

Unit 6, Reading Gateway

Transport Statement

784-B038455-0004

Final for Issue to Reading Borough Council

Abrdn Standard

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1 INTRODUCTION

BRIEF

- 1.1 Tetra Tech has been commissioned by Ayrdrn 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 The proposals comprise the relaxation of condition 42 of planning permission ref: 151944, which currently restricts Unit 6's trading operation to non-food. This is to allow the development to operate as food retail.
- 1.3 This TS considers the accessibility to and from the site by all modes of transport regarding the proposed development. This TS has been prepared in accordance with National and Local Policy and will examine the sustainable and non-car modes of walking, cycling and public transport and then consider the impact of the residual vehicular traffic likely to be generated.

PLANNING HISTORY

- 1.4 The following section sets out a brief outline of the planning history of the site:
 - **151944/FUL:** A Hybrid application seeking outline planning permission for the development of up to 175 new homes, including affordable housing (with all matters reserved apart from access), and full planning permission for the development of 12 commercial units in flexible use within Classes B1(c), B2 and B8, two car showrooms with MOT and servicing (Sui Generis), three retail warehouse units (Class A1), 120 bed hotel (Class C1), pub with restaurant facility (Class A4), coffee shop (Class A1), restaurant (Class A3), and bank (Class A2). New vehicular access from Basingstoke Road and Imperial Way. Bus stop facilities, hard and soft landscaping, and other ancillary development (Summarised Description). Permitted 14th April 2016.
 - **161672/NMA:** Application for a non-material amendment following a grant of planning permission (151944). Extends the range of goods that can be sold from the site and the hours of operation. Agreed 20th October 2016.
 - **171137/FUL:** Installation of 6 No. louvres onto the external elevations of an existing retail unit. Installation of 2 No. natural ventilation turret onto the roof of an existing retail unit. Permitted 1st September 2017.
 - **190890/FUL:** Change of use of unit from retail (Class A1) to gym (Class D2) and insertion of 1,105sqm GIA mezzanine floor. Permitted 5th December 2019.
 - **200319/APP CON:** Discharge of conditions 3 (cycle parking), 4 (refuse and recycling) and 5 (CMS) of planning permission 190890/FUL. Conditions discharged 28th July 2020.
 - **200356/APP CON:** Discharge of condition 6 (Car Parking Management Plan) of planning permission 190890/FUL. Condition discharged 28th July 2020.
 - **200601/APP CON:** Discharge of condition 7 (Travel Plan) of planning permission 190890/FUL. Condition discharged 28th July 2020.

TRANSPORT SCOPING EXERCISE

- 1.5 A pre-application scoping exercise has been conducted with Reading Borough Council (RBC), with the response provided at **Appendix A**. RBC in their response, advise that the following could be included to support the application at submission:

- Net impact assessment of the existing permission and proposed land use, with consideration to parking demand;
- A review of cycle parking requirements.
- Detailed assessment of service vehicle movements.

REPORT STRUCTURE

- 1.6 The structure of this report is summarised below:

- Chapter 2 summarises National and Local Authority policy regarding transport.
- Chapter 3 provides a description of the site location and the local highway network;
- Chapter 4 details the accessibility of the site by sustainable modes of transport;
- Chapter 5 outlines the detailed development proposals;
- Chapter 6 considers the effects of the development; and,
- Chapter 7 summarises and concludes the report

2 POLICY REVIEW

- 2.1 This chapter of the Transport Statement reviews and analyses the relevant current and emerging transport planning policy and policy guidance in the context of the Site and the proposals on a national and local level.

NATIONAL PLANNING POLICY

- 2.2 This document sets out the Government's planning policies for England and how these should be applied, providing a framework within which locally prepared plans for housing and other development can be produced. NPPF was formally updated July 2021.
- 2.3 Paragraph 104 identifies the transport issues that should be considered from the earliest stages of plan making and development proposals, so that:
- The potential impacts of development on transport networks can be addressed;
 - Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - Opportunities to promote walking, cycling and public transport use are identified and pursued;
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed, and considered – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and,
 - Patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 2.4 Paragraph 113 sets out that all developments that will generate significant amounts of movement should be required to provide a Travel Plan.

National Planning Practice Guidance

- 2.5 The Government's National Planning Practice Guidance (NPPG) was launched on 6th March 2014 by the Department for Communities and Local Government, and updated July 2018.
- 2.6 NPPG sets out the requirement for 'Travel Plans, Transport Assessment and Statements in the decision-making section.
- 2.7 PPG considers that Travel Plans evaluate and consider:
- Benchmark travel data including trip generation databases;
 - Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
 - Relevant information about existing travel habits in the surrounding area;
 - Proposals to reduce the need for travel to and from the site via all modes of transport; and,
 - Provision of improved public transport services.

LOCAL POLICY

Reading Borough Local Plan (2019)

- 2.8 Reading Borough Council adopted its Local Plan in November 2019, replacing previous development plans for the region. The Local Plan sets out how Reading will develop up to 2036 and identifies the amount of development that will take place, where development is to be accommodated and details the policies for how applications will be decided.
- 2.9 Chapter 4.5 of the Local Plan contains general policies pertaining to transport, requiring that any proposed development contributes to meeting the objectives of the Local Transport Plan. These objectives are outlined below:
- To facilitate more physically active travel for journeys in a healthy environment;
 - To improve personal safety on the transport network;
 - To provide affordable, accessible, and inclusive travel options for everyone;
 - To ensure that the transport network operates safely and efficiently to meet the needs of all users;
 - To align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment;
 - To deliver balanced packages of value for money transport solutions and make best use of existing transport investment;
 - To offer sustainable transport choices for the Travel to Work Area and beyond, integrating within and between different types of transport;
 - To improve journey times, journey time reliability and the availability of information; and
 - To reduce carbon emissions from transport, improve air quality and create a transport network which supports a mobile, affordable low-carbon future.
- 2.10 Policy CS20 states that it is a requirement of proposed developments to contribute appropriately to the provision of a balanced transport network. It is evident from the improved walking, cycling and public transport infrastructure on the Reading Gateway site that this was considered under the previous consent. Therefore, this change of use application will benefit from these improvements.

EMERGING POLICY

Reading Transport Strategy 2036: Local Transport Plan 4 (2020-36) Consultation Draft (2020)

- 2.11 A draft version of Reading Transport Strategy 2036 was submitted in May 2020, set to act as the fourth Local Transport Plan (LTP4) for Reading. The LTP4 sets out the key transport policy for the period 2020-2036.
- 2.12 The purpose of LTP4 is to work towards an accessible, affordable, reliable, sustainable, and integrated transport network that promotes healthy choices and wellbeing for its communities, and allows for Reading to become a smart, connected town of the future.

- 2.13 All travel plans should include a series of objectives which outline what the travel plan will achieve. Typically, these objectives are broad statements of intent that provide the travel plan with direction and focus. All targets included within a travel plan should be ambitious and SMART:
- 2.14 Regarding Travel Plan Guidance, under Policy RTS4, the LTP4 states that:
- ‘4.3: New developments will be required to demonstrate how they will deliver healthy streets and make a positive contribution to the walking, cycling and public transport network and support sustainable travel, such as initially subsidising bus services, through the development and implementation of travel plans.’

Revised Parking Standards and Design Supplementary Planning Document (2011)

- 2.15 The Reading parking standards are provided in the Revised Parking Standards and Design Supplementary Planning Document which was adopted in October 2011.
- 2.16 A review of the parking standards has been undertaken and **Table 2.1** provides the relevant maximum car parking standards for the building use classes within this application. The development site is situated within Zone 3 of the Reading parking standards. The relevant maximum vehicle parking standards are outlined below.

Table 2.1 Maximum Vehicle Parking Standards – Zone 3

Land Use	Maximum parking standard
A1 Non-Food Retail over 1000sqm	1 space per 30sqm
A1 Food Retail	

- 2.17 **Table 2.2** outlines the minimum cycle parking standards:

Table 2.1 Minimum Cycle Parking Standards – Zone 3

Land Use	Maximum parking standard
A1 Non-Food Retail over 1000sqm	1 space per 6 staff and 1 space per 300sqm
A1 Food Retail	1 space per 6 staff and 1 space per 300sqm

SUMMARY

- 2.18 A review has been undertaken of the National and Local Policy applicable to the proposed development with regards to transport. National and Local Policy promotes development that provides opportunities for sustainable transport, safe and suitable access for all people, and provides appropriate facilities on-site or off-site where necessary.

3 EXISTING HIGHWAY CONDITIONS

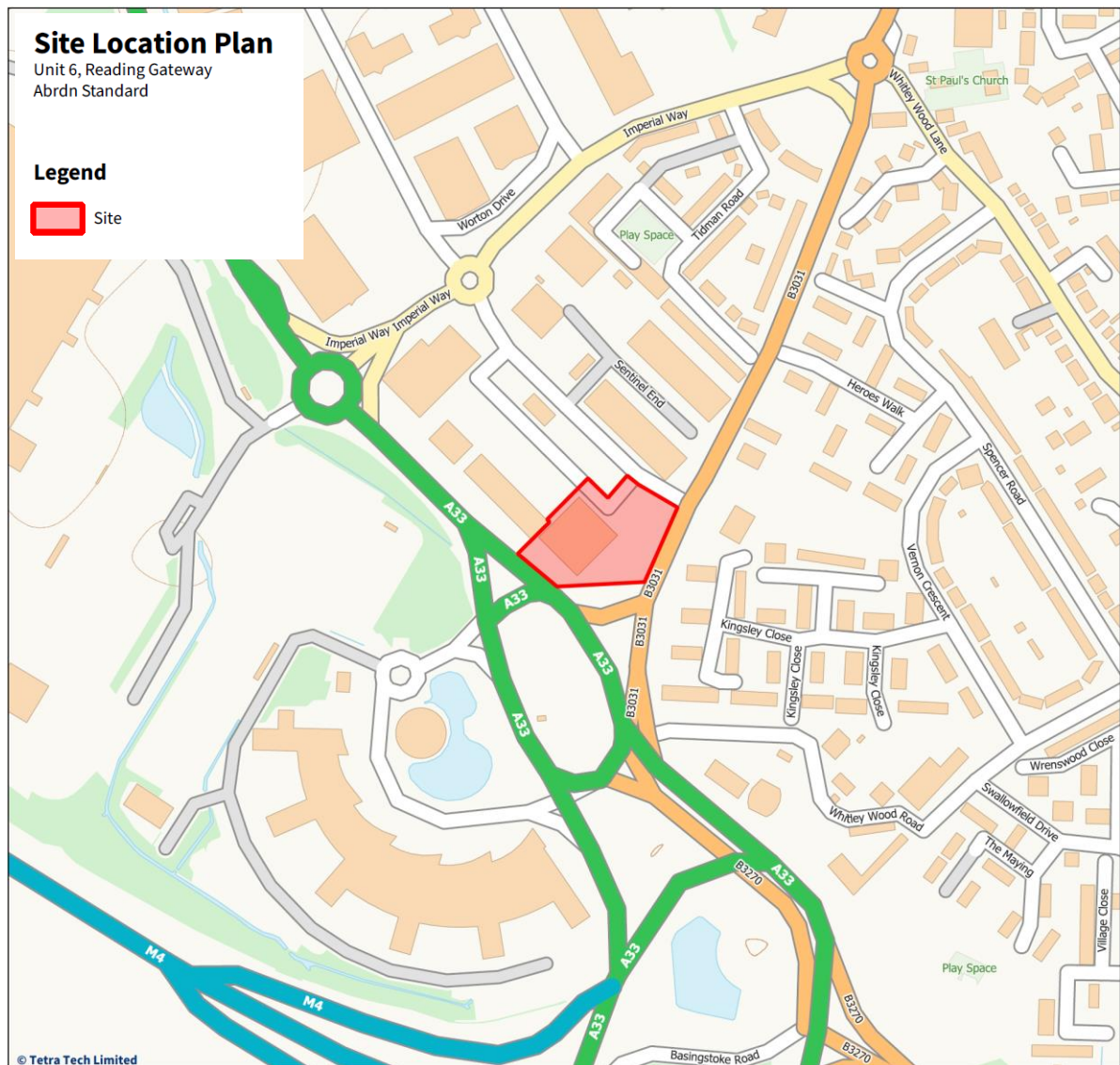
INTRODUCTION

- 3.1 This section of the report sets out the site location and access via sustainable modes of travel.

SITE LOCATION

- 3.2 The proposed development site is located within Reading Gateway Retail Park, to the south of Reading town centre, and north of the M4 motorway. Reading Gateway is bound by Basingstoke Road to the south and east, Sentinel End to the north, and Imperial Way to the west. Unit 6 resides within the southernmost corner of the Retail Park, adjacent to Basingstoke Road, and is accessible via both Sentinel End and a pedestrian connection to the footway along the A33. The location of the Site is illustrated in **Figure 3.1**.

Figure 3.1 Site Location



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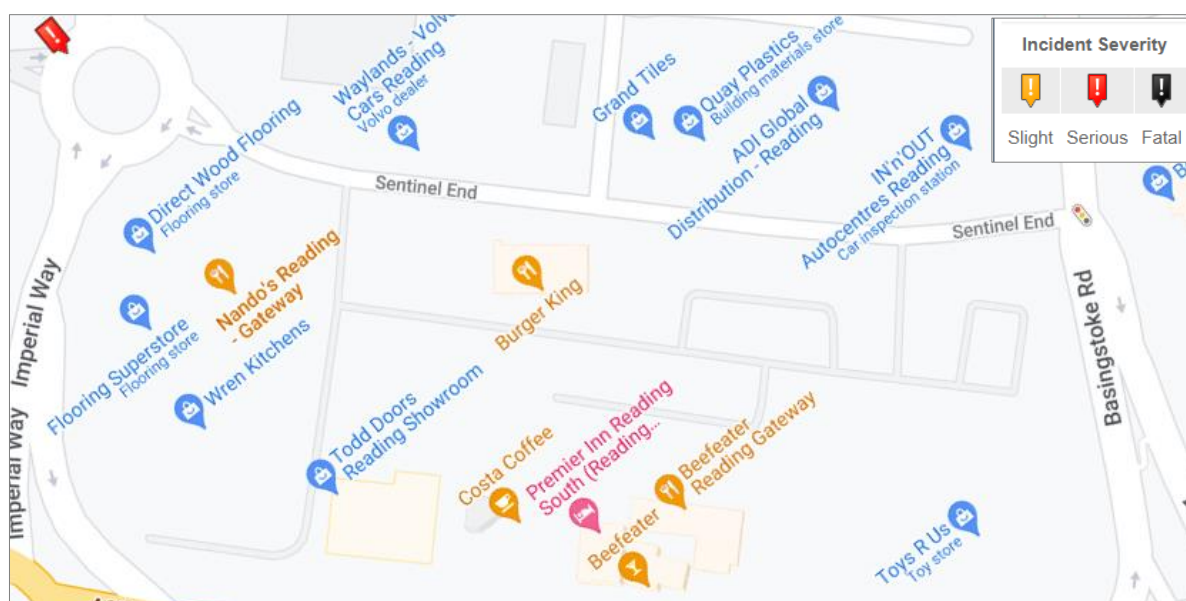
LOCAL HIGHWAY NETWORK

- 3.3 The local highway network is illustrated in **Figure 3.1**.
- 3.4 The proposal gains its vehicle access from Sentinel End, directly to the northeast. Sentinel End is subject to a 30mph speed limit and links the B3031 Basingstoke Road to Imperial Way.
- 3.5 The B3031 Basingstoke Road has a 40mph speed limit and accommodates traffic travelling between Reading and the A33 Basingstoke Road. Imperial Way is a 30mph road that also facilitates traffic travelling between Reading and the A33 Basingstoke Road, routing via the B3031 Basingstoke Road. The A33 Basingstoke Road is a dual carriageway and subject to a 40mph speed limit. It accommodates the main thoroughfare of traffic travelling into Reading from Berkshire and has direct connection to Junction 11 of the M4 motorway.

HIGHWAY SAFETY AUDIT

- 3.6 The accident analysis contained within this section is derived from 'Crashmap' which uses data collected by the police regarding the occurrence of personal injury accidents. This data is approved by the National Statistics Authority and reported on by the Department for Transport (DfT) each year. The data comprises the most recent data freely released by the DfT, which comprises accident information from the period between 2017 to 2021.
- 3.7 The study area for this assessment comprises Sentinel End and the junctions of Imperial Way / Sentinel End / Worton Drive and B3031 Basingstoke Road / Sentinel End. **Figure 3.1** illustrates the results of the assessment.

Figure 3.1: PIA Assessment



- 3.8 No incidents have been recorded along Sentinel End within the last 5 years. A serious incident was recorded at the Imperial Way / Sentinel End / Worton Drive roundabout, which involved a motorcyclist.

- 3.9 Given the low number of accidents recorded within proximity of the site, the audit shows that within the study area there are not any existing undue highway safety problem or clusters that need to be addressed. The resultant factors that cause incidents is either down to driver or pedestrian error and the minimal level of incidents during this period does not indicate any highway safety concerns.

4 SUSTAINABLE TRAVEL AUDIT

ACCESSIBILITY GUIDANCE

- 4.1 When considering the sustainability audit within the Transport Assessment, Tetra Tech reviewed the nationally available accessibility guidance prepared by central government and professional transport institutions for both walking and cycling.
- 4.2 The 2019 National Travel Survey (NTS) (published August 2020) identifies that walking is a favourable option for short trips, with the average person walking for an average time of 17 minutes. Given the IHT guidance that pedestrians travel at a speed of 1.4m/s, pedestrians are therefore likely to walk to areas within approximately 1.4km of their origin. The 2019 NTS (NTS0308 dataset) also identifies that 80% of all trips under 1.6km are made on foot, as are 31% of trips that are 1.6 to 3.2km.
- 4.3 The Institution of Highways and Transport (IHT) guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6km are made wholly on foot with 20% for journeys that are 1.6km to 3.2km long also being undertaken on foot.
- 4.4 Although the exact percentages reported by both bodies differ, both the National Travel Survey and IHT guidance come to a similar conclusion in that walking offers the opportunity to provide for shorter distance trips of up to 1.6km with up to a third of people prepared to walk up to a maximum of 3.2km. These walking distances have been used as a measure for what is an acceptable distance to access local facilities.
- 4.5 The 2019 National Travel Survey recorded that an average person cycles for an average time of 23 minutes (6.1km). It also recorded that 82% of all cycle trips are up to 8km with 94% trips comprising 16km.
- 4.6 The Department for Transport; Local Transport Note 1/20 'Cycle Infrastructure Design' (2020) states that urban cycling speeds average between 10 and 15 mph (16 - 24kph) when on a flat route. It is therefore considered that 16kph is an appropriate average travel speed, given the time spent negotiating the urban realm (e.g., manoeuvring through junctions).
- 4.7 On this basis taking the journey time for the NTS and DfT cycling speeds, the average person is willing to cycle 23 minutes equating to 6.2km. In terms of 82% of trips being up to 8km, this would equate to a cycling time of 30 minutes.
- 4.8 The Institution of Highways and Transport (IHT) guidance document 'Planning for Cycling' (October 2015) states most cycling trips are for short distances, with 80% being less than 8km and with 40% being less than 3.2km. However, most trips by all modes are also short distances (67% are less than 8km, and 38% are less than 3.2km). The bicycle is therefore a potential mode for many of these trips.
- 4.9 Both the National Travel Survey and IHT guidance come to a similar conclusion in that cycling provides the opportunity to provide for shorter distance trips of up to 8km with many of the population prepared to cycle

3.2km. These cycling distances have been used as a measure for what is an acceptable distance to access local facilities.

- 4.10 It should be noted that the Chartered Institution of Highways and Transport (IHT) guidance document 'Buses in Urban Developments' (January 2018) recommends a maximum walking distance to bus stops of 400 metres when accessing single high-frequency routes. The National Travel Survey (NTS) 2014 (September 2015), recorded that pedestrian will walk on average 624m to bus stops, when using a local bus as the main part of a local trip.

