



Proposed Change of Use
26 Portman Road, Reading
Transport Statement

For
The Door Store

Document Control Sheet

Transport Statement

26 Portman Road, Reading

The Door Store

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of The Door Store to accompany a planning application for a change of use from a sui generis use as a car dealership to a B8 warehouse (1344 square metres) with an ancillary trade counter (542 square metres).
- 1.2 The site is located at 26 Portman Road, Reading, within the Portman Road industrial area, however, access to the site is via Loverock Road to the rear of the premises. Loverock Road is a service road which provides access to the majority of units within the estate.
- 1.3 The site has a substantial car park and is within 500 metres of bus stops on the Oxford Road. In front of the property is a cycleway which provides access to the town centre and districts to the west.
- 1.4 The site currently comprises a car dealership with the last occupiers belonging to a Mazda franchise, which provided MOT's and servicing alongside the car sales element. Prior to this the site was Reading's main dealership for Alfa / Romeo and Saab again providing full servicing facilities.
- 1.5 This report has been prepared in accordance with current best practice guidance and demonstrates that:
 - ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ The site is accessible by public transport, walking and cycling;
 - ▶ Suitable and appropriate access to the site can be achieved from Loverock Road;
 - ▶ The level of parking provision proposed complies with the requirements of Reading Borough Council's Supplementary Planning Document "Revised Parking Standards and Design"; and,
 - ▶ The levels of traffic associated with the proposals will be negligible.
- 1.6 Following this introduction, the Transport Statement is split into five sections as follows:
 - ▶ Section 2 outlines the transport planning policies that are considered to be pertinent to this application;
 - ▶ Section 3 reviews the accessibility of the site by all modes of transport;
 - ▶ Section 4 reviews the proposed development;
 - ▶ Section 5 reviews the trip generation associated with the proposals; and,
 - ▶ Section 6 summarises and concludes this report.

2.0 Policy

National Planning Policy Framework

2.1 The National Planning Policy Framework (NPPF) was published in March 2012, and replaces the previous national planning policies that were set out in the various Planning Policy Guidance Notes / Statements. With regard to transport, the NPPF replaces policy contained within PPG13 (Transport).

2.2 The NPPF sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances. In this regard, paragraph 29 of the NPPF states that:

"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."

2.3 Moreover, paragraph 30 states that:

"... local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport."

2.4 Furthermore, when considering development proposals paragraph 32 of the NPPF states that:

"All developments that generate significant amounts of movements, as determined by local criteria, should be supported by a Transport Statement or Transport Assessment. Planning policies and decisions should consider 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."*

2.5 Paragraph 32 also states that:

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

2.6 With regards parking Paragraph 39, states that:

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

- ▶ *The accessibility of the development*
- ▶ *The type, mix and use of development*
- ▶ *The availability of and opportunities for public transport*
- ▶ *Local car ownership levels; and*
- ▶ *An overall need to reduce the use of high-emission vehicles*

Planning Practice Guidance

- 2.7 The Planning Practice Guidance is the Department for Communities and Local Governments (DCLG) web based planning resource which was launched on the 6th March 2014 and replaces the previous planning circulars and directions which have been cancelled. The web based guidance brings together the planning practice guidance for England in a single location and is an indication of the Secretary of States views on how the policies within the NPPF should be implemented. With regards parking provision, paragraph 008 states:

"...local authorities should seek to ensure parking provision is appropriate to the needs of the development"

Reading Borough Council Local Development Framework

- 2.8 Planning applications within Reading Borough are assessed against the planning policies contained within the Core Strategy adopted in January 2008 and The Sites and Detailed Policies Document adopted in October 2012.
- 2.9 A summary of the policies which are relevant to the proposals are as follows:
- ▶ *Core Strategy Policy CS22 - Transport Assessments*: Developments should ensure an adequate level of accessibility.
 - ▶ *Core Strategy Policy CS24 - Car/Cycle Parking*: Car parking standards and cycle parking requirements will be applied in relation to the accessibility of locations to sustainable transport facilities.
 - ▶ *Sites and Detailed Policies Document Policy DM12*: Access and servicing arrangements to developments should be safe and comply with the Highway Authorities standards.
- 2.10 Having regard to core strategy policy CS24 it should be noted that the adopted parking standards are set out in the Reading Borough Council Supplementary Planning Document entitled "*Revised Parking Standards and Design*" adopted October 2011. The guidance operates on a zonal system depending on the proximity of sites to local centres and public transport provision. The site is located on the boundary of Zone 2 and Zone 3 and warehouses / retail located within these zones should provide the following amount of parking:

Land Use	Parking Standard Zone 2	Parking Standard Zone 3
A1 Non-Food Retail up to 1000m ²	1 space per 50m ²	1 space per 40m ²
B8 Storage and Distribution	1 space per 200m ²	1 space per 150m ²

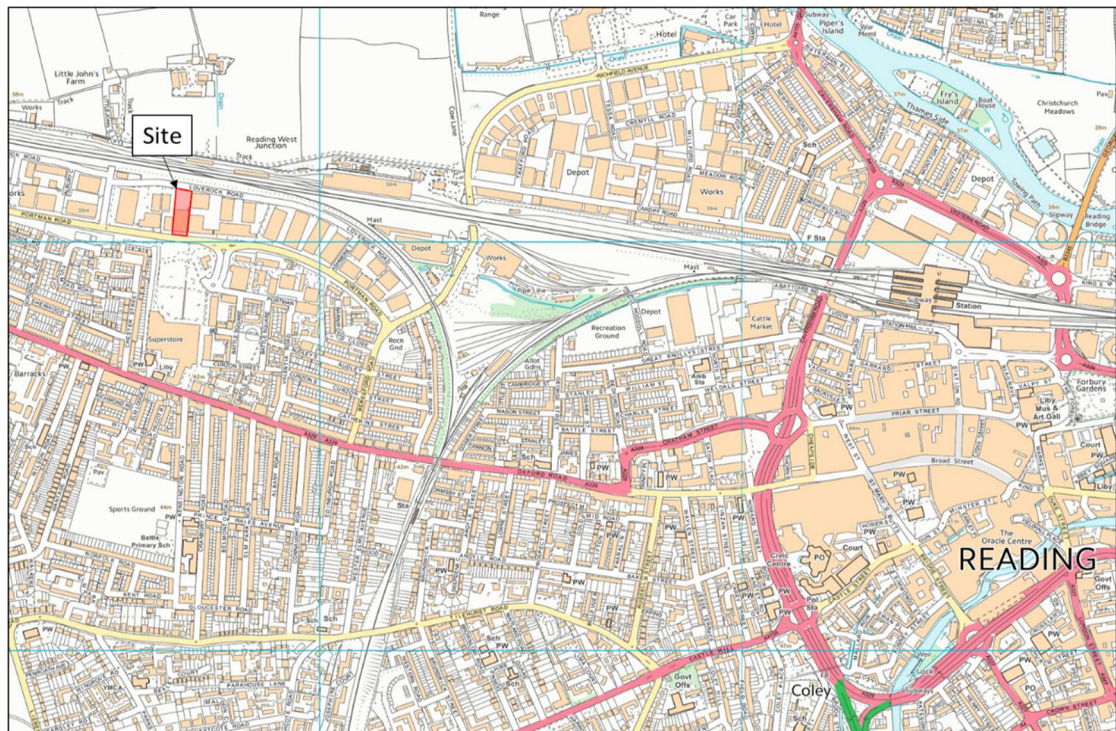
Table 2.1 – Reading Borough Council Parking Standards

Summary

- 2.11 On the basis of the above review it is evident that the location of an application site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposed development. Furthermore, developers are required to provide appropriate levels of parking that will encourage users to travel by modes other than the private car whilst accommodating the anticipated parking demands.
- 2.12 The following sections of this report therefore review the accessibility of the site and evaluate the parking provision and trip generation for the proposals.

3.0 Baseline Conditions

- 3.1 The existing car dealership is located on Portman Road within the Portman Road Industrial Area (PRIA). Access is achieved via Loverock Road, which acts as a service road to the other commercial units in the PRIA. Car parking spaces perpendicular to the carriageway, located on the northern side of the carriageway, are provided for the general use of businesses within the industrial estate.
- 3.2 To the south of the site lies the Battle Hospital, which has been redeveloped and comprises a Tesco superstore alongside a residential development. To the north of site is the main Great Western Railway main line. The location of the site is shown below.



Site Location

- 3.3 The site currently comprises a modern light industrial unit with a large hard standing to the north of the building. This hard standing comprises an outside sales area for vehicles together with the provision of 31 car parking spaces, as shown on the existing site plan, [Appendix A](#). The site has no provision for deliveries by large vehicles which have to use the adjacent service road or Loverock Road. The total gross internal area of the building is 1918 square metre, split as follows;

- ▶ Sales – 581 square metres;
- ▶ Servicing & MOT – 1097 square metres;
- ▶ Offices – 160 square metres; and,
- ▶ Ancillary – 80 square metres

Baseline Traffic Flows

- 3.4 In order to quantify the levels of traffic flows that are likely to be attracted to the existing use at the site, the TRICS database (version 7.2.3) has been interrogated using the following search parameters:
- ▶ Land Use – Car Show Room with servicing
 - ▶ Regions – England (excluding Greater London);
 - ▶ Date Range – 01/01/98 to 15/11/10

- ▶ Floor Area – 1350 to 2900 sqm;
- ▶ Selected Days – Weekdays; and,
- ▶ Selected Locations – Suburban and Edge of Town.

3.5 The results of the TRICS interrogation are shown in Table 3.1 and are provided at [Appendix B](#).

Time Period	Trip Rate (per 100 sqm)			Trip Attraction (1,918 sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (07:00-08:00)	0.660	0.275	0.935	13	5	18
PM Peak (17:00-18:00)	0.177	0.425	0.602	3	8	11
Daily (07:00-19:00)	5.371	5.233	10.604	102	99	201

Table 3.1 – Trip Rate and Trip Attraction for Existing Car Showroom

3.6 Table 3.1 indicates that the existing car showroom at the site has the potential to attract approximately 18 and 11 vehicle movements in the weekday morning and evening peaks respectively, and approximately 201 vehicle movements across a typical day.

Sustainable Transport Accessibility

3.7 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 prepared several guidance documents that provide 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 (Planning for Walking, 2015);
- ▶ The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015); and,
- ▶ Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations (Planning for Walking, 2015).

3.8 It should be noted that the Highways Officers provided comments regarding sustainability within the temporary planning consent in 2011, which stated “*The application site is situated midway along Cardiff Road, which is outside of the town centre area (as defined within the Borough Plan) but still within walking distance of the rail and bus interchange in the town centre so is therefore accessible to good public transport links.*” Since these comments were made the new northern interchange and entrance to Reading Station has opened reducing the distance from the station entrance to the site.

Accessibility by Walking and Cycling

3.9 Loverock Road is 7.3 metres wide with a 1.8 metre wide footway along the southern side of the carriageway. Footways to the south of the site provide access to Oxford Road, a main public transport corridor.

3.10 Reading has an extensive network of cycle routes and these are shown within [Appendix C](#). Portman Road has an off road cycleway along its northern carriageway edge, Reading Cycle Route R5, linking the station and town centre with Tilehurst and Purley to the west. From the station there are several designated cycle routes which provide access to south, north and east Reading.

Accessibility by Bus

- 3.11 The nearest bus stops are on Oxford Road approximately 400 metres from the site by foot. These bus stops provide access to routes 15, 16, and 17 and are operated by Reading Buses. The timetables for these services are included as [Appendix D](#). The table below summarises the bus services and destinations available from these bus stops.

Service Number and Route		Approximate Frequency	
		Monday - Saturdays	Sundays
15	Reading – Dee Park – Tilehurst	Every 15 -20 minutes	Every 30 minutes
16	Reading – Tilehurst Station - Purley	Every 15-20 minutes	Every 30 minutes
17	Early – Reading - Tilehurst	Every 7-8 minutes	Every 10 minutes

Table 3.2 – Bus Services

- 3.12 The bus interchange at Reading Station is within 2 kilometres of the site and provides access to a large range of services covering the entire Greater Reading area as well as outlying settlements. A copy of the is included in [Appendix E](#).

Accessibility by Rail

- 3.13 Reading West railway station is located approximately 1 kilometre to the east of the site, where there are two stopping services an hour between Reading and Basingstoke, and Reading and Newbury. Reading railway station is located approximately 2 kilometres to the east of the site and is easily accessible by foot and public transport. Reading railway station is the second busiest interchange station in England after Birmingham New Street and is located at the cross point of the main western main line and north south cross country lines. Destinations that can be accessed from Reading railway station including Newbury, Bournemouth, Manchester Piccadilly, London Paddington, Oxford, Penzance, London Waterloo, Cardiff Central, Newcastle, Bristol Temple Meads and Gatwick Airport.

Summary of Baseline Conditions

- 3.14 The above review demonstrates the site is readily accessible by a variety of modes of transport that will give people a choice in how they travel. It is therefore considered that the location of the site accords with the guiding principles of the National Planning Policy Framework and the adopted policies of Reading Borough Councils Local Development Framework.

4.0 Proposed Development

Overview

- 4.1 The proposals seek to change the use of the existing car showroom and servicing areas to a warehouse with an ancillary trade counter provided with a delivery area and 31 car parking spaces. A copy of the site layout plan is provided at [Appendix F](#).

