



DV5 Coltham (Reading) Ltd

Bennet Court, Bennet Road, Reading

Transport Statement

January 2023



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DV5 Coltham (Reading) Ltd

Bennet Court, Bennet Road, Reading

Transport Statement

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APPENDICES

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1. Introduction

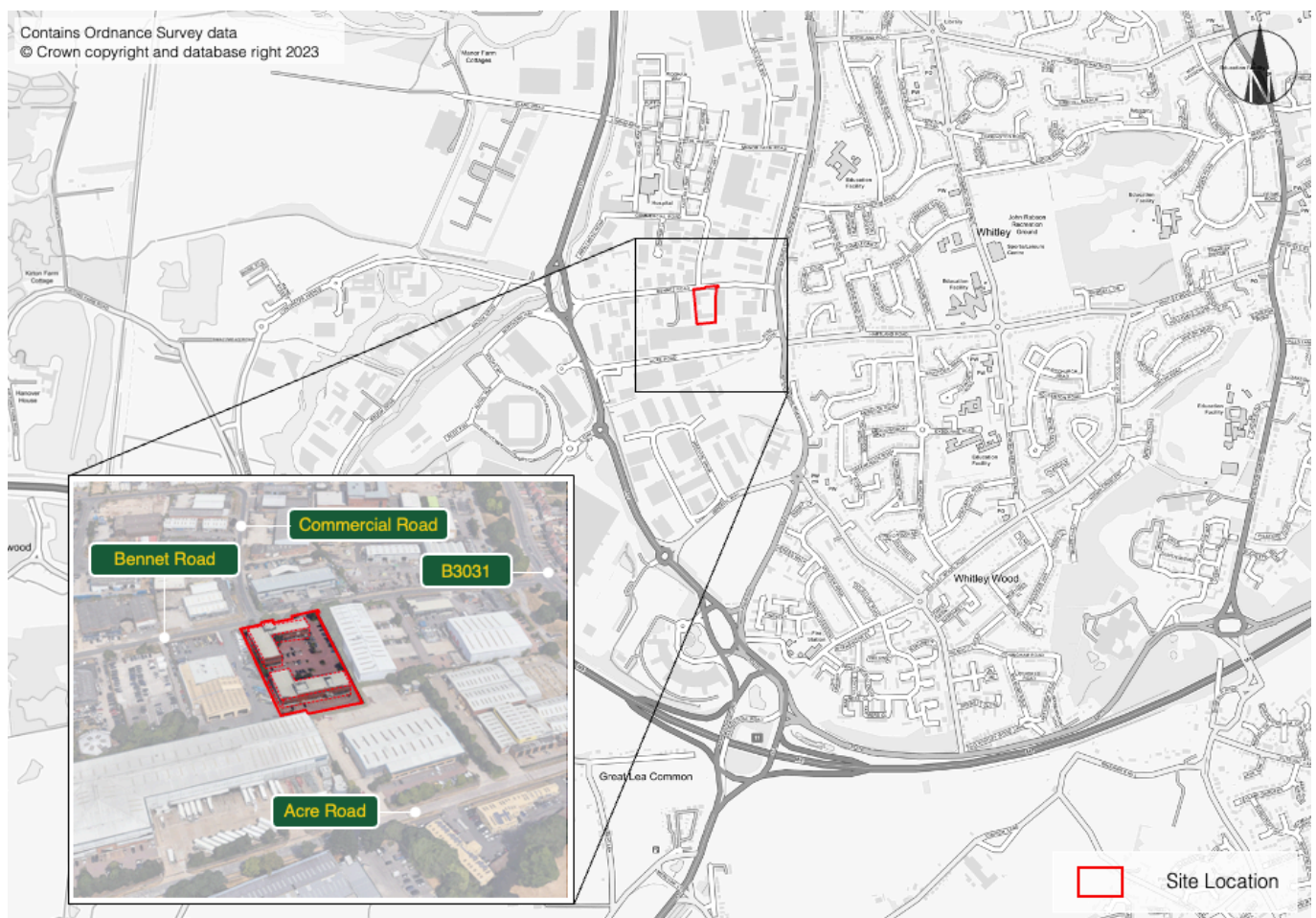
1.1 Overview

1.1.1 mode transport planning (mode) has been commissioned by DV5 Coltham (Reading) Ltd, to prepare a Transport Statement (TS) to accompany a detailed planning application for the redevelopment of the existing office units located off Bennet Road, Reading.

1.1.2 The site benefits from an extant use of c.38,865sqft of E(g)(i) (formerly B1) land use, accessed from Bennet Road. The proposals include demolition of the existing buildings and the construction of new commercial unit of 46,375sqft (E(g)(iii) / B2 / B8, with ancillary offices) along with associated parking, amended access and service yard. This application would seek 'flexible use' for Class E (g) (iii) / B2 and/or B8 use, to provide a greater degree of flexibility of site usage and occupation in the future.

1.1.3 The site location is shown in **Figure 1.1** and a masterplan is attached at **Appendix A**, for reference.

Figure 1.1 Site Location Plan



1.2 Purpose of the Report

- 1.2.1 The purpose of this TS is to identify the transport implications of the development proposals; through consideration of the suitability of access to the development for sustainable modes of transport, alongside private vehicles and service vehicles. It also determines the level of traffic forecast to be generated by the development proposals during the typical peak hours.
- 1.2.2 An on-going travel planning process at the site will be required in line with Government Policy to ensure the efficient sustainable operation of the site. A Framework Workplace Travel Plan (FWTP) has therefore also been prepared and provided as a stand-alone document as part of the application's submitted suite of documents.

1.3 Report Structure

- 1.3.1 Following this introduction, the remainder of the TS is structured as follows:
- **Chapter 2** outlines local and national policy;
 - **Chapter 3** describes the existing situation;
 - **Chapter 4** provides a breakdown and description of the application;
 - **Chapter 5** reviews the forecast traffic generation of the existing and future use classes;
 - **Chapter 6** details the development impact; and,
 - **Chapter 7** provides a summary and conclusion.

2. Policy

2.1 Introduction

2.1.1 This chapter provides a review of the highways and transportation elements of both national and local planning policy. This chapter will review the following relevant policy:

- National Planning Policy Framework (NPPF);
- National Planning Practice Guidance (NPPG);
- Reading Borough Council Local Development Framework – Revised Parking Standards and Design;
- Reading Borough Local Plan; and,
- Reading Draft Transport Strategy.

2.2 National Policy

National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's key objectives for achieving sustainable development. The NPPF was first published in March 2012 and most recently revised in July 2021 to streamline the national planning policies set out in previous policy guidance and a number of related circulars. These have been combined into a single document to make the planning system more accessible, whilst still protecting the environment and promoting sustainable growth.

2.2.2 The NPPF sets out the Government's planning policies for England, and how these are expected to be applied, stating that all developments generating significant amounts of movement should be supported by a Transport Assessment (TA) or TS, alongside a Travel Plan (TP). Within the NPPF, it is suggested that an economic, social and environmental objective should be at the heart of the planning process.

2.2.3 Under the 'Promoting Sustainable Transport' chapter of the NPPF, it is stated that transport issues should be considered from the earliest stages of plan-making and development proposals (Para. 104). By doing this the potential impacts of development on transport networks can be addressed and the appropriate transport infrastructure can be implemented. By considering transport at the earliest stages, it allows the opportunity to promote walking, cycling and public transport, and mitigate any problems, from the outset.

2.2.4 Significant developments should be focused on being sustainable, this can be done through limiting the need to travel and offering a genuine choice of sustainable transport modes.

2.2.5 The NPPF states (Para. 106, pg.30) that planning policies should:

- *“Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- *Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- *Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking, Local Cycling and Walking Infrastructure Plans.”*

2.2.6 Within the context of assessing sites for that may be allocated for development in plans, or specific applications for development, it should be ensured that (Para. 110, pg.31):

- *“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *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.”*

2.2.7 Within this context, new developments should (Para. 112, pg.32):

- *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas... facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.2.8 Paragraph 111 states that:

“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 would be severe.”

2.2.9 Paragraph 113 concludes that all development expected to generate significant amounts of movement should provide a TP, and applications should also be supported by a TS or TA to assess the likely impacts of the proposals.

2.2.10 The sustainable credentials and accessibility of the site are presented in **Chapters 3** of this report, where it is demonstrated that the site is accessible and accords with relevant national policy. **Chapters 5** and **6** demonstrate that the traffic associated with the proposed development would not have a severe and/or detrimental impact on the local highway network.

Planning Practice Guidance (PPG)

2.2.11 Planning Practice Guidance (PPG) provides detailed advice to support the NPPF. PPG contains further information for planners, developers and the public on the types of assessment required to support planning applications and the approach to considering applications on their various merits.

2.2.12 The updated guidance aims to facilitate the development of a robust and well thought out site, enabling an assessment of the transport impacts of both existing and proposed developments. The guidance can inform sustainable approaches to transport. A strong assessment will establish evidence that may be useful in:

- Improving the sustainability of transport provision;
- Enhancing the levels of accessibility;
- Creating a choice amongst different modes of transport;
- Improving health and well-being;
- Supporting economic vitality;
- Improving public understanding of the transport implications of development;
- Enabling other highway and transport authority's/service providers to support and deliver the transport infrastructure that conforms to the Local Plan; and,
- Supporting local businesses and the regional economy.

2.2.13 The sustainable credentials and accessibility of the site are presented in **Chapter 3** of this report. Further details in respect of the opportunities to promote sustainable travel to and from the site are set out in the FWTP which accompanies the application.

2.3 Local Policy

Reading Borough Council Local Development Framework – Revised Parking Standards and Design

2.3.1 Parking standards for new developments are contained in RBCs (2011) *Reading Borough Local Development Framework – Revised Parking Standards and Design*. Given the flexible consent being sought, both B2 and B8 parking standard requirements will be reviewed. A summary of the parking standards and requirements for loading bays, disabled parking bays and cycles, including the resultant parking provisions are summarised in **Chapter 4**.

2.3.2 In terms of EV spaces, the policy does not provide detailed requirements other than to indicate that provision of EV spaces is encouraged.

Reading Borough Local Plan

2.3.3 The Reading Borough Local Plan (RBLP) was adopted in November 2019 and details planning policies for development in Reading until 2036. The relevant transport-related policies are summarised below.

2.3.4 Policy CC1 sets out the Council's Presumption in Favour of Sustainable Development. It states, "*A positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)*".

2.3.5 Policy TR1 focuses on 'achieving the transport strategy' and states that, "*...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... 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*".

2.3.6 Policy TR3 encompasses access and traffic-related matters and states that, "*...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*".

2.3.7 Policy TR3 continues and states that "*development will only be permitted where:*

- *Accesses and works to the highway comply with the adopted standards of the Transport Authority;*
- *The development would not have a material detrimental impact on the functioning of the transport network;*
- *The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- *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,*
- *For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided*".

2.3.8 Policy TR4 refers to cycling and states that, "*developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities*".

2.3.9 Policy TR5 focuses on parking and states that *“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”*.

Reading Draft Transport Strategy

2.3.10 The Reading Draft Transport Strategy was developed in partnership with various stakeholders through an extensive consultation undertaken summer 2019 – 2020. The strategy details planning policies for development in Reading until 2036 (aligned with the RBLP). The relevant policies are summarised below.

2.3.11 The overarching vision of the document is aligned with other relevant national and local policies and is as follows:

2.3.12 *“Our vision is to deliver a sustainable transport system in Reading that creates an attractive, green and vibrant town with neighbourhoods that promote healthy choices and wellbeing. Future mobility options will enable everyone in Reading to thrive, enjoy an exceptional quality of life and adapt to meet future challenges and opportunities.”*

2.3.13 Policy RTS1 sets out the need to promote sustainable transport:

- *“Prioritise sustainable travel modes to offer an attractive and realistic alternative to the private car.*
- *Increase the capacity of the sustainable transport network by reallocating road space to sustainable modes.*
- *Complement any increase in general traffic capacity with sustainable transport improvements.*
- *Develop sustainable transport schemes in partnership with neighbouring Boroughs to support an increase in sustainable cross-boundary journeys”.*

2.3.14 Policy RTS14 sets out the need to promote active transport:

- *“Transform the walking and cycling network to be safe, clean and green and better connect people to local facilities and services, including education, retail, leisure and employment.*
- *Create a hierarchy of walking and cycling routes, building on our existing network and seek to secure new routes, including through proposed developments, and, where feasible, segregate routes.*
- *Design our walking and cycling network to accommodate all users where feasible”.*

2.4 Summary

2.4.1 In summary the planning policy described above collectively seeks to ensure that development is located to ensure site operators, employees and visitors are provided with genuine modal choice, by situating development in locations that reduce the need to travel, reducing average journey lengths and benefiting from local infrastructure to enable use of sustainable modes of transport other than the single occupancy private car.

- 2.4.2 Furthermore, the planning policy considered also seeks to ensure that the impacts of the development are appropriately assessed and mitigated via the preparation of transportation reports to accompany the planning application, and where necessary the provision of mitigation in order to temper the impacts and effects of a given development.
- 2.4.3 This TS has been prepared in line with current best practice guidance and methodology.

3. Existing Situation

3.1 Overview

- 3.1.1 This chapter considers the existing context of the site, in terms of access, the existing highway network, sustainable transport infrastructure and highway safety records.
- 3.1.2 It is also important to note that the site currently comprises of c.38,865sqft of office use (E(g)(i)) provided across two units and is situated within an existing area of Reading with similar uses surrounding the site. Therefore, by its very nature is considered to be suitable in terms of accessibility, nevertheless, a full review has been undertaken.

3.2 Site Location and Existing Use

- 3.2.1 The site is located off Bennet Road (within the wider Basingstoke Road Industrial Estate), which is situated c.3km south of Reading Town Centre and c.400m east of the A33. The M4 (Junction 11) is situated c.1.3km to the south. The site is bordered and accessed off Bennet Road to the north and commercial / employment buildings to the south, east and west.
- 3.2.2 The site comprises two building units within Bennet Court, which benefit from extant planning use of c.38,865sqft E(g)(i) offices, accessed from Bennet Road. The site location is illustrated within **Figure 1.1**.

3.3 Highway Network

Bennet Road

- 3.3.1 Bennet Road is a single (two-lane) carriageway running in an east to west alignment, providing access through the wider Basingstoke Road Industrial Estates. To its eastern extent, it forms a signalised T-junction with the B3031, Basingstoke Road, and to its western extent, a signalised roundabout with the A33, Northern Way and Longwater Avenue. The road is covered by street-lighting and subject to a 30mph speed limit and is typically c.6.5m in width, with footways of c.2m width along both sides of the carriageway (set behind grass verges).

A33

- 3.3.2 In the vicinity of the site, the A33 routes in a north to south alignment from Reading Town Centre in the north to the M4 in the south. The majority of the length of the A33 acts as the Basingstoke Road Industrial Estates' western boundary. To the southern extent, the A33 forms a grade separated roundabout at Junction 11 of the M4. The A33 is a two-way dual carriageway, subject to a 40mph speed limit, that benefits from c.2.5-3m shared footway/cycleways along both sides of the carriageway incorporating street lighting.

Wider Highway Network

3.3.3 Access to the wider road network is shown in **Figure 3.1** below. The M4 (at Junction 11) can be accessed to the south of the site via the A33 and B3031, from which wider strategic destinations and further highway links can be accessed.

Figure 3.1 Wider Road Network



3.4 Existing Traffic Conditions

3.4.1 In order to establish the existing traffic flows and speeds on the local road network, an Automatic Traffic Count (ATC) was installed on Bennet Road from 21/09/2022 to 27/09/2022, alongside Manual Classified (turning) Counts (MCCs) (on 21/09/2022 0700 – 1000 and 1600 – 1900) at the following junctions:

- Bennet Road / Commercial Road priority T-Junction; and,
- Bennet Road / Site Access priority T-Junction.

3.4.2 The full traffic flow data is attached at **Appendix B**.

3.4.3 A summary of the 85th percentile speeds is provided below:

- 35.0mph Eastbound; and;
- 35.1mph Westbound.

3.5 Accessibility Review

Walking

- 3.5.1 The 'Planning for Walking' (2015) document produced by the Chartered Institution of Highways and Transportation (CIHT) suggests that c.80% of journeys shorter than 1 mile (c.1.6km) could potentially be made wholly on foot. However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.
- 3.5.2 In terms of pedestrian and cycle accessibility, roads throughout the wider industrial area benefit from street lighting, dropped kerbs at side roads and crossing points, and footway provision along both sides of Bennet Road. The footway network connects to pedestrian facilities and toucan crossing points at junctions with A33 and B3031 which permits safe access to surrounding residential and employment areas and subsequently further pedestrian facilities.
- 3.5.3 It is also worth noting that the B3031 is locally considered a primary walking route which is said to contain busy urban shopping, business areas and main pedestrian routes (extract provided at **Appendix C**). The A33 is identified as a secondary walking route which are medium usage routes through local areas leading into primary routes.
- 3.5.4 Overall, the local area makes good provision for safe and usable pedestrian infrastructure. It is considered that the site is accessible for pedestrians, and there are good opportunities for employees and visitors to walk between the site, public transport services and the local residential areas in the surrounding vicinity of the site. The existing pedestrian infrastructure provides a direct, safe and convenient routes for pedestrians.

Cycling

- 3.5.5 Local Transport Note (LTN) 1/20, Cycle Infrastructure Design (July 2020) states that two out of every three personal cycling trips are less than 8km (c.5 miles) in length (DfT), which is an achievable distance for most people to cycle.
- 3.5.6 It is widely acknowledged and considered that cycling in urban areas has the potential to substitute shorter car trips, particularly, those under c.5km, and can also form part of a longer journey by public transport (multi-modal use). Cycling is therefore an important journey to work mode, that has the potential to perform a more significant role, in association with the development.

3.5.7 The South Reading Cycle Route extends north to south along the A33 from Reading Town Centre to Reading International Business Park, from the A33, two National Cycle Routes (NCR) can be accessed (extract provided at **Appendix C**). NCR23 routes predominantly in a north to south alignment linking Winchester and Reading via Basingstoke. It can be accessed at the Bennet Road / A33 roundabout, c.450m west of the site, before routing east following Foundry Brook on a traffic-free route. NCR 4 can also be accessed off the A33, c.1.6km northwest of the site which routes in an east to west alignment between Cardiff and Central London. In the vicinity of the site, and in the context of Reading, NCR 4 routes alongside the River Kennet.

3.5.8 In addition, the topography of the local area also suggests that this would not be a limiting factor in people choosing to cycle to/from the site. As a result of the above, it is concluded that there is good opportunity, with no real physical barriers, for cycle travel between the site and the local surrounding areas.

Bus Services

3.5.9 The nearest bus stops are located within c.250m (an approx. 3-minute walk) on the B3031 to the east of the site and are accessed via the footway which routes past the bus stop as shown in **Figure 3.2**.

3.5.10 The northbound bus stops on the B3031 are characterised by a flagpole, shelter and seating. Real-time service information is also located at the northern-most stop. The southbound bus stops are characterised as a simple bus flagpole and timetable design.

3.5.11 The No. 6 (emerald), 6a (emerald) and 154 bus services can be accessed from bus stops located along the B3031, additionally, the No. 600 and 50 (greenwave) bus services can be accessed west of the site on the A33, c.600m. A summary of the bus services and frequencies is provided in **Table 3.1**.

Table 3.1 Local Bus Service Provision

No.	Bus Operator	Route	Typical Peak Hour Frequency		
			Mon-Fri	Saturday	Sunday
6/6a	Reading Buses	Reading Station - Whitley Wood via Basingstoke Road	1 service every 10 minutes	1 service every 15 minutes	1 service every 20 minutes
154	Horseman Coaches	School Service			
50	Reading Buses	Central Reading - Green Park	1 service every 15 minutes	1 service every 45 minutes	-
600	Reading Buses	Central Reading - Spencers Wood/Riseley/Mere oak P&R via RIBP	1 service every 15 minutes	1 service every 15 minutes	-

Bus services correct as of 05/12/22

Figure 3.2 Local Bus Stops



3.5.12 The bus stops and services detailed above can be accessed via the existing network of footways surrounding the site that provide a direct, convenient and safe route for all users to access the services.

Rail Services

3.5.13 Reading Railway Station is situated c.4.4km north of the site. Although not feasibly accessible by walking, the station can be accessed by cycling; equating to a c.14-minute cycle ride. The Station can also be accessed via the No. 50 or 600 bus services with an in-transit bus transfer time of c.7 minutes.

3.5.14 Reading Railway Station makes provision for:

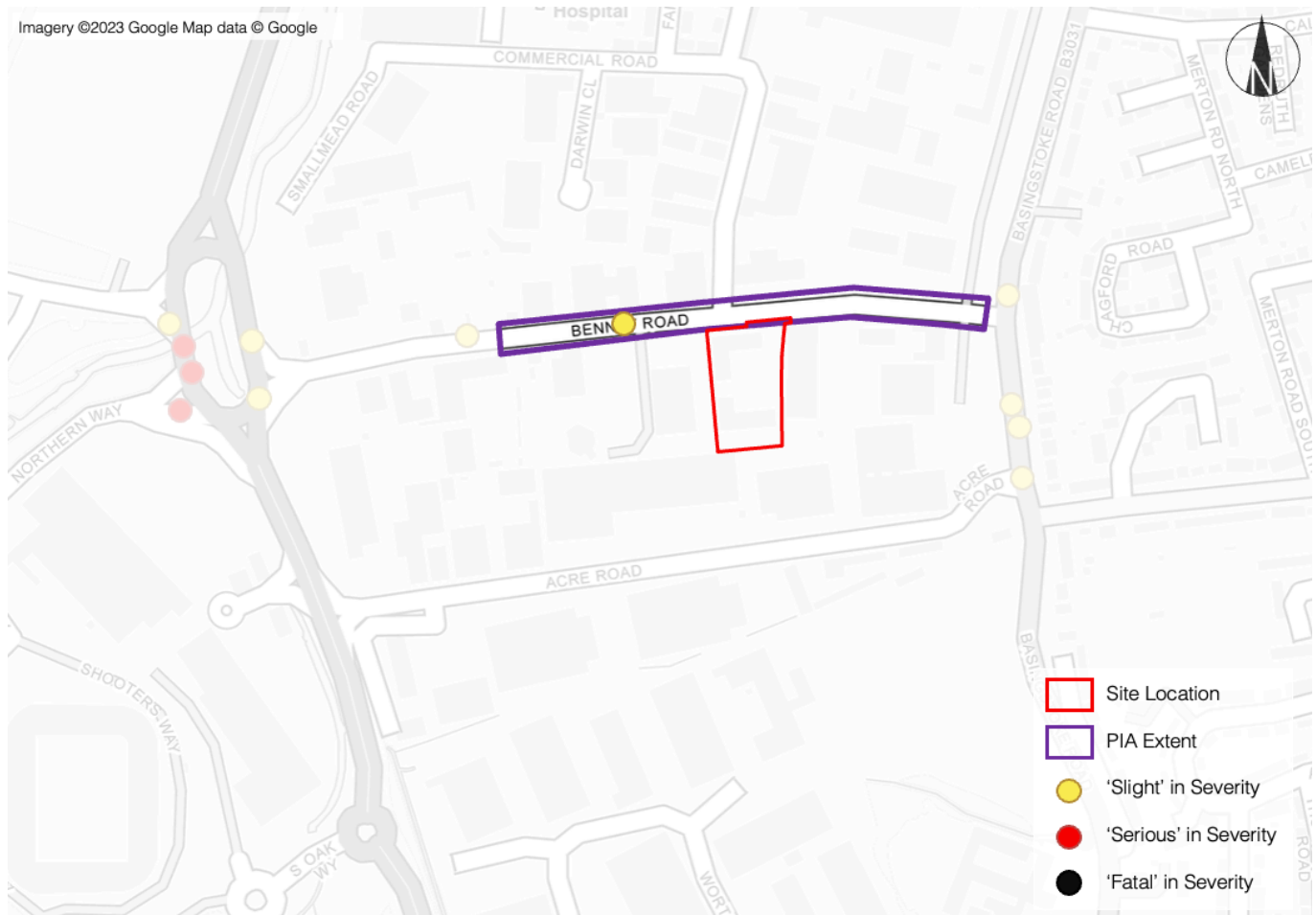
- Sheltered Bicycle Parking for up to 344 spaces, located at the main access; and,
- Car Park with 1,387 Spaces (Including 14 accessible spaces and 156 EV charging bays).

