



The Subdivision and Reconfiguration of House of Fraser, The Oracle, Reading

Transport Statement

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Comments

Issue 2

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Contents

1. Introduction.....	1
2. Policy	3
3. Development Description	6
4. Trip Generation	7
5. Existing and Proposed Servicing	10
6. Parking.....	12
7. Conclusion	13

Tables

Table 1	Proposed Area Quantum.....	6
Table 2	Saturday Vehicular trip generations for new D2 leisure uses	7
Table 3	Saturday people generations for new D2 leisure uses.....	8
Table 4	Saturday Vehicle Trip Rates / Trips Reduction due to loss of retail	8
Table 5	Future Leisure, Daily Servicing Trips	11
Table 6	Future Foodhall / cafe Daily Servicing Trips.....	11
Table 7	Future MSU, Daily Servicing Trips	11
Table 8	Total Servicing Trips	11

Appendices

- A. Location Plan
- B. Architects Plans
- C. Parking Tracking
- D. Trip Rates

Contents

1. Introduction

Appointment

- 1.1. Waterman Infrastructure & Environment Ltd has been appointed on behalf of The Oracle Shopping centre Limited to produce this transport statement regarding proposals for the *“Subdivision of three-storey retail unit (Class A1) and change of use to form: 1 x flexible retail/restaurant/bar unit (Class A1/A3/A4); 1 x flexible retail/restaurant unit (Class A1/A3) and 1 x assembly and leisure unit (Class D2) at Riverside level; 1 x retail unit (Class A1) and 1 x assembly and leisure unit (Class D2) at lower ground level; 1 x retail unit (Class A1) at upper ground level, together with alterations to the Riverside frontage and associated plant, car parking and external alterations at car park levels”*.
- 1.2. The subdivision and reconfiguration of the House of Fraser (HoF) store will assist The Oracle centre in maintaining a vibrant leisure and shopping destination within the Reading shopping core.
- 1.3. The Oracle regional shopping centre is bisected by the River Kennet. It is bound by Bridge Street to the south west, the A329 to the south east, Yield Hall Place to the east and Minster Street to the north.
- 1.4. The Oracle is centrally located within Reading, near the bus station and within walking distance of Reading railway station.
- 1.5. The shopping centre is served by two car parks, the Riverside car park and the Holy Brook car park.
- 1.6. The proposed development will have direct access from the Holy Brook car park.
- 1.7. The HoF store is in the western section of The Oracle centre adjacent to both Bridge Street and the River Kennet. Access to the store is currently either through the main shopping centre concourses or directly from the Holy Brook car park, which is accessed from Bridge Street.
- 1.8. The site has easy access to Reading's train station, bus services, cycle routes and the cycle parking within The Oracle as shown in **Appendix A**. It is thus well located for non-car travel modes as well as having the advantages of direct access from the Holy Brook car park and easy access from the Riverside car park.
- 1.9. Servicing associated specifically with the existing HoF site takes place from an internal service yard, with ingress directly from Bridge Street and with vehicular egress onto Yield Hall Place.

Proposals

- 1.10. The HoF currently occupies some 12,435 m² excluding landlord area. The proposed development would reconfigure and re-purpose the area used by the store due to changing retail circumstances.
- 1.11. The proposals, are for the subdivision and reconfiguration of the HoF and its replacement with new uses to create:
 - two Medium Sized Units (MSUs) for retail use of 1,386 m² area and 3,272 m² area plus a foodhall of 1,514 m² area;
 - two leisure units of 1,719 m² area and 2,474 m² area
 - a 210 m² area café; and
 - remote storage of 618 m² .
- 1.12. The proposals also provide 16 additional parking bays in the Holy Brook car park including 4 new disabled parking spaces and 12 new standard car parking spaces. Two new electric charging points for cars will also be provided within the car park.

- 1.13. The architect's plans in **Appendix B** illustrate the proposed scheme and all areas are taken from this information.

2. Policy

National Policy Considerations

- 2.1. The **National Planning Policy Framework of February 2019 (NPPF)** states the national planning policy considerations. Section 7 of the NPPF states: *“The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs”*.
- 2.2. Section 8 states: *“Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives)”*. The three objectives are given as, economic, social and environmental.
- 2.3. Section 85 of the Framework states that: *“Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation”*. This section continues in section A to state that Planning Policies should: *“define a network and hierarchy of town centres and promote their long-term vitality and viability by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters”* and in section C states: *“retain and enhance existing markets and, where appropriate, re-introduce or create new ones”*.
- 2.4. Section 103 of the NPPF states *“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making”*.

Compliance with National Policy

- 2.5. The proposed development is compliant with the above **NPPF** policies as it promotes a competitive town centre environment with new leisure and retail possibilities, reinforces town centre usage and growth and assists central Reading’s economic and social vitality and viability. Its central location is fully consistent with locating development where the need to travel will be minimised and the use of sustainable transport can be maximised due to the site’s excellent transport links. The development has been designed to utilise the existing bespoke servicing bay arrangements at the centre and the delivery of goods and services and will be compliant with the overall travel planning requirement for the centre.

Local Policy

- 2.6. Planning policy documents produced for Reading town centre include the core Reading Borough Local Development Framework originally issued in 2008, with alterations adopted in 2015 which was in place during the development of this scheme. However, this has now been superseded by the latest Reading Local Plan adopted in November 2019 and this is referenced below.

- 2.7. Section 2.1.8 of the document states that: *“The centre will continue as a regionally important shopping and business location, but its role will be widened as a place for culture, leisure and entertainment, as well as a place to live”.*
- 2.8. Section 2.2.2 of the document states that one of the core strategies is to *“Strengthen the role of Reading, including central Reading, as the hub for the Thames Valley, providing an accessible focus for the development of employment, housing, services and facilities, meeting the needs of residents, workers, visitors, those who study in Reading Borough, and the wider area”.*
- 2.9. Policy CC6 states *“The scale and density of development will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities, with the densest and largest scale development taking place in the most accessible locations.”*
- 2.10. Policy CR1 states *“Retail development will take place in the Primary Shopping Area”.*
- 2.11. Policy CR4 states *“The Central Core will be the prime focus for major leisure, cultural and tourism development. Leisure, cultural and tourism uses that would attract a wide range of people into the centre will be encouraged. Innovative solutions to leisure provision will be encouraged, particularly those that make best use of available (often limited) site area”.*
- 2.12. Policy RL2 states *“that Provision will be made for up to 34,900 sq m of retail and related facilities in Reading to 2036, together with new leisure facilities”, Retail and main town centre leisure and culture development, where it would mean a net gain of over 2,500 sq m, will take place in, or as an extension to, the centre of Reading, unless it is on a site allocated for such development. Where a need for additional development has been identified, and no sites are available in or adjoining the centre of Reading, or other defined centres, a sequential approach should be adopted to identifying alternative sites” and “All development will comply with the relevant tests for retail, leisure and culture development set out in national”*
- 2.13. In addition Policy TR1 states that: *“Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans”.*
- 2.14. Reading Borough Council also has a Reading Central Area Action plan 2009. Again this promotes the development of the core town centre.
- 2.15. Its Section 3.1 states: *“The centre will be promoted and maintained as a top-class location for business, retail, leisure, culture and learning.”*
- 2.16. This is reinforced by statements such as in RC7 *“The Reading Central Area will be the prime focus for major leisure, cultural and non-regionally significant tourism development”.*
- 2.17. The Council’s objectives for transport are set out in the Local Transport Plan (2011-2026), These objectives are:
- *To facilitate more physically active travel for journeys in a healthy environment;*
 - *To improve personal safety on the transport network;*
 - *To provide affordable, accessible and inclusive travel options for everyone;*
 - *To ensure that the transport network operates safely and efficiently to meet the needs of all users;*
 - *To align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment;*

- *To deliver balanced packages of value for money transport solutions and make best use of existing transport investment;*
- *Offer sustainable transport choices for the Travel to Work Area and beyond, integrating within and between different types of transport;*
- *To improve journey times, journey time reliability and the availability of information; and*
- *To reduce carbon emissions from transport, improve air quality and create a transport network which supports a mobile, affordable low-carbon future.*

2.18. The applicable parking standards for Reading are given in the Revised Parking Standards and Design Supplementary Planning Document Final Adopted 31st October 2011. This refers to a previous 2004 document in the town centre. The parking documentation infers that all retail and leisure development in the town centre will utilise existing car parking capacity.

Compliance with Local Policy

- 2.19. The reconfiguration proposals will provide additional leisure facilities and an improved shopping offer located in the centre of Reading in compliance with local policy objectives.
- 2.20. The Site is located centrally in the core of Reading, giving the option of alternative transport modes for customers to access the site including by all non-car modes. The proposals will meet with the requirements for permitted development stated in Reading's 2019 Adopted Local Plan.
- 2.21. Minimal changes in the centre's car parking arrangement are proposed, again encouraging environmentally friendly transport modes. Two additional electric charging points for motorists and additional cycle parking is incorporated in the scheme.
- 2.22. The scheme is therefore compliant in transport terms with the local policies.

Travel Plan

- 2.23. The Hammerson Environmental team produce a Travel Plan for The Oracle. The latest available 2018 version states that only 14% of retail staff travel to the site by car, while 45% of staff use public transport to get to work and 37% walk to work.
- 2.24. The above indicates that the vast majority of The Oracle retail staff travel to work in a sustainable manner.
- 2.25. The overall job numbers associated with the site are not envisaged to change to any significant extent as a result of the development.

3. Development Description

Existing Development

- 3.1. The existing development consists of the 12,435 m² HoF store which is part of The Oracle centre.

Development Proposals

- 3.2. The proposals are for the reconfiguration of the HoF to create:
- A1/A3 café unit
 - Two Medium Sized Units (MSUs) for general retail and a foodhall; and
 - Two flexible use leisure units
 - Remote storage.
- 3.3. The area quantum associated with each of the above land uses is summarised in Table 1

Table 1 Proposed Area Quantum

Land Use	Floor Area (m ²)
2 x MSU	4,658 m ²
Foodhall	1,514 m ²
Cafe	210 m ²
Total retail with Food Hall	6,382 m²
Leisure (1)	1,719 m ²
Leisure (2)	2,474 m ²
Total Leisure	4193 m²
Remote Storage	618 m ²

- 3.4. From the above the net reduction in retail area is 12,483 m² - 6,382 m² = 6,101 m² whilst the gain in the leisure area is 4,193 m². Additionally 618m² of remote storage is to be provided.
- 3.5. The two MSU's will form part of the overall offer of the centre and will have trip rates and trip profiles for both vehicles and people similar to the rest of the units in The Oracle centre and the existing HoF store, when it was in full operation. There will therefore be no change in the trip rates for these retail areas when the scheme is implemented.
- 3.6. This approach has also been taken for the foodhall as the HoF has had food and beverage units including a Yo Sushi restaurant and a coffee store and such offers form part of a modern shopping centre offer.
- 3.7. Given the above, the only changes in trip generations at the centre will be the new leisure trips and the change due to the net loss of retail area.
- 3.8. The development proposals will also enable minor modifications to the Level 1 car park to provide some 14 new car parking spaces including 2 disabled spaces. Some 2 extra disabled spaces will be provided on level 2 giving in total 16 new car parking spaces in the scheme.
- 3.9. The above car parking spaces will include two additional car electrical charging points as shown on the architect's drawings.

4. Trip Generation

- 4.1. This scheme is for the subdivision and reconfiguration of the HoF store involving the replacement of some 12,483 m² of existing retail use with some 6,382 m² of overall shopping centre use including a Foodhall, some 4193 m² of D2 leisure use and some 618 m² of remote storage. The remote storage will have a minimal trip generation.
- 4.2. It is envisaged that the foodhall offer of A1/A3/A4 uses would give similar transport generations per unit area to the rest of the centre and to the HoF which it replaces. The HoF unit has had a restaurant and a coffee shop within it. This is particularly so as any A3/A4 offer at a centre is generally utilised by existing centre customers. At other comparable centres such as Westquay in Southampton and at Highcross in Leicester the planning authorities have also accepted that many of the trips using in centre food and beverage destinations are linked trips within the centre.
- 4.3. The only major change in transport generations will therefore be between the new flexible leisure D2 uses, which have an area of 4193 m², and the loss of existing HoF retail space (6,101 m²). While the leisure uses have not been fully defined and an open D2 use is sought, it is currently anticipated that they will provide one bowling and one adventure golf use. It is of note that leisure uses generally tends to attract fewer trips per unit area generate than retail uses.
- 4.4. As a flexible leisure use is being sought, Waterman have examined the TRICS data base in terms of the relative trip generations of leisure uses. Given this the leisure trip generation rates have been taken from a bowling use, which generally gives lower transport generations than a cinema, the most intensive use, but greater generations than other leisure uses and this has been used for all the leisure uses anticipated. It should be noted there is already a Vue multiplex cinema within The Oracle site.
- 4.5. The analysis below has been undertaken for a Saturday when peak leisure and shopping traffic generations occur using bowling centre trip rates for all of the proposed leisure area uses.
- 4.6. Table 2 shows the peak Saturday vehicle trip generations due to all of the proposed D2 leisure uses while Table 3 gives the D2 people generations from the TRICS data given in **Appendix D**.

Table 2 Saturday Vehicular trip generations for new D2 leisure uses

Time	Trip Rate (trips per 100 sqm)			Trips based on 4193 m2 Leisure		
	Arrivals	Departures	2 way	Arrivals	Departures	2 way
0800-0900	0	0	0	0	0	0
0900-1000	0	0	0	0	0	0
1000-1100	0.219	0	0.219	0	9	9
1100-1200	0.619	0.539	1.158	26	23	49
1200-1300	1.05	0.566	1.616	44	24	68
1300-1400	0.862	1.4	2.262	36	59	95
1400-1500	0.781	0.512	1.293	33	22	55
1500-1600	0.727	0.539	1.266	30	23	53
1600-1700	0.512	0.539	1.051	22	23	45
1700-1800	0.35	0.727	1.077	15	31	46
1800-1900	0.835	0.781	1.616	35	33	68
1900-2000	1.32	0.7	2.02	55	29	84

Trip Rate (trips per 100 sqm)				Trips based on 4193 m2 Leisure		
2000-2100	0.916	0.7	1.616	38	29	67
2100-2200	0.512	0.808	1.32	22	34	56
2200-2300	0.189	1.212	1.401	8	52	60
2300-2400	0.081	0.539	0.674	3	23	26

Table 3 Saturday people generations for new D2 leisure uses

Trip Rate (trips per 100 sqm)				Trips based on 4193 m2 Leisure		
Time	Arrivals	Departures	2 way	Arrivals	Departures	2 way
0800-0900	0	0	0	0	0	0
0900-1000	0	0	0	0	0	0
1000-1100	1.643	0.219	1.862	69	9	78
1100-1200	1.616	1.580	3.205	68	66	134
1200-1300	2.882	2.155	5.037	121	90	211
1300-1400	2.397	3.663	6.062	101	154	255
1400-1500	2.316	1.697	4.013	97	71	168
1500-1600	2.586	1.804	4.390	108	76	184
1600-1700	1.616	1.535	3.151	68	64	132
1700-1800	1.6160	2.289	3.905	68	96	164
1800-1900	2.532	2.074	4.606	106	87	193
1900-2000	3.905	1.912	5.817	164	80	244
2000-2100	2.989	1.778	4.767	125	75	200
2100-2200	1.778	2.262	4.04	74	95	169
2200-2300	0.649	3.851	4.497	27	161	188
2300-2400	0.108	3.043	3.151	5	127	132

- 4.7. While the TRICS data base has limited trip generation data on large shopping centres, and no multi modal information, it does have some information on the Saturday vehicular trip generations of large shopping centres. This information is presented below in Table 4.