Access Arrangements

- 4.2 Access to the car park will remain the same as the existing car park layout via the in and out arrangement from the service road adjacent to the site. A new service yard will be provided to enable heavy goods vehicles to undertake deliveries. This will be accessed via a new access from Loverock Road. The layout of the access and visibility splays provided of 2.4 metres by 60 metres are in accordance with Reading Boroughs council's requirements as detailed within the document "*Geometric Design Guidance for Residential Accesses on to Classified Roads and Commercial Accesses on to Adopted Roads, Version 2, June 2011*".
- 4.3 The service yard will allow all deliveries to be made clear of the adopted highway and is a significant enhancement on the existing arrangements for large deliveries, such as from car transporters, which are currently undertaken from the highway. However, given the constrained nature of the site, there is insufficient space to provide a turning area and vehicles will have to reverse into the service yard to facilitate deliveries, with the help of a banksman, from the service road.
- 4.4 This procedure is not uncommon along Loverock Road as units either side of the site namely Selco Building Supplies, Plastix Plus, Rodmatic Limited Engineering and Taylor Goodman Engineering all have off road delivery areas without turning areas. Given the nature of Loverock Road as a service road to the industrial units, this arrangement is not inherently dangerous and is not detrimental to highway safety.

Parking Demand

- 4.5 The proposed warehouse and ancillary trade counter will be provided with a total of 31 parking spaces, which is the same as the provision for the existing car dealership. As detailed within paragraph 2.10 of this report, the site is on the boundary of the Zone 2 and Zone 3 areas as detailed within Reading Borough Councils Supplementary Planning Document "*Revised Parking Standards and Design*". Parking for a site in zone 2 should be provided with 1 space per 50m² for A1 non-food retail under 1000m² and with 1 space per 200m² for B8 Warehousing to accord with these standards. However, a site in zone 3 should be provided with 1 space per 40m² for A1 non-food retail under 1000m² and with 1 space per 150m² for B8 Warehousing. Table 4.1 below details the parking provision the proposed uses require for each of these zones.

Parking Zone	Parking Spaces required for 542m ² of A1 Non-food Retail	Parking Spaces Required for 1344m ² of B8 Warehousing	Total Parking Spaces Required
Zone 2	11	7	18
Zone 3	14	9	23

Table 4.1 – Parking provision

- 4.6 The parking provision of 31 parking spaces is in excess of the parking requirements for both zone 2 and zone 3 of Reading Borough Councils adopted standards.

- 4.7 Cycle Parking is also provided with 2 Sheffield stands equating to 4 cycle space, located adjacent to the customer entrance and a further Sheffield stand equating to 2 cycle spaces located within the warehouse as indicated on the proposed floor plans, [Appendix G](#), providing secure parking for staff. This provision is in accordance with section 5 of Reading Borough Councils Supplementary Planning Document “*Revised Parking Standards and Design*”.

5.0 Trip Generation

- 5.1 The existing authorised use on the site is a car showroom with servicing and MOT facilities. The site is currently vacant but has been used by a various number of different franchises until the recent past. Therefore, the potential daily trip generation from the proposed warehouse with ancillary trade counter has been assessed against the existing building being fully utilised.
- 5.2 As such, the TRICS database (version 7.2.3) has been interrogated in order to quantify the levels of traffic flows that are likely to be associated with the proposed development. The trip rates extracted for the existing car showroom use are based on the following search parameters:
- ▶ Land Use – 14 Car Show Rooms
 - ▶ England (excluding Greater London), Wales & Scotland
 - ▶ Size – 1300 sqm to 3000 sqm
 - ▶ Date Range – 1998 onwards
 - ▶ Selected days – Weekdays
 - ▶ Selected Locations – Edge or Town / Suburban
- 5.3 The proposed use consists of a warehouse with an ancillary trade counter and as such is not equivalent to a standard A1 Retail or B8 Warehouse uses. To determine the likely vehicular movements for the proposed use the Miscellaneous use class within TRICS has been interrogated as this contains various developments which do not fall within the established use classes. Site LE-16-A-01 contains details of a trade counter provision similar to that proposed and has been analysed to determine the potential vehicular movements the proposed use is likely to generate.
- 5.4 Copies of the TRICS output reports are provided at [Appendix H](#), while a summary of the daily trips are provided in Table 5.1

Time Period	Trip Attraction for Trade Counter with Warehouse		
	Arrivals	Departures	Total
AM Peak (08:00-09:00)	15	10	25
PM Peak (17:00-18:00)	0	3	3
Daily (07:00-19:00)	98	96	194

Table 5.1 – Trip attraction for proposed trade counter with warehouse

Net Change

- 5.5 The net impact in terms of vehicular movements associated with the development proposals are set out in Table 5.2 below.

Scenario	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily (07:00-19:00)
Existing Uses	18	11	201
Proposed Development	25	3	194
Net Change	7	-8	-7

Table 5.2 – Net changes in traffic flows

- 5.6 Table 5.2 indicates that the proposed development is likely to result in an increase of approximately 7 vehicle movements in the morning peak, but will lead to a reduction of approximately 8 vehicle movements in the evening peak and across a typical weekday.

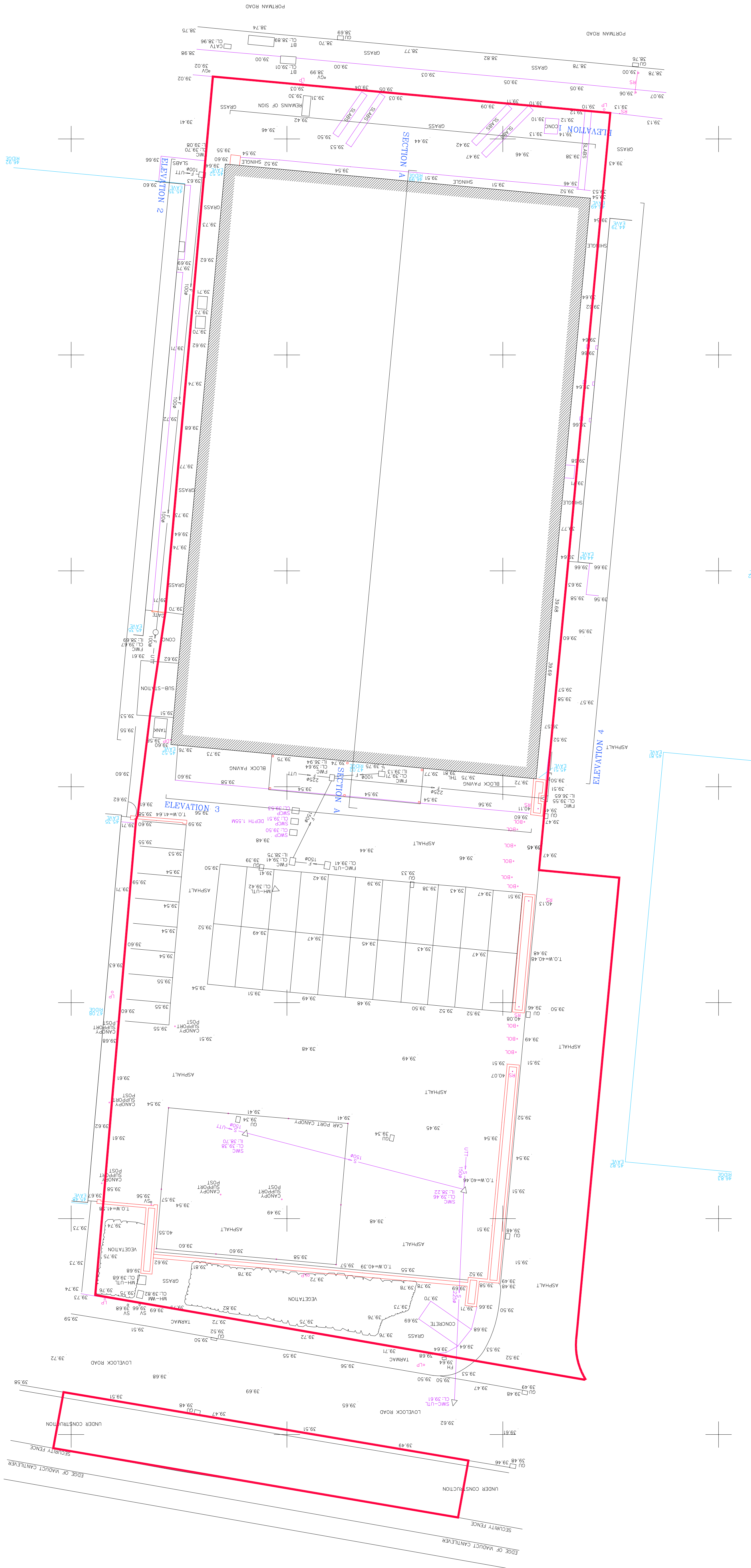
-
- 5.7 It should also be noted that the site selected in TRICS (site LE-16-A-01) used to assess the potential vehicle trips for the trade counter has a site area of 0.73 hectares. The proposed warehouse with ancillary trade counter will be approximately 0.41 hectares, therefore it is likely that the potential vehicle trips for the proposed trade counter will be lower than that detailed with Table 5.1.
- 5.8 Overall, the analysis shows that the proposed change of use from a car showroom with servicing to a warehouse with ancillary trade counter will have a reduction in the level of vehicle trips on the neighbouring highway network. To this end, it is concluded that the proposals would not result in a material impact from a highway and transportation perspective, let alone the severe impact that is referred to within the National Planning Policy Framework. As such the proposals should not be resisted on the basis that they will be detrimental to the free flow of traffic on the local highway network.

6.0 Summary and Conclusions

- 6.1 This Transport Statement has been prepared on behalf of The Door Store to accompany a planning application for the change of use from a sui generis Car Showroom with servicing and MOT facilities to a B8 Warehouse with an ancillary Trade Counter.
- 6.2 This Transport Statement demonstrates that the site benefits from access to a good network of pedestrian and cycleway links, which connect to the public transport network that serves the local and regional area. On that basis, it is considered that the site is located to provide a real choice of travel modes to and from the site.
- 6.3 The parking provision on-site conforms with the requirements of Reading Borough Councils Supplementary Planning Document "Revised Parking Standards and Design" and the proposals include the provision of an on-site delivery area enabling large vehicles to undertake deliveries off the public highway.
- 6.4 It has been shown that the proposals are will not have a material impact upon the local highway network as the vehicle trip daily generations indicates that the warehouse with ancillary trade counter will generate less trips than the existing car showroom with servicing and MOT facilities.
- 6.5 In summary, the report demonstrates the following:
- ▶ The location of the site accords with the relevant national and local transport planning policies;
 - ▶ The site benefits from access to a sustainable transport network that provides alternatives to the private car;
 - ▶ The parking provision accords with adopted standards; and,
 - ▶ The anticipated level of traffic associated with the development will not lead to any demonstrable harm upon the operation of the local highway network.
- 6.6 On the basis of the above, it is concluded that the proposals accord with national and local transport related policies and as such there is no reasons why the proposals should be resisted on traffic and transportation grounds.

Appendix A

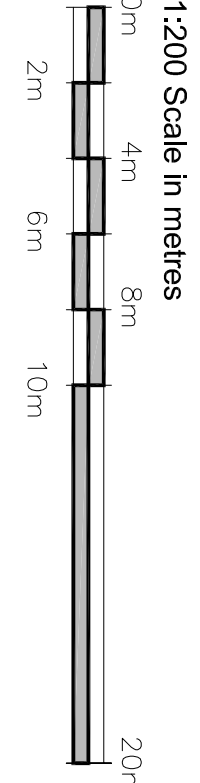
Existing Site Plan



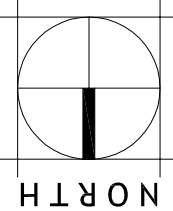
1 SITE PLAN
Topographical Survey
SCALE 1:200

KEY

Application Boundary (4572m²)



B Site boundary amended		12/01/16	QC
A Site Area Added to Key		05/01/16	QC
Rev	Note	Date	Initial
Status			
Planning Application			
robert rigby architects			
42 Portman Road, Reading, RG30 1FA			
Tel: 0118 857700			
Fax: 0118 857703			
Email: enquiries@rigbyarchitects.com			
Project: 26 Portman Road			
Reading			
Client: The DeoSore			
Drawing Title: Existing Site Plan			
Scale: 1:200@A1		Dwg No.: 1505 / P-002	Rev.: B
Drawn by: GC		Date: 18/11/2015	



Appendix B

TRICS Output – Existing Use

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	BD-14-A-01	DAEWOO		BEDFORDSHIRE
	DUNSTABLE ROAD			
	LUTON			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	1925	sqm	
2	DV-14-A-01	MERCEDES BENZ		DEVON
	TAVISTOCK ROAD			
	DERRIFORD			
	PLYMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	2900	sqm	
3	LN-14-A-01	HONDA		LINCOLNSHIRE
	TOLLEMACHE ROAD			
	GRANTHAM			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	1350	sqm	
4	PK-14-A-01	HONDA		PERTH & KINROSS
	DUNKEND ROAD			
	THE TRIANGLE			
	PERTH			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	1800	sqm	
5	WS-14-A-01	CAR SHOW ROOM		WEST SUSSEX
	REDKILN WAY			
	HORSHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	2598	sqm	
6	WY-14-A-01	MAZDA		WEST YORKSHIRE
	ST ANDREWS ROAD			
	HUDDERSFIELD			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2850	sqm	
7	WY-14-A-02	FORD		WEST YORKSHIRE
	MOORSIDE			
	MOORSIDE			
	NEAR HALIFAX			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	1870	sqm	

