



**TRANSPORT ASSESSMENT
FOR
PROPOSED MIXED-USE DEVELOPMENT, READING STATION PARK
READING, BERKSHIRE
ON BEHALF OF
AVIVA LIFE AND PENSIONS UK LIMITED**

OCTOBER 2021

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Location & Accessibility Plan

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1.0 INTRODUCTION

Background

1.1 Cole Easdon Consultants Limited (CEC) has been instructed by Aviva Life and Pensions UK Limited (the applicant) to prepare a *Transport Assessment (TA)* in support of an outline planning application for a proposed mixed-use development at Reading Station Shopping Park in Reading. Refer to CEC Plan 6402/201 [*Location & Accessibility Plan*], within Appendix 1.

1.2 The application is made in outline, with the final mix of development to be determined at the Reserved Matters stage. The formal description of development is as follows:

‘Outline planning permission with the details of access, appearance, landscaping, layout and scale reserved for later determination. A demolition phase and phased redevelopment (each phase being an independent act of development) comprising a flexible mix of the following uses: Residential (Class C3 and including PRS); Offices (Use Class B1(a); development in Use Classes A1, A2, A3 (retail), A4 (public house), A5 (take away), D1 and D2 (community and leisure); car parking; provision of new plant and renewable energy equipment; creation of servicing areas and provision of associated services, including waste, refuse, cycle storage, and lighting; and for the laying out of the buildings; routes and open spaces within the development; and all associated works and operations including but not limited to: demolition; earthworks; provision of attenuation infrastructure; engineering operations’.

TA Scope

1.3 The *TA* has been prepared in order to consider the highway, transportation, and traffic implications associated with the proposals.

1.4 The *TA* provides a comprehensive appraisal of all the relevant transport and highway matters relating to the development including an assessment of the potential for journeys to be made by sustainable modes of transport, the proximity of the site to key facilities such as employment, education, and health etc., as well as detailed estimates of the predicted number of additional multi-modal trips resulting from the development, and their corresponding impact.

1.5 This Report should be read in conjunction with the accompanying *Interim Travel Plan* also prepared by CEC. It should also be read with reference to all submitted Plans and the Design and Access Statement prepared by Collado Collins.

Report Structure

1.6 This TA is structured as follows:

- Section 2.0 describes the existing highway and transport conditions in the vicinity of the site;
- Section 3.0 describes the accessibility of the site by sustainable modes of transport;
- Section 4.0 details the findings of an *NMU Audit*;
- Section 5.0 describes the development parameters;
- Section 6.0 summarises the trip generation of the existing site uses;
- Section 7.0 details the trip generation associated with the proposed development;
- Section 8.0 discusses the public transport and walking impact of the proposed development;
- Section 9.0 provides a summary of personal injury accident data for the local area;
- Section 10.0 summarises and concludes the Report.

2.0 SITE LOCATION AND LOCAL HIGHWAY NETWORK

Site Location

- 2.1 The site is located adjacent the corner of the A329 Caversham Road and the A329 Vastern Road in Reading, Berkshire. It is immediately north of Reading Railway Station. The site currently operates as a retail park comprising The Range, Majestic Wine, Aldi, Mothercare, and TGI Fridays. Refer to Photograph 2.1, which shows a view of the existing retail park.



Photograph 2.1: Reading Station Shopping Park

- 2.2 The location of the site is shown on CEC Plan 6402/201 [*Location & Accessibility Plan*] included within Appendix 1.

Local Highway Network

- 2.3 The following paragraphs provide a description of the key public highways in the vicinity of the site. The *NPPG* relates that part of the information that should be included within a *TA* includes information regarding the '*functional classification of the nearby road network*'.
- 2.4 The site is bounded by the A329 Caversham Road and the A329 Vastern Road which form part of the Reading inner distribution road.

A329 Caversham Road

- 2.5 Caversham Road passes the site to the west and connects with the A329 Vastern Road and the A4155 Caversham Road at a roundabout immediately adjacent the northwest corner of the site. Vehicular access to the site is provided by an in-only lane accessed by southbound vehicles from the north only. To the south of the site Caversham Road provides access to Reading town centre and eventually the A33 towards the M4.
- 2.6 The A329 Caversham Road is a dual carriageway Road benefitting from a cycle/footway along its eastern edge and a pedestrian footway along its western edge. Signalised crossings are provided to the southwest of the site. Views of the A329 Caversham Road in the vicinity of the site are shown within Photographs 2.2 and 2.3.



Photograph 2.2: Caversham Road looking south



Photograph 2.3: Signalised Crossing at Caversham Road

A329 Vastern Road

- 2.7 The A329 Vastern Road is situated immediately to the north of the site. It is a multi laned urban distributor that connects with Caversham Road adjacent the northwestern corner of the site. To the east of the site the A329 Vastern Road connects with the B3345 George Street, Bagnall Way and Vastern Road. It benefits from extensive footway provision on both sides. Signalised crossings are provided adjacent the roundabout to the northwest of the site and at the Trooper Potts Way junction to the east of the site. Views of the A329 Vastern Road in the vicinity of the site are provided in Photographs 2.4 and 2.5 below.



Photograph 2.4: Vastern Road looking west



Photograph 2.5: Vastern Road looking east

2.8 Figure 2.1 below illustrates the existing pedestrian and vehicular routes in the vicinity of the site.



- - - Site boundary
- ... Existing pedestrian routes
- ==> Existing main vehicular access
- - - Existing main vehicular access/under bridge crossing
- Existing 'dead end' vehicular routes

Figure 2.1: Existing Site Connections

3.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT

3.1 The *NPPF* and RBC local policy documents both stress the need for large-scale new development to be provided in locations with good accessibility by non-car modes of transport. This criterion is a central feature influencing the overall sustainability of a site, and its potential impacts on the surrounding transport networks. This Section sets out the application site's accessibility by walking, cycling, and public transport, and demonstrates how it is situated in a sustainable location.

Access to Services and Facilities

3.2 The site benefits from being in relatively close proximity to a vast range of important services and facilities, thus creating opportunities for journeys to be made on foot, by bicycle, and by public transport. Table 3.1 below identifies key local facilities and their distance from the site.

Table 3.1: Approximate Distances to Existing Local Services

Description	Approx. walking / cycling distance from Site	Local Service
Food Outlet	300m	Cozze, RG1 8AN
Access to Cash	300m	Brunel Arcade, RG1 1LT
Public Open Space	550m	Christchurch Meadows
Post Box	450m	Reading Railway Station
Post Office	450m	Caversham Road, RG1 8BB
Community Facility	900m	Fairview Community Centre, G1 7HL
Pharmacy	450m	Boots, RG1 1LT
Doctors/GP	1.2km	Chatham Street Surgery, RG1 7JE
Supermarket	800m	Sainsbury's, RG1 1DX
	1km	Iceland, RG4 8BA
Dentist	800m	Riverside Dental Centre, RG4 8AA
Primary School	500m	EP Collier School, RG1 8DZ
	900m	Civitas Academy, RG1 7HL

Description	Approx. walking / cycling distance from Site	Local Service
Secondary School	1.5km	Kendrick School, RG1 5BN
Bus Stops	250m	Station North Interchange (Stops NA, NC, NB, NE)
	350m	Caversham Road Fire Station (N-bound and S-bound)
Railway Station	280m	Reading

- 3.3 Table 3.1 identifies that the site is situated within walking distance of a vast range of day-to-day services and facilities including supermarkets, schools and health facilities. A number of bus stops served by a number of high frequency services are also located adjacent the site. The site is situated in close proximity to employment opportunities available in Reading town centre, the Kings Meadow employment area and Richfield Trading Estate.

Walking Accessibility

- 3.4 As set out above, the site is situated in close proximity to a variety of day-to-day services and facilities that can be easily accessed on foot. The following paragraphs describe the pedestrian infrastructure in the immediate vicinity of the site.
- 3.5 All roads in the vicinity of the site benefit from comprehensive footway provision along both sides of the carriageway facilitating convenient and safe pedestrian movement in the local area. Further pedestrian/cycle infrastructure in the vicinity of the site includes:
- Signalised pedestrian crossings to the south of the Northfield Road junction;
 - Signalised pedestrian crossings at the Vastern Road arm of the roundabout adjacent the northwest corner; and
 - Signalised crossings at Trooper Potts Way junction.
- 3.6 Figure 3.1 below demonstrates the existing pedestrian connections in the vicinity of the site.

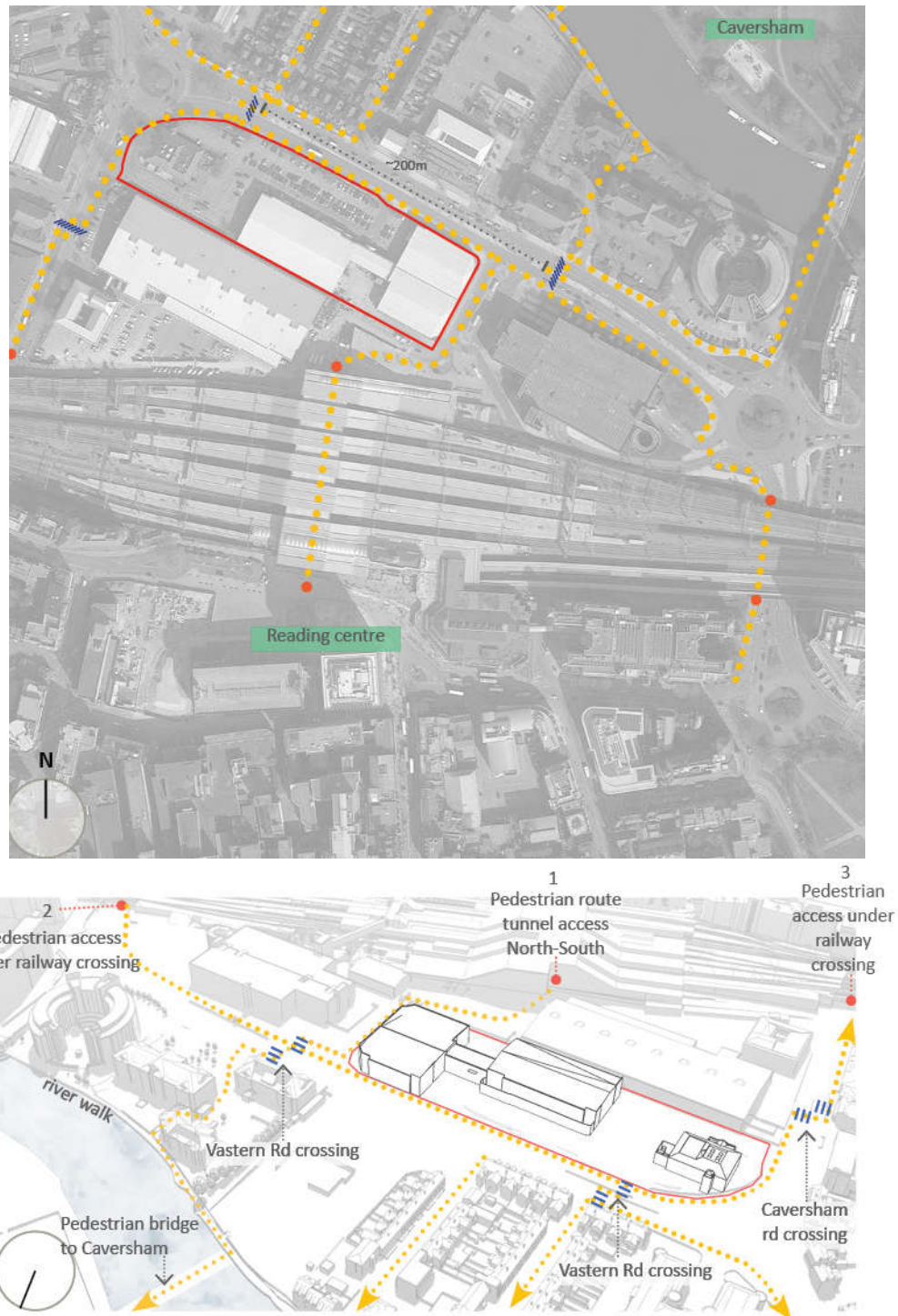


Figure 3.1: Pedestrian Connections

- 3.7 The wide footways and signalised crossings allow elderly, visually and mobility impaired users to cross roads safely and with confidence.

Cycling

- 3.8 The Reading 'Cycle Routes in Central Reading' map shows the local cycle route network developed by RBC. A number of these routes pass in close proximity to the site and provide access to Caversham and north Reading, east Reading, west Reading and south and central Reading. The foot / cycle way across the Vastern Road frontage of the site will also be upgraded as part of the landscaping proposals for the development.

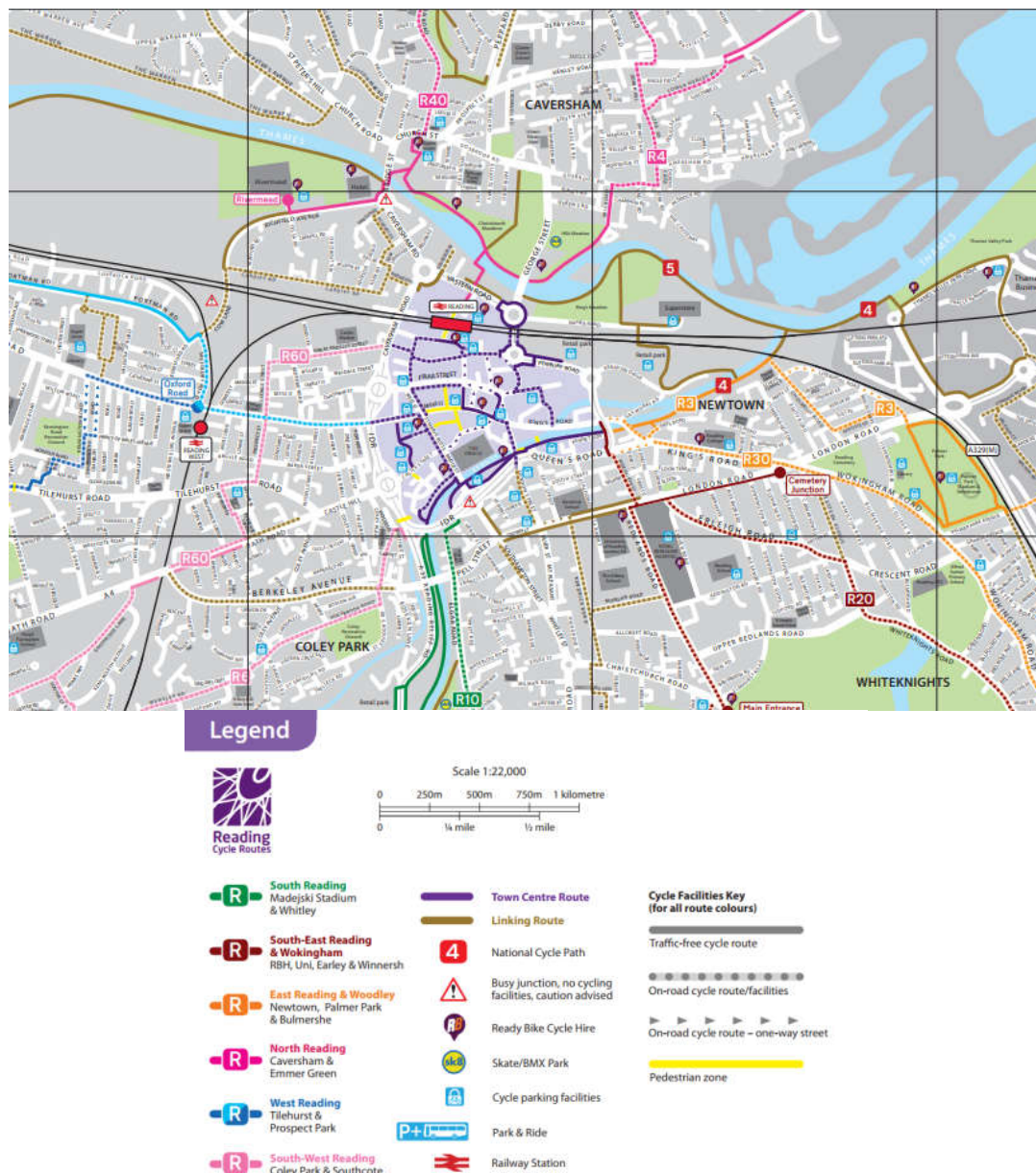


Figure 3.2: Cycle Routes in Central Reading

- 3.9 The development will also provide extensive cycle parking for both the residential and commercial uses, including provision for visitors. Further detail is provided within Section 5.0 of this Report.

Public Transport

Bus Services

- 3.10 The Station North Bus Interchange is located immediately to the east of the site comprising stops NA, NB, NC and NE. The Caversham Road Fire Station stops are located to the southwest of the site. Shelters and real time passenger information are provided at the Station Interchange Stops whilst the Caversham Road Fire Stations benefit from timetable information. Regular services operate to central Reading, Henley, Marlow, High Wycombe and Oxford.

Table 3.2: Bus services available within 400m of the site

Service Number	Operator	Route	Service Frequency			
			Monday - Saturday		Sundays & Public Holidays	
			Daytime	Evening	Daytime	Evening
22 23 24 25	Reading Buses	Reading Town Centre - Reading Station North Interchange	Every 8-10 minutes	Every 15 minutes	Every 20-30 minutes	Every 30 minutes
22	Reading Buses PINK	Reading Station North Interchange - Caversham Bridge - Caversham - Upper Caversham - Caversham Heights	Every 30-60 minutes	Every 60 minutes	No Service	No Service
23	Reading Buses BERRY	Reading Station North Interchange - Caversham Bridge - Caversham - Balmore Park - Emmer Green - Caversham Park - Henley Road - Lower Caversham - Reading Bridge - Reading Station North Interchange	Every 30 minutes	Every 60 minutes	Every 60 minutes	Every 60 minutes
24		Reading Station North Interchange - Reading Bridge - Lower Caversham - Henley Road - Caversham Park - Emmer Green - Balmore Park - Caversham - Caversham Bridge - Reading Station North Interchange	Every 30 minutes	Every 60 minutes	Every 60 minutes	Every 60 minutes
25	Reading Buses PINK	Reading Station North Interchange - Reading Bridge - Caversham - Peppard Road - Emmer Green - Sonning Common - Peppard Common	Every 30-60 minutes	Every 60 minutes	Every 120 minutes	No Service
27	Reading Buses LITTLE BERRIES	Central Reading - Caversham Road - Caversham Bridge - Caversham - Lower Caversham - Caversham Lakes	Every 60 minutes	Every 60 minutes	No Service	No Service
42	Reading Buses BUZZ	Rivermead - Caversham Road - Central Reading - Kenavon Drive	Every 40 minutes	No Service	No Service	No Service
800	Arriva MAX	Reading Station North Interchange - Caversham Bridge - Caversham - Lower Caversham - Henley Road - Binfield Heath - Lower Shiplake - Henley-on-Thames - Medmenham - Marlow - Cressex - High Wycombe	Every 20-40 minutes	No Service	Every 60 minutes	No Service
TVP	Stewarts Coaches	Reading Station North Interchange - Thames Valley Business Park (Monday - Friday only)	Up to every 6 minutes	No Service	No Service	No Service
X39 X40	Thames Travel RIVER RAPIDS	Reading Station North Interchange - Caversham Bridge - Caversham - Caversham Heights - Woodcote - Wallingford - Crowmarsh Gifford - Benson - Shillingford - Berinsfield - Nuneham Courteney - Oxford	Every 30 minutes	Every 60 mins	Every 60 mins	Every 60 mins

3.11 Table 3.2 demonstrates that approximately 25 services depart from and 25 services arrive at the Station North Interchange and Caversham Road Fire Station bus stops per hour, all located within 400 metres of the site offering an excellent level of bus accessibility.

Table 3.3: Other bus services available within 800m of the site

Table 5.5: Other bus services available within 600m of the site						
Service Number	Operator	Route	Service Frequency			
			Monday - Saturday		Sundays & Public Holidays	
			Daytime	Evening	Daytime	Evening
1	Reading Buses JET BLACK	Central Reading - Bath Road - Prospect Park - Calcot - Arlington Business Park - Theale - Aldermaston Wharf - Woolhampton - Midgham - Thatcham - West Berkshire Community Hospital - Newbury	Every 30 minutes	Every 60 minutes	Every 60 minutes	No Service
2 2A	Reading Buses LIME	Central Reading - Bath Road - Prospect Park - Southcote - Burghfield Road - Burghfield - Burghfield Common - Mortimer	Every 30 minutes	Every 60 minutes	Every 60 minutes	No Service
3 8 9	Reading Buses LEOPARD	Central Reading - Royal Berkshire Hospital - Shinfield Road	Every 10 minutes	Every 30 minutes	Every 30 minutes	Every 60 minutes
3		Shinfield Road - Shinfield Park - Shinfield - Aborfield Green	Every 20 minutes	Every 60 minutes	Every 60 minutes	No Service
		Aborfield Green - Barkham - Wokingham Hospital - Wokingham	Every 60 minutes	No Service	No Service	No Service
		8	Shinfield Road - Shinfield Park - Thames Valley Science Park - Shinfield - Spencers Wood	Every 20-40 minutes	Every 60 minutes	Every 60 minutes
9		Shinfield Road - Whitley - Whitley Wood - Mere oak Park & Ride - Spencers Wood	Every 60 minutes	No Service	No Service	No Service
X3		Central Reading - Shinfield Park NON STOP	PEAK HOURS	No Service	No Service	No Service
4 X4	Reading Buses THE LION	Central Reading - Wokingham Road - Three Turns - Earley Station - Loddon Bridge - Winnersh - Wokingham	Every 15 minutes	Every 60 minutes	Every 30 minutes	No Service
4		Wokingham Town Centre - Great Hollands - Birch Hill - Bracknell	Every 30 minutes	Every 60 minutes	Every 60 minutes	No Service
X4		Wokingham Town Centre - Bracknell Leisure Complex - Bracknell	Every 30 minutes	No Service	Every 60 minutes	No Service
5	Reading Buses EMERALD	Central Reading - Northumberland Avenue - Whitley - Whitley Wood	Every 10 minutes	Every 20 minutes	Every 20 minutes	Every 30 minutes
6		Central Reading - Basingstoke Road - Whitley Park - Whitley Wood	Every 10 minutes	Every 20 minutes	Every 20 minutes	Every 30 minutes
7	Reading Buses TIGER	Central Reading - Basingstoke Road - Whitley Park - Spencers Wood	8 Journeys	1 Journey	4 Journeys	No Service
		Spencers Wood - Swallowfield - Riseley - Hartley Wintney - Fleet	5 Journeys	No Service	No Service	No Service
10	Reading Buses RUBY	Central Reading - A38 - Kennet Island	Every 20 minutes	Every 60 minutes	Every 30 minutes	Every 60 minutes
11	Reading Buses BRONZE	Central Reading - Holybrook Road - Coley Park	Every 20 minutes	Every 60 minutes	Every 30 minutes	Every 60 minutes

Service Number	Operator	Route	Service Frequency			
			Monday - Saturday		Sundays & Public Holidays	
			Daytime	Evening	Daytime	Evening
13 14	Reading Buses ORANGE	Central Reading - London Road - Palmer Park - Woodley	Every 15 minutes	Every 30 minutes	Every 30 minutes	Every 30 minutes
13		Woodley - Thatchers - Woodley Airfield - Woodley Green - Shepherds Hill - Woodley	Every 30 minutes	Every 60 minutes	Every 60 minutes	Every 60 minutes
14		Woodley - Shepherds Hill - Woodley Green - Woodley Airfield - Thatchers - Woodley	Every 30 minutes	Every 60 minutes	Every 60 minutes	Every 60 minutes
15 15A 16	Reading Buses SKY BLUE	Central Reading - Reading West Station - Oxford Road - Pond House	Every 8-10 minutes	Every 20 minutes	Every 15 minutes	Every 30 minutes
15 15A		Pond House - Dee Park - Tilehurst	Every 15 minutes	Every 30 minutes	Every 30 minutes	Every 60 minutes
15		Tilehurst - Langley Hill - Calcot - IKEA	Every 30 minutes	Every 30 minutes	Every 30 minutes	No Service
16		Pond House - Norcot - Tilehurst Station - Kentwood - Denefield - Purley	Every 20 minutes	Every 60 minutes	Every 30 minutes	Every 60 minutes
17	Reading Buses PURPLE	Three Turns - Wokingham Road - Central Reading - Reading West Station - Norcot - Tilehurst	Every 8 minutes	Every 15 minutes	Every 12 minutes	Every 20 minutes
19A 19B 19C	Reading Buses LITTLE ORANGES	Central Reading - Royal Berkshire Hospital - Whiteknights Road - Earley Gate	Every 20 minutes	No Service	No Service	No Service
19A		Earley Gate - Silverdale Road - Loddon Bridge - Woodley Airfield - Woodley - Earley Gate	Every 60 minutes	No Service	No Service	No Service
19B		Earley Gate - Beech Lane - Earley - Lower Earley - ASDA	Every 60 minutes	No Service	No Service	No Service
19C		Earley Gate - Woodley - Woodley Airfield - Loddon Bridge - Silverdale Road - Earley Gate	Every 60 minutes	No Service	No Service	No Service
21	Reading Buses CLARET	Central Reading - Christchurch Road - Reading University - Pepper Lane - Rushey Way - ASDA - Lower Earley	Every 15 minutes	Every 30 minutes	Every 20 minutes	Every 30 minutes
26	Reading Buses YELLOW	Central Reading - Bath Road - Southcote Lane - Southcote - Fords Farm - Beansheaf - Calcot - IKEA	Every 15 minutes	Every 30 minutes	Every 20 minutes	Every 30 minutes
29	Reading Buses LITTLE BERRIES	Central Reading - Reading Bridge - Lower Caversham - Caversham Lakes	Every 60 minutes	No Service	Every 60 minutes	No Service
33	Reading Buses ROYAL BLUE	Central Reading - Tilehurst Road - Prospect Park - Meadway - Tilehurst - Westwood Glen - Turnhams Farm	Every 15 minutes	Every 60 minutes	Every 30 minutes	Every 60 minutes
50	Reading Buses GREENW AVE	Central Reading - A33 - Green Park & Madjeski Stadium	Every 10 minutes	Every 30 minutes	No Service	No Service
127 128 129	Courtney Buses	Central Reading - London Road - Palmer Park - Woodley - Sonning - Charvil - Twyford - Winnersh - Wokingham (Maidenhead - Saturday's Only)	Every 60 minutes	No Service	No Service	No Service

Service Number	Operator	Route	Service Frequency			
			Monday - Saturday		Sundays & Public Holidays	
			Daytime	Evening	Daytime	Evening
143	Thames Travel	Central Reading - Reading West Station - Oxford Road - Pond House - Norcot - Tilehurst Station - Kentwood - Purley - Pangbourne - Upper Basildon	Every 120 minutes	No Service	No Service	No Service
500	Reading Buses	Central Reading - Winnersh Triangle Park & Ride	Every 15 minutes	No Service	No Service	No Service
600	Reading Buses	Central Reading - Reading International Business Park - Tesco Distribution Centre - Mere Oak Park & Ride	Every 15 minutes	Every 30 minutes	Every 20 minutes	No Service
800	Arriva MAX	Central Reading - Station North - Caversham Bridge - Caversham - Lower Caversham - Henley Road - Binfield Heath - Lower Shiplake - Henley-on-Thames	Every 20-40 minutes	No Service	Every 60 minutes	No Service
850		Central Reading - London Road - Palmer Park - Woodley - Twyford - Wargrave - Henley-on-Thames	Every 60 minutes	No Service	No Service	No Service
800 850		Henley-on-Thames - Medmenham - Marlow - Cressex - High Wycombe	Every 20 minutes	No Service	Every 60 minutes	No Service

- 3.12 Table 3.3 demonstrates that a further 120 services per hour are available from bus stops within 800m of the site, within Reading town centre. As discussed in greater detail in Section 8.0, it is considered likely that commuters will use services from the town centre despite the slightly longer walk. When combined with those services accessible within 400m of the site there are 170 bus services per hour within an 800m walking distance of the site.

Rail Services

- 3.13 Reading Railway Station is located immediately to the south of the site. It is a major transport hub and is served by four train operating companies: Great Western Railway, CrossCountry by Arriva, South Western Railway and TfL Rail.
- 3.14 Frequent services operate to London Paddington, Swindon, Bristol Parkway and Bristol Temple Meads, Cardiff, Oxford, Birmingham New Street amongst others. A summary of the main destinations available from Reading is shown in Table 3.4 below.