3.5.15 The station provides access to a range of local regional and national services with high frequency of service.

3.6 Highway Safety

3.6.1 A review of Personal Injury Accident (PIA) data for the sites frontage has been undertaken. This data has been obtained from Thames Valley Police, for the 5-year period between 01/07/2016 and 30/06/2021. A summary of the accidents is shown in **Figure 3.3**.

Figure 3.3 PIA Data



3.6.2 Only one collision occurred within the study area which was recorded as 'slight' in severity. This occurred in January 2017 which involved 2 vehicles and no non-motorised (vulnerable) road users. No further details were given. Therefore, no accidents have occurred within the latest available 4-year period (i.e., 2018-2021).

3.6.3 Overall, the available data suggests that there is no strong correlation in how incidents occurred or were distributed throughout the study area, over the total five-year period.

3.6.4 It is therefore considered that given the low level of accidents recorded over the study period and lack of a common design cause for accidents that are clustered or within the vicinity of the site (i.e., no accidents were attributable to the existing layout/design of the junctions and/or highway); there is no requirement for any specific road safety issues to be addressed or mitigated as a part of the development proposals.

4. Development Proposals

4.1 Overview

- 4.1.1 This chapter describes the development proposals, including indicative details of access, parking and servicing arrangements.

4.2 Proposed Development

- 4.2.1 The proposed development is for the demolition of the existing buildings and the construction of new commercial space of c.46,375sqft (Class E (g) (iii) / B2 and B8 with ancillary offices) provided within one unit along with associated parking and service yard.
- 4.2.2 A copy of the proposed site layout is provided at **Appendix A**, for reference.

4.3 Access Strategy

- 4.3.1 The existing office units are currently served via a bell mouth access taken off Bennet Road. As part of the proposals, the access will be amended and widened to accommodate HGV turning movements to reflect the revised use.
- 4.3.2 Based on this, the width of the access will be increased to 7.3m and the radii will be increased to 15m. It is not expected that any pedestrian improvements at the site access will be made, as the existing junction layout is considered suitable for Non-Motorised Users (NMU) but tactile paving will be provided at the access to assist crossing movements. The proposed access strategy is shown on the masterplan attached at **Appendix A**, for reference.

4.4 Parking

- 4.4.1 Parking standards for new developments are contained in RBCs (2011) *Reading Borough Local Development Framework – Revised Parking Standards and Design* and have been reviewed to determine the local vehicle and cycle parking requirements as part of the development planning application.
- 4.4.2 In order to assess the parking requirements associated with the application, the parking standards have been reviewed for both land uses (B2 / B8), in consideration with the flexibility for the site's future needs, subject to the end occupier (yet to be determined). A summary of the parking standards and requirements for loading bays, disabled parking bays and cycles, including the resultant parking provisions are summarised in **Table 4.1**.

Table 4.1 Parking Standards and Provision for Proposed Land Use – B2 / B8

Land Use	Car Parking Standards (Maximum)	Lorry Parking. / Loading Bays (Maximum)	Disabled Parking	Cycle Parking (Minimum)
B2	1 space per 100m ² (43)	Up to 500m ² : 1 Loading Bay 500-1,500m ² : 2 Loading Bays	Up to 200 Spaces: 3 Disabled spaces or 5% of capacity, whichever is greater (3)	1 space per 350m ² (12)
B8	1 space per 150m ² (29)	1,500m ² +: 3 Loading Bays (3)		1 space per 450m ² (10)

*Bracketed numbers refer to the parking provision, as per the standards.

4.4.3 The development proposals (**Appendix A**) will provide the following:

- A total of 43 car parking spaces and 5 HGV spaces, consisting of:
 - 36 standard vehicle spaces;
 - 3 disabled spaces;
 - 4 EV spaces; and,
 - 5 HGV (2 dock access and 3 level access).

4.4.4 In terms of EV spaces, the policy does not provide detailed requirements other than to indicate that provision of EV spaces is encouraged. The scheme will provide 4 EV spaces from initial occupation with all remaining spaces being provided as passive – i.e. ducting will be installed to each space to allow it to be converted to an EV space at a later date as demand dictates.

4.4.5 The proposed level of parking has been provided to strike a balance between the B2 and B8 standards, given that a flexible permission is being sought. The proposed parking at the site, is within the ('worst-case') higher parking standard 'maximum' prescribed for B2 Industrial land use, therefore, is considered to be applicable and acceptable.

4.4.6 A parking accumulation study has also been undertaken and demonstrates that the proposed level of parking is forecast to accommodate the predicted demand associated with the development proposals. This is assessed and discussed further, in **Chapter 6**.

Cycle Parking

4.4.7 In accordance with RBC's cycle parking standards, the site will provide safe, secure and covered cycle storage for up to 20 bicycles in the form of a dedicated cycle store for both staff and visitors. The provision of quality cycle parking will help encourage employees to travel sustainably to and from the development site.

HGV/Van Parking

4.4.8 The unit has been provided with 2 dock access and 3 level access doors (5 HGV spaces in total).

4.5 Servicing

4.5.1 A vehicle tracking assessment has been undertaken using the following design vehicles:

- Large car (5.079m in length); and,
- Max Legal Articulated HGV (16.5m in length).

4.5.2 The tracking assessments are shown on **Drawing J32-6748-PS-001**, **Drawing J32-6748-PS-002** and **Drawing J32-6748-PS-003** (attached at **Appendix D**).

4.5.3 This demonstrates the following:

- A max legal articulated HGV can turn left and right into the site from Bennet Road whilst a max legal articulated HGV can wait at the stop line without conflict;
- Two large cars can pass one another at the access and internally simultaneously without conflict; and,
- The level and dock accesses can be accessed independently of one another without conflict for a max legal articulated HGV.

5. Traffic Generation

5.1 Overview

- 5.1.1 To establish the potential effect of development proposals, an assessment for the trips associated with the extant units has been undertaken, alongside the forecast trip generation of the proposed scheme, to provide a comparison of the traffic generation and a nett traffic impact assessment.
- 5.1.2 The site benefits from an extant office use of c.38,865sqft. The development proposals include demolition of the existing buildings and the construction of new commercial space of 46,375sqft (E(g)(iii) / B2 / B8, with ancillary offices) along with associated parking and service yard. This application would seek a 'flexible use' development for Class E(g)(iii) / B2 and/or B8 use to provide a greater degree of flexibility of site use in the future.

5.2 Existing Use (Office)

- 5.2.1 In order to establish the existing traffic generation associated with the consented development (office – E(g)(i)), the TRICS database has been reviewed for 'Employment – Office'. All sites outside of England and within London were excluded and 'edge of town centre', 'suburban area' and 'edge of town' sites were selected to reflect the proposed site.
- 5.2.2 A summary of the trip rates and associated trip generation is provided below in **Table 5.1** and the full output is attached at **Appendix E**, for reference.

Table 5.1 Trip Rates and Trip Generation – Office E(g)(i)

	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate						
Total Vehicle Trip Rate	1.04	0.138	1.178	0.109	1.1	1.209
HGV Trip Rate	0.007	0.005	0.012	0	0	0
Trip Generation (Based on 3,610sqm)						
Total Vehicle Trip Gen	38	5	43	4	40	44
HGV Trip Gen	0	0	0	0	0	0

- 5.2.3 This indicates that the existing site could generate 43 and 44 two-way trips during the AM and PM peak hours respectively.

5.3 Proposed Land Use

Vehicle Trip Generation

- 5.3.1 The scheme proposes a re-development covering the proposed open use E(g)(iii), B2 and B8 land use classes.
- 5.3.2 In order to assess the traffic generation associated with the E (g) (iii)/B2 land use 'Employment – Industrial Units' category of the TRICS Database (v7.9.2) was examined and to establish the traffic generation associated with the proposed B8 land use, the 'Employment – Warehousing (Commercial)' category of the TRICS Database (v7.9.2) was examined.
- 5.3.3 TRICS outputs are provided at **Appendix E**, and a summary of the trip rates and associated trip generation for the E (g) (iii)/B2 use (surveyed sites include both E(g)(iii) and B2 uses) and B8 use is shown in **Table 5.2** and **Table 5.3**, respectively.

Table 5.2 Trip Rates and Trip Generation – E(g)(iii)/B2 Industrial

	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate						
Total Vehicle Trip Rate	0.408	0.09	0.498	0.029	0.305	0.334
HGV Trip Rate	0.056	0.029	0.085	0.003	0.003	0.006
Trip Generation (Based on 4,308sqm)						
Total Vehicle Trip Gen	18	4	22	1	13	14
HGV Trip Gen	2	1	3	0	0	0

Table 5.3 Trip Rates and Trip Generation – B8 Warehousing

	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate						
Total Vehicle Trip Rate	0.130	0.073	0.203	0.074	0.115	0.189
HGV Trip Rate	0.037	0.04	0.077	0.043	0.029	0.072
Trip Generation (Based on 4,308sqm)						
Total Vehicle Trip Gen	6	3	9	3	5	8
HGV Trip Gen	2	2	4	2	1	3

- 5.3.4 As shown in the tables above, the forecast vehicle trip generation is greatest for a B2 Industrial land use (with 22 and 14 two-way trips in the AM and PM peak hours respectively) when compared to the B8 use (with 9 and 8 two-way trips in the AM and PM peak hours respectively). Therefore the B2 Industrial trips will be considered for the purposes of this assessment.

Multi-Modal Trip Generation

5.3.5 Multi-modal percentages have been sourced from 2011 Census Method of Travel to Work data for the Reading 018 Middle Super Output Area (MSOA) where the development site is located.

5.3.6 These have been calculated using the applied two-way total vehicle trips for the proposed development in **Table 5.2**, in order to generate a forecast multi-modal assessment for the proposals. The forecast multi-modal trip generation to/from the development is summarised in **Table 5.4** below, for reference.

Table 5.4 Multi Model Trips

Mode of Travel	% Mode Split	Two-Way Trip Generation	
		AM Peak (0800 – 0900)	PM Peak (1700 – 1800)
Train	2.6%	1	0
Bus	6.3%	2	1
Motorcycle	1.1%	0	0
Car	77.7%	22	14
Passenger	3.9%	1	1
Bicycle	3.3%	1	1
Walk	4.9%	1	1
Other	0.3%	0	0
Total	100.0%	28	18

6. Development Impact

6.1 Introduction

- 6.1.1 This section of the report reviews the impact of the development proposals on the local highway network. This chapter of the report considers the peak hour trip generation of the development proposals by all modes of transport and relates this to the available modes of sustainable transport and access to local facilities and the measures which will be introduced as a result of the development proposals.

6.2 Sustainable Trip Impact

Opportunities for Pedestrian and Cycle Based Journeys

- 6.2.1 The proposed development is only forecast to generate 2 pedestrian and 2 cycle trips during the total of the AM and PM peak hour periods.
- 6.2.2 **Chapter 3** details the existing pedestrian and cycle infrastructure within the vicinity of the site. This illustrates that the site is well linked to the network of roadside footways surrounding the site that form a comprehensive network for pedestrians to use.
- 6.2.3 Further to this, a number of local and nationally designated cycle routes are accessible from the site. The topography of the local area suggests that this would not be a limiting factor in people choosing to cycle. As a result of the above it is concluded that there are good opportunities, with no real physical barriers, for cycle travel between the site and the surrounding areas.
- 6.2.4 These links increase the overall permeability of the site and opportunities for future staff and visitors to access the site with no external mitigation measures required.

Opportunities for Public Transport Based Journeys

- 6.2.5 The proposed development is forecast to generate a total of 3 and 1 public transport trips (bus & train) during the peak hour periods.
- 6.2.6 **Chapter 3** details the existing public transport services operating within the vicinity of the site. The site is well served by local services that are located within a short walk of the site including the No. 6, 6a, 50 and 600. These provide high frequency services to the local and surrounding areas.
- 6.2.7 Reading Railway Station is situated c.4.4km north of the site equating to a c.14-minute cycle but can also be accessed via the No. 50 or 600 bus services.
- 6.2.8 Based on the level of demand generated by the site, the existing level of service is considered suitable to serve the scheme.

6.3 Vehicle Trip Impact

Traffic Generation

- 6.3.1 To provide an assessment of the impact of the traffic generation as a result of the change of use, the traffic generation of the extant use has been reviewed against the 100% B2 land use element of the proposed scheme, to determine a robust and worst-case nett traffic impact assessment.
- 6.3.2 A summary of the nett traffic assessment has been undertaken and summarised in **Table 6.1** below.

Table 6.1 Peak Hour Nett Traffic Impact

	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Arrive	Depart	Total	Arrive	Depart	Total
Current (all vehicles)	38	5	43	4	40	44
Proposed (all vehicles)	18	4	22	1	13	14
Vehicle Nett Trip Difference	-20	-1	-21	-3	-27	-30
Current (HGV)	0	0	0	0	0	0
Proposed (HGV)	2	1	3	0	0	0
Vehicle Nett Trip Difference	+2	+1	+3	+/-0	+/-0	+/-0

- 6.3.3 **Table 6.1** indicates that the proposed scheme would result in a reduction of 21 and 30 two-way vehicle trips in the AM and PM peak hour periods respectively. In terms of HGV trips, the proposed scheme would result in three additional vehicle trip in the AM and no nett change in the PM peak hour periods.
- 6.3.4 It is therefore considered that impact as a result of the development proposals will be immaterial on the surrounding local highway network, and as such no further assessment of any off-site junctions is necessary. The method of traffic generation is also considered to be robust and worst-case.

Parking

- 6.3.5 The parking provision has been provided in accordance with local standards and as a balance between the proposed land uses and flexible nature of the application.
- 6.3.6 To provide an assessment of this provision, an accumulation exercise has been undertaken based on the worst case assessment of using the higher trip generation from a 100% B2 use. The parking accumulation is provided in **Table 6.2** below.

Table 6.2 Parking Accumulation (B2 Land Use)

Time Period	Arrivals	Departures	Accumulation
0500 - 0600	4	0	4
0600 - 0700	6	1	9
0700 - 0800	11	3	17
0800 - 0900	18	4	31
0900 - 1000	10	6	35
1000 - 1100	8	6	37
1100 - 1200	5	6	36
1200 - 1300	9	9	36
1300 - 1400	8	9	35
1400 - 1500	4	6	33
1500 - 1600	4	5	32
1600 - 1700	2	11	23
1700 - 1800	1	13	11
1800 - 1900	2	7	6
1900 - 2000	9	9	6
2000 - 2100	4	6	4

6.3.7 The accumulation assessment indicates that the peak demand would be 37 spaces (1000 – 1100). The proposed scheme provides 43 spaces and therefore in excess of this demand. The parking provision is therefore considered suitable to support the scheme.

7. Summary and Conclusion

7.1 Summary

- 7.1.1 mode has been commissioned by DV5 Coltham (Reading) Ltd to provide transport and highways advice to accompany a detailed planning application for the redevelopment of the existing office units located of Bennet Road, Reading.
- 7.1.2 The site benefits from an extant use of c.38,865sqft of E(g)(i) use class accessed from Bennet Road. The proposals include demolition of the existing buildings and the construction of new commercial unit of 46,375sqft (E(g)(iii) / B2 / B8, with ancillary offices) along with associated parking and service yard. This application would seek 'flexible use' for Class E (g) (iii) / B2 and/or B8 use, to provide a greater degree of flexibility of site usage and occupation in the future.
- 7.1.3 The current level of accessibility associated with the existing site is considered acceptable given its currently in use as an office and within a wider industrial area. However, a review was undertaken as part of this assessment that demonstrated that the site is well linked to both, pedestrian/cycle infrastructure and public transport and considered suitable to serve the proposed site.
- 7.1.4 A review of highway safety on the local road network has demonstrated that there are no existing highway safety issues which would likely be exacerbated by the development proposals.
- 7.1.5 As part of the proposals, the access will be amended and widened to accommodate HGV turning movements to reflect the revised use. The submitted tracking assessment demonstrate that the revised access accommodate all excepted vehicles.
- 7.1.6 Parking has been provided in line with local standards based on the proposed land uses and a subsequent accumulation exercise indicates that the provision is considered suitable to serve the site.
- 7.1.7 The proposed scheme would result in a nett reduction of 21 and 30 two-way vehicle trips in the AM and PM peak hour periods respectively and therefore represents a less intensive scheme than the extant use.

7.2 Conclusion

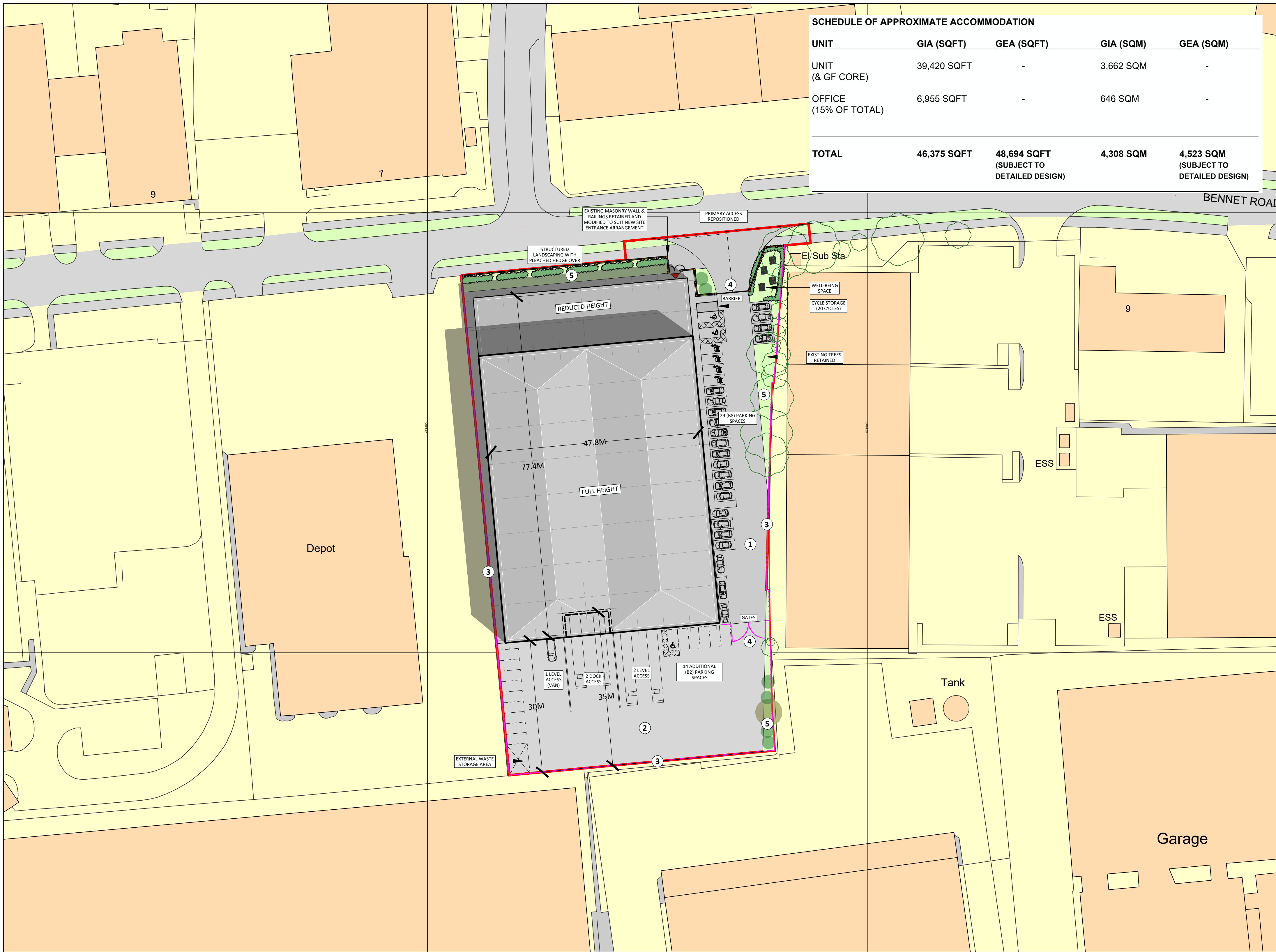
- 7.2.1 On the basis of the information presented in this TS, it is considered that the proposed redevelopment would not result in a severe impact on the local highway network in terms of safety or capacity and as such, there should be no reason why the application cannot be recommended in terms of highways and transportation.

APPENDICES



APPENDIX A

Masterplan



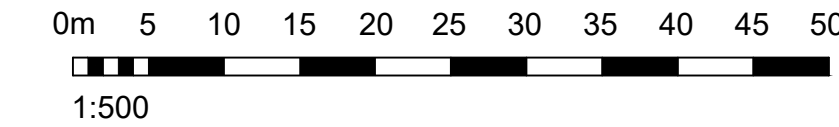
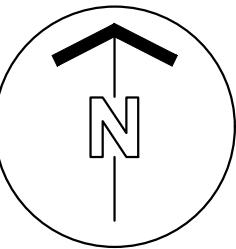
Ordnance Survey, (c) Crown Copyright 2022. All rights reserved. Licence number 100022432

SCHEDULE OF APPROXIMATE ACCOMMODATION

UNIT	GIA (SQFT)	GEA (SQFT)	GIA (SQM)	GEA (SQM)
UNIT (& GF CORE)	39,420 SQFT	-	3,662 SQM	-
OFFICE (15% OF TOTAL)	6,955 SQFT	-	646 SQM	-
TOTAL	46,375 SQFT	48,694 SQFT (SUBJECT TO DETAILED DESIGN)	4,308 SQM	4,523 SQM (SUBJECT TO DETAILED DESIGN)

NOTE:
THIS DRAWING IS © COPYRIGHT OF BHP DESIGN (UK) LTD AND SHOULD NOT BE REPRODUCED WITHOUT PERMISSION.
THIS IS A PRELIMINARY FEASIBILITY STUDY ONLY AND IS INTENDED TO BROADLY ASSESS THE VIABILITY OF THE SCHEME.
THE LAYOUT IS BASED ON VARIOUS SOURCES, THE ACCURACY OF WHICH CANNOT BE GUARANTEED AND AS SUCH ALL PROPOSALS ARE SUBJECT TO CONFIRMATION FOLLOWING DETAILED TOPOGRAPHICAL, BUILDING AND OTHER RELEVANT SURVEYS.
IT HAS BEEN ASSUMED THAT OTHER THAN WHERE SHOWN THE SITE IS ESSENTIALLY FLAT WITH NO EASEMENTS TO ABOVE OR BELOW GROUND SERVICES.
WHILST EVERY EFFORT IS MADE TO ENSURE THAT ALL PROPOSALS MEET CURRENT BUILDING REGULATIONS, RELEVANT LEGISLATION AND OTHER GOOD BUILDING PRACTICE, THEY ARE SUBJECT TO CONFIRMATION FOLLOWING LIASONS WITH RELEVANT LOCAL AUTHORITIES AND OTHER DUE DILIGENCE.
WHERE BOUNDARIES ARE SHOWN THESE ARE AS ADVISED BY THE CLIENT AND ARE FOR GENERAL GUIDANCE ONLY, WHILST PLOTTED WITH REFERENCE TO LAND REGISTRY DATA WHERE AVAILABLE AND INTERPOLATED AS PHYSICAL FEATURES ON SITE WHERE POSSIBLE, THEY ARE NOT INTENDED TO REPRESENT DEFINITIVE SITE EXTENTS OR LEGAL OWNERSHIP.

