

Technical Note 02

Project:	Unit 6, Reading Gateway	Office:	Bristol
Project №:	784-B038455	Prepared by:	CEH
Client:	Abrdn Standard	Approved by:	AP
Date:	2023.03.20	Status:	Final
Subject:	Change of Land Use: Net Impact Assessment Methodology		

1 INTRODUCTION

- 1.1 Tetra Tech has been commissioned by Abrdn Standard to prepare a Transport Statement (TS) in support of the redevelopment of land known as Unit 6, Reading Gateway, located within Reading Gateway Retail Park, to the south of Reading Town Centre.
- 1.2 This Technical Note has been prepared to advise Reading Borough Council Highway Officers on the level on new trips that may be generated by the site should it operate as food retail. The advice within this Technical Note is ancillary to the information set out within the 2022 Transport Statement, which used information outlined with the 2015 Transport Assessment that was submitted in support Application 151944, prepared by Peter Brett Associates (PBA).

2 DEVELOPMENT PROPOSAL

EXTANT OPERATION

- 2.1 Units 6 forms part of the Reading Gateway Retail Park. Its operations are consented under Application 151944 for 1,858sqm of non-food retail. This was set by Condition 42, which allowed the sale of a range of goods including bulky goods and toys.
- 2.2 The site previously operated as a Toys R Us store and is served by a 329 spaced car park that is shared between Units 1 to 6 of Reading Gateway.

PROPOSED DEVELOPMENT

- 2.3 The development proposals are for a relaxation of Condition 42 of planning permission ref 151944, which currently restricts Unit 6's trading operation to non-food. This relaxation would allow the development to operate as food retail.

3 TRIP GENERATION METHODOLOGY AND ASSESSMENT RESULTS

BACKGROUND

- 3.1 The purpose of this chapter is to advise on the net impact that the proposed development may have on the local highway. This being ‘new trips’ being generated.
- 3.2 The extant trip rate has been calculated using the methodology provided by the materials consented under Application 151944. This being the PBA Transport Assessment (TA) and Retail Impact Study. These reports advise that trips generated by units 1 to 6 would be subject to a 41% discount, which would comprise trips being classified as Secondary (linked / cross visitation trips). The PBA documents outlined that 75% of residual trips would be primary trips (new and transferred trips), with the remaining 25% classified as non-primary (pass-by and diverted). On traffic assignment, 50% would travel to and from the A33 Basingstoke Road and the remaining 50% from Whitely Wood Lane (the neighbourhoods to the north). The development proposal is derived from the TRICS database. An ancillary summary of the assessments within this chapter are provided at **Appendix B**, itemising the calculation process and resultant net impact to the road network, which is shown illustratively at **Appendix A**.
- 3.3 This section accords to the materials submitted within the 2022 Transport Statement, providing additional matters on queries raised by the Reading Borough Council Highway Officer. This being further clarification of the methodologies used by Application 151944 and presented within the 2022 Transport Statement.
- 3.4 The reasoning for this is due to PBA TA only providing a summary of their trip assessment methodology in their formal submission. The PBA TA combined components of assessment land uses, applying discounts at various stages of the trip generation process. For example, the variable trip rates for ground floor and mezzanine land uses and the application of visitation types. Due to the report only providing a summary of their assessment result and not providing an itemization of the assignment of land uses (e.g. non-food retail) to the road network, Tetra Tech have completed a detail appraisal of their assessment results, to determine their precise methodology. This methodology is discussed in the following section.

EXISTING TRIP GENERATION

- 3.5 The PBA TA’s (2015) consented non-food retail vehicle trip rates and trip generation (derived from TRICS database outputs) for both weekday and Saturday peak hours are set out at **Table 3.1**. References to the PBA TA are provided within the table.