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.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	1350	0.000	1	1350	0.000	1	1350	0.000
07:00 - 08:00	3	2367	0.169	3	2367	0.028	3	2367	0.197
08:00 - 09:00	7	2185	0.660	7	2185	0.275	7	2185	0.935
09:00 - 10:00	7	2185	0.582	7	2185	0.445	7	2185	1.027
10:00 - 11:00	7	2185	0.680	7	2185	0.569	7	2185	1.249
11:00 - 12:00	7	2185	0.693	7	2185	0.713	7	2185	1.406
12:00 - 13:00	7	2185	0.510	7	2185	0.471	7	2185	0.981
13:00 - 14:00	7	2185	0.405	7	2185	0.503	7	2185	0.908
14:00 - 15:00	7	2185	0.543	7	2185	0.556	7	2185	1.099
15:00 - 16:00	7	2185	0.523	7	2185	0.549	7	2185	1.072
16:00 - 17:00	7	2185	0.373	7	2185	0.458	7	2185	0.831
17:00 - 18:00	7	2185	0.177	7	2185	0.425	7	2185	0.602
18:00 - 19:00	5	2154	0.056	5	2154	0.241	5	2154	0.297
19:00 - 20:00	2	2385	0.042	2	2385	0.063	2	2385	0.105
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		5.413			5.296			10.709	

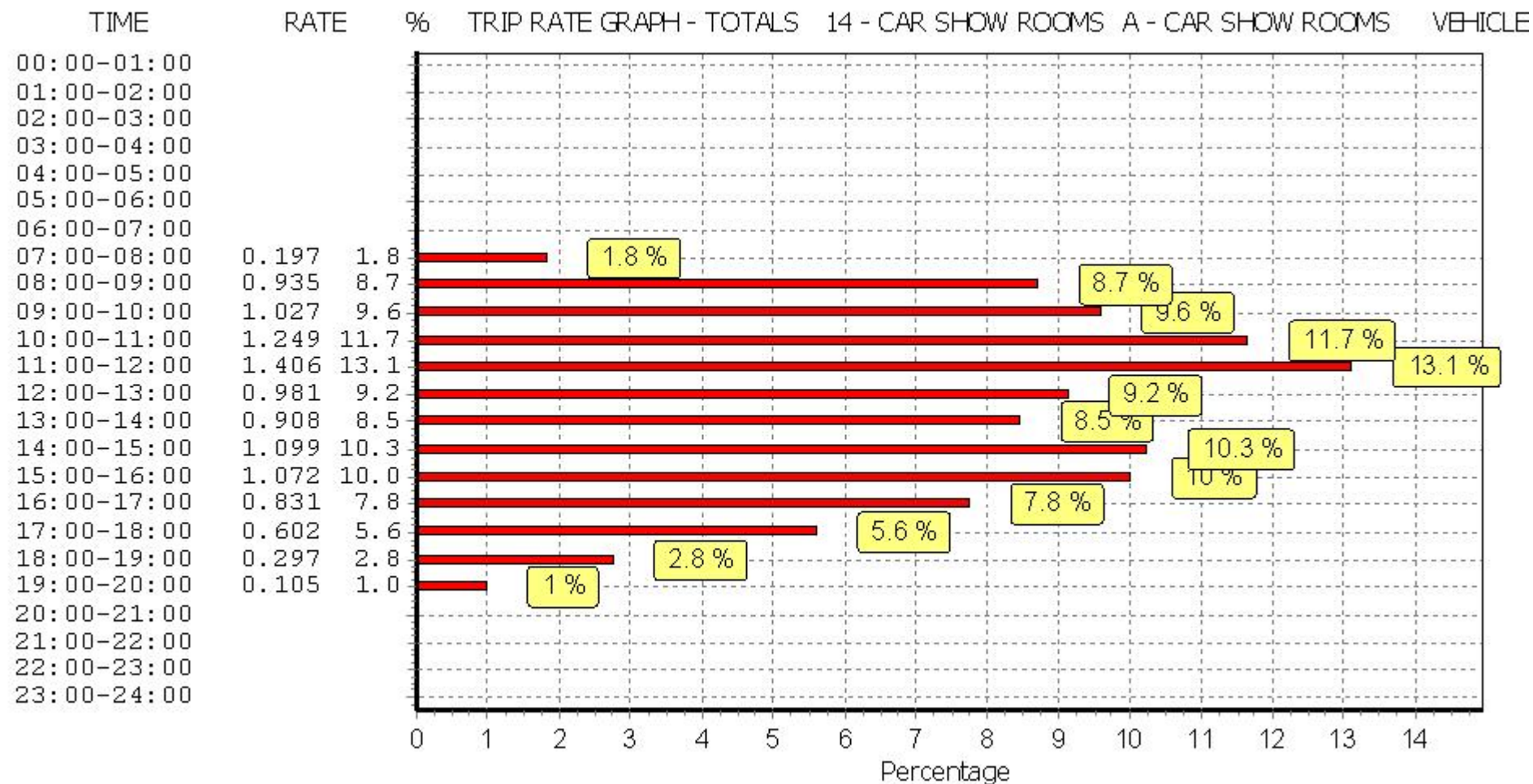
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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: 1350 - 2900 (units: sqm)
Survey date range: 01/01/98 - 15/11/10
Number of weekdays (Monday-Friday): 7
Number of Saturdays: 2
Number of Sundays: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	1350	0.000	1	1350	0.000	1	1350	0.000
07:00 - 08:00	3	2367	0.014	3	2367	0.000	3	2367	0.014
08:00 - 09:00	7	2185	0.020	7	2185	0.026	7	2185	0.046
09:00 - 10:00	7	2185	0.013	7	2185	0.007	7	2185	0.020
10:00 - 11:00	7	2185	0.026	7	2185	0.020	7	2185	0.046
11:00 - 12:00	7	2185	0.000	7	2185	0.007	7	2185	0.007
12:00 - 13:00	7	2185	0.013	7	2185	0.020	7	2185	0.033
13:00 - 14:00	7	2185	0.013	7	2185	0.013	7	2185	0.026
14:00 - 15:00	7	2185	0.007	7	2185	0.007	7	2185	0.014
15:00 - 16:00	7	2185	0.000	7	2185	0.000	7	2185	0.000
16:00 - 17:00	7	2185	0.000	7	2185	0.000	7	2185	0.000
17:00 - 18:00	7	2185	0.000	7	2185	0.000	7	2185	0.000
18:00 - 19:00	5	2154	0.000	5	2154	0.000	5	2154	0.000
19:00 - 20:00	2	2385	0.000	2	2385	0.000	2	2385	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.106			0.100			0.206

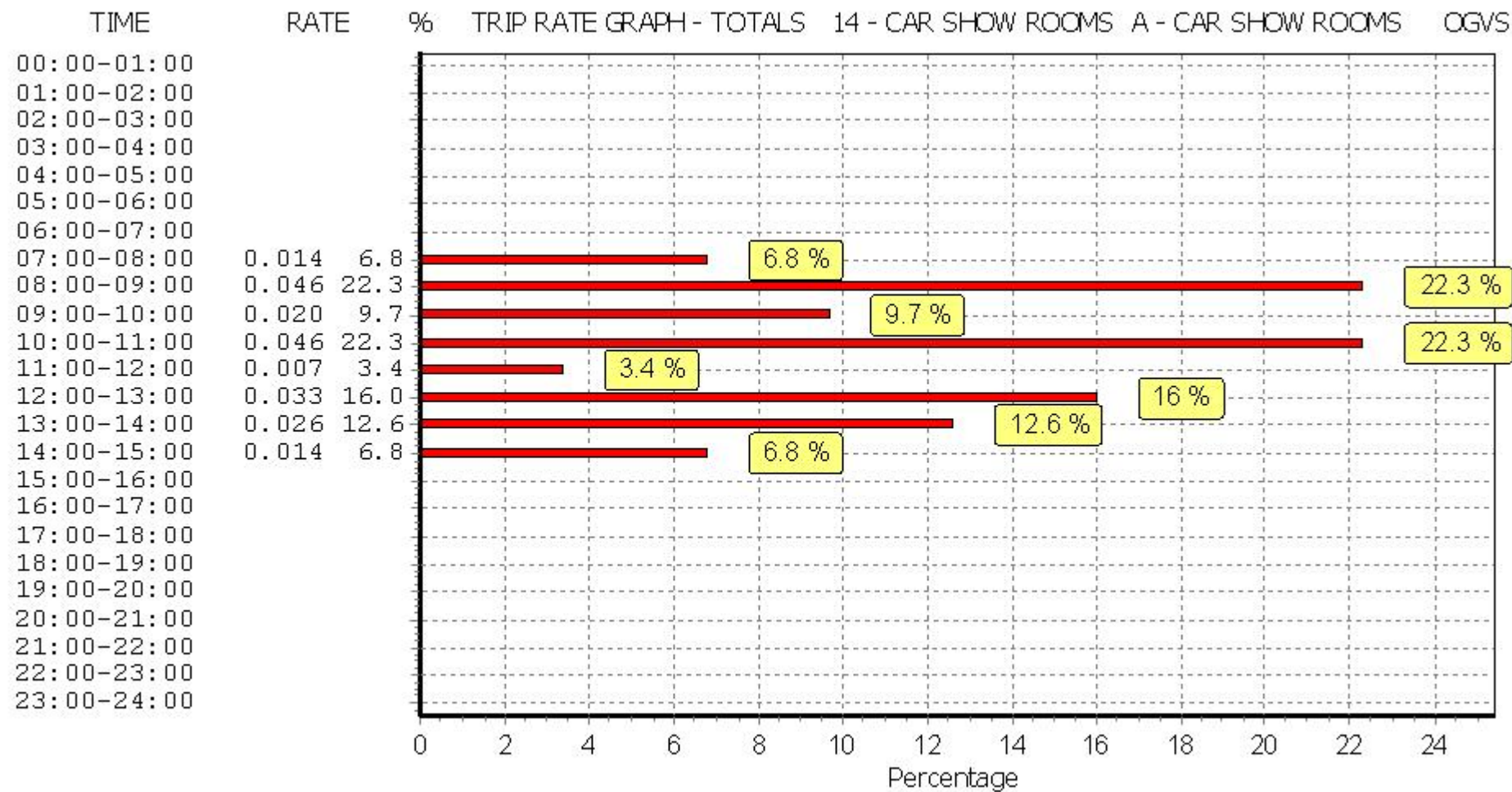
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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: 1350 - 2900 (units: sqm)
 Survey date range: 01/01/98 - 15/11/10
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 2
 Number of Sundays: 0
 Surveys manually removed from selection: 0

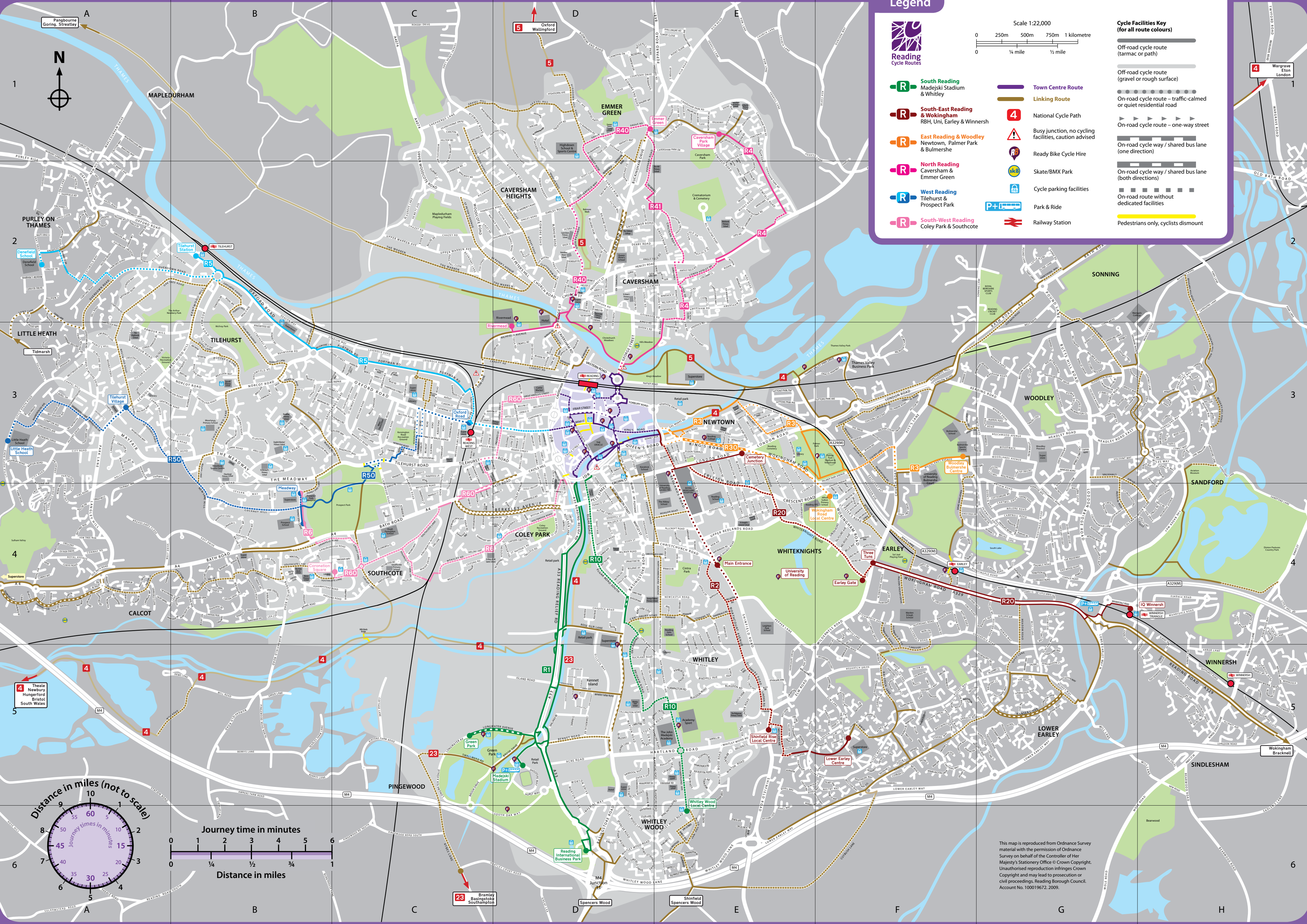
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