ACCESS BY WALKING

- 4.11 Pedestrian access for the development is gained via Sentinel End. Sentinel End benefits from lit shared-use paths that provide connections to the footways along Basingstoke Road and Imperial Way. An additional pedestrian connection is also provided to the footway along the A33.
- 4.12 Both Imperial Way and Basingstoke Road form part of the local pedestrian network and benefit from footways, pedestrian refuges and dropped kerbs, providing a continuous pedestrian link from the Site to the surrounding area.
- 4.13 Imperial Way connects to the A33 which provides a shared-use path leading towards Reading town centre, accessible via a signalised crossing between the A33 / Imperial Way roundabout and A33 / South Oak Way roundabout. A signalised crossing is also present on the Sentinel End / Basingstoke Road junction to the east of the site, facilitating pedestrian connections to the east.
- 4.14 The site benefits from being located within the local pedestrian network of Reading, providing multiple opportunities to travel to and from the site by foot.

ACCESS BY CYCLING

- 4.15 Cycle access to Unit 6 is gained via Sentinel End with shared-use paths provided on both sides of the carriageway.
- 4.16 These shared-use paths connect to the South Reading Cycleway, which provides a dedicated cycle route from the Madejski Stadium and Whitley to Reading town centre. At the A33 / Longwater Avenue / Northern Way / Bennett Road roundabout, circa 1.3km northwest, a connection is provided from the South Reading Cycleway to National Cycle Route 23, which runs from Reading to Southampton via Basingstoke.
- 4.17 These cycle links provide connections from the site to the wider Reading cycle network.
- 4.18 Reading Gateway is also the starting point of the King Alfred's Way cycle route, which runs due south to Petersfield via Farnham and Riseley.
- 4.19 The Reading cycle network is a combination of traffic-free cycle routes, shared-use paths, and on-road cycle routes, with the network map provided at **Appendix B**.

- 4.20 The site benefits from being located within the local cycle network of Reading, providing multiple opportunities to travel to and from the site by bicycle.

ACCESS BY BUS

- 4.21 The nearest bus stops to the Site are located directly adjacent to Unit 6, along the A33 / Basingstoke Road, with further stops available along the B3031 / Basingstoke Road, located approximately 400m (5-minute walk) north of the Site, as well as at Campus Reading International, approximately 600m (7-minute walk) southwest of the Site.
- 4.22 The A33 / Basingstoke Road bus stop provides access to the '600 park & ride' service travelling southbound, with the Campus Reading International stops providing access to this service in both directions on weekdays, and the Three Mile Cross Hartley Court Turn bus stops (located approximately 1.1km (13-minute walk) south of the Site) providing access to this service in both directions from Monday to Saturday.
- 4.23 The B3031 / Basingstoke Road bus stops provide access to the '6 / 6a emerald services'.
- 4.24 **Table 4.1** provides a summary of bus services accessible within the vicinity of the site.

Table 4.1 Bus Service Summary

Service	Route	Average Frequency		
		Day of Operation	First / Last Bus	Average Frequency
600	Reading Centre – Campus Reading International – Mereok P&R – Shinfield - Risley	Mon-Sat	05:38 / 23:16	15 mins
		Sat	05:38 / 23:16	15 mins
	Risley – Shinfield - Mereok P&R – Campus Reading International – Reading Centre	Mon – Fri	09:42 / 23:44	15 mins
		Sat	05:58 / 22:00	15 mins
6a	Reading Centre – Whitley Wood	Mon-Sat	05:20 / 21:37	7 per day
		Sun	05:28 / 21:43	6 per day
	Whitley Wood– Reading Centre	Mon-Sat	06:15 / 22:22	7 per day
		Sun	06:17 / 22:22	6 per day
6	Reading Centre – Whitley Wood	Mon-Sat	00:27 / 23:39	12 mins
		Sat	00:27 / 23:58	12 mins
		Sun	00:27 / 23:27	20 mins
	Whitley Wood– Reading Centre	Mon-Sat	00:01 / 23:24	12 mins
		Sat	00:01 / 23:33	12 mins
		Sun	00:01 / 23:56	20 mins

- 4.25 **Table 4.1** demonstrates that there are multiple opportunities for future site users to use the bus when travelling to and from the wider area.

ACCESS BY RAIL

- 4.26 Reading Railway Station is located approximately 5.3km north of the Site and is accessible within a 20-minute cycle or by using the Number 6, 6a or 600 bus services and a short walk.
- 4.27 Reading Railway Station is located on the Great Western Mainline between London Paddington and Didcot Parkway, operated by Great Western Railway and South Western Railway. The station benefits from:
- 344 cycle parking spaces;
 - 1,387 car parking spaces (with 14 accessible parking spaces);
 - Ticket office and ticket machines; and,
 - Step free access to all platforms.
- 4.28 **Table 4.2** provides a summary of the rail service from Reading Station.

Table 4.2 Reading Railway Station Service Summary

Destination	Average Travel Time (minutes)	Average Frequency
Bristol Temple Meads	72	3 per hour
Cardiff Central	82	2 per hour
London Paddington	44	Every 3-5 minutes
Basingstoke	23	3 per hour

- 4.29 **Table 4.2** shows that Reading Railway Station typically benefits from 3 services per hour to Bristol Temple Meads and Basingstoke, with 2 services per hour to Cardiff Central and a service every 3-5 minutes to London Paddington. Intermediate destinations are available to Bath Spa, Swindon, Didcot Parkway and Newport.
- 4.30 Direct trips are provided from Reading Station towards Birmingham and Manchester, with these services run less frequently.
- 4.31 The rail services available from Reading Station provide opportunities for future site users to use the train when travelling to and from the wider area.

GreenPark Railway Station

- 4.32 A new railway station is being constructed on the Reading to Basingstoke line at GreenPark as part of the GreenPark development and is forecast to open in early 2023. It will be served by local trains between Reading and Basingstoke. The station will be located approximately 1.5km to the west of the site and it is anticipated that new or re-routed bus routes will be provided connections from the Reading Gateway and the wider area to the proposed station.
- 4.33 This new facility will enhance the opportunities for future site users to use rail, when travelling to and from the site.

SUMMARY

- 4.34 This review shows that the site is well located to integrate into the local pedestrian, cycle, and public transport networks. The site is located approximately 4.5km south of Reading Town Centre and is within proximity of key services and facilities which can be accessed by sustainable modes of transport.

5 DEVELOPMENT PROPOSALS

INTRODUCTION

- 5.1 This section sets out the existing use of the site, the development proposal, and the access strategy.

EXISTING OPERATION

- 5.2 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. The site previously operated as a Toys R Us store.

PROPOSED DEVELOPMENT

- 5.3 This 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.
- 5.4 The development therefore proposes 1,951 sqm of food-retail, provided within the existing Unit 6 site. The masterplan for the scheme is provided at **Appendix C**.

Pedestrian and Cycle Strategy

- 5.5 Pedestrian and cycle access will be provided as present from the surrounding pedestrian network of Basingstoke Road, Sentinel End, and Imperial Way. This is consented as appropriate by Application 151944.

Vehicle Access Strategy

- 5.6 A technical audit has been completed of the site access, which demonstrates that policy compliant visibility is provided. The proposed site access provides a visibility splay of (Y) 43m, from a setback position of (X) 2.4m, to the west, based on a 30mph speed limit under Manual for Streets design principles. To the east, a visibility splay of (Y) 38m, from a setback position of (X) 2.4m is provided, given the proximity to the junction with the B3031 Basingstoke Road, appropriate for 27.5mph under Manual for Streets design principles. This is shown in **Drawing 784-B038455-TTE-00-00-SK-O-00005-P01-S1**. This is under the arrangement consented by Application 151944.

Car Park provision

- 5.7 The existing car park at Reading Gateway accommodates 329 parking spaces, with these spaces not being allocated for each use / unit specifically, but, rather, across the park as a whole. The change of use proposals would be accompanied by an increase in car parking provision of 1 space, providing a total of 330 parking spaces.

Cycle Parking Provision

- 5.8 The approved cycle parking provision under Application 151944 was for a total of 52 spaces, in the form of 26 Sheffield Stands. The approved spaces were not allocated for each use / unit specifically, but, rather, across the park.
- 5.9 It is considered both reasonable and appropriate that the change of use proposals would not give rise to a material difference in the demand for cycle parking. The reason being that non-food retail and food retail are subject to the same cycle parking standards per employee and sqm, which are outlined at **Table 2.2**.

Servicing and Delivery

- 5.10 Swept path assessments have been undertaken for the proposed development. Drawings **784-B038455-TTE-00-00-SK-O-00001-P02-S1**, **784-B038455-TTE-00-00-SK-O-00002-P02-S1**, and **784-B038455-TTE-00-00-SK-O-00003-P02-S1** illustrate that a large car can access the site, park, and exit the site with appropriate facilities provided for the safe and suitable access of site user's / staff vehicles.
- 5.11 **Drawing 784-B038455-TTE-00-00-SK-O-00004-P02-S1** illustrates the results of the Swept Path Assessment for a max-legal length UK articulated vehicle, typical of those use for food store deliveries. The assessments indicate that safe and suitable access can be achieved for a max-legal length UK articulated vehicle to deliver to the proposed store's service yard.

6 TRIP GENERATION AND ASSESSMENT

INTRODUCTION

- 6.1 The purpose of this chapter is to set out the methodology and results of a vehicle trip generation assessment, which has been undertaken to assess the potential impact of the proposed development, in terms of trips generated on the surrounding highway network, according to the proposed land use as set out in the previous chapter.
- 6.2 This section only gives consideration towards vehicular traffic and not to other modes of transport. As no traffic surveys are available or have been undertaken for the site, a TRICS assessment has been undertaken to forecast the likely number of vehicles generated by the existing operation.

TRIP GENERATION ASSESSMENT METHODOLOGY

- 6.3 The vehicle trip generation for the proposed development has been calculated using trip rates derived from the TRICS (v7.9.1) database. Survey sites have been identified and selected which share similar characteristics to the site in terms of size of the respective land uses, location, and accessibility.
- 6.4 The TRICS database has been interrogated to calculate peak hour trip generation. To provide a robust assessment of the potential impacts of the development traffic. The evening weekday peak hour of 17:00-18:00 and the Saturday peak hour of 12:00-13:00 will be used to calculate the peak hour trip generation for the development.

EXISTING TRIP GENERATION

- 6.5 The existing vehicle trip rates for Unit 6 Reading Gateway have been obtained from the Peter Brett Associates (PBA) Transport Assessment (2015) which supported the original Reading Gateway application. The consented trip rate and generation for Unit 6 is outlined at **Table 6.1** and **6.2**.

Table 6.1 Consented PBA Non-Food Vehicle Trip Rates

Time Period	Arrivals	Departures	Two Way
Weekday PM Peak (17:00 – 18:00)	0.80	0.85	1.66
Saturday Peak (12:00 – 13:00)	1.72	1.68	3.40

Table 6.2 Consented Vehicle Trip Generation – 1858 sqm*

Time Period	Arrivals	Departures	Two Way
Weekday PM Peak (17:00 – 18:00)	15	16	31
Saturday Peak (12:00 – 13:00)	32	31	63

*All figures subject to rounding

- 6.6 **Table 6.2** shows that in the weekday PM peak the consented development at Unit 6 generates approximately 31 two-way vehicle trips, with 15 arriving and 18 departing. In the Saturday peak, the consented development at Unit 6 generates approximately 63 two-way vehicles trips, with 31 arriving and 32 departing.

PROPOSED TRIP GENERATION

- 6.7 Vehicle trip rates for the development have been derived from the TRICS (v7.9.1) database. Vehicular trip rates have been obtained from the TRICS database against the following criteria:
- 01 Retail – C Discount Food Stores;
 - London, Ireland, and Northern Ireland removed;
 - Edge of town and Suburban area.
- 6.8 The resultant TRICS outputs are provided at **Appendix D** and summarised at **Table 6.3**.

Table 6.3 Proposed Vehicle Trip Rates

Time Period	Arrivals	Departures	Two Way
Weekday PM Peak (17:00 – 18:00)	3.88	4.00	7.88
Saturday Peak (12:00 – 13:00)	5.26	5.87	11.13

- 6.9 The trip generation for the scheme is shown at **Table 6.4**.

Table 6.4 Proposed Vehicle Trip Generation – 1959sqm*

Time Period	Arrivals	Departures	Two Way
Weekday PM Peak (17:00 – 18:00)	76	78	154
Saturday Peak (12:00 – 13:00)	103	115	218

*All figures subject to rounding

- 6.10 **Table 6.4** shows that in the PM peak the proposed development at Unit 6 is expected to generate approximately 154 two-way vehicle trips, with 76 arriving and 78 departing. In the Saturday peak, the proposed development at Unit 6 is expected to generate 218 two-way vehicle trips, with 103 arriving and 115 departing.

NET IMPACT ASSESSMENT

- 6.11 A net vehicle impact assessment has been undertaken to advise on the operations of Unit 6 post development. This is set out in **Table 6.5**.

Table 6.5 Net Traffic Impact

Time Period	Arrivals	Departures	Two Way
Weekday PM Peak (17:00 – 18:00)	+61	+63	+124
Saturday Peak (12:00 – 13:00)	+71	+84	+155

- 6.12 **Table 6.5** shows that the proposed development at Reading Gateway would likely result in a net increase of 124 two-way vehicle trips in the weekday PM peak period, with a net increase of 155 vehicles in the Saturday peak period.
- 6.13 The level of traffic set out at **Table 6.5** is a worst-case scenario, as trips generated by the proposal are likely to be classified as ‘linked trips’ already operating within the retail park, accessing other facilities. The development will therefore not be a ‘new’ trip generator within its own right, with many vehicles already generated by the retail park. The figures outlined within the tables include double counting customer vehicles, given that customers will use the site as part of a multi-purpose trip, whilst using other facilities within the retail park.
- 6.14 Given that this proposal will provide an ancillary service within the retail park, it will reduce the movement of vehicles travelling off site to access this type of facility. The development proposal is therefore suitable for this part of Reading, given its location within the retail park and for this reason, it will not have a material impact on the operation of the road network.

7 CAR PARKING ACCUMULATION ASSESSMENT

- 7.1 A car park accumulation assessment has been completed to advise on the impact to car park operation. This comprises an assessment of the daily vehicle profiles generated by the existing land use and proposed development, advising on parking demand post development operation.
- 7.2 The results of the weekday assessment are provided at **Table 7.1**.

Table 7.1 Parking Accumulation Assessment – Weekday

Time Period	Existing Land Use			Development Proposal			Net Difference
	Arrivals	Departures	Accumulation	Arrivals	Departures	Accumulation	
07:00-08:00	2	0	2	9	2	7	5
08:00-09:00	10	8	4	53	40	20	16
09:00-10:00	13	12	6	66	57	29	23
10:00-11:00	15	14	6	76	70	34	28
11:00-12:00	17	17	6	87	84	37	31
12:00-13:00	18	17	7	91	84	44	37
13:00-14:00	16	18	5	82	91	35	30
14:00-15:00	18	18	5	91	90	36	31
15:00-16:00	17	17	4	84	86	34	30
16:00-17:00	16	16	3	80	81	34	30
17:00-18:00	15	16	2	76	78	31	29
18:00-19:00	13	15	0	66	73	24	23
19:00-20:00	10	11	0	49	56	17	17
20:00-21:00	5	7	0	28	36	9	9
21:00-22:00	2	3	0	9	17	1	1
22:00-23:00	0	1	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0

- 7.3 **Table 7.1** advises that the change of land use could generate parking demand for a further 29 vehicles during the weekday period peak hour.
- 7.4 The results of the Saturday assessment are provided at **Table 7.1**.

Table 7.2 **Parking Accumulation Assessment – Saturday**

Time Period	Existing Land Use			Development Proposal			Net Difference
	Arrivals	Departures	Accumulation	Arrivals	Departures	Accumulation	
07:00-08:00	3	0	2	8	2	6	4
08:00-09:00	13	9	6	43	33	17	10
09:00-10:00	20	14	13	65	52	30	17
10:00-11:00	29	21	20	92	79	43	23
11:00-12:00	35	29	26	113	107	49	23
12:00-13:00	32	31	26	103	115	37	11
13:00-14:00	29	25	30	94	93	38	8
14:00-15:00	28	26	32	91	95	34	1
15:00-16:00	27	24	36	88	88	33	-2
16:00-17:00	27	24	38	87	90	31	-7
17:00-18:00	22	20	41	72	72	31	-10
18:00-19:00	17	18	41	55	65	21	-20
19:00-20:00	12	13	39	38	49	10	-29
20:00-21:00	6	6	39	19	22	7	-32
21:00-22:00	3	4	38	11	16	1	-37
22:00-23:00	0	0	0	0	1	0	0
23:00-24:00	0	0	0	0	0	0	0

- 7.5 **Table 7.2** advises that the change of land use could generate a negligible impact on parking demand for the wider car park, with a Saturday period peak hour generation of a further 11 vehicles, compared to the existing land use.
- 7.6 **Table 7.1** and 7.2 provide worst case assessments, given that a proportion of trips will be classified as ‘linked trips’, generated by other uses within the retail park. The assessment provides no discount to this type of trip, thereby including a level of double counting within its results.
- 7.7 Assessments advise that the proposed development will accommodate higher levels of customer demand than currently experienced during the weekday PM peak period and Saturday peak period, however the impact on car parking accumulation is negligible.
- 7.8 The information provided at **Table 7.1** and **7.2** are worst-case scenarios as it assumes that all development traffic generated by the site will be ‘new’ trips and would park when accessing the facility. A proportion of trips will be classified as ‘linked trips’, generated by other uses within the retail park. The assessment provides no discount for this type of trip, thereby including a level of double counting within its results.

7.9 The level of traffic set out at **Table 7.1** and 7.2 will not to be experienced post development, given that some vehicles will already be parked on site accessing other facilities within the immediate area. It is therefore highly unlikely that the development would exceed car park capacity, given its position within the retail park and local road network. Nonetheless, a net impact assessment has been completed on the car park's forecast operation. This is outlined at **Table 7.3**.

Table 7.3 Net Impact to Car Park (330 spaces)*

	Weekday				Saturday			
Time Period	Existing Demand	Forecast Demand	Net Impact	Capacity %	Existing Demand	Forecast Demand	Net Impact	Capacity %
00:00-01:00	94	94	0	28%	90	90	0	27%
01:00-02:00	92	92	0	28%	90	90	0	27%
02:00-03:00	92	92	0	28%	90	90	0	27%
03:00-04:00	92	92	0	28%	89	89	0	27%
04:00-05:00	94	94	0	28%	89	89	0	27%
05:00-06:00	93	93	0	28%	91	91	0	28%
06:00-07:00	87	87	0	26%	91	91	0	28%
07:00-08:00	72	77	5	23%	98	102	4	31%
08:00-09:00	60	76	16	23%	91	101	10	31%
09:00-10:00	58	81	23	25%	97	114	17	35%
10:00-11:00	57	85	28	26%	99	122	23	37%
11:00-12:00	73	104	31	32%	109	132	23	40%
12:00-13:00	119	156	37	47%	132	143	11	43%
13:00-14:00	103	133	30	40%	122	130	8	39%
14:00-15:00	74	105	31	32%	127	128	1	39%
15:00-16:00	72	102	30	31%	123	121	-2	37%
16:00-17:00	75	105	30	32%	122	115	-7	35%
17:00-18:00	130	159	29	48%	166	156	-10	47%
18:00-19:00	158	181	23	55%	151	131	-20	40%
19:00-20:00	146	163	17	49%	148	119	-29	36%
20:00-21:00	125	134	9	41%	146	114	-32	35%
21:00-22:00	101	102	1	31%	116	79	-37	24%
22:00-23:00	77	77	0	23%	91	91	0	28%
23:00-24:00	77	77	0	23%	90	90	0	27%

*All figures subject to rounding

7.10 Car park capacity is forecast to operate at 55% in the weekday PM peak, and 47% during the Saturday PM. Parking impacts of the proposed development are therefore acceptable and will also not frustrate the operation of the wider car park or adjacent facilities.