Table 3.1 Consented PBA Non-Food Vehicle Trip Rates*

Land Use		Weekday PM Peak			Saturday Peak		
		Arrive	Depart	Two-way	Arrive	Depart	Two-way
Retail (non-food) (per 100sqm)	Retail ground floor	1.504	1.597	3.101	3.219	3.151	6.37
	Retail mezzanine	1.173	1.246	2.419	2.511	2,458	4.969

*PBA TA (2015) Retail (non-food, per 100sqm) Trip Rates: (Table 6-1: Weekday Trip Rates)(Table 6-2: Saturday Trip Rates) & Retail Mezzanine Trip Rates: (Table 6-3: Weekday Retail Mezzanine Trips Rates)(Table 6-4: Saturday Retail Mezzanine Trip Rates).

- 3.6 **Paragraph 6.2.7** of the PBA TA set out that a 22% reduction in trips generated by mezzanine floors, when compared to ground floors, was agreed.
- 3.7 The trip generation for the non-food retail element was itemized within the report. Tetra tech have reviewed the technical assessment within and appended to the report and can confirm that that the trip rate for the non-food retail element is provided at **Table 3.2**.

Table 3.2 Consented PBA Non-Food Vehicle Trip Rates – Extant Operation

Land Use		Weekday PM Peak			Saturday Peak		
		Arrive	Depart	Two-way	Arrive	Depart	Two-way
Retail (non-food) (per 100sqm)	Retail ground floor	1.362	1.446	2.809	2.915	2.854	5.769

Cross Visitation Discount

- 3.8 The PBA TA sets out that trip rates should be reduced to account for cross-visitation between land uses (including all retail units), with these trips comprising ‘Pass-by and Diverted Trips’. As set out at paragraph 6.3.6 of the PBA TA, a 41% discount to trip rates to account for cross visitation was applied, the results of which are presented at **Table 3.3** for the relevant land use.

Table 3.3 Consented PBA Non-Food Vehicle Trip Rates (41% discount for Cross-Visitation)**

Land Use		Weekday PM Peak			Saturday Peak		
		Arrive	Depart	Two-way	Arrive	Depart	Two-way
Retail (non-food) (per 100sqm)		0.887	0.942	1.830	1.899	1.859	3.758

*PBA TA (2015) Retail Trip Rates (Cross-Visitation Reduction): (Table 6-5: Weekday Trip Rates including reduction for cross visitation) & (Table 6-6: Saturday Trip Rates including reduction for cross visitation).

It should be noted that Saturday Peak trip generation comprises the trip generation set out under Land Use ‘Pub and Hotel’ (per bedroom), rather than Land Use ‘Retail (non-food) (per 100sqm)’, given that these trip rates correspond to a 41% reduction of the retail ground floor trip rates set out at **Table 3.1.

- 3.9 The trip generation outputted corresponds to a 41% discount in the retail ground floor trip rates set out at **Table 3.1**, but not a 41% discount in the aggregate of both retail ground floor and retail mezzanine trip rates. The assessment did not factor any cross visitation for mezzanine floors, which is contradictory to their methodology statement.

- 3.10 Application 151944 outlines that the Reading Gateway development was consented for 7885sqm of retail land, comprising three retail units at a combined 4,505sqm of retail ground floor space, and 3,379sqm of retail mezzanine floor space, with these allocations being used to inform trip generation for the proposed development. This information has been used to correct the outputs to accord to the 2015 PBA TA methodology.
- 3.11 A summary of the revised PBA trip rates, accounting for the consented allocation of both retail ground floor space and mezzanine floor space, in addition to the consented 41% discount in trip rates (detailed at Table 3.3), is set out at **Table 3.4**, with the revised trip generation for the existing development set out at Table 3.5.

