Eaton Court, Reading

TRANSPORT STATEMENT

for Residential Development
on behalf of Eaton Reading Ltd
2025/8647/TS01
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1 INTRODUCTION

1.1 Background

1.1.1 RGP has been commissioned by Eaton Reading Ltd (the 'Client') to prepare a Transport Statement in relation to the proposed residential development at Eaton Court, Oxford Road, Reading, RG1 7NG. The site is situated within the administrative boundary of Reading Borough Council (RBC), which operates as a Unitary Authority.

1.1.2 Eaton Court occupies a strategically located position along the A329 (Oxford Road), a key arterial route providing direct access to Reading town centre and the wider highway network. The site benefits from excellent public transport connectivity, with Reading West (0.3 miles) and Reading mainline station (0.5 miles) offering frequent regional and national rail services. The area is well-served by numerous bus routes along Oxford Road, enhancing local accessibility. Amenities within walking distance include supermarkets, primary schools, and the Broad Street Mall, offering a broad mix of retail and leisure services.

1.1.3 The development proposal is for a Class MA conversion of the existing building to a 52-unit residential development, with a further Class AA addition of 16 residential units, at Eaton Court. This Transport Statement has been produced to support the proposed change of use.

1.2 Scope of Transport Statement

1.2.1 This Transport Statement has been prepared to consider the acceptability of the proposal from a highway and transportation perspective, predominantly considering the accessibility credentials of the site, the proposed access, parking and servicing arrangements, and the impact of the proposed development on the local highway network.

1.2.2 Following this introduction, the remainder of this report comprises;

(i) Section 2: Policy Review;

(ii) Section 3: Baseline Conditions;

(iii) Section 4: Development Proposals;

(iv) Section 5: Trip Generation; and

(v) Section 6: Summary & Conclusions.

2 POLICY REVIEW

2.1.1 This section summarises the key transport policies at a national (National Planning Policy Framework – NPPF), regional and local level. These policies are assessed in relation to the scale and type of development proposed, as well as the site's location.

2.2 The National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF) broadly covers all aspects of planning policy and the extracts below detail those relevant to this site and transport.

2.2.2 Paragraph 109 advocates for a vision-led approach that seeks to deliver well-designed, sustainable and popular places to live, with regards to the 'Decide and Provide' methodology rather than 'Predict and Provide'.

2.2.3 Paragraph 115 outlines the basic transport requirements for developments to provide, and states, "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

(i) Sustainable transport modes are prioritised taking account of the vision of the site, the type of development and its location;

(ii) Safe and suitable access to the site can be achieved for all users; and

(iii) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

2.2.4 Paragraph 118 states, "all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

2.2.5 The development complies with the above in that a Transport Statement has been provided, which fully assesses the impact of the proposed development.

2.2.6 Of further note, paragraph 116 of the NPPF states, "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.2.7 The findings of this report demonstrate that the proposals would not generate a 'severe' impact and that the site provides good accessibility to local amenities.

2.3 National Planning Practice Guidance

2.3.1 The National Planning Practice Guidance (NPPG) provides additional information to support the NPPF. In relation to Travel Plans, Transport Assessments and Transport Statements, it notes:

- *"They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."*

2.3.2 This Transport Statement provides an assessment of the proposed development in the context of its location and proposed use, in **Section 3**.

2.4 Reading Borough Local Plan (2019)

2.4.1 The RBC local plan has been adopted for the period of 2019 – 2036. This document sets out planning policies for development in Reading up to 2036 and is the main consideration in deciding planning applications. The following policies relate to the proposed site:

2.4.2 'CR12c: Chatham Street, Eaton Place and Oxford Road'. The proposed site is located within the 'West Side Opportunity Area', as defined in this policy. This policy states that "*Development of this area will be primarily for residential, with potential for community uses. There may also be some small scale retail and leisure uses on the Oxford Road frontage. This area is surrounded by heritage assets or low-rise residential, and inappropriate building scale at the fringes of the site will not be permitted. There is an opportunity to enhance the Oxford Road frontage, including with tree planting.*"

2.4.3 'TR1: Achieving the Transport Strategy': "Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub strategies, specific projects identified and the local action plans. Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures. All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application."

2.4.4 TR3: Access, Traffic and Highways – Related Matters: "In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment. Development will only be permitted where:-

(i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;

(ii) The development would not have a material detrimental impact on the functioning of the transport network;

(iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;

(iv) The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and

(v) For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided."

2.4.5 TR5: Car and Cycle Parking and Electric Vehicle Charging "Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. Development should make the following provision for electric vehicle charging points:

(i) All new houses with dedicated off-street parking should provide charging points;

(ii) Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point."

2.5 Reading Transport Strategy 2036

2.5.1 This document outlines RBC's visions and objectives for the transport network until 2036 and beyond. The aims and objectives of this document include:

(i) Policies aimed at improving air quality by reducing emissions;

(ii) Highlighting the prioritisation of walking, cycling and public transport as attractive alternatives to the private car; and

(iii) Ensure policies promote inclusive growth and connect communities.

2.6 Summary

2.6.1 This Transport Statement seeks to assess the development proposals against the criteria outlined in the above policy documents and compare the assessments with the given criteria. The compliance with the policies will be referenced throughout this document.

3 BASELINE CONDITIONS

3.1 Site Location & Local Highway Network

3.1.1 Eaton Court occupies a strategically located position along the A329 (Oxford Road), a key arterial route providing direct access to Reading town centre and the wider highway network. The site benefits from excellent public transport connectivity, with Reading West (0.3 miles) and Reading mainline station (0.5 miles) offering frequent regional and national rail services. The area is well-served by numerous bus routes along Oxford Road, enhancing local accessibility.

3.1.2 There are a range of amenities close to the site to support residents of the proposed development, including supermarkets, primary schools, and the Broad Street Mall, offering a broad mix of retail and leisure services (**Figure 1**).

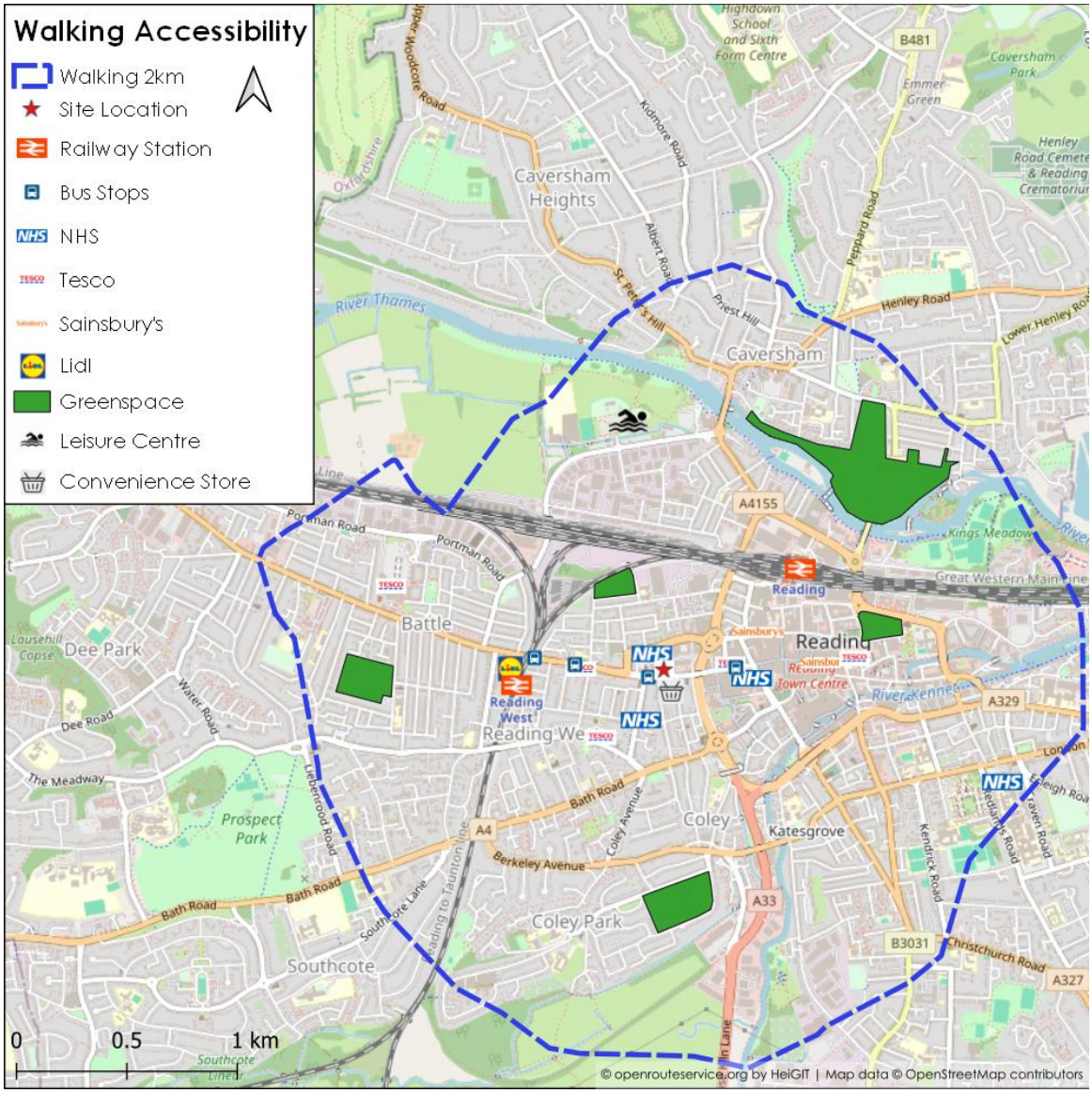


Figure 1 Amenities Accessible within a 2km Walk

3.1.3 The site currently operates as Use Class E (Commercial, Business, and Service) extending over three floors. The site includes private car parking on-site, consisting of 110 parking spaces over two floors accessed from Eaton Place on the northern boundary of the site, and an additional 10 parking spaces at the front of the site, which are accessed via Oxford Road. **Appendix A** illustrates the existing location and extents of the site.

3.1.4 Oxford Road is a two-way single carriageway road subject to a 30 mph speed limit in the immediate vicinity of the site. As can be seen in **Figure 2**, Oxford Road has 'Red Route' restrictions, indicated by the double red lines. The double red lines on Oxford Road mean no vehicle can stop at any time, including to load or unload.

Figure 2 Existing Highway Conditions on Oxford Road

3.1.5 As mentioned above, the majority of the car parking for the site is accessed via Eaton Place, which is a two-way single carriageway road connecting Oxford Road with the A329 Chatham Street to the north. Eaton Place largely serves as a service road providing access to commercial site and a large multi-storey car park. Double yellow line restrictions apply on Eaton Place (**Figure 3**).

Figure 3 Existing Highway Conditions on Eaton Place

3.2 Personal Injury Accidents

3.2.1 In order to understand whether there are any underlying road safety issues in the vicinity of the site that could be exacerbated by the proposals, CrashMap data has been reviewed for the roads in the immediate vicinity of the site (**Figure 4**). The data was filtered to include the last five available years, with a full range of severities and casualty types involving all vehicle types displayed. Full records of the accident reports obtained from CrashMap can be found in **Appendix B**.

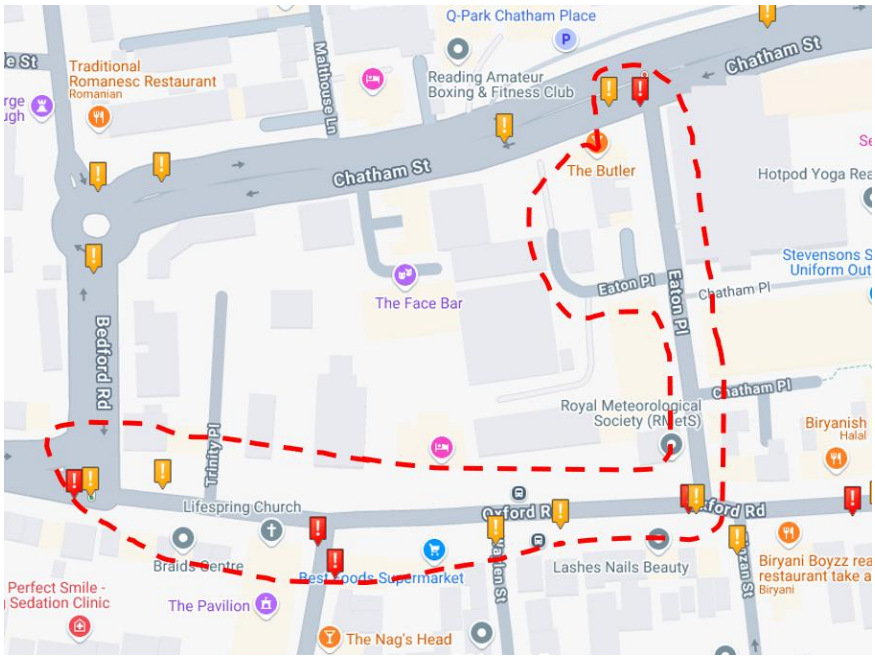


Figure 4 Crashmap Data Cordon

3.2.2 Of the eleven identified incident reports, five are classed as 'serious' injury severity, whilst six are classed as 'slight' injury severity. No incident reports in the immediate vicinity are classed as 'fatal'.

(i) Incident occurred on Russell Street in Reading involving one vehicle and one casualty only. The incident involved a taxi proceeding normally along the carriageway, hitting an object on the nearside. The incident occurred during daylight hours and in dry conditions. In general, weather was described as fine without high winds. Injury severity was described as serious.

(ii) Incident occurred on A329 Chatham Street in Reading involving two vehicles and one casualty only. The incident involved one car turning right and another proceeding normally along the carriageway, hitting an object on the nearside. The incident occurred during daylight hours and in wet or damp conditions. In general, weather was described as fine without high winds. Injury severity was described as serious.