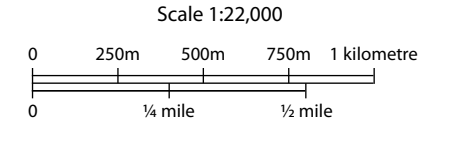
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

Appendix C

Reading Cycle Map



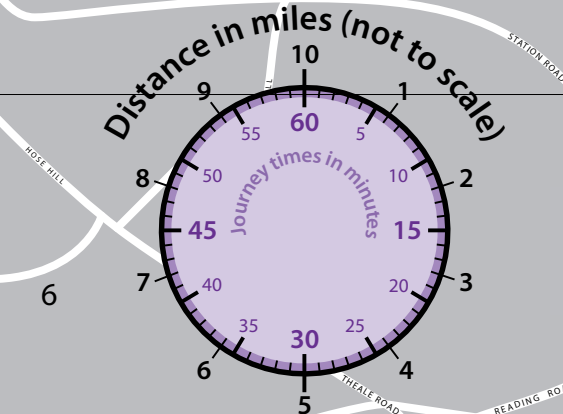
Legend



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

- Cycle Facilities Key (for all route colours)**
- 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



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Appendix D

Bus Timetables

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am		pm	pm	pm
Wokingham Road Three Tuns	5.00		5.32		5.52		6.12		6.32		6.44	then up to every 7 mins until	5.58	6.07	6.12
Cheapside stop CW, Central Reading	5.14	5.33	5.46	6.03	6.06	6.22	6.32	6.42	6.50	6.56	7.04		6.23	6.19	6.33
Norcot Junction	5.21	5.40	5.53	6.10	6.13	6.29	6.39	6.49	6.58	7.04	7.13		6.35		6.45
Tilehurst The Water Tower	5.27	5.46	5.59	6.16	6.19	6.35	6.46	6.55	7.05	7.11	7.22		6.46		6.56

		pm	pm		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Road Three Tuns	then every 10 mins until	6.52	7.02	then every 10 mins until	7.52	7.57	8.02	8.12	8.16	8.26	8.36	8.42	8.56		
Cheapside stop CW, Central Reading		7.13	7.21		8.11	8.10	8.21	8.31	8.29	8.43	8.49	8.58	9.13		
Norcot Junction		7.25	7.31		8.21		8.31	8.40		8.52		9.07	9.22		
Tilehurst The Water Tower		7.36	7.42		8.32		8.42	8.48		9.00		9.15	9.30		

		pm	pm	pm	am	am	am	am	am	am	am	am	am	am	am
Wokingham Road Three Tuns	then every 15 mins at	11.11	11.26	11.41	12.00		12.30	12.30	1.00	1.30	2.00	2.30			
Cheapside stop CW, Central Reading		11.28	11.43	11.52	12.10	12.14	12.41	12.44	1.14	1.44	2.14	2.44			
Norcot Junction		11.37	11.52		12.21		12.51	1.21	1.51	2.21	2.51				
Tilehurst The Water Tower		11.45	11.59		12.47		12.57	1.27	1.57	2.27	2.57				

	am	am	am
Wokingham Road Three Tuns	3.00	4.00	5.00
Cheapside stop CW, Central Reading	3.14	4.14	5.14
Norcot Junction	3.21	4.21	5.21
Tilehurst The Water Tower	3.27	4.27	5.27

times in green run Monday to Thursday only

times in pink are Friday nights only

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

Saturdays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Wokingham Road Three Tuns	5.00		5.40		6.10	6.40	7.00	7.20		7.40		8.00		8.10	8.20	8.30	8.38
Cheapside stop CW, Central Reading	5.14	5.41	5.57	6.17	6.27	6.57	7.17	7.37	7.47	7.57	8.07	8.19	8.24	8.29	8.39	8.49	8.57
Norcot Junction	5.21	5.49	6.06	6.26	6.36	7.06	7.26	7.46	7.56	8.06	8.16	8.28	8.33	8.38	8.48	8.58	9.08
Tilehurst The Water Tower	5.29	5.57	6.16	6.36	6.46	7.16	7.36	7.56	8.06	8.16	8.26	8.38	8.43	8.48	8.58	9.08	9.18

	am	am		pm		pm	pm	pm	pm	pm
Wokingham Road Three Tuns		8.48	then up to every 7 mins until	6.20	then every 10 mins until	7.30	7.40	7.50	7.56	8.11
Cheapside stop CW, Central Reading	8.53	9.07		6.37		7.47	7.57	8.12	8.08	8.28
Norcot Junction	9.04	9.18		6.46		7.56	8.06	8.21		8.37
Tilehurst The Water Tower	9.14	9.28		6.56		8.06	8.15	8.30		8.45

						pm	pm	pm	am		am	am	am	am	am	
Wokingham Road Three Tuns	then every 15 mins at	26	41	56	11	until	11.26	11.41	11.56	12.30	then every 30 mins until	3.00	4.00	5.00	6.00	7.00
Cheapside stop CW, Central Reading		43	58	13	28		11.43	11.50	12.13	12.44		3.14	4.14	5.14	6.14	7.10
Norcot Junction		52	07	22	37		11.52		12.22	12.51		3.21	4.21	5.21	6.21	
Tilehurst The Water Tower		00	15	30	45		12.00		12.30	12.58		3.28	4.28	5.28	6.28	

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

Sundays

	am	am	am	am	am	am	am	am	am	am	am	am		am	pm	am
Wokingham Road Three Tuns	5.00	6.00	6.41	7.00	7.21	8.01		8.41				9.20	then every	11.40		11.50
Cheapside stop CW, Central Reading	5.14	6.14	7.00	7.10	7.40	8.20	8.50	9.00	9.10	9.20	9.30	9.40	10 mins	12.00	12.04	12.14
Norcot Junction	5.21	6.21	7.09		7.49	8.29	8.59	9.09	9.19	9.29	9.39	9.50		12.10	12.15	12.25
Tilehurst The Water Tower	5.28	6.28	7.19		7.59	8.39	9.09	9.19	9.28	9.38	9.48	9.58		12.18	12.26	12.36
Wokingham Road Three Tuns			pm	pm	pm	pm	pm	pm	pm			pm	pm	pm	am	am
Cheapside stop CW, Central Reading	then every		5.30	5.40	5.52	6.02	6.12	6.22	6.32	then every		11.12	11.32	11.52	12.00	12.05
Norcot Junction	10 mins		5.54	5.52	6.09	6.14	6.29	6.34	6.49	20 mins		11.29	11.43	12.03	12.14	12.16
Tilehurst The Water Tower			6.05		6.18		6.38		6.58			11.38			12.21	1.21
			6.16		6.28		6.48		7.08			11.48			12.27	1.27
Wokingham Road Three Tuns	am	am	am	am												
Cheapside stop CW, Central Reading	2.00	3.00	4.00	5.00												
Norcot Junction	2.14	3.14	4.14	5.14												
Tilehurst The Water Tower	2.21	3.21	4.21	5.21												
	2.27	3.27	4.27	5.27												

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

for bus times on public holidays see pages 18-19

Tilehurst | Oxford Road | Reading | Wokingham Road

up all day
& all night

purple
17

purple 17 runs 24/7



Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am		
Tilehurst The Water Tower	4.30			5.32	5.52		6.07	6.22	6.32	6.42			6.52	then up to every 7 mins until	
Pond House	4.39			5.43	6.03		6.18	6.33	6.43	6.53			7.03		
Friar Street stop FN	4.48	5.15	5.35	5.56	6.16	6.26	6.33	6.46	6.56	7.06	7.11	7.15	7.19		
Wokingham Road Three Tuns	4.59	5.26	5.46	6.07	6.27	6.37	6.44	6.57	7.07	7.17	7.22	7.32	7.36		
	pm	pm	pm	pm			pm	pm	pm	pm	pm	pm	pm		
Tilehurst The Water Tower	6.59	7.15	7.20	7.27	then every 10 mins until		8.17	8.27	8.37	8.48	8.53	9.03	then every 15 mins at	18 33 48 03	until
Pond House	7.11	7.25	7.30	7.37			8.27	8.37	8.47	8.58	9.03	9.13		28 43 58 13	
Friar Street stop FN	7.27	7.37	7.43	7.49			8.39	8.55	8.53	9.10	9.09	9.25		40 55 10 25	
Wokingham Road Three Tuns	7.45	7.50	7.56	8.02			8.52	9.08		9.23		9.38		53 08 23 38	
	pm	pm	pm	am	am	am	am	am	am	am	am	am			
Tilehurst The Water Tower	11.18	11.33	11.48	12.00	12.30	1.00	1.30	2.00	2.30	3.00	3.30	4.30			
Pond House	11.28	11.43	11.58	12.09	12.39	1.09	1.39	2.09	2.39	3.09	3.39	4.39			
Friar Street stop FN	11.40	11.49	12.10	12.14	12.48	1.18	1.48	2.18	2.48	3.14	3.48	4.48			
Wokingham Road Three Tuns	11.53		12.23		12.59	1.29	1.59	2.29	2.59		3.59	4.59			

most buses stop at Blagrove Street stop EO a few minutes after Friar Street

times in pink are Friday nights only

times in blue are Cheapside, not Friar Street

Saturdays

		am		am		am		am		am		am			am		am	
Tilehurst The Water Tower		4.30		5.30	6.00	6.20	6.40	7.00	7.20		7.40		8.00	then every 10 mins until	8.50	9.00		
Pond House		4.39		5.41	6.11	6.31	6.51	7.11	7.31		7.51		8.11		9.01	9.11		
Friar Street stop FN		4.48	5.25	5.54	6.24	6.44	7.04	7.24	7.44	7.53	8.04	8.13	8.24		9.14	9.24		
Wokingham Road Three Tuns		4.59	5.36	6.05	6.35	6.55	7.15	7.35	7.55	8.05	8.15	8.25	8.35		9.25	9.35		
		am	am			pm	pm	pm	pm	pm	pm			pm	pm	pm		
Tilehurst The Water Tower			9.14	then up to every 7 mins until		5.39	5.41	5.52	6.02	6.07	6.12	then every 10 mins until		8.02	8.09	8.18		
Pond House			9.18			5.52	5.54	6.03	6.13	6.17	6.23			8.13	8.19	8.28		
Friar Street stop FN		9.30	9.33			6.08	6.05	6.18	6.24	6.23	6.38			8.28	8.25	8.40		
Wokingham Road Three Tuns		9.41	9.45			6.23		6.32	6.42		6.52			8.42		8.53		
						pm	pm	pm	am				am	am	am	am	am	am
Tilehurst The Water Tower		then every 15 mins at	33	48	03	18	until	11.18	11.37	11.48	12.00	then every 30 mins until	2.30	3.00	3.30	4.30	5.30	6.30
Pond House			43	58	13	28		11.28	11.47	11.58	12.09		2.39	3.09	3.39	4.39	5.39	6.39
Friar Street stop FN			55	10	25	40		11.40	11.53	12.04	12.18		2.48	3.11	3.48	4.48	5.48	6.48
Wokingham Road Three Tuns			08	23	38	53		11.53			12.29		2.59		3.59	4.59	5.59	6.59

most buses stop at Blagrove Street stop EO a few minutes after Friar Street

times in blue are at Cheapside, not Friar Street

Sundays

		am		am		am	am		am	am		am	am		am	am	am
	Tilehurst The Water Tower	5.30		6.30		7.19	7.59	8.39				9.19	9.23	then every 10 mins until	10.33	10.42	10.53
	Pond House	5.39		6.39		7.30	8.10	8.50				9.30	9.34		10.44	10.53	11.04
🚶	Friar Street stop FN Central Reading	5.48	6.28	6.48	7.08	7.43	8.23	9.03	9.13	9.23	9.33	9.43	9.49		10.59	11.08	11.19
	Wokingham Road Three Tuns	5.59	6.39	6.59	7.19	7.55	8.35	9.15	9.25	9.35	9.45	9.55	10.01		11.11	11.20	11.31
				pm	pm			pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
	Tilehurst The Water Tower	then every 10 mins until		12.23	12.29	then every 10 mins until		5.09	5.21	5.32	5.42	5.52	6.02	6.12	6.22	6.32	
	Pond House			12.34	12.42			5.22	5.32	5.43	5.53	6.03	6.13	6.23	6.33	6.43	
🚶	Friar Street stop FN Central Reading			12.49	1.00			5.40	5.39	5.57	6.07	6.17	6.20	6.37	6.40	6.57	
	Wokingham Road Three Tuns			1.01	1.16			5.56		6.10	6.20	6.30		6.50		7.10	
				pm	pm	pm	am	am	am	am							
	Tilehurst The Water Tower	then every 20 mins until		11.12	11.30	11.50	12.30	1.30	2.30	3.30	4.30						
	Pond House			11.23	11.39	11.59	12.39	1.39	2.39	3.39	4.39						
🚶	Friar Street stop FN Central Reading			11.37	11.48	12.03	12.48	1.48	2.48	3.48	4.48						
	Wokingham Road Three Tuns			11.50	11.59		12.59	1.59	2.59	3.59	4.59						

most buses stop at Blagrove Street stop EO Ⓡ a few minutes after Friar Street

times in blue are at Cheapside, not Friar Street

for bus times on public holidays see pages 18-19

public holidays

	am	am	am		am	am	am	am	am	am		am	pm	am			
Wokingham Road Three Tuns	5.00	6.00	6.41	then every 20 mins until	8.41			9.00	9.10	9.20	then every 10 mins until	11.40		11.50	then every 10 mins until		
Cheapside stop CW, Central Reading	5.14	6.14	7.00		9.00		9.10	9.20	9.24	9.34		9.40	12.00	12.04		12.14	
Norcot Junction	5.21	6.21	7.09		9.09		9.19	9.29	9.34	9.44		9.50	12.10	12.15		12.25	
Tilehurst The Water Tower	5.27	6.27	7.19		9.19		9.28	9.38	9.44	9.54		9.58	12.18	12.26		12.36	
	pm	pm	pm	pm	pm	pm		pm		pm	pm	pm	am	am	am	am	am
Wokingham Road Three Tuns	5.30	5.40	5.52	6.02	6.12	6.22	6.32	then every 20 mins until	11.12	11.32	11.52	12.00	12.05	1.00	2.00	3.00	4.00
Cheapside stop CW, Central Reading	5.54	5.52	6.09	6.14	6.29	6.34	6.49		11.29	11.43	12.03	12.14	12.16	1.14	2.14	3.14	4.14
Norcot Junction	6.05		6.18		6.38		6.58		11.38			12.21		1.21	2.21	3.21	4.21
Tilehurst The Water Tower	6.16		6.28		6.48		7.08		11.48			12.27		1.27	2.27	3.27	4.27

