

A Planning Application by
**LOCHAILORT READING LIMITED & CANMOOR
DEVELOPMENTS LIMITED**

In respect of
**The Arc,
READING**

Transport Statement

September 2017



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1 INTRODUCTION

1.1 Transport Planning Associates has been appointed by Lochailort Reading Limited & Canmoor Developments Limited to provide transport and highways advice in relation to the proposed redevelopment of the former Coopers BMW showroom and garage site at King's Meadow Road/Napier Road, Reading. The location of the site, which is currently in use as a 212 space temporary car park, is shown at **Figure 1.1**.

1.2 The proposed scheme comprises the redevelopment of the former car showroom and garages site as an office block that would provide 11 floors of commercial accommodation (land use B1a) and a sky garden occupying the upper 2 floors of the building. The proposed building would include 4 floors of car parking, providing 155 spaces and 238 cycle parking spaces.

Planning background

1.3 The site is allocated at Policy RC9 of the Reading Central Area Action Plan for either residential or commercial development. Identifying the site for a tall landmark building, the site-specific policy inherently seeks a significant quantum of development on this highly sustainable site.

1.4 Whilst planning applications were being prepared and considered for the allocated uses, and following the closure of the previous car dealership in 2015, planning permission was granted in March 2016 to convert the site into a public car park. That planning permission has been implemented and the approved car park is currently operational. Subsequently, in September 2017 the Local Planning Authority resolved to grant planning permission for a 315-apartment Build to Rent development on the site (reference 16/2166), which will be formally granted planning permission once Section 106 legal drafting works have been completed.

1.5 That development made specific provision for Mass Rapid Transit related highway improvements on King's Meadow Road in the vicinity of the site; provision of which has been replicated in this current application for an office development. Additionally, a financial contribution towards a new signalised pedestrian crossing on King's Meadow Road, which had been agreed as part of the residential application, is also carried forward and similarly proposed as part of this office application.

Report Structure

1.6 This Transport Statement (TS) has been prepared to consider the highway and transport aspects of the proposed development of the site and forms part of a suite of supporting documents to an outline planning application. This report will describe the proposed scheme, set out the likely trip generation associated with the proposals and consider the impact on the surrounding highway network.

1.7 The remainder of this report is set out as follows:

- Chapter 2 - Application Site
- Chapter 3 - Proposed Development
- Chapter 4 - National and Local Planning Policies
- Chapter 5 - Traffic Generation and distribution
- Chapter 6 - Development Impact
- Chapter 6 - Summary and Conclusion

2 APPLICATION SITE

- 2.1 The application site was formerly occupied by Coopers BMW as a car dealership. As can be seen from **Figure 1.1**, the site is located on King's Meadow Road/Napier Road and is situated adjacent to the roundabout junction with the A329 Vastern Road.
- 2.2 King's Meadow Road forms the northern boundary of the site until it branches to the north by King's Meadow House. The main road continues eastwards as Napier Road. To the south, the site is bounded by the London Paddington to Reading railway line and to the east by an access road that serves the site and also the adjacent Napier Court Business Park units. A number of offices are located to the east and north of the site.
- 2.3 As described in Chapter 1, the site is currently in use as a 212 space surface car park, subject to a three year, temporary planning consent that runs from May 2016¹.

Accessibility

- 2.4 Located close to Reading town centre, the site is accessible by all modes of transport; as described below.

Pedestrians

- 2.5 All roads in the vicinity of the site are provided with footways. Those on the King's Meadow Road/Napier Road site frontage are approximately 2.5 m wide while segregated footways pass below the adjacent railway bridge along Vastern Road, connecting the site to the railway station and town centre. Napier Road has a single footway on the southern side of the road.
- 2.6 A Toucan signal controlled crossing is located on Vastern Road immediately to the north of the railway bridge to facilitate access to and from the town centre. Informal crossings are also located on the approaches to the Vastern Road roundabout.
- 2.7 Bus stops are located on King's Meadow Road in the immediate vicinity of the site. Further bus stops are located on Forbury Road in the vicinity of Reading railway station. The railway station is located approximately 375 m from the site, via Bagnall Way to the northern entrance to the station.
- 2.8 A wide range of shops and local services are located in Reading town centre. These can be accessed via Friar Street, which is approximately 500 m from the site. The Oracle shopping centre can be accessed from Broad Street, approximately 800 m to the north of the site.

¹ Reading BC planning reference 16/0236

- 2.9 The above distances compare favourably to the guidelines set out in the Institution of Highways and Transportation publication *Providing Journeys on Foot*. The following distances are taken from Table 3.2 of that publication.

	Commuting / School / Sight-seeing
Desirable	500 m
Acceptable	1,000 m
Preferred maximum	2,000 m

Source: Table 3.2 of *Providing Journeys on Foot (IHT)*

- 2.10 As can be seen, the site is located in a highly accessible location relative to local services and facilities.

Cycle accessibility

- 2.11 National Cycle Network Route 5 can be accessed to the north of the site. This is a long distance route that connects Reading with Oxford, Banbury and Birmingham. The route runs along the south bank of the River Thames and can be accessed via local roads and the local cycle network.

- 2.12 The network of local cycle routes, which are shown at **Figure 2.1**, also connect with National Cycle Network Route 4, which runs along the River Kennett to the south of the site. This long distance route, which runs between London and Wales, connects with Trowbridge, Bath and Bristol.

Public Transport

Bus services

- 2.13 As noted, the nearest bus stops are located on King's Meadow Road, immediately outside the site. A total of 3 services (routes T1, community service routes 28 and 28a) call at these stops. Further services can be accessed from the bus stops on Forbury Road, close to Reading railway station, while more services call at stops on Station Road to the west of the Reading station.
- 2.14 The following table provides a summary of local bus services and their routes and service frequencies.

Table 2.1 Bus services within 450 m of the proposed development site

Route No.	Operator	Description	Frequency/hour (Mon- Fri)
T1	Horseman Coaches	Reading Town Centre - Tesco (King's Meadow)	3
X39	Thames Travel	Reading – Wallingford - Oxford	1 - 2
X40			
X80	Carousel Buses	High Wycombe - Reading	1
21 Claret	Reading Buses	Lower Earley – Reading railway station	4
21a Claret spritzer*			4
26 Yellow		Calcott (Ikea) – Reading railway station	6
28/28a		Kentwood Hill - Reading - Caversham Park	Every 2 hours
27		Lower Caversham - Reading	2
29			2
Pink 22		Caversham Heights - Reading	2
Pink 23		Caversham Park - Reading	3
Pink 24		Caversham Heights - Reading	2
Pink 25		Peppard Common - Reading	2
800	Arriva	High Wycombe – Reading (via Caversham)	1
850		High Wycombe - Reading (via Wargrave)	1-2

*Only operates during Reading University term time

Source: <https://bustimes.org.uk/services> <http://www.traveline.info/>
<http://www.reading-buses.co.uk> <https://www.arrivabus.co.uk/beds-and-bucks>
<https://www.carouselbuses.co.uk>

- 2.15 As can be seen from the above summary, a large number of bus services can be accessed in close proximity to the site.

Future bus development

Park and ride

- 2.16 A 277 space Park and Ride scheme was recently granted planning approval by Wokingham Borough Council². The site would be located close to the A3290 at Thames Valley Park and would help relieve traffic congestion in Reading town centre.

² Wokingham Borough Council planning reference 16/1596

- 2.17 The scheme, which is required to be constructed within three years of determination, was proposed as a standalone project and did not rely upon proposals for a mass rapid transit system that were the subject of consultation by Reading Borough Council (RBC) at the time of the application.

Mass Rapid Transit

- 2.18 The East Reading Mass Rapid Transit (MRT) scheme is being promoted by RBC, Wokingham Borough Council and Thames Valley Berkshire Local Enterprise Partnership. The scheme, which was recently submitted for planning approval³, would consist of a segregated fast track public transport, pedestrian and cycle route. The scheme is aimed at supporting enhanced accessibility and continued sustainable growth in Reading, Wokingham Borough and the wider area.
- 2.19 The MRT route is proposed to link the A3290 at Thames Valley Park, adjacent to the recently consented Park & Ride facility, to Napier Road, Reading town centre and the railway station. As noted in Chapter 1, a financial contribution is proposed by the applicant towards a signal controlled crossing close to the roundabout on King's Meadow Road, which would be implemented as part of the local authority's MRT works.
- 2.20 An area of site land would be transferred to the Borough to enable the construction of a westbound bus lane at the roundabout. As part of these works, a stop will be located within 100 m of the proposed site.

Rail services

- 2.21 Reading railway station is operated by Network Rail. A number of rail services call at the station. Great Western Railway operates rail services between London Paddington and Bristol, while CrossCountry trains run between Glasgow and Bournemouth. Southwestern trains also operate trains between Reading and London Waterloo.
- 2.22 A summary of rail services from Reading station and their service frequencies is provided in the following Table 2.2.

³ Reading Borough Council planning reference 17/2048

Table 2.2 Rail services from Reading railway station

Destination	Frequency (trains per hour)	Duration
London Paddington	8	26min – 1h 02min
London Waterloo	2	1h 22min
Gatwick Airport	1	1h 16min – 1h 31min
Oxford	6	25min – 43min
Bristol Temple Meads	2	1h 14min
Paignton	3 per day	2h 58min
Ealing Broadway	4	45min
Penzance	1	4h 38min – 5h 09min
Basingstoke	4	16min – 25min
Cardiff Central	2	1h 34min
Newcastle	1	5h – 5h 16min
Bedwyn	1	43min
Bournemouth	1	1h 21min
Hereford	5 per day	2h 39min – 3h 03min
Redhill	2	1h 04min – 1h 21min
Newbury	2	22min – 32min
Manchester Piccadilly	1	3h 19min
Plymouth	1	2h 32min – 2h 49min
Great Malvern	1	2h 03min – 2h 34min
Swansea	1	2h 31min
Cheltenham Spa	1 per 2 hours	1h 42min
Exeter St David's	2	1h 33min – 2h 26min
Southampton Central	1	55min

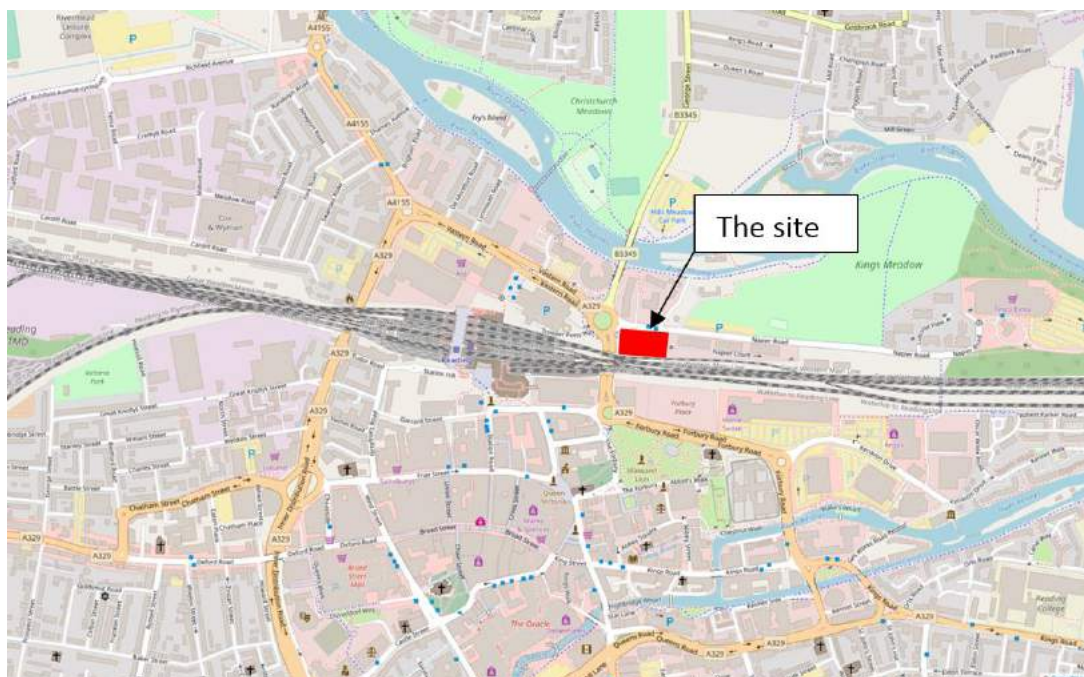
Source: www.nationalrail.co.uk*Future Rail Development*

- 2.23 Crossrail services will be available from Reading Station from December 2019. This new high capacity railway line will link parts of Berkshire and Buckinghamshire, via central London, to Essex and south-east London and will provide, from Reading, two trains per hour to Central London.

- 2.24 Network Rail is developing plans to build a new rail tunnel that would link the Great Western Mainline to London Heathrow Terminal 5. The proposed rail connection would speed up journeys to the airport by allowing passengers to travel from Reading, Twyford, Maidenhead and Slough without going into London Paddington.
- 2.25 The scheme, which was recently the subject of public consultation, would reduce journey times from Reading to Heathrow by approximately 35 minutes with direct trains between Reading, Slough and Heathrow providing an approximate journey time from Reading of 26 minutes.

Local Highway Network

- 2.26 Napier Road forms part of the site frontage. It is a single carriageway road, approximately 6.5 m wide, which runs from the junction with King's Meadow Road to the east of the site, leading to a residential area and a Tesco foodstore. The road, which is illuminated and subject to a 30 mph speed limit is also subject to double yellow line waiting and loading restrictions along its length.
- 2.27 To the west of the site frontage, Napier Road becomes King's Meadow Road on the approach to the roundabout junction with Vastern Road. King's Meadow Road is also illuminated and subject to the same 30 mph speed limit and loading / waiting restrictions.
- 2.28 The five arm roundabout to the east of the site provides a connection with Reading town centre via the A329 Vastern Road, and to Caversham to the north via the B3345 George Street. The A329 Vastern Road continues to the west of the roundabout (leading on through the west of the city centre - as the Inner Distributor Road - before joining the A33) and to the south of the site via an underpass below the railway line to become the A329 Forbury Road.
- 2.29 To the west of the site, the A329 Vastern Road is a dual carriageway road, widening to three lanes on the approach to the roundabout junction with the A329 Caversham Road. The road is illuminated and subject to a 30 mph speed limit and waiting/loading restrictions. The road includes a bus lane on the eastbound carriageway that leads to a bus terminal adjacent to Reading railway station.
- 2.30 The local highway network is shown at **Figure 2.2**.

Figure 2.2 Local highway network

Source: www.openstreetmap.org

Personal Injury Accidents

- 2.31 Personal Injury Accident (PIA) data covering the most recent 36 month period to the end of June 2017 for the highway network in the immediate vicinity to the site has been obtained from RBC. The data shows that during the 36 month period, a total of 22 PIAs were recorded; 17 of which occurred at or close to the Vastern Road roundabout.
- 2.32 Of the 22 PIAs, 16 were classified as slight in nature, while 6 were serious. A total of 14 PIAs involved cyclists, while 2 involved pedestrians. A plan showing the location of the PIAs, together with a listing of the PIA data is reproduced at **Appendix A**.
- 2.33 With regard to the serious accidents, the first occurred in September 2015 at night. It involved a cyclist who failed to give way at the southern arm of the roundabout and collided with a car. The second also occurred at the roundabout in November 2015 when a car failed to give way on the western approach and struck a cyclist travelling towards George Street.
- 2.34 The third serious PIA also took place on the roundabout and occurred in February 2016. A taxi driver was dazzled by low morning sunshine and failed to give way at the western approach and collided with a cyclist heading towards George Street. The fourth PIA classified as serious in nature occurred at the eastern entry to the roundabout where a car failed to give way and struck a cyclist heading south towards the town centre.
- 2.35 The fifth serious PIA occurred in January 2017 at the puffin crossing on the western approach to the roundabout where a pedestrian crossed the road when the signals turned green for traffic. A bus travelling towards the roundabout swerved but collided with the pedestrian. The

final serious PIA also took place in January 2017. The accident occurred on the western entry to the roundabout and involved a car that failed to give way and struck a cyclist travelling north towards George Street.

