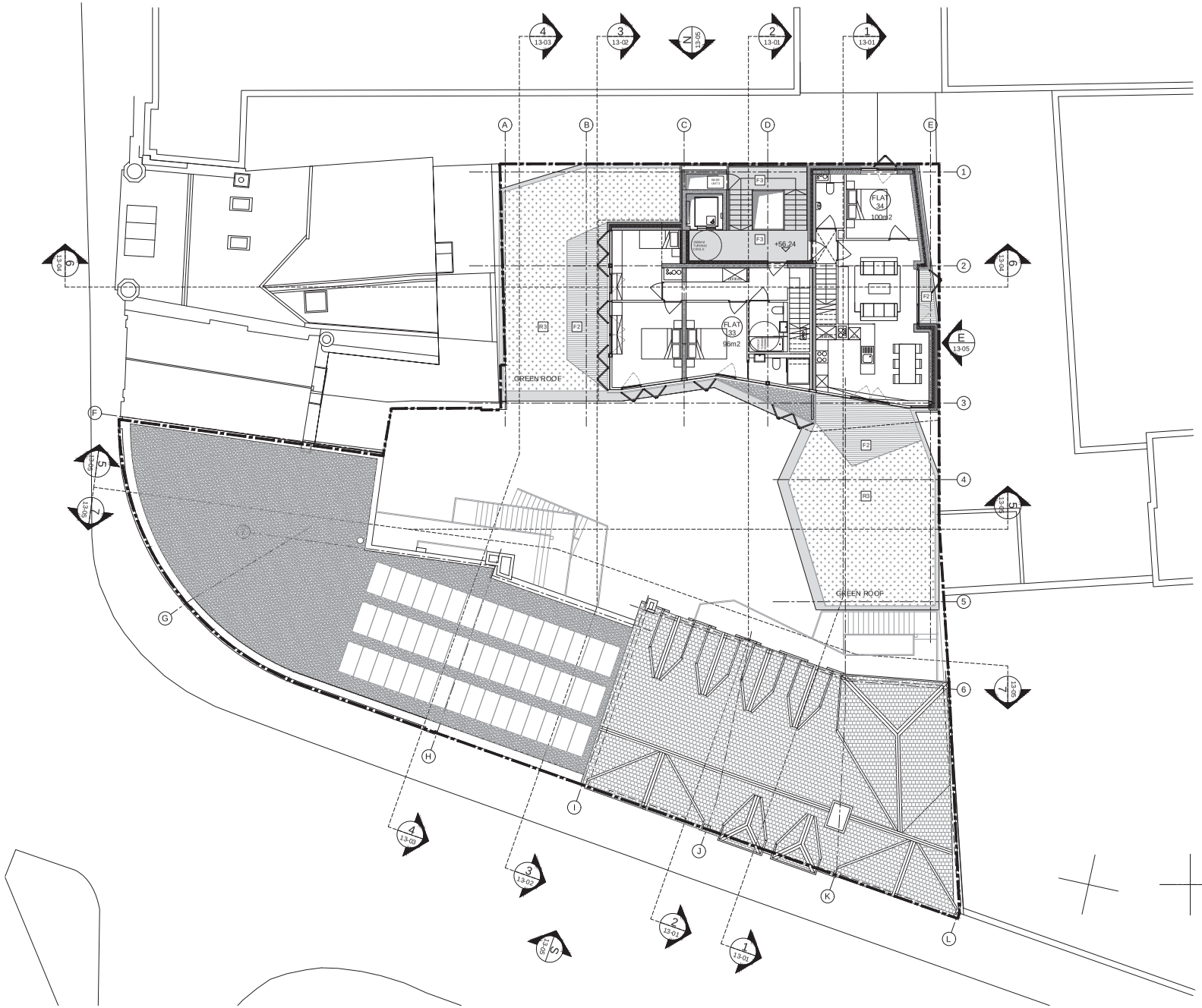
TITLE
FOURTH FLOOR PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT	FILE NAME
1:100 @ A1	1300 C 100 01 PLANS
ISSUE DATE	PROPOSED STATUS
08.04.2016	PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1300	11	013		



MATERIAL SPECIFICATION:

