



Palmer Park Sports Centre and Stadium, Reading Transport Assessment

For Reading Borough Council

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1. INTRODUCTION

1.1 Overview

- 1.1.1 Hydrock Consultants Ltd has prepared this Transport Assessment (TA) on behalf of Reading Borough Council (RBC) in support of a planning application for the redevelopment of the existing Palmer Park Sports Centre and Stadium on Palmers Way, Reading.
- 1.1.2 The site is currently occupied by the Palmer Park Sports Centre and Stadium and the proposals are to redevelop the existing Palmer Park site to provide new updated leisure facilities, which include a new 25m pool, café, soft play room and gym whilst retaining the existing sports stadium and sports pitches.
- 1.1.3 This TA demonstrates that the proposed development is acceptable in terms of transportation, highway safety and access matters.
- 1.1.4 The TA has been prepared in accordance with industry standards and best practice. It sets out the transport conditions relating to the development site (existing conditions) and provides details of the development proposals; including associated transport accessibility and connectivity, an assessment of the traffic predicated to be generated by the proposed development and the corresponding traffic impact on the surrounding local highway network.
- 1.1.5 This TA puts forward an informed argument as to why it is considered that there would be no material highways or transportation matters that would preclude the local planning authority from approving this application. Compliancy of the development proposals with BREEAM standards is also assessed.
- 1.1.6 A Travel Plan (TP) has been prepared in support of the development of the site. The TP identifies measures and initiatives to encourage travel to and from the site by sustainable modes of travel, and is submitted as a separate document. The TP has been prepared with the involvement of the client and end occupier.

1.2 Document Structure

- 1.2.1 This TA has been compiled to reflect guidance set out in the National Planning Policy Framework (NPPF) and accompanying National Planning Policy Guidance (NPPG). It also considers advice set out in various local and national guidance documents including; Transport Evidence in Plan Making (DfT), Manual for Streets (DfT), Providing for Journeys on Foot (CIHT), Local Transport Note 2/08: Cycle Infrastructure Design (DfT) and guidance set out in the Reading BC Local Plan and Supplementary Planning Guidance.
- 1.2.2 An overview of the contents of this TA is set out below.
 - Description of the location of the site as well as a review of the existing conditions of the surrounding local highway network including access, parking and highway safety
 - Review of the planning history of the site and local area, and a description of committed infrastructure proposed as part of surrounding consented developments
 - Review of the accessibility of the site with reference to the surrounding area. This includes proximity of the site to both existing and proposed local facilities as well as walking, cycling and public transport routes
 - Description of the development proposals, in particular demonstrating access by all modes, site design principals, car parking and servicing and delivery arrangements

- Trip generation and analysis of the impact of the proposed development on the local highway network.

1.3 Transport Scoping

- 1.3.1 A TA Scoping Report (document reference: 15059-HYD-XX-XX-RP-TP-3001) was submitted to RBC as the local highway authority on the 9th October 2020.
- 1.3.2 Pre-application scoping discussions have also been held with RBC planning officers. The highway officer at RBC accepted the scope and methodology outlined within the Scoping Report in principle.
- 1.3.3 The scope and methodologies discussed have therefore been used to prepare this TA.

2. SITE DESCRIPTION AND EXISTING CONDITIONS

2.1 Site Location

- 2.1.1 The existing Palmer Spark Sports Complex is located east of the A329 Wokingham Road approximately 3.5km east of central Reading.
- 2.1.2 The site occupies a plot within the wider Palmer Park recreational park in the eastern residential suburbs of Reading, directly west of the A3290.
- 2.1.3 The existing site comprises the Palmer Park Stadium (including an 800-seat athletics track and outdoor velodrome), three five-a-side 3G sports pitches, four grass football pitches, a gym and associated parking.
- 2.1.4 Figure 2-1. Shows the indicative location of the site in context with the surrounding network.

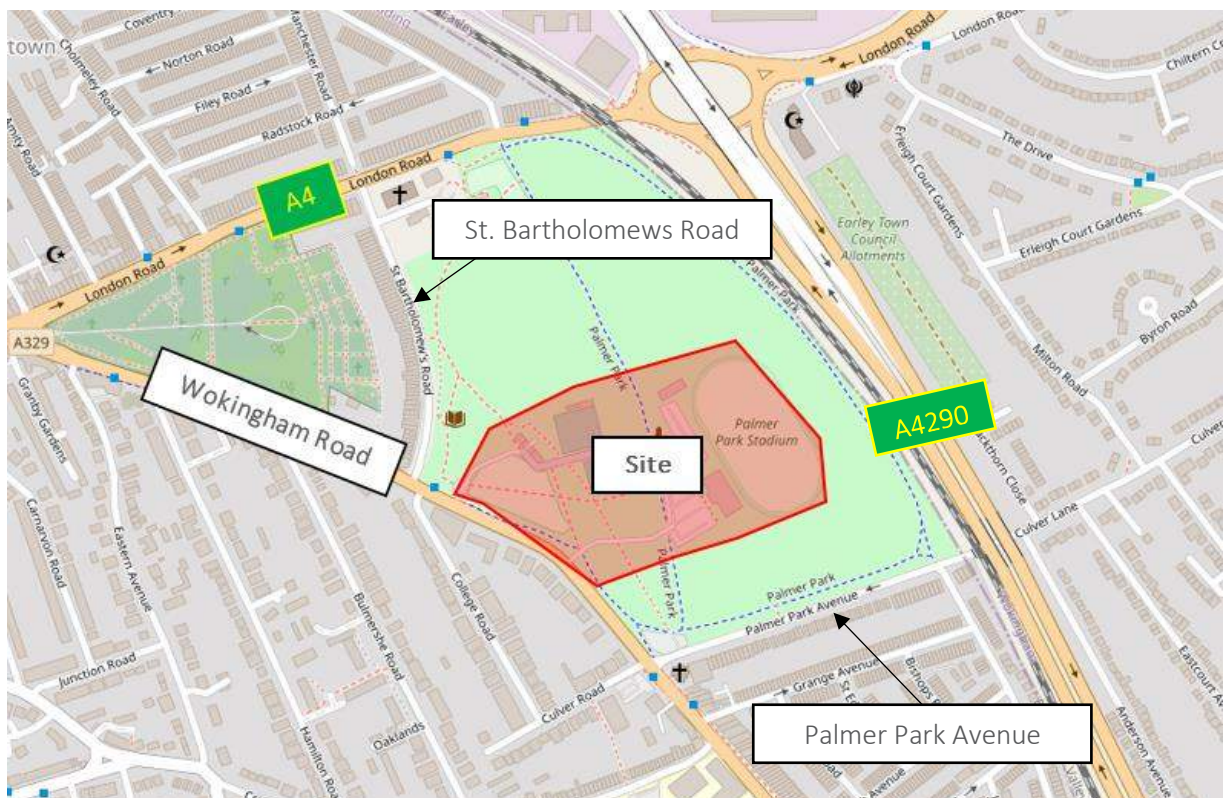


Figure 2-1: Indicative Site Location

2.2 Local Highway Network

- 2.2.1 The development site is located adjacent to Wokingham Road, Palmer Park Avenue, St Batholomews Road and the A4290. Access to the site is served by the local road network with local connection to the Strategic Road Network (SRN). Details and descriptions of the local access roads are set out below.

Wokingham Road

- 2.2.2 Wokingham Road lies directly to the west of the development site and provides the primary point of vehicular access into the existing Palmer Sports Complex via a priority junction arrangement with Palmer Way (main site access road).

- 2.2.3 A secondary vehicular access is provided into the site via a gated access junction with Wokingham Road some 140m northwest of Palmer Way. This access is only accessible to maintenance and other authorised vehicles and is cordoned by bollards. This access is however, available for use by pedestrians and cyclists.
- 2.2.4 Wokingham Road forms part of the A329 which is a primary distributor road creating a vehicular link between central Reading and Wokingham some 9km south east of the site.
- 2.2.5 Wokingham Road primarily serves residential areas and community uses within the vicinity of the site. It is a two-way, single carriageway Road with a speed limit of 30mph within the vicinity of the site. The road benefits from footways on both sides of the carriageway as well as street lighting.
- 2.2.6 Approximately 120m to the east, Wokingham Road enters a 20mph zone, whilst at the access junction a westbound bus lane commences and an on-road cycle lane exists for eastbound travel (travelling past the access). A tiger pedestrian crossing, with a central refuge island, is positioned c.110 to the north and a permanent speed camera is positioned at this same location.

Palmer Park Avenue

- 2.2.7 Palmer Park Avenue is provided directly to the south of the site and follows an east to west alignment adjacent to the southern boundary.
- 2.2.8 Palmer Park Avenue is one-way, westbound only, and is primarily residential in nature. It is subject to a 20mph speed limit within the vicinity of the site
- 2.2.9 Palmer Park Avenue provides a vehicular route to the residential area of Reading to the east of the A3290.

St Bartholomews Road

- 2.2.10 St Bartholomews Road to the west of the site is a residential road which provides a vehicular link between Wokingham Road and the A4 London Road to the north. The A4 London Road is in turn a primary distributor Road linking central Reading to London to the east and Bristol to the west.
- 2.2.11 Locally the A4 Reading Road provides a vehicular link eastward to the neighbouring residential area to the east of the A3290.

The A329

- 2.2.12 The A329 lies to the east of the site and is a dual carriageway road which forms a link between the A329(M) to the south east and the A4 to the north of the site.

2.3 Strategic Road Network (SRN)

- 2.3.1 The M4 follows an east to west alignment south of Reading, accessed via the A329(M) at Junction 10 approximately 7km to the south east of the site.
- 2.3.2 The M4 provides a strategic route between London and Wales via Swindon and Bristol.

2.4 Existing Site Use

- 2.4.1 The existing site is occupied by the Palmer Park Sports Centre and Stadium. The site lies within the wider Palmer Park which is a publicly accessible park with a number of walking and cycling routes and leisure facilities.

2.4.2 The Palmer Park Sports Centre and Stadium is a community sports complex which encompasses the facilities outlined in Table 2-1.

Table 2-1: Existing Palmer Park Facilities

Facility	Location
Athletics track	Sports stadium
Velodrome (outdoor cycle track)	Sports stadium
x 3 3G five-a-side pitches	West of car park
x 4 11-a-side football pitches	Parkland north of stadium
Gym (60 stations)	Within leisure building
Multi-purpose room	Within leisure building
Café	Within leisure building
Car park (198 spaces)	West of leisure building

2.4.3 The indicative location of the facilities provided at the site are shown on the aerial plan included at Figure 2.2.

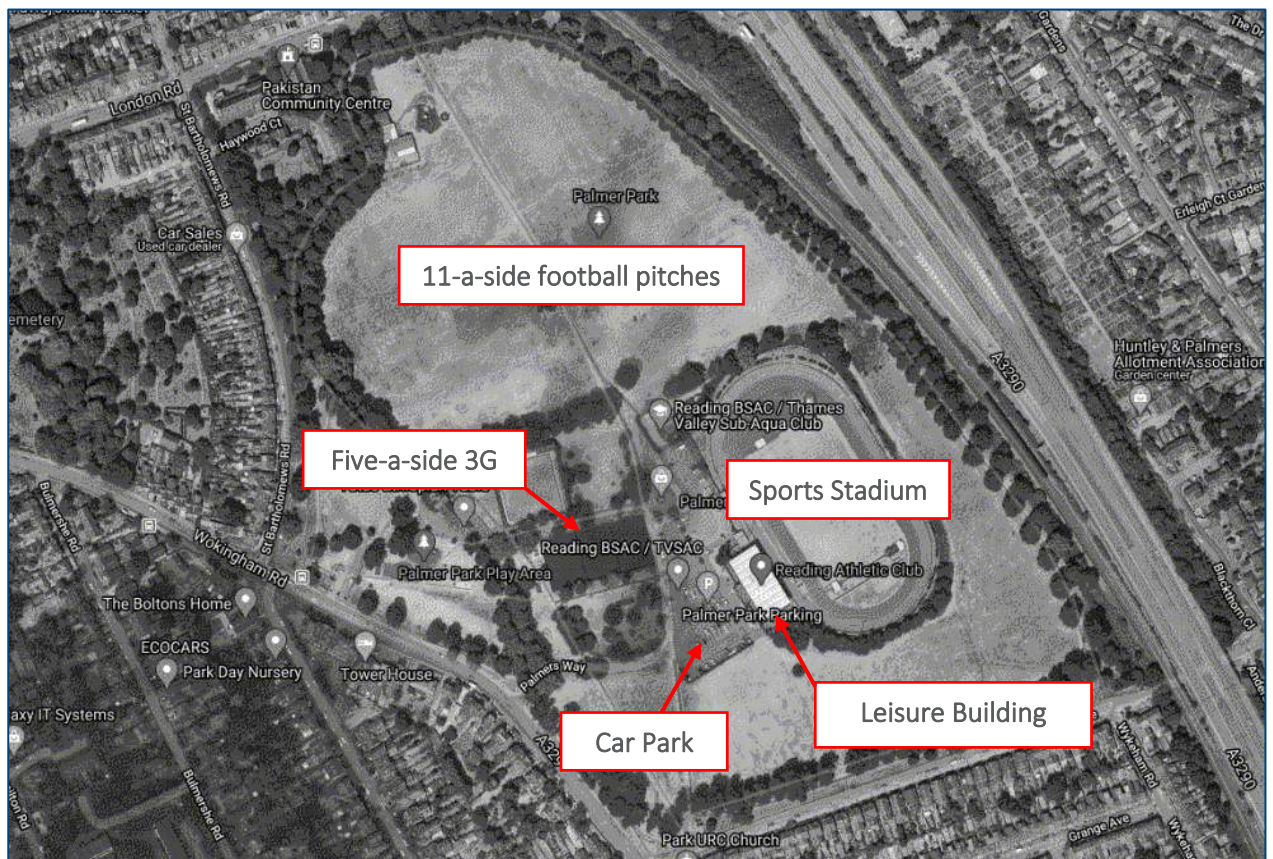


Figure 2.2: More+ Illustrative Masterplan

2.4.4 Palmer Park Sports Centre and Stadium provides daily gym classes for the local community and is used on a regular basis by a number of local sports societies and clubs. The sports stadium also hosts a number of yearly events. An indicative timetable (pre-COVID) of daily, weekly and occasional events is included at Appendix A.

2.5 Road Safety Records

2.5.1 The most recent five-year accident data has been obtained from CrashMap with the study area, shown in Figure 2.3 below. The CrashMap collision data is provided at Appendix B.

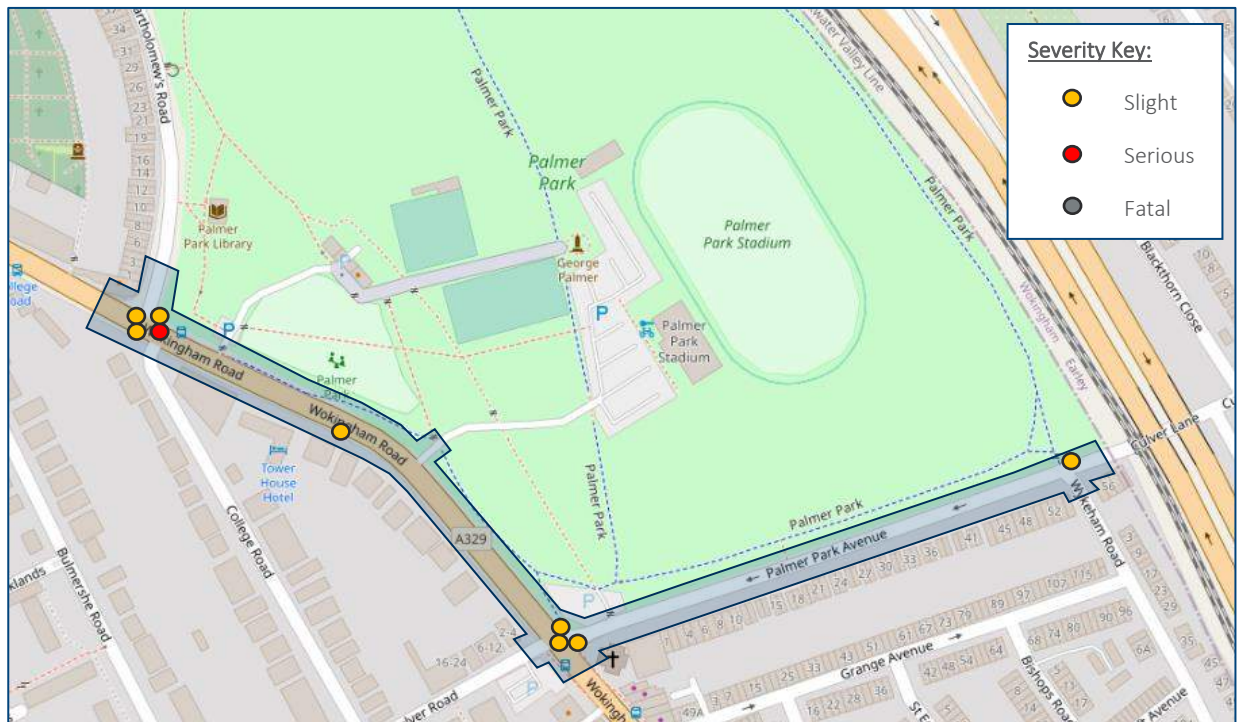


Figure 2.3: PiA Search Area Results

2.5.2 A review of the most recent five-year accident data within the immediate vicinity of the development site indicates that a total of nine collisions have occurred on the local road network with eight recorded as slight and one as serious. Details of the collisions are set out below based on location:

A329 Wokingham Road and Palmer Park Avenue

2.5.3 All three slight accidents at the existing priority junction of the A329 and Palmer Park Road involved a car and pedal cycle where a vehicle undertaking a right turn manoeuvre from Palmer Park Road (one-way street) northbound onto the A329 where a cyclist was travelling southbound past the junction.

2.5.4 On review of these occurrences, adequate junction visibility (>25m) is provided for vehicles emerging from the minor road (Palmer Park Road) based on a 20mph design speed (anticipated maximum cycle speed) and suitable street lighting is provided along the A329 Wokingham Road in this location. This design of the existing junction and low speed situation would not indicate a deficiency with the existing road network.

A329 Wokingham Road and St Bartholomew's Road

2.5.5 A total of four accidents, one serious and three slights occurred at the existing staggered priority junction. The serious accident occurred when a powered two-wheeler collided with a stationary car waiting undertake a right turn manoeuvre from the A329 northbound to St Bartholomew's Road.

2.5.6 Two slight rear end stunt collisions occurred on the approach to the junction from the east. The final slight collision involved a car undertaking a right turn manoeuvre northbound from the A329 to St Bartholomew's Road failed to see an eastbound cyclist on the A329.

A329 Wokingham Road

- 2.5.7 A single slight accident occurred some 70m west of the development site access on the A329 Wokingham Road. The collision occurred between a car, which was exiting a private access on the southern side the A329 heading westbound that failed to see a powered two-wheeler also heading westbound on the A329.

Palmer Park Road and Wykeham Road

- 2.5.8 A single slight accident took place at the existing priority junction of Palmer Park Road and Wykeham Road where a goods vehicle (< 3 tonnes) undertook a left turn manoeuvre from Wykeham Road westbound failed to see a cyclist also travelling westbound on Palmer Park Road.

Road Safety Summary

- 2.5.9 In summary a total of 9 accidents have occurred within the vicinity of the site within the five-year period reviewed. It should be noted that no accidents have occurred at the development site access with the A329 Wokingham Road within the search period.
- 2.5.10 A total of two slight accidents have occurred intermittently within the search area and can be discounted as isolated driver error.
- 2.5.11 At two local junctions a total of seven accidents have occurred. A maximum of four accidents occurred with only one being recorded as serious in severity. Based on the characteristics/criteria and occurrence of these accidents it is not considered that these collisions represent a repeat pattern. As a result, these incidents are not indicative of an inherent highway deficiency that is contributing to a rise in accidents on the local road network.

3. SITE ACCESSIBILITY AND CONNECTIVITY BY NON-CAR MODES

3.1 Introduction

3.1.1 This section sets out the connectivity of the site to the surrounding area by sustainable modes of travel and demonstrates the accessible location of the site.

3.2 Existing Local Amenities

3.2.1 Chapter 7 of the BREEAM 'Technical Manual SD5078: UK New Construction 2018 3.0' document contains assessment criteria associated with transport. TRA 02 outlines credits and assessment criteria associated with the proximity of the development site to local amenities. To achieve the 1 point available the site must be within 500m walking distance of at least 3 of the local amenities as outlined in Table 7.6 of the BREEAM manual and included as Figure 3.1 of this report.