(iii) Incident occurred on A329 in Reading involving one vehicle and one casualty only. The incident involved a car proceeding normally along the carriageway, hitting an object on the front. The incident occurred during darkness with street lights present and lit, and in dry conditions. In general, weather was described as fine without high winds. Injury severity was described as slight.

(iv) Incident occurred on Oxford Road in Reading involving two vehicles and one casualty only. The incident involved a van turning right and a pedal cycle proceeding normally along the carriageway, hitting an object on the front. The incident occurred during daylight hours and in dry conditions. In general, weather was described as fine without high winds. Injury severity was described as serious.

(v) Incident occurred on Oxford Road in Reading involving two vehicles and one casualty only. The incident involved a car turning right and a pedal cycle proceeding normally along the carriageway, hitting an object on the nearside. The incident occurred during daylight hours and in dry conditions. In general, weather was described as fine without high winds. Injury severity was described as slight.

(vi) Incident occurred on Russell Street in Reading involving one goods vehicle and one pedestrian casualty only. The incident involved a goods vehicle proceeding normally along the carriageway, hitting a pedestrian in the carriageway. The incident occurred during daylight hours and in dry conditions. In general, weather was described as fine without high winds. Injury severity was described as serious and the pedestrian was said to be masked by parked or stationary vehicles.

(vii) Incident occurred on Oxford Road in Reading involving two vehicles and one casualty only. The incident involved a motorcycle passing another moving vehicle on its offside and a taxi turning left, hitting an object on the front. The incident occurred during daylight hours and in dry conditions. In general, weather was described as fine without high winds. Injury severity was described as slight.

(viii) Incident occurred on Oxford Road in Reading involving two vehicles and one casualty only. The incident involved a car parked in the carriageway and a pedal cycle passing a stationary vehicle on its offside, hitting an object on the nearside. The incident occurred during daylight hours and in dry conditions. In general, weather was described as fine without high winds. Injury severity was described as slight.

(ix) Incident occurred on A329 Chatham Street in Reading involving two vehicles and one casualty only. The incident involved one car slowing down or stopping and another proceeding normally along the carriageway, hitting an object on the back. The incident occurred during daylight hours and in dry conditions. In general, weather was described as fine without high winds. Injury severity was described as slight.

(x) Incident occurred on Oxford Road in Reading involving two vehicles and one casualty only. The incident involved two pedal cycles, one turning right and another proceeding normally along the carriageway, hitting an object on the back. The incident occurred during daylight hours and in dry conditions. In general, weather was described as fine without high winds. Injury severity was described as serious.

(xi) Incident occurred on U road in Reading involving one vehicle and one casualty only. The incident involved a car proceeding normally along the carriageway, hitting an object on the nearside. The incident occurred during daylight hours and in dry conditions. In general, weather was described as fine without high winds. Injury severity was described as slight.

3.2.3 The incidents occurred under diverse conditions and involved different types of vehicles and manoeuvres. This variety suggests that there is no single identifiable trend or common cause that would raise concerns about transport safety in relation to the new residential development.

3.2.4 The incidents were spread across different types of roads, including residential streets and major roads, further indicating that there is no specific road type that is particularly prone to accidents.

3.2.5 There does not appear to be a consistent cause, other than driver error as identified above. As such, given the number, severity, vehicle types and accident details, it is not considered that there are any underlying road safety issues relating to the condition or layout of the highway that would be exacerbated by the development proposals.

3.3 Walking and Cycling

3.3.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres and 5 kilometres respectively. These are considered the preferred maximum distances as outlined in the Chartered Institution of Highways and Transportation's Guidelines for Providing Journeys on Foot (2000).

3.3.2 Walking and cycling play a vital role in healthy and active lifestyles and, if convenient and safe links are available, there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network. **Figure 1** above illustrates the range of services and facilities located in close proximity to the site.

3.3.3 The area surrounding the site has good pedestrian infrastructure. A network of well-maintained footways supports pedestrian movement to and from local amenities and key locations in Reading. The Thames Path National Trail runs through Reading, offering scenic riverside walks. This trail is easily accessible from the town centre.

3.3.4 Over short distances, especially in urban areas, cycling is often quicker than using a car and more flexible than public transport.

3.3.5 Oxford Road has been identified as a strategic cycle route in the RBC Local Cycling and Walking Infrastructure Plan (LCWIP) 2020-30. Being a strategic route, Oxford Road is planned and prioritised for implementation to transform walking and cycling in Reading.

3.3.6 The area surrounding the site is also well-equipped with cycling infrastructure, providing safe and convenient routes for cyclists. King Alfred's Way passes through Reading, connecting various historical sites and scenic areas. This route is accessible from multiple points in Reading and is suitable for long-distance cycling and exploration. Several Sustrans routes run through Reading (Route 4 and Route 5), providing safe and well-marked cycling paths integrated into Reading's cycling infrastructure. These routes are ideal for both commuting and recreational cycling.

3.3.7 It is therefore considered that there are realistic opportunities for users of the proposed development to travel to / from the site by active modes (walking / cycling).

3.4 Bus Services and Facilities

3.4.1 The closest bus stop to the site is the Waylen Street bus stop, located immediately outside the proposed site. This bus stop is conveniently accessible directly from the site entrance, providing excellent connectivity for residents and visitors.

3.4.2 The Waylen Street bus stop is served by multiple bus routes, ensuring comprehensive coverage and frequent services to various destinations (**Figure 5**).

Route No / Summary		Typical Frequency	Hours of Operation
1	Jet Black service to Newbury and Reading	Every 15 minutes	05:30 - 23:30
2	Lime service to Mortimer and Reading	Every 30 minutes	06:00 - 22:00
2a	Lime service to Burghfield Common and Reading	Every 30 minutes	06:00 - 22:00
15	Sky Blue service to Reading Station	Every 10 minutes	05:45 - 23:00
15a	Sky Blue service to Reading Station	Every 10 minutes	05:45 - 23:00
16	Sky Blue service to Reading Station	Every 10 minutes	05:45 - 23:00
17	Purple service to Wokingham Road	Every 10 minutes	05:30 - 00:30
26	Yellow service to Reading Station	Every 20 minutes	06:00 - 22:00
33	Royal Blue service to Lower Earley and Reading	Every 15 minutes	06:00 - 23:00
43	Azure service to Reading Station	Every 30 minutes	06:00 - 22:00
X4	Express service to Bracknell and Wokingham	Every 30 minutes	06:00 - 22:00

Figure 5 Bus Services running from the vicinity of the site

3.4.1 As illustrated above, a large quantity of bus services can be accessed from the vicinity of the site, enabling residents, staff and visitors to travel to/from the site from a range of destinations within Reading and further afield.

3.4.2 Further route maps, timetable and fare information can be found at: https://www.reading-buses.co.uk/stops/039027710001.

3.5 Rail Services and Facilities

3.5.1 Reading station is accessible within an approximately 800m 10-minute walk. Reading station is a major transport hub with notable onward connections such as Birmingham, Oxford, London, Southampton Central, Gatwick Airport, and Heathrow Airport via the Elizabeth Line (**Figure 6**).

Service	Frequency	Duration
GWR to Newbury	Every 30 minutes	23 minutes
GWR to Cheltenham	Every hour	1 hour 34 minutes
South Western Railway to London Waterloo	Every 30 minutes	1 hour 28 minutes
CrossCountry to Birmingham New Street	Every hour	1 hour 30 minutes
CrossCountry to Manchester Piccadilly	Every hour	3 hours
CrossCountry to Newcastle	Every hour	4 hours 30 minutes
CrossCountry to Edinburgh	Every hour	5 hours 30 minutes

Figure 6 Key Train Services running from Reading Station

3.5.2 Reading railway station benefits from a total of 344 sheltered cycle parking spaces, whilst also benefitting from facilities such as a waiting area, seating areas, and food facilities.

3.5.3 Further information, including live arrival/departure information and details of fares and station facilities, can be obtained from: www.nationalrail.co.uk.

3.6 Summary of Accessibility Credentials

3.6.1 The above review demonstrates that the site is accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car and increase active travel. It is therefore considered that the site location fully accords with the guiding principles of the NPPF and RBC policies.

4 DEVELOPMENT PROPOSALS

4.1.1 The development proposal is for a Class MA conversion of the existing building to a 52-unit residential development, with a further Class AA addition of 16 residential units, at Eaton Court. A copy of the proposed layout plan is attached in **Appendix C**.

4.2 Access Arrangement

4.2.1 The existing vehicular access points would be retained for this site's proposed use. This includes two access points to the south of the site, directly off of Oxford Road, and the main access point at the north of the site, via Eaton Place.

4.2.2 It is understood that the site access currently operates in a safe manner, which is evident from the accident review which found that no accidents had occurred in the immediate vicinity of the Eaton Place access point, whilst only a few incidents occurred in the vicinity of the Oxford Road access point, and these did not appear to be associated with site traffic.

4.2.3 The change of use from Use Class E (Commercial, Business, and Service) to residential dwellings would likely lead to a reduction in traffic accessing and egressing the site, as per the trip generation assessment in **Section 5** 'Trip Generation', therefore providing a betterment in terms of safety at the access.

4.2.4 On the basis of the above assessment, plus the absence of recorded accident clusters in the vicinity of the site and the reduced number of vehicles using the site access, the proposed access arrangements are considered to be appropriate to serve the proposed residential use.

4.3 Car Parking

4.3.1 As per the 'Reading Borough Local Development Framework Revised Parking Standards and Design' guidance document, the site falls within Zone 2 (Primary Core Area), which directly surrounds the Central Core Area. The zone is categorised as well served by public transport, with buses continuing either into or out of the Central Core Area, and within an acceptable walking distance of Reading railway station.

4.3.2 However, it is proposed that the development uses Zone 1 (Central Core Area) parking standards. The Zone 1 parking area is defined by proximity to the 'best transport hubs'. As demonstrated above in **Section 3**, the proposed site is within close proximity to a wealth of sustainable transport options, including two railway stations and many bus routes.

4.3.3 Analysis of car ownership levels within the Abbey ward, where the development is located, reveals that approximately 42% of households residing in flats do not own a car, whilst approximately 50% of households residing in flats own one car only. This data underscores the feasibility of living in this area without the necessity of car ownership.

4.3.4 Further analysis of travel methods to work within Reading centre indicates that 67% of residents utilise sustainable modes of transport. Specifically, 30% walk, 21% use the train, 12% take the bus, and 4% cycle. This demonstrates a strong reliance on sustainable transport options, reducing the need for car usage.

4.3.5 As such, Zone 1 (Central Core Area) parking standards are considered a visionary suggestion taking into account the following key considerations:

(i) RBC has formally declared a climate emergency, reinforcing the need to promote sustainable travel behaviours;

(ii) The site lies within an Air Quality Management Area and is subject to RBC's Local Plan policies aimed at reducing carbon emissions;

(iii) RBC's Supplementary Planning Document on Sustainable Design and Construction supports lower car dependency and encourages active and public transport;

(iv) The site benefits from a highly accessible location, situated close to Reading town centre and adjacent to frequent and reliable public transport services, which provide a viable alternative to private car use; and

(v) Essential local amenities, including shops, schools, healthcare facilities (such as a GP surgery and dentist), are all within convenient walking distance, further supporting a sustainable, low-car development approach.

1.1.2 Applying Zone 1 parking standards would reflect a proactive, vision-led approach to ensuring sustainable transport is considered from the outset.

4.3.6 The parking standards for residential developments within Zone 1(Central Core Area) are outlined on page 15 of the guidance document, and summarised in Figure 7 below.

Description	Car Parking Standards
C3 Dwelling Flat 1-2 bed	0.5 parking space(s) per dwelling

Figure 7 Reading Zone 1 (Central Core Area) Parking Standards

4.3.7 Based on the above, the required standards for parking provision for this development is 34 spaces in total (68 1-2 bed units x 0.5 parking space(s) per unit).

4.3.8 Furthermore, a total of 6 disabled parking spaces will be provided. This accounts for 3 disabled parking spaces for the Class MA application, and 3 disabled parking spaces for the Class AA application (**Appendix D**).

4.3.9 It is evident that current residents in the ward live successfully without owning a car or by owning just one car. Prospective buyers of the flats will be fully aware of the parking availability and can confidently choose to live here without requiring a car.

4.4 Cycle Parking

4.4.1 The cycle parking standards, which are also outlined in RBCs guidance document, have been used to establish an appropriate level of cycle parking for the site. The cycle parking standards outlined in this document are as follows:

Description	Cycle Parking Standards
1-2 bedroom dwelling	0.5 spaces
3+ bedroom dwelling	1 space

Figure 8 Reading Zone 2 (Primary Core Area) Cycle Parking Standards

4.4.2 Based on the above bicycle parking standards, the development proposals should provide a minimum of 34 spaces in total (68 1-2 bed units x 0.5 parking space per unit).

4.4.3 This would be provided in a secure and conveniently located cycle store within the site curtilage, as shown in **Appendix C.**

4.5 Car Club Parking

4.5.1 In addition to the parking spaces available for residents, the development proposes to accommodate four car club spaces, meeting the minimum standards for a development of over 10 residential units as set out in the RBC 'Local Development Framework Revised Parking Standards and Design' guidance document (2 car club spaces for the Class MA application, and 2 car club spaces for the Class AA application). At present, local car club opportunities are relatively limited. Providing car club access on site is a means of reducing car ownership amongst prospective residents.