Table 3.4: Summary of Direct Rail Services from Reading Railway Station

Destination	Typical Journey Time	Typical Frequency	Weekend Services
London Paddington	Approx. 25 minutes	Approx. 10 fast services per hour	Sat: Approx. 10 fast services per hour Sun: Approx. 10 fast services per hour
Slough via Maidenhead	29 minutes	Approx. 4 per hour	Sat: 2 per hour Sun: 3 per hour
Swindon	25-30 minutes	Approx. 5 per hour	Sat: Approx. 5 per hour Sun: Approx. 4 per hour
Bristol Temple Meads via Bath Spa	Approx. 1hr 10 minutes	2 per hour	Sat: 2 per hour Sun: 2 per hour
Bristol Parkway	49 minutes	2 per hour	Sat: 2 per hour Sun: 2 per hour
Cardiff Central via Newport	Approx. 1 hour 25 minutes	2 per hour	Sat: 2 per hour Sun: 2 per hour
Swansea via Bridgend	Approx. 2 hour 25 minutes	1 per hour	Sat: 1 per hour Sun: 1 per hour
Cheltenham Spa via Gloucester	1 hour 35 minutes	Approx. 1 per hour	Sat: Approx 1 per hour Sun: Change at Swindon
Didcot Parkway	14 - 25 minutes	Approx. 5 per hour	Sat: Approx 5 per hour Sun: 3 per hour
Oxford	23 - 46 minutes	Approx. 4 per hour	Sat: 4 per hour Sun: 3 per hour
Birmingham New Street via Banbury	1 hour 33 minutes	2 per hour	Sat: 2 per hour Sun: 2 per hour
Basingstoke	17 - 28 minutes	5 per hour	Sat: 5 per hour Sun: Approx. 2 per hour
Southampton Central via Winchester	1 hour	Approx. 1 - 2 per hour	Sat: 1-2 per hour Sun: 1 every 2 hours
Bournemouth	1 hour 35 minutes	1 per hour	Sat: 1 per hour Sun: 1 every 2 hours
Farnborough North via Crowthorne	28 minutes	1 per hour	Sat: 1 per hour Sun: 1 per hour
Guildford	37 - 45 minutes	2 per hour	Sat: 2 per hour Sun: 2 per hour
Reigate	Approx. 1 hour 5 minutes	2 per hour	Sat: 2 per hour Sun: 2 per hour
Gatwick Airport	1 hour 21 minutes	1 per hour	Sat: 1 per hour Sun: 1 per hour
Bracknell via Wokingham	20 minutes	2 per hour	Sat: 2 per hour Sun: 2 per hour
London Waterloo via Ascot	1 hour 23 minutes	2 per hour	Sat: 2 per hour Sun: 2 per hour
Newbury via Thatcham	14 - 26 minutes	3 per hour	Sat: 3 per hour Sun: 1 per hour

Destination	Typical Journey Time	Typical Frequency	Weekend Services
Bedwyn via Hungerford	40 minutes	1 per hour	Sat: 1 per hour Sun: 1 every 2 hours

Public Transport Accessibility Index

- 3.15 The Public Transport Accessibility Index (PTAI) of the site has been calculated using the methodology contained within Tra01 of the BREEAM New Construction 2018 technical guidance document. Note that for the purposes of the calculation the centre of the site was taken as the main entrance as the scheme has not yet been fully developed. Also, due to the number of rail services operating from Reading Railway Station, the station was split into two nodes. Figure 3.3 below shows the BREEAM PTAI calculations and the site score of 16.26 which confirms the sites excellent access to public transport.

BREEAM 2018 Tra01/02 Accessibility Index calculator **BREEAM** UK
delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type:

No. nodes required:

Select

NODE 1

Public transport type	Bus																				
Distance to node (m)	350																				
Average frequency per hour	<table border="1"> <tr> <th>Service 1</th><th>Service 2</th><th>Service 3</th><th>Service 4</th><th>Service 5</th><th>Service 6</th><th>Service 7</th><th>Service 8</th><th>Service 9</th><th>Service 10</th></tr> <tr> <td>7.7</td><td>1.5</td><td>1.8</td><td>1.9</td><td>1.5</td><td>0.6</td><td>1</td><td></td><td></td><td></td></tr> </table>	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	7.7	1.5	1.8	1.9	1.5	0.6	1			
Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10												
7.7	1.5	1.8	1.9	1.5	0.6	1															

NODE 2

Public transport type	Bus																				
Distance to node (m)	350																				
Average frequency per hour	<table border="1"> <tr> <th>Service 1</th><th>Service 2</th><th>Service 3</th><th>Service 4</th><th>Service 5</th><th>Service 6</th><th>Service 7</th><th>Service 8</th><th>Service 9</th><th>Service 10</th></tr> <tr> <td>0.8</td><td>1.1</td><td>0.9</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table>	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	0.8	1.1	0.9							
Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10												
0.8	1.1	0.9																			

NODE 3

Public transport type	Rail																				
Distance to node (m)	700																				
Average frequency per hour	<table border="1"> <tr> <th>Service 1</th><th>Service 2</th><th>Service 3</th><th>Service 4</th><th>Service 5</th><th>Service 6</th><th>Service 7</th><th>Service 8</th><th>Service 9</th><th>Service 10</th></tr> <tr> <td>4.3</td><td>2.6</td><td>4.1</td><td>4.9</td><td>3.5</td><td>2.2</td><td>2.7</td><td></td><td></td><td></td></tr> </table>	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	4.3	2.6	4.1	4.9	3.5	2.2	2.7			
Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10												
4.3	2.6	4.1	4.9	3.5	2.2	2.7															

NODE 4

Public transport type	Rail																				
Distance to node (m)	700																				
Average frequency per hour	<table border="1"> <tr> <th>Service 1</th><th>Service 2</th><th>Service 3</th><th>Service 4</th><th>Service 5</th><th>Service 6</th><th>Service 7</th><th>Service 8</th><th>Service 9</th><th>Service 10</th></tr> <tr> <td>9.4</td><td>5.25</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table>	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	9.4	5.25								
Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10												
9.4	5.25																				

Accessibility Index **16.26**

Figure 3.3: BREEAM PTAI Calculations

Summary

- 3.16 This Section has demonstrated that the site offers excellent accessibility by sustainable modes of transport, with good pedestrian and cycle linkages between the site, local



employment, retail, and education opportunities. Local and regional bus and rail services also mean that future residents, visitors and employees at the site will be able to access the site in a sustainable way, and will have genuine travel mode choice.

4.0 NON-MOTORISED USER AUDIT

Introduction

- 4.1 This Section provides the results of a *Non-Motorised User (NMU) Audit* examining the quality of the existing pedestrian and cycle infrastructure in the vicinity of the site.
- 4.2 The *NMU Audit* study area included the immediate area surrounding the site including Vastern Road and Caversham Road. It also includes the walking routes to:
- Reading Railway Station;
 - Station North Interchange bus stops;
 - Caversham Road Fire Station bus stops;
 - Reading Town Centre (and town centre bus stops);
 - Christchurch Meadows open space;
 - EP Collier Primary School; and
 - Richfield Trading Estate.
- 4.3 Refer also to CEC Plan 6402/202 [*NMU Audit Plan*], within Appendix 1. The audit was informed by a site visit undertaken by CEC during January 2020.

Vastern Road

- 4.4 As previously discussed, Vastern Road benefits from wide pedestrian footway / cycleways on both sides of the road. The majority of junctions along Vastern Road benefit from signalised crossings or raised table crossings with surface treatments to facilitate safe crossing for pedestrians / cyclists. Vastern Road itself also benefits from a number of signalised crossings. It should be noted too, that the proposed development will yield a reduction in the number of vehicles accessing the site which will mean less chance of interactions between vehicles and pedestrians at the access locations.

Caversham Road

- 4.5 Caversham Road also benefits from high quality foot/cycle way and a signalised crossing approximately 50 metres south of the site. The crossing benefits from a staggered island and provides access to the northbound Caversham Fire Station bus stop.

Route to Station North Interchange Bus Stops

- 4.6 The Station North Interchange bus stops are located adjacent the eastern boundary of the site and are therefore easily accessible from the site. Pedestrians are required to cross Trooper Potts Way to access the waiting areas. A signalised crossing at the northern end

provides safe passage for those on foot and wide pedestrian footways / waiting areas are provided.

Route to Reading Railway Station

- 4.7 The route to Reading Station involves pedestrians leaving the site to the east and crossing Trooper Potts Way to the northern entrance to the station. The safest route to the station involves pedestrians crossing Trooper Potts Way using the signalised crossing mentioned above and the informal crossing at Bagnall Way. However, Trooper Potts Way is very lightly trafficked and it is likely that most pedestrians will simply cross the road to access the station.



Photograph 4.1: Reading Station

Route to Reading Town Centre/ Bus Stops

- 4.8 The route to Reading town centre requires pedestrians to use the underpass at Reading Railway Station, which is accessed as per the route to Reading Station above. The underpass allows all pedestrians to access the Station Hill plaza at the southern entrance to the station. The underpass is well lit, and only 150 metres in length meaning it is unlikely to be intimidating or feel unsafe, even at night. Cycling is prohibited through the underpass meaning cyclists are required to dismount for this part of the journey.



Photograph 4.2: Reading Station underpass

- 4.9 At the southern end of the underpass pedestrians will access the Station Hill plaza via the steps towards the main station entrance. Disabled access is more convoluted, via a ramp which adds approximately 120 metres to the route. The plaza is well-lit, open and overlooked by a number of office blocks. There are places to stop and rest and the surface is of high quality.
- 4.10 To the south of the plaza pedestrians will continue on Station Road to the town centre. A signalised crossing at Friar Street provides safe access to the pedestrianised areas to the south of Friar Street.

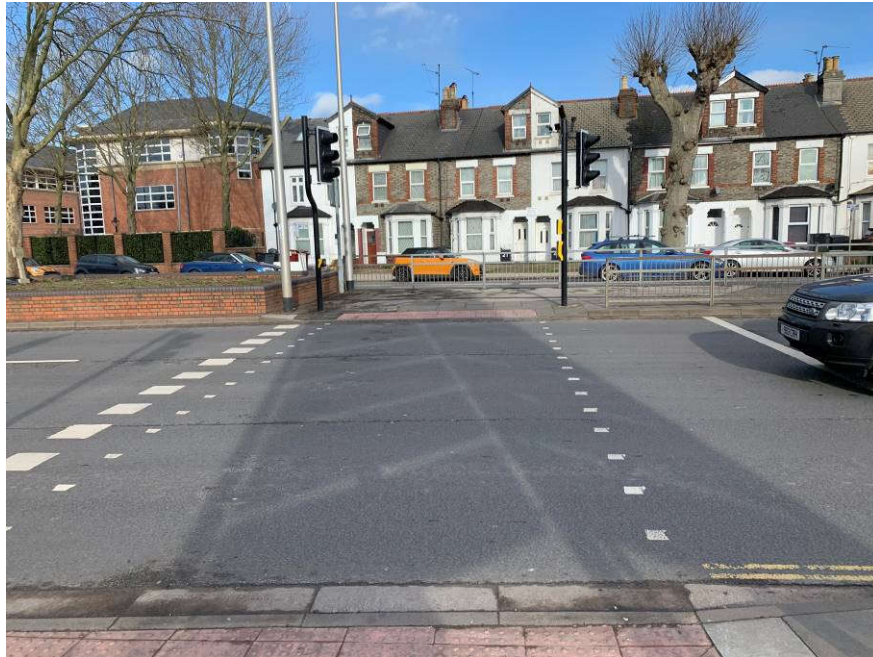


Photograph 4.3: Signalised crossing at Friar Street

- 4.11 Overall, the route is considered to be of a good standard with high quality footways and a good level of segregation between pedestrians and vehicles.

Route to Christchurch Meadows open space

- 4.12 The route to Christchurch Meadows involves pedestrians leaving the site to the north and crossing Vastern Road at the signalised crossings adjacent the Caversham Road roundabout junction. As mentioned previously, the footway along Vastern Road is wide and of high quality. The signalised crossings provide safe passage for pedestrians and cyclists crossing Vastern Road and include a staggered element with an island situated between the two carriageways.



Photograph 4.4: Signalised crossing at Vastern Road

- 4.13 Upon reaching the northern side of Vastern Road, pedestrians will travel along De Montfort Road or Lynmouth Road towards the Thames Path. Both De Montfort Road and Lynmouth Road are dead end routes and therefore extremely lightly trafficked.



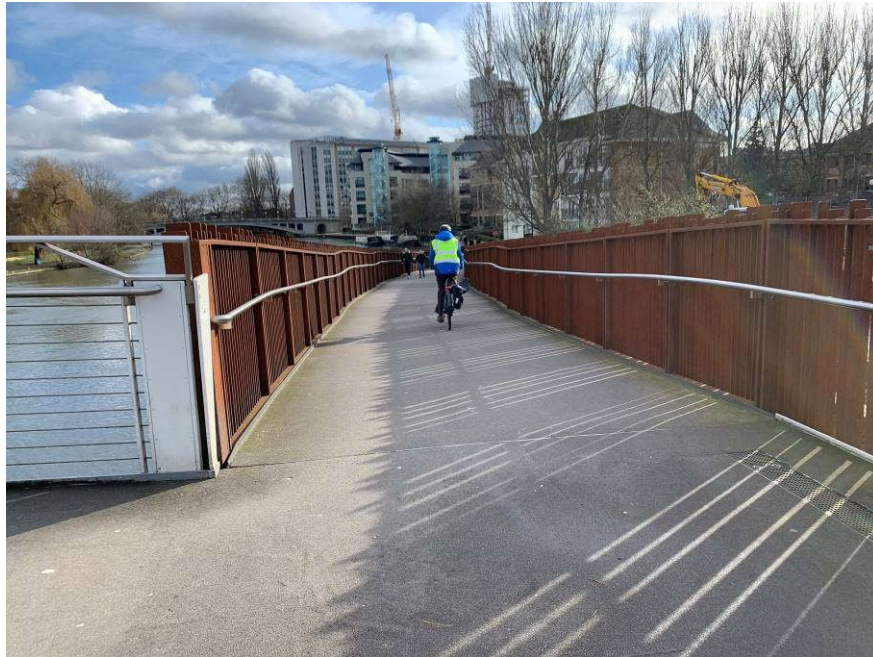
Photograph 4.5: De Montfort Road

- 4.14 The Thames path is a high quality, attractive route along the Thames. This length of the Thames stretches from Tilehurst to the west to the east of Sonning and provides traffic free pedestrian and cycle links.



Photograph 4.6: The Thames Path

- 4.15 The Christchurch Bridge provides access to Christchurch Meadows from the Thames path. The bridge is accessed via a set of steps or a ramp which provides access for cyclists and wheelchair users.



Photograph 4.7: Christchurch Bridge ramp



Photograph 4.8: Christchurch Bridge

Route to Fire Station Bus Stops

- 4.16 The route to Caversham Fire Station Bus Stops involves pedestrians exiting the site to the west and heading south along Caversham Road. The southbound stop is situated approximately 150 metres south of the site. The northbound stop involves pedestrians

utilising the signalised crossings on Caversham Road. Both sides of Caversham Road benefit from high quality pedestrian footways.

Route to E P Collier Primary School and Richfield Trading Estate

- 4.17 The route to E P Collier Primary School involves pedestrians exiting the site to the west and utilising the signalised crossings on Caversham Road adjacent the Fire Station bus stops, as per the above. Pedestrians will then head west on Northfield Road and north on Swansea Road. Both Northfield Road and Swansea Road are mainly residential in nature, lightly trafficked and benefit from pedestrian footway. Northfield Road and Swansea Road would benefit from dropped kerb crossing points and tactile paving though given the low vehicular speeds and flows this considered a minor point.
- 4.18 In order to reach Richfield Trading Estate, pedestrians will continue west along Ross Road towards the trading estate, which is similar in nature and quality to Northfield Road and Swansea Road.

5.0 DEVELOPMENT PROPOSALS

The Proposals

- 5.1 The application proposes the comprehensive redevelopment of the Reading Station Shopping Park to provide a combination of residential and commercial uses. The application is made in outline with all matters reserved. The amount of development is controlled by the following parameters detailed below:
- the total maximum floorspace within the Development as a whole shall not be more than 90,850 sqm GEA (excluding plant);
 - the floorspace within Use Class C3 shall not exceed 80,000 sqm GEA. The total maximum residential units shall not exceed 1,000;
 - a maximum of 24,500sqm GEA office floorspace; and
 - the total minimum floorspace within Use Classes A1-A5 and D1-D2 shall be 2,000 sqm GEA.
- 5.2 Refer to Drawing No. 17043 PP102(P2) [*Parameter Plan - Building Plots*] (by Collado Collins) within Appendix 2.

Vehicular Access

- 5.3 Vehicular access to the site is a reserved matter to be developed as the scheme progresses. The access zone plan in Figure 5.1 below details zones where an access off Caversham Road and an egress on to Vastern Road will be located.
- 5.4 The design and location of the site access point will be heavily dependent on the eventual mix of development that comes forward and the associated predicted traffic volumes and the prevailing traffic flows along Vastern Road and Caversham Road; and will also need to be cognisant of any other highway works proposed or being progressed on these roads that may influence the design. Given that the existing access points cater for far higher levels of traffic than would occur following redevelopment (refer to Section 7.0), it is considered that suitable access points will be able to be designed to accommodate the predicted traffic volumes without any difficulty.

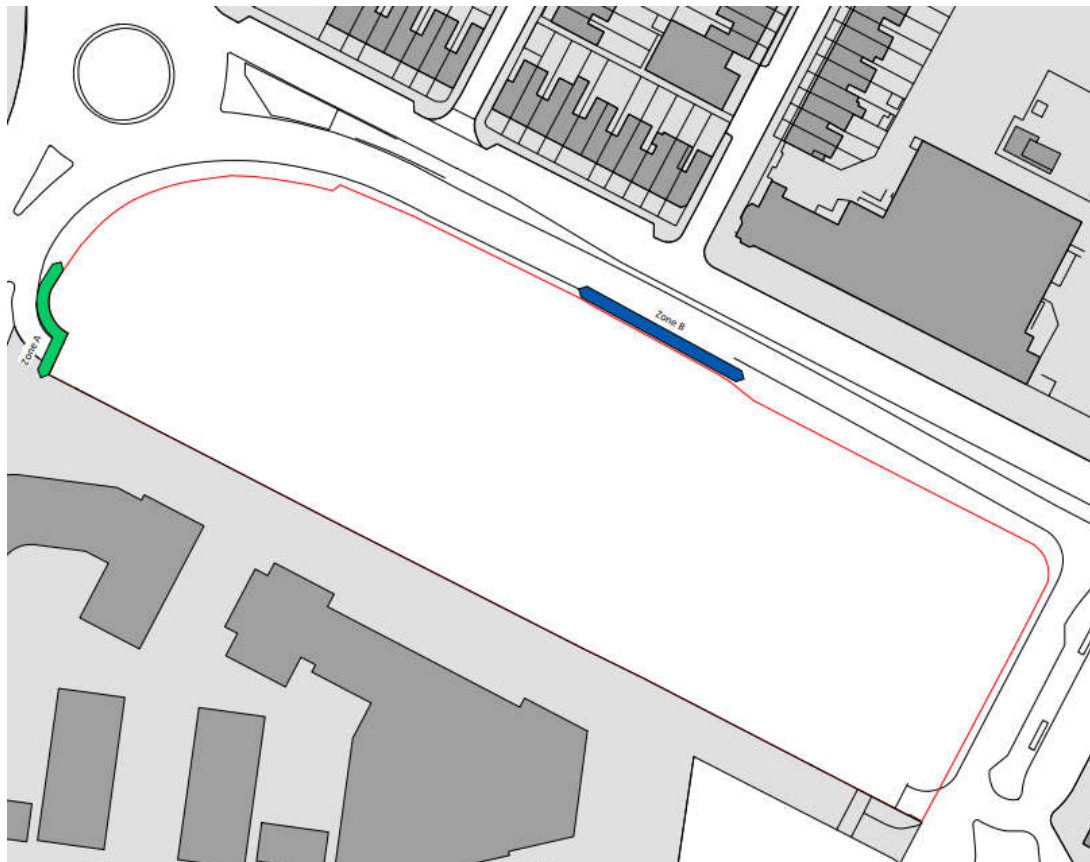


Figure 5.1: Access Zones

Car Parking

- 5.5 The proposed development would be car-free, except for the provision of disabled car parking in accordance with the standards contained within the *Reading Revised parking Standards and Design* document. The final number of car parking spaces to be provided will be ascertained as the detailed elements of the development are finalised. One disabled parking space will be provided in relation to 5% of the residential units provided.
- 5.6 In addition to the above, Car Club parking bays will be provided at street level within the site. The car club scheme will be developed during the course of the reserved matters application.

Cycle Parking

- 5.7 The development will provide cycle parking for all of the various uses in accordance with the minimum standards set out in the *Reading Revised parking Standards and Design* document. The cycle parking will be provided through a mix of Double Stackers, Sheffield Stands and Oversized Cycle Stands.

Servicing

- 5.8 The proposals will incorporate facilities to enable a comprehensive servicing strategy. All servicing will be undertaken on site through dedicated loading bays and servicing yards. A *Delivery and Servicing Management Plan (DSMP)* with appropriate swept path analysis will be provided as part of the detailed application.

Public Realm

- 5.9 The site will be designed to promote permeability and connections to the surrounding area. The creation of a new pedestrian route from the town centre to the Christchurch Meadows green open space is envisaged. The route will provide additional amenity and green spaces accessible for the public and improve the existing connectivity within the wider area as well as the quality of public amenity. The site layout will provide comprehensive pedestrian links both north to south and east to west.

6.0 EXISTING SITE TRIP GENERATION

6.1 Traffic and pedestrian/cycle surveys were carried out at the existing retail park on 30th April 2019, where the vehicle, pedestrian and cycle flow entering and exiting the site was recorded. The results are summarised within Table 6.1 below. As can be seen, the retail park generates a significant number of trips both during peak hours and daily, the latter over some 7,500 two-way movements. The survey data is enclosed within Appendix 6 of this TA. The survey results form the baseline survey data against which the impact of the proposed development will be assessed.

Table 6.1: Surveyed Weekday Trip Generation

Mode	AM Peak 0800-0900		PM Peak 1700-1800		Daily 0700-2330	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	53	37	112	136	1,676	1,678
Pedestrians and Cyclists	128	130	277	228	2,148	2,090
Total	181	167	389	364	3,824	3,768
Total Trip Rate/100sqm.*	2.60	2.4	5.60	5.24	55.1	54.2

*based on existing GIA of 6,949.2m²

7.0 MULTI-MODAL TRIP GENERATION ASSESSMENT

7.1 In order to assess the impact of the proposals, individual trip generation calculations have been undertaken for the office and retail elements of the development. The proposed trip generation has been based on a greater quantum of floorspace than is actually proposed within the parameters, as set out in Section 5.0. The TA has assessed the following mix:

- 700 residential units (private);
- 300 residential units (affordable);
- 29,000m² office space (use class E(g)(i); and
- 7,000m² retail/commercial space (use classes E(a) and E(b).

7.2 Accordingly, the trip generation assessment presented in this Section is very robust, where circa 11,000sqm of additional floorspace have been assessed. Furthermore, it is very unlikely that if the maximum number of residential units were built out (1,000) that the maximum amount of office and commercial/retail space could be built out too (and vice versa), providing a further layer of robustness to the approach taken.

Office Trip Generation

7.3 In order to estimate the number of multi-modal trips the development will generate, CEC has obtained 'total people' trip rate information for 'Office' from the TRICS database. The sites selected comprise all the sites located within 'town centre' locations. It is important to note that TRICS have advised that sites should be selected based on characteristics and not excluded simply due to location. CEC has therefore not excluded sites within areas such as Greater London. The full TRICS data is included within Appendix 3 of this Report. Table 7.1 shows trip rates per 100m², whilst Table 7.2 details the person trip generation based on 29,000m².

Table 7.1: Person Trip Generation Rates for Office (per 100m²)

AM Peak 08:00-09:00		PM Peak 17:00-18:00		Daily 07:00-19:00	
Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
1.810	0.141	0.118	1.683	9.059	8.894

Table 7.2: Person Trip Generation for Office (29,000m²)

AM Peak 08:00-09:00		PM Peak 17:00-18:00		Daily 07:00-19:00	
Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
525	41	34	488	2,627	2,579

- 7.4 In order to obtain multi modal travel from the site, 2011 Census Travel to Work data has been obtained for the mid layer super output area (MSOA) within which the site is located (Reading 011 as shown in Figure 7.1 below), with the MSOA being the work location. Table 7.3 below details the derived percentage modal split. Note that 'working from home' was removed as the modal share was 0%.

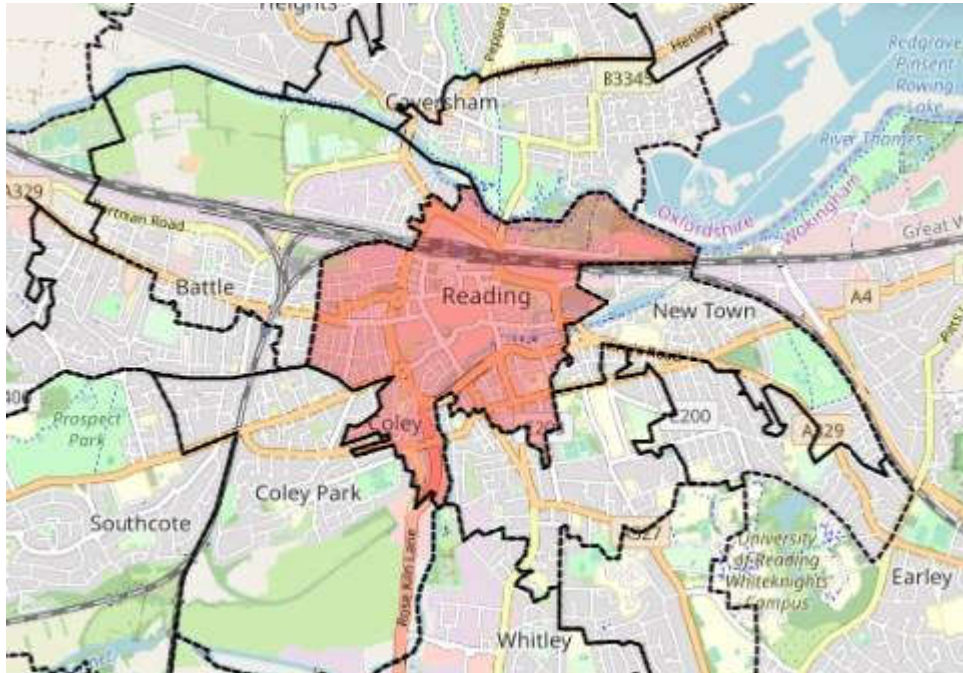


Figure 7.1: Reading 011 MSOA

Table 7.3: Office Modal Share

Method of Travel to Work	Modal Share
Underground, metro, light rail or tram	0.4%
Train	16.6%
Bus, minibus or coach	17.9%
Taxi	0.2%
Motorcycle, scooter or moped	0.7%
Driving a car or van	38.3%
Passenger in a car or van	3.7%
Bicycle	3.9%
On foot	18.1%
Other method of travel to work	0.2%

- 7.5 CEC has modified the modal share so that it is reflective of the car free nature of the development (only disabled car parking provision is proposed). Additionally, 'Underground, metro, light rail or tram' has been removed as Reading is not served by any of these modes, and 'Other method of travel to work' has also been removed as the mode used cannot be defined.
- 7.6 The Reading *Revised Parking Standards and Design SPD* only requires three disabled spaces for any development with fewer than 200 normal spaces or 5% of the total capacity (whichever is greater), providing a requirement for six disabled spaces. Although it is likely that more than the minimum disabled parking will be provided when the detailed scheme is developed, the provision will still be low and therefore it is considered highly unlikely that the modal share of 38.3% would be realised for car drivers. CEC has also opted to alter the proportion of motorcycle users, as it is not expected that parking provision will be offered for motorcycles. CEC therefore proposes to redistribute the trips associated with those modes removed, to other modes proportionally. This is considered reasonable and a more realistic reflection of the likely trip generation characteristics of the proposed development.
- 7.7 All roads in the vicinity of the site benefit from extensive parking restrictions (24-hour resident CPZ restrictions) and whilst there are pay & display car parks within the town centre, these are costly for long-stay parking, and would therefore be a very unattractive option for people. Whilst it is possible that some people may choose to drive and park in one of the town centre car parks, the number of associated trips is expected to be minimal, and the assessment is robust in expecting the greatest impacts on public transport, walking and cycling.
- 7.8 The site will be extensively marketed as a car free development with a detailed travel plan comprising measures to promote sustainable travel. The site's PTAL score of 16.26 confirms the site's excellent access to public transport and is therefore ideally suited to be a car free development. The modified modal share split is detailed in Table 7.4 below whilst the trip generation of each mode is detailed in Table 7.5.