7.11 A sensitivity assessment has been completed to advise on car park performance during seasonal or ‘sale’ periods, which could exacerbate car park demand. The assessment comprises the addition of 100 two-way movements for each period, with no consideration towards the net change generated by Unit 6 changing land use. All trips will therefore be assigned as ‘new’ to the car park. The results of this exercise are presented at **Table 7.4**.

Table 7.4 Sensitivity Assessment

	Weekday				Saturday			
Time Period	Existing Demand	Forecast Demand*	Net Impact	Capacity %	Existing Demand	Forecast Demand*	Net Impact	Capacity %
00:00-01:00	94	194	100	59%	90	190	100	58%
01:00-02:00	92	192	100	58%	90	190	100	58%
02:00-03:00	92	192	100	58%	90	190	100	58%
03:00-04:00	92	192	100	58%	89	189	100	57%
04:00-05:00	94	194	100	59%	89	189	100	57%
05:00-06:00	93	193	100	58%	91	191	100	58%
06:00-07:00	87	187	100	57%	91	191	100	58%
07:00-08:00	72	172	100	52%	98	198	100	60%
08:00-09:00	60	160	100	48%	91	191	100	58%
09:00-10:00	58	158	100	48%	97	197	100	60%
10:00-11:00	57	157	100	48%	99	199	100	60%
11:00-12:00	73	173	100	52%	109	209	100	63%
12:00-13:00	119	219	100	66%	132	232	100	70%
13:00-14:00	103	203	100	62%	122	222	100	67%
14:00-15:00	74	174	100	53%	127	227	100	69%
15:00-16:00	72	172	100	52%	123	223	100	68%
16:00-17:00	75	175	100	53%	122	222	100	67%
17:00-18:00	130	230	100	70%	166	266	100	81%
18:00-19:00	158	258	100	78%	151	251	100	76%
19:00-20:00	146	246	100	75%	148	248	100	75%
20:00-21:00	125	225	100	68%	146	246	100	75%
21:00-22:00	101	201	100	61%	116	216	100	65%
22:00-23:00	77	177	100	54%	91	191	100	58%
23:00-24:00	77	177	100	54%	90	190	100	58%

*Existing Demand plus 100 additional cars.

- 7.12 The sensitivity assessment advises that if car parking demand is exacerbated by a sale or seasonal period, with the car park experiencing a demand increase of 100 vehicles, it will operate at a peak weekday capacity of 78% (258 spaces occupied) and a peak Saturday capacity of 81% (266 occupied spaces).
- 7.13 The shared car park is appropriate to accommodate the level of traffic generated by the redevelopment of Unit 6, alongside any sale / seasonal periods that could exacerbate parking demand for the car park.
- 7.14 Furthermore, assessments advised that there is significant residual capacity to accommodate further traffic, with the car park well place to accommodate a further 72 vehicles during the weekday peak period and a further 64 vehicles during the Saturday peak period. This demonstrates that even during an unrealistic / worst case scenario, customers of the car park should be able to safely access and egress the car park with minimal risk of internal congestion and being able to locate a spare space in a timely manner. Congestion within the car park is therefore forecast to be low, with no risk that queuing within the car park would ever back up on to the public highway.

8 SUMMARY AND CONCLUSION

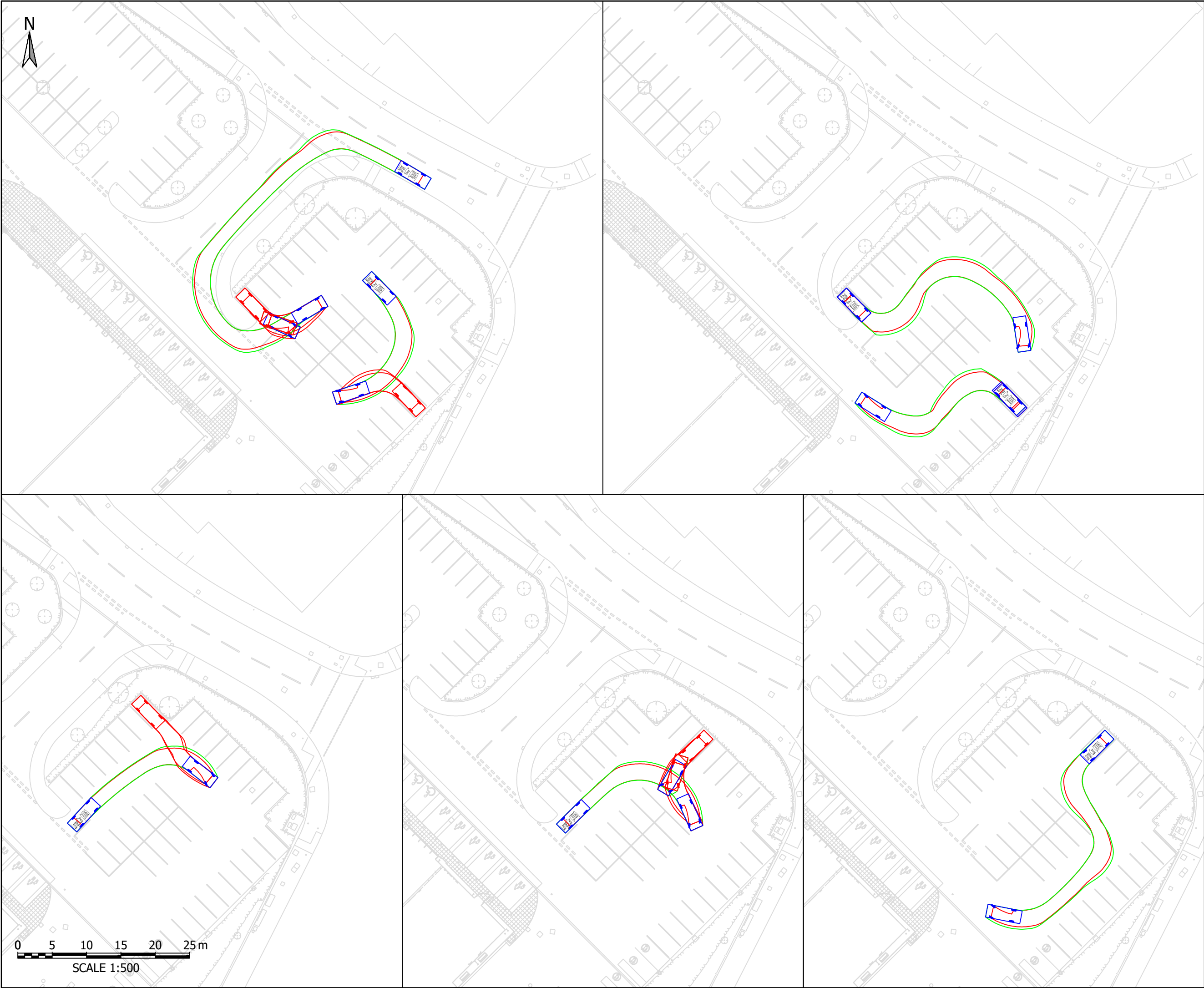
SUMMARY

- 8.1 Tetra Tech has been commissioned by ABRDN Standard to prepare a Transport Statement (TS) in support of the development of land known as Unit 6, Reading Gateway, Imperial Way, Reading.
- 8.2 The proposals comprise of a relaxation of Condition 42 of planning permission 151944, which currently restricts Unit 6's trading operation to non-food. This is to allow the development to operate as food retail.
- 8.3 The sustainable access review provided within this Transport Statement indicates that the proposed site benefits from good accessibility for pedestrians, cyclists, and public transport users.
- 8.4 An audit of Personal Injury Accident data has been undertaken. This has found no cause for concern with the current arrangement of the local highway network near the site given the urban location. The local highway network is therefore not considered to be a contributing factor to the recorded accidents.
- 8.5 Assessments advise that the proposed development will accommodate a higher level of customer demand as currently experienced during the weekday period and during the Saturday peak period, however parking impacts of the proposed development are acceptable and will not frustrate the operation of the wider car park or adjacent facilities.
- 8.6 Car park capacity is forecast to operate at 55% in the weekday PM peak, and 47% during the Saturday PM. Parking impacts of the proposed development are therefore acceptable and will also not frustrate the operation of the wider car park or adjacent facilities.
- 8.7 A sensitivity assessment has been undertaken that advises that if car parking demand is exacerbated by a sale or seasonal period it will operate at a peak weekday capacity of 78% (258 spaces occupied) and a peak Saturday capacity of 81% (266 occupied spaces).
- 8.8 The car park is forecast to operate with significant spare capacity, which is appropriate to accommodate any periods of increased parking demand, which could be generated by seasonal periods (e.g. Christmas) or discount sales events. Congestion within the car park is therefore forecast to be low, with vehicle able to locate a space in a timely manner.
- 8.9 The development site is well suited to provide a food retail facility, with the provision of such a facility will provide a significant betterment to the offering of the retail park.

CONCLUSION

- 8.10 Assessments provided within this report outline that the site is well located within the transport network to safely and suitably accommodate travel by walking, cycling, public transport, and car. The proposed change of land use for Unit 6 will not have an adverse impact on the transport network, with the shared car park operating well within capacity post development.

DRAWINGS



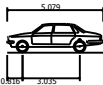
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Large Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m

PRELIMINARY ISSUE

Rev	Description	Date	By	CHK	App
P02	REVISED LAYOUT	23.11.22	BM	AP	AP
P01	PRELIMINARY FIRST ISSUE	30.06.22	BM	AP	AP

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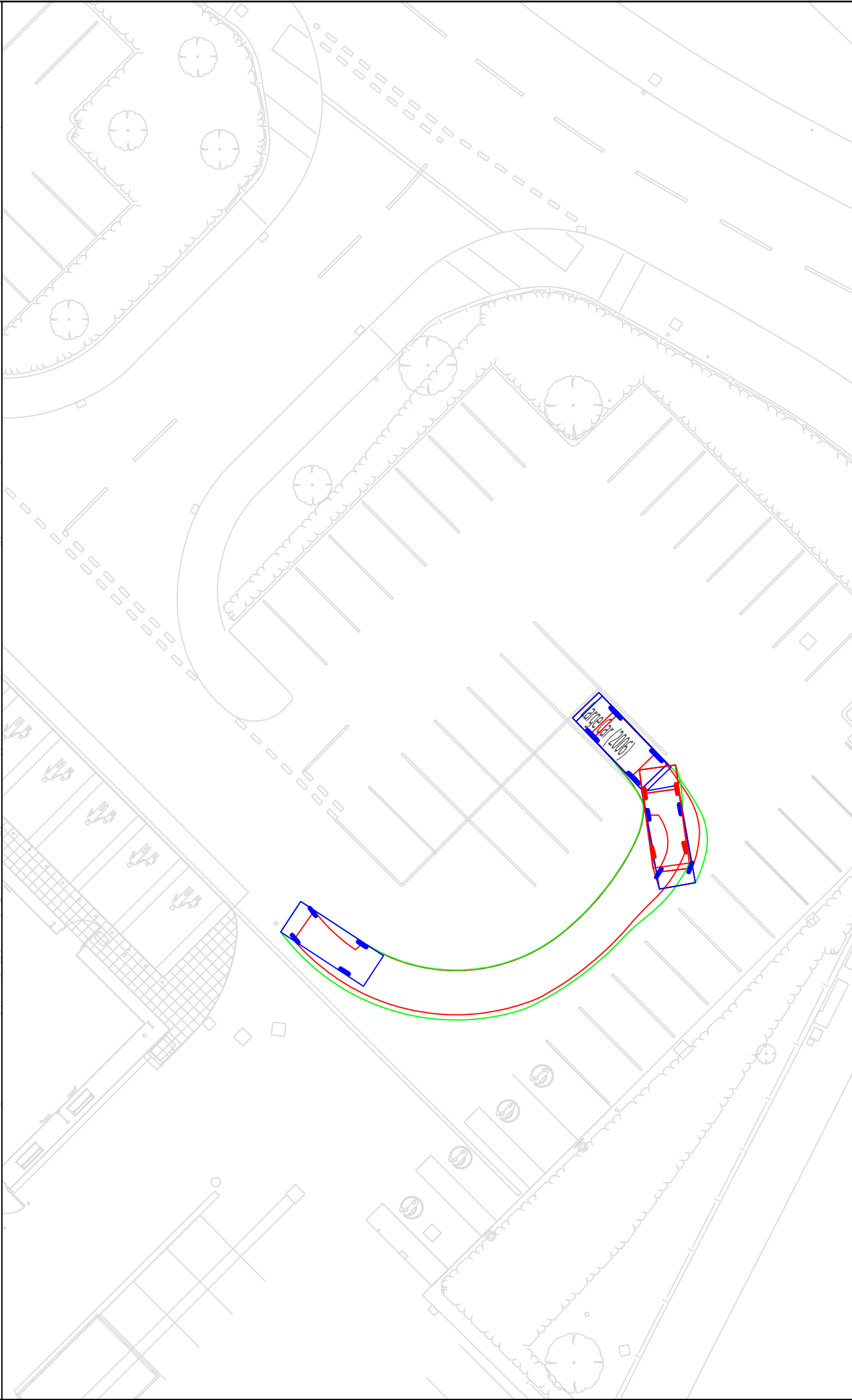
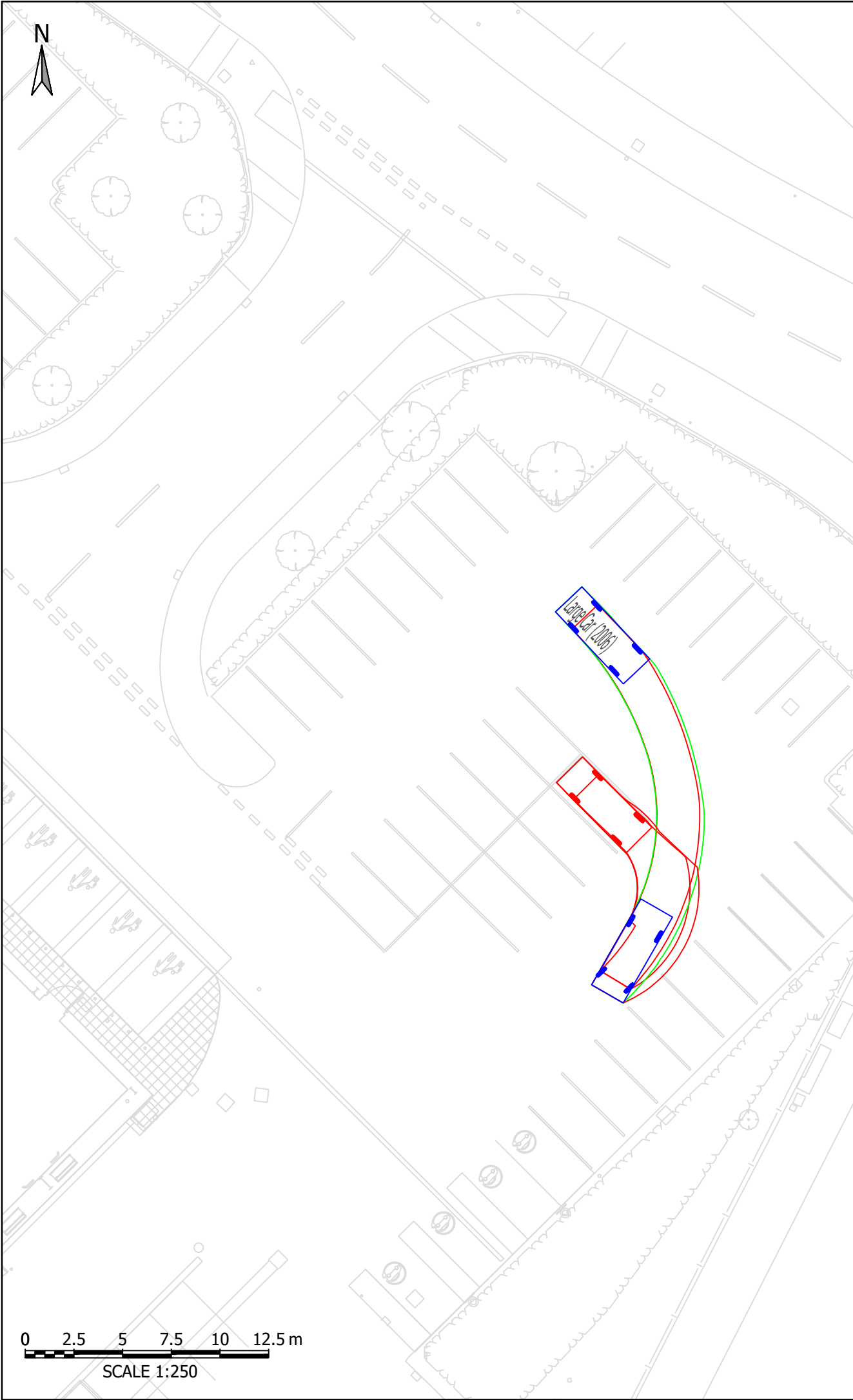


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Project Name:
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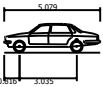
Sheet Title:
Large Car Swept Path Analysis - Sheet 1

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Suitability
784-B038455	BM	Jun 22	AP	Jun 22	AP	Jun 22	1:500	S1
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision	Revision
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Large Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m