Notes:



SCHEDULE OF EXTERNAL HARDSTANDING MATERIALS

- MACADAM SURFACING
- THERMOPLASTIC PAINT LINING ETC.
- COLOUR - BLACK/GREY SELF COLOUR WITH LINING TO CONVENTION
- CONCRETE SURFACING
- COLOUR - LIGHT GREY SELF COLOUR
- GENERALLY 2.4M HIGH PALADIN FENCE
- SURFACE COATED IN PROPRIETARY FINISH
- COLOUR - TBA
- FABRICATED STEEL PEDESTRIAN/VEHICULAR GATES/CONTROL BARRIER
- FULL SPECIFICATION PAINT FINISH
- COLOUR - TBA
- STRUCTURED LANDSCAPING
- SCHEME TO BE APPROVED BY LOCAL AUTHORITY
- PRIOR TO IMPLEMENTATION

— DENOTES APPROXIMATE EXTENT OF PALADIN FENCING

PLANNING



Revisions: Amendment: Date: Name:



St. Paul's Place, 40 St. Paul's Square, Birmingham,
B3 1FQ, United Kingdom
t. +44(0)121 314 6618 e : info@bhp-design.co.uk

CLIENT: DV5 COLTHAM (READING) LTD

PROJECT: PROPOSED DEVELOPMENT AT
BENNET COURT
BENNET ROAD
READING
RG2 0QX

TITLE: SITE LAYOUT PLAN -
AS PROPOSED (OS BASED)

Scale: 1:500@A1 Date : DEC 2022

Design : DFC Draft: JC

Drw No : 22-024-PL-03 Revision: C

APPENDIX B

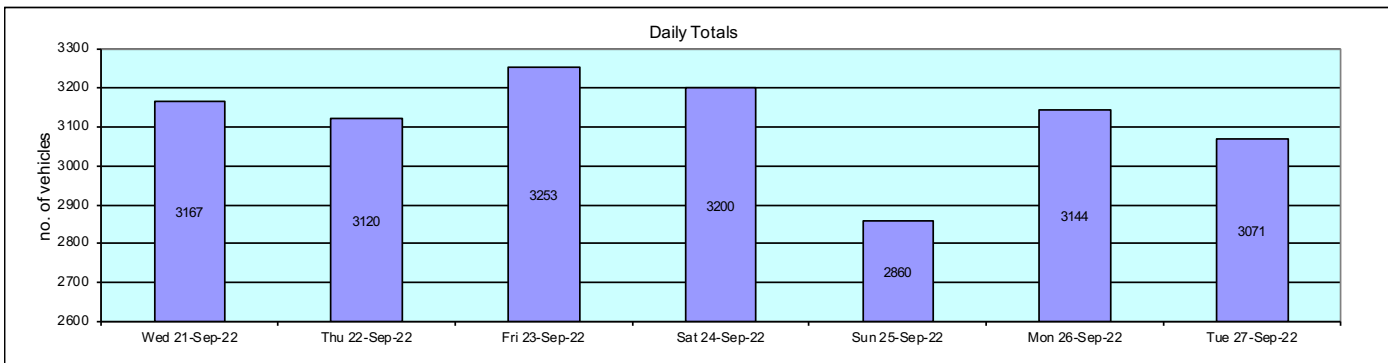
Traffic Surveys

11677		READING								
		SEPTEMBER 2022			Posted Speed Limit (PSL)					
Site	Location	Direction	Start Date	End Date		Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 11677001	Bennet Rd, Reading (E of Commercial Rd) 51.426343, -0.972819	Channel: Eastbound	Wed 21-Sep-22	Tue 27-Sep-22	30	21815	3151	3116	35.0	27.3
		Channel: Westbound	Wed 21-Sep-22	Tue 27-Sep-22		16604	2551	2372	35.1	29.5

11677	READING					Site No: 11677001		Location		Bennet Rd, Reading (E of Commercial Rd)					
Wed 21-Sep-22 to Tue 27-Sep-22						Channel: Eastbound									
			CARS OR CAR- BASED	LIGHT GOODS			TWO AXLE, SIX TYRE, SIX	THREE AXLE	FOUR OR MORE AXLE	FOUR OR LESS AXLE		SIX OR MORE AXLE	FIVE OR LESS AXLE MULTI- TRAILER	SIX AXLE MULTI- TRAILER	SEVEN OR MORE AXLE
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	LGV	VEHICLES	BUSES	RIGID/BUSES	RIGID	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
Wed 21-Sep-22															
00:00	17	2	15	0	0	0	0	0	0	0	0	0	0	0	0
01:00	6	1	5	0	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
04:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0
05:00	25	1	16	6	0	0	2	0	0	0	0	0	0	0	0
06:00	61	3	40	14	0	1	2	0	1	0	0	0	0	0	0
07:00	139	5	100	26	0	1	6	0	0	0	0	0	1	0	0
08:00	250	2	205	37	0	1	3	0	1	0	0	0	1	0	0
09:00	196	4	147	41	0	2	1	0	0	0	0	1	0	0	0
10:00	186	2	136	43	1	1	1	0	2	0	0	0	0	0	0
11:00	179	3	139	31	0	2	2	0	1	0	0	1	0	0	0
12:00	220	3	193	22	0	2	0	0	0	0	0	0	0	0	0
13:00	203	4	162	31	0	1	4	0	0	0	0	0	1	0	0
14:00	240	5	207	24	0	2	1	0	1	0	0	0	0	0	0
15:00	272	6	222	43	0	0	0	0	1	0	0	0	0	0	0
16:00	267	11	223	28	2	1	0	0	2	0	0	0	0	0	0
17:00	196	5	175	5	7	0	1	0	0	0	0	0	3	0	0
18:00	220	6	200	11	0	0	3	0	0	0	0	0	0	0	0
19:00	166	6	156	2	0	0	0	0	0	0	0	0	2	0	0
20:00	142	4	129	7	0	0	1	0	1	0	0	0	0	0	0
21:00	78	4	71	3	0	0	0	0	0	0	0	0	0	0	0
22:00	51	2	49	0	0	0	0	0	0	0	0	0	0	0	0
23:00	33	1	29	2	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	2568	56	2109	342	10	13	22	0	8	0	2	6	0	0	0
16H,6-22	3015	73	2505	368	10	14	25	0	10	0	2	8	0	0	0
18H,6-24	3099	76	2583	370	10	14	26	0	10	0	2	8	0	0	0
24H,0-24	3167	80	2638	377	10	14	28	0	10	0	2	8	0	0	0
Thu 22-Sep-22															
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02:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
04:00	10	0	6	1	0	0	0	3	0	0	0	0	0	0	0
05:00	22	0	17	4	0	0	0	0	0	0	0	1	0	0	0
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08:00	209	3	175	27	1	1	2	0	0	0	0	0	0	0	0
09:00	197	3	152	34	1	0	5	0	0	0	0	2	0	0	0
10:00	184	3	141	38	0	1	1	0	0	0	0	0	0	0	0
11:00	193	1	155	33	0	0	1	0	3	0	0	0	0	0	0
12:00	209	6	183	18	0	1	1	0	0	0	0	0	0	0	0
13:00	216	6	178	28	0	0	1	0	1	1	0	1	0	0	0
14:00	237	3	210	21	0	2	1	0	0	0	0	0	0	0	0
15:00	254	8	220	22	1	1	1	0	1	0	0	0	0	0	0
16:00	261	8	224	22	4	0	1	0	2	0	0	0	0	0	0
17:00	203	5	171	8	13	2	3	0	1	0	0	0	0	0	0
18:00	226	6	194	16	5	1	3	0	0	0	0	0	1	0	0
19:00	176	6	158	9	0	0	2	0	1	0	0	0	0	0	0
20:00	126	5	117	4	0	0	0	0	0	0	0	0	0	0	0
21:00	80	9	69	2	0	0	0	0	0	0	0	0	0	0	0
22:00	48	1	43	0	0	0	2	0	1	0	1	0	0	0	0
23:00	38	3	33	1	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	2533	58	2111	293	25	10	23	0	8	1	2	2	0	0	0
16H,6-22	2973	80	2502	315	25	10	26	0	9	1	3	2	0	0	0
18H,6-24	3059	84	2578	316	25	10	28	0	11	1	4	2	0	0	0
24H,0-24	3120	84	2626	324	25	10	29	3	11	1	5	2	0	0	0
Fri 23-Sep-22															
00:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0
01:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
02:00	11	1	9	1	0	0	0	0	0	0	0	0	0	0	0
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04:00	13	0	10	3	0	0	0	0	0	0	0	0	0	0	0
05:00	30	0	19	7	0	0	4	0	0	0	0	0	0	0	0
06:00	67	2	54	8	0	0	3	0	0	0	0	0	0	0	0
07:00	119	5	92	18	1	1	1	0	0	0	0	1	0	0	0
08:00	221	2	186	22	0	1	8	0	1	1	0	0	0	0	0
09:00	171	1	143	19	0	1	6	0	1	0	0	0	0	0	0
10:00	179	3	138	30	0	0	7	0	1	0	0	0	0	0	0
11:00	189	4	139	41	0	0	3	0	1	0	0	0	1	0	0
12:00	234	5	201	27	0	0	1	0	0	0	0	0	0	0	0
13:00	221	7	182	26	0	2	1	0	2	0	1	0	0	0	0
14:00	260	4	230	23	1	0	0	0	1	0	0	0	0	1	0
15:00	270	8	230	25	1	2	4	0	0	0	0	0	0	0	0
16:00	262	7	233	17	0	2	0	0	3	0	0	0	0	0	0
17:00	262	10	231	16	0	1	1	0	3	0	0	0	0	0	0
18:00	223	2	212	9	0	0	0	0	0	0	0	0	0	0	0
19:00	173	3	165	5	0	0	0	0	0	0	0	0	0	0	0
20:00	139	2	134	2	0	0	1	0	0	0	0	0	0	0	0
21:00	83	5	77	0	0	0	1	0	0	0	0	0	0	0	0
22:00	60	4	53	2	0	0	1	0	0	0	0	0	0	0	0

11677			READING			Site No: 11677001		Location		Bennet Rd, Reading (E of Commercial Rd)					
Wed 21-Sep-22 to Tue 27-Sep-22						Channel: Eastbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
23:00	35	1	34	0	0	0	0	0	0	0	0	0	0	0	
12H.7-19	2611	58	2217	273	3	10	32	0	13	1	2	1	1	0	
16H.6-22	3073	70	2647	288	3	10	37	0	13	1	2	1	1	0	
18H.6-24	3168	75	2734	290	3	10	38	0	13	1	2	1	1	0	
24H.0-24	3253	77	2800	303	3	10	42	0	13	1	2	1	1	0	
Sat 24-Sep-22															
00:00	16	2	14	0	0	0	0	0	0	0	0	0	0	0	
01:00	18	1	15	2	0	0	0	0	0	0	0	0	0	0	
02:00	8	0	5	2	0	0	1	0	0	0	0	0	0	0	
03:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
04:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
05:00	14	1	10	3	0	0	0	0	0	0	0	0	0	0	
06:00	20	1	15	3	0	0	1	0	0	0	0	0	0	0	
07:00	46	1	39	5	0	0	1	0	0	0	0	0	0	0	
08:00	90	4	67	15	0	0	4	0	0	0	0	0	0	0	
09:00	267	1	234	28	0	0	4	0	0	0	0	0	0	0	
10:00	316	0	288	18	0	1	7	0	2	0	0	0	0	0	
11:00	271	3	247	15	4	1	1	0	0	0	0	0	0	0	
12:00	193	3	174	3	10	2	1	0	0	0	0	0	0	0	
13:00	206	4	182	10	6	1	3	0	0	0	0	0	0	0	
14:00	230	7	203	10	6	2	1	0	0	0	0	1	0	0	
15:00	243	3	229	5	3	1	1	0	1	0	0	0	0	0	
16:00	220	4	202	13	0	0	1	0	0	0	0	0	0	0	
17:00	212	3	195	12	0	0	2	0	0	0	0	0	0	0	
18:00	234	5	224	4	0	0	1	0	0	0	0	0	0	0	
19:00	189	6	173	8	0	0	2	0	0	0	0	0	0	0	
20:00	205	6	185	6	0	0	8	0	0	0	0	0	0	0	
21:00	87	2	80	2	0	0	3	0	0	0	0	0	0	0	
22:00	57	1	51	1	0	0	4	0	0	0	0	0	0	0	
23:00	39	1	38	0	0	0	0	0	0	0	0	0	0	0	
12H.7-19	2528	38	2284	138	29	8	27	0	3	0	0	1	0	0	
16H.6-22	3029	53	2737	157	29	8	41	0	3	0	0	1	0	0	
18H.6-24	3125	55	2826	158	29	8	45	0	3	0	0	1	0	0	
24H.0-24	3200	59	2889	165	29	8	46	0	3	0	0	1	0	0	
Sun 25-Sep-22															
00:00	26	0	25	1	0	0	0	0	0	0	0	0	0	0	
01:00	20	0	20	0	0	0	0	0	0	0	0	0	0	0	
02:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
03:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
04:00	13	0	9	3	0	0	1	0	0	0	0	0	0	0	
05:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
06:00	13	1	8	4	0	0	0	0	0	0	0	0	0	0	
07:00	31	0	28	2	0	0	1	0	0	0	0	0	0	0	
08:00	39	1	36	2	0	0	0	0	0	0	0	0	0	0	
09:00	119	3	107	5	0	0	3	0	1	0	0	0	0	0	
10:00	236	4	215	10	0	1	6	0	0	0	0	0	0	0	
11:00	237	6	216	13	0	0	2	0	0	0	0	0	0	0	
12:00	277	4	245	24	0	0	3	0	1	0	0	0	0	0	
13:00	280	5	259	12	0	0	1	0	2	0	0	1	0	0	
14:00	241	4	222	11	0	0	2	0	2	0	0	0	0	0	
15:00	218	7	201	10	0	0	0	0	0	0	0	0	0	0	
16:00	226	5	213	6	1	0	1	0	0	0	0	0	0	0	
17:00	179	2	172	4	0	0	1	0	0	0	0	0	0	0	
18:00	181	4	168	7	0	0	1	0	1	0	0	0	0	0	
19:00	128	6	112	7	0	0	3	0	0	0	0	0	0	0	
20:00	111	0	109	0	0	0	2	0	0	0	0	0	0	0	
21:00	111	7	101	1	0	0	2	0	0	0	0	0	0	0	
22:00	103	1	94	3	0	0	4	0	0	0	0	1	0	0	
23:00	37	0	35	1	0	0	1	0	0	0	0	0	0	0	
12H.7-19	2264	45	2082	106	1	1	21	0	7	0	0	1	0	0	
16H.6-22	2627	59	2412	118	1	1	28	0	7	0	0	1	0	0	
18H.6-24	2767	60	2541	122	1	1	33	0	7	0	0	2	0	0	
24H.0-24	2860	60	2627	128	1	1	34	0	7	0	0	2	0	0	
Mon 26-Sep-22															
00:00	12	0	10	0	0	0	2	0	0	0	0	0	0	0	
01:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
02:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
04:00	9	0	8	0	0	0	1	0	0	0	0	0	0	0	
05:00	20	0	19	1	0	0	0	0	0	0	0	0	0	0	
06:00	57	1	48	3	0	2	3	0	0	0	0	0	0	0	
07:00	151	3	122	20	0	0	6	0	0	0	0	0	0	0	
08:00	230	5	187	28	1	0	8	0	0	1	0	0	0	0	
09:00	224	3	178	32	0	4	7	0	0	0	0	0	0	0	
10:00	179	3	139	28	0	2	5	0	0	0	0	2	0	0	
11:00	173	0	145	24	1	1	0	1	0	0	1	0	0	0	
12:00	230	3	193	30	0	1	1	1	1	0	0	0	0	0	
13:00	203	7	168	20	0	1	7	0	0	0	0	0	0	0	
14:00	256	5	228	15	0	1	5	0	0	0	1	1	0	0	
15:00	220	6	187	24	0	1	1	1	0	0	0	0	0	0	
16:00	270	5	234	24	2	0	4	0	1	0	0	0	0	0	
17:00	293	4	262	22	1	0	1	0	2	0	0	1	0	0	

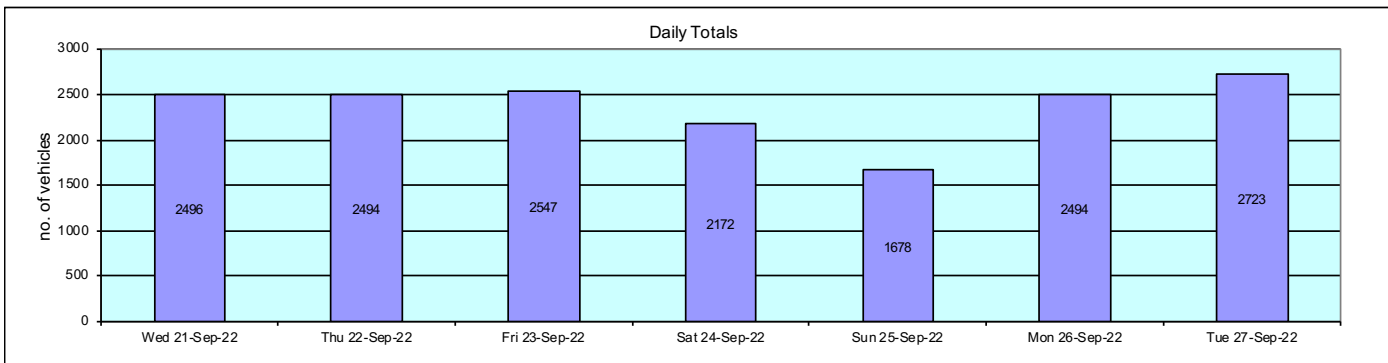
11677		READING				Site No: 11677001		Location		Bennet Rd, Reading (E of Commercial Rd)					
Wed 21-Sep-22 to Tue 27-Sep-22						Channel: Eastbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
18:00	219	5	194	10	4	1	5	0	0	0	0	0	0	0	
19:00	173	4	153	10	0	0	6	0	0	0	0	0	0	0	
20:00	83	2	73	4	0	0	2	0	1	0	1	0	0	0	
21:00	60	5	52	1	0	0	2	0	0	0	0	0	0	0	
22:00	48	3	39	3	0	0	3	0	0	0	0	0	0	0	
23:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2648	49	2237	277	9	12	50	3	4	1	2	4	0	0	
16H,6-22	3021	61	2563	295	9	14	63	3	5	1	3	4	0	0	
18H,6-24	3084	64	2617	298	9	14	66	3	5	1	3	4	0	0	
24H,0-24	3144	64	2672	300	9	14	69	3	5	1	3	4	0	0	
Tue 27-Sep-22															
00:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
01:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	10	0	8	1	0	0	1	0	0	0	0	0	0	0	
05:00	32	0	25	5	0	0	2	0	0	0	0	0	0	0	
06:00	52	2	42	7	0	0	1	0	0	0	0	0	0	0	
07:00	178	4	143	25	0	1	5	0	0	0	0	0	0	0	
08:00	210	2	180	21	0	0	7	0	0	0	0	0	0	0	
09:00	202	3	167	26	0	0	6	0	0	0	0	0	0	0	
10:00	227	2	177	31	0	1	13	0	1	0	0	2	0	0	
11:00	182	4	149	23	1	2	2	0	0	0	0	1	0	0	
12:00	211	7	182	20	0	0	1	0	0	0	0	1	0	0	
13:00	207	6	171	26	0	0	2	0	2	0	0	0	0	0	
14:00	223	0	191	27	0	1	3	0	1	0	0	0	0	0	
15:00	299	10	255	29	0	0	5	0	0	0	0	0	0	0	
16:00	242	3	213	19	2	1	2	0	0	0	0	2	0	0	
17:00	210	5	184	8	7	3	0	0	2	0	0	1	0	0	
18:00	178	2	157	6	6	1	4	0	2	0	0	0	0	0	
19:00	142	2	128	6	0	0	6	0	0	0	0	0	0	0	
20:00	107	5	93	4	0	0	4	0	1	0	0	0	0	0	
21:00	64	1	54	3	0	0	6	0	0	0	0	0	0	0	
22:00	42	1	40	1	0	0	0	0	0	0	0	0	0	0	
23:00	25	1	23	0	0	0	1	0	0	0	0	0	0	0	
12H,7-19	2569	48	2169	261	16	10	50	0	8	0	0	7	0	0	
16H,6-22	2934	58	2486	281	16	10	67	0	9	0	0	7	0	0	
18H,6-24	3001	60	2549	282	16	10	68	0	9	0	0	7	0	0	
24H,0-24	3071	60	2609	289	16	10	71	0	9	0	0	7	0	0	
Daily Totals															
Wed 21-Sep-22	3167	80	2638	377	10	14	28	0	10	0	2	8	0	0	
Thu 22-Sep-22	3120	84	2626	324	25	10	29	3	11	1	5	2	0	0	
Fri 23-Sep-22	3253	77	2800	303	3	10	42	0	13	1	2	1	1	0	
Sat 24-Sep-22	3200	59	2889	165	29	8	46	0	3	0	0	1	0	0	
Sun 25-Sep-22	2860	60	2627	128	1	1	34	0	7	0	0	2	0	0	
Mon 26-Sep-22	3144	64	2672	300	9	14	69	3	5	1	3	4	0	0	
Tue 27-Sep-22	3071	60	2609	289	16	10	71	0	9	0	0	7	0	0	
Total Vehicles															
[--]	21815	484	18861	1886	93	67	319	6	58	3	12	25	1	0	



