

Transport Statement

Proposed Part Change of Use to Builders' Merchant,
Former City Link Warehouse, Acre Road, Reading, RG2
0SU

Iceni Projects Limited on behalf of
Travis Perkins (Properties) Ltd

August 2015

ICENI PROJECTS LIMITED
ON BEHALF OF TRAVIS
PERKINS (PROPERTIES)
LTD

CONTENTS

1. INTRODUCTION.....	3
2. THE SITE AND SURROUNDINGS.....	4
3. PROPOSED DEVELOPMENT.....	8
4. TRAFFIC GENERATION	10
5. CONCLUSIONS	12

APPENDICES

- A1. SITE LOCATION PLAN
- A2. CYCLE ROUTE MAP
- A3. BUS INFORMATION
- A4. SITE LAYOUT PLAN
- A5. SWEPT PATH ANALYSES
- A6. TRICS DATA

1. INTRODUCTION

- 1.1 Icen Projects Ltd has been appointed by Travis Perkins (Properties) Ltd to provide highway advice in regard to their proposed development at Acre Road, Reading. The proposal seeks to change part of the (Class B8) former City Link warehouse to provide a Builders' Merchant (Sui Generis). A Site Location Plan is attached at Appendix A1.
- 1.2 The application is for a change of use from B8 to sui generis, however, as part of the development 372m² will be retained as B8 use. The development will have a total GIA of 1,440m², comprising the Travis Perkins builders' merchant (sui generis), a Benchmarx (B8) branch and 54m² of ancillary office, kitchen and toilet use.
- 1.3 The methodology used in the preparation of this Transport Statement (TS) principally follows the NPPG document 'Travel Plans, Transport Assessments and Statements in decision-taking' as well as the Department for Transport (DfT) 'Guidance on Transport Assessment' document dated March 2007.
- 1.4 The report is arranged as follows:
- Section 2 provides a description of the existing site conditions including site use, local highway network, existing levels of public transport provision, cycling and walking.
 - Section 3 provides a description of the development proposals, including development type, site access, parking and servicing.
 - Section 4 examines the traffic generation characteristics of the consented and proposed developments to determine the relative impacts of the proposal.
 - Section 5 provides a summary and draws conclusions.
- 1.5 The results of this assessment clearly show that the proposed development can be adequately accommodated on the site without detriment to road capacity and safety.

2. THE SITE AND SURROUNDINGS

Site Location

- 2.1 The application site is located at Acre Road, Reading which is approximately 5km south of the town centre. The site is in a predominantly commercial / industrial area, and is bounded to the north and west by Acre Road. To the south and east the site is bounded by adjacent commercial / industrial units.
- 2.2 Vehicular access to the site is facilitated via a priority access on Acre Road.
- 2.3 The existing building has a total GIA of 1,455m² and its current use is as a B8 storage and distribution unit.

Existing Highway Network

- 2.4 Acre Road is a 6 metre wide, two way, single carriageway with footways ranging from 2-2.5 metres wide on both its northern and southern side. The road is subject to a 30mph speed limit and is well lit. There is double yellow lining present on both sides of the carriageway for the extent of Acre Road, meaning no waiting or loading is allowed at any time.
- 2.5 Acre Road links to the A33 via a left-in / left-out priority junction to the west of the site. The A33 is a 2 lane dual carriageway road subject to a 40mph speed limit, which links the site with the wider area. The A33 links with the M4 approximately 1.7km south of the site. To the north of the site, the A33 provides access to Reading town centre. The site therefore has good access to the strategic road network.
- 2.6 To the east of the site access, Acre Road links with the B3031 Basingstoke Road via an unconventional junction with width restricted access and a bollard for heavy vehicle access. Basingstoke Road provides access to residential areas to the east of the site.
- 2.7 This site is conveniently located to allow future staff and customers to arrive by various transport alternatives to the private car as it is in close proximity to both bus and cycle routes. There are good quality, well lit footways between the site and bus stops providing safe and easy access for pedestrians.
- 2.8 Statistics published in 'Transport Trends' (DETR 1999), found that that 84% of walk trips were up to 1.6km (1 mile), whilst 90% of cycle trips were up to 8 km (5 miles). The Institute of Highways and transportation (IHT) publication in 2000, "Guidelines for Providing Journeys on Foot" accepted that

walking distance of up to 800m (half mile) where a preferred maximum with regard to town centres (shopping). It is recognised, however, that the number of customers walking or cycling to a builders' merchant or trade counter branch will be low due to the bulky nature of many goods purchased.

Walking

- 2.9 Facilities for pedestrians travelling to the site include up to 2.5m wide footways on both sides of Acre Road. The footways link to Basingstoke Road to the east providing direct access to the surrounding residential areas, bus stops and the suburb of Whitley.
- 2.10 Although the site is easily accessible by foot, it is recognised that while walking trips are observed to the site, these would only be likely to occur if the visitor intended to purchase small items that were light enough to carry home. Historically, the purchase of heavier, bulkier items would be likely to attract a vehicular trip as the need to provide transport for larger items was accepted. In recent years, large bulky goods suppliers have been moving towards home delivery services which help to remove trips from the road network, especially when coupled with internet shopping. Nevertheless, it is likely that walking trips could be made to the site by staff living in the surrounding residential areas and by customers for comparative shopping purposes. Given the nature of the retail offer and Travis Perkins' customer profile the latter are likely to be minimal.

Cycling

- 2.11 Cycle connectivity around the site is good with both Reading Cycle Routes R1 and R10 running within the vicinity. R1 runs from Junction 11 of the M4 to Reading Town Centre and includes the A33 immediately to the west of the site. R10 runs from Whitley to Reading Town Centre and takes in quiet roads with plenty of room for cyclists. In addition, there are also linking routes and traffic-calmed or quiet residential roads in the surrounding area which are suitable for cyclists.
- 2.12 National Cycle Routes 4 and 23 also run in the vicinity with both these routes passing along the A33 and providing cycling connections to areas further afield. National Cycle Route 4 is a 432 mile route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St. Davids. Route 23 runs from Reading to Southampton via Basingstoke, Alresford, Winchester and Eastleigh.
- 2.13 It is recognised that outside of the cycling catchments, normally considered as up to 5km or 20 minutes journey time, cycling may also be used as part of an integrated journey/multi modal trip with public transport. This is particularly relevant for staff who may choose to cycle to work. A cycle route map is included at Appendix 2 of this report.

Bus Services

2.14 There are a number of bus stops located within the vicinity of the site, the nearest ones are;

- Madjeski Stadium Northern Way (N-bound) – Northern Way, approx. 500m north west of site
- Madjeski Stadium Northern Way (S-bound) – Northern Way, approx. 500m north west of site
- Hartland Road (N-bound) – Basingstoke Road, approx. 600m east of site
- Hartland Road (S-bound) – Basingstoke Road, approx. 650m east of site

2.15 The regular services that are accessible at these stops are detailed below in Table 2.1

Table 2.1 Bus Services

Service	Route	Average Frequency
6	Central Reading – Whitley Wood	Mon – Fri: Every 10 mins Sat: Every 10 mins Sun: Every 20 mins
6A	Central Reading – Tesco Distribution Centre	Mon – Fri: 10 per day Sat: 9 per day Sun: 7 per day
50	Reading International Business Park – Madjeski Park & Ride – Central Reading	Mon – Fri: Every 15 mins Sat: Every 10 - 15 mins Sun: Every 15 mins
50A	Reading International Business Park – Central Reading	Mon – Fri: Every 20 mins Sat: 16 per day* Sun: 9 per day
50B	Reading International Business Park – Central Reading	Mon – Fri: 2 per day
51	Madjeski Stadium – Central Reading	Mon – Fri: 10 per day**
51A	Madjeski Stadium – Central Reading	Mon – Fri: Every 20 mins**
60	Mereoak P&R – Central Reading	Mon – Fri: 10 per day Sat: Every 20 - 25 mins
72	Reading – Fleet - Farnborough	Mon – Fri: Every hour Sat: Every hour
82	Reading – Swallowfield – Yateley - Farnborough	Mon – Fri: 3 per day
82K	Reading - Swallowfield	Sun: 4 per day

Notes: *varies throughout the day **service runs from morning to early afternoon

2.16 The provision of bus service in the site locale is good. Ten bus services, as detailed above, are available from stops close to the site Monday – Friday, 6 services are available on Saturdays and 5

services on a Sunday. Services are available during the morning and evening for staff and there is a good weekday off peak and Saturday service which will be attractive to customers. Full bus information is included at Appendix A3.

Train Services

- 2.17 The nearest railway station is Reading Station, which is located approximately 5km to the north of the site. The station forms a terminus of the First Great Western route and has services running between London Paddington and Swansea. In addition Reading Station offers travel to a wide range of destinations including Gatwick Airport, Banbury, Exeter and Plymouth.
- 2.18 Although the station is located further than 2km from the site and outside the accepted walking distance, it is within the acceptable cycling distance (5km) and could be used by staff in particular as part of a multimodal journey to and from the site.

Summary

- 2.19 It has been shown that the site is located in an ideal location to benefit from excellent footway and cycle links, and is close to frequent bus services, which supply good area coverage. The site is also within cycling distance of a railway station. As such, the site is ideally located to take advantage of sustainable travel opportunities.