Table 4 Saturday Vehicle Trip Rates / Trips Reduction due to loss of retail

Trip Rate				Trips reduction loss based on loss of 6101 sqm retail area		
Time	Arrivals	Departures	2-way	Arrivals	Departures	2-way
0800-0900	1.009	0.012	1.021	-62	-1	-63
0900-1000	1.969	0.702	2.671	-120	-43	-163
1000-1100	2.4	1.871	4.271	-146	-114	-260
1100-1200	3.151	2.511	5.662	-192	-153	-345

Trip Rate				Trips reduction loss based on loss of 6101 sqm retail area		
1200-1300	2.609	2.375	4.984	-159	-144	-303
1300-1400	2.203	2.622	4.825	-134	-160	-394
1400-1500	1.526	1.969	3.495	-93	-120	-213
1500-1600	1.218	1.662	2.88	-74	-101	-175
1600-1700	0.603	2.028	2.671	-37	-123	-160
1700-1800	0.295	0.972	1.267	-18	-59	-77

- 4.8. By comparing Tables 2 and 4 it can be seen that using the TRICS data the vehicular generations of the D2 leisure are less than half of those that would have been generated by the lost retail area, leading to a reduction in vehicular generations in the post development case. Similar reductions would be expected in the weekday period.
- 4.9. For the D2 leisure generations, of up to 255 people per hour in the 1300 to 1400 Saturday Peak, 95 2 way car trips are forecast in this period. Using a car occupancy rate of 2.33, which can be calculated from the TRICS data, this indicates that in this peak hour some 221 people would access the leisure uses by car with the remaining 34 using non-car modes.
- 4.10. The above analysis has not allowed for any leisure trips linked to trips to the existing shopping centre, which could further reduce the number of leisure trips.
- 4.11. Given the above it is Waterman's view that the reconfiguration proposals will not have any negative impacts on the area's transport system and are likely to reduce the vehicular impact of The Oracle centre.

5. Existing and Proposed Servicing

Existing Servicing

- 5.1. The existing servicing for the HoF works on a one way basis with an ingress from Bridge Street with vehicular egress to Yield Hall Lane. Three bays are allocated for this use. These are contained within the large well managed servicing yard beneath the centre.
- 5.2. Vehicular servicing at The Oracle centre is strictly controlled by the Centre Management. The servicing arrangements are set out in The Oracle Tenants Handbook and are described below.

General Servicing Arrangements

- 5.3. The service areas operate a security barrier system and access is protected by shutters. The main service yard is located under the main section of the scheme and is accessed via Bridge Street. While there are two smaller service yards that serve some tenants and are located on Minster Street and Yield Hall Lane, all the deliveries for the HoF development will be from the Bridge Street access. This access is open 24 hours per day and has a vehicle height restriction of 4.1metres.
- 5.4. The Oracle Management reserve access through the service yards for emergency vehicles at all times. To control the servicing arrangements the management also have the right to refuse access to the service area at any time of the day for such occasions as when staff are evacuated into the service area during an alarm test.
- 5.5. The service yards are designated for the loading and unloading of service and delivery vehicles only. Under no circumstances are drivers authorised to take a break whilst parked in the service yards including rest breaks taken in the cab or vehicle.
- 5.6. All loading and unloading of vehicles is restricted to a maximum of 20 minutes. The service yards are for commercial use and retail customers are not permitted in the service yards. Under no circumstances will service vehicle engines be left running when parked
- 5.7. The service yards are managed with the intention that a service bay should be available for all accessing vehicles.
- 5.8. All goods must be removed from the service area, goods lifts and service corridors as soon as possible. Pallets must also be taken into the unit or taken away by the delivery company.
- 5.9. Retail and centre staff are not be permitted to park their vehicles in the service area at any time . Any unauthorised vehicles parked in the service areas will be ticketed and blocked from entering Oracle property in the future by use of number plate recognition.
- 5.10. Deliveries will be made to an appropriate location close to the unit in the servicing bay. Deliveries are not permitted through the Malls or Riverside.
- 5.11. The existing HOF trip rates have not been surveyed but the existing HOF servicing vehicle trip generations are likely to be between 6-10 movements per day.

Future Servicing

- 5.12. In order to provide an indication on the likely trip rates associated with the proposed leisure land use, the foodhall, café, and the two MSU units TRICS data or data from Waterman's experience at other sites has been utilised as set out in the Tables 5, 6, 7 and 8 following using the previously quoted area figures.

Table 5 Future Leisure, Daily Servicing Trips

Daily Servicing Trips	Total
TRICS Sites Trip Rate (per 100m ²)	0.17
Future Servicing Trips (Day)	8

Table 6 Future Foodhall Cafe Daily Servicing Trips

Daily Servicing Trips	Total
TRICS Sites Trip Rate (per 100m ²)	0.50
Future Servicing Trips (Day)	9

Table 7 Future MSU, Daily Servicing Trips

Daily Servicing Trips	Total
2 each for two units per day (maximum)	
Future Servicing Trips (Day)	4

Table 8 Total Servicing Trips

Daily Servicing Trips	Total
Future Servicing Trips (Day)	21

- 5.13. The above suggests that each of the 3 available vehicular servicing bays allocated to the development would have to accommodate around 7 around vehicles per day which is easily achievable. The data for the foodhall has been taken from the available TRICS site which are based on individual restaurant uses and may give an underestimate of the trip generations from the multiple units of a foodhall. However, as each of the three available vehicular servicing bays is open 24 hours per day and works on 20 minute time slots, this should not prove problematic.
- 5.14. Even if a reduced 10 hour working day is assumed for servicing each of the 3 vehicular servicing bay could accommodate 30 deliveries per day based on a 20 minute turn. Given this the servicing arrangements could accommodate a considerable increase in servicing trips from the predicted numbers.
- 5.15. The proposals provide an additional elevator from the service yard to the new units so that two such elevators will be available providing for redundancy if one is out of service. All the proposed units will be provided with a link by corridor and elevator to the vehicular service yard.

6. Parking

- 6.1. The Oracle has two main car parks, Holy Brook with approximately 595 spaces and Riverside with over 1611 spaces. Direct access for the proposed scheme is available from the Holy Brook car park.
- 6.2. The car parking tariff structure, that is and will be operated in The Oracle Car parks, is specifically designed to attract shoppers and discourage commuters, using a charge of £20 for daily parking in excess of 8 hours, thus restricting commuter use while allowing parking for up to two hours for £4.
- 6.3. In Reading's shoppers' car parks, such as those serving The Oracle, the peak car park traffic generations do not generally occur in the normal weekday morning and evening highway network peak hours on weekdays.
- 6.4. The proposals would provide an additional 16 car parking spaces in the Holy Brook car park. This will have a minimal effect on car parking and is equivalent to 2.7% of the Holy Brook car park capacity and less than 1% of the overall car parking capacity available at The Oracle. The additional parking could prove advantageous in peak periods such as the bank holidays and Christmas periods and enhance the operability of the car parks.
- 6.5. Vehicle tracking information for the two car park levels is given in **Appendix C**.

Cycle Parking

- 6.6. The Oracle centre has some 91 cycle parking spaces plus 14 blue bike locker in the Riverside car park giving a total of 105 cycle parking spaces, although not all spaces are well utilised.
- 6.7. Reading's cycle parking standards for large non-food retail and restaurants and bars (taken as a foodhall equivalent for cycle parking) are the same so the cycle parking demand should not change for these elements nor for the refurbished retail uses.
- 6.8. However, Readings cycle parking standards specify a visitor cycle parking standard of 1 cycle parking space per 40 sq m for the bowling use giving a requirement for 65 visitor cycle parking spaces. There is no specific cycle parking requirement for a potential Golf element.
- 6.9. In general the peak cycle requirement for the retail element will not occur at the same time as the peak leisure cycle parking requirement.
- 6.10. Therefore at the times of peak leisure cycle parking demand up to half of the existing parking supply may be unutilised and could be used by the leisure element, around 52 cycle parking spaces. In addition some 10 additional cycle parking spaces will be provided on Sheffield stands as part of the scheme giving around 62 cycle parking spaces for the potential bowling element.

7. Conclusion

- 7.1. Waterman Infrastructure & Environment Ltd has been appointed on behalf of The Oracle Shopping Centre Limited to produce a transport statement in support of proposals for the *“Subdivision of three-storey retail unit (Class A1) and change of use to form: 1 x flexible retail/restaurant/bar unit (Class A1/A3/A4); 1 x flexible retail/restaurant unit (Class A1/A3) and 1 x assembly and leisure unit (Class D2) at Riverside level; 1 x retail unit (Class A1) and 1 x assembly and leisure unit (Class D2) at lower ground level; 1 x retail unit (Class A1) at upper ground level, together with alterations to the Riverside frontage and associated plant, car parking and external alterations at car park levels”*.
- 7.2. The House of Fraser currently occupies some 12,435 m² excluding landlord area within The Oracle centre.
- 7.3. The proposals are for the subdivision and reconfiguration of the House of Fraser store within The Oracle and its replacement with new uses to create:
- two Medium Shop Units (MSUs) for retail use of 1,386 m² area and 3,272 m² area plus a foodhall of 1,514 m² area;
 - two leisure units of 1,719 m² area, 2,474 m² area
 - 210 m² café ;
 - 618 m² of remote storage;
 - 16 car parking spaces including two new electrical car charging points
 - 10 cycle spaces
- 7.4. An examination of both national and local transport policy has shown that the development proposals, which are located in Reading's core shopping area and easily accessible by all transport modes including cycling, walking and public transport are transport policy compliant at the National and Local level.
- 7.5. For trip generation purposes it has been taken that the two new MSU unit and the foodhall will have similar transport generations to that of the existing A1/A3 Retail space within the HoF which has incorporated the Yo Sushi restaurant and beverage outlets. The remote storage will have no significant trip generations.
- 7.6. The only major change in transport generations will therefore be between the generations of the new flexible leisure D2 use which have an area of 4,193 m² and the reduction of existing HoF retail space of 6,101 m². While the leisure uses have not been fully defined it is likely that they will contain a bowling centre and adventure golf.
- 7.7. As flexible D2 leisure use is being applied for Waterman has examined the TRICS data base in terms of the trip generations of leisure uses. Given this the future leisure trip generation rates have been taken from a bowling use, which gives lower transport generations than a cinema, the most intensive use leisure use, but greater generations than most other leisure uses. It should be noted there is already a Vue multiplex cinema within The Oracle site.
- 7.8. From the analyses undertaken the vehicular generations of the D2 leisure use are substantially less, under half, of those that would have been generated by retail area which the leisure uses will replace. This would give a reduction in vehicular generations in peak periods if the scheme is implemented.
- 7.9. For the D2 leisure generations, of up to 255 people per hour in the 1300 to 1400 Saturday Peak 95 2 way car trips are forecast. Using a car occupancy rate of 2.33 which can be calculated from the

TRICS data this indicates that in this peak hour some 222 people would access the leisure uses by car with the remaining 33 using non-car modes.

- 7.10. The above analysis has not allowed for any leisure trips linked to the existing shopping centre.
- 7.11. The existing off street sub surface vehicular servicing bays accessed from Bridge Street used by HoF will be used for the proposed development and these will have adequate capacity in terms of the forecast vehicle servicing trips.
- 7.12. Some 16 additional parking spaces are proposed including 4 disabled spaces. These will have no significant impact on the Holy Brook Car Park or the overall parking as they represent less than 1 percent of the available car parking spaces at The Oracle. They would assist car parking at peak times such as in bank holidays. Two additional electrical car park charging points will be incorporated in the scheme.
- 7.13. Most of the staff trips, over 80% are forecast to be by sustainable modes such as walking and public transport.
- 7.14. The leisure uses will be able to use any existing unoccupied cycle parking, a process assisted by the differential in peak time between retail and leisure use and additional cycle parking will be provided.
- 7.15. Given the above it is Waterman's view that the reconfiguration proposals of the HoF will have no adverse transport impacts and that therefore the proposals should not be opposed on transport grounds.

APPENDICES

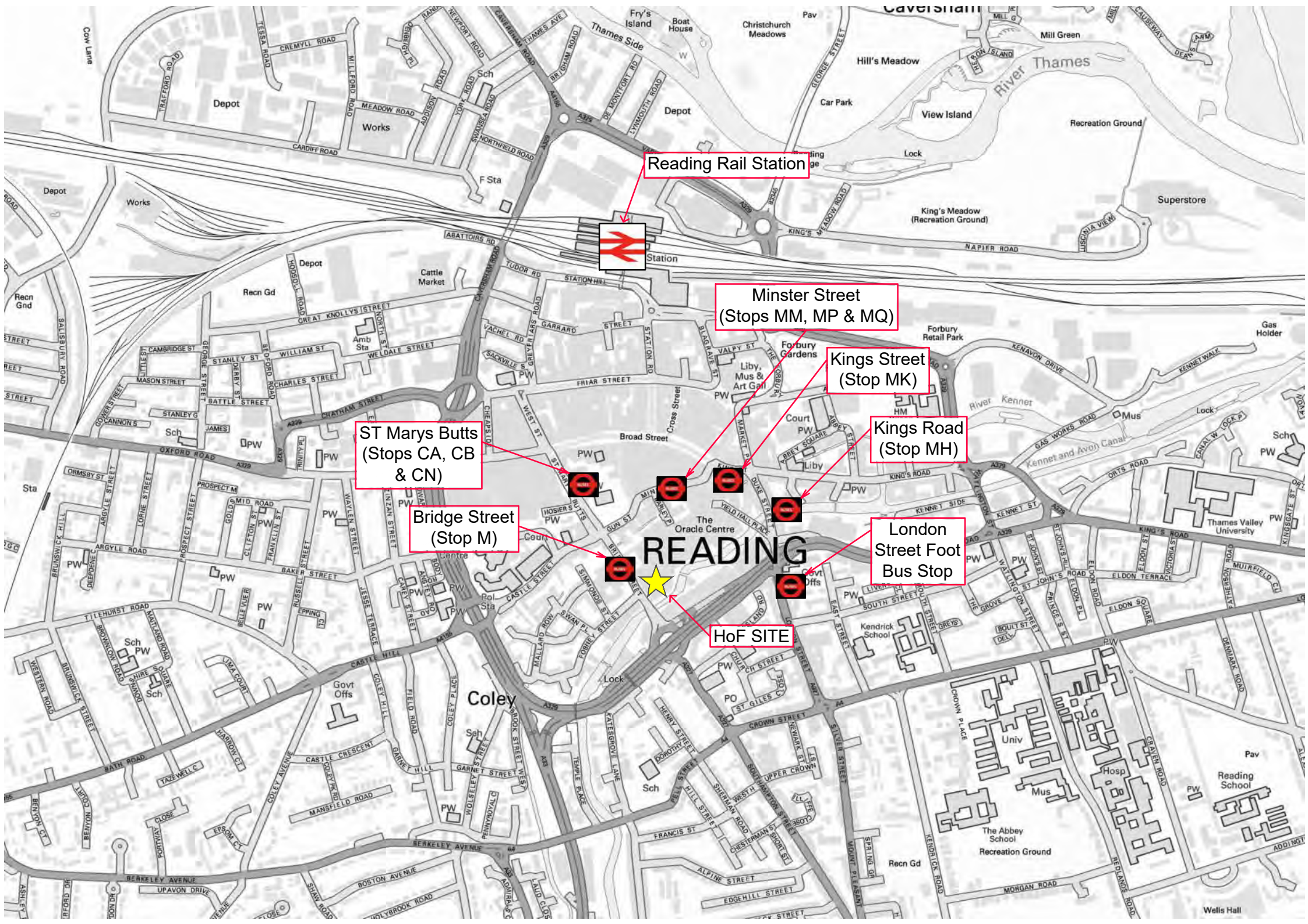
A. Location Plan

Appendices

The Subdivision and Reconfiguration of House of Fraser, Oracle, Reading – Transport Statement

Project Number:WIE16556

Document Reference: WIE16556-100-R-1-1-5



Reading Rail Station

Minster Street
(Stops MM, MP & MQ)

Kings Street
(Stop MK)

Kings Road
(Stop MH)

London Street Foot
Bus Stop

HoF SITE

ST Marys Butts
(Stops CA, CB
& CN)