Table 3.4 Revised PBA Non-Food Vehicle Trip Rates (Cross-Visitation Trips Removed)

Land Use	Weekday PM Peak			Saturday Peak		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Retail (non-food) (per 100sqm)	0.804	0.853	1.657	1.720	1.684	3.404

Table 3.5 Revised PBA Non-Food Vehicle Trip Generation (Cross-Visitation Trips Removed)*

Land Use	Weekday PM Peak			Saturday Peak		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Retail (non-food) (1,858sqm)	15	16	31	32	31	63

*All figures subject to rounding

Primary Trips

- 3.12 The PBA TA advises at Table 6-11 that trip generation is disaggregated such that 75% of retail (non-food) residual trips are classified as primary trips (comprising new and transferred trips), with the remaining 25% of trips classified as non-primary (pass-by and diverted). For the purpose of identifying the proposed change of land use's impact on new trip generation, the 25% reduction to the trip generation detailed at **Table 3.5** is set out at **Table 3.6**

Table 3.6 Revised PBA Non-Food Vehicle Trip Generation (Cross-Visitation Trips Removed, Primary Trips Only)*

Land Use	Weekday PM Peak			Saturday Peak		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Retail (non-food) (1,858sqm)	11	12	23	24	23	47

*All figures subject to rounding

- 3.13 **Table 3.6** shows that in the weekday PM peak the consented development at Unit 6 generates approximately 23 new two-way vehicle trips, with 11 arriving and 12 departing. In the Saturday peak, the consented development at Unit 6 generates approximately 47 new two-way vehicles trips, with 24 arriving and 23 departing.

PROPOSED TRIP GENERATION

- 3.14 The trip rates and trip generation for the proposed site (derived from TRICS (v.7.9.1) database outputs) are set out at **Table 3.7** & **Table 3.8**.

Table 3.7 Proposed Vehicle Trip Rates*

Land Use	Weekday PM Peak			Saturday Peak		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Retail (Discount Food Stores) (per 100sqm)	3.88	4.00	7.88	5.26	5.87	11.13

*All figures subject to rounding. Reproduced from 2022 Transport Statement

Table 3.8 Proposed Vehicle Trip Generation*

Land Use	Weekday PM Peak			Saturday Peak		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Retail (Discount Food Stores) (1,959sqm)	76	78	154	103	115	218

*All figures subject to rounding

- 3.15 In line with the methodology established for the existing trip generation, a 41% discount in trip rates to account for cross visitation has been applied, the results of which are presented at **Table 3.9** for the relevant land use.

Table 3.9 Proposed Vehicle Trip Generation (41% discount for Cross-Visitation)*

Land Use	Weekday PM Peak			Saturday Peak		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Retail (Discount Food Stores) (1,959sqm)	45	46	91	61	68	129

*All figures subject to rounding

Primary Trips

- 3.16 In line with the methodology consented under the PBA TA, a 25% reduction to the trip generation detailed at **Table 3.9** is set out at **Table 3.10**.

Table 3.10 Proposed Vehicle Trip Generation (Cross-Visitation Trips Removed, Primary Trips Only)*

Land Use	Weekday PM Peak			Saturday Peak		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Retail (Discount Food Stores) (1,959sqm)	34	35	68	46	51	96

*All figures subject to rounding

- 3.17 **Table 3.10** shows that in the PM peak the proposed development at Unit 6 is expected to generate approximately 71 new two-way vehicle trips, with 36 arriving and 36 departing. In the Saturday peak, the proposed development at Unit 6 is expected to generate 96 new two-way vehicle trips, with 46 arriving and 51 departing.

NET IMPACT ASSESSMENT

- 3.18 A net vehicle impact assessment has been undertaken to advise on the operations of Unit 6 post development. In line with the PBA TA's consented methodology, comprising a 41% discount for cross-visitation trips, and a 25% reduction for non-primary trips, the forecasted net change for new trips generated by the proposed change of land use is set out at **Table 3.11**.

Table 3.11 Net Traffic Impact (Cross-Visitation Trips Removed, Primary Trips Only)*

Land Use	Weekday PM Peak			Saturday Peak		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Retail (non-food) (1,858sqm)	11	12	23	24	23	47
Retail (Discount Food Stores) (1,959sqm)	34	35	68	46	51	96
Net change	+22	+23	+45	+22	+27	+49

*All figures subject to rounding

- 3.19 **Table 3.11** demonstrates that the proposed development is forecast to generate a total of approximately 45 additional new two-way vehicle trips in the weekday PM peak, with 22 arriving and 23 departing. In the Saturday peak, the proposed development is forecast to generate a total of approximately 49 additional new two-way vehicle trips, with 22 arriving and 27 departing.