PRELIMINARY ISSUE

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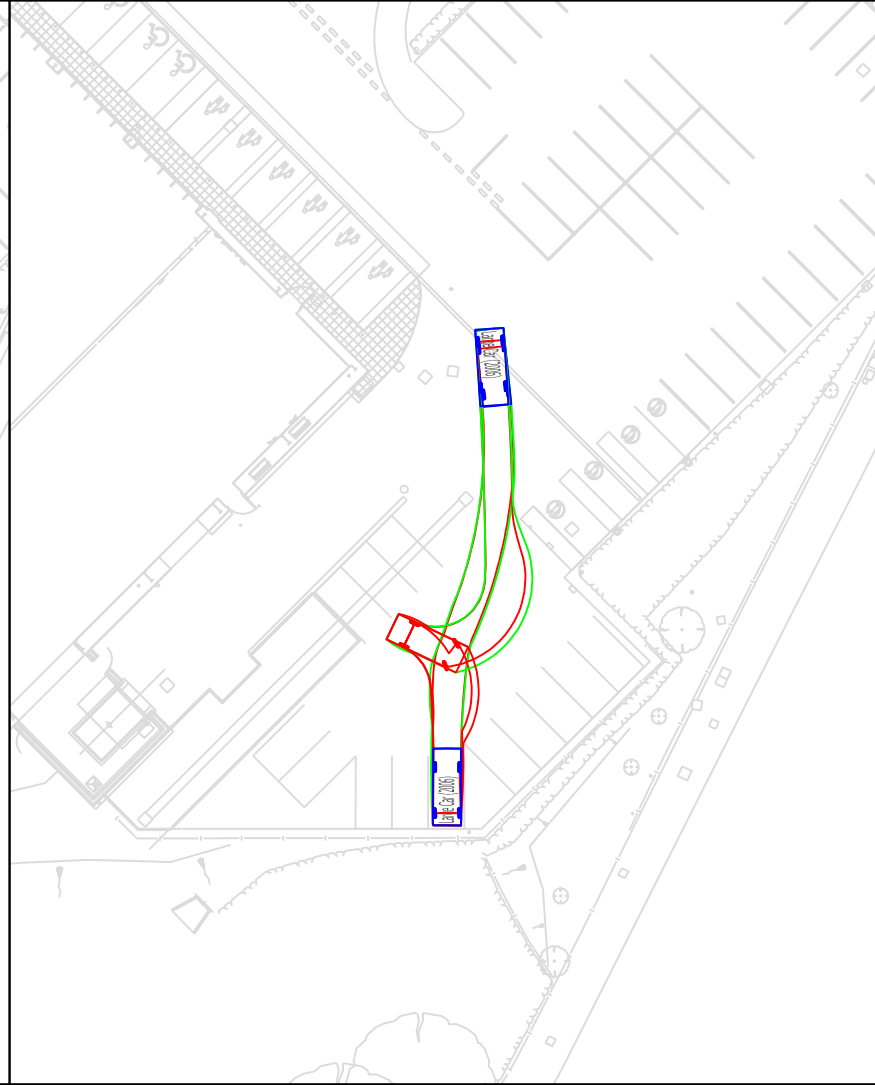
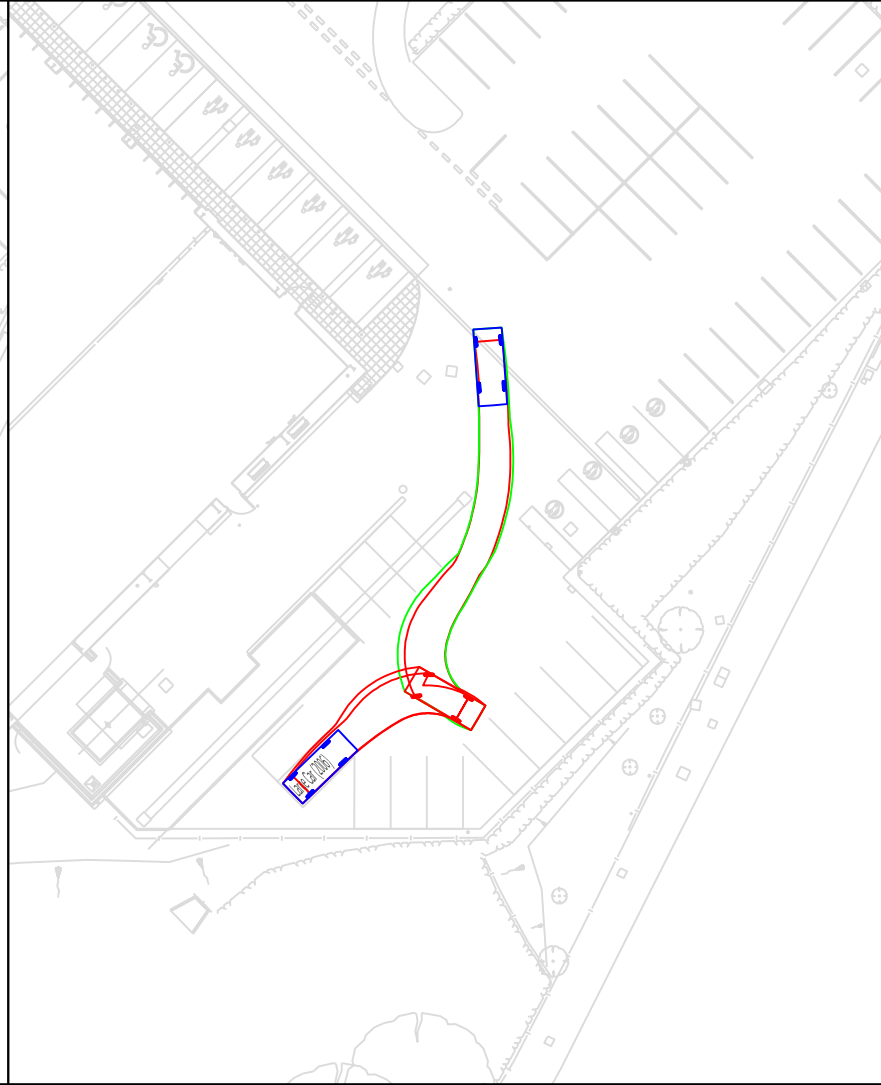
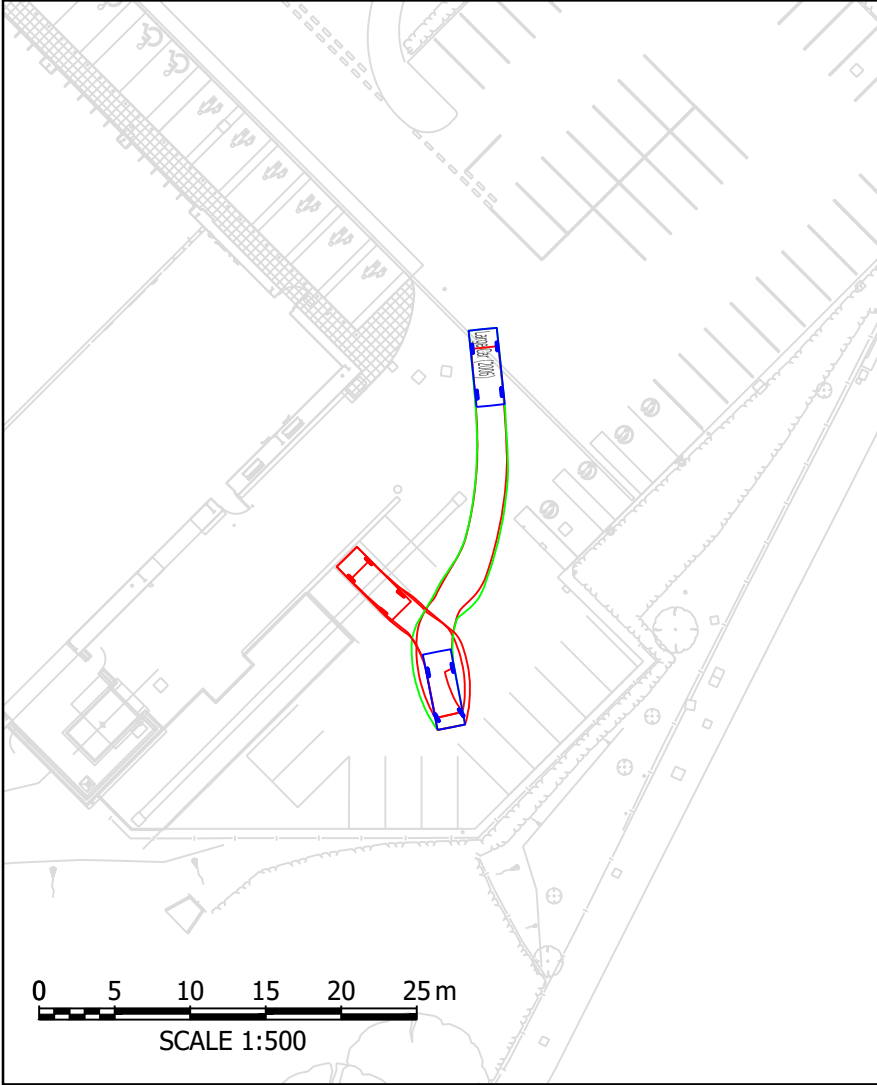
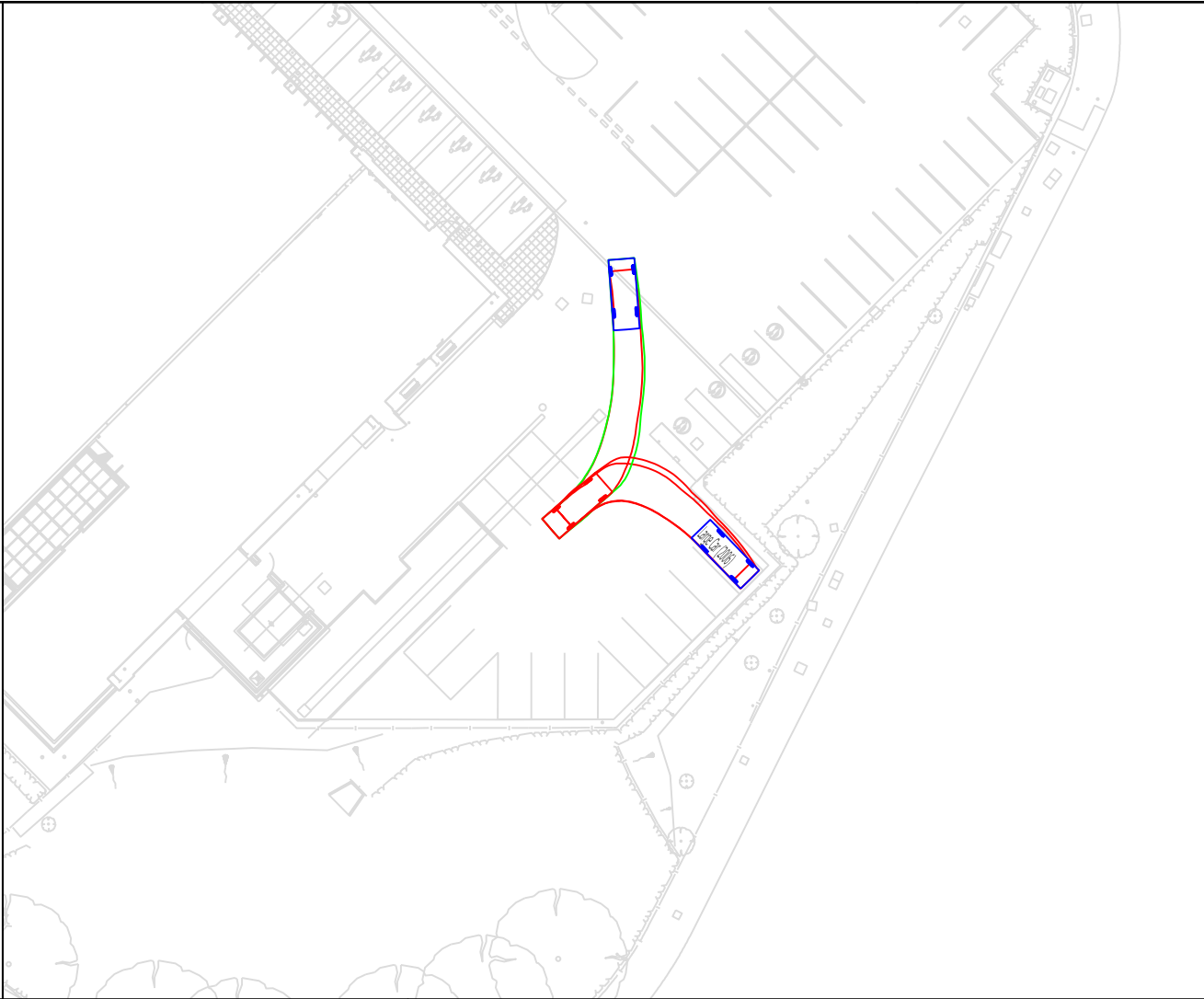
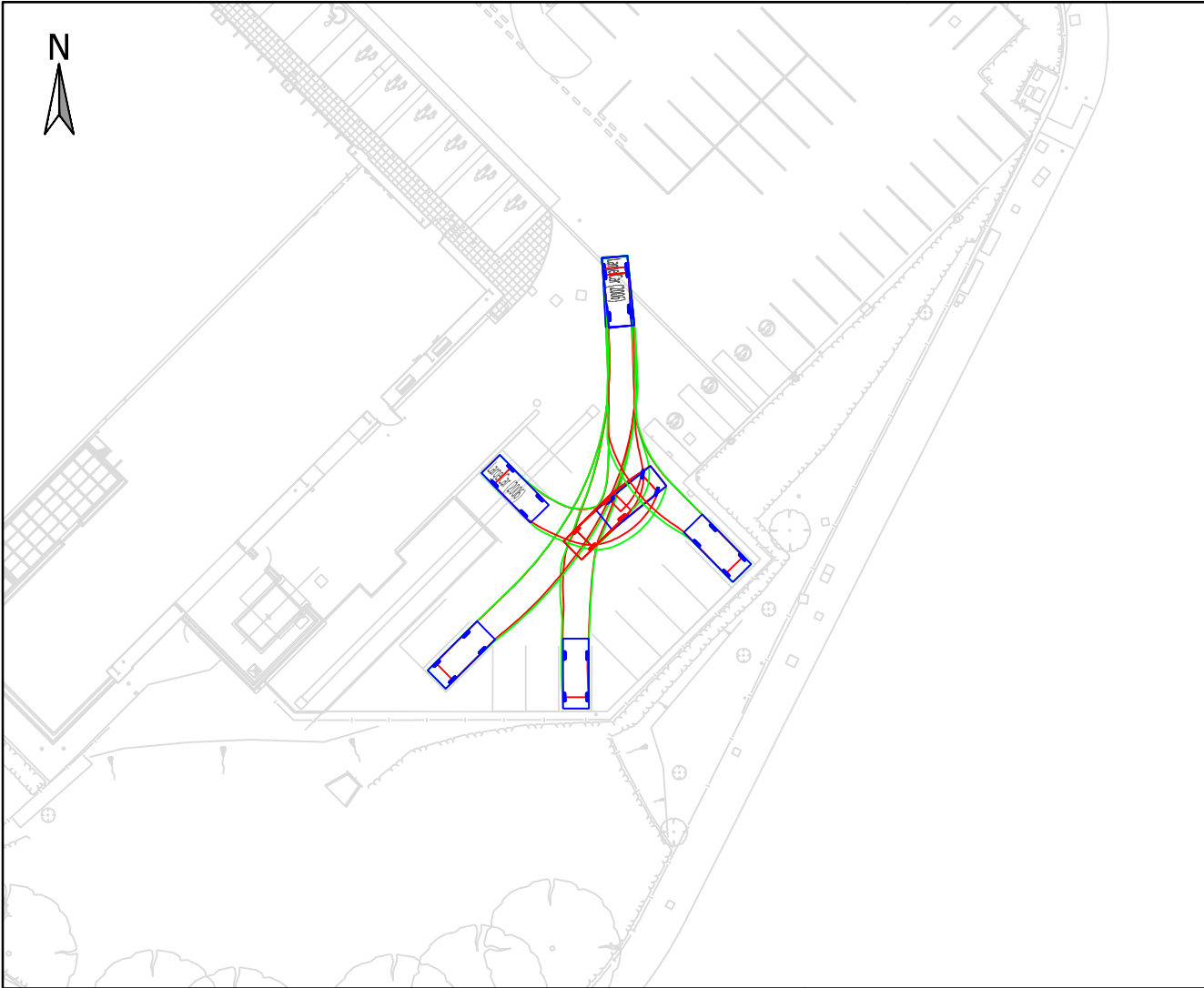
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Project Name:
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Sheet Title:
Large Car Swept Path Analysis - Sheet 2

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B038455	- TTE	- 00	- 00	- SK	- O	- 00002	P02	

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A diagram showing a car on a platform. The car's length is labeled as 5.079. The platform's length is labeled as 0.4135. The car is positioned on the platform such that its front end is aligned with the left edge of the platform.

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m

P02	UPDATED LAYOUT	23.11.22	BM	AP	AP				
P01	PRELIMINARY FIRST ISSUE	30.06.22	BM	AP	AP				
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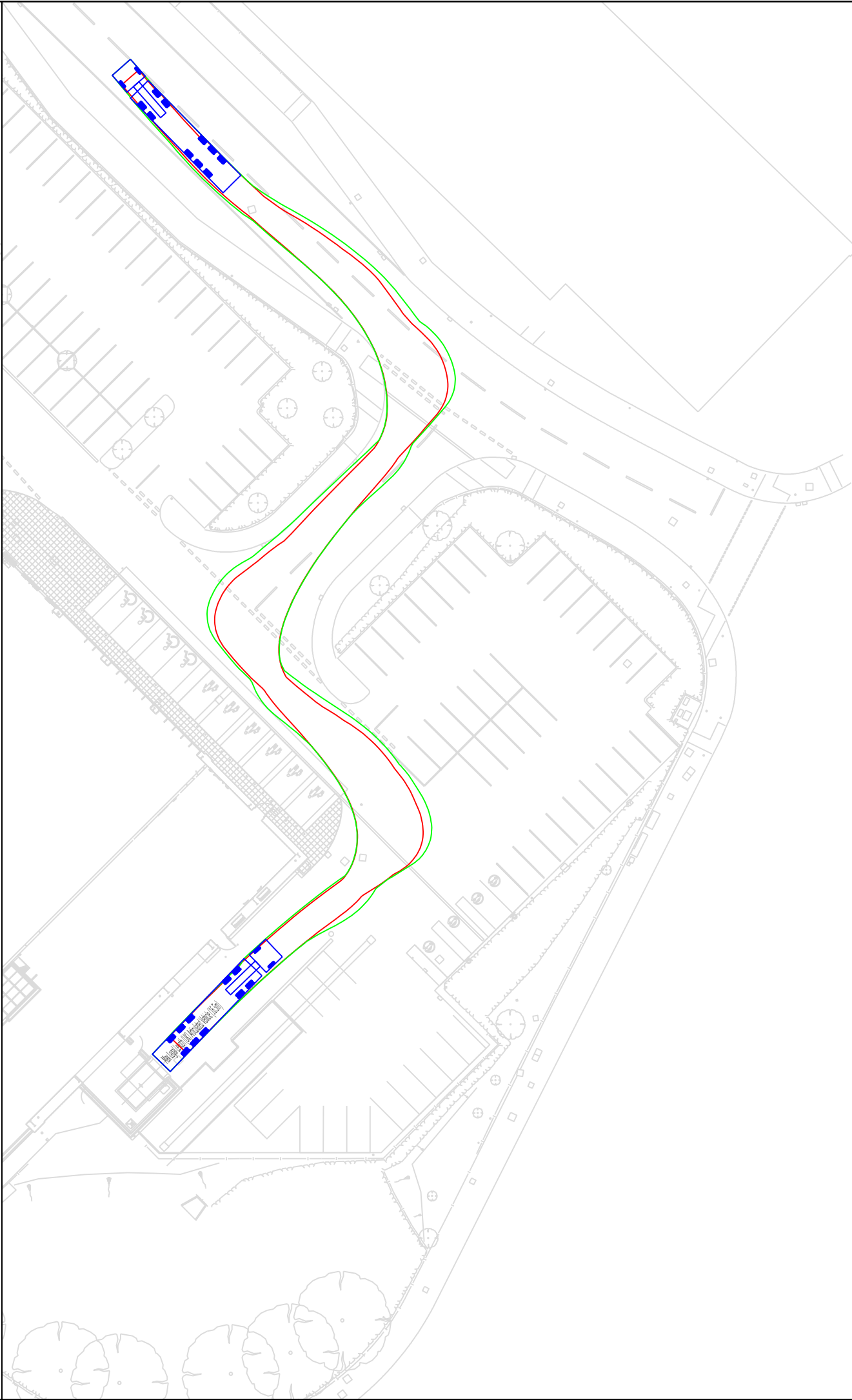
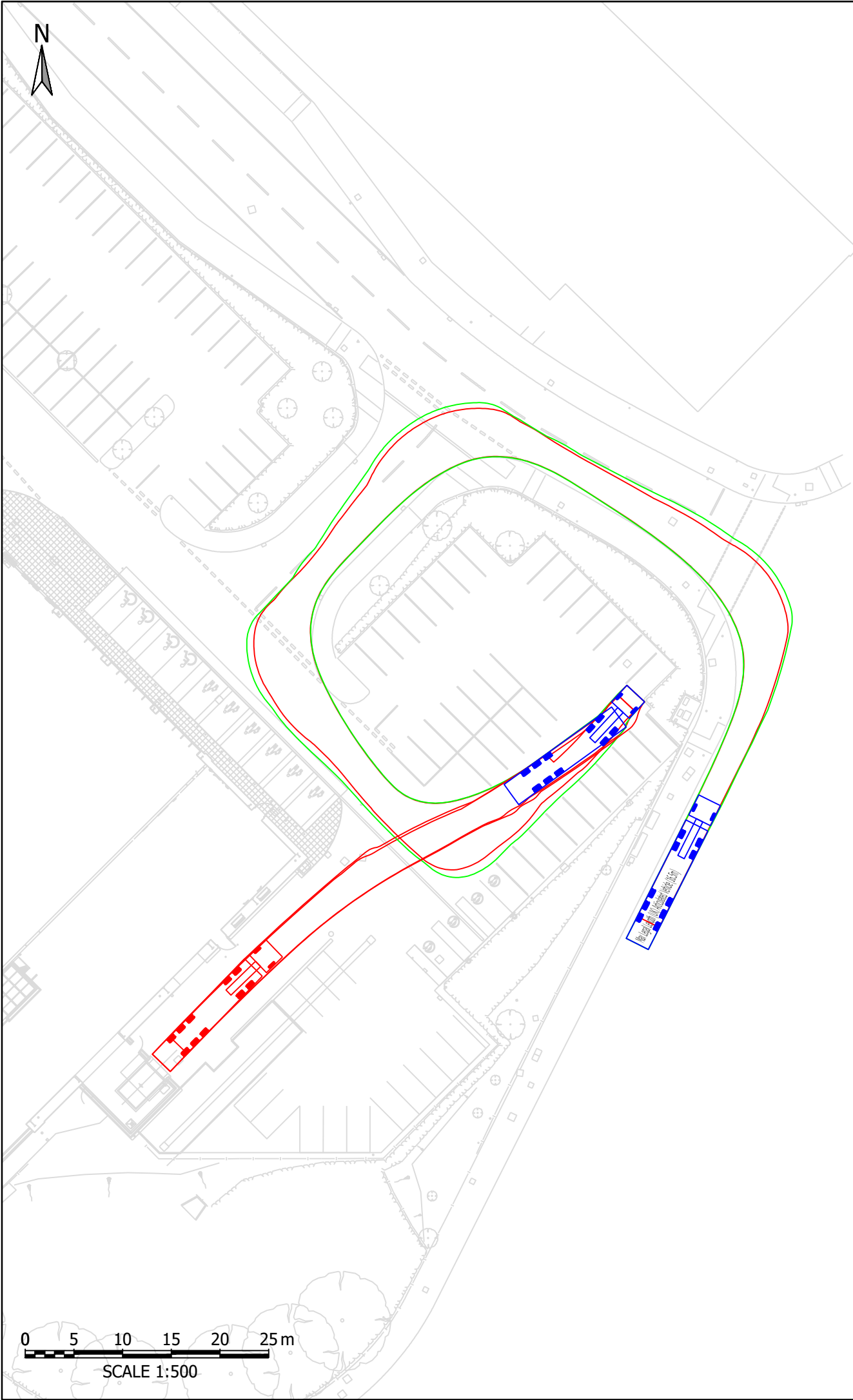
Unit 6, Reading Gateway