- 2.36 The remaining PIA that involved a pedestrian also took place at the roundabout. This accident took place in September 2014 and involved a pedestrian who was crossing the eastern entry to the roundabout and was struck by a light goods vehicle.
- 2.37 The cluster of PIAs at the roundabout is not unusual in that the nature of roundabout junctions can result in collisions and shunts where drivers fail to appreciate or anticipate the movements or actions of other road users. In this instance, it is clear that the overriding issue relating to the PIAs described above and in the remaining accidents that were recorded, was a general lack of care or attention.

3 DEVELOPMENT PROPOSALS

- 3.1 The proposed scheme comprises the redevelopment of the former car dealership site, which is currently in use as a temporary 212 space public car park, as an 11 storey office building (35,761 m² Gross External Floor Area) with internal car and cycle parking. Vehicular access to the site will be taken from the existing site access road that also serves the Napier Business Park on King's Meadow Road.
- 3.2 The proposed scheme is shown on floor layout plans prepared by Scott Brownrigg Architects, which are reproduced at **Appendix B**. As can be seen from the proposed layout plans, the scheme would include four levels of car parking and two separate and secure areas for cycle parking. The car parking occupies the basement and the first three floors of the building and half circle ramps connect the floors. A loading bay for deliveries to the site is located next to the car park entrance point.
- 3.3 The proposed area schedule is illustrated at Table 3.1.

Table 3.1 Proposed Area Schedule

LEVEL	Gross (External) Floor Area (m ²)
L00	2,636
LMEZ	2,599
L01	2,599
L02	2,599
L03	2,599
L04	2,599
L05	2,596
L06	2,575
L07	2,528
L08	2,454
L09	2,348
L10	2,208
L11	2,024
L12	1,874
L13	1,523
TOTAL	35,761

Source: Scott Brownrigg

Cycle parking

- 3.4 As set out in Chapter 4, in accordance with the minimum cycle parking standards, the scheme will be provided with 238 cycle parking spaces. The spaces will be located in two separate and secure areas within the ground floor level of the car park. It is envisaged that the cycle parking will be based on the use of 2-tier stacked racks (Josta cycle racks or similar).
- 3.5 Based on a GFA of 35,761 m², the provision of 238 cycle parking spaces equates to a parking ratio of approximately 1:150 m². This compares to the minimum parking standard of 1:200 m² for an office development in Zone 2⁴ which shows that the proposed level of cycle parking is in accordance with the Borough's parking standards.

Parking

- 3.6 As set out above, the proposed scheme includes a 155 space internal car park, over 4 floors. Semi-circular, 4.0 m wide ramps connect the floors at a maximum gradient of 1:9. The basement level will be served by a single ramp with traffic signal control, which would be an appropriate form of control given the tidal nature of an office car park.
- 3.7 Based on a GFA of 35,761 m², the provision of 155 spaces equates to a parking ratio of approximately 1:230 m². As set out in Chapter 4, the maximum car parking ratio for a site located in Zone 2 is 1:100 m² so the proposed level of parking is in accordance with the Borough's parking standards. The proposed parking space dimensions will be 5.0 x 2.5 m, which accords with the Borough's parking standards.
- 3.8 The swept path of a large car entering and leaving the car park entrance is shown at **Appendix C**.

Disabled parking

- 3.9 Disabled parking spaces will be located at the basement level. As can be seen from the proposed floor layouts, a total of 5 disabled parking bays would be provided, in close proximity to the lift cores.

Motorcycle parking

- 3.10 As can be seen from the proposed layout plans, provision will be included for motorcycle parking on each floor of the car park.

⁴ Reading Borough Local Framework Plan – Revised Parking Standards and Design (October 2011)

Servicing, Refuse Collection

Servicing

- 3.11 It is likely that the majority of deliveries to the site in support of an office development would comprise stationery and other supplies, together with water cooler bottles and food for staff functions. Such deliveries would be undertaken by light vans or 7.5t rigid vehicles.
- 3.12 The proposed scheme includes provision for two loading bays adjacent to the car park entrance. A height clearance of 3.7 m at the site entrance threshold would enable access by 7.5 t, 8.0 m long rigid vehicles. The swept path of a 7.5t rigid vehicle accessing the loading bay is included at **Appendix D**.
- 3.13 As can be seen from the swept path plots, a rigid vehicle would need to utilise the car park entrance as part of its manoeuvring within the building. The majority of deliveries would take place during office hours and it is envisaged that a management plan would be put in place to ensure that deliveries did not occur during the peak arrival and departure times for the car park.

Refuse collection

- 3.14 Waste arising from the proposed offices will be stored at ground floor level in an area adjacent to the loading bay. Consideration may be given to the use of baling to reduce the volume of refuse given the size of the scheme.
- 3.15 The stored waste will be collected by RBC waste collection services that would use the existing site access road and reverse into the loading bay. The swept path of an 11.2 m long refuse collection vehicle undertaking this manoeuvre is shown at **Appendix E**.

Sky Garden

- 3.16 The proposed scheme includes a sky garden on the two upper floors of the building. In part, these would be accessible by the public to provide a 360 degree panorama visitor experience. Members of the public visiting the sky garden would not be able to park within the site, but there is extensive public parking available for both motorised and non-motorised vehicles at the multi-storey car park in Bagnall Way, which is less than 60 seconds walk from the sky garden public entrance.
- 3.17 Subject to a booking system, access will be permitted to members of the public free of charge during the following hours:
- Monday to Friday 10:00 – 18:00
 - Saturday & Sunday 11:00 – 21:00
 - Bank Holidays 11:00 – 19:30

- 3.18 It is envisaged, where capacity constraints allow, that members of the public may be allowed access without pre-booking between 10:00 and 11:30 and between 14:00 and 16:30, Monday to Friday. The sky garden would have its own dedicated public entrance and staffed reception area on the ground floor. A dedicated public lift would rise directly from the public reception to the level 12 sky garden.

Offsite highway works

- 3.19 As part of the MRT scheme, and as noted in Chapter 1, a financial contribution is proposed by the applicant towards a signal controlled crossing close to the roundabout on King's Meadow Road. An area of site land would be transferred to the Borough to enable the construction of a westbound bus land and a left turn lane at the roundabout.
- 3.20 These works are shown in principle on drawing number 1707-55/PL01, which is reproduced at **Appendix F**.

4 NATIONAL AND LOCAL PLANNING POLICIES

- 4.1 This section refers to local and national planning policies. The policy context will outline how the transport infrastructure of the proposed development meets governmental requirements.

National Planning Policy Framework (2012)

- 4.2 The Government's National Planning Policy Framework (NPPF) was introduced on 27 March 2012.

- 4.3 As part of the core land-use planning principles, the Government wishes to:

“Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.” (para. 17)

- 4.4 A sustainable transport mode is described as

“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport” (annex 2, p. 57).

- 4.5 The basis of transport policy within the NPPF is stated as;

“Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.” (para. 29)

- 4.6 Transport is recognised as having an important role in supporting sustainable development (para. 29).

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.” (para. 32)

- 4.7 In supporting sustainable development, planning decision makers are advised to consider opportunities for sustainable transport to reduce the need for major transport infrastructure and achieve safe and suitable site access. Importantly,

“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.” (para. 32)

4.8 In continuation of previous government policy, the Government seeks the minimisation of the need to travel and a maximisation of the use of sustainable transport modes to/from development (para. 34).

4.9 Where practical, a new development should:

- ***“Accommodate the efficient delivery of goods and supplies;***
- ***Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;***
- ***Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter;***
- ***Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and***
- ***Consider the needs of people with disabilities by all modes of transport.” (para. 35).***

RBC Core Strategy

4.10 The RBC Core Strategy was adopted in January 2008, with alterations adopted in January 2015. The document sets out the planning strategy and policies for the Borough up to 2020.

4.11 In terms of new developments and transport, Policy CS4, Accessibility and the Intensity of Development, states that:

“The scale and density of development within the Borough will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities. Sites will be assessed in terms of their level of accessibility to a defined district or local centre with a good range of facilities by pedestrian routes, and to a bus stop served by a strategic bus service.”

4.12 Policy CS24 of the document states that sustainable development will be further enforced by maximum parking standards depending on the location of the development:

“Maximum car parking standards and cycle parking requirements will be applied in relation to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.”

Parking Standards

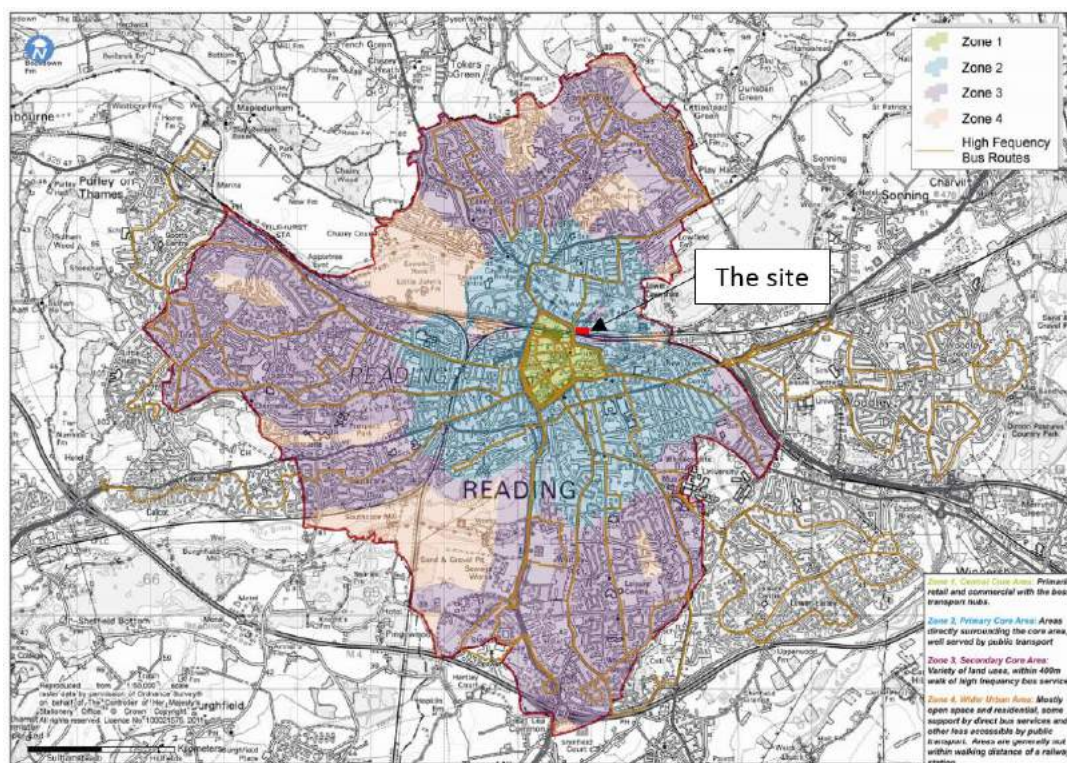
Car parking

- 4.13 Car parking standards are set out in the Borough's Revised Parking Standards and Design Supplementary Planning Document, which was adopted in October 2011. As set out in the document:

“As there are different land uses and densities in Reading, a zonal approach has been adopted. This considers accessibility to sustainable forms of transportation.....”

- 4.14 A total of four zones are identified in the document as can be seen from the extract reproduced below.

Figure 4.1 RBC Zonal parking



- 4.15 As can be seen from the above, the development site lies within Zone 2, which is described in the document as:

“Zone 2, Primary Core Area

This zone directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading. Typically this zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone. Much of this area is within acceptable

walking distance (400m) of either the main railway station, or Reading West railway station. Walking and cycling in this area tends to be encouraged through the provision of wide and safe footways, with some dedicated or shared cycle ways. The areas within Zone 2 also typically have smaller local centres, providing day-to-day access to retail and some commercial facilities. Future growth in these areas is likely to be more mixed than in the core area, with larger amounts of residential than commercial space.”

Table 4.1 Commercial Maximum Car Parking Standards (1 space per m²)

	Zone 1	Zone 2	Zone 3	Zone 4
B1(a) Office	250	100	50	*
B1(b) Research & High Tech	250	100	50	*
B1(c) Light Industrial	250	125	100	*
B2 – B7 General & Specific Industrial	250	125	100	*
B8 Storage & Distribution	250	200	150	*

* Dealt with on a case-by case basis

Source: Reading Borough Local Development Framework: Revised Parking Standards and Design, Adopted 31 October 2011

- 4.16 The document states that parking spaces are recommended to be designed at 5.0 m long x 2.5 m wide, however guidance set out within ‘Manual For Streets’ will be considered on merit.

Cycle parking

- 4.17 With regard to cycle parking, the document notes that:

“The provision of cycle parking must be considered essential for most developments. The quality of any cycle parking should reflect the likely usage, either with Sheffield type stands for short term parking or more secure systems for longer term storage, such as at the workplace or residential developments.”

It goes on to state that:

“The levels of cycle parking required by Reading for developments have previously been based upon the number of car parking spaces. New cycle parking standards should be independent and reflect a desire for more cycle parking to support the reduction in vehicular parking.”

- 4.18 With regard to measures to encourage cycle use and thereby reduce car usage, the document goes on to note that:

“The Planning Authority will also require that sufficient additional facilities within a development have been provided to support the level of cycle parking

provision. Such facilities include changing rooms, showers, clothing lockers, and where appropriate CCTV coverage.”

- 4.19 The minimum cycle parking standards for commercial development in Reading is summarised in the following table.

Table 4.2 Commercial Minimum Cycle Parking Standards (1 space per m²)

	Zone 1-4
B1(a) Office	200
B1(b) Research & High Tech	250
B1(c) Light Industrial	250
B2 – B7 General & Specific Industrial	350
B8 Storage & Distribution	450

Source: Reading Borough Local Development Framework: Revised Parking Standards and Design, Adopted 31 October 2011

Motorcycle parking

- 4.20 The document includes a requirement at major developments (greater than 1,000 m²) for motorcycle and moped parking provision to be provided at least 2% of the maximum total car parking provision. It is recommended that each motorcycle bay should be 1,500mm wide x 2,800mm deep.

Disabled parking

- 4.21 With regard to disabled parking, the document refers to Traffic Advisory Leaflet 5/95 - Parking for Disabled People (Department for Transport, 1995) for general guidance, but notes that for its zonal parking:

“....the developments within the inner zones will require a higher percentage of disabled parking in order to provide an appropriate number of bays for the likely generation of disabled motorists.”

- 4.22 The document goes on to state that:

“Therefore it is suggested that a staggered level of provision be made, and that these bays be additional to the standard bays required.