Criteria	BG 1	BG 2	BG 3	BG 4	BG 5	BG 6
Proximity (metres)	500	500	500	500	500	500
Appropriate food outlet	✓	✓	✓	✓	✓	✓
Access to cash	✓	✓	✓	✓	✓	✓
Access to an outdoor open space (public or private, provided suitably sized and accessible to building users)	✓	✓	✓	✓	✓	✓
Access to a recreation or leisure facility for fitness or sports	✓	✓	✓	✓	✓	✓
Publicly available postal facility	✓	✓	✓	✓	✓	✓
Community facility	✓	✓	✓		✓	✓
Over the counter services associated with a pharmacy	✓	✓	✓	✓	✓	✓
Public sector GP surgery or general medical centre			✓		✓	✓
Child care facility or school	✓		✓		✓	✓

Key:

✓ - Amenity relevant to building type.

Figure 3.1: Amenities Applicable for BREEAM Credit

3.2.2 The relevant building type for the proposed development is 'BG 6' defined as 'other' building types as none of the other building types as defined by the BREEAM manual are considered applicable to the development proposals.

3.2.3 Table 3.1 summarises a number of local facilities and amenities which are within 500m walking distance of the site and therefore contribute to the attainment of the BREEAM credit available under TRA 02.

Table 3.1: Local Amenities within 500m

Facility / Amenity	Walking and Cycling Distance from Site Access (metres)	Travel Time (minutes) From Centre of Site	
		Walking	Cycling
Café within Leisure Centre	0	N/A	N/A
Gym within Leisure Centre	0	N/A	N/A
Palmer Park	50	1	1
Wokingham Road Food Outlets (Subway, Domino's etc)	300	4	1
WH Smith with ATM	350	5	2
Reading Pharmacy	400	5	2

**Based on walking speeds of 80 metres per minute and cycling speeds of 320 metres per minute*

3.3 Walking and Cycling Distances

- 3.3.1 There are a number of publications which provide guidance for appropriate walking and cycling distances to facilities. For reference, these have been summarised as follows.
- 3.3.2 Paragraph 2.3 of TA91/05 Provision for Non-Motorised Users states that 'Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles' (3.2km). Paragraph 2.2 of TA91/05 states that 2 miles is 'a distance that could easily be walked by the majority of people' and (at paragraph 2.3) that 'Walking and rambling can also be undertaken as a leisure activity, often over longer distances'. In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that across Britain about '80% of journeys shorter than 1 mile are made wholly on foot'.
- 3.3.3 With regard to cycling, TA91/05 goes on to state (in paragraph 2.11) that 'Cycling is used for accessing a variety of different destinations, including educational facilities shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances.' At paragraph 2.9, TA91/05 states that 5 miles (8km) is a distance 'that could easily be cycled by the majority of people'.
- 3.3.4 This is consistent with the statement in LTN1/20 Cycle Infrastructure Design (in paragraph 2.2.2) that 'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people'.
- 3.3.5 Manual for Streets (paragraph 4.4.1) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas which residents may access comfortably on foot, but that this is 'not an upper limit'.

3.4 Pedestrian Accessibility

- 3.4.1 The site is located within an existing public park and is bound on three sides by residential areas with an existing network of footways and footpaths that permeate the area within the immediate vicinity of the site.
- 3.4.2 The adjacent footpath and footway connection facilities are of a high standard, supported by additional facilities such as street lighting and pedestrian crossings which benefit from dropped kerbs and tactile paving.

- 3.4.3 There are a number of footpaths that cross Palmer Park connecting the site with the footways provided on Palmer Park Avenue, Wokingham Road and St Bartholomews Road.
- 3.4.4 Footways/footpaths varying between 2-3m in width are provided on both sides of Wokingham road within the vicinity of the site. A tiger pedestrian crossing point is provided on Wokingham Road approximately 110m to the north west of the Palmers Way/Wokingham Road junction. The footway/footpaths are well surfaced and lit and continue south east towards the southern residential areas of Reading and northwest towards central Reading.
- 3.4.5 Footpaths are provided adjacent to both sides of Palmer Park Avenue with dropped kerbs and tactile paving provided at the Palmer Park Avenue/Wokingham Road junction. A footway is provided on the southern side of Culver Lane at the point where the road continues east under the A3290. The footways on Palmer Park Avenue therefore provide a continuous pedestrian link to the residential areas to the east of the A3290.
- 3.4.6 Crossing facilities and footways are provided on the A4 London Road to the north of the site which provide a pedestrian connection to the residential suburbs to the north of the A4 London Road and westwards towards central Reading.

Accessibility for All Users

- 3.4.7 The footway/footpath network surrounding the site is designed to facilitate pedestrian movements by disabled users and those of all ages with the relatively flat topography and well-maintained nature of the surrounding pedestrian infrastructure meaning the site is accessible for both the elderly and parents with buggies.
- 3.4.8 All local signal-controlled pedestrian crossings have an audible signal for those with a visual impairment whilst tactile paving and dropped kerbs are provided at all local junctions and pedestrian crossing points.

3.5 Cycle Accessibility

- 3.5.1 The proposed development site is surrounded by a network of local on and off-road cycle routes which provide a link to local residential areas.
- 3.5.2 Palmer Park forms part of the East Reading and Woodley local cycle route. Within Palmer Park cycle paths accommodate an off-road section of the route with the route continuing east under the A3290 into the residential area of Woodley. The East Reading and Woodley cycle route is also provided along Wokingham Road as a demarcated on-road cycle lane. The route continues north west into central Reading and southeast where it connects to other local cycle routes.
- 3.5.3 Continuous cycle connections are provided from the site to the various surrounding residential areas.
- 3.5.4 In addition to local cycle routes in the surrounding area the site is also well connected to the National Cycle Network (NCN) with NCN Route 4 provided within close proximity to the site. NCN Route 4 is provided adjacent to the River Kennet approximately 850m north of the site and is directly linked to the site by the East Reading and Woodley local cycle route. NCN Route 4 is a long-distance cycle route linking London to Fishguard in west Wales via Reading, Bath and Bristol. Locally NCN Route 4 provides a traffic free route west into central Reading and east to the residential areas to the east of the A3290.
- 3.5.5 An extract of the RBC cycling map is shown at Figure 3.2 with the full map included at Appendix C.



Figure 3.2 Extract from: RBC Cycling Map Network

3.6 Public Transport Accessibility

Bus Services

- 3.6.1 The closest bus stops to the site are the College Road bus stops located on Wokingham Road directly adjacent to the secondary site access which lies on a pedestrian and cycle desire line from the site. A dedicated bus layby, timetable and flag are provided at both stops, with the addition of a seat/shelter provided at the westbound stop.
- 3.6.2 A summary of local bus services from the College Road bus stops is provided in Table 3.2.

Table 3.2: Bus Service Provision

Service	Bus Stop	Route	First/Last	Service Frequency (minutes)			
				Mon – Fri		Saturday	Sunday
				AM	PM		
4	College Road	Reading Town Centre - Bracknell	05:13/ 22:09	30	30	30	60
17	College Road	Whiteknights - Tilehurst	00:02/ 23:47	10	10	10	20
X4	College Road	Reading Town Centre - Bracknell	05:33/ 23:09	30	30	30	60

Rail Services

- 3.6.4 Reading Rail Station is located approximately 2.3km walking / cycling distance to the north west of the site and is easily accessible on foot or by bicycle from the site. The station provides 344 cycle storage spaces which facilitates access to and from the site via rail and cycle and the station also benefits from CCTV to improve security.
- 3.6.5 Reading station is a major rail hub and interchange station within central Reading and therefore provides a wide offering of national, regional and local services. To the west there are 4 train services per hour to Swindon and Bristol whilst to the east there are 19 services towards London per hour.

BREEAM Public Transport Accessibility Index

- 3.6.6 The BREEAM 'Technical Manual SD5078: UK New Construction 2018 3.0' document contains the information for calculating the public transport 'Accessibility Index' (AI) of the site. The public transport AI is a measure that provides an indicator of the accessibility and density of the public transport network at a point of interest (development site). The index achievable by a site is influenced by the proximity and diversity of the public transport network and the frequency of service at accessible nodes.
- 3.6.7 A compliant transport node includes any bus service with a stop within 650m of the site and any railway station within 1000m of the assessed sites main entrance. The College Road bus are therefore considered as accessible transport nodes.
- 3.6.8 The BREEAM 2018 Tra01/02 Accessibility Index calculator has been used to calculate the public transport AI of the development site.
- 3.6.9 The existing site has been calculated to have a public transport AI score of 4.04.

3.7 Accessibility Summary

- 3.7.1 The site is within a 500m walking distance of a number of local facilities and amenities as defined within TRA 02 of the BREEAM 'Technical Manual SD5078: UK New Construction 2018 3.0' document.
- 3.7.2 The site is situated in an existing edge of town centre/suburban location and benefits from existing good quality connections with established walking, cycling and public transport routes through the surrounding residential areas.
- 3.7.3 A number and range of local residential areas are within acceptable walking and cycling distances. A review of the key walking routes demonstrates that pedestrians benefit from a good standard of infrastructure provision which offers a realistic and attractive option for travel to and from the local area.
- 3.7.4 There are bus services within the vicinity of the site which provide access to key destinations including Reading town centre and the surrounding residential areas. This offers a realistic potential for multi-modal journeys to local and regional destinations.
- 3.7.5 The BREEAM public transport AI has been calculated to be 4.04 for the site.
- 3.7.6 The choice of travel options within the vicinity of the site offers a realistic potential for trips to and from the site to be made via non-car modes. The accessible location will, therefore, encourage and promote sustainable travel behaviour.

- 3.7.7 The site is accessible by those with disabilities with local footways and crossing point incorporating facilities for those with mobility and visual impairments.

4. PROPOSED DEVELOPMENT

4.1 Overview

- 4.1.1 The proposals comprise the partial redevelopment of the existing Palmer Park Sports Centre and Stadium site in order to provide a new swimming pool, extended leisure centre building and associated parking. The proposed site layout is shown at Appendix D.
- 4.1.2 The majority of the facilities provided at the existing Palmer Park Sports Centre and Stadium will be retained as a result of the proposals with additional facilities such as a 25m lane swimming pool proposed in addition. Table 4.1 outlines the existing and proposed facilities at the site.

Table 4.1: Palmer Park Sports Centre and Stadium Existing and Proposed Facilities

Facility	Existing	Proposed
Athletics track	✓	✓
Velodrome	✓	✓
x3 3G five-a-side pitches (outdoor)	✓	✓
4 x 11-a-side grass football pitches (outdoor)	✓	✓
Gym	✓ 60 stations	✓ 100 stations
Multi-purpose room	✓	✓
Cafe	✓	✓
Hub	✗	✓
Swimming pool (25m)	✗	✓
Parking	198 spaces in main car park	131

- 4.1.3 Although the hub represents a new offering its use is considered ancillary to the existing facilities so it is not considered that this would attract any notable additional trips to the sports complex.
- 4.1.4 A number of clubs and societies currently use the existing facilities for training, matches and races and RBC has confirmed that the same programme of events would be retained as a result of the proposals. The pre-COVID operational timetable listing the various clubs and society uses as well as the timings and patronage of gym classes are included at Appendix A. It is important to note that although the same programming is to be retained the timetabling of classes and events are subject to change.

4.2 Access Strategy

Vehicular Access

- 4.2.1 Vehicular access to the site will be retained via Palmers Way which forms a junction with Wokingham Road via a priority junction arrangement approximately 160m west of the existing building entrance.
- 4.2.2 Vehicular visibility for drivers emerging from Palmer Way onto Wokingham Road are provided with splays exceeding 2.4m x 43m to the nearside carriageway to the southeast and northwest of the access in line with design guidance from the Manual for Streets (MfS) for a 30mph design speed.
- 4.2.3 The secondary, gated vehicular access provided as a pedestrian crossover arrangement with Wokingham Road some 140m northwest of Palmer Way will be retained as part of the development proposals. The entrance will continue to be solely used by emergency/maintenance vehicle and the bollards preventing unauthorised vehicle entry into the site will remain in place.

- 4.2.4 Two car parking areas are proposed as part of the development, a main car park adjacent to the existing leisure centre building and an overflow car park provided to the north of the new swimming pool building. Both car parks are to be accessed from Palmer Way.
- 4.2.5 The two car parks will be linked via an area of public realm which has been designed in a shared surface arrangement with priority given to pedestrians and cyclists. Vehicles would therefore utilise this shared surface to access the overflow car park provided to the north of the proposed swimming pool building. It is intended that this overflow car park is only utilised during peak periods and events, therefore minimising the use of the public realm by vehicles.
- 4.2.6 Swept path analysis has been carried out for the vehicular access and is included at Appendix E.

Pedestrian and Cyclist Access

- 4.2.7 Pedestrian access into the site will remain largely as existing with the various footpaths currently provided through Palmer Park and the pedestrian connections to the footways on the local highway network surrounding the site retained.
- 4.2.8 An area of public realm is proposed to the west of the new swimming pool and surrounding the existing George Palmer statue in order to re-establish a pedestrian focussed centre to Palmer Park. The public realm will be shared space design with pedestrians and cyclists to have priority. This area of public realm will link to the existing footpath that continues north across Palmer Park to the A4 London Road with a new footpath provided to the south of the proposed car park providing a continuous pedestrian route to the footpaths adjacent to Palmer Park Avenue.
- 4.2.9 Once on the site, there will be safe, well-lit and waymarked routes suitable for all abilities between footpaths, car and cycle parking and the building entrance. Level access will be provided for staff and visitors using mobility assistance such as wheelchairs, electric scooters and for carers with buggies. The site will be dementia friendly in terms of wayfinding and natural points of entry, and tactile signs and surfaces will be provided for users with visual impairment.
- 4.2.10 Cyclists would continue to access the site as existing, either via Palmer Way or via the local cycle routes that are provided throughout Palmer Park. Cycle parking is to be provided adjacent to the main car park as shown on the Proposed Site Layout Plan at Appendix D. Cycle parking provision is discussed in greater detail in Section 4.3.

4.3 Parking Provision

Car Parking Standards

- 4.3.1 Local parking standards are set out in the RBC, Revised Parking Standards and Design Supplementary Planning Document (SPD). The Revised Parking Standards and Design SPD splits Reading into a number of different zones with the proposed development site located at the border between Zones 2 and 3. The parking standards for both of these zones have therefore been considered.
- 4.3.2 There are no specific parking standards for leisure complexes such as that provided at Palmer Park however maximum parking standards are provided for some of the individual elements within Palmer Park. These are set out in Table 4.2 below.

Table 4.2: RBC: Revised Parking Standards and Design Parking Standards

Facility	Parking Standard	
	Zone 2	Zone 3
Playing Fields	12 spaces per hectare of pitch area	12 spaces per hectare of pitch area
Swimming Pools	1 space per 7.5 fixed seats & 1 space per 15 m ² pool area	1 space per 5 fixed seats & 1 space per 10 m ² pool area
Health Clubs/Gymnasiums	1 space per 35 m ²	1 space per 30 m ²
Stadia	Considered on individual merit	Considered on individual merit

4.3.3 The Reading BC Revised Parking Standards and Design SPD also outlines the suggested level of accessible and family/toddler spaces for developments in all zones as follows:

- Up to 200 spaces provided – 3 disabled spaces or 5% of total capacity, whichever is greater; and
- Up to 200 spaces provided – 2 spaces or 4% of total capacity, whichever is greater.

4.3.4 In addition to the above the RBC Local Plan Policy states that 10% of car parking spaces provided should provide an active charging point for Electric Vehicles (EV).

4.3.5 As there are no specific parking standards for sports complexes such as that provided at Palmer Park and the parking standards for individual uses do not cover all of the facilities provided, parking levels for the proposed development have been calculated using operational and patronage data and associated parking accumulation calculations which are set out in Section 5 of this TA.

Car Parking Provision

4.3.6 Two car parks are proposed as part of the development proposals with the main car park adjacent to the existing leisure building intended to accommodate the average day to day parking demand of the development. A smaller overflow car park is to be provided to the north of the new swimming pool building to accommodate additional parking demand during peak periods and one-off events.

4.3.7 A total of 108 car parking spaces are to be provided within the main car park to include six disabled bays, four family/toddler bays and 11 Electric Vehicle (EV) charging bays.

4.3.8 A further 23 car parking spaces are to be provided in the overflow car park giving a site wide provision of 131 car parking spaces.

4.3.9 A total of 110 standard parking spaces are to be provided. Therefore the 11 EV parking bays proposed represents a 10% provision across the site in line with Policy TR5 of the RBC Local Plan.

Cycle Parking Provision

4.3.10 The standards for cycle parking are also contained within the Revised Parking Standards and Design SPD. There are no specific standards applicable to the site as a whole with only standards for individual facilities provided, however these do not cover all of the facilities offered at the site.

4.3.11 Therefore as with the car parking levels for the proposed development the level of cycle parking has been calculated based on historical operational and patronage data with the application of a modal split derived from TRICS, the corresponding calculations are set out in Section 5 of this TA.

4.3.12 A total of 26 cycle parking spaces in the form of 13 Sheffield stands are proposed for the redevelopment of the Palmer Park Sports Centre and Stadium. The Sheffield stands are to be provided adjacent to the western frontage of the existing leisure building at the site.

BREEAM Cycle Parking Compliance

- 4.3.13 TRA 02 of the BREEAM 'Technical Manual SD5078: UK New Construction 2018 3.0' document concerns provision for cyclists.
- 4.3.14 The site is considered as 'Other building transport type B' as defined in the BREEAM Technical Manual. The BREEAM cycle storage requirements for this building type are based on the number of staff employed within the leisure centre with a minimum cycle parking requirement of 1 space per 10 staff members and 1 space per 10 visitors.
- 4.3.15 A total of 20 Full Time Equivalent (FTE) staff are to be employed at the proposed leisure development. The maximum visitor occupancy of the leisure centre has been calculated as 243 using the default occupancy rates given in Table 7.7 of the BREEAM Manual. As the visitor occupancy is above 200 the sliding scale of compliance ratio calculation as detailed within TRA 02 of the BREEAM Technical Manual has been applied.
- 4.3.16 A total of 23 cycle parking spaces are required for visitors whilst two further spaces are required for staff in order for the site to be BREEAM compliant. The 26 cycle parking spaces provided therefore meets the requirements of BREEAM and achieves one point.

4.4 Servicing

- 4.4.1 The bin store for the proposed development is to be located within the northern overflow car park whilst a recycling store is to be provided within the main car park to the south.
- 4.4.2 Service vehicles would access the site from the Palmer Way vehicular access and continue north through the main car park and across the area of shared surface to the bin store in the overflow car park before exiting the site via the same vehicular access.
- 4.4.3 The recycling store would also be serviced via Palmer Way with refuse vehicles entering and leaving the main car park in a forward gear. Swept path analysis of the site servicing arrangement is included at Appendix E.

5. TRIP GENERATION, PARKING DEMAND AND TRAFFIC IMPACT

5.1 Introduction

- 5.1.1 This section identifies the likely impact of the development proposals on the local highway network, considering the change in trips between the existing uses, and the proposed redevelopment scheme.
- 5.1.2 Analysis of historical, pre-COVID operational data and discussions with the operations manager has highlighted that the busiest day at the existing Palmer Park Sports Centre and Stadium in terms of patronage is a Wednesday. Therefore, in order to conduct a robust assessment of the likely impact of the proposals the typical peak AM and PM network hours of 08:00-09:00 and 17:00-18:00 have been assessed based upon the Wednesday operational timetable provided by site management. The Saturday operational peak of 11:00-12:00 has also been assessed.
- 5.1.3 This section also provides a parking accumulation which demonstrates that the proposed level of provision is safe and suitable to meet the operational needs of the development.

5.2 Existing Trip Generation

Person Trips

- 5.2.1 The existing Palmer Park Sports Centre and Stadium which currently occupies the site generates a number of staff, visitor, delivery and servicing vehicle trips associated with the daily operation of the site.
- 5.2.2 Due to the ongoing COVID-19 pandemic the Palmer Park site is not fully operational and therefore conducting traffic surveys during this time would not capture the trip generating potential of the site compared to fully functioning pre-COVID levels of operation. There is also no existing historical traffic data for the Palmer Park Sports Complex.
- 5.2.3 The existing trip generation of the site has therefore been assessed through a review of existing operational information provided by management staff at the Palmer Park Sports Complex. This operational information includes the following, with the full dataset included at Appendix A:
- hourly arrivals to the existing building over a seven-day period (transaction data recorded by membership card swipes, allowing a customer to walk through the turnstiles);
 - average daily gym patronage;
 - timetables and average patronage of gym classes;
 - information of 3G pitch bookings including times and average patronage;
 - club booking information for use of both the athletics track and cycle track including times and patronage;
 - timetable and usage information for the grass football pitches; and
 - an average timetable of yearly events.
- 5.2.4 The hourly usage information, recording the number of customers through the turnstiles, has been used as the primary source of information to establish a daily arrivals profile of users at the site as this records all club and gym members accessing the leisure building over an average week.