Bridge Street
(Stop M)

B. Architects Plans

Appendices

The Subdivision and Reconfiguration of House of Fraser, Oracle, Reading – Transport Statement

Project Number: WIE16556

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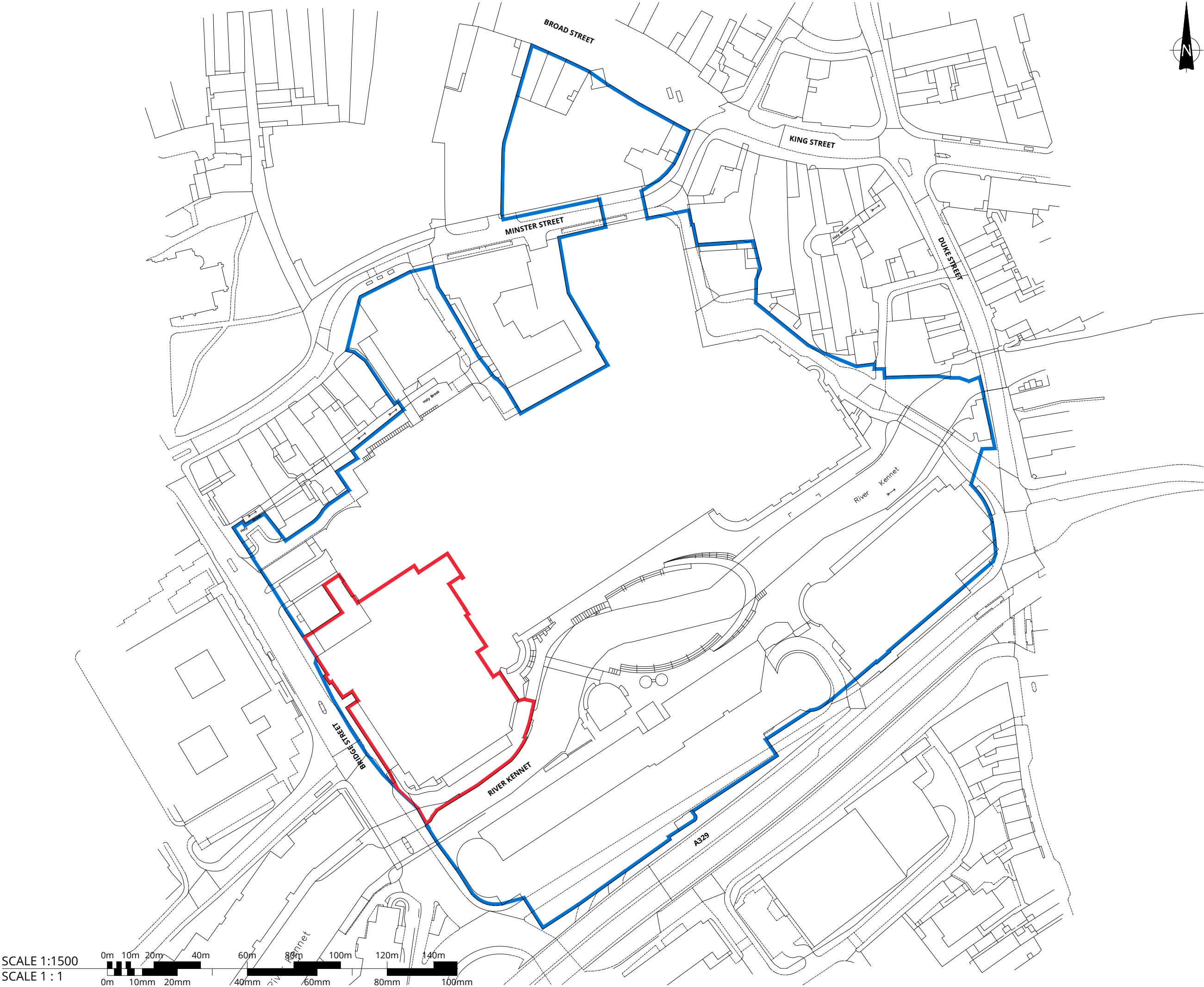
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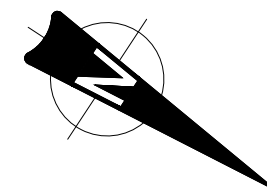
DRAWING TO BE READ IN COLOUR

SITE ADDRESS:
HOUSE OF FRASER
THE ORACLE SHOPPING CENTRE
BRIDGE STREET
READING
RG1 4AG

- LEGEND:**
- APPLICATION BOUNDARY
 - OWNERSHIP BOUNDARY



Revision	Description	Date
URBANEDGE architecture / landscape / masterplanning		
Client	THE ORACLE SHOPPING CENTRE LIMITED	
Project	THE ORACLE READING HOF SUB-DIVISION	
Drawing	SITE LOCATION PLAN AS EXISTING	
Scale	1:1500 @ A3	Drawn CN
Date	SEPT 2019	
Project No.	Drawing No.	Revision
2216	URB OR[08] 00 01	D00



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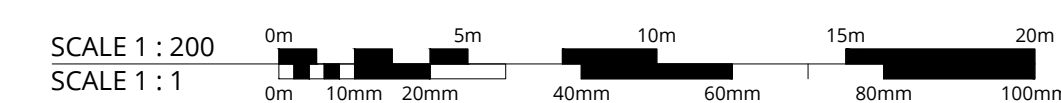
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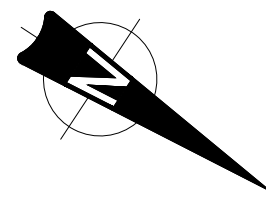
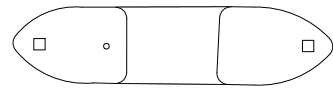
LEGEND

- | | |
|---|---|
|  | EXISTING FIRE LOBBY AREAS |
|  | EXISTING FIRE FIGHTING LIFT / STAIR CORES |
|  | EXISTING RETAIL FLOORSPACE |
|  | EXISTING SUBSTATION / SERVICES |



Scale	1:200 @ A1	Drawn	CN
Date	SEPT 2019		

Project No. Drawing No. Revision
PLANNING 2216 URB OR[08] 37 01 D00



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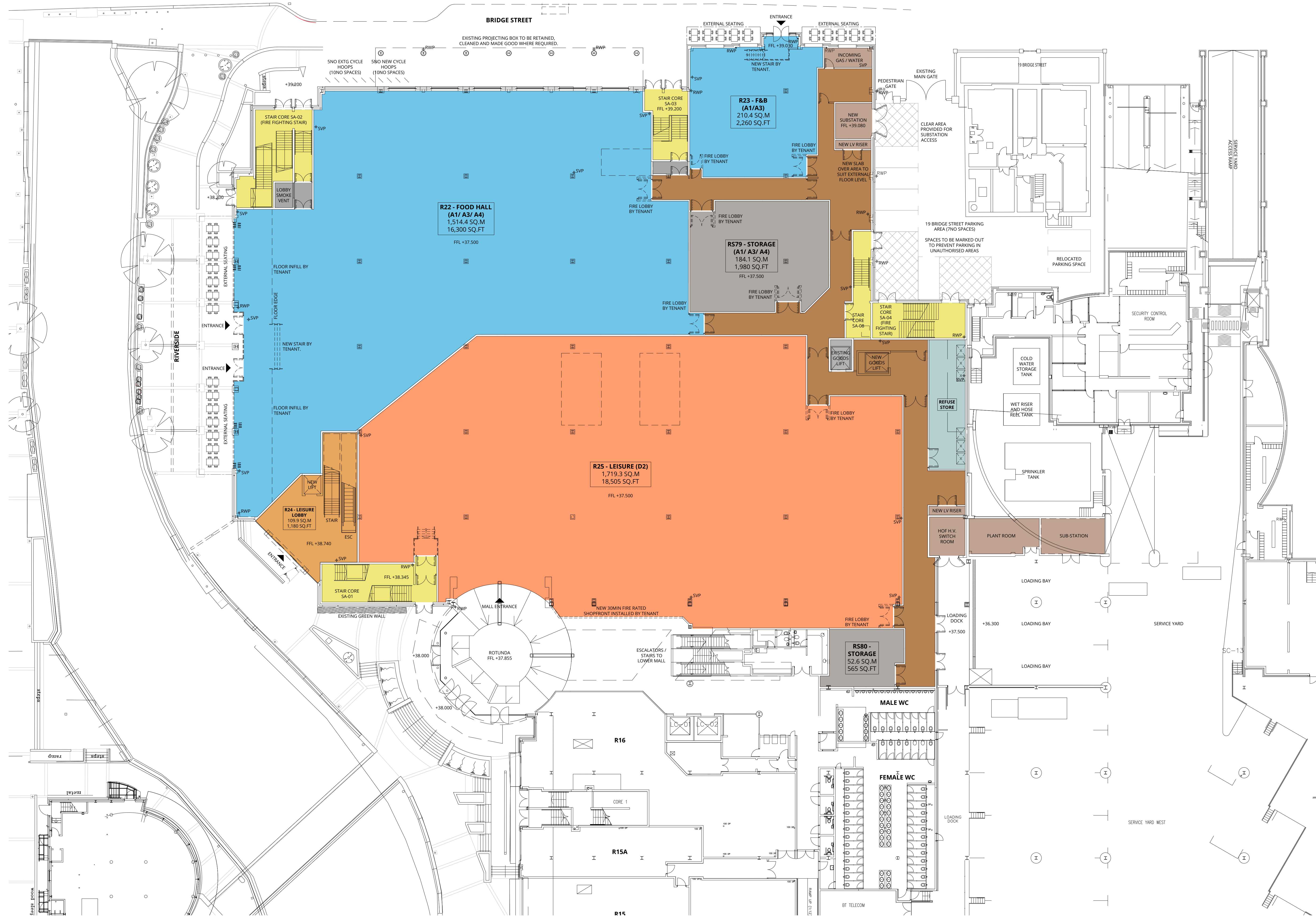
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LEGEND

- EXISTING LANDLORD AREAS
- NEW LANDLORD AREAS/ FIRE ESCAPE CORRIDORS
- FIRE ESCAPE/STAIR CORES
- R25 - LEISURE UNIT (D2)
- R24 - LEISURE UNIT (D2)
- R23 - F&B UNIT (A1/A3)
- L43 - RETAIL UNIT (A7)
- U48 - RETAIL UNIT (A1)
- R22 - FOOD MARKET (A1/A3/A4)
- SUBSTATION/SERVICES
- REFUSE STORE
- REMOTE STORE



Revision Description Date

URBANEDGE
architecture / landscape / masterplanning

Client **THE ORACLE SHOPPING CENTRE LIMITED**

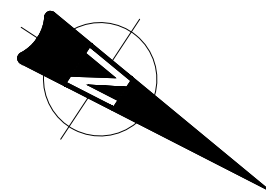
Project **THE ORACLE READING HOF SUB-DIVISION**

Drawing **RIVERSIDE LEVEL AS PROPOSED**

Scale 1:200 @ A1 Drawn CN
Date SEPT 2019

Project No. Drawing No. Revision
2216 URB OR[08] 37 02 D00

PLANNING

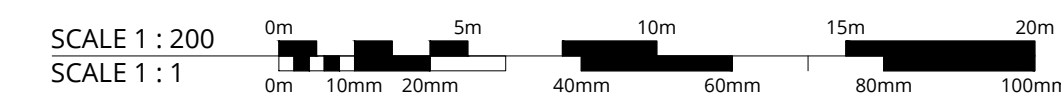


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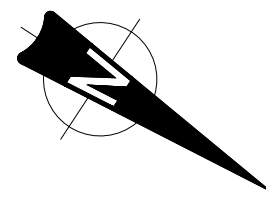
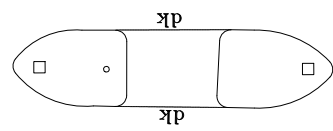
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- EXISTING FIRE FIGHTING LIFT / STAIR CORES
- EXISTING RETAIL FLOORSPACE
- EXISTING SUBSTATION / SERVICES



Scale	1:200 @ A1	Drawn	CN
Date	SEPT 2019		

Project No.	Drawing No.	Revision
2216	URB OR[08]42 01	D00

PLANNING 2216 URB OR[08]42 01 D00



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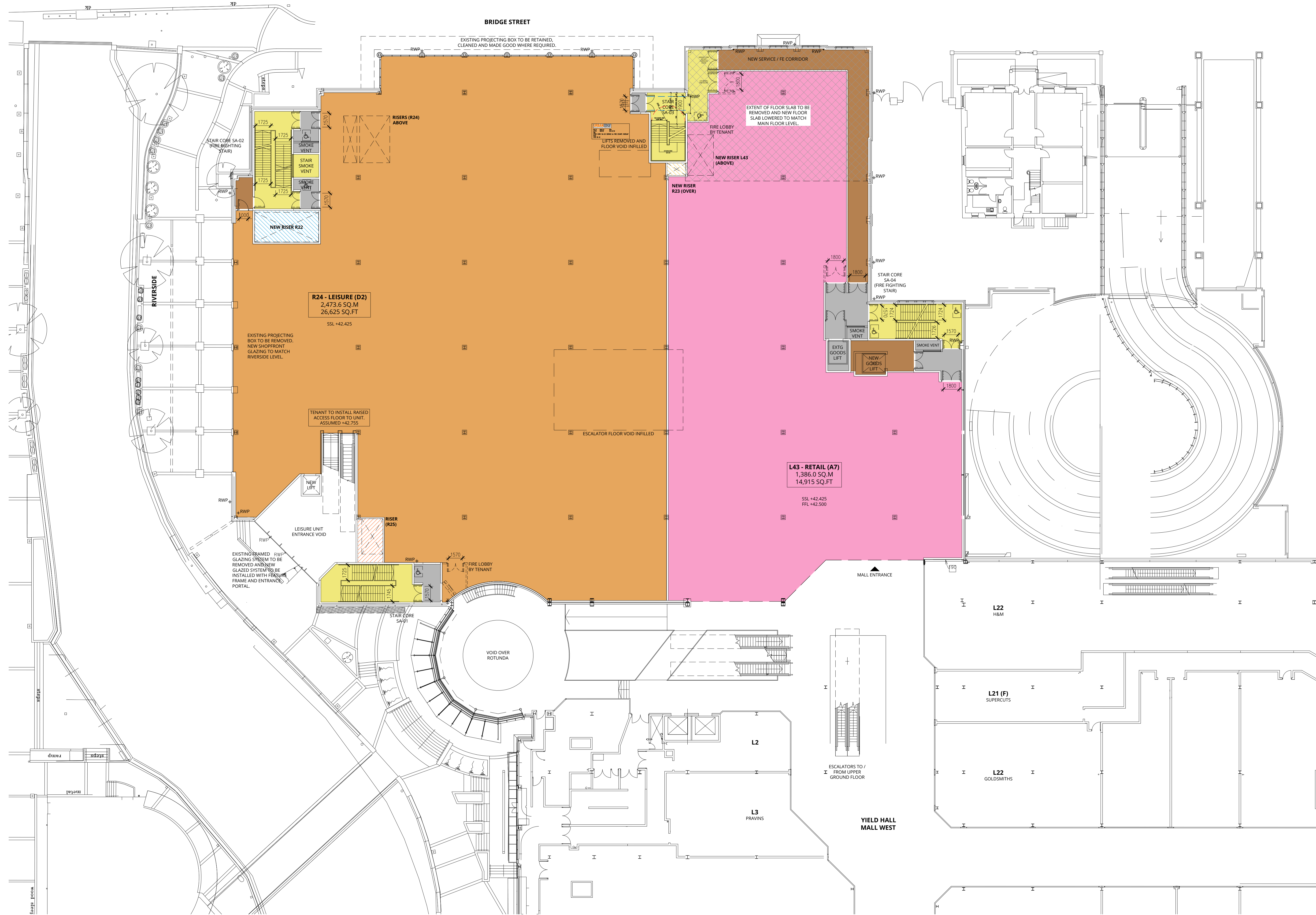
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LEGEND