Large Car Swept Path Analysis - Sheet 3

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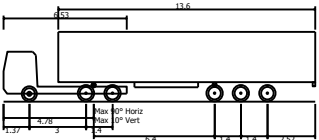
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Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

PRELIMINARY ISSUE

No.	Description	Date	Rev	By	CHK	App
P02	UPDATED LAYOUT	23.11.22		BM	AP	AP
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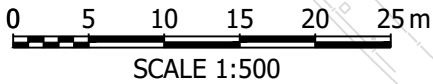
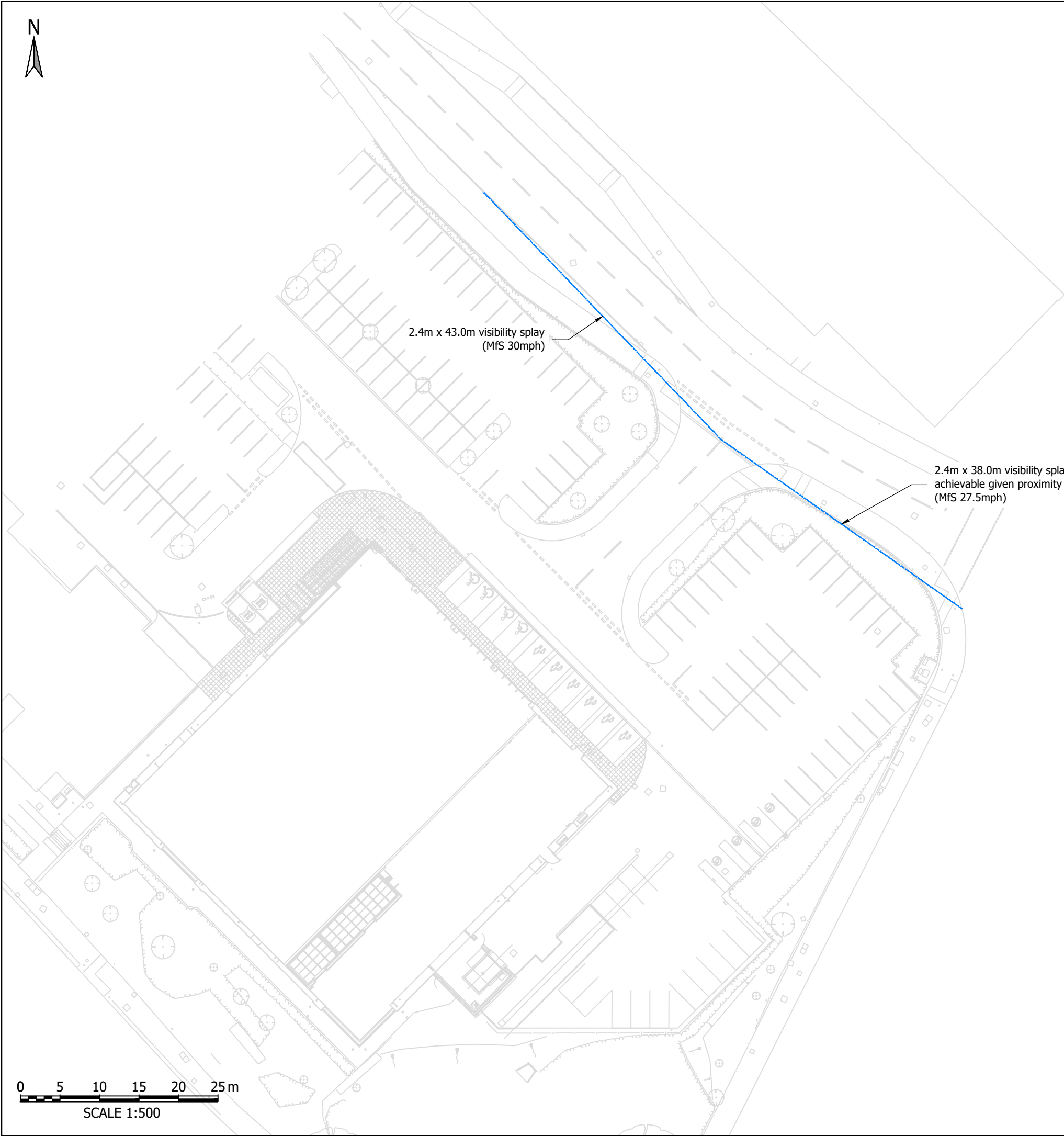
Project Name:
Unit 6, Reading Gateway

Sheet Title:
**Max Legal Length UK Arctic Swept Path
Analysis**

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Sheet Title:
Site Access Junction Visibility Splay

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Suitability
784-B038455	BM	Jun 22	AP	Jun 22	AP	Jun 22	1:500	S1
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision	
B038455	- TTE	- 00	- 00	- SK	- O	- 00005	P02	
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APPENDIX A – RBC PRE-SCOPING RESPONSE

RESPONSE TO A REQUEST FOR PRE-APPLICATION ADVICE

Planning Case Officer: Mark Worringham

Ward: Whitley

Pre-app Ref No.: 220035/PREAPP

Address: Unit 6, Reading Gateway, Imperial Way, Proctor End South, Reading

Proposal: A section 73 application is proposed to vary condition 42 of permission ref 151944 in order to allow for the sale of food at Unit 6.

Pre-applicant/Agent: Abrdn/Tetra Tech

Date pre-app request received: 11/01/2022

8 week target date for pre-application response: 01/03/2022

Major/Minor/Other Development Category: Major

PRE-APPLICATION ADVICE SUMMARY

In the light of the comments in this report, it is considered that the principle of widening the range of goods that condition 42 stipulates can be sold from the unit will be dependent on demonstration of compliance with the sequential approach as set out in the National Planning Policy Framework. Further detail on the methodology for assessment against the relevant retail tests is provided as requested. Submission of a Transport Assessment will also be required that demonstrates that significant impacts on the transport network will be avoided.

1. PROPOSAL

The proposal is to vary condition 42 of permission 151944 in relation to the former Toys R Us unit at Unit 6, Proctor End South, to allow for the sale of food. The existing condition allows for the sale of a range of goods including mainly bulky goods and toys.

According to the later planning application 190890, the unit currently has a Gross Internal Area of 1,858 sq m.

2. SUPPORTING INFORMATION SUBMITTED WITH THE PRE-APPLICATION

Pre-Application Form
Covering Letter (including Retail Scoping Note)
Location Plan

3. PLANNING HISTORY

151944/FUL: A Hybrid application seeking outline planning permission for the development of up to 175 new homes, including affordable housing(with all matters reserved apart from access), and full planning permission for the development of 12 commercial units in flexible use within Classes B1(c),B2 and B8,two car showrooms with MOT and servicing(Sui Generis), three retail warehouse

units (Class A1), 120 bed hotel (Class C1), pub with restaurant facility (Class A4), coffee shop (Class A1), restaurant (Class A3), and bank (Class A2). New vehicular access from Basingstoke Road and Imperial Way. Bus stop facilities, hard and soft landscaping and other ancillary development (Summarised Description). Permitted 14th April 2016.

161672/NMA: Application for a non-material amendment following a grant of planning permission (151944). Extends the range of goods that can be sold from the site and the hours of operation. Agreed 20th October 2016.

171137/FUL: Installation of 6 No. louvres onto the external elevations of an existing retail unit. Installation of 2 No. natural ventilation turret onto the roof of an existing retail unit. Permitted 1st September 2017.

190890/FUL: Change of use of unit from retail (Class A1) to gym (Class D2) and insertion of 1,105sqm GIA mezzanine floor. Permitted 5th December 2019.

200319/APPCON: Discharge of conditions 3 (cycle parking), 4 (refuse and recycling) and 5 (CMS) of planning permission 190890/FUL. Conditions discharged 28th July 2020.

200356/APPCON: Discharge of condition 6 (Car Parking Management Plan) of planning permission 190890/FUL. Condition discharged 28th July 2020.

200601/APPCON: Discharge of condition 7 (Travel Plan) of planning permission 190890/FUL. Condition discharged 28th July 2020.

4. CONSULTATIONS

(i) Consultation carried out by applicant and compliance with Statement of Community Involvement and summary of results of consultation

No consultation carried out. It is considered that in this instance, a Statement of Community Involvement (SCI) will not be required as part of the application.

(ii) Consultation carried out by RBC and summary of results

Transport: No response provided.

Environmental Protection: No comments.

6. ENVIRONMENTAL ASSESSMENT

The development does not fall within Schedule 2 of the EIA regulations and therefore a Screening Opinion under Regulation 5(1) of The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 is not required.

7. RELEVANT PLANNING POLICY AND GUIDANCE

National Planning Guidance

National Planning Policy Framework

Reading Borough Local Plan (adopted November 2019)

CC1: Presumption in favour of sustainable development

CC8: Safeguarding amenity

CC9: Securing infrastructure

EN15: Air quality

EN16: Pollution and water resources

EN17: Noise generating equipment
TR1: Achieving the transport strategy
TR3: Access, traffic and highway-related matters
TR5: Car and cycle parking and electric vehicle charging
RL1: Network and hierarchy of centres
RL2: Scale and location of retail, leisure and culture development
RL5: Impact of main town centre uses
OU4: Advertisements
OU5: Shopfronts and cash machines

Supplementary Planning Guidance/Documents
Planning Obligations under S106 SPD (2015)
Revised Parking Standards and Design SPD (2011)

8. APPRAISAL

Main considerations:

- (i) Principle of development
- (ii) Transport
- (iii) Environmental protection
- (iv) Community Infrastructure Levy
- (v) Other matters

(i) Principle of Development

The site is not within or on the edge of a defined centre identified in the Reading Borough Local Plan. Policy RL2 of the Local Plan directs all retail, leisure and culture development of over 2,500 sq m towards the centre of Reading. However, as the proposal is below this threshold, policy RL2 states that *“All development will comply with the relevant tests for retail, leisure and culture development set out in national policy”*. Therefore, the principle of retail development in an out-of-centre location is dependent on demonstration of compliance with the relevant policy tests. Two particular tests are set out in national policy - the sequential approach and retail impact. Until the relevant information is provided, it is not therefore possible to comment further on the principle of development.

The first point to consider is the extent to which demonstration of compliance with these tests is required by policy.

Paragraph 87 of the NPPF states that *“Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan”*. No size threshold is given. Demonstration of compliance with the sequential approach is therefore a policy requirement, and should be submitted at planning application stage.

In terms of impact, paragraph 90 of the NPPF states that an impact assessment is required for applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, with a default threshold of 2,500 sq m of gross floorspace unless there is a locally-set threshold. Based on the floorspace given in a previous application of 1,858 sq m, this proposal falls below the national threshold. Policy RL5 of the Local Plan sets a lower threshold of 1,000 sq m, but only for *“new or additional floorspace for main town centre uses in an*

edge-of-centre or out-of-centre location". This proposal does not involve new or additional floorspace, and as such policy does not require submission of an impact assessment.

Therefore, only submission of information demonstrating compliance with the sequential approach is required at application stage. However, the Retail Scoping Note submitted with the pre-application enquiry asks technical questions about the methodology of the impact assessment, and these are dealt with below in the event that an impact assessment is provided.

Primary catchment area

The proposed primary catchment area is based on a 5-minute drive time. Whilst the 5-minute drive time to the north within Reading is likely to be reasonable given the existence of existing foodstores, including discounters, such as Morrisons, Lidl and Aldi on Basingstoke Road and ASDA in Lower Earley, on or near the edge of this catchment, the situation is different in the more rural half of the catchment to the south. There are no foodstores of any particular size within the Shinfield or Spencers Wood area, and for much of that area this proposed foodstore would be the closest significant facility, particularly given the accessibility of its location by car. People in more rural locations could be expected to travel further to access a foodstore. It is therefore suggested that a 10-minute drive time would be more robust to the south of the M4. It is also recommended that the catchment include the whole of the Green Park Village residential development, which it currently bisects, because the proposed facility is also likely to be among the closest foodstores of any size for those residents.

Population and expenditure data

The proposal is to source the latest population and per capita retail expenditure data from Experian, and to project expenditure growth based on the Experian Retail Planner Briefing Note (October 2020), using a 2019 price base. There is no in-principle issue with this, although it is recommended that, given the scale of ongoing development in the south of Reading and the areas south of the M4 that the assessment includes a sense check of population figures against recent and planned residential development.

Base year and design year

The proposed base year is 2022 and the proposed design year is 2027. It is agreed that this represents an appropriate basis for the assessment.

Assessment of existing centres

The proposed methodology involves assessing Whitley and Whitley Wood centres in Reading Borough and Three Mile Cross and Spencers Wood centres in Wokingham Borough. In terms of centres in Reading, it is recommended that the assessment also cover Shinfield Road, which sits on the very edge of the 5-minute drive time and which is of importance to much of the southernmost part of Reading. In terms of Wokingham, given the recommendation that the catchment south of the M4 be extended to a 10-minute drive time, it would be consistent for the assessment to also cover Shinfield centre.

Sequential approach to site selection

As set out above, unlike retail impact, demonstration of compliance with the sequential approach would be required.

The Scoping Note requests guidance on which centres should be considered in applying the sequential approach, and proposes including Whitley, Whitley Wood, Three Mile Cross and Spencers Wood. In line with comments on assessment of existing centres, both Shinfield Road (Reading Borough) and Shinfield (Wokingham Borough) should also be included.

In terms of specific sites within or on the edge of those centres, a significant area of land is identified for redevelopment in and around Whitley district centre (see policy SR2 of the Local Plan), which includes an extension of the district centre itself. The Council is not aware of any opportunities in Whitley Wood or Shinfield Road centres. In terms of the centres outside Reading Borough, i.e. Shinfield, Spencers Wood and Three Mile Cross, other than the new proposed facilities in Shinfield (see planned investment below) the Council is not in a position to be aware of specific opportunities, but they may exist given that these settlements are subject to significant ongoing development.

It is worth noting here that, in line with paragraph 88 of the NPPF in terms of both the applicant and developer to demonstrate flexibility in applying the sequential test, the Council would expect an applicant to examine opportunities for redevelopment in sequentially preferable locations as well as use of existing units.

Retail commitments

The enquiry requests data on known commitments for retail development within the proposed catchment area. The known commitments within Reading Borough are set out below.

Ref	Address	Easting, Northing	Description	Change in retail floorspace (GIA)	Status
160199	Land at Madejski Stadium, Shooters Way (Royal Elm Park)	470835, 169751	O/L for residential for up to 422 units; FUL for 196 units, convention centre, ice rink, 246 bedroom hotel and up to 102 serviced apartments, car parking, retail space (A1 and A3/A4), office and community space, public open space.	Gain of 472 m ² of A1 retail, plus gains of 728 m ² A3 and 728 m ² A4	Permitted 29 th November 2018. Not yet started.
201825	Wm Morrison plc, Basingstoke Road	471661, 171071	New home shopping extension located adjacent to existing supermarket.	Gain of 202 m ²	Permitted 4 th March 2021. Not yet started.
201853	Brunel Retail Park, Rose Kiln Lane	471343, 171220	Demolition of existing buildings. erection of 2no. buildings for use within Classes E(g)(iii), B2 and B8, along with access and servicing arrangements, car parking, landscaping and associated works. 201842 is permission for continued use of remainder of retail park in use class E in the event that only Unit A is constructed.	Loss of 14,516 m ²	Permitted 15 th July 2021. Not yet started

The Council does not have access to a comprehensive list of commitments in the Wokingham Borough part of the catchment.

In-centre existing/committed/planned food retail investment

Of the committed developments in the table above, only permission 201825 at Morrisons on Basingstoke Road sits within a defined centre. It relates to the preparation of home delivery orders, which would include food.

As set out above, Policy SR2 of the Reading Borough Local Plan provides for an extension to the Whitley district centre, to include a potential net gain in retail and leisure. No further detail is given on expected floorspace within the policy, and at this stage there are no further proposals that could give additional detail.

Information on committed investment in centres within Wokingham Borough does not appear to be summarised in any published report, and as such is not available to us in a comprehensive manner at this time. There is considerable development underway in the South of the M4 Strategic Development Location, which covers much of the area within the proposed catchment to the south of the M4. Policy CP19 of the Wokingham Core Strategy (adopted January 2010) identifies this development, and Appendix 7 of the Core Strategy gives more detail, which includes the provision of a new local centre in Shinfield that could accommodate a store of around 2,500 sq m selling mainly convenience goods. A South of the M4 SDL SPD was adopted in 2011 which identified the location of the neighbourhood centre to the west of the existing Shinfield village centre. Outline permission O/2010/1432, covering much of the SDL in Shinfield, provides for up to 1,200 dwellings and a 2,500 sq m foodstore. Reserved matters consent was granted in October 2021 for a development that included 134.5 sq m of A1-A5 uses (reference 211530) in the Beke Avenue area, with the foodstore to be delivered as part of a future reserved matters consent. An EIA Screening Opinion (reference 210672) for 35 dwellings, a 2,500 sq m foodstore and 67 sq m of A1-A5 uses was given in June 2021 in a location on Beke Avenue.