4.5.2 This is a proactive measure that complements the Zone 1 parking standards of the scheme while ensuring residents retain access to private vehicle use when necessary. Car clubs have been shown to reduce the need for car ownership, particularly in urban areas where good public transport and walking/cycling infrastructure are present. Research by CoMoUK (Collaborative Mobility UK) indicates that each car club vehicle can replace between 14 and 32 privately owned cars, helping to reduce parking pressure, lower congestion, and improve air quality.

4.5.3 From a policy perspective, car clubs support national and local transport objectives by promoting shared mobility and reducing reliance on traditional car ownership. Their inclusion reflects the principles set out in the NPPF and Manual for Streets, which advocate for efficient, sustainable use of space and prioritisation of non-car modes. In this instance, the provision of a car club space allows the development to remain 'low-car' while offering flexible, demand-responsive mobility for residents, thereby ensuring accessibility without undermining the scheme's sustainability credentials.

4.6 Delivery and Servicing Arrangements

4.6.1 The current delivery and servicing practices associated with the existing use would remain unchanged following the proposed development. All delivery and servicing activity would continue to be undertaken on-site in the same manner as delivery and servicing activity for the existing site.

4.6.2 The proposed site layout includes a bin store to the north of the site, accessible via the Eaton Place site access. **Drawing EAT-RGP-XX-XX-DR-T-002** illustrates the tracking of a refuse vehicle accessing the bin store for servicing.

4.6.3 **Drawing EAT-RGP-XX-XX-DR-T-001** illustrates the emergency vehicle tracking for the proposed development.

4.6.4 Residential units typically generate deliveries of an ad-hoc nature, such as general postal services and other online / internet based deliveries, which are usually undertaken by transit-type vans. Deliveries typically take up to 5 minutes to complete and would be comfortably accommodated on site, given their sporadic nature, consistent with the existing arrangements in this area.

5 TRIP GENERATION

5.1.1 Traffic generation has been considered regarding the current use of the site and the proposed development.

5.2 Existing Traffic

5.2.1 The existing building comprises approximately 3,550 sqm (GIA) of office use. The TRICS database has been interrogated to determine the likely number of trips associated with the existing site use.

5.2.2 Multi-modal trip rates have been extracted from the TRICS database version 7.11.4, applying the following filtering parameters:

(i) Category: 02/A: Employment/Office
(ii) Region: United Kingdom (Excluding Greater London);
(iii) Location: Edge of Town, Town Centre;
(iv) Survey Days: Monday to Friday.

5.2.3 **Figure 9** summarises the likely levels of total person trips that would be generated by the site. The full TRICS output is attached hereto at **Appendix E** for reference.

	AM Peak Hour			PM Peak Hour			Total Daily		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Total Person Trip Rate (per 100sqm)	1.939	0.183	2	0.150	1.612	2	7.686	7.647	15
Total Person Trips (circa 3,550 sqm)	69	6	75	5	57	62	273	271	544

Figure 9 Existing Trip Generation

5.2.4 As seen above, the existing office use at the site has the potential to generate up to 75 two-way person trips across the AM peak hour and 62 two way trips across the PM peak hour, and a total of 544 two-way vehicle movements over the course of a typical day.

5.2.5 The modal split for the existing office has been based on the 2011 Census data for journeys to work for Middle Super Output Area (MSOA) layer Reading 011. The modal split from this census data has been applied to the person trips above to produce the multi-modal trip generation, as shown in **Figure 10** below.

Mode	Modal Split (%)	AM Arr	AM Dep	PM Arri	PM Dep	Total Arr	Total Dep
Train	20.5%	14	1	1	12	56	56
Bus, minibus or coach	11.6%	8	1	1	7	32	31
Taxi	0.4%	0	0	0	0	1	1
Motorcycle, scooter or moped	0.4%	0	0	0	0	1	1
Driving a car or van	30.7%	21	2	2	18	84	83
Passenger in a car or van	3.1%	2	0	0	2	9	9
Bicycle	3.5%	2	0	0	2	10	10
On foot	29.7%	21	2	1	17	81	81
Total	100%	**69**	**6**	**5**	**57**	**273**	**271**

Figure 10 Existing Trip Generation by Mode

5.3 Proposed Traffic Generation

5.3.1 The proposed site will consist of 68 residential units. In order to assess the potential number of vehicle movements that could be generated by the proposals, the following parameters were used to interrogate the TRICS database:

(i) Use Class: C3 (residential);

(ii) Sub Class: Flats (Privately Owned);

(iii) Region: United Kingdom (Excluding Greater London);

(iv) Location: Edge of Town, Town Centre;

(v) Survey Days: Monday to Friday.

5.3.2 The full TRICS outputs from the assessment are attached at **Appendix F**, whilst the derived rate is shown in **Figure 11**.

	AM Peak Hour			PM Peak Hour			Total Daily		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Total Person Trip Rate (per 1 unit)	0.102	0.531	0.633	0.498	0.249	0.747	2.518	2.658	5.176
Total Person Trips (circa 68 units)	7	36	43	34	17	51	171	181	352

Figure 11 Proposed Trip Generation (68 units)

5.3.3 As seen above, the existing office use at the site has the potential to generate up to 43 two-way person trips across the AM peak hour and 51 two way trips across the PM peak hour, and a total of 352 two-way vehicle movements over the course of a typical day.

5.3.4 The modal split for the existing office has been based on the 2011 Census data for journeys to work for MSOA layer Reading 011. The modal split from this census data has been applied to the person trips above to produce the multi-modal trip generation, as shown in **Figure 12** below.

Mode	Modal Split (%)	AM Arr	AM Dep	PM Arri	PM Dep	Total Arr	Total Dep
Train	20.5%	2	7	7	3	35	37
Bus, minibus or coach	11.6%	1	4	4	2	20	21
Taxi	0.4%	0	0	0	0	1	1
Motorcycle, scooter or moped	0.4%	0	0	0	0	1	1
Driving a car or van	30.7%	2	11	10	5	53	56
Passenger in a car or van	3.1%	0	1	1	1	5	6
Bicycle	3.5%	0	1	1	1	6	6
On foot	29.7%	2	11	10	5	51	54
Total	100%	7	36	34	17	171	181

Figure 12 Proposed Trip Generation by Mode

5.4 Net Impact

5.4.1 The conversion of the existing office use to 68 residential units results in a net loss of car trips on the network (**Figure 13**).

Mode	Total Arr	Total Dep
Train	-21	-18
Bus, minibus or coach	-12	-10
Taxi	0	0
Motorcycle, scooter or moped	0	0
Driving a car or van	-31	-28
Passenger in a car or van	-3	-3
Bicycle	-4	-3
On foot	-30	-27
Total	-102	-90

Figure 13 Proposed Trip Generation Difference in Trips

5.4.2 It is therefore evident that the proposed development would represent a material benefit to the operation of the local highway network.

6 SUMMARY & CONCLUSIONS

6.1 Summary

6.1.1 RGP has been commissioned by Eaton Reading Ltd (the 'Client') to prepare a Transport Statement in relation to the proposed residential development at Eaton Court, Oxford Road, Reading, RG1 7NG. The site is situated within the administrative boundary of Reading Borough Council (RBC), which operates as a Unitary Authority.

6.1.2 The existing site comprises a part two and three storey office building with associated car parking.

6.1.3 The development proposal is for a Class MA conversion of the existing building to a 52-unit residential development, with a further Class AA addition of 16 residential units, at Eaton Court.

6.1.4 This Transport Statement has considered the transport planning implications associated with the proposed residential development on Oxford Road, Reading, to provide a total of 68 dwellings with associated access, landscaping, and parking provision and finds:

(i) The site occupies a strategically located position along the A329 Oxford Road, a key arterial route providing direct access to Reading town centre and the wider highway network. The site benefits from excellent public transport connectivity, with Reading West (0.3 miles) and Reading mainline station (0.5 miles) offering frequent regional and national rail services. The area is well-served by numerous bus routes along Oxford Road, enhancing local accessibility. Amenities within walking distance include supermarkets, primary schools, and the Broad Street Mall, offering a broad mix of retail and leisure;

(ii) The site benefits from convenient access to a number of amenities and public transport services locally and good walking infrastructure in the vicinity of the site, broadening transport options. Overall, the site is located in a highly accessible location, with excellent public transport facilities, amenities, green space, and key facilities all within walking distance;

(iii) A review of accident data over the most recently available five-year period has confirmed that no accident patterns or clusters are present on the local highway network in the immediate vicinity of the site;

(iv) Safe and suitable access will be provided to the site, with fewer vehicles using the access on a day-to-day basis. Existing site access points are to be used, with less traffic egressing the site overall;

(v) Car parking would be provided on site, conforming with the standards set out by RBC;

(vi) Secure and covered cycle parking would be provided within the site, to encourage the use of this mode. Cycle parking provision will conform to standards set out by RBC; and

(vii) Delivery and servicing for the site can be accommodated within the bounds of the site, as well as emergency vehicle access.

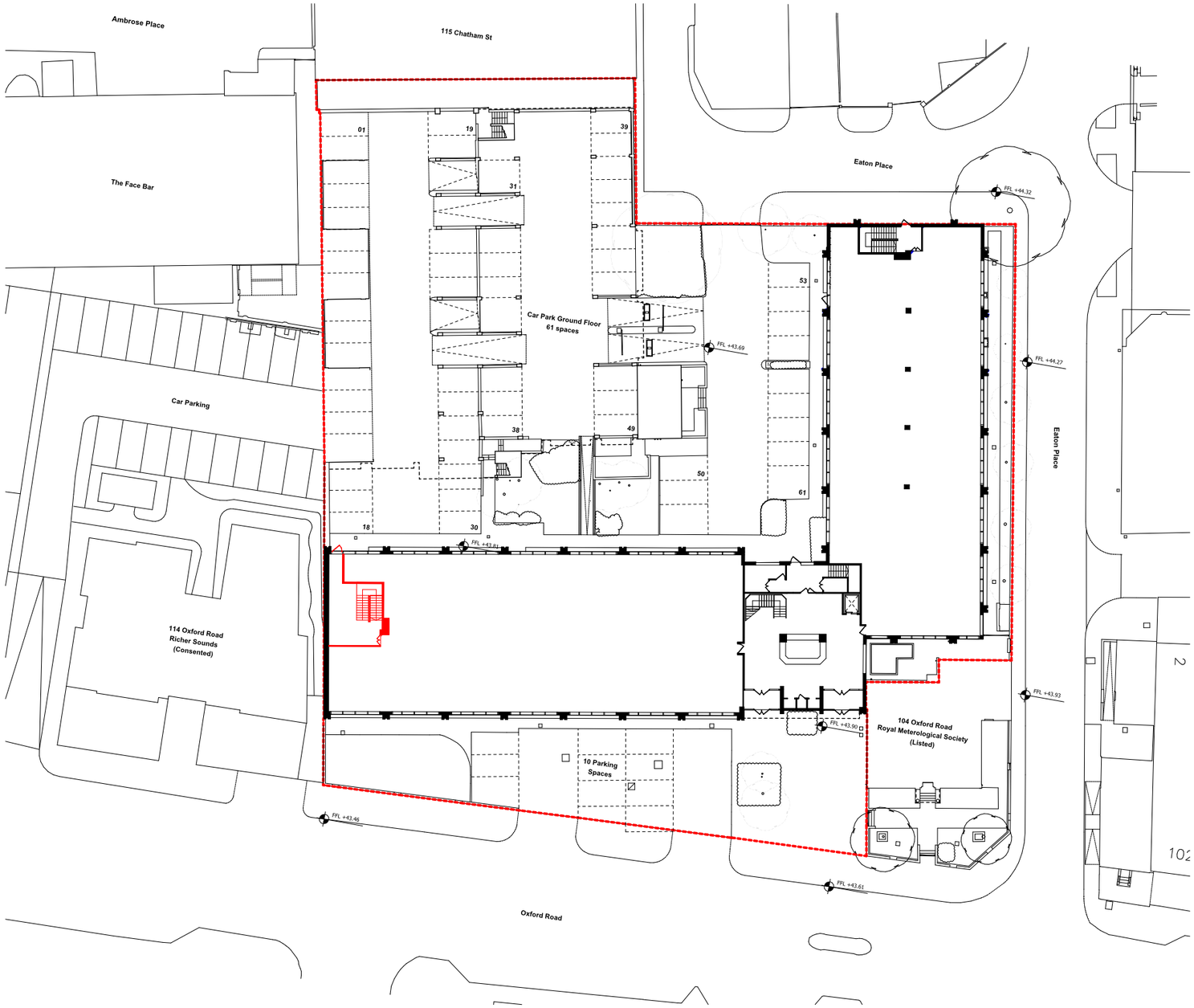
6.2 Conclusions

6.2.1 As this Transport Statement demonstrates, the proposed development will not have an unacceptable impact on highway safety. It is not considered that the proposed development would have a deleterious impact on the road network. In fact, the conversion to residential use will result in fewer trips made by private car than the existing land use.

6.2.2 Overall, the application of Zone 1 parking standards is considered to accord with the NPPF's (Paragraph 109) vision-led approach that seeks to deliver well-designed, sustainable and popular places to live with regards to the 'Decide and Provide' methodology rather than 'Predict and Provide' that is otherwise advocated by the application of Zone 2 parking standards.

APPENDIX A

Revision:		Date:	Drawn:	Check:
A	Updated to client comments.	04.04.25	EAB	JW1



Existing Ground Floor Plan

Scale 1:500@A3

N

0 10 20 30 40 50m

Assumptions:
- The 'Existing Job Centre' on the GF of the 3-storey wing is no longer occupied
- Assumed positions for missing columns, door and stair core on the 2-storey wing are positioned in red

Assumed missing columns, door & stair core

PLEASE NOTE: All drawing information is indicative and subject to further design development & detail design. Position and extent of all utilities (overground & underground), easements, topographical features & trees to be confirmed and subject to further surveys. Exact site boundary position TBC through land registry plan and further on site investigations. Layout design is drawn for feasibility & discussion purposes only and has been based on PDF survey information that is subject to a full measured building survey.