M1	Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
M2	Galvanised steel upstands to living roofs, +-600mm
BR1	Brick, 'Reading silver grey'
BR2	Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
C1	Pre-cast concrete expressed slab elements and lift core cladding, warm colour
G1	Full height open able doors, aluminium frame, polyester powder coated, off white colour
G2	Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
G3	Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
G4	Shop glass, new double glazed windows, configuration to be in line with original
G5	Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
G6	Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
R1	Membrane roof
R2	All gutters and downpipes to be concealed on new building
R3	Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
R4	Original roof tiles maintained or replaced with similar
F1	Bound gravel surface over SUDS attenuation storage layer
F2	FSC tropical hardwood decking with rough planed finish
F3	Precast concrete steps and landing
F4	Clay block paving
B1	Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
B2	Aluminium sheets polyester powder coated, anthracite colour
S1	Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT

JACKSONS CORNER

1-9 KING'S ROAD, READING

CLIENT

SG CAPITAL

INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

DESIGNERS

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Architecture+Urbanism
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TITLE

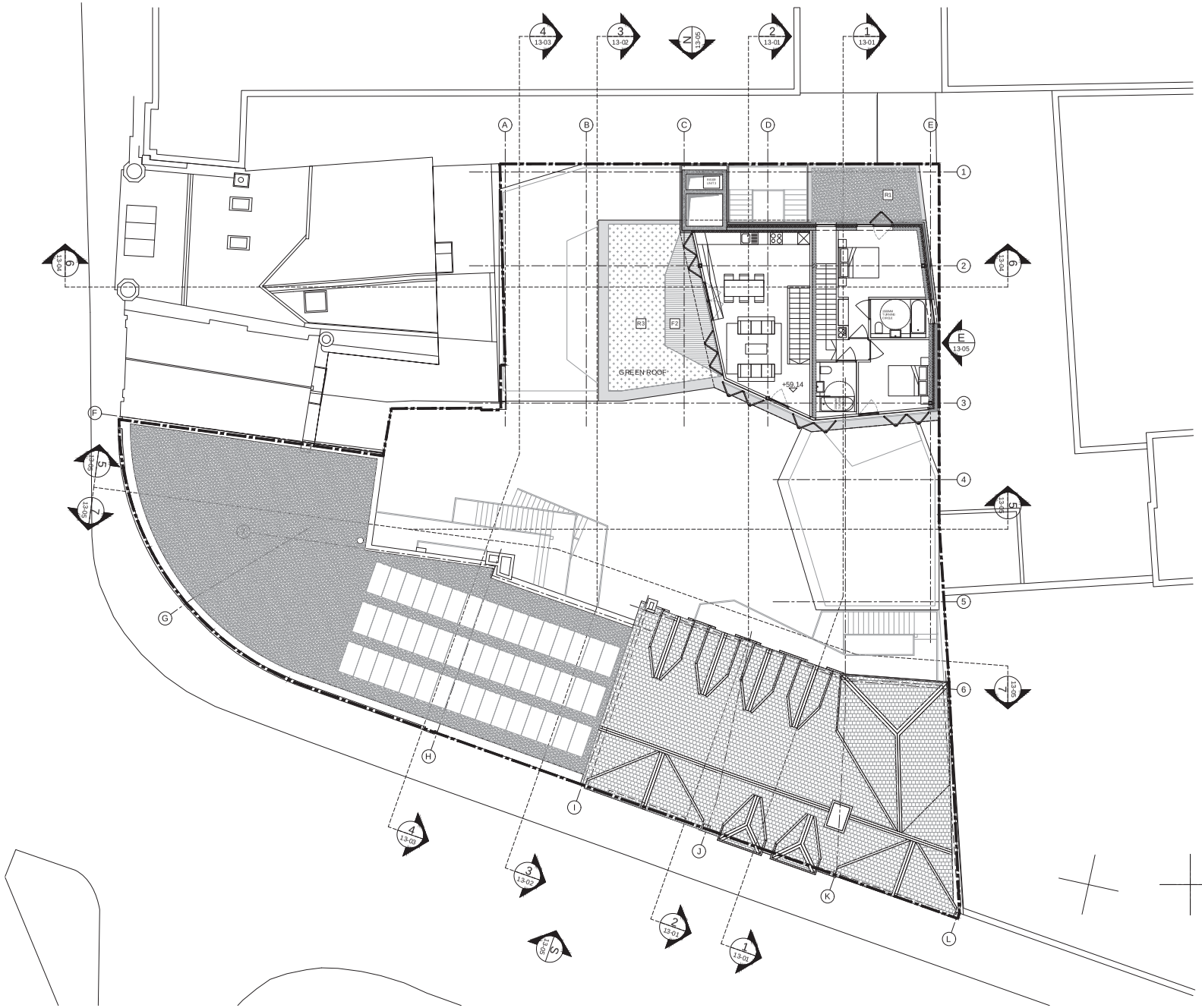
FIFTH FLOOR PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT 1:100 @ A1	FILE NAME 1300 C 100 01 PLANS
ISSUE DATE 08.04.2016	PROPOSED STATUS PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1 3 0 0	1 1	0 1 4		