The suggested levels for all zones are as follows:

- Up to 200 spaces – All developments: 3 disabled spaces or 5% of total capacity, whichever is greater.***

Compliance with parking standards

- 4.23 The following table provides a summary of the proposed parking and its compliance with the above standards.

Table 4.3 Compliance with Parking Standards

	RBC parking standard		Proposed no of spaces
	Parking ratio (1:m ²)	Requirement*	
Car	1:100	358 maximum	155
Disabled	3 spaces or 5% of total		5
Cycle	1:200	178 minimum	238
Motorcycle	2% of total parking provision		8

*based on 35,761 m² GFA

- 4.25 As can be seen from the above table, the level of parking to be provided as part of the proposed scheme is in accordance with RBC parking standards.

5 DEVELOPMENT IMPACT

- 5.1 As described earlier in this report, the former car dealership site is currently in use as a 212 space public car park. This is a temporary use, subject to a 3 year permission, which was granted in May 2016, but could be extended or made permanent, subject to planning approval. As such, this current use of the site will be taken to be the existing use when considering the potential impact of the proposed office development.

Existing Trip Generation

- 5.2 The traffic flows associated with the existing and consented use of the site as a 212 space public car park were set out in a Transport Statement prepared by Stuart Michael Associates⁵. The peak hour traffic generation associated with the car park is summarised in the following table.

Table 5.1 Consented Use (212 space car park) Trip Generation

	Arrivals	Departures	Two-Way
AM Peak (08:00 – 09:00)	68	4	72
PM Peak (17:30 – 18:30)	2	49	51

Source: Appendix 2 (Page 22) of Stuart Michael Associates Transport Statement

- 5.3 An extract from the above mentioned TS is reproduced at **Appendix G**.

Proposed Use Trip Generation

- 5.4 In order to consider the predicted traffic impact of the proposed development, reference has been made to the TRICS database (v 7.4.2). To reflect the proposed use of reduced parking standards and the sustainable location of the site close to the town centre and railway station, the TRICS database has been analysed on the basis of person trips rather than vehicle trips.
- 5.5 The resulting person trip rates have been used in conjunction with 2011 Census Journey to Work data to derive trip generation by mode. This approach is consistent with the methodology used to calculate the traffic impact of a recent mixed use development at Station Hill, Reading; as described in the Transport Assessment produced by PBA⁶ in support of the planning application.

⁵ Stuart Michael Associates Transport Statement dated March 2016 (SMA Ref. 5277/TS/01)

⁶ PBA Ref. 16996/010 Transport Assessment 001

5.6 Given the wide variety of “Employment – Office” sites within the TRICS database, the survey data has been filtered to match the following criteria that would generally match the profile of the proposed development:

- within England, with the exclusion of Greater London;
- within the Town Centre or the Edge of Town Centre;
- with a car parking ratio ranging between 1:400 (half the proposed site provision) and 1:100 (double the proposed site provision);
- multi-modal survey data

5.7 The use of the above criteria led to a selection of four sites. The resulting TRICS output is reproduced at **Appendix H**. Based on a proposed GEA of 35,761 m², Table 5.2 provides a summary of the person trip generation for the proposed office development, which accounts for travel by any mode.

Table 5.2 Person Trip Generation (all modes)

Time Range	Trip rate/100 m ²		Traffic generation		
	Arrivals	Departures	Arrivals	Departures	Total
07:00-08:00	0.948	0.043	339	15	354
08:00-09:00	1.183	0.043	423	15	438
09:00-10:00	0.788	0.063	282	23	305
10:00-11:00	0.298	0.090	107	32	139
11:00-12:00	0.145	0.218	52	78	130
12:00-13:00	0.943	1.212	337	433	770
13:00-14:00	0.977	0.587	349	210	559
14:00-15:00	0.308	0.378	110	135	245
15:00-16:00	0.138	0.715	49	256	305
16:00-17:00	0.080	0.923	29	330	359
17:00-18:00	0.046	1.200	16	429	445
18:00-19:00	0.056	0.308	20	110	130
12 Hour Total	5.91	5.78	2,113	2,067	4,180

Source: TRICS v. 7.4.2

5.8 With regards to mode split, reference was made to the latest Journey to Work statistics drawn from the 2011 Census, based on the MSOA⁷ *Reading 011*, where the Site is located. Table 5.3 provides a breakdown of the individual modes of travel to work.

⁷ Middle Layer Super Output Area

Table 5.3 Method of travel to work (Census 2011)

Mode	%
Train	17.0*
Bus, minibus or coach	17.9
Motorcycle, scooter or moped	0.7
Driving a car or van	38.3
Passenger in a car or van	3.7
Bicycle	3.9
On foot	18.1
Other method of travel to work	0.4
	100

* Includes 0.4% using "Underground, metro, light rail or tram"

Car trip generation

- 5.9 To derive the predicted vehicle trips to the proposed site, the car mode percentage from the Census data (38.3%, as shown in Table 5.3) was applied to the TRICS person trip generation rates shown in Table 5.2 to produce a flow profile and accumulation, as set out in Table 5.4 below.

Table 5.4 Vehicular Trip Generation as calculated from TRICS and the Census

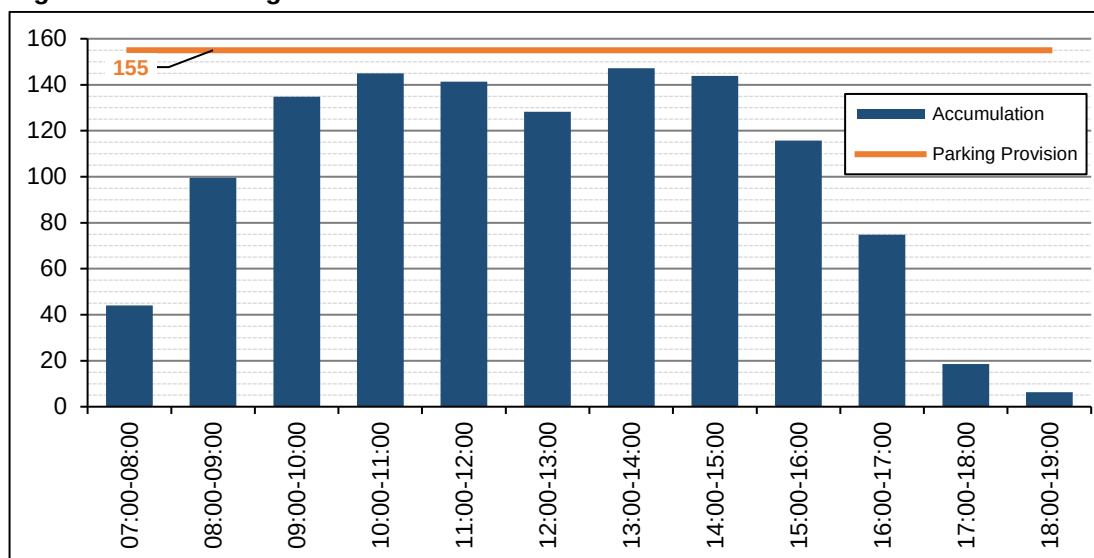
Time Range	Arrivals	Departures	Total	Accumulation
07:00-08:00	130	6	136	124
08:00-09:00	162	6	168	280
09:00-10:00	108	9	116	379
10:00-11:00	41	12	53	408
11:00-12:00	20	30	50	398
12:00-13:00	129	166	295	361
13:00-14:00	134	80	214	414
14:00-15:00	42	52	94	405
15:00-16:00	19	98	117	326
16:00-17:00	11	126	137	210
17:00-18:00	6	164	171	52
18:00-19:00	8	42	50	18
12 Hour Total	809	791	1,600	-

Source: TRICS v. 7.4.2, Census 2011 for the MSOA Reading 011

- 5.10 As can be seen from Table 5.4, an office development in or near central Reading with the GFA of the proposed site would be likely to generate a peak hour flow of approximately 170 vehicles and would generate a maximum parking accumulation of 414 cars.
- 5.11 However, as the proposed site will be provided with parking at a level below the maximum parking standards, the use of the above trip generation would be incorrect in that the predicted demand would outstrip the proposed parking capacity for the following reasons:
- the car parking provision within the Site (155 spaces) has been set well below the maximum 1:100 parking standard for the site to reflect the location of the site and to encourage more sustainable forms of travel other than the car;
 - the site is located in a very sustainable location, within a 4-minute walk from Reading railway station and is served by a number of bus routes, which, when taken together, represents a good incentive to use sustainable modes of travel as an alternative to the private car;
 - the site is located in a controlled parking area, with no free parking available. While a number of car parks are located close to the site (including the 927 space multi-storey car park at Reading Station), the daily or monthly charges⁸ would serve as a major deterrent to drive to work.
- 5.12 To reflect the above, the car trip generation resulting from the proposed development should relate to the proposed 155 space car park. The balance of the predicted trips would instead be undertaken using sustainable modes (i.e. on foot, cycling, or by public transport).
- 5.13 To address this issue, the proposed car driver mode share has been capped at a level that could be accommodated within the site car park, based on the peak parking accumulation of 414 cars (between 13:00 and 14:00) and the proposed parking provision of 155 spaces⁹ i.e. $(155 \times 0.95)/414 = 0.36$.
- 5.14 In this way, the anticipated flow profile of an office car park has been retained, but its scale has reduced to match the proposed car parking provision, as illustrated in **Figure 5.1** and Table 5.5 below.

⁸ £21.00 up to 12 hours, £220.00 monthly, £1,850.00 annual (full charges available at <https://www.apcoa.co.uk/parking/reading/reading-station-mscp>)

⁹ Plus a 5% headroom allowance

Figure 5.1 Parking Accumulation**Table 5.5 Predicted Vehicular Trip Generation**

Time Range	Arrivals	Departures	Total	Accumulation
07:00-08:00	46	2	48	44
08:00-09:00	58	2	60	100
09:00-10:00	38	3	41	135
10:00-11:00	15	4	19	145
11:00-12:00	7	11	18	141
12:00-13:00	46	59	105	128
13:00-14:00	48	29	76	147
14:00-15:00	15	18	33	144
15:00-16:00	7	35	42	116
16:00-17:00	4	45	49	75
17:00-18:00	2	58	61	19
18:00-19:00	3	15	18	6
12 Hour Total	288	281	569	-

Source: TRICS v. 7.4.2, Census 2011 for the MSOA Reading 011, proposed car parking provision (rounded figures)

- 5.15 As can be seen from Table 5.6, when considering the effect of a capped car mode share, the proposed development is predicted to generate up to 60 vehicle movements in the AM peak hour and 61 vehicle movements in the PM peak hour. This would result in a flow of vehicles to and from the proposed development of 1 vehicle per minute.
- 5.16 This level of traffic may reduce following the introduction of the 277 space Park & Ride scheme to the east of the site that recently received consent.

Impact

- 5.17 The following table compares the trip generation figures shown in Table 5.1 (Consented Use) and Table 5.6 (Proposed Use) for the AM and PM peak hours. As can be seen, the proposed development would result in a slight decrease in vehicular movements during the AM peak hour (-12) and in a minor increase in the PM peak (+10) compared to the consented 212 space car park.

Table 5.6 Predicted traffic impact of proposed scheme

	Consented	Proposed	Impact
AM Peak	72	60	-12
PM Peak	51*	61	+10

*using the maximum flow from the car park

- 5.18 The 10 predicted additional movements in the PM peak would equate to an increase of 1.3%, when compared to the 2014 surveyed traffic levels as described in the SMA Transport Statement (i.e. a westbound flow on King's Meadow Road of 370 vehicles). This figure, which would reduce further if traffic growth were to be taken into consideration, is less than 5% of the total flow and cannot be considered to be a material increase.

Other modes trip generation

- 5.19 For completeness, the trip generation by the other modes is presented below. As described earlier, it was calculated using the person trip generation gathered from TRICS (Table 5.2), and applied to the mode split extracted from the 2011 Journey to Work Census data (Table 5.3). The element of trips by car that could not be accommodated by the proposed car park were then reassigned on a pro-rata basis to the other modes (Table 5.4 minus Table 5.5) using the percentages shown in Table 5.7.

Table 5.7 Adjusted mode split

	2011 Census	Resulting mode split
Train	17.0%	23.8%
Bus, minibus or coach	17.9%	25.0%
Motorcycle, scooter or moped	0.7%	0.9%
Driving a car or van	38.3%	13.6%
Passenger in a car or van	3.7%	5.2%
Bicycle	3.9%	5.5%
On foot	18.1%	25.4%
Other method of travel to work	0.4%	0.6%
<i>Total</i>	<i>100.0%</i>	<i>100.0%</i>

5.20 The resulting trip generation by the main non-car modes of travel is shown in Table 5.8.

Table 5.8 Other modes trip generation

	Walk		Cycle		Train		Bus	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
07:00-08:00	86	4	19	1	81	4	85	4
08:00-09:00	107	4	23	1	101	4	106	4
09:00-10:00	72	6	15	1	67	5	71	6
10:00-11:00	27	8	6	2	25	8	27	8
11:00-12:00	13	20	3	4	12	19	13	20
12:00-13:00	86	110	18	24	80	103	84	109
13:00-14:00	89	53	19	11	83	50	88	53
14:00-15:00	28	34	6	7	26	32	28	34
15:00-16:00	13	65	3	14	12	61	12	64
16:00-17:00	7	84	2	18	7	78	7	83
17:00-18:00	4	109	1	24	4	102	4	107
18:00-19:00	5	28	1	6	5	26	5	28
<i>12 Hour Total</i>	536	524	116	113	502	491	529	518

5.21 The predicted non-car trips set out above would be able to be accommodated by the existing transport infrastructure in the vicinity of the proposed site.

6 FRAMEWORK WORKPLACE TRAVEL PLAN

- 6.1 As already noted throughout this TS, the very accessible location of the proposed development and the low provision of car parking spaces within the site would both serve to encourage the future occupiers of the development to use more sustainable means of travel to the site.
- 6.2 Notwithstanding the above, it is anticipated that a Workplace Travel Plan (WTP) could be prepared to further encourage non-car based journeys to the site as a Condition of planning consent for the scheme. The WTP, which could be used as a reference for future occupiers if the development is sub-let, would focus on staff travel, with targets primarily centred on the provision of information relating to more sustainable means of travel.
- 6.3 This Chapter of the TS provides a suggested Framework of the content of the WTP.

Aims and Objectives

- 6.4 The aims of the WTP would be twofold; namely:
- to create a safe and sustainable, community driven environment; and
 - to encourage the use of sustainable modes of transport to reduce the need for trips to be undertaken to and from the development in a private car.
- 6.5 Objectives help to give the WTP direction and focus. The specific objectives of the WTP might include:
- To raise awareness of sustainable, and in particular, active, healthy modes of travel (e.g. walking and cycling) available;
 - To remove the barriers, both perceived and actual, to walking, cycling and using public transport;
 - To increase the number of people choosing *active travel* options over that of the car; and,
 - To consistently monitor and review WTP targets and initiatives with a view to raising sustainable transport mode share on a year by year basis.