3. PROPOSED DEVELOPMENT

- 3.1 A full description of the proposed development scheme is contained within the planning application submission documents. The following description is pertinent in transport terms. A site layout plan is included at Appendix A4.
- 3.2 The proposal is for a part change of use from B8 to sui generis, however, as part of the development 372m² will be retained as B8 use. The development will have a total GIA of 1,440m², comprising the Travis Perkins builders' merchant (sui generis), a Benchmarx (B8) branch and ancillary office, kitchen and toilet space. This results in the balance of the unit, comprising 1,014 square metres which will be occupied by a Travis Perkins builders' merchant (sui generis) and 54 square meters of ancillary office, kitchen and toilet areas to serve staff members.
- 3.3 The site will include car, customer loading bays and cycle parking as detailed below:
- 15 car parking spaces (including one disabled car space)
 - 13 customer loading bays
 - 1 customer tie down area
 - 4 cycle parking spaces

Access

- 3.4 The existing vehicular access from Acre Road will be retained for the site, however as part of this application there will be a new exit only route onto Acre Road. Therefore vehicles will now enter the site to the east, before looping round the site and exiting to the west. At the south western point of the car park there will be a HGV only access for heavier vehicles to drive to the loading bays.
- 3.5 A swept path analysis has been undertaken to ensure that articulated lorries used to service the site can access the service area as described above. The drawing included at Appendix A5 shows that a 16.5m articulated vehicle can enter, navigate through the site to the loading bays and exit the site in forward gear successfully.
- 3.6 Pedestrian access to the site will be via the vehicular access with footway and crossing points marked within the site to give safe access to the customer entrance.

Parking

- 3.7 The Reading Borough Council (RBC) Local Development Framework (LDF) 'Revised Parking Standards' do not contain standards for a builders' merchants on the basis that it is classed as sui

generis. However, as a guideline B8 parking standards have been applied for the proposed development. The standards permit a maximum of 1 space per 150m². For the proposed unit this equates to a maximum of 10 spaces.

- 3.8 The proposals include for the provision of 15 parking spaces, which is a considerable reduction from the current provision of 38 parking spaces at the site. This reduction in parking spaces will therefore increase the number of trips to the site by sustainable modes of transport. This number of parking spaces also reflects upon the B8 standards, giving that there are no standards for sui generis use. The number of spaces proposed is also consistent with the provision of other similar sized branches across the UK.
- 3.9 With regard to disabled parking, the standards require 5% of total spaces to be accessible. It is proposed to provide a total of 15 spaces, including 1 disabled space and, as such, the level of disabled parking accords with the standards.

Cycle Parking

- 3.10 The parking standards for B8 use require a minimum of 1 space per 450m². The proposals include for 4 cycling spaces to be provided in the form of 2 sheffield stands. This level of parking exceeds the minimum requirement of 3 spaces based on the standards. Due to the bulky nature of the goods sold and the predominantly trade customers who visit the branch on their way to or from their work site the number of customers cycling will be very low. However, the provision of 4 cycle spaces will help to encourage staff to cycle and provide for ad hoc customers cycling to the site.

Refuse Collections and Servicing

- 3.11 Access into the site for refuse and service vehicles will continue to be via the main site access on Acre Road, which is already of sufficient size and layout to accommodate articulated lorries due to the previous B8 use of the site. In order to ensure that all delivery vehicles can access the service yard areas for all units a swept path analysis has been undertaken which shows that all areas can be accessed by a 16.5m articulated lorry. A drawing showing the swept path analysis is included at Appendix A5.
- 3.12 Delivery vehicles will enter the site and load/unload in the loading area shown on the site layout plan. Whilst a vehicle is parked in this area, customers can access the customer loading bays and manoeuvre safely within the site. Once loaded/unloaded, there is space for the delivery vehicle to exit in forward gear.

4. TRAFFIC GENERATION

- 4.1 This section considers the likely traffic generation of the site based on the existing and proposed site uses.

Existing Development

- 4.2 As mentioned previously, the existing use of the unit was as a B8 Storage and Distribution centre. As such, trip rates have been calculated from similar sites available on the TRICS database to establish the amount of traffic such units could generate. Suitable sites were chosen of a comparable size and location type (suburban/edge of town) and located within a commercial/industrial zone. These sites provide vehicular trip rates for a typical weekday for the existing unit. The TRICS output relating to the chosen sites is included in Appendix A6.
- 4.3 The employment AM Peak (08:00-09:00) and PM Peak (17:00-18:00) as well as the Travis Perkins PM peak (15:45-16:45) periods have been assessed for the existing use when generating the trip rates for the extant use of the site. The peak hour trip rates and gross traffic generation applicable to the site are summarised in Table 4.1 below.

Table 4.1 Existing Traffic Generation

Use		AM Peak (08:00-09:00)			PM Travis Perkins Peak (15:45-16:45)			PM Employment Peak (17:00-18:00)		
		Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
B8	Trip Rate	0.436	0.133	0.569	0.171	0.265	0.436	0.100	0.275	0.375
	Trips	6	2	8	3	4	7	1	4	5

Notes: 1. Vehicle trip rate per 100m² GFA.
2. Existing B8 Unit 1,455m² GFA

- 4.4 It can be seen from Table 5.1 that the existing use on the site has the potential to generate between 5 and 8 two-way trips in the peak periods.

Proposed Development

- 4.5 Table 4.2 shows the trip generation for the proposed builders' merchant unit element of the development, based on a survey undertaking at an existing Travis Perkins Branch in Aylesbury on Tuesday 30th September 2014. This is considered to be robust as the new branch will offer a similar range of goods and service and has similar access to public transport. The proposed builders' merchants will employ up to 15 people, including delivery drivers.

Table 4.2 Gross Traffic Generation – Proposed Development

	AM Peak (08:00-09:00)			PM Travis Perkins Peak (15:45-16:45)			PM B2 Employment Peak (17:00-18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Travis Perkins	16	14	30	12	10	22	0	4	4
B8	2	1	3	1	1	2	0	1	1
Total	18	15	33	13	11	24	0	5	5

Notes: TP Trips based on observed trips at the existing Aylesbury branch

B8 Trips based on TRICS Data in Table 4.1

- 4.6 Based on the data contained in Tables 4.1 and 4.2 it can be seen that estimated trips for the proposed use are slightly higher than the existing use in each of the peaks considered, apart from the typical network PM peak when only Travis Perkins staff will be leaving the site. On this basis, it is clear that the proposed use will generate a negligible increase in trips during the AM and PM peak and the same number of trips during the employment, and typical network, PM peak.
- 4.7 With regard to HGV movements, the proposed branch will have 3 no 18 ton rigid 6-wheel lorries, each with a hiab loading facility and 1 no 5 ton 4-wheel 'beavertail' toolhire vehicle and these will be the only Travis Perkins vehicles delivering to customers from the site. Each of the 18 ton lorries will make up to three delivery circuit drops per day (9 delivery trips in total), whereas the toolhire vehicle will typically make up to 5 per day. This means there will be a typical maximum of 14 movements (28 two-way) per day associated with Travis Perkins deliveries, with fewer than this on Saturdays when the branch will close at 12pm. In addition to this there will be 1-3 external deliveries to the site meaning there will be up to 17 HGV movements (34 two-way) associated with the branch.
- 4.8 There are many different occupiers that could operate from the existing site which would have a varying number of associated HGV movements, however, many of these could generate similar levels of HGV movements throughout the day. For example, over an 8 hour working day (09:00-17:00) an average of two HGVs per hour equates to 32 two-way movements. Many B2/B8 uses operate longer hours than this so could generate higher HGV flows than this depending on the nature of their business. Considering the surrounding area as a whole, the number of HGV movements associated with all units will be high and the additional movements are unlikely to be discernible from daily fluctuations on the road.
- 4.9 In summary, the part change of use from B8 employment use to a builders' merchant is likely to result in a negligible uplift in trips overall that will not be discernible from daily fluctuations on the network.