11677		READING				Site No: 11677001		Location		Bennet Rd, Reading (E of Commercial Rd)					
Wed 21-Sep-22 to Tue 27-Sep-22						Channel: Westbound									
			CARS OR CAR- BASED	LIGHT GOODS			TWO AXLE, SIX TYRE, SIX	THREE AXLE	FOUR OR MORE AXLE	FOUR OR LESS AXLE		SIX OR MORE AXLE	FIVE OR LESS AXLE MULTI- TRAILER	SIX AXLE MULTI- TRAILER	SEVEN OR MORE AXLE
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	LGV	VEHICLES	BUSES	RIGID/BUSES	RIGID	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
Wed 21-Sep-22															
00:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
01:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
04:00	14	1	12	0	0	1	0	0	0	0	0	0	0	0	0
05:00	51	7	37	5	0	1	0	0	1	0	0	0	0	0	0
06:00	123	9	103	10	0	0	0	0	1	0	0	0	0	0	0
07:00	206	9	161	33	0	1	1	0	1	0	0	0	0	0	0
08:00	231	7	190	26	3	1	4	0	0	0	0	0	0	0	0
09:00	191	1	147	34	2	3	0	0	2	0	0	2	0	0	0
10:00	158	3	116	30	4	2	2	0	0	1	0	0	0	0	0
11:00	157	0	117	28	2	4	5	0	0	0	0	1	0	0	0
12:00	180	4	142	25	3	0	5	0	0	0	0	1	0	0	0
13:00	168	1	133	25	0	5	1	0	2	0	1	0	0	0	0
14:00	174	5	114	44	2	5	2	0	2	0	0	0	0	0	0
15:00	193	2	158	28	0	0	3	0	2	0	0	0	0	0	0
16:00	158	3	137	15	1	2	0	0	0	0	0	0	0	0	0
17:00	116	10	102	1	2	1	0	0	0	0	0	0	0	0	0
18:00	115	3	101	5	2	1	2	0	0	0	1	0	0	0	0
19:00	100	3	91	4	0	1	0	0	0	0	0	1	0	0	0
20:00	67	2	60	4	1	0	0	0	0	0	0	0	0	0	0
21:00	46	3	41	2	0	0	0	0	0	0	0	0	0	0	0
22:00	22	0	21	1	0	0	0	0	0	0	0	0	0	0	0
23:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2047	48	1618	294	21	25	25	0	9	1	2	4	0	0	0
16H,6-22	2383	65	1913	314	22	26	25	0	10	1	2	5	0	0	0
18H,6-24	2413	65	1941	316	22	26	25	0	10	1	2	5	0	0	0
24H,0-24	2496	73	2006	323	22	28	25	0	11	1	2	5	0	0	0
Thu 22-Sep-22															
00:00	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
04:00	12	3	7	1	0	0	1	0	0	0	0	0	0	0	0
05:00	52	5	42	2	0	1	0	0	1	0	0	1	0	0	0
06:00	114	4	101	6	0	0	0	0	2	0	0	1	0	0	0
07:00	203	10	162	28	0	2	1	0	0	0	0	0	0	0	0
08:00	217	5	179	27	3	0	1	0	1	0	0	1	0	0	0
09:00	184	2	140	32	2	3	2	0	2	0	1	0	0	0	0
10:00	186	4	138	27	6	3	3	0	2	1	1	1	0	0	0
11:00	166	4	127	27	0	1	6	0	0	0	1	0	0	0	0
12:00	185	4	126	46	2	2	4	0	1	0	0	0	0	0	0
13:00	181	6	142	25	0	4	1	0	2	0	0	1	0	0	0
14:00	173	6	124	33	0	5	2	1	0	0	1	1	0	0	0
15:00	174	2	147	21	0	2	1	0	1	0	0	0	0	0	0
16:00	165	5	135	22	0	1	2	0	0	0	0	0	0	0	0
17:00	106	7	94	1	1	2	1	0	0	0	0	0	0	0	0
18:00	113	5	96	8	1	1	2	0	0	0	0	0	0	0	0
19:00	98	3	90	5	0	0	0	0	0	0	0	0	0	0	0
20:00	73	5	64	1	0	1	1	0	0	0	1	0	0	0	0
21:00	46	1	42	3	0	0	0	0	0	0	0	0	0	0	0
22:00	23	0	21	1	0	0	0	0	0	0	1	0	0	0	0
23:00	12	1	11	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2053	60	1610	297	15	26	26	1	9	1	4	4	0	0	0
16H,6-22	2384	73	1907	312	15	27	27	1	11	1	5	5	0	0	0
18H,6-24	2419	74	1939	313	15	27	27	1	11	1	6	5	0	0	0
24H,0-24	2494	83	1997	317	15	28	28	1	12	1	6	6	0	0	0
Fri 23-Sep-22															
00:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
01:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
02:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	11	1	9	1	0	0	0	0	0	0	0	0	0	0	0
05:00	44	4	36	1	0	2	1	0	0	0	0	0	0	0	0
06:00	102	3	86	8	0	2	1	0	2	0	0	0	0	0	0
07:00	190	6	145	35	1	1	1	0	0	0	0	0	0	0	0
08:00	214	4	176	27	2	0	0	0	1	1	3	0	0	0	0
09:00	171	3	134	25	2	1	5	0	0	1	0	0	0	0	0
10:00	169	1	138	25	0	3	1	0	1	0	0	0	0	0	0
11:00	166	5	128	29	0	0	2	1	0	0	0	1	0	0	0
12:00	157	4	116	29	2	1	3	0	2	0	0	0	0	0	0
13:00	179	7	138	27	1	3	2	0	1	0	0	0	0	0	0
14:00	186	1	149	31	1	1	3	0	0	0	0	0	0	0	0
15:00	171	4	140	20	0	3	1	1	2	0	0	0	0	0	0
16:00	191	10	159	17	1	3	1	0	0	0	0	0	0	0	0
17:00	146	1	134	9	0	2	0	0	0	0	0	0	0	0	0
18:00	118	2	105	6	4	1	0	0	0	0	0	0	0	0	0
19:00	115	1	105	5	2	1	1	0	0	0	0	0	0	0	0
20:00	69	6	62	1	0	0	0	0	0	0	0	0	0	0	0
21:00	50	2	45	2	0	0	0	0	1	0	0	0	0	0	0
22:00	43	0	41	2	0	0	0	0	0	0	0	0	0	0	0

11677			READING			Site No: 11677001		Location		Bennet Rd, Reading (E of Commercial Rd)					
Wed 21-Sep-22 to Tue 27-Sep-22						Channel: Westbound									
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
23:00	34	0	33	1	0	0	0	0	0	0	0	0	0	0	
12H.7-19	2058	48	1662	280	14	19	19	3	7	2	3	1	0	0	
16H.6-22	2394	60	1960	296	16	22	21	3	10	2	3	1	0	0	
18H.6-24	2471	60	2034	299	16	22	21	3	10	2	3	1	0	0	
24H.0-24	2547	65	2100	301	16	24	22	3	10	2	3	1	0	0	
Sat 24-Sep-22															
00:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0	
01:00	12	1	11	0	0	0	0	0	0	0	0	0	0	0	
02:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
03:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
04:00	16	1	14	0	0	1	0	0	0	0	0	0	0	0	
05:00	14	1	12	1	0	0	0	0	0	0	0	0	0	0	
06:00	35	0	32	3	0	0	0	0	0	0	0	0	0	0	
07:00	73	1	57	14	0	1	0	0	0	0	0	0	0	0	
08:00	107	1	88	15	1	1	1	0	0	0	0	0	0	0	
09:00	94	1	81	10	0	0	1	0	0	0	0	1	0	0	
10:00	186	5	167	14	0	0	0	0	0	0	0	0	0	0	
11:00	185	2	168	12	1	0	1	0	0	0	1	0	0	0	
12:00	160	4	146	10	0	0	0	0	0	0	0	0	0	0	
13:00	142	7	130	4	0	1	0	0	0	0	0	0	0	0	
14:00	176	8	163	4	0	1	0	0	0	0	0	0	0	0	
15:00	144	2	134	6	1	0	1	0	0	0	0	0	0	0	
16:00	138	2	129	6	0	0	0	0	0	0	0	1	0	0	
17:00	156	1	143	11	0	1	0	0	0	0	0	0	0	0	
18:00	153	2	137	8	1	1	0	0	2	0	0	2	0	0	
19:00	132	1	121	7	1	1	1	0	0	0	0	0	0	0	
20:00	80	4	74	1	0	0	0	0	1	0	0	0	0	0	
21:00	79	1	72	4	1	0	1	0	0	0	0	0	0	0	
22:00	42	1	39	1	0	0	1	0	0	0	0	0	0	0	
23:00	23	0	22	1	0	0	0	0	0	0	0	0	0	0	
12H.7-19	1714	36	1543	114	4	6	4	0	2	0	1	4	0	0	
16H.6-22	2040	42	1842	129	6	7	6	0	3	0	1	4	0	0	
18H.6-24	2105	43	1903	131	6	7	7	0	3	0	1	4	0	0	
24H.0-24	2172	46	1964	133	6	8	7	0	3	0	1	4	0	0	
Sun 25-Sep-22															
00:00	16	0	14	2	0	0	0	0	0	0	0	0	0	0	
01:00	12	1	8	1	1	1	0	0	0	0	0	0	0	0	
02:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
03:00	7	1	6	0	0	0	0	0	0	0	0	0	0	0	
04:00	9	1	7	1	0	0	0	0	0	0	0	0	0	0	
05:00	14	0	12	1	0	1	0	0	0	0	0	0	0	0	
06:00	21	1	20	0	0	0	0	0	0	0	0	0	0	0	
07:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
08:00	33	0	31	2	0	0	0	0	0	0	0	0	0	0	
09:00	60	3	52	4	0	1	0	0	0	0	0	0	0	0	
10:00	134	10	114	9	1	0	0	0	0	0	0	0	0	0	
11:00	129	5	119	4	0	0	1	0	0	0	0	0	0	0	
12:00	163	2	151	10	0	0	0	0	0	0	0	0	0	0	
13:00	182	3	166	10	0	1	2	0	0	0	0	0	0	0	
14:00	172	2	158	11	0	0	0	0	1	0	0	0	0	0	
15:00	164	2	151	10	1	0	0	0	0	0	0	0	0	0	
16:00	99	0	91	4	0	2	1	0	0	0	1	0	0	0	
17:00	101	6	92	2	0	0	1	0	0	0	0	0	0	0	
18:00	100	5	91	4	0	0	0	0	0	0	0	0	0	0	
19:00	98	4	82	8	1	2	0	0	0	0	0	1	0	0	
20:00	82	3	74	2	2	1	0	0	0	0	0	0	0	0	
21:00	30	1	27	0	0	0	1	0	0	0	0	1	0	0	
22:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0	
23:00	15	0	14	0	0	0	0	0	0	0	0	1	0	0	
12H.7-19	1351	38	1229	71	2	4	5	0	1	0	1	0	0	0	
16H.6-22	1582	47	1432	81	5	7	6	0	1	0	1	2	0	0	
18H.6-24	1613	47	1462	81	5	7	6	0	1	0	1	3	0	0	
24H.0-24	1678	50	1515	87	6	9	6	0	1	0	1	3	0	0	
Mon 26-Sep-22															
00:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
01:00	3	0	2	0	0	1	0	0	0	0	0	0	0	0	
02:00	4	0	3	0	0	1	0	0	0	0	0	0	0	0	
03:00	4	0	3	0	0	0	0	0	0	0	0	1	0	0	
04:00	15	4	11	0	0	0	0	0	0	0	0	0	0	0	
05:00	54	5	46	3	0	0	0	0	0	0	0	0	0	0	
06:00	102	2	93	6	0	0	0	0	1	0	0	0	0	0	
07:00	198	6	159	29	0	2	0	0	2	0	0	0	0	0	
08:00	203	8	170	21	2	1	1	0	0	0	0	0	0	0	
09:00	217	6	168	35	2	3	1	0	1	0	0	1	0	0	
10:00	171	0	140	24	1	4	2	0	0	0	0	0	0	0	
11:00	156	0	122	25	1	4	2	1	0	0	0	1	0	0	
12:00	168	2	123	36	1	2	2	0	1	0	1	0	0	0	
13:00	172	1	137	27	0	0	4	0	0	1	0	2	0	0	
14:00	177	3	135	36	0	1	1	0	0	0	1	0	0	0	
15:00	175	3	142	26	0	0	2	0	2	0	0	0	0	0	
16:00	198	9	171	17	0	1	0	0	0	0	0	0	0	0	
17:00	157	2	135	14	1	3	0	1	1	0	0	0	0	0	

11677		READING				Site No: 11677001		Location		Bennet Rd, Reading (E of Commercial Rd)					
Wed 21-Sep-22 to Tue 27-Sep-22						Channel: Westbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
18:00	120	2	112	4	0	1	1	0	0	0	0	0	0	0	
19:00	82	3	75	2	0	1	1	0	0	0	0	0	0	0	
20:00	52	0	49	3	0	0	0	0	0	0	0	0	0	0	
21:00	27	0	26	1	0	0	0	0	0	0	0	0	0	0	
22:00	22	1	19	2	0	0	0	0	0	0	0	0	0	0	
23:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2112	42	1714	294	8	22	16	2	7	1	2	4	0	0	
16H,6-22	2375	47	1957	306	8	23	17	2	8	1	2	4	0	0	
18H,6-24	2407	48	1985	309	8	23	17	2	8	1	2	4	0	0	
24H,0-24	2494	57	2056	313	8	25	17	2	8	1	2	5	0	0	
Tue 27-Sep-22															
00:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
01:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
02:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
03:00	6	0	5	0	0	1	0	0	0	0	0	0	0	0	
04:00	13	1	10	0	0	2	0	0	0	0	0	0	0	0	
05:00	48	2	42	3	0	0	0	0	0	0	1	0	0	0	
06:00	122	3	107	11	0	1	0	0	0	0	0	0	0	0	
07:00	214	3	184	26	0	0	0	0	1	0	0	0	0	0	
08:00	279	3	235	40	0	1	0	0	0	0	0	0	0	0	
09:00	225	3	180	33	4	0	4	0	1	0	0	0	0	0	
10:00	189	1	161	23	0	2	0	0	0	0	0	2	0	0	
11:00	182	4	139	31	0	3	2	0	1	0	1	1	0	0	
12:00	197	2	158	32	1	4	0	0	0	0	0	0	0	0	
13:00	188	4	151	29	1	1	0	0	2	0	0	0	0	0	
14:00	199	2	158	34	1	1	1	1	0	0	0	1	0	0	
15:00	205	4	169	25	2	3	1	0	1	0	0	0	0	0	
16:00	179	7	154	16	0	1	1	0	0	0	0	0	0	0	
17:00	104	8	91	4	1	0	0	0	0	0	0	0	0	0	
18:00	112	6	99	4	2	1	0	0	0	0	0	0	0	0	
19:00	118	3	103	9	0	1	0	0	2	0	0	0	0	0	
20:00	34	4	26	3	0	1	0	0	0	0	0	0	0	0	
21:00	44	0	41	2	0	0	0	0	0	0	1	0	0	0	
22:00	28	1	24	2	1	0	0	0	0	0	0	0	0	0	
23:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2273	47	1879	297	12	17	9	1	6	0	1	4	0	0	
16H,6-22	2591	57	2156	322	12	20	9	1	8	0	2	4	0	0	
18H,6-24	2634	58	2195	324	13	20	9	1	8	0	2	4	0	0	
24H,0-24	2723	61	2273	328	13	23	9	1	8	0	3	4	0	0	
Daily Totals															
Wed 21-Sep-22	2496	73	2006	323	22	28	25	0	11	1	2	5	0	0	
Thu 22-Sep-22	2494	83	1997	317	15	28	28	1	12	1	6	6	0	0	
Fri 23-Sep-22	2547	65	2100	301	16	24	22	3	10	2	3	1	0	0	
Sat 24-Sep-22	2172	46	1964	133	6	8	7	0	3	0	1	4	0	0	
Sun 25-Sep-22	1678	50	1515	87	6	9	6	0	1	0	1	3	0	0	
Mon 26-Sep-22	2494	57	2056	313	8	25	17	2	8	1	2	5	0	0	
Tue 27-Sep-22	2723	61	2273	328	13	23	9	1	8	0	3	4	0	0	
Total Vehicles															
[--]	16604	435	13911	1802	86	145	114	7	53	5	18	28	0	0	



SITE: 1		DATE: 21/09/2022	SITE: 2		DATE: 21/09/2022
LOCATION: BENNET ROAD (W) / COMMERCIAL ROAD / BENNET ROAD (E)		DAY: WEDNESDAY	LOCATION: BENNET ROAD (E) / SITE ACCESS (S) / BENNET ROAD (W) / SITE ACCESS (N)		DAY: WEDNESDAY
					
JOB TITLE: READING	JOB NUMBER: 11677		JOB TITLE: READING	JOB NUMBER: 11677	

MANUAL CLASSIFIED COUNTS

JOB REF: 11677

JOB NAME: READING

SITE: 1

LOCATION: BENNET ROAD (W) / COMMERCIAL ROAD / BENNET ROAD (E)



DATE: 21/09/2022

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 11677

JOB NAME: READING

SITE: 1

LOCATION: BENNET ROAD (W) / COMMERCIAL ROAD / BENNET ROAD (E)

TIME	A TO B FROM BENNET ROAD (W) TO COMMERCIAL ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	10	2	2	1	0	0	0	15
07:15	6	2	0	0	0	0	1	9
07:30	10	5	0	0	0	0	0	15
07:45	20	0	0	0	0	1	0	21
H/TOT	46	9	2	1	0	1	1	60
08:00	18	4	2	0	0	0	0	24
08:15	16	5	1	0	0	0	0	22
08:30	16	7	1	0	1	1	0	26
08:45	19	2	1	0	0	1	0	23
H/TOT	69	18	5	0	1	2	0	95
09:00	10	3	3	0	0	0	0	16
09:15	5	5	0	0	0	0	0	10
09:30	7	3	1	0	0	0	0	11
09:45	5	3	1	0	0	1	0	10
H/TOT	27	14	5	0	0	1	0	47
P/TOT	142	41	12	1	1	4	1	202

TIME	A TO B FROM BENNET ROAD (W) TO COMMERCIAL ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	5	2	0	0	0	0	13
16:15	8	1	1	0	0	0	0	10
16:30	4	2	1	0	0	0	0	7
16:45	6	1	0	0	0	0	0	7
H/TOT	24	9	4	0	0	0	0	37
17:00	6	2	1	0	0	0	0	9
17:15	5	1	0	0	0	0	0	6
17:30	17	2	0	0	0	0	0	19
17:45	18	5	0	0	0	0	0	23
H/TOT	46	10	1	0	0	0	0	57
18:00	19	1	0	0	0	1	0	21
18:15	7	0	0	0	0	0	0	7
18:30	3	0	1	0	0	0	0	4
18:45	1	0	0	0	0	0	0	1
H/TOT	30	1	1	0	0	1	0	33
P/TOT	100	20	6	0	0	1	0	127

TIME	A TO C FROM BENNET ROAD (W) TO BENNET ROAD (E)								TIME	B TO A FROM COMMERCIAL ROAD TO BENNET ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16	3	0	0	0	0	0	1	20	07:00	6	1	0	0	0	0	0	7
17	5	6	1	0	0	0	1	30	07:15	7	2	3	0	0	0	0	12
20	6	6	0	0	0	0	1	33	07:30	4	4	4	0	0	0	0	12
31	4	3	1	0	0	0	4	43	07:45	11	3	1	1	0	0	0	16
84	18	15	2	0	0	0	7	126	H/TOT	28	10	8	1	0	0	0	47
38	11	4	2	0	0	0	1	56	08:00	13	3	2	0	0	0	0	18
39	9	2	0	1	0	0	0	51	08:15	10	1	2	0	0	0	0	13
36	5	5	1	0	0	0	0	47	08:30	15	4	2	1	0	0	0	22
34	4	1	0	0	0	0	0	39	08:45	15	2	1	0	0	0	0	18
147	29	12	3	1	0	0	1	193	H/TOT	53	10	7	1	0	0	0	71
27	8	2	0	0	1	0	0	38	09:00	8	8	2	0	0	0	0	18
30	8	2	0	0	1	0	0	41	09:15	9	13	1	0	0	0	0	23
16	11	5	0	0	0	0	1	33	09:30	4	11	1	0	0	0	0	16
28	7	2	0	1	0	0	0	38	09:45	8	5	2	0	0	0	0	15
101	34	11	0	1	2	1	1	150	H/TOT	29	37	6	0	0	0	0	72
332	81	38	5	2	2	9	9	469	P/TOT	110	57	21	2	0	0	0	190

TIME	A TO C FROM BENNET ROAD (W) TO BENNET ROAD (E)								TIME	B TO A FROM COMMERCIAL ROAD TO BENNET ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
33	7	1	0	0	0	1	2	44	16:00	14	5	1	1	0	0	0	21
42	9	2	0	0	0	1	1	55	16:15	11	4	1	0	0	0	0	16
43	8	1	0	0	0	1	2	55	16:30	15	5	0	0	0	0	0	20
30	4	2	0	0	0	1	0	37	16:45	27	5	0	0	0	0	0	32
148	28	6	0	0	0	4	5	191	H/TOT	67	19	2	1	0	0	0	89
41	3	0	0	0	0	1	2	47	17:00	38	7	0	0	0	0	0	45
26	3	0	0	0	0	0	0	29	17:15	38	3	0	0	0	1	0	42
33	5	2	0	0	0	1	1	42	17:30	33	1	1	0	0	1	0	36
49	5	0	0	0	0	2	1	57	17:45	29	3	0	0	0	1	0	33
149	16	2	0	0	0	4	4	175	H/TOT	138	14	1	0	0	3	0	156
50	4	1	0	0	0	1	2	58	18:00	28	3	0	0	0	0	0	31
48	6	0	0	0	0	0	1	55	18:15	21	3	0	0	0	2	0	26
28	3	1	0	0	0	0	0	32	18:30	17	1	0	0	0	0	0	18
29	4	1	0	0	0	0	1	35	18:45	11	2	1	0	0	0	0	14
155	17	3	0	0	0	1	4	180	H/TOT	77	9	1	0	0	2	0	89
452	61	11	0	0	0	9	13	546	P/TOT	282	42	4	1	0	5	0	334

MANUAL CLASSIFIED COUNTS

JOB REF: 11677

JOB NAME: READING

DATE: 21/09/2022

SITE: 1

DAY: WEDNESDAY

LOCATION: BENNET ROAD (W) / COMMERCIAL ROAD / BENNET ROAD (E)

MANUAL CLA

JOB REF:

JOB NAME:

DATE: 21/09/2022

SITE:

DAY: WEDNESDAY

LOCATION:

B TO C FROM COMMERCIAL ROAD TO BENNET ROAD (E)								TIME	C TO A FROM BENNET ROAD (E) TO BENNET ROAD (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
2	1	1	0	0	0	0	4	07:00	15	4	1	2	0	1	5	28
2	0	0	0	0	0	0	2	07:15	30	8	3	0	0	0	1	42
5	0	1	0	0	0	0	6	07:30	19	5	0	0	0	0	0	24
10	0	2	0	0	0	0	12	07:45	33	9	2	0	0	0	2	46
19	1	4	0	0	0	0	24	H/TOT	97	26	6	2	0	1	8	140
13	5	0	0	0	0	0	18	08:00	24	9	3	0	0	0	0	36
15	1	1	0	0	0	0	17	08:15	25	3	1	0	0	1	3	33
19	2	1	0	0	0	1	23	08:30	25	7	0	0	1	0	1	34
8	4	0	0	0	0	0	12	08:45	35	7	3	0	2	0	2	49
55	12	2	0	0	0	1	70	H/TOT	109	26	7	0	3	1	6	152
8	4	1	0	0	0	0	13	09:00	27	8	4	0	0	0	1	40
5	10	1	1	0	0	0	17	09:15	23	8	2	1	2	0	1	37
8	8	0	0	0	0	1	17	09:30	25	6	2	0	1	0	0	34
9	6	0	0	0	1	0	16	09:45	20	3	4	2	0	0	1	30
30	28	2	1	0	1	1	63	H/TOT	95	25	12	3	3	0	3	141
104	41	8	1	0	1	2	157	P/TOT	301	77	25	5	6	2	17	433