4 TRAFFIC ASSIGNMENT

- 4.1 The net change detailed at **Table 3.11** has been assigned to the local network using information set out in the PBA TA, with an 50% of trips travelling to and from A33 Basingstoke Road and 50% to and from Whitley Wood Lane. Given the location of the site on Sentinel End, with both carriageways accessible via Imperial Way and B3031 Basingstoke Road, this constitutes a 50: 50 split for traffic arriving / departing the site from the east and west.
- 4.2 The results of this assignment can be found at **Appendix A**, with the associated two-way junction movements detailed at **Table 4.1**.

Table 4.1 Total Two-Way Junction Movements*

Junction	Weekday Two-Way Vehicle Movements	Saturday Two-Way Vehicle Movements
Site Access	45	49
B3031 Basingstoke Road / Sentinel End	22	25
B3031 Basingstoke Road / A33	11	11
Imperial Way / Sentinel End	23	25
Imperial Way / A33	11	12
Imperial Way / B3031 Basingstoke Road	23	25

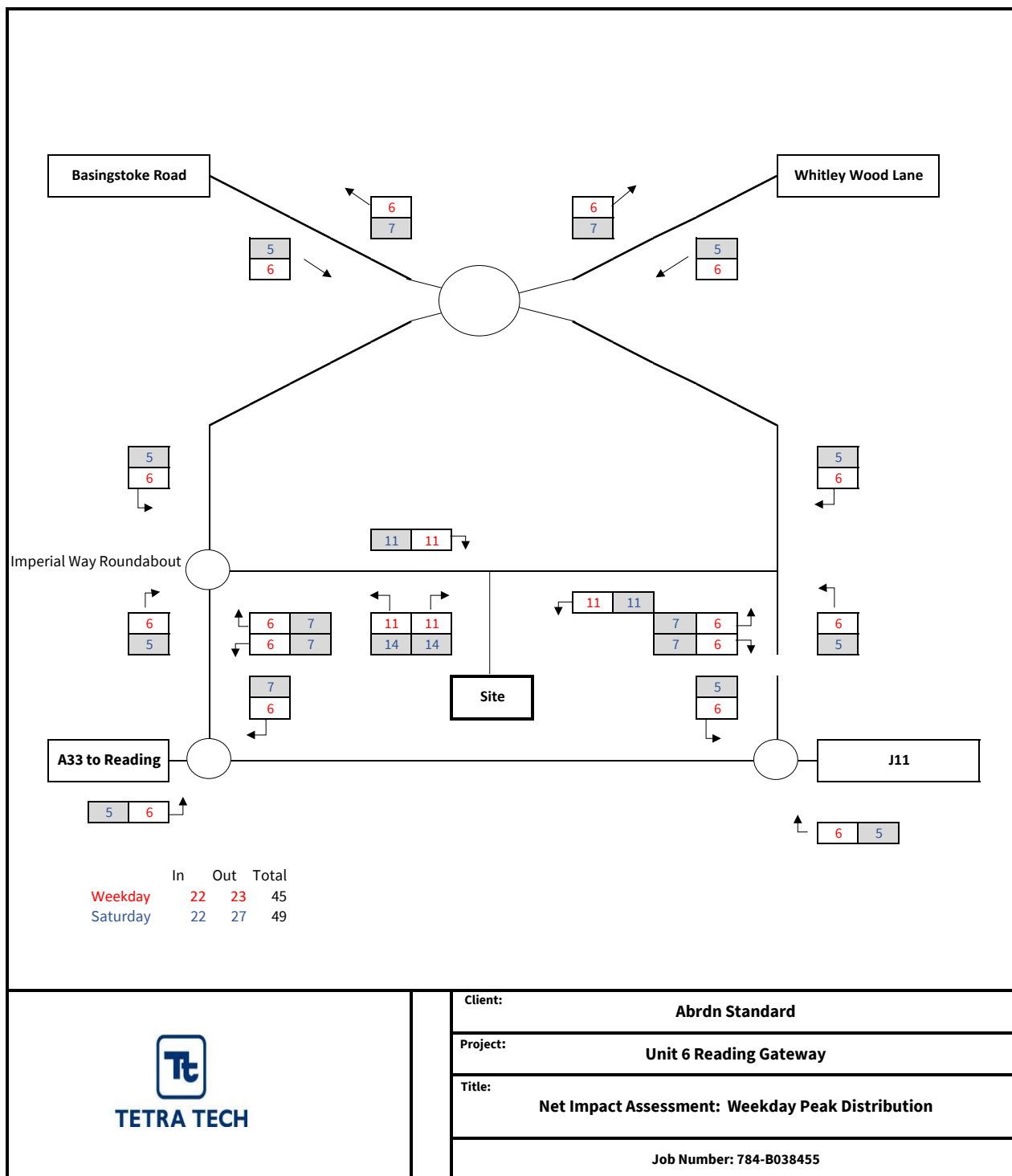
*All figures subject to rounding

- 4.3 **Table 4.1** forecasts that the only part of the network that will experience 30 or more two-way trips will be the Site Access, gained from Sentinel End. Traffic is then forecast to disperse into the network with approximately 23 vehicle trips travelling to and from the residential neighbourhoods to the north during the weekday PM peak, with 25 vehicle trips during the Saturday peak.
- 4.4 Approximately 22 vehicle trips are forecast to disperse into the network during the weekday PM peak, comprising two sets of 11 vehicle trips travelling to and from the A33, in addition to 25 vehicle trips dispersing into the network during the Saturday peak, comprising two sets of approximately 12 vehicle trips travelling to and from the A33.

Assessment Results

