



59 Gloucester Road, Reading, RG30 2TH

TRANSPORT STATEMENT

for Proposed Change of Use (Prior Approval)
on behalf of Daniella Reynard
2026/9381/TS01
May 2026

DOCUMENT CONTROL

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for Proposed Change of Use (Prior Approval)

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Client: Daniella Reynard

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1 INTRODUCTION

1.1 Background

- 1.1.1 RGP has been commissioned to prepare a Transport Statement (TS) in support of a Prior Approval Application at 59 Gloucester Road, Reading, RG30 2TH ("the site"). The application seeks a change of use from the current Class E to an Education Facility (Class F1).
- 1.1.2 The site comprises land located on the south west side of Gloucester Road on the corner of the bend of the road adjoining Kent Road and Kensington Road.
- 1.1.3 The Prior Approval process allows the Local Planning Authority, in this case Reading Borough Council (RBC) which operates as a Unitary Authority, to consider proposals which meet specific criteria without the need for a full planning submission. This TS therefore outlines the key transport aspects pertaining to the site.
- 1.1.4 The site benefits from historic planning consent for its redevelopment to provide two residential dwellings (planning reference PL/21/0588, granted in 2024) and where appropriate reference is made to that application and the supporting Transport Statement prepared by HVJ Transport Limited (March 2021). The Officer report considered that application to be acceptable on transport grounds, subject to conditions, and in compliance with Council policies TR1, TR3 and TR5.
- 1.1.5 It is noted that this previous permission has not been implemented at the site.

1.2 Scope of Transport Statement

- 1.2.1 This Transport Statement is structured as follows:
- Baseline Conditions;
 - Site Accessibility by Sustainable Modes of Transport;
 - Development Proposals;
 - Trip Generation Analysis; and
 - Summary & Conclusions.

2 BASELINE CONDITIONS

2.1 Site Location & Local Highway Network

2.1.1 The site is located on the south-west side of Gloucester Road at its bend with Kent Road and Kensington Road, within the suburb of West Reading approximately 2.5km west of Reading town centre. The site falls within the administrative boundary of Reading Borough Council (RBC), which acts as both the local planning authority and the local highway authority. **Figure 1** illustrates the site in context.



Figure 1 Site Location

2.1.2 Gloucester Road, Kensington Road and Kent Road, together with the wider network of streets in the immediate vicinity of the site, form part of an established 20mph traffic-calmed area. Vehicle speeds are lowered by a combination of raised junctions, speed cushions, narrow carriageway widths and on-street parking, which together provide a self-enforcing low-speed environment.

2.1.3 In the vicinity of the site, Gloucester Road has a carriageway width of approximately 6.4m, with tarmac footways of between 2.1m and 2.3m provided on both sides and a continuous system of street lighting. Gloucester Road and the surrounding streets are subject to extensive double yellow line restrictions, with the remaining kerbside parking managed under RBC's Residents' Parking Permit Area Zone 07R within the Primary Core Area (Zone 2).

2.1.4 The site is well situated relative to a comprehensive range of local services and facilities, including schools, healthcare provision, retail destinations and major public transport interchanges, all within a comfortable walking or cycling distance. The accessibility credentials of the location are considered further at **Section 3** of this TS.

2.2 Existing Site & Access Arrangements

2.2.1 The site has a total area of approximately 0.13 hectares and is predominantly vacant ground. A single-storey building with a gross floor area of 71m² is located in the south-east corner of the site, having previously been used as a children's nursery and, most recently, as a photographic studio.

2.2.2 The site has a frontage to Gloucester Road of approximately 5.2m, measured between the western side boundary of No. 57 Gloucester Road (where a telegraph pole is located) and the low brick boundary wall along the frontage of No. 192 Kensington Road. There is no existing vehicular access to the site, and pedestrian access is taken directly from the Gloucester Road footway.

2.2.3 The development proposals do not propose any new vehicular access, and the existing pedestrian frontage on Gloucester Road would continue to serve as the sole means of arrival and departure for users of the proposed facility. The proposals therefore do not alter the operation of the public highway and no associated off-site highway works are sought.

2.3 Highway Safety Review

2.3.1 A review of CrashMap data (<https://www.crashmap.co.uk>) has been undertaken for the local highway network surrounding the site, covering the most recently available five-year period. The distribution of collisions locally to the site between 2020 and 2024 is shown in **Figure 2**.



Figure 2 Extract from CrashMap

- 2.3.2 The review confirms that no injury collisions have been recorded on Gloucester Road in the vicinity of the site or at the site frontage itself. A small number of incidents have been recorded on the wider local network, principally along Tilehurst Road to the south. These were predominantly of slight severity, with a single serious-injury collision recorded in the early hours of a December morning in frost and ice conditions, circumstances unrepresentative of the proposed facility's daytime operating period.
- 2.3.3 The records, attached at **Appendix A**, demonstrate that there are no inherent highway safety concerns relevant to the operation of the proposed use, and the local highway network in the vicinity of the site is considered to function safely.

3 SITE ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT

3.1 Overview

- 3.1.1 In accordance with relevant national, regional and local transport planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site has been undertaken. Given that no on-site parking is proposed and the facility's operation is predicated on users arriving by sustainable modes, the accessibility credentials of the site are of particular importance to the assessment.
- 3.1.2 The Department for Transport's (DfT) Connectivity Tool Lite has been used to provide an objective assessment of the site's accessibility. The tool assigns a national percentile score across a range of transport modes and destination types. The results for the site are illustrated in **Figure 3**.