Baseline travel data

- 6.6 As the proposed site has yet to be developed, no baseline travel survey data exists. In the absence of this data, it is proposed that a staff survey would be undertaken within 3 months of full occupation of the development. The survey would seek to identify the means of travel to the site by staff and the resultant modal split data would be used to provide a baseline, upon which future targets will be set. The baseline survey data and modal split targets would

be submitted to RBC within 6 months of full occupation for agreement and would be incorporated into an updated WTP once the data has been agreed.

- 6.7 In the absence of such data, a review of the 2011 Census, appropriately amended to reflect the car parking provision within the site (as described throughout Chapter 5 and set out in Table 5.7) has identified the mode share shown in Table 6.1.

Table 6.1 Method of travel to work

Train	23.8%
Bus, minibus or coach	25.0%
Motorcycle, scooter or moped	0.9%
Driving a car or van	13.6%
Passenger in a car or van	5.2%
Bicycle	5.5%
On foot	25.4%
Other method of travel to work	0.6%

Targets

- 6.8 A set of targets, by which the progress of the WTP will be assessed, will be set. These are essential for monitoring the progress and success of a WTP. Targets should be “SMART” – i.e. specific, measurable, achievable, realistic and time-bound; as described below:

- **Specific** - A specific overall reduction in vehicular travel associated with the site has been defined which will be achieved through the development of realistic TP measures.
- **Measureable** - The number of car based trips will be monitored against the targets on a regular basis. Further initiatives and measures will be investigated and pursued should the development fail to meet these targets.
- **Achievable** - TP measures will be implemented and their effectiveness monitored in order to ensure they are achievable by all site users.
- **Realistic** – Realistic targets have been based upon a reduction of the trips as observed three months after opening.
- **Time-bound** - The targets will be reviewed annually in order to clarify whether they are being achieved.

- 6.9 Targets would be set for year one, year three and year five following full occupancy of the development, with the aim to reduce car based travel over the five year period.

Travel Plan Coordinator

- 6.10 A Travel Plan Co-ordinator (TPC) will be appointed and will be responsible for implementing the WTP for leading the strategy for meeting its objectives.

Framework WTP

- 6.11 Based on the above, the framework of a WTP is set out in the following table:

Table 6.2 Framework WTP contents

Item	Description
The scope of the WTP	A focus on likely journey to work patterns
A travel survey	This would be needed to set the base position for the site from which objectives and targets could be set. It would identify how staff members currently travel and would seek to identify how they would prefer to travel and possibly what encouragements would be required to encourage a change in travel behaviour
A list of objectives	e.g. a 5% increase in travel by cycle, or a 15% increase in the number of local trips carried out on foot
A range of targets and indicators	These should be achievable, specific, realistic and measurable. In addition to basic percentage reductions in travel by car, the targets could include measures such as membership of a car club or car sharing
Management strategy	This would define who is responsible for the project management of the WTP and its full implementation, both before and after occupation of the site. A Travel Plan Co-ordinator would be required to manage the implementation of the WTP and to also arrange annual travel surveys of the staff members. Collation of public transport timetables, cycle routes and local sustainable travel initiatives would also be the responsibility of the TPC for dissemination to the staff
Measures	A package of specific measures proposed to encourage sustainable travel, reduce levels of single occupancy car use and achieve the stated targets of the WTP. These should include measures to encourage walking, cycling, the use of public transport and car-sharing, and to reduce the need to travel;
Marketing strategy	To communicate and promotion the WTP to the staff members using a range of communication tools and promotional techniques to raise awareness, promote initiatives and individual measures and disseminate information;
Monitoring and review	This would identify how and when the TP will be reviewed so that its performance and objectives can be monitored and assessed
Action plan and budget	Identify a detailed action plan as a programme for the implementation of the measures proposed in the WTP.

Sky Garden

- 6.12 While the WTP would be aimed at staff working at the site, the travel information compiled by the TPC could be made available to members of the public wishing to visit the Sky Garden at the time of booking their visit.

7 SUMMARY AND CONCLUSION

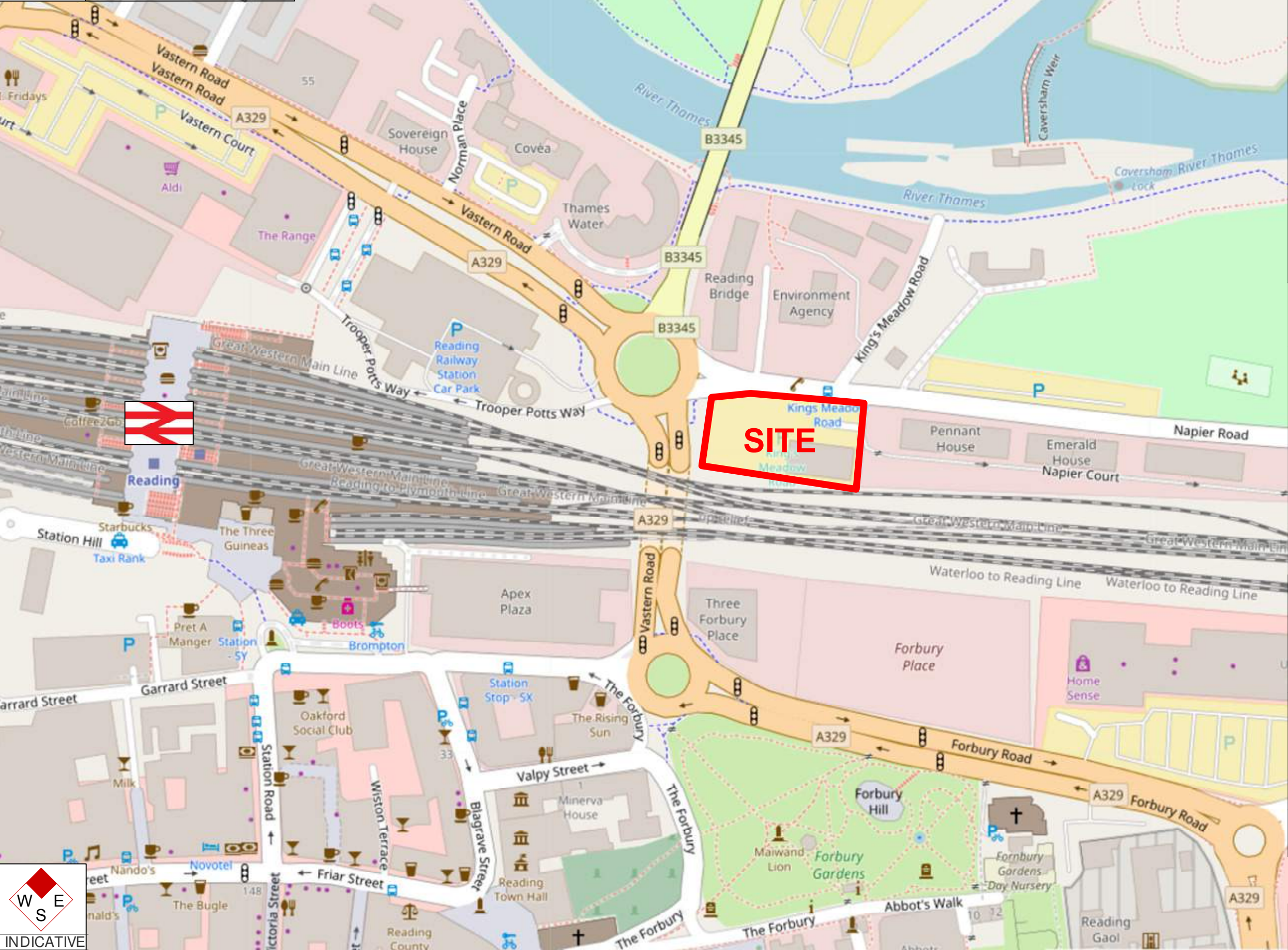
Summary

- 7.1 The proposed scheme seeks to redevelop the former Coopers BMW showroom and garage site at King's Meadow Road/Napier Road, in Reading, currently in use as a 212 space temporary car park. The proposals comprise an office block that would provide 11 floors of commercial accommodation (land use B1a) and a sky garden occupying the upper 2 floors of the building.
- 7.2 Situated within 375 m of Reading railway station, the site lies in a very sustainable location with ready access by all modes of transport, including walking, cycling and public transport. The site will also be situated close to a stop serving the proposed East Reading Mass Rapid Transit.
- 7.3 The proposed building would include 4 floors of car parking, providing 155 car spaces and 238 cycle spaces. The proposed level of parking, including disabled and motorcycle parking, complies with RBC parking standards. The proposed car parking provision is approximately half of the maximum standard and will serve to encourage sustainable modes of transport as an alternative to the private car.
- 7.4 Servicing to the building and refuse collection would be undertaken with vehicles accessing and leaving the site in forward gear via the existing site access road that also serves the adjacent Napier Business Park.
- 7.5 By comparison to the consented 212 space public car park on the site, the proposed scheme would result in a reduction in vehicular trips in the morning peak hour and a slight increase in the afternoon peak hour (+10 trips, equating to a 1.3% increase, when compared to 2014 traffic). The car trip generation associated with the development would be between 60 and 61 car trips (sum of arrivals and departures) in the peaks, i.e. an average of one vehicle per minute.
- 7.6 A Workplace Travel Plan will raise awareness and further encourage the use of sustainable travel.

Conclusion

- 7.7 The proposals are compliant with national and local transport planning policies and would lead to a negligible increase in traffic during the evening peak period.
- 7.8 It is therefore considered that there are no highways and transport reasons for refusal of the planning application.

FIGURES



NOTES

Indicative Site Boundary

Rev	Date	Details	Drawn by	Checked by

Bristol

Cambridge

London

Oxford

Welwyn Garden City

tpa

Transport Planning Associates

25 Southampton Buildings

London

WC2A 1AL

020 3709 9405

www.tpa.uk.com

LOCHAILORT READING LIMITED

THE ARC,
READING

SITE LOCATION PLAN

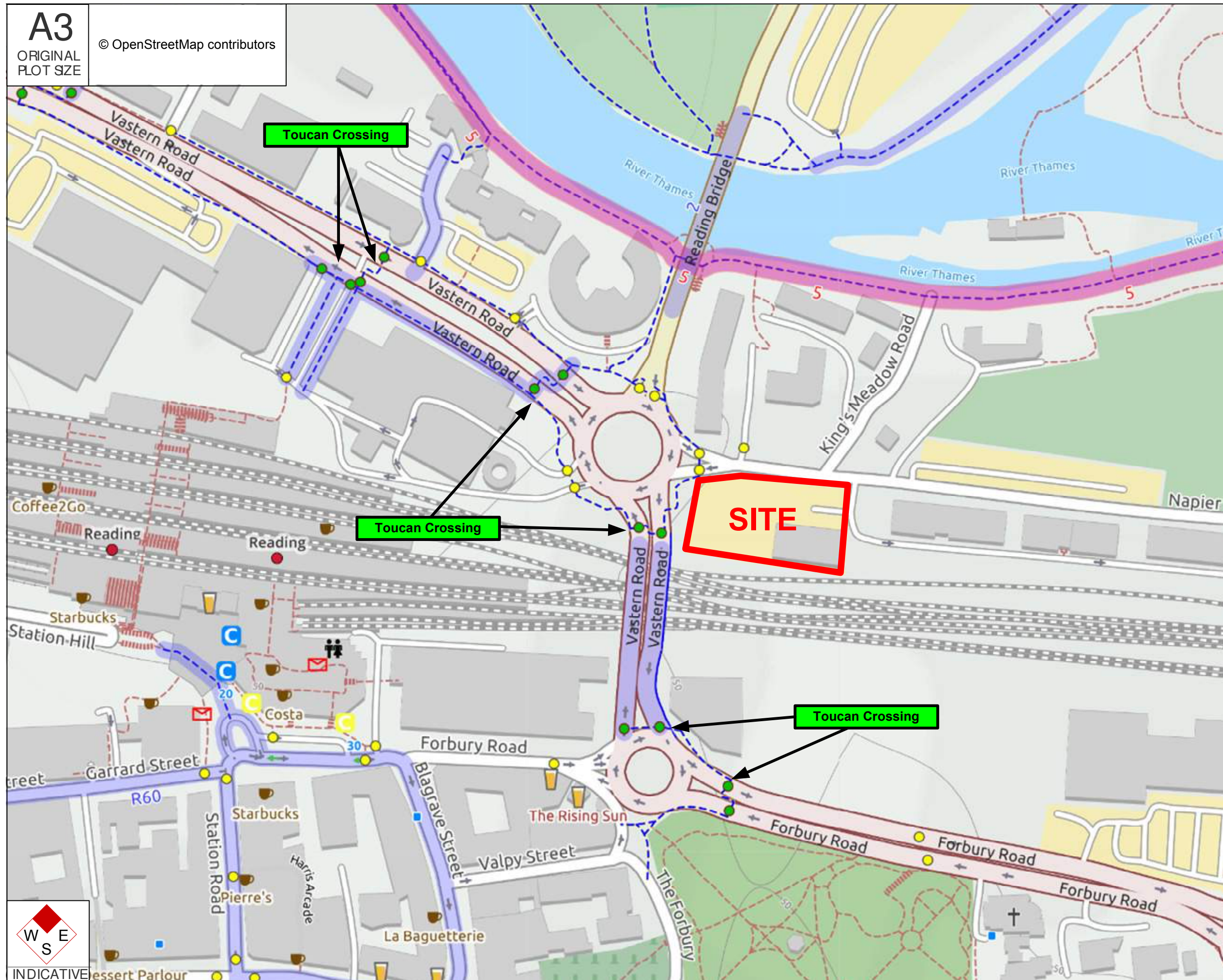
STATUS:
FOR INFORMATION

SCALE:	PREPARED BY:	CHECKED BY:	APPROVED BY:
NTS	GDG	RJM	RJM
JOB NO:	FIGURE NO:	DATE:	
1707-55	1.1	30/08/2017	

A3

ORIGINAL
PLOT SIZE

© OpenStreetMap contributors



KEY		Track
		Cycleway
		National cycleway
		Regional cycleway
		Local cycleway
		Footway
		Railway
		Forest
		Common and meadow
		Lake and reservoir
		Bicycle shop
		Bicycle parking
		Toilets