B TO C FROM COMMERCIAL ROAD TO BENNET ROAD (E)								TIME	C TO A FROM BENNET ROAD (E) TO BENNET ROAD (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10	4	0	0	0	0	1	15	16:00	31	5	0	0	0	1	1	38
14	6	0	0	0	0	0	20	16:15	27	8	2	0	0	1	0	38
22	3	0	0	0	0	0	25	16:30	28	6	1	1	2	0	1	39
28	5	1	0	0	0	0	34	16:45	33	2	0	0	0	1	2	38
74	18	1	0	0	0	1	94	H/TOT	119	21	3	1	2	3	4	153
30	2	0	0	0	0	0	32	17:00	33	0	2	0	0	2	1	38
26	4	0	0	0	0	0	30	17:15	25	1	2	0	0	0	0	28
31	5	0	0	0	0	1	37	17:30	40	3	0	0	1	0	0	44
19	2	0	0	0	0	0	21	17:45	36	2	0	0	3	1	0	42
106	13	0	0	0	0	1	120	H/TOT	134	6	4	0	4	3	1	152
15	4	0	0	0	1	0	20	18:00	33	2	0	0	0	0	0	35
12	1	0	0	0	0	0	13	18:15	29	0	1	0	1	0	0	31
19	0	0	0	0	0	0	19	18:30	23	1	0	1	1	0	0	26
10	1	0	0	0	0	0	11	18:45	24	2	1	0	0	0	2	29
56	6	0	0	0	1	0	63	H/TOT	109	5	2	1	2	0	2	121
236	37	1	0	0	1	2	277	P/TOT	362	32	9	2	8	6	7	426

C TO B FROM BENNET ROAD (E) TO COMMERCIAL ROAD								TIME
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
9	2	1	0	0	0	0	12	07:00
9	3	0	0	0	0	1	13	07:15
13	4	1	0	0	0	0	18	07:30
18	6	0	0	0	0	0	24	07:45
49	15	2	0	0	0	1	67	H/TOT
12	4	0	0	0	0	0	16	08:00
10	8	2	0	0	0	0	20	08:15
4	2	1	0	0	0	0	7	08:30
18	0	1	0	0	0	1	20	08:45
44	14	4	0	0	0	1	63	H/TOT
12	4	0	1	0	0	1	18	09:00
7	2	0	0	0	0	0	9	09:15
3	4	1	0	0	0	0	8	09:30
5	0	1	0	0	0	0	6	09:45
27	10	2	1	0	0	1	41	H/TOT
120	39	8	1	0	0	3	171	P/TOT

C TO B FROM BENNET ROAD (E) TO COMMERCIAL ROAD								TIME
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
7	2	0	0	0	0	0	9	16:00
4	2	1	0	0	1	0	8	16:15
8	2	1	0	0	0	0	11	16:30
6	2	1	0	0	0	0	9	16:45
25	8	3	0	0	1	0	37	H/TOT
8	1	0	0	0	0	0	9	17:00
7	0	0	0	0	0	0	7	17:15
11	0	0	0	0	0	0	11	17:30
8	0	0	0	0	0	1	9	17:45
34	1	0	0	0	0	1	36	H/TOT
2	1	0	0	0	0	0	3	18:00
5	0	0	0	0	0	0	5	18:15
3	0	0	0	0	0	0	3	18:30
4	0	0	0	0	0	0	4	18:45
14	1	0	0	0	0	0	15	H/TOT
73	10	3	0	0	1	1	88	P/TOT

SSIFIED COUNTS

11677

READING

1

BENNET ROAD (W) / COMMERCIAL ROAD / BENNET ROAD (E)



MANUAL CLASSIFIED COUNTS

JOB REF: 11677

JOB NAME: READING

SITE: 1

DATE: 21/09/2022

DAY: WEDNESDAY

LOCATION: BENNET ROAD (W) / COMMERCIAL ROAD / BENNET ROAD (E)

TO ARM A BENNET ROAD (W)								FROM ARM A BENNET ROAD (W)								TIME	TO ARM B COMMERCIAL ROAD								CAR
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
21	5	1	2	0	1	5	35	26	5	2	1	0	0	1	35	07:00	19	4	3	1	0	0	0	27	8
37	10	6	0	0	0	1	54	23	7	6	1	0	0	2	39	07:15	15	5	0	0	0	0	2	22	9
23	9	4	0	0	0	0	36	30	11	6	0	0	0	1	48	07:30	23	9	1	0	0	0	0	33	9
44	12	3	1	0	0	2	62	51	4	3	1	0	1	4	64	07:45	38	6	0	0	0	1	0	45	21
125	36	14	3	0	1	8	187	130	27	17	3	0	1	8	186	H/TOT	95	24	4	1	0	1	2	127	47
37	12	5	0	0	0	0	54	56	15	6	2	0	0	1	80	08:00	30	8	2	0	0	0	0	40	26
35	4	3	0	0	1	3	46	55	14	3	0	1	0	0	73	08:15	26	13	3	0	0	0	0	42	25
40	11	2	1	1	0	1	56	52	12	6	1	1	1	0	73	08:30	20	9	2	0	1	1	0	33	34
50	9	4	0	2	0	2	67	53	6	2	0	0	1	0	62	08:45	37	2	2	0	0	1	1	43	23
162	36	14	1	3	1	6	223	216	47	17	3	2	2	1	288	H/TOT	113	32	9	0	1	2	1	158	108
35	16	6	0	0	0	1	58	37	11	5	0	0	1	0	54	09:00	22	7	3	1	0	0	1	34	16
32	21	3	1	2	0	1	60	35	13	2	0	0	1	0	51	09:15	12	7	0	0	0	0	0	19	14
29	17	3	0	1	0	0	50	23	14	6	0	0	0	1	44	09:30	10	7	2	0	0	0	0	19	12
28	8	6	2	0	0	1	45	33	10	3	0	1	1	0	48	09:45	10	3	2	0	0	1	0	16	17
124	62	18	3	3	0	3	213	128	48	16	0	1	3	1	197	H/TOT	54	24	7	1	0	1	1	88	59
411	134	46	7	6	2	17	623	474	122	50	6	3	6	10	671	P/TOT	262	80	20	2	1	4	4	373	214

TO ARM A BENNET ROAD (W)								FROM ARM A BENNET ROAD (W)								TIME	TO ARM B COMMERCIAL ROAD								CAR
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
45	10	1	1	0	1	1	59	39	12	3	0	0	1	2	57	16:00	13	7	2	0	0	0	0	22	24
38	12	3	0	0	1	0	54	50	10	3	0	0	1	1	65	16:15	12	3	2	0	0	1	0	18	25
43	11	1	1	2	0	1	59	47	10	2	0	0	1	2	62	16:30	12	4	2	0	0	0	0	18	37
60	7	0	0	0	1	2	70	36	5	2	0	0	1	0	44	16:45	12	3	1	0	0	0	0	16	55
186	40	5	2	2	3	4	242	172	37	10	0	0	4	5	228	H/TOT	49	17	7	0	0	1	0	74	141
71	7	2	0	0	2	1	83	47	5	1	0	0	1	2	56	17:00	14	3	1	0	0	0	0	18	68
63	4	2	0	0	1	0	70	31	4	0	0	0	0	0	35	17:15	12	1	0	0	0	0	0	13	64
73	4	1	0	1	1	0	80	50	7	2	0	0	1	1	61	17:30	28	2	0	0	0	0	0	30	64
65	5	0	0	3	2	0	75	67	10	0	0	0	2	1	80	17:45	26	5	0	0	0	0	1	32	48
272	20	5	0	4	6	1	308	195	26	3	0	0	4	4	232	H/TOT	80	11	1	0	0	0	1	93	244
61	5	0	0	0	0	0	66	69	5	1	0	0	2	2	79	18:00	21	2	0	0	0	1	0	24	43
50	3	1	0	1	2	0	57	55	6	0	0	0	0	1	62	18:15	12	0	0	0	0	0	0	12	33
40	2	0	1	1	0	0	44	31	3	2	0	0	0	0	36	18:30	6	0	1	0	0	0	0	7	36
35	4	2	0	0	0	2	43	30	4	1	0	0	0	1	36	18:45	5	0	0	0	0	0	0	5	21
186	14	3	1	2	2	2	210	185	18	4	0	0	2	4	213	H/TOT	44	2	1	0	0	1	0	48	133
644	74	13	3	8	11	7	760	552	81	17	0	0	10	13	673	P/TOT	173	30	9	0	0	2	1	215	518

MANUAL CLASSIFIED COUNTS

JOB REF: 11677

JOB NAME: READING

DATE: 21/09/2022

SITE: 1

DAY: WEDNESDAY

LOCATION: BENNET ROAD (W) / COMMERCIAL ROAD / BENNET ROAD (E)

DATE: 21/09/2022

DAY: WEDNESDAY

FROM ARM B COMMERCIAL ROAD							TIME	TO ARM C BENNET ROAD (E)							
LGW	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGW	OGV1	OGV2	PSV	MCL	PCL	TOT
2	1	0	0	0	0	11	07:00	18	4	1	0	0	0	1	24
2	3	0	0	0	0	14	07:15	19	5	6	1	0	0	1	32
4	5	0	0	0	0	18	07:30	25	6	7	0	0	0	1	39
3	3	1	0	0	0	28	07:45	41	4	5	1	0	0	4	55
11	12	1	0	0	0	71	H/TOT	103	19	19	2	0	0	7	150
8	2	0	0	0	0	36	08:00	51	16	4	2	0	0	1	74
2	3	0	0	0	0	30	08:15	54	10	3	0	1	0	0	68
6	3	1	0	0	1	45	08:30	55	7	6	1	0	0	1	70
6	1	0	0	0	0	30	08:45	42	8	1	0	0	0	0	51
22	9	1	0	0	1	141	H/TOT	202	41	14	3	1	0	2	263
12	3	0	0	0	0	31	09:00	35	12	3	0	0	1	0	51
23	2	1	0	0	0	40	09:15	35	18	3	1	0	1	0	58
19	1	0	0	0	1	33	09:30	24	19	5	0	0	0	2	50
11	2	0	0	1	0	31	09:45	37	13	2	0	1	1	0	54
65	8	1	0	1	1	135	H/TOT	131	62	13	1	1	3	2	213
98	29	3	0	1	2	347	P/TOT	436	122	46	6	2	3	11	626

FROM ARM B COMMERCIAL ROAD							TIME	TO ARM C BENNET ROAD (E)							
LGW	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGW	OGV1	OGV2	PSV	MCL	PCL	TOT
9	1	1	0	0	1	36	16:00	43	11	1	0	0	1	3	59
10	1	0	0	0	0	36	16:15	56	15	2	0	0	1	1	75
8	0	0	0	0	0	45	16:30	65	11	1	0	0	1	2	80
10	1	0	0	0	0	66	16:45	58	9	3	0	0	1	0	71
37	3	1	0	0	1	183	H/TOT	222	46	7	0	0	4	6	285
9	0	0	0	0	0	77	17:00	71	5	0	0	0	1	2	79
7	0	0	0	1	0	72	17:15	52	7	0	0	0	0	0	59
6	1	0	0	1	1	73	17:30	64	10	2	0	0	1	2	79
5	0	0	0	1	0	54	17:45	68	7	0	0	0	2	1	78
27	1	0	0	3	1	276	H/TOT	255	29	2	0	0	4	5	295
7	0	0	0	1	0	51	18:00	65	8	1	0	0	2	2	78
4	0	0	0	2	0	39	18:15	60	7	0	0	0	0	1	68
1	0	0	0	0	0	37	18:30	47	3	1	0	0	0	0	51
3	1	0	0	0	0	25	18:45	39	5	1	0	0	0	1	46
15	1	0	0	3	0	152	H/TOT	211	23	3	0	0	2	4	243
79	5	1	0	6	2	611	P/TOT	688	98	12	0	0	10	15	823

FROM ARM C BENNET ROAD (E)							TIME	TO ARM C BENNET ROAD (E)							
CAR	LGW	OGV1	OGV2	PSV	MCL	PCL		TOT	CAR	LGW	OGV1	OGV2	PSV	MCL	PCL
24	6	2	2	0	1	5	07:00	24	6	2	2	0	0	1	40
39	11	3	0	0	0	2	07:15	39	11	3	0	0	0	0	55
32	9	1	0	0	0	0	07:30	32	9	1	0	0	0	0	42
51	15	2	0	0	0	2	07:45	51	15	2	0	0	0	0	70
146	41	8	2	0	1	9	H/TOT	146	41	8	2	0	1	9	207
36	13	3	0	0	0	0	08:00	36	13	3	0	0	0	0	52
35	11	3	0	0	1	3	08:15	35	11	3	0	0	1	3	53
29	9	1	0	1	0	1	08:30	29	9	1	0	1	0	1	41
53	7	4	0	2	0	3	08:45	53	7	4	0	2	0	3	69
153	40	11	0	3	1	7	H/TOT	153	40	11	0	3	1	7	215
39	12	4	1	0	0	2	09:00	39	12	4	1	0	0	2	58
30	10	2	1	2	0	1	09:15	30	10	2	1	2	0	1	46
28	10	3	0	1	0	0	09:30	28	10	3	0	1	0	0	42
25	3	5	2	0	0	1	09:45	25	3	5	2	0	0	1	36
122	35	14	4	3	0	4	H/TOT	122	35	14	4	3	0	4	182
421	116	33	6	6	2	20	P/TOT	421	116	33	6	6	2	20	604

FROM ARM C BENNET ROAD (E)							TIME	TO ARM C BENNET ROAD (E)							
CAR	LGW	OGV1	OGV2	PSV	MCL	PCL		TOT	CAR	LGW	OGV1	OGV2	PSV	MCL	PCL
38	7	0	0	0	1	1	16:00	38	7	0	0	0	1	1	47
31	10	3	0	0	2	0	16:15	31	10	3	0	0	2	0	46
36	8	2	1	2	0	1	16:30	36	8	2	1	2	0	1	50
39	4	1	0	0	1	2	16:45	39	4	1	0	0	1	2	47
144	29	6	1	2	4	4	H/TOT	144	29	6	1	2	4	4	190
41	1	2	0	0	2	1	17:00	41	1	2	0	0	2	1	47
32	1	2	0	0	0	0	17:15	32	1	2	0	0	0	0	35
51	3	0	0	1	0	0	17:30	51	3	0	0	1	0	0	55
44	2	0	0	3	1	1	17:45	44	2	0	0	3	1	1	51
168	7	4	0	4	3	2	H/TOT	168	7	4	0	4	3	2	188
35	3	0	0	0	0	0	18:00	35	3	0	0	0	0	0	38
34	0	1	0	1	0	0	18:15	34	0	1	0	1	0	0	36
26	1	0	1	1	0	0	18:30	26	1	0	1	1	0	0	29
28	2	1	0	0	0	2	18:45	28	2	1	0	0	0	2	33
123	6	2	1	2	0	2	H/TOT	123	6	2	1	2	0	2	136
435	42	12	2	8	7	8	P/TOT	435	42	12	2	8	7	8	514

MANUAL CLASSIFIED COUNTS

JOB REF: 11677

JOB NAME: READING

SITE: 2

LOCATION: BENNET ROAD (E) / SITE ACCESS (S) / BENNET ROAD (W) / SITE ACCESS (N)



DATE: 21/09/2022

DAY: WEDNESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 11677

JOB NAME: READING

SITE: 2

LOCATION: BENNET ROAD (E) / SITE ACCESS (S) / BENNET ROAD (W) / SITE A

TIME	A TO B FROM BENNET ROAD (E) TO SITE ACCESS (S)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3
08:00	3	0	0	0	0	0	0	3
08:15	2	0	1	0	0	0	0	3
08:30	5	0	0	0	0	0	0	5
08:45	5	0	0	0	0	0	0	5
H/TOT	15	0	1	0	0	0	0	16
09:00	1	0	2	0	0	0	0	3
09:15	3	0	0	0	0	0	0	3
09:30	0	1	0	0	0	0	0	1
09:45	2	0	0	0	0	0	0	2
H/TOT	6	1	2	0	0	0	0	9
P/TOT	24	1	3	0	0	0	0	28

TIME	A TO B FROM BENNET ROAD (E) TO SITE ACCESS (S)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	1	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
P/TOT	2	1	0	0	0	0	0	3

TIME	A TO C FROM BENNET ROAD (E) TO BENNET ROAD (W)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
26	7	2	2	0	0	1	4	42
36	11	3	0	0	0	0	2	52
32	11	1	0	0	0	0	0	44
50	14	2	0	0	0	0	2	68
144	43	8	2	0	1	8		206
35	12	3	0	0	0	0	0	50
35	10	2	0	0	1	3		51
30	9	1	0	1	0	1		42
54	6	4	0	2	0	3		69
154	37	10	0	3	1	7		212
40	11	4	1	0	0	2		58
28	10	1	1	2	0	1		43
26	9	3	0	1	0	0		39
24	3	5	2	0	0	1		35
118	33	13	4	3	0	4		175
416	113	31	6	6	2	19		593
P/TOT								

TIME	A TO D FROM BENNET ROAD (E) TO SITE ACCESS (N)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	1
07:45	3	0	0	0	0	0	0	3
H/TOT	6	0	0	0	0	0	0	6
08:00	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1
P/TOT	9	1	0	0	0	0	0	10

MANUAL CLASSIFIED COUNTS

JOB REF: 11677

JOB NAME: READING

DATE: 21/09/2022

SITE: 2

DATE: 21/09/2022

CESS (N)

DAY: WEDNESDAY

LOCATION: BENNET ROAD (E) / SITE ACCESS (S) / BENNET ROAD (W) / SITE ACCESS (N)

DAY: WEDNESD

		B TO A								TIME	B TO C								B TO D					
PCL	TOT	FROM SITE ACCESS (S) TO BENNET ROAD (E)									FROM SITE ACCESS (S) TO BENNET ROAD (W)								FROM SITE ACCESS (S) TO SITE ACCESS (N)					
		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL
0	1	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	6	0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	08:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	08:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0	0	H/TOT	1	0	1	0	0	0	0	0	2	0	0	0	0	0
0	0	0	0	0	0	0	1	0	1	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	09:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0
0	0	1	0	0	0	0	0	0	1	09:30	1	1	0	0	0	0	0	0	2	0	0	0	0	0
0	0	0	0	1	0	0	0	0	1	09:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0
0	1	1	0	1	0	0	1	0	3	H/TOT	2	1	1	0	0	0	0	0	4	0	0	0	0	0
0	10	1	0	1	0	0	1	0	3	P/TOT	3	1	2	0	0	0	0	0	6	0	0	0	0	0

		B TO A								TIME	B TO C								B TO D					
PCL	TOT	FROM SITE ACCESS (S) TO BENNET ROAD (E)									FROM SITE ACCESS (S) TO BENNET ROAD (W)								FROM SITE ACCESS (S) TO SITE ACCESS (N)					
		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL
0	0	7	0	1	0	0	0	0	8	16:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	16:15	1	2	0	0	0	0	0	3	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	1	16:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0
0	0	4	0	0	0	0	0	0	4	16:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0
0	0	12	0	1	0	0	0	0	13	H/TOT	8	3	0	0	0	0	0	11	0	0	0	0	0	0
0	0	3	0	0	0	0	0	1	4	17:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	17:15	8	0	0	0	0	0	0	8	0	0	0	0	0	0
0	0	2	0	0	0	0	0	0	2	17:30	10	0	0	0	0	0	0	10	0	0	0	0	0	0
0	0	0	0	0	0	0	1	0	1	17:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0
0	0	5	0	0	0	0	1	1	7	H/TOT	28	0	0	0	0	0	0	28	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	1	18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	1	18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0
0	0	2	0	0	0	0	0	0	2	H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0
0	0	19	0	1	0	0	1	1	22	P/TOT	39	3	0	0	0	0	0	42	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 11677

JOB NAME: READING

2 SITE: 2

AY LOCATION: BENNET ROAD (E) / SITE ACCESS (S) / BENNET ROAD (W) / SITE ACCESS (N)

MANUAL CLASSIFIED COUNTS

JOB REF: 11677

JOB NAME: READING

SITE: 2

DATE: 21/09/2022

DAY: WEDNESDAY

LOCATION: BENNET ROAD (E) / SITE ACCESS (S) / BENNET ROAD (W) / SITE ACCESS (N)

		TIME	C TO A FROM BENNET ROAD (W) TO BENNET ROAD (E)							
PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	07:00	16	3	1	0	0	0	1	21
0	0	07:15	19	4	6	1	0	0	1	31
0	0	07:30	21	6	7	0	0	0	1	35
0	0	07:45	38	4	5	1	0	0	4	52
0	0	H/TOT	94	17	19	2	0	0	7	139
0	0	08:00	49	15	4	2	0	0	1	71
0	0	08:15	48	10	3	0	1	0	0	62
0	0	08:30	51	6	6	1	0	0	1	65
0	0	08:45	34	7	1	0	0	0	0	42
0	0	H/TOT	182	38	14	3	1	0	2	240
0	0	09:00	34	9	3	0	0	0	0	46
0	0	09:15	31	18	3	1	0	1	0	54
0	0	09:30	22	19	5	0	0	0	1	47
0	0	09:45	36	12	2	0	1	1	0	52
0	0	H/TOT	123	58	13	1	1	2	1	199
0	0	P/TOT	399	113	46	6	2	2	10	578

		TIME	C TO A FROM BENNET ROAD (W) TO BENNET ROAD (E)							
PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	16:00	42	11	1	0	0	1	3	58
0	0	16:15	54	12	2	0	0	1	2	71
0	0	16:30	65	9	1	0	0	1	2	78
0	0	16:45	55	8	3	0	0	1	0	67
0	0	H/TOT	216	40	7	0	0	4	7	274
0	0	17:00	74	4	0	0	0	0	2	80
0	0	17:15	55	5	0	0	0	0	0	60
0	0	17:30	65	10	1	0	0	1	1	78
0	0	17:45	65	6	1	0	0	2	1	75
0	0	H/TOT	259	25	2	0	0	3	4	293
0	0	18:00	69	8	1	0	0	2	2	82
0	0	18:15	60	6	0	0	0	0	1	67
0	0	18:30	47	3	1	0	0	0	0	51
0	0	18:45	38	5	1	0	0	0	1	45
0	0	H/TOT	214	22	3	0	0	2	4	245
0	0	P/TOT	689	87	12	0	0	9	15	812

		TIME	C TO B FROM BENNET ROAD (W) TO SITE ACCESS (S)							
CAR	LGV		OGV1	OGV2	PSV	MCL	PCL	TOT		
2	0	07:00	0	0	0	0	0	2		
1	0	07:15	0	0	0	0	0	1		
4	0	07:30	0	0	0	0	0	4		
1	0	07:45	0	0	0	0	0	1		
8	0	H/TOT	0	0	0	0	0	8		
1	0	08:00	0	0	0	0	0	1		
2	0	08:15	0	0	0	0	0	2		
6	0	08:30	0	0	0	0	0	6		
7	0	08:45	0	0	0	0	0	7		
16	0	H/TOT	0	0	0	0	0	16		
4	0	09:00	0	0	0	0	1	5		
2	0	09:15	0	0	0	0	0	2		
2	0	09:30	0	0	0	0	0	2		
2	0	09:45	0	0	0	0	0	2		
10	0	H/TOT	0	0	0	0	1	11		
34	0	P/TOT	0	0	0	0	1	35		

		TIME	C TO B FROM BENNET ROAD (W) TO SITE ACCESS (S)							
CAR	LGV		OGV1	OGV2	PSV	MCL	PCL	TOT		
0	0	16:00	0	0	0	0	0	0		
2	0	16:15	0	0	0	0	0	2		
1	1	16:30	0	0	0	0	0	2		
0	0	16:45	0	0	0	0	0	0		
3	1	H/TOT	0	0	0	0	0	4		
0	0	17:00	0	0	0	0	1	1		
0	0	17:15	0	0	0	0	0	0		
0	0	17:30	0	0	0	0	0	0		
0	0	17:45	0	0	0	0	0	0		
0	0	H/TOT	0	0	0	0	1	1		
0	0	18:00	0	0	0	0	0	0		
0	0	18:15	0	0	0	0	0	0		
0	0	18:30	0	0	0	0	0	0		
0	0	18:45	0	0	0	0	0	0		
0	0	H/TOT	0	0	0	0	0	0		
3	1	P/TOT	0	0	0	0	1	5		

MANUAL CLASSIFIED COUNTS

JOB REF: 11677

JOB NAME: READING

DATE: 21/09/2022

SITE: 2

DAY: WEDNESDAY

LOCATION: BENNET ROAD (E) / SITE ACCESS (S) / BENNET ROAD (W) / SITE ACCESS (N)

IET ROAD (W) / SITE ACCESS (N)

D D W) TO SITE ACCESS (N)					D TO A FROM SITE ACCESS (N) TO BENNET ROAD (E)								TIME	D TO B FROM SITE ACCESS (N) TO SITE ACCESS (S)								D T FROM SITE ACCESS (N)			
PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	
0	0	0	0	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	1	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	2	1	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	2	1	1	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	3	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	3	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	3	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	9	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	1	0	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	09:30	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	09:45	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	1	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	12	1	1	0	0	0	0	0	P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	

D D W) TO SITE ACCESS (N)					D TO A FROM SITE ACCESS (N) TO BENNET ROAD (E)								TIME	D TO B FROM SITE ACCESS (N) TO SITE ACCESS (S)								D T FROM SITE ACCESS (N)			
PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	
0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	3	3	1	0	0	0	0	0	16:15	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	2	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	3	5	1	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	2	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	1	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	1	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	1	3	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	1	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	1	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	5	8	1	0	0	0	0	0	P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	

MANUAL CLASSIFIED COUNTS

JOB REF: 11677

JOB NAME: READING

DATE: 21/09/2022

SITE: 2

DAY: WEDNESDAY

LOCATION: BENNET ROAD (E) / SITE ACCESS (S) / BENNET ROAD (W) / SITE ACCESS (N)

MANUAL CLASSIFIED COUNT!