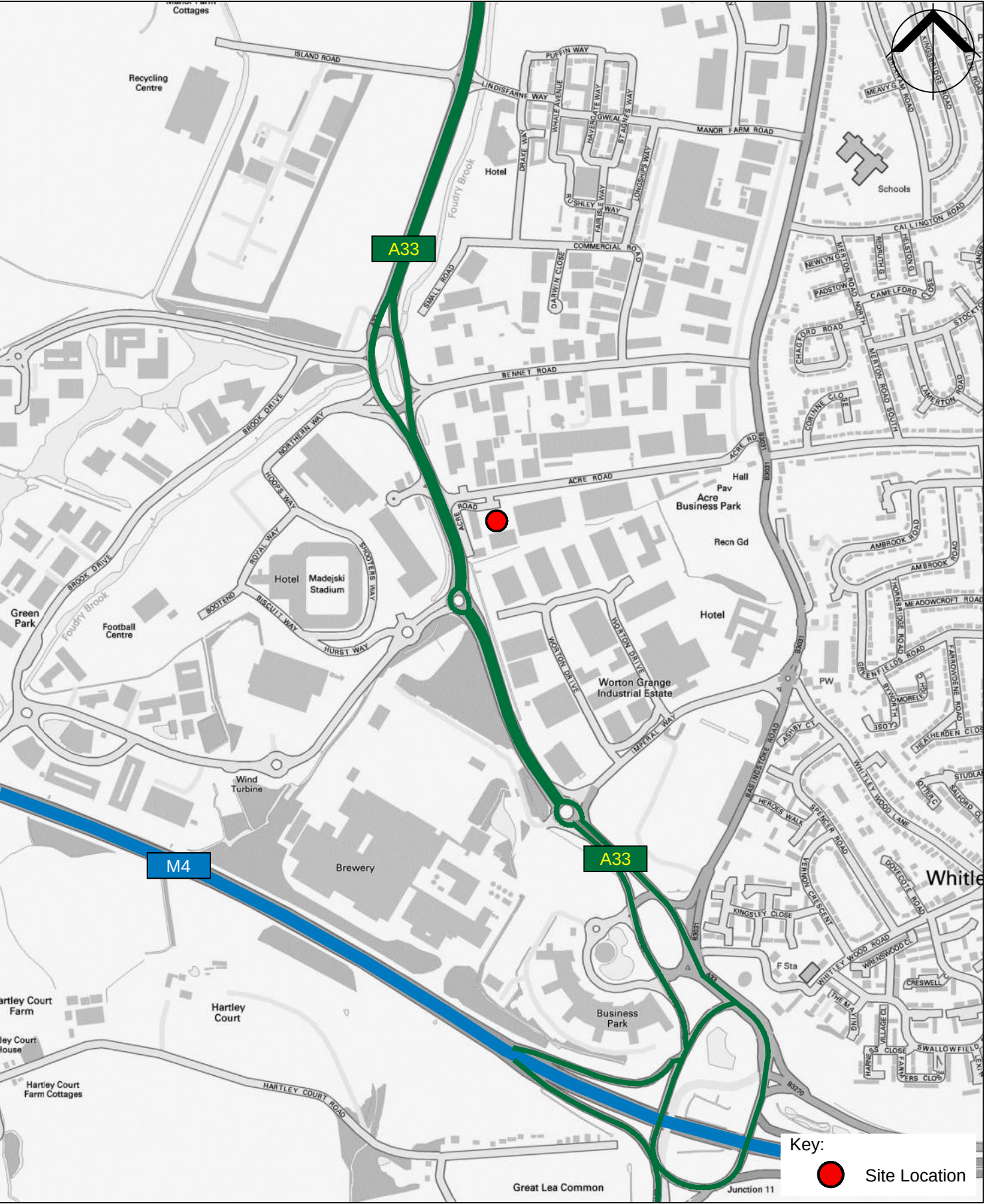
5. CONCLUSIONS

- 5.1 Iceni Projects Ltd has been appointed by Travis Perkins (Properties) Ltd to provide highway advice in regard to their proposed development at Acre Road, Reading. The proposal seeks to change part the use of the site from a B8 warehouse to provide a Builders' Merchant (sui generis).
- 5.2 The development proposal consists of the part change of use from an existing B8 Storage and Distribution centre to a builders' merchant (Sui Generis), however, as part of the development 372m² will be retained as B8 use under a Benchmarx concession. The existing building will be retained and, as such, the development will have a total GIA of 1,440m².
- 5.3 A total of 15 parking spaces will be provided, including 1 disabled space for staff. This is a reduction from the current provision of 38 spaces at the site and is also reflective of RBC's B8 parking standards. As such, the level of parking proposed is in accordance with this objective and also meets Travis Perkins' known operational needs.
- 5.4 The site will have parking for 4 cycles, which accords with the minimum requirement based on the local standards.
- 5.5 Vehicular access to the site is currently provided via a priority access on Acre Road for cars and delivery vehicles. This will continue to be used with the access being used for delivery vehicles and customers collecting goods with larger vehicles, in addition to the car park for staff and customer parking.
- 5.6 Swept path analyses have been undertaken which show that all vehicles accessing the site can do so safely, entering and exiting the site in forward gear.
- 5.7 Bus and rail services are within a reasonable walking distance of the site meaning that there are opportunities for staff to access the site by public transport. Due to the majority of customers being trade customers, almost none will arrive by public transport.
- 5.8 Pedestrian access to the site is good as there are a large number of dwellings within a reasonable walking distance of the site. The residential areas surrounding the site are within 2km and the surrounding roads benefit from formal crossing facilities.
- 5.9 The site benefits from good pedestrian and cycle facilities in the locality providing opportunities for linked trips and multi-modal journeys. Bus stops are located in close proximity to the site and provide a number of services linking the site with local areas. The nearest railway station is Reading Station, which is located approximately 5km to the north of the site. Cycle connectivity

around the site is good with a number of cycling routes running to the town centre, surrounding residential areas and also enabling linked trips with public transport modes. The site is therefore highly accessible by a choice of means of travel, especially for staff.

- 5.10 The proposed development is likely to generate slightly higher number of AM peak hour trips to the existing use of the site and, as such, there will be a marginal increase in trips on the surrounding highway network compared to other uses or occupiers that could occupy the site. This increase will not be discernible from daily fluctuations on the network. In the network PM peak there will be the same number of trips associated with the proposed development compared to the existing use.
- 5.11 In conclusion, the proposed part change of use of the site would not give rise to any adverse transport impact and it is therefore considered that there is no highway related reason why the development proposal should not be granted planning consent.

A1. SITE LOCATION PLAN

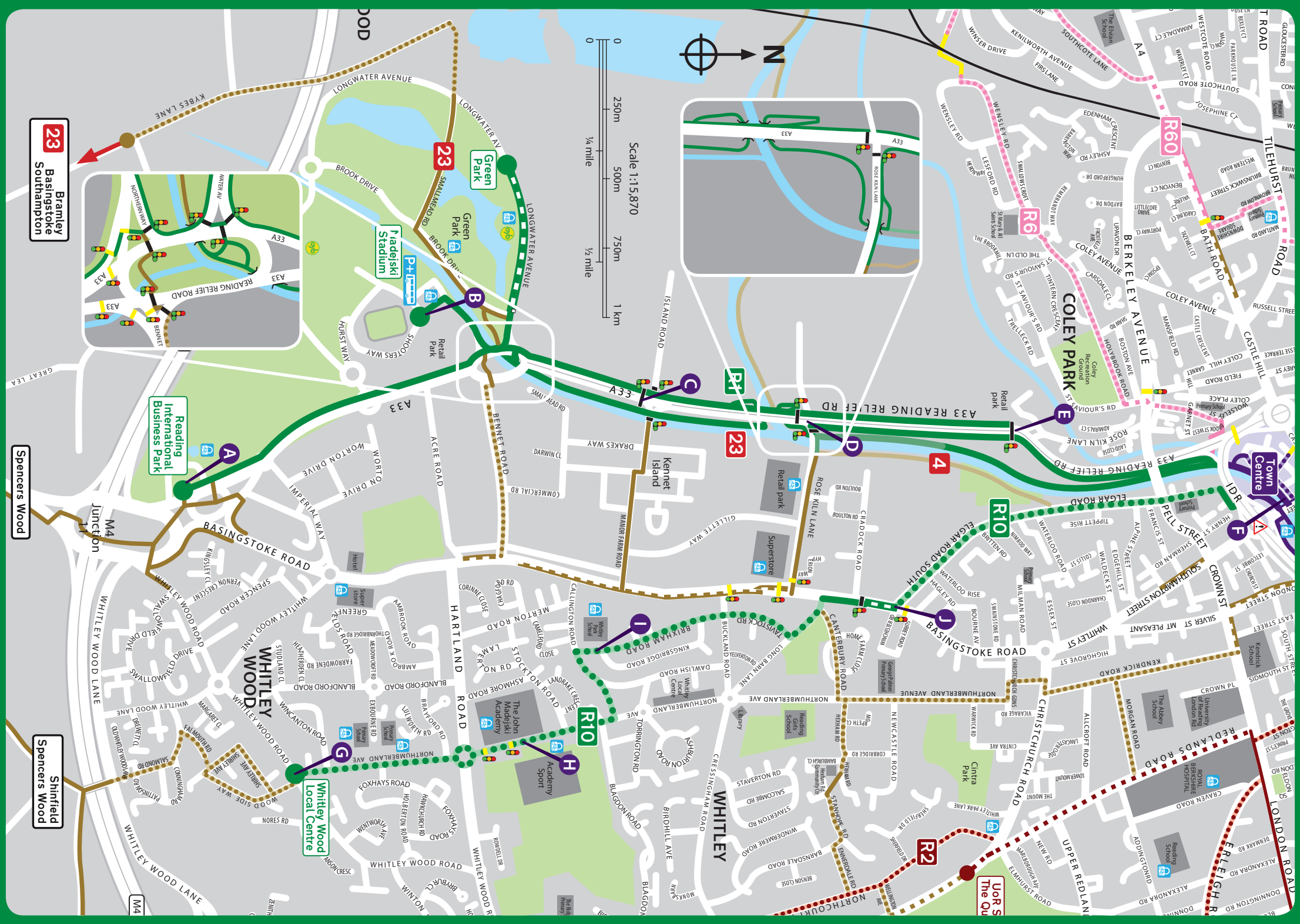


Client	Travis Perkins	Project No. 15-T076		Drawing No. 02	
Project	Acre Road, Reading	Scale @ A4 1:10000		Date 29/07/2015	
Title	Site Location Plan	Drawn By RJ	Checked By SP 29/07/2015	Approved By SP 29/07/2015	

Iceni Projects Limited
Flitcroft House
114-116 Charing Cross Road
London, WC2H 0JR
T +44 (0)20 3640 8508
F +44 (0)20 3435 4228
mail@iceniprojects.com



A2. CYCLE ROUTE MAP

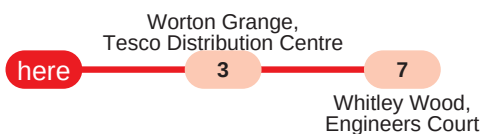


A3. BUS INFORMATION

6 Central Reading - Whitley Wood Reading Buses



6A Central Reading - Tesco Distribution Centre Reading Buses



The numbers circled indicate approximate timings in minutes from Whitley Wood, Hartland Road