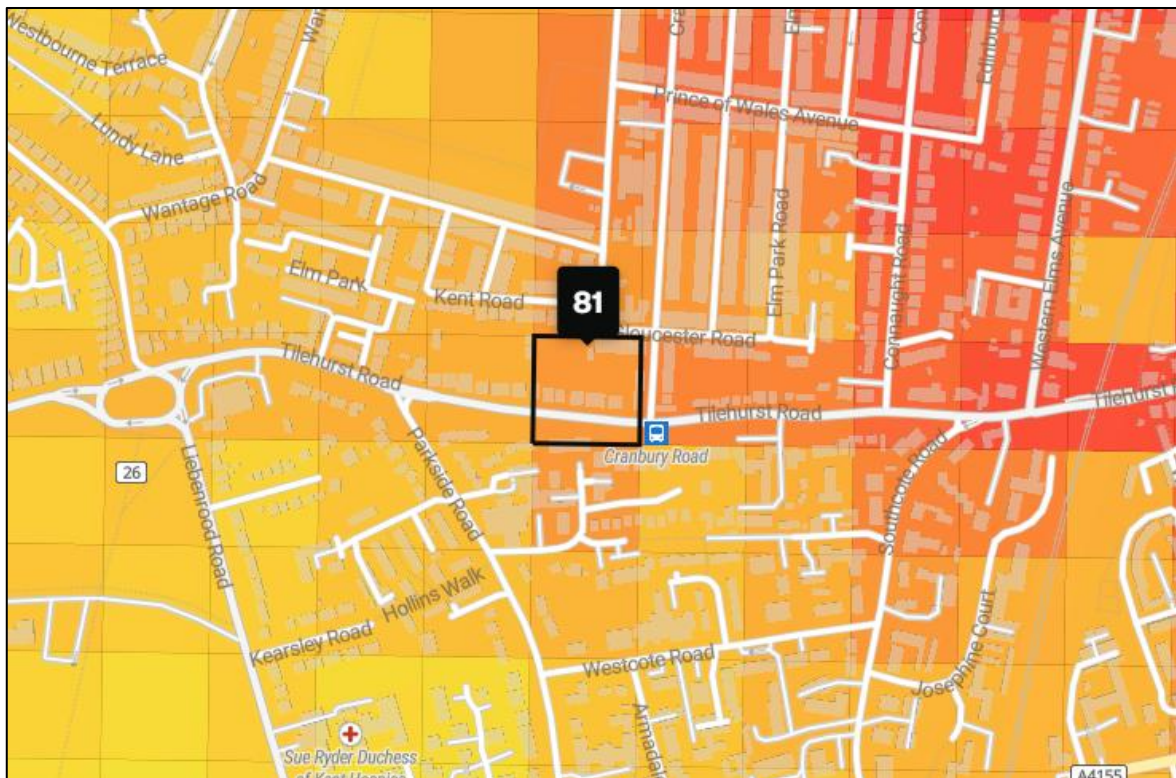


Figure 3 DfT Connectivity Tool Output

- 3.1.3 The site achieves an overall connectivity score of 81 ('Very High', 80–90th national percentile), with scores of 82 for both walking and cycling and 80 for public transport, all placing the site in the 'Very High' national distribution band. These scores provide robust, nationally benchmarked evidence of the site's suitability for a car-free educational use.
- #### 3.2 Walking
- 3.2.1 It is commonly accepted that walking can replace motorised transport for journeys of up to 2 kilometres. This is considered the preferred maximum distance as outlined in the Chartered Institution of Highways and Transportation (CIHT) Guidelines for Providing for Journeys on Foot (2000). Walking also forms a critical component of all longer journeys made by public transport.

- 3.2.2 The site benefits from an exceptionally walkable local environment. Continuous tarmac footways of between 2.1m and 2.3m in width are provided on both sides of Gloucester Road and throughout the surrounding street network, within a 20mph traffic-calmed area that ensures a comfortable and safe pedestrian environment. The combination of raised junctions, speed cushions, on-street parking and narrow carriageway widths keeps vehicle speeds at or below 20mph, reducing pedestrian conflict and encouraging travel on foot.
- 3.2.3 The 2km walking catchment from the site, illustrated at **Figure 4**, encompasses a substantial proportion of the West Reading residential area, including the districts of Norcot, Dee Park, and the western approaches to Reading town centre. The breadth of the residential catchment that is realistically accessible on foot strongly supports the proposed car-free approach to the facility's operation.

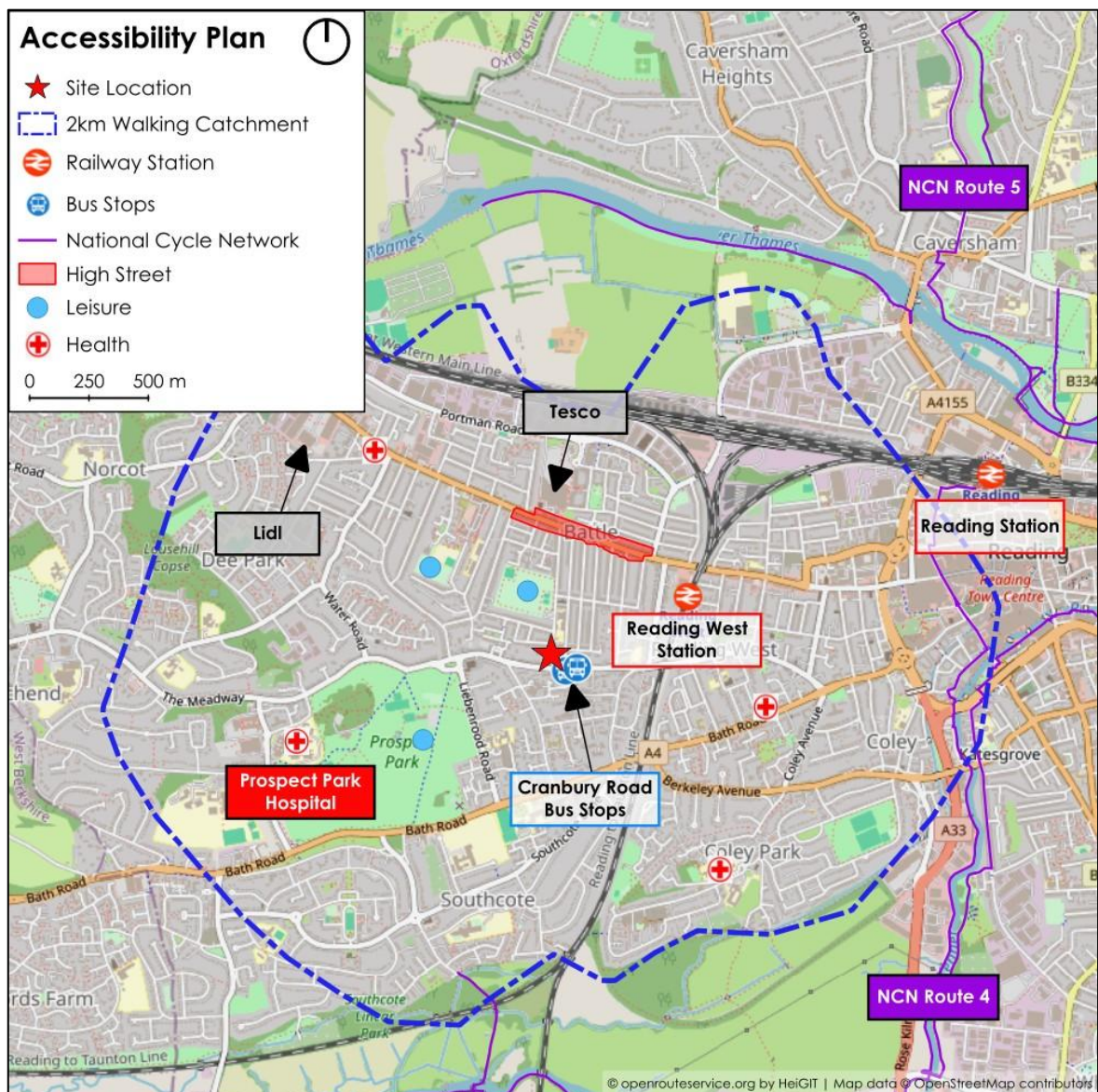


Figure 4 Accessibility Plan

- 3.2.4 The Reading Transport Strategy 2036 records that the area surrounding the site already represents the highest level of walking to and from work in the Borough, at 26%, reflecting both the established active travel culture and the high quality of the pedestrian environment in this part of Reading.

3.3 Cycling

- 3.3.1 It is commonly accepted that cycling can replace motorised transport for journeys of up to 5 kilometres. This is considered the preferred maximum distance as outlined in the CIHT Guidelines for Providing for Journeys on Foot (2000). The Reading Transport Strategy 2036 notes that cycling levels in Reading are above the national average, and that RBC actively promotes cycling for journeys of under 5km.
- 3.3.2 The site is located within the area of Reading that records the second highest level of cycle usage in the Borough at 4.1%, as confirmed in the Reading Transport Strategy 2036. Cycle facilities in the area are predominantly on-road and connect to the wider Reading Cycle Route network, providing convenient access to the town centre, railway stations and most local amenities.
- 3.3.3 The 5km cycling catchment from the site is illustrated at **Figure 5**. National Cycle Network (NCN) Route 4 runs through the southern part of the catchment, providing a traffic-free connection along the Bath Road corridor towards Southcote and beyond. NCN Route 5 runs through the northern part of the catchment, providing access towards Caversham and the River Thames. Both routes are accessible within a short cycle from the site and together with the on-road Reading Cycle Routes provide safe, established cycling connections across and beyond Reading.