JOB REF: 11677

JOB NAME: READING

DATE: 21/09/2022

SITE: 2

DAY: WEDNESDAY

LOCATION: BENNET ROAD (E) / S

O C TO BENNET ROAD (W)				TIME	TO ARM A BENNET ROAD (E)							
PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	0	07:00	16	3	1	0	0	0	1	21
0	0	0	0	07:15	19	4	6	1	0	0	1	31
0	0	0	0	07:30	21	7	7	0	0	0	1	36
0	0	0	0	07:45	39	4	5	1	0	0	4	53
0	0	0	0	H/TOT	95	18	19	2	0	0	7	141
0	0	0	1	08:00	49	15	4	2	0	0	1	71
0	0	0	0	08:15	48	10	3	0	1	0	0	62
0	0	0	0	08:30	51	6	6	1	0	0	1	65
0	0	0	0	08:45	34	7	1	0	0	0	0	42
0	0	0	1	H/TOT	182	38	14	3	1	0	2	240
0	0	0	0	09:00	34	9	3	0	0	1	0	47
0	0	0	1	09:15	31	18	3	1	0	1	0	54
0	0	0	1	09:30	23	19	5	0	0	0	1	48
0	0	0	0	09:45	36	12	3	0	1	1	0	53
0	0	0	2	H/TOT	124	58	14	1	1	3	1	202
0	0	0	3	P/TOT	401	114	47	6	2	3	10	583

O C TO BENNET ROAD (W)				TIME	TO ARM A BENNET ROAD (E)							
PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	0	16:00	49	11	2	0	0	1	3	66
0	1	0	4	16:15	57	13	2	0	0	1	2	75
0	0	0	1	16:30	68	9	1	0	0	1	2	81
0	0	0	4	16:45	59	8	3	0	0	1	0	71
0	1	0	9	H/TOT	233	41	8	0	0	4	7	293
0	0	0	5	17:00	79	4	0	0	0	0	3	86
0	0	0	1	17:15	55	5	0	0	0	0	0	60
0	0	0	0	17:30	68	10	1	0	0	1	1	81
0	0	0	2	17:45	65	6	1	0	0	3	1	76
0	0	0	8	H/TOT	267	25	2	0	0	4	5	303
0	0	0	2	18:00	70	8	1	0	0	2	2	83
0	0	0	0	18:15	60	6	0	0	0	0	1	67
0	0	0	0	18:30	48	3	1	0	0	0	0	52
0	0	0	1	18:45	38	5	1	0	0	0	1	45
0	0	0	3	H/TOT	216	22	3	0	0	2	4	247
0	1	0	20	P/TOT	716	88	13	0	0	10	16	843

FROM ARM A BENNET ROAD (E)								TIME		
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV
28	7	2	2	0	1	4	44	07:00	3	0
38	11	3	0	0	0	2	54	07:15	2	0
34	11	1	0	0	0	0	46	07:30	5	0
53	14	2	0	0	0	2	71	07:45	1	0
153	43	8	2	0	1	8	215	H/TOT	11	0
39	12	3	0	0	0	0	54	08:00	4	0
38	10	3	0	0	1	3	55	08:15	4	0
36	9	1	0	1	0	1	48	08:30	11	0
59	6	4	0	2	0	3	74	08:45	12	0
172	37	11	0	3	1	7	231	H/TOT	31	0
41	11	6	1	0	0	2	61	09:00	5	0
31	11	1	1	2	0	1	47	09:15	5	0
26	10	3	0	1	0	0	40	09:30	2	1
26	3	5	2	0	0	1	37	09:45	4	0
124	35	15	4	3	0	4	185	H/TOT	16	1
449	115	34	6	6	2	19	631	P/TOT	58	1

FROM ARM A BENNET ROAD (E)								TIME		
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV
38	7	0	0	0	1	1	47	16:00	1	1
27	8	3	0	0	1	0	39	16:15	2	0
31	8	2	1	2	0	1	45	16:30	1	1
32	3	1	0	0	1	1	38	16:45	0	0
128	26	6	1	2	3	3	169	H/TOT	4	2
30	1	2	0	0	2	1	36	17:00	0	0
24	1	2	0	0	0	0	27	17:15	0	0
41	2	0	0	1	0	0	44	17:30	0	0
38	2	0	0	3	1	1	45	17:45	0	0
133	6	4	0	4	3	2	152	H/TOT	0	0
31	2	0	0	0	0	0	33	18:00	0	0
33	1	1	0	1	0	0	36	18:15	0	0
24	1	1	1	1	0	0	28	18:30	0	0
28	2	0	0	0	0	2	32	18:45	1	0
116	6	2	1	2	0	2	129	H/TOT	1	0
377	38	12	2	8	6	7	450	P/TOT	5	2

MANUAL CLASSIFIED COUNTS

JOB REF: 11677

JOB NAME: READING

DATE: 21/09/2022

SITE: 2

DAY: WEDNESDAY

LOCATION: BENNET ROAD (E) / SITE ACCESS (S) / BENNET ROAD (W) / SITE ACCESS (N)

ITE ACCESS (S) / BENNET ROAD (W) / SITE ACCESS (N)

TO ARM B SITE ACCESS (S)						FROM ARM B SITE ACCESS (S)								TIME	TO ARM C BENNET ROAD (W)										
OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT			
0	0	0	0	0	3	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0			0
0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	52	20	4	
0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	25	6	
0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	68	41	4		
0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	H/TOT	144	43	8	2	0	1	8	206	104	17
0	0	0	0	0	4	1	0	0	0	0	0	0	0	1	08:00	37	12	3	0	0	0	0	52	53	15
1	0	0	0	0	5	0	0	1	0	0	0	0	0	1	08:15	35	10	3	0	0	1	3	52	53	10
0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	08:30	30	9	1	0	1	0	1	42	57	6
0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	08:45	54	6	4	0	2	0	3	69	44	7
1	0	0	0	0	32	1	0	1	0	0	0	0	0	2	H/TOT	156	37	11	0	3	1	7	215	207	38
2	0	0	1	0	8	0	0	0	0	0	1	0	0	1	09:00	40	11	4	1	0	0	2	58	38	9
0	0	0	0	0	5	0	0	1	0	0	0	0	0	1	09:15	28	11	2	1	2	0	1	45	34	18
0	0	0	0	0	3	2	1	0	0	0	0	0	0	3	09:30	28	10	3	0	1	0	0	42	24	19
0	0	0	0	0	4	1	0	1	0	0	0	0	0	2	09:45	25	3	5	2	0	0	1	36	38	12
2	0	0	1	0	20	3	1	2	0	0	1	0	0	7	H/TOT	121	35	14	4	3	0	4	181	134	58
3	0	0	1	0	63	4	1	3	0	0	1	0	0	9	P/TOT	421	115	33	6	6	2	19	602	445	113

TO ARM B SITE ACCESS (S)						FROM ARM B SITE ACCESS (S)								TIME	TO ARM C BENNET ROAD (W)									
OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		
0	0	0	0	0	2	9	0	1	0	0	0	0	10		16:00	39	6	0	0	1	1	47		
0	0	0	0	0	2	1	2	0	0	0	0	0	3	16:15	31	10	3	0	0	2	0	46	57	14
0	0	0	0	0	2	3	0	0	0	0	0	0	3	16:30	34	8	2	1	2	0	1	48	66	10
0	0	0	0	0	0	7	1	0	0	0	0	0	8	16:45	39	4	1	0	0	1	1	46	55	8
0	0	0	0	0	6	20	3	1	0	0	0	0	24	H/TOT	143	28	6	1	2	4	3	187	220	43
0	0	0	1	0	1	9	0	0	0	0	0	0	1	17:00	41	1	2	0	0	2	1	47	74	4
0	0	0	0	0	0	8	0	0	0	0	0	0	8	17:15	33	1	2	0	0	0	0	36	55	5
0	0	0	0	0	0	12	0	0	0	0	0	0	12	17:30	51	2	0	0	1	0	0	54	65	10
0	0	0	0	0	0	4	0	0	0	0	1	0	5	17:45	44	2	0	0	3	1	1	51	66	6
0	0	0	1	0	1	33	0	0	0	0	1	1	35	H/TOT	169	6	4	0	4	3	2	188	260	25
0	0	0	0	0	0	2	0	0	0	0	0	0	2	18:00	34	2	0	0	0	0	0	36	69	8
0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:15	33	1	1	0	1	0	0	36	60	6
0	0	0	0	0	0	2	0	0	0	0	0	0	2	18:30	25	1	1	1	0	0	0	29	48	3
0	0	0	0	0	1	1	0	0	0	0	0	0	1	18:45	29	2	0	0	0	0	2	33	38	5
0	0	0	0	0	1	5	0	0	0	0	0	0	5	H/TOT	121	6	2	1	2	0	2	134	215	22
0	0	0	1	0	8	58	3	1	0	0	1	1	64	P/TOT	433	40	12	2	8	7	7	509	695	90

MANUAL CLASSIFIED COUNTS

JOB REF: 11677

JOB NAME: READING

DATE: 21/09/2022

SITE: 2

DAY: WEDNESDAY

LOCATION: BENNET ROAD (E) / SITE ACCESS (S) / BENNET ROAD (W) / SITE ACCESS (N)

DATE: 21/09/2022

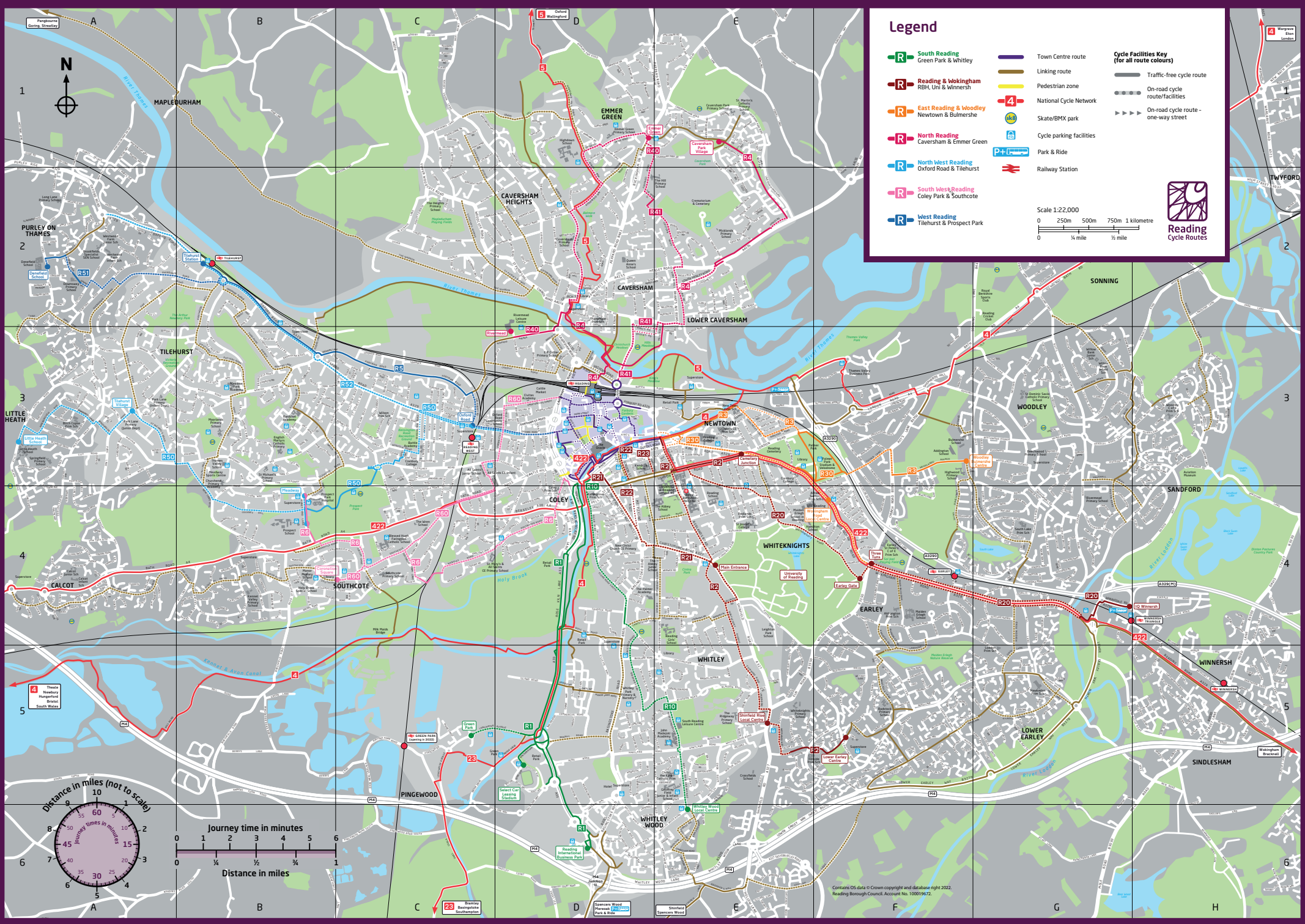
DAY: WEDNESDAY

FROM ARM C BENNET ROAD (W)						TIME	TO ARM D SITE ACCESS (N)							FROM ARM D SITE ACCESS (N)								
OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	0	0	0	1	23	07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
6	1	0	0	1	32	07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	1	39	07:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5	1	0	0	4	55	07:45	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
19	2	0	0	7	149	H/TOT	8	0	0	0	0	0	0	8	1	1	0	0	0	0	0	2
4	2	0	0	1	75	08:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
3	0	1	0	0	67	08:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
6	1	0	0	1	71	08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1	0	0	0	0	52	08:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
14	3	1	0	2	265	H/TOT	12	0	0	0	0	0	0	12	1	0	0	0	0	0	0	1
3	0	0	1	0	51	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	1	0	57	09:15	1	1	0	0	0	0	0	2	0	1	0	0	0	0	0	1
5	0	0	0	1	49	09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2	0	1	1	0	54	09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	1	1	3	1	211	H/TOT	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
46	6	2	3	10	625	P/TOT	21	1	0	0	0	0	0	22	3	2	0	0	0	0	0	5

FROM ARM C BENNET ROAD (W)						TIME	TO ARM D SITE ACCESS (N)							FROM ARM D SITE ACCESS (N)								
OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	0	0	1	3	58	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	1	2	76	16:15	1	2	0	0	0	0	0	3	6	1	0	0	0	1	0	8
1	0	0	1	2	80	16:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
3	0	0	1	0	67	16:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
7	0	0	4	7	281	H/TOT	1	2	0	0	0	0	0	3	13	1	0	0	0	1	0	15
0	0	0	1	2	81	17:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
0	0	0	0	0	60	17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1	0	0	1	1	78	17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1	0	0	2	1	76	17:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
2	0	0	4	4	295	H/TOT	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11
1	0	0	2	2	82	18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
0	0	0	0	1	67	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	52	18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1	0	0	0	1	45	18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
3	0	0	2	4	246	H/TOT	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
12	0	0	10	15	822	P/TOT	3	2	0	0	0	0	0	5	27	1	0	0	0	1	0	29

APPENDIX C

Walking and Cycling Maps



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APPENDIX D

Drawings



NOTE;

1. THIS DRAWING IS BASED UPON DRAWING NUMBER 22-024-PL-03B SITE PLAN - AS PROPOSED BY BHP DESIGN.

2. THIS DRAWING IS BASED UPON THE ORDNANCE SURVEY'S (1:1250) MAP WITH PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT RESERVED.

3. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.

4. ROAD MARKINGS & TRAFFIC SIGNS ARE TO BE IN ACCORDANCE WITH 'THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'

5. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.

6. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

KEY:

— SITE BOUNDARY

- - - VISIBILITY SPLAY - BASED ON 85th PERCENTILE RECORDED SPEEDS 2.4m x 54.4m (35.1mph)

A	09.01.2023	SITE BOUNDARY UPDATED
-	21.12.2022	INITIAL ISSUE
REV	DATE	REMARKS
CLIENT		

DV5 COLTHAM (READING) LTD

JOB TITLE

BENNET COURT,
BENNET ROAD, READING

DRAWING TITLE

PROPSOED SITE ACCESS

DRAWING NO.

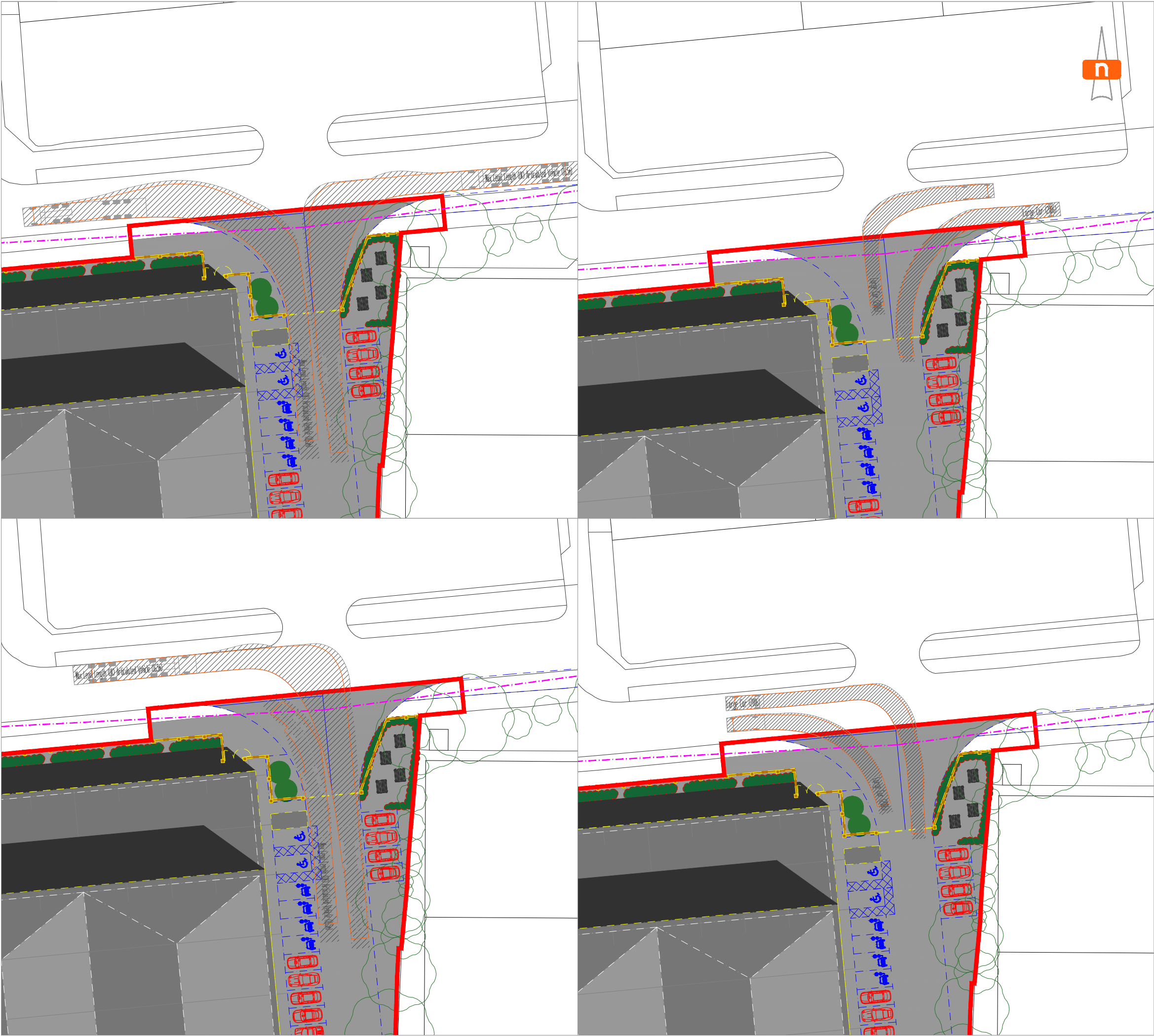
J32-6748-PS-001 REV A

DRAWN	ESP	CHECKED	JEGB
CREATED	JAN '23	SCALE	1:500 @A3

mode transport planning
LOMBARD HOUSE
145 GREAT CHARLES STREET
BIRMINGHAM
B3 3LP

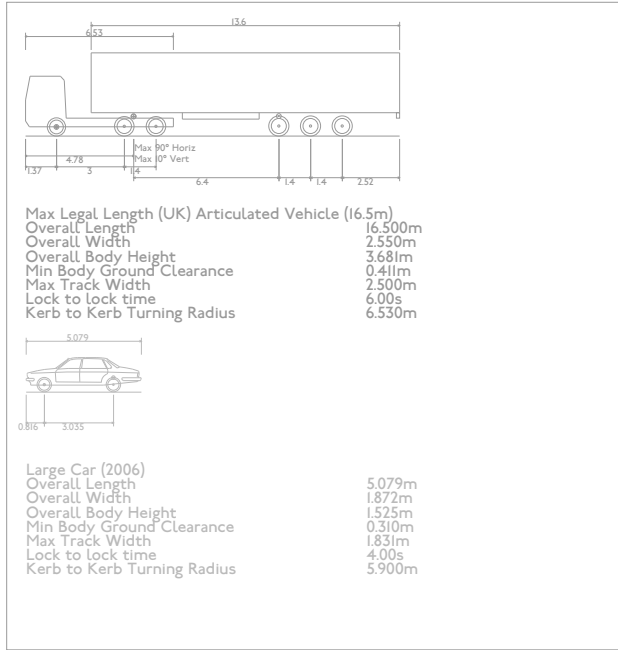
T 0121 794 8390
E INFO@MODETRANSPORT.CO.UK
W WWW.MODETRANSPORT.CO.UK





- NOTE;
1. THIS DRAWING IS BASED UPON DRAWING NUMBER 22-024-PL-03B SITE PLAN - AS PROPOSED BY BHP DESIGN.
 2. THIS DRAWING IS BASED UPON THE ORDNANCE SURVEY'S (1:1250) MAP WITH PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT RESERVED.
 3. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
 4. ROAD MARKINGS & TRAFFIC SIGNS ARE TO BE IN ACCORDANCE WITH 'THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'
 5. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.
 6. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