MATERIAL SPECIFICATION:

M1	Perforated folding metal screens, polyester powder coated, exact pattern to be determined, off white colour
M2	Galvanised steel upstands to living roofs, +-600mm
BR1	Brick, 'Reading silver grey'
BR2	Existing brick wall retained where possible. Unusable openings blocked up or expanded to form new door or window openings. Badgeon finish (lightly skimmed with cement to give a textured brick surface), off white colour
C1	Pre-cast concrete expressed slab elements and lift core cladding, warm colour
G1	Full height open able doors, aluminium frame, polyester powder coated, off white colour
G2	Inward opening aluminium windows polyester powder coated, off white colour. Frameless glass balustrade fixed to sides of window on exterior side
G3	Full height fixed glazing, aluminium frame, polyester powder coated, off white colour
G4	Shop glass, new double glazed windows, configuration to be in line with original
G5	Double glazed sliding sash timber framed windows to replace original, paint finish, colour to match original
G6	Double glazed casement windows timber framed, maintaining proportion of original, paint finish, off white colour
R1	Membrane roof
R2	All gutters and downpipes to be concealed on new building
R3	Living roof: semi-extensive. Mixed shrub and herbaceous planting. Drought tolerant species visually permeable webnet edge protection
R4	Original roof tiles maintained or replaced with similar
F1	Bound gravel surface over SUDS attenuation storage layer
F2	FSC tropical hardwood decking with rough planed finish
F3	Precast concrete steps and landing
F4	Clay block paving
B1	Continuous steel circular rods (vertical), equally spaced, with steel flatbar welded top and base. Polyester powder coated coated, off white colour
B2	Aluminium sheets polyester powder coated, anthracite colour
S1	Signage spandrel to be 1 consistant colour across whole length of development frontage. Colour to be confirmed (anthracite)