Rev	Date	Details	Drawn by	Checked by

Bristol
Cambridge
London
Oxford
Welwyn Garden City



25 Southampton Buildings
London
WC2A 1AL

020 3709 9405
www.tpa.uk.com

LOCHAILORT READING LIMITED

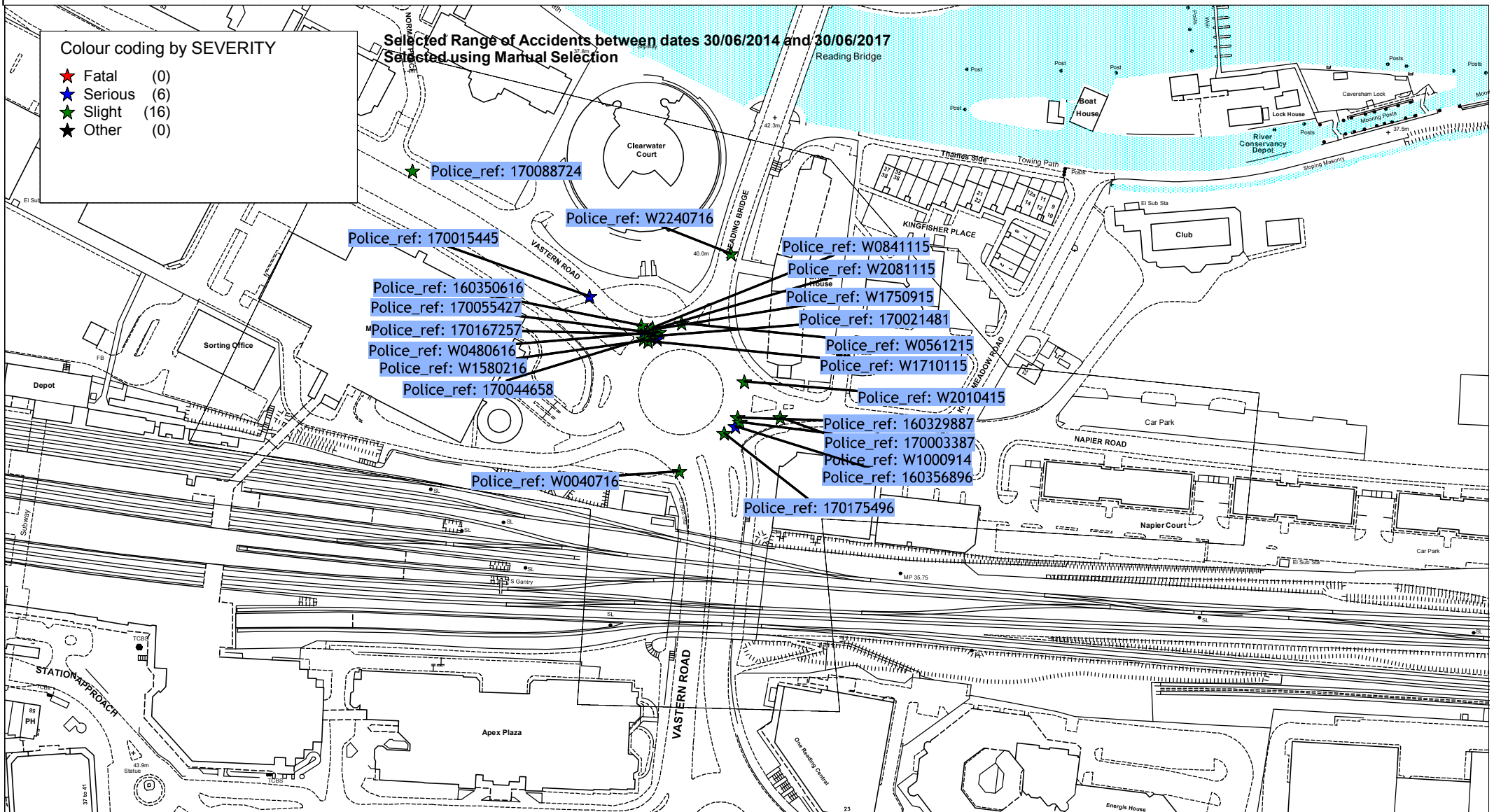
THE ARC,
READING

LOCAL CYCLE NETWORK

STATUS:
FOR INFORMATION

SCALE:	PREPARED BY:	CHECKED BY:	APPROVED BY:
NTS	GDG	RJM	RJM
JOB NO:	FIGURE NO:	DATE:	
1707-55	2.1	30/08/2017	

APPENDIX A



	Selected map area	Her Majesty's Office (c) Crown Copyright + Crown copyright. All rights reserved Licence No. 2017		SCALE	1 : 2360
				DATE	06/09/2017
				DRAWING No.	
				DRAWN BY	

Accidents between dates 30/06/2014 and 30/06/2017 (36) months

Selection:

Notes:

Selected using Manual Selection

W100091419/09/2014Time1647Vehicles1Casualties1Slight

E:471794N:173899First Road: A 329Road TypeSingle carriageway

Speed limit: 30Junction Detail: RoundaboutGive way or controlledUnclassified 7201

Crossing: Control NoneFacilities: Central reservationRoad surfaceDry

Daylight:street lights presentFine without high winds

Special Conditions at Site NoneCarriageway Hazards: None

Place accident reported: At sceneDfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

PED XXING CWAY SBOUND HIT BY LGV1 TRAV E TO W

Occurred on A329 VASTERN RD J/W KINGS MEADOW RD READING

Vehicle Reference

Vehicle movement fromto

Location at impactFirst impactHit vehicle:

Hit object in roadOff road:

Breath testAge of Driver

Accidents between dates 30/06/2014 and 30/06/2017 (36) months

Selection: Notes:

Selected using Manual Selection

W1710115 21/01/2015 Time 0851 Vehicles 2 Casualties 1 Slight
E:471735 N: 173933 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3345
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Possible
3rd:	Cyclist wearing dark clothing at night	Vehicle 2	Possible
4th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
5th:			
6th:			

C1 FAILED TO G/WAY ENT RBT TO TRAV E & COLL/W PC2 TRAV FROM S TO NK DIR ON RBT

Occurred on A329 VASTERN RD RBT J/W B3345 GEORGE ST READING

Vehicle Reference

Vehicle movement from to

Location at impact

Hit object in road

First impact

Off road:

Hit vehicle:

Age of Driver

Breath test

Accidents between dates 30/06/2014 and 30/06/2017 (36) months

Selection: Notes:

Selected using Manual Selection

W2010415 15/04/2015 Time 1255 Vehicles 2 Casualties 1 Slight
E:471778 N: 173915 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

MC1 & C2 BOTH ENTRD RBT FROM NW, MC1 TO TRN RT TO S, C2 CUT MC1 UP EXITG RBT TO TRAV E
Occurred on A329 VASTERN RD RBT J/W NAPIER RD READING

Vehicle Reference

Vehicle movement from to

Location at impact

Hit object in road

First impact

Off road:

Hit vehicle:

Age of Driver

Breath test

Accidents between dates30/06/2014 and 30/06/2017 (36) months

Selection:Notes:

Selected using Manual Selection

W175091521/09/2015Time 2216Vehicles 2Casualties 1Serious

E:471736N: 173938First Road: A 329Road Type 1

Speed limit: 30Junction Detail: RoundaboutGive way or controlledB 3345

Crossing: Control NoneFacilities: None within 50mRoad surface Dry

Darkness: street lighting unknownFine without high winds

Special Conditions at Site NoneCarriageway Hazards: None

Place accident reported: At sceneDfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

C1 TRAV NW TO E FAILD TO GWAY AT RBT & COLL/W PC2 TRAV N

Occurred onA329 VASTERN ROAD RBT/W B3345 GEORGE STREET READING

Vehicle Reference

Vehicle movement fromto

Location at impactFirst impactHit vehicle:

Hit object in roadOff road:

Breath testAge of Driver

Accidents between dates 30/06/2014 and 30/06/2017 (36) months

Selection: Notes:

Selected using Manual Selection

W0841115 10/11/2015 Time 0600 Vehicles 2 Casualties 1 Slight
E:471737 N:173939 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3345
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 FAILED TO GWAY TRAV SE ENTRD RBT ENTRD RBT & COLL/W PC2 TRAV N. C1 FTS

Occurred on A329 GEORGE STREET RBT/W A329 VASTERN ROAD READING

Vehicle Reference

Vehicle movement from to

Location at impact

Hit object in road

First impact

Off road:

Hit vehicle:

Age of Driver

Breath test

Accidents between dates30/06/2014 and 30/06/2017 (36) months

Selection:Notes:

Selected using Manual Selection

W208111520/11/2015Time0830Vehicles2Casualties1Serious

E:471733N:173937First Road:A 329Road Type1

Speed limit: 30Junction Detail: RoundaboutGive way or controlledB 3345

Crossing: Control NoneFacilities: Central reservationRoad surfaceDry

Daylight:street lights presentFine without high winds

Special Conditions at Site NoneCarriageway Hazards: None

Place accident reported: At sceneDfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 TRNG RT NW TO S AT RBT FAILD TO GWAY & COLL/W PC2 TRAV N

Occurred onA329 VASTERN ROAD RBT/W B3345 GEORGE STREET READING

Vehicle Reference

Vehicle movement fromto

Location at impactFirst impactHit vehicle:

Hit object in roadOff road:

Breath testAge of Driver

Accidents between dates30/06/2014 and 30/06/2017 (36) months

Selection:Notes:

Selected using Manual Selection

W056121508/12/2015Time1830Vehicles2Casualties1Slight

E:471750N:173941First Road:A 329Road Type1

Speed limit: 30Junction Detail: RoundaboutGive way or controlledB 3345

Crossing: Control NoneFacilities: None within 50mRoad surfaceDry

Darkness: street lights present and litFine without high winds

Special Conditions at Site NoneCarriageway Hazards: None

Place accident reported: At sceneDfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Cyclist wearing dark clothing at night	Vehicle 2	
4th:			
5th:			
6th:			

C1 TRAV N COLL/W PC2 ALSO TRAV N. PC BELIEVD C1 WOULD SLW TO LET HIM PASS

Occurred onA329 VASTERN ROAD RBT/W B3345 GEORGE STREET READING

Vehicle Reference

Vehicle movement fromto

Location at impactFirst impactHit vehicle:

Hit object in roadOff road:

Age of Driver

Breath test

Accidents between dates 30/06/2014 and 30/06/2017 (36) months

Selection: Notes:

Selected using Manual Selection

W0480616 05/06/2016 Time 2304 Vehicles 2 Casualties 1 Slight
E:471740 N: 173937 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3345
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

TX1 FAILD TO GWAY TRNG RT NW TO S & COLL/W PC2 TRAV N

Occurred on A329 VASTERN ROAD RBT/W B3345 GEORGE STREET READING

Vehicle Reference

Vehicle movement from to

Location at impact

Hit object in road

First impact

Off road:

Hit vehicle:

Age of Driver

Breath test

Accidents between dates 30/06/2014 and 30/06/2017 (36) months

Selection: Notes:

Selected using Manual Selection

W0040716 02/07/2016 Time 1900 Vehicles 2 Casualties 4 Slight
E:471749 N:173875 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	Possible
4th:	Sudden braking	Vehicle 1	Possible
5th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
6th:			

C2 TRAV N SLWD TO APP OF RBT WAS & HIT IN REAR BY TX1

Occurred on A329 VASTERN ROAD RBT/W B3345 GEORGE STREET READING

Vehicle Reference

Vehicle movement from to

Location at impact

Hit object in road

First impact

Off road:

Hit vehicle:

Age of Driver

Breath test

Accidents between dates 30/06/2014 and 30/06/2017 (36) months

Selection: Notes:

Selected using Manual Selection

W2240716 26/07/2016 Time 1446 Vehicles 2 Casualties 10 Slight
E:471772 N:173972 First Road: B 3345 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Impaired by alcohol	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

INTOX C1 TRAV N COLL HD ON/W PSV2 TRAV S

Occurred on B3345 GEORGE STREET APP 50M N RBT/W A329 VASTERN ROAD READING

Vehicle Reference

Vehicle movement from to

Location at impact

Hit object in road

First impact

Off road:

Hit vehicle:

Age of Driver

Breath test

Accidents between dates 30/06/2014 and 30/06/2017 (36) months

Selection: Notes:

Selected using Manual Selection

160329887 16/11/2016 Time 2105 Vehicles 2 Casualties 1 Slight
E:471775 N:173899 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

C1 TRAV W FAID TO G/WAY ENT RBT & COLL/W PC2 TRAV S
Occurred on A329 VASTERN RD RBT J/W NAPIER RD READING

Vehicle Reference

Vehicle movement from to

Location at impact

Hit object in road

First impact

Off road:

Hit vehicle:

Age of Driver

Breath test

Accidents between dates30/06/2014 and 30/06/2017 (36) months

Selection:Notes:

Selected using Manual Selection

16035061603/12/2016Time1400Vehicles2Casualties1Slight

E:471732N:173940First Road:A 329Road Type1

Speed limit: 30Junction Detail: RoundaboutGive way or controlledB 3345

Crossing: Control NoneFacilities: None within 50mRoad surfaceDry

Daylight:street lights presentFine without high winds

Special Conditions at Site NoneCarriageway Hazards: None

Place accident reported: ElsewhereDfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

MC2 TRAV E BUT HELD UP WAITG TO ENT RBT HIT IN REAR BY C1

Occurred onA329 VASTERN RD RBT J/W B3345 GEORGE ST READING

Vehicle Reference

Vehicle movement fromto

Location at impactFirst impactHit vehicle:

Hit object in roadOff road:

Breath testAge of Driver

Accidents between dates 30/06/2014 and 30/06/2017 (36) months

Selection: Notes:

Selected using Manual Selection

160356896 09/12/2016 Time 0652 Vehicles 2 Casualties 1 Serious
E:471774 N:173895 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Defective lights or indicators	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

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

Occurred on A329 VASTERN RD RBT J/W NAPIER RD READING

Vehicle Reference

Vehicle movement from to

Location at impact

Hit object in road

First impact

Off road:

Hit vehicle:

Age of Driver

Breath test

Accidents between dates 30/06/2014 and 30/06/2017 (36) months

Selection: Notes:

Selected using Manual Selection

170003387 14/12/2016 Time 2212 Vehicles 2 Casualties 1 Slight
E:471776 N: 173897 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Impaired by alcohol	Vehicle 1	
4th:			
5th:			
6th:			

C1 FAILED TO GWAY TRAV E TO NW & COLL/W PC2 TRAV S. C1 FTS
Occurred on A329 VASTERN ROAD RBT/W NAPIER ROAD READING

Vehicle Reference

Vehicle movement from to

Location at impact

Hit object in road

First impact

Off road:

Hit vehicle:

Age of Driver

Breath test

Accidents between dates 30/06/2014 and 30/06/2017 (36) months

Selection: Notes:

Selected using Manual Selection

170015445 04/01/2017 Time 1055 Vehicles 1 Casualties 1 Serious

E:471709 N: 173953 First Road: A 329 Road Type Dual carriageway

Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp

Daylight:street lights present Fine without high winds

Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
3rd:	Crossed road masked by stationary veh	Casualty 1	
4th:			
5th:			
6th:			

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

Occurred on A329 VASTERN RD APP 30M NW RBT J/W B3345 GEORGE ST READING

Vehicle Reference

Vehicle movement from to

Location at impact

Hit object in road

First impact

Off road:

Hit vehicle:

Age of Driver

Breath test

Accidents between dates 30/06/2014 and 30/06/2017 (36) months

Selection: Notes:

Selected using Manual Selection

170021481 10/01/2017 Time 2208 Vehicles 2 Casualties 1 Serious
E:471736 N: 173935 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3345
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Poor turn or manoeuvre	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

C1 FAILED TO GWAY ENTRG RBT TRNG RT NW TO S & COLL/W PC2 TRAV N
Occurred on A329 VASTERN ROAD RBT/W B3345 READING BRIDGE READING

Vehicle Reference

Vehicle movement from to

Location at impact

Hit object in road

First impact

Off road:

Hit vehicle:

Age of Driver

Breath test

Accidents between dates 30/06/2014 and 30/06/2017 (36) months

Selection: Notes:

Selected using Manual Selection

170044658 06/02/2017 Time 1600 Vehicles 2 Casualties 1 Slight
E:471733 N: 173934 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3345
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 TRAV FROM NW TO NK DIR FAILD TO G/WAY & ENT RBT & COLL/W PC2 TRAV FROM S TO NK DIR ON RBT