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

public holidays

	am	am	am	am	am	am	am		am	am	am		pm	pm			
Tilehurst The Water Tower	4.30	5.30		6.30			7.20	then every	9.00		9.23	then every	12.23	12.29	then every		
Pond House	4.39	5.39		6.39			7.31	20	9.11		9.34	10	12.34	12.42	10		
Friar Street stop FN Central Reading	4.48	5.48	6.28	6.48	7.08	7.28	7.44	mins until	9.24	9.33	9.49	mins until	12.49	1.00	mins until		
Wokingham Road Three Tuns	4.59	5.59	6.39	6.59	7.19	7.39	7.56		9.36	9.45	10.01		10.01	10.16			
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm		pm	pm	pm	am	am	am
Tilehurst The Water Tower	5.09	5.21	5.32	5.42	5.52	6.02	6.12	6.22	6.32	then every	11.12	11.30	11.50	12.30	1.30	2.30	
Pond House	5.22	5.32	5.43	5.53	6.03	6.13	6.23	6.33	6.43	20	11.23	11.39	11.59	12.39	1.39	2.39	
Friar Street stop FN Central Reading	5.40	5.39	5.57	6.07	6.17	6.20	6.37	6.40	6.57	mins until	11.37	11.48	12.03	12.48	1.48	2.48	
Wokingham Road Three Tuns	5.56		6.10	6.20	6.30		6.50		7.10		11.50	11.59		12.59	1.59	2.59	
	am	am															
Tilehurst The Water Tower	3.30	4.30															
Pond House	3.39	4.39															
Friar Street stop FN Central Reading	3.48	4.48															
Wokingham Road Three Tuns	3.59	4.59															

most buses stop at Blagrove Street stop EO a few minutes after Friar Street

times in blue are at Cheapside not Friar Street

most buses stop at Blagrove Street stop EO a few minutes after Friar Street

times in blue are at Cheapside, not Friar Street

Tilehurst | Dee Park | Central Reading via Oxford Rd

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am							
St Michael's Road stop Y		5.52	6.18	6.47		7.06		7.42		8.07		8.33	then at these mins past each hour	03	31	until		
Mayfair Lansdowne Road		5.56	6.21	6.50		7.17		7.47		8.17		8.47		17	47			
Tay Road	5.45	6.00	6.25	6.54	7.09	7.24	7.39	7.54	8.09	8.24	8.39	8.54		09	24		39	54
Dee Road fire station	5.47	6.02	6.27	6.57	7.12	7.27	7.43	7.57	8.12	8.27	8.42	8.57		12	27		42	57
Pond House	5.50	6.06	6.31	7.01	7.16	7.31	7.47	8.01	8.16	8.31	8.46	9.01		16	31		46	01
 Central Reading Station Rd stop SD	5.58	6.17	6.42	7.13	7.30	7.48	8.03	8.18	8.33	8.44	8.59	9.14		29	44	59	14	

	am	pm	pm						pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
St Michael's Road stop Y	11.31		12.01	then at these mins past each hour	31	01	until		2.31			3.21		3.31		4.04		
Mayfair Lansdowne Road	11.47		12.16		46	16			2.46			3.25	3.25	3.46		4.22		
Tay Road	11.54	12.09	12.22		52	08	22	38	2.52	3.08	3.36	3.31	3.31	3.52	4.11	4.27	4.41	
Dee Road fire station	11.57	12.12	12.25		55	10	25	40	2.55	3.13	3.38	3.40	3.40	3.55	4.15	4.30	4.45	
Pond House	12.01	12.16	12.29		59	14	29	44	2.59	3.17	3.42	3.44	3.44	3.59	4.19	4.34	4.49	
Central Reading Station Rd stop SD	12.14	12.29	12.41		11	25	41	55	3.11	3.28	3.53	3.55	3.55	4.11	4.30	4.46	5.00	

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm		pm
St Michael's Road stop Y	4.34		5.04		5.34		6.04		6.32					
Mayfair Lansdowne Road	4.52		5.22		5.52		6.20		6.50	7.08				
Tay Road	4.57	5.11	5.27	5.41	5.57	6.11	6.25	6.40	6.55	7.13	7.21	7.49	then every 30 mins until	11.49
Dee Road fire station	5.00	5.15	5.30	5.45	6.00	6.15	6.28	6.44	6.58	7.16	7.24	7.51		11.51
Pond House	5.04	5.19	5.34	5.49	6.04	6.18	6.31	6.47	7.01	7.19	7.27	7.54		11.54
Central Reading Station Rd stop SD	5.16	5.30	5.46	6.00	6.16	6.28	6.42	6.57	7.12	7.29	7.35	8.02		12.02

time is Tilehurst Triangle stop X, this journey starts from Denefield School at 3.15pm

times in blue run on school days only

times in red run in school holidays only

Dee Park | Central Reading via Oxford Rd

Saturdays

	am	am	am	am	am	am	am		am	am	am	pm	pm	pm	pm	pm
Tay Road	6.43	7.15	7.45	8.07	8.24	8.44	9.02	then every 20 mins until	11.02	11.21	11.41	12.01	12.21	12.39	12.59	1.20
Dee Rd Fire Station Spey Road	6.46	7.18	7.48	8.10	8.27	8.47	9.06		11.06	11.25	11.45	12.05	12.25	12.43	1.03	1.24
Pond House	6.49	7.21	7.51	8.13	8.30	8.50	9.10		11.10	11.30	11.50	12.10	12.30	12.50	1.10	1.31
Central Reading Station Rd stop SD	6.56	7.31	8.01	8.23	8.40	9.00	9.21		11.21	11.43	12.03	12.23	12.43	1.03	1.23	1.44
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Tay Road	1.40	2.00	2.20	2.40	3.00	3.20	3.40	4.00	4.20	4.40	5.00	5.20	5.40	6.14	6.37	6.56
Dee Rd Fire Station Spey Road	1.45	2.06	2.26	2.46	3.06	3.26	3.45	4.05	4.26	4.46	5.04	5.27	5.47	6.24	6.44	7.03
Pond House	1.50	2.10	2.30	2.50	3.10	3.30	3.50	4.10	4.30	4.50	5.08	5.30	5.50	6.27	6.47	7.06
Central Reading Station Rd stop SD	2.03	2.23	2.43	3.02	3.22	3.42	4.02	4.22	4.43	5.03	5.21	5.42	6.02	6.39	6.59	7.18
	pm	pm	pm	pm	pm		pm									
Tay Road	7.16	7.51	8.21	8.51	9.18	then every 30 mins until	11.48									
Dee Rd Fire Station Spey Road	7.20	7.53	8.23	8.53	9.20		11.50									
Pond House	7.23	7.56	8.26	8.56	9.23		11.53									
Central Reading Station Rd stop SD	7.33	8.03	8.33	9.03	9.30		12.00									

Sundays

	am	am		pm	pm		pm	pm		pm
Tay Road	8.46	9.19	then every 30 mins until	12.19	12.51	then every 30 mins until	6.51	7.19	then every 30 mins until	11.19
Dee Rd Fire Station Spey Road	8.48	9.21		12.21	12.54		6.54	7.21		11.21
Pond House	8.52	9.25		12.25	12.57		6.57	7.24		11.24
Central Reading Station Rd stop SD	9.03	9.36		12.36	1.07		7.07	7.32		11.32

public holidays

	am	am	am	am		pm	pm		pm	pm		pm
Tay Road	7.46	8.16	8.46	9.19	then every 30 mins until	12.19	12.51	then every 30 mins until	6.51	7.19	then every 30 mins until	11.19
Dee Rd Fire Station Spey Road	7.48	8.18	8.48	9.21		12.21	12.54		6.54	7.21		11.21
Pond House	7.52	8.22	8.52	9.25		12.25	12.57		6.57	7.24		11.24
Central Reading Station Rd stop SD	8.03	8.33	9.03	9.36		12.36	1.07		7.07	7.32		11.32

bus continues to Denefield School arriving at 8.15am

bus continues to Denefield School, arriving at 3.06pm

sky blue 15a buses only run as far as Dee Park via Dee Road, then via Tay Road and Ranikhet to Dee Road fire station

times in red run in school holidays only

Central Reading | Dee Park via Oxford Rd

Saturdays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	pm
 Central Reading Friar St stop FD	6.31	7.03	7.33	7.54	8.12	8.30	8.47	9.05	9.25	9.45	10.05	10.25	10.45	11.04	11.23	11.43	12.03
Central Reading Cheapside stop CX	6.33	7.05	7.35	7.56	8.14	8.32	8.49	9.08	9.28	9.48	10.08	10.28	10.48	11.07	11.26	11.46	12.06
Dee Road fire station	6.40	7.12	7.42	8.03	8.21	8.41	8.58	9.18	9.38	9.58	10.18	10.38	10.58	11.17	11.37	11.57	12.17
Tay Road	6.42	7.14	7.44	8.05	8.23	8.42	8.59	9.19	9.39	9.59	10.19	10.40	11.00	11.19	11.39	11.59	12.19

	pm	pm		pm	pm	pm	pm	pm	pm	pm	pm	pm		
 Central Reading Friar St stop FD	12.23	12.42	then every 20 mins until	5.22	5.57	6.20	6.40	7.00	7.35	8.05	8.35	9.05	then every 30 mins until	11.35
Central Reading Cheapside stop CX	12.26	12.45		5.25	6.00	6.23	6.43	7.03	7.38	8.08	8.38	9.08		11.38
Dee Road fire station	12.37	12.56		5.36	6.11	6.34	6.53	7.13	7.48	8.18	8.48	9.16		11.46
Tay Road	12.39	12.58		5.38	6.13	6.36	6.55	7.15	7.50	8.20	8.50	9.17		11.47

Sundays

	am	am		pm	pm		pm	pm		pm
Central Reading Friar St stop FD	8.35	9.05	then every 30 mins until	12.05	12.35	then every 30 mins until	6.35	7.05	then every 30 mins until	11.05
Central Reading Cheapside stop CX	8.37	9.08		12.08	12.39		6.39	7.08		11.08
Dee Road fire station	8.44	9.17		12.17	12.49		6.49	7.17		11.17
Tay Road	8.45	9.18		12.18	12.50		6.50	7.18		11.18

public holidays

	am	am	am	am		pm	pm		pm	pm		pm
Central Reading Friar St stop FD	7.35	8.05	8.35	9.05	then every 30 mins until	12.05	12.35	then every 30 mins until	6.35	7.05	then every 30 mins until	11.05
Central Reading Cheapside stop CX	7.37	8.07	8.37	9.08		12.08	12.39		6.39	7.08		11.08
Dee Road fire station	7.44	8.14	8.44	9.17		12.17	12.49		6.49	7.17		11.17
Tay Road	7.45	8.15	8.45	9.18		12.18	12.50		6.50	7.18		11.18

Purley | Oxford Road | Central Reading via Knowsley Road - Overdown Road - Norcot Junction