Table 7.4: Modal Share (taking into account modified car driver share)

Method of Travel to Work	Modal Share
Train	29.0%
Bus, minibus or coach	31.2%
Taxi	0.3%
Driving a Car	1.0%
Bicycle	6.8%
On foot	31.7%

Table 7.5: Office Trip Generation

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
All Modes	525	41	34	488	2,627	2,579
Train	152	12	10	142	762	748
Bus	164	13	11	152	819	805
Taxi	2	0	0	1	8	8
Car	5	0	0	5	26	26
Cycling	36	3	2	33	179	175
Walking	166	13	11	155	833	817

Office Servicing Trip Generation

- 7.9 Despite the site being car free, it is recognised that vehicular servicing trips will still occur. Servicing trip rates have therefore been derived from the TRICS 7.8.1 database and comprise a wide range of sites. It is likely that the trip generation stated below will be a significant overestimation as it is likely there will be a greater consolidation of deliveries for a site of this size. The servicing trip rates and generation associated with the office element of the development are shown in Table 7.6 below.

Table 7.6: Office Servicing Trips

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
OGV Trip Rate (per 100m ²)	0.002	0.003	0.000	0.000	0.009	0.010
LGV Trip Rate Per 100m ²)	0.016	0.013	0.008	0.010	0.093	0.090
Vehicle Trip Generation (29,000m ²)	5	5	2	3	30	29

7.10 The total trip generation of the office element of the site is shown in Table 7.7 below.

Table 7.7: Office Trip Generation (including Servicing Trips)

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
All Modes	530	46	36	491	2,657	2,608
Train	152	12	10	142	762	748
Bus	164	13	11	152	819	805
Taxi	2	0	0	1	8	8
Car	5	0	0	5	26	26
Servicing	5	5	2	3	30	29
TOTAL VEHICLES	12	5	2	9	64	63
Cycling	36	3	2	33	179	175
Walking	166	13	11	155	833	817

Residential Trip Generation

7.11 For the purposes of this assessment the proposed residential development units have been assumed to be split with 70% of the units being allocated for sale on the private market, and the remaining 30% offered as affordable units. The TRICS database (version 7.8.1), has also been used to estimate the number of multi-modal trips the residential units will generate. For the private units the TRICS category 'Residential - Flats Privately Owned' has been used, with the category 'Residential - Affordable/Local Authority Flats' being used for the affordable units.

7.12 Sites located within and on the edge of town centres have been included for both types of housing, with those situated in suburban areas and within neighbourhood centres also included for affordable units. The full TRICS data is included within Appendix 3 of this Report. Table 7.8 shows trip rates per unit, whilst Table 7.9 details the person trip generation based on 1,000 units.

Table 7.8: Person Trip Generation Rates for Residential Units (per unit)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-21:00)	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Private Units	0.107	0.517	0.373	0.198	3.017	3.030
Affordable Units	0.132	0.681	0.367	0.238	3.491	3.533

Table 7.9: Person Trip Generation for Residential Units (1,000 units)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-21:00)	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Private Units (700 units)	75	362	261	139	2,112	2,121
Affordable Units (300 units)	40	204	110	71	1,047	1,060
TOTAL	115	566	371	210	3,159	3,181

- 7.13 2011 Census Travel to Work data has also been used to obtain the multi modal travel data for the residential units. The same MSOA has been used as shown in Figure 7.1 (Reading 011), but the MSOA represents the home location for the residential units. Table 7.10 below details the derived percentage modal split. Note that 'working from home' was removed as the modal share was 0%.

Table 7.10: Residential Modal Share

Method of Travel to Work	Modal Share
Underground, metro, light rail or tram	0.3%
Train	20.3%
Bus, minibus or coach	11.8%
Taxi	0.2%
Motorcycle, scooter or moped	0.4%
Driving a car or van	29.2%
Passenger in a car or van	3.1%
Bicycle	3.6%
On foot	31.0%
Other method of travel to work	0.1%

- 7.14 As with the proposed office development, the residential development will be marketed as car free (with only disabled car parking proposed), and the modal split has therefore been revised to reflect this. For residential development with fewer than 200 spaces, the same requirement for disabled spaces applies to that shown for office development. Between 25 and 50 disabled spaces will be required for the residential development. Given the larger number of spaces required compared to the office development, and the greater likelihood

that the spaces will be used, the modal split for 'driving a car or a van' will be slightly higher for residential than office use.

- 7.15 As with the office development the modal splits for 'Underground, metro, light rail or tram', 'Motorcycle, scooter or moped', 'Passenger in a car or van' and 'Other method of travel to work' have been removed. The modified modal share split is detailed in Table 7.11 below whilst the trip generation of each mode is detailed in Table 7.12.

Table 7.11: Modal Share (taking into account modified car driver share)

Method of Travel to Work	Modal Share
Train	28.8%
Bus, minibus or coach	16.8%
Taxi	0.3%
Driving a Car	5.0%
Bicycle	5.1%
On foot	44.0%

Table 7.12: Residential Trip Generation

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-21:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
All Modes	115	566	371	210	3159	3181
Train	33	163	107	60	910	916
Bus, Minibus or Coach	19	95	62	35	531	534
Taxi	0	2	1	1	9	10
Driving a Car	6	28	19	11	158	159
Bicycle	6	29	19	11	161	162
On foot	51	249	163	92	1,390	1,400

Residential Servicing Trip Generation

- 7.16 As with the office development, it is recognised that vehicular servicing trips will still occur. Servicing trip rates have therefore been derived from the TRICS database and comprise a wide range of sites. The servicing trip rates and generation associated with the residential element of the development are shown in Table 7.13 below.

Table 7.13: Residential Servicing Trips

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-21:00)	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Private Unit OGV Trip Rate	0.001	0.000	0.000	0.000	0.014	0.014
Affordable Unit OGV Trip Rate	0.001	0.000	0.000	0.000	0.013	0.013
Private Unit LGV Trip Rate	0.006	0.006	0.009	0.005	0.124	0.130
Affordable Unit LGV Trip Rate	0.010	0.010	0.009	0.006	0.121	0.121
Private (700 units)	5	4	6	4	97	101
Affordable (300 units)	3	3	3	2	40	40
Total (1,000 units)	8	7	9	6	137	141

7.17 The total trip generation of the residential element of the site is shown in Table 7.14 below.

Table 7.14: Residential Trip Generation (including Servicing Trips)

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-21:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
All Modes	123	573	380	215	3,296	3,322
Train	33	163	107	60	910	916
Bus	19	95	62	35	531	534
Taxi	0	2	1	1	9	10
Car	6	28	19	11	158	159
Servicing	8	7	9	6	137	141
TOTAL VEHICLES	14	37	29	18	304	310
Cycling	6	29	19	11	161	162
Walking	51	249	163	92	1,390	1,400

Commercial Uses Trip Generation

7.18 The maximum amount of commercial/retail floor space that could be provided on site, will be of a similar size to that currently provided on site (6,976m²). However, the commercial/retail element of the site will also be promoted as 'car-free', with only blue badge disabled parking provided.

7.19 In order to calculate the trip generation associated with the proposed commercial / retail floor space, CEC has redistributed the vehicle trips that are currently generated by the

existing retail park onto other modes of transport. As identified within Table 6.1, the existing retail park already generates circa 4,250 daily pedestrian and cycle trips and it has been assumed that these pedestrian/cycle trips would continue to be generated by any replacement retail/commercial space. Thus, the redistributed vehicle trips have been assessed as being additional to the existing trips that the site already generates by non-car modes. This is considered to represent a very robust method of analysis, and the nature of the existing uses on the site (mix of food and non-food retail, as well as a restaurant use) provides a broad range of uses on which to base the trip generation calculations for this element of the parameters.

- 7.20 By way of further analysis to evidence the robustness of the approach taken concerning the commercial uses, we have analysed a range of other land uses that could occupy the site within the A1-A5 and D1-D2 use classes that the application seeks permission for. Specifically, we have obtained Total People trip rates for a range of land uses that fall within the abovementioned use classes.

Table 7.15: Commercial/Retail Uses Trip Rates (Total People)

Use	AM Peak 0800-0900		PM Peak 1700-1800		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Existing Retail Park	2.60	2.4	5.60	5.24	55.1	54.2
GP Surgery	3.406	1.458	2.088	3.434	37.87	38.7
Leisure Centre	0.967	0.683	2.654	2.955	25.364	25.322
Community Centre	1.880	0.174	1.995	1.186	21.349	20.793
Multiplex Cinemas	0.0	0.0	4.0	1.227	27.410	26.499
Private Fitness Club	1.362	2.170	5.066	1.881	36.301	35.348
DIY Store	0.310	0.190	0.828	0.983	12.656	12.483
Retail Park (excluding food)	1.133	0.794	2.269	2.488	30.170	29.336
Individual Non-Food Superstore	0.245	0.109	2.208	2.563	22.241	22.981

- 7.21 Table 7.15 demonstrates that the surveyed trip rate of the existing retail park is higher than the other uses analysed and therefore is appropriate to use as the basis of the retail/commercial uses trip generation. It should be noted that there are no comparably sized car-free foodstore sites within TRICS and hence this was not considered suitable as a

trip generation comparator. Leisure use categories were examined (including bowling alleys and bingo halls) but were not assessed further due to there being no survey data available. The 'Exhibition Centre' category was also examined but only 1 site was available, located in London and which included 415 car parking spaces, and accordingly was not deemed to be comparable. The 'Shopping Centre - Local Shops' TRICS category was also examined but there were found to be no town centre sites and on that basis was also not considered representative.

- 7.22 Having verified the robustness of the methodology, in order to determine the modal split for the redistributed vehicle trips, reference has been made to TRICS data for the 'Retail Park - With Food' category, this being representative of the site's existing use.
- 7.23 The combined proportion of the modal split for multi and single occupancy vehicle trips were reduced to 1% (allowing for a nominal provision of Blue Badge parking spaces) and the balance then re-distributed pro-rata across the other modes. The surveyed vehicle trips set out in Table 6.1 have been re-distributed using the modal split shown in Table 7.16 below, with the resultant trips by each mode shown in Table 7.17.

Table 7.16: Retail/Commercial Modal share (for redistributed vehicle trips)

Method of Travel to Work	Modal Share
Car Driver	1.0%
Train	1.4%
Bus, minibus or coach	10.4%
Bicycle	1.4%
On Foot	85.8%

Table 7.17: Retail/Commercial Vehicle Trips Re-distributed

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (06:00-22:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
All Modes	53	37	112	136	1,676	1,678
Car	1	0	1	1	17	17
Train	1	0	1	2	23	23
Bus	5	4	12	14	174	175
Cycling	1	1	2	2	24	23
Walking	45	32	96	117	1,438	1,440

Retail/Commercial Servicing Trips

- 7.24 The same sites used to determine the retail modal split from TRICS were also used to derive the retail servicing trip rates. The derived servicing trip rates and generation are summarised in Table 7.18 below. It should be noted that the below estimates are considered to be extremely robust, where trips recorded by LGVs could relate to customer vehicles rather than actual servicing activity. Furthermore, there would also be far greater consolidation of deliveries than suggested by Table 7.18 and therefore in reality the servicing trip generation would be significantly lower. All relevant TRICS data relating to the servicing trip rates is included within Appendix 3.

Table 7.18: Retail/Commercial Servicing Trips

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (06:00-22:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
OGV Trip Rate (per 100m ²)	0.020	0.032	0.020	0.000	0.180	0.164
LGV Trip Rate Per 100m ²)	0.093	0.037	0.065	0.093	1.326	1.350
Vehicle Trip Generation (7,000m ²)	8	5	6	7	105	106

- 7.25 The above trips have been added to the redistributed retail vehicle trips to give a total as displayed with Table 7.19. Table 7.20 shows the total trip generation of the proposed development.

Table 7.19: Re-distributed & Servicing Retail Trips

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (06:00-22:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
All Modes	61	42	118	143	1,781	1,784
Train	1	0	1	2	23	23
Bus	5	4	12	14	174	175
Taxi	0	0	0	0	0	0
Car	1	0	1	1	17	17
Servicing	8	5	6	7	105	106
TOTAL VEHICLES	9	5	7	8	122	123
Cycling	1	1	2	2	24	23
Walking	45	32	96	117	1,438	1,440

Table 7.20: Total Development Trip Generation

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (06:00-22:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
All Modes	714	661	534	849	7,734	7,714
Train	186	175	118	204	1,695	1,687
Bus	188	112	85	201	1,524	1,514
Taxi	2	2	1	2	17	18
Car	12	28	20	17	201	202
Servicing	21	17	17	15	272	276
TOTAL VEHICLES	35	47	38	35	490	496
Cycling	43	33	23	46	364	360
Walking	262	294	270	364	3,661	3,657

7.26 Tables 7.21 to 7.23 below detail the difference between trip generation of the existing and proposed uses on site for bus and vehicular trips.

Table 7.21: Net Change in Vehicular Trips

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (06:00-22:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Existing Retail Uses	53	37	112	136	1,676	1,678
Proposed Uses (Table 7.19)	35	47	38	35	490	496
Difference	-18	10	-74	-121	-1,186	-1,182
	-8		-101		-2,368	

7.27 From Table 7.21 it can be seen that the proposed redevelopment of the site would result in a reduction in vehicle trips, even when allowing for the very robust estimates of servicing trips that have been factored into the assessment.

7.28 The net changes in bus and train trips are shown within Tables 7.22 and 7.23 respectively.

Table 7.22: Net Change in Bus Trips

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (06:00-22:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Existing Retail Uses	0	0	0	0	0	0
Proposed Uses (Table 7.19)	188	112	85	201	1,524	1,514
Difference	+188	+112	+85	+201	+1,524	+1,514
	+300		+286		+3,038	

Table 7.23: Net Change in Train Trips

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (06:00-22:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Existing Retail Uses	0	0	0	0	0	0
Proposed Uses (Table 7.19)	186	175	118	204	1,695	1,687
Difference	+186	+175	+118	+204	+1,695	+1,687
	+361		+322		+3,382	

7.29 As described variously throughout this Section, the trip generation assessment presented throughout is considered to be very robust and very likely to represent a significant overestimation of trips by all modes of transport, not least in relation to the fact that the site is unlikely to accommodate 1,000 residential units as well as 29,000m² of office and 7,000m² of commercial/retail uses.

8.0 IMPACT ON PUBLIC TRANSPORT AND LOCAL HIGHWAY NETWORK

Public Transport Impact

- 8.1 2011 census data has been used to assign public transport trips based on origin/destination data for train and bus.

Bus

Office Bus Trip Distribution

- 8.2 Table 8.1 below shows a percentage summary of locations where employees are expected to travel from by bus. The data has been derived from 2011 census travel to work data, with Reading MSOA 011 selected as the place of employment (as the proposed development is located within this area). Note that it is possible to obtain method of travel to work data for residents of an MSOA as well as for those who work within a given MSOA.
- 8.3 Locations without direct bus services have been removed from the analysis, as it cannot be guaranteed that they would use the bus within Reading or to their nearest station. Locations have also been removed if the share of bus trips to and from Reading represents less than 0.1% of the total. Table 8.1 shows the results of the analysis by MSOA, the likely route that would be taken to each destination, and the nearest bus stop to and from the proposed development. Where more than one MSOA is served by the same service, they have been grouped together.

Table 8.1: Reading 011 MSOA Employee Travel to Work Data (Bus)

Destination	%	Bus Stop	Route
Bracknell Forest	0.9	Blagrove Street (EO)	4, X4
Wokingham 010, 013, 014			
Reading 001, 004	5.4	Station North	23, 24, 25
Reading 002	1.9	Station North	22
Reading 003	2.3	Station North	22, 23, 24, 25
Reading 005	6.9	Friar Street (FE)	16, 33
West Berkshire 005			
Reading 006	4.1	Friar Street (FE)	16, 17
Reading 007, 008	7.9	Friar Street (FE)	15 15A, 16, 33

Destination	%	Bus Stop	Route
Reading 009	4.4	Friar Street (FE)	15, 15A, 33
Reading 010	4.4	Blagrove Street (EM/EO)	4, X4, 13, 14, 17
Reading 012	2.7	Station Road (SA)	19A, 19B, 19C
		Blagrove Street (EO)	4, X4, 17
Reading 013	2.4	Blagrove Street (EO)	11 (1, 2, 2A, 26)
Reading 014	1.9	Station Road (SA/SC)	3, 5, 6, 7, 8, 9, 19A, 19B, 19C
		Blagrove Street (EK)	21
Reading 015	4.5	Blagrove Street (EK/EP)	1, 2, 2A, 26
Reading 016	2.6	Station Road (SA/SC)	3, 5, 8, 9
		Blagrove Street (EK)	21
Reading 017	4.1	Station Road (SA/SC/SD)	5, 6, 7, 9, 10, 50
Reading 018	4.2	Station Road (SA/SC)	5, 6, 7, 9
South Oxfordshire 012, 018	0.7	Station North	X39, X40
South Oxfordshire 016, 017, 019	0.3	Station North	800
		Blagrove Street (EO)	850
South Oxfordshire 020	0.6	Station North	25
West Berkshire 004	2.0	Friar Street (FE)	16
West Berkshire 006	3.9	Blagrove Street (EK/EO)	1, 26
		Friar Street (FE)	15, 33
West Berkshire 008	4.0	Blagrove Street (EK/EP)	1, 26
West Berkshire 009, 011, 013, 016, 018	1.2	Blagrove Street (EP)	1
West Berkshire 015, 022	1.4	Blagrove Street (EP)	2, 2A
Wokingham 002, 003	2.3	Blagrove Street (EO)	850 (128)
Wokingham 004, 005, 006, 007	9.5	Station Road (SA)	19A, 19C
		Blagrove Street (EM)	13, 14
Wokingham 008	2.7	Station Road (SA)	19A, 19B, 19C
Wokingham 009	0.9	Blagrove Street (EK/EO)	4, X4, 21

Destination	%	Bus Stop	Route
Wokingham 011	3.5	Station Road (SA)	19B
		Blagrove Street (EK)	21
Wokingham 012	4.5	Station Road (SA)	3, 8, 9
		Blagrove Street (EK)	21
Wokingham 015, 016, 018, 019	1.0	Station Road (SA)	3
Wokingham 017	0.9	Station Road (SA/SC)	7, 8, 9

8.4 Table 8.2 below amalgamates the bus services (or combination of bus services) to provide a percentage figure for each bus service. Also detailed is the approximate walking distance to the nearest bus stop from the development and potential locations where people will travel from.

Table 8.2: Reading 011 MSOA Employee Travel to Work Data (Bus)

Bus Service	%	Bus Stop	Walking Distance ¹	Areas Served
1	1.2	Blagrove Street (EP)	9 mins	Theale, Aldermaston, Woolhampton, Thatcham, Newbury
1, 15, 26, 33	3.9	Blagrove Street (EK/EO)	8-9 mins	Calcot, Fords Farm, Hildens Drive
		Friar Street (FE)	9 mins	
1, 2, 2A, 26	4.5	Blagrove Street (EK/EP)	8-9 mins	Southcote
1, 26	4.0	Blagrove Street (EK/EP)	8-9 mins	Beansheaf
2, 2A	1.4	Blagrove Street (EP)	9 mins	Burghfield, Burghfield Common, Mortimer
3	1.0	Station Road (SA)	7 mins	Barkham, East Wokingham, Aborfield, Aborfield Green
3, 5, 6, 7, 8, 9, 19A, 19B, 19C, 21	1.9	Station Road (SA/SC)	7-8 mins	Christchurch Road, Royal Berkshire Hospital, Katesgrove
		Blagrove Street (EK)	8 mins	
3, 5, 8, 9, 21	2.6	Station Road (SA/SC)	8 mins	Shinfield Road, University, Northumberland Avenue
		Blagrove Street (EK)	8 mins	
3, 8, 9, 21	4.5	Station Road (SA)	8 mins	Shinfield, Rushey Way
		Blagrove Street (EK)	8 mins	
4, X4	0.9	Blagrove Street (EO)	9 mins	Emmbrook, Wokingham, Bracknell

¹ At 1.4m/s in accordance with *Providing for Journeys on Foot, CIHT*

Bus Service	%	Bus Stop	Walking Distance ¹	Areas Served
4, X4, 13, 14, 17	4.4	Blagrave Street (EM/EO)	7-9 mins	New Town, London Road, Wokingham Road
4, X4, 21	0.9	Blagrave Street (EK/EO)	8-9 mins	Winnersh, Kilnsea Drive
4, X4, 17, 19A, 19B, 19C	2.7	Station Road (SA)	7 mins	Whiteknights Road, Wokingham Road
		Blagrave Street (EO)	9 mins	
5, 6, 7, 9	4.2	Station Road (SA/SC)	8 mins	Whitley Wood
5, 6, 7, 9, 10, 50	4.1	Station Road (SA/SC/SD)	8-9 mins	Whitley, Kennet Island, Green Park
7, 8, 9	0.9	Station Road (SA/SC)	8 mins	Spencers Wood
11 (1, 2, 2A, 26)	2.4	Blagrave Street (EO)	8-9 mins	Coley, Coley Park
13, 14, 19A, 19C	9.5	Station Road (SA)	7 mins	Woodley, Woodley Airfield
		Blagrave Street (EM)	7 mins	
15, 15A, 16, 33	7.9	Friar Street (FE)	9 mins	Reading West, Battle, Dee Park, Prospect Park
15, 15A, 33	4.4	Friar Street (FE)	9 mins	Norcot, Tilehurst
16	2.0	Friar Street (FE)	9 mins	Purley-on-Thames
16, 17	4.1	Friar Street (FE)	9 mins	Oxford Road, Kentwood
16, 33	6.9	Friar Street (FE)	9 mins	Turnhams Farm, Little Heath, Kentwood, Tilehurst, Norcot
19A, 19B, 19C	2.7	Station Road (SA)	7 mins	Earley, Betchworth Avenue, Beech Avenue
19B, 21	3.5	Station Road (SA)	7 mins	Lower Earley
		Blagrave Street (EK)	8 mins	
22	1.9	Station North	3 mins	Caversham Heights, Upper Caversham
22, 23, 24, 25, 27	2.3	Station North	3 mins	Caversham, Peppard Road, Balmore Park
23, 24, 25	5.4	Station North	3 mins	Caversham Park, Caversham, Emmer Green
25	0.6	Station North	3 mins	Sonning Common
800 850	0.3	Station North	3 mins	Henley-on-Thames
		Blagrave Street (EO)	9 mins	
850 (128)	2.3	Blagrave Street (EO)	9 mins	Twyford, Sonning
X39, X40	0.7	Station North	3 mins	Wallingford, Woodcote

8.5 Using the predicted routing above, we have calculated the number of additional passengers using key bus routes and stops from the office element of the development, and these are shown in Table 8.3.

Table 8.3: Reading 011 MSOA Employee Travel to Work Assignment

Bus Service		AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (0700-19:00)	
No.	Towards	Arrive	Depart	Arrive	Depart	Arrive	Depart
ALL JOURNEYS		164	13	11	152	819	805
1	Theale, Thatcham or Newbury	2	0	0	2	10	10
1, 15, 26, 33	Calcot or Fords Farm	6	1	0	6	32	31
1, 2, 2A, 26	Southcote	7	1	1	7	37	36
1, 26	Beansheaf	7	1	0	6	33	32
2, 2A	Mortimer, Burghfield or Burghfield Common	2	0	0	2	11	11
3	Aborfield or Aborfield Green	2	0	0	2	8	8
3, 5, 6, 7, 8, 9, 19A, 19C, 21, 21A	Christchurch Road or Katesgrove	3	0	0	3	16	15
3, 5, 8, 9, 21, 21A	Shinfield Road or Northumberland Avenue	4	0	0	4	21	21
3, 8, 9, 21	Shinfield or Rushey Way	7	1	1	7	37	36
4, X4	Wokingham or Bracknell	1	0	0	1	7	7
4, X4, 13, 14, 17	London Road or Wokingham Road	7	1	1	7	36	35
4, X4, 21	Winnersh or Kilnsea Drive	2	0	0	1	7	7
4, X4, 17, 19A, 19B, 19C	Whiteknights Road or Wokingham Road	4	0	0	4	22	22
5, 6, 7, 9	Whitley Wood	7	1	1	6	34	34
5, 6, 7, 9, 50A, 52, 53	Whitley, Kennet Island or Green Park	7	1	1	6	34	33
7, 8, 9	Spencers Wood	2	0	0	1	7	7
11 (1, 2, 2A, 26)	Coley or Coley Park	4	0	0	4	20	19
13, 14, 19A, 19C	Woodley or Woodley Airfield	16	1	1	14	78	77

Bus Service		AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (0700-19:00)	
No.	Towards	Arrive	Depart	Arrive	Depart	Arrive	Depart
15, 15A, 16, 33	Reading West, Dee Park or Battle	13	1	1	12	65	64
15, 15A, 33	Norcot or Tilehurst	7	1	1	7	36	35
16	Purley-on-Thames	3	0	0	3	16	16
16, 17	Oxford Road or Kentwood	7	1	1	6	34	33
16, 33	Turnhams Farm or Little Heath	11	1	1	11	56	56
19A, 19B, 19C	Earley	4	0	0	4	22	22
19B, 21	Lower Earley	6	0	0	5	29	28
22	Caversham Heights	3	0	0	3	16	15
22, 23, 24, 25, 27	Caversham, Peppard Road or Balmore Park	4	0	0	4	19	19
23, 24, 25	Caversham, Emmer Green or Caversham Park	9	1	1	8	44	44
25	Sonning Common or Peppard Common	1	0	0	1	5	5
800 850 (X38)	Henley-on-Thames	1	0	0	0	2	2
850 (129)	Twyford or Sonning	4	0	0	4	19	19
X38, X39, X40	Woodcote or Wallingford	1	0	0	1	6	6

- 8.6 Bus services from Station North Interchange, Station Road, Blagrove Street and Friar Street have all been taken into consideration when assigning routes. This is due to all suitable bus stops being within ten minutes' walk from the proposed development. It is expected that most people travelling to destinations not served from Station North Interchange will walk through Reading Railway Station to reach the bus stops at the other locations identified.
- 8.7 The time required to walk from Vastern Road to Station North Interchange, wait for a bus, travel closer into Reading town centre and then wait again for a connecting bus is not greatly different from walking directly to Station Road, Blagrove Street and Friar Street.
- 8.8 From Table 8.3 it can be seen that the greatest number of passengers are expected to head from Woodley or Woodley Airfield and from Reading West or Dee Park.