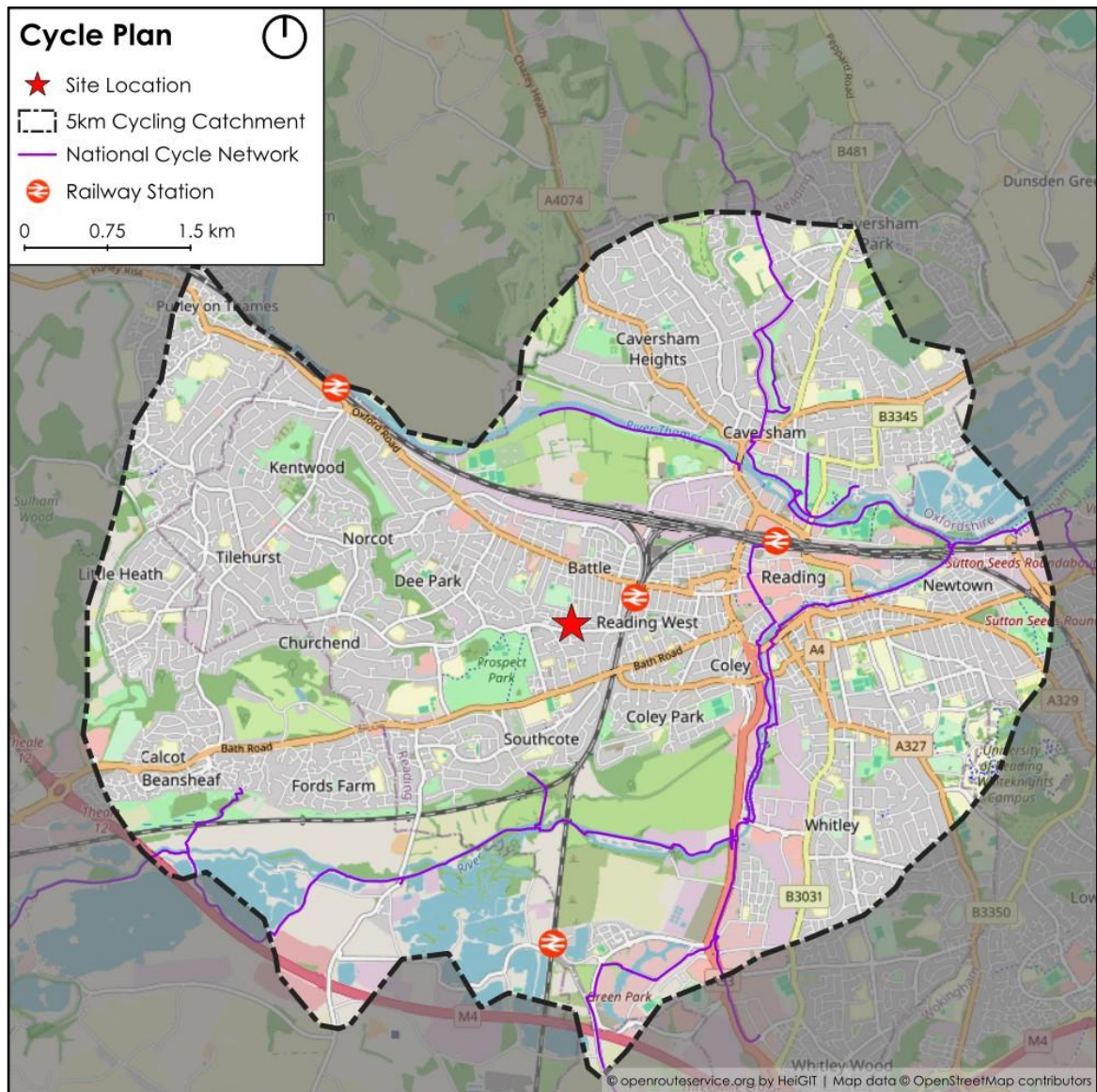


Figure 5 Cycle Plan

3.3.4 Reading West station is accessible by cycle in approximately 5 minutes, providing the opportunity to combine cycling with onward rail travel. Reading town centre and Reading station are similarly within an easy cycling distance of the site.

3.3.5 To actively encourage and facilitate travel by cycle, the proposed facility will provide three covered and secure Sheffield-style stands adjacent to the site entrance, capable of accommodating up to six bicycles.

3.4 Bus Services

3.4.1 The Institution of Highway and Transportation (IHT) document Planning for Public Transport in Developments recommends that development should be located so that public transport trips involve a walking distance of no greater than 400m to the nearest bus stop. The nearest bus stops to the site are the Cranbury Road stops, situated on Tilehurst Road approximately 190m to the south of the site frontage, a walk of around 3 minutes. This is well within the IHT threshold and confirms the site's strong public transport accessibility.

- 3.4.2 The Reading Buses Route 33 (Royal Blue) calls at the Cranbury Road stops, providing direct services between Reading town centre and Turnham's Farm. Further details of the route alignment, stopping pattern and service frequency are provided at **Figure 6**.

Route No / Summary		Typical Frequency	Hours of Operation
33 (Royal Blue)	Reading Town centre – Turnham's Farm / Little Heath	Mon-Fri: 15 to 20 mins Sat & Sun: 20 mins	Mon-Fri: 05:17 – 23:55 Sat: 06:26 – 23:55 Sun: 08:27 – 22:55

Figure 6 Summary of Local Bus Services

- 3.4.3 Additional bus services are available at stops on Oxford Road approximately 500m to the north of the site, which are served by a number of further Reading Buses routes providing connections to the town centre, Tilehurst, Dee Park, Purley and the wider network.
- 3.4.4 Further information regarding routes and timetable information can be found at www.traveline.info/.

3.5 Rail Services & Facilities

- 3.5.1 The nearest railway station to the site is Reading West, located approximately 1km to the north-west and accessible within a 14-minute walk or a 5-minute cycle. Reading West is served by Great Western Railway (GWR) providing direct connections to Reading, Newbury and Basingstoke. The station location and service details are illustrated at **Figure 7**.

Destination	Typical Frequency	Typical Journey Time
Reading	3 trains per hour	~2 minutes
Basingstoke	2 trains per hour	~23 minutes
Newbury	1 train per hour	~22 minutes

Figure 7 Summary of Local Rail Services

- 3.5.2 Reading station, accessible from Reading West by a single-stop rail journey, provides a major national interchange with fast and frequent services to London Paddington, Bristol Temple Meads, Oxford and Birmingham New Street, as well as Elizabeth Line connections and extensive regional rail services.

3.6 Summary of Accessibility Credentials

- 3.6.1 The site benefits from an outstanding level of accessibility by sustainable modes of transport, which comprehensively supports the proposed car-free operation of the facility. In summary:
- (i) The site is located within a continuous, high-quality pedestrian environment, with 2.1–2.3m wide footways on both sides of Gloucester Road and throughout the surrounding street network, within an established 20mph traffic-calmed area.