Mondays to Fridays Bus times as at 27th July 2015

Time		Service		Note		Time		Service		Note		Time		Service		Note		Time		Service		Note	
0521	6A	1	0747	6	0959	6	1209	6	1411	6	1621	6	1830	6	2143	6A	Fr						
0541	6A		0757	6	1009	6	1219	6	1421	6	1631	6	1845	6	2213	6							
0551	6A		0807	6	1019	6	1229	6	1431	6	1641	6	1854	6	2243	6							
0555	6A		0817	6	1029	6	1239	6	1441	6	1651	6	1904	6	2310	6							
0613	6A		0827	6	1039	6	1249	6	1451	6	1701	6	1914	6	2335	6							
0622	6		0837	6	1049	6	1259	6	1501	6	1711	6	1931	6	0035	6							
0637	6		0847	6	1059	6	1309	6	1511	6	1721	6	1951	6	0135	6							
0648	6		0857	6	1109	6	1319	6	1521	6	1731	6	2011	6									
0657	6		0909	6	1119	6	1324	6A	1	1531	6	1741	6	2031	6								
0707	6		0919	6	1129	6	1329	6	1541	6	1751	6	2051	6									
0717	6	0929	6	1139	6	1341	6A		1551	6	1800	6	2116	6									
0727	6	0939	6	1149	6	1351	6	1601	6	1810	6	2123	6A	1									
0737	6	0949	6	1159	6	1401	6	1611	6	1820	6	2133	6A										

Saturdays Bus times as at 1st August 2015

Time Service Note			Time Service Note			Time Service Note			Time Service Note			Time Service Note			Time Service Note			Time Service Note				
0522	6A	1	0902	6		1100	6		1300	6		1433	6		1633	6		1850	6		2243	6
0542	6A		0912	6		1110	6		1311	6		1443	6		1642	6		1910	6		2313	6
0552	6A		0922	6		1120	6		1321	6		1453	6		1652	6		1930	6		2335	6
0609	6		0932	6		1130	6		1325	6A	1	1503	6		1702	6		1950	6		0035	6
0619	6		0942	6		1140	6		1331	6		1513	6		1712	6		2010	6		0135	6
0639	6		0952	6		1150	6		1340	6A	1	1523	6		1722	6		2030	6			
0704	6		1002	6		1200	6		1341	6		1533	6		1732	6		2048	6			
0724	6		1012	6		1210	6		1349	6		1543	6		1742	6		2113	6			
0744	6		1022	6		1220	6		1401	6		1553	6		1752	6		2123	6A	1		
0804	6		1032	6		1230	6		1410	6A	1	1603	6		1802	6		2133	6A			
0824	6	1042	6		1240	6		1413	6		1613	6		1812	6		2143	6A				
0844	6	1050	6		1250	6		1423	6		1623	6		1830	6		2213	6				

Sundays Bus times as at 2nd August 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0521	6A	1	0916	6		1141	6		1328	6A	1	1505	6		1702	6		1913	6		2213	6	
0551	6A		0946	6		1201	6		1341	6A		1525	6		1722	6		1943	6		2243	6	
0645	6		1011	6		1221	6		1405	6			1541	6		1742	6		2013	6		2313	6
0740	6		1041	6		1242	6		1408	6A			1601	6		1802	6		2043	6			
0813	6		1101	6		1302	6		1425	6			1621	6		1822	6		2125	6A			
0846	6		1121	6		1325	6		1445	6			1641	6		1842	6		2143	6A			

Notes: Fr - Operates only on Fridays 1 - terminates at Worton Grange, Tesco Distribution Centre
Times shown in italics are approximate times

BY SMS
Bus times by
text message



Get the times of the next four buses
from this stop on your phone
Scan the QR code or send the stop code below to:

84268

Return texts cost up to 25p, plus normal text messaging charge.
Normal mobile internet charges apply.

Code for this stop: rdgdtwd

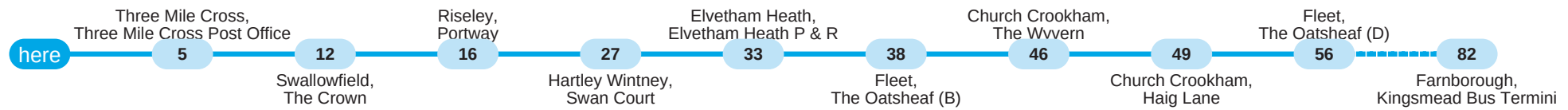
NextBuses
Bus times by
mobile browser



Bus departures from this stop Whitley Wood Hartland Road

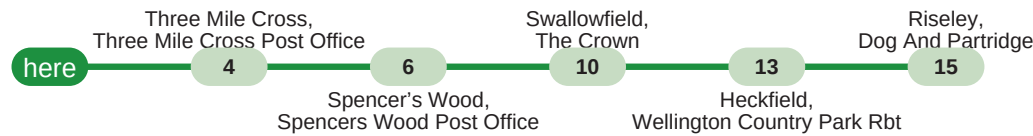
72 Reading - Fleet - Farnborough

Stagecoach in Hants & Surrey



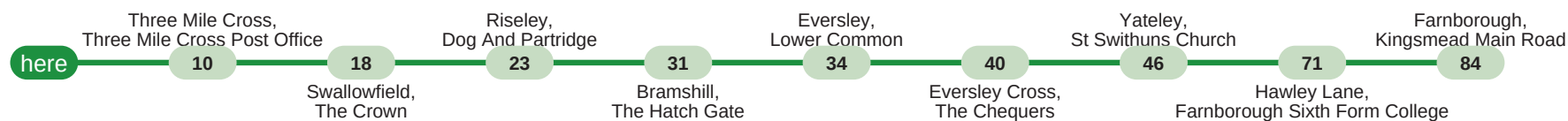
82 Reading - Riseley

Reading Buses



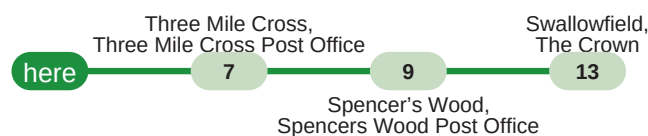
82 Reading - Swallowfield - Yateley - Farnborough

Stagecoach South



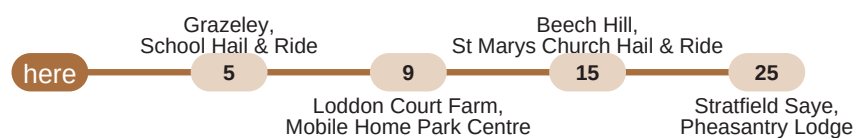
82K Reading - Swallowfield

Reading Buses



154 Beech Hill Village - Reading

Horseman Coaches



The numbers circled indicate approximate timings in minutes from Whitley Wood, Hartland Road

Mondays to Fridays

Bus times as at 27th July 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0726	82	SS,Sch,s2	0924	82	SS	1203	72		1403	72		1700	72		1833	72	1
0744	82	NSch,SS,q6	1003	72		1227	154	Th	1503	72		1735	72	1	1903	72	1
0858	72		1103	72		1303	72		1603	72		1805	72		1936	82	RB

Saturdays

Bus times as at 1st August 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0858	72		1103	72		1303	72		1503	72		1703	72		1903	72	1
1003	72		1203	72		1403	72		1603	72		1803	72	1	1936	82	RB

Sundays

Bus times as at 2nd August 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
1027	82K		1227	82K		1547	82K		1747	82K	

Notes: Th - Operates only on Thursdays
ThFr - Operates only on Thursdays and Fridays
RB - Reading Buses

Times shown in italics are approximate times

NSch - School Holidays
Sch - Schooldays only

SS - Stagecoach South
s2 - not 27.7.15 to 7.9., 26.10. to 30.10.

q6 - only 27.7.15 to 7.9., 26.10. to 30.10.
1 - terminates at Church Crookham, Haig Lane

BY SMS

Bus times by
text message



Get the times of the next four buses
from this stop on your phone

Scan the QR code or send the stop code below to:

84268

Return texts cost up to 25p, plus normal text messaging charge.
Normal mobile internet charges apply.

Code for this stop: **rdgdtwd**

NextBuses

Bus times by
mobile browser



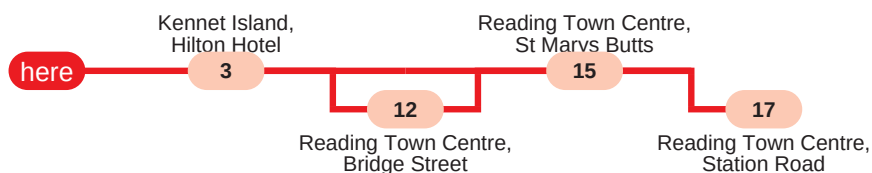
50 Reading International Business Park - Madejski Park & Ride - Central Reading

Reading Buses



50A Reading International Business Park - Central Reading

Reading Buses



50B Reading International Business Park - Central Reading

Reading Buses



The numbers circled indicate approximate timings in minutes from Madejski Stadium, Northern Way

Mondays to Fridays

Bus times as at 24th July 2015

Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note			
0546	50A	0723	50A	0825	50	0935	50	4	1040	50	1142	50A	1255	50	1611	50B	
0611	50A	0730	50	0837	50	0940	50	4	1042	50A	1155	50	1302	50A	1637	50	
0628	50A	0737	50A	0847	50	0942	50A		1055	50	1202	50A	1309	50	1743	50	
0643	50A	0746	50	0851	50	0955	50		1102	50A	1210	50	1339	50	1813	50	4
0656	50A	0749	50A	0900	50A	1002	50A		1110	50	1222	50A	1410	50B	1843	50	4
0701	50	0758	50	0903	50	1010	50		1122	50A	1225	50	1440	50			
0711	50A	0810	50A	0920	50A	1022	50A		1125	50	1240	50	1510	50			
0714	50	0821	50	0930	50	4	1025	50		1140	50	1242	50A	1540	50		