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am							am	pm
Purley Chestnut Grove	5.52	6.20	6.50	7.00	7.15	7.30	7.45	8.02		8.17	then every 15 mins at	32	47	02	17	until	11.47	12.03
Denefield School	5.58	6.26	6.56	7.07	7.23	7.38	7.53	8.10	8.18	8.24		39	54	09	24		11.54	12.09
Dark Lane Foot	6.00	6.28	6.59	7.10	7.26	7.41	7.56	8.13	8.21	8.27		42	57	12	27		11.57	12.11
Pond House	6.10	6.38	7.09	7.21	7.38	7.53	8.08	8.25	8.32	8.38		53	08	23	38		12.08	12.21
Central Reading Station Road stop SD	6.21	6.49	7.22	7.34	7.55	8.10	8.25	8.41	8.45	8.51		06	21	36	51		12.21	12.33
							pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Purley Chestnut Grove	then every 15 mins at	18	33	48	03	until	2.48	3.03	3.00	3.18	3.33	3.48	4.08	4.25	4.40	4.55	5.10	5.25
Denefield School		24	39	54	09		2.54	3.09	3.15	3.24	3.39	3.54	4.14	4.31	4.46	5.01	5.16	5.31
Dark Lane Foot		26	41	56	11		2.56	3.11	3.17	3.26	3.41	3.56	4.16	4.33	4.48	5.03	5.18	5.33
Pond House		36	51	06	21		3.06	3.21	3.27	3.36	3.51	4.06	4.26	4.43	4.58	5.13	5.28	5.43
Central Reading Station Road stop SD		48	03	18	33		3.18	3.33	3.39	3.48	4.03	4.18	4.37	4.54	5.09	5.24	5.39	5.54
							pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Purley Chestnut Grove		5.40	5.55	6.10	6.25	6.35	6.50	7.05	7.20	7.38	7.58	8.22	8.52	9.52	10.52	11.52		
Denefield School		5.46	6.01	6.15	6.30	6.40	6.55	7.10	7.25	7.43	8.03	8.27	8.57	9.57	10.57	11.57		
Dark Lane Foot		5.48	6.03	6.17	6.32	6.42	6.57	7.12	7.27	7.45	8.05	8.29	8.59	9.59	10.59	11.59		
Pond House		5.58	6.13	6.26	6.41	6.51	7.06	7.21	7.36	7.54	8.14	8.38	9.08	10.08	11.08	12.08		
Central Reading Station Road stop SD		6.09	6.24	6.37	6.52	7.02	7.17	7.32	7.47	8.02	8.22	8.45	9.16	10.16	11.16	12.16		

times in blue run on school days only

times in red run on school holidays only

Purley | Oxford Road | Central Reading via Knowsley Road - Overdown Road - Norcot Junction

Saturdays

	am	am	am	am	am		pm	pm		pm	pm	pm	pm	pm	pm	pm
Purley Chestnut Grove	6.01	6.44	7.20	7.42	8.04	then every 20 mins until	1.04	1.27	then every 20 mins until	5.47	6.04	6.24	6.44	7.04	7.24	7.51
Denefield School	6.06	6.49	7.26	7.48	8.11		1.11	1.33		5.53	6.09	6.29	6.49	7.09	7.29	7.56
Dark Lane Foot	6.08	6.51	7.28	7.50	8.14		1.14	1.35		5.55	6.11	6.31	6.51	7.11	7.31	7.58
Pond House	6.18	7.01	7.39	8.01	8.25		1.25	1.45		6.05	6.20	6.40	7.00	7.20	7.40	8.07
Central Reading Station Road stop SD	6.26	7.07	7.48	8.12	8.37		1.37	1.57		6.17	6.31	6.51	7.11	7.31	7.51	8.15
	pm	pm	pm	pm	pm											
Purley Chestnut Grove	8.21	8.51	9.51	10.51	11.51											
Denefield School	8.26	8.56	9.56	10.56	11.56											
Dark Lane Foot	8.28	8.58	9.58	10.58	11.58											
Pond House	8.37	9.07	10.07	11.07	12.07											
Central Reading Station Road stop SD	8.45	9.15	10.15	11.15	12.15											

Sundays

	am	am	am		am	pm		pm	pm		pm
Purley Chestnut Grove	7.58	8.48	9.48	then every 30 mins until	11.48	12.22	then every 30 mins until	6.52	7.51	then hourly until	11.51
Denefield School	8.03	8.54	9.54		11.54	12.27		6.57	7.56		11.56
Dark Lane Foot	8.05	8.56	9.56		11.56	12.29		6.59	7.58		11.58
Pond House	8.14	9.08	10.08		12.08	12.40		7.10	8.06		12.06
Central Reading Station Road stop SD	8.23	9.18	10.18		12.18	12.50		7.20	8.14		12.14

public holidays

	am	am	am	am	am		am	pm		pm	pm		pm
Purley Chestnut Grove	7.48	8.18	8.48	9.18	9.48	then every 30 mins until	11.48	12.22	then every 30 mins until	6.52	7.51	then hourly until	11.51
Denefield School	7.53	8.23	8.54	9.24	9.54		11.54	12.27		6.57	7.56		11.56
Dark Lane Foot	7.55	8.25	8.56	9.26	9.56		11.56	12.29		6.59	7.58		11.58
Pond House	8.04	8.34	9.08	9.38	10.08		12.08	12.40		7.10	8.06		12.06
Central Reading Station Road stop SD	8.12	8.42	9.18	9.47	10.18		12.18	12.50		7.20	8.14		12.14

Central Reading | Oxford Road | Purley via Norcot Junction - Overdown Road - Knowsley Road

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am
Central Reading Friar Street stop FE	5.25	5.53	6.23	6.33	6.47	7.01	7.12	7.30	7.43	7.58	8.15	8.30	8.45
Central Reading Cheapside stop CX	5.27	5.55	6.25	6.35	6.49	7.03	7.16	7.34	7.47	8.02	8.19	8.34	8.49
Norcot Junction	5.35	6.03	6.33	6.43	6.57	7.11	7.26	7.44	7.57	8.12	8.29	8.44	8.59
Dark Lane Foot	5.40	6.08	6.40	6.50	7.04	7.18	7.33	7.51	8.04	8.19	8.36	8.51	9.06
Denefield School	5.43	6.11	6.43	6.53	7.07	7.21	7.35	7.53	8.06	8.21	8.38	8.53	9.08
Purley Chestnut Grove	5.48	6.16	6.48	6.58	7.12	7.26	7.41	7.59	8.12	8.27	8.44	8.59	9.14

		am							pm	pm						pm	pm	
	Central Reading Friar Street stop FE	9.00	then every 15 mins at	15	30	45	00	until	12.00	12.12	then every 15 mins at	27	42	57	12	until	3.27	3.45
	Central Reading Cheapside stop CX	9.04		19	34	49	04		12.04	12.16		31	46	01	16		3.31	3.50
	Norcot Junction	9.14		29	44	59	14		12.14	12.27		42	57	12	27		3.42	4.01
	Dark Lane Foot	9.22		37	52	07	22		12.22	12.35		50	05	20	35		3.50	4.10
	Denefield School	9.24		39	54	09	24		12.24	12.37		52	07	22	37		3.52	4.12
	Purley Chestnut Grove	9.30		45	00	15	30		12.30	12.44		59	14	29	44		3.59	4.20



							pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Friar Street stop FE	then every 15 mins at	00	15	30	45	until	5.45	6.00	6.15	6.30	6.45	7.00	7.20	7.50	8.20	9.20	10.20	11.20
Central Reading Cheapside stop CX		05	20	35	50		5.50	6.04	6.19	6.34	6.49	7.04	7.23	7.53	8.23	9.23	10.23	11.23
Norcot Junction		16	31	46	01		6.01	6.15	6.30	6.45	7.00	7.15	7.33	8.03	8.33	9.33	10.33	11.33
Dark Lane Foot		25	40	55	10		6.10	6.23	6.38	6.53	7.08	7.23	7.40	8.10	8.40	9.40	10.40	11.40
Denefield School		27	42	57	12		6.12	6.25	6.40	6.55	7.10	7.25	7.42	8.12	8.42	9.42	10.42	11.42
Purley Chestnut Grove		35	50	05	20		6.20	6.32	6.47	7.02	7.17	7.32	7.49	8.19	8.49	9.49	10.49	11.49

Central Reading | Oxford Road | Purley via Norcot Junction - Overdown Road - Knowsley Road

Saturdays

	am	am	am	am	am	am	am	am	am		pm	pm		pm	pm	pm
Central Reading Friar Street stop FE	5.37	6.20	6.55	7.10	7.35	7.50	8.15	8.32	8.50	then every 20 mins until	12.30	12.50	then every 20 mins until	5.50	6.10	6.30
Central Reading Cheapside stop CX	5.39	6.22	6.57	7.12	7.37	7.52	8.17	8.34	8.53		12.33	12.54		5.54	6.14	6.34
Norcot Junction	5.46	6.29	7.04	7.19	7.45	8.02	8.27	8.44	9.03		12.43	1.06		6.06	6.25	6.45
Dark Lane Foot	5.51	6.34	7.09	7.24	7.51	8.08	8.33	8.51	9.10		12.50	1.13		6.13	6.32	6.52
Denefield School	5.54	6.37	7.12	7.27	7.54	8.11	8.36	8.54	9.13		12.53	1.16		6.16	6.35	6.55
Purley Chestnut Grove	6.00	6.43	7.18	7.33	8.01	8.18	8.43	9.01	9.20		1.00	1.23		6.23	6.42	7.02
	pm	pm	pm	pm	pm	pm	pm									
Central Reading Friar Street stop FE	6.50	7.20	7.50	8.20	9.20	10.20	11.20									
Central Reading Cheapside stop CX	6.54	7.23	7.53	8.23	9.23	10.23	11.23									
Norcot Junction	7.05	7.33	8.03	8.33	9.33	10.33	11.33									
Dark Lane Foot	7.12	7.39	8.09	8.39	9.39	10.39	11.39									
Denefield School	7.15	7.42	8.12	8.42	9.42	10.42	11.42									
Purley Chestnut Grove	7.22	7.49	8.19	8.49	9.49	10.49	11.49									

Sundays

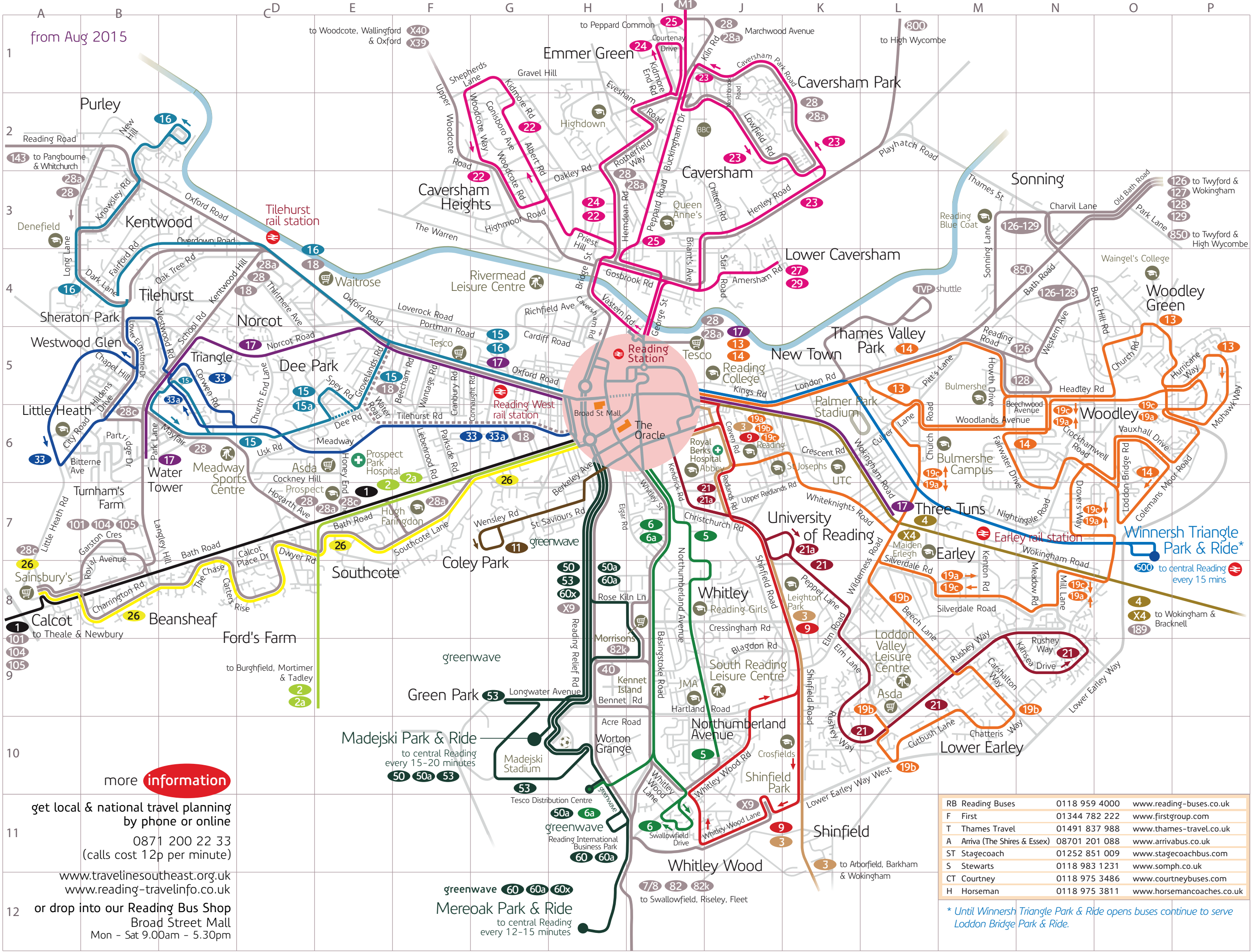
	am	am	am		am	pm		pm	pm	pm	pm	pm	pm
Central Reading Friar Street stop FE	7.35	8.24	9.20	then every 30 mins until	11.50	12.20	then every 30 mins until	6.20	7.20	8.20	9.20	10.20	11.20
Central Reading Cheapside stop CX	7.37	8.26	9.23		11.53	12.24		6.24	7.23	8.23	9.23	10.23	11.23
Norcot Junction	7.44	8.33	9.32		12.02	12.34		6.34	7.32	8.32	9.32	10.32	11.32
Dark Lane Foot	7.49	8.38	9.38		12.08	12.41		6.41	7.39	8.39	9.39	10.39	11.39
Denefield School	7.51	8.40	9.40		12.10	12.43		6.43	7.41	8.41	9.41	10.41	11.41
Purley Chestnut Grove	7.56	8.45	9.45		12.15	12.49		6.49	7.47	8.47	9.47	10.47	11.47

public holidays

	am	am	am	am	am		am	pm		pm	pm	pm	pm	pm	pm
Friar Street stop FD	7.20	7.50	8.20	8.50	9.20	then every 30 mins until	11.50	12.20	then every 30 mins until	6.20	7.20	8.20	9.20	10.20	11.20
Cheapside stop CX	7.22	7.52	8.22	8.52	9.23		11.53	12.24		6.24	7.23	8.23	9.23	10.23	11.23
Norcot Junction	7.29	7.59	8.29	8.59	9.32		12.02	12.34		6.34	7.32	8.32	9.32	10.32	11.32
Overdown Road Dark Lane	7.34	8.04	8.34	9.04	9.38		12.08	12.41		6.41	7.39	8.39	9.39	10.39	11.39
Denefield School	7.36	8.06	8.36	9.06	9.40		12.10	12.43		6.43	7.41	8.41	9.41	10.41	11.41
Purley Chestnut Grove	7.41	8.11	8.41	9.11	9.45		12.15	12.49		6.49	7.47	8.47	9.47	10.47	11.47