- 5.2.5 This data does however exclude those using the 3G pitches, grass football pitches and velodrome. Therefore, the remaining timetable and patronage data has been reviewed and these additional users of the site added in order to account for those not recorded by the turnstiles.
- 5.2.6 The historical turnstile information provides hourly numbers of users entering the existing leisure building but does not record what time users leave. Therefore, the accompanying timetable information relating to classes/clubs has been provided and has been reviewed to establish the length of time that each user remains at the site, with assumptions of an hour-long stay applied to general gym customers. It has been assumed that users arrive to the site in the hour period before the start of their respective class or club activity and depart the site in the hour period after the finishing time in order to establish an existing daily arrivals and departures profile.
- 5.2.7 The existing person trips generated by the Palmer Park Sports Centre and Stadium are summarised in Table 5.1 with the full daily person trips profile provided at Appendix F.

Table 5.1: Summary of Existing Person Trips

Scenario	Period(s)	Person Trip Generation		
		Arrivals	Departures	Two-way
Wednesday	AM Peak (08:00-09:00)	19	18	37
	PM Peak (17:00-18:00)	89	34	123
	Daily	774	774	1548
Saturday	Sat Peak (11:00-12:00)	63	110	173
	Daily	380	380	760

Vehicle Trips

- 5.2.8 The TRICS National Database v.7.7.3 2020 has been analysed in order to obtain multi-modal trip rates from sites with a similar mix of leisure facilities to those provided at Palmer Park in order to establish the proportion of existing visitor journeys, as outlined in Table 5.1, that are undertaken by car.
- 5.2.9 The following search criteria have been applied:
- 07 - Leisure; C – Leisure Centre;
 - Multi-modal trip rates;
 - Sites within England, Scotland and Wales excluding Greater London; and
 - Edge of town centre and suburban locations.
- 5.2.10 A number of sites were removed from the resultant list of surveys as a result of not having similar facilities to the existing Palmer Park Sports Centre and Stadium. The surveys chosen and the relative facilities provided are summarised in Table 5.2 with the full TRICS output included at Appendix G.

Table 5.2: Summary of Survey Site Facilities

Survey Site	Facility Uses								
	Gym	Studio	3G Pitch	Athletics Track	Cycle Track	Parking	Swimming Pool	Climbing Wall	Cafe
CF11 Fitness, Cardiff	✓	✓	✓	✗	✗	✓	✗	✗	✗
Maindy Centre, Cardiff	✓	✓	✗	✗	✓	✓	✓	✗	✓
Active Nation, Birchwood	✓	✓	✗	✗	✗	✓	✗	✓	✓

- 5.2.11 Analysis of the multi-modal trip rates obtained from the TRICS review indicates that a total of 48% of users currently drive to the site. This proportion has been applied to the total people trips outlined in Table 5.1 to give a daily vehicle arrivals and departures profile to and from the site.
- 5.2.12 This is with the exception of patrons arriving to the site to use the velodrome as Hydrock has been informed by management at Palmer Park that due to the nature of their trip the majority of velodrome users cycle to the site. Therefore, a lower 20% vehicle driver figure has been applied to velodrome users to reflect the nature of these trips whilst still capturing the small proportion that may drive.
- 5.2.13 A summary of the existing Wednesday and Saturday vehicle trips to and from the site is provided at Table 5.3 with a full daily profile provided at Appendix F.

Table 5.3: Summary of Existing Vehicle Trips

Scenario	Period(s)	Vehicular Trip Generation		
		Arrivals	Departures	Two-way
Wednesday	AM Peak (08:00-09:00)	9	9	18
	PM Peak (17:00-18:00)	43	16	59
	Daily	372	372	744
Saturday	Sat Peak (11:00-12:00)	30	53	83
	Daily	164	165	329

5.3 Proposed Development Trip Generation

Overview

- 5.3.1 The development proposals encompass the redevelopment of the existing sports centre to provide a new swimming pool and hub building to be provided alongside the existing leisure centre building and sports stadium (athletics track and velodrome) which would be retained as part of the proposed scheme. The hub would contain a new café with outdoor seating and will be ancillary to the sports facility offering. The existing 3G football pitches and grass football pitches would also be retained as shown in Table 4.1.
- 5.3.2 As the majority of the existing uses are to be retained as a result of the proposals and the events / classes timetables are to remain as existing with the same clubs / societies utilising the facilities, the baseline traffic generation figures derived from historic operational information of the existing site and summarised in Table 5.3 would be applied to the new proposals to form the proposed traffic generation position, with the new 25m lane swimming pool added on top.

- 5.3.3 Although the number of stations within the gym is proposed to increase from circa. 60 stations to circa. 100 it is not considered that this would lead to a material increase in vehicle movements to the site. The gym exists and will largely have its customer base established. The redevelopment of the gym represents an improvement in the existing facilities rather than a new offering therefore, and for the purposes of trip generation calculation it is considered that the level of gym patronage would remain as existing.
- 5.3.4 The proposed 25m lane swimming pool does however represent a new trip generator at the site and although a proportion of trips are likely to be shared with the existing uses on the site (users of the gym may also go for a swim, for example), for the purposes of calculating a trip generation it has been assumed that the swimming pool would attract entirely new person and vehicular trips to the leisure facility.
- 5.3.5 The proposed swimming pool is therefore considered to be the sole additional trip generating element of the proposed redevelopment in this assessment. In reality, there may be a small variance in the number of gym users but likewise no allowance is made for linked trips (the same person using both the gym and the pool) which would offset this.

Methodology

- 5.3.6 A first principles approach has been taken to forecasting the likely vehicle trips generated by the proposed swimming pool based on operational information from the swimming pool at South Reading Leisure Centre. This information has been provided by Reading Sport + Leisure who also run the Palmer Park Sports Centre and Stadium.
- 5.3.7 A review of TRICS National Database v.7.7.3 2020 was undertaken, however upon review of the sites available on the TRICS National Database this highlighted that there are no comparable sites contained on the database, with no surveys of swimming pool-only sites. The sites contained within the database were not considered to have the same traffic generating characteristics as the proposed swimming pool due to the difference in size and services provided.
- 5.3.8 The proposed traffic generation for the new 25m lane swimming pool has therefore been forecast from a review of existing operational data and timetables from the swimming pool at the South Reading Leisure Centre. We have been informed by officers at Reading Borough Council that the pool at South Reading Leisure Centre serves a similar demographic to that of the Palmer Park Sports Centre and is of a similar size to the proposed swimming pool. It is therefore considered that this dataset provides a robust like-for-like comparison on which to forecast trip generation for the proposed pool at Palmer Park.
- 5.3.9 In order to calculate the proposed number of vehicular trips generated by the development proposals, operational information has been supplied which includes monthly swimming pool patronage information from South Reading Leisure Centre during 2019. The raw data is provided at Appendix H.
- 5.3.10 In order to obtain an average weekday and weekend trip generation profile from a years' worth of monthly data the patronage data was first averaged to provide a patronage figure for an average month. The months of December and August were removed from this calculation as these months were assessed to have considerably lower patronage than the other months of 2019. This average monthly figure was then divided by four (the average number of weeks in a month) to give an average seven-day usage figure.

- 5.3.11 A weekday/weekend proportional split was then established via a review of weekday and weekend surveys of leisure centre sites contained within the TRICS National Database v.7.7.3 2020. The analysis of the leisure centre weekday and weekend multi-modal trip rates established that 52% of trips occur on across the week and 48% occur on the weekend – averaging out at c.10% on any weekday and 24% either Saturday or Sunday. These proportions were then applied to the average weekly patronage information to provide an average weekday and Saturday daily person trips figure for the proposed swimming pool.
- 5.3.12 The daily trip generation profile from the review of the TRICS data has been used to establish an average daily profile of trips across both an average weekday and a Saturday. These daily trip arrivals and departure profiles were then applied to the average daily person trips derived from the monthly patronage data supplied by Reading Sport + Leisure in order to establish a forecast daily profile of person trips to and from the proposed swimming pool.
- 5.3.13 The full TRICS outputs of the sites used to establish the forecasted trip generation of the proposed swimming pool are included at Appendix I.
- 5.3.14 Finally, the 48% car driver figure established from the earlier TRICS review of similar sites and outlined in para. 5.2.11 of this report has been applied to the average daily person trips to provide a weekday and Saturday daily vehicle trips figure. The vehicular trip rate profile from the review of the TRICS outputs provided at Appendix I has then been applied to provide a forecast daily vehicular trip generation profile for the proposed swimming pool.

Proposed Swimming Pool Person Trip Generation

- 5.3.15 Tables detailing the forecast daily person arrivals/departure profile of patrons to and from the proposed swimming pool element of the site based on operational information from South Reading Leisure Centre are provided at Appendix J with a summary of the person trip generation included below at Table 5.4.

Table 5.4: Forecast Swimming Pool Person Trip Generation

Scenario	Period(s)	Forecast Swimming Pool Person Trip Generation		
		Arrivals	Departures	Two-way
Weekday	AM Peak (08:00-09:00)	6	4	10
	PM Peak (17:00-18:00)	20	15	35
	Daily	170	171	341
Saturday	Sat Peak (11:00-12:00)	54	54	108
	Daily	399	400	799

Proposed Swimming Pool Vehicle Trip Generation

- 5.3.16 A detailed table providing the forecast daily vehicular arrival/departure profile of patrons to and from the proposed swimming pool based on the application of a 48% car driver figure to the person trips

outlined in Table 5.4 is provided at Appendix J, with a summary of the vehicular trip generation included at Table 5.5.

Table 5.5: Swimming Pool Vehicular Trip Generation

Scenario	Peak Period(s)	Forecast Swimming Pool Vehicle Trip Generation		
		Arrivals	Departures	Two-way
Weekday	AM Peak (08:00-09:00)	3	2	5
	PM Peak (17:00-18:00)	10	6	16
	Daily	81	80	161
Saturday	Sat Peak (11:00-12:00)	26	30	56
	Daily	192	193	385

5.4 Net Vehicular Traffic Generation

- 5.4.1 The net change between the existing traffic generated by the Palmer Park Sports Centre and Stadium as set out at Section 5.2 of this report and the proposed traffic generated by the redevelopment of the site (existing trip generation plus additional swimming pool trips) has been set out at Table 5.6 with the full daily profile of the total proposed site trips included as Appendix K.

Table 5.6: Net Vehicular Trip Generation

Scenario	Time	Existing Palmer Park Sports Centre and Stadium			Proposed Redevelopment of Palmer Park Sports Stadium			Net change in Trip Generation		
		Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Wednesday	8-9	9	9	18	12	11	23	+3	+2	+5
	17-18	43	16	59	53	22	75	+10	+6	+16
	Daily	372	372	744	453	452	905	+81	+80	+161
Saturday	11-12	30	53	83	56	83	139	+26	+30	+56
	Daily	164	165	329	356	358	714	+192	+193	+385

- 5.4.2 The figures outlined in Table 5.6 above do not take into account any shared or linked trips between the various facilities on the site so therefore represent a worst-case traffic generation scenario. In reality a number of the trips to the swimming pool would not be new trips and would be linked to the existing uses at the site such as the gym, cycling or athletics track offerings. Therefore, the increase in trips outlined is likely to be lower in reality and the following paragraphs should be considered in this context.
- 5.4.3 As can be seen from Table 5.6 the net differences in the level of peak hour trips on a Wednesday shows maximum increase of 16 two-way vehicle trips during the PM peak hour.
- 5.4.4 During the Saturday peak (11:00-12:00) there are forecast to be an additional 56 two-way vehicle movements to and from the redeveloped site.

5.5 Parking accumulation

Car Parking Accumulation

- 5.5.1 A car parking accumulation exercise has been undertaken in order to determine the forecast peak parking demand at the development site as a result of the proposed redevelopment of the Palmer Park Sports Centre.

- 5.5.2 The daily profiles of total vehicle arrivals and departures to and from the proposed Palmer Park Sports Centre and Stadium redevelopment as shown at Appendix K have been used in order to predict the peak level of parking required at the site during a Wednesday (busiest day in terms of patronage) and a Saturday. The resulting Wednesday parking accumulation is presented in Table 5.7.

Table 5.7: Wednesday - Car Parking Accumulation of Redeveloped Sports Centre

Time	Arrivals (Cars)	Departures (Cars)	Parking Accumulation (Cars)
00:00	0	0	0
01:00	0	0	0
02:00	0	0	0
03:00	0	0	0
04:00	0	0	0
05:00	0	0	0
06:00	3	0	3
07:00	11	2	12
08:00	12	11	13
09:00	49	12	50
10:00	24	47	27
11:00	12	22	17
12:00	13	13	17
13:00	11	13	15
14:00	15	11	19
15:00	15	15	19
16:00	22	16	25
17:00	53	22	56
18:00	149	52	153
19:00	45	111	87
20:00	17	82	22
21:00	2	19	5
22:00	0	4	1
23:00	0	0	1

- 5.5.3 The above parking accumulation indicates that there is likely to be a maximum parking demand of 153 parking spaces by the proposed redevelopment at any one time. This level of parking demand is considered an anomaly relative to the remainder of the week, and is only encountered for an hour on a Wednesday evening due to the use of the athletics track by Reading Road Runners running group. In reality this level of parking demand is likely to be lower as levels of car sharing between members of the running group are likely to be higher than accounted for in the parking accumulation exercise.
- 5.5.4 As can be seen from Table 5.7 the parking demand over the remainder of the day is forecast to be much lower with the next largest peak being almost half of the parking demand experienced between 18:00-19:00 at 87 car parking spaces.
- 5.5.5 The Saturday parking accumulation is presented in Table 5.8.

Table 5.8: Saturday - Car Parking Accumulation of Redeveloped Sports Centre

Time	Arrivals (Cars)	Departures (Cars)	Parking Accumulation (Cars)
00:00	0	0	2
01:00	0	0	2
02:00	0	0	2
03:00	0	0	2
04:00	0	0	2
05:00	0	0	2
06:00	0	0	2
07:00	0	0	2
08:00	56	14	44
09:00	28	18	54
10:00	61	35	80
11:00	56	83	53
12:00	40	55	38
13:00	27	39	26
14:00	33	26	33
15:00	32	46	19
16:00	17	22	14
17:00	6	14	6
18:00	0	6	0
19:00	0	0	0
20:00	0	0	0
21:00	0	0	0
22:00	0	0	0
23:00	0	0	0

- 5.5.6 The above parking accumulation indicates that there is likely to be a maximum demand of 80 car parking spaces during an average Saturday at the redeveloped Palmer Park site.

Car Parking Demand Summary

- 5.5.7 The above tables demonstrate that on average the peak parking demand for the proposed development is consistently below 90 spaces apart from a one-hour period on a Wednesday evening when there are number of scheduled classes and activities at the site as a result of historical timetabling. The peak parking demand figure of 153 is therefore considered an anomaly relative to typical usage, and not representative of 'normal' parking demand at the site.
- 5.5.8 The redevelopment of the site presents an opportunity for the re-scheduling and re-timetabling of certain activities at the leisure centre in order to avoid any such parking demand pinch points such as that between 18:00-19:00 on a Wednesday evening, therefore flattening out the parking demand across the day.
- 5.5.9 In addition, the redevelopment is to provide a total of 26 cycle parking spaces, a new footpath link and a new area of public realm in order to encourage a greater number of journeys to be made by foot or cycle. An accompanying Travel Plan is also submitted as part of the planning application with a number of measures provided to reduce single occupancy car trips to the site.
- 5.5.10 The provision of 131 car parking spaces across the site is therefore considered appropriate to serve the proposed development with the majority of the regular parking demand able to be accommodated within the main car park of 108 parking spaces as in general parking demand remains below 90 at all times. During peak times such as Wednesday evenings the additional 24 spaces within the overflow car park would be made available to visitors.

Cycle Parking Demand

- 5.5.11 A review of the multi-modal trip rates obtained from TRICS and included at Appendix G indicates that a forecast 4% of patrons travelling to the proposed redeveloped sports centre would do so by cycle.
- 5.5.12 The peak number of people movements into and out of the site is forecast to occur between 18:00-19:00 on a Wednesday with a total of 289 person trips arriving to the site during this period.
- 5.5.13 Based on 4% of visitors to the site cycling a total of 12 cycle parking spaces would be required during the peak arrivals time at the site.
- 5.5.14 The provision of 26 cycle parking bays is therefore sufficient to meet the forecast demand for cycle parking spaces whilst providing additional capacity for any increase in demand.

5.6 Traffic Impact

- 5.6.1 An appropriate assessment of the traffic impact has been carried out, based upon the level of traffic generation described within Section Table 5.4 and given the minimal net increase in vehicular trips generated by the proposals, the impact assessment has been undertaken in a qualitative manner.
- 5.6.2 As can be seen from Table 5.6 the net differences in the level of peak hour trips on a Wednesday shows a maximum increase of 16 two-way vehicle trips during the PM peak hour. This equates to an additional vehicular arrival every six minutes (ten arrivals) with one additional vehicle departure every ten minutes (six departures). This is not considered a material increase in vehicle movements and this would not have a detrimental impact on either the local highway network or the operation of the existing site access junction.
- 5.6.3 During the Saturday peak (11:00-12:00) there are forecast to be an additional 26 vehicle arrivals and 30 vehicle departures to and from the redeveloped site. This equates to an additional vehicle arrival every 2-3 minutes with one additional vehicle departure every two minutes. This is again not considered a material increase in vehicle movements and this would not have a detrimental impact on either the local highway network or the operation of the existing site access junction.
- 5.6.4 The retained existing site access with Wokingham Road offers suitable width, appropriate vehicular visibility when emerging from the access, no relevant history of existing road traffic collisions and has operated satisfactorily for the existing Palmer Park Sports Complex facilities/uses. The introduction of the new facilities on the development site have undergone a qualitative assessment and robust methodology exercise, which concludes that the proposals represents a minor increase in weekday peak periods and increase during a Saturday peak. This level of traffic would not warrant the need to undertake a capacity testing exercise as the level of traffic associated with the new facilities on the site would not meet the tests of the NPPF by being considered 'severe'.
- 5.6.5 As result, it is considered that the existing site access junction with Wokingham Road is suitable to serve the redevelopment site as the volume of traffic generation would not result in a detrimental impact on the local highway network.

6. SUMMARY AND CONCLUSION

6.1 Summary

- 6.1.1 Hydrock Consultants has been appointed on behalf of Reading Borough Council to prepare this Transport Assessment in support of a planning application for the proposed redevelopment of the existing Palmer Park Sports Centre and Stadium on Palmers Way, Reading.
- 6.1.2 The TA provides the necessary information for the local planning authority to consider the merits of the development in terms of accessibility, sustainability, highway safety, and the impact of the new facility on the local road network.

6.2 Conclusions

- 6.2.1 The site already operates as an existing sports and leisure complex and therefore the principle for the development proposal is already established and not in question.
- 6.2.2 The site is considered to be situated in a highly sustainable location benefiting from bus and rail services within walking/cycling distance. The site is also within walking and cycling distance to large residential areas. The site is well connected by a network of existing pedestrian and cycle infrastructure, and consequently offers a wide range of non-car transport opportunities for both patrons and staff. A new area of public realm and a new footpath connection are also proposed as part of the development, further enhancing the sustainable transport connections.
- 6.2.3 A review of Personal Injury Accident data covering the latest available five-year period has been undertaken which has not identified any overriding highway safety issues which would be exacerbated by the proposed development.
- 6.2.4 The development proposals are to provide a site wide total of 131 car parking spaces which is sufficient to accommodate the predicted average peak parking demand of circa. 80 spaces. The six disabled bays and four family/toddler bays provided represent 5% and 4% of general car parking provision respectively and are therefore in line with RBC guidance.
- 6.2.5 The site is forecast to generate a maximum net increase of 56 two-way vehicle movements during any given peak hour. This figure does however not take into context a number of trips that would be shared between the new and existing uses and therefore represents a worst-case scenario. In reality the net vehicular generation would be lower. In any event this equates to fewer than one new vehicle movement every two-minutes in either direction (arrivals/departures) which dilutes further once on the local highway network. This would not have a material impact on the operation of local junctions.
- 6.2.6 A total of 26 cycle parking spaces are to be provided which is sufficient to accommodate forecast demand and meet BREEAM requirements whilst allowing for an increase in the proportion of patrons cycling to the site.
- 6.2.7 Swept path analysis confirms that the development site can be serviced appropriately by a refuse vehicle and leave the site in a forward gear.
- 6.2.8 Consequently, in light of the assessment undertaken and presented within this report, it is considered that there are no significant highways or transportation matters that should preclude the Local Planning Authority from approving this planning application.