	EXISTING LANDLORD AREAS
	NEW LANDLORD AREAS/ FIRE ESCAPE CORRIDORS
	FIRE ESCAPE/STAIR CORES
	R25 - LEISURE UNIT (D2)
	R24 - LEISURE UNIT (D2)
	R23 - F&B UNIT (A1/A3)
	L43 - RETAIL UNIT (A7)
	U48 - RETAIL UNIT (A1)
	R22 - FOOD MARKET (A1/A3/A4)
	SUBSTATION/SERVICES
	REFUSE STORE
	REMOTE STORE



Revision	Description	Date
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URBANEDGE
architecture / landscape / masterplanning

Client **THE ORACLE SHOPPING CENTRE LIMITED**

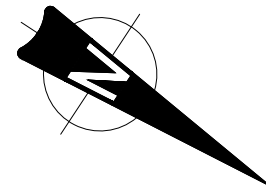
Project **THE ORACLE READING HOF SUB-DIVISION**

Drawing **LOWER GROUND FLOOR AS PROPOSED**

Scale	1:200 @ A1	Drawn	CN
Date	SEPT 2019		

Project No.	Drawing No.	Revision
2216	URB OR[08]42 02	D00

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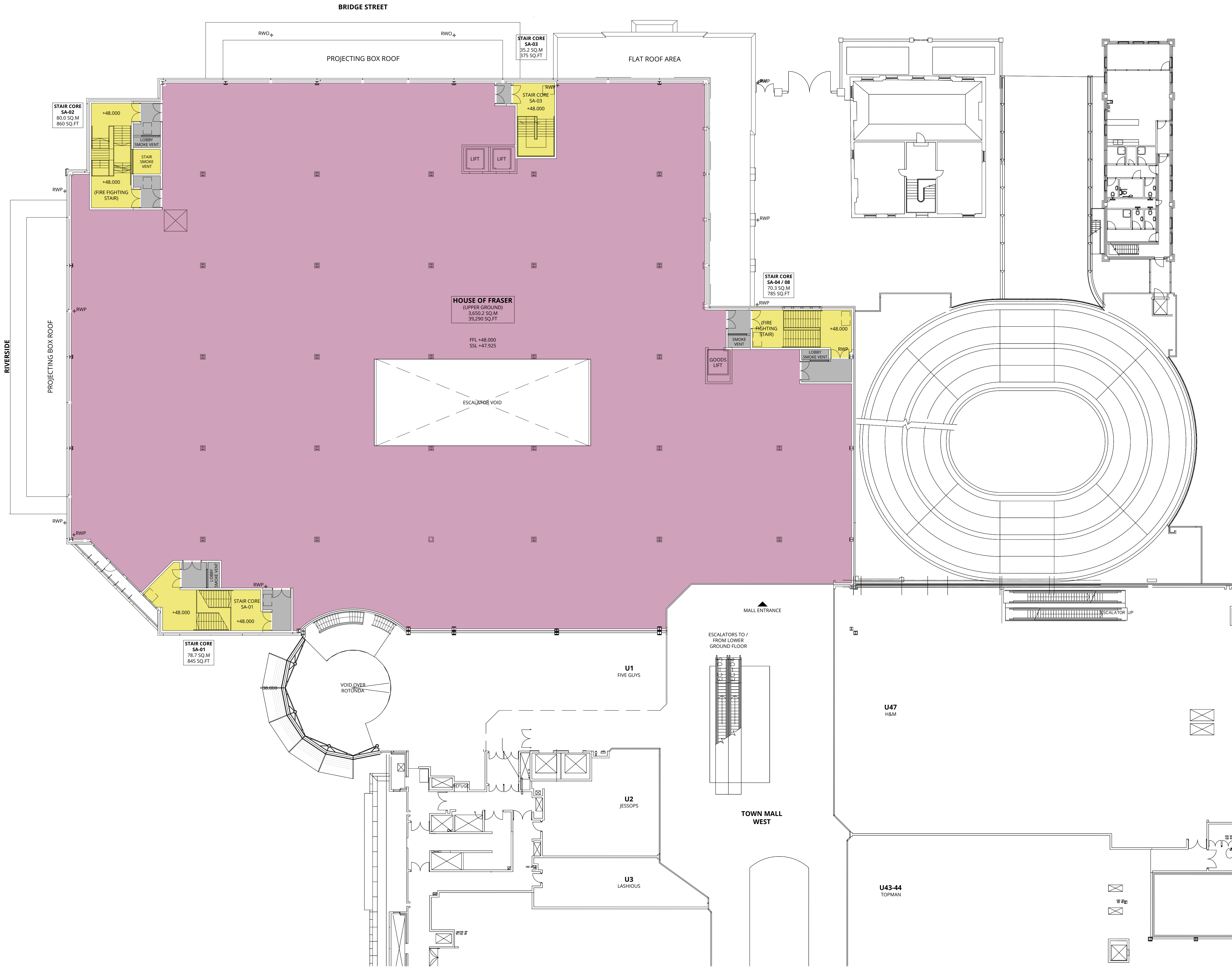
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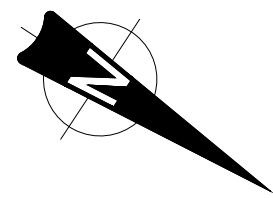
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- LEGEND**
- EXISTING FIRE LOBBY AREAS
 - EXISTING FIRE FIGHTING LIFT / STAIR CORES
 - EXISTING RETAIL FLOORSPACE
 - EXISTING SUBSTATION / SERVICES



Revision	Description	Date
URBANEDGE architecture / landscape / masterplanning		
Client	THE ORACLE SHOPPING CENTRE LIMITED	
Project	THE ORACLE READING HOF SUB-DIVISION	
Drawing	UPPER GROUND FLOOR AS EXISTING	
Scale	1:200 @ A1	Drawn CN
Date	SEPT 2019	
Project No.	Drawing No.	Revision
PLANNING 2216	URB OR[08]48 01	D00

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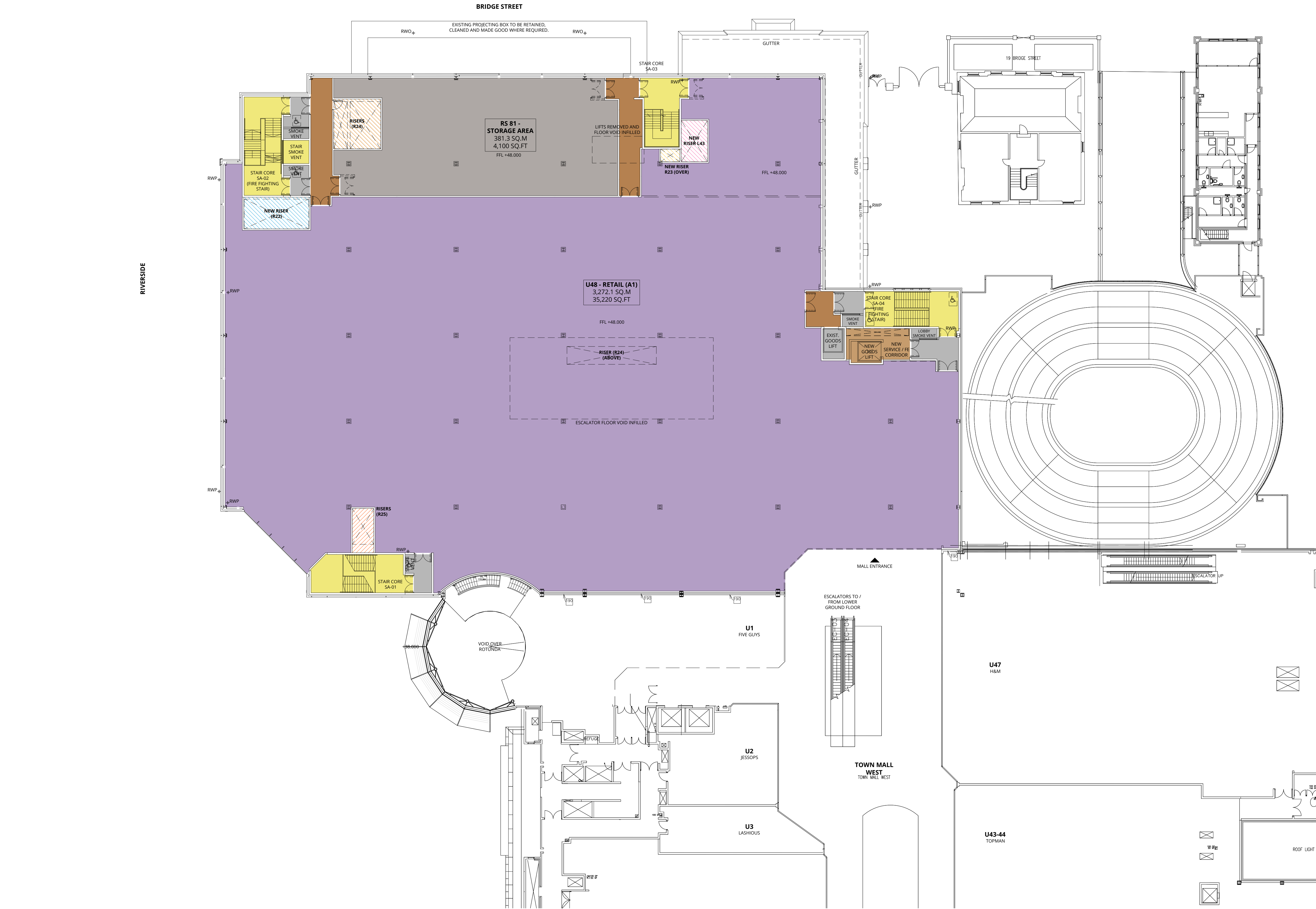
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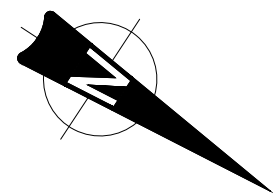
LEGEND

- EXISTING LANDLORD AREAS
- NEW LANDLORD AREAS/ FIRE ESCAPE CORRIDORS
- FIRE ESCAPE/STAIR CORES
- R25 - LEISURE UNIT (D2)
- R24 - LEISURE UNIT (D2)
- R23 - F&B UNIT (A1/A3)
- L43 - RETAIL UNIT (A7)
- U48 - RETAIL UNIT (A1)
- R22 - FOOD MARKET (A1/A3/A4)
- SUBSTATION/SERVICES
- REFUSE STORE
- REMOTE STORE



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Revision	Description	Date
URBANEDGE architecture / landscape / masterplanning		
Client	THE ORACLE SHOPPING CENTRE LIMITED	
Project	THE ORACLE READING HOF SUB-DIVISION	
Drawing	UPPER GROUND FLOOR AS PROPOSED	
Scale	1:200 @ A1	Drawn CN
Date	SEPT 2019	
Project No.	Drawing No.	Revision
2216	URB OR[08]48 02	D00



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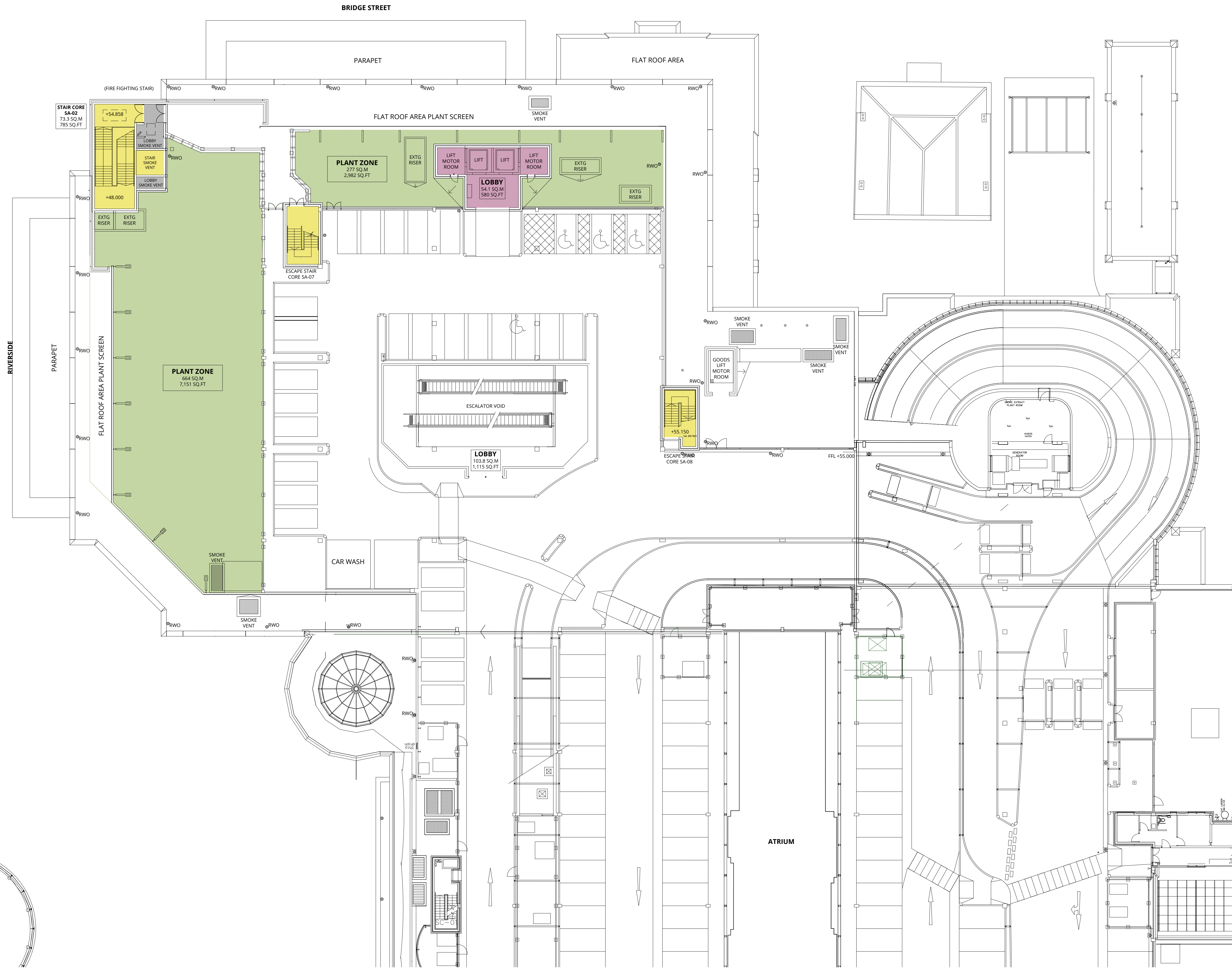
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LEGEND

- EXISTING FIRE LOBBY AREAS
- EXISTING FIRE FIGHTING LIFT / STAIR CORES
- EXISTING RETAIL FLOORSPACE
- EXISTING SUBSTATION / SERVICES
- PLANT ZONE



Revision Description Date

URBANEDGE
architecture / landscape / masterplanning

Client **THE ORACLE SHOPPING CENTRE LIMITED**

Project **THE ORACLE READING HOF SUB-DIVISION**

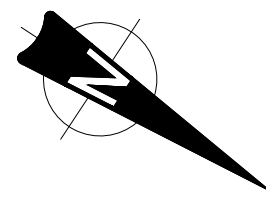
Drawing **CAR PARK LEVEL 01 AS EXISTING**