Occurred on A329 VASTERN RD RBT J/W B3345 GEORGE ST READING

Vehicle Reference

Vehicle movement from to

Location at impact

Hit object in road

First impact

Off road:

Hit vehicle:

Age of Driver

Breath test

Accidents between dates 30/06/2014 and 30/06/2017 (36) months

Selection: Notes:

Selected using Manual Selection

170055427 20/02/2017 Time 1658 Vehicles 2 Casualties 1 Slight
E:471735 N:173937 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3345
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Stationary or parked vehicle	Vehicle 1	Possible
2nd:		
3rd:		
4th:		
5th:		
6th:		

C1 ENTERED RBT TO TRN RT NW TO S ROM LN2 OF 3. VIEW OBSCURRD BY VEH IN LN3 & C1 COLL/W PC2 TRAV N ON RBT

Occurred on A329 VASTERN RD RBT J/W B3345 GEORGE ST READING

Vehicle Reference

Vehicle movement from to

Location at impact

Hit object in road

First impact

Off road:

Hit vehicle:

Age of Driver

Breath test

Accidents between dates30/06/2014 and 30/06/2017 (36) months

Selection:Notes:

Selected using Manual Selection

17008872421/03/2017Time0908Vehicles2Casualties1Slight

E:471630N:174009First Road:A 329Road TypeSingle carriageway

Speed limit: 30Junction Detail:T & Stag JctGive way or controlledUnclassified 7201

Crossing: ControlNoneFacilities: Ped. phase at traffic signal junctionRoad surfaceDry

Daylight:street lights presentFine without high winds

Special Conditions at SiteNoneCarriageway Hazards: None

Place accident reported:At sceneDfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 TRAV SE, DRIV BLINDED BY SUN & COLL/W REAR C2

Occurred onA329 VASTERN RD J/W NORMAN RD READING

Vehicle Reference

Vehicle movement fromto

Location at impactFirst impactHit vehicle:

Hit object in roadOff road:

Age of Driver

Breath test

Accidents between dates 30/06/2014 and 30/06/2017 (36) months

Selection: Notes:

Selected using Manual Selection

170167257 18/05/2017 Time 2237 Vehicles 2 Casualties 1 Slight
E:471738 N: 173936 First Road: A 329 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3345
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Cyclist wearing dark clothing at night	Vehicle 2	Possible
4th:	Not displaying lights at night or in poor visibility	Vehicle 2	Possible
5th:			
6th:			

TX1 ENTRG RBT TO TRAV S COLL/W PC2 TRAV N ON RBT. RIDER WEARG DRK CLOTHG & NO LIGHTS IN DARK. TX1 FTS

Occurred on A329 VASTERN RD RBT J/W B3345 GEORGE ST READING

Vehicle Reference

Vehicle movement from to

Location at impact

Hit object in road

First impact

Off road:

Hit vehicle:

Age of Driver

Breath test

Accidents between dates 30/06/2014 and 30/06/2017 (36) months

Selection: Notes:

Selected using Manual Selection

170175496 12/06/2017 Time 0755 Vehicles 2 Casualties 1 Slight
E:471769 N:173892 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 2	
4th:			
5th:			
6th:			

HGV1 FAILED TO GWAY TRNG RT E TO NW & COLL/W MC2 TRAV S
Occurred on A329 VASTERN ROAD RBT/W NAPIER ROAD READING

Vehicle Reference

Vehicle movement from to

Location at impact

Hit object in road

First impact

Off road:

Hit vehicle:

Age of Driver

Breath test

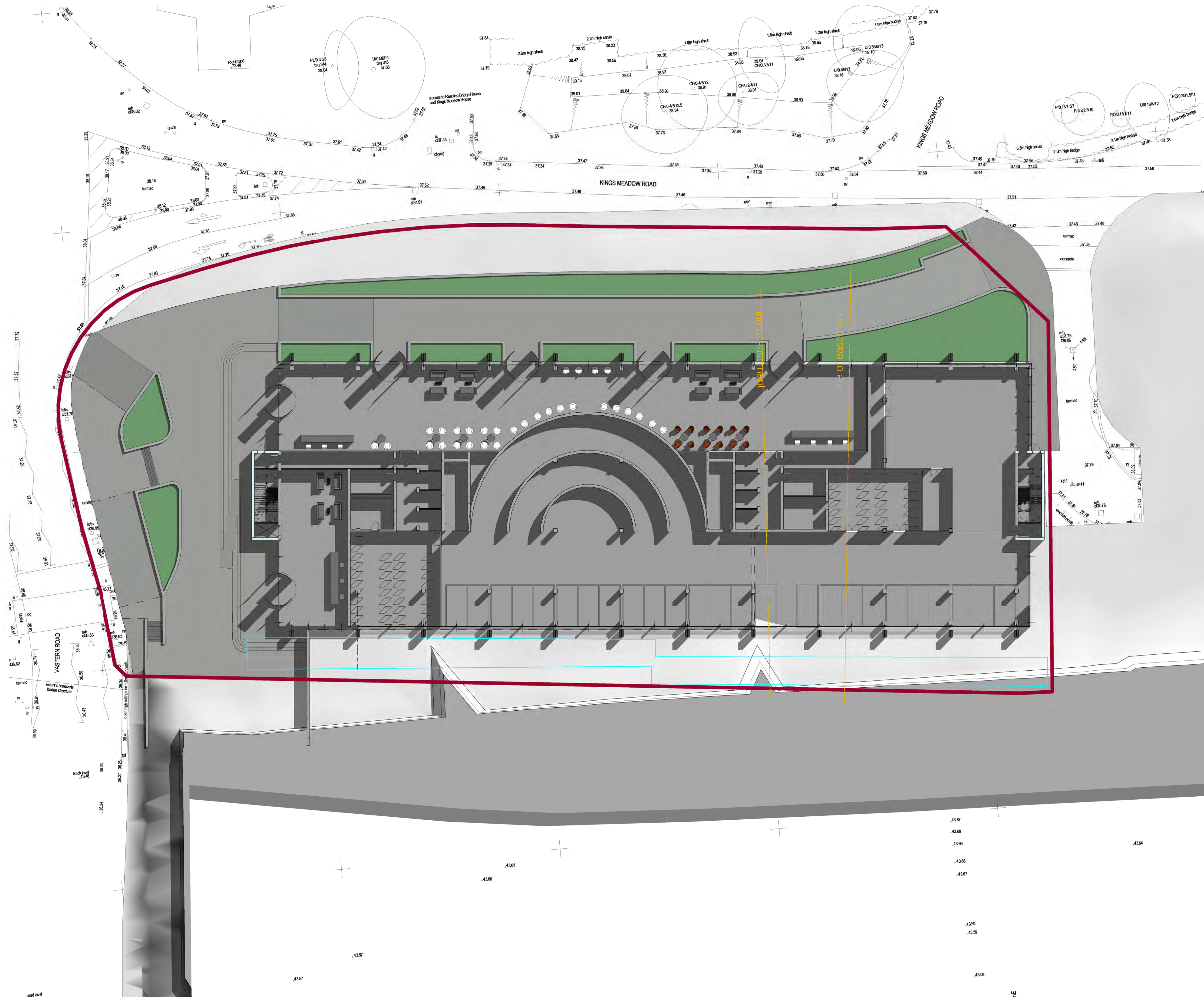
Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	6	16	22
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	6	16	22
Total	0	6	16	22

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	0	0

APPENDIX B



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1	Planning Sub 02	01.09.2017	TC
Revision	Description	Date	Drawn

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Client's Name
**Canmoor Developments in
conjunction with Lochailort
Reading Ltd**

Job Title
The Arc, Reading

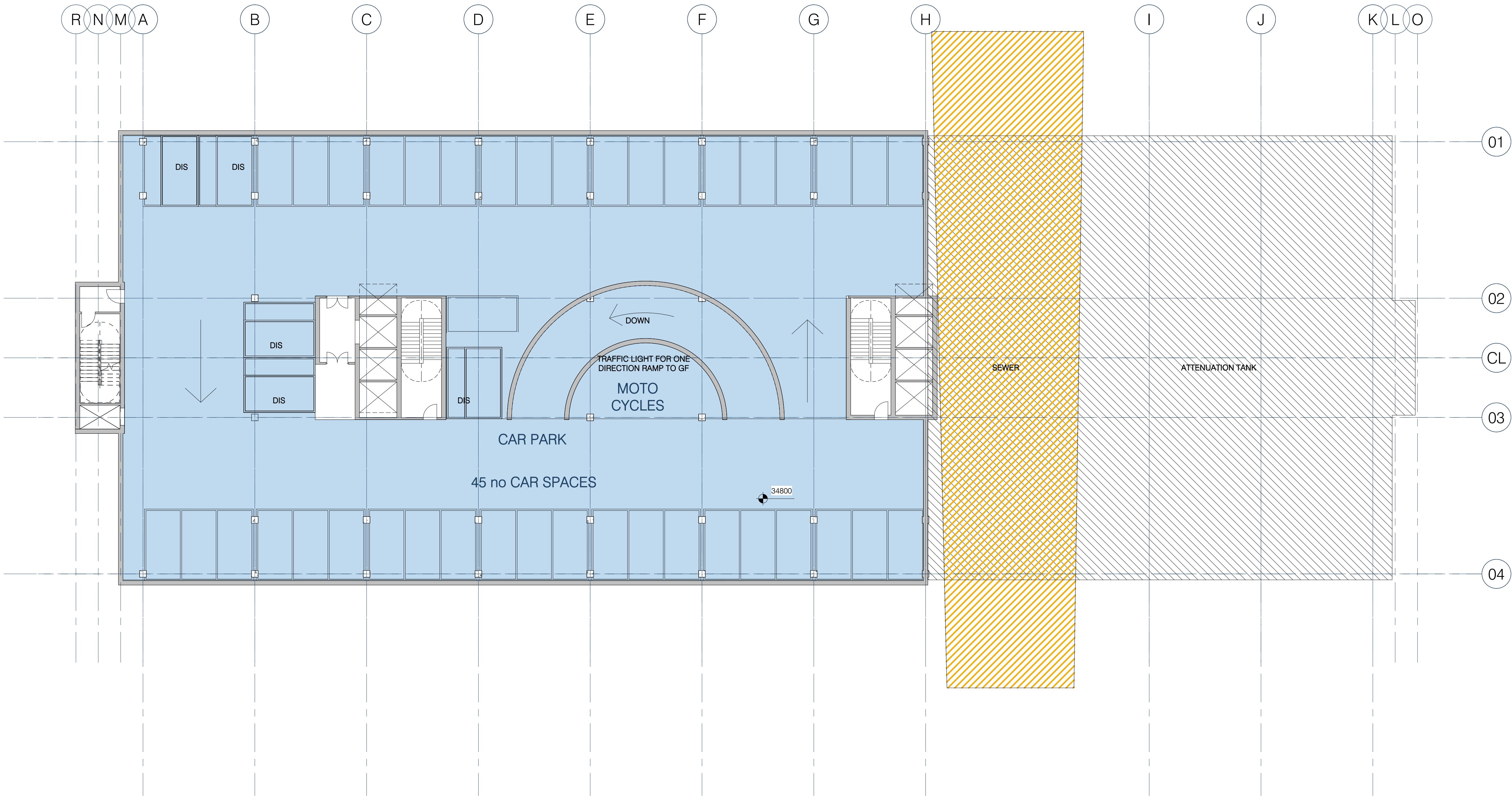
Drawing Title
Updated Site Plan with Survey

Scale
1 : 200 @ A1

Drawing Number
16367 (00)002

Rev
1

Status



1 Level -1 Basement
1 : 150

4	Planning Sub 02	01.09.2017	TC
3	Planning Submission	25.08.2017	RdP
2	Preliminary proposal. Rev 2	08.08.2017	RdP
Revision	Description	Date	Drawn

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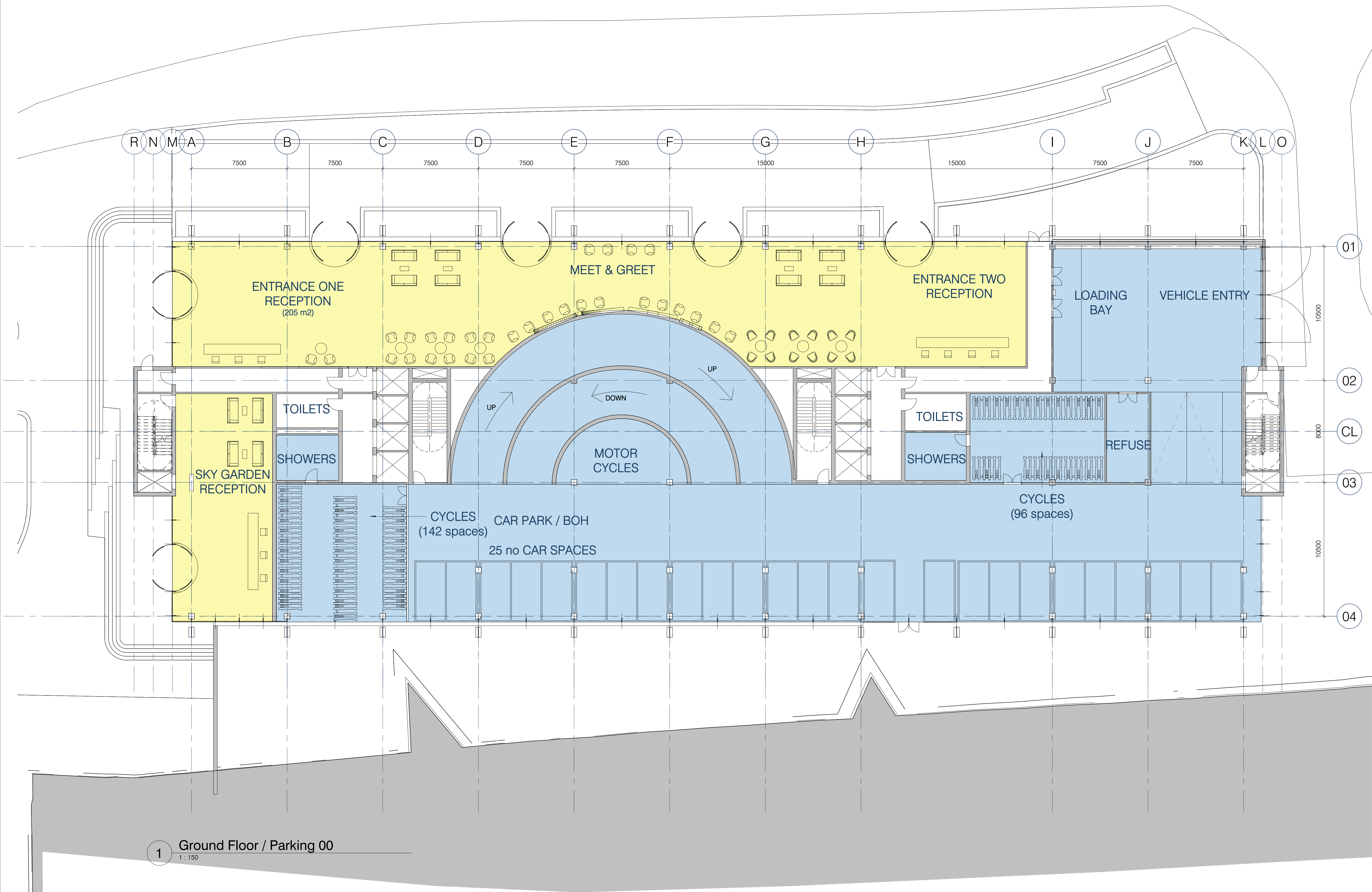
Client's Name
**Canmoor Developments in
conjunction with Lochailort
Reading Ltd**