Retail impact methodology

The proposed outline of the retail impact methodology appears acceptable, as does the proposal to utilise the Western Berkshire Retail and Commercial Leisure Study 2017 as a source of local data.

It is agreed that no assessment of the impact of non-food goods would be necessary. Such goods would either fall within categories outlined in the existing condition, and would not therefore change as a result of the development, or would be limited by continuation of the 5% allowance for goods ancillary to the stated goods, assuming the remainder of the wording of the condition is carried over.

(ii) Transport

No comments have been received from RBC Transport colleagues on this pre-application enquiry. However, based on similar previous applications, it is expected that the proposal has potential to lead to an increase in trips, and therefore any application must be submitted with a Transport Assessment. This should compare the trip generation for the existing and proposed uses and should be for both vehicles and total people.

The Planning Obligations under Section 106 SPD sets out where a contribution towards transport measures within a Section 106 agreement would be required. This states that contributions towards *“Strategic Borough wide transport improvements as set out in the Local Transport Plan and accompanying rolling delivery plan”* are to be generally made by the Community Infrastructure Levy. A Section 106 agreement would be expected to cover site related highway works made necessary by the development and not part of any transport programme, as well as *“Other site related transportation mitigation measures including car clubs, electric vehicle charging points, travel plans, which result directly from the development.”* The Transport Assessment should highlight whether any such requirements are necessary.

In terms of car parking, the site falls within Zone 3 as defined in the Council’s Revised Parking Standards and Design SPD (2011). This document has not changed since the original application was determined. The current use is non-food retail of over 1,000 sq m, and the expected maximum parking standard in the SPD in Zone 3 is one space per 30 sq m. The proposed use as food retail (of any size) has the same parking standard. Unless the floor area of the unit is to increase, which is not anticipated in the current submission, there is not therefore expected to be any requirement for additional parking.

The standards for cycle parking are also identical between non-food retail over 1,000 sq m and food retail, and, as for car parking, there is not expected to be any requirement for additional cycle parking.

As a Section 73 application in effect takes effect to create a new, independent permission, any permission would need to carry across the relevant conditions from permission 151944. As such, the unit would continue to need to comply with ongoing requirements such as the Car Park/Delivery Management Plan (condition 54), and the Employment Travel Plan (condition 56) and annual review (condition 57).

(iii) Environmental protection

The Environmental Protection Team responded to the consultation but had no comments.

The site is located around 65 metres from the nearest residential dwellings on Kingsley Close, which is on the other side of Basingstoke Road. The uses that immediately adjoin the site are commercial in nature. The site is located within the Air Quality Management Area, but no increase in parking is proposed and it is not expected that an Air Quality Assessment would be required.

The original permission 151944 was subject to a number of conditions that would be retained within the new permission. These include the hours of operation of the retail units (condition 44, which was amended by 161672), the installation and maintenance of air conditioning and refrigeration plant (condition 62) and the Waste Management Plan (condition 77).

(iv) Community Infrastructure Levy

The current CIL Charging Schedule specifies a rate of £0 per sq m for retail developments of less than 2,000 sq m outside the centre and £150 per sq m (before indexation) for retail developments of 2,000 sq m or more outside the centre. The

proposal would not have the effect of changing the charging category within which the unit sits. As such, there would not be a CIL charge.

(v) Other matters

A separate planning application would be needed for any external alterations that are necessary and which would require permission. In the event that changes are needed to the shopfront that would require permission, policy OU5 sets out the Council's policy, and this is supplemented by a Design Guide to Shopfronts SPD adopted in January 2022. A separate application for advertisement consent may also be necessary, to which policy OU4 of the Local Plan applies.

9. TYPE OF APPLICATION AND TIMESCALE

The application would be an application under Section 73 of the Town and Country Planning Act 1990 to vary condition 42 of planning permission 151944.

As the floorspace exceeds 1,000 sq m, this is considered to be a major planning application. The timescale for determination would therefore be 13 weeks.

Under recent delegations, applications to vary conditions for major permissions no longer need to be determined by Planning Applications Committee, and are delegated to officers unless called in for determination by a Councillor.

10. ADVICE ON SUPPORTING INFORMATION REQUIRED FOR A PLANNING APPLICATION

The following information should be submitted with the planning application, as set out in the Council's Validation Checklist (see the Council's website¹):

- Completed application form
- Combined ownership certificates and agricultural land declaration
- Location plan
- Site plan
- Approved and proposed floor plans (if changes are proposed)
- Approved and proposed elevations (if changes are proposed)
- Approved and proposed roof plan (if changes are proposed)
- Approved and proposed block plan (if changes are proposed)
- Planning Statement to explain changes
- Completed CIL form
- Transport Assessment
- Retail sequential test
- Correct fee

In order that any application can be determined with 13 weeks, in the event that the transport information identifies a need for a Section 106 agreement, heads of terms of s106 agreement will need to be submitted as no detail have been submitted at pre-application stage. These should include:

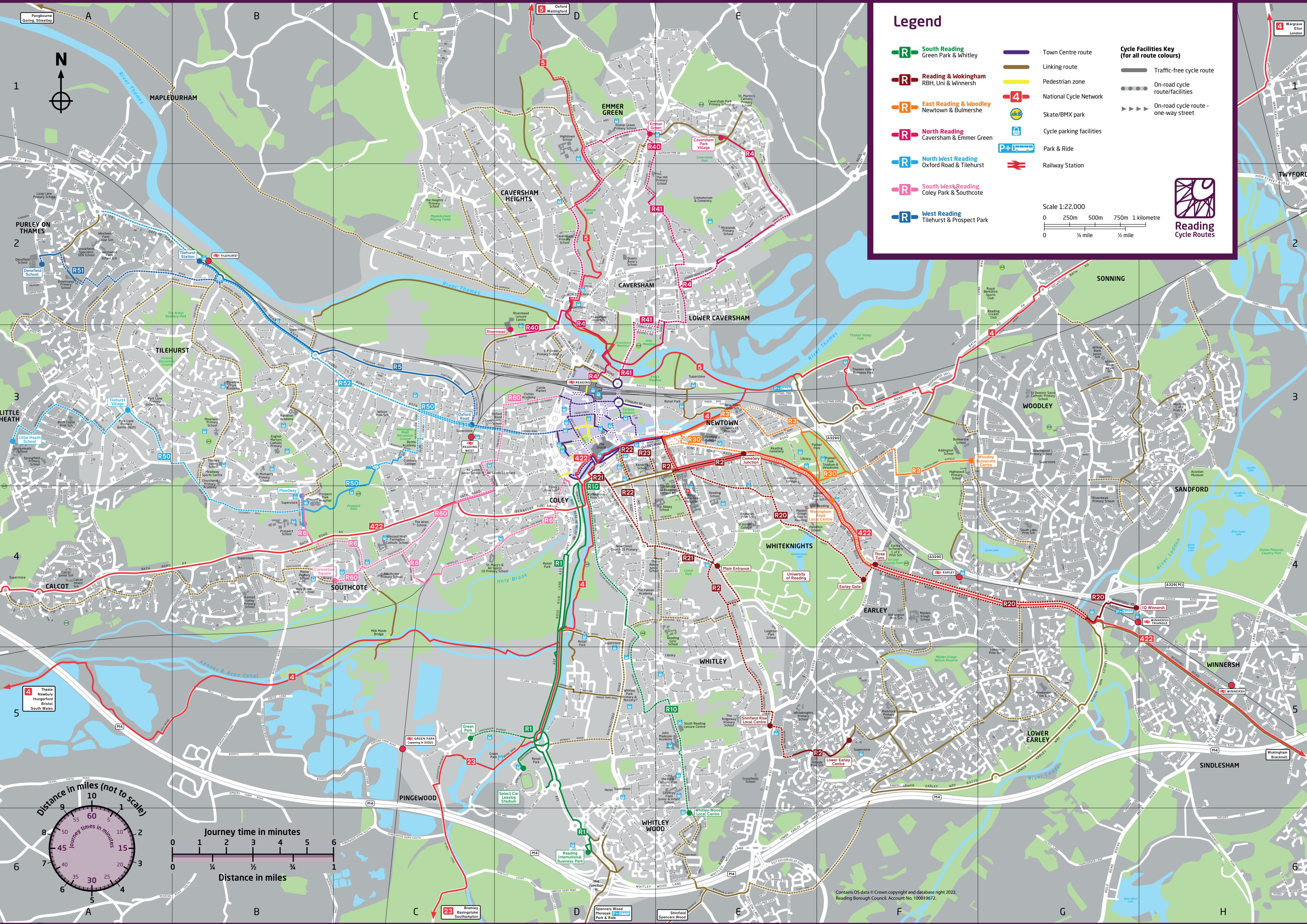
- Name, address and phone number of applicant
- Details of the applicant's interest in the land

¹ <https://images.reading.gov.uk/2021/12/Validation-Checklist-2021-Final-Version-02.12.21.pdf>

- Copies of title deeds, or applicants/owners agreement to produce evidence of title
- Name, address, phone number, e-mail address and fax of the applicant's solicitor
- Names and addresses of any other owners and their solicitors
- Details of any mortgages and the mortgagees' details

NB: This advice is given on a without-prejudice basis and in good faith and will not over-ride the formal consideration of a planning application by the Council. The target timing for a decision on a formal application is based on the Government's performance targets, but will depend on the complexity and quality of the application and whether the Council decides to seek amendments to the proposal before a decision is made. The responses received from consultees may also affect the decision period if matters are raised which were not addressed at pre-application stage or require consideration before a decision is made.

APPENDIX B: READING CYCLING NETWORK MAP



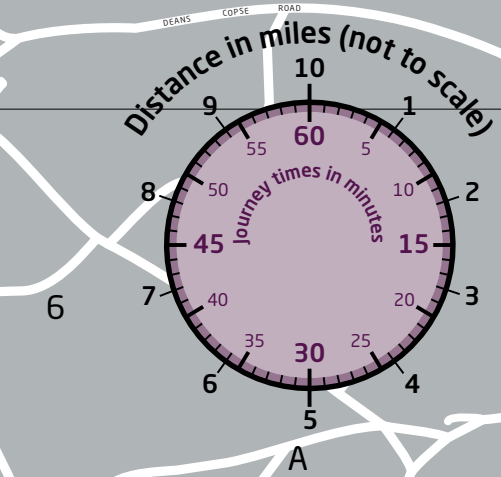
Legend

- South Reading**
Green Park & Whitley
- Reading & Wokingham**
RBH, Uni & Winnersh
- East Reading & Woodley**
Newtown & Bulmershe
- North Reading**
Caversham & Emmer Green
- North West Reading**
Oxford Road & Tilehurst
- South West Reading**
Coley Park & Southcote
- West Reading**
Tilehurst & Prospect Park
- Town Centre route**
- Linking route**
- National Cycle Network**
- Skate/BMX park**
- Cycle parking facilities**
- Park & Ride**
- Railway Station**

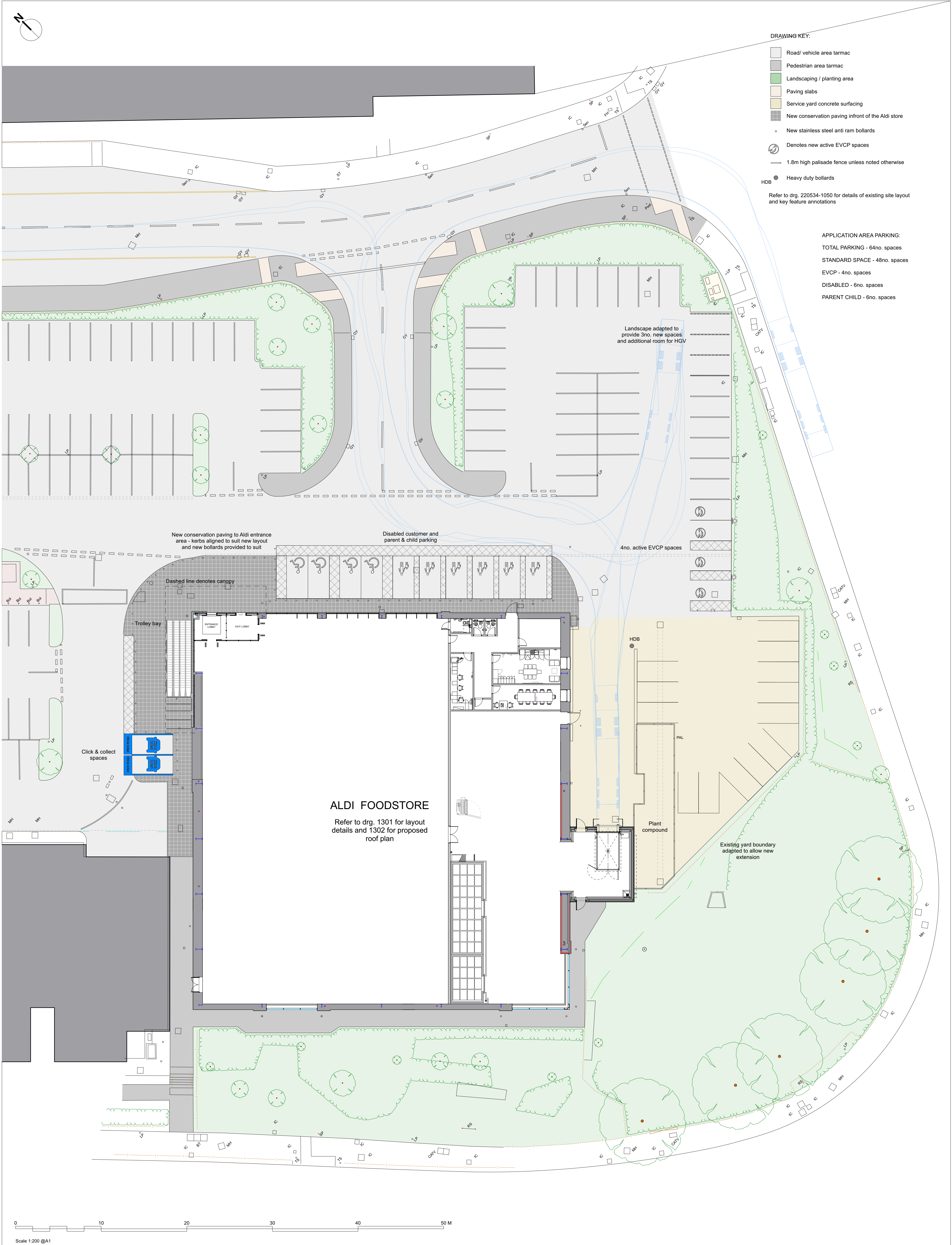
- Cycle Facilities Key
(for all route colours)**
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route - one-way street



Scale 1:22,000
0 250m 500m 750m 1 kilometre
0 1/4 mile 1/2 mile



APPENDIX C – SITE MASTERPLAN



0 10 20 30 40 50 M

Scale 1:200 @A1



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Project
Reading Gateway, Sentinel End
Aldi Foodstore

Client
Aldi Stores Ltd

Scale 1:200 Paper Size A1

Date 29/09/2022 MS MW PLANNING

P3 06/12/2022 MW MS Pod extension outline adjusted to suit current scissor lift design
P2 15/11/2022 MW MS Annotations updated. External lobby omitted.
P1 20/10/2022 MW MS Planning issue. Boundary updated. Drg. ref changed.

Rev Date By Ap Note

Drawing Title
Proposed Site Plan

Project Number Drawing Number Revision
220534 1300 P3

Date 29/09/2022 MS MW PLANNING

Check all dimensions and levels on site

Only to be used on the site for which designed. The express transmission of design information contained in this drawing is carried out entirely at the user's risk and Kendall Kingscott Ltd. shall have no liability for any errors or inaccuracies arising therefrom. The production of amended or updated information from the said design information by the user is entirely the responsibility of the user and Kendall Kingscott Ltd. shall have no responsibility to request thereof whatsoever.

APPENDIX D – TRICS OUTPUT

WYG Victoria Street Bristol

Licence No: 705103

Calculation Reference: AUDIT-705103-220420-0419

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
10	WALES	
	CF CARDIFF	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: 1425 to 2568 (units: sqm)
 Range Selected by User: 900 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 23/09/21

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:

Saturday 5 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Retail Zone	1
No Sub Category	2

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.

WYG Victoria Street Bristol

Licence No: 705103

Secondary Filtering selection:

Use Class:

E(a) 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
1.1 to 1.5	4 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	1 days
No	3 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	5 days
-----------------	--------

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

WYG Victoria Street Bristol

Licence No: 705103

LIST OF SITES relevant to selection parameters

1	CF-01-C-01	LIDL	CARDIFF
	EAST TYNDALL STREET		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	2568 sqm	
	Survey date: SATURDAY	01/07/17	Survey Type: MANUAL
2	LN-01-C-02	LIDL	LINCOLNSHIRE
	DIXON STREET		
	LINCOLN		
	NEW BOULTHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	2233 sqm	
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL
3	NT-01-C-01	LIDL	NOTTINGHAMSHIRE
	CHAPEL LANE		
	BINGHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2440 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL
4	SM-01-C-01	LIDL	SOMERSET
	SEAWARD WAY		
	MINEHEAD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2247 sqm	
	Survey date: SATURDAY	24/06/17	Survey Type: MANUAL
5	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	2417 sqm	
	Survey date: SATURDAY	16/07/16	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 SURVEYS

Site Ref	Survey Date	Reason for Deselection
SF-01-C-02	26/06/21	Not representative

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.49

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	5	2381	0.420	5	2381	0.092	5	2381	0.512
08:00 - 09:00	5	2381	2.184	5	2381	1.663	5	2381	3.847
09:00 - 10:00	5	2381	3.335	5	2381	2.663	5	2381	5.998
10:00 - 11:00	5	2381	4.696	5	2381	4.015	5	2381	8.711
11:00 - 12:00	5	2381	5.754	5	2381	5.460	5	2381	11.214
12:00 - 13:00	5	2381	5.258	5	2381	5.871	5	2381	11.129
13:00 - 14:00	5	2381	4.780	5	2381	4.746	5	2381	9.526
14:00 - 15:00	5	2381	4.645	5	2381	4.847	5	2381	9.492
15:00 - 16:00	5	2381	4.494	5	2381	4.511	5	2381	9.005
16:00 - 17:00	5	2381	4.452	5	2381	4.570	5	2381	9.022
17:00 - 18:00	5	2381	3.688	5	2381	3.696	5	2381	7.384
18:00 - 19:00	5	2381	2.789	5	2381	3.293	5	2381	6.082
19:00 - 20:00	5	2381	1.924	5	2381	2.495	5	2381	4.419
20:00 - 21:00	5	2381	0.949	5	2381	1.100	5	2381	2.049
21:00 - 22:00	5	2381	0.546	5	2381	0.840	5	2381	1.386
22:00 - 23:00	5	2381	0.000	5	2381	0.050	5	2381	0.050
23:00 - 24:00									
Total Rates:			49.914			49.912			99.826