Appendix E

Reading Bus Map

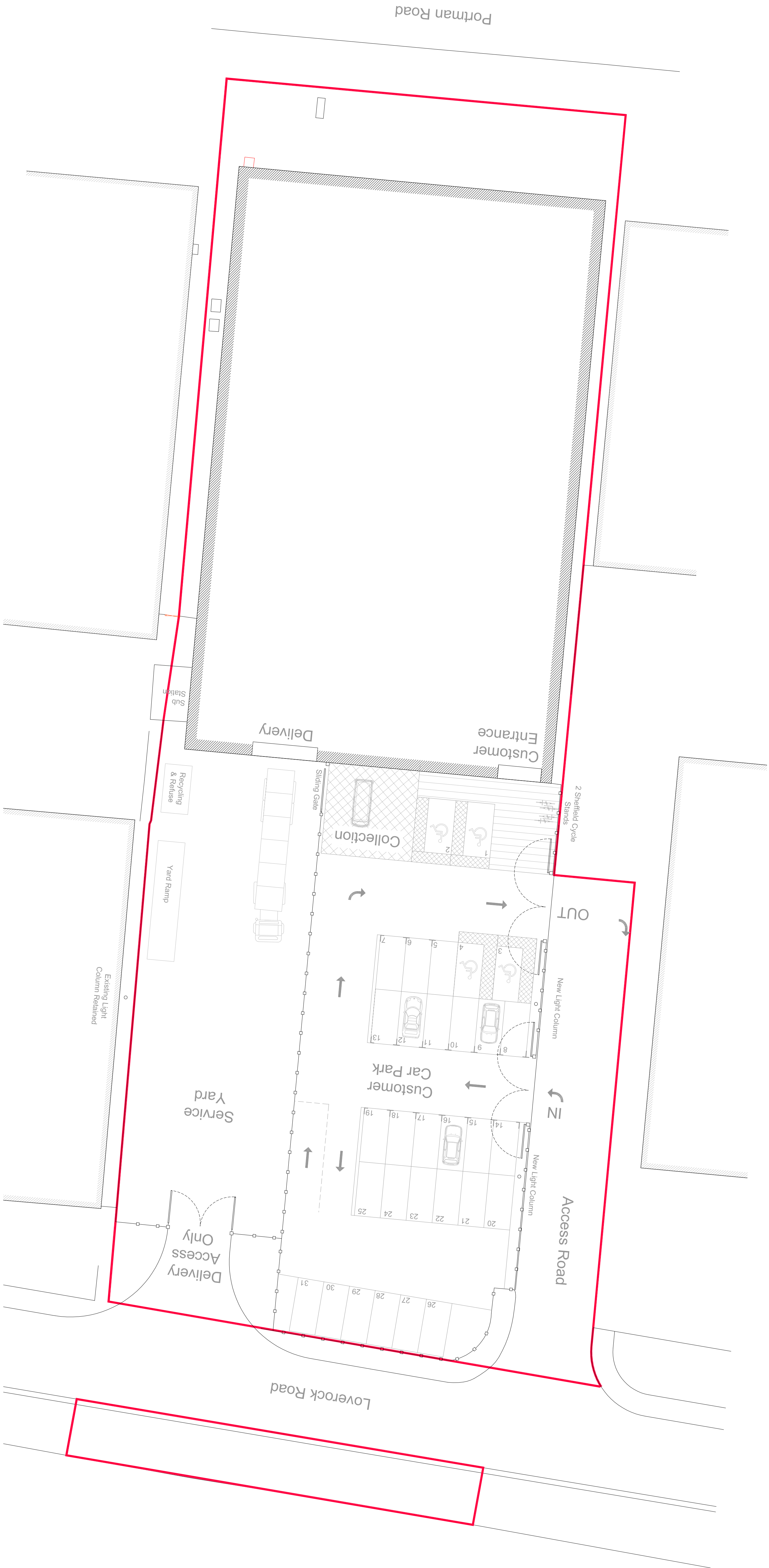


RB Reading Buses	0118 959 4000	www.reading-buses.co.uk
F First	01344 782 222	www.firstgroup.com
T Thames Travel	01491 837 988	www.thames-travel.co.uk
A Arriva (The Shires & Essex)	08701 201 088	www.arrivabus.co.uk
ST Stagecoach	01252 851 009	www.stagecoachbus.com
S Stewarts	0118 983 1231	www.somph.co.uk
CT Courtney	0118 975 3486	www.courtneybuses.com
H Horseman	0118 975 3811	www.horsemancoaches.co.uk

* Until Winnersh Triangle Park & Ride opens buses continue to serve Loddon Bridge Park & Ride.

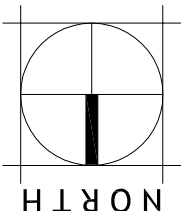
Appendix F

Site Layout



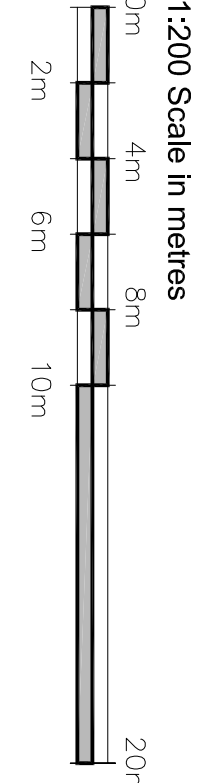
1 SITE PLAN
Proposed

SCALE 1:200



KEY

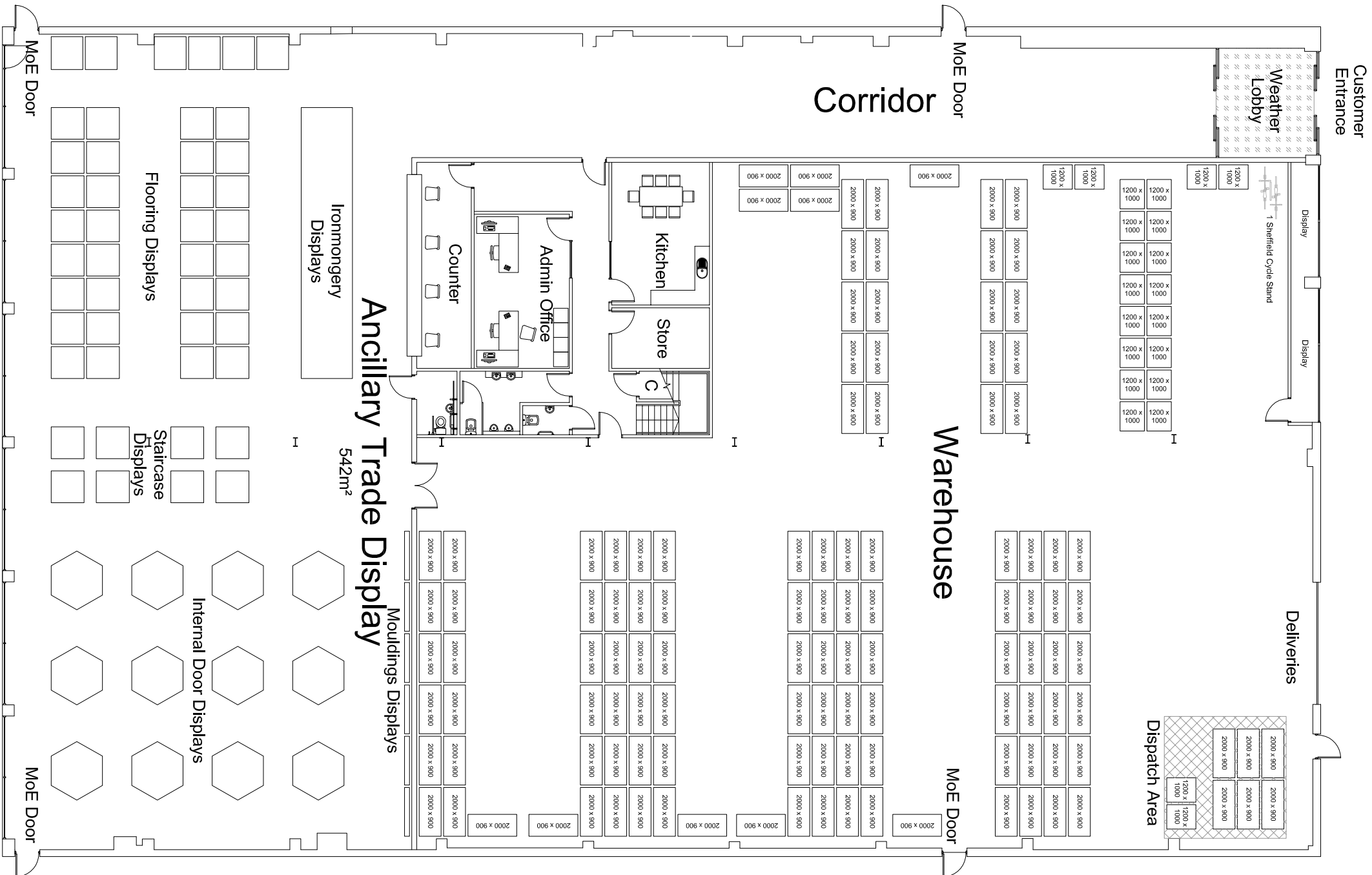
Application Boundary (4,614m²)



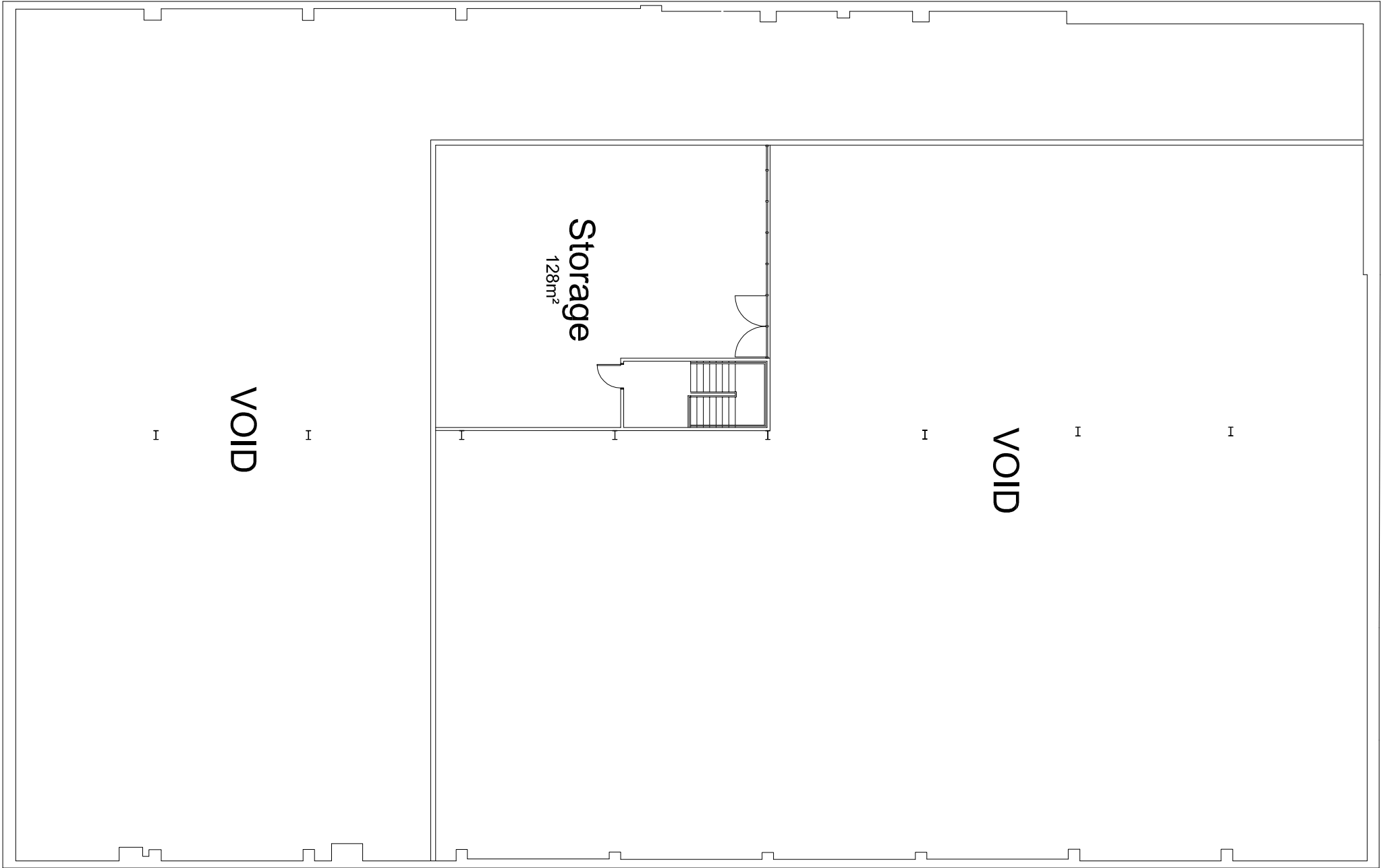
A		Heading boundary arrowhead (red line area) (m²)	07/01/16	GC
Rev:	None		Date	Initial
Status				
Planning Application				
robert rigby architects				
Project:				
26 Portman Road				
Reading				
Client:				
The DeoStore				
Drawing Title:				
Proposed Site Plan				
Scale: 1:200@A1				
Drawn by: GC		Dwg No.: 1505 / P-102		Rev.: A
Date: 18/11/2015				