Job Title
The Arc, Reading

Drawing Title
Level -1 - Basement

Scale
1 : 150 @ A1

Drawing Number	Rev
16367 (10)001	4
Status	



4	Planning Sub 02	01.09.2017	TC
3	Planning Submission	25.08.2017	RdP
2	Preliminary proposal, Rev 2	08.08.2017	RdP
Revision	Description	Date	Drawn

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Client's Name
Canmoor Developments in
conjunction with Lochailort
Reading Ltd

Job Title
The Arc, Reading

Drawing Title
Ground Floor

Scale
1 : 150 @ A1

Drawing Number
16367 (10)002

Status
FOR COMMENT

Rev
4

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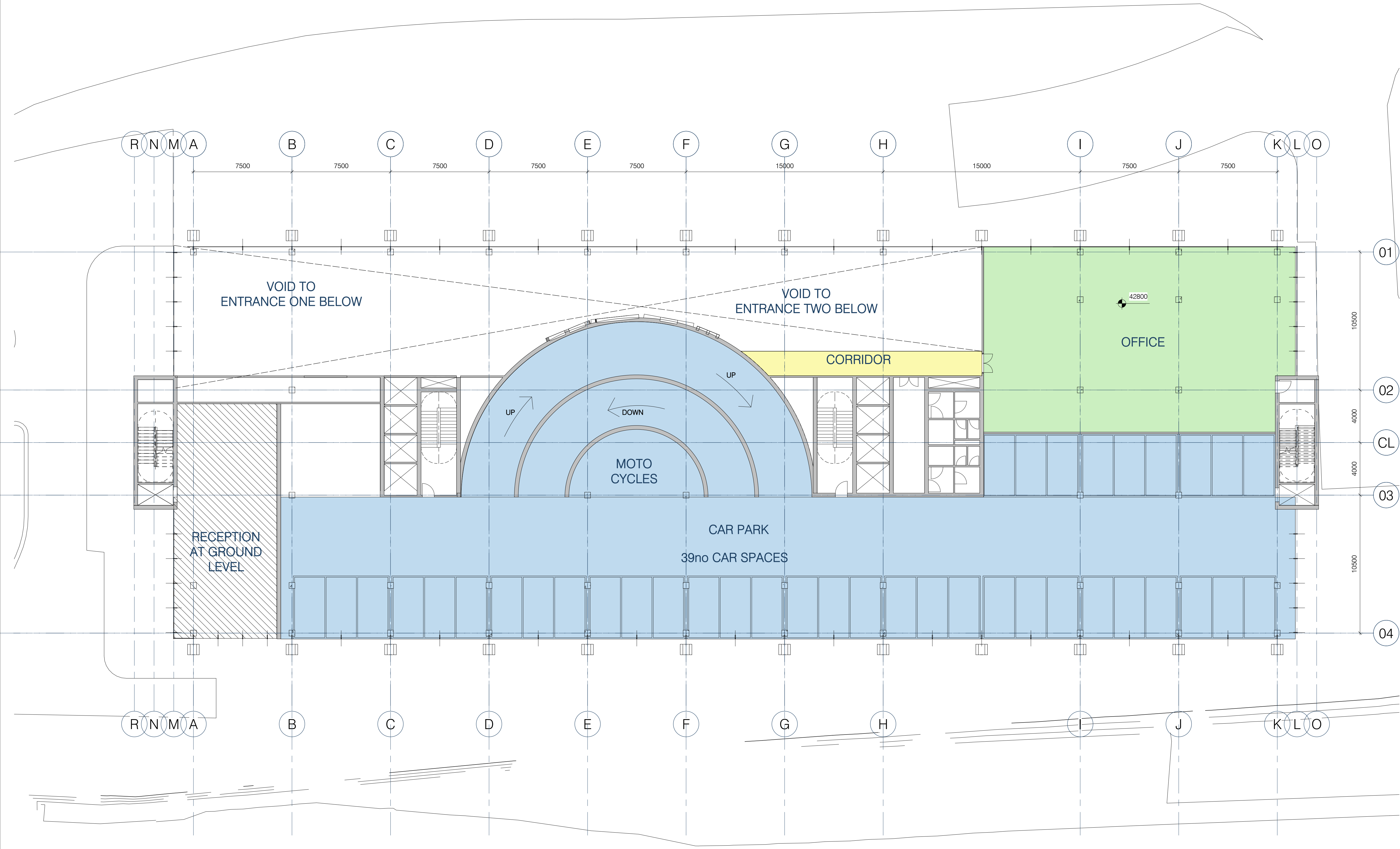
Notes

On Sketch Plans

Plan layouts & areas are still under development

Fire strategy has not yet been fully considered

Provision for cycle parking still to be considered



4	Planning Sub 02	01.09.2017	TC
3	Planning Submission	25.08.2017	RdP
2	Preliminary proposal. Rev 2	08.08.2017	RdP
Revision	Description	Date	Drawn

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Client's Name
**Canmoor Developments in
conjunction with Lochailort
Reading Ltd**

Job Title
The Arc, Reading

Drawing Title
Mezz. / Car Park 01

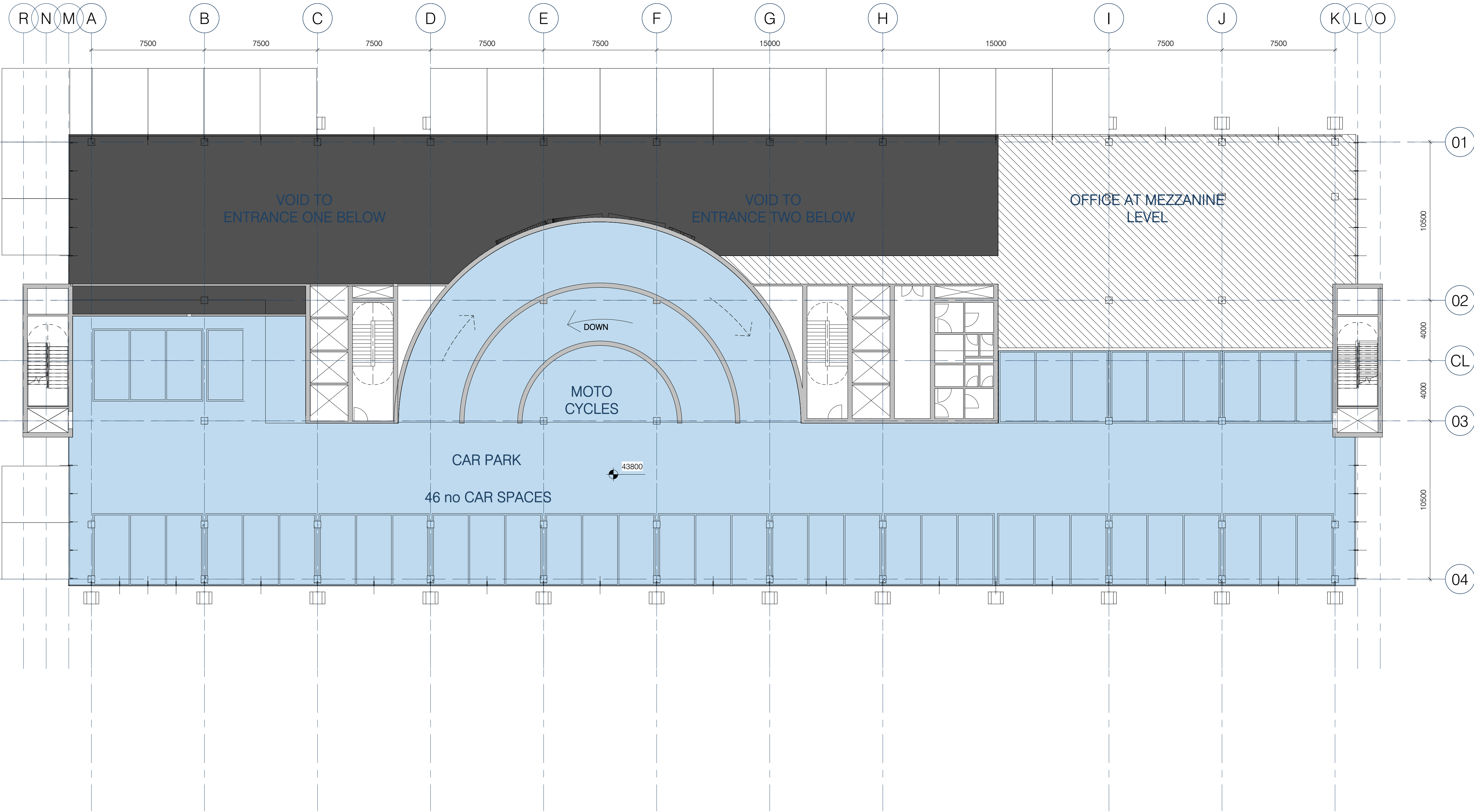
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Drawing Number
16367 (10)003

Status
FOR COMMENT

1 Mezzanine / Parking 01
1 : 150

Rev
4



4	Planning Sub 02	01.09.2017	TC
3	Planning Submission	25.08.2017	RdP
2	Preliminary proposal. Rev 2	08.08.2017	RdP
Revision	Description	Date	Drawn

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Client's Name
Canmoor Developments in
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Reading Ltd

Job Title
The Arc, Reading

Drawing Title
Car Park 02

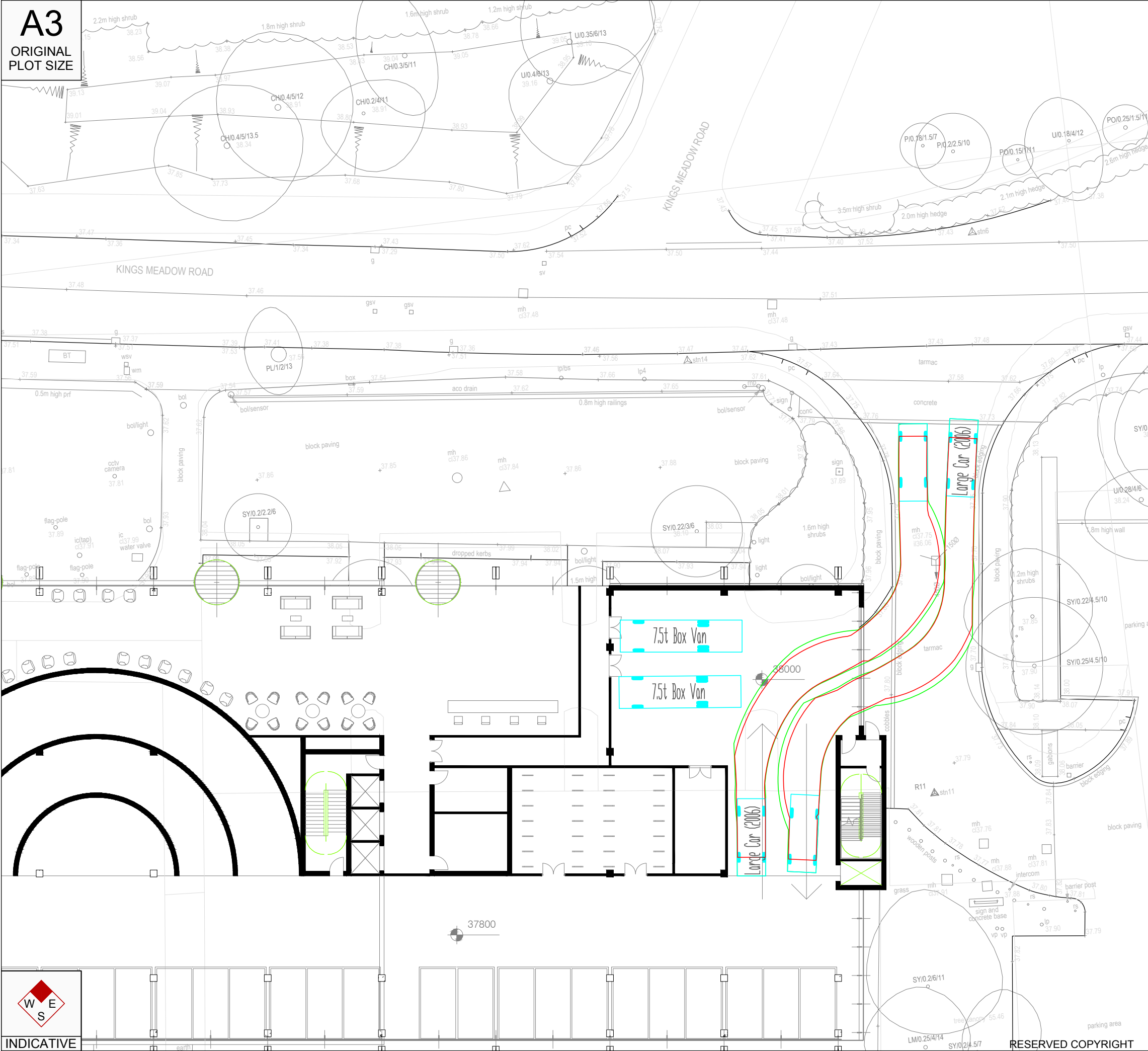
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Drawing Number
16367 (10)004

Rev
4

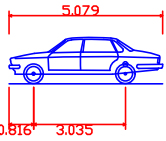
Status
FOR COMMENT

APPENDIX C



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NOTES:
Based on Scott Brownrigg drawing no. 16367 (00) 002



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.900m

A	06/09/17	Minor amendments	GDG	RJM	RJM
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City