- 4.5 Assessments advise that the change of land use will not result in a detrimental effect on the local highway network operations, with no impact towards user movement or safety, and the Reading Gateway car park well suited to accommodate any additional trips generated by the proposed redevelopment.
- 4.6 A summary of the assessment contained within this report is provided at **Appendix B**, which outlines the 24-hour profiles for the extant and proposed land uses and the applications of cross visitation and primary trip discounts. These materials can give confidence on the level of new trips that will be generated by the site, when operating as a food retail unit.

APPENDIX A – TRAFFIC FLOW DIAGRAM (NET NEW TRIPS)



Client:	Abrdn Standard
Project:	Unit 6 Reading Gateway
Title:	Net Impact Assessment: Weekday Peak Distribution
	Job Number: 784-B038455

APPENDIX B – ASSESSMENT SUMMARY (24 HR PROFILE)

Extant 24 Hour Profile

Trip Gen	Weekday		
	1858sqm non-food retail		
	Arrival	Depart	Two-Way
07:00-08:00	3	1	4
08:00-09:00	18	14	31
09:00-10:00	22	20	42
10:00-11:00	25	24	50
11:00-12:00	29	29	58
12:00-13:00	30	29	59
13:00-14:00	27	31	59
14:00-15:00	30	31	61
15:00-16:00	28	29	57
16:00-17:00	27	28	54
17:00-18:00	25	27	52
18:00-19:00	22	25	47
19:00-20:00	16	19	36
20:00-21:00	9	12	21
21:00-22:00	3	6	9
22:00-23:00	0	1	1
23:00-24:00	0	0	0

Derived from PBA TA and Methodology

Trip Gen	Saturday		
	1858sqm non-food retail		
	Arrival	Depart	Two-Way
07:00-08:00	4	1	5
08:00-09:00	22	15	38
09:00-10:00	34	24	58
10:00-11:00	48	36	85
11:00-12:00	59	49	109
12:00-13:00	54	53	107
13:00-14:00	49	43	92
14:00-15:00	48	44	92
15:00-16:00	46	41	87
16:00-17:00	46	41	87
17:00-18:00	38	33	71
18:00-19:00	29	30	58
19:00-20:00	20	23	42
20:00-21:00	10	10	20
21:00-22:00	6	8	13
22:00-23:00	0	0	0
23:00-24:00	0	0	0