Scale 1:200 @ A1 Drawn CN
Date SEPT 2019

Project No. Drawing No. Revision

2216 URB OR[08] 55 01 D00

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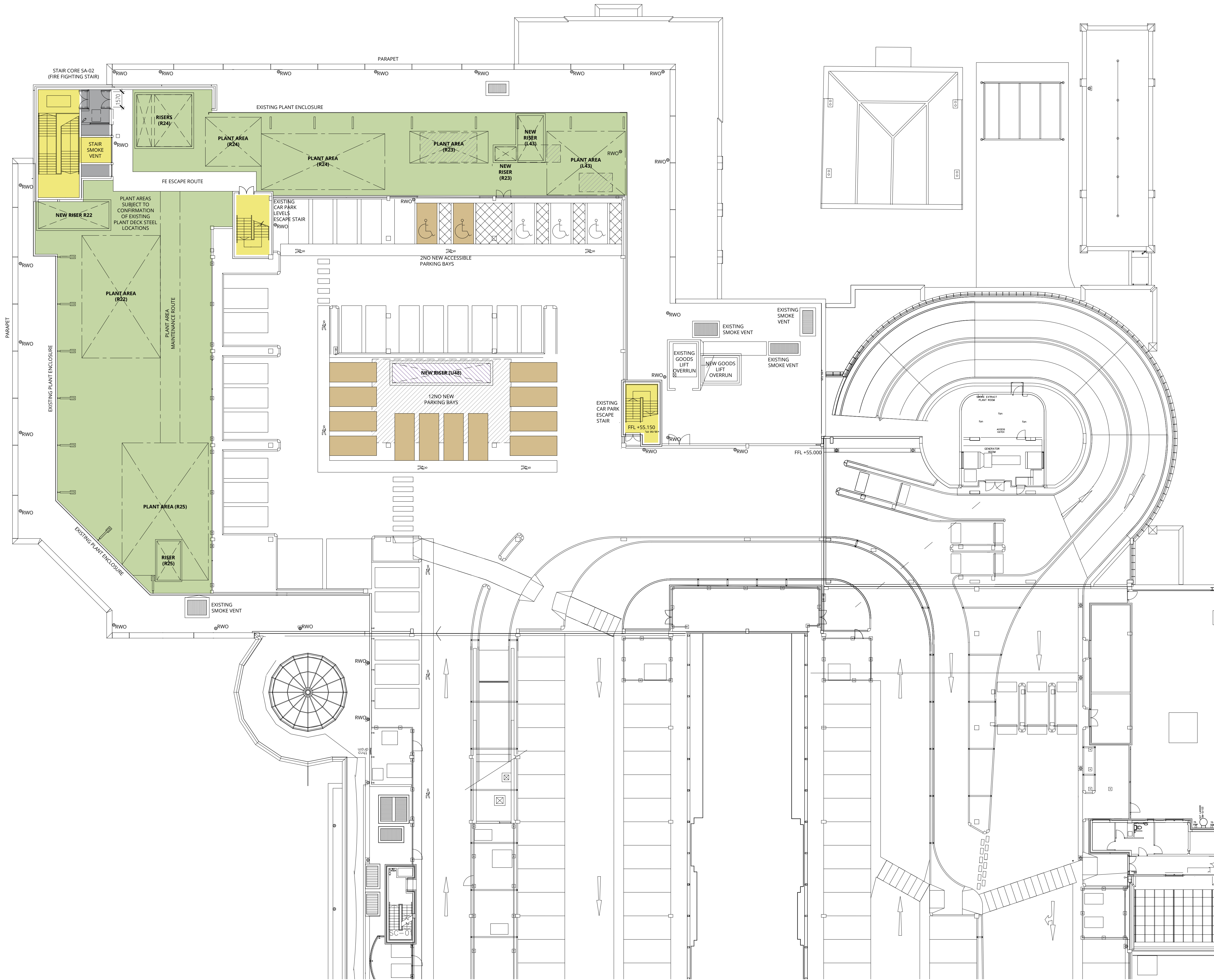
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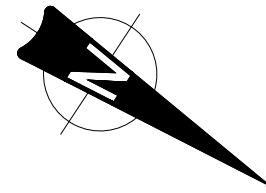
LEGEND

	EXISTING LANDLORD AREAS
	NEW LANDLORD AREAS/ FIRE ESCAPE CORRIDORS
	FIRE ESCAPE/STAIR CORES
	R25 - LEISURE UNIT (D2)
	R24 - LEISURE UNIT (D2)
	R23 - F&B UNIT (A1/A3)
	L43 - RETAIL UNIT (A7)
	U48 - RETAIL UNIT (A1)
	R22 - FOOD MARKET (A1/A3/A4)
	SUBSTATION/SERVICES
	REFUSE STORE
	REMOTE STORE



Revision	Description	Date
URBANEDGE architecture / landscape / masterplanning		
Client	THE ORACLE SHOPPING CENTRE LIMITED	
Project	THE ORACLE READING HOF SUB-DIVISION	
Drawing	CAR PARK LEVEL 01 AS PROPOSED	
Scale	1:200 @ A1	Drawn CN
Date	SEPT 2019	
Project No.	Drawing No.	Revision
2216	URB OR[08] 55 02	D00

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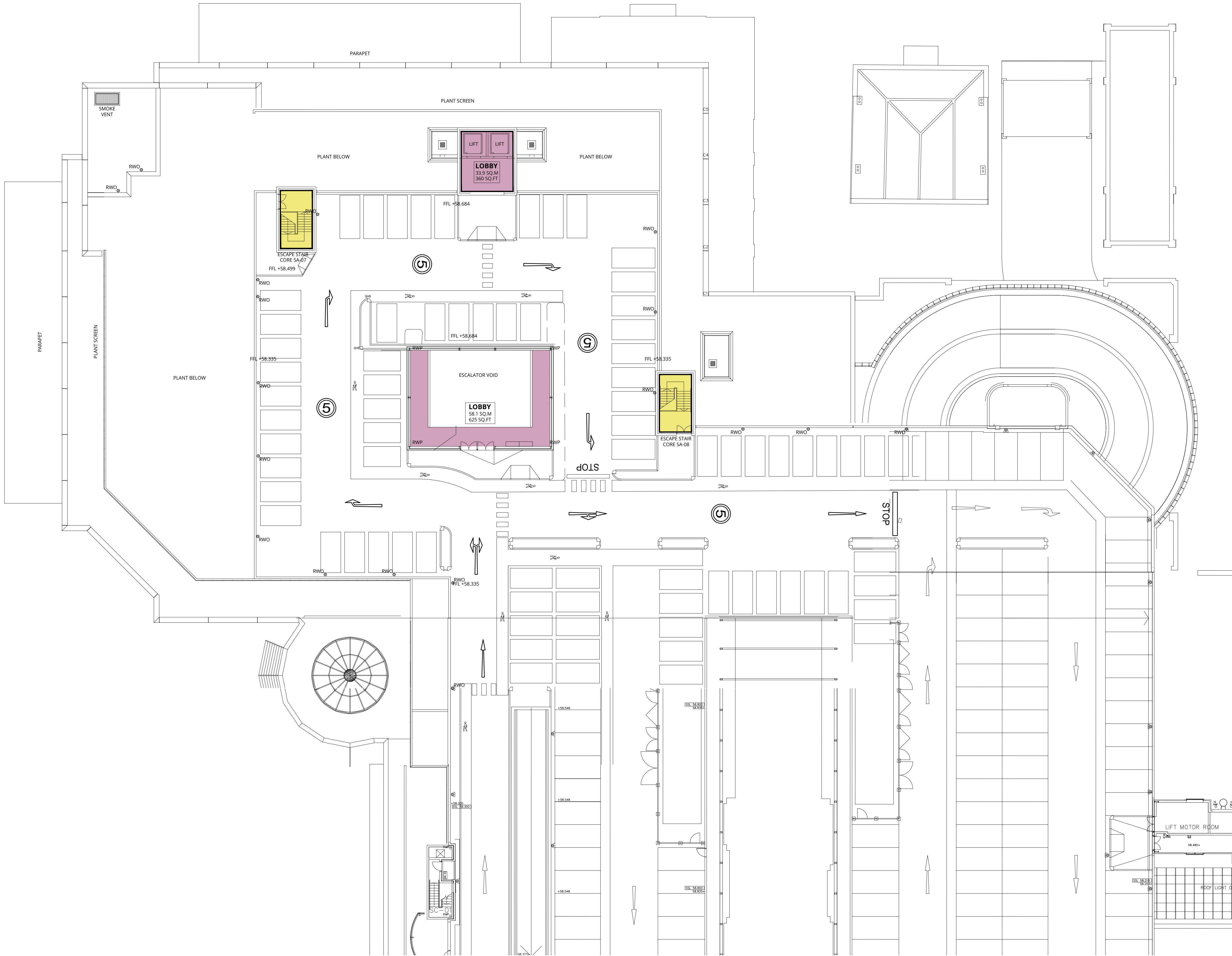
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- LEGEND**
- EXISTING FIRE LOBBY AREAS
 - EXISTING FIRE FIGHTING LIFT / STAIR CORES
 - EXISTING RETAIL FLOORS/SPACE
 - EXISTING SUBSTATION / SERVICES

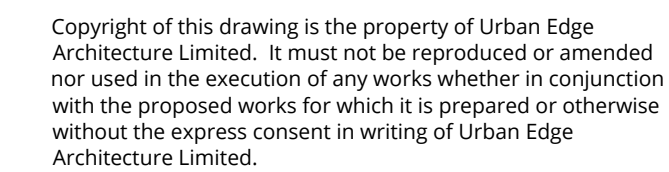


Revision	Description	Date
URBANEDGE architecture / landscape / masterplanning		
Client	THE ORACLE SHOPPING CENTRE LIMITED	
Project	THE ORACLE READING HOF SUB-DIVISION	
Drawing	CAR PARK LEVEL 02 AS EXISTING	
Scale	1:200 @ A1	Drawn CN
Date	SEPT 2019	
Project No.	Drawing No.	Revision
2216	ORB OR[08] 58 01	D00

PLANNING

2216 URB OR[08] 58 01 D00

SCALE 1 : 200
SCALE 1 : 1



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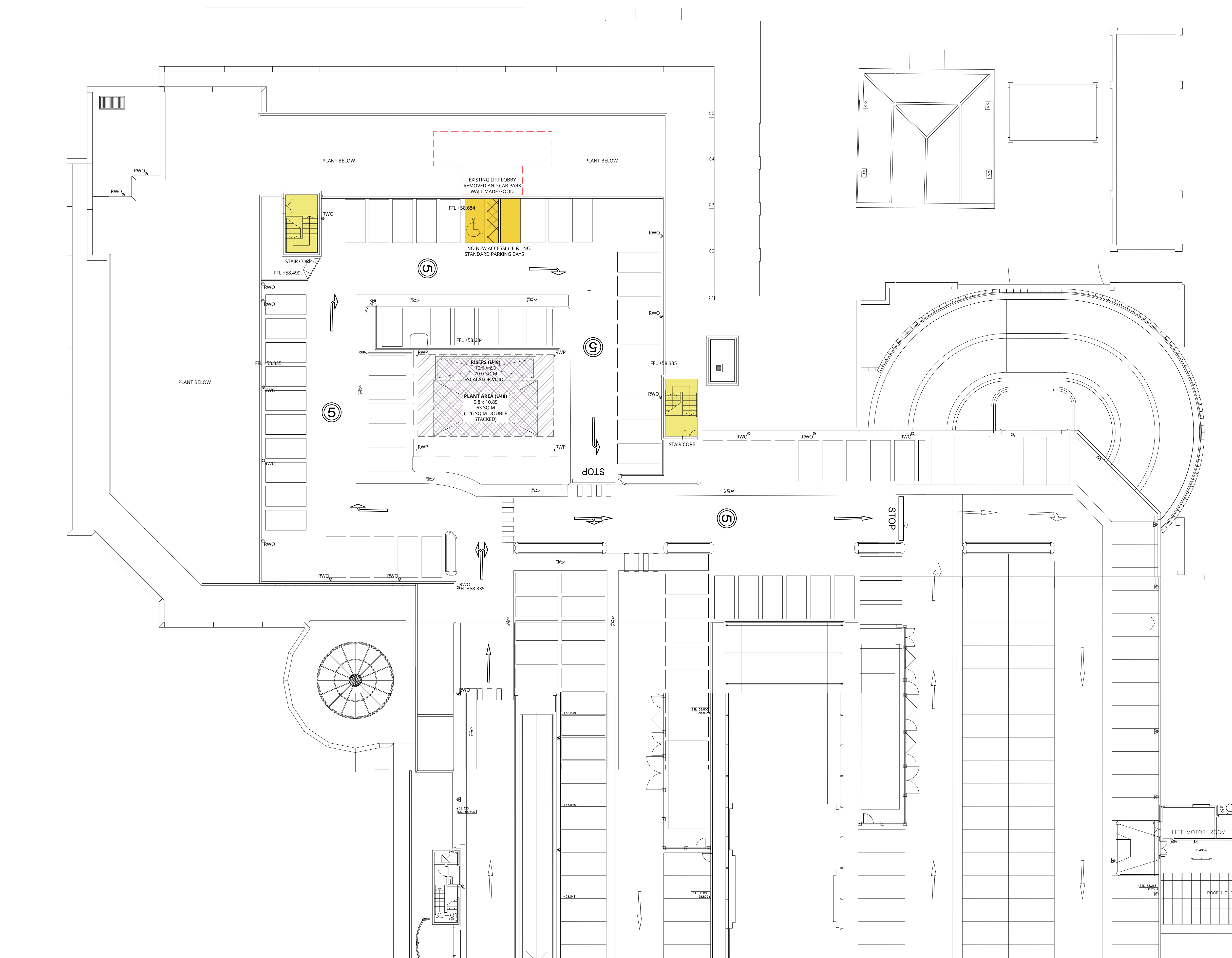
NOTES:

1. DRAINAGE HAS BEEN PREPARED ON THE BASIS OF RECORD INFORMATION PROVIDED. FURTHER INVESTIGATIONS/SURVEYS OF EXISTING SHELL SHOULD BE UNDERTAKEN FOLLOWING STRIP OUT OF EXISTING HOUSE OF FRASER UNIT PRIOR TO DETAILED DEVELOPMENT OF PROPOSALS.
2. ALL EXISTING STRUCTURAL ELEMENTS AND COLUMN SIZE LOCATIONS ARE INDICATIVE AND SUBJECT TO FURTHER CONFIRMATION FOLLOWING STRIP OUT.
3. ALL RISER LOCATIONS AND SIZES ARE INDICATIVE AND SUBJECT TO FURTHER DETAILED DESIGN AND CO-ORDINATION.
4. ALL INCOMING SERVICE POSITIONS, DRAINAGE, ETC. IS SUBJECT TO FURTHER DESIGN DEVELOPMENT.