8.9 Table 8.4 shows the impact that these additional passengers will have on each service.

Table 8.4: Impact on Employee Trips by Bus Service

Bus Service Number	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	Arriving Passengers	Buses towards Central Reading	Additional passengers per bus	Departing Passengers	Buses from Central Reading	Additional passengers per bus	Total Passengers	Total Bus Services	Additional passengers per bus
1	2	2	1.0	2	2	1.0	20	46	0.4
1, 15, 26, 33	6	14	0.4	6	14	0.4	63	292	0.2
1, 2, 2A, 26	7	9	0.8	7	10	0.7	73	202	0.4
1, 26	7	7	1.0	6	8	0.8	65	154	0.4
2, 2A	2	2	1.0	2	2	1.0	22	48	0.5
3	2	2	1.0	2	3	0.7	16	71	0.2
3, 5, 6, 7, 8, 9, 19A, 19C, 21, 21A	3	24	0.1	3	25	0.1	31	609	0.1
3, 5, 8, 9, 21, 21A	4	15	0.3	4	16	0.3	42	379	0.1
3, 8, 9, 21	7	9	0.8	7	10	0.7	73	237	0.3
4, X4	1	3	0.3	1	4	0.3	14	86	0.2
4, X4, 13, 14, 17	7	17	0.4	7	15	0.5	71	360	0.2
4, X4, 21	2	7	0.3	1	8	0.1	14	183	0.1
4, X4, 17, 19A, 19B, 19C	4	6	0.7	4	7	0.6	44	154	0.3
5, 6, 7, 9	7	13	0.5	6	13	0.5	68	325	0.2
5, 6, 7, 9, 10, 50	7	22	0.3	6	21	0.3	67	536	0.1
7, 8, 9	2	4	0.5	1	3	0.3	14	84	0.2
11 (1, 2, 2A, 26)	4	12	0.3	4	13	0.3	39	275	0.1
13, 14, 19A, 19C	16	7	2.3	14	6	2.3	155	146	1.1
15, 15A, 16, 33	13	10	1.3	12	11	1.1	129	247	0.5
15, 15A, 33	7	8	0.9	7	8	0.9	71	181	0.4
16	3	2	1.5	3	3	1.0	32	66	0.5

Bus Service Number	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
16, 17	7	11	0.6	6	10	0.6	67	239	0.3
16, 33	11	7	1.6	11	7	1.6	112	160	0.7
19A, 19B, 19C	4	3	1.3	4	3	1.3	44	68	0.6
19B, 21	6	6	1.0	5	5	1.0	57	119	0.5
22	3	1	3.0	3	2	1.5	31	36	0.9
22, 23, 24, 25, 27	4	5	0.8	4	8	0.5	38	171	0.2
23, 24, 25	9	4	2.3	8	6	1.3	88	128	0.7
25	1	2	0.5	1	2	0.5	10	35	0.3
800 850	1	2	0.5	0	2	0.0	4	48	0.1
850 (128, 129)	4	2	2.0	4	2	2.0	38	50	0.8
X39, X40	1	1	1.0	1	2	0.5	12	46	0.3

Residential Bus Trip Distribution

- 8.10 Table 8.5 below shows a percentage summary of locations where employees are expected to travel to the development by bus. The data has been derived from 2011 census travel to work data, with Reading MSOA 011 selected as the place of residence (as the proposed development is located within this area). As with the office development, locations without direct bus services have been removed, as have locations where the share of bus trips represents less than 0.1% of the total. Table 8.5 shows the results of the analysis, including the most likely route to the destination and nearest stop to the proposed development.

Table 8.5: Reading 011 MSOA Residential Travel to Work Data (Bus)

Destination	%	Bus Stop	Route
Bracknell Forest	4.0	Blagrove Street (EO)	4, X4
Wokingham 010, 013			
Hart 008	0.2	Station Road (SA/SC)	7
Reading 001, 004	2.2	Station North	23, 24, 25
Reading 002	1.3	Station North	22
Reading 003	1.3	Station North	22, 23, 24, 25

Destination	%	Bus Stop	Route
Reading 005	1.1	Friar Street (FE)	16, 33
West Berkshire 005			
Reading 006	2.7	Friar Street (FE)	16
West Berkshire 004			
Reading 007	2.2	Friar Street (FE)	15 15A, 16, 17
		Fire Station	42
Reading 008	0.5	Friar Street (FE)	33
Reading 009	0.8	Friar Street (FE)	15, 15A, 33
Reading 010	1.8	Blagrove Street (EM/EO)	4, X4, 13, 14, 17
Reading 012	1.3	Station Road (SA)	19A, 19B, 19C
		Blagrove Street (EO)	4, X4, 17
Reading 013	1.3	Blagrove Street (EO)	11
Reading 014	2.7	Station Road (SA/SC)	3, 8, 9, 19A, 19B, 19C
Reading 015	2.6	Blagrove Street (EK/EP)	1, 2, 2A, 26
Reading 016	1.1	Station Road (SA/SC)	3, 8, 9
		Blagrove Street (EK)	21
Reading 017	12.3	Station Road (SA/SC/SD)	6, 7, 10, 50, 600
Reading 018	8.0	Station Road (SD)	600
South Oxfordshire 011, 012, 018	5.3	Station North	X39, X40
South Oxfordshire 017, 019 Wycombe 020, 022, 023	3.3	Station North	800
		Blagrove Street (EO)	850
South Oxfordshire 020	0.3	Station North	25
West Berkshire 003	0.5	Friar Street (EC)	143
West Berkshire 006, 008	3.0	Blagrove Street (EK/EO)	1, 26
West Berkshire 009, 011, 012, 013, 016, 019	5.3	Blagrove Street (EP)	1
West Berkshire 015, 022	1.1	Blagrove Street (EP)	2, 2A
Wokingham 001	0.5	Blagrove Street	850

Destination	%	Bus Stop	Route
Wokingham 002	0.2	Blagrove Street (EO)	850 (128)
Wokingham 003	3.7	Station North	TVP
Wokingham 004, 005	2.3	Station Road (SA)	19A, 19C
		Blagrove Street (EM)	13, 14
Wokingham 006	14.9	Blagrove Street (EM/EO)	13, 14, 128, 850
		Station North	TVP
Wokingham 008	2.1	Station Road (SA)	19A, 19B, 19C
Wokingham 009	0.5	Blagrove Street (EK/EO)	500
Wokingham 011	1.0	Station Road (SA)	19B
		Blagrove Street (EK)	21
Wokingham 012	9.6	Station Road (SA)	3, 8, 9
		Blagrove Street (EK)	21
Wokingham 016, 018	0.8	Station Road (SA)	3
Wokingham 017	1.1	Station Road (SA/SC)	7, 8, 9

8.11 Table 8.6 below amalgamates the bus services (or combination of bus services) to provide a percentage figure for each bus service. Also detailed is the approximate walking distance to the nearest bus stop from the development and potential locations where people will travel from.

Table 8.6: Reading 011 MSOA Residential Travel to Work Data (Bus)

Bus Service	%	Bus Stop	Walking Distance ²	Areas Served
1	5.3	Blagrove Street (EP)	9 mins	Theale, Aldermaston, Woolhampton, Thatcham, Newbury
1, 26	3.0	Blagrove Street (EK/EP)	8-9 mins	Calcot, Beansheaf
1, 2, 2A, 26	2.6	Blagrove Street (EK/EP)	8-9 mins	Southcote
2, 2A	1.1	Blagrove Street (EP)	9 mins	Burghfield, Burghfield Common, Mortimer
3	0.8	Station Road (SA)	7 mins	Mulberry Business Park, Aborfield, Aborfield Green
3, 8, 9, 19A, 19B, 19C,	2.7	Station Road (SA/SC)	7-8 mins	Royal Berkshire Hospital

² At 1.4m/s in accordance with *Providing for Journeys on Foot, CIHT*

Bus Service	%	Bus Stop	Walking Distance ²	Areas Served
3, 8, 9, 21	10.7	Station Road (SA/SC)	8 mins	Shinfield Road, University of Reading, Shinfield, Rushey Way
		Blagrove Street (EK)	8 mins	
4, X4	4.0	Blagrove Street (EO)	9 mins	Emmbrook, Wokingham, Bracknell Southern & Western Industrial Area, Waitrose, John Lewis
4, X4, 13, 14, 17	1.8%	Blagrove Street (EM/EO)	7-9 mins	New Town, London Road, Wokingham Road, Reading College
4, X4, 17, 19A, 19B, 19C	1.3%	Station Road (SA)	7 mins	Whiteknights Road, Wokingham Road
		Blagrove Street (EO)	9 mins	
6, 7, 10, 50, 600	12.3%	Station Road (SA/SC/SD)	8-9 mins	Whitley, Kennet Island, Green Park
7	0.2%	Station Road (SC)	8 mins	Fleet
7, 8, 9	1.1%	Station Road (SA/SC)	8 mins	Spencers Wood
11	1.3%	Blagrove Street (EO)	8-9 mins	Rose Kiln Lane
13, 14, 19A, 19C	2.3%	Station Road (SA)	7 mins	Woodley, Woodley Airfield
		Blagrove Street (EM)	7 mins	
13, 14, 128, 850, TVP	14.9%	Blagrove Street (EM)	7 mins	Thames Valley Park, Suttons Business Park
		Station North	3 mins	
15, 15A, 16, 17, 42	2.2%	Friar Street (FE)	9 mins	Portman Road, Rivermead
15, 15A, 33	0.8%	Friar Street (FE)	9 mins	Norcot, Tilehurst
16	2.7%	Friar Street (FE)	9 mins	Purley-on-Thames, Oxford Road, Deacon Way
16, 33	1.1%	Friar Street (FE)	9 mins	Turnhams Farm, Little Heath, Kentwood, Tilehurst, Norcot
19A, 19B, 19C	2.1%	Station Road (SA)	7 mins	University of Reading
19B, 21	1.0%	Station Road (SA)	7 mins	Lower Earley
		Blagrove Street (EK)	8 mins	
22	1.3%	Station North	3 mins	Caversham Heights, Upper Caversham
22, 23, 24, 25, 27	1.3%	Station North	3 mins	Caversham, Peppard Road, Balmore Park
23, 24, 25	2.2%	Station North	3 mins	Caversham Park, Caversham, Emmer Green
25	0.3%	Station North	3 mins	Sonning Common
33	0.5%	Friar Street (FE)	9 mins	Tilehurst Road

Bus Service	%	Bus Stop	Walking Distance ²	Areas Served
143	0.5%	Friar Street (FC)	9 mins	Pangbourne, Upper Basildon
500	0.5%	Blagrove Street (EO)	8-9 mins	Winnersh Triangle Business Park
600	8.0%	Station Road (SA/SC)	8 mins	Reading International Business Park, Tesco Distribution Centre
800 850	3.3%	Station North	3 mins	Henley-on-Thames, High Wycombe
		Blagrove Street (EO)	9 mins	
850	0.5%	Blagrove Street (EO)	9 mins	Wargrave
850 (128)	0.2%	Blagrove Street (EO)	9 mins	Twyford
TVP	3.7%	Station North	3 mins	Thames Valley Park
X39, X40	2.8%	Station North	3 mins	Wallingford, Woodcote, Howberry Business Park, Environment Agency

8.12 Using the predicted routing above, we have calculated the number of additional passengers using key bus routes and stops from the office element of the development, and these are shown in Table 8.7

Table 8.7: Reading 011 MSOA Residential Travel to Work Assignment

Bus Service		AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-21:00)	
No.	Towards	Arrive	Depart	Arrive	Depart	Arrive	Depart
ALL JOURNEYS		19	95	62	35	531	534
1	Theale, Thatcham or Newbury	1	5	3	2	28	28
1, 26	Calcot, Beansheaf	1	3	2	1	16	16
1, 2, 2A, 26	Southcote	0	2	2	1	14	14
2, 2A	Burghfield, Burghfield Common or Mortimer	0	1	1	0	6	6
3	Mulberry Business Park, Aborfield or Aborfield Green	0	1	0	0	4	4
3, 8, 9, 19A, 19B, 19C,	Royal Berkshire Hospital	1	3	2	1	14	14
3, 8, 9, 21	University of Reading or Shinfield Road	2	10	7	4	57	57
4, X4	Wokingham or Bracknell	1	4	2	1	21	21
4, X4, 13, 14, 17	London Road or Wokingham Road	0	2	1	1	9	9

Bus Service		AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-21:00)	
No.	Towards	Arrive	Depart	Arrive	Depart	Arrive	Depart
4, X4, 17, 19A, 19B, 19C	Whiteknights Road, Wokingham Road	0	1	1	1	7	7
6, 7, 10, 50, 600	Whitley, Kennet Island, Green Park	2	12	8	4	65	66
7	Fleet	0	0	0	0	1	1
7, 8, 9	Spencers Wood	0	1	1	0	6	6
11	Rose Kiln Lane	0	1	1	1	7	7
13, 14, 19A, 19C	Woodley, Woodley Airfield	1	2	1	1	12	12
13, 14, 128, 850, TVP	Thames Valley Park, Suttons Business Park	3	14	9	5	79	79
15, 15A, 16, 17, 42	Portman Road, Rivermead	1	2	1	1	12	12
15, 15A, 33	Norcot, Tilehurst	0	1	1	0	4	4
16	Purley-on-Thames, Oxford Road, Deacon Way	1	3	2	1	14	14
16, 33	Turnhams Farm, Little Heath, Kentwood, Tilehurst, Norcot	0	1	1	0	6	6
19A, 19B, 19C	University of Reading	0	2	1	1	11	11
19B, 21	Lower Earley	0	1	1	0	5	5
22	Caversham Heights, Upper Caversham	0	1	1	1	7	7
22, 23, 24, 25, 27	Caversham, Peppard Road, Balmore Park	0	1	1	1	7	7
23, 24, 25	Caversham Park, Caversham, Emmer Green	0	2	1	1	12	12
25	Sonning Common	0	0	0	0	1	1
33	Tilehurst Road	0	1	0	0	3	3
143	Pangbourne, Upper Basildon	0	0	0	0	2	3
500	Winnersh Triangle Business Park	0	0	0	0	3	3
600	Reading International Business Park	2	8	5	3	42	43
800 850	Henley-on-Thames, High Wycombe	1	3	2	1	18	17
850	Wargrave	0	0	0	0	3	3

Bus Service		AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-21:00)	
No.	Towards	Arrive	Depart	Arrive	Depart	Arrive	Depart
850 (128)	Twyford	0	0	0	0	1	1
TVP	Thames Valley Park	1	4	2	1	19	20
X39, X40	Wallingford or Woodcote	1	3	2	1	15	15

8.13 From Table 8.7 it can be shown that the greatest number of passengers are expected to head to Suttons Business Park or Thames Valley Park and to Whitley, Kennet Island or Green Park.

8.14 Table 8.8 shows the impact that these additional passengers will have on each service.

Table 8.8: Impact of Residential Trips by Bus Service

Bus Service Number	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-21:00)		
	Departing Passengers	Buses from Central Reading	Additional passengers per bus	Arriving Passengers	Buses towards Central Reading	Additional passengers per bus	Total Passengers	Total Bus Services	Additional passengers per bus
1	5	2	2.5	3	1	3.0	56	53	1.1
1, 26	3	6	0.5	2	7	0.3	32	173	0.2
1, 2, 2A, 26	2	7	0.3	2	9	0.2	28	227	0.1
2, 2A	1	1	1.0	1	2	0.5	12	54	0.2
3	1	3	0.3	0	4	0.0	8	79	0.1
3, 8, 9, 19A, 19B, 19C,	3	7	0.4	2	9	0.2	28	226	0.1
3, 8, 9, 21	10	10	1.0	7	10	0.7	114	264	0.4
4, X4	4	4	1.0	2	4	0.5	42	97	0.4
4, X4, 13, 14, 17	2	17	0.1	1	15	0.1	18	413	0.0
4, X4, 17, 19A, 19B, 19C	1	14	0.1	1	14	0.1	14	372	0.0
6, 7, 10, 50, 600	12	20	0.6	8	19	0.4	131	523	0.3
7	0	1	0.0	0	0	0.0	2	18	0.1

Bus Service Number	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-21:00)		
	Departing Passengers	Buses from Central Reading	Additional passengers per bus	Arriving Passengers	Buses towards Central Reading	Additional passengers per bus	Total Passengers	Total Bus Services	Additional passengers per bus
7, 8, 9	1	4	0.3	1	2	0.5	12	91	0.1
11	1	3	0.3	1	3	0.3	14	80	0.2
13, 14, 19A, 19C	2	5	0.4	1	5	0.2	24	164	0.1
13, 14, 128, 850, TVP	14	15	0.9	9	14	0.6	158	283	0.6
15, 15A, 16, 17, 42	2	13	0.2	1	12	0.1	24	393	0.1
15, 15A, 33	1	7	0.1	1	4	0.3	8	201	0.0
16	3	2	1.5	2	2	1.0	28	75	0.4
16, 33	1	6	0.2	1	6	0.2	12	180	0.1
19A, 19B, 19C	2	1	2.0	1	3	0.3	22	74	0.3
19B, 21	1	4	0.3	1	5	0.2	10	137	0.1
22	1	1	1.0	1	2	0.5	14	42	0.3
22, 23, 24, 25, 27	1	5	0.2	1	8	0.1	14	198	0.1
23, 24, 25	2	4	0.5	1	6	0.2	24	149	0.2
25	0	1	0.0	0	2	0.0	2	42	0.0
33	1	4	0.3	0	4	0.0	6	105	0.1
143	0	0	0.0	0	1	0.0	5	11	0.5
500	0	4	0.0	0	4	0.0	6	86	0.1
600	8	4	2.0	5	4	1.3	85	112	0.8
800 850	3	2	1.5	2	2	1.0	35	49	0.7
850	0	1	0.0	0	1	0.0	6	23	0.3
850 (128)	0	2	0.0	0	2	0.0	2	52	0.0
TVP	4	10	0.4	2	9	0.2	39	141	0.3
X39, X40	3	2	1.5	2	2	1.0	30	53	0.6

8.15 Table 8.9 shows the impact that both the residential and office uses have on local bus services, whilst Table 8.10 shows the bus services that are impacted the most.

Table 8.9: Impact of Office and Residential Trips by Bus Service

Bus Service Number	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-21:00)		
	Departing Passengers	Applicable Journeys to/from Central Reading	Additional passengers per bus	Arriving Passengers	Applicable Journeys to/from Central Reading	Additional passengers per bus	Total Passengers	Total Bus Services	Additional passengers per bus
1	7	4	1.8	5	3	1.7	76	99	0.8
1, 2, 2A, 26	9	16	0.6	9	19	0.5	101	429	0.2
1, 15, 26, 33	6	14	0.4	6	14	0.4	63	292	0.2
1, 26	10	13	0.8	8	15	0.5	97	327	0.3
2, 2A	3	3	1.0	3	4	0.8	34	102	0.3
3	3	5	0.6	2	7	0.3	24	150	0.2
3, 5, 6, 7, 8, 9, 19A, 19B, 19C, 21, 21A	3	24	0.1	3	25	0.1	31	609	0.1
3, 5, 8, 9, 21, 21A	4	15	0.3	4	16	0.3	42	379	0.1
3, 8, 9, 19A, 19B, 19C	3	7	0.4	2	9	0.2	28	226	0.1
3, 8, 9, 21	17	19	0.9	14	20	0.7	187	501	0.4
4, X4	5	7	0.7	3	8	0.4	56	183	0.3
4, X4, 13, 14, 17	9	34	0.3	8	30	0.3	89	773	0.1
4, X4, 17, 19A, 19B, 19C	5	20	0.3	5	21	0.2	58	526	0.1
4, X4, 21	2	7	0.3	1	8	0.1	14	183	0.1
5, 6, 7, 9	7	13	0.5	6	13	0.5	68	325	0.2
5, 6, 7, 9, 10, 50	7	22	0.3	6	21	0.3	67	536	0.1
6, 7, 10, 50, 600	12	20	0.6	8	19	0.4	131	523	0.3
7	0	1	0.0	0	0	0.0	2	18	0.1
7, 8, 9	3	8	0.4	2	5	0.4	26	175	0.1

Bus Service Number	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-21:00)		
	Departing Passengers	Applicable Journeys to/from Central Reading	Additional passengers per bus	Arriving Passengers	Applicable Journeys to/from Central Reading	Additional passengers per bus	Total Passengers	Total Bus Services	Additional passengers per bus
11	1	3	0.3	1	3	0.3	14	80	0.2
11 (1, 2, 2A, 26)	4	12	0.3	4	13	0.3	39	275	0.1
13, 14, 19A, 19C	18	12	1.5	15	11	1.4	179	310	0.6
13, 14, 128, 850, TVP	14	15	0.9	9	14	0.6	158	283	0.6
15, 15A, 16, 17, 42	2	13	0.2	1	12	0.1	24	393	0.1
15, 15A, 16, 33	13	10	1.3	12	11	1.1	129	247	0.5
15, 15A, 33	8	15	0.5	8	12	0.7	79	382	0.2
16	6	4	1.5	5	5	1.0	60	141	0.4
16, 17	7	11	0.6	6	10	0.6	67	239	0.3
16, 33	12	13	0.9	12	13	0.9	124	340	0.4
19A, 19B, 19C	6	4	1.5	5	6	0.8	66	142	0.5
19B, 21	7	10	0.7	6	10	0.6	67	256	0.3
22	4	2	2.0	4	4	1.0	45	78	0.6
22, 23, 24, 25, 27	5	10	0.5	5	16	0.3	52	369	0.1
23, 24, 25	11	8	1.4	9	12	0.8	112	277	0.4
25	1	3	0.3	1	4	0.3	12	77	0.2
33	1	4	0.3	0	4	0.0	6	105	0.1
143	0	0	0.0	0	1	0.0	5	11	0.5
500	0	4	0.0	0	4	0.0	6	86	0.1
600	8	4	2.0	5	4	1.3	85	112	0.8
800 850	4	4	1.0	2	4	0.5	39	97	0.4

Bus Service Number	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-21:00)		
	Departing Passengers	Applicable Journeys to/from Central Reading	Additional passengers per bus	Arriving Passengers	Applicable Journeys to/from Central Reading	Additional passengers per bus	Total Passengers	Total Bus Services	Additional passengers per bus
850	0	1	0.0	0	1	0.0	6	23	0.3
850 (128)	4	4	1.0	4	4	1.0	40	102	0.4
TVP	4	10	0.4	2	9	0.2	39	141	0.3
X39, X40	4	3	1.3	3	4	0.8	42	99	0.4

Table 8.10: Bus Services with the Greatest Impact

AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily (07:00-19:00)
Service 22 to/from Caversham Heights 2.0 additional passengers per journey	Service 1 To/from Theale, Thatcham or Newbury 1.7 additional passengers per journey.	Service 1 To/from Theale, Thatcham or Newbury 0.8 additional passengers per journey.
Service 600 to/from Reading International Business Park 2.0 additional passengers per journey	Services 13, 14, 19A & 19C to/from Woodley 1.4 additional passengers per journey	Service 600 to/from Reading International Business Park 0.8 additional passengers per journey
Service 1 To/from Theale, Thatcham or Newbury 1.8 additional passengers per journey.	Service 600 to/from Reading International Business Park 1.3 additional passengers per journey	Services 13, 14, 19A & 19C to/from Woodley 0.6 additional passengers per journey

- 8.16 When assessing the combined impact on bus services from both the residential and office uses, a maximum of two additional passengers is expected to travel on any of the bus corridors listed, which will not result in a significant impact on bus passenger capacity. Many of the people expected to be working and living at the new development may already work or live in or in close proximity to Reading Town Centre, and could be existing bus passengers. The analysis is therefore very robust.

Retail/Commercial Uses Bus Trip Distribution

- 8.17 Table 8.11 below shows the impact that the retail/commercial uses would have on existing bus services. In order to assign these trips, population data from 50 wards including all those within the Reading local authority area and selected ones from West Berkshire,

Wokingham and South Oxfordshire were examined. These are the wards where people are most likely to travel from for shopping/leisure purposes. Wards that do not have a direct or regular bus service to and from Reading have then been removed from this analysis.

- 8.18 The population of each ward against the total population of all 50 wards has been used to calculate the percentage of trips expected to come from each ward. Due to the number of additional trips expected to be generated by bus (as shown in Table 7.16), Table 8.11 only shows the impact on bus services operated to the north of the site split into corridors and the impact of bus services operated to the south of the site combined. Trips from the south of the site are based on the passenger changing from a bus in the Town Centre onto bus services 22, 23, 24, 25, 27 or 29 - based on the assumption that as most bus services are operated by Reading Buses, they hold a day ticket or season ticket.

Table 8.11: Reading Retail/Commercial Uses Bus Assignment

Bus Service		AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (06:00-22:00)	
No.	To/From	Arrive	Depart	Arrive	Depart	Arrive	Depart
22, 23, 24, 25	Caversham, Emmer Green, Caversham Park	0	0	0	0	4	4
22, X39, X40	Caversham Heights	0	0	0	0	1	1
800	Henley-on-Thames	1	0	1	1	8	8
X39, X40	Woodcote, Wallingford	0	0	0	0	5	5
22, 23, 24, 25	Reading Town Centre	5	4	11	13	156	157

- 8.19 During the peak hours it is expected that there will be a limited impact on local bus services, with a maximum of one person departing and one person arriving during both of the peak hours on bus services to the north of the development.
- 8.20 During the AM peak hour there are predicted to be five passengers arriving from and four passengers travelling to the Town Centre. With five bus services operating to and from the development in either direction, this would result in a maximum of 1.0 passenger per bus during this period. During the PM peak period there are predicted to be 11 passengers arriving and 13 passengers travelling to the Town Centre. With eight bus services operating in either direction to and from the development during this period, this would result in a maximum of just 1.6 passengers per bus journey.

- 8.21 During the course of the day (between 06:00 and 22:00) there are predicted to be 18 passengers travelling in either direction from destinations to the north of the development. Spreading these across the 295 journeys per weekday during these times on services 22, 23, 24, 25, X39, X40 and 800, which all stop at Reading Station North bus stops, would result in an average of just over 0.1 passengers per journey.
- 8.22 156 passengers are predicted to travel to the development by bus from the Town Centre and 157 to the Town Centre. Spread across the 212 journeys operated by Reading Buses per weekday between the Town Centre and Reading Station North bus stops, this represents 1.5 passengers per journey.
- 8.23 Although the impact will vary through the day (and also during the week) it is expected that the predicted number of bus passengers can easily be accommodated onto the existing bus service network.

Train

Train Impact

- 8.24 2011 Census data has been utilised to identify the areas that employees within the Reading 011 MSOA travel to and from by train. The average commute by train is 1 hour³, so destinations with a longer commute than this have been removed. Reading West is also not considered due to its close proximity to the development (where people would be unlikely to catch a train to or from Reading West and would walk or cycle instead). Table 8.12 has been split into office, residential and retail/commercial uses, and also by line, with the most likely destinations shown. Data for the retail/commercial uses has also been shown, using ward population data from Reading, West Berkshire, South Oxfordshire and Wokingham, but only for those served by a rail service.

Table 8.12: Reading 011 MSOA Employee Travel to Work Data (Train)

Rail Service	%	Stations Served
Office Development		
Newbury Line	11.2	Aldermaston, Thatcham, Newbury, Hungerford, Bedwyn, Pewsey, Westbury
Great Western Main Line Westbound	7.7	Didcot Parkway, Swindon
	0.7	Chippenham, Bath Spa, Bristol Parkway
	0.4	Kemble, Stroud

³ Transport Statistics Great Britain 2019, DfT

Rail Service	%	Stations Served
Didcot Parkway - Reading calling service	7.8	Tilehurst, Pangbourne, Goring, Cholsey
Oxford Line	4.2	Oxford, Banbury, Hanborough, Charlbury, Kingham, Moreton-in-Marsh
Great Western Main Line Eastbound (FAST)	3.0	London Paddington
Great Western Main Line Eastbound (SLOW)	21.5	Twyford, Maidenhead, Burnham, Slough, Langley, West Drayton, Hayes & Harlington, Southall, Ealing Broadway
Bracknell Line	16.0	Earley, Winnersh, Bracknell, Ascot, Virginia Water, Egham, Staines, Ashford, Feltham, Twickenham, Richmond
Bracknell Line, North Downs Line	5.9	Wokingham
North Downs Line	10.6	Crowthorne, Sandhurst, Blackwater, Farnborough North, North Camp, Ash, Longcross, Guildford
Basingstoke Line	11.0	Mortimer, Bramley, Basingstoke, Winchester, Southampton Airport Parkway, Southampton Central
Residential Development		
Newbury Line	11.8	Aldermaston, Theale, Thatcham, Newbury, Hungerford, Pewsey
Great Western Main Line Westbound	4.5	Didcot Parkway, Swindon
	0.8	Chippenham, Bath Spa, Bristol Parkway
Didcot Parkway - Reading calling service	2.5	Tilehurst, Pangbourne, Goring, Cholsey
Oxford Line	4.0	Oxford, Hanborough
Great Western Main Line Eastbound (FAST)	32.2	London Paddington
Great Western Main Line Eastbound (SLOW)	17.0	Twyford, Maidenhead, Burnham, Slough, Langley, West Drayton, Hayes & Harlington, Southall, Ealing Broadway
Bracknell Line	15.1	Earley, Winnersh, Bracknell, Ascot, Virginia Water, Egham, Staines, Ashford, Feltham, Richmond
Bracknell Line, North Downs Line	2.7	Wokingham
North Downs Line	4.7	Sandhurst, Blackwater, Farnborough North, North Camp, Longcross, Guildford
Basingstoke Line	4.7	Mortimer, Basingstoke, Winchester, Southampton Central
Retail/Commercial Uses		
Newbury Line	4.7	Aldermaston, Theale
Great Western Main Line Mainline	3.3	Didcot Parkway
Didcot Parkway - Reading calling service	29.3	Tilehurst, Pangbourne, Goring, Cholsey
Great Western Main Line Eastbound (SLOW)	17.6	Twyford
Bracknell Line	20.3	Earley, Winnersh

Rail Service	%	Stations Served
Bracknell Line, North Downs Line	18.5	Wokingham
Basingstoke Line	6.3	Mortimer

8.25 Table 8.13 shows how the rail trips for each proposed use have been assigned using the data shown in Table 8.12. Table 8.14 shows the total additional trips that are predicted to be generated for each rail corridor.