Derived from PBA TA and Methodology

Extant 24 Hour Profile (Cross Visitation Trips Removed)

Trip Gen	Weekday		
	1858sqm non-food retail		
	Arrival	Depart	Two-Way
07:00-08:00	2	0	2
08:00-09:00	10	8	18
09:00-10:00	13	12	25
10:00-11:00	15	14	29
11:00-12:00	17	17	34
12:00-13:00	18	17	35
13:00-14:00	16	18	35
14:00-15:00	18	18	36
15:00-16:00	17	17	34
16:00-17:00	16	16	32
17:00-18:00	15	16	31
18:00-19:00	13	15	28
19:00-20:00	10	11	21
20:00-21:00	5	7	13
21:00-22:00	2	3	5
22:00-23:00	0	1	1
23:00-24:00	0	0	0

Derived from PBA TA and Methodology

Trip Gen	Saturday		
	1858sqm non-food retail		
	Arrival	Depart	Two-Way
07:00-08:00	3	0	3
08:00-09:00	13	9	22
09:00-10:00	20	14	34
10:00-11:00	29	21	50
11:00-12:00	35	29	64
12:00-13:00	32	31	63
13:00-14:00	29	25	54
14:00-15:00	28	26	54
15:00-16:00	27	24	51
16:00-17:00	27	24	51
17:00-18:00	22	20	42
18:00-19:00	17	18	34
19:00-20:00	12	13	25
20:00-21:00	6	6	12
21:00-22:00	3	4	8
22:00-23:00	0	0	0
23:00-24:00	0	0	0

Derived from PBA TA and Methodology

Extant 24 Hour Profile (Cross Visitation Trips Removed and Primary Trips Only)

Trip Gen	Weekday		
	1858sqm non-food retail		
	Arrival	Depart	Two-Way
07:00-08:00	1	0	2
08:00-09:00	8	6	14
09:00-10:00	10	9	18
10:00-11:00	11	11	22
11:00-12:00	13	13	26
12:00-13:00	13	13	26
13:00-14:00	12	14	26
14:00-15:00	13	14	27
15:00-16:00	12	13	25
16:00-17:00	12	12	24
17:00-18:00	11	12	23
18:00-19:00	10	11	21
19:00-20:00	7	8	16
20:00-21:00	4	5	9
21:00-22:00	1	3	4
22:00-23:00	0	1	1
23:00-24:00	0	0	0

Derived from PBA TA and Methodology

Trip Gen	Saturday		
	1858sqm non-food retail		
	Arrival	Depart	Two-Way
07:00-08:00	2	0	2
08:00-09:00	10	7	17
09:00-10:00	15	11	26
10:00-11:00	21	16	37
11:00-12:00	26	22	48
12:00-13:00	24	23	47
13:00-14:00	22	19	41
14:00-15:00	21	19	41
15:00-16:00	20	18	39
16:00-17:00	20	18	39
17:00-18:00	17	15	32
18:00-19:00	13	13	26
19:00-20:00	9	10	19
20:00-21:00	4	4	9
21:00-22:00	2	3	6
22:00-23:00	0	0	0
23:00-24:00	0	0	0

Derived from PBA TA and Methodology

Development Trips

Trip Gen	Weekday		
	1959sqm Food Retail		
	Arrival	Depart	Two-Way
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	9	2	11
08:00-09:00	53	40	93
09:00-10:00	66	57	123
10:00-11:00	76	70	147
11:00-12:00	87	84	171
12:00-13:00	91	84	175
13:00-14:00	82	91	174
14:00-15:00	91	90	180
15:00-16:00	84	86	170
16:00-17:00	80	81	161
17:00-18:00	76	78	154
18:00-19:00	66	73	139
19:00-20:00	49	56	105
20:00-21:00	28	36	63
21:00-22:00	9	17	26
22:00-23:00	1	3	4