Project
Eaton Court, Reading

rg+p prj. reference
103-225

Status
Feasibility

Client
BMR Property Group

Package
SK/ Sketches

Sheet Title
Existing Ground Floor Plan

Scale
1:500@A3

Date
2.04.2025

Drawn by
EAB

Checked by
GG

Drawing reference
103-225_(SK)001A

Revision

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Notes:
All designs should be constructed in strict accordance with building regulations.
In addition any materials, components and fixings in/or connected to a façade should be non-combustible if the top storey of the building is above 11m.

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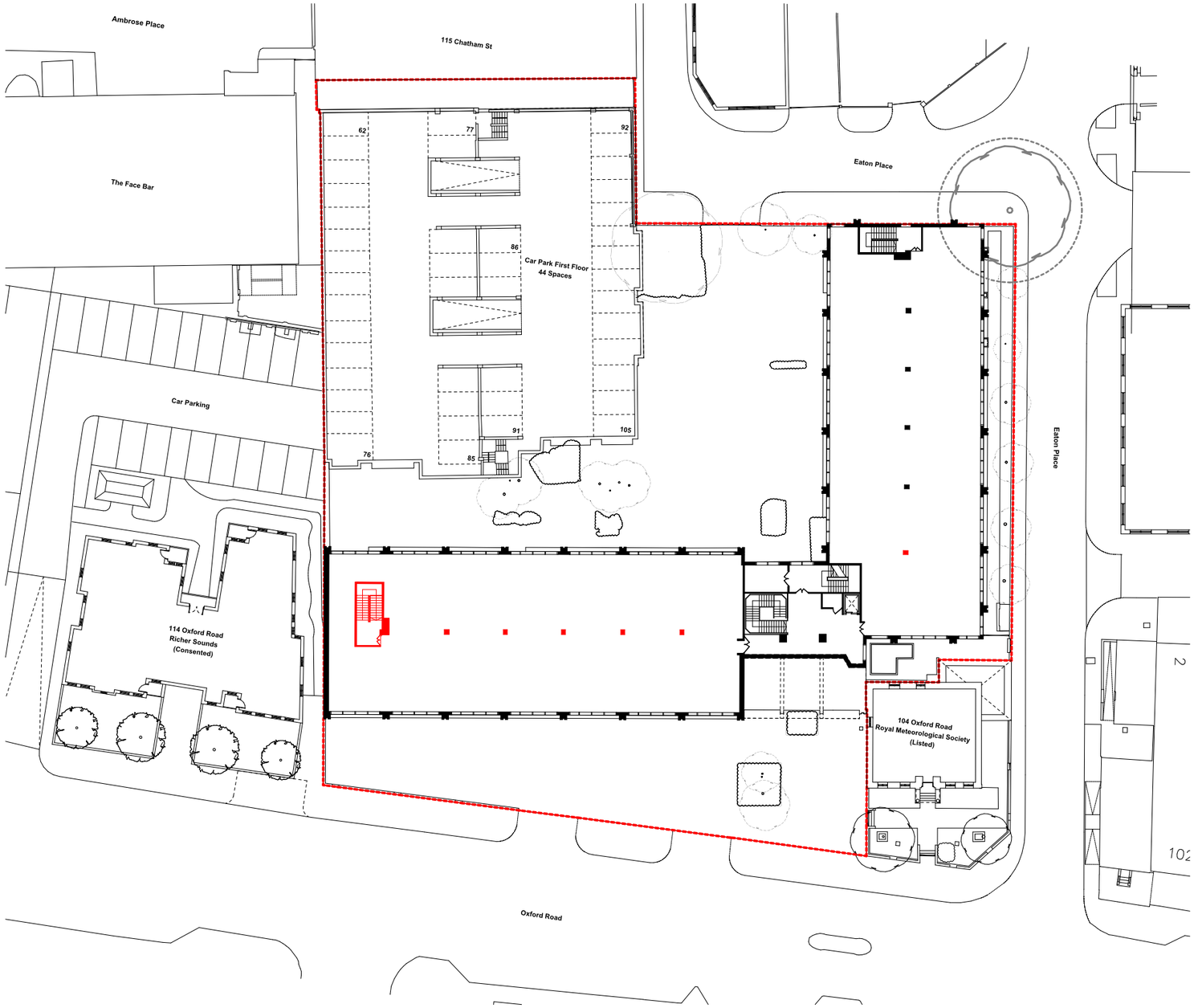

Existing First Floor Plan

Scale 1:500@A3

N

0 10 20 30 40 50m

Assumptions:
- The 'Existing Job Centre' on the GF of the 3-storey wing is no longer occupied
- Assumed positions for missing columns, door and stair core on the 2-storey wing are positioned in red

Assumed missing columns, door & stair core

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Project
Eaton Court, Reading

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Status
Feasibility

Client
BMR Property Group

Package
SK/ Sketches

Sheet Title
Existing First Floor Plan

Scale
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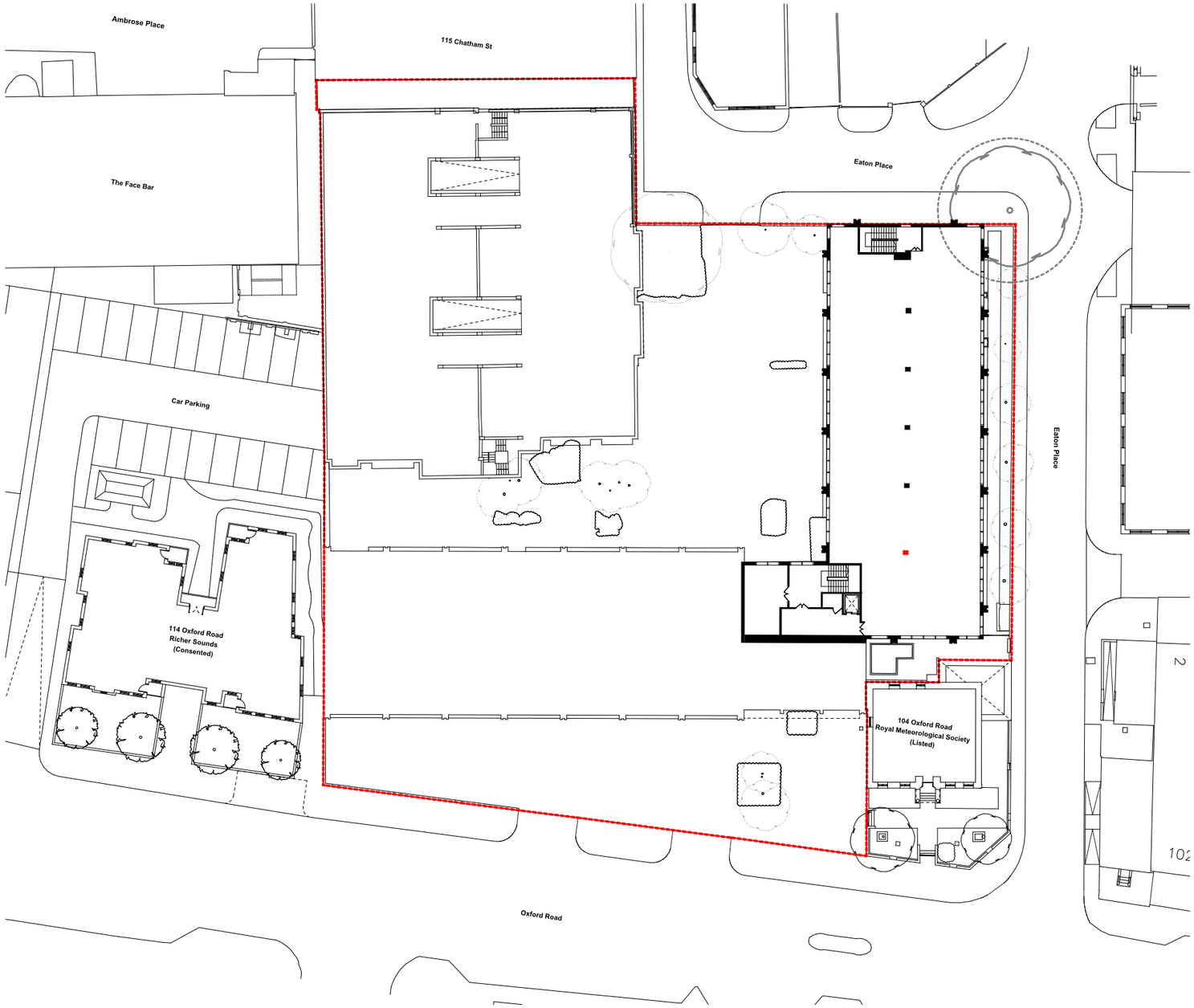
A	Updated to client comments.	04.04.25	EAB	JW1



Existing Second Floor Plan

Scale 1:500@A3

N

0 10 20 30 40 50m

Assumptions:
- The 'Existing Job Centre' on the GF of the 3-storey wing is no longer occupied
- Assumed positions for missing columns, door and stair core on the 2-storey wing are positioned in red

Assumed missing columns, door & stair core

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Eaton Court, Reading

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103-225

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Feasibility

Client
BMR Property Group

Package
SK/ Sketches

Sheet Title
Existing Second Floor Plan

Scale
1:500@A3

Date
2.04.2025

Drawn by: EAB
Checked by: GG

Drawing reference
103-225_(SK)003A

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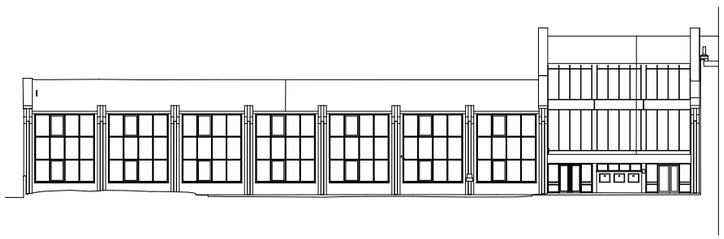

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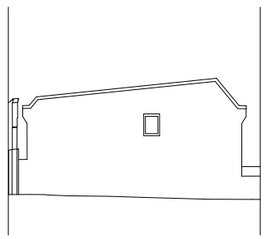
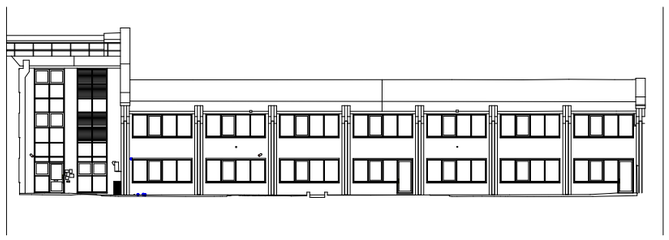
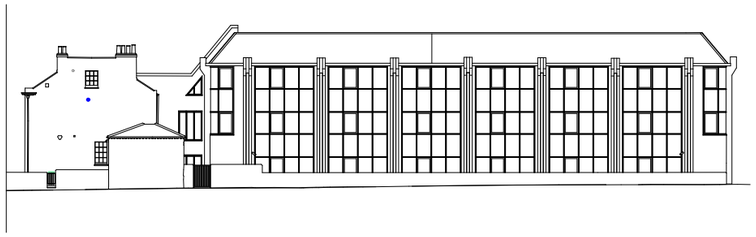


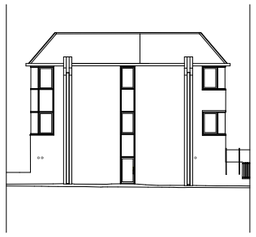
West Elevation



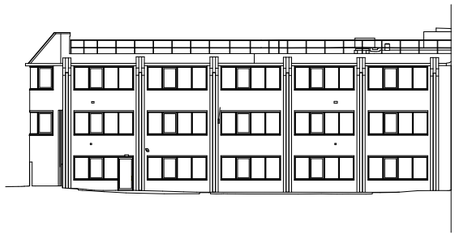
North Elevation



East Elevation



North Elevation



West Elevation

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Existing Elevations

Scale 1:500@A3

0 10 20 30 40 50m

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Project
Eaton Court, Reading

rg+p prj. reference
103-225

Status
Feasibility

Client
BMR Property Group

Package
SK/ Sketches

Sheet Title
Existing Elevations

Scale
1:500@A3

Date
04.2025

Drawn by: EAB
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APPENDIX B

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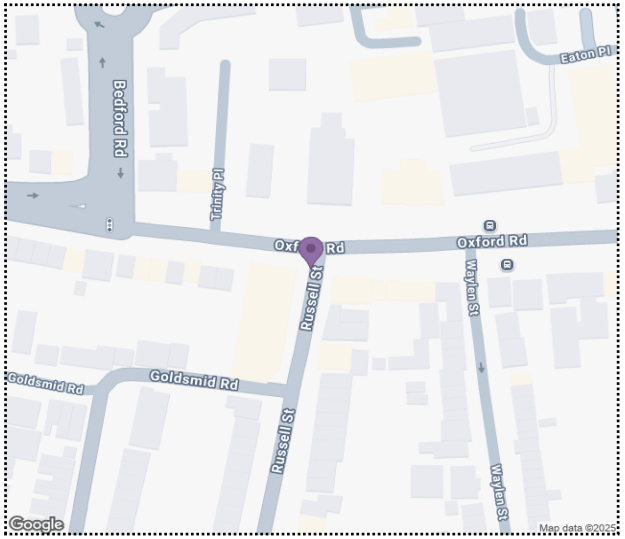
Validated Data