Appendix G

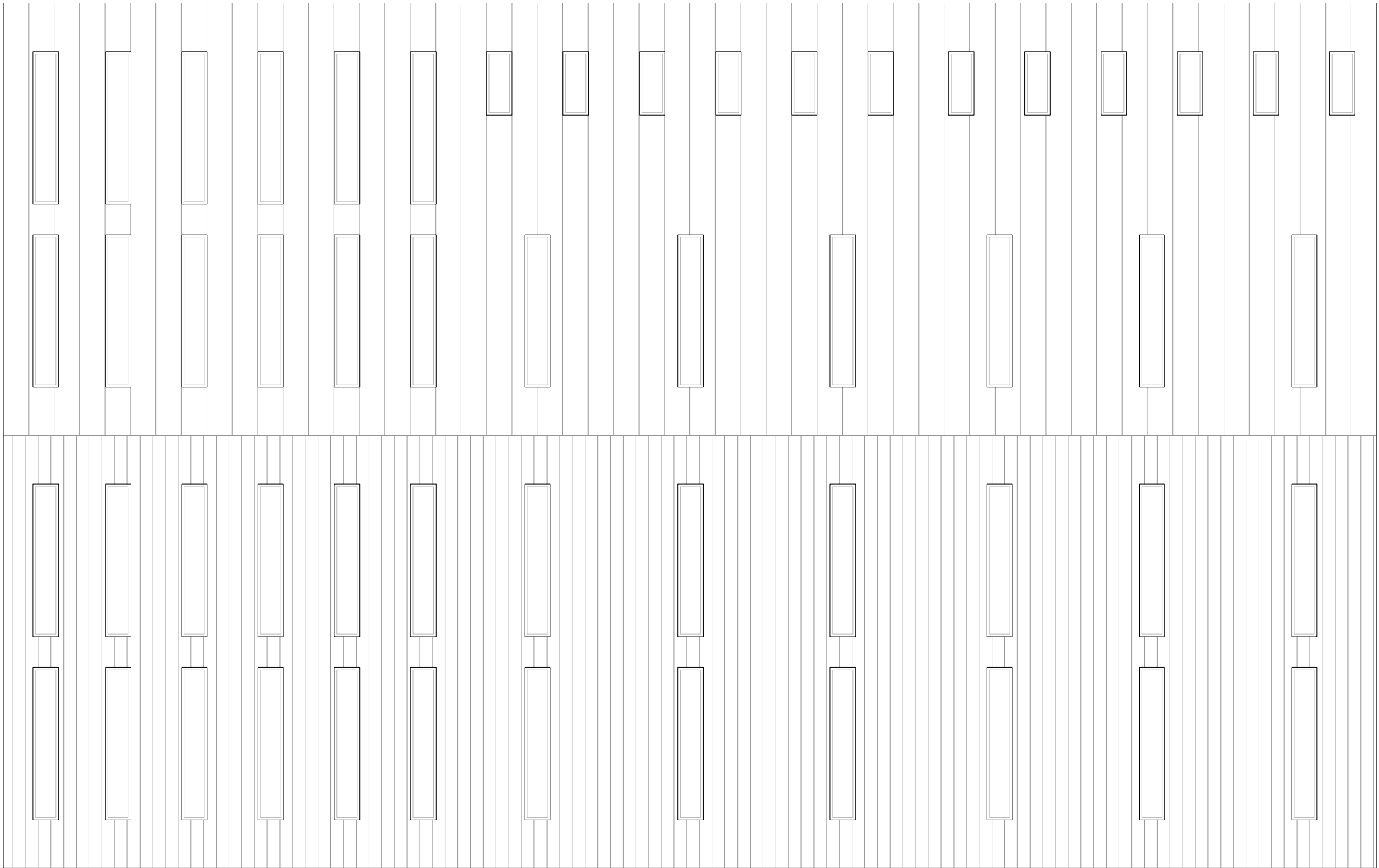
Proposed Floor Plan



1 GROUND FLOOR PLAN
Proposed SCALE 1:200



2 FIRST FLOOR PLAN
Proposed SCALE 1:200



3 ROOF PLAN
Proposed SCALE 1:200

Acommodation Schedule

Gross External Area	1,889m²
---------------------	---------

Gross Internal Area	1,759m²
Ground	128m²
First	128m²
Total	1,889m²

Project:
26 Portman Road
Reading
RG1 1EX
Tel: 0118 52779 19
Fax: 0118 52779 10
Email: info@robertyrby.com



robertyrby architects

Rev	Note	Date	Initial
A	Additional modifications included	05/01/16	GC

Planning Application

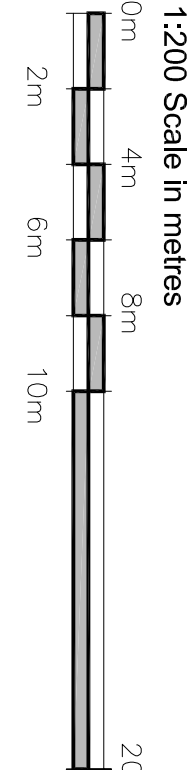
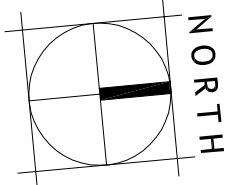
Project:
26 Portman Road
Reading
RG1 1EX
Tel: 0118 52779 19
Fax: 0118 52779 10
Email: info@robertyrby.com

Project:
26 Portman Road
Reading
RG1 1EX
Tel: 0118 52779 19
Fax: 0118 52779 10
Email: info@robertyrby.com

Client:
The DeoStore

Drawing Title:
Proposed Floor Plans

Scale:	1:200@A1	Dwg No.:	Rev.:
Drawn by:	GC	1505 / P-103	B
Date:	14/12/2015		



Appendix H

TRICS Outputs – Proposed Use

Site reference: LE-16-A-01 Survey date: 27/09/12 Day of week: Thursday
Multi-Modal survey site
Vehicles surveyed: Total vehicles
Survey type: Manual Count
AM weather: Mild and Cloudy
PM weather: Mild and Cloudy
Initial car park occupancy: 7 Final car park occupancy: 9

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 104% (24 On-Site Spaces)

Data proportions in %

Motor cars	37	Motor cycles	1	Public service	0
Light goods	56	OGV (1)	5	OGV (2)	1
				Taxis	0

Time	Arr 98	Dep 96	Totals	Parking Accum
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	14	3	17	18
08:00-09:00	15	10	25	23
09:00-10:00	14	12	26	25
10:00-11:00	14	15	29	24
11:00-12:00	11	20	31	15
12:00-13:00	8	9	17	14
13:00-14:00	9	10	19	13
14:00-15:00	7	5	12	15
15:00-16:00	3	6	9	12
16:00-17:00	3	3	6	12
17:00-18:00	0	3	3	9
18:00-19:00	0	0	0	9
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No PSV's, taxi or pedal cycles visited the site during this survey.

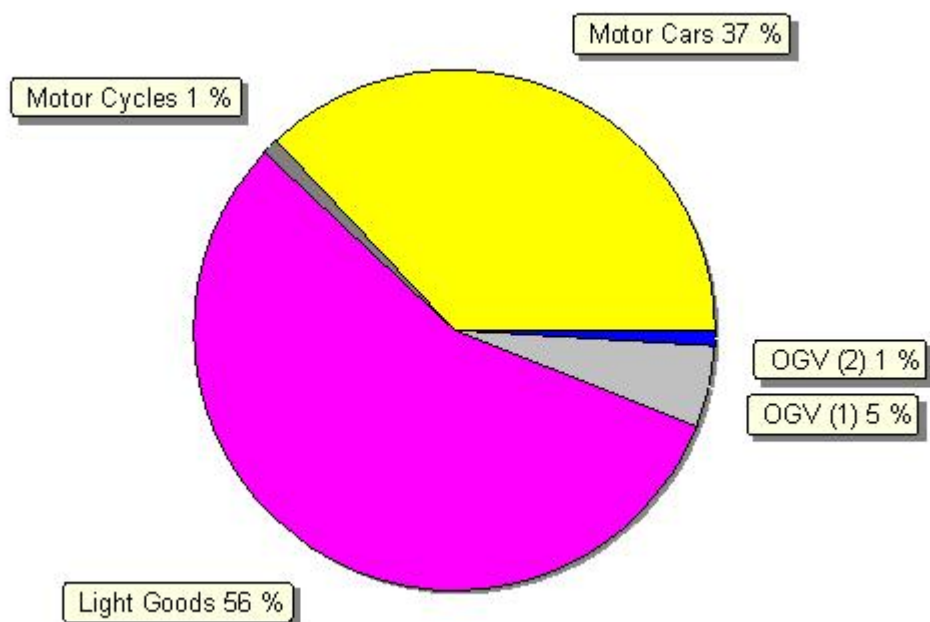
The maximum parking accumulation exceeding the number of parking spaces at the site can be explained by the fact that vehicles also parked in non-marked areas within the site during the survey.

When the OGV spaces are full, OGV's also park in an unmarked area by the delivery access.

There are occasions during the survey where the number of vehicles exceeds the number of vehicle occupants.

This can be explained by the fact that drivers of vehicles picking up/dropping off people at the site are excluded from the vehicle occupants count.

Vehicle Percentages for LE-16-A-01 Surveyed: 27/09/12 Thursday



Site reference: LE-16-A-01 Multi-Modal survey site

Trade name: POCHIN

Site area (h/a): 0.73

Open since 2006

Total Employees 21

Full Time Employees 8 38%

Part Time Employees 13 62%

Approximate % of total employees working
standard 9-5 hours or similar 100%

Percentage Split of Employee Gender

Male 71%

Female 29%

Name of nearest site PLUMB CENTRE

Distance to nearest similar site 4 Km

OPENING TIMES (24 Hour format)

Mon to Thurs 07:30 to 17:00

Friday 07:30 to 17:00

Saturday 08:00 to 12:00

Sunday 00:00 to 00:00

Comments

This is a trade counter site for plumbing supplies.

Site Reference: LE-16-A-01 Multi-Modal Site
 Created: Version: 2013(a)v6.11.1 11/12/12
 Latitude/Longitude: 52.63124, -1.19761
 Land Use Type: 16 - MIXED/A - MISCELLANEOUS
 Region/Area: EAST MIDLANDS/LEICESTERSHIRE
 Version/Creation Date: 2013(a)v6.11.1 11/12/12

Description: TRADE COUNTER
 Street: MURRAYFIELD ROAD
 District: BRAUNSTONE FRITH
 Town: LEICESTER
 Post Code: LE3 1UW

Location: Edge of Town
 Location Sub Category: Industrial Zone
 Use Class: B8

Population within 500m: 1891
 Population within 1 Mile: 25,001 to 50,000
 Population within 5 Miles: 250,001 to 500,000
 Car ownership within 5 Miles: 0.6 to 1.0

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	472		472
Monday-Friday	0700-1000	120		120
Monday-Friday	1600-1900	110		110
Saturday	0700-1900	456		456
Sunday	0700-1900	18		18

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located near the western edge of Leicester. Local routes head towards all parts of the city. The A47 main route is located to the south, and heads east into the city centre and west out of the city. The M1 motorway is located to the west of the site.

The site has two vehicle accesses, the main access to the site car park and the delivery access at the rear. The site is surrounded by mainly industrial development, with residential streets also nearby.

Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Abbey Street (Leicester)	3	26
Haymarket (Leicester)	4	28
Coventry	9	103
Market Bosworth	2	50

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

The site is in proximity to local bus routes.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2012
Nearest Primary School	1.1 kilometres
Nearest Secondary School	1.7 kilometres
Nearest Local Shop/Corner Shop	0.4 kilometres
Nearest Main Supermarket	4.4 kilometres
Nearest Doctors Surgery	0.9 kilometres
Nearest Hospital with Minor Injuries/A & E	4.3 kilometres
Nearest Sports/Leisure Centre	1.2 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	E00069264
Number of people employed within Census Output Area	224
Number of households within Census Output Area	156
Number of people living within Census Output Area	408
Area of Census Output Area (hectares)	68.00
Population density within Census Output Area (per hectare)	6.04

Site reference: LE-16-A-01

Survey date: 27/09/12

Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: OGV

Data proportions in % OGV (1) 83 OGV (2) 17

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 6	Dep 6	Totals	Accumulation
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	0	0	0	(0)
08:00-09:00	0	1	1	(-1)
09:00-10:00	1	0	1	(0)
10:00-11:00	3	1	4	(2)
11:00-12:00	1	1	2	(2)
12:00-13:00	1	1	2	(2)
13:00-14:00	0	1	1	(1)
14:00-15:00	0	0	0	(1)
15:00-16:00	0	1	1	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				