- (ii) The surrounding area records the highest walking-to-work rate in Reading (26%) and the second highest cycling usage in the Borough (4.1%), as recorded in the Reading Transport Strategy 2036, reflecting an established active travel culture well suited to the proposed car-free operation.
- (iii) The nearest bus stops (Cranbury Road, Tilehurst Road) are approximately 190m from the site, a 3-minute walk, well within the 400m threshold recommended by the IHT. Reading Buses Route 33 provides a direct connection to Reading town centre.
- (iv) Reading West station is approximately 1km to the north-west of the site, accessible within a 14-minute walk or a 5-minute cycle, providing direct GWR services to Reading, Newbury and Basingstoke and onward connections to major national destinations.

3.6.2 Taken together, these credentials demonstrate that the site is exceptionally well served by sustainable modes of transport and that the proposed car-free approach to the facility's operation is both appropriate and achievable.

4 DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 It is proposed that the site would be used as a Forest School facility. The prospective operator of the facility has confirmed typical on-site presence as follows:

- Between 16 and 25 children
- 15 accompanying parents (dependent on attendance)
- Up to 3 staff/volunteers

4.1.2 It is anticipated that the facility would operate between the hours of 9am-3pm on weekdays, with staff arriving on-site to set up at 8am and leaving after tidy-up at 4pm. Arrivals and departures during the traditional highway peak hours are therefore minimal.

4.1.3 Activities would mainly take place outside and the facility would cater for all ages, including toddler, pre-school, and school-aged children, and home educated and school holiday camps. On occasion, the facility would be used at evenings and weekends for (adult) workshops, birthday parties and fitness classes.

4.1.4 The site would provide no on-site car parking and as such users (parents, children and staff) would access the site via public transport and active modes (walking and cycling), by way of the opportunities detailed in **Section 3** of this report.

4.2 Proposed Vehicular Access Arrangements

4.2.1 There is no existing vehicular access to the site and parents, children and staff would be requested to travel by modes other than private car.

4.3 Deliveries & Servicing Arrangements

4.3.1 Delivery and servicing requirements for the facility are expected to be minimal, generally limited to post and small ad-hoc deliveries (e.g., food, equipment) and weekly refuse/recycling collections, which would take place on-street. In accordance with guidance, the refuse store would not be located further than 15m from the site access for convenient collection of bins and waste from the kerbside.

4.4 Car Parking Provision

4.4.1 With reference to RBC's Revised Parking Standards and Design Supplementary Planning Document (SPD) (2011), the site lies within Zone 2: Primary Core Area but it is acknowledged that it is on the periphery of the central core area which consists primarily of retail and commercial office developments with good transport links.

Transport Statement

- 4.4.2 The SPD provides maximum parking standards for day nursery and primary education land uses suggesting a maximum provision of 1 space per 2-3 FTE staff and 1 drop off space per 5-10 pupils. This would equate to a maximum parking provision of circa 6 spaces, based on anticipated typical daily activity. The demand is however expected to be less given the local catchment and the fact that some parents will bring more than one child / childminder would bring 3-5 children.

4.5 On-Street Parking Survey

- 4.5.1 A Lambeth parking survey was undertaken by an independent third-party survey company on Wednesday 29th April 2026 to establish typical availability of on-street parking at the times (08:45-09:15 and 14:45-15:15) when the facility is expected to experience demand for drop-off and pick-up. The survey captured on-street parking within 200m of the site which reflects an appropriate local catchment to the site, and in-line with best practice.
- 4.5.2 The results shown in **Figure 8** and appended hereto at **Appendix B**, indicate that spare capacity exists on the surrounding roads, with Gloucester Road (zone 19) the only area observed to be at capacity in all time periods.

Time	Morning 15-min Intervals			Afternoon 15-min Intervals		
	08:45	09:00	09:15	14:45	15:00	15:15
Parked Vehicles	167	151	148	151	149	166
Observed Spaces	83	100	101	96	98	81
Parking Stress (%)	67%	60%	59%	61%	60%	67%

Figure 8 Summary of Parking Stress Survey

- 4.5.3 It should be noted that the majority of bays within the locale are subject to permit holder / 2-hour restrictions, although four unrestricted bays are available on Tilehurst Road a short walk from the site. It is considered that this would be sufficient to accommodate any parking requirements associated with the site's operation without the need for parking permits to be obtained.

4.6 Cycle Parking Provision

- 4.6.1 For cycle parking, minimum standards are set out in the Council's guidance as follows:

D1 Day Nurseries	1 space per 2 FTE staff
D1 Primary Education	1 space per 5 FTE staff & 1 space per 15 pupils (years 1-3) and 1 space per 10 pupils (years 4-6)

Figure 9 Cycle Parking Standards

4.6.2 The site would therefore seek to provide 3no. covered and secure Sheffield style stands (capable of accommodating six cycles) located conveniently near the entrance to encourage and facilitate travel by this mode.

5 TRIP GENERATION

5.1 Overview

- 5.1.1 This section of the report sets out the process undertaken to estimate the trip generation and subsequently the travel impact resulting from the proposals.

5.2 Existing Traffic Generation

- 5.2.1 **Figure 10** provides the forecasted vehicular trip generation for the existing use of the site, derived from the TRICS database and as presented in the Transport Statement for application PL/21/0588.

Trip Periods	Trip Rate per 100sqm GFA			Total Trips for 71sqm GFA		
	Arr.	Dep.	2-way	Arr.	Dep.	2-way
AM Peak 08:00-09:00	1.937	0.342	2.279	1	0	2
PM Peak 17:00-18:00	0.311	1.596	1.906	0	1	1
Daily Flows 07:00-19:00	8.204	8.304	16.508	6	6	12

Figure 10 Existing Trip Generation (Studio)

- 5.2.2 The historic operation as a studio could be expected to generate c. one / two two-way movements during the peak periods on the highway network, and 12 two-way trips over the course of a typical day.
- 5.2.3 As the above assessment has previously been approved to support the previous planning consent at the site, it is considered a suitable baseline position against which the development proposals can be assessed.

5.3 Proposed Trip Generation

- 5.3.1 The site is anticipated to run sessions between 9am – 3pm, on weekdays catering for c.16-25 children, and c.15 accompanying parents, supported by up to 3 staff/volunteers.
- 5.3.2 An assessment has been made to determine the likely number of trips to be made by private car / other modes, with reference made to Census Travel to Work data for the E00082650 Output Area, in which the site lies (excluding work mainly at or from home / other). This only considers the trips made by adults, as all children would be accompanied.
- 5.3.3 Two adjustments have been applied to the raw Census mode split proportions to better reflect the specific characteristics of the proposed facility. First, rail has been removed as a likely mode of travel given the highly localised catchment from which parents, children and staff are anticipated to travel; the nature of a Forest School facility is such that users are unlikely to draw from beyond comfortable walking or cycling distance. Second, the car mode share has been reduced to reflect both the absence of any on-site parking provision and the limited unrestricted on-street availability in the vicinity of the site as identified by the parking beat survey. The trips removed from the car category have been redistributed proportionally across the remaining active and public transport modes. The resulting adjusted mode split is shown alongside the Census baseline in **Figure 11**.

Mode	Raw Census (2021) – Travel to Work (%)	Adjusted – Travel to Work (%)	Adjusted (count)
Train	10.5	0	0
Bus, minibus or coach	9.8	5.0	1
Taxi	0.7	0	0
Driving a car or van	53.0	22.2	4
Passenger in a car or van	7.0	11.1	2
Bicycle	4.2	11.1	2
On Foot	14.7	50	9
TOTAL	100	100	18

Figure 11 Anticipated Trip Generation

- 5.3.4 Applying the Census 2021 Travel to Work mode split proportions to the maximum expected number of adults that would be visiting the facility (18no.) suggests a worst-case scenario whereby 10 users would travel by private car. Adjusting the proportions to reflect the highly accessible location, the non-provision of on-site parking and the local catchment from which users and staff are expected to travel it would be realistic to expect car usage to reduce with a corresponding increase in active modes, as shown in **Figure 11**.