Saturdays

Bus times as at 25th July 2015

Time Service Note			Time Service Note			Time Service Note			Time Service Note			Time Service Note			Time Service Note			Time Service Note				
0725	50A	5	0903	50		1036	50		1221	50	4	1411	50A		1526	50		1653	50	4	1836	50
0725	50A	2,5	0911	50A	3	1051	50		1236	50		1412	50A		1537	50	4	1658	50	4	1848	50A
0755	50A	2	0912	50A	3	1051	50	4	1236	50	4	1421	50		1538	50		1703	50	4	1850	50A
0800	50A		0920	50	1	1106	50		1251	50		1423	50		1548	50		1736	50		1901	50
0815	50A		0921	50		1121	50		1251	50	4	1436	50		1551	50		1741	50		1905	50
0815	50A	2	0935	50	1	1121	50	4	1308	50		1437	50	4	1602	50		1746	50	4	1925	50A
0835	50A	2	0936	50		1136	50		1324	50		1450	50		1606	50	4	1756	50		1925	50A
0836	50		0950	50	1	1151	50		1342	50		1452	50		1614	50		1801	50			
0847	50A		0951	50		1206	50		1344	50		1502	50		1628	50		1813	50A			
0852	50	1	1006	50		1206	50	4	1356	50		1513	50		1637	50	4	1816	50			
0901	50A	2	1021	50		1221	50		1359	50		1525	50		1651	50	4	1831	50			

Sundays

Bus times as at 26th July 2015

Time Service Note			Time Service Note			Time Service Note			Time Service Note			Time Service Note			Time Service Note			Time Service Note				
0725	50A	5	0912	50A	3	1036	50		1206	50	4	1342	50		1502	50		1653	50	4	1813	50A
0800	50A		0921	50		1051	50	4	1221	50	4	1356	50		1513	50		1658	50	4	1831	50
0815	50A		0936	50		1106	50		1236	50		1412	50A		1525	50		1703	50	4	1848	50A
0836	50		0951	50		1121	50		1251	50		1423	50		1537	50	4	1736	50		1901	50
0847	50A		1006	50		1136	50		1308	50		1437	50	4	1551	50		1746	50	4	1925	50A
0903	50		1021	50		1151	50		1324	50		1450	50		1606	50	4	1756	50			

Notes: 1-serves Reading Town Centre, Bridge Street
2-serves Reading Town Centre, Bridge Street

3-terminates at Kennet Island, Hilton Hotel
4-terminates at Reading Town Centre, Station Road

5-terminates at Reading Town Centre, Station Road

Times shown in italics are approximate times



Next bus times on your phone

the code for this stop is **rdgdagw**

Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi

By SMS: text the stop code to 84268. Add a space and service number for just that service.

Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.

Live Departure information will be given if available (eg 3 mins) - otherwise scheduled times will be shown as clock times (eg 1007).

50E Central Reading - Reading International Business Park

Reading Buses



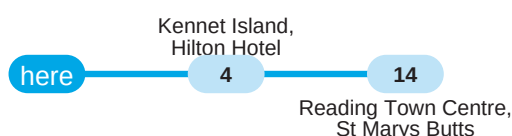
51 Madejski Stadium - Central Reading

Reading Buses



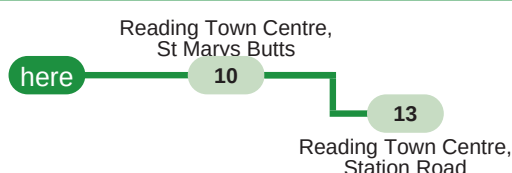
51A Madejski Stadium - Central Reading

Reading Buses



60 Mere oak P & R - Central Reading

Reading Buses



The numbers circled indicate approximate timings in minutes from Madejski Stadium, Northern Way

Mondays to Fridays

Bus times as at 24th July 2015

Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note		Time Service Note	
0556	51A	0725	51	0836	51	0942	51A	1122	51A	1302	51	1	1509	60	1824	60	3
0611	51A	0739	51A	0855	51	1002	51A	1142	51A	1349	60		1609	60	1839	60	
0628	51A	0756	51	0900	51A	1022	51A	1202	51A	1414	60		1639	60	1917	50E	
0645	51	0806	51	0918	51	2	1042	51A	1222	51A	1420	51A		1739	60	2018	50E
0713	51A	0815	51	0925	51		1102	51A	1242	51A	1444	60		1809	60		

Saturdays

Bus times as at 25th July 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0832	60	3	1007	60		1126	60	3	1243	60	3	1432	60	3	1556	60		1719	60	3
0905	60		1033	60		1150	60		1307	60		1502	60		1625	60		1738	60	
0937	60		1058	60		1217	60	3	1336	60		1528	60		1702	60		1810	60	

Sundays

No Service

Notes: 1-serves Kennet Island, Hilton Hotel
Times shown in italics are approximate times



Next bus times on your phone

the code for this stop is **rdgdagw**

Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi

By SMS: text the stop code to 84268. Add a space and service number for just that service.

Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.

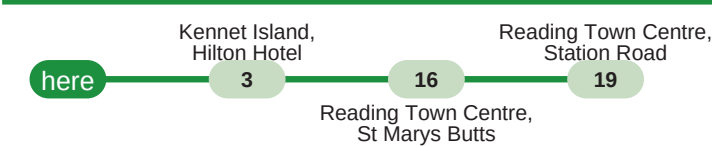
Live Departure information will be given if available (eg 3 mins) - otherwise scheduled times will be shown as clock times (eg 1007).



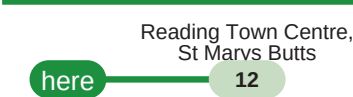
traveline.info/se
0871 200 22 33
Calls cost 12p per minute plus your phone company's access charge

Bus departures from this stop
Madejski Stadium
Northern Way (N-bound)

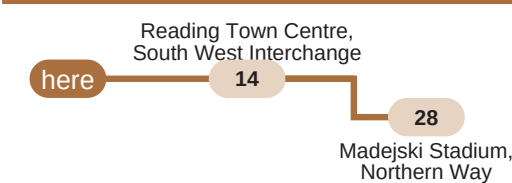
60A Mere oak P & R - Central Reading Reading Buses



60B Mere oak P & R - Central Reading Reading Buses



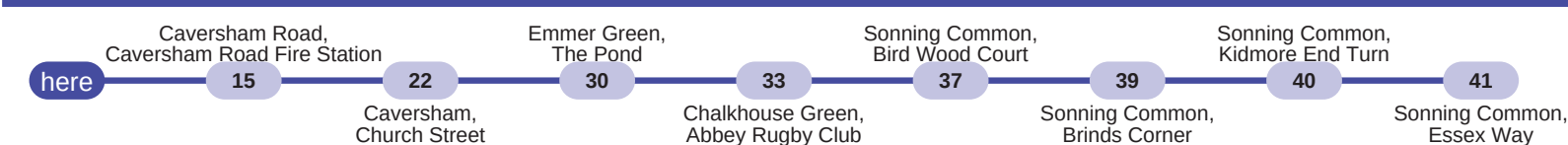
F1 Madejski Stadium - Reading Station Reading Buses



F1 Reading Station - Madejski Stadium Reading Buses



F10 Madejski Stadium - Sonning Common Reading Buses



The numbers circled indicate approximate timings in minutes from Madejski Stadium, Northern Way

Mondays to Fridays												Bus times as at 24th July 2015					
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
1814	F1	D8,R	1839	F1	D8,R	1859	F1	D8,R	1917	F1	D8,R	2200	F1	1,D8,M	2218	F1	D8,M
1819	F1	D8,R	1844	F1	D8,R	1904	F1	D8,R	1938	60A		2205	F1	1,D8,M	2221	F1	D8,M
1824	F1	D8,R	1849	F1	D8,R	1909	F1	D8,R	2145	F1	1,D8,M	2210	F1	1,D8,M	2224	F1	D8,M
1829	F1	D8,R	1854	F1	D8,R	1909	60A		2150	F1	1,D8,M	2212	F1	1,D8,M	2227	F1	D8,M
1834	F1	D8,R	1854	60A		1914	F1	D8,R	2155	F1	1,D8,M	2215	F1	D8,M	2230	F1	D8,M

Saturdays												Bus times as at 25th July 2015											
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0733	60A	2	1329	F1	D3,R	1354	F1	D3,R	1414	F1	D3,R	1700	F1	1,D3,M	1715	F1	D3,M	1730	F1	D3,M	1928	60A	2
0753	60A	2	1334	F1	D3,R	1359	F1	D3,R	1420	F1	D3,R	1700	F10	D3	1718	F1	D3,M	1733	F1	D3,M			
1314	F1	D3,R	1339	F1	D3,R	1404	F1	D3,R	1645	F1	1,D3,M	1705	F1	1,D3,M	1721	F1	D3,M	1736	F1	D3,M			
1319	F1	D3,R	1344	F1	D3,R	1409	F1	D3,R	1650	F1	1,D3,M	1710	F1	1,D3,M	1724	F1	D3,M	1739	F1	D3,M			
1324	F1	D3,R	1349	F1	D3,R	1411	60B		1655	F1	1,D3,M	1712	F1	1,D3,M	1727	F1	D3,M	1742	F1	D3,M			