LEGEND

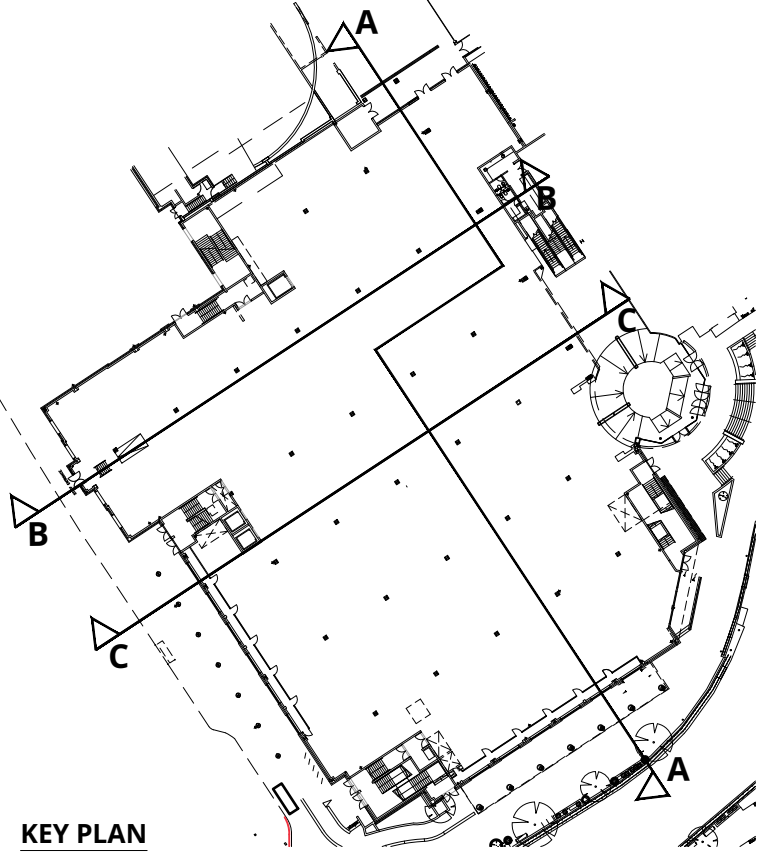
	EXISTING LAND/LORD AREAS
	NEW LAND/LORD AREAS/ FIRE ESCAPE CORRIDORS
	FIRE ESCAPE/STAIR CORES
	R25 - LEISURE UNIT (D2)
	R24 - LEISURE UNIT (D2)
	R23 - F&B UNIT (A1/A3)
	L43 - RETAIL UNIT (A7)
	U48 - RETAIL UNIT (A1)
	R22 - FOOD MARKET (A1/A3/A4)
	SUBSTATION/SERVICES
	REFUSE STORE
	REMOTE STORE

Revision	Description	Date
		
Client	THE ORACLE SHOPPING CENTRE LIMITED	
Project	THE ORACLE READING HOF SUB-DIVISION	
Drawing	CAR PARK LEVEL 02 AS PROPOSED	
Scale	1:200 @ A1	Drawn CN
Date	SEPT 2019	
Drawing No.		Revision
2216	URB OR [08] 58 02	D00

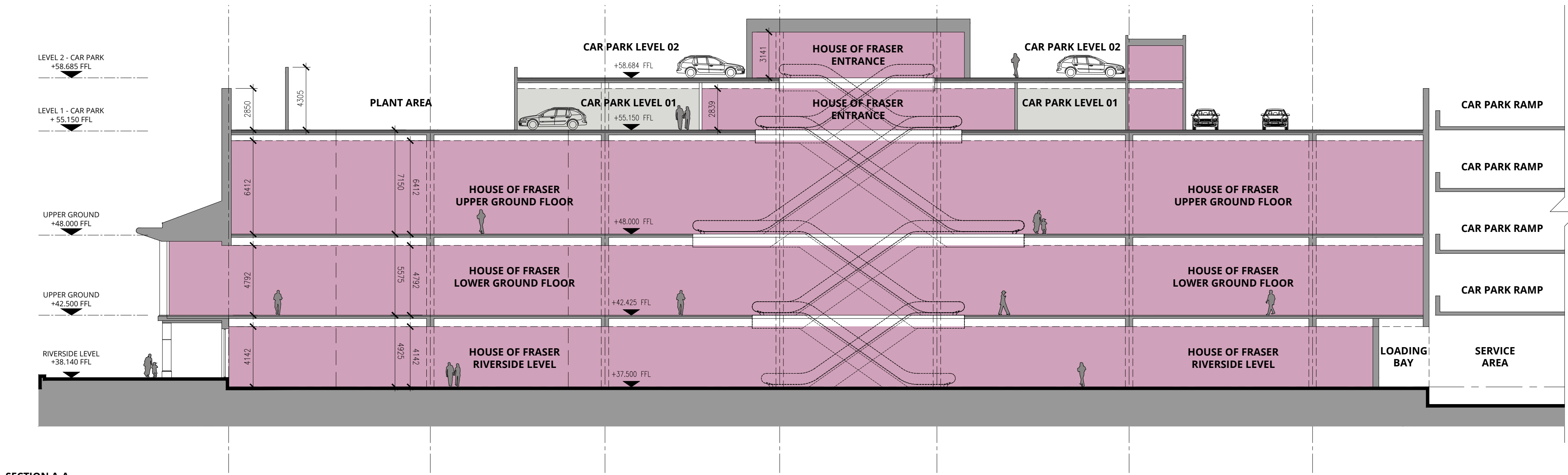


- NOTES:
- DRAWING HAS BEEN PREPARED ON THE BASIS OF RECORD INFORMATION PROVIDED. FURTHER INVESTIGATIONS/ SURVEYS OF EXISTING SHELL SHOULD BE UNDERTAKEN FOLLOWING STRIP OUT OF EXISTING HOUSE OF FRASER UNIT PRIOR TO DETAILED DEVELOPMENT OF PROPOSALS.
 - ALL EXISTING STRUCTURAL ELEMENTS AND COLUMN SIZES/ LOCATIONS ARE INDICATIVE AND SUBJECT TO FURTHER CONFIRMATION FOLLOWING STRIP OUT.
 - ALL RISER LOCATIONS AND SIZES ARE INDICATIVE AND SUBJECT TO FURTHER DETAILED DESIGN AND CO-ORDINATION.
 - ALL INCOMING SERVICE POSITIONS, DRAINAGE, ETC. IS SUBJECT TO FURTHER DESIGN DEVELOPMENT.

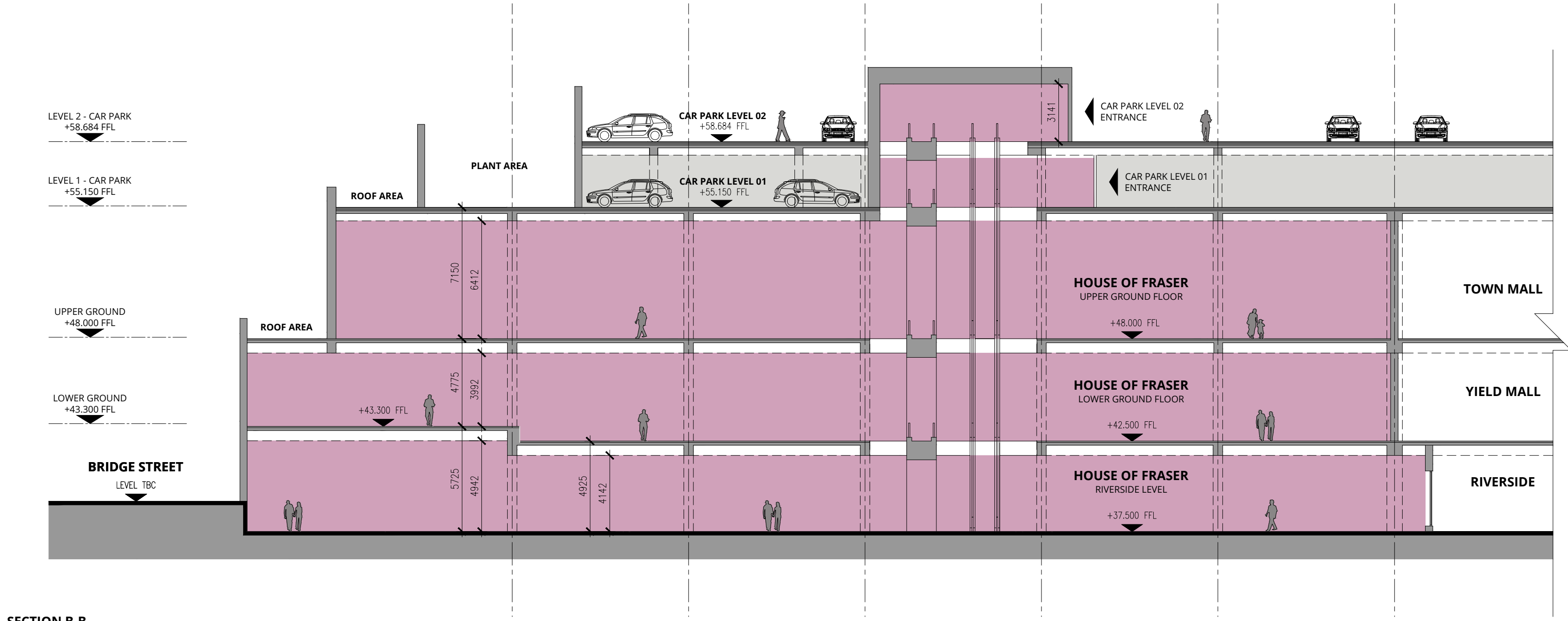
LEGEND	
	EXISTING FIRE LOBBY AREAS
	EXISTING FIRE FIGHTING LIFT / STAIR CORES
	EXISTING RETAIL FLOORSPACE
	EXISTING SUBSTATION / SERVICES