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

1425 - 2568 (units: sqm)
 01/01/14 - 23/09/21
 0
 6
 0
 1
 0

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

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL 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	5	2381	0.000	5	2381	0.000	5	2381	0.000
08:00 - 09:00	5	2381	0.008	5	2381	0.008	5	2381	0.016
09:00 - 10:00	5	2381	0.008	5	2381	0.008	5	2381	0.016
10:00 - 11:00	5	2381	0.042	5	2381	0.034	5	2381	0.076
11:00 - 12:00	5	2381	0.076	5	2381	0.059	5	2381	0.135
12:00 - 13:00	5	2381	0.050	5	2381	0.076	5	2381	0.126
13:00 - 14:00	5	2381	0.034	5	2381	0.025	5	2381	0.059
14:00 - 15:00	5	2381	0.025	5	2381	0.008	5	2381	0.033
15:00 - 16:00	5	2381	0.059	5	2381	0.059	5	2381	0.118
16:00 - 17:00	5	2381	0.034	5	2381	0.050	5	2381	0.084
17:00 - 18:00	5	2381	0.017	5	2381	0.017	5	2381	0.034
18:00 - 19:00	5	2381	0.034	5	2381	0.025	5	2381	0.059
19:00 - 20:00	5	2381	0.059	5	2381	0.076	5	2381	0.135
20:00 - 21:00	5	2381	0.059	5	2381	0.050	5	2381	0.109
21:00 - 22:00	5	2381	0.034	5	2381	0.042	5	2381	0.076
22:00 - 23:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
23:00 - 24:00									
Total Rates:			0.539				0.537	1.076	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL 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	5	2381	0.017	5	2381	0.017	5	2381	0.034
08:00 - 09:00	5	2381	0.000	5	2381	0.008	5	2381	0.008
09:00 - 10:00	5	2381	0.008	5	2381	0.008	5	2381	0.016
10:00 - 11:00	5	2381	0.008	5	2381	0.000	5	2381	0.008
11:00 - 12:00	5	2381	0.000	5	2381	0.008	5	2381	0.008
12:00 - 13:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
13:00 - 14:00	5	2381	0.008	5	2381	0.000	5	2381	0.008
14:00 - 15:00	5	2381	0.000	5	2381	0.008	5	2381	0.008
15:00 - 16:00	5	2381	0.025	5	2381	0.017	5	2381	0.042
16:00 - 17:00	5	2381	0.008	5	2381	0.008	5	2381	0.016
17:00 - 18:00	5	2381	0.000	5	2381	0.008	5	2381	0.008
18:00 - 19:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
19:00 - 20:00	5	2381	0.008	5	2381	0.008	5	2381	0.016
20:00 - 21:00	5	2381	0.025	5	2381	0.008	5	2381	0.033
21:00 - 22:00	5	2381	0.000	5	2381	0.017	5	2381	0.017
22:00 - 23:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
23:00 - 24:00									
Total Rates:			0.107			0.115			0.222

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PSVS

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	5	2381	0.000	5	2381	0.000	5	2381	0.000
08:00 - 09:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
09:00 - 10:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
10:00 - 11:00	5	2381	0.008	5	2381	0.000	5	2381	0.008
11:00 - 12:00	5	2381	0.000	5	2381	0.008	5	2381	0.008
12:00 - 13:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
13:00 - 14:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
14:00 - 15:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
15:00 - 16:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
16:00 - 17:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
17:00 - 18:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
18:00 - 19:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
19:00 - 20:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
20:00 - 21:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
21:00 - 22:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
22:00 - 23:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
23:00 - 24:00									
Total Rates:			0.008				0.008	0.016	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL 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	5	2381	0.025	5	2381	0.000	5	2381	0.025
08:00 - 09:00	5	2381	0.008	5	2381	0.025	5	2381	0.033
09:00 - 10:00	5	2381	0.084	5	2381	0.092	5	2381	0.176
10:00 - 11:00	5	2381	0.134	5	2381	0.059	5	2381	0.193
11:00 - 12:00	5	2381	0.118	5	2381	0.109	5	2381	0.227
12:00 - 13:00	5	2381	0.101	5	2381	0.059	5	2381	0.160
13:00 - 14:00	5	2381	0.101	5	2381	0.109	5	2381	0.210
14:00 - 15:00	5	2381	0.084	5	2381	0.084	5	2381	0.168
15:00 - 16:00	5	2381	0.084	5	2381	0.042	5	2381	0.126
16:00 - 17:00	5	2381	0.101	5	2381	0.160	5	2381	0.261
17:00 - 18:00	5	2381	0.067	5	2381	0.118	5	2381	0.185
18:00 - 19:00	5	2381	0.109	5	2381	0.092	5	2381	0.201
19:00 - 20:00	5	2381	0.109	5	2381	0.109	5	2381	0.218
20:00 - 21:00	5	2381	0.092	5	2381	0.076	5	2381	0.168
21:00 - 22:00	5	2381	0.034	5	2381	0.076	5	2381	0.110
22:00 - 23:00	5	2381	0.000	5	2381	0.017	5	2381	0.017
23:00 - 24:00									
Total Rates:			1.251				1.227	2.478	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL VEHICLE OCCUPANTS

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	5	2381	0.655	5	2381	0.143	5	2381	0.798
08:00 - 09:00	5	2381	3.410	5	2381	2.638	5	2381	6.048
09:00 - 10:00	5	2381	5.241	5	2381	4.292	5	2381	9.533
10:00 - 11:00	5	2381	8.106	5	2381	6.779	5	2381	14.885
11:00 - 12:00	5	2381	9.937	5	2381	8.996	5	2381	18.933
12:00 - 13:00	5	2381	9.399	5	2381	10.349	5	2381	19.748
13:00 - 14:00	5	2381	8.635	5	2381	8.450	5	2381	17.085
14:00 - 15:00	5	2381	8.484	5	2381	8.853	5	2381	17.337
15:00 - 16:00	5	2381	8.534	5	2381	8.484	5	2381	17.018
16:00 - 17:00	5	2381	7.988	5	2381	8.291	5	2381	16.279
17:00 - 18:00	5	2381	6.543	5	2381	6.619	5	2381	13.162
18:00 - 19:00	5	2381	4.822	5	2381	5.661	5	2381	10.483
19:00 - 20:00	5	2381	3.293	5	2381	4.586	5	2381	7.879
20:00 - 21:00	5	2381	1.378	5	2381	1.714	5	2381	3.092
21:00 - 22:00	5	2381	0.840	5	2381	1.369	5	2381	2.209
22:00 - 23:00	5	2381	0.000	5	2381	0.059	5	2381	0.059
23:00 - 24:00									
Total Rates:			87.265				87.283	174.548	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PEDESTRIANS

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	5	2381	0.109	5	2381	0.059	5	2381	0.168
08:00 - 09:00	5	2381	0.613	5	2381	0.445	5	2381	1.058
09:00 - 10:00	5	2381	0.689	5	2381	0.655	5	2381	1.344
10:00 - 11:00	5	2381	1.504	5	2381	0.991	5	2381	2.495
11:00 - 12:00	5	2381	1.050	5	2381	1.100	5	2381	2.150
12:00 - 13:00	5	2381	1.680	5	2381	1.655	5	2381	3.335
13:00 - 14:00	5	2381	1.428	5	2381	1.546	5	2381	2.974
14:00 - 15:00	5	2381	1.831	5	2381	1.907	5	2381	3.738
15:00 - 16:00	5	2381	1.571	5	2381	1.562	5	2381	3.133
16:00 - 17:00	5	2381	1.319	5	2381	1.378	5	2381	2.697
17:00 - 18:00	5	2381	1.302	5	2381	1.361	5	2381	2.663
18:00 - 19:00	5	2381	1.008	5	2381	1.067	5	2381	2.075
19:00 - 20:00	5	2381	0.865	5	2381	0.848	5	2381	1.713
20:00 - 21:00	5	2381	0.622	5	2381	0.739	5	2381	1.361
21:00 - 22:00	5	2381	0.294	5	2381	0.386	5	2381	0.680
22:00 - 23:00	5	2381	0.084	5	2381	0.092	5	2381	0.176
23:00 - 24:00									
Total Rates:			15.969				15.791	31.760	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL BUS/TRAM PASSENGERS

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	5	2381	0.017	5	2381	0.000	5	2381	0.017
08:00 - 09:00	5	2381	0.059	5	2381	0.034	5	2381	0.093
09:00 - 10:00	5	2381	0.059	5	2381	0.067	5	2381	0.126
10:00 - 11:00	5	2381	0.076	5	2381	0.092	5	2381	0.168
11:00 - 12:00	5	2381	0.017	5	2381	0.025	5	2381	0.042
12:00 - 13:00	5	2381	0.050	5	2381	0.034	5	2381	0.084
13:00 - 14:00	5	2381	0.025	5	2381	0.042	5	2381	0.067
14:00 - 15:00	5	2381	0.059	5	2381	0.076	5	2381	0.135
15:00 - 16:00	5	2381	0.042	5	2381	0.042	5	2381	0.084
16:00 - 17:00	5	2381	0.034	5	2381	0.034	5	2381	0.068
17:00 - 18:00	5	2381	0.025	5	2381	0.025	5	2381	0.050
18:00 - 19:00	5	2381	0.017	5	2381	0.008	5	2381	0.025
19:00 - 20:00	5	2381	0.025	5	2381	0.034	5	2381	0.059
20:00 - 21:00	5	2381	0.000	5	2381	0.008	5	2381	0.008
21:00 - 22:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
22:00 - 23:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
23:00 - 24:00									
Total Rates:			0.505				0.521	1.026	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL RAIL PASSENGERS

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	5	2381	0.000	5	2381	0.000	5	2381	0.000
08:00 - 09:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
09:00 - 10:00	5	2381	0.008	5	2381	0.000	5	2381	0.008
10:00 - 11:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
11:00 - 12:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
12:00 - 13:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
13:00 - 14:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
14:00 - 15:00	5	2381	0.000	5	2381	0.008	5	2381	0.008
15:00 - 16:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
16:00 - 17:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
17:00 - 18:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
18:00 - 19:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
19:00 - 20:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
20:00 - 21:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
21:00 - 22:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
22:00 - 23:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
23:00 - 24:00									
Total Rates:			0.008				0.008	0.016	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL PUBLIC TRANSPORT USERS
 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	5	2381	0.017	5	2381	0.000	5	2381	0.017
08:00 - 09:00	5	2381	0.059	5	2381	0.034	5	2381	0.093
09:00 - 10:00	5	2381	0.067	5	2381	0.067	5	2381	0.134
10:00 - 11:00	5	2381	0.076	5	2381	0.092	5	2381	0.168
11:00 - 12:00	5	2381	0.017	5	2381	0.025	5	2381	0.042
12:00 - 13:00	5	2381	0.050	5	2381	0.034	5	2381	0.084
13:00 - 14:00	5	2381	0.025	5	2381	0.042	5	2381	0.067
14:00 - 15:00	5	2381	0.059	5	2381	0.084	5	2381	0.143
15:00 - 16:00	5	2381	0.042	5	2381	0.042	5	2381	0.084
16:00 - 17:00	5	2381	0.034	5	2381	0.034	5	2381	0.068
17:00 - 18:00	5	2381	0.025	5	2381	0.025	5	2381	0.050
18:00 - 19:00	5	2381	0.017	5	2381	0.008	5	2381	0.025
19:00 - 20:00	5	2381	0.025	5	2381	0.034	5	2381	0.059
20:00 - 21:00	5	2381	0.000	5	2381	0.008	5	2381	0.008
21:00 - 22:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
22:00 - 23:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
23:00 - 24:00									
Total Rates:			0.513			0.529			1.042

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.18

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	5	2381	0.806	5	2381	0.202	5	2381	1.008
08:00 - 09:00	5	2381	4.091	5	2381	3.142	5	2381	7.233
09:00 - 10:00	5	2381	6.081	5	2381	5.107	5	2381	11.188
10:00 - 11:00	5	2381	9.819	5	2381	7.921	5	2381	17.740
11:00 - 12:00	5	2381	11.121	5	2381	10.231	5	2381	21.352
12:00 - 13:00	5	2381	11.231	5	2381	12.096	5	2381	23.327
13:00 - 14:00	5	2381	10.189	5	2381	10.147	5	2381	20.336
14:00 - 15:00	5	2381	10.458	5	2381	10.928	5	2381	21.386
15:00 - 16:00	5	2381	10.231	5	2381	10.130	5	2381	20.361
16:00 - 17:00	5	2381	9.441	5	2381	9.861	5	2381	19.302
17:00 - 18:00	5	2381	7.938	5	2381	8.123	5	2381	16.061
18:00 - 19:00	5	2381	5.955	5	2381	6.829	5	2381	12.784
19:00 - 20:00	5	2381	4.292	5	2381	5.577	5	2381	9.869
20:00 - 21:00	5	2381	2.092	5	2381	2.537	5	2381	4.629
21:00 - 22:00	5	2381	1.168	5	2381	1.831	5	2381	2.999
22:00 - 23:00	5	2381	0.084	5	2381	0.168	5	2381	0.252
23:00 - 24:00									
Total Rates:			104.997				104.830	209.827	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL 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	5	2381	0.370	5	2381	0.050	5	2381	0.420
08:00 - 09:00	5	2381	2.024	5	2381	1.571	5	2381	3.595
09:00 - 10:00	5	2381	3.217	5	2381	2.545	5	2381	5.762
10:00 - 11:00	5	2381	4.477	5	2381	3.872	5	2381	8.349
11:00 - 12:00	5	2381	5.485	5	2381	5.191	5	2381	10.676
12:00 - 13:00	5	2381	5.115	5	2381	5.653	5	2381	10.768
13:00 - 14:00	5	2381	4.578	5	2381	4.612	5	2381	9.190
14:00 - 15:00	5	2381	4.418	5	2381	4.645	5	2381	9.063
15:00 - 16:00	5	2381	4.267	5	2381	4.292	5	2381	8.559
16:00 - 17:00	5	2381	4.301	5	2381	4.385	5	2381	8.686
17:00 - 18:00	5	2381	3.494	5	2381	3.528	5	2381	7.022
18:00 - 19:00	5	2381	2.646	5	2381	3.133	5	2381	5.779
19:00 - 20:00	5	2381	1.814	5	2381	2.293	5	2381	4.107
20:00 - 21:00	5	2381	0.832	5	2381	0.983	5	2381	1.815
21:00 - 22:00	5	2381	0.454	5	2381	0.714	5	2381	1.168
22:00 - 23:00	5	2381	0.000	5	2381	0.050	5	2381	0.050
23:00 - 24:00									
Total Rates:			47.492			47.517			95.009

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL 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	5	2381	0.034	5	2381	0.025	5	2381	0.059
08:00 - 09:00	5	2381	0.143	5	2381	0.067	5	2381	0.210
09:00 - 10:00	5	2381	0.101	5	2381	0.101	5	2381	0.202
10:00 - 11:00	5	2381	0.160	5	2381	0.109	5	2381	0.269
11:00 - 12:00	5	2381	0.168	5	2381	0.168	5	2381	0.336
12:00 - 13:00	5	2381	0.076	5	2381	0.126	5	2381	0.202
13:00 - 14:00	5	2381	0.134	5	2381	0.092	5	2381	0.226
14:00 - 15:00	5	2381	0.176	5	2381	0.168	5	2381	0.344
15:00 - 16:00	5	2381	0.118	5	2381	0.109	5	2381	0.227
16:00 - 17:00	5	2381	0.109	5	2381	0.126	5	2381	0.235
17:00 - 18:00	5	2381	0.160	5	2381	0.118	5	2381	0.278
18:00 - 19:00	5	2381	0.101	5	2381	0.126	5	2381	0.227
19:00 - 20:00	5	2381	0.042	5	2381	0.118	5	2381	0.160
20:00 - 21:00	5	2381	0.017	5	2381	0.050	5	2381	0.067
21:00 - 22:00	5	2381	0.059	5	2381	0.059	5	2381	0.118
22:00 - 23:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
23:00 - 24:00									
Total Rates:			1.598				1.562	3.160	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL 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	5	2381	0.000	5	2381	0.000	5	2381	0.000
08:00 - 09:00	5	2381	0.008	5	2381	0.008	5	2381	0.016
09:00 - 10:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
10:00 - 11:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
11:00 - 12:00	5	2381	0.025	5	2381	0.025	5	2381	0.050
12:00 - 13:00	5	2381	0.017	5	2381	0.017	5	2381	0.034
13:00 - 14:00	5	2381	0.025	5	2381	0.017	5	2381	0.042
14:00 - 15:00	5	2381	0.025	5	2381	0.017	5	2381	0.042
15:00 - 16:00	5	2381	0.025	5	2381	0.034	5	2381	0.059
16:00 - 17:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
17:00 - 18:00	5	2381	0.017	5	2381	0.025	5	2381	0.042
18:00 - 19:00	5	2381	0.008	5	2381	0.008	5	2381	0.016
19:00 - 20:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
20:00 - 21:00	5	2381	0.017	5	2381	0.008	5	2381	0.025
21:00 - 22:00	5	2381	0.000	5	2381	0.008	5	2381	0.008
22:00 - 23:00	5	2381	0.000	5	2381	0.000	5	2381	0.000
23:00 - 24:00									
Total Rates:			0.167			0.167			0.334

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.

WYG Victoria Street Bristol

Licence No: 705103

Calculation Reference: AUDIT-705103-220420-0443

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	CF CARDIFF	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: 1023 to 2568 (units: sqm)
 Range Selected by User: 900 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 23/09/21

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:

Wednesday	1 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	7 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)	1
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
Development Zone	1
Retail Zone	3
No Sub Category	1

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

WYG Victoria Street Bristol

Licence No: 705103

Secondary Filtering selection:

Use Class:

E(a) 7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
250,001 to 500,000	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	1 days
1.1 to 1.5	6 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	2 days
No	4 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	7 days
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This data displays the number of selected surveys with PTAL Ratings.