Sundays												Bus times as at 26th July 2015											
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
1314	F1	D3,R	1334	F1	D3,R	1354	F1	D3,R	1414	F1	D3,R	1655	F1	1,D3,M	1710	F1	1,D3,M	1721	F1	D3,M	1733	F1	D3,M
1319	F1	D3,R	1339	F1	D3,R	1359	F1	D3,R	1420	F1	D3,R	1700	F1	1,D3,M	1712	F1	1,D3,M	1724	F1	D3,M	1736	F1	D3,M
1324	F1	D3,R	1344	F1	D3,R	1404	F1	D3,R	1645	F1	1,D3,M	1700	F10	D3	1715	F1	D3,M	1727	F1	D3,M	1739	F1	D3,M
1329	F1	D3,R	1349	F1	D3,R	1409	F1	D3,R	1650	F1	1,D3,M	1705	F1	1,D3,M	1718	F1	D3,M	1730	F1	D3,M	1742	F1	D3,M

Notes: D3 - For Reading FC home matches 3pm kickoff 1 - terminates at Madejski Stadium, Northern Way M - towards Madejski Stadium
D8 - For Reading FC home matches 7.45/8pm kickoff 2 - terminates at Reading Town Centre, St Marys Butts R - towards Reading Town Centre
Times shown in italics are approximate times



Next bus times on your phone the code for this stop is **rdgdagw**
Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi
By SMS: text the stop code to 84268. Add a space and service number for just that service.
Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.
Live Departure information will be given if available (eg 3 mins) - otherwise scheduled times will be shown as clock times (eg 1007).



traveline.info/se
0871 200 22 33
Calls cost 12p per minute plus your phone company's access charge

Bus departures from this stop
Madejski Stadium
Northern Way (N-bound)

F12

Madejski Stadium - St Barnabas Church

Reading Buses

here

15

22

30

35

Caversham Road, Caversham Road Fire Station

Caversham, Caversham Library

Emmer Green, The Pond

Emmer Green, St Barnabas Church

F31

Madejski Stadium - Woodley Airfield

Reading Buses

here

15

23

30

32

41

44

Whitley Wood, Tamarisk Avenue

Maiden Erlegh, Earley Crossroads

Bulmershe, Bulmershe Sports Centre

Woodley, Chequers

Headley Park, Woodley Piazza

Woodley, Sandford Lane

R1

Madejski Stadium - Reading Station

Reading Buses

here

14

28

Reading Town Centre, South West Interchange

Madejski Stadium, Northern Way

R1

Reading Station - Madejski Stadium

Reading Buses

here

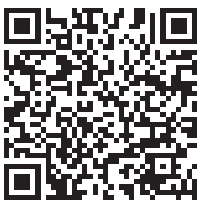
14

Reading Town Centre, South West Interchange

The numbers circled indicate approximate timings in minutes from Madejski Stadium, Northern Way

Mondays to Fridays				Bus times as at 24th July 2015			
TimeServiceNote							
2200	F31	D8					
Saturdays				Bus times as at 25th July 2015			
Time Service Note							
1700	F12	D3		1700	F31	D3	
Sundays				Bus times as at 26th July 2015			
Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note
1244 R1 R,R3	1324 R1 R,R3	1349 R1 R,R3	1414 R1 R,R3	1700 R1 1,M,R3	1715 R1 1,M,R3	1805 R1 M,R3	1855 R1 M,R3
1254 R1 R,R3	1329 R1 R,R3	1354 R1 R,R3	1420 R1 R,R3	1700 F12 D3	1725 R1 M,R3	1815 R1 M,R3	1905 R1 M,R3
1304 R1 R,R3	1334 R1 R,R3	1359 R1 R,R3	1645 R1 1,M,R3	1700 F31 D3	1735 R1 M,R3	1825 R1 M,R3	1915 R1 M,R3
1314 R1 R,R3	1339 R1 R,R3	1404 R1 R,R3	1650 R1 1,M,R3	1705 R1 1,M,R3	1745 R1 M,R3	1835 R1 M,R3	
1319 R1 R,R3	1344 R1 R,R3	1409 R1 R,R3	1655 R1 1,M,R3	1710 R1 1,M,R3	1755 R1 M,R3	1845 R1 M,R3	

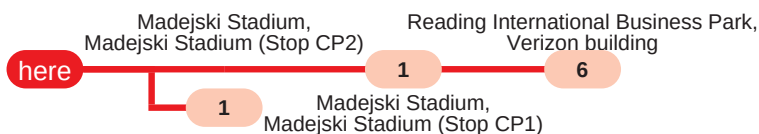
Notes: R3 - For London Irish home matches 3pm kickoff
D3 - For Reading FC home matches 3pm kickoff
D8 - For Reading FC home matches 7.45/8pm kickoff
1 - terminates at Madejski Stadium, Northern Way
M - towards Madejski Stadium
R - towards Reading Town Centre



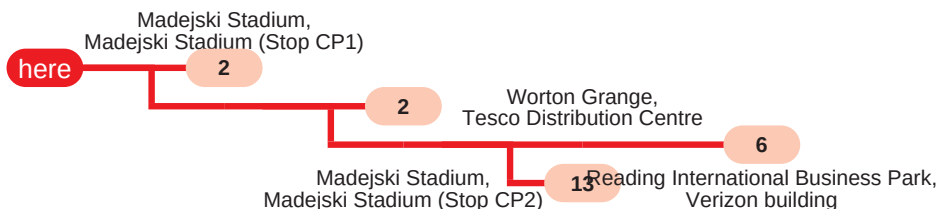
Next bus times on your phone the code for this stop is **rdgdagw**
Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi
By SMS: text the stop code to 84268. Add a space and service number for just that service.
Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.
Live Departure information will be given if available (eg 3 mins) - otherwise scheduled times will be shown as clock times (eg 1007).

Bus departures from this stop
Madejski Stadium
Northern Way (S-bound)

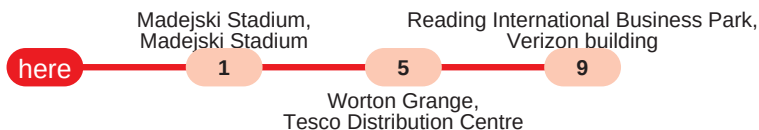
50 Central Reading - Madejski Park & Ride - Reading International Business Park Reading Buses



50A Central Reading - Reading International Business Park Reading Buses



50B Central Reading - Reading International Business Park Reading Buses



The numbers circled indicate approximate timings in minutes from Madejski Stadium, Northern Way

Mondays to Fridays Bus times as at 24th July 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0935	50B		1308	50		1408	50A	3	1508	50A	3	1614	50		1710	50A	
1009	50		1322	50		1423	50		1523	50		1626	50		1717	50	1
1038	50		1326	50A	5	1427	50A	4	1527	50A	4	1629	50A		1725	50	
1108	50		1337	50B		1439	50		1538	50		1643	50		1725	50A	
1138	50		1348	50A	3	1448	50A	3	1548	50A	3	1650	50A		1737	50A	
1208	50		1353	50		1453	50		1553	50		1655	50	1	1743	50	
1238	50		1407	50		1508	50		1609	50A		1700	50A		1749	50A	
															1857	50	
															1908	50A	
															1934	50A	

Saturdays Bus times as at 25th July 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0720	50A	3	1001	50	2	1116	50	2	1246	50	2	1410	50	2	1519	50	2
0755	50A	3	1001	50	2	1131	50	2	1246	50	2	1413	50	2	1529	50	2
0830	50A	3	1016	50	2	1131	50	2	1301	50	2	1424	50	2	1531	50	2
0843	50	2	1016	50	2	1146	50	2	1301	50	2	1427	50	2	1541	50	2
0903	50A	3	1031	50	2	1146	50	2	1316	50	2	1443	50	2	1541	50	2
0915	50	2	1031	50	2	1201	50	2	1316	50	2	1444	50	2	1553	50	2
0917	50	2	1046	50	2	1201	50	2	1334	50A	5	1453	50	2	1553	50	2
0928	50	2	1046	50	2	1216	50	2	1336	50	2	1454	50	2	1605	50	2
0929	50	2	1101	50	2	1216	50	2	1338	50	2	1505	50	2	1605	50	2
0946	50	2	1101	50	2	1231	50	2	1352	50B	6	1505	50	2	1616	50	2
0946	50	2	1116	50	2	1231	50	2	1352	50B	6	1517	50	2	1617	50	2
															1804	50	2
															1807	50	2
															1823	50A	3
															1827	50	2
															1843	50A	3
															1855	50	2
															1902	50	2
															1918	50A	3
															2140	50A	3

Sundays Bus times as at 26th July 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0720	50A	3	0928	50	2	1101	50	2	1231	50	2	1352	50B	6	1517	50	2
0755	50A	3	0946	50	2	1116	50	2	1246	50	2	1410	50	2	1529	50	2
0830	50A	3	1001	50	2	1131	50	2	1301	50	2	1424	50	2	1541	50	2
0843	50	2	1016	50	2	1146	50	2	1316	50	2	1443	50	2	1553	50	2
0903	50A	3	1031	50	2	1201	50	2	1334	50A	5	1453	50	2	1605	50	2
0915	50	2	1046	50	2	1216	50	2	1336	50	2	1505	50	2	1616	50	2
															1804	50	2
															1823	50A	3
															1855	50	2
															1918	50A	3
															2140	50A	3

Notes: 1-terminates at Madejski Stadium, Madejski Stadium (Stop CP1)
2-terminates at Madejski Stadium, Madejski Stadium (Stop CP2)
3-terminates at Madejski Stadium, Madejski Stadium (Stop CP2)
4-terminates at Reading International Business Park, Verizon building
5-terminates at Worton Grange, Tesco Distribution Centre
6-terminates at Worton Grange, Tesco Distribution Centre
Times shown in italics are approximate times



Next bus times on your phone

the code for this stop is **rdgdwap**

Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi

By SMS: text the stop code to 84268. Add a space and service number for just that service.

Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.

Live Departure information will be given if available (eg 3 mins) - otherwise scheduled times will be shown as clock times (eg 1007).

Bus departures from this stop
Madejski Stadium
Northern Way (S-bound)

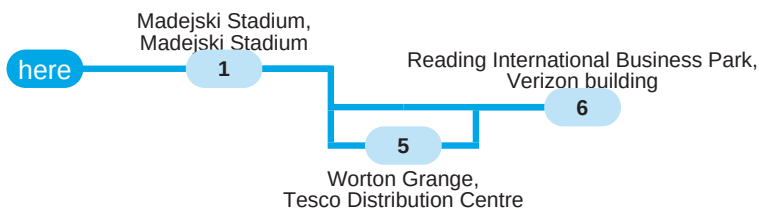
50E Central Reading - Reading International Business Park Reading Buses



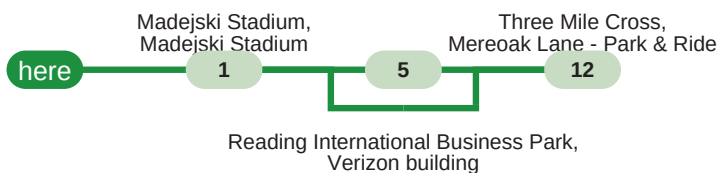
52 Central Reading - Madejski Stadium Reading Buses



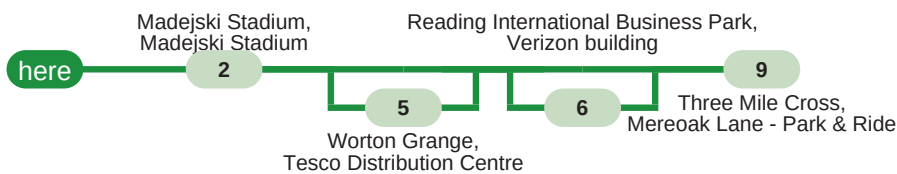
52A Central Reading - Madejski Stadium Reading Buses



60 Central Reading - Mere oak P & R Reading Buses



60A Central Reading - Mere oak P & R Reading Buses



The numbers circled indicate approximate timings in minutes from Madejski Stadium, Northern Way

Mondays to Fridays Bus times as at 24th July 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0712	60		1151	60		1448	52A		1652	52A		1751	52		1841	52	
0741	60		1328	52A	5	1508	52A		1707	52		1758	52		1853	52A	
0942	60		1348	52A		1528	52A		1714	52A		1806	52		1902	52A	
1024	60		1351	60		1548	52A		1716	52		1818	52A		1906	52	
1101	60		1408	52A		1608	52A		1728	52A		1824	52		1916	50E	
1127	60		1428	52A		1629	52A		1738	52A		1837	52A		1932	52A	
															2009	60A	
															2017	50E	
															2040	60A	2
															2141	52A	5
															2110	60A	2,3
															2111	52A	3,4
																	4

Saturdays Bus times as at 25th July 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0713	60A		0841	60	1	1032	60	1	1203	60	1	1348	60	1	1542	60	1
0733	60A		0913	60	1	1059	60	1	1229	60	1	1421	60	1	1611	60	1
0804	60A		0945	60	1	1110	60	1	1256	60	1	1448	60	1	1638	60	1
0824	60A		1004	60A		1136	60	1	1322	60	1	1514	60	1	1710	60	1
															1745	60	1
															1818	60	1
															1853	60	1
															1923	60	1

Sundays

No Service

Notes: 1 - does not serve Reading International Business Park, Verizon building
2 - serves Reading International Business Park, Verizon building
3 - serves Worton Grange, Tesco Distribution Centre
4 - terminates at Reading International Business Park, Verizon building
5 - terminates at Worton Grange, Tesco Distribution Centre
Times shown in italics are approximate times



Next bus times on your phone the code for this stop is **rdgdwap**
Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi
By SMS: text the stop code to 84268. Add a space and service number for just that service.
Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.
Live Departure information will be given if available (eg 3 mins) - otherwise scheduled times will be shown as clock times (eg 1007).

A4. SITE LAYOUT PLAN

 BUTLER ASSOCIATES

BUTLER ASSOCIATES
ARCHITECTURE DESIGN & PROJECT MANAGEMENT

Client

TRAVIS PERKINS

Location

FORMER CITY LINK WAREHOUSE
ACRE ROAD
READING RG2 0SU

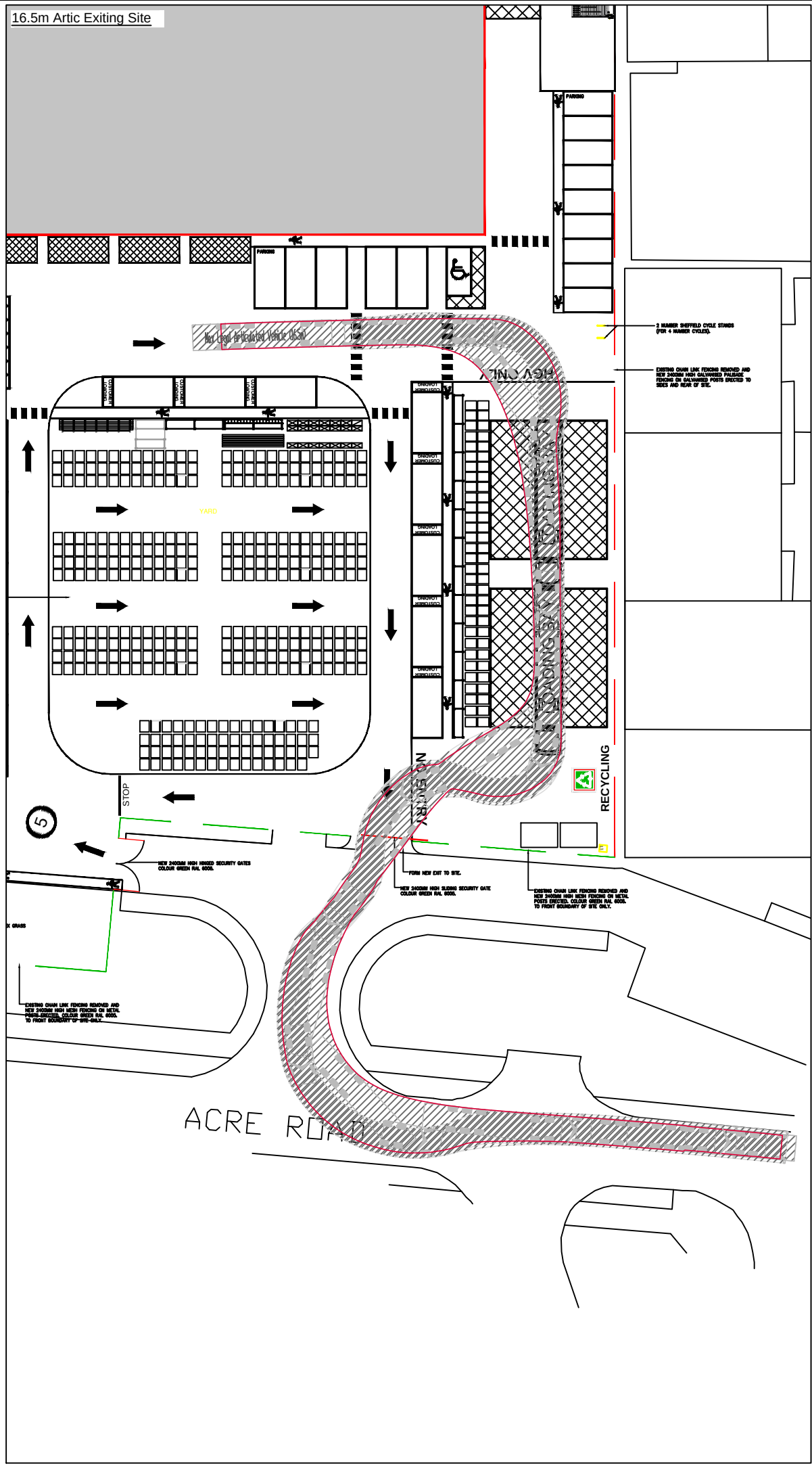
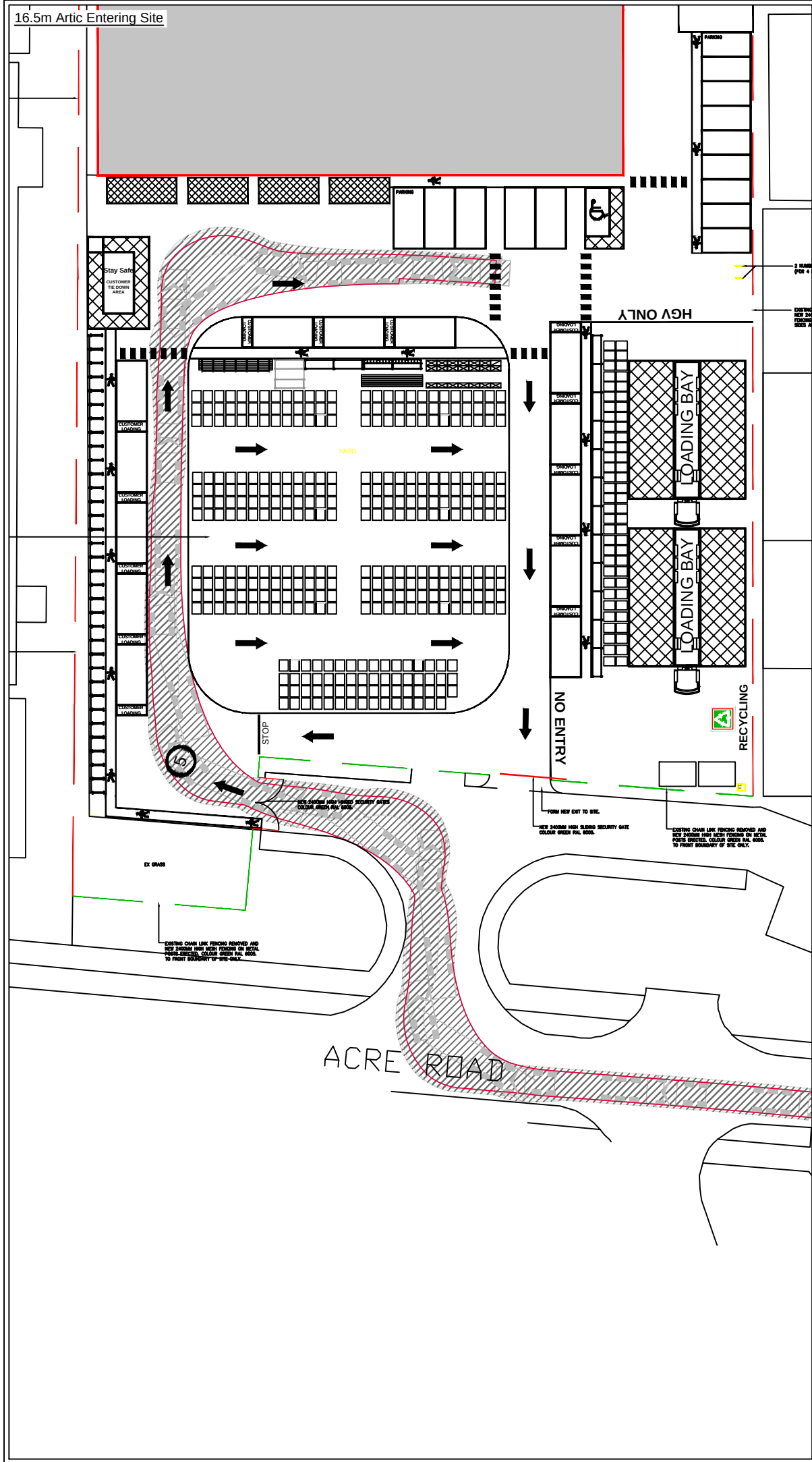
Drawing