Hydrock Consultants Ltd

Appendix A Palmer Park Operational Timetable

PPSS- Gym usage daily

Gym 07:00-22:00 (Mon-Thurs) 07:00-21:00 (Friday) 09:00-18:00 (weekends)

Area	Day	Average Patronage
Gym	Monday	180
Gym	Tuesday	200
Gym	Wednesday	180
Gym	Thursday	175
Gym	Friday	170
Gym	Saturday	85
Gym	Sunday	70

Usage Analysis by Date

Club- Palmer Park Sports Stadium, Visit Date between 07/10/2019 and 13/10/2019 23:59:59.997

6/10/2020

Name	Visit Date	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	Total
PPSS	07/10/2019	16	13	50	27	16	37	17	20	31	32	33	68	35	13	4	412
PPSS	08/10/2019	16	18	24	26	19	30	28	25	16	27	44	55	32	16	3	379
PPSS	09/10/2019	18	19	80	27	15	16	14	22	21	28	65	265	70	30	2	692
PPSS	10/10/2019	15	15	28	40	30	6	20	28	29	27	60	66	41	16	3	424
PPSS	11/10/2019	35	24	23	22	22	41	30	8	23	32	24	27	19	1	2	333
PPSS	12/10/2019	0	0	26	68	33	12	12	25	8	21	13	0	0	0	0	218
PPSS	13/10/2019	0	0	42	19	15	22	19	24	14	13	2	0	0	0	0	170
Totals		100	89	273	229	150	164	140	152	142	180	241	481	197	76	14	2628

Class Name	Day	Time	Location	Capacity	Average Patronage
Body balance	Monday	9:30-10:30am	Studio	18	10
Cardio Care Gym	Monday	10:15-11:15am	Gym	10	4
Gym Circuit & Abs	Monday	12:15-1:15pm	Gym	18	10
Pilates	Monday	12:30-1:30pm	Studio	18	7
50+ Workout	Monday	5:00-6:00pm	Studio	14	8
Cardio Care Course	Monday	6:00-7:00pm	Studio	14	5
Outdoor Bootcamp	Monday	6:30-7:30pm	Astroturf Court 3	18	12
Legs, Bums & Tums	Monday	7:05-8:05pm	Studio	18	15
Step & Abs Attack	Monday	8:05-9:05pm	Studio	18	14
Circuits	Tuesday	10:00-11:00am	Studio	15	6
Pilates	Tuesday	11:00-12:00pm	Studio	18	6
Tai Chi	Tuesday	12:00-1:00pm	Studio	18	5
Spin-er-cise	Tuesday	12:30-1:15pm	Gym	12	8
Zumba	Tuesday	6:00-7:00pm	Studio	18	14
Body blitz	Tuesday	7:00-7:45pm	Studio	18	10
Body balance	Tuesday	7:45-8:30pm	Studio	18	10
Spin-er-cise	Wednesday	9:15-10:00am	Gym	12	9
Cardio Care Drop In	Wednesday	10:30-11:30am	Studio	14	5
Cardio Care Drop In	Wednesday	11:30-12:30pm	Studio	14	5
Cardio Care Drop In	Wednesday	12:30-1:30pm	Studio	14	5
Cardio Care Course	Wednesday	5:25-6:25pm	Studio	14	5
Spin-er-cise	Wednesday	6:00-6:45pm	Gym	12	9
Body Balance	Wednesday	6:30-7:30pm	Studio	18	14
Spin-er-cise	Wednesday	6:45-7:30pm	Gym	12	8
Zumba	Wednesday	7:30-8:30pm	Studio	18	14
Pilates Stretch	Wednesday	8:30-9:15pm	Studio	18	9
Hatha Yoga	Thursday	9:30-10:30am	Studio	18	6
Legs, Bums & Tums	Thursday	10:30-11:30am	Studio	18	9
Pilates	Thursday	5:00-6:00pm	Studio	18	8
Boot Camp	Thursday	6:15-7:15pm	Studio	18	12
Body Conditioning	Friday	9:30-10:30am	Studio	18	12
Yogalates	Friday	11:30-12:30pm	Studio	18	10
Gym Circuits & Abs	Friday	12:15-1:15pm	Gym	18	10
50+ Workout	Friday	1:00-2:00pm	Studio	14	6
Pathway to Health	Friday	2:00-3:00pm	Studio	14	6
Yogalates	Friday	5:00-6:00pm	Studio	18	8
Spin-er-cise	Friday	6:15-7:00pm	Gym	12	10
Circuit Training	Saturday	9:15-10:00am	Studio	18	10
Tai Chi	Saturday	10:00-11:00am	Studio	18	6
Spin-er-cise	Saturday	10:30-11:15am	Gym	12	10
Pilates	Saturday	11:00-12:00am	Studio	18	10
Pilates	Saturday	12:00-1:00pm	Studio	18	8
Body Balance	Sunday	9:15-10:00am	Studio	18	10
Zumba	Sunday	10:00-11:00am	Studio	18	12
Hatha Yoga	Sunday	11:00-12:00pm	Studio	18	10

Activities- All

Area	Activity	Assumed Patronage
3G courts	Kick-around for £1 Off-Peak only Weekdays before 4:00pm & Weekends	40 Per Week
	Soccer-Skills Weekdays during Easter and Summer Holidays	6 Daily
	Mini Soccer Weekdays during Easter and Summer Holidays	5 Daily
Studio	Tots Party Weekends- 2:30pm-4:00pm	0
Cycle Track	After School Cycling Monday- 4:30pm-5:30pm- Term Time	8
	After School Cycling Thursday- 4:30pm-5:30pm- Term Time	8
	Wheelie-Fun Tuesday- 10:00am-11:00am- School Holidays	16
	Wheelie Fun Thursday- 10:00am-11:00am- School Holidays	16
	Cycle 4 Sport Wednesday- 4:30pm-5:30pm	6
	Everybody Active Cycling Wednesday- 10:00am-11:00am	8
	Everybody Active Wednesday- 11:00am-12:00pm	8
	Tuesday Track Cycling 8:15pm-10:00pm	11
	Thursday Track Cycling 8:15pm-10:00pm	7
	Cycling Session Casual use- Off peak- Before 4:00pm Weekdays & Weekends	2
Athletics Track	Athletics Session Casual use- Off peak- Before 4:00pm Weekdays & Weekends	2

3G Court Use

Area	Number of Bookings per week	Average patronage
Courts	25	12

Area	Activity (all year round unless stated otherwise)	Average Patronage- Per Session
Athletics Track	RAC Club Days Tuesday- 5:30pm-8:00pm Thursday- 5:30pm-8:00pm Friday- 5:15pm-6:15pm Sunday- 9:15am-12:15am	70
Cycle Track	Velo Cub Sessions Saturday- 9:00am-12:30pm Monday- 6:30pm-8:30pm- October to March	60
Athletics Track	Reading Road Runners Wednesday- 6:30pm-8:00pm Friday- 6:30pm-7:30pm	75
Athletics Track	Thames Valley Tri-stars Sunday- 3:00pm-4:00pm	40
Cycle Track	Reading Track Cycle League Monday- 6:30pm-10:00pm April-September	50
Studio	Aikido Thursday- 8:00pm-10:00pm	10
Cycle Track	Cycling Event- Summer- 5 bookings- April-September	180
Athletics Track	Athletics Event- Summer- 10 Bookings- April-September	250
Athletics Track	School Event- Summer- 50 bookings- April- July	300
Athletics Track	One-off Events- Summer- 10 Bookings- April-September	70

Winter Season; Septmeber-April

Area	Number of Bookings	Average Patronage
11 a-side Grass Pitch	190	30

Saturday K.O Times Sunday K.O Times

9:00am - 11:00am 10:30am - 12:30pm

11:00am - 1:00pm 2:00pm - 4:00pm

1:00pm - 3:00pm

Summer Season; April-Septmeber

Area	Number of Events	Average Patronage
Stadium	75	100

Appendix B Crashmap Collision Reports



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No

Crash Date: Monday, March 02, 2015 **Time of Crash:** 7:50:00 AM **Crash Reference:** 201543W016035

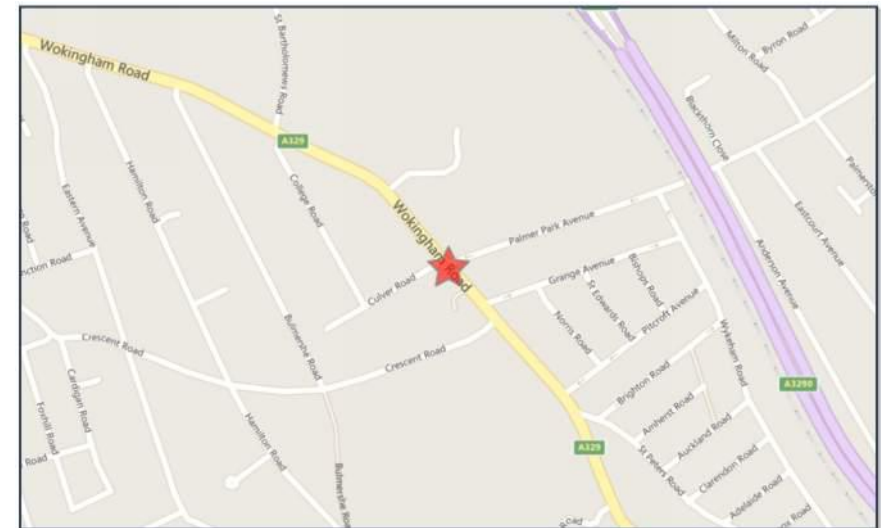
Highest Injury Severity: Slight
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A329

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 473844 172841



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Unknown	26 - 35	Vehicle is in the act of turning right	Front	Other	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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No

Crash Date: Monday, November 30, 2015 **Time of Crash:** 8:10:00 AM **Crash Reference:** 201543W277115

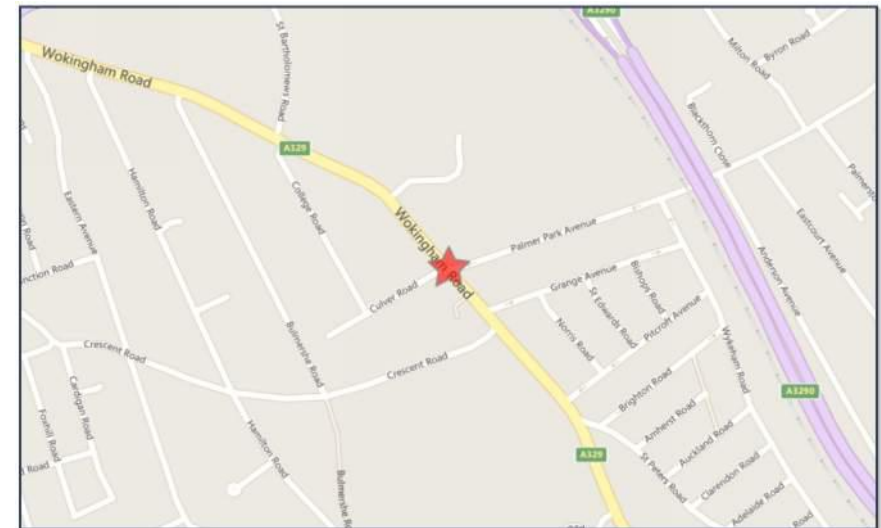
Highest Injury Severity: Slight
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Fine with high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: One way street
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 473842 172843



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No

Crash Date: Monday, August 22, 2016 **Time of Crash:** 2:35:00 PM **Crash Reference:** 201643W113086

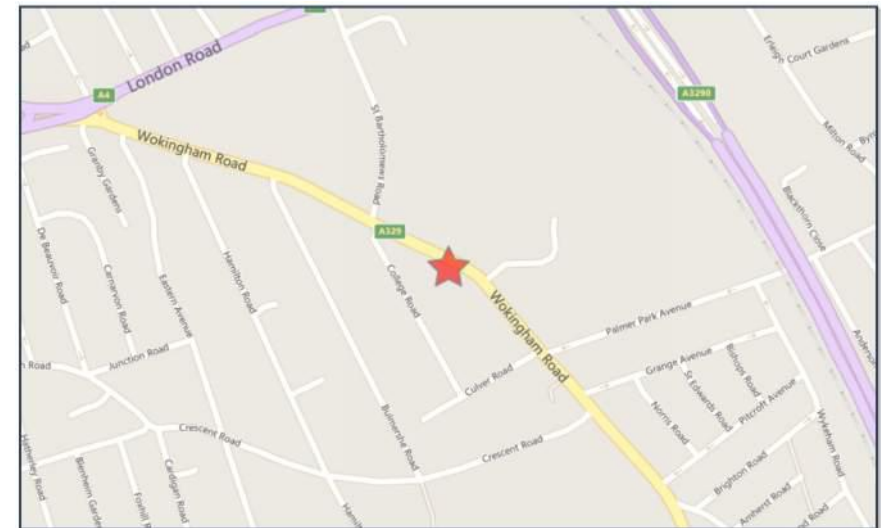
Highest Injury Severity: Slight
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: Central refuge - no other controls
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A329

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 473592 173020



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Female	36 - 45	Vehicle is in the act of turning left	Nearside	Other	None	None
2	Motorcycle over 500cc	3	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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No

Crash Date: Wednesday, April 19, 2017 **Time of Crash:** 1:05:00 PM **Crash Reference:** 2017430122021

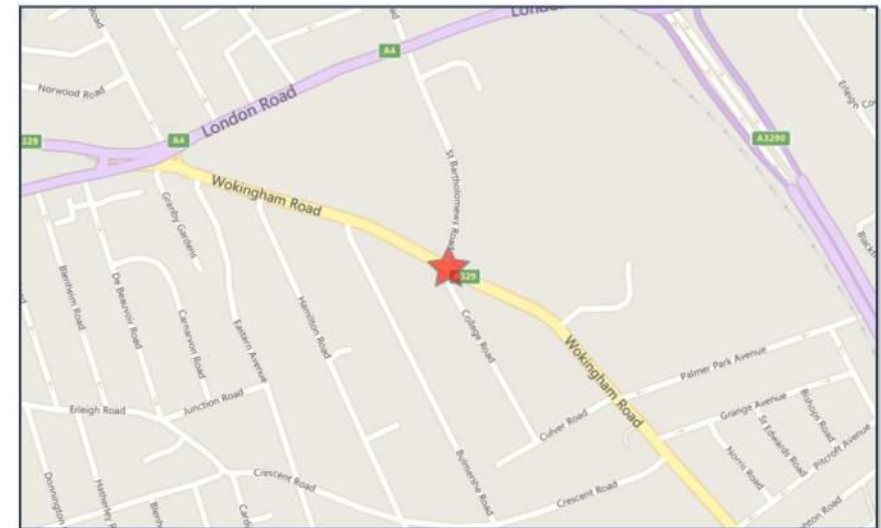
Highest Injury Severity: Slight
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A329

Number of Casualties: 1

Number of Vehicles: 3

OS Grid Reference: 473586 173027



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	Unknown	Vehicle is slowing down or stopping	Front	Other	None	None
2	Car (excluding private hire)	4	Female	21 - 25	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
3	Car (excluding private hire)	4	Female	Unknown	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

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

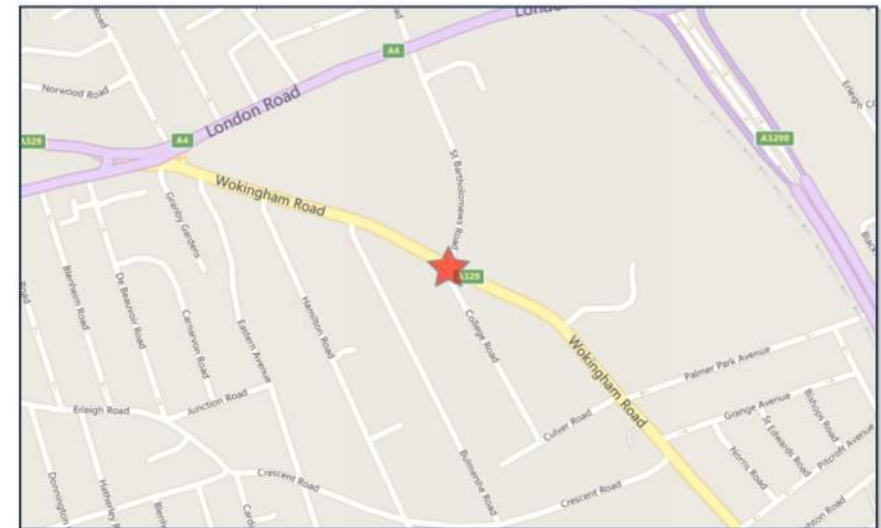
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No

Crash Date:	Wednesday, September 20, 2017	Time of Crash:	6:13:00 PM	Crash Reference:	2017430285068
Highest Injury Severity:	Slight	Road Number:	A329	Number of Casualties:	1
Highway Authority:	Reading			Number of Vehicles:	2
Local Authority:	Reading Borough			OS Grid Reference:	473580 173037
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	26 - 35	Vehicle is in the act of turning right	Front	Other	None	None
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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No

Crash Date: Tuesday, September 18, 2018 **Time of Crash:** 9:19:00 AM **Crash Reference:** 2018430285411

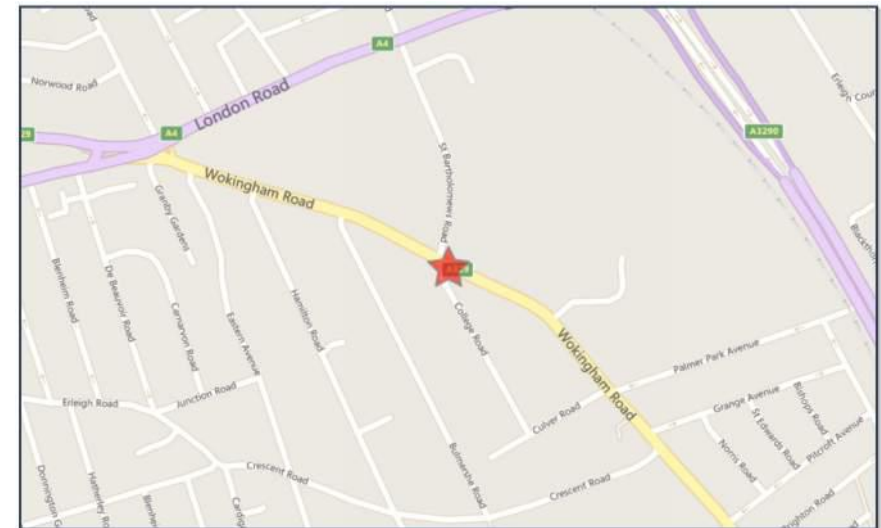
Highest Injury Severity: Serious
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A329

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 473596 173019



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle 50cc and under	3	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	1	Female	46 - 55	Vehicle is waiting to turn left	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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No

Crash Date: Tuesday, January 08, 2019 **Time of Crash:** 8:45:00 AM **Crash Reference:** 2019430007918

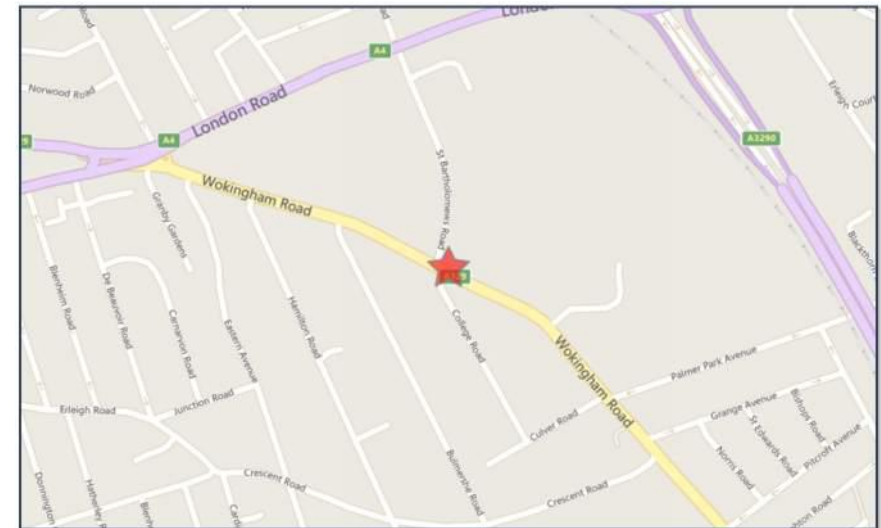
Highest Injury Severity: Slight
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A329