Crash Date:	Thursday, May 23, 2019	**Time of Crash:**	08:55:00	**Crash Reference:**	2019430155296
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Reading			**Vehicles:**	1
Local Authority:	Reading			**OS Grid Reference:**	470802 173371
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Thursday, May 23, 2019 **Time of Crash:** 08:55:00 **Crash Reference:** 2019430155296

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Taxi/Private hire car (2005 onwards)	5	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	Over 75	In carriageway, crossing elsewhere	Crossing from driver's nearside

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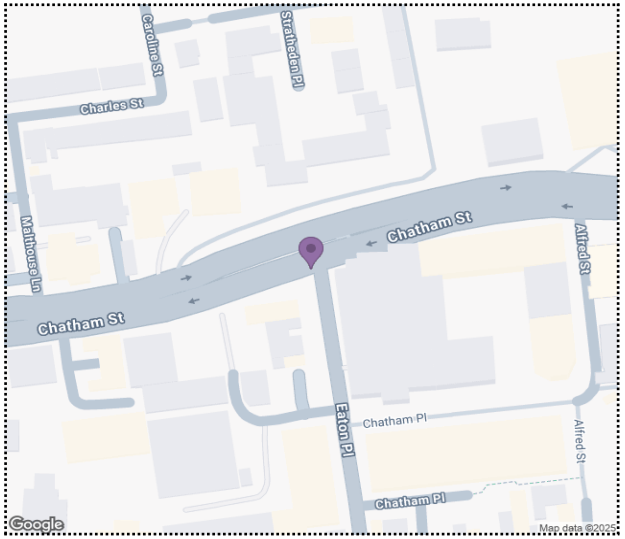
Validated Data

Crash Date:	Friday, December 20, 2019	**Time of Crash:**	12:39:00	**Crash Reference:**	2019430397211
Highest Injury Severity:	Serious	**Road Number:**	A329	**Casualties:**	1
Highway Authority:	Reading			**Vehicles:**	2
Local Authority:	Reading			**OS Grid Reference:**	470911 173524
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Crash Date: Friday, December 20, 2019 **Time of Crash:** 12:39:00 **Crash Reference:** 2019430397211

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	5	Female	26 - 35	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	9	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Pedestrian	Female	46 - 55	On footway or verge	Unknown or other

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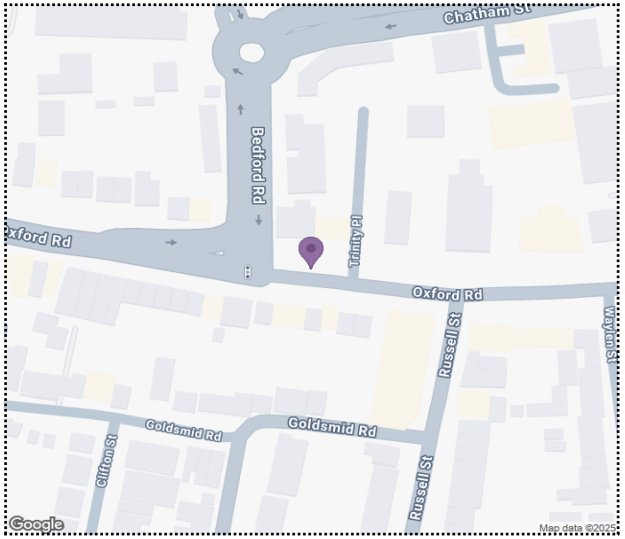
Validated Data

Crash Date:	Saturday, April 25, 2020	**Time of Crash:**	02:20:00	**Crash Reference:**	2020430123051
Highest Injury Severity:	Slight	**Road Number:**	A329	**Casualties:**	1
Highway Authority:	Reading			**Vehicles:**	1
Local Authority:	Reading			**OS Grid Reference:**	470748 173390
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Validated Data

Crash Date: Saturday, April 25, 2020 **Time of Crash:** 02:20:00 **Crash Reference:** 2020430123051

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	36 - 45	In carriageway, crossing elsewhere	Unknown or other

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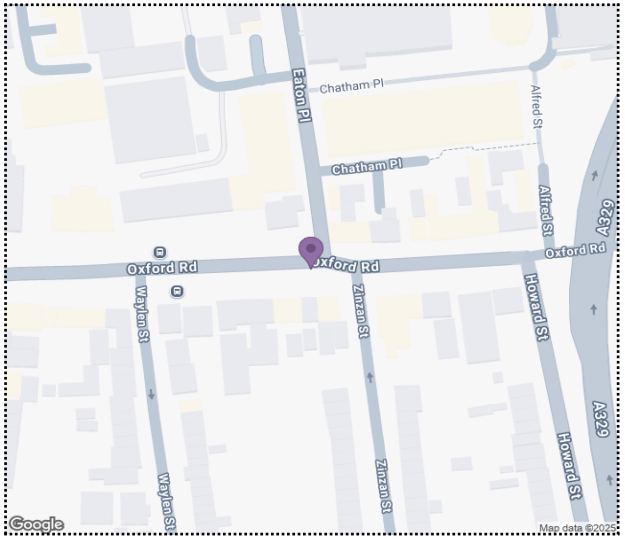
Validated Data

Crash Date:	Friday, July 31, 2020	**Time of Crash:**	18:05:00	**Crash Reference:**	2020430236391
Highest Injury Severity:	Serious	**Road Number:**	A329	**Casualties:**	1
Highway Authority:	Reading			**Vehicles:**	2
Local Authority:	Reading			**OS Grid Reference:**	470930 173384
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Friday, July 31, 2020 **Time of Crash:** 18:05:00 **Crash Reference:** 2020430236391

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	13	Male	Unknown	Vehicle is in the act of turning right	Nearside	Unknown	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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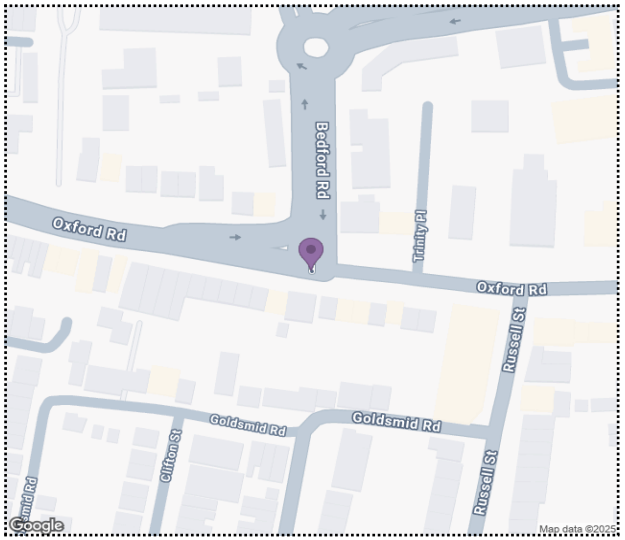
Validated Data

Crash Date:	Monday, January 25, 2021	**Time of Crash:**	12:25:00	**Crash Reference:**	2021430033145
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Reading			**Vehicles:**	2
Local Authority:	Reading			**OS Grid Reference:**	470723 173387
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Crash Date: Monday, January 25, 2021 **Time of Crash:** 12:25:00 **Crash Reference:** 2021430033145

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	8	Male	36 - 45	Vehicle is in the act of turning right	Nearside	Unknown	None	None
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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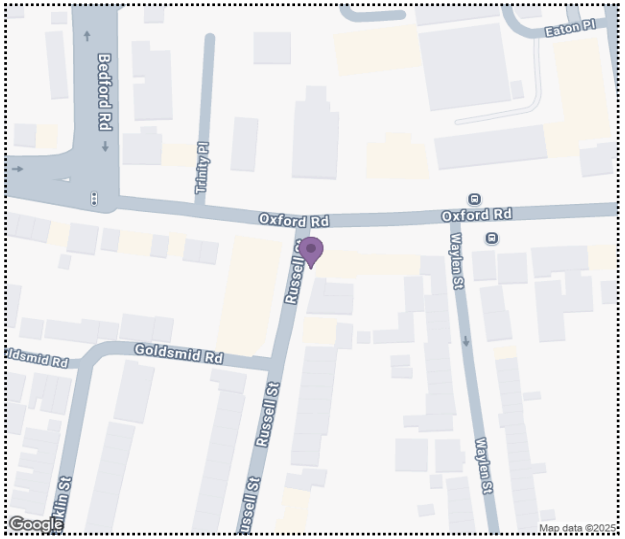
Validated Data

Crash Date:	Saturday, October 9, 2021	**Time of Crash:**	11:35:00	**Crash Reference:**	2021430455212
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Reading			**Vehicles:**	1
Local Authority:	Reading			**OS Grid Reference:**	470808 173360
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Saturday, October 9, 2021 **Time of Crash:** 11:35:00 **Crash Reference:** 2021430455212

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over Â (1999 onwards)	5	Male	46 - 55	Vehicle is moving off	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	56 - 65	In carriageway, crossing elsewhere	Crossing from driver's nearside - masked by parked or stationary vehicle

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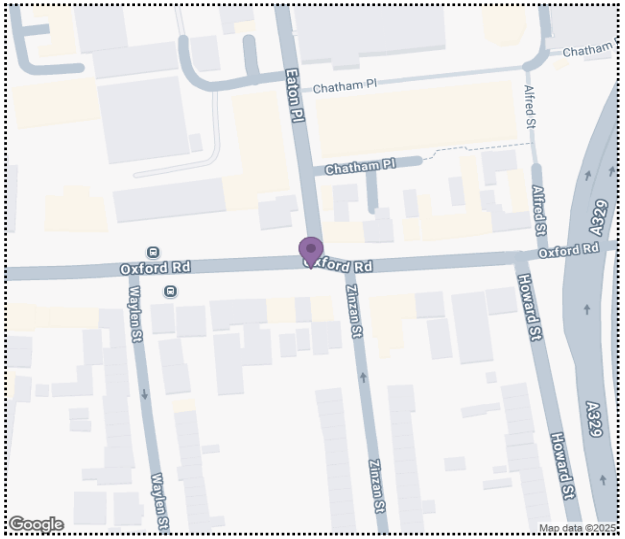
Validated Data

Crash Date:	Friday, January 21, 2022	**Time of Crash:**	14:27:00	**Crash Reference:**	2022430030390
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Reading			**Vehicles:**	2
Local Authority:	Reading			**OS Grid Reference:**	470934 173384
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Friday, January 21, 2022 **Time of Crash:** 14:27:00 **Crash Reference:** 2022430030390

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle 50cc and under	2	Male	21 - 25	Vehicle is passing another moving vehicle on its offside	Nearside	Journey as part of work	None	None
2	Taxi/Private hire car (2005 onwards)	7	Male	36 - 45	Vehicle is in the act of turning left	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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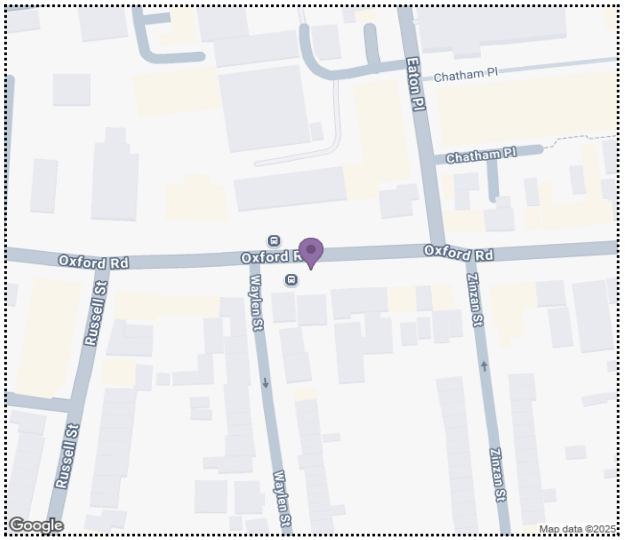
Validated Data

Crash Date:	Tuesday, April 12, 2022	**Time of Crash:**	15:55:00	**Crash Reference:**	2022430157957
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Reading			**Vehicles:**	2
Local Authority:	Reading			**OS Grid Reference:**	470887 173378
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Tuesday, April 12, 2022 **Time of Crash:** 15:55:00 **Crash Reference:** 2022430157957

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	13	Female	26 - 35	Vehicle is parked in the carriageway	Offside	Unknown	None	None
2	Pedal cycle	-1	Male	26 - 35	Vehicle is passing a stationary vehicle on its offside	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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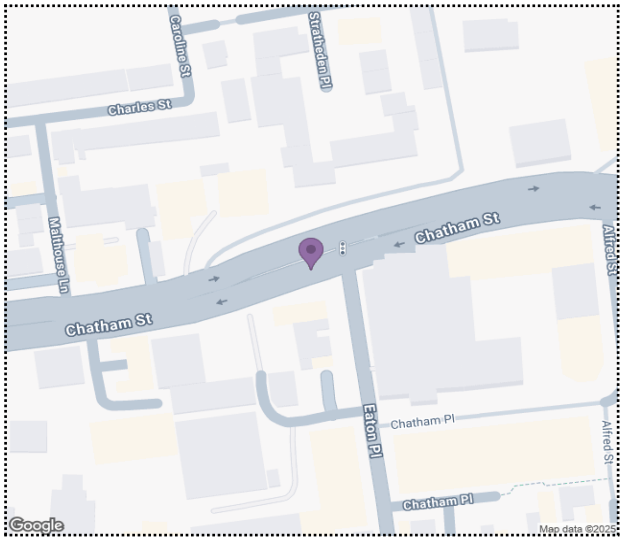
Validated Data

Crash Date:	Friday, May 13, 2022	**Time of Crash:**	16:38:00	**Crash Reference:**	2022430207504
Highest Injury Severity:	Slight	**Road Number:**	A329	**Casualties:**	1
Highway Authority:	Reading			**Vehicles:**	2
Local Authority:	Reading			**OS Grid Reference:**	470902 173524
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Crash Date: Friday, May 13, 2022 **Time of Crash:** 16:38:00 **Crash Reference:** 2022430207504