N

0 1m 2m 5m 10m

PROJECT

JACKSONS CORNER

1-9 KING'S ROAD, READING

CLIENT

SG CAPITAL

INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

DESIGNERS

S333
Architecture+Urbanism
London

70 Cowcross
London EC1M 6EJ
Tel : +44(0) 20 7336 7026
Fax: +44(0) 20 7336 7027
info@s333.org
www.s333.org

TITLE

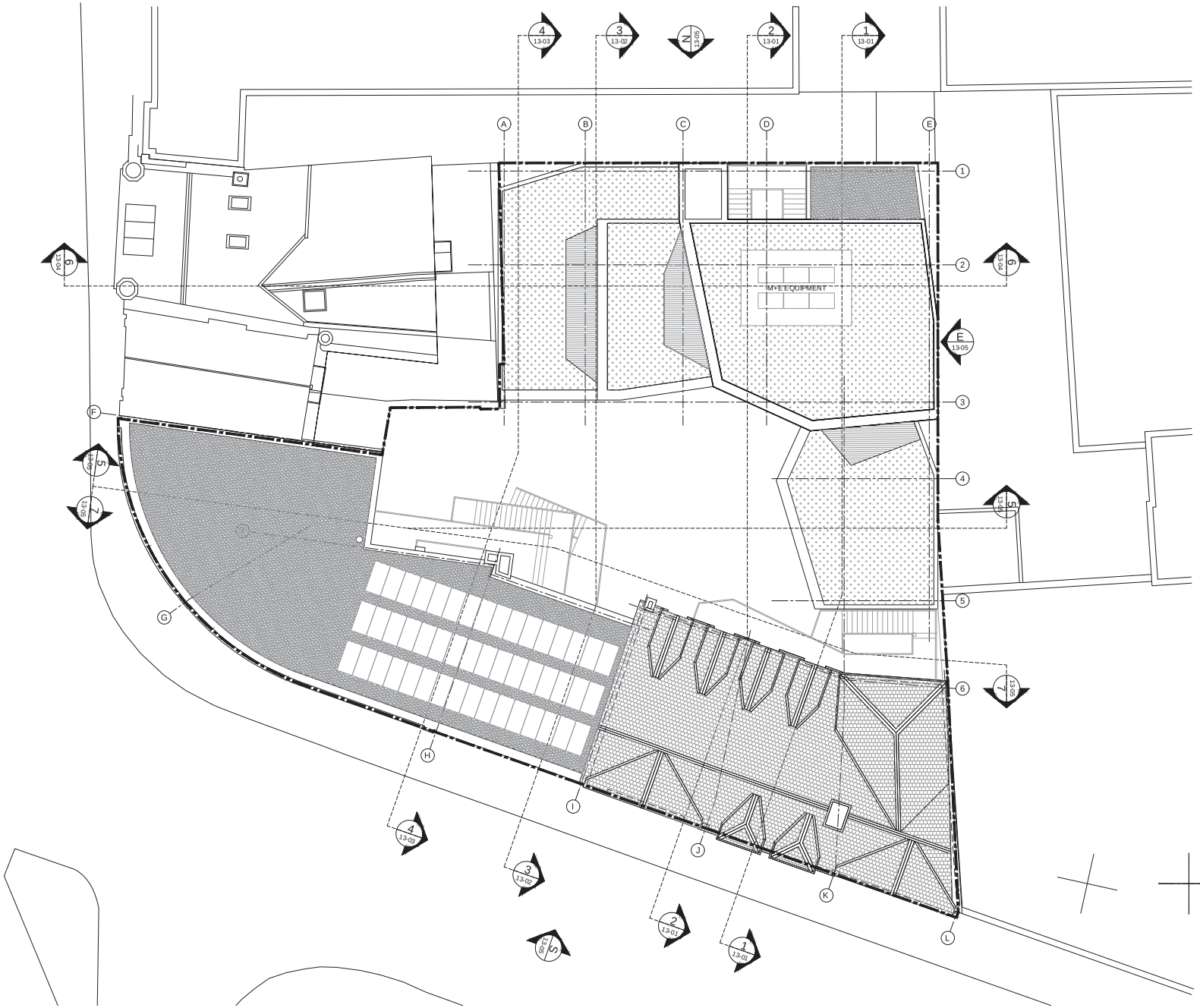
SIXTH FLOOR PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT 1:100 @ A1	FILE NAME 1300 C 100 01 PLANS
ISSUE DATE 08.04.2016	PROPOSED STATUS PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1300	11	015		



MATERIAL SPECIFICATION:

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N

0 1m 2m 5m 10m

PROJECT

JACKSONS CORNER

1-9 KING'S ROAD, READING

CLIENT

SG CAPITAL

INTERNATIONAL HOUSE, 1-6 YARMOUTH PLACE, W1J 7BU

DESIGNERS

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TITLE

ROOF PLAN

	NAME	SIGNATURE	DATE
Drawn by	AMc		08.04.16
Checked			

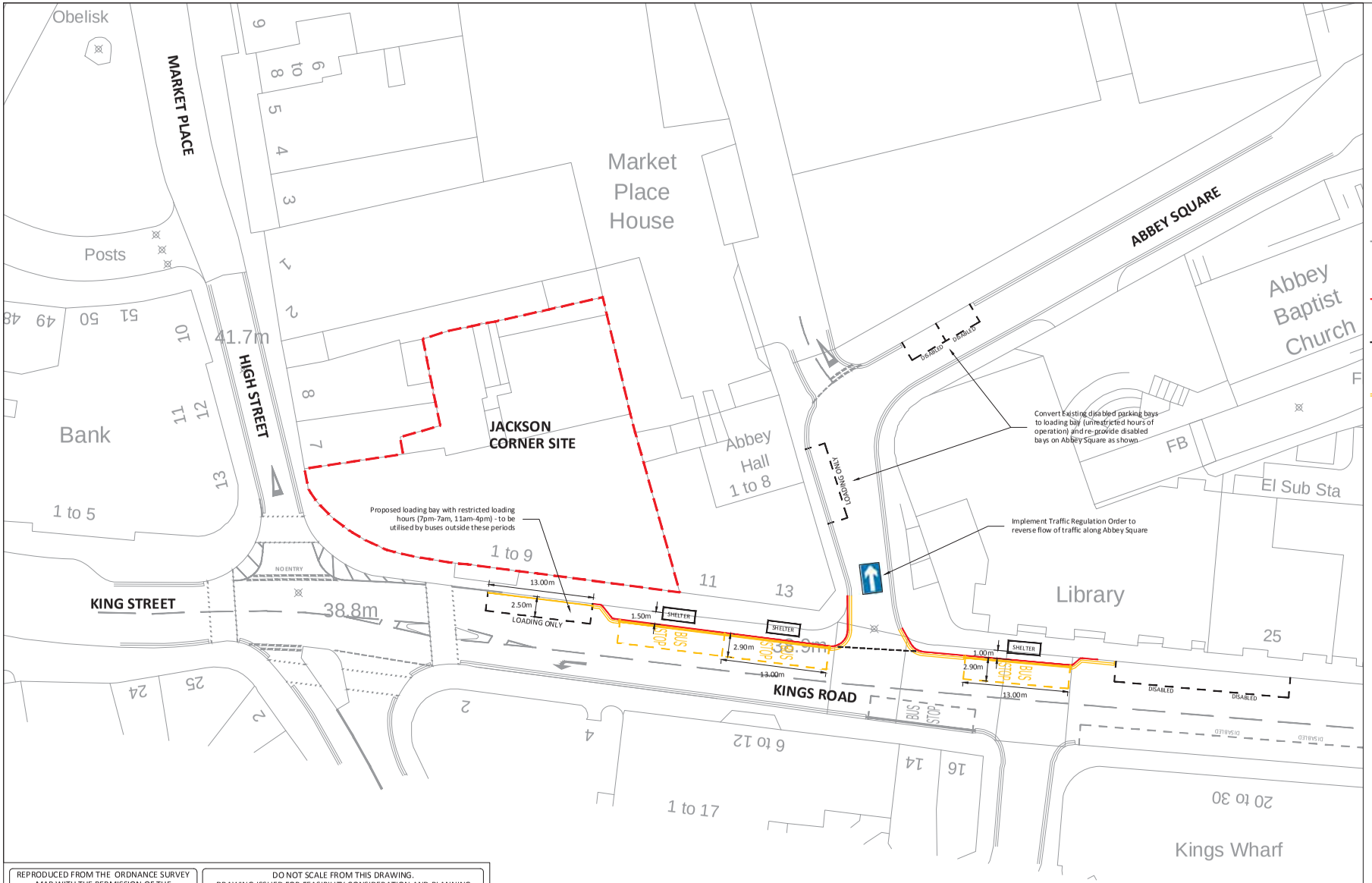
Revision A		
Revision B		
Revision C		
Revision D		

SCALE @ FORMAT 1:100 @ A1	FILE NAME 1300 C 100 01 PLANS
ISSUE DATE 08.04.2016	PROPOSED STATUS PLANNING APPLICATION

PROJECT	TYPE	SEQUENCE No.	REV.	NOTE
1 3 0 0	1 1	0 1 6		

APPENDIX E

SERVICING ARRANGEMENTS AND SWEPT PATH ANALYSIS



Existing carriageway alignment / markings to be retained

Proposed kerbworks

Proposed carriageway markings

Proposed waiting restrictions

SHELTER — Replacement bus passenger infrastructure

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i-Transport

4 Lombard Street, London, EC3V 9HD

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www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: DRAFT