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 473600 173027



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		8 Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)		9 Female	26 - 35	Vehicle is slowing down or stopping	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

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No

Crash Date: Saturday, December 14, 2019 **Time of Crash:** 8:53:00 PM **Crash Reference:** 2019430390620

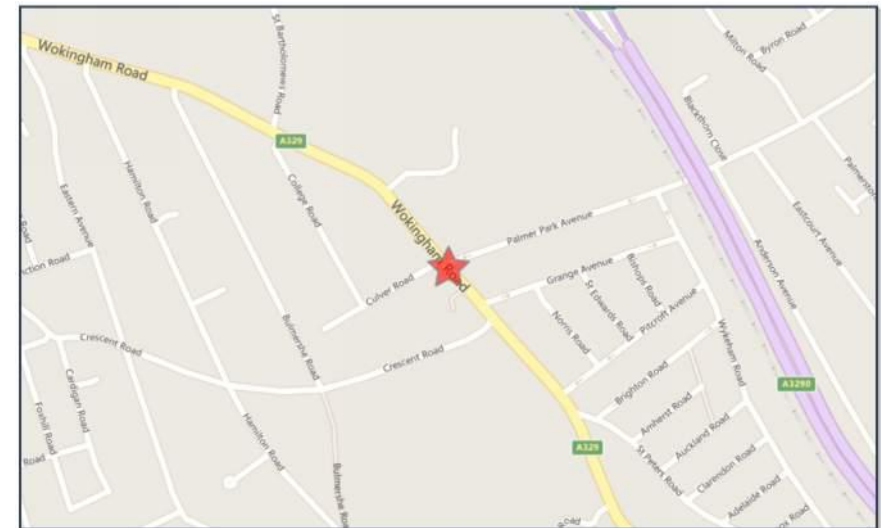
Highest Injury Severity: Slight
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A329

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 473846 172839



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

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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	36 - 45	Vehicle is in the act of turning right	Front	Other	None	None
2	Pedal cycle	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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No

Crash Date: Thursday, December 19, 2019 **Time of Crash:** 5:10:00 PM **Crash Reference:** 2019430399822

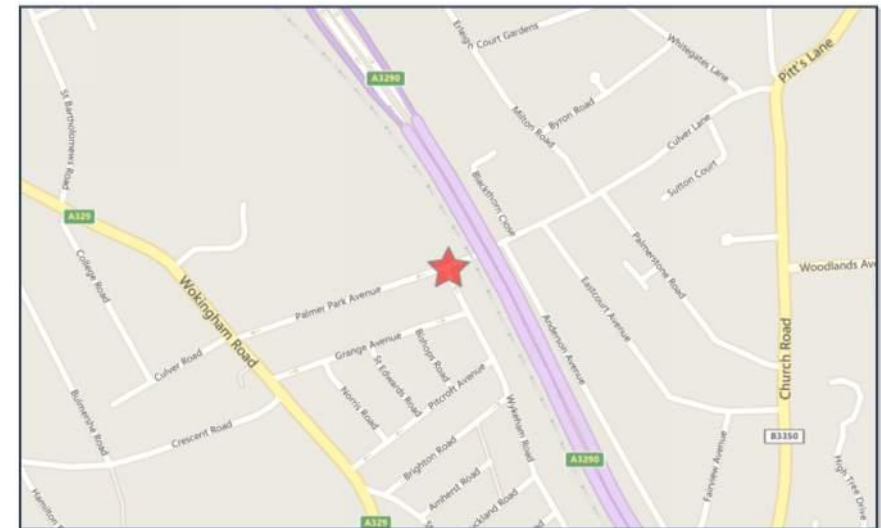
Highest Injury Severity: Slight
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 20
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 474158 172954



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	2	Male	Unknown	Vehicle is in the act of turning right	Front	Other	None	None
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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

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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	21 - 25	Vehicle is moving off	Front	Journey as part of work	None	None
2	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Pupil riding to/from school	None	None

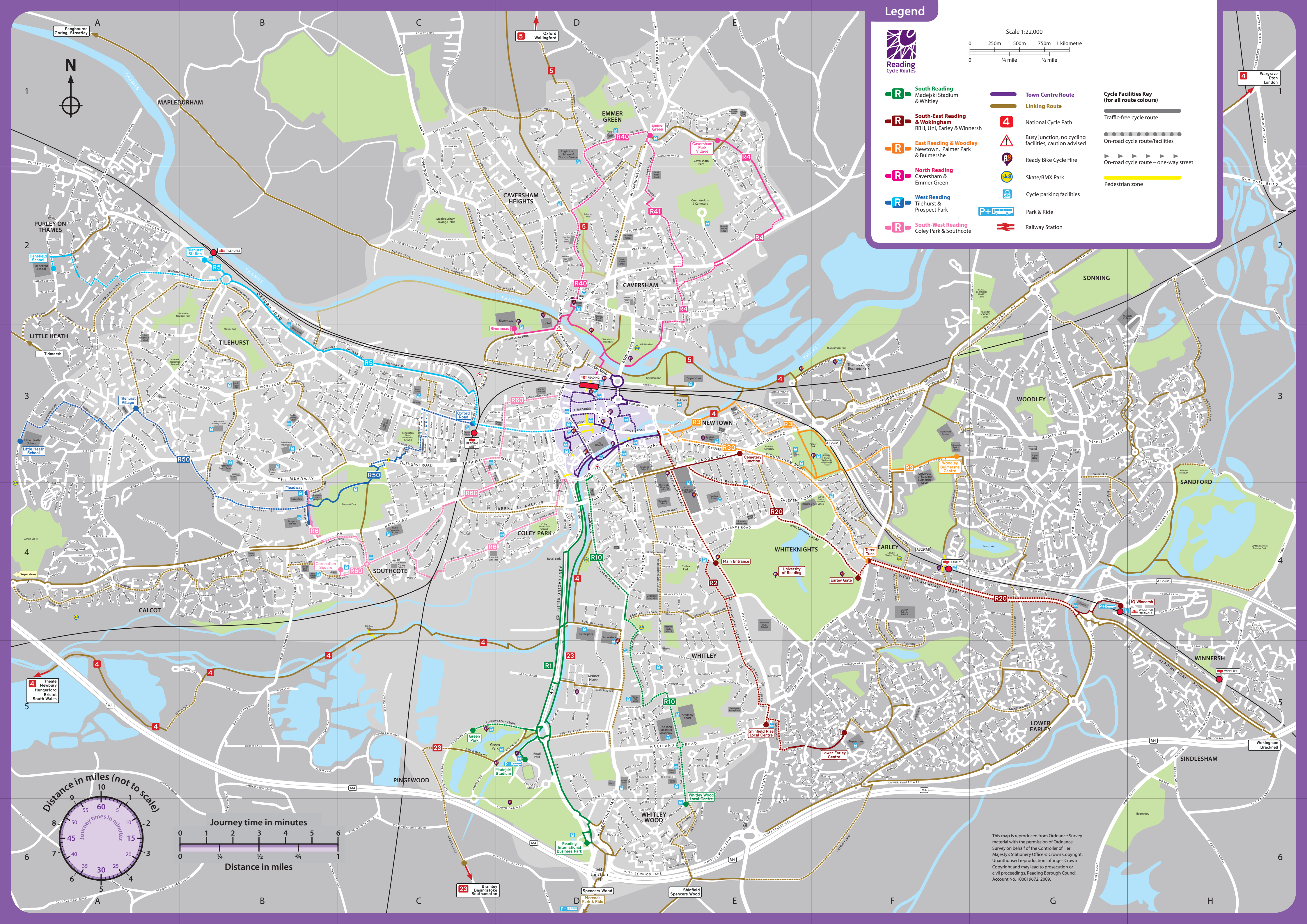
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

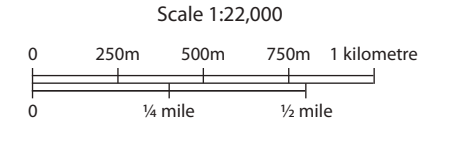
For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix C Reading Borough Council Cycle Map



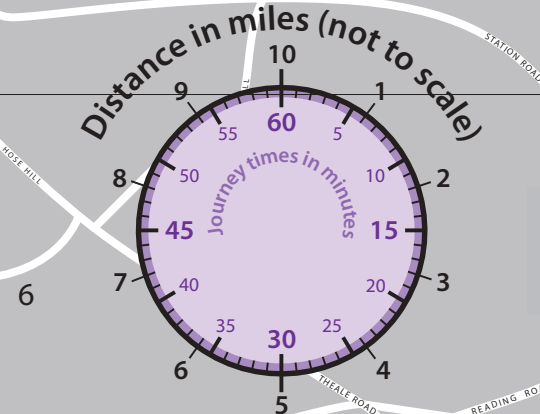
Legend



- South Reading**
Madejski Stadium & Whitley
- South-East Reading & Wokingham**
RBH, Uni, Earley & Winnersh
- East Reading & Woodley**
Newtown, Palmer Park & Bulmershe
- North Reading**
Caversham & Emmer Green
- West Reading**
Tilehurst & Prospect Park
- South-West Reading**
Coley Park & Southcote

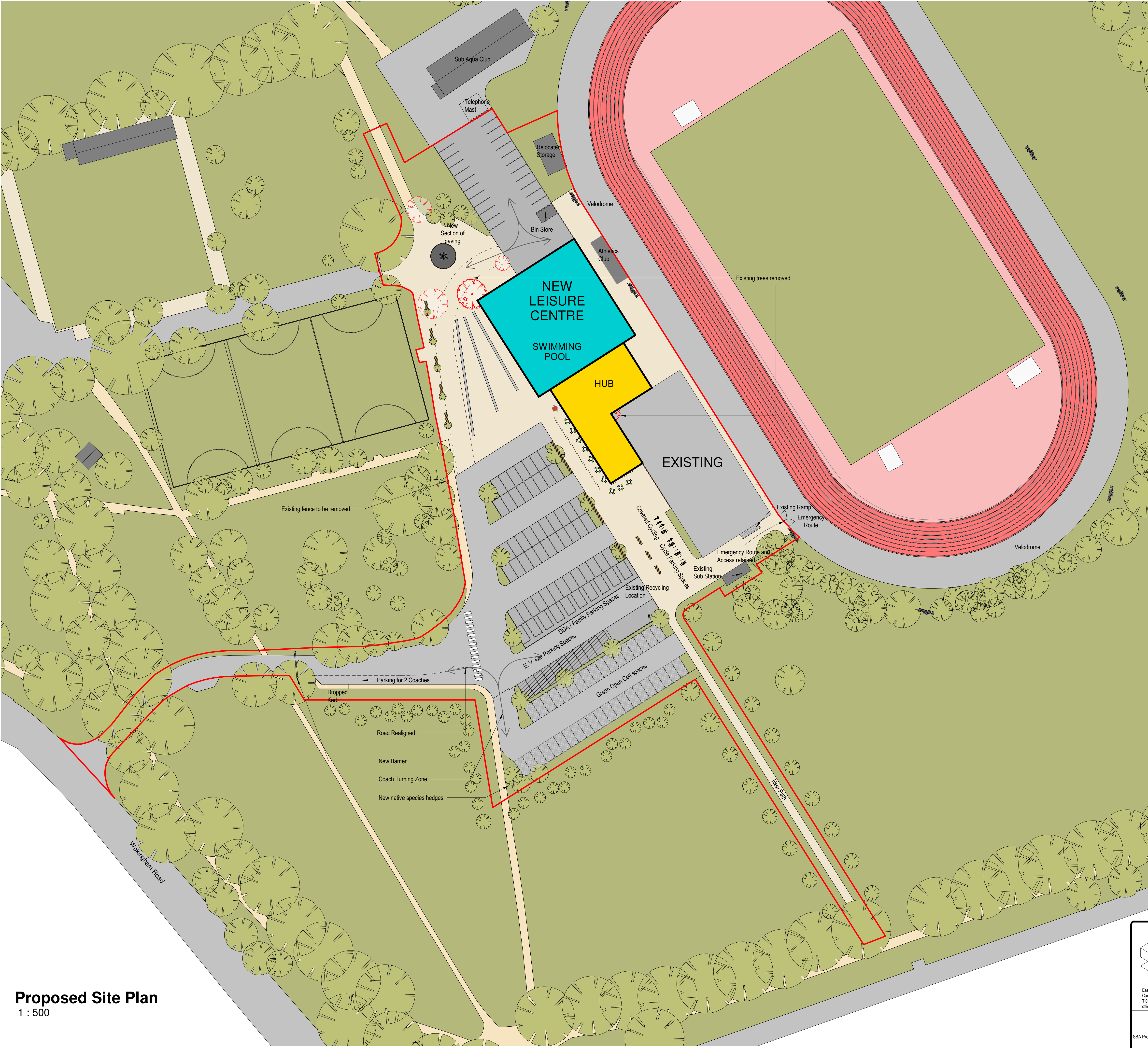
- Town Centre Route**
- Linking Route**
- 4** National Cycle Path
- Busy junction, no cycling facilities, caution advised
- Ready Bike Cycle Hire
- Skate/BMX Park
- Cycle parking facilities
- Park & Ride
- Railway Station

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



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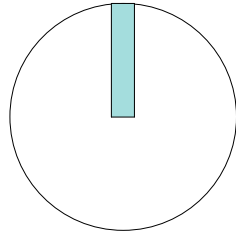
Appendix D Proposed Site Layout



Proposed Site Plan
1 : 500

- No. Note
- 1 All dimensions to be verified on site by GENERAL CONTRACTOR prior to any work, setting out or shop drawings being prepared.
 - 2 Drawings not to be scaled. Work to figured dimensions only.
 - 3 © copyright SAUNDERS BOSTON LIMITED. All rights reserved.
This drawing remains the property of SAUNDERS BOSTON LIMITED at all times and may not be reproduced or copied in whole or in part without their prior written consent.
 - 4 This drawing and related specifications are for use only in the stated location.
 - 5 This drawing is to be read in conjunction with all other Consultants drawings and specifications.
 - 6 Drainage has not been surveyed and any/all pipe locations and below ground drainage runs are indicative.
 - 7 It is assumed that all works will be carried out by a competent contractor who will be working, where appropriate, to an approved method statement.

NORTH



5 0 5 10 15 20 25
SCALE 1:500 m

The existing drawing has been indicatively drawn up and it's not based on survey drawings

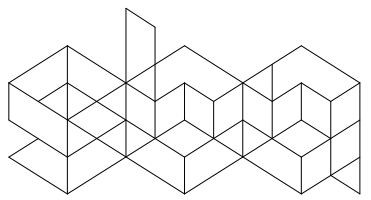
Total Car Parking Spaces	131:
• Remarkd Parking Spaces	72
• DDA / Family Spaces	10
• New Green Open Cell Spaces	38
• E.V. Charging Points	11

N	Issued for Information	23/11/20	CW	TZ
M	Cycle Parking Numbers Revised	18/11/20	CW	TZ
L	Bin Store Relocated, Landscaping revised	03/11/20	CW	TZ
K	Issued for Information	26/10/20	CW	TZ
J	Test revised	23/10/20	NNL	TZ
I	Revised to current layout	22/10/20	CW	TZ
H	Revised to current layout	19/10/20	CW	TZ
G	Issued for coordination	08/10/20	CW	ES
F	Issued for information	02/10/20	CW	ES
E	Issued for Information	25/09/20	CW	ES
D	Footpath amended	21/09/20	CW	ES
C	Drawing Updated	09/04/20	CW	ES
B	Revised Car Parking Layout	25/02/20	SBA	
A	Revised to show 6 lane pool	17/01/20		
No.	Revision	Date	Chk.	Auth.

Client
GLL

Job
Reading DBOM Palmer Park Sport Centre

Drawing
Proposed Site Plan



**Saunders
Boston
Architects**

Eastern Gate House, 119 Newmarket Road,
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The Quay, Exeter EX2 4AN
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FOR INFORMATION

SBA Project Code
1789

Drawn AG
Checked CW

Date 02/27/19
Suitability Code **S2**

Scale
1 : 500 @A1

Revision
N

project originator zone level type role number
1789 -SBA-XX-XX-DR-A-5003

Appendix E Swept Path Analysis



KEY PLAN

Large Refuse Vehicle (4 axle)

Overall Length11.347m

Overall Width2.500m

Overall Body Height3.500m

Min Body Ground Clearance0.304m

Track Width2.500m

Lock to lock time6.000m

Wall to Wall Turning Radius11.330m

NOTES

NOTES (CONTINUED)

REVISIONS (CONTINUED)					
Rev	Date	Description	By	Ckd	App

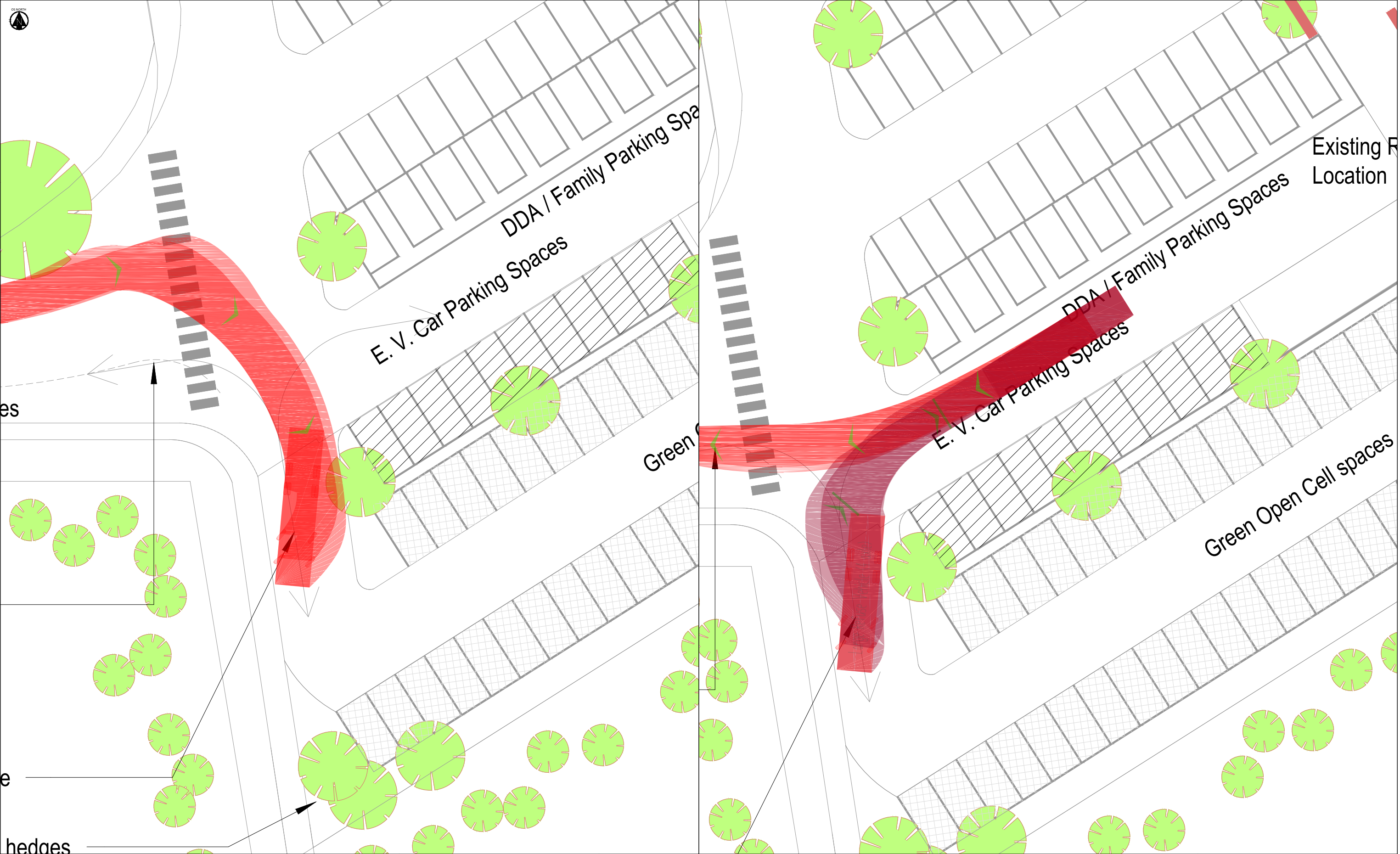
REVISIONS					

FIRST FLOOR, CASTLEBRIDGE S
5-19 COWBRIDGE ROAD EAST
CARDIFF
CF11 9AB
t: +44 (0) 2920 023665
e: cardiff@hydrock.com