Table 8.13: Reading Train Assignment by Development Type

Train Service	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (06:00-22:00)	
To/From	Arrive	Depart	Arrive	Depart	Arrive	Depart
TOTAL OFFICE	152	12	10	142	762	748
Newbury Line	17	1	1	16	85	84
Great Western Mainline (Westbound) Reading to Swindon	12	1	1	11	59	58
Great Western Mainline (Westbound) Destinations west of Swindon	2	0	0	2	8	8
Didcot Parkway - Reading calling service	12	1	1	11	59	58
Oxford Line	6	1	0	6	32	31
Great Western Main Line Eastbound (FAST)	4	0	0	4	23	23
Great Western Main Line Eastbound (SLOW)	33	3	2	30	164	161
Bracknell Line	24	2	2	23	122	120
Bracknell Line, North Downs Line	9	1	1	8	45	44
North Downs Line	16	1	1	15	81	79
Basingstoke Line	17	1	1	16	84	82
TOTAL RESIDENTIAL	33	163	107	60	910	916
Newbury Line	4	19	13	7	107	108
Great Western Mainline (Westbound) Reading to Swindon	1	7	5	3	41	41
Great Western Mainline (Westbound) Destinations west of Swindon	0	1	1	0	7	7
Didcot Parkway - Reading calling service	1	4	3	2	23	23
Oxford Line	1	7	4	2	36	37

Train Service	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (06:00-22:00)	
To/From	Arrive	Depart	Arrive	Depart	Arrive	Depart
Great Western Main Line Eastbound (FAST)	11	52	34	19	293	295
Great Western Main Line Eastbound (SLOW)	6	28	18	10	155	156
Bracknell Line	5	25	16	9	137	138
Bracknell Line, North Downs Line	1	4	3	2	25	25
North Downs Line	2	8	5	3	43	43
Basingstoke Line	1	8	5	3	43	43
TOTAL RETAIL/COMMERCIAL	1	0	1	2	23	23
Newbury Line	0	0	0	0	1	1
Great Western Mainline (Westbound) Reading to Swindon	0	0	0	0	1	1
Didcot Parkway - Reading calling service	1	0	1	1	7	7
Great Western Main Line Eastbound (SLOW)	0	0	0	0	4	4
Bracknell Line	0	0	0	1	5	5
Bracknell Line, North Downs Line	0	0	0	0	4	4
Basingstoke Line	0	0	0	0	1	1

Table 8.14: Reading Train Assignment (Total)

Train Service	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (06:00-22:00)	
To/From	Arrive	Depart	Arrive	Depart	Arrive	Depart
TOTAL RAIL TRIPS	186	175	118	204	1,695	1,687
Newbury Line	21	20	14	23	193	193
Great Western Mainline (Westbound) Reading to Swindon	13	8	6	14	101	100
Great Western Mainline (Westbound) Destinations west of Swindon	2	1	1	2	15	15
Didcot Parkway - Reading calling service	14	5	5	14	89	88
Oxford Line	7	8	4	8	72	72
Great Western Main Line Eastbound (FAST)	15	52	34	24	321	323

Train Service	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (06:00-22:00)	
To/From	Arrive	Depart	Arrive	Depart	Arrive	Depart
Great Western Main Line Eastbound (SLOW)	39	31	20	40	323	321
Bracknell Line	29	27	18	32	260	259
Bracknell Line, North Downs Line	10	5	4	10	70	69
North Downs Line	18	9	6	18	124	122
Basingstoke Line	18	9	6	19	127	125

- 8.26 The greatest impact on rail services for both arrivals and departures is on eastbound rail services on the Great Western Mainline (GWML). Fast services provide a direct link from Reading into Central London and are impacted the most in the AM (departures) and PM (arrivals) peak hours. Slow services provide access into Reading from west London, Slough and Maidenhead and also connect with services to Windsor and Henley-on-Thames, and are most likely to be used by commuters working in Reading. These are impacted the most in the AM (arrivals) and PM (departures) peak hours.
- 8.27 A total of eight fast services arrive at Reading on the eastbound GWML during both the AM and PM peak hours, with six and seven slow services arriving during the AM and PM peak respectively. A total of 54 passengers will arrive during each peak hour period. In the opposite direction, a total of four slow and 15 fast services depart during the AM peak Reading catering for a total of 83 passengers. In the PM peak, a total of four slow and 12 fast services depart catering for a total of 64 passengers.
- 8.28 Over the course of a day, a total of 1,288 passengers are expected on eastbound services on the GWML from Reading (representing a third of the predicted additional rail passengers).
- 8.29 The Bracknell line is expected to see the second largest impact in terms of passengers. This line also serves south west London (Richmond, Twickenham, Feltham), Staines and Eton, as well as stations on the edge of Reading (Winnersh and Earley). In the AM peak, two services in either direction cater for a total of 29 and 27 passengers respectively. In the PM peak, three services arrive at and four depart from Reading, catering for 18 and 32 passengers respectively. The Bracknell line also serves Wokingham, and additional passengers are expected to use the service throughout the day, but also have the option of the North Downs line, which also serves Wokingham.

- 8.30 It is expected that the additional rail passengers will be able to be absorbed onto the existing service provision.

Local Highway Network

- 8.31 As demonstrated in Table 7.20, the development is expected to facilitate a reduction in vehicular movements across both peak periods and daily. Therefore, no further consideration has been given to the vehicular impact of the development on the local highway network. The proposals will have a positive impact on highway capacity, and, as a consequence, highway safety.

Walking and Cycling Impact

- 8.32 Table 8.15 below details the total number of pedestrian and cycle trips predicted to be generated by the development. This includes all journeys predicted to be undertaken on foot, by bus and rail as they will all involve use of some pedestrian infrastructure whilst walking to / from the main mode of travel.

Table 8.15: Total Development Trip Generation

Mode	AM Peak 08:00-09:00		PM Peak 17:00-18:00		Daily 06:00-22:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Train	186	175	118	204	1,695	1,687
Bus, minibus or coach	188	112	85	201	1,524	1,514
On foot	262	294	270	364	3,661	3,657
Total Walking Trips	636	581	473	769	6,880	6,858
Cycling	43	33	23	46	364	360

- 8.33 As demonstrated in the NMU audit, the pedestrian infrastructure in the vicinity of the site is of high quality with wide footways and multiple crossings. The layout concept ensures a high level of pedestrian permeability and the public realm works will deliver an enhanced pedestrian environment on Vastern Road. Accordingly, the predicted volume of pedestrian and cycle trips is expected to be easily accommodated.

9.0 PERSONAL INJURY ACCIDENT DATA

- 9.1 CEC has obtained Personal Injury Accident Data for the most recent five-year period from Reading Borough Council. The accident study area comprises a significant area around the site including Caversham Road, Vastern Road, George Street and Forbury Road. The accident data is summarised below whilst the full data (including a plan showing the accident locations) is included within Appendix 5 of this Report.

Table 9.1: Personal Injury Accident Data

Severity	Serious	Fatal
Collisions	17	1

- 9.2 From Table 9.1 it can be determined that there have been 18 serious or fatal accidents within the study area.
- 9.3 The fatality occurred along Great Knolly's Street, at the junction with the A329 Caversham Road, and was caused by a bus / coach colliding with two pedestrians at a signalised pedestrian crossing. Both the bus / coach and the two pedestrians failed to properly notice each other at the signalised pedestrian crossing. It should also be noted that the pedestrians were wearing dark clothing and, combined with the dark conditions and time of day at which the collision occurred, visibility at the crossing was compromised.
- 9.4 Of the 17 accidents classed as 'serious' within the study area, one was recorded at the Caversham Road / Vastern Road junction adjacent the northwestern corner of the site. It involved a collision between a cyclist and car and was caused by the cyclist attempting to change lanes by weaving between traffic. The causal factors included the cyclist failing to look properly and being careless/reckless/in a hurry.
- 9.5 Another further serious accident occurred at the Trooper Potts Way / Vastern Road junction at the eastern edge of the site. The accident occurred when a cyclist, impaired by alcohol, fell off his bicycle causing serious injuries.
- 9.6 The remaining serious accidents occurred at various locations including the A329 Vastern Road / B3345 George Street junction and the A329 Vastern Road / B3345 Reading Bridge junction.



- 9.7 In summary, the causes of the 18 total accidents that occurred within the study area could not be attributed to any particular highway/infrastructure issues in the vicinity of the site, with human error cited as the most likely factor contributing to each collision.

10.0 SUMMARY AND CONCLUSIONS

10.1 This *TA* has been prepared on behalf of Aviva Life and Pensions UK Limited in support of an outline planning application for a proposed mixed-use development on land at Reading Station Shopping Park, Reading.

10.2 The conclusions of this *TA* are set out below.

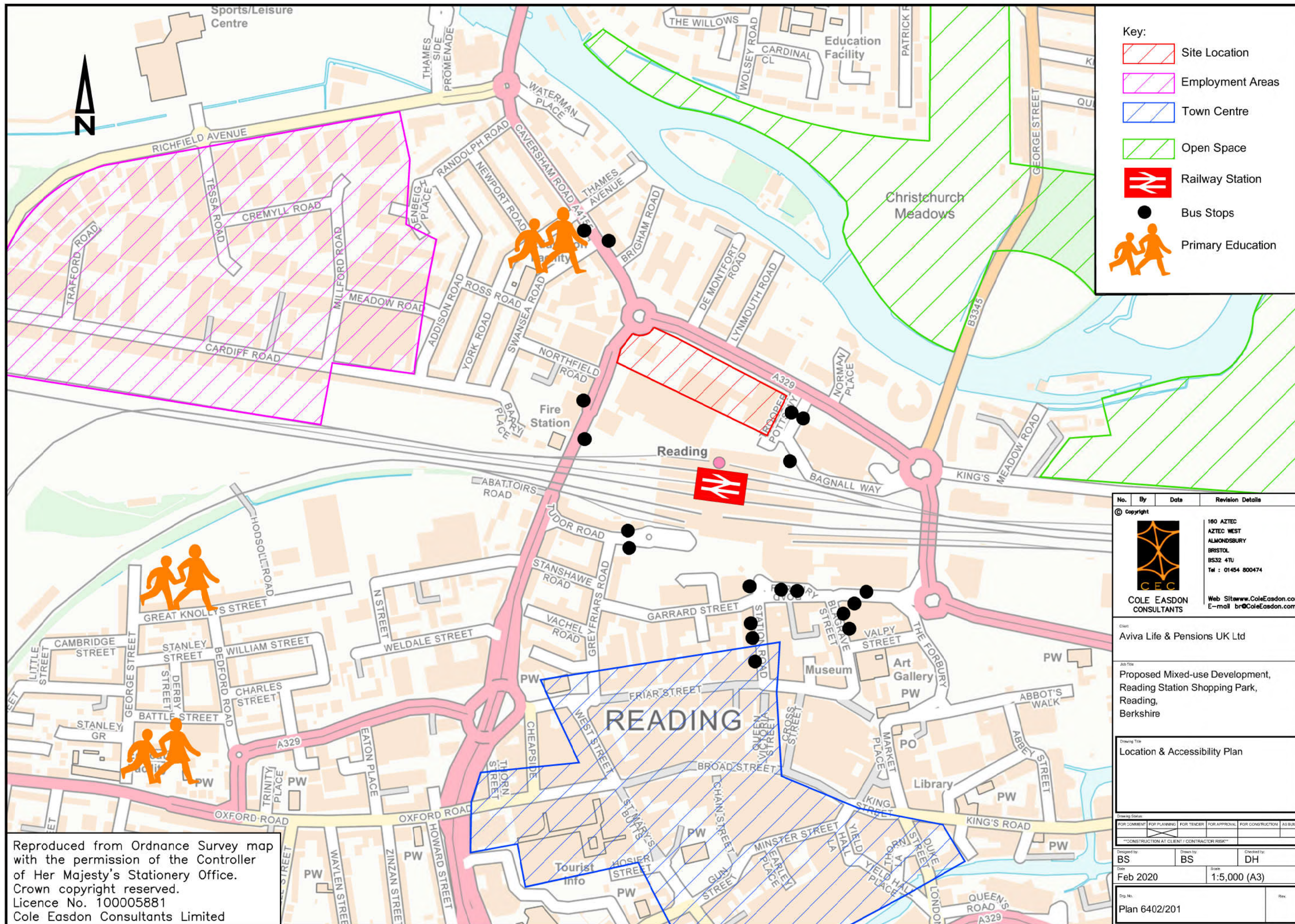
- the site offers convenient access to the local and strategic highway network, with Vastern Road and Caversham Road providing access to the wider strategic road network;
- vehicular access to the site will be achieved from redesigned, but similar accesses to the existing situation;
- the development proposals comply with local, regional and national transport policies aimed at ensuring that new development is located where there is good accessibility by sustainable modes of transport. The proposals also comply with various local policies aimed at increasing the proportion of journeys made by walking, cycling and public transport;
- the site will offer excellent accessibility by public transport, with the site being situated within easy walking distance of bus stops providing high frequency bus services. It is also located within easy walking distance of a range of day-to-day services and facilities including primary education, health and leisure facilities, retail, and employment provision. The accompanying *Travel Plan* will seek to maximise the number of journeys made by sustainable modes of transport and thus contribute towards achieving policies contained within RBG's *Local Plan* and the *Local Transport Plan*;
- an extremely low level of car parking is proposed which will contribute towards a sustainable development and the uptake of sustainable transport modes;
- the development will incorporate a managed system of servicing and deliveries, and refuse and service vehicles will be able to adequately access all parts of the site;
- the development will provide cycle parking and electric vehicle charging infrastructure in accordance with the requirements of the *Reading Revised parking Standards and Design* document;
- an *NMU Audit* of key walking and cycling routes has been conducted, and identifies that the pedestrian environment in the local area is generally good;
- the development is predicted to have a positive impact on the local highway network due to a significant reduction in the number of vehicular trips generated by the site compared to the existing uses on site;

- the majority of trips generated by the development will be via bus, rail and on foot; and
- a review of Personal Injury Accident data for the local area confirms there to be no particular highway safety issues in the vicinity of the site, with the number and frequency of accidents being considered to be commensurate with the levels of traffic flow.

10.3 CEC considers that there are no highway or transportation reasons to preclude the development of this site as proposed, subject to the implementation of the measures identified within this Report (including the *Interim Travel Plan*), and agreement of appropriate contributions towards public transport.

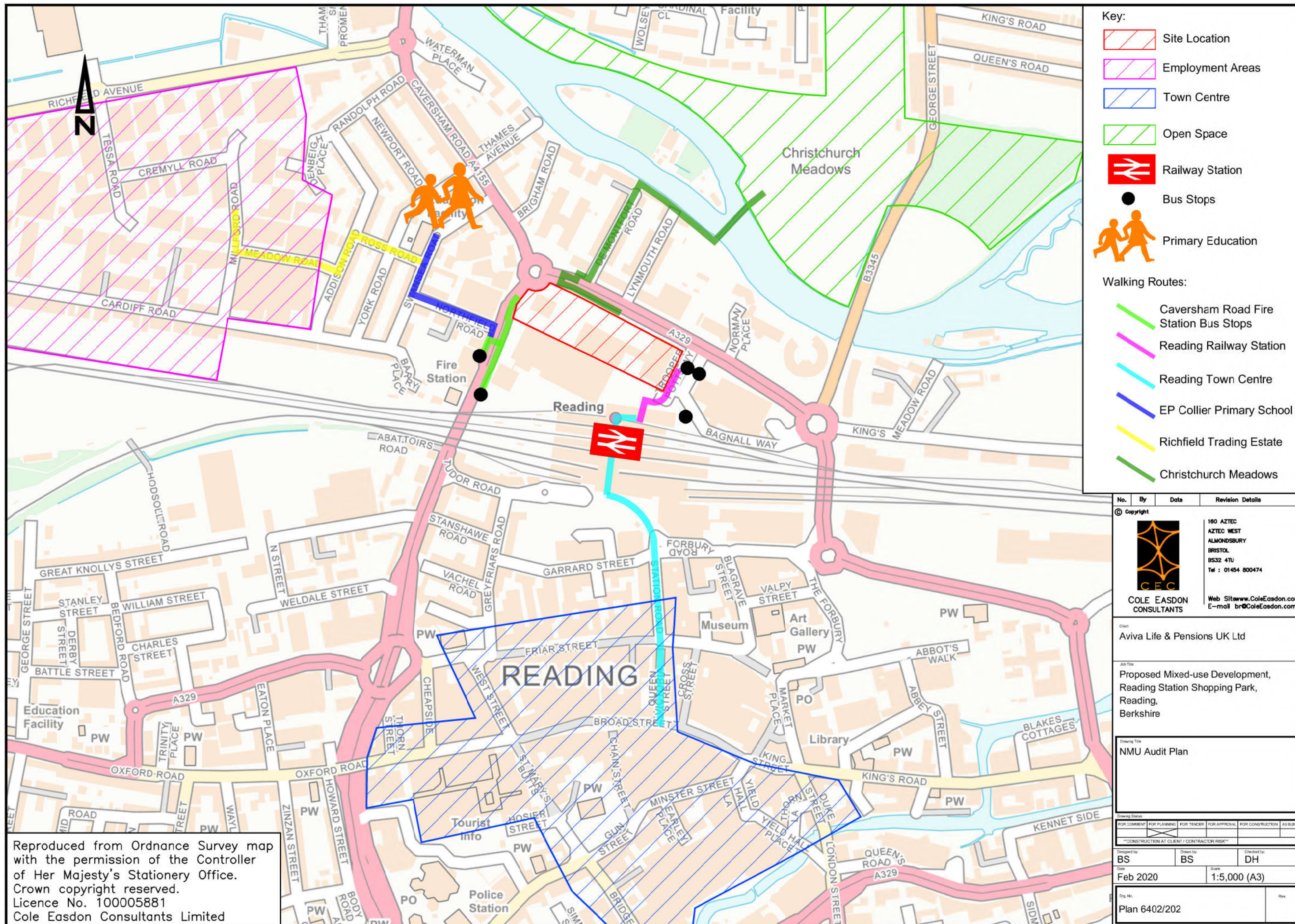
Cole Easdon Consultants Limited
October 2021

Appendix 1

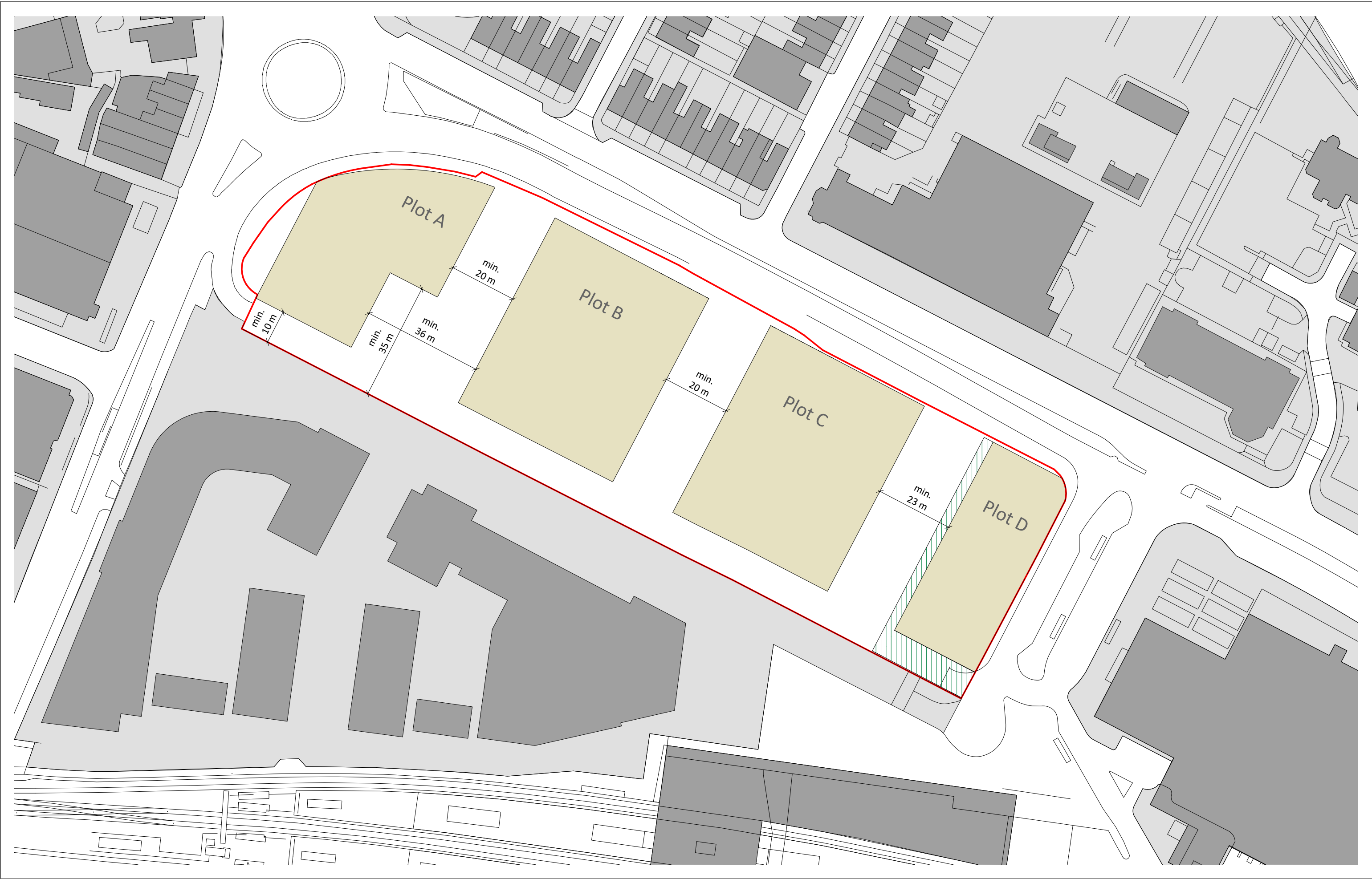


- Key:
-  Site Location
 -  Employment Areas
 -  Town Centre
 -  Open Space
 -  Railway Station
 -  Bus Stops
 -  Primary Education

No.	By	Date	Revision Details
1	CEC	16/02/2020	160 AZTEC AZTEC WEST ALMONDSBURY BRISTOL BS32 4TU Tel : 01454 800474 Web Site www.ColeEasdon.com E-mail br@ColeEasdon.com
Client Aviva Life & Pensions UK Ltd			
Job Title Proposed Mixed-use Development, Reading Station Shopping Park, Reading, Berkshire			
Drawing Title Location & Accessibility Plan			
Drawing Status			
FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL
FOR CONSTRUCTION	AS BUILT		
"CONSTRUCTION AT CLIENT / CONTRACTOR RISK"			
Designed by BS	Drawn by BS	Checked by DH	
Date Feb 2020	Scale 1:5,000 (A3)		
Dwg. No. Plan 6402/201			Rev.



Appendix 2



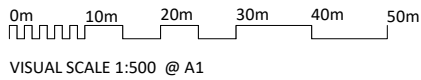
NOTES
CONSULTANTS
- Refer to highways consultant's drawings for details
- Refer to landscape consultant's drawings for details
- Landscaping layout is indicative only

AREAS
- Refer to area schedule

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Rev	Notes	Date	By	Auth
P1	Issued for planning	06-02-2020	vp	rc
P2	Issued for revised planning	01-09-2021	mm	rc

- Red line boundary
- Area within which buildings to be located
- No building footprint at ground and first floor. Floorspace acceptable above first floor.



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Date: 23/05/2019
Drawn By: VP
Checked by: RC
Scale @ A1: 1 : 500
Scale @ A3: 1 : 1000
CAD File No:

Aviva Investors
Reading Station Park
Parameter Plan - Building Plots

PLANNING
17043

PP-102

P2
Revision

Appendix 3

Calculation Reference: AUDIT-228601-210513-0522

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	HA HARROW	1 days
	HG HARINGEY	1 days
	IS ISLINGTON	3 days
02	SOUTH EAST	
	ES EAST SUSSEX	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	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: No of Dwellings
 Actual Range: 15 to 250 (units:)
 Range Selected by User: 6 to 339 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 07/10/16

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Neighbourhood Centre (PPS6 Local Centre)	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:

Residential Zone	10
Built-Up Zone	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.

Secondary Filtering selection:

Use Class:

C3 12 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	1 days
15,001 to 20,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	3 days
100,001 or More	3 days

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

Population within 5 miles:

25,001 to 50,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days
500,001 or More	6 days

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

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	9 days

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

Travel Plan:

Yes	3 days
No	9 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	6 days
2 Poor	1 days
3 Moderate	1 days
4 Good	1 days
5 Very Good	2 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BT-03-D-01 FLOWERS CLOSE DOLLIS HILL	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	160	
	Survey date: THURSDAY	26/06/14	Survey Type: MANUAL
2	CF-03-D-01 TYN-Y-PARC ROAD CARDIFF WHITCHURCH	BLOCKS OF FLATS	CARDIFF
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	24	
	Survey date: FRIDAY	07/10/16	Survey Type: MANUAL
3	ES-03-D-05 WALWERS LANE LEWES	BLOCKS OF FLATS	EAST SUSSEX
	Town Centre Built-Up Zone Total No of Dwellings:	24	
	Survey date: FRIDAY	10/10/14	Survey Type: MANUAL
4	ES-03-D-06 WELLINGTON ROAD BRIGHTON	FLATS & HOUSES	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	15	
	Survey date: THURSDAY	16/10/14	Survey Type: MANUAL
5	HA-03-D-01 THE MALL KINGSBURY KINGSBURY CIRCLE	BLOCKS OF FLATS	HARROW
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	88	
	Survey date: THURSDAY	17/07/14	Survey Type: MANUAL
6	HG-03-D-03 COMMERCE ROAD WOOD GREEN WOODSIDE PARK	BLOCKS OF FLATS	HARINGEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	90	
	Survey date: FRIDAY	26/09/14	Survey Type: MANUAL
7	IS-03-D-02 COPENHAGEN STREET ISLINGTON BARNARD PARK	BLOCKS OF FLATS	ISLINGTON
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	250	
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL
8	IS-03-D-03 HAWES STREET ISLINGTON	BLOCK OF FLATS	ISLINGTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	36	
	Survey date: THURSDAY	21/11/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	IS-03-D-04	BLOCKS OF FLATS	ISLINGTON
	LIVERPOOL ROAD		
	HIGHBURY		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	247	
	Survey date: MONDAY	27/06/16	Survey Type: MANUAL
10	LN-03-D-02	FLATS	LINCOLNSHIRE
	ADDISON DRIVE		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: WEDNESDAY	01/07/15	Survey Type: MANUAL
11	NT-03-D-02	BLOCK OF FLATS	NOTTINGHAMSHIRE
	WATCOMBE ROAD		
	NOTTINGHAM		
	CARRINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: TUESDAY	23/06/15	Survey Type: MANUAL
12	WK-03-D-01	BLOCKS OF FLATS	WARWICKSHIRE
	QUEEN VICTORIA ROAD		
	COVENTRY		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	62	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	87	0.057	12	87	0.262	12	87	0.319
08:00 - 09:00	12	87	0.132	12	87	0.681	12	87	0.813
09:00 - 10:00	12	87	0.182	12	87	0.246	12	87	0.428
10:00 - 11:00	12	87	0.147	12	87	0.199	12	87	0.346
11:00 - 12:00	12	87	0.169	12	87	0.217	12	87	0.386
12:00 - 13:00	12	87	0.212	12	87	0.221	12	87	0.433
13:00 - 14:00	12	87	0.178	12	87	0.177	12	87	0.355
14:00 - 15:00	12	87	0.189	12	87	0.229	12	87	0.418
15:00 - 16:00	12	87	0.466	12	87	0.287	12	87	0.753
16:00 - 17:00	12	87	0.487	12	87	0.224	12	87	0.711
17:00 - 18:00	12	87	0.367	12	87	0.238	12	87	0.605
18:00 - 19:00	12	87	0.330	12	87	0.188	12	87	0.518
19:00 - 20:00	1	247	0.364	1	247	0.271	1	247	0.635
20:00 - 21:00	1	247	0.211	1	247	0.093	1	247	0.304
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.491			3.533			7.024

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.

Calculation Reference: AUDIT-228601-210513-0527

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 MULTI-MODAL OGVS

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	HA HARROW	1 days
	HG HARINGEY	1 days
	IS ISLINGTON	3 days
02	SOUTH EAST	
	ES EAST SUSSEX	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	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: No of Dwellings
 Actual Range: 15 to 250 (units:)
 Range Selected by User: 6 to 339 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 07/10/16

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Neighbourhood Centre (PPS6 Local Centre)	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:

Residential Zone	10
Built-Up Zone	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.