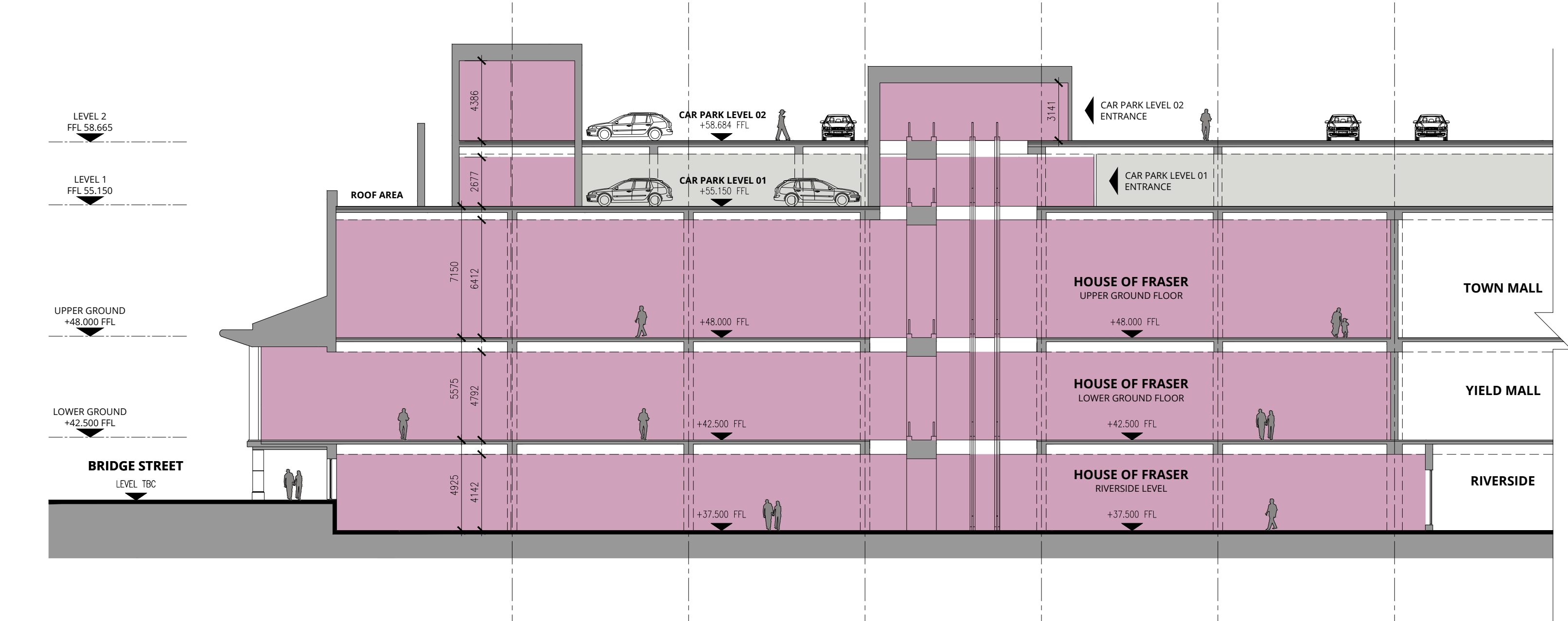
KEY PLAN



SECTION A-A

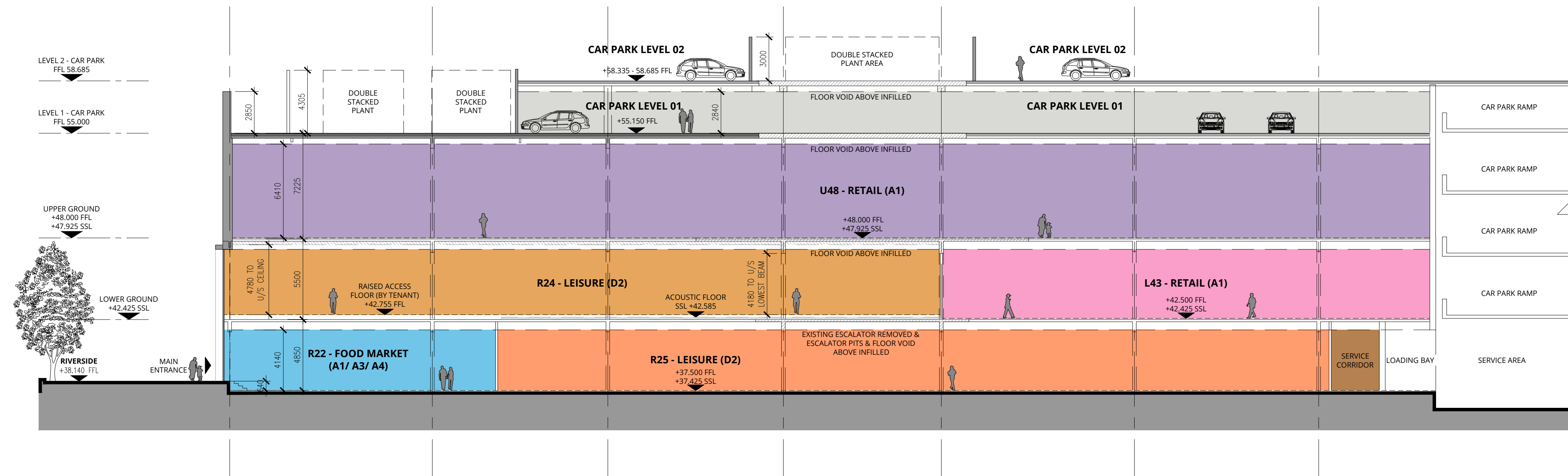


SECTION B-B

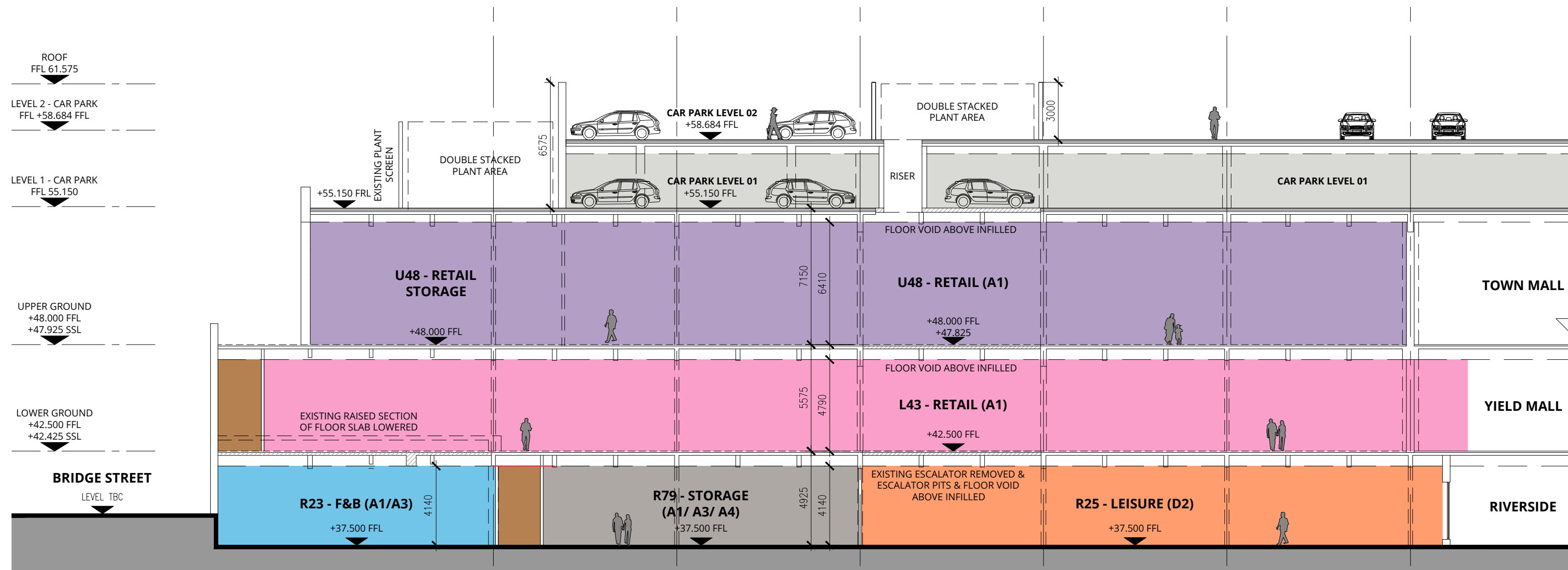


SECTION C-C

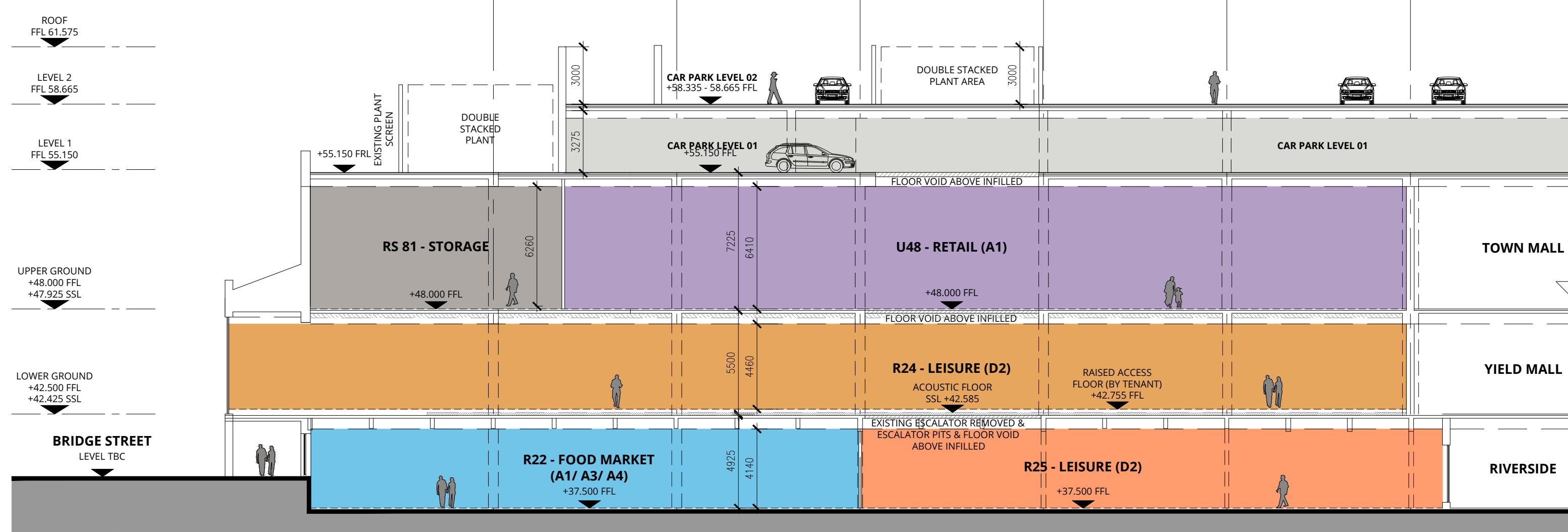
Revision	Description	Date
		
Client	THE ORACLE SHOPPING CENTRE LIMITED	
Project	THE ORACLE READING HOF SUB-DIVISION	
Drawing	SECTIONS AS EXISTING	
Scale	1:200 @ A1	Drawn CN
Date	SEPT 2019	
Project No.	Drawing No.	Revision
2216	URB OR[08] 80 01	D00



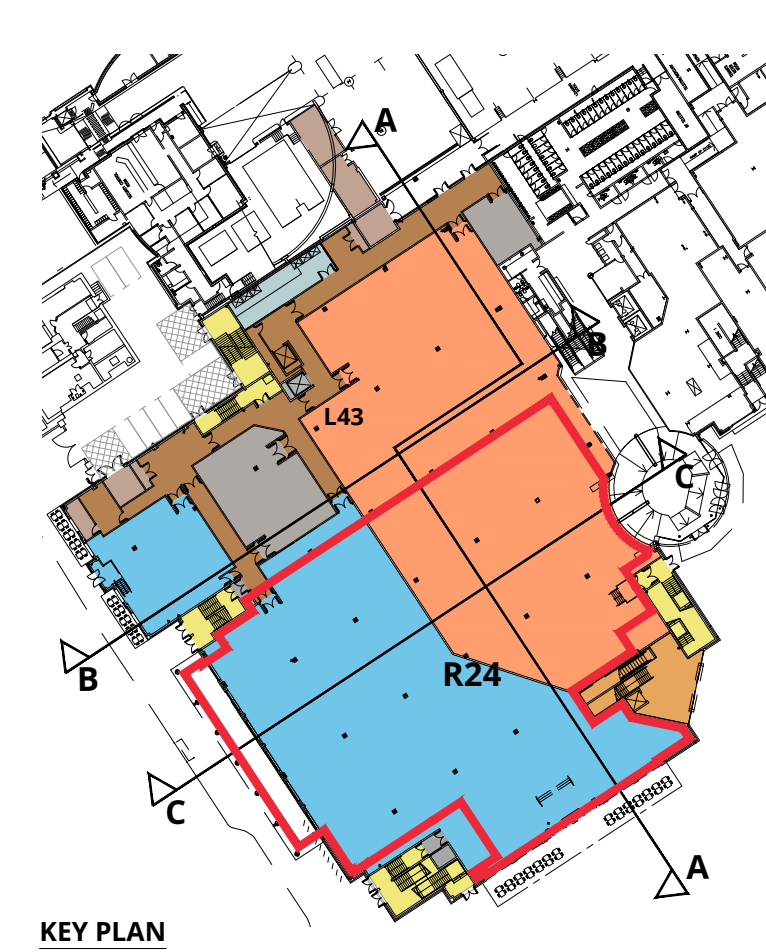
SECTION A-A



SECTION B-B



SECTION C-C



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LEGEND

EXISTING LANDLORD AREAS
NEW LANDLORD AREAS/ FIRE ESCAPE CORRIDORS
FIRE ESCAPE/STAIR CORES
R25 - LEISURE UNIT (D2)
R24 - LEISURE UNIT (D2)
R23 - F&B UNIT (A1/A3)
L43 - RETAIL UNIT (A7)
U48 - RETAIL UNIT (A1)
R22 - FOOD MARKET (A1/A3/A4)
SUBSTATION/SERVICES
REFUSE STORE
REMOTE STORE

Revision Description Date

URBANEDGE
architecture / landscape / masterplanning

Client **THE ORACLE SHOPPING CENTRE LIMITED**

Project **THE ORACLE READING HOF SUB-DIVISION**

Drawing **SECTIONS AS PROPOSED**

Scale 1:200 @ A1
Date SEPT 2019
Project No. Drawing No. Revision

PLANNING 2216 URB OR[08] 80 02 D00

SCALE 1 : 200
SCALE 1 : 1

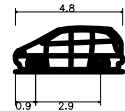
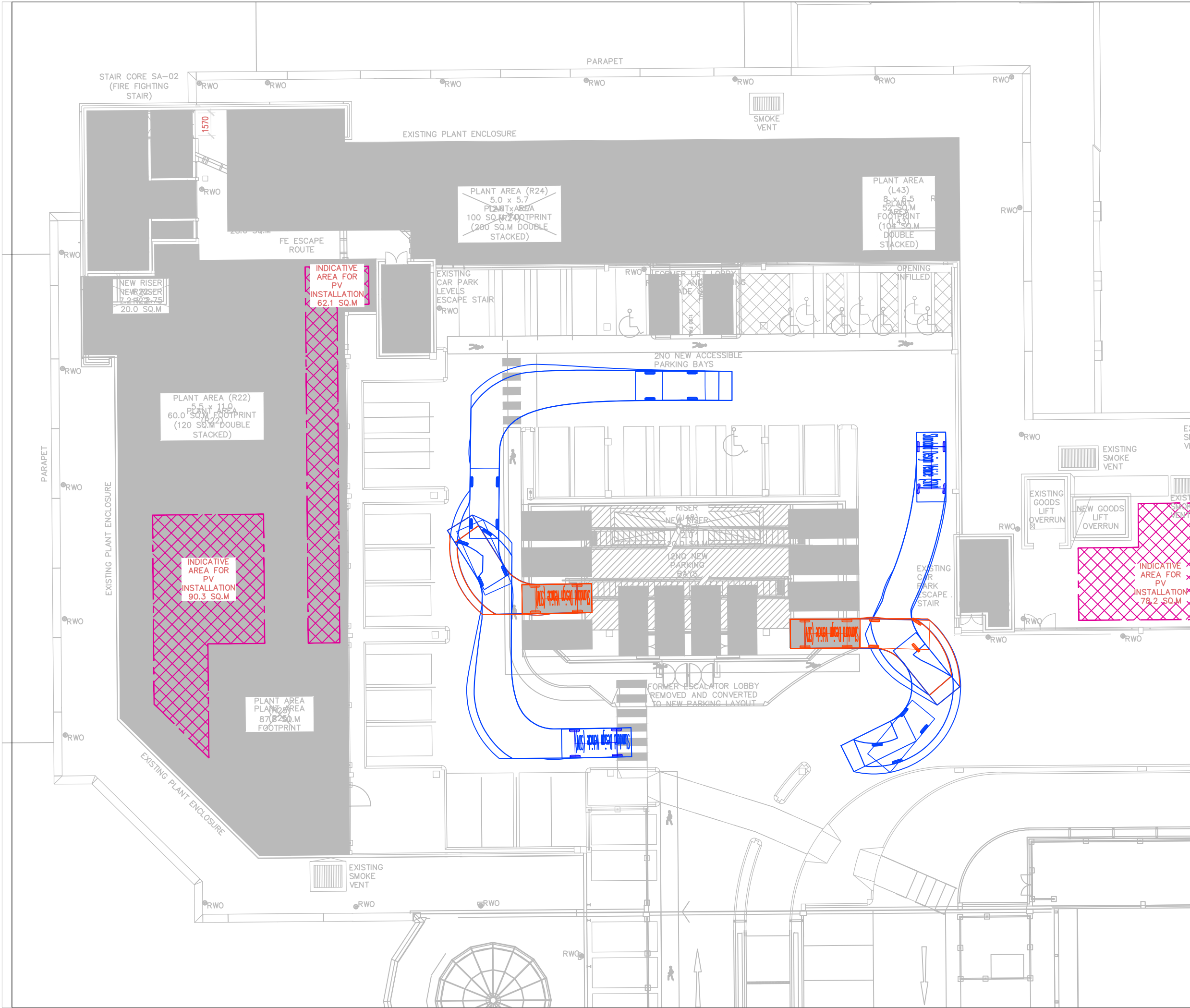
C. Parking Tracking

Appendices

The Subdivision and Reconfiguration of House of Fraser, Oracle, Reading – Transport Statement

Project Number: WIE16556

Document Reference: WIE16556-100-R-1-1-5



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

Rev	Date	Description	By
A01	21.10.19	ISSUED	TA

Amendments

Project
ORACLE CENTRE

Title
**PROPOSED CAR PARK LEVEL
02 - SWEEP PATH ANALYSIS**

Client
HAMMERSON



Pickfords Wharf Clink Street London SE1 9DG
t 020 7928 7888
mail@watermangroup.com www.watermangroup.com

Status
PRELIMINARY

Designed By PCH	Checked By PCH	Waterman Ref WIE16556
Drawn By TA	Date OCTOBER 2019	Scales @ A3 1:200

Project - Originator - Volume - Level - Type - Role - Number	Revision
WIE16556-SA-95-0002	A02

D. Trip Rates

Appendices

The Subdivision and Reconfiguration of House of Fraser, Oracle, Reading – Transport Statement

Project Number: WIE16556

Document Reference: WIE16556-100-R-1-1-5

Filtering Summary

Land Use	07/B	LEISURE/BOWLING ALLEYS
Selected Trip Rate Calculation Parameter Range	913-5060 sqm GFA	
Actual Trip Rate Calculation Parameter Range	913-2800 sqm GFA	
Date Range	Minimum: 01/01/11	Maximum: 15/10/11
Parking Spaces Range	All Surveys Included	
Days of the week selected	Saturday	2
Main Location Types selected	Edge of Town Centre	1
	Suburban Area (PPS6 Out of Centre)	1
Population <1 Mile ranges selected	15,001 to 20,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	75,001 to 100,000	1
	125,001 to 250,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
PTAL Rating	No PTAL Present	2

Calculation Reference: AUDIT-701701-190916-0915

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : B - BOWLING ALLEYS
 MULTI-MODAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days

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

Secondary 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: 913 to 2800 (units: sqm)
 Range Selected by User: 913 to 5060 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 15/10/11

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

Selected survey days:

Saturday 2 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

D2 2 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	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	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DS-07-B-01	TENPIN	DERBYSHIRE
	FORESTER'S WAY		
	DERBY		
	FORESTER'S BUSINESS PK		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	2800 sqm	
	Survey date: SATURDAY	23/07/11	Survey Type: MANUAL
2	HE-07-B-01	TGS BOWLING	HEREFORDSHIRE
	STATION APPROACH		
	HEREFORD		
	BARRS COURT ESTATE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	913 sqm	
	Survey date: SATURDAY	15/10/11	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS

MULTI-MODAL 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									
09:00 - 10:00	1	913	0.000	1	913	0.000	1	913	0.000
10:00 - 11:00	1	913	0.219	1	913	0.000	1	913	0.219
11:00 - 12:00	2	1857	0.619	2	1857	0.539	2	1857	1.158
12:00 - 13:00	2	1857	1.050	2	1857	0.566	2	1857	1.616
13:00 - 14:00	2	1857	0.862	2	1857	1.400	2	1857	2.262
14:00 - 15:00	2	1857	0.781	2	1857	0.512	2	1857	1.293
15:00 - 16:00	2	1857	0.727	2	1857	0.539	2	1857	1.266
16:00 - 17:00	2	1857	0.512	2	1857	0.539	2	1857	1.051
17:00 - 18:00	2	1857	0.350	2	1857	0.727	2	1857	1.077
18:00 - 19:00	2	1857	0.835	2	1857	0.781	2	1857	1.616
19:00 - 20:00	2	1857	1.320	2	1857	0.700	2	1857	2.020
20:00 - 21:00	2	1857	0.916	2	1857	0.700	2	1857	1.616
21:00 - 22:00	2	1857	0.512	2	1857	0.808	2	1857	1.320
22:00 - 23:00	2	1857	0.189	2	1857	1.212	2	1857	1.401
23:00 - 24:00	2	1857	0.081	2	1857	0.593	2	1857	0.674
Total Rates:			8.973			9.616			18.589

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:	913 - 2800 (units: sqm)
Survey date date range:	01/01/11 - 15/10/11
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

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/B - BOWLING ALLEYS

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	913	0.000	1	913	0.000	1	913	0.000
10:00 - 11:00	1	913	0.000	1	913	0.000	1	913	0.000
11:00 - 12:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
12:00 - 13:00	2	1857	0.108	2	1857	0.000	2	1857	0.108
13:00 - 14:00	2	1857	0.000	2	1857	0.054	2	1857	0.054
14:00 - 15:00	2	1857	0.162	2	1857	0.054	2	1857	0.216
15:00 - 16:00	2	1857	0.081	2	1857	0.162	2	1857	0.243
16:00 - 17:00	2	1857	0.000	2	1857	0.027	2	1857	0.027
17:00 - 18:00	2	1857	0.027	2	1857	0.054	2	1857	0.081
18:00 - 19:00	2	1857	0.162	2	1857	0.162	2	1857	0.324
19:00 - 20:00	2	1857	0.135	2	1857	0.054	2	1857	0.189
20:00 - 21:00	2	1857	0.108	2	1857	0.027	2	1857	0.135
21:00 - 22:00	2	1857	0.108	2	1857	0.081	2	1857	0.189
22:00 - 23:00	2	1857	0.054	2	1857	0.189	2	1857	0.243
23:00 - 24:00	2	1857	0.027	2	1857	0.108	2	1857	0.135
Total Rates:			0.972			0.972			1.944