CLIENT
GREENWICH LEISURE
LIMITED (GLL)

PROJECT
PALMER PARK SPORTS
CENTRE & STADIUM,
READING

TITLE SWEEP PATH ANALYSIS - LARGE REFUSE USED		
HYDROCK PROJECT NO. C-15059	SCALE @ A3 1:500	STATUS S4
STATUS DESCRIPTION FOR STAGE APPROVAL		REVISION P04
DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 15059-HYD-XX-XX-DR-TP-0101		



KEY PLAN

Large Refuse Vehicle (4 axle)

Overall Length 11.342m
Overall Width 2.352m
Overall Body Height 3.202m
Min Body Ground Clearance 0.304m
Track Width 1.396m
Lock to lock time 5.00s
Wall to Wall Turning Radius 11.330m

NOTES

NOTES (CONTINUED)

REVISIONS (CONTINUED)

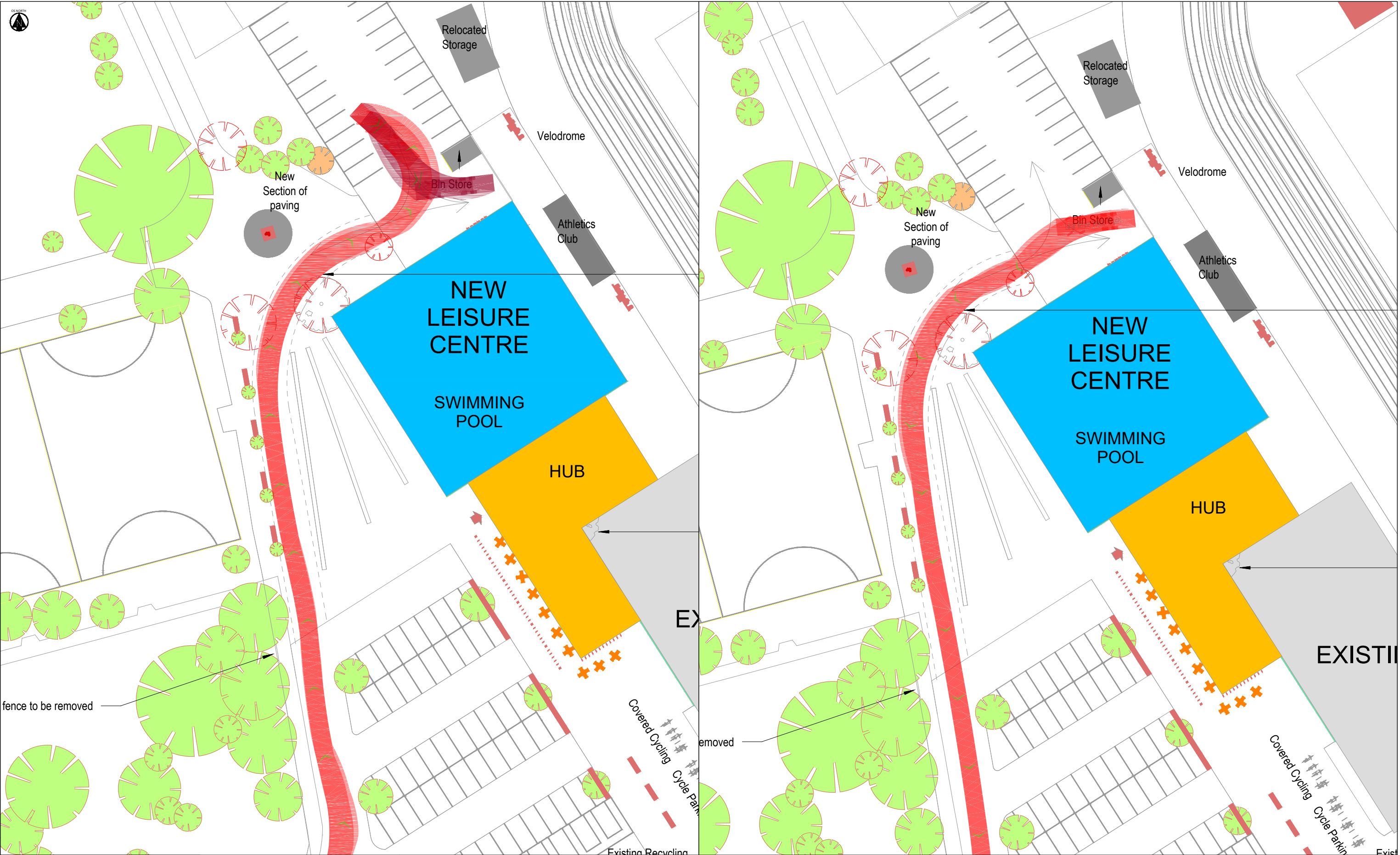
REVISIONS			
PO4	24/11/2020	Fourth Issue.	AC DH DH
PO3	04/11/2020	Third Issue.	AC DH DH
PO2	29/10/2020	Second Issue.	AC DH DH
PO1	27/10/2020	First Issue.	AC DH DH
Rev	Date	Description	By Ckd App

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5-19 COWBRIDGE ROAD EAST
CARDIFF
CF11 9AB
t: +44 (0) 2920 023665
e: cardiff@hydrock.com

CLIENT
GREENWICH LEISURE
LIMITED (GLL)

PROJECT
PALMER PARK SPORTS
CENTRE & STADIUM,
READING

TITLE SWEEP PATH ANALYSIS - LARGE REFUSE USED		STATUS S4	
HYDROCK PROJECT NO. C-15059		SCALE @ A3 1:250	
STATUS DESCRIPTION FOR STAGE APPROVAL		REVISION P04	
DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 15059-HYD-XX-XX-DR-TP-0102			



KEY PLAN

Large Refuse Vehicle (4 axle)

Overall Length 11.347m
Overall Width 2.302m
Overall Height 3.302m
Min Body Ground Clearance 1.75m
Track Width 2.302m
Lock to lock time 2.005m
Wall to Wall Turning Radius 11.330m

NOTES

NOTES (CONTINUED)

REVISIONS (CONTINUED)

REVISIONS			
P04	24/11/2020	Fourth Issue.	AC DH DH
P03	04/11/2020	Third Issue.	AC DH DH
P02	29/10/2020	Second Issue.	AC DH DH
P01	27/10/2020	First Issue.	AC DH DH
Rev	Date	Description	By Ckd App

Hydrock

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CLIENT
GREENWICH LEISURE
LIMITED (GLL)

PROJECT
PALMER PARK SPORTS
CENTRE & STADIUM,
READING

TITLE SWEEP PATH ANALYSIS - LARGE REFUSE USED		
HYDROCK PROJECT NO. C-15059		SCALE @ A3 1:500
STATUS DESCRIPTION FOR STAGE APPROVAL		STATUS S4
DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 15059-HYD-XX-XX-DR-TP-0103		REVISION P04

Appendix F Existing Trip Generation

Wednesday Trip Generation

Time	Person Trips			Time	Vehicle Trips		
	Arrivals	Departures	Two-way		Arrivals	Departures	Two-way
	Trips	Trips	Trips		Trips	Trips	Trips
0000	0	0	0	0000	0	0	0
0100	0	0	0	0100	0	0	0
0200	0	0	0	0200	0	0	0
0300	0	0	0	0300	0	0	0
0400	0	0	0	0400	0	0	0
0500	0	0	0	0500	0	0	0
0600	0	0	0	0600	0	0	0
0700	18	0	18	0700	9	0	9
0800	19	18	37	0800	9	9	18
0900	88	19	107	0900	42	9	51
1000	35	88	123	1000	17	42	59
1100	15	35	50	1100	7	17	24
1200	16	15	31	1200	8	7	15
1300	14	16	30	1300	7	8	15
1400	22	14	36	1400	11	7	18
1500	21	22	43	1500	10	11	21
1600	34	21	55	1600	16	10	26
1700	89	34	123	1700	43	16	59
1800	289	89	378	1800	139	43	182
1900	82	214	296	1900	39	103	142
2000	30	157	187	2000	14	75	89
2100	2	30	32	2100	1	14	15
2200	0	2	2	2200	0	1	1
2300	0	0	0	2300	0	0	0
Total	774	774	1548	Total	372	372	744

Saturday Trip Generation

Time	Person Trips			Time	Vehicle Trips		
	Arrivals	Departures	Two-way		Arrivals	Departures	Two-way
	Trips	Trips	Trips		Trips	Trips	Trips
0000	0	0	0	0000	0	0	0
0100	0	0	0	0100	0	0	0
0200	0	0	0	0200	0	0	0
0300	0	0	0	0300	0	0	0
0400	0	0	0	0400	0	0	0
0500	0	0	0	0500	0	0	0
0600	0	0	0	0600	0	0	0
0700	0	0	0	0700	0	0	0
0800	90	0	90	0800	26	0	26
0900	26	0	26	0900	12	0	12
1000	80	26	106	1000	38	12	50
1100	63	110	173	1100	30	53	83
1200	42	93	135	1200	20	28	48
1300	12	42	54	1300	6	20	26
1400	25	12	37	1400	12	6	18
1500	8	55	63	1500	4	26	30
1600	21	8	29	1600	10	4	14
1700	13	21	34	1700	6	10	16
1800	0	13	13	1800	0	6	6
1900	0	0	0	1900	0	0	0
2000	0	0	0	2000	0	0	0
2100	0	0	0	2100	0	0	0
2200	0	0	0	2200	0	0	0
2300	0	0	0	2300	0	0	0
Total	380	380	760	Total	164	165	329

Appendix G Leisure Centre TRICS Output

Calculation Reference: AUDIT-540501-201012-1007

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : C - LEISURE CENTRE
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
10	WALES	
	CF CARDIFF	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: Gross floor area
 Actual Range: 1600 to 2450 (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: 01/01/00 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	2 days
Wednesday	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:

Suburban Area (PPS6 Out of 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	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:

D2	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:

15,001 to 20,000 3 days

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

100,001 to 125,000 1 days

250,001 to 500,000 2 days

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

0.6 to 1.0 1 days

1.1 to 1.5 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 3 days

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

LIST OF SITES relevant to selection parameters

1	CF-07-C-01	LEISURE CENTRE	CARDIFF
	JIM DRISCOLL WAY		
	CARDIFF		
	WINDSOR QUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	2150 sqm	
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL
2	CF-07-C-02	SWIMMING POOL	CARDIFF
	NORTH ROAD		
	CARDIFF		
	MAINDY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	2450 sqm	
	Survey date: MONDAY	17/11/03	Survey Type: MANUAL
3	LN-07-C-01	LEISURE CENTRE	LINCOLNSHIRE
	BIRCHWOOD AVENUE		
	LINCOLN		
	BIRCHWOOD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1600 sqm	
	Survey date: MONDAY	14/05/07	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AG-07-C-01	Not similar
BR-07-C-01	Not similar
CA-07-C-01	Not similar
CB-07-C-03	Not similar
CW-07-C-01	Not similar
DV-07-C-02	Not similar
EL-07-C-01	Not similar
GM-07-C-04	Not similar
GM-07-C-07	Not similar
GS-07-C-01	Not similar
HC-07-C-06	Not similar
HC-07-C-09	Not similar
NF-07-C-04	Not similar
NR-07-C-01	Not similar
NT-07-C-03	Not similar
NT-07-C-04	Not similar
NY-07-C-01	Not similar
PS-07-C-01	Not similar
TW-07-C-03	Not similar
WL-07-C-01	Not similar
WM-07-C-01	Not similar
WO-07-C-03	Not similar
WS-07-C-05	Not similar

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2450	0.980	1	2450	0.000	1	2450	0.980
07:00 - 08:00	1	2450	0.857	1	2450	1.061	1	2450	1.918
08:00 - 09:00	2	2300	1.196	2	2300	0.717	2	2300	1.913
09:00 - 10:00	2	2300	1.130	2	2300	1.000	2	2300	2.130
10:00 - 11:00	3	2067	0.500	3	2067	0.419	3	2067	0.919
11:00 - 12:00	3	2067	0.355	3	2067	0.387	3	2067	0.742
12:00 - 13:00	3	2067	0.452	3	2067	0.371	3	2067	0.823
13:00 - 14:00	3	2067	0.661	3	2067	0.468	3	2067	1.129
14:00 - 15:00	3	2067	0.258	3	2067	0.339	3	2067	0.597
15:00 - 16:00	3	2067	0.339	3	2067	0.371	3	2067	0.710
16:00 - 17:00	3	2067	1.129	3	2067	0.661	3	2067	1.790
17:00 - 18:00	3	2067	1.726	3	2067	1.242	3	2067	2.968
18:00 - 19:00	3	2067	1.677	3	2067	1.629	3	2067	3.306
19:00 - 20:00	3	2067	0.823	3	2067	1.355	3	2067	2.178
20:00 - 21:00	3	2067	0.806	3	2067	1.258	3	2067	2.064
21:00 - 22:00	3	2067	0.274	3	2067	0.855	3	2067	1.129
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.163			12.133			25.296

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

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

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Parameter summary

Trip rate parameter range selected:	1600 - 2450 (units: sqm)
Survey date range:	01/01/00 - 28/11/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	23

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

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	1	2450	0.000	1	2450	0.000	1	2450	0.000
07:00 - 08:00	1	2450	0.000	1	2450	0.000	1	2450	0.000
08:00 - 09:00	2	2300	0.000	2	2300	0.000	2	2300	0.000
09:00 - 10:00	2	2300	0.022	2	2300	0.022	2	2300	0.044
10:00 - 11:00	3	2067	0.016	3	2067	0.016	3	2067	0.032
11:00 - 12:00	3	2067	0.016	3	2067	0.016	3	2067	0.032
12:00 - 13:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
13:00 - 14:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
14:00 - 15:00	3	2067	0.016	3	2067	0.016	3	2067	0.032
15:00 - 16:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
16:00 - 17:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
17:00 - 18:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
18:00 - 19:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
19:00 - 20:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
20:00 - 21:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
21:00 - 22:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.070			0.140

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 PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2450	0.000	1	2450	0.000	1	2450	0.000
07:00 - 08:00	1	2450	0.000	1	2450	0.000	1	2450	0.000
08:00 - 09:00	2	2300	0.022	2	2300	0.000	2	2300	0.022
09:00 - 10:00	2	2300	0.022	2	2300	0.000	2	2300	0.022
10:00 - 11:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
11:00 - 12:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
12:00 - 13:00	3	2067	0.000	3	2067	0.032	3	2067	0.032
13:00 - 14:00	3	2067	0.065	3	2067	0.032	3	2067	0.097
14:00 - 15:00	3	2067	0.032	3	2067	0.032	3	2067	0.064
15:00 - 16:00	3	2067	0.000	3	2067	0.032	3	2067	0.032
16:00 - 17:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
17:00 - 18:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
18:00 - 19:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
19:00 - 20:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
20:00 - 21:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
21:00 - 22:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.141			0.128			0.269

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 CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2450	0.041	1	2450	0.000	1	2450	0.041
07:00 - 08:00	1	2450	0.163	1	2450	0.122	1	2450	0.285
08:00 - 09:00	2	2300	0.043	2	2300	0.043	2	2300	0.086
09:00 - 10:00	2	2300	0.065	2	2300	0.022	2	2300	0.087
10:00 - 11:00	3	2067	0.065	3	2067	0.016	3	2067	0.081
11:00 - 12:00	3	2067	0.032	3	2067	0.048	3	2067	0.080
12:00 - 13:00	3	2067	0.048	3	2067	0.000	3	2067	0.048
13:00 - 14:00	3	2067	0.000	3	2067	0.048	3	2067	0.048
14:00 - 15:00	3	2067	0.065	3	2067	0.016	3	2067	0.081
15:00 - 16:00	3	2067	0.065	3	2067	0.065	3	2067	0.130
16:00 - 17:00	3	2067	0.065	3	2067	0.065	3	2067	0.130
17:00 - 18:00	3	2067	0.226	3	2067	0.065	3	2067	0.291
18:00 - 19:00	3	2067	0.048	3	2067	0.113	3	2067	0.161
19:00 - 20:00	3	2067	0.016	3	2067	0.210	3	2067	0.226
20:00 - 21:00	3	2067	0.065	3	2067	0.048	3	2067	0.113
21:00 - 22:00	3	2067	0.097	3	2067	0.081	3	2067	0.178
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.104				0.962			2.066

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 VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2450	1.020	1	2450	0.000	1	2450	1.020
07:00 - 08:00	1	2450	0.857	1	2450	1.102	1	2450	1.959
08:00 - 09:00	2	2300	1.304	2	2300	0.674	2	2300	1.978
09:00 - 10:00	2	2300	1.326	2	2300	0.935	2	2300	2.261
10:00 - 11:00	3	2067	0.742	3	2067	0.516	3	2067	1.258
11:00 - 12:00	3	2067	0.435	3	2067	0.565	3	2067	1.000
12:00 - 13:00	3	2067	0.613	3	2067	0.452	3	2067	1.065
13:00 - 14:00	3	2067	0.742	3	2067	0.548	3	2067	1.290
14:00 - 15:00	3	2067	0.339	3	2067	0.387	3	2067	0.726
15:00 - 16:00	3	2067	0.613	3	2067	0.532	3	2067	1.145
16:00 - 17:00	3	2067	2.000	3	2067	0.984	3	2067	2.984
17:00 - 18:00	3	2067	2.919	3	2067	1.855	3	2067	4.774
18:00 - 19:00	3	2067	2.097	3	2067	2.742	3	2067	4.839
19:00 - 20:00	3	2067	1.000	3	2067	2.226	3	2067	3.226
20:00 - 21:00	3	2067	1.274	3	2067	1.790	3	2067	3.064
21:00 - 22:00	3	2067	0.339	3	2067	1.177	3	2067	1.516
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		17.620			16.485			34.105	

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 PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2450	0.245	1	2450	0.000	1	2450	0.245
07:00 - 08:00	1	2450	0.041	1	2450	0.286	1	2450	0.327
08:00 - 09:00	2	2300	0.326	2	2300	0.043	2	2300	0.369
09:00 - 10:00	2	2300	1.065	2	2300	0.261	2	2300	1.326
10:00 - 11:00	3	2067	0.113	3	2067	0.887	3	2067	1.000
11:00 - 12:00	3	2067	0.129	3	2067	0.710	3	2067	0.839
12:00 - 13:00	3	2067	0.274	3	2067	0.177	3	2067	0.451
13:00 - 14:00	3	2067	0.339	3	2067	0.113	3	2067	0.452
14:00 - 15:00	3	2067	0.161	3	2067	0.177	3	2067	0.338
15:00 - 16:00	3	2067	0.371	3	2067	0.306	3	2067	0.677
16:00 - 17:00	3	2067	0.484	3	2067	0.403	3	2067	0.887
17:00 - 18:00	3	2067	1.403	3	2067	0.823	3	2067	2.226
18:00 - 19:00	3	2067	1.032	3	2067	0.887	3	2067	1.919
19:00 - 20:00	3	2067	0.452	3	2067	0.645	3	2067	1.097
20:00 - 21:00	3	2067	0.081	3	2067	0.242	3	2067	0.323
21:00 - 22:00	3	2067	0.339	3	2067	0.113	3	2067	0.452
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		6.855			6.073			12.928	

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 PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2450	0.041	1	2450	0.000	1	2450	0.041
07:00 - 08:00	1	2450	0.000	1	2450	0.041	1	2450	0.041
08:00 - 09:00	2	2300	0.370	2	2300	0.000	2	2300	0.370
09:00 - 10:00	2	2300	0.435	2	2300	0.000	2	2300	0.435
10:00 - 11:00	3	2067	0.081	3	2067	0.000	3	2067	0.081
11:00 - 12:00	3	2067	0.032	3	2067	0.048	3	2067	0.080
12:00 - 13:00	3	2067	0.048	3	2067	0.581	3	2067	0.629
13:00 - 14:00	3	2067	0.823	3	2067	0.065	3	2067	0.888
14:00 - 15:00	3	2067	0.065	3	2067	0.306	3	2067	0.371
15:00 - 16:00	3	2067	0.000	3	2067	0.548	3	2067	0.548
16:00 - 17:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
17:00 - 18:00	3	2067	0.097	3	2067	0.000	3	2067	0.097
18:00 - 19:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
19:00 - 20:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
20:00 - 21:00	3	2067	0.016	3	2067	0.000	3	2067	0.016
21:00 - 22:00	3	2067	0.000	3	2067	0.000	3	2067	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.008				1.589			3.597