5.4 Development Impact

- 5.4.1 With reference to **Figure 11** it can be expected that the facility would generate 8 two-way vehicle trips per day, which represents a decrease compared to the existing photographic studio use (**Figure 10**). As noted previously, facility timings would result in a proportion of trips occurring during the AM peak hour, however a nominal number of trips would be expected during the PM peak.
- 5.4.2 Overall, it is not considered that the relative trip generation impacts of the proposed development would be significant so as to give rise to a severe highways impact.

6 SUMMARY & CONCLUSIONS

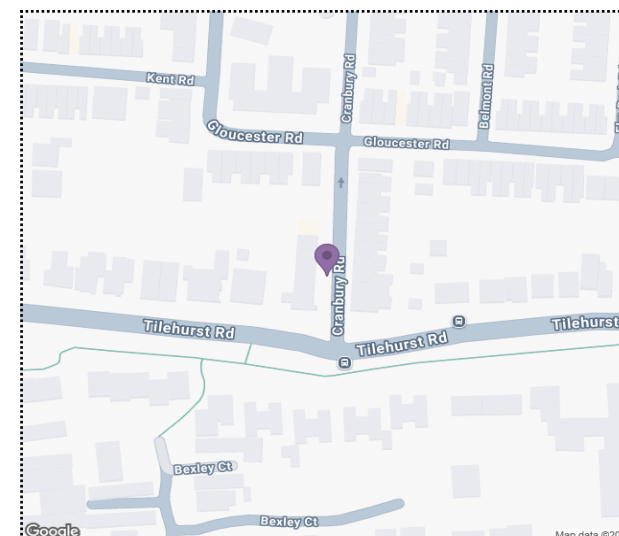
- 6.1.1 This Transport Statement has considered the transport planning implications associated with the change of use proposals at 59 Gloucester Road, Reading, RG30 2TH (from a Class E land use to an Education Facility – F1 land use).
- 6.1.2 RGP make the following conclusions:
- i) The site located within a highly accessible residential area from which parents, children and staff associated with the Forest School facility are expected to travel. The site has no vehicular access and consequently no-site parking.
 - ii) A CrashMap data review confirms that only three injury collisions were recorded on the local highway network over the most recent five-year period, none of which occurred on Gloucester Road or at the site frontage. The collisions recorded were predominantly of slight severity and attributable to adverse weather conditions, with no inherent highway safety concerns identified in the vicinity of the site.
 - iii) A Lambeth parking beat survey undertaken during the expected arrival and departure periods confirms that spare on-street capacity exists across the surrounding road network.
 - iv) The proposed facility is not anticipated to generate a significant number of vehicle trips, with attendees encouraged to travel via more sustainable modes. Relative trip generation difference against the historic use of the site would not be material.
 - v) Three covered and secure Sheffield-style cycle stands, capable of accommodating six bicycles, are proposed adjacent to the site entrance to actively encourage and facilitate travel by cycle.
- 6.1.3 It can be concluded that the proposed development would not result in an unacceptable impact on highway safety or severe residual impact in accordance with the NPPF and there is no reason why this development should not be permitted on highway or transport grounds.

APPENDIX A



Validated Data

Crash Date:	Monday, October 3, 2022	Time of Crash:	10:25:00	Crash Reference:	2022430444093
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Reading			Vehicles:	2
Local Authority:	Reading			OS Grid Reference:	469708 173048
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:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Monday, October 3, 2022

Time of Crash: 10:25:00

Crash Reference: 2022430444093

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	17	Female	Unknown	Vehicle is moving off	Offside	Unknown	None	None
1	Motorcycle over 50cc and up to 125cc (1999 onwards)	3	Male	21 - 25	Unknown	Nearside	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

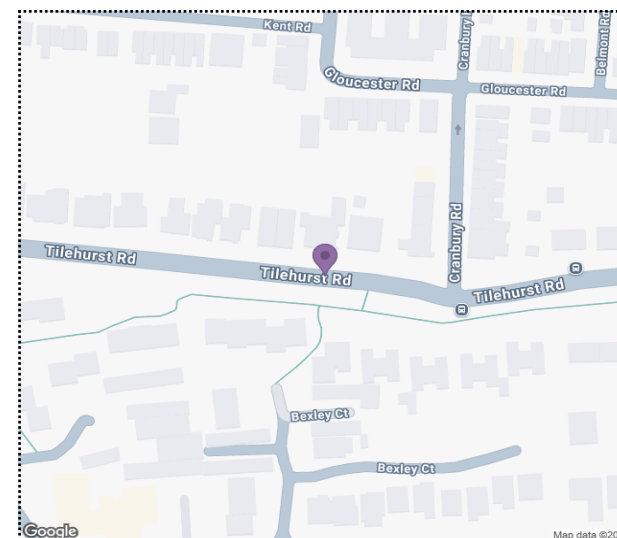
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Validated Data

Crash Date:	Saturday, December 17, 2022	Time of Crash:	02:18:00	Crash Reference:	2022430566280
Highest Injury Severity:	Serious	Road Number:	U	Casualties:	4
Highway Authority:	Reading			Vehicles:	2
Local Authority:	Reading			OS Grid Reference:	469662 173025
Weather Description:	Fine without high winds				
Road Surface Description:	Frost or Ice				
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:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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

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Validated Data
Crash Date:

Saturday, December 17, 2022

Time of Crash: 02:18:00

Crash Reference: 2022430566280

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Taxi/Private hire car (2005 onwards)	0	Male	36 - 45	Unknown	Front	Journey as part of work	None	None
1	Car (excluding private hire cars 2005 onwards)	15	Male	26 - 35	Unknown	Front	Unknown	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	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other
2	4	Serious	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

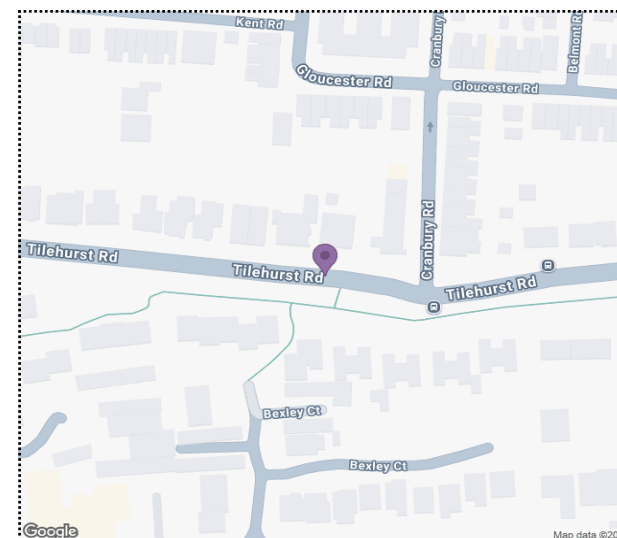
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Validated Data

Crash Date:	Wednesday, June 7, 2023	Time of Crash:	15:59:00	Crash Reference:	2023430250152
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Reading			Vehicles:	2
Local Authority:	Reading			OS Grid Reference:	469673 173024
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:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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

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Validated Data

Crash Date:

Wednesday, June 7, 2023

Time of Crash: 15:59:00

Crash Reference: 2023430250152

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	7	Female	36 - 45	Unknown	Back	Unknown	None	None
2	Mobility Scooter	-1	Female	46 - 55	Unknown	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	Female	46 - 55	Unknown or other	Unknown or other

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

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APPENDIX B



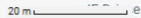
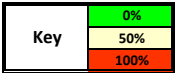
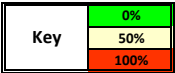
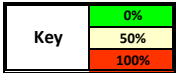




Table : Snapshot parking beats undertaken at 15-minute intervals between 08:45-09:15 & 14:45-15:15

					Wednesday 29th April 2026 - Snapshot beats at 15-minute intervals between 08:45-09:15								
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	TIME - 08:45			TIME - 09:00			TIME - 09:15		
					PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS
KENSINGTON ROAD	1	DOUBLE YELLOW LINE	87.5										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	108.1	20	16	2	88.9%	12	7	63.2%	11	7	61.1%
		SCHOOL KEEP CLEAR. NO STOPPING MONDAY-FRIDAY 0800-1700.	25.5										
GLOUCESTER ROAD	2	DOUBLE YELLOW LINE	18.2										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	29	5	4	1	80.0%	4	1	80.0%	2	3	40.0%
CRANBURY ROAD	3	DOUBLE YELLOW LINE	41.8										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	73.1	13	10	1	90.9%	10	1	90.9%	9	2	81.8%
		SCHOOL KEEP CLEAR. NO STOPPING MONDAY-FRIDAY 0800-1700.	25.5										
GLOUCESTER ROAD	4	A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	131.3	26	16	8	66.7%	14	10	58.3%	16	8	66.7%
GLOUCESTER ROAD	5	DOUBLE YELLOW LINE	19.3										
		DOUBLE YELLOW LINE	23.2										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	23	4	3	1	75.0%	3	1	75.0%	3	1	75.0%
BELMONT ROAD	6	DOUBLE YELLOW LINE	15.5										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	67.7	13	7	5	58.3%	5	7	41.7%	6	6	50.0%
		DISABLED BAY	5.2	1	1	0	100.0%	0	1	0.0%	0	1	0.0%
GLOUCESTER ROAD	7	A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	79	15	8	5	61.5%	11	2	84.6%	10	3	76.9%
GLOUCESTER ROAD	8	DOUBLE YELLOW LINE	10										
		DOUBLE YELLOW LINE	19										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	27.5	5	3	2	60.0%	3	2	60.0%	3	2	60.0%
ELM PARK ROAD	9	DOUBLE YELLOW LINE	11.8										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	18	3	1	2	33.3%	1	2	33.3%	1	2	33.3%
GLOUCESTER ROAD	10	A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY/DROPPED KERB	13.7										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	5.8	1	0	1	0.0%	0	1	0.0%	0	1	0.0%
GLOUCESTER ROAD	11	DOUBLE YELLOW LINE	7.8										
		DOUBLE YELLOW LINE	19.5										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	20	4	1	3	25.0%	1	3	25.0%	1	3	25.0%
GLOUCESTER ROAD	12	DOUBLE YELLOW LINE	62										
		DOUBLE YELLOW LINE	25.5										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	72.6	14	9	3	75.0%	9	3	75.0%	10	2	83.3%
CRANBURY ROAD	14	DROPPED KERB	5.4										
		DOUBLE YELLOW LINE	28.5										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	47.6	9	6	2	75.0%	6	2	75.0%	6	2	75.0%
TILEHURST ROAD	15	DROPPED KERB	2.8										
		DOUBLE YELLOW LINE	24.1										
		UNRESTRICTED	22.3	4	0	4	0.0%	0	4	0.0%	0	4	0.0%
TILEHURST ROAD	16	DROPPED KERB	5.5										
		BUS STOP	10.2										
		UNRESTRICTED - WOULD NOT PARK	43.2										
TILEHURST ROAD	17	DROPPED KERB	13.2										
		BUS STOP	39										
		PEDESTRIAN CROSSING	43										
CRANBURY ROAD	18	DROPPED KERB	10.5										
		UNRESTRICTED	3.7										
		PEDESTRIAN CROSSING	43										
GLOUCESTER ROAD	19	DOUBLE YELLOW LINE	5										
		DOUBLE YELLOW LINE	20.7										
		DROPPED KERB	2.8										
GLOUCESTER ROAD	20	A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	55	11	5	4	55.6%	6	3	66.7%	5	4	55.6%
KENSINGTON ROAD	21	DOUBLE YELLOW LINE	21.8										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	26.2	4	4	0	100.0%	4	0	100.0%	4	0	100.0%
		DISABLED BAY	5.8	1	1	0	100.0%	1	0	100.0%	1	0	100.0%
NORFOLK ROAD	22	DOUBLE YELLOW LINE	20.7										
		DOUBLE YELLOW LINE	16.4										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	27.5	5	2	2	50.0%	1	3	25.0%	1	3	25.0%
RUTLAND ROAD	23	DOUBLE YELLOW LINE	29.3										
		DOUBLE YELLOW LINE	54.7	10	5	4	55.6%	4	5	44.4%	4	5	44.4%
		DROPPED KERB	5		1			1			1		
KENT ROAD	24	DOUBLE YELLOW LINE	19.5										
		DOUBLE YELLOW LINE	45.4	9	4	4	50.0%	4	4	50.0%	4	4	50.0%
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	17.2										
KENT ROAD	25	A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	78.3	14	10	3	76.9%	10	3	76.9%	9	4	69.2%
RUTLAND ROAD	26	DOUBLE YELLOW LINE	4.6										
		DROPPED KERB	9.7										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	142.7	27	14	10	58.3%	12	12	50.0%	13	10	56.5%
NORFOLK ROAD	27	DROPPED KERB	19.1										
		DOUBLE YELLOW LINE	14.7										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	21	4	3	1	75.0%	3	1	75.0%	3	1	75.0%
KENSINGTON ROAD	28	DROPPED KERB	7.7										
		DOUBLE YELLOW LINE	23.2										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	44.5	8	3	4	42.9%	3	4	42.9%	3	4	42.9%
NORFOLK ROAD	29	DOUBLE YELLOW LINE	14.5										
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	29.8	5	2	3	40.0%	2	3	40.0%	2	3	40.0%
		A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	123.2	24	14	6	70.0%	14	6	70.0%	14	6	70.0%
KENSINGTON ROAD	30	DISABLED BAY	5.5	1	0	1	0.0%	0	1	0.0%	0	1	0.0%
		DOUBLE YELLOW LINE	16										
		DOUBLE YELLOW LINE	11.7										
KENSINGTON ROAD	31	A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY	29.5	5	4	1	80.0%	2	3	40.0%	2	3	40.0%
		B) = MONDAY-SATURDAY 0800-1830 2HRS. NO RETURN WITHIN 2HRS	18	3	3	0	100.0%	1	2	33.3%	1	2	33.3%
		KEEP CLEAR	8.2										
KENSINGTON ROAD	32	B) = MONDAY-SATURDAY 0800-1830 2HRS. NO RETURN WITHIN 2HRS	44.3	8	7	0	100.0%	4	3	57.1%	3	4	42.9%
		DOUBLE YELLOW LINE	20										



Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)