TITLE: BUS STOP AND LOAD ARRANGEMENTS ON KINGS ROAD

PROJECT: MARKET PLACE READING

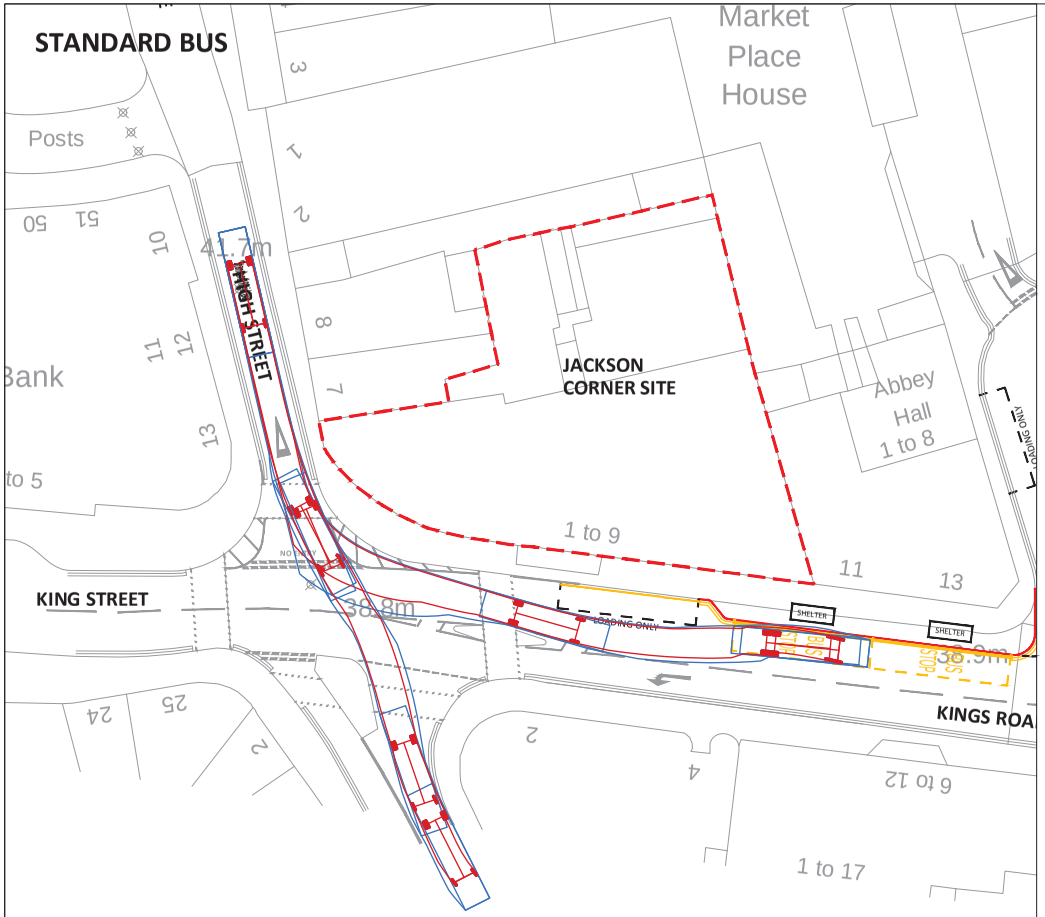
CLIENT: SG CAPITAL

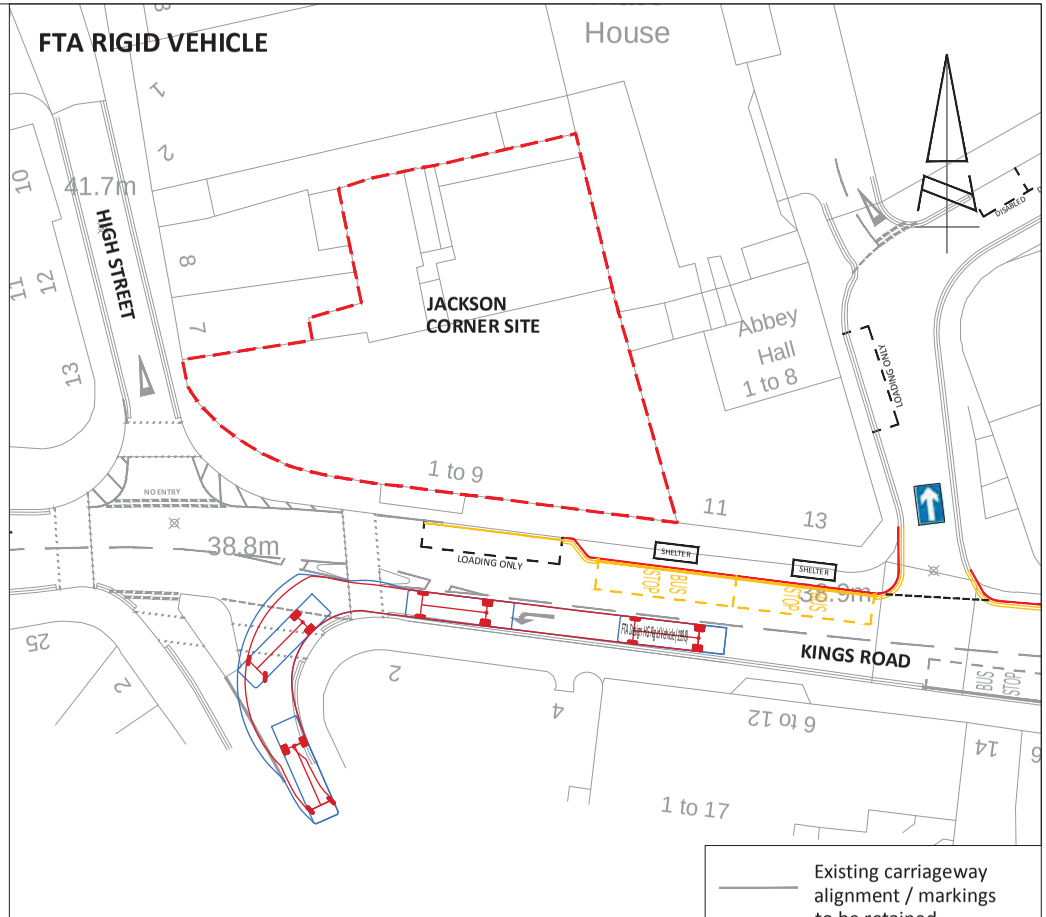
SCALE @ A3:	CHECKED:	APPROVED:
1:500	DF	JCB
FILE REF:	DRAWN:	DATE:
ITL11250-SK-001	RN	16.11.15