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	14	Male	46 - 55	Vehicle is slowing down or stopping	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	21	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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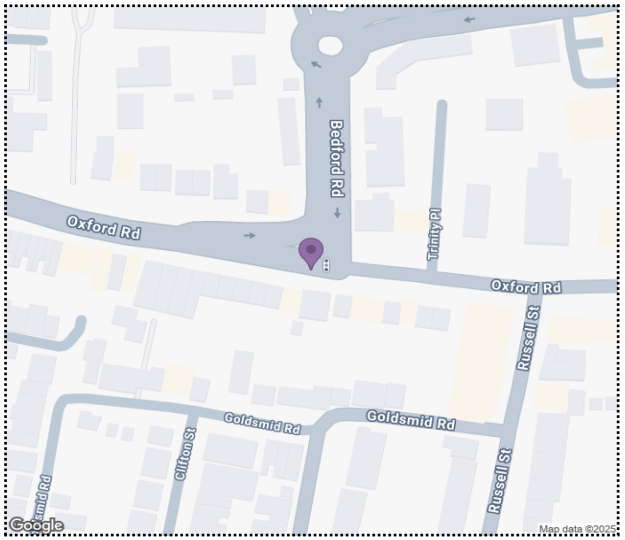
Validated Data

Crash Date:	Friday, June 17, 2022	**Time of Crash:**	13:14:00	**Crash Reference:**	2022430265305
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Reading			**Vehicles:**	2
Local Authority:	Reading			**OS Grid Reference:**	470719 173386
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Crash Date: Friday, June 17, 2022 **Time of Crash:** 13:14:00 **Crash Reference:** 2022430265305

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	21 - 25	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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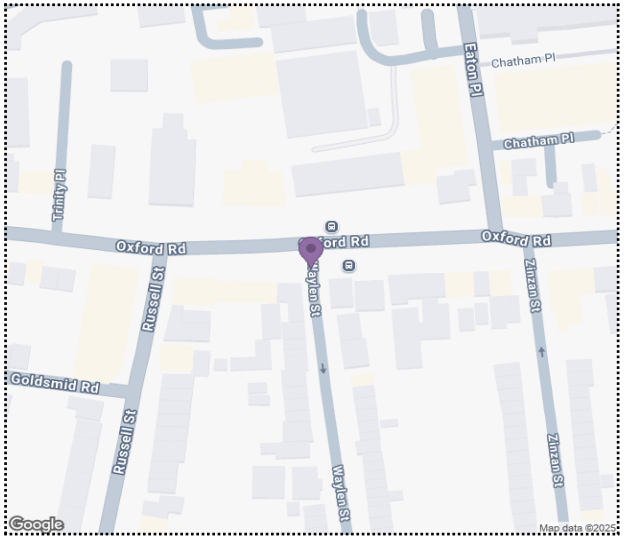
Validated Data

Crash Date:	Tuesday, August 30, 2022	**Time of Crash:**	16:30:00	**Crash Reference:**	2022430391018
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Reading			**Vehicles:**	1
Local Authority:	Reading			**OS Grid Reference:**	470865 173372
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Tuesday, August 30, 2022 **Time of Crash:** 16:30:00 **Crash Reference:** 2022430391018

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	0 - 5	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/faq

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APPENDIX C

Proposed Third Floor Plan

Scale 1:200@A3

N

0 10 20 30 40 50m

Accommodation Schedule - Class AA

Level	Storey Height (m)	1B1P		1B2P		2B3P		2B4P		Refuse & Cycle	Total Units	Total Beds	GIA (m2)	NSA (m2)	NSA/GIA
		40m²	NSA	50m²	NSA	61m²	NSA	70m²	NSA						
GF		-	-	-	-	-	-	-	-	64m²	-	-	-	-	-
01		-	-	-	-	-	-	-	-	0	-	-	-	-	-
02		-	-	-	-	-	-	-	-	0	-	-	-	-	-
03		9	368m²	1	57m²	0	m²	0	m²	0	**10**	10	**617m²**	**425m²**	**69%**
04		2	82m²	2	104m²	2	123m²	0	m²	0	**6**	8	**385m²**	**309m²**	**80%**
Total	0.00	11	450m²	3	161m²	2	123m²	0	m²	64m²	**16**	18	**1,002m²**	**734m²**	**73%**
Mix		68.8%		18.8%		12.5%		0.0%							

Please note all apartments are minimum NDSS areas.

Total Units	16
Total Cycle Spaces	40
Total Car Parking Spaces	92 (Existing spaces reduced due to bin/cycle stores)

Revision:		Date:	Drawn:	Check:
A	Updated to client comments.	09.04.25	EAB	JW1
B	Updated to client comments.	16.04.25	EAB	JW1
C	Accommodation schedule updated.	30.04.25	EAB	JW1
D	Draft removed.	08.05.25	EAB	JW1
E	Updated to comments after application refusal.	14.08.25	EAB	LBU/RTM
F	Updated to comments.	20.08.25	EAB	RTM
G	Internal layouts added.	26.08.25	EAB	RTM/LBU
H	Draft watermark removed.	26.08.25	EAB	RTM

Key:

- 1B1P
- 1B2P
- 2B3P

PLEASE NOTE: All drawing information is indicative and subject to further design development & detail design. Position and extent of all utilities (overground & underground), easements, topographical features & trees to be confirmed and subject to further surveys. Exact site boundary position TBC through land registry plan and further on site investigations. Layout design is drawn for feasibility & discussion purposes only and has been based on PDF survey information that is subject to a full measured building survey.

This sketch is indicative only and based on incomplete survey information. Core areas are assumed to contain vertical circulation but remain unverified. The proposal is subject to full measured, structural, and M&E surveys, and is for feasibility/discussion purposes only.

Further design development will be required to address:

A compliant fire strategy, including means of escape, protected lobbies, evacuation lift requirements, and fire-rated construction;

Acoustic and thermal performance in line with Building Regulations, including potential enhancements between residential uses;

Ventilation to habitable spaces and shared areas per Approved Document F, plus assessment of overheating risk (Part O);

Structural capacity of the existing building to support residential conversion and associated loadings;

Natural light provision and daylight/sunlight performance in accordance with BRE guidance;

Services coordination, including drainage, vertical risers, and ventilation routes;

Access and inclusivity, including potential lift upgrades and Part M compliance;

Waste and cycle storage arrangements;

Assessment of hazardous materials (e.g., asbestos) within the existing fabric.

All elements remain subject to detailed technical input, further surveys, and compliance with current planning and building regulations.

Project
Eaton Court, Reading

rg+p prj. reference
103-225

Status
Feasibility

Client
BMR Property Group

Package
/ Permitted Development - Class AA

Sheet Title
Proposed Third Floor Plan

Scale
1:200@A3

Date
04.04.2025

Drawn by EAB
Checked by JW1

Drawing reference
103-225_(SK)007H

Revision

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Notes:
All designs should be constructed in strict accordance with building regulations.
In addition any materials, components and fixings in/or connected to a façade should be non-combustible if the top storey of the building is above 11m.

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Revision:		Date:	Drawn:	Check:
A	Draft removed.	08.05.25	EAB	JW1
B	Updated to comments after application refusal.	14.08.25	EAB	LBU/RTM
C	Updated to comments.	20.08.25	EAB	RTM
D	Internal layouts added.	26.08.25	EAB	RTM/LBU
E	Draft watermark removed.	26.08.25	EAB	RTM

Key:

- 1B1P
- 1B2P
- 2B3P

PLEASE NOTE: All drawing information is indicative and subject to further design development & detail design. Position and extent of all utilities (overground & underground), easements, topographical features & trees to be confirmed and subject to further surveys. Exact site boundary position TBC through land registry plan and further on site investigations. Layout design is drawn for feasibility & discussion purposes only and has been based on PDF survey information that is subject to a full measured building survey.

This sketch is indicative only and based on incomplete survey information. Core areas are assumed to contain vertical circulation but remain unverified. The proposal is subject to full measured, structural, and M&E surveys, and is for feasibility/discussion purposes only.

Further design development will be required to address:

A compliant fire strategy, including means of escape, protected lobbies, evacuation lift requirements, and fire-rated construction;

Acoustic and thermal performance in line with Building Regulations, including potential enhancements between residential uses;

Ventilation to habitable spaces and shared areas per Approved Document F, plus assessment of overheating risk (Part O);

Structural capacity of the existing building to support residential conversion and associated loadings;

Natural light provision and daylight/sunlight performance in accordance with BRE guidance;

Services coordination, including drainage, vertical risers, and ventilation routes;

Access and inclusivity, including potential lift upgrades and Part M compliance;

Waste and cycle storage arrangements;

Assessment of hazardous materials (e.g., asbestos) within the existing fabric.

All elements remain subject to detailed technical input, further surveys, and compliance with current planning and building regulations.

Proposed Fourth Floor Plan

Scale 1:200@A3

N

0 10 20 30 40 50m

Accommodation Schedule - Class AA

Level	Storey Height (m)	1B1P		1B2P		2B3P		2B4P		Refuse & Cycle	Total Units	Total Beds	GIA (m2)	NSA (m2)	NSA/GIA
		40m²	NSA	50m²	NSA	61m²	NSA	70m²	NSA						
GF		-	-	-	-	-	-	-	-	64m²	-	-	-	-	-
01		-	-	-	-	-	-	-	-	0	-	-	-	-	-
02		-	-	-	-	-	-	-	-	0	-	-	-	-	-
03		9	368m²	1	57m²	0	m²	0	m²	0	**10**	10	**617m²**	**425m²**	**69%**
04		2	82m²	2	104m²	2	123m²	0	m²	0	**6**	8	**385m²**	**309m²**	**80%**
Total	0.00	11	450m²	3	161m²	2	123m²	0	m²	64m²	**16**	18	**1,002m²**	**734m²**	**73%**
Mix		68.8%		18.8%		12.5%		0.0%							

Please note all apartments are minimum NDSS areas.

Total Units	16	
Total Cycle Spaces	40	
Total Car Parking Spaces	92	(Existing spaces reduced due to bin/cycle stores)

Project
Eaton Court, Reading

rg+p prj. reference
103-225

Status
Feasibility

Client
BMR Property Group

Package
/ Permitted Development - Class AA

Sheet Title
Proposed Fourth Floor Plan

Scale
1:200@A3

Date
30.04.2025

Drawn by: EAB
Checked by: JW1

Drawing reference
103-225_(SK)008E

Revision

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Notes:
All designs should be constructed in strict accordance with building regulations.
In addition any materials, components and fixings in/or connected to a façade should be non-combustible if the top storey of the building is above 11m.

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APPENDIX D

Revision:		Date:	Drawn:	Check:
A	Updated to client comments.	13.06.25	EAB	JW1

Key:

- Class MA Parking (26 Spaces)
- Class AA Parking (10 Spaces)

PLEASE NOTE: All drawing information is indicative and subject to further design development & detail design. Position and extent of all utilities (overground & underground), easements, topographical features & trees to be confirmed and subject to further surveys. Exact site boundary position TBC through land registry plan and further on site investigations. Layout design is drawn for feasibility & discussion purposes only and has been based on PDF survey information that is subject to a full measured building survey.

Proposed Car Parking Plan

Scale 1:500@A3

N

0 10 20 30 40 50m

Project
Eaton Court, Reading

rg+p prj. reference
103-225

Status
Feasibility

Client
BMR Property Group

Package
SK/ Sketches

Sheet Title
Proposed Car Parking Plan

Scale
1:500@A3

Date
05.06.2025

Drawn by: EAB
Checked by: JW1

Drawing reference
103-225_(SK)014

Revision

London | Birmingham | Leicester
0203 327 0381 | 0121 309 0071 | 0116 204 5800
rg-p.co.uk · design@rg-p.co.uk

Notes:
All designs should be constructed in strict accordance with building regulations.
In addition any materials, components and fixings in/or connected to a façade should be non-combustible if the top storey of the building is above 11m.