KEY:
SITE BOUNDARY



A	09.01.2023	SITE BOUNDARY UPDATED
-	21.12.2022	INITIAL ISSUE
REV	DATE	REMARKS
CLIENT		

DV5 COLTHAM (READING) LTD

JOB TITLE
BENNET COURT,
BENNETT ROAD, READING

DRAWING TITLE
ACCESS TRACKING
(LARGE CAR & 16.5m HGV)

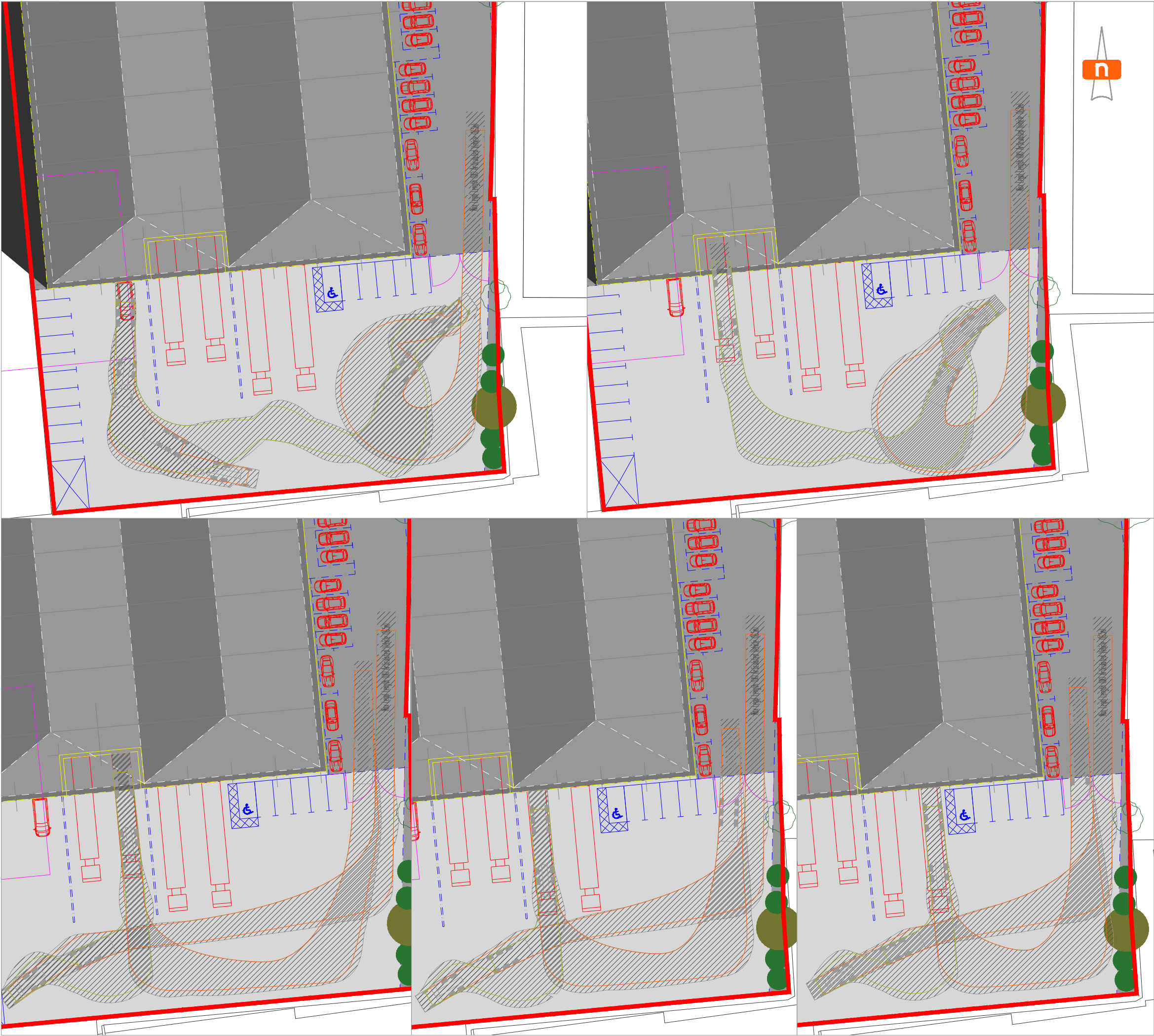
DRAWING NO.
J32-6748-PS-002 REV A

DRAWN	ESP	CHECKED	JEGB
CREATED	JAN '23	SCALE	1:500 @A3

mode transport planning
LOMBARD HOUSE
145 GREAT CHARLES STREET
BIRMINGHAM
B3 3LP

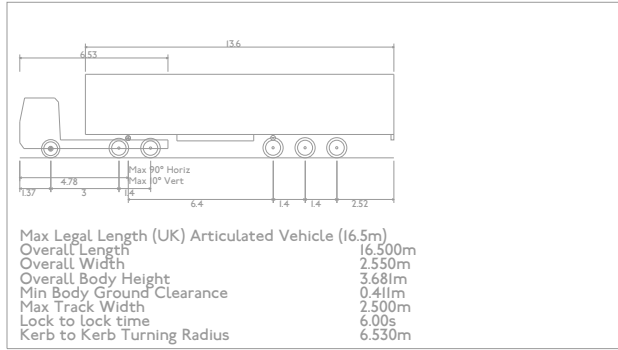
T 0121 794 8390
E INFO@MODETRANSPORT.CO.UK
W WWW.MODETRANSPORT.CO.UK





- NOTE;
1. THIS DRAWING IS BASED UPON DRAWING NUMBER 22-024-PL-03B SITE PLAN - AS PROPOSED BY BHP DESIGN.
 2. THIS DRAWING IS BASED UPON THE ORDNANCE SURVEY'S (1:1250) MAP WITH PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT RESERVED.
 3. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
 4. ROAD MARKINGS & TRAFFIC SIGNS ARE TO BE IN ACCORDANCE WITH 'THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'
 5. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.
 6. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

KEY:
SITE BOUNDARY



A	09.01.23	SITE BOUNDARY UPDATED
-	21.12.2022	INITIAL ISSUE
REV	DATE	REMARKS
CLIENT		

DV5 COLTHAM (READING) LTD

JOB TITLE
BENNET COURT,
BENNETT ROAD, READING

DRAWING TITLE
INTERNAL TRACKING

DRAWING NO.
J32-6748-PS-003 REV A

DRAWN	ESP	CHECKED	JEGB
CREATED	JAN '23	SCALE	1:500 @A3

mode transport planning
LOMBARD HOUSE
145 GREAT CHARLES STREET
BIRMINGHAM
B3 3LP

T 0121 794 8390
E INFO@MODETRANSPORT.CO.UK
W WWW.MODETRANSPORT.CO.UK



APPENDIX E

TRICS Outputs

Calculation Reference: AUDIT-754101-211130-1102

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	LC LANCASHIRE	2 days
09	NORTH	
	CB CUMBRIA	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: 150 to 8100 (units: sqm)
 Range Selected by User: 150 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 22/10/20

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	1 days
Tuesday	5 days
Wednesday	1 days
Thursday	6 days
Friday	1 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	9

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	12
Commercial Zone	1

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

Secondary Filtering selection:

Use Class:

Not Known 14 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	11 days

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

Travel Plan:

No 14 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 14 days

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

LIST OF SITES relevant to selection parameters

1	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE BRISTOL		
	Edge of Town Industrial Zone		
	Total Gross floor area:	1475 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
2	CB-02-C-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD PENRITH		
	GILWILLY IND. ESTATE Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
3	CH-02-C-02	INDUSTRIAL MATERIALS	CHESHIRE
	JUPITER DRIVE CHESTER		
	CHESTER W. EMP. PARK Edge of Town		
	Industrial Zone		
	Total Gross floor area:	8100 sqm	
	Survey date: WEDNESDAY	19/11/14	Survey Type: MANUAL
4	CH-02-C-03	OFFICE FURNITURE	CHESHIRE
	BRUNEL ROAD MACCLESFIELD		
	LYME GREEN BUS. PARK Edge of Town		
	Development Zone		
	Total Gross floor area:	6658 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
5	DS-02-C-02	ENGINEERED PRODUCTS	DERBYSHIRE
	PONTEFRAC STREET DERBY		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
6	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH EXETER		
	MARSH BARTON TRAD. EST. Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL
7	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
	JAYS CLOSE BASINGSTOKE		
	Edge of Town Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL
8	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE
	COLLEGE ROAD HEREFORD		
	BURCOTT Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1880 sqm	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE LEYLAND		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	150 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
10	LC-02-C-04	POWDER COATINGS	LANCASHIRE
	CHORLEY ROAD BLACKPOOL LITTLE CARLETON		
	Edge of Town Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
11	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
	ELVIN WAY NORWICH HELLESDON		
	Edge of Town Industrial Zone		
	Total Gross floor area:	260 sqm	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
12	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY NORWICH UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
13	SF-02-C-01	JOINERY	SUFFOLK
	ANSON ROAD IPSWICH MARTLESHAM HEATH		
	Edge of Town Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL
14	WM-02-C-04	FOUNDRY	WEST MIDLANDS
	STOURVALE ROAD STOURBRIDGE LYE		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	4324 sqm	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-C-01	Covid
NR-02-C-02	Covid
TV-02-C-02	Covid

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Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.102	1	2950	0.000	1	2950	0.102
06:00 - 07:00	1	2950	0.136	1	2950	0.034	1	2950	0.170
07:00 - 08:00	14	2694	0.265	14	2694	0.066	14	2694	0.331
08:00 - 09:00	14	2694	0.408	14	2694	0.090	14	2694	0.498
09:00 - 10:00	14	2694	0.223	14	2694	0.149	14	2694	0.372
10:00 - 11:00	14	2694	0.188	14	2694	0.143	14	2694	0.331
11:00 - 12:00	14	2694	0.125	14	2694	0.143	14	2694	0.268
12:00 - 13:00	14	2694	0.199	14	2694	0.204	14	2694	0.403
13:00 - 14:00	14	2694	0.196	14	2694	0.209	14	2694	0.405
14:00 - 15:00	14	2694	0.098	14	2694	0.130	14	2694	0.228
15:00 - 16:00	14	2694	0.103	14	2694	0.117	14	2694	0.220
16:00 - 17:00	14	2694	0.053	14	2694	0.257	14	2694	0.310
17:00 - 18:00	14	2694	0.029	14	2694	0.305	14	2694	0.334
18:00 - 19:00	14	2694	0.040	14	2694	0.172	14	2694	0.212
19:00 - 20:00	1	2950	0.203	1	2950	0.203	1	2950	0.406
20:00 - 21:00	1	2950	0.102	1	2950	0.136	1	2950	0.238
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.470			2.358			4.828

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:	150 - 8100 (units: sqm)
Survey date range:	01/01/13 - 22/10/20
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 07:00	1	2950	0.068	1	2950	0.000	1	2950	0.068
07:00 - 08:00	14	2694	0.027	14	2694	0.029	14	2694	0.056
08:00 - 09:00	14	2694	0.056	14	2694	0.029	14	2694	0.085
09:00 - 10:00	14	2694	0.056	14	2694	0.056	14	2694	0.112
10:00 - 11:00	14	2694	0.048	14	2694	0.037	14	2694	0.085
11:00 - 12:00	14	2694	0.042	14	2694	0.053	14	2694	0.095
12:00 - 13:00	14	2694	0.056	14	2694	0.066	14	2694	0.122
13:00 - 14:00	14	2694	0.053	14	2694	0.032	14	2694	0.085
14:00 - 15:00	14	2694	0.013	14	2694	0.016	14	2694	0.029
15:00 - 16:00	14	2694	0.024	14	2694	0.027	14	2694	0.051
16:00 - 17:00	14	2694	0.013	14	2694	0.021	14	2694	0.034
17:00 - 18:00	14	2694	0.003	14	2694	0.003	14	2694	0.006
18:00 - 19:00	14	2694	0.003	14	2694	0.003	14	2694	0.006
19:00 - 20:00	1	2950	0.000	1	2950	0.203	1	2950	0.203
20:00 - 21:00	1	2950	0.000	1	2950	0.102	1	2950	0.102
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.462			0.677			1.139

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 07:00	1	2950	0.034	1	2950	0.000	1	2950	0.034
07:00 - 08:00	14	2694	0.027	14	2694	0.000	14	2694	0.027
08:00 - 09:00	14	2694	0.008	14	2694	0.000	14	2694	0.008
09:00 - 10:00	14	2694	0.003	14	2694	0.000	14	2694	0.003
10:00 - 11:00	14	2694	0.000	14	2694	0.000	14	2694	0.000
11:00 - 12:00	14	2694	0.000	14	2694	0.000	14	2694	0.000
12:00 - 13:00	14	2694	0.000	14	2694	0.003	14	2694	0.003
13:00 - 14:00	14	2694	0.008	14	2694	0.008	14	2694	0.016
14:00 - 15:00	14	2694	0.000	14	2694	0.011	14	2694	0.011
15:00 - 16:00	14	2694	0.000	14	2694	0.003	14	2694	0.003
16:00 - 17:00	14	2694	0.000	14	2694	0.024	14	2694	0.024
17:00 - 18:00	14	2694	0.003	14	2694	0.019	14	2694	0.022
18:00 - 19:00	14	2694	0.000	14	2694	0.008	14	2694	0.008
19:00 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.083			0.076			0.159

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

CARS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.102	1	2950	0.000	1	2950	0.102
06:00 - 07:00	1	2950	0.034	1	2950	0.034	1	2950	0.068
07:00 - 08:00	14	2694	0.207	14	2694	0.029	14	2694	0.236
08:00 - 09:00	14	2694	0.313	14	2694	0.029	14	2694	0.342
09:00 - 10:00	14	2694	0.127	14	2694	0.061	14	2694	0.188
10:00 - 11:00	14	2694	0.061	14	2694	0.045	14	2694	0.106
11:00 - 12:00	14	2694	0.048	14	2694	0.045	14	2694	0.093
12:00 - 13:00	14	2694	0.080	14	2694	0.098	14	2694	0.178
13:00 - 14:00	14	2694	0.119	14	2694	0.127	14	2694	0.246
14:00 - 15:00	14	2694	0.053	14	2694	0.072	14	2694	0.125
15:00 - 16:00	14	2694	0.034	14	2694	0.053	14	2694	0.087
16:00 - 17:00	14	2694	0.024	14	2694	0.196	14	2694	0.220
17:00 - 18:00	14	2694	0.019	14	2694	0.281	14	2694	0.300
18:00 - 19:00	14	2694	0.032	14	2694	0.162	14	2694	0.194
19:00 - 20:00	1	2950	0.203	1	2950	0.000	1	2950	0.203
20:00 - 21:00	1	2950	0.102	1	2950	0.000	1	2950	0.102
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.558			1.232			2.790

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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Filtering Summary

Land Use	02/F	EMPLOYMENT/WAREHOUSING (COMMERCIAL)
Selected Trip Rate Calculation Parameter Range	1000-100000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1507-80100 sqm GFA	
Date Range	Minimum: 01/01/14	Maximum: 22/11/21
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	4
	Tuesday	1
	Thursday	3
	Friday	4
Main Location Types selected	Edge of Town Centre	1
	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	8
	Free Standing (PPS6 Out of Town)	1
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	2
	5,001 to 10,000	3
	10,001 to 15,000	2
	15,001 to 20,000	2
	20,001 to 25,000	1
	25,001 to 50,000	2
Population <5 Mile ranges selected	5,001 to 25,000	1
	25,001 to 50,000	1
	100,001 to 125,000	1
	125,001 to 250,000	6
	250,001 to 500,000	2
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
	1.1 to 1.5	8
PTAL Rating	No PTAL Present	12
Filter by Site Operations Breakdown	All Surveys Included	

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
BD BEDFORDSHIRE	1 days
EX ESSEX	1 days
HC HAMPSHIRE	2 days
KC KENT	1 days
03 SOUTH WEST	
DV DEVON	1 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
SY SOUTH YORKSHIRE	1 days
WY WEST YORKSHIRE	2 days
09 NORTH	
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: 1507 to 80100 (units: sqm)
 Range Selected by User: 1000 to 100000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 22/11/21

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	4 days
Tuesday	1 days
Thursday	3 days
Friday	4 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	8
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	8
Commercial Zone	2
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	8 days

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

Travel Plan:

No	12 days
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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	12 days
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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
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mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

LIST OF SITES relevant to selection parameters

Site(1):	BD-02-F-02	Gross floor area:	3500 sqm
Development Name:	DRINKS WHOLESALER		
Location:	BEDFORD	Parking spaces:	51
Postcode:	MK42 0AW	No of Employees:	25
Main Location Type:	Edge of Town	Survey Date:	15/10/20
Sub-Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site(2):	DV-02-F-03	Gross floor area:	49081 sqm
Development Name:	LIDL DISTRIBUTION CENTRE		
Location:	NEAR EXETER	Parking spaces:	647
Postcode:	EX5 2DU	No of Employees:	740
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Date:	22/11/21
Sub-Location Type:	Out of Town	Survey Day:	Monday
PTAL:	n/a		
Site(3):	EX-02-F-01	Gross floor area:	6560 sqm
Development Name:	SPORTS SUPPLEMENTS		
Location:	COLCHESTER	Parking spaces:	224
Postcode:	CO4 9XP	No of Employees:	60
Main Location Type:	Edge of Town	Survey Date:	18/05/18
Sub-Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site(4):	HC-02-F-02	Gross floor area:	13200 sqm
Development Name:	LOGISTICS		
Location:	BASINGSTOKE	Parking spaces:	140
Postcode:	RG24 8PD	No of Employees:	70
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	16/06/16
Sub-Location Type:	Commercial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site(5):	HC-02-F-03	Gross floor area:	3665 sqm
Development Name:	PPE DISTRIBUTION		
Location:	PARK GATE	Parking spaces:	48
Postcode:	PO14 4LW	No of Employees:	80
Main Location Type:	Edge of Town	Survey Date:	27/09/21
Sub-Location Type:	Industrial Zone	Survey Day:	Monday
PTAL:	n/a		
Site(6):	KC-02-F-02	Gross floor area:	11200 sqm
Development Name:	COMMERCIAL WAREHOUSING		
Location:	AYLESFORD	Parking spaces:	70
Postcode:	ME20 7NB	No of Employees:	131
Main Location Type:	Edge of Town	Survey Date:	22/09/17
Sub-Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site(7):	SF-02-F-03	Gross floor area:	4700 sqm
Development Name:	ROAD HAULAGE		
Location:	IPSWICH	Parking spaces:	55
Postcode:	IP3 9SL	No of Employees:	75
Main Location Type:	Edge of Town	Survey Date:	18/09/15
Sub-Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site(8):	SY-02-F-01	Gross floor area:	80100 sqm
Development Name:	TESCO DISTRIBUTION CENTRE		
Location:	DONCASTER	Parking spaces:	626
Postcode:	DN4 7JJ	No of Employees:	580
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/09/21
Sub-Location Type:	Industrial Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site(9):	TW-02-F-01	Gross floor area:	31000 sqm
Development Name:	ASDA DISTRIBUTION CENTRE		
Location:	WASHINGTON	Parking spaces:	432
Postcode:	NE38 8QG	No of Employees:	700
Main Location Type:	Edge of Town	Survey Date:	13/11/15
Sub-Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

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LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	WM-02-F-02	Gross floor area:	3625 sqm
Development Name:	LOGISTICS FIRM	Parking spaces:	15
Location:	BIRMINGHAM	No of Employees:	50
Postcode:	B30 3HN	Survey Date:	09/11/15
Main Location Type:	Edge of Town	Survey Day:	Monday
Sub-Location Type:	Commercial Zone		
PTAL:	n/a		
Site(11):	WY-02-F-01	Gross floor area:	1507 sqm
Development Name:	ELECTRONICS DISTRIBUTION	Parking spaces:	17
Location:	CLECKHEATON	No of Employees:	15
Postcode:	BD19 3AR	Survey Date:	19/09/16
Main Location Type:	Edge of Town Centre	Survey Day:	Monday
Sub-Location Type:	Built-Up Zone		
PTAL:	n/a		
Site(12):	WY-02-F-02	Gross floor area:	10446 sqm
Development Name:	DISTRIBUTION COMPANY	Parking spaces:	215
Location:	BRADFORD	No of Employees:	260
Postcode:	BD6 1DW	Survey Date:	14/03/19
Main Location Type:	Edge of Town	Survey Day:	Thursday
Sub-Location Type:	Industrial Zone		
PTAL:	n/a		

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

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	35782	0.160	4	35782	0.048	4	35782	0.208
06:00 - 07:00	4	35782	0.094	4	35782	0.110	4	35782	0.204
07:00 - 08:00	12	18215	0.115	12	18215	0.065	12	18215	0.180
08:00 - 09:00	12	18215	0.130	12	18215	0.073	12	18215	0.203
09:00 - 10:00	12	18215	0.105	12	18215	0.072	12	18215	0.177
10:00 - 11:00	12	18215	0.100	12	18215	0.092	12	18215	0.192
11:00 - 12:00	12	18215	0.091	12	18215	0.091	12	18215	0.182
12:00 - 13:00	12	18215	0.097	12	18215	0.107	12	18215	0.204
13:00 - 14:00	12	18215	0.108	12	18215	0.109	12	18215	0.217
14:00 - 15:00	12	18215	0.085	12	18215	0.140	12	18215	0.225
15:00 - 16:00	12	18215	0.078	12	18215	0.106	12	18215	0.184
16:00 - 17:00	12	18215	0.065	12	18215	0.097	12	18215	0.162
17:00 - 18:00	12	18215	0.074	12	18215	0.115	12	18215	0.189
18:00 - 19:00	11	19734	0.039	11	19734	0.082	11	19734	0.121
19:00 - 20:00	4	35782	0.036	4	35782	0.053	4	35782	0.089
20:00 - 21:00	4	35782	0.041	4	35782	0.042	4	35782	0.083
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.418			1.402			2.820