WYG Victoria Street Bristol

Licence No: 705103

LIST OF SITES relevant to selection parameters

1	CA-01-C-01 CROMWELL ROAD WISBECH	LIDL		CAMBRIDGESHIRE
	Edge of Town Retail Zone Total Gross floor area:		1466 sqm	
	Survey date: FRIDAY		21/10/16	Survey Type: MANUAL
2	CF-01-C-01 EAST TYNDALL STREET CARDIFF	LIDL		CARDIFF
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area:		2568 sqm	
	Survey date: THURSDAY		29/06/17	Survey Type: MANUAL
3	DH-01-C-01 WATLING ROAD BISHOP AUCKLAND	ALDI		DURHAM
	Edge of Town Retail Zone Total Gross floor area:		1023 sqm	
	Survey date: THURSDAY		06/04/17	Survey Type: MANUAL
4	NT-01-C-01 CHAPEL LANE BINGHAM	LIDL		NOTTINGHAMSHIRE
	Edge of Town Industrial Zone Total Gross floor area:		2440 sqm	
	Survey date: FRIDAY		15/07/16	Survey Type: MANUAL
5	SM-01-C-01 SEAWARD WAY MINEHEAD	LIDL		SOMERSET
	Edge of Town No Sub Category Total Gross floor area:		2247 sqm	
	Survey date: THURSDAY		22/06/17	Survey Type: MANUAL
6	WO-01-C-01 BLACKPOLE ROAD WORCESTER BRICKFIELDS	LIDL		WORCESTERSHIRE
	Edge of Town Retail Zone Total Gross floor area:		2417 sqm	
	Survey date: WEDNESDAY		13/07/16	Survey Type: MANUAL
7	WS-01-C-03 SHRIPNEY ROAD BOGNOR REGIS	LIDL		WEST SUSSEX
	Edge of Town Industrial Zone Total Gross floor area:		2125 sqm	
	Survey date: THURSDAY		23/09/21	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AD-01-C-02	09/06/21	Not representative
WS-01-C-01	20/10/20	Not representative
WS-01-C-02	21/10/20	Not representative

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.14

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	7	2041	0.455	7	2041	0.105	7	2041	0.560
08:00 - 09:00	7	2041	2.695	7	2041	2.030	7	2041	4.725
09:00 - 10:00	7	2041	3.374	7	2041	2.919	7	2041	6.293
10:00 - 11:00	7	2041	3.885	7	2041	3.598	7	2041	7.483
11:00 - 12:00	7	2041	4.438	7	2041	4.284	7	2041	8.722
12:00 - 13:00	7	2041	4.627	7	2041	4.298	7	2041	8.925
13:00 - 14:00	7	2041	4.200	7	2041	4.662	7	2041	8.862
14:00 - 15:00	7	2041	4.620	7	2041	4.578	7	2041	9.198
15:00 - 16:00	7	2041	4.298	7	2041	4.375	7	2041	8.673
16:00 - 17:00	7	2041	4.102	7	2041	4.130	7	2041	8.232
17:00 - 18:00	7	2041	3.878	7	2041	4.004	7	2041	7.882
18:00 - 19:00	7	2041	3.346	7	2041	3.731	7	2041	7.077
19:00 - 20:00	7	2041	2.513	7	2041	2.856	7	2041	5.369
20:00 - 21:00	7	2041	1.407	7	2041	1.820	7	2041	3.227
21:00 - 22:00	7	2041	0.469	7	2041	0.868	7	2041	1.337
22:00 - 23:00	7	2041	0.028	7	2041	0.175	7	2041	0.203
23:00 - 24:00									
Total Rates:			48.335			48.433			96.768

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:

1023 - 2568 (units: sqm)

Survey date date range:

01/01/14 - 23/09/21

Number of weekdays (Monday-Friday):

10

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

3

Surveys manually removed from selection:

0

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

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL 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	7	2041	0.000	7	2041	0.000	7	2041	0.000
08:00 - 09:00	7	2041	0.014	7	2041	0.007	7	2041	0.021
09:00 - 10:00	7	2041	0.035	7	2041	0.028	7	2041	0.063
10:00 - 11:00	7	2041	0.028	7	2041	0.021	7	2041	0.049
11:00 - 12:00	7	2041	0.000	7	2041	0.014	7	2041	0.014
12:00 - 13:00	7	2041	0.021	7	2041	0.021	7	2041	0.042
13:00 - 14:00	7	2041	0.035	7	2041	0.042	7	2041	0.077
14:00 - 15:00	7	2041	0.028	7	2041	0.014	7	2041	0.042
15:00 - 16:00	7	2041	0.007	7	2041	0.021	7	2041	0.028
16:00 - 17:00	7	2041	0.021	7	2041	0.014	7	2041	0.035
17:00 - 18:00	7	2041	0.035	7	2041	0.035	7	2041	0.070
18:00 - 19:00	7	2041	0.035	7	2041	0.035	7	2041	0.070
19:00 - 20:00	7	2041	0.007	7	2041	0.014	7	2041	0.021
20:00 - 21:00	7	2041	0.028	7	2041	0.021	7	2041	0.049
21:00 - 22:00	7	2041	0.014	7	2041	0.021	7	2041	0.035
22:00 - 23:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
23:00 - 24:00									
Total Rates:			0.308				0.308	0.616	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL 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	7	2041	0.000	7	2041	0.000	7	2041	0.000
08:00 - 09:00	7	2041	0.007	7	2041	0.014	7	2041	0.021
09:00 - 10:00	7	2041	0.014	7	2041	0.014	7	2041	0.028
10:00 - 11:00	7	2041	0.021	7	2041	0.014	7	2041	0.035
11:00 - 12:00	7	2041	0.007	7	2041	0.014	7	2041	0.021
12:00 - 13:00	7	2041	0.021	7	2041	0.014	7	2041	0.035
13:00 - 14:00	7	2041	0.028	7	2041	0.028	7	2041	0.056
14:00 - 15:00	7	2041	0.000	7	2041	0.007	7	2041	0.007
15:00 - 16:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
16:00 - 17:00	7	2041	0.007	7	2041	0.007	7	2041	0.014
17:00 - 18:00	7	2041	0.007	7	2041	0.000	7	2041	0.007
18:00 - 19:00	7	2041	0.021	7	2041	0.021	7	2041	0.042
19:00 - 20:00	7	2041	0.007	7	2041	0.014	7	2041	0.021
20:00 - 21:00	7	2041	0.007	7	2041	0.014	7	2041	0.021
21:00 - 22:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
22:00 - 23:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
23:00 - 24:00									
Total Rates:			0.147				0.161	0.308	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL 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	7	2041	0.014	7	2041	0.000	7	2041	0.014
08:00 - 09:00	7	2041	0.091	7	2041	0.077	7	2041	0.168
09:00 - 10:00	7	2041	0.098	7	2041	0.049	7	2041	0.147
10:00 - 11:00	7	2041	0.119	7	2041	0.091	7	2041	0.210
11:00 - 12:00	7	2041	0.035	7	2041	0.112	7	2041	0.147
12:00 - 13:00	7	2041	0.063	7	2041	0.077	7	2041	0.140
13:00 - 14:00	7	2041	0.105	7	2041	0.105	7	2041	0.210
14:00 - 15:00	7	2041	0.133	7	2041	0.091	7	2041	0.224
15:00 - 16:00	7	2041	0.084	7	2041	0.091	7	2041	0.175
16:00 - 17:00	7	2041	0.126	7	2041	0.084	7	2041	0.210
17:00 - 18:00	7	2041	0.098	7	2041	0.175	7	2041	0.273
18:00 - 19:00	7	2041	0.105	7	2041	0.098	7	2041	0.203
19:00 - 20:00	7	2041	0.056	7	2041	0.070	7	2041	0.126
20:00 - 21:00	7	2041	0.070	7	2041	0.063	7	2041	0.133
21:00 - 22:00	7	2041	0.000	7	2041	0.014	7	2041	0.014
22:00 - 23:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
23:00 - 24:00									
Total Rates:			1.197				1.197	2.394	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL VEHICLE OCCUPANTS

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	7	2041	0.539	7	2041	0.119	7	2041	0.658
08:00 - 09:00	7	2041	3.346	7	2041	2.555	7	2041	5.901
09:00 - 10:00	7	2041	4.508	7	2041	3.815	7	2041	8.323
10:00 - 11:00	7	2041	5.754	7	2041	5.187	7	2041	10.941
11:00 - 12:00	7	2041	6.566	7	2041	6.391	7	2041	12.957
12:00 - 13:00	7	2041	6.587	7	2041	6.286	7	2041	12.873
13:00 - 14:00	7	2041	5.838	7	2041	6.503	7	2041	12.341
14:00 - 15:00	7	2041	6.776	7	2041	6.489	7	2041	13.265
15:00 - 16:00	7	2041	6.538	7	2041	6.440	7	2041	12.978
16:00 - 17:00	7	2041	6.118	7	2041	6.426	7	2041	12.544
17:00 - 18:00	7	2041	5.523	7	2041	6.020	7	2041	11.543
18:00 - 19:00	7	2041	5.138	7	2041	5.369	7	2041	10.507
19:00 - 20:00	7	2041	3.801	7	2041	4.368	7	2041	8.169
20:00 - 21:00	7	2041	2.051	7	2041	2.779	7	2041	4.830
21:00 - 22:00	7	2041	0.567	7	2041	1.106	7	2041	1.673
22:00 - 23:00	7	2041	0.028	7	2041	0.189	7	2041	0.217
23:00 - 24:00									
Total Rates:			69.678				70.042	139.720	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PEDESTRIANS

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	7	2041	0.056	7	2041	0.000	7	2041	0.056
08:00 - 09:00	7	2041	0.665	7	2041	0.595	7	2041	1.260
09:00 - 10:00	7	2041	1.015	7	2041	0.784	7	2041	1.799
10:00 - 11:00	7	2041	1.085	7	2041	0.763	7	2041	1.848
11:00 - 12:00	7	2041	1.064	7	2041	1.176	7	2041	2.240
12:00 - 13:00	7	2041	1.288	7	2041	1.176	7	2041	2.464
13:00 - 14:00	7	2041	1.330	7	2041	1.337	7	2041	2.667
14:00 - 15:00	7	2041	0.798	7	2041	0.945	7	2041	1.743
15:00 - 16:00	7	2041	1.008	7	2041	0.938	7	2041	1.946
16:00 - 17:00	7	2041	0.875	7	2041	0.987	7	2041	1.862
17:00 - 18:00	7	2041	1.036	7	2041	1.232	7	2041	2.268
18:00 - 19:00	7	2041	0.994	7	2041	0.854	7	2041	1.848
19:00 - 20:00	7	2041	0.497	7	2041	0.707	7	2041	1.204
20:00 - 21:00	7	2041	0.644	7	2041	0.651	7	2041	1.295
21:00 - 22:00	7	2041	0.238	7	2041	0.364	7	2041	0.602
22:00 - 23:00	7	2041	0.000	7	2041	0.028	7	2041	0.028
23:00 - 24:00									
Total Rates:			12.593				12.537	25.130	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL BUS/TRAM PASSENGERS

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	7	2041	0.021	7	2041	0.021	7	2041	0.042
08:00 - 09:00	7	2041	0.056	7	2041	0.042	7	2041	0.098
09:00 - 10:00	7	2041	0.056	7	2041	0.028	7	2041	0.084
10:00 - 11:00	7	2041	0.063	7	2041	0.035	7	2041	0.098
11:00 - 12:00	7	2041	0.077	7	2041	0.084	7	2041	0.161
12:00 - 13:00	7	2041	0.077	7	2041	0.042	7	2041	0.119
13:00 - 14:00	7	2041	0.021	7	2041	0.049	7	2041	0.070
14:00 - 15:00	7	2041	0.042	7	2041	0.028	7	2041	0.070
15:00 - 16:00	7	2041	0.014	7	2041	0.021	7	2041	0.035
16:00 - 17:00	7	2041	0.014	7	2041	0.035	7	2041	0.049
17:00 - 18:00	7	2041	0.021	7	2041	0.021	7	2041	0.042
18:00 - 19:00	7	2041	0.014	7	2041	0.028	7	2041	0.042
19:00 - 20:00	7	2041	0.007	7	2041	0.014	7	2041	0.021
20:00 - 21:00	7	2041	0.042	7	2041	0.042	7	2041	0.084
21:00 - 22:00	7	2041	0.000	7	2041	0.035	7	2041	0.035
22:00 - 23:00	7	2041	0.000	7	2041	0.007	7	2041	0.007
23:00 - 24:00									
Total Rates:			0.525				0.532	1.057	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL RAIL PASSENGERS

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	7	2041	0.007	7	2041	0.000	7	2041	0.007
08:00 - 09:00	7	2041	0.021	7	2041	0.000	7	2041	0.021
09:00 - 10:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
10:00 - 11:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
11:00 - 12:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
12:00 - 13:00	7	2041	0.000	7	2041	0.007	7	2041	0.007
13:00 - 14:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
14:00 - 15:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
15:00 - 16:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
16:00 - 17:00	7	2041	0.014	7	2041	0.000	7	2041	0.014
17:00 - 18:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
18:00 - 19:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
19:00 - 20:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
20:00 - 21:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
21:00 - 22:00	7	2041	0.007	7	2041	0.000	7	2041	0.007
22:00 - 23:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
23:00 - 24:00									
Total Rates:			0.049				0.007	0.056	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL PUBLIC TRANSPORT USERS
 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	7	2041	0.028	7	2041	0.021	7	2041	0.049
08:00 - 09:00	7	2041	0.077	7	2041	0.042	7	2041	0.119
09:00 - 10:00	7	2041	0.056	7	2041	0.028	7	2041	0.084
10:00 - 11:00	7	2041	0.063	7	2041	0.035	7	2041	0.098
11:00 - 12:00	7	2041	0.077	7	2041	0.084	7	2041	0.161
12:00 - 13:00	7	2041	0.077	7	2041	0.049	7	2041	0.126
13:00 - 14:00	7	2041	0.021	7	2041	0.049	7	2041	0.070
14:00 - 15:00	7	2041	0.042	7	2041	0.028	7	2041	0.070
15:00 - 16:00	7	2041	0.014	7	2041	0.021	7	2041	0.035
16:00 - 17:00	7	2041	0.028	7	2041	0.035	7	2041	0.063
17:00 - 18:00	7	2041	0.021	7	2041	0.021	7	2041	0.042
18:00 - 19:00	7	2041	0.014	7	2041	0.028	7	2041	0.042
19:00 - 20:00	7	2041	0.007	7	2041	0.014	7	2041	0.021
20:00 - 21:00	7	2041	0.042	7	2041	0.042	7	2041	0.084
21:00 - 22:00	7	2041	0.007	7	2041	0.035	7	2041	0.042
22:00 - 23:00	7	2041	0.000	7	2041	0.007	7	2041	0.007
23:00 - 24:00									
Total Rates:			0.574			0.539			1.113

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.02

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	7	2041	0.637	7	2041	0.140	7	2041	0.777
08:00 - 09:00	7	2041	4.179	7	2041	3.269	7	2041	7.448
09:00 - 10:00	7	2041	5.677	7	2041	4.676	7	2041	10.353
10:00 - 11:00	7	2041	7.021	7	2041	6.076	7	2041	13.097
11:00 - 12:00	7	2041	7.742	7	2041	7.763	7	2041	15.505
12:00 - 13:00	7	2041	8.015	7	2041	7.588	7	2041	15.603
13:00 - 14:00	7	2041	7.294	7	2041	7.994	7	2041	15.288
14:00 - 15:00	7	2041	7.749	7	2041	7.553	7	2041	15.302
15:00 - 16:00	7	2041	7.644	7	2041	7.490	7	2041	15.134
16:00 - 17:00	7	2041	7.147	7	2041	7.532	7	2041	14.679
17:00 - 18:00	7	2041	6.678	7	2041	7.448	7	2041	14.126
18:00 - 19:00	7	2041	6.251	7	2041	6.349	7	2041	12.600
19:00 - 20:00	7	2041	4.361	7	2041	5.159	7	2041	9.520
20:00 - 21:00	7	2041	2.807	7	2041	3.535	7	2041	6.342
21:00 - 22:00	7	2041	0.812	7	2041	1.519	7	2041	2.331
22:00 - 23:00	7	2041	0.028	7	2041	0.224	7	2041	0.252
23:00 - 24:00									
Total Rates:			84.042				84.315	168.357	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL 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	7	2041	0.434	7	2041	0.091	7	2041	0.525
08:00 - 09:00	7	2041	2.506	7	2041	1.862	7	2041	4.368
09:00 - 10:00	7	2041	3.094	7	2041	2.709	7	2041	5.803
10:00 - 11:00	7	2041	3.682	7	2041	3.409	7	2041	7.091
11:00 - 12:00	7	2041	4.228	7	2041	4.039	7	2041	8.267
12:00 - 13:00	7	2041	4.312	7	2041	4.046	7	2041	8.358
13:00 - 14:00	7	2041	3.983	7	2041	4.403	7	2041	8.386
14:00 - 15:00	7	2041	4.382	7	2041	4.354	7	2041	8.736
15:00 - 16:00	7	2041	4.088	7	2041	4.130	7	2041	8.218
16:00 - 17:00	7	2041	3.843	7	2041	3.878	7	2041	7.721
17:00 - 18:00	7	2041	3.598	7	2041	3.773	7	2041	7.371
18:00 - 19:00	7	2041	3.136	7	2041	3.521	7	2041	6.657
19:00 - 20:00	7	2041	2.331	7	2041	2.639	7	2041	4.970
20:00 - 21:00	7	2041	1.309	7	2041	1.666	7	2041	2.975
21:00 - 22:00	7	2041	0.434	7	2041	0.812	7	2041	1.246
22:00 - 23:00	7	2041	0.028	7	2041	0.175	7	2041	0.203
23:00 - 24:00									
Total Rates:			45.388			45.507			90.895

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL 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	7	2041	0.021	7	2041	0.014	7	2041	0.035
08:00 - 09:00	7	2041	0.168	7	2041	0.147	7	2041	0.315
09:00 - 10:00	7	2041	0.231	7	2041	0.168	7	2041	0.399
10:00 - 11:00	7	2041	0.154	7	2041	0.154	7	2041	0.308
11:00 - 12:00	7	2041	0.168	7	2041	0.196	7	2041	0.364
12:00 - 13:00	7	2041	0.245	7	2041	0.189	7	2041	0.434
13:00 - 14:00	7	2041	0.133	7	2041	0.168	7	2041	0.301
14:00 - 15:00	7	2041	0.196	7	2041	0.189	7	2041	0.385
15:00 - 16:00	7	2041	0.182	7	2041	0.203	7	2041	0.385
16:00 - 17:00	7	2041	0.210	7	2041	0.210	7	2041	0.420
17:00 - 18:00	7	2041	0.203	7	2041	0.161	7	2041	0.364
18:00 - 19:00	7	2041	0.140	7	2041	0.140	7	2041	0.280
19:00 - 20:00	7	2041	0.161	7	2041	0.175	7	2041	0.336
20:00 - 21:00	7	2041	0.056	7	2041	0.105	7	2041	0.161
21:00 - 22:00	7	2041	0.021	7	2041	0.035	7	2041	0.056
22:00 - 23:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
23:00 - 24:00									
Total Rates:			2.289				2.254	4.543	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL 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	7	2041	0.000	7	2041	0.000	7	2041	0.000
08:00 - 09:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
09:00 - 10:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
10:00 - 11:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
11:00 - 12:00	7	2041	0.035	7	2041	0.021	7	2041	0.056
12:00 - 13:00	7	2041	0.028	7	2041	0.028	7	2041	0.056
13:00 - 14:00	7	2041	0.021	7	2041	0.021	7	2041	0.042
14:00 - 15:00	7	2041	0.014	7	2041	0.014	7	2041	0.028
15:00 - 16:00	7	2041	0.021	7	2041	0.021	7	2041	0.042
16:00 - 17:00	7	2041	0.021	7	2041	0.021	7	2041	0.042
17:00 - 18:00	7	2041	0.035	7	2041	0.035	7	2041	0.070
18:00 - 19:00	7	2041	0.014	7	2041	0.014	7	2041	0.028
19:00 - 20:00	7	2041	0.007	7	2041	0.014	7	2041	0.021
20:00 - 21:00	7	2041	0.007	7	2041	0.014	7	2041	0.021
21:00 - 22:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
22:00 - 23:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
23:00 - 24:00									
Total Rates:			0.203				0.203	0.406	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL National Rail Passengers

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	7	2041	0.007	7	2041	0.000	7	2041	0.007
08:00 - 09:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
09:00 - 10:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
10:00 - 11:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
11:00 - 12:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
12:00 - 13:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
13:00 - 14:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
14:00 - 15:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
15:00 - 16:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
16:00 - 17:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
17:00 - 18:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
18:00 - 19:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
19:00 - 20:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
20:00 - 21:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
21:00 - 22:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
22:00 - 23:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
23:00 - 24:00									
Total Rates:			0.007				0.000	0.007	

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.

WYG Victoria Street Bristol

Licence No: 705103

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL Bus Passengers

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	7	2041	0.014	7	2041	0.021	7	2041	0.035
08:00 - 09:00	7	2041	0.000	7	2041	0.028	7	2041	0.028
09:00 - 10:00	7	2041	0.021	7	2041	0.007	7	2041	0.028
10:00 - 11:00	7	2041	0.007	7	2041	0.000	7	2041	0.007
11:00 - 12:00	7	2041	0.014	7	2041	0.014	7	2041	0.028
12:00 - 13:00	7	2041	0.014	7	2041	0.007	7	2041	0.021
13:00 - 14:00	7	2041	0.007	7	2041	0.021	7	2041	0.028
14:00 - 15:00	7	2041	0.021	7	2041	0.007	7	2041	0.028
15:00 - 16:00	7	2041	0.007	7	2041	0.007	7	2041	0.014
16:00 - 17:00	7	2041	0.000	7	2041	0.014	7	2041	0.014
17:00 - 18:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
18:00 - 19:00	7	2041	0.000	7	2041	0.007	7	2041	0.007
19:00 - 20:00	7	2041	0.000	7	2041	0.000	7	2041	0.000
20:00 - 21:00	7	2041	0.000	7	2041	0.021	7	2041	0.021
21:00 - 22:00	7	2041	0.000	7	2041	0.014	7	2041	0.014
22:00 - 23:00	7	2041	0.000	7	2041	0.007	7	2041	0.007
23:00 - 24:00									
Total Rates:			0.105				0.175	0.280	

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.