DRAWING No: ITL11250-SK-001

PROJECT No: ITL11250

REV:





Existing carriageway alignment / markings to be retained

Proposed kerbworks

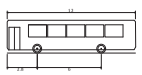
Proposed carriageway markings

Proposed waiting restrictions

SHELTER Replacement bus passenger infrastructure

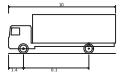
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'Standard' Rigid Bus

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.060m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	10.771m



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	11.000m

i-Transport

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www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: DRAFT

TITLE: BUS STOP AND LOAD ARRANGEMENTS ON KINGS ROAD
SWEPT PATH ANALYSIS

PROJECT: MARKET PLACE READING

CLIENT: SG CAPITAL

SCALE @ A3:	CHECKED:	APPROVED:
1:500	DF	JCB
FILE REF:	DRAWN:	DATE:
ITL11250-SK-002	RN	16.11.15

DRAWING No: ITL11250-SK-002

PROJECT No: ITL11250 REV:

APPENDIX F TRICS OUTPUTS

Calculation Reference: AUDIT-236603-151110-1101

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 days
	SC	SURREY	1 days
03	**SOUTH WEST**		
	DC	DORSET	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
10	**WALES**		
	FS	FLINTSHIRE	1 days
11	**SCOTLAND**		
	HI	HIGHLAND	1 days

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

Filtering Stage 2 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 140 (units:)
Range Selected by User: 6 to 140 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 26/05/15

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:

Monday	2 days
Tuesday	2 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 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 undertaking using machines.

Selected Locations:

Town Centre	3
Edge of Town Centre	5

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	5
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.

Filtering Stage 3 selection:

Use Class:

C3	8 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:

10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	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:

50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	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	1 days
1.1 to 1.5	7 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:

No	8 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.

LIST OF SITES relevant to selection parameters

1 **CB-03-C-01** **BLOCK OF FLATS** **CUMBRIA**
KING STREET

CARLISLE
Town Centre
Built-Up Zone
Total Number of dwellings: 40
Survey date: THURSDAY *12/06/14* *Survey Type: MANUAL*

2 **CH-03-C-01** **BLOCKS OF FLATS** **CHESHIRE**
NEW CRANE STREET

CHESTER
Edge of Town Centre
Residential Zone
Total Number of dwellings: 60
Survey date: FRIDAY *17/10/08* *Survey Type: MANUAL*

3 **DC-03-C-01** **BLOCKS OF FLATS** **DORSET**
ABBOTSBURY ROAD

WEYMOUTH
Edge of Town Centre
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY *08/07/08* *Survey Type: MANUAL*