All dimensions to be checked on site. Do not scale off this drawing for construction purposes.
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APPENDIX E

Calculation Reference: AUDIT-728001-250512-0504

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	ES	EAST SUSSEX	1 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	3 days
	MS	MERSEYSIDE	2 days
09	NORTH		
	CU	CUMBERLAND	1 days
	IM	ISLE OF MAN	1 days
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	178 to 15000 (units: sqm)
Range Selected by User:	178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 24/05/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	5 days
Tuesday	4 days
Wednesday	2 days
Thursday	3 days
Friday	5 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	4
Edge of Town Centre	15

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	1
Commercial Zone	2
Development Zone	1
Residential Zone	2
Built-Up Zone	9
High Street	1
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	13 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	19 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:
All Surveys Included
Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	6 days
25,001 to 50,000	9 days

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

Population within 5 miles:

25,001 to 50,000	4 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	6 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	12 days
1.1 to 1.5	7 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	18 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	19 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BC-02-A-08 OFFICES BOURNEMOUTH CHRISTCHURCH & POOLE
HOLDENHURST ROAD
BOURNEMOUTH

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2600 sqm
Survey date: WEDNESDAY 14/09/22 Survey Type: MANUAL

2 BH-02-A-05 OFFICES BRIGHTON & HOVE
ROMAN ROAD
HOVE

Edge of Town Centre
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY 04/07/18 Survey Type: MANUAL

3 CU-02-A-02 OFFICE CUMBERLAND
PORT ROAD
CARLISLE

Edge of Town Centre
Industrial Zone
Total Gross floor area: 925 sqm
Survey date: FRIDAY 24/06/16 Survey Type: MANUAL

4 DY-02-A-02 REAL ESTATE DEVELOPERS DERBY
PRIME PARKWAY
DERBY

Edge of Town Centre
No Sub Category
Total Gross floor area: 594 sqm
Survey date: THURSDAY 21/10/21 Survey Type: MANUAL

5 ES-02-A-01 OFFICES EAST SUSSEX
SOUTH STREET
EASTBOURNE

Town Centre
High Street
Total Gross floor area: 506 sqm
Survey date: THURSDAY 21/03/24 Survey Type: MANUAL

6 GM-02-A-08 REGUS GREATER MANCHESTER
FOUNTAIN STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 3960 sqm
Survey date: MONDAY 26/09/16 Survey Type: MANUAL

7 GM-02-A-09 LEASED OFFICES GREATER MANCHESTER
NEW MOUNT STREET
MANCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: MONDAY 26/09/16 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 GM-02-A-11 OFFICES GREATER MANCHESTER
SAINT PETER'S SQUARE
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 6420 sqm
Survey date: FRIDAY *22/04/22* *Survey Type: MANUAL*

9 IM-02-A-02 OFFICES ISLE OF MAN
HOPE STREET
DOUGLAS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2400 sqm
Survey date: FRIDAY *24/05/24* *Survey Type: MANUAL*

10 MS-02-A-02 SCIENCE PARK OFFICES MERSEYSIDE
MOUNT PLEASANT
LIVERPOOL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 11250 sqm
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

11 MS-02-A-04 OFFICES MERSEYSIDE
MANN ISLAND
LIVERPOOL
MANN ISLAND
Edge of Town Centre
Development Zone
Total Gross floor area: 15000 sqm
Survey date: TUESDAY *05/04/22* *Survey Type: MANUAL*

12 NF-02-A-02 FINANCIAL PLANNERS NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 894 sqm
Survey date: MONDAY *11/09/17* *Survey Type: MANUAL*

13 NF-02-A-03 OFFICES NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 5500 sqm
Survey date: TUESDAY *12/09/17* *Survey Type: MANUAL*

14 NY-02-A-01 SOLICITORS NORTH YORKSHIRE
NORTH PARK ROAD
HARROGATE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 178 sqm
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

15 NY-02-A-03 DISTRICT COUNCIL OFFICES NORTH YORKSHIRE
STATION ROAD
RICHMOND

Edge of Town Centre
No Sub Category
Total Gross floor area: 1590 sqm
Survey date: FRIDAY *06/05/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 TW-02-A-07 OFFICES TYNE & WEAR
MULGRAVE TERRACE
GATESHEAD

Town Centre
Built-Up Zone
Total Gross floor area: 2090 sqm
Survey date: MONDAY 13/06/16 Survey Type: MANUAL

17 WK-02-A-02 OFFICES WARWICKSHIRE
WHITEHALL ROAD
RUGBY

Edge of Town Centre
Residential Zone
Total Gross floor area: 540 sqm
Survey date: MONDAY 14/11/22 Survey Type: MANUAL

18 WS-02-A-05 SOCIAL HOUSING COMPANY WEST SUSSEX
NORTH STREET
WORTHING

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 830 sqm
Survey date: TUESDAY 17/05/22 Survey Type: MANUAL

19 WS-02-A-07 BUSINESS TECHNOLOGY WEST SUSSEX
HAM ROAD
SHOREHAM-BY-SEA

Edge of Town Centre
No Sub Category
Total Gross floor area: 2780 sqm
Survey date: FRIDAY 11/11/22 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/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.75

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
07:00 - 08:00	18	3171	0.298	18	3171	0.046	18	3171	0.344
08:00 - 09:00	19	3013	0.840	19	3013	0.145	19	3013	0.985
09:00 - 10:00	19	3013	0.431	19	3013	0.203	19	3013	0.634
10:00 - 11:00	19	3013	0.204	19	3013	0.133	19	3013	0.337
11:00 - 12:00	19	3013	0.121	19	3013	0.131	19	3013	0.252
12:00 - 13:00	19	3013	0.155	19	3013	0.218	19	3013	0.373
13:00 - 14:00	19	3013	0.245	19	3013	0.229	19	3013	0.474
14:00 - 15:00	19	3013	0.138	19	3013	0.176	19	3013	0.314
15:00 - 16:00	19	3013	0.112	19	3013	0.220	19	3013	0.332
16:00 - 17:00	19	3013	0.115	19	3013	0.379	19	3013	0.494
17:00 - 18:00	19	3013	0.105	19	3013	0.646	19	3013	0.751
18:00 - 19:00	18	3171	0.044	18	3171	0.240	18	3171	0.284
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.808			2.766			5.574

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.*

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Parameter summary

Trip rate parameter range selected:	178 - 15000 (units: sqm)
Survey date date range:	01/01/16 - 24/05/24
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.75

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
07:00 - 08:00	18	3171	0.622	18	3171	0.063	18	3171	0.685
08:00 - 09:00	19	3013	1.939	19	3013	0.183	19	3013	2.122
09:00 - 10:00	19	3013	1.167	19	3013	0.370	19	3013	1.537
10:00 - 11:00	19	3013	0.561	19	3013	0.400	19	3013	0.961
11:00 - 12:00	19	3013	0.433	19	3013	0.479	19	3013	0.912
12:00 - 13:00	19	3013	0.725	19	3013	1.100	19	3013	1.825
13:00 - 14:00	19	3013	0.987	19	3013	0.941	19	3013	1.928
14:00 - 15:00	19	3013	0.505	19	3013	0.454	19	3013	0.959
15:00 - 16:00	19	3013	0.281	19	3013	0.517	19	3013	0.798
16:00 - 17:00	19	3013	0.248	19	3013	0.980	19	3013	1.228
17:00 - 18:00	19	3013	0.150	19	3013	1.612	19	3013	1.762
18:00 - 19:00	18	3171	0.068	18	3171	0.548	18	3171	0.616
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.686			7.647			15.333

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.*

APPENDIX F

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	3 days
	HF	HERTFORDSHIRE	1 days
	PO	PORTSMOUTH	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	No of Dwellings
Actual Range:	24 to 175 (units:)
Range Selected by User:	6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 02/10/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	7

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:

Development Zone	1
Residential Zone	3
Built-Up Zone	3
No Sub Category	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	6 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:

50,001 to 75,000	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	4 days
1.1 to 1.5	3 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:

Yes	2 days
No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 CT-03-C-01 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
WING ROAD
LEIGHTON BUZZARD
LINSLADE
Edge of Town Centre
Residential Zone
Total No of Dwellings: 175
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

2 CT-03-C-02 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
STANBRIDGE ROAD
LEIGHTON BUZZARD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

3 CT-03-C-03 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
COURT DRIVE
DUNSTABLE

Edge of Town Centre
No Sub Category
Total No of Dwellings: 146
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

4 HF-03-C-03 BLOCK OF FLATS HERTFORDSHIRE
SHENLEY ROAD
BOREHAMWOOD

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 91
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

5 MS-03-C-04 BLOCK OF FLATS MERSEYSIDE
HOY DRIVE
NEWTON-LE-WILLOWS
EARLESTOWN
Edge of Town Centre
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *12/04/21* *Survey Type: MANUAL*

6 NG-03-C-03 BLOCK OF FLATS NOTTINGHAM
CANAL STREET
NOTTINGHAM

Town Centre
Built-Up Zone
Total No of Dwellings: 46
Survey date: MONDAY *02/10/23* *Survey Type: MANUAL*

7 PO-03-C-01 BLOCKS OF FLATS PORTSMOUTH
CROSS STREET
PORTSMOUTH

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 90
Survey date: TUESDAY *05/06/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8	SF-03-C-05	BLOCKS OF FLATS	SUFFOLK
	FORE STREET		
	IPSWICH		
	IPSWICH WATERFRONT		
	Edge of Town Centre		
	Development Zone		
	Total No of Dwellings:	69	
	Survey date: WEDNESDAY	*23/06/21*	*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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.37

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	88	0.037	8	88	0.164	8	88	0.201
08:00 - 09:00	8	88	0.057	8	88	0.186	8	88	0.243
09:00 - 10:00	8	88	0.060	8	88	0.065	8	88	0.125
10:00 - 11:00	8	88	0.057	8	88	0.078	8	88	0.135
11:00 - 12:00	8	88	0.067	8	88	0.081	8	88	0.148
12:00 - 13:00	8	88	0.087	8	88	0.091	8	88	0.178
13:00 - 14:00	8	88	0.063	8	88	0.063	8	88	0.126
14:00 - 15:00	8	88	0.057	8	88	0.061	8	88	0.118
15:00 - 16:00	8	88	0.085	8	88	0.065	8	88	0.150
16:00 - 17:00	8	88	0.124	8	88	0.065	8	88	0.189
17:00 - 18:00	8	88	0.165	8	88	0.081	8	88	0.246
18:00 - 19:00	8	88	0.206	8	88	0.117	8	88	0.323
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.065			1.117			2.182

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.*

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Parameter summary

Trip rate parameter range selected:	24 - 175 (units:)
Survey date date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

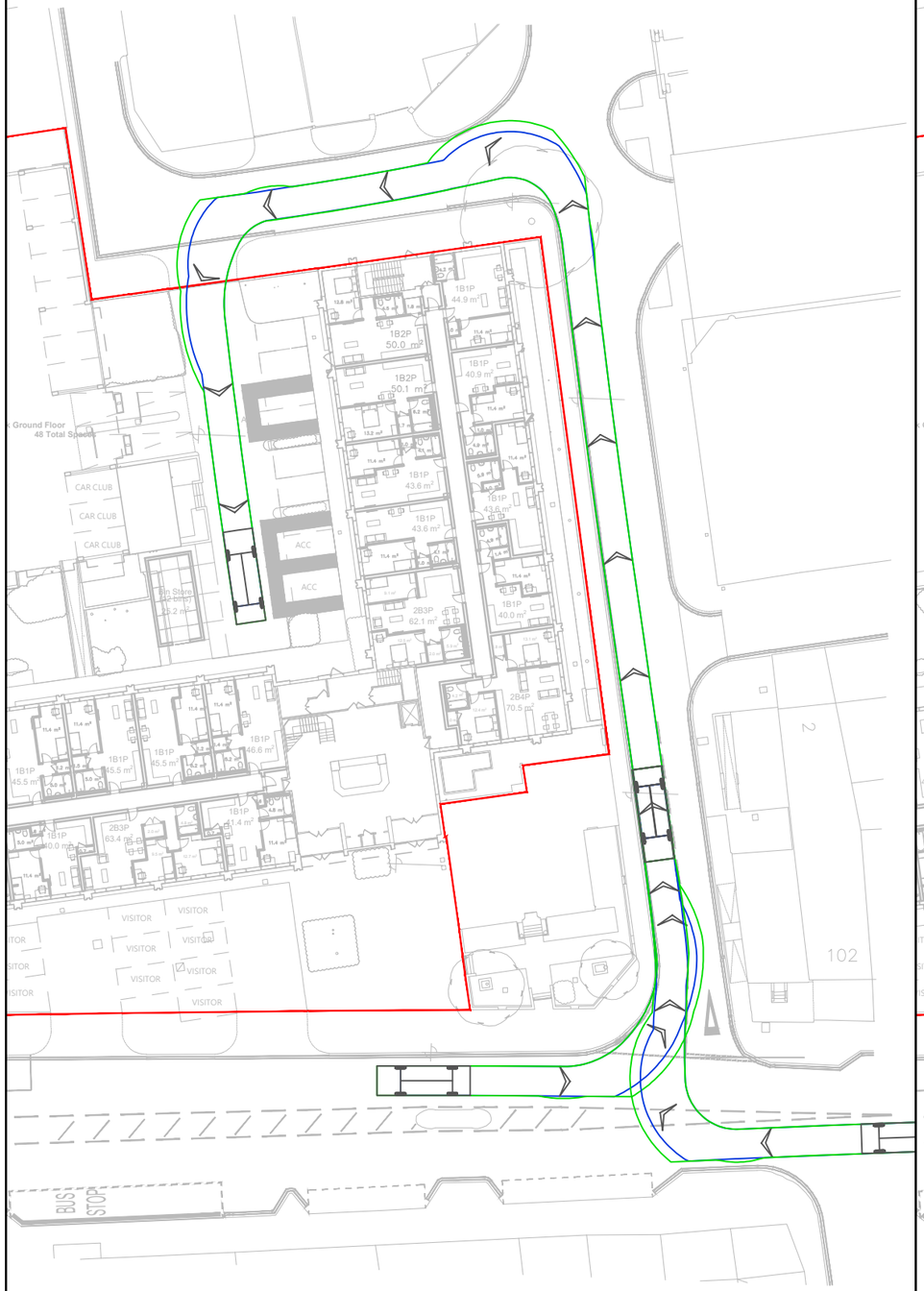
TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.37

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	88	0.068	8	88	0.403	8	88	0.471
08:00 - 09:00	8	88	0.102	8	88	0.531	8	88	0.633
09:00 - 10:00	8	88	0.118	8	88	0.179	8	88	0.297
10:00 - 11:00	8	88	0.144	8	88	0.152	8	88	0.296
11:00 - 12:00	8	88	0.124	8	88	0.152	8	88	0.276
12:00 - 13:00	8	88	0.191	8	88	0.201	8	88	0.392
13:00 - 14:00	8	88	0.159	8	88	0.148	8	88	0.307
14:00 - 15:00	8	88	0.134	8	88	0.151	8	88	0.285
15:00 - 16:00	8	88	0.262	8	88	0.142	8	88	0.404
16:00 - 17:00	8	88	0.294	8	88	0.155	8	88	0.449
17:00 - 18:00	8	88	0.424	8	88	0.195	8	88	0.619
18:00 - 19:00	8	88	0.498	8	88	0.249	8	88	0.747
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.518			2.658			5.176