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	1	2450	1.347	1	2450	0.000	1	2450	1.347
07:00 - 08:00	1	2450	1.061	1	2450	1.551	1	2450	2.612
08:00 - 09:00	2	2300	2.043	2	2300	0.761	2	2300	2.804
09:00 - 10:00	2	2300	2.891	2	2300	1.217	2	2300	4.108
10:00 - 11:00	3	2067	1.000	3	2067	1.419	3	2067	2.419
11:00 - 12:00	3	2067	0.629	3	2067	1.371	3	2067	2.000
12:00 - 13:00	3	2067	0.984	3	2067	1.210	3	2067	2.194
13:00 - 14:00	3	2067	1.903	3	2067	0.774	3	2067	2.677
14:00 - 15:00	3	2067	0.629	3	2067	0.887	3	2067	1.516
15:00 - 16:00	3	2067	1.048	3	2067	1.452	3	2067	2.500
16:00 - 17:00	3	2067	2.548	3	2067	1.452	3	2067	4.000
17:00 - 18:00	3	2067	4.645	3	2067	2.742	3	2067	7.387
18:00 - 19:00	3	2067	3.177	3	2067	3.742	3	2067	6.919
19:00 - 20:00	3	2067	1.468	3	2067	3.081	3	2067	4.549
20:00 - 21:00	3	2067	1.435	3	2067	2.081	3	2067	3.516
21:00 - 22:00	3	2067	0.774	3	2067	1.371	3	2067	2.145
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		27.582			25.111			52.693	

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 H South Reading Leisure Centre Patronage Data

South Reading Leisure Centre - Usage Jan 2019 - Dec 2019

Number of Admissions	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	TOTAL
POOL	6285	5884	6913	5208	8280	8052	5986	3740	6063	6482	7130	3571	73,594
GYM	1701	2116	2075	1815	1884	1935	2067	1852	2170	2278	1940	1169	23,002
MAIN HALL	5800	5700	5300	5100	5600	5800	5200	5200	5800	5200	5000	4400	64,100
ALL WEATHER PITCHES	6500	6900	6500	3200	3000	3000	3000	2000	3600	6500	7100	4000	55,300
ROYALS SUITE	2200	2350	2522	2400	2500	2400	2400	2400	2400	1000	1000	750	24,322
MEETING ROOM	600	800	800	400	800	600	100	100	300	500	500	200	5,700
HARD COURTS													0
SENSORY ROOM													0
TOTALS	23,086	23,750	24,110	18,123	22,064	21,787	18,753	15,292	20,333	21,960	22,670	14,090	246,018

Appendix I Swimming Pool Leisure Centre TRICS Outputs

Calculation Reference: AUDIT-540501-201007-1032

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : C - LEISURE CENTRE
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	EL EAST LOTHIAN	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 2150 to 12188 (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: 01/01/12 to 28/11/19

Selected survey days:

Wednesday	5 days
Thursday	1 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	2
No Sub Category	1

Secondary Filtering selection:

Use Class:

D2	6 days
----	--------

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

Secondary Filtering selection (Cont.):

Travel Plan:

No	6 days
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PTAL Rating:

No PTAL Present	6 days
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LIST OF SITES relevant to selection parameters

1	AG-07-C-01	LEISURE CENTRE	ANGUS
	A92 MONTROSE ROAD		
	ARBROATH		
	WARD DYKES		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	4738 sqm	
	Survey date: WEDNESDAY	23/05/12	Survey Type: MANUAL
2	CF-07-C-01	LEISURE CENTRE	CARDIFF
	JIM DRISCOLL WAY		
	CARDIFF		
	WINDSOR QUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	2150 sqm	
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL
3	EL-07-C-01	LEISURE CENTRE	EAST LoTHIAN
	NEwBIGGING		
	MUSSELBURGH		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	4125 sqm	
	Survey date: WEDNESDAY	25/04/18	Survey Type: MANUAL
4	NF-07-C-04	LEISURE CENTRE	NORFOLK
	WHERRY ROAD		
	NORWICH		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2910 sqm	
	Survey date: THURSDAY	28/11/19	Survey Type: MANUAL
5	TW-07-C-03	LEISURE CENTRE	TYNE & WEAR
	ALEXANDRA ROAD		
	GATESHEAD		
	MOUNT PLEASANT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	12188 sqm	
	Survey date: WEDNESDAY	01/05/19	Survey Type: MANUAL
6	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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CB-07-C-03	No parking
DV-07-C-02	No parking
NT-07-C-04	No parking

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	7206	0.222	4	7206	0.028	4	7206	0.250
07:00 - 08:00	5	6712	0.158	5	6712	0.101	5	6712	0.259
08:00 - 09:00	6	5952	0.224	6	5952	0.151	6	5952	0.375
09:00 - 10:00	6	5952	0.462	6	5952	0.190	6	5952	0.652
10:00 - 11:00	6	5952	0.459	6	5952	0.358	6	5952	0.817
11:00 - 12:00	6	5952	0.319	6	5952	0.339	6	5952	0.658
12:00 - 13:00	6	5952	0.316	6	5952	0.386	6	5952	0.702
13:00 - 14:00	6	5952	0.274	6	5952	0.330	6	5952	0.604
14:00 - 15:00	6	5952	0.266	6	5952	0.294	6	5952	0.560
15:00 - 16:00	6	5952	0.356	6	5952	0.297	6	5952	0.653
16:00 - 17:00	6	5952	0.414	6	5952	0.378	6	5952	0.792
17:00 - 18:00	6	5952	0.636	6	5952	0.406	6	5952	1.042
18:00 - 19:00	6	5952	0.647	6	5952	0.602	6	5952	1.249
19:00 - 20:00	6	5952	0.381	6	5952	0.552	6	5952	0.933
20:00 - 21:00	6	5952	0.227	6	5952	0.490	6	5952	0.717
21:00 - 22:00	6	5952	0.062	6	5952	0.322	6	5952	0.384
22:00 - 23:00	3	6612	0.000	3	6612	0.207	3	6612	0.207
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			5.423			5.431			10.854

Parameter summary

Trip rate parameter range selected: 2150 - 12188 (units: sqm)
 Survey date range: 01/01/12 - 28/11/19
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 3

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL TAXIS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	7206	0.000	4	7206	0.000	4	7206	0.000
07:00 - 08:00	5	6712	0.000	5	6712	0.000	5	6712	0.000
08:00 - 09:00	6	5952	0.003	6	5952	0.003	6	5952	0.006
09:00 - 10:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
10:00 - 11:00	6	5952	0.006	6	5952	0.003	6	5952	0.009
11:00 - 12:00	6	5952	0.003	6	5952	0.006	6	5952	0.009
12:00 - 13:00	6	5952	0.006	6	5952	0.003	6	5952	0.009
13:00 - 14:00	6	5952	0.006	6	5952	0.008	6	5952	0.014
14:00 - 15:00	6	5952	0.006	6	5952	0.006	6	5952	0.012
15:00 - 16:00	6	5952	0.011	6	5952	0.008	6	5952	0.019
16:00 - 17:00	6	5952	0.003	6	5952	0.000	6	5952	0.003
17:00 - 18:00	6	5952	0.003	6	5952	0.008	6	5952	0.011
18:00 - 19:00	6	5952	0.003	6	5952	0.003	6	5952	0.006
19:00 - 20:00	6	5952	0.003	6	5952	0.003	6	5952	0.006
20:00 - 21:00	6	5952	0.003	6	5952	0.003	6	5952	0.006
21:00 - 22:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
22:00 - 23:00	3	6612	0.000	3	6612	0.000	3	6612	0.000
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			0.056			0.054			0.110

Hydrock Consultants Ltd Tolvaddon Energy Park Camborne

Licence No: 540501

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	4	7206	0.000	4	7206	0.000	4	7206	0.000
07:00 - 08:00	5	6712	0.003	5	6712	0.000	5	6712	0.003
08:00 - 09:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
09:00 - 10:00	6	5952	0.006	6	5952	0.003	6	5952	0.009
10:00 - 11:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
11:00 - 12:00	6	5952	0.003	6	5952	0.006	6	5952	0.009
12:00 - 13:00	6	5952	0.003	6	5952	0.000	6	5952	0.003
13:00 - 14:00	6	5952	0.003	6	5952	0.003	6	5952	0.006
14:00 - 15:00	6	5952	0.003	6	5952	0.006	6	5952	0.009
15:00 - 16:00	6	5952	0.000	6	5952	0.003	6	5952	0.003
16:00 - 17:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
17:00 - 18:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
18:00 - 19:00	6	5952	0.003	6	5952	0.000	6	5952	0.003
19:00 - 20:00	6	5952	0.000	6	5952	0.003	6	5952	0.003
20:00 - 21:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
21:00 - 22:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
22:00 - 23:00	3	6612	0.000	3	6612	0.000	3	6612	0.000
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			0.024			0.024			0.048

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	7206	0.000	4	7206	0.000	4	7206	0.000
07:00 - 08:00	5	6712	0.000	5	6712	0.000	5	6712	0.000
08:00 - 09:00	6	5952	0.003	6	5952	0.000	6	5952	0.003
09:00 - 10:00	6	5952	0.006	6	5952	0.003	6	5952	0.009
10:00 - 11:00	6	5952	0.006	6	5952	0.006	6	5952	0.012
11:00 - 12:00	6	5952	0.003	6	5952	0.003	6	5952	0.006
12:00 - 13:00	6	5952	0.000	6	5952	0.006	6	5952	0.006
13:00 - 14:00	6	5952	0.006	6	5952	0.006	6	5952	0.012
14:00 - 15:00	6	5952	0.006	6	5952	0.000	6	5952	0.006
15:00 - 16:00	6	5952	0.000	6	5952	0.006	6	5952	0.006
16:00 - 17:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
17:00 - 18:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
18:00 - 19:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
19:00 - 20:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
20:00 - 21:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
21:00 - 22:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
22:00 - 23:00	3	6612	0.000	3	6612	0.000	3	6612	0.000
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			0.030			0.030			0.060

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	7206	0.031	4	7206	0.000	4	7206	0.031
07:00 - 08:00	5	6712	0.012	5	6712	0.015	5	6712	0.027
08:00 - 09:00	6	5952	0.011	6	5952	0.008	6	5952	0.019
09:00 - 10:00	6	5952	0.028	6	5952	0.011	6	5952	0.039
10:00 - 11:00	6	5952	0.008	6	5952	0.025	6	5952	0.033
11:00 - 12:00	6	5952	0.006	6	5952	0.006	6	5952	0.012
12:00 - 13:00	6	5952	0.036	6	5952	0.014	6	5952	0.050
13:00 - 14:00	6	5952	0.011	6	5952	0.039	6	5952	0.050
14:00 - 15:00	6	5952	0.014	6	5952	0.006	6	5952	0.020
15:00 - 16:00	6	5952	0.031	6	5952	0.017	6	5952	0.048
16:00 - 17:00	6	5952	0.048	6	5952	0.034	6	5952	0.082
17:00 - 18:00	6	5952	0.042	6	5952	0.028	6	5952	0.070
18:00 - 19:00	6	5952	0.036	6	5952	0.045	6	5952	0.081
19:00 - 20:00	6	5952	0.008	6	5952	0.050	6	5952	0.058
20:00 - 21:00	6	5952	0.022	6	5952	0.020	6	5952	0.042
21:00 - 22:00	6	5952	0.000	6	5952	0.017	6	5952	0.017
22:00 - 23:00	3	6612	0.000	3	6612	0.000	3	6612	0.000
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			0.344			0.335			0.679

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	7206	0.243	4	7206	0.017	4	7206	0.260
07:00 - 08:00	5	6712	0.194	5	6712	0.107	5	6712	0.301
08:00 - 09:00	6	5952	0.266	6	5952	0.185	6	5952	0.451
09:00 - 10:00	6	5952	0.669	6	5952	0.232	6	5952	0.901
10:00 - 11:00	6	5952	0.596	6	5952	0.445	6	5952	1.041
11:00 - 12:00	6	5952	0.473	6	5952	0.482	6	5952	0.955
12:00 - 13:00	6	5952	0.462	6	5952	0.529	6	5952	0.991
13:00 - 14:00	6	5952	0.372	6	5952	0.470	6	5952	0.842
14:00 - 15:00	6	5952	0.412	6	5952	0.451	6	5952	0.863
15:00 - 16:00	6	5952	0.568	6	5952	0.437	6	5952	1.005
16:00 - 17:00	6	5952	0.722	6	5952	0.566	6	5952	1.288
17:00 - 18:00	6	5952	0.927	6	5952	0.714	6	5952	1.641
18:00 - 19:00	6	5952	0.932	6	5952	0.890	6	5952	1.822
19:00 - 20:00	6	5952	0.487	6	5952	0.790	6	5952	1.277
20:00 - 21:00	6	5952	0.311	6	5952	0.736	6	5952	1.047
21:00 - 22:00	6	5952	0.059	6	5952	0.448	6	5952	0.507
22:00 - 23:00	3	6612	0.000	3	6612	0.217	3	6612	0.217
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			7.693			7.716			15.409

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	7206	0.059	4	7206	0.007	4	7206	0.066
07:00 - 08:00	5	6712	0.089	5	6712	0.051	5	6712	0.140
08:00 - 09:00	6	5952	0.081	6	5952	0.073	6	5952	0.154
09:00 - 10:00	6	5952	0.134	6	5952	0.070	6	5952	0.204
10:00 - 11:00	6	5952	0.171	6	5952	0.143	6	5952	0.314
11:00 - 12:00	6	5952	0.235	6	5952	0.146	6	5952	0.381
12:00 - 13:00	6	5952	0.260	6	5952	0.252	6	5952	0.512
13:00 - 14:00	6	5952	0.406	6	5952	0.216	6	5952	0.622
14:00 - 15:00	6	5952	0.179	6	5952	0.420	6	5952	0.599
15:00 - 16:00	6	5952	0.241	6	5952	0.140	6	5952	0.381
16:00 - 17:00	6	5952	0.263	6	5952	0.213	6	5952	0.476
17:00 - 18:00	6	5952	0.395	6	5952	0.302	6	5952	0.697
18:00 - 19:00	6	5952	0.336	6	5952	0.302	6	5952	0.638
19:00 - 20:00	6	5952	0.241	6	5952	0.356	6	5952	0.597
20:00 - 21:00	6	5952	0.160	6	5952	0.300	6	5952	0.460
21:00 - 22:00	6	5952	0.028	6	5952	0.140	6	5952	0.168
22:00 - 23:00	3	6612	0.005	3	6612	0.055	3	6612	0.060
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			3.283			3.186			6.469

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	7206	0.021	4	7206	0.000	4	7206	0.021
07:00 - 08:00	5	6712	0.039	5	6712	0.012	5	6712	0.051
08:00 - 09:00	6	5952	0.039	6	5952	0.020	6	5952	0.059
09:00 - 10:00	6	5952	0.059	6	5952	0.031	6	5952	0.090
10:00 - 11:00	6	5952	0.073	6	5952	0.031	6	5952	0.104
11:00 - 12:00	6	5952	0.053	6	5952	0.050	6	5952	0.103
12:00 - 13:00	6	5952	0.062	6	5952	0.064	6	5952	0.126
13:00 - 14:00	6	5952	0.036	6	5952	0.064	6	5952	0.100
14:00 - 15:00	6	5952	0.048	6	5952	0.081	6	5952	0.129
15:00 - 16:00	6	5952	0.081	6	5952	0.064	6	5952	0.145
16:00 - 17:00	6	5952	0.101	6	5952	0.078	6	5952	0.179
17:00 - 18:00	6	5952	0.123	6	5952	0.078	6	5952	0.201
18:00 - 19:00	6	5952	0.084	6	5952	0.098	6	5952	0.182
19:00 - 20:00	6	5952	0.098	6	5952	0.106	6	5952	0.204
20:00 - 21:00	6	5952	0.034	6	5952	0.092	6	5952	0.126
21:00 - 22:00	6	5952	0.006	6	5952	0.064	6	5952	0.070
22:00 - 23:00	3	6612	0.000	3	6612	0.035	3	6612	0.035
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			0.957				0.968	1.925	

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	7206	0.010	4	7206	0.000	4	7206	0.010
07:00 - 08:00	5	6712	0.027	5	6712	0.006	5	6712	0.033
08:00 - 09:00	6	5952	0.017	6	5952	0.011	6	5952	0.028
09:00 - 10:00	6	5952	0.025	6	5952	0.020	6	5952	0.045
10:00 - 11:00	6	5952	0.017	6	5952	0.025	6	5952	0.042
11:00 - 12:00	6	5952	0.025	6	5952	0.020	6	5952	0.045
12:00 - 13:00	6	5952	0.031	6	5952	0.031	6	5952	0.062
13:00 - 14:00	6	5952	0.028	6	5952	0.022	6	5952	0.050
14:00 - 15:00	6	5952	0.020	6	5952	0.036	6	5952	0.056
15:00 - 16:00	6	5952	0.028	6	5952	0.039	6	5952	0.067
16:00 - 17:00	6	5952	0.045	6	5952	0.031	6	5952	0.076
17:00 - 18:00	6	5952	0.045	6	5952	0.036	6	5952	0.081
18:00 - 19:00	6	5952	0.059	6	5952	0.048	6	5952	0.107
19:00 - 20:00	6	5952	0.042	6	5952	0.050	6	5952	0.092
20:00 - 21:00	6	5952	0.025	6	5952	0.039	6	5952	0.064
21:00 - 22:00	6	5952	0.003	6	5952	0.025	6	5952	0.028
22:00 - 23:00	3	6612	0.000	3	6612	0.010	3	6612	0.010
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			0.447			0.449			0.896

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	7206	0.000	4	7206	0.000	4	7206	0.000
07:00 - 08:00	5	6712	0.000	5	6712	0.000	5	6712	0.000
08:00 - 09:00	6	5952	0.045	6	5952	0.000	6	5952	0.045
09:00 - 10:00	6	5952	0.199	6	5952	0.000	6	5952	0.199
10:00 - 11:00	6	5952	0.168	6	5952	0.151	6	5952	0.319
11:00 - 12:00	6	5952	0.000	6	5952	0.168	6	5952	0.168
12:00 - 13:00	6	5952	0.000	6	5952	0.092	6	5952	0.092
13:00 - 14:00	6	5952	0.092	6	5952	0.006	6	5952	0.098
14:00 - 15:00	6	5952	0.008	6	5952	0.000	6	5952	0.008
15:00 - 16:00	6	5952	0.000	6	5952	0.095	6	5952	0.095
16:00 - 17:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
17:00 - 18:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
18:00 - 19:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
19:00 - 20:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
20:00 - 21:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
21:00 - 22:00	6	5952	0.000	6	5952	0.000	6	5952	0.000
22:00 - 23:00	3	6612	0.000	3	6612	0.000	3	6612	0.000
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			0.512			0.512			1.024

Hydrock Consultants Ltd Tolvaddon Energy Park Camborne

Licence No: 540501

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	7206	0.031	4	7206	0.000	4	7206	0.031
07:00 - 08:00	5	6712	0.066	5	6712	0.018	5	6712	0.084
08:00 - 09:00	6	5952	0.101	6	5952	0.031	6	5952	0.132
09:00 - 10:00	6	5952	0.283	6	5952	0.050	6	5952	0.333
10:00 - 11:00	6	5952	0.258	6	5952	0.207	6	5952	0.465
11:00 - 12:00	6	5952	0.078	6	5952	0.238	6	5952	0.316
12:00 - 13:00	6	5952	0.092	6	5952	0.188	6	5952	0.280
13:00 - 14:00	6	5952	0.157	6	5952	0.092	6	5952	0.249
14:00 - 15:00	6	5952	0.076	6	5952	0.118	6	5952	0.194
15:00 - 16:00	6	5952	0.109	6	5952	0.199	6	5952	0.308
16:00 - 17:00	6	5952	0.146	6	5952	0.109	6	5952	0.255
17:00 - 18:00	6	5952	0.168	6	5952	0.115	6	5952	0.283
18:00 - 19:00	6	5952	0.143	6	5952	0.146	6	5952	0.289
19:00 - 20:00	6	5952	0.140	6	5952	0.157	6	5952	0.297
20:00 - 21:00	6	5952	0.059	6	5952	0.132	6	5952	0.191
21:00 - 22:00	6	5952	0.008	6	5952	0.090	6	5952	0.098
22:00 - 23:00	3	6612	0.000	3	6612	0.045	3	6612	0.045
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			1.915			1.935			3.850