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:	1507 - 80100 (units: sqm)
Survey date range:	01/01/14 - 22/11/21
Number of weekdays (Monday-Friday):	12
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

TAXIS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	35782	0.001	4	35782	0.001	4	35782	0.002
06:00 - 07:00	4	35782	0.001	4	35782	0.001	4	35782	0.002
07:00 - 08:00	12	18215	0.002	12	18215	0.002	12	18215	0.004
08:00 - 09:00	12	18215	0.001	12	18215	0.001	12	18215	0.002
09:00 - 10:00	12	18215	0.002	12	18215	0.002	12	18215	0.004
10:00 - 11:00	12	18215	0.000	12	18215	0.000	12	18215	0.000
11:00 - 12:00	12	18215	0.000	12	18215	0.000	12	18215	0.000
12:00 - 13:00	12	18215	0.000	12	18215	0.000	12	18215	0.000
13:00 - 14:00	12	18215	0.000	12	18215	0.000	12	18215	0.000
14:00 - 15:00	12	18215	0.000	12	18215	0.000	12	18215	0.000
15:00 - 16:00	12	18215	0.000	12	18215	0.000	12	18215	0.000
16:00 - 17:00	12	18215	0.001	12	18215	0.001	12	18215	0.002
17:00 - 18:00	12	18215	0.001	12	18215	0.001	12	18215	0.002
18:00 - 19:00	11	19734	0.000	11	19734	0.000	11	19734	0.000
19:00 - 20:00	4	35782	0.001	4	35782	0.001	4	35782	0.002
20:00 - 21:00	4	35782	0.000	4	35782	0.000	4	35782	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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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Licence No: 754101

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

OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	35782	0.020	4	35782	0.016	4	35782	0.036
06:00 - 07:00	4	35782	0.025	4	35782	0.025	4	35782	0.050
07:00 - 08:00	12	18215	0.035	12	18215	0.042	12	18215	0.077
08:00 - 09:00	12	18215	0.037	12	18215	0.040	12	18215	0.077
09:00 - 10:00	12	18215	0.048	12	18215	0.033	12	18215	0.081
10:00 - 11:00	12	18215	0.052	12	18215	0.048	12	18215	0.100
11:00 - 12:00	12	18215	0.042	12	18215	0.036	12	18215	0.078
12:00 - 13:00	12	18215	0.040	12	18215	0.037	12	18215	0.077
13:00 - 14:00	12	18215	0.031	12	18215	0.043	12	18215	0.074
14:00 - 15:00	12	18215	0.035	12	18215	0.036	12	18215	0.071
15:00 - 16:00	12	18215	0.037	12	18215	0.033	12	18215	0.070
16:00 - 17:00	12	18215	0.033	12	18215	0.029	12	18215	0.062
17:00 - 18:00	12	18215	0.043	12	18215	0.029	12	18215	0.072
18:00 - 19:00	11	19734	0.023	11	19734	0.027	11	19734	0.050
19:00 - 20:00	4	35782	0.013	4	35782	0.024	4	35782	0.037
20:00 - 21:00	4	35782	0.015	4	35782	0.021	4	35782	0.036
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.529			0.519			1.048

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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Licence No: 754101

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

CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	35782	0.005	4	35782	0.000	4	35782	0.005
06:00 - 07:00	4	35782	0.001	4	35782	0.001	4	35782	0.002
07:00 - 08:00	12	18215	0.001	12	18215	0.000	12	18215	0.001
08:00 - 09:00	12	18215	0.005	12	18215	0.000	12	18215	0.005
09:00 - 10:00	12	18215	0.000	12	18215	0.000	12	18215	0.000
10:00 - 11:00	12	18215	0.002	12	18215	0.000	12	18215	0.002
11:00 - 12:00	12	18215	0.000	12	18215	0.000	12	18215	0.000
12:00 - 13:00	12	18215	0.001	12	18215	0.000	12	18215	0.001
13:00 - 14:00	12	18215	0.003	12	18215	0.000	12	18215	0.003
14:00 - 15:00	12	18215	0.001	12	18215	0.003	12	18215	0.004
15:00 - 16:00	12	18215	0.003	12	18215	0.004	12	18215	0.007
16:00 - 17:00	12	18215	0.001	12	18215	0.001	12	18215	0.002
17:00 - 18:00	12	18215	0.001	12	18215	0.003	12	18215	0.004
18:00 - 19:00	11	19734	0.000	11	19734	0.001	11	19734	0.001
19:00 - 20:00	4	35782	0.000	4	35782	0.006	4	35782	0.006
20:00 - 21:00	4	35782	0.001	4	35782	0.000	4	35782	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.019			0.044

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

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

CARS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	35782	0.133	4	35782	0.030	4	35782	0.163
06:00 - 07:00	4	35782	0.061	4	35782	0.079	4	35782	0.140
07:00 - 08:00	12	18215	0.066	12	18215	0.014	12	18215	0.080
08:00 - 09:00	12	18215	0.073	12	18215	0.016	12	18215	0.089
09:00 - 10:00	12	18215	0.037	12	18215	0.024	12	18215	0.061
10:00 - 11:00	12	18215	0.032	12	18215	0.029	12	18215	0.061
11:00 - 12:00	12	18215	0.033	12	18215	0.039	12	18215	0.072
12:00 - 13:00	12	18215	0.042	12	18215	0.055	12	18215	0.097
13:00 - 14:00	12	18215	0.062	12	18215	0.050	12	18215	0.112
14:00 - 15:00	12	18215	0.038	12	18215	0.092	12	18215	0.130
15:00 - 16:00	12	18215	0.030	12	18215	0.059	12	18215	0.089
16:00 - 17:00	12	18215	0.023	12	18215	0.057	12	18215	0.080
17:00 - 18:00	12	18215	0.024	12	18215	0.075	12	18215	0.099
18:00 - 19:00	11	19734	0.014	11	19734	0.050	11	19734	0.064
19:00 - 20:00	4	35782	0.020	4	35782	0.024	4	35782	0.044
20:00 - 21:00	4	35782	0.023	4	35782	0.020	4	35782	0.043
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.711			0.713			1.424

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

LGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	35782	0.001	4	35782	0.001	4	35782	0.002
06:00 - 07:00	4	35782	0.006	4	35782	0.003	4	35782	0.009
07:00 - 08:00	12	18215	0.012	12	18215	0.008	12	18215	0.020
08:00 - 09:00	12	18215	0.018	12	18215	0.016	12	18215	0.034
09:00 - 10:00	12	18215	0.019	12	18215	0.013	12	18215	0.032
10:00 - 11:00	12	18215	0.014	12	18215	0.014	12	18215	0.028
11:00 - 12:00	12	18215	0.016	12	18215	0.016	12	18215	0.032
12:00 - 13:00	12	18215	0.013	12	18215	0.014	12	18215	0.027
13:00 - 14:00	12	18215	0.012	12	18215	0.014	12	18215	0.026
14:00 - 15:00	12	18215	0.011	12	18215	0.010	12	18215	0.021
15:00 - 16:00	12	18215	0.011	12	18215	0.013	12	18215	0.024
16:00 - 17:00	12	18215	0.007	12	18215	0.009	12	18215	0.016
17:00 - 18:00	12	18215	0.005	12	18215	0.008	12	18215	0.013
18:00 - 19:00	11	19734	0.002	11	19734	0.006	11	19734	0.008
19:00 - 20:00	4	35782	0.001	4	35782	0.003	4	35782	0.004
20:00 - 21:00	4	35782	0.002	4	35782	0.001	4	35782	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.150			0.149			0.299

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

MOTOR CYCLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	35782	0.004	4	35782	0.001	4	35782	0.005
06:00 - 07:00	4	35782	0.001	4	35782	0.001	4	35782	0.002
07:00 - 08:00	12	18215	0.000	12	18215	0.000	12	18215	0.000
08:00 - 09:00	12	18215	0.001	12	18215	0.000	12	18215	0.001
09:00 - 10:00	12	18215	0.000	12	18215	0.000	12	18215	0.000
10:00 - 11:00	12	18215	0.001	12	18215	0.000	12	18215	0.001
11:00 - 12:00	12	18215	0.000	12	18215	0.000	12	18215	0.000
12:00 - 13:00	12	18215	0.002	12	18215	0.000	12	18215	0.002
13:00 - 14:00	12	18215	0.002	12	18215	0.001	12	18215	0.003
14:00 - 15:00	12	18215	0.000	12	18215	0.003	12	18215	0.003
15:00 - 16:00	12	18215	0.000	12	18215	0.001	12	18215	0.001
16:00 - 17:00	12	18215	0.000	12	18215	0.000	12	18215	0.000
17:00 - 18:00	12	18215	0.000	12	18215	0.001	12	18215	0.001
18:00 - 19:00	11	19734	0.000	11	19734	0.000	11	19734	0.000
19:00 - 20:00	4	35782	0.001	4	35782	0.000	4	35782	0.001
20:00 - 21:00	4	35782	0.000	4	35782	0.000	4	35782	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.008			0.020

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	1000-100000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	2000-11250 sqm GFA	
Date Range	Minimum: 01/01/14	Maximum: 04/05/21
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	2
	Tuesday	5
	Wednesday	2
	Thursday	4
Main Location Types selected	Edge of Town Centre	7
	Edge of Town	6
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	5,001 to 10,000	1
	10,001 to 15,000	5
	15,001 to 20,000	2
	20,001 to 25,000	1
	25,001 to 50,000	3
Population <5 Mile ranges selected	25,001 to 50,000	2
	50,001 to 75,000	2
	75,001 to 100,000	1
	100,001 to 125,000	1
	125,001 to 250,000	5
	500,001 or More	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	8
	1.1 to 1.5	4
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	13
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-754101-220927-0956

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
SO SLOUGH	1 days
03 SOUTH WEST	
WL WILTSHIRE	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
NF NORFOLK	1 days
SF SUFFOLK	1 days
05 EAST MIDLANDS	
LE LEICESTERSHIRE	1 days
NR NORTHAMPTONSHIRE	1 days
06 WEST MIDLANDS	
WO WORCESTERSHIRE	2 days
08 NORTH WEST	
CH CHESHIRE	1 days
GM GREATER MANCHESTER	1 days
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: Gross floor area
 Actual Range: 2000 to 11250 (units: sqm)
 Range Selected by User: 1000 to 100000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 04/05/21

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	5 days
Wednesday	2 days
Thursday	4 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	7
Edge of Town	6

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	2
Commercial Zone	4
Development Zone	1

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

Secondary Filtering selection:

Use Class:

Not Known 13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	3 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	2 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
500,001 or More	2 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	8 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	11 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	13 days
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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
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mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

LIST OF SITES relevant to selection parameters

Site(1):	CA-02-A-06	Gross floor area:	4040 sqm
Development Name:	OFFICES		
Location:	PETERBOROUGH	No of Employees:	400
Postcode:	PE2 6WZ	Survey Date:	19/10/16
Main Location Type:	Edge of Town	Survey Day:	Wednesday
Sub-Location Type:	Commercial Zone	Parking Spaces:	343
PTAL:	n/a		
Site(2):	CH-02-A-04	Gross floor area:	3000 sqm
Development Name:	OFFICES		
Location:	MACCLESFIELD	No of Employees:	79
Postcode:	SK11 0LP	Survey Date:	04/05/21
Main Location Type:	Edge of Town	Survey Day:	Tuesday
Sub-Location Type:	Commercial Zone	Parking Spaces:	77
PTAL:	n/a		
Site(3):	ES-02-A-12	Gross floor area:	3640 sqm
Development Name:	COUNCIL OFFICES		
Location:	HAILSHAM	No of Employees:	341
Postcode:	BN27 2AX	Survey Date:	26/11/15
Main Location Type:	Edge of Town Centre	Survey Day:	Thursday
Sub-Location Type:	Built-Up Zone	Parking Spaces:	78
PTAL:	n/a		
Site(4):	GM-02-A-09	Gross floor area:	2500 sqm
Development Name:	LEASED OFFICES		
Location:	MANCHESTER	No of Employees:	670
Postcode:	M4 4DE	Survey Date:	26/09/16
Main Location Type:	Edge of Town Centre	Survey Day:	Monday
Sub-Location Type:	Built-Up Zone	Parking Spaces:	
PTAL:	n/a		
Site(5):	LE-02-A-04	Gross floor area:	3981 sqm
Development Name:	COUNCIL OFFICES		
Location:	MELTON MOWBRAY	No of Employees:	210
Postcode:	LE13 1GH	Survey Date:	30/11/16
Main Location Type:	Edge of Town Centre	Survey Day:	Wednesday
Sub-Location Type:	Built-Up Zone	Parking Spaces:	84
PTAL:	n/a		
Site(6):	MS-02-A-02	Gross floor area:	11250 sqm
Development Name:	SCIENCE PARK OFFICES		
Location:	LIVERPOOL	No of Employees:	400
Postcode:	L3 5TF	Survey Date:	13/11/18
Main Location Type:	Edge of Town Centre	Survey Day:	Tuesday
Sub-Location Type:	Built-Up Zone	Parking Spaces:	38
PTAL:	n/a		
Site(7):	NF-02-A-03	Gross floor area:	5500 sqm
Development Name:	OFFICES		
Location:	GREAT YARMOUTH	No of Employees:	380
Postcode:	NR30 1HD	Survey Date:	12/09/17
Main Location Type:	Edge of Town Centre	Survey Day:	Tuesday
Sub-Location Type:	Commercial Zone	Parking Spaces:	72
PTAL:	n/a		
Site(8):	NR-02-A-01	Gross floor area:	9225 sqm
Development Name:	OFFICES		
Location:	NORTHAMPTON	No of Employees:	250
Postcode:	NN4 7HD	Survey Date:	22/10/20
Main Location Type:	Edge of Town	Survey Day:	Thursday
Sub-Location Type:	Commercial Zone	Parking Spaces:	382
PTAL:	n/a		
Site(9):	SF-02-A-03	Gross floor area:	2800 sqm
Development Name:	OFFICES		
Location:	IPSWICH	No of Employees:	131
Postcode:	IP1 5PB	Survey Date:	24/09/20
Main Location Type:	Edge of Town	Survey Day:	Thursday
Sub-Location Type:	Industrial Zone	Parking Spaces:	71
PTAL:	n/a		

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	SO-02-A-02	Gross floor area:	5050 sqm
Development Name:	COUNCIL OFFICES		
Location:	SLOUGH	No of Employees:	800
Postcode:	SL1 3UF	Survey Date:	27/02/14
Main Location Type:	Edge of Town Centre	Survey Day:	Thursday
Sub-Location Type:	Built-Up Zone	Parking Spaces:	216
PTAL:	n/a		
Site(11):	WL-02-A-01	Gross floor area:	2500 sqm
Development Name:	PET INSURANCE COMPANY		
Location:	AMESBURY	No of Employees:	223
Postcode:	SP4 7QA	Survey Date:	18/09/18
Main Location Type:	Edge of Town	Survey Day:	Tuesday
Sub-Location Type:	Development Zone	Parking Spaces:	121
PTAL:	n/a		
Site(12):	WO-02-A-02	Gross floor area:	2000 sqm
Development Name:	OFFICE		
Location:	WORCESTER	No of Employees:	125
Postcode:	WR1 3DB	Survey Date:	14/11/16
Main Location Type:	Edge of Town Centre	Survey Day:	Monday
Sub-Location Type:	Built-Up Zone	Parking Spaces:	15
PTAL:	n/a		
Site(13):	WO-02-A-03	Gross floor area:	5945 sqm
Development Name:	IT SERVICES		
Location:	KIDDERMINSTER	No of Employees:	140
Postcode:	DY11 7QH	Survey Date:	13/10/20
Main Location Type:	Edge of Town	Survey Day:	Tuesday
Sub-Location Type:	Industrial Zone	Parking Spaces:	140
PTAL:	n/a		

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	4624	0.368	12	4624	0.050	12	4624	0.418
08:00 - 09:00	13	4725	1.040	13	4725	0.138	13	4725	1.178
09:00 - 10:00	13	4725	0.954	13	4725	0.221	13	4725	1.175
10:00 - 11:00	13	4725	0.316	13	4725	0.189	13	4725	0.505
11:00 - 12:00	13	4725	0.194	13	4725	0.173	13	4725	0.367
12:00 - 13:00	13	4725	0.277	13	4725	0.371	13	4725	0.648
13:00 - 14:00	13	4725	0.378	13	4725	0.311	13	4725	0.689
14:00 - 15:00	13	4725	0.277	13	4725	0.296	13	4725	0.573
15:00 - 16:00	13	4725	0.195	13	4725	0.360	13	4725	0.555
16:00 - 17:00	13	4725	0.163	13	4725	0.656	13	4725	0.819
17:00 - 18:00	13	4725	0.109	13	4725	1.100	13	4725	1.209
18:00 - 19:00	13	4725	0.054	13	4725	0.368	13	4725	0.422
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.325			4.233			8.558

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:	2000 - 11250 (units: sqm)
Survey date range:	01/01/14 - 04/05/21
Number of weekdays (Monday-Friday):	13
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TAXIS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	4624	0.002	12	4624	0.002	12	4624	0.004
08:00 - 09:00	13	4725	0.015	13	4725	0.013	13	4725	0.028
09:00 - 10:00	13	4725	0.007	13	4725	0.008	13	4725	0.015
10:00 - 11:00	13	4725	0.008	13	4725	0.010	13	4725	0.018
11:00 - 12:00	13	4725	0.007	13	4725	0.005	13	4725	0.012
12:00 - 13:00	13	4725	0.005	13	4725	0.005	13	4725	0.010
13:00 - 14:00	13	4725	0.003	13	4725	0.003	13	4725	0.006
14:00 - 15:00	13	4725	0.005	13	4725	0.005	13	4725	0.010
15:00 - 16:00	13	4725	0.007	13	4725	0.007	13	4725	0.014
16:00 - 17:00	13	4725	0.007	13	4725	0.005	13	4725	0.012
17:00 - 18:00	13	4725	0.007	13	4725	0.008	13	4725	0.015
18:00 - 19:00	13	4725	0.000	13	4725	0.000	13	4725	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.071			0.144

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.

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mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	4624	0.002	12	4624	0.000	12	4624	0.002
08:00 - 09:00	13	4725	0.007	13	4725	0.005	13	4725	0.012
09:00 - 10:00	13	4725	0.002	13	4725	0.005	13	4725	0.007
10:00 - 11:00	13	4725	0.002	13	4725	0.002	13	4725	0.004
11:00 - 12:00	13	4725	0.002	13	4725	0.000	13	4725	0.002
12:00 - 13:00	13	4725	0.000	13	4725	0.002	13	4725	0.002
13:00 - 14:00	13	4725	0.002	13	4725	0.000	13	4725	0.002
14:00 - 15:00	13	4725	0.003	13	4725	0.003	13	4725	0.006
15:00 - 16:00	13	4725	0.002	13	4725	0.002	13	4725	0.004
16:00 - 17:00	13	4725	0.000	13	4725	0.000	13	4725	0.000
17:00 - 18:00	13	4725	0.000	13	4725	0.000	13	4725	0.000
18:00 - 19:00	13	4725	0.000	13	4725	0.000	13	4725	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.019			0.041

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	4624	0.009	12	4624	0.000	12	4624	0.009
08:00 - 09:00	13	4725	0.049	13	4725	0.000	13	4725	0.049
09:00 - 10:00	13	4725	0.020	13	4725	0.000	13	4725	0.020
10:00 - 11:00	13	4725	0.007	13	4725	0.007	13	4725	0.014
11:00 - 12:00	13	4725	0.010	13	4725	0.008	13	4725	0.018
12:00 - 13:00	13	4725	0.008	13	4725	0.011	13	4725	0.019
13:00 - 14:00	13	4725	0.010	13	4725	0.016	13	4725	0.026
14:00 - 15:00	13	4725	0.003	13	4725	0.005	13	4725	0.008
15:00 - 16:00	13	4725	0.008	13	4725	0.011	13	4725	0.019
16:00 - 17:00	13	4725	0.000	13	4725	0.026	13	4725	0.026
17:00 - 18:00	13	4725	0.000	13	4725	0.033	13	4725	0.033
18:00 - 19:00	13	4725	0.000	13	4725	0.011	13	4725	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.128			0.252

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

CARS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	4624	0.351	12	4624	0.041	12	4624	0.392
08:00 - 09:00	13	4725	0.982	13	4725	0.104	13	4725	1.086
09:00 - 10:00	13	4725	0.913	13	4725	0.181	13	4725	1.094
10:00 - 11:00	13	4725	0.277	13	4725	0.155	13	4725	0.432
11:00 - 12:00	13	4725	0.160	13	4725	0.150	13	4725	0.310
12:00 - 13:00	13	4725	0.256	13	4725	0.342	13	4725	0.598
13:00 - 14:00	13	4725	0.352	13	4725	0.288	13	4725	0.640
14:00 - 15:00	13	4725	0.246	13	4725	0.265	13	4725	0.511
15:00 - 16:00	13	4725	0.168	13	4725	0.319	13	4725	0.487
16:00 - 17:00	13	4725	0.145	13	4725	0.628	13	4725	0.773
17:00 - 18:00	13	4725	0.099	13	4725	1.074	13	4725	1.173
18:00 - 19:00	13	4725	0.050	13	4725	0.361	13	4725	0.411
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.999			3.908			7.907

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

LGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	4624	0.011	12	4624	0.005	12	4624	0.016
08:00 - 09:00	13	4725	0.031	13	4725	0.016	13	4725	0.047
09:00 - 10:00	13	4725	0.029	13	4725	0.028	13	4725	0.057
10:00 - 11:00	13	4725	0.028	13	4725	0.023	13	4725	0.051
11:00 - 12:00	13	4725	0.024	13	4725	0.018	13	4725	0.042
12:00 - 13:00	13	4725	0.013	13	4725	0.021	13	4725	0.034
13:00 - 14:00	13	4725	0.021	13	4725	0.020	13	4725	0.041
14:00 - 15:00	13	4725	0.021	13	4725	0.020	13	4725	0.041
15:00 - 16:00	13	4725	0.020	13	4725	0.028	13	4725	0.048
16:00 - 17:00	13	4725	0.011	13	4725	0.020	13	4725	0.031
17:00 - 18:00	13	4725	0.003	13	4725	0.015	13	4725	0.018
18:00 - 19:00	13	4725	0.003	13	4725	0.005	13	4725	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.215			0.219			0.434

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MOTOR CYCLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	4624	0.000	12	4624	0.000	12	4624	0.000
08:00 - 09:00	13	4725	0.007	13	4725	0.000	13	4725	0.007
09:00 - 10:00	13	4725	0.003	13	4725	0.000	13	4725	0.003
10:00 - 11:00	13	4725	0.002	13	4725	0.000	13	4725	0.002
11:00 - 12:00	13	4725	0.002	13	4725	0.000	13	4725	0.002
12:00 - 13:00	13	4725	0.003	13	4725	0.002	13	4725	0.005
13:00 - 14:00	13	4725	0.000	13	4725	0.000	13	4725	0.000
14:00 - 15:00	13	4725	0.002	13	4725	0.002	13	4725	0.004
15:00 - 16:00	13	4725	0.000	13	4725	0.005	13	4725	0.005
16:00 - 17:00	13	4725	0.000	13	4725	0.003	13	4725	0.003
17:00 - 18:00	13	4725	0.000	13	4725	0.003	13	4725	0.003
18:00 - 19:00	13	4725	0.000	13	4725	0.002	13	4725	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.017			0.036

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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