Secondary Filtering selection:

Use Class:

C3 12 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	1 days
15,001 to 20,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	3 days
100,001 or More	3 days

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

Population within 5 miles:

25,001 to 50,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days
500,001 or More	6 days

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

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	9 days

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

Travel Plan:

Yes	3 days
No	9 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	6 days
2 Poor	1 days
3 Moderate	1 days
4 Good	1 days
5 Very Good	2 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BT-03-D-01 FLOWERS CLOSE DOLLIS HILL	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	160	
	Survey date: THURSDAY	26/06/14	Survey Type: MANUAL
2	CF-03-D-01 TYN-Y-PARC ROAD CARDIFF WHITCHURCH	BLOCKS OF FLATS	CARDIFF
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	24	
	Survey date: FRIDAY	07/10/16	Survey Type: MANUAL
3	ES-03-D-05 WALWERS LANE LEWES	BLOCKS OF FLATS	EAST SUSSEX
	Town Centre Built-Up Zone Total No of Dwellings:	24	
	Survey date: FRIDAY	10/10/14	Survey Type: MANUAL
4	ES-03-D-06 WELLINGTON ROAD BRIGHTON	FLATS & HOUSES	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	15	
	Survey date: THURSDAY	16/10/14	Survey Type: MANUAL
5	HA-03-D-01 THE MALL KINGSBURY KINGSBURY CIRCLE	BLOCKS OF FLATS	HARROW
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	88	
	Survey date: THURSDAY	17/07/14	Survey Type: MANUAL
6	HG-03-D-03 COMMERCE ROAD WOOD GREEN WOODSIDE PARK	BLOCKS OF FLATS	HARINGEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	90	
	Survey date: FRIDAY	26/09/14	Survey Type: MANUAL
7	IS-03-D-02 COPENHAGEN STREET ISLINGTON BARNARD PARK	BLOCKS OF FLATS	ISLINGTON
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	250	
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL
8	IS-03-D-03 HAWES STREET ISLINGTON	BLOCK OF FLATS	ISLINGTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	36	
	Survey date: THURSDAY	21/11/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	IS-03-D-04 LIVERPOOL ROAD HIGHBURY	BLOCKS OF FLATS	ISLINGTON
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	247	
	Survey date: MONDAY	27/06/16	Survey Type: MANUAL
10	LN-03-D-02 ADDISON DRIVE LINCOLN	FLATS	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	22	
	Survey date: WEDNESDAY	01/07/15	Survey Type: MANUAL
11	NT-03-D-02 WATCOMBE ROAD NOTTINGHAM CARRINGTON	BLOCK OF FLATS	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	22	
	Survey date: TUESDAY	23/06/15	Survey Type: MANUAL
12	WK-03-D-01 QUEEN VICTORIA ROAD COVENTRY	BLOCKS OF FLATS	WARWICKSHIRE
	Town Centre Built-Up Zone		
	Total No of Dwellings:	62	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	87	0.000	12	87	0.000	12	87	0.000
08:00 - 09:00	12	87	0.001	12	87	0.000	12	87	0.001
09:00 - 10:00	12	87	0.002	12	87	0.003	12	87	0.005
10:00 - 11:00	12	87	0.004	12	87	0.003	12	87	0.007
11:00 - 12:00	12	87	0.001	12	87	0.002	12	87	0.003
12:00 - 13:00	12	87	0.001	12	87	0.001	12	87	0.002
13:00 - 14:00	12	87	0.001	12	87	0.001	12	87	0.002
14:00 - 15:00	12	87	0.001	12	87	0.001	12	87	0.002
15:00 - 16:00	12	87	0.002	12	87	0.002	12	87	0.004
16:00 - 17:00	12	87	0.000	12	87	0.000	12	87	0.000
17:00 - 18:00	12	87	0.000	12	87	0.000	12	87	0.000
18:00 - 19:00	12	87	0.000	12	87	0.000	12	87	0.000
19:00 - 20:00	1	247	0.000	1	247	0.000	1	247	0.000
20:00 - 21:00	1	247	0.000	1	247	0.000	1	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.013			0.013				0.026

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	87	0.006	12	87	0.005	12	87	0.011
08:00 - 09:00	12	87	0.010	12	87	0.010	12	87	0.020
09:00 - 10:00	12	87	0.010	12	87	0.014	12	87	0.024
10:00 - 11:00	12	87	0.013	12	87	0.012	12	87	0.025
11:00 - 12:00	12	87	0.020	12	87	0.019	12	87	0.039
12:00 - 13:00	12	87	0.014	12	87	0.011	12	87	0.025
13:00 - 14:00	12	87	0.007	12	87	0.009	12	87	0.016
14:00 - 15:00	12	87	0.005	12	87	0.007	12	87	0.012
15:00 - 16:00	12	87	0.011	12	87	0.005	12	87	0.016
16:00 - 17:00	12	87	0.005	12	87	0.013	12	87	0.018
17:00 - 18:00	12	87	0.009	12	87	0.006	12	87	0.015
18:00 - 19:00	12	87	0.007	12	87	0.006	12	87	0.013
19:00 - 20:00	1	247	0.004	1	247	0.004	1	247	0.008
20:00 - 21:00	1	247	0.000	1	247	0.000	1	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.121			0.121			0.242

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.

Calculation Reference: AUDIT-228601-210513-0505

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	BM BROMLEY	1 days
	HM HAMMERSMITH AND FULHAM	2 days
	HO HOUNSLOW	2 days
	IS ISLINGTON	3 days
	KI KINGSTON	1 days
	SK SOUTHWARK	2 days
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 6 to 194 (units:)
 Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 06/03/20

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

Selected survey days:

Monday	4 days
Tuesday	9 days
Wednesday	6 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	27 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:

Town Centre	5
Edge of Town Centre	22

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	10
Built-Up Zone	12
High Street	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.

Secondary Filtering selection:

Use Class:

C3	27 days
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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:

10,001 to 15,000	4 days
15,001 to 20,000	2 days
25,001 to 50,000	13 days
50,001 to 100,000	4 days
100,001 or More	4 days

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

Population within 5 miles:

50,001 to 75,000	6 days
75,001 to 100,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	13 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	5 days
0.6 to 1.0	11 days
1.1 to 1.5	11 days

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

Travel Plan:

Yes	7 days
No	20 days

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

PTAL Rating:

No PTAL Present	14 days
2 Poor	2 days
3 Moderate	2 days
5 Very Good	3 days
6a Excellent	3 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	BE-03-C-01	BLOCKS OF FLATS	BEXLEY
	CROOK LOG		
	BEXLEYHEATH		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	19/09/18	Survey Type: MANUAL
5	BM-03-C-01	BLOCKS OF FLATS	BROMLEY
	RINGER'S ROAD		
	BROMLEY		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	12/11/18	Survey Type: MANUAL
6	CB-03-C-01	BLOCK OF FLATS	CUMBRIA
	KING STREET		
	CARLISLE		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL
7	CO-03-C-01	BLOCKS OF FLATS	CONWY
	MOSTYN BROADWAY		
	LLANDUDNO		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
8	EX-03-C-01	FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	6	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	EX-03-C-02	BLOCK OF FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
10	HC-03-C-01	BLOCKS OF FLATS	HAMPSHIRE
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
11	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
12	HM-03-C-01	BLOCK OF FLATS	HAMMERSMITH AND FULHAM
	VANSTON PLACE		
	FULHAM		
	Town Centre		
	High Street		
	Total No of Dwellings:	42	
	Survey date: WEDNESDAY	16/07/14	Survey Type: MANUAL
13	HM-03-C-02	BLOCKS OF FLATS	HAMMERSMITH AND FULHAM
	GLENTHORNE ROAD		
	HAMMERSMITH		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	194	
	Survey date: TUESDAY	30/04/19	Survey Type: MANUAL
14	HO-03-C-02	BLOCK OF FLATS	HOUNSLOW
	HIGH STREET		
	BRENTFORD		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	03/09/14	Survey Type: MANUAL
15	HO-03-C-03	BLOCKS OF FLATS	HOUNSLOW
	COMMERCE ROAD		
	BRENTFORD		
	Edge of Town Centre		
	Development Zone		
	Total No of Dwellings:	150	
	Survey date: FRIDAY	18/11/16	Survey Type: MANUAL
16	IS-03-C-05	BLOCK OF FLATS	ISLINGTON
	LEVER STREET		
	FINSBURY		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	15	
	Survey date: WEDNESDAY	29/06/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Residential Zone Total No of Dwellings:	14	
	Survey date: MONDAY	27/06/16	Survey Type: MANUAL
18	IS-03-C-07 CITY ROAD ISLINGTON	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings:	185	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
19	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS	KINGSTON
	Edge of Town Centre Residential Zone Total No of Dwellings:	20	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
20	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS	NORFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
21	SA-03-C-01 RACECOURSE ROAD AYR	BLOCK OF FLATS	SOUTH AYRSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	51	
	Survey date: TUESDAY	16/09/14	Survey Type: MANUAL
22	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS	SUFFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	85	
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL
23	SK-03-C-01 PARK STREET SOUTHWARK	BLOCK OF FLATS	SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	53	
	Survey date: FRIDAY	19/09/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	SK-03-C-02	BLOCK OF FLATS		SOUTHWARK
	LAMB WALK			
	BERMONDSEY			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	29		
	Survey date: THURSDAY	23/04/15		Survey Type: MANUAL
25	SR-03-C-01	FLATS		STIRLING
	FORTHSIDE WAY			
	STIRLING			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	80		
	Survey date: WEDNESDAY	18/06/14		Survey Type: MANUAL
26	SR-03-C-02	FLATS		STIRLING
	ROSEBERRY TERRACE			
	STIRLING			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	48		
	Survey date: WEDNESDAY	18/06/14		Survey Type: MANUAL
27	WF-03-C-01	BLOCKS OF FLATS		WALTHAM FOREST
	ERSKINE ROAD			
	WALTHAMSTOW			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	73		
	Survey date: TUESDAY	05/11/19		Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	80	0.070	27	80	0.347	27	80	0.417
08:00 - 09:00	27	80	0.107	27	80	0.517	27	80	0.624
09:00 - 10:00	27	80	0.127	27	80	0.231	27	80	0.358
10:00 - 11:00	27	80	0.153	27	80	0.192	27	80	0.345
11:00 - 12:00	27	80	0.154	27	80	0.175	27	80	0.329
12:00 - 13:00	27	80	0.199	27	80	0.185	27	80	0.384
13:00 - 14:00	27	80	0.182	27	80	0.191	27	80	0.373
14:00 - 15:00	27	80	0.149	27	80	0.156	27	80	0.305
15:00 - 16:00	27	80	0.265	27	80	0.169	27	80	0.434
16:00 - 17:00	27	80	0.283	27	80	0.180	27	80	0.463
17:00 - 18:00	27	80	0.373	27	80	0.198	27	80	0.571
18:00 - 19:00	27	80	0.428	27	80	0.217	27	80	0.645
19:00 - 20:00	10	92	0.344	10	92	0.160	10	92	0.504
20:00 - 21:00	10	92	0.183	10	92	0.112	10	92	0.295
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.017			3.030			6.047

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.

Calculation Reference: AUDIT-228601-210513-0548

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	BM BROMLEY	1 days
	HM HAMMERSMITH AND FULHAM	2 days
	HO HOUNSLOW	2 days
	IS ISLINGTON	3 days
	KI KINGSTON	1 days
	SK SOUTHWARK	2 days
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 6 to 194 (units:)
 Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 06/03/20

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

Selected survey days:

Monday	4 days
Tuesday	9 days
Wednesday	6 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	27 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:

Town Centre	5
Edge of Town Centre	22

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	10
Built-Up Zone	12
High Street	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.

Secondary Filtering selection:

Use Class:

C3	27 days
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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:

10,001 to 15,000	4 days
15,001 to 20,000	2 days
25,001 to 50,000	13 days
50,001 to 100,000	4 days
100,001 or More	4 days

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

Population within 5 miles:

50,001 to 75,000	6 days
75,001 to 100,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	13 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	5 days
0.6 to 1.0	11 days
1.1 to 1.5	11 days

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

Travel Plan:

Yes	7 days
No	20 days

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

PTAL Rating:

No PTAL Present	14 days
2 Poor	2 days
3 Moderate	2 days
5 Very Good	3 days
6a Excellent	3 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	BE-03-C-01	BLOCKS OF FLATS	BEXLEY
	CROOK LOG		
	BEXLEYHEATH		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	19/09/18	Survey Type: MANUAL
5	BM-03-C-01	BLOCKS OF FLATS	BROMLEY
	RINGER'S ROAD		
	BROMLEY		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	12/11/18	Survey Type: MANUAL
6	CB-03-C-01	BLOCK OF FLATS	CUMBRIA
	KING STREET		
	CARLISLE		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL
7	CO-03-C-01	BLOCKS OF FLATS	CONWY
	MOSTYN BROADWAY		
	LLANDUDNO		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
8	EX-03-C-01	FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	6	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	EX-03-C-02	BLOCK OF FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
10	HC-03-C-01	BLOCKS OF FLATS	HAMPSHIRE
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
11	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
12	HM-03-C-01	BLOCK OF FLATS	HAMMERSMITH AND FULHAM
	VANSTON PLACE		
	FULHAM		
	Town Centre		
	High Street		
	Total No of Dwellings:	42	
	Survey date: WEDNESDAY	16/07/14	Survey Type: MANUAL
13	HM-03-C-02	BLOCKS OF FLATS	HAMMERSMITH AND FULHAM
	GLENTHORNE ROAD		
	HAMMERSMITH		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	194	
	Survey date: TUESDAY	30/04/19	Survey Type: MANUAL
14	HO-03-C-02	BLOCK OF FLATS	HOUNSLOW
	HIGH STREET		
	BRENTFORD		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	03/09/14	Survey Type: MANUAL
15	HO-03-C-03	BLOCKS OF FLATS	HOUNSLOW
	COMMERCE ROAD		
	BRENTFORD		
	Edge of Town Centre		
	Development Zone		
	Total No of Dwellings:	150	
	Survey date: FRIDAY	18/11/16	Survey Type: MANUAL
16	IS-03-C-05	BLOCK OF FLATS	ISLINGTON
	LEVER STREET		
	FINSBURY		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	15	
	Survey date: WEDNESDAY	29/06/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Residential Zone Total No of Dwellings:	14	
	Survey date: MONDAY	27/06/16	Survey Type: MANUAL
18	IS-03-C-07 CITY ROAD ISLINGTON	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings:	185	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
19	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS	KINGSTON
	Edge of Town Centre Residential Zone Total No of Dwellings:	20	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
20	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS	NORFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
21	SA-03-C-01 RACECOURSE ROAD AYR	BLOCK OF FLATS	SOUTH AYRSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	51	
	Survey date: TUESDAY	16/09/14	Survey Type: MANUAL
22	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS	SUFFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	85	
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL
23	SK-03-C-01 PARK STREET SOUTHWARK	BLOCK OF FLATS	SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	53	
	Survey date: FRIDAY	19/09/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	SK-03-C-02	BLOCK OF FLATS		SOUTHWARK
	LAMB WALK			
	BERMONDSEY			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	29		
	Survey date: THURSDAY	23/04/15		Survey Type: MANUAL
25	SR-03-C-01	FLATS		STIRLING
	FORTHSIDE WAY			
	STIRLING			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	80		
	Survey date: WEDNESDAY	18/06/14		Survey Type: MANUAL
26	SR-03-C-02	FLATS		STIRLING
	ROSEBERRY TERRACE			
	STIRLING			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	48		
	Survey date: WEDNESDAY	18/06/14		Survey Type: MANUAL
27	WF-03-C-01	BLOCKS OF FLATS		WALTHAM FOREST
	ERSKINE ROAD			
	WALTHAMSTOW			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	73		
	Survey date: TUESDAY	05/11/19		Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	80	0.002	27	80	0.002	27	80	0.004
08:00 - 09:00	27	80	0.001	27	80	0.000	27	80	0.001
09:00 - 10:00	27	80	0.003	27	80	0.003	27	80	0.006
10:00 - 11:00	27	80	0.001	27	80	0.001	27	80	0.002
11:00 - 12:00	27	80	0.002	27	80	0.002	27	80	0.004
12:00 - 13:00	27	80	0.001	27	80	0.001	27	80	0.002
13:00 - 14:00	27	80	0.002	27	80	0.003	27	80	0.005
14:00 - 15:00	27	80	0.002	27	80	0.001	27	80	0.003
15:00 - 16:00	27	80	0.000	27	80	0.001	27	80	0.001
16:00 - 17:00	27	80	0.000	27	80	0.000	27	80	0.000
17:00 - 18:00	27	80	0.000	27	80	0.000	27	80	0.000
18:00 - 19:00	27	80	0.000	27	80	0.000	27	80	0.000
19:00 - 20:00	10	92	0.000	10	92	0.000	10	92	0.000
20:00 - 21:00	10	92	0.000	10	92	0.000	10	92	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	80	0.003	27	80	0.008	27	80	0.011
08:00 - 09:00	27	80	0.006	27	80	0.006	27	80	0.012
09:00 - 10:00	27	80	0.008	27	80	0.008	27	80	0.016
10:00 - 11:00	27	80	0.013	27	80	0.013	27	80	0.026
11:00 - 12:00	27	80	0.013	27	80	0.014	27	80	0.027
12:00 - 13:00	27	80	0.016	27	80	0.016	27	80	0.032
13:00 - 14:00	27	80	0.013	27	80	0.016	27	80	0.029
14:00 - 15:00	27	80	0.007	27	80	0.008	27	80	0.015
15:00 - 16:00	27	80	0.012	27	80	0.011	27	80	0.023
16:00 - 17:00	27	80	0.014	27	80	0.013	27	80	0.027
17:00 - 18:00	27	80	0.009	27	80	0.005	27	80	0.014
18:00 - 19:00	27	80	0.005	27	80	0.004	27	80	0.009
19:00 - 20:00	10	92	0.005	10	92	0.008	10	92	0.013
20:00 - 21:00	10	92	0.000	10	92	0.000	10	92	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.124			0.130			0.254		

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.

Calculation Reference: AUDIT-228601-210512-0544

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	CI CITY OF LONDON	2 days
	CN CAMDEN	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	LB LAMBETH	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	SO SLOUGH	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: 960 to 45000 (units: sqm)
 Range Selected by User: 178 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 13/11/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre 14

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:

Commercial Zone	3
Built-Up Zone	9
High Street	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

Secondary Filtering selection:

Use Class:

Not Known	14 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	4 days
50,001 to 100,000	6 days
100,001 or More	1 days

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

Population within 5 miles:

125,001 to 250,000	3 days
250,001 to 500,000	4 days
500,001 or More	7 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	2 days
0.6 to 1.0	8 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	4 days
No	10 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	9 days
4 Good	1 days
6a Excellent	1 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	BR-02-A-02 ST THOMAS STREET BRISTOL	PLANNING & ENGINEERING	BRISTOL CITY
	Town Centre Built-Up Zone Total Gross floor area:	5736 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
2	CA-02-A-05 NEW ROAD PETERBOROUGH	OFFICES	CAMBRIDGESHIRE
	Town Centre Built-Up Zone Total Gross floor area:	8793 sqm	
	Survey date: TUESDAY	16/12/14	Survey Type: MANUAL
3	CI-02-A-02 GRACECHURCH STREET CITY OF LONDON MONUMENT	OFFICES	CITY OF LONDON
	Town Centre Commercial Zone Total Gross floor area:	9803 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
4	CI-02-A-03 MONUMENT STREET CITY OF LONDON MONUMENT	OFFICES	CITY OF LONDON
	Town Centre Commercial Zone Total Gross floor area:	1951 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
5	CN-02-A-03 FITZROY STREET FITZROVIA	PLANNING & ENGINEERING	CAMDEN
	Town Centre Built-Up Zone Total Gross floor area:	26639 sqm	
	Survey date: WEDNESDAY	06/12/17	Survey Type: MANUAL
6	EB-02-A-06 ST ANDREW SQUARE EDINBURGH	REGUS OFFICES	CITY OF EDINBURGH
	Town Centre Built-Up Zone Total Gross floor area:	4500 sqm	
	Survey date: WEDNESDAY	16/03/16	Survey Type: MANUAL
7	EX-02-A-03 VICTORIA AVENUE SOUTHEND-ON-SEA	HMRC	ESSEX
	Town Centre Built-Up Zone Total Gross floor area:	45000 sqm	
	Survey date: WEDNESDAY	23/10/13	Survey Type: MANUAL
8	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HM-02-A-01	REGUS OFFICES		HAMMERSMITH AND FULHAM
		QUEEN CAROLINE STREET		
		HAMMERSMITH		
		Town Centre		
		Built-Up Zone		
		Total Gross floor area:	2036 sqm	
		Survey date: MONDAY	13/11/17	Survey Type: MANUAL
10	LB-02-A-02	MUSIC COMPANY		LAMBETH
		STREATHAM HIGH ROAD		
		STREATHAM		
		Town Centre		
		High Street		
		Total Gross floor area:	3054 sqm	
		Survey date: TUESDAY	05/11/19	Survey Type: MANUAL
11	SO-02-A-01	COUNCIL OFFICES		SLOUGH
		HIGH STREET		
		SLOUGH		
		Town Centre		
		High Street		
		Total Gross floor area:	1800 sqm	
		Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
12	TV-02-A-04	COUNCIL OFFICES		TEES VALLEY
		CORPORATION ROAD		
		MIDDLESBROUGH		
		Town Centre		
		Commercial Zone		
		Total Gross floor area:	3950 sqm	
		Survey date: TUESDAY	08/10/13	Survey Type: MANUAL
13	TW-02-A-07	OFFICES		TYNE & WEAR
		MULGRAVE TERRACE		
		GATESHEAD		
		Town Centre		
		Built-Up Zone		
		Total Gross floor area:	2090 sqm	
		Survey date: MONDAY	13/06/16	Survey Type: MANUAL
14	WK-02-A-01	OFFICES		WARWICKSHIRE
		WARWICK ROAD		
		COVENTRY		
		Town Centre		
		Built-Up Zone		
		Total Gross floor area:	960 sqm	
		Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL PEOPLE

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	14	8591	0.778	14	8591	0.069	14	8591	0.847
08:00 - 09:00	14	8591	1.810	14	8591	0.141	14	8591	1.951
09:00 - 10:00	14	8591	1.478	14	8591	0.241	14	8591	1.719
10:00 - 11:00	14	8591	0.776	14	8591	0.468	14	8591	1.244
11:00 - 12:00	14	8591	0.586	14	8591	0.620	14	8591	1.206
12:00 - 13:00	14	8591	1.088	14	8591	1.421	14	8591	2.509
13:00 - 14:00	14	8591	1.191	14	8591	0.967	14	8591	2.158
14:00 - 15:00	14	8591	0.587	14	8591	0.606	14	8591	1.193
15:00 - 16:00	14	8591	0.335	14	8591	0.831	14	8591	1.166
16:00 - 17:00	14	8591	0.254	14	8591	1.103	14	8591	1.357
17:00 - 18:00	14	8591	0.118	14	8591	1.683	14	8591	1.801
18:00 - 19:00	14	8591	0.058	14	8591	0.744	14	8591	0.802
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		9.059			8.894			17.953	

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.

Calculation Reference: AUDIT-228601-210512-0534

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 MULTI-MODAL OGVS

Selected regions and areas:

01	GREATER LONDON	
	CI CITY OF LONDON	2 days
	CN CAMDEN	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	LB LAMBETH	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	SO SLOUGH	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: 960 to 45000 (units: sqm)
 Range Selected by User: 178 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 13/11/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	14
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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:

Commercial Zone	3
Built-Up Zone	9
High Street	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

Secondary Filtering selection:

Use Class:

Not Known	14 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	4 days
50,001 to 100,000	6 days
100,001 or More	1 days

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

Population within 5 miles:

125,001 to 250,000	3 days
250,001 to 500,000	4 days
500,001 or More	7 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	2 days
0.6 to 1.0	8 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	4 days
No	10 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	9 days
4 Good	1 days
6a Excellent	1 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	BR-02-A-02 ST THOMAS STREET BRISTOL	PLANNING & ENGINEERING	BRISTOL CITY
	Town Centre Built-Up Zone Total Gross floor area:	5736 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
2	CA-02-A-05 NEW ROAD PETERBOROUGH	OFFICES	CAMBRIDGESHIRE
	Town Centre Built-Up Zone Total Gross floor area:	8793 sqm	
	Survey date: TUESDAY	16/12/14	Survey Type: MANUAL
3	CI-02-A-02 GRACECHURCH STREET CITY OF LONDON MONUMENT	OFFICES	CITY OF LONDON
	Town Centre Commercial Zone Total Gross floor area:	9803 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
4	CI-02-A-03 MONUMENT STREET CITY OF LONDON MONUMENT	OFFICES	CITY OF LONDON
	Town Centre Commercial Zone Total Gross floor area:	1951 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
5	CN-02-A-03 FITZROY STREET FITZROVIA	PLANNING & ENGINEERING	CAMDEN
	Town Centre Built-Up Zone Total Gross floor area:	26639 sqm	
	Survey date: WEDNESDAY	06/12/17	Survey Type: MANUAL
6	EB-02-A-06 ST ANDREW SQUARE EDINBURGH	REGUS OFFICES	CITY OF EDINBURGH
	Town Centre Built-Up Zone Total Gross floor area:	4500 sqm	
	Survey date: WEDNESDAY	16/03/16	Survey Type: MANUAL
7	EX-02-A-03 VICTORIA AVENUE SOUTHEND-ON-SEA	HMRC	ESSEX
	Town Centre Built-Up Zone Total Gross floor area:	45000 sqm	
	Survey date: WEDNESDAY	23/10/13	Survey Type: MANUAL
8	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HM-02-A-01	REGUS OFFICES		HAMMERSMITH AND FULHAM
		QUEEN CAROLINE STREET		
		HAMMERSMITH		
		Town Centre		
		Built-Up Zone		
		Total Gross floor area:	2036 sqm	
		Survey date: MONDAY	13/11/17	Survey Type: MANUAL
10	LB-02-A-02	MUSIC COMPANY		LAMBETH
		STREATHAM HIGH ROAD		
		STREATHAM		
		Town Centre		
		High Street		
		Total Gross floor area:	3054 sqm	
		Survey date: TUESDAY	05/11/19	Survey Type: MANUAL
11	SO-02-A-01	COUNCIL OFFICES		SLOUGH
		HIGH STREET		
		SLOUGH		
		Town Centre		
		High Street		
		Total Gross floor area:	1800 sqm	
		Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
12	TV-02-A-04	COUNCIL OFFICES		TEES VALLEY
		CORPORATION ROAD		
		MIDDLESBROUGH		
		Town Centre		
		Commercial Zone		
		Total Gross floor area:	3950 sqm	
		Survey date: TUESDAY	08/10/13	Survey Type: MANUAL
13	TW-02-A-07	OFFICES		TYNE & WEAR
		MULGRAVE TERRACE		
		GATESHEAD		
		Town Centre		
		Built-Up Zone		
		Total Gross floor area:	2090 sqm	
		Survey date: MONDAY	13/06/16	Survey Type: MANUAL
14	WK-02-A-01	OFFICES		WARWICKSHIRE
		WARWICK ROAD		
		COVENTRY		
		Town Centre		
		Built-Up Zone		
		Total Gross floor area:	960 sqm	
		Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

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

MULTI-MODAL 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	14	8591	0.001	14	8591	0.000	14	8591	0.001
08:00 - 09:00	14	8591	0.002	14	8591	0.003	14	8591	0.005
09:00 - 10:00	14	8591	0.003	14	8591	0.002	14	8591	0.005
10:00 - 11:00	14	8591	0.001	14	8591	0.001	14	8591	0.002
11:00 - 12:00	14	8591	0.000	14	8591	0.002	14	8591	0.002
12:00 - 13:00	14	8591	0.001	14	8591	0.001	14	8591	0.002
13:00 - 14:00	14	8591	0.000	14	8591	0.000	14	8591	0.000
14:00 - 15:00	14	8591	0.001	14	8591	0.001	14	8591	0.002
15:00 - 16:00	14	8591	0.000	14	8591	0.000	14	8591	0.000
16:00 - 17:00	14	8591	0.000	14	8591	0.000	14	8591	0.000
17:00 - 18:00	14	8591	0.000	14	8591	0.000	14	8591	0.000
18:00 - 19:00	14	8591	0.000	14	8591	0.000	14	8591	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.009			0.010			0.019		

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.