25 Southampton Buildings
London
WC2A 1AL
020 3709 9405
www.tpa.uk.com

CLIENT:
LOCHAILORT READING LTD & CANMOOR DEVELOPMENTS LTD

PROJECT:
THE ARC, READING

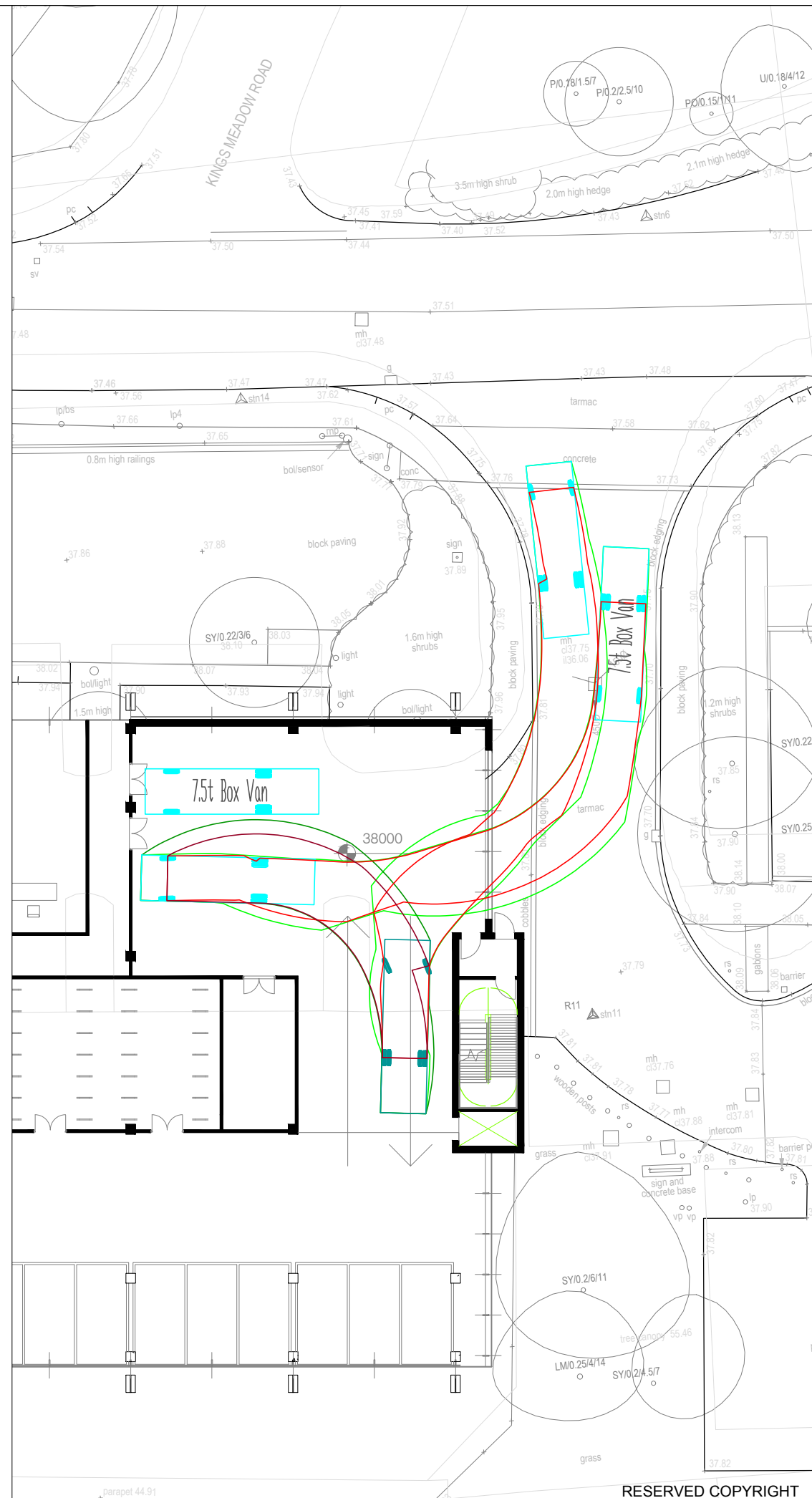
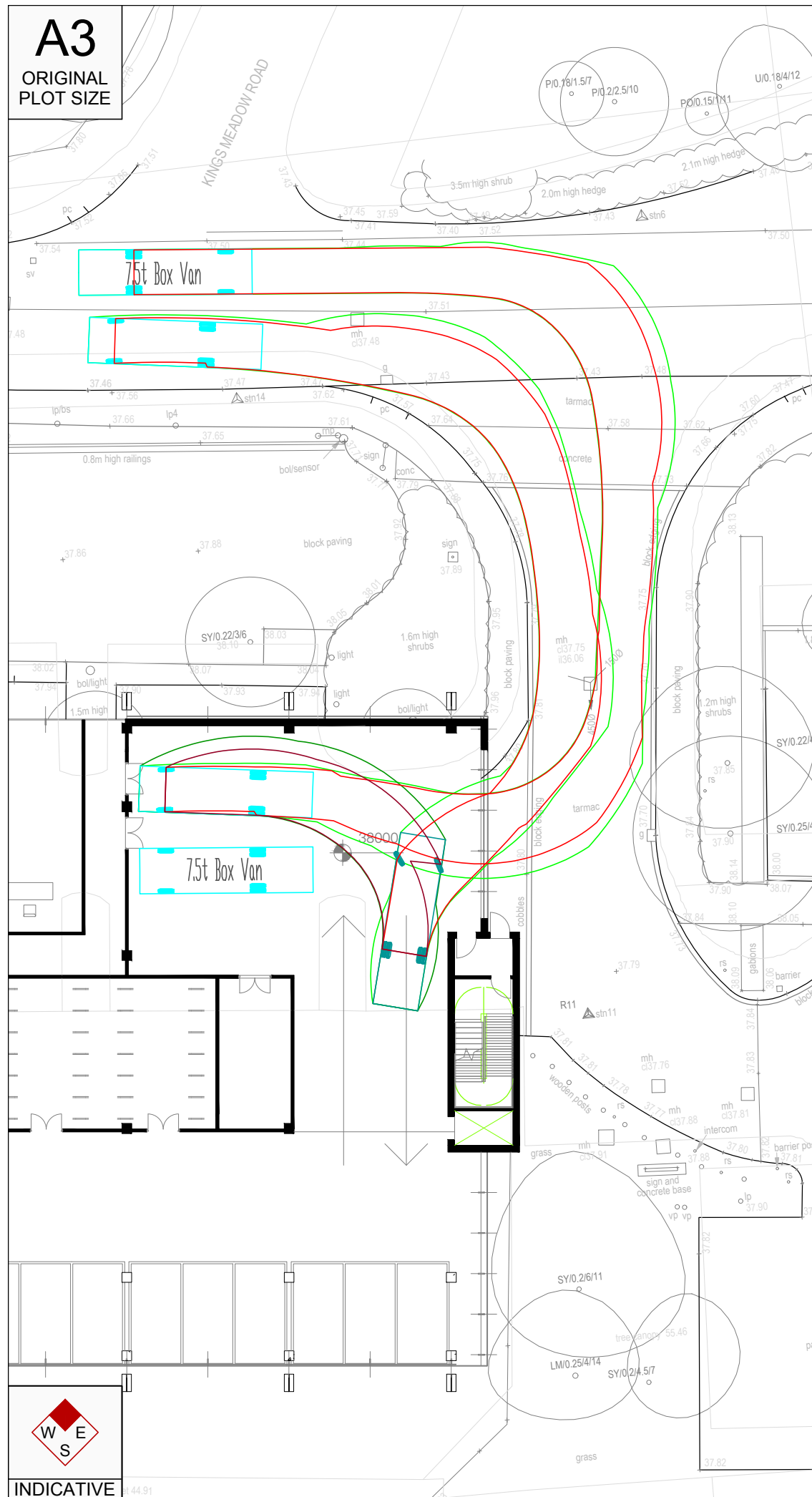
TITLE:
SWEPT PATH ANALYSIS OF A LARGE CAR

STATUS:
FOR INFORMATION

SCALE: 1:250	DATE: 30/08/17	DRAWN: GDG	CHECKED: RJM	APPROVED: RJM
JOB NO: 1707-55	DRAWING NO: SP04	REVISION: A		

APPENDIX D

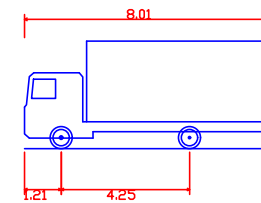
ORIGINAL
PLOT SIZE



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NOTES:

Based on Scott Brownrigg drawing no. 16367 (00) 002



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

	A	06/09/17	Minor amendments	GDG	RJM	RJM
	Rev	Date	Details	Drawn by	Checked by	Approved by

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Oxford
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LOCHAILORT READING LTD &
CANMOOR DEVELOPMENTS LTD

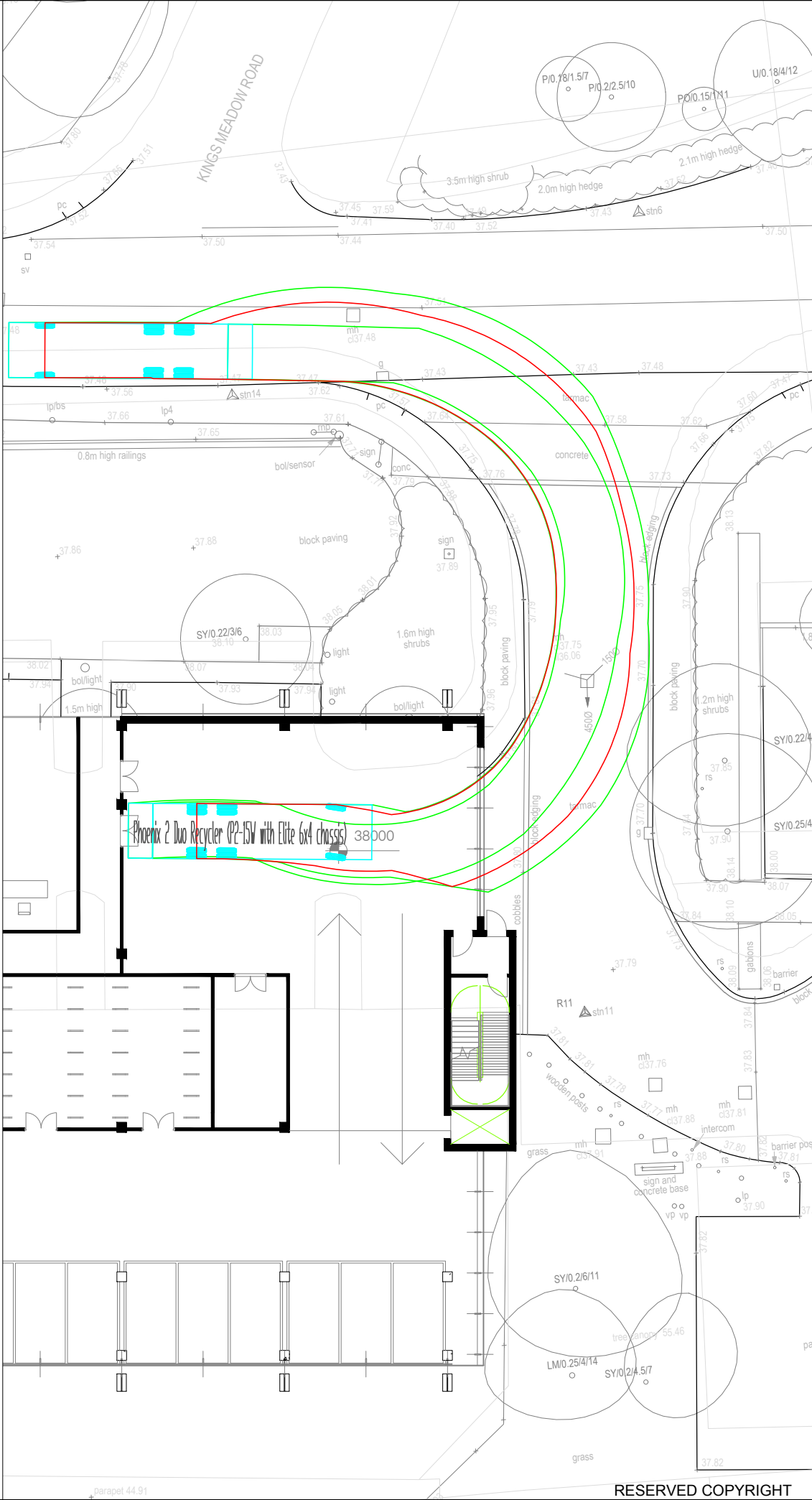
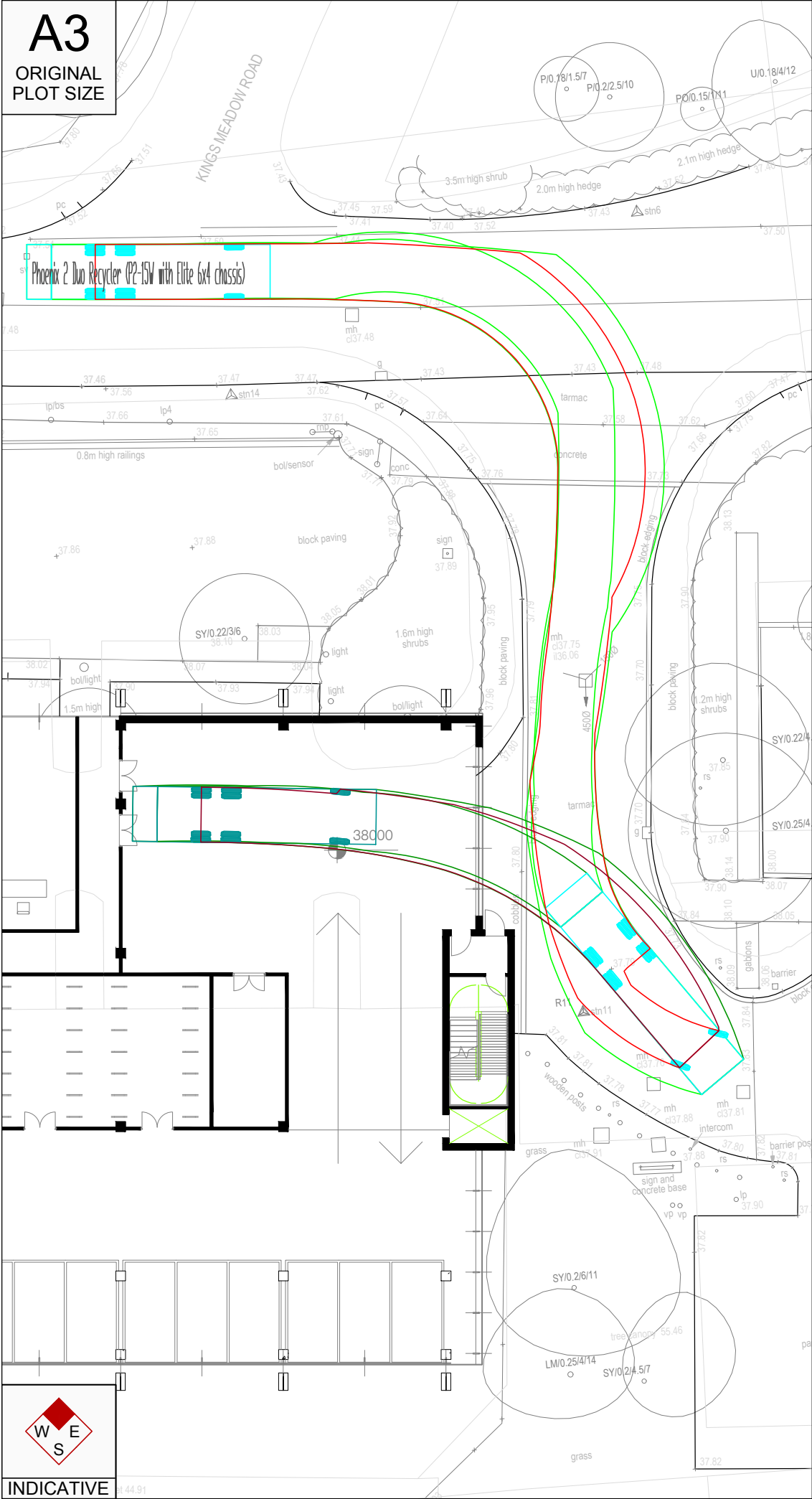
PROJECT:
**THE ARC,
READING**

TITLE:
**SWEPT PATH ANALYSIS
OF A 7.5T BOX VAN**

STATUS: **FOR INFORMATION**

SCALE: 1:250	DATE: 30/08/17	DRAWN: GDG	CHECKED: RJM	APPROVED: RJM
JOB NO: 1707-55