Trip Gen	Saturday		
	1959sqm Food Retail		
	Arrival	Depart	Two-Way
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	8	2	10
08:00-09:00	43	33	75
09:00-10:00	65	52	118
10:00-11:00	92	79	171
11:00-12:00	113	107	220
12:00-13:00	103	115	218
13:00-14:00	94	93	187
14:00-15:00	91	95	186
15:00-16:00	88	88	176
16:00-17:00	87	90	177
17:00-18:00	72	72	145
18:00-19:00	55	65	119
19:00-20:00	38	49	87
20:00-21:00	19	22	40
21:00-22:00	11	16	27
22:00-23:00	0	1	1

Development Trips (Cross Visitation Trips Removed)

Trip Gen	Weekday		
	1959sqm Food Retail		
	Arrival	Depart	Two-Way
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	5	1	6
08:00-09:00	31	23	55
09:00-10:00	39	34	73
10:00-11:00	45	42	86
11:00-12:00	51	50	101
12:00-13:00	53	50	103
13:00-14:00	49	54	102
14:00-15:00	53	53	106
15:00-16:00	50	51	100
16:00-17:00	47	48	95
17:00-18:00	45	46	91
18:00-19:00	39	43	82
19:00-20:00	29	33	62
20:00-21:00	16	21	37
21:00-22:00	5	10	15
22:00-23:00	0	2	2

Trip Gen	Saturday		
	1959sqm Food Retail		
	Arrival	Depart	Two-Way
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	5	1	6
08:00-09:00	25	19	44
09:00-10:00	39	31	69
10:00-11:00	54	46	101
11:00-12:00	67	63	130
12:00-13:00	61	68	129
13:00-14:00	55	55	110
14:00-15:00	54	56	110
15:00-16:00	52	52	104
16:00-17:00	51	53	104
17:00-18:00	43	43	85
18:00-19:00	32	38	70
19:00-20:00	22	29	51
20:00-21:00	11	13	24
21:00-22:00	6	10	16
22:00-23:00	0	1	1

Development Trips (Cross Visitation Trips Removed and Primary Trips Only)

Trip Gen	Weekday		
	1959sqm Food Retail		
	Arrival	Depart	Two-Way
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	4	1	5
08:00-09:00	23	18	41
09:00-10:00	29	25	55
10:00-11:00	34	31	65
11:00-12:00	38	37	76
12:00-13:00	40	37	77
13:00-14:00	36	40	77
14:00-15:00	40	40	80
15:00-16:00	37	38	75
16:00-17:00	36	36	71
17:00-18:00	34	35	68
18:00-19:00	29	32	61
19:00-20:00	22	25	47
20:00-21:00	12	16	28
21:00-22:00	4	8	12
22:00-23:00	0	2	2

Trip Gen	Saturday		
	1959sqm Food Retail		
	Arrival	Depart	Two-Way
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	4	1	4
08:00-09:00	19	14	33
09:00-10:00	29	23	52
10:00-11:00	41	35	76
11:00-12:00	50	47	97
12:00-13:00	46	51	96
13:00-14:00	41	41	83
14:00-15:00	40	42	82
15:00-16:00	39	39	78
16:00-17:00	39	40	78
17:00-18:00	32	32	64
18:00-19:00	24	29	53
19:00-20:00	17	22	38
20:00-21:00	8	10	18
21:00-22:00	5	7	12
22:00-23:00	0	0	0

Net Change (Cross Visitation Trips Removed and Primary Trips Only)

Trip Gen	Weekday		
	1959sqm Food Retail		
	Arrival	Depart	Two-Way
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	3	1	3
08:00-09:00	16	12	27
09:00-10:00	20	17	36
10:00-11:00	22	21	43
11:00-12:00	26	24	50
12:00-13:00	27	24	51
13:00-14:00	24	27	51
14:00-15:00	27	26	53
15:00-16:00	25	25	50
16:00-17:00	24	24	47
17:00-18:00	22	23	45
18:00-19:00	19	21	41
19:00-20:00	15	16	31
20:00-21:00	8	10	19
21:00-22:00	3	5	8
22:00-23:00	0	1	1