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	4	7206	0.364	4	7206	0.024	4	7206	0.388
07:00 - 08:00	5	6712	0.361	5	6712	0.191	5	6712	0.552
08:00 - 09:00	6	5952	0.459	6	5952	0.297	6	5952	0.756
09:00 - 10:00	6	5952	1.115	6	5952	0.364	6	5952	1.479
10:00 - 11:00	6	5952	1.033	6	5952	0.820	6	5952	1.853
11:00 - 12:00	6	5952	0.792	6	5952	0.871	6	5952	1.663
12:00 - 13:00	6	5952	0.851	6	5952	0.983	6	5952	1.834
13:00 - 14:00	6	5952	0.946	6	5952	0.818	6	5952	1.764
14:00 - 15:00	6	5952	0.680	6	5952	0.994	6	5952	1.674
15:00 - 16:00	6	5952	0.949	6	5952	0.792	6	5952	1.741
16:00 - 17:00	6	5952	1.179	6	5952	0.921	6	5952	2.100
17:00 - 18:00	6	5952	1.532	6	5952	1.159	6	5952	2.691
18:00 - 19:00	6	5952	1.448	6	5952	1.383	6	5952	2.831
19:00 - 20:00	6	5952	0.876	6	5952	1.353	6	5952	2.229
20:00 - 21:00	6	5952	0.552	6	5952	1.187	6	5952	1.739
21:00 - 22:00	6	5952	0.095	6	5952	0.694	6	5952	0.789
22:00 - 23:00	3	6612	0.005	3	6612	0.318	3	6612	0.323
23:00 - 24:00	1	4738	0.000	1	4738	0.000	1	4738	0.000
Total Rates:			13.237			13.169			26.406

Calculation Reference: AUDIT-540501-201007-1042

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : C - LEISURE CENTRE
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 2530 to 3300 (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: 01/01/00 to 28/11/19

Selected survey days:

Saturday 2 days

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 1

Selected Location Sub Categories:

Built-Up Zone 1
 Out of Town 1

Secondary Filtering selection:

Use Class:

D2 2 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 1 days
 50,001 to 100,000 1 days

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0 1 days
 1.1 to 1.5 1 days

Travel Plan:

No 2 days

PTAL Rating:

No PTAL Present 2 days

LIST OF SITES relevant to selection parameters

1	EB-07-C-02	SWIMMING POOL	CITY OF EDINBURGH
	LEITH WALK		
	EDINBURGH		
	LEITH		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	3300 sqm	
	Survey date: SATURDAY	30/10/10	Survey Type: MANUAL
2	NY-07-C-02	LEISURE CENTRE	NORTH YORKSHIRE
	GARGRAVE ROAD		
	SKIPTON		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	2530 sqm	
	Survey date: SATURDAY	09/03/19	Survey Type: MANUAL

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	2530	2.411	1	2530	0.988	1	2530	3.399
09:00 - 10:00	2	2915	1.304	2	2915	1.321	2	2915	2.625
10:00 - 11:00	2	2915	1.784	2	2915	1.664	2	2915	3.448
11:00 - 12:00	2	2915	2.075	2	2915	2.161	2	2915	4.236
12:00 - 13:00	2	2915	1.561	2	2915	1.938	2	2915	3.499
13:00 - 14:00	2	2915	1.664	2	2915	1.424	2	2915	3.088
14:00 - 15:00	2	2915	1.630	2	2915	1.475	2	2915	3.105
15:00 - 16:00	2	2915	2.196	2	2915	1.475	2	2915	3.671
16:00 - 17:00	2	2915	0.583	2	2915	1.304	2	2915	1.887
17:00 - 18:00	1	3300	0.000	1	3300	0.273	1	3300	0.273
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.208			14.023			29.231

Parameter summary

Trip rate parameter range selected:	2530 - 3300 (units: sqm)
Survey date range:	01/01/00 - 28/11/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	2530	0.198	1	2530	0.079	1	2530	0.277
09:00 - 10:00	2	2915	0.000	2	2915	0.034	2	2915	0.034
10:00 - 11:00	2	2915	0.017	2	2915	0.034	2	2915	0.051
11:00 - 12:00	2	2915	0.000	2	2915	0.000	2	2915	0.000
12:00 - 13:00	2	2915	0.000	2	2915	0.000	2	2915	0.000
13:00 - 14:00	2	2915	0.034	2	2915	0.000	2	2915	0.034
14:00 - 15:00	2	2915	0.086	2	2915	0.017	2	2915	0.103
15:00 - 16:00	2	2915	0.000	2	2915	0.034	2	2915	0.034
16:00 - 17:00	2	2915	0.017	2	2915	0.069	2	2915	0.086
17:00 - 18:00	1	3300	0.000	1	3300	0.030	1	3300	0.030
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.352			0.297			0.649

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	2530	3.636	1	2530	1.186	1	2530	4.822
09:00 - 10:00	2	2915	2.281	2	2915	2.144	2	2915	4.425
10:00 - 11:00	2	2915	3.722	2	2915	2.556	2	2915	6.278
11:00 - 12:00	2	2915	3.774	2	2915	3.654	2	2915	7.428
12:00 - 13:00	2	2915	3.328	2	2915	3.962	2	2915	7.290
13:00 - 14:00	2	2915	3.276	2	2915	2.796	2	2915	6.072
14:00 - 15:00	2	2915	3.328	2	2915	3.105	2	2915	6.433
15:00 - 16:00	2	2915	4.322	2	2915	3.122	2	2915	7.444
16:00 - 17:00	2	2915	0.892	2	2915	3.002	2	2915	3.894
17:00 - 18:00	1	3300	0.000	1	3300	0.758	1	3300	0.758
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			28.559			26.285			54.844

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	2530	0.119	1	2530	0.000	1	2530	0.119
09:00 - 10:00	2	2915	0.154	2	2915	0.017	2	2915	0.171
10:00 - 11:00	2	2915	0.240	2	2915	0.223	2	2915	0.463
11:00 - 12:00	2	2915	0.532	2	2915	0.292	2	2915	0.824
12:00 - 13:00	2	2915	0.617	2	2915	0.206	2	2915	0.823
13:00 - 14:00	2	2915	0.360	2	2915	0.206	2	2915	0.566
14:00 - 15:00	2	2915	0.292	2	2915	0.549	2	2915	0.841
15:00 - 16:00	2	2915	0.223	2	2915	0.600	2	2915	0.823
16:00 - 17:00	2	2915	0.137	2	2915	0.051	2	2915	0.188
17:00 - 18:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.674			2.144			4.818

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	2530	0.000	1	2530	0.000	1	2530	0.000
09:00 - 10:00	2	2915	0.051	2	2915	0.000	2	2915	0.051
10:00 - 11:00	2	2915	0.086	2	2915	0.000	2	2915	0.086
11:00 - 12:00	2	2915	0.051	2	2915	0.051	2	2915	0.102
12:00 - 13:00	2	2915	0.086	2	2915	0.137	2	2915	0.223
13:00 - 14:00	2	2915	0.103	2	2915	0.086	2	2915	0.189
14:00 - 15:00	2	2915	0.120	2	2915	0.034	2	2915	0.154
15:00 - 16:00	2	2915	0.034	2	2915	0.120	2	2915	0.154
16:00 - 17:00	2	2915	0.000	2	2915	0.103	2	2915	0.103
17:00 - 18:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.531			0.531			1.062

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	2530	0.000	1	2530	0.000	1	2530	0.000
09:00 - 10:00	2	2915	0.034	2	2915	0.000	2	2915	0.034
10:00 - 11:00	2	2915	0.000	2	2915	0.000	2	2915	0.000
11:00 - 12:00	2	2915	0.000	2	2915	0.000	2	2915	0.000
12:00 - 13:00	2	2915	0.000	2	2915	0.000	2	2915	0.000
13:00 - 14:00	2	2915	0.000	2	2915	0.034	2	2915	0.034
14:00 - 15:00	2	2915	0.000	2	2915	0.000	2	2915	0.000
15:00 - 16:00	2	2915	0.086	2	2915	0.000	2	2915	0.086
16:00 - 17:00	2	2915	0.000	2	2915	0.086	2	2915	0.086
17:00 - 18:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.120			0.120			0.240

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	2530	0.000	1	2530	0.000	1	2530	0.000
09:00 - 10:00	2	2915	0.086	2	2915	0.000	2	2915	0.086
10:00 - 11:00	2	2915	0.086	2	2915	0.000	2	2915	0.086
11:00 - 12:00	2	2915	0.051	2	2915	0.051	2	2915	0.102
12:00 - 13:00	2	2915	0.086	2	2915	0.137	2	2915	0.223
13:00 - 14:00	2	2915	0.103	2	2915	0.120	2	2915	0.223
14:00 - 15:00	2	2915	0.120	2	2915	0.034	2	2915	0.154
15:00 - 16:00	2	2915	0.120	2	2915	0.120	2	2915	0.240
16:00 - 17:00	2	2915	0.000	2	2915	0.189	2	2915	0.189
17:00 - 18:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.652			0.651			1.303

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									
07:00 - 08:00									
08:00 - 09:00	1	2530	3.953	1	2530	1.265	1	2530	5.218
09:00 - 10:00	2	2915	2.521	2	2915	2.196	2	2915	4.717
10:00 - 11:00	2	2915	4.065	2	2915	2.813	2	2915	6.878
11:00 - 12:00	2	2915	4.357	2	2915	3.997	2	2915	8.354
12:00 - 13:00	2	2915	4.031	2	2915	4.305	2	2915	8.336
13:00 - 14:00	2	2915	3.774	2	2915	3.122	2	2915	6.896
14:00 - 15:00	2	2915	3.825	2	2915	3.705	2	2915	7.530
15:00 - 16:00	2	2915	4.666	2	2915	3.877	2	2915	8.543
16:00 - 17:00	2	2915	1.046	2	2915	3.310	2	2915	4.356
17:00 - 18:00	1	3300	0.000	1	3300	0.788	1	3300	0.788
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			32.238			29.378			61.616

Appendix J Swimming Pool Trip Generation

Average Patronage of Souh Reading Pool

Weekday
171

Weekend Day (Saturday)
400

Vehicle Trips

Weekday
82

Weekend Day
192

Weekday Trip Gen

Time	Proposed Community Pool Trips (Total People)								Time	Proposed Community Pool Trips (Vehicles)							
	Arrivals			Departures			Two-way			Arrivals			Departures		Two-way		
	Trip Rate	% overall trips	Trips	Trip Rate	% overall trips	Trips	Trips Rate	Trips		Trips Rate	% overall trips	Trips	Trips Rate	Trips	Trips Rate	Trips	
00:00-01:00	0	0%	0	0	0%	0	0	0	00:00-01:00	0	0%	0	0	0%	0	0	0
01:00-02:00	0	0%	0	0	0%	0	0	0	01:00-02:00	0	0%	0	0	0%	0	0	0
02:00-03:00	0	0%	0	0	0%	0	0	0	02:00-03:00	0	0%	0	0	0%	0	0	0
03:00-04:00	0	0%	0	0	0%	0	0	0	03:00-04:00	0	0%	0	0	0%	0	0	0
04:00-05:00	0	0%	0	0	0%	0	0	0	04:00-05:00	0	0%	0	0	0%	0	0	0
05:00-06:00	0	0%	0	0	0%	0	0	0	05:00-06:00	0	0%	0	0	0%	0	0	0
06:00-07:00	0.364	3%	5	0.024	0%	0	0.388	5	06:00-07:00	0.222	4%	3	0.028	1%	0	0.25	3
07:00-08:00	0.361	3%	5	0.191	1%	2	0.552	7	07:00-08:00	0.158	3%	2	0.101	2%	2	0.259	4
08:00-09:00	0.459	3%	6	0.297	2%	4	0.756	10	08:00-09:00	0.224	4%	3	0.151	3%	2	0.375	5
09:00-10:00	1.115	8%	14	0.364	3%	5	1.479	19	09:00-10:00	0.462	9%	7	0.19	3%	3	0.652	10
10:00-11:00	1.033	8%	13	0.82	6%	11	1.853	24	10:00-11:00	0.459	8%	7	0.358	7%	5	0.817	12
11:00-12:00	0.792	6%	10	0.871	7%	11	1.663	21	11:00-12:00	0.319	6%	5	0.339	6%	5	0.658	10
12:00-13:00	0.851	6%	11	0.983	7%	13	1.834	24	12:00-13:00	0.316	6%	5	0.386	7%	6	0.702	11
13:00-14:00	0.946	7%	12	0.818	6%	11	1.764	23	13:00-14:00	0.274	5%	4	0.33	6%	5	0.604	9
14:00-15:00	0.68	5%	9	0.994	8%	13	1.674	22	14:00-15:00	0.266	5%	4	0.294	5%	4	0.56	8
15:00-16:00	0.949	7%	12	0.792	6%	10	1.741	22	15:00-16:00	0.356	7%	5	0.297	5%	4	0.653	9
16:00-17:00	1.179	9%	15	0.921	7%	12	2.1	27	16:00-17:00	0.414	8%	6	0.378	7%	6	0.792	12
17:00-18:00	1.532	12%	20	1.159	9%	15	2.691	35	17:00-18:00	0.636	12%	10	0.406	7%	6	1.042	16
18:00-19:00	1.448	11%	19	1.383	11%	18	2.831	37	18:00-19:00	0.647	12%	10	0.602	11%	9	1.249	19
19:00-20:00	0.876	7%	11	1.353	10%	18	2.229	29	19:00-20:00	0.381	7%	6	0.552	10%	8	0.933	14
20:00-21:00	0.552	4%	7	1.187	9%	15	1.739	22	20:00-21:00	0.227	4%	3	0.49	9%	7	0.717	10
21:00-22:00	0.095	1%	1	0.694	5%	9	0.789	10	21:00-22:00	0.062	1%	1	0.322	6%	5	0.384	6
22:00-23:00	0.005	0%	0	0.318	2%	4	0.323	4	22:00-23:00	0	0%	0	0.207	4%	3	0.207	3
23:00-24:00	0	0%	0	0	0%	0	0	0	23:00-24:00	0	0%	0	0	0%	0	0	0
Total	13.237	100%	170	13.169	100%	171	26.406	341	Total	5.423	100%	81	5.431	100%	80	10.854	161

Weekend Trip Generation

Note -No Saturday surveys in TRICS so same profile used as weekday

Time	Proposed Community Pool Trips (Total People)								Time	Proposed Community Pool Trips (Vehicles)							
	Arrivals			Departures			Two-way			Arrivals			Departures			Two-way	
	Trip Rate	% overall trips	Trips	Trip Rate	% overall trips	Trips	Trips Rate	Trips		Trips Rate	% overall trips	Trips	Trips Rate	% overall trips	Trips	Trips Rate	Trips
00:00-01:00	0	0%	0	0	0%	0	0	0	00:00-01:00	0	0%	0	0	0%	0	0	0
01:00-02:00	0	0%	0	0	0%	0	0	0	01:00-02:00	0	0%	0	0	0%	0	0	0
02:00-03:00	0	0%	0	0	0%	0	0	0	02:00-03:00	0	0%	0	0	0%	0	0	0
03:00-04:00	0	0%	0	0	0%	0	0	0	03:00-04:00	0	0%	0	0	0%	0	0	0
04:00-05:00	0	0%	0	0	0%	0	0	0	04:00-05:00	0	0%	0	0	0%	0	0	0
05:00-06:00	0	0%	0	0	0%	0	0	0	05:00-06:00	0	0%	0	0	0%	0	0	0
06:00-07:00	0	0%	0	0	0%	0	0	0	06:00-07:00	0	0%	0	0	0%	0	0	0
07:00-08:00	0	0%	0	0	0%	0	0	0	07:00-08:00	0	0%	0	0	0%	0	0	0
08:00-09:00	3.953	12%	49	1.265	4%	17	5.218	66	08:00-09:00	2.411	16%	30	0.988	7%	14	3.399	44
09:00-10:00	2.521	8%	31	2.196	7%	30	4.717	61	09:00-10:00	1.304	9%	16	1.321	9%	18	2.625	34
10:00-11:00	4.065	13%	50	2.813	10%	38	6.878	88	10:00-11:00	1.784	12%	23	1.664	12%	23	3.448	46
11:00-12:00	4.357	14%	54	3.997	14%	54	8.354	108	11:00-12:00	2.075	14%	26	2.161	15%	30	4.236	56
12:00-13:00	4.031	13%	50	4.305	15%	59	8.336	109	12:00-13:00	1.561	10%	20	1.938	14%	27	3.499	47
13:00-14:00	3.774	12%	47	3.122	11%	43	6.896	90	13:00-14:00	1.664	11%	21	1.424	10%	19	3.088	40
14:00-15:00	3.825	12%	47	3.705	13%	50	7.53	97	14:00-15:00	1.63	11%	21	1.475	11%	20	3.105	41
15:00-16:00	4.666	14%	58	3.877	13%	53	8.543	111	15:00-16:00	2.196	14%	28	1.475	11%	20	3.671	48
16:00-17:00	1.046	3%	13	3.31	11%	45	4.356	58	16:00-17:00	0.583	4%	7	1.304	9%	18	1.887	25
17:00-18:00	0	0%	0	0.788	3%	11	0.788	11	17:00-18:00	0	0%	0	0.273	2%	4	0.273	4
18:00-19:00	0	0%	0	0	0%	0	0	0	18:00-19:00	0	0%	0	0	0%	0	0	0
19:00-20:00	0	0%	0	0	0%	0	0	0	19:00-20:00	0	0%	0	0	0%	0	0	0
20:00-21:00	0	0%	0	0	0%	0	0	0	20:00-21:00	0	0%	0	0	0%	0	0	0
21:00-22:00	0	0%	0	0	0%	0	0	0	21:00-22:00	0	0%	0	0	0%	0	0	0
22:00-23:00	0	0%	0	0	0%	0	0	0	22:00-23:00	0	0%	0	0	0%	0	0	0
23:00-24:00	0	0%	0	0	0%	0	0	0	23:00-24:00	0	0%	0	0	0%	0	0	0
Total	32.238	100%	399	29.378	100%	400	61.616	799	Total	15.208	100%	192	14.023	100%	193	29.231	385

Appendix K Total Proposed Trip Generation

Wednesday Trip Generation

Time	Person Trips			Time	Vehicle Trips		
	Arrivals	Departures	Two-way		Arrivals	Departures	Two-way
	Trips	Trips	Trips		Trips	Trips	Trips
0000	0	0	0	0000	0	0	0
0100	0	0	0	0100	0	0	0
0200	0	0	0	0200	0	0	0
0300	0	0	0	0300	0	0	0
0400	0	0	0	0400	0	0	0
0500	0	0	0	0500	0	0	0
0600	5	0	5	0600	3	0	3
0700	23	2	25	0700	11	2	13
0800	25	22	47	0800	12	11	23
0900	102	24	126	0900	49	12	61
1000	48	99	147	1000	24	47	71
1100	25	46	71	1100	12	22	34
1200	27	28	55	1200	13	13	26
1300	26	27	53	1300	11	13	24
1400	31	27	58	1400	15	11	26
1500	33	32	65	1500	15	15	30
1600	49	33	82	1600	22	16	38
1700	109	49	158	1700	53	22	75
1800	308	107	415	1800	149	52	201
1900	93	232	325	1900	45	111	156
2000	37	172	209	2000	17	82	99
2100	3	39	42	2100	2	19	21
2200	0	6	6	2200	0	4	4
2300	0	0	0	2300	0	0	0
Total	944	945	1889	Total	453	452	905

15059 - Palmer Park Sports Stadium

Weekend Trip Generation

Time	Person Trips			Time	Vehicle Trips		
	Arrivals	Departures	Two-way		Arrivals	Departures	Two-way
	Trips	Trips	Trips		Trips	Trips	Trips
0000	0	0	0	0000	0	0	0
0100	0	0	0	0100	0	0	0
0200	0	0	0	0200	0	0	0
0300	0	0	0	0300	0	0	0
0400	0	0	0	0400	0	0	0
0500	0	0	0	0500	0	0	0
0600	5	0	5	0600	0	0	0
0700	5	0	5	0700	0	0	0
0800	96	17	113	0800	56	14	70
0900	40	30	70	0900	28	18	46
1000	93	64	157	1000	61	35	96
1100	73	164	237	1100	56	83	139
1200	53	152	205	1200	40	55	95
1300	24	85	109	1300	27	39	66
1400	34	62	96	1400	33	26	59
1500	20	108	128	1500	32	46	78
1600	36	53	89	1600	17	22	39
1700	33	32	65	1700	6	14	20
1800	19	13	32	1800	0	6	6
1900	11	0	11	1900	0	0	0
2000	7	0	7	2000	0	0	0
2100	1	0	1	2100	0	0	0
2200	0	0	0	2200	0	0	0
2300	0	0	0	2300	0	0	0
Total	550	780	1330	Total	356	358	714