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.*

DRAWINGS



VEHICLE INBOUND

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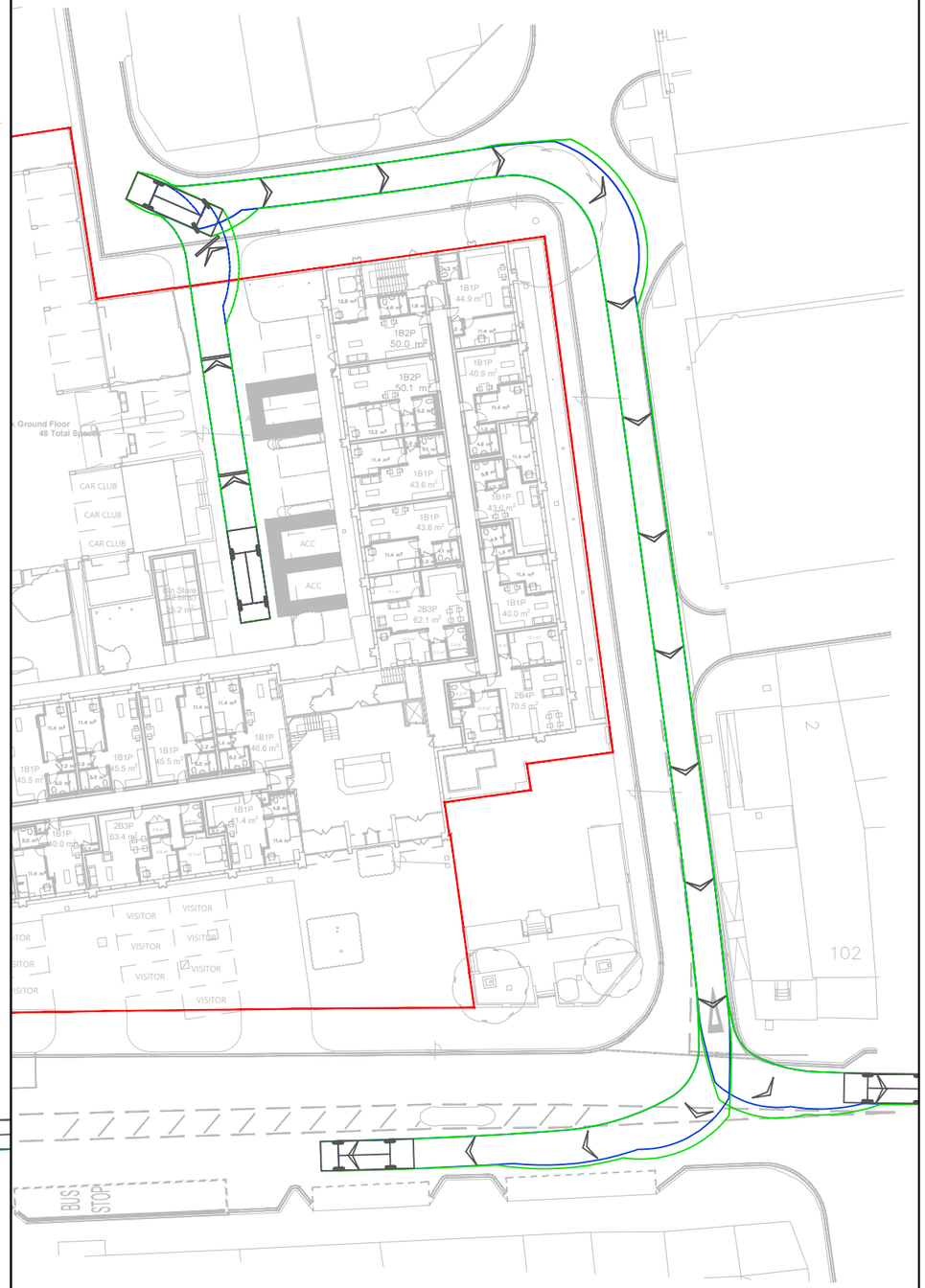
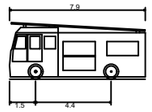


VEHICLE OUTBOUND

Notes:

1. Do not scale from this drawing.
2. All dimensions are in metres unless noted otherwise.
3. All levels are in metres above ordnance datum (AOD).
4. This drawing should be printed in colour.
5. This drawing is to be read in conjunction with all other engineer's drawings.

SITE BOUNDARY



Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Rev	Details	Date	By	Chkd	Appd
P01	FIRST ISSUE	09.05.25	DH	SP	SP

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Transport Planning and Infrastructure Design Consultants

Status:
PLANNING

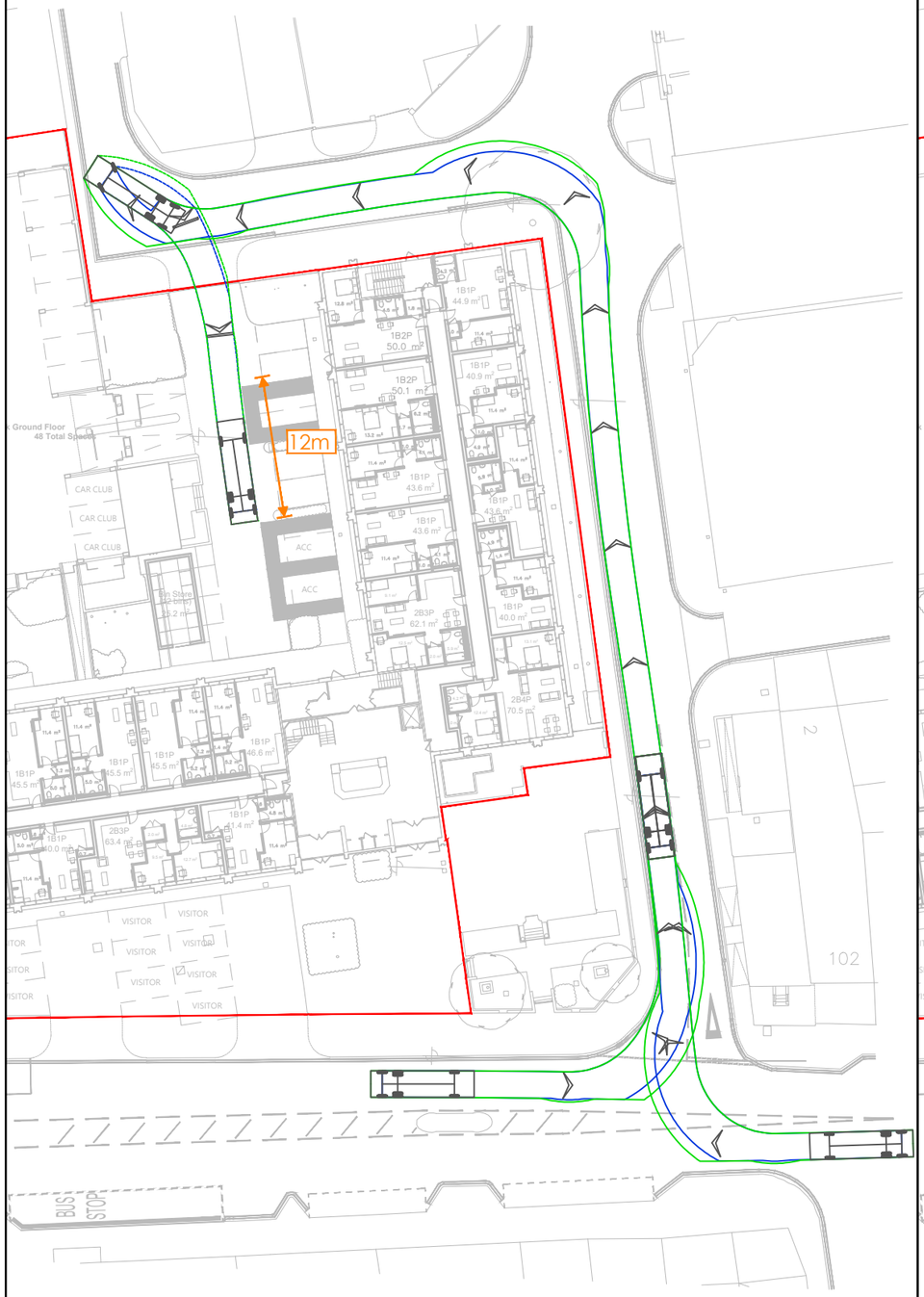
Client:
BMR Property Group

Project:
Eaton Court,
Reading

Drawing Title:
Swept Path Analysis
- Fire Tender

Scale @ A3:	Date:	Drawn:	Designed:	Checked:	Approved:
1:500	09.05.25	DH	DH	SP	SP

Project No:	Drawing No:	Revision:
8647	EAT-RGP-XX-XX-DR-T-001	P01



VEHICLE INBOUND

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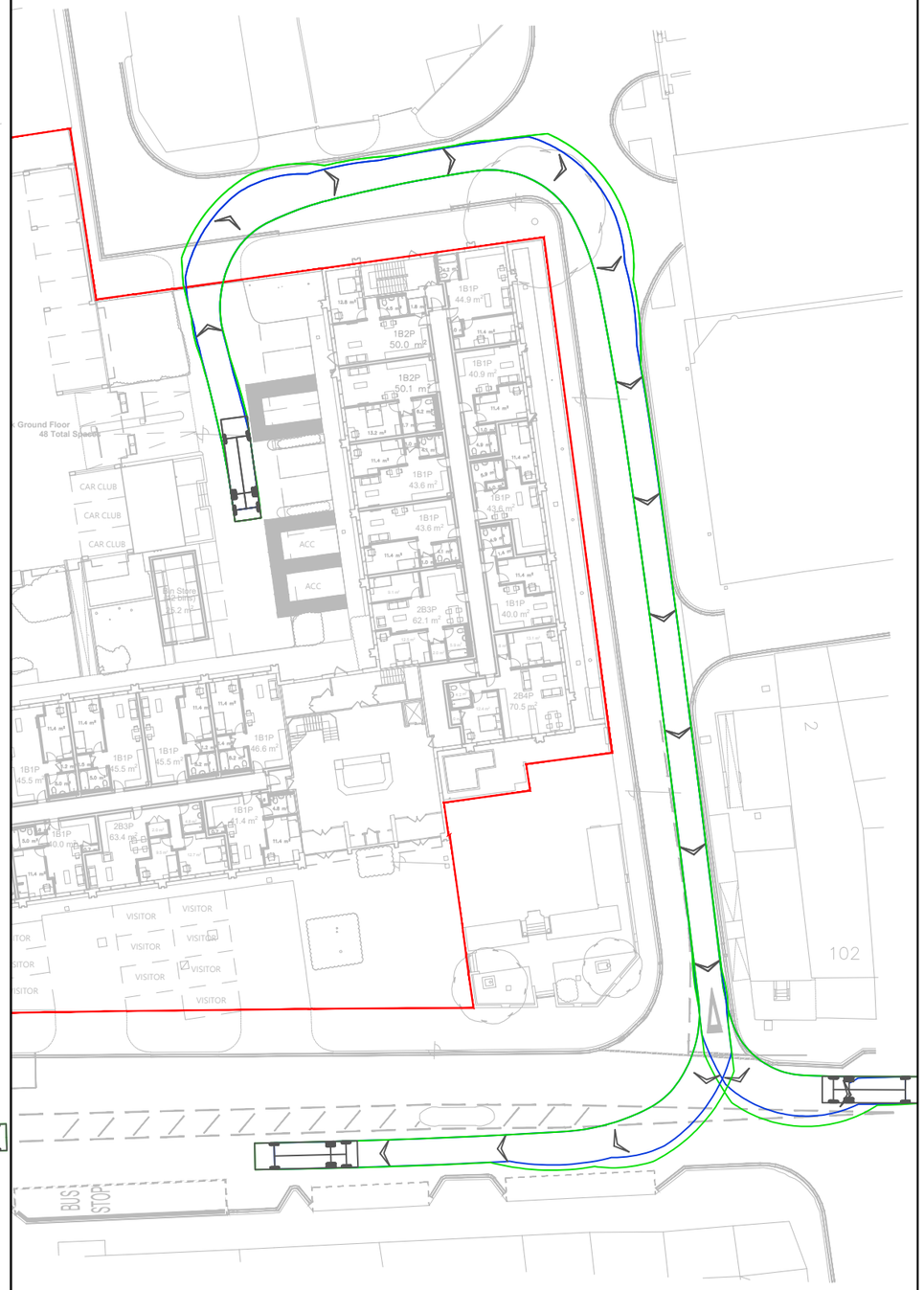


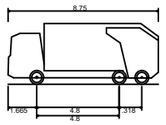
VEHICLE OUTBOUND

Notes:

1. Do not scale from this drawing.
2. All dimensions are in metres unless noted otherwise.
3. All levels are in metres above ordnance datum (AOD).
4. This drawing should be printed in colour.
5. This drawing is to be read in conjunction with all other engineer's drawings.

SITE BOUNDARY

VEHICLE REVERSE DISTANCE



Reading Borough Council Refuse Vehicle

Overall Length	8.750m
Overall Width	2.250m
Overall Body Height	3.540m
Min Body Ground Clearance	0.367m
Track Width	2.250m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m

Rev	Details	Date	By	Chkd	Appd
P01	FIRST ISSUE	09.05.25	DH	SP	SP

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Transport Planning and Infrastructure Design Consultants

Status: PLANNING

Client: BMR Property Group

Project: Eaton Court, Reading

Drawing Title: Swept Path Analysis - Refuse Vehicle

Scale @ A3:	Date:	Drawn:	Designed:	Checked:	Approved:
1:500	09.05.25	DH	DH	SP	SP

Project No:	Drawing No:	Revision:
8647	EAT-RGP-XX-XX-DR-T-002	P01

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