PROPOSED SITE PLAN

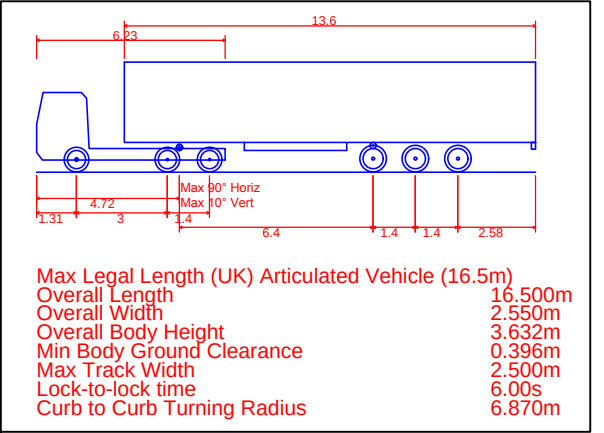
Date **JULY 2015** Scale @ A3 = NTS
Scale @ A0 = 1:200

Drawing No. 1542/P05 Rev. A

A5. SWEPT PATH ANALYSES



Notes;
1. This drawing is based upon drawing number 1542/P05A supplied by Butler Associates and Icenip Projects Ltd. shall not be liable for any inaccuracies or deficiencies.



A	28.07.15	Site Layout Amendment	RJ	SP	SP
Rev	Date	Amendments	Drawn	Chk	App

Icenip Projects
Flitcroft House
114-116 Charing Cross Road
London, WC2H 0JR

T 020 3640 8508
F 020 3435 4228
mail@icnipprojects.com

Client

Travis Perkins

Project

Acre Road, Reading

Title

SPA

Max Legal Length (UK) Articulated Vehicle (16.5m)

Drawn By	Checked By	Approved By
RJ	SP	SP
	27/07/2015	27/07/2015
Scale @ A3	Date	
1:500	27/07/2015	
Project No.	Drawing No.	Rev.
15-T076	01	A

Icenip Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.

A6. TRICS DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
11	SCOTLAND	
	ML MIDLOTHIAN	1 days
13	MUNSTER	
	CR CORK	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AR ARMAGH	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: Gross floor area
Actual Range: 387 to 4650 (units: sqm)
Range Selected by User: 387 to 5000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 29/09/11

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:

Tuesday	2 days
Wednesday	3 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	1
Residential Zone	1

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:

Not Known	1 days
B8	7 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:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	5 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	3 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	3 days
1.1 to 1.5	4 days
1.6 to 2.0	1 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	AR-02-F-01 MAHON ROAD PORTADOWN Edge of Town Industrial Zone Total Gross floor area: 1900 sqm Survey date: WEDNESDAY 11/11/09	ELECTRICAL DIST.	ARMAGH	Survey Type: MANUAL
2	CR-02-F-02 TRAMORE ROAD BALLYPHEHANE CORK Edge of Town Commercial Zone Total Gross floor area: 4650 sqm Survey date: FRIDAY 26/06/09	PNEUMATIC CENTRE	CORK	Survey Type: MANUAL
3	DL-02-F-01 BLESSINGTON ROAD TALLAGHT DUBLIN Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: 3760 sqm Survey date: THURSDAY 03/12/09	CLARITY	DUBLIN	Survey Type: MANUAL
4	HC-02-F-01 MAURETANIA ROAD NURSLING INDUSTRIAL ESTATE SOUTHAMPTON Edge of Town Industrial Zone Total Gross floor area: 4000 sqm Survey date: WEDNESDAY 21/11/07	WAREHOUSING	HAMPSHIRE	Survey Type: MANUAL
5	LC-02-F-02 CHORLEY ROAD WALTON-LE-DALE PRESTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1200 sqm Survey date: FRIDAY 22/06/07	WAREHOUSING	LANCASHIRE	Survey Type: MANUAL
6	ML-02-F-01 UNIT 53 MAYFIELD IND. ESTATE DALKEITH Edge of Town Industrial Zone Total Gross floor area: 750 sqm Survey date: WEDNESDAY 04/05/11	WINDOWS	MIDLOTHIAN	Survey Type: MANUAL
7	SC-02-F-04 PRETORIA ROAD CHERTSEY Edge of Town No Sub Category Total Gross floor area: 4460 sqm Survey date: TUESDAY 27/11/07	WAREHOUSING	SURREY	Survey Type: MANUAL
8	TV-02-F-03 UNIT 8,NAVIGATOR COURT STOCKTON-ON-TEES Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 387 sqm Survey date: TUESDAY 28/06/11	ELECTRICAL COMPONENTS	TEES VALLEY	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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	2908	0.029	7	2908	0.010	7	2908	0.039
07:30 - 08:00	8	2638	0.118	8	2638	0.043	8	2638	0.161
08:00 - 08:30	8	2638	0.246	8	2638	0.052	8	2638	0.298
08:30 - 09:00	8	2638	0.190	8	2638	0.081	8	2638	0.271
09:00 - 09:30	8	2638	0.185	8	2638	0.175	8	2638	0.360
09:30 - 10:00	8	2638	0.118	8	2638	0.133	8	2638	0.251
10:00 - 10:30	8	2638	0.147	8	2638	0.128	8	2638	0.275
10:30 - 11:00	8	2638	0.147	8	2638	0.118	8	2638	0.265
11:00 - 11:30	8	2638	0.099	8	2638	0.109	8	2638	0.208
11:30 - 12:00	8	2638	0.118	8	2638	0.095	8	2638	0.213
12:00 - 12:30	8	2638	0.104	8	2638	0.109	8	2638	0.213
12:30 - 13:00	8	2638	0.104	8	2638	0.118	8	2638	0.222
13:00 - 13:30	8	2638	0.133	8	2638	0.128	8	2638	0.261
13:30 - 14:00	8	2638	0.142	8	2638	0.114	8	2638	0.256
14:00 - 14:30	8	2638	0.166	8	2638	0.142	8	2638	0.308
14:30 - 15:00	8	2638	0.166	8	2638	0.137	8	2638	0.303
15:00 - 15:30	8	2638	0.114	8	2638	0.166	8	2638	0.280
15:30 - 16:00	8	2638	0.133	8	2638	0.175	8	2638	0.308
16:00 - 16:30	8	2638	0.095	8	2638	0.123	8	2638	0.218
16:30 - 17:00	8	2638	0.076	8	2638	0.142	8	2638	0.218
17:00 - 17:30	8	2638	0.076	8	2638	0.185	8	2638	0.261
17:30 - 18:00	8	2638	0.024	8	2638	0.090	8	2638	0.114
18:00 - 18:30	8	2638	0.019	8	2638	0.076	8	2638	0.095
18:30 - 19:00	8	2638	0.000	8	2638	0.047	8	2638	0.047
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.749			2.696			5.445

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:	387 - 4650 (units: sqm)
Survey date date range:	01/01/06 - 29/09/11
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
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.