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/B - BOWLING ALLEYS

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									
09:00 - 10:00	1	913	0.000	1	913	0.000	1	913	0.000
10:00 - 11:00	1	913	0.000	1	913	0.000	1	913	0.000
11:00 - 12:00	2	1857	0.027	2	1857	0.000	2	1857	0.027
12:00 - 13:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
13:00 - 14:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
14:00 - 15:00	2	1857	0.081	2	1857	0.108	2	1857	0.189
15:00 - 16:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
16:00 - 17:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
17:00 - 18:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
18:00 - 19:00	2	1857	0.081	2	1857	0.000	2	1857	0.081
19:00 - 20:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
20:00 - 21:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
21:00 - 22:00	2	1857	0.054	2	1857	0.054	2	1857	0.108
22:00 - 23:00	2	1857	0.000	2	1857	0.027	2	1857	0.027
23:00 - 24:00	2	1857	0.000	2	1857	0.054	2	1857	0.054
Total Rates:			0.243			0.243			0.486

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

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TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS
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									
09:00 - 10:00	1	913	0.000	1	913	0.000	1	913	0.000
10:00 - 11:00	1	913	0.219	1	913	0.000	1	913	0.219
11:00 - 12:00	2	1857	1.158	2	1857	1.347	2	1857	2.505
12:00 - 13:00	2	1857	1.885	2	1857	1.481	2	1857	3.366
13:00 - 14:00	2	1857	2.128	2	1857	3.151	2	1857	5.279
14:00 - 15:00	2	1857	1.212	2	1857	0.808	2	1857	2.020
15:00 - 16:00	2	1857	2.208	2	1857	1.320	2	1857	3.528
16:00 - 17:00	2	1857	1.266	2	1857	1.050	2	1857	2.316
17:00 - 18:00	2	1857	1.023	2	1857	1.778	2	1857	2.801
18:00 - 19:00	2	1857	2.235	2	1857	1.616	2	1857	3.851
19:00 - 20:00	2	1857	2.801	2	1857	1.454	2	1857	4.255
20:00 - 21:00	2	1857	1.939	2	1857	1.508	2	1857	3.447
21:00 - 22:00	2	1857	1.104	2	1857	1.939	2	1857	3.043
22:00 - 23:00	2	1857	0.296	2	1857	2.801	2	1857	3.097
23:00 - 24:00	2	1857	0.108	2	1857	1.320	2	1857	1.428
Total Rates:			19.582			21.573			41.155

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/B - BOWLING ALLEYS

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									
09:00 - 10:00	1	913	0.000	1	913	0.000	1	913	0.000
10:00 - 11:00	1	913	1.205	1	913	0.219	1	913	1.424
11:00 - 12:00	2	1857	0.189	2	1857	0.189	2	1857	0.378
12:00 - 13:00	2	1857	0.808	2	1857	0.458	2	1857	1.266
13:00 - 14:00	2	1857	0.242	2	1857	0.485	2	1857	0.727
14:00 - 15:00	2	1857	0.970	2	1857	0.673	2	1857	1.643
15:00 - 16:00	2	1857	0.377	2	1857	0.377	2	1857	0.754
16:00 - 17:00	2	1857	0.296	2	1857	0.431	2	1857	0.727
17:00 - 18:00	2	1857	0.269	2	1857	0.512	2	1857	0.781
18:00 - 19:00	2	1857	0.215	2	1857	0.404	2	1857	0.619
19:00 - 20:00	2	1857	1.104	2	1857	0.323	2	1857	1.427
20:00 - 21:00	2	1857	0.404	2	1857	0.242	2	1857	0.646
21:00 - 22:00	2	1857	0.619	2	1857	0.189	2	1857	0.808
22:00 - 23:00	2	1857	0.350	2	1857	0.996	2	1857	1.346
23:00 - 24:00	2	1857	0.000	2	1857	0.970	2	1857	0.970
Total Rates:			7.048			6.468			13.516

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/B - BOWLING ALLEYS

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									
09:00 - 10:00	1	913	0.000	1	913	0.000	1	913	0.000
10:00 - 11:00	1	913	0.110	1	913	0.000	1	913	0.110
11:00 - 12:00	2	1857	0.054	2	1857	0.054	2	1857	0.108
12:00 - 13:00	2	1857	0.081	2	1857	0.027	2	1857	0.108
13:00 - 14:00	2	1857	0.027	2	1857	0.000	2	1857	0.027
14:00 - 15:00	2	1857	0.000	2	1857	0.108	2	1857	0.108
15:00 - 16:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
16:00 - 17:00	2	1857	0.054	2	1857	0.000	2	1857	0.054
17:00 - 18:00	2	1857	0.323	2	1857	0.000	2	1857	0.323
18:00 - 19:00	2	1857	0.000	2	1857	0.054	2	1857	0.054
19:00 - 20:00	2	1857	0.000	2	1857	0.135	2	1857	0.135
20:00 - 21:00	2	1857	0.000	2	1857	0.027	2	1857	0.027
21:00 - 22:00	2	1857	0.000	2	1857	0.081	2	1857	0.081
22:00 - 23:00	2	1857	0.000	2	1857	0.027	2	1857	0.027
23:00 - 24:00	2	1857	0.000	2	1857	0.054	2	1857	0.054
Total Rates:			0.649			0.567			1.216

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/B - BOWLING ALLEYS

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									
09:00 - 10:00	1	913	0.000	1	913	0.000	1	913	0.000
10:00 - 11:00	1	913	0.110	1	913	0.000	1	913	0.110
11:00 - 12:00	2	1857	0.189	2	1857	0.000	2	1857	0.189
12:00 - 13:00	2	1857	0.108	2	1857	0.189	2	1857	0.297
13:00 - 14:00	2	1857	0.000	2	1857	0.027	2	1857	0.027
14:00 - 15:00	2	1857	0.054	2	1857	0.000	2	1857	0.054
15:00 - 16:00	2	1857	0.000	2	1857	0.108	2	1857	0.108
16:00 - 17:00	2	1857	0.000	2	1857	0.054	2	1857	0.054
17:00 - 18:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
18:00 - 19:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
19:00 - 20:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
20:00 - 21:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
21:00 - 22:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
22:00 - 23:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
23:00 - 24:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
Total Rates:			0.461			0.378			0.839

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/B - BOWLING ALLEYS

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	913	0.000	1	913	0.000	1	913	0.000
10:00 - 11:00	1	913	0.000	1	913	0.000	1	913	0.000
11:00 - 12:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
12:00 - 13:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
13:00 - 14:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
14:00 - 15:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
15:00 - 16:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
16:00 - 17:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
17:00 - 18:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
18:00 - 19:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
19:00 - 20:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
20:00 - 21:00	2	1857	0.646	2	1857	0.000	2	1857	0.646
21:00 - 22:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
22:00 - 23:00	2	1857	0.000	2	1857	0.000	2	1857	0.000
23:00 - 24:00	2	1857	0.000	2	1857	0.646	2	1857	0.646
Total Rates:			0.646			0.646			1.292

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/B - BOWLING ALLEYS
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									
09:00 - 10:00	1	913	0.000	1	913	0.000	1	913	0.000
10:00 - 11:00	1	913	0.219	1	913	0.000	1	913	0.219
11:00 - 12:00	2	1857	0.242	2	1857	0.054	2	1857	0.296
12:00 - 13:00	2	1857	0.189	2	1857	0.215	2	1857	0.404
13:00 - 14:00	2	1857	0.027	2	1857	0.027	2	1857	0.054
14:00 - 15:00	2	1857	0.054	2	1857	0.108	2	1857	0.162
15:00 - 16:00	2	1857	0.000	2	1857	0.108	2	1857	0.108
16:00 - 17:00	2	1857	0.054	2	1857	0.054	2	1857	0.108
17:00 - 18:00	2	1857	0.323	2	1857	0.000	2	1857	0.323
18:00 - 19:00	2	1857	0.000	2	1857	0.054	2	1857	0.054
19:00 - 20:00	2	1857	0.000	2	1857	0.135	2	1857	0.135
20:00 - 21:00	2	1857	0.646	2	1857	0.027	2	1857	0.673
21:00 - 22:00	2	1857	0.000	2	1857	0.081	2	1857	0.081
22:00 - 23:00	2	1857	0.000	2	1857	0.027	2	1857	0.027
23:00 - 24:00	2	1857	0.000	2	1857	0.700	2	1857	0.700
Total Rates:			1.754			1.590			3.344

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

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

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	913	0.000	1	913	0.000	1	913	0.000
10:00 - 11:00	1	913	1.643	1	913	0.219	1	913	1.862
11:00 - 12:00	2	1857	1.616	2	1857	1.589	2	1857	3.205
12:00 - 13:00	2	1857	2.882	2	1857	2.155	2	1857	5.037
13:00 - 14:00	2	1857	2.397	2	1857	3.663	2	1857	6.060
14:00 - 15:00	2	1857	2.316	2	1857	1.697	2	1857	4.013
15:00 - 16:00	2	1857	2.586	2	1857	1.804	2	1857	4.390
16:00 - 17:00	2	1857	1.616	2	1857	1.535	2	1857	3.151
17:00 - 18:00	2	1857	1.616	2	1857	2.289	2	1857	3.905
18:00 - 19:00	2	1857	2.532	2	1857	2.074	2	1857	4.606
19:00 - 20:00	2	1857	3.905	2	1857	1.912	2	1857	5.817
20:00 - 21:00	2	1857	2.989	2	1857	1.778	2	1857	4.767
21:00 - 22:00	2	1857	1.778	2	1857	2.262	2	1857	4.040
22:00 - 23:00	2	1857	0.646	2	1857	3.851	2	1857	4.497
23:00 - 24:00	2	1857	0.108	2	1857	3.043	2	1857	3.151
Total Rates:			28.630			29.871			58.501

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

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

Calculation Reference: AUDIT-701701-190916-0916

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : M - MIXED SHOPPING MALLS
 VEHICLES

Selected regions and areas:

02 SOUTH EAST
 KC KENT 1 days

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

Secondary 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: 8125 to 8125 (units: sqm)
 Range Selected by User: 8125 to 14693 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 24/11/12

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

Selected survey days:

Saturday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 1

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

Selected Location Sub Categories:

High Street 1

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

Secondary Filtering selection:

Use Class:

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 1 mile:

25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000

1 days

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

Car ownership within 5 miles:

1.1 to 1.5

1 days

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

Petrol filling station:

Included in the survey count

0 days

Excluded from count or no filling station

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

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

Waterman Boreham Regent House Brentwood

Licence No: 701701

LIST OF SITES relevant to selection parameters

1	KC-01-M-01 HIGH STREET MAIDSTONE	SHOPPING MALL	KENT
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Town Centre
High Street

Total Gross floor area: 8125 sqm

Survey date: SATURDAY

24/11/12

Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/M - MIXED SHOPPING MALLS

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	8125	1.009	1	8125	0.012	1	8125	1.021
09:00 - 10:00	1	8125	1.969	1	8125	0.702	1	8125	2.671
10:00 - 11:00	1	8125	2.400	1	8125	1.871	1	8125	4.271
11:00 - 12:00	1	8125	3.151	1	8125	2.511	1	8125	5.662
12:00 - 13:00	1	8125	2.609	1	8125	2.375	1	8125	4.984
13:00 - 14:00	1	8125	2.203	1	8125	2.622	1	8125	4.825
14:00 - 15:00	1	8125	1.526	1	8125	1.969	1	8125	3.495
15:00 - 16:00	1	8125	1.218	1	8125	1.662	1	8125	2.880
16:00 - 17:00	1	8125	0.603	1	8125	2.068	1	8125	2.671
17:00 - 18:00	1	8125	0.295	1	8125	0.972	1	8125	1.267
18:00 - 19:00	1	8125	0.000	1	8125	0.160	1	8125	0.160
19:00 - 20:00	1	8125	0.000	1	8125	0.000	1	8125	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.983			16.924			33.907

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

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

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Parameter summary

Trip rate parameter range selected:	8125 - 8125 (units: sqm)
Survey date date range:	01/01/11 - 24/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. 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 01 - RETAIL/M - MIXED SHOPPING MALLS

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	8125	0.012	1	8125	0.000	1	8125	0.012
09:00 - 10:00	1	8125	0.098	1	8125	0.062	1	8125	0.160
10:00 - 11:00	1	8125	0.098	1	8125	0.098	1	8125	0.196
11:00 - 12:00	1	8125	0.025	1	8125	0.037	1	8125	0.062
12:00 - 13:00	1	8125	0.025	1	8125	0.025	1	8125	0.050
13:00 - 14:00	1	8125	0.037	1	8125	0.037	1	8125	0.074
14:00 - 15:00	1	8125	0.025	1	8125	0.037	1	8125	0.062
15:00 - 16:00	1	8125	0.049	1	8125	0.062	1	8125	0.111
16:00 - 17:00	1	8125	0.012	1	8125	0.012	1	8125	0.024
17:00 - 18:00	1	8125	0.000	1	8125	0.000	1	8125	0.000
18:00 - 19:00	1	8125	0.000	1	8125	0.000	1	8125	0.000
19:00 - 20:00	1	8125	0.000	1	8125	0.000	1	8125	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.381			0.370			0.751

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

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

TRIP RATE for Land Use 01 - RETAIL/M - MIXED SHOPPING MALLS

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	8125	0.012	1	8125	0.012	1	8125	0.024
09:00 - 10:00	1	8125	0.012	1	8125	0.000	1	8125	0.012
10:00 - 11:00	1	8125	0.000	1	8125	0.012	1	8125	0.012
11:00 - 12:00	1	8125	0.012	1	8125	0.000	1	8125	0.012
12:00 - 13:00	1	8125	0.000	1	8125	0.012	1	8125	0.012
13:00 - 14:00	1	8125	0.012	1	8125	0.012	1	8125	0.024
14:00 - 15:00	1	8125	0.000	1	8125	0.000	1	8125	0.000
15:00 - 16:00	1	8125	0.000	1	8125	0.000	1	8125	0.000
16:00 - 17:00	1	8125	0.000	1	8125	0.000	1	8125	0.000
17:00 - 18:00	1	8125	0.000	1	8125	0.000	1	8125	0.000
18:00 - 19:00	1	8125	0.000	1	8125	0.000	1	8125	0.000
19:00 - 20:00	1	8125	0.000	1	8125	0.000	1	8125	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.048			0.096

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

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

TRIP RATE for Land Use 01 - RETAIL/M - MIXED SHOPPING MALLS

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	8125	0.012	1	8125	0.000	1	8125	0.012
09:00 - 10:00	1	8125	0.012	1	8125	0.000	1	8125	0.012
10:00 - 11:00	1	8125	0.025	1	8125	0.000	1	8125	0.025
11:00 - 12:00	1	8125	0.012	1	8125	0.000	1	8125	0.012
12:00 - 13:00	1	8125	0.012	1	8125	0.000	1	8125	0.012
13:00 - 14:00	1	8125	0.000	1	8125	0.012	1	8125	0.012
14:00 - 15:00	1	8125	0.012	1	8125	0.000	1	8125	0.012
15:00 - 16:00	1	8125	0.025	1	8125	0.049	1	8125	0.074
16:00 - 17:00	1	8125	0.000	1	8125	0.037	1	8125	0.037
17:00 - 18:00	1	8125	0.000	1	8125	0.012	1	8125	0.012
18:00 - 19:00	1	8125	0.000	1	8125	0.000	1	8125	0.000
19:00 - 20:00	1	8125	0.000	1	8125	0.000	1	8125	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.110			0.110			0.220

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.

UK and Ireland Office Locations