Wednesday 29th April 2026 - Snapshot beats at 15-minute intervals between 14:45-15:15								
TIME - 14:45			TIME - 15:00			TIME - 15:15		
PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS
13	6	68.4%	12	7	63.2%	17	2	89.5%
4	0	100.0%	4	0	100.0%	4	0	100.0%
10	1	90.9%	11	0	100.0%	11	0	100.0%
16	7	69.6%	17	6	73.9%	20	2	90.9%
3	1	75.0%	3	1	75.0%	3	1	75.0%
4	7	36.4%	4	7	36.4%	6	5	54.5%
0	1	0.0%	0	1	0.0%	1	0	100.0%
9	4	69.2%	9	4	69.2%	10	3	76.9%
3	1	75.0%	3	1	75.0%	3	1	75.0%
1	2	33.3%	1	2	33.3%	1	2	33.3%
0	1	0.0%	0	1	0.0%	0	1	0.0%
1	2	33.3%	1	2	33.3%	1	2	33.3%
1			1			1		
6	6	50.0%	6	6	50.0%	5	7	41.7%
4	4	50.0%	4	4	50.0%	4	4	50.0%
0	4	0.0%	0	4	0.0%	0	4	0.0%
7	1	87.5%	5	4	55.6%	5	4	55.6%
4	0	100.0%	4	0	100.0%	4	0	100.0%
1	0	100.0%	1	0	100.0%	1	0	100.0%
2	2	50.0%	1	3	25.0%	1	3	25.0%
6	3	66.7%	6	3	66.7%	7	2	77.8%
7	1	87.5%	7	1	87.5%	7	1	87.5%
8	6	57.1%	9	5	64.3%	9	5	64.3%
12	12	50.0%	10	14	41.7%	10	14	41.7%
1			1			1		
2	2	50.0%	2	2	50.0%	2	2	50.0%
5	2	71.4%	4	3	57.1%	3	4	42.9%
2	3	40.0%	2	3	40.0%	2	3	40.0%
15	5	75.0%	15	5	75.0%	14	6	70.0%
0	1	0.0%	0	1	0.0%	1	0	100.0%
1	4	20.0%	2	2	50.0%	5	0	100.0%
1	2	33.3%	1	2	33.3%	2	1	66.7%
2	5	28.6%	3	4	42.9%	5	2	71.4%

KEY

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- = A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY
- ... = SCHOOL KEEP CLEAR. NO STOPPING MONDAY-FRIDAY 0800-1700.
- = DISABLED BAY
- - - = A) = PERMIT HOLDERS 0800-2000 OR 2HRS. NO RETURN WITHIN 2HRS. OTHER TIMES PERMIT HOLDERS ONLY/DROPPED KERB
- BLANK = UNRESTRICTED
- = BUS STOP
- = UNRESTRICTED - WOULD NOT PARK
- ... = PEDESTRIAN CROSSING
- = KEEP CLEAR
- = B) = MONDAY-SATURDAY 0800-1830 2HRS. NO RETURN WITHIN 2HRS

KEY

- = PARKED VEHICLE (PARALLEL)
- = PARKED VEHICLE (PERPENDICULAR)
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- = OBSERVED SPACE (PERPENDICULAR)
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- = SPACE IN DISABLED BAY