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

MULTI-MODAL TOTAL PEOPLE

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	14	8591	0.778	14	8591	0.069	14	8591	0.847
08:00 - 09:00	14	8591	1.810	14	8591	0.141	14	8591	1.951
09:00 - 10:00	14	8591	1.478	14	8591	0.241	14	8591	1.719
10:00 - 11:00	14	8591	0.776	14	8591	0.468	14	8591	1.244
11:00 - 12:00	14	8591	0.586	14	8591	0.620	14	8591	1.206
12:00 - 13:00	14	8591	1.088	14	8591	1.421	14	8591	2.509
13:00 - 14:00	14	8591	1.191	14	8591	0.967	14	8591	2.158
14:00 - 15:00	14	8591	0.587	14	8591	0.606	14	8591	1.193
15:00 - 16:00	14	8591	0.335	14	8591	0.831	14	8591	1.166
16:00 - 17:00	14	8591	0.254	14	8591	1.103	14	8591	1.357
17:00 - 18:00	14	8591	0.118	14	8591	1.683	14	8591	1.801
18:00 - 19:00	14	8591	0.058	14	8591	0.744	14	8591	0.802
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		9.059			8.894			17.953	

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.

Cole Easdon Consultants Dorcan Way Swindon

Licence No: 228601

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

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	14	8591	0.007	14	8591	0.006	14	8591	0.013
08:00 - 09:00	14	8591	0.016	14	8591	0.013	14	8591	0.029
09:00 - 10:00	14	8591	0.005	14	8591	0.004	14	8591	0.009
10:00 - 11:00	14	8591	0.008	14	8591	0.008	14	8591	0.016
11:00 - 12:00	14	8591	0.007	14	8591	0.006	14	8591	0.013
12:00 - 13:00	14	8591	0.014	14	8591	0.014	14	8591	0.028
13:00 - 14:00	14	8591	0.003	14	8591	0.002	14	8591	0.005
14:00 - 15:00	14	8591	0.004	14	8591	0.005	14	8591	0.009
15:00 - 16:00	14	8591	0.007	14	8591	0.007	14	8591	0.014
16:00 - 17:00	14	8591	0.012	14	8591	0.013	14	8591	0.025
17:00 - 18:00	14	8591	0.008	14	8591	0.010	14	8591	0.018
18:00 - 19:00	14	8591	0.002	14	8591	0.002	14	8591	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.093			0.090			0.183

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.

Calculation Reference: AUDIT-228601-210513-0530

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : J - RETAIL PARK - INCLUDING FOOD
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 7400 to 17250 (units: sqm)
 Range Selected by User: 734 to 30175 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 28/09/19

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 2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre 2

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:

Built-Up Zone	1
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.

Secondary Filtering selection:

Use Class:

E(a) 2 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	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
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	1 days
Excluded from count or no filling station	1 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:

No	2 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-01-J-01	RETAIL PARK		CUMBRIA
	ULLSWATER ROAD			
	PENRITH			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	7400 sqm		
	Survey date: SATURDAY	13/09/14		Survey Type: MANUAL
2	WK-01-J-02	RETAIL PARK		WARWICKSHIRE
	NEWTOWN ROAD			
	NUNEATON			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	17250 sqm		
	Survey date: SATURDAY	28/09/19		Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/J - RETAIL PARK - INCLUDING FOOD

MULTI-MODAL TOTAL PEOPLE

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	1	17250	1.020	1	17250	0.881	1	17250	1.901
07:00 - 08:00	2	12325	1.546	2	12325	0.994	2	12325	2.540
08:00 - 09:00	2	12325	3.907	2	12325	2.256	2	12325	6.163
09:00 - 10:00	2	12325	5.578	2	12325	4.483	2	12325	10.061
10:00 - 11:00	2	12325	7.615	2	12325	6.316	2	12325	13.931
11:00 - 12:00	2	12325	8.880	2	12325	8.398	2	12325	17.278
12:00 - 13:00	2	12325	9.258	2	12325	9.095	2	12325	18.353
13:00 - 14:00	2	12325	9.509	2	12325	9.043	2	12325	18.552
14:00 - 15:00	2	12325	9.684	2	12325	9.416	2	12325	19.100
15:00 - 16:00	2	12325	7.813	2	12325	8.913	2	12325	16.726
16:00 - 17:00	2	12325	7.712	2	12325	8.389	2	12325	16.101
17:00 - 18:00	2	12325	5.546	2	12325	6.617	2	12325	12.163
18:00 - 19:00	2	12325	4.016	2	12325	4.925	2	12325	8.941
19:00 - 20:00	2	12325	2.556	2	12325	3.339	2	12325	5.895
20:00 - 21:00	2	12325	1.034	2	12325	1.606	2	12325	2.640
21:00 - 22:00	2	12325	0.840	2	12325	0.994	2	12325	1.834
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		86.514			85.665				172.179

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.

Calculation Reference: AUDIT-228601-210517-0517

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : J - RETAIL PARK - INCLUDING FOOD
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 7400 to 17250 (units: sqm)
 Range Selected by User: 734 to 30175 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 28/09/19

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 2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre 2

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:

Built-Up Zone	1
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.

Secondary Filtering selection:

Use Class:

E(a) 2 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	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
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	1 days
Excluded from count or no filling station	1 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:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CB-01-J-01	RETAIL PARK		CUMBRIA
	ULLSWATER ROAD			
	PENRITH			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	7400 sqm		
	Survey date: SATURDAY	13/09/14		Survey Type: MANUAL
2	WK-01-J-02	RETAIL PARK		WARWICKSHIRE
	NEWTOWN ROAD			
	NUNEATON			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	17250 sqm		
	Survey date: SATURDAY	28/09/19		Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/J - RETAIL PARK - INCLUDING FOOD
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	1	17250	0.012	1	17250	0.012	1	17250	0.024
07:00 - 08:00	2	12325	0.020	2	12325	0.012	2	12325	0.032
08:00 - 09:00	2	12325	0.020	2	12325	0.032	2	12325	0.052
09:00 - 10:00	2	12325	0.000	2	12325	0.004	2	12325	0.004
10:00 - 11:00	2	12325	0.012	2	12325	0.000	2	12325	0.012
11:00 - 12:00	2	12325	0.020	2	12325	0.016	2	12325	0.036
12:00 - 13:00	2	12325	0.004	2	12325	0.008	2	12325	0.012
13:00 - 14:00	2	12325	0.012	2	12325	0.004	2	12325	0.016
14:00 - 15:00	2	12325	0.020	2	12325	0.020	2	12325	0.040
15:00 - 16:00	2	12325	0.004	2	12325	0.012	2	12325	0.016
16:00 - 17:00	2	12325	0.000	2	12325	0.004	2	12325	0.004
17:00 - 18:00	2	12325	0.020	2	12325	0.000	2	12325	0.020
18:00 - 19:00	2	12325	0.012	2	12325	0.016	2	12325	0.028
19:00 - 20:00	2	12325	0.004	2	12325	0.016	2	12325	0.020
20:00 - 21:00	2	12325	0.008	2	12325	0.008	2	12325	0.016
21:00 - 22:00	2	12325	0.012	2	12325	0.000	2	12325	0.012
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.180			0.164			0.344

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.

TRIP RATE for Land Use 01 - RETAIL/J - RETAIL PARK - INCLUDING FOOD

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	1	17250	0.012	1	17250	0.000	1	17250	0.012
07:00 - 08:00	2	12325	0.045	2	12325	0.032	2	12325	0.077
08:00 - 09:00	2	12325	0.093	2	12325	0.037	2	12325	0.130
09:00 - 10:00	2	12325	0.101	2	12325	0.134	2	12325	0.235
10:00 - 11:00	2	12325	0.093	2	12325	0.085	2	12325	0.178
11:00 - 12:00	2	12325	0.114	2	12325	0.057	2	12325	0.171
12:00 - 13:00	2	12325	0.126	2	12325	0.162	2	12325	0.288
13:00 - 14:00	2	12325	0.183	2	12325	0.122	2	12325	0.305
14:00 - 15:00	2	12325	0.178	2	12325	0.166	2	12325	0.344
15:00 - 16:00	2	12325	0.122	2	12325	0.166	2	12325	0.288
16:00 - 17:00	2	12325	0.077	2	12325	0.110	2	12325	0.187
17:00 - 18:00	2	12325	0.065	2	12325	0.093	2	12325	0.158
18:00 - 19:00	2	12325	0.069	2	12325	0.081	2	12325	0.150
19:00 - 20:00	2	12325	0.024	2	12325	0.065	2	12325	0.089
20:00 - 21:00	2	12325	0.016	2	12325	0.028	2	12325	0.044
21:00 - 22:00	2	12325	0.008	2	12325	0.012	2	12325	0.020
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.326			1.350				2.676

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Appendix 4

Calculation Reference: AUDIT-228601-210513-0558

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : Q - COMMUNITY CENTRE
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
10	WALES	
	SW SWANSEA	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: 500 to 2329 (units: sqm)
 Range Selected by User: 100 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 07/06/18

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:

Tuesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
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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:

Built-Up Zone	1
High Street	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.

Secondary Filtering selection:

Use Class:

F2(b)	3 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-07-Q-02 HIGH STREET CAMBOURNE	COMMUNITY CENTRE	CAMBRIDGESHIRE
	Edge of Town Centre High Street		
	Total Gross floor area:	629 sqm	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
2	ST-07-Q-01 DUDLEY ROAD WOLVERHAMPTON	COMMUNITY CENTRE	STAFFORDSHIRE
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	2329 sqm	
	Survey date: FRIDAY	09/05/14	Survey Type: MANUAL
3	SW-07-Q-01 HIGH STREET SWANSEA	COMMUNITY CENTRE	SWANSEA
	Edge of Town Centre High Street		
	Total Gross floor area:	500 sqm	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL TOTAL PEOPLE

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	2	565	0.354	2	565	0.000	2	565	0.354
08:00 - 09:00	3	1153	1.880	3	1153	0.174	3	1153	2.054
09:00 - 10:00	3	1153	3.123	3	1153	0.925	3	1153	4.048
10:00 - 11:00	3	1153	2.747	3	1153	2.516	3	1153	5.263
11:00 - 12:00	3	1153	1.851	3	1153	3.499	3	1153	5.350
12:00 - 13:00	3	1153	2.198	3	1153	2.285	3	1153	4.483
13:00 - 14:00	3	1153	1.851	3	1153	2.111	3	1153	3.962
14:00 - 15:00	3	1153	0.694	3	1153	1.504	3	1153	2.198
15:00 - 16:00	3	1153	1.186	3	1153	1.070	3	1153	2.256
16:00 - 17:00	3	1153	1.359	3	1153	1.417	3	1153	2.776
17:00 - 18:00	3	1153	1.995	3	1153	1.186	3	1153	3.181
18:00 - 19:00	3	1153	1.417	3	1153	0.665	3	1153	2.082
19:00 - 20:00	3	1153	0.694	3	1153	2.834	3	1153	3.528
20:00 - 21:00	3	1153	0.000	3	1153	0.607	3	1153	0.607
21:00 - 22:00	1	2329	0.000	1	2329	0.000	1	2329	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		21.349			20.793			42.142	

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.

Calculation Reference: AUDIT-228601-210513-0524

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : E - DIY SUPERSTORE - WITHOUT GARDEN CENT
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

03 SOUTH WEST
 DC DORSET 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: 5800 to 5800 (units: sqm)
 Range Selected by User: 100 to 5800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 21/03/14

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:

Friday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

Retail Zone 1

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

Secondary Filtering selection:

Use Class:

E(a) 1 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

250,001 to 500,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

1.1 to 1.5 1 days

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

Included in the survey count 0 days

Excluded from count or no filling station 1 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:

No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1	DC-01-E-01	HOMEBASE	DORSET
	MALLARD ROAD		
	BOURNEMOUTH		
	MALLARD RD RET. PARK		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	5800 sqm	
	Survey date: FRIDAY	21/03/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/E - DIY SUPERSTORE - WITHOUT GARDEN CENT

MULTI-MODAL TOTAL PEOPLE

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	1	5800	0.121	1	5800	0.017	1	5800	0.138
08:00 - 09:00	1	5800	0.310	1	5800	0.190	1	5800	0.500
09:00 - 10:00	1	5800	0.810	1	5800	0.569	1	5800	1.379
10:00 - 11:00	1	5800	1.190	1	5800	1.000	1	5800	2.190
11:00 - 12:00	1	5800	1.603	1	5800	1.603	1	5800	3.206
12:00 - 13:00	1	5800	1.397	1	5800	1.586	1	5800	2.983
13:00 - 14:00	1	5800	1.690	1	5800	1.569	1	5800	3.259
14:00 - 15:00	1	5800	1.190	1	5800	1.362	1	5800	2.552
15:00 - 16:00	1	5800	1.724	1	5800	1.500	1	5800	3.224
16:00 - 17:00	1	5800	1.034	1	5800	0.931	1	5800	1.965
17:00 - 18:00	1	5800	0.828	1	5800	0.983	1	5800	1.811
18:00 - 19:00	1	5800	0.345	1	5800	0.483	1	5800	0.828
19:00 - 20:00	1	5800	0.414	1	5800	0.690	1	5800	1.104
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.656			12.483			25.139

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-228601-210513-0516

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : G - GP SURGERIES
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
	WH WANDSWORTH	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
	HI HIGHLAND	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: 350 to 2709 (units: sqm)
 Range Selected by User: 200 to 2709 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 05/11/19

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	3 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:

Town Centre	1
Edge of Town Centre	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:

Residential Zone	3
Retail Zone	1
Built-Up Zone	2
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.

Secondary Filtering selection:

Use Class:

E(e) 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
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

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

Travel Plan:

No 7 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	6 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1	CH-05-G-04 LONDON ROAD NORTHWICH	GP SURGERY		CESHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		1400 sqm	
	Survey date: WEDNESDAY		05/06/19	Survey Type: MANUAL
2	DU-05-G-01 PRINCES STREET DUNDEE	GP SURGERY		DUNDEE CITY
	Edge of Town Centre Built-Up Zone Total Gross floor area:		350 sqm	
	Survey date: MONDAY		24/04/17	Survey Type: MANUAL
3	HI-05-G-01 BALLIFEARY LANE INVERNESS	GP SURGERY		HIGHLAND
	Edge of Town Centre No Sub Category Total Gross floor area:		979 sqm	
	Survey date: MONDAY		16/04/18	Survey Type: MANUAL
4	LN-05-G-01 95 MONKS ROAD LINCOLN	GP SURGERY		LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		506 sqm	
	Survey date: TUESDAY		25/06/13	Survey Type: MANUAL
5	NY-05-G-02 ASH TREE ROAD KNARESBOROUGH	GP SURGERY		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		416 sqm	
	Survey date: WEDNESDAY		28/09/16	Survey Type: MANUAL
6	SM-05-G-02 COAL ORCHARD TAUNTON	GP SURGERY		SOMERSET
	Edge of Town Centre Built-Up Zone Total Gross floor area:		775 sqm	
	Survey date: WEDNESDAY		03/04/19	Survey Type: MANUAL
7	WH-05-G-01 GARRATT LANE WANDSWORTH	MEDICAL CENTRE		WANDSWORTH
	Town Centre Retail Zone Total Gross floor area:		2709 sqm	
	Survey date: TUESDAY		12/11/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TOTAL PEOPLE

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	1189	0.740	5	1189	0.135	5	1189	0.875
08:00 - 09:00	7	1019	3.406	7	1019	1.458	7	1019	4.864
09:00 - 10:00	7	1019	4.527	7	1019	3.994	7	1019	8.521
10:00 - 11:00	7	1019	4.219	7	1019	3.784	7	1019	8.003
11:00 - 12:00	7	1019	3.406	7	1019	4.233	7	1019	7.639
12:00 - 13:00	7	1019	2.775	7	1019	3.392	7	1019	6.167
13:00 - 14:00	7	1019	2.845	7	1019	2.299	7	1019	5.144
14:00 - 15:00	7	1019	3.125	7	1019	2.845	7	1019	5.970
15:00 - 16:00	7	1019	3.252	7	1019	3.644	7	1019	6.896
16:00 - 17:00	7	1019	3.798	7	1019	4.093	7	1019	7.891
17:00 - 18:00	7	1019	2.088	7	1019	3.434	7	1019	5.522
18:00 - 19:00	6	1120	0.729	6	1120	1.072	6	1120	1.801
19:00 - 20:00	1	775	1.935	1	775	2.194	1	775	4.129
20:00 - 21:00	1	775	1.032	1	775	2.194	1	775	3.226
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			37.877			38.771			76.648

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.

Calculation Reference: AUDIT-228601-210507-0551

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : C - LEISURE CENTRE
 MULTI-MODAL OGVS

Selected regions and areas:

01	GREATER LONDON	
	HD HILLINGDON	1 days
	LB LAMBETH	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	EL EAST LoTHIAN	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: 1450 to 9600 (units: sqm)
 Range Selected by User: 360 to 17000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 28/11/19

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

Selected survey days:

Monday	1 days
Wednesday	7 days
Thursday	1 days

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

Selected survey types:

Manual count	9 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:

Town Centre	1
Edge of Town Centre	8

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:

Residential Zone	2
Built-Up Zone	5
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.

Secondary Filtering selection:

Use Class:

n/a	9 days
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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:

20,001 to 25,000	1 days
25,001 to 50,000	7 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:

75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 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.

Travel Plan:

No	9 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
4 Good	1 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1	CB-07-C-03 JAMES STREET CARLISLE	SWIMMING & FITNESS CENTRE	CUMBRIA
	Edge of Town Centre Built-Up Zone Total Gross floor area:	2500 sqm	
	Survey date: WEDNESDAY	22/06/16	Survey Type: MANUAL
2	DS-07-C-01 CATHEDRAL ROAD DERBY	LEISURE CENTRE	DERBYSHIRE
	Town Centre Built-Up Zone Total Gross floor area:	5394 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
3	DV-07-C-02 HEAVITREE ROAD EXETER	LEISURE CENTRE	DEVON
	Edge of Town Centre Built-Up Zone Total Gross floor area:	1450 sqm	
	Survey date: WEDNESDAY	05/07/17	Survey Type: MANUAL
4	EL-07-C-01 NEWBIGGING MUSSELBURGH	LEISURE CENTRE	EAST Lothian
	Edge of Town Centre No Sub Category Total Gross floor area:	4125 sqm	
	Survey date: WEDNESDAY	25/04/18	Survey Type: MANUAL
5	HD-07-C-03 EAST AVENUE HAYES	LEISURE CENTRE	HILLINGDON
	Edge of Town Centre Residential Zone Total Gross floor area:	5800 sqm	
	Survey date: MONDAY	29/06/15	Survey Type: MANUAL
6	LB-07-C-01 DEVANE WAY WEST NORWOOD	LEISURE CENTRE	LAMBETH
	Edge of Town Centre Residential Zone Total Gross floor area:	5400 sqm	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL
7	NF-07-C-04 WHERRY ROAD NORWICH	LEISURE CENTRE	NORFOLK
	Edge of Town Centre Built-Up Zone Total Gross floor area:	2910 sqm	
	Survey date: THURSDAY	28/11/19	Survey Type: MANUAL
8	NT-07-C-04 GEDLING STREET NOTTINGHAM	LEISURE CENTRE	NOTTINGHAMSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:	2955 sqm	
	Survey date: WEDNESDAY	26/06/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WL-07-C-01	LEISURE CENTRE	WILTSHIRE
	NORTH STAR AVENUE		
	SWINDON		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	9600 sqm	
	Survey date: WEDNESDAY	21/09/16	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.

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 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	8	4704	0.000	8	4704	0.000	8	4704	0.000
07:00 - 08:00	9	4459	0.002	9	4459	0.000	9	4459	0.002
08:00 - 09:00	9	4459	0.000	9	4459	0.000	9	4459	0.000
09:00 - 10:00	9	4459	0.000	9	4459	0.000	9	4459	0.000
10:00 - 11:00	9	4459	0.000	9	4459	0.000	9	4459	0.000
11:00 - 12:00	9	4459	0.000	9	4459	0.002	9	4459	0.002
12:00 - 13:00	9	4459	0.000	9	4459	0.000	9	4459	0.000
13:00 - 14:00	9	4459	0.002	9	4459	0.000	9	4459	0.002
14:00 - 15:00	9	4459	0.000	9	4459	0.002	9	4459	0.002
15:00 - 16:00	9	4459	0.000	9	4459	0.000	9	4459	0.000
16:00 - 17:00	9	4459	0.000	9	4459	0.000	9	4459	0.000
17:00 - 18:00	9	4459	0.000	9	4459	0.000	9	4459	0.000
18:00 - 19:00	9	4459	0.000	9	4459	0.000	9	4459	0.000
19:00 - 20:00	9	4459	0.000	9	4459	0.000	9	4459	0.000
20:00 - 21:00	9	4459	0.000	9	4459	0.000	9	4459	0.000
21:00 - 22:00	9	4459	0.000	9	4459	0.000	9	4459	0.000
22:00 - 23:00	4	3789	0.000	4	3789	0.000	4	3789	0.000
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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.

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL TOTAL PEOPLE
 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	8	4704	0.699	8	4704	0.043	8	4704	0.742
07:00 - 08:00	9	4459	0.675	9	4459	0.523	9	4459	1.198
08:00 - 09:00	9	4459	0.967	9	4459	0.683	9	4459	1.650
09:00 - 10:00	9	4459	2.235	9	4459	0.750	9	4459	2.985
10:00 - 11:00	9	4459	2.317	9	4459	1.939	9	4459	4.256
11:00 - 12:00	9	4459	1.430	9	4459	2.033	9	4459	3.463
12:00 - 13:00	9	4459	1.283	9	4459	1.779	9	4459	3.062
13:00 - 14:00	9	4459	1.958	9	4459	1.323	9	4459	3.281
14:00 - 15:00	9	4459	0.939	9	4459	1.926	9	4459	2.865
15:00 - 16:00	9	4459	2.245	9	4459	1.056	9	4459	3.301
16:00 - 17:00	9	4459	3.012	9	4459	1.814	9	4459	4.826
17:00 - 18:00	9	4459	2.654	9	4459	2.955	9	4459	5.609
18:00 - 19:00	9	4459	2.377	9	4459	2.868	9	4459	5.245
19:00 - 20:00	9	4459	1.595	9	4459	2.357	9	4459	3.952
20:00 - 21:00	9	4459	0.807	9	4459	1.929	9	4459	2.736
21:00 - 22:00	9	4459	0.164	9	4459	1.126	9	4459	1.290
22:00 - 23:00	4	3789	0.007	4	3789	0.218	4	3789	0.225
23:00 - 24:00									
Total Rates:		25.364			25.322				50.686

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.

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 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	8	4704	0.011	8	4704	0.008	8	4704	0.019
07:00 - 08:00	9	4459	0.017	9	4459	0.010	9	4459	0.027
08:00 - 09:00	9	4459	0.017	9	4459	0.015	9	4459	0.032
09:00 - 10:00	9	4459	0.012	9	4459	0.010	9	4459	0.022
10:00 - 11:00	9	4459	0.012	9	4459	0.017	9	4459	0.029
11:00 - 12:00	9	4459	0.005	9	4459	0.005	9	4459	0.010
12:00 - 13:00	9	4459	0.007	9	4459	0.005	9	4459	0.012
13:00 - 14:00	9	4459	0.012	9	4459	0.015	9	4459	0.027
14:00 - 15:00	9	4459	0.017	9	4459	0.012	9	4459	0.029
15:00 - 16:00	9	4459	0.005	9	4459	0.005	9	4459	0.010
16:00 - 17:00	9	4459	0.005	9	4459	0.007	9	4459	0.012
17:00 - 18:00	9	4459	0.010	9	4459	0.010	9	4459	0.020
18:00 - 19:00	9	4459	0.005	9	4459	0.002	9	4459	0.007
19:00 - 20:00	9	4459	0.012	9	4459	0.012	9	4459	0.024
20:00 - 21:00	9	4459	0.007	9	4459	0.015	9	4459	0.022
21:00 - 22:00	9	4459	0.010	9	4459	0.012	9	4459	0.022
22:00 - 23:00	4	3789	0.000	4	3789	0.000	4	3789	0.000
23:00 - 24:00									
Total Rates:			0.164			0.160			0.324

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.

Calculation Reference: AUDIT-228601-210513-0536

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : A - MULTIPLEX CINEMAS
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

06 WEST MIDLANDS
WO WORCESTERSHIRE 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: 2200 to 2200 (units: sqm)
Range Selected by User: 464 to 4500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 18/11/16

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:

Friday 1 days

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

Selected survey types:

Manual count 1 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:

Town Centre 1

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

Selected Location Sub Categories:

High Street 1

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

Secondary Filtering selection:

Use Class:

Sui Generis 1 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

125,001 to 250,000

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.6 to 1.0

1 days

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

No

1 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

1 days

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

LIST OF SITES relevant to selection parameters

1	WO-07-A-01	ODEON	WORCESTERSHIRE
	FOREGATE STREET		
	WORCESTER		
	Town Centre		
	High Street		
	Total Gross floor area:	2200 sqm	
	Survey date: FRIDAY	18/11/16	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.

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

MULTI-MODAL TOTAL PEOPLE

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
11:00 - 12:00	1	2200	0.045	1	2200	0.045	1	2200	0.090
12:00 - 13:00	1	2200	1.682	1	2200	1.091	1	2200	2.773
13:00 - 14:00	1	2200	0.727	1	2200	0.409	1	2200	1.136
14:00 - 15:00	1	2200	1.318	1	2200	1.364	1	2200	2.682
15:00 - 16:00	1	2200	1.955	1	2200	0.182	1	2200	2.137
16:00 - 17:00	1	2200	1.591	1	2200	1.500	1	2200	3.091
17:00 - 18:00	1	2200	4.000	1	2200	1.227	1	2200	5.227
18:00 - 19:00	1	2200	5.182	1	2200	2.818	1	2200	8.000
19:00 - 20:00	1	2200	3.364	1	2200	1.636	1	2200	5.000
20:00 - 21:00	1	2200	5.227	1	2200	3.409	1	2200	8.636
21:00 - 22:00	1	2200	1.455	1	2200	5.136	1	2200	6.591
22:00 - 23:00	1	2200	0.364	1	2200	2.955	1	2200	3.319
23:00 - 24:00	1	2200	0.500	1	2200	4.727	1	2200	5.227
Total Rates:			27.410			26.499			53.909

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	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: 1000 to 1600 (units: sqm)
 Range Selected by User: 290 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 07/06/18

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 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:

Town Centre	2
Edge of Town Centre	1

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

Selected Location Sub Categories:

Retail Zone	2
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

E(a) 3 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 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
0.6 to 1.0	1 days
1.6 to 2.0	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 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:

No	3 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-01-G-01	JUST FOR PETS	CAMBRIDGESHIRE
	BACK LANE		
	CAMBOURNE		
	GREAT CAMBOURNE		
	Town Centre		
	Retail Zone		
	Total Gross floor area:	1068 sqm	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
2	CH-01-G-02	MAGNET	CHESHIRE
	KING EDWARD STREET		
	MACCLESFIELD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1000 sqm	
	Survey date: MONDAY	06/11/17	Survey Type: MANUAL
3	LN-01-G-01	PETS AT HOME	LINCOLNSHIRE
	TRITTON ROAD		
	LINCOLN		
	TRITTON RETAIL PARK		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	1600 sqm	
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL TOTAL PEOPLE

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	1	1000	0.600	1	1000	0.300	1	1000	0.900
08:00 - 09:00	3	1223	0.245	3	1223	0.109	3	1223	0.354
09:00 - 10:00	3	1223	2.617	3	1223	1.336	3	1223	3.953
10:00 - 11:00	3	1223	2.099	3	1223	1.418	3	1223	3.517
11:00 - 12:00	3	1223	2.045	3	1223	1.908	3	1223	3.953
12:00 - 13:00	3	1223	1.581	3	1223	1.799	3	1223	3.380
13:00 - 14:00	3	1223	1.690	3	1223	2.236	3	1223	3.926
14:00 - 15:00	3	1223	1.827	3	1223	1.336	3	1223	3.163
15:00 - 16:00	3	1223	1.227	3	1223	1.636	3	1223	2.863
16:00 - 17:00	3	1223	2.617	3	1223	1.718	3	1223	4.335
17:00 - 18:00	3	1223	2.208	3	1223	2.563	3	1223	4.771
18:00 - 19:00	2	1334	2.061	2	1334	3.373	2	1334	5.434
19:00 - 20:00	2	1334	1.424	2	1334	2.624	2	1334	4.048
20:00 - 21:00	1	1600	0.000	1	1600	0.625	1	1600	0.625
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		22.241			22.981				45.222

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.