4 **EX-03-C-02** **BLOCK OF FLATS** **ESSEX**
WESTCLIFF PARADE
WESTCLIFF
SOUTHEND-ON-SEA
Edge of Town Centre
Residential Zone
Total Number of dwellings: 94
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

5 **FS-03-C-01** **BLOCK OF FLATS** **FLINTSHIRE**
WREXHAM STREET

MOLD
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 30
Survey date: MONDAY *06/07/09* *Survey Type: MANUAL*

6 **GM-03-C-03** **BLOCK OF FLATS** **GREATER MANCHESTER**
FAIRFIELD STREET

MANCHESTER
Town Centre
Built-Up Zone
Total Number of dwellings: 20
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

7 **HI-03-C-01** **FLATS** **HIGHLAND**
SHORE STREET

INVERNESS
Town Centre
Residential Zone
Total Number of dwellings: 38
Survey date: WEDNESDAY *20/05/09* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 SC-03-C-01 FLATS SURREY
HEATHCOTE ROAD

CAMBERLEY
Edge of Town Centre
Residential Zone
Total Number of dwellings: 140
Survey date: MONDAY *21/07/08* *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
EX-03-C-01	Parking ratio incompatible
SA-03-C-01	Parking ratio incompatible
WM-03-C-03	Parking ratio incompatible

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	8	56	0.069	8	56	0.314	8	56	0.383
08:00 - 09:00	8	56	0.129	**8**	**56**	**0.405**	8	56	0.534
09:00 - 10:00	8	56	0.122	8	56	0.234	8	56	0.356
10:00 - 11:00	8	56	0.209	8	56	0.229	8	56	0.438
11:00 - 12:00	8	56	0.136	8	56	0.234	8	56	0.370
12:00 - 13:00	8	56	0.212	8	56	0.207	8	56	0.419
13:00 - 14:00	8	56	0.245	8	56	0.241	8	56	0.486
14:00 - 15:00	8	56	0.200	8	56	0.198	8	56	0.398
15:00 - 16:00	8	56	0.249	8	56	0.167	8	56	0.416
16:00 - 17:00	8	56	0.281	8	56	0.180	8	56	0.461
17:00 - 18:00	**8**	**56**	**0.423**	8	56	0.225	**8**	**56**	**0.648**
18:00 - 19:00	8	56	0.307	8	56	0.116	8	56	0.423
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.582			2.750			5.332

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 - 140 (units:)
Survey date date range:	01/01/07 - 26/05/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX G TRIP CALCULATIONS

APPENDIX F - TRIP RATE CALCULATIONS

Number of Dwellings

34

	AM Peak (8 - 9)			PM Peak (17 - 18)		
	Arrival	**Departure**	**Two-way**	**Arrival**	**Departure**	**Two-way**
Trip Rates (Total Person)	0.129	0.405	0.534	0.423	0.225	0.648
Trips (Total Person)	4	14	18	14	8	22

Total Trips

Mode of travel	**Modal Split**	**AM Peak (8 - 9)**			**PM Peak (17 - 18)**		
		Arrival	**Departure**	**Two-way**	**Arrival**	**Departure**	**Two-way**
Train	29%	1	4	5	4	2	6
Bus, minibus or coach	13%	1	2	2	2	1	3
Other	2%	0	0	0	0	0	0
Driving a car or van	22%	1	3	4	3	2	5
Passenger in a car or van	1%	0	0	0	0	0	0
Bicycle	3%	0	0	1	0	0	1
On foot	30%	1	4	5	4	2	7
Total Person Trips	**100%**	**4**	**14**	**18**	**14**	**8**	**22**

Source: Method of Travel to Work, 2011 (QS701EW) (Combined Output Area; Reading 011F and Reading 011H).

Total Trips (Car Trips Reassigned on a 'pro rata' basis)

Mode of travel	**Modal Split**	**AM Peak (8 - 9)**			**PM Peak (17 - 18)**		
		Arrival	**Departure**	**Two-way**	**Arrival**	**Departure**	**Two-way**
Train	37%	1	5	7	5	3	8
Bus, minibus or coach	16%	1	2	3	2	1	4
Other	2%	0	0	0	0	0	0
Passenger in a car or van	2%	0	0	0	0	0	0
Bicycle	4%	0	1	1	1	0	1
On foot	39%	2	5	7	5	3	9
Total Person Trips	**100%**	**4**	**14**	**18**	**14**	**8**	**22**



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