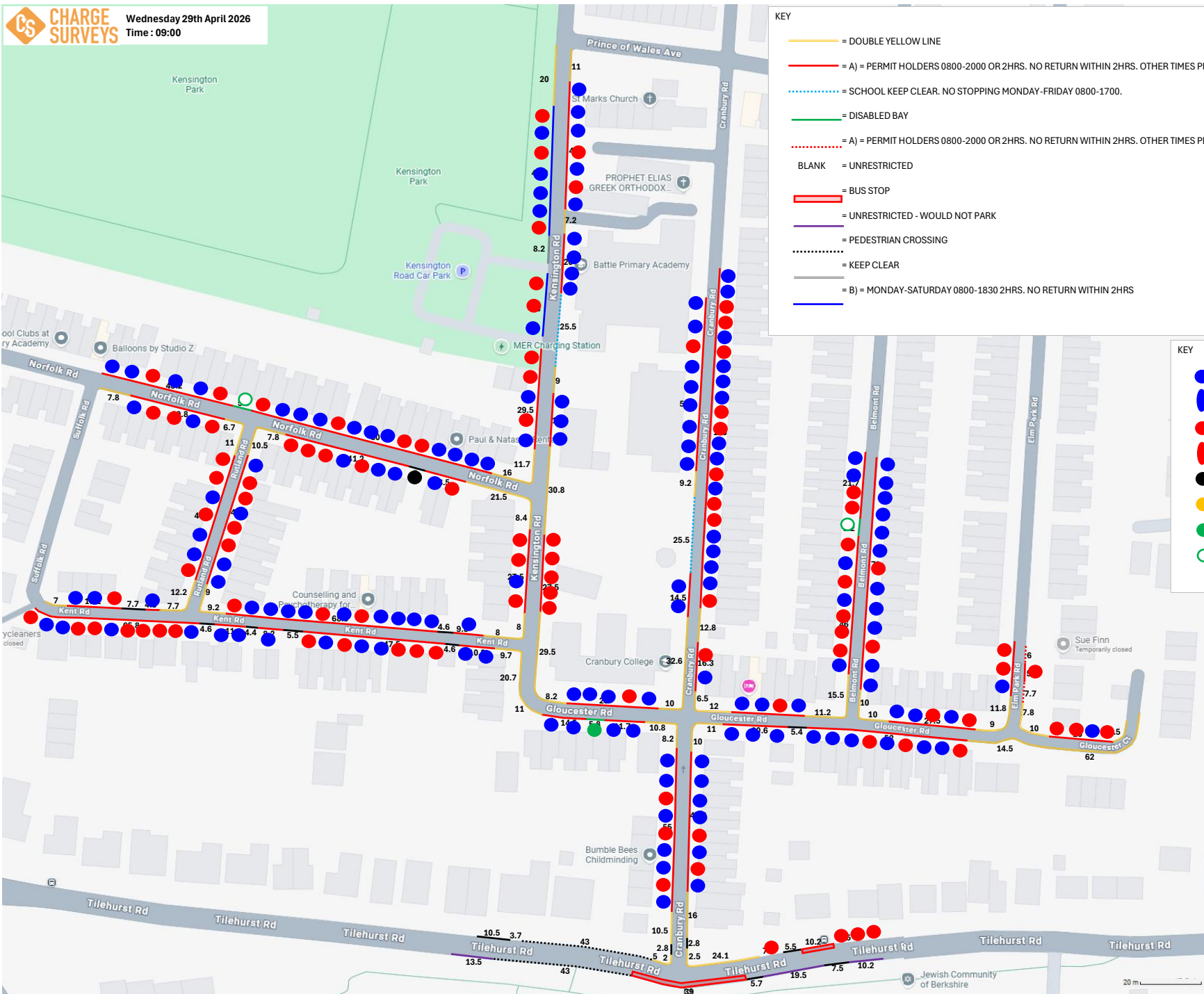


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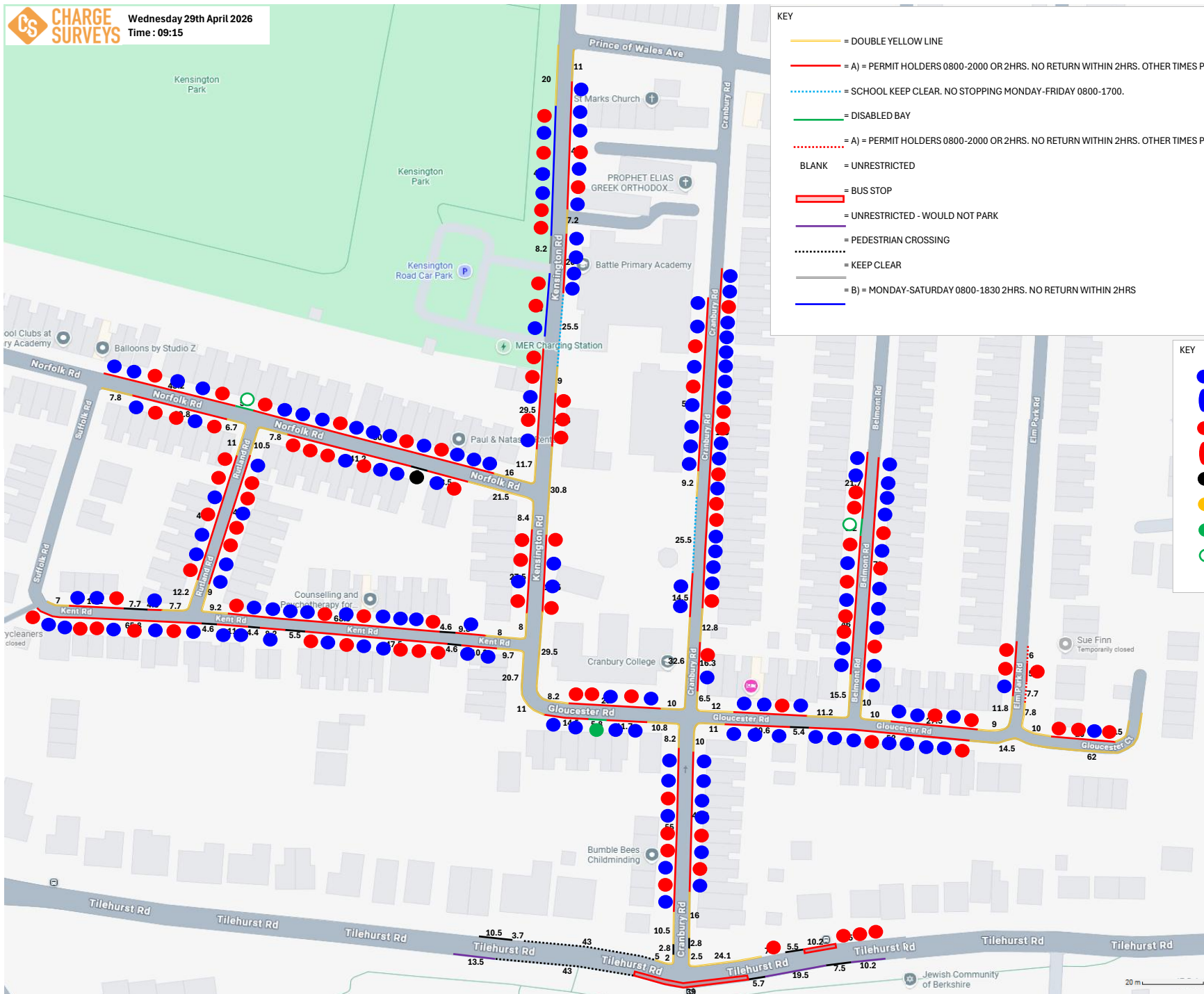


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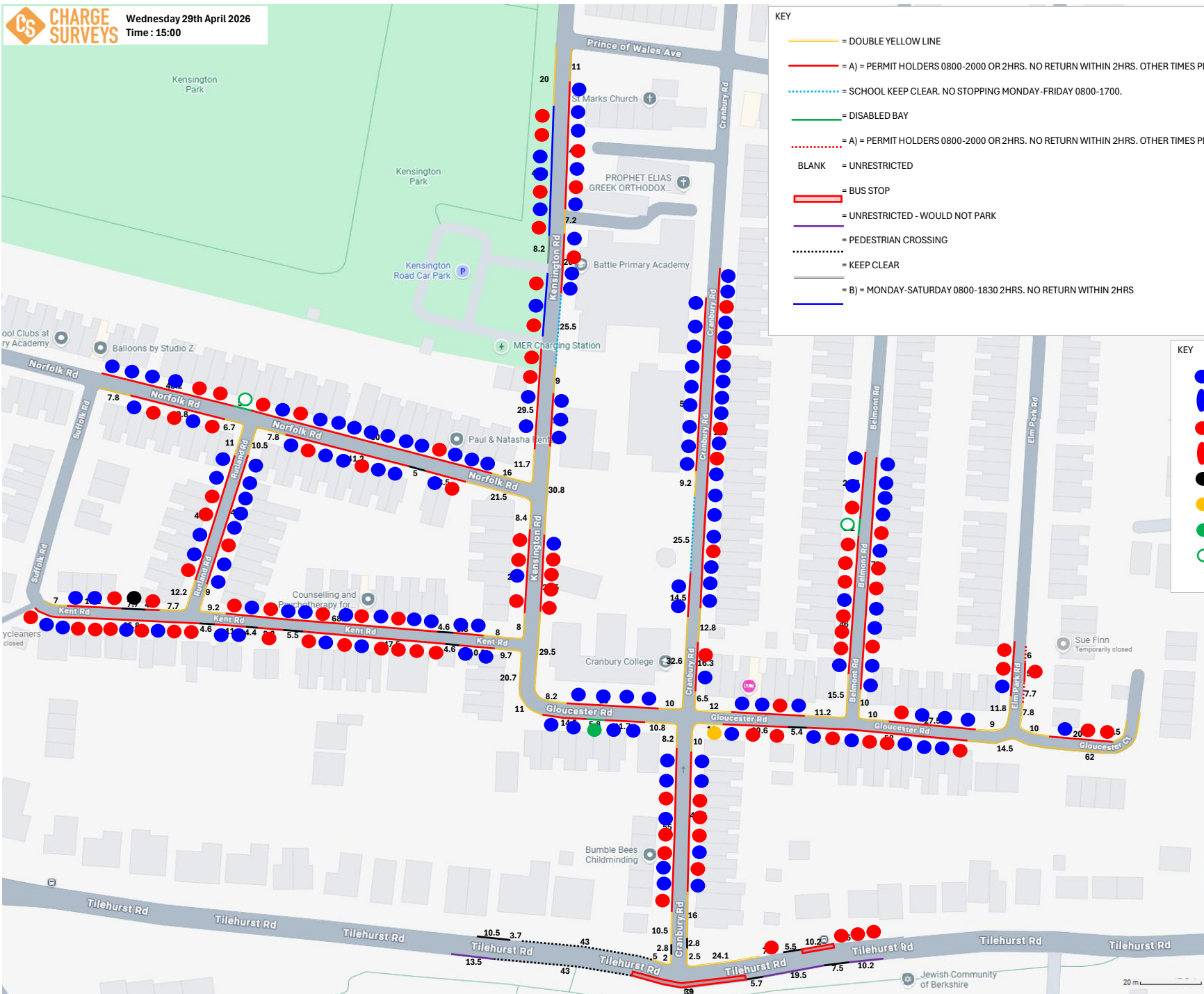


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RGP - Transport Planning and Infrastructure Design Consultants

enquiries@rgp.co.uk

www.rgp.co.uk

Surrey Office Old Mill Studios, Fry's Yard, 37-40 Bridge Street, Godalming GU7 1HP
London Office 10 York Road, London SE1 7ND

T: 01483 861 681
T: 020 7078 9662