Calculation Reference: AUDIT-228601-210608-0639

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
	HG HARINGEY	1 days
	IS ISLINGTON	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	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: 1225 to 6000 (units: sqm)
 Range Selected by User: 204 to 13856 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/09/17

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:

Tuesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
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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:

Commercial Zone	1
Built-Up Zone	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.

Secondary Filtering selection:

Use Class:

n/a	1 days
E(d)	2 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	3 days
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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
0.6 to 1.0	2 days

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

Travel Plan:

No	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	1 days
6a Excellent	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	HG-07-K-02	THE GYM		HARINGEY
	LORDSHIP LANE			
	WOOD GREEN			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1440 sqm		
	Survey date: THURSDAY	18/09/14		Survey Type: MANUAL
2	IS-07-K-02	THE GYM		ISLINGTON
	GOSWELL ROAD			
	ANGEL			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1225 sqm		
	Survey date: TUESDAY	28/06/16		Survey Type: MANUAL
3	NT-07-K-02	VIRGIN ACTIVE		NOTTINGHAMSHIRE
	LONDON ROAD			
	NOTTINGHAM			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:	6000 sqm		
	Survey date: THURSDAY	27/06/13		Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TOTAL PEOPLE

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	3	2888	2.181	3	2888	0.542	3	2888	2.723
07:00 - 08:00	3	2888	1.512	3	2888	1.639	3	2888	3.151
08:00 - 09:00	3	2888	1.362	3	2888	2.170	3	2888	3.532
09:00 - 10:00	3	2888	2.112	3	2888	1.177	3	2888	3.289
10:00 - 11:00	3	2888	1.893	3	2888	1.500	3	2888	3.393
11:00 - 12:00	3	2888	1.627	3	2888	2.239	3	2888	3.866
12:00 - 13:00	3	2888	2.227	3	2888	1.708	3	2888	3.935
13:00 - 14:00	3	2888	1.881	3	2888	2.054	3	2888	3.935
14:00 - 15:00	3	2888	1.316	3	2888	1.420	3	2888	2.736
15:00 - 16:00	3	2888	1.604	3	2888	1.570	3	2888	3.174
16:00 - 17:00	3	2888	2.216	3	2888	1.639	3	2888	3.855
17:00 - 18:00	3	2888	5.066	3	2888	1.881	3	2888	6.947
18:00 - 19:00	3	2888	4.743	3	2888	3.866	3	2888	8.609
19:00 - 20:00	3	2888	3.624	3	2888	5.263	3	2888	8.887
20:00 - 21:00	3	2888	1.997	3	2888	3.993	3	2888	5.990
21:00 - 22:00	3	2888	0.923	3	2888	2.320	3	2888	3.243
22:00 - 23:00	1	6000	0.017	1	6000	0.367	1	6000	0.384
23:00 - 24:00									
Total Rates:			36.301			35.348			71.649

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.

Calculation Reference: AUDIT-228601-210513-0506

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : K - RETAIL PARK - EXCLUDING FOOD
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	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: 8687 to 22300 (units: sqm)
 Range Selected by User: 1968 to 22300 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 17/03/18

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:

Thursday 2 days

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

Selected survey types:

Manual count	2 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	1

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

Selected Location Sub Categories:

Residential Zone	1
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.

Secondary Filtering selection:

Use Class:

E(a) 2 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 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:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	GM-01-K-16	RETAIL PARK	GREATER MANCHESTER
	BROADWAY		
	OLDHAM		
	HOLDEN FOLD		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	22300 sqm	
	Survey date: THURSDAY	09/11/17	Survey Type: MANUAL
2	GS-01-K-02	RETAIL PARK	GLOUCESTERSHIRE
	EASTERN AVENUE		
	GLOUCESTER		
	BARNWOOD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	8687 sqm	
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

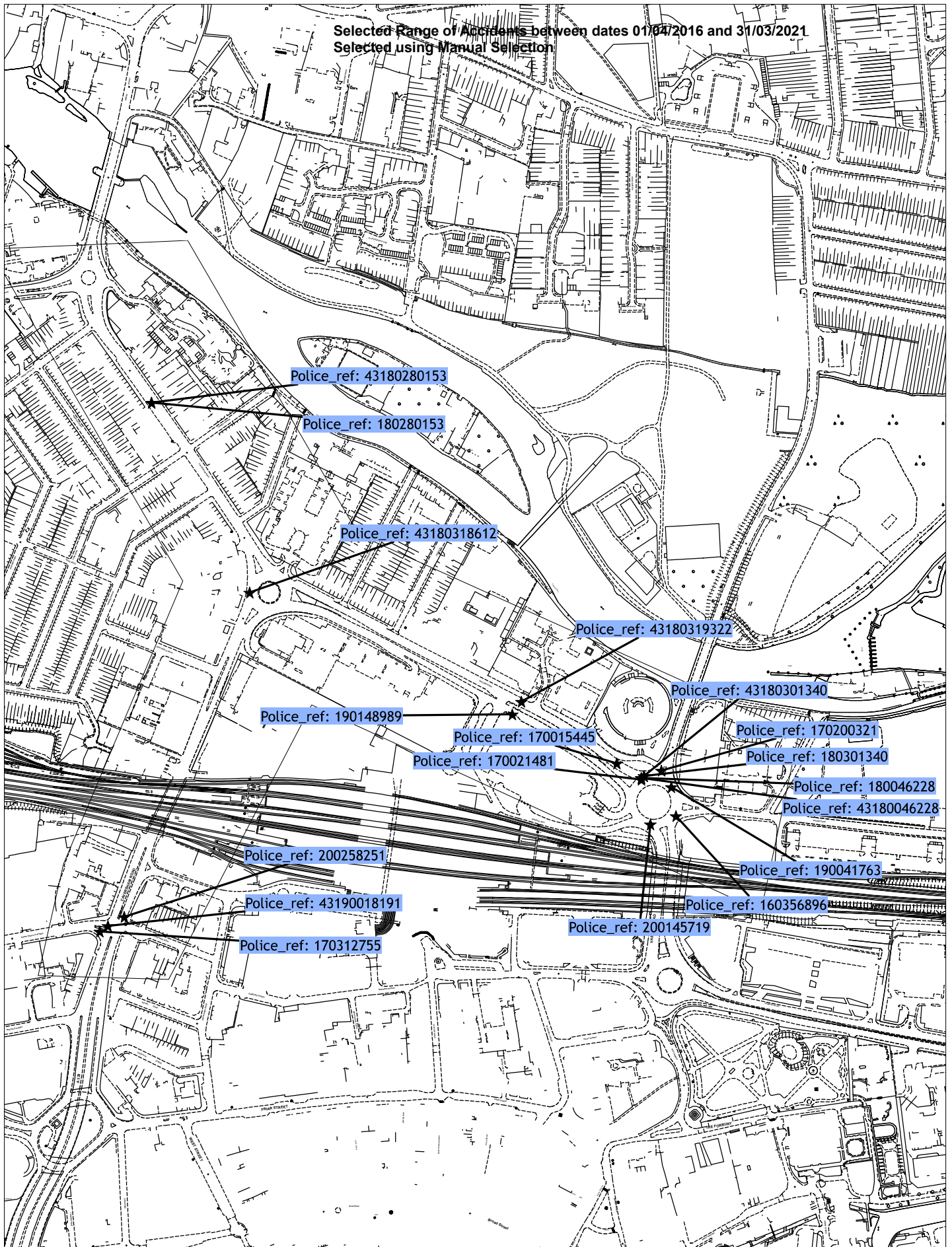
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	15494	0.494	2	15494	0.403	2	15494	0.897
08:00 - 09:00	2	15494	1.133	2	15494	0.794	2	15494	1.927
09:00 - 10:00	2	15494	1.981	2	15494	1.575	2	15494	3.556
10:00 - 11:00	2	15494	2.253	2	15494	1.914	2	15494	4.167
11:00 - 12:00	2	15494	2.866	2	15494	2.543	2	15494	5.409
12:00 - 13:00	2	15494	2.995	2	15494	2.698	2	15494	5.693
13:00 - 14:00	2	15494	2.959	2	15494	3.011	2	15494	5.970
14:00 - 15:00	2	15494	2.278	2	15494	2.482	2	15494	4.760
15:00 - 16:00	2	15494	2.520	2	15494	2.695	2	15494	5.215
16:00 - 17:00	2	15494	2.814	2	15494	2.824	2	15494	5.638
17:00 - 18:00	2	15494	2.269	2	15494	2.488	2	15494	4.757
18:00 - 19:00	2	15494	2.720	2	15494	2.375	2	15494	5.095
19:00 - 20:00	2	15494	2.036	2	15494	2.085	2	15494	4.121
20:00 - 21:00	2	15494	0.852	2	15494	1.449	2	15494	2.301
21:00 - 22:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		30.170			29.336			59.506	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Appendix 5

Selected Range of Accidents between dates 01/04/2016 and 31/03/2021
 Selected using Manual Selection



Caversham Road, Reading

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 Ordnance Survey
 Reading Borough Council
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SCALE	1 : 5500
DATE	15/09/2021
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Selected using Pre-defined Query : KSI's

Notes:

Reading

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

160356896 Friday A329 VASTERN RD RBT J/W NAPIER RD READING Veh 1 Car Going ahead E to W
09/12/2016 Veh 2 Pedal cycle Going ahead N to S Dri F 60 Serious
R1: A 329 0652hrs
R2: U 7201 Darkness: street lights present a
E 471,774 Dry
N 173,895 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

2nd: Defective lights or indicators

C1 FAILED TO G/WAY ENT RBT TRAV W & COLL/W PC2 TRAV S ON RBT

Participant:

Vehicle 1

Vehicle 2

Confidence:

Very Likely

Possible

170015445 Wednesday A329 VASTERN RD APP 30M NW RBT J/W B3345 GEORGE ST READING Veh 1 Bus/coach Going ahead NWto SE Ped F 70 Serious
04/01/2017
R1: A 329 1055hrs
Daylight:street lights present
E 471,709 Wet/Damp
N 173,953 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

2nd: Failed to judge vehicles path or speed

3rd: Crossed road masked by stationary veh

PED STRTD XING RD ON R/ATS, ATS TRND GRN, PED BLOCKD FROM VIEW BY VEH IN LN2, PSV TRAV SE IN BUS LN SAW PED LAST MINUTE SWRVD TO AVOID BUT COLL/W PED

Participant:

Casualty 1

Casualty 1

Casualty 1

Confidence:

Very Likely

Very Likely

170021481 Tuesday A329 VASTERN ROAD RBT/W B3345 READING BRIDGE READING Veh 1 Car Turning right NWto S
10/01/2017 Veh 2 Pedal cycle Going ahead S to N Dri M 50 Serious
R1: A 329 2208hrs
R2: B 3345 Darkness: street lights present a
E 471,736 Dry
N 173,935 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

2nd: Poor turn or manoeuvre

C1 FAILED TO GWAY ENTRG RBT TRNG RT NW TO S & COLL/W PC2 TRAV N

Participant:

Vehicle 1

Vehicle 1

Confidence:

Possible

Possible

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Selected using Pre-defined Query : KSI's

Notes:

Reading

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

170200321	Friday	B3345 GEORGRE STREET RBT/W	Veh 1	Car	Turning left	NWto N				
	07/07/2017	A329 VASTERN ROAD READING	Veh 2	Pedal cycle	Going ahead	N to S	Dri	M	53	Serious
R1: B 3345	2119hrs		Veh 3	Car	Parked	0 to 0				
R2: A 329	Daylight:street lights present									
E 471,758	Dry									
N 173,945	Fine without high winds									
	30 mph									

Causation Factor:

1st: Impaired by alcohol
2nd: Travelling too fast for conditions
3rd: Poor turn or manoeuvre
4th: Loss of control
5th: Careless/Reckless/In a hurry
6th: Aggressive driving

Participant:

Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely
Very Likely
Very Likely
Very Likely
Very Likely

INTOX C1 TRNG N TO NE AT SPEED LEFT CWAY OSIDE INTO CENT REFUGE & INTO PC2 TRAV S. C1 FTS & LATER DROVE THE WRONG WAY UP A ONE-WAY STREET & COLL/W PRKD C3 & ARRESTED

170312755	Friday	GREAT KNOLLYS STREET JUNC/W	Veh 1	Bus/coach	Turning left	S to W	Ped	M	54	Slight
	20/10/2017	A329 CAVERSHAM ROAD READING	Veh 1	Bus/coach	Turning left	S to W	Ped	M	51	Fatal
R1: U 7201	2346hrs									
R2: A 329	Darkness: street lights present a									
E 471,140	Wet/Damp									
N 173,768	Raining without high winds									
	30 mph									

Causation Factor:

1st: Failed to look properly
2nd: Vehicle blind spot
3rd: Failed to look properly
4th: Failed to look properly
5th: Pedestrian wearing dark clothing at night
6th: Pedestrian wearing dark clothing at night

Participant:

Vehicle 1
Vehicle 1
Casualty 1
Casualty 2
Casualty 1
Casualty 2

Confidence:

Possible
Possible
Possible
Possible
Very Likely
Very Likely

PSV1 TRNG LT S TO W COLL/W 2 PED AT XING

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Selected using Pre-defined Query : KSI's

Notes:

Reading

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

180046228 Friday A329 VASTERN ROAD JUNC/W B3345, READING Veh 1 Car Turning right W to S
26/01/2018 Veh 2 Pedal cycle Going ahead S to N Dri M 66 Serious
R1: A 329 1852hrs
R2: B 3345 Darkness: street lights present a
E 471,736 Dry
N 173,937 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

2nd: Disobeyed Give Way or Stop sign or markings

C1 TRAV E FAILD TO G/WAY & COLL/W PED2 TRAV N

Participant:

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Very Likely

180280153 Saturday CAVERSHAM ROAD J/W THAMES AVEUE READING Veh 1 Car Going ahead NWto SE Ped M 71 Serious
08/09/2018
R1: A 4155 0930hrs
R2: U 7201 Daylight:street lights present
E 471,197 Dry
N 174,350 Fine without high winds
30 mph

C1 TRAV NK DIR COLL/W PED1 XING C/WAY NE TO SW.

180301340 Saturday A329 VASTERN ROAD J/W B3345 READING BRIDGE READING Veh 1 Car Going ahead W to E
22/09/2018 Veh 2 Pedal cycle Turning right E to N Dri M 18 Serious
R1: A 329 1630hrs
R2: B 3345 Daylight:street lights present
E 471,739 Wet/Damp
N 173,939 Raining without high winds
30 mph

Causation Factor:

1st: Slippery road (due to weather)

2nd: Failed to look properly

3rd: Failed to judge other persons path or speed

C1 ENT RBT W TO E FAILD TO G/WAY & COLL/W PC2 TRNG RT E TO N

Participant:

Vehicle 2

Vehicle 1

Vehicle 1

Confidence:

Possible

Very Likely

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Selected using Pre-defined Query : KSI's

Notes:

Reading

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

43180046228 Friday A329 VASTERN ROAD JUNC/W B3345, READING Veh 1 Car Turning right W to S
26/01/2018 Veh 2 Pedal cycle Going ahead S to N Dri M 66 Serious
R1: A 329 1852hrs
R2: B 3345 Darkness: street lights present a
E 471,736 Dry
N 173,937 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly
2nd: Disobeyed Give Way or Stop sign or markings
C1 TRAV E FAILD TO G/WAY & COLL/W PED2 TRAV N

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

43180280153 Saturday CAVERSHAM ROAD J/W THAMES AVENUE READING Veh 1 Car Going ahead NWto SE Ped M 71 Serious
08/09/2018
R1: A 4155 0930hrs
R2: U 7201 Daylight:street lights present
E 471,197 Dry
N 174,350 Fine without high winds
30 mph

C1 TRAV NK DIR COLL/W PED1 XING C/WAY NE TO SW.

43180301340 Saturday A329 VASTERN ROAD J/W B3345 READING BRIDGE READING Veh 1 Car Going ahead W to E
22/09/2018 Veh 2 Pedal cycle Turning right E to N Dri M 18 Serious
R1: A 329 1630hrs
R2: B 3345 Daylight:street lights present
E 471,739 Wet/Damp
N 173,939 Raining without high winds
30 mph

Causation Factor:

1st: Slippery road (due to weather)
2nd: Failed to look properly
3rd: Failed to judge other persons path or speed
C1 ENT RBT W TO E FAILD TO G/WAY & COLL/W PC2 TRNG RT E TO N

Participant:

Vehicle 2
Vehicle 1
Vehicle 1

Confidence:

Possible
Very Likely

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Selected using Pre-defined Query : KSI's

Notes:

Reading

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No /	Type /	Manv /	Dir /	Class	Sex /	Age /	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

43180318612 Thursday A4155 CAVERSHAM ROAD Veh 1 Car Going ahead S to E
18/10/2018 ROUNDABOUT JUNCTION WITH Veh 2 Pedal cycle Going ahead E to W Dri M 72 Serious
0945hrs VASTERN ROAD
R1: A 415 Daylight:street lights present
R2: A 329 Dry
E 471,305 Fine without high winds
N 174,141 30 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Stationary or parked vehicle
3rd: Disobeyed Give Way or Stop sign or markings
4th: Failed to look properly

Participant:

Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible
Very Likely
Very Likely

V1 ENTERED ROUNDABOUT FAILED TO GIVE WAY TO PC2 COMING FROM RIGHT ALREADY ON ROUNDABOUT. PC2 HIT REAR OFFSIDE OF V1 AND FELL TO GROUND

43180319322 Thursday VASTERN ROAD J/W TROOPER Veh 1 Going ahead SW to NE Dri F 86 Serious
18/10/2018 NORMAN PLACE READING Veh 2 Car Going ahead NWto SE
1625hrs
R1: A 329 Daylight:street lights present
R2: U 7201 Dry
E 471,604 Fine without high winds
N 174,021 30 mph

Causation Factor:

1st: Disobeyed automatic traffic signal
2nd: Stationary or parked vehicle
3rd: Failed to look properly

Participant:

Vehicle 1
Vehicle 2
Vehicle 1

Confidence:

Very Likely
Very Likely

MS1 XING C/WAY SW TO NE COLL/W C2 TRAV NW TO SE.

43190018191 Monday A329 CAVERSHAM ROAD J/W GREAT Veh 1 Car Going ahead S to N
26/11/2018 NOLLYS ST READING Veh 2 Pedal cycle Going ahead W to E Dri M 51 Serious
1930hrs
R1: A 329 Darkness: street lights present a
R2: U 7201 Dry
E 471,149 Unknown
N 173,774 30 mph

C1 TRAV S TO N AT XRDS COLL/W PC2 TRAV W TO E. C1 FTS.

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Selected using Pre-defined Query : KSI's

Notes:

Reading

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

190041763 Friday A329 VASTERN ROAD J/W B3345 Veh 1 Car Going ahead N to S Dri M 66 Serious
08/02/2019 GEORGE STREET READING Veh 2 Goods < 3.5t Turning right NWto S Dri M 58 Slight
R1: A 329 1613hrs
R2: B 3345 Daylight:street lights present
E 471,769 Wet/Damp
N 173,927 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Illness or disability, mental or physical

Vehicle 1

Very Likely

C1 ENT RBT N TO S COLL/W LGV2 TRN RT NW TO S. DRIVER C1 SUFFERED MED EP.

190148989 Saturday A329 VASTERN ROAD J/W TROOPER Veh 1 Pedal cycle Going ahead SW to NE Dri M 40 Serious
18/05/2019 POTTS WAY READING
R1: A 329 0032hrs
R2: U 7201 Darkness: street lights present a
E 471,594 Dry
N 174,007 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Impaired by alcohol

Vehicle 1

Very Likely

2nd: Loss of control

Vehicle 1

Very Likely

3rd: Careless/Reckless/In a hurry

Vehicle 1

RIDER PC1 XING C/WAY SW TO NE USING PED XING FELL OFF CAUSNG INJ. RIDER PC1 INTOX.

200145719 Sunday A329 VASTERN ROAD J/W NAPIER Veh 1 Car Going ahead S to N
17/05/2020 ROAD READING Veh 2 Pedal cycle Going ahead E to W Dri M 28 Serious
R1: A 329 0803hrs
R2: U 7201 Darkness: street lights present a
E 471,746 Dry
N 173,886 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 1

Very Likely

2nd: Disobeyed Give Way or Stop sign or markings

Vehicle 1

Very Likely

3rd: Failed to look properly

Vehicle 1

C1 ENT RBT S TO N & COLL/W PC2 TRAV E TO W.

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Selected using Pre-defined Query : KSI's

Notes:

Reading

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

200258251 Tuesday A329 CAVERSHAM ROAD J/W GREAT KNOLLYS STREET READING Veh 1 Car Going ahead NE to SW Ped F 20 Serious
18/08/2020
R1: A 329 2234hrs
R2: U 7201 Darkness: street lights present a
E 471,167 Dry
N 173,784 Fine without high winds
40 mph

Causation Factor:

1st: Dangerous action in carriageway
2nd: Impaired by alcohol
3rd: Impaired by drugs (illicit or medicinal)
4th: Other

Participant:

Casualty 1
Casualty 1
Casualty 1
Casualty 1

Confidence:

Possible
Possible
Possible
Possible

PED ENT C/WAY SE TO NW, LAY DOWN IN C/WAY & WAS HIT BY C1 TRAV NE TO SW.

Appendix 6

Car Park (263 standard spaces / 17 Disabled spaces)

TIME	Inbound							Outbound						
	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	4	0	0	0	0	4	0	5	0	0	0	0	5
0715 - 0730	0	4	1	0	0	0	5	0	2	2	0	0	0	4
0730 - 0745	0	4	4	0	0	0	8	0	3	2	0	0	0	5
0745 - 0800	0	12	0	0	0	0	12	0	6	2	0	0	0	8
Hourly Total	0	24	5	0	0	0	29	0	16	7	0	0	0	23
0800 - 0815	0	13	1	0	0	0	14	0	10	1	0	0	0	11
0815 - 0830	0	11	2	0	0	0	13	0	9	0	0	0	0	9
0830 - 0845	0	11	0	1	0	0	12	0	10	0	0	0	0	10
0845 - 0900	0	13	1	0	0	0	14	0	7	0	0	0	0	7
Hourly Total	0	48	4	1	0	0	53	0	36	1	0	0	0	37
0900 - 0915	0	16	0	0	0	0	16	0	7	1	0	0	0	8
0915 - 0930	0	22	3	0	0	0	25	0	13	1	1	0	0	15
0930 - 0945	0	21	0	0	0	0	21	0	11	1	0	0	0	12
0945 - 1000	0	25	1	0	0	0	26	0	18	0	0	0	0	18
Hourly Total	0	84	4	0	0	0	88	0	49	3	0	0	0	52
1000 - 1015	1	37	0	0	0	0	38	0	22	3	0	0	0	25
1015 - 1030	0	29	2	2	0	0	33	0	23	1	1	0	0	25
1030 - 1045	0	34	1	0	0	0	35	1	28	3	0	0	0	32
1045 - 1100	0	46	2	1	0	0	49	0	32	1	2	0	0	35
Hourly Total	1	146	5	3	0	0	155	1	105	8	3	0	0	117
1100 - 1115	0	37	1	0	0	0	38	0	26	3	0	0	0	29
1115 - 1130	0	29	2	0	0	0	31	0	32	0	0	0	0	32
1130 - 1145	0	27	1	0	0	0	28	0	39	2	0	0	0	41
1145 - 1200	1	51	2	0	0	0	54	0	33	0	0	0	0	33
Hourly Total	1	144	6	0	0	0	151	0	130	5	0	0	0	135
1200 - 1215	0	34	0	0	0	0	34	0	34	0	0	0	0	34
1215 - 1230	0	36	3	1	0	0	40	1	36	2	1	0	0	40
1230 - 1245	0	38	2	0	0	0	40	0	36	3	0	0	0	39
1245 - 1300	0	36	2	0	0	0	38	0	37	0	0	0	0	37
Hourly Total	0	144	7	1	0	0	152	1	143	5	1	0	0	150
1300 - 1315	0	32	2	0	0	0	34	0	42	5	0	0	0	47
1315 - 1330	0	24	2	0	0	0	26	0	33	0	0	0	0	33
1330 - 1345	0	42	2	0	0	0	44	0	40	3	0	0	0	43
1345 - 1400	0	35	1	0	0	0	36	0	26	2	0	0	0	28
Hourly Total	0	133	7	0	0	0	140	0	141	10	0	0	0	151
1400 - 1415	0	39	5	0	0	0	44	0	35	0	0	0	0	35
1415 - 1430	0	32	2	0	0	0	34	0	38	4	0	0	0	42
1430 - 1445	0	36	2	0	0	0	38	0	35	1	0	0	0	36
1445 - 1500	0	42	4	0	0	0	46	0	47	2	0	0	0	49
Hourly Total	0	149	13	0	0	0	162	0	155	7	0	0	0	162
1500 - 1515	0	22	1	0	0	0	23	0	29	4	0	0	0	33
1515 - 1530	0	26	5	0	0	0	31	0	38	1	0	0	0	39
1530 - 1545	0	35	2	0	0	0	37	0	34	3	0	0	0	37
1545 - 1600	0	37	1	0	0	0	38	0	36	3	0	0	0	39
Hourly Total	0	120	9	0	0	0	129	0	137	11	0	0	0	148
1600 - 1615	0	24	0	0	0	0	24	0	40	1	0	0	0	41
1615 - 1630	0	36	4	0	0	0	40	0	23	0	0	0	0	23
1630 - 1645	1	32	2	0	0	0	35	0	38	4	0	0	0	42
1645 - 1700	1	38	2	0	0	0	41	1	35	3	0	0	0	39
Hourly Total	2	130	8	0	0	0	140	1	136	8	0	0	0	145
1700 - 1715	0	34	2	0	0	0	36	0	33	2	0	0	0	35
1715 - 1730	0	18	0	0	0	0	18	0	41	2	0	0	0	43
1730 - 1745	1	29	5	0	0	0	35	0	30	0	0	0	0	30
1745 - 1800	0	22	1	0	0	0	23	0	25	3	0	0	0	28
Hourly Total	1	103	8	1	0	0	113	0	129	7	0	0	0	136
1800 - 1815	1	37	0	0	0	0	38	1	21	2	0	0	0	24
1815 - 1830	0	37	2	0	0	0	39	0	34	0	0	0	0	34
1830 - 1845	0	37	1	0	0	0	38	1	29	3	0	0	0	33
1845 - 1900	2	42	0	0	0	0	44	0	30	0	0	0	0	30
Hourly Total	3	153	3	0	0	0	159	2	114	5	0	0	0	121
1900 - 1915	0	37	1	0	0	0	38	0	39	4	0	0	0	43
1915 - 1930	0	33	1	0	0	0	34	1	44	0	0	0	0	45
1930 - 1945	0	28	0	0	0	0	28	0	33	0	0	0	0	33
1945 - 2000	0	22	3	0	0	0	25	0	29	4	0	0	0	33
Hourly Total	0	120	5	0	0	0	125	1	145	8	0	0	0	154
2000 - 2015	0	14	0	0	0	0	14	0	19	1	0	0	0	20
2015 - 2030	0	16	1	0	0	0	17	0	22	0	0	0	0	22
2030 - 2045	0	12	0	0	0	0	12	0	21	1	0	0	0	22
2045 - 2100	0	7	0	0	0	0	7	0	20	0	0	0	0	20
Hourly Total	0	48	1	1	0	0	50	0	82	2	0	0	0	84
2100 - 2115	0	8	0	0	0	0	8	0	13	0	0	0	0	13
2115 - 2130	0	6	0	0	0	0	6	0	9	0	0	0	0	9
2130 - 2145	0	9	0	0	0	0	9	0	7	0	0	0	0	7
2145 - 2200	0	6	0	0	0	0	6	0	20	0	0	0	0	20
Hourly Total	0	29	0	0	0	0	29	0	49	0	0	0	0	49
2200 - 2215	0	0	0	0	0	0	0	0	5	0	0	0	0	5
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	2	0	0	0	0	2	0	2	0	0	0	0	2
2245 - 2300	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	2	0	0	0	0	2	0	9	0	0	0	0	9
2300 - 2315	0	0	0	0	0	0	0	0	4	0	0	0	0	4
2315 - 2330	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	5	0	0	0	0	5
TOTAL	8	1577	85	7	0	0	1677	6	1581	87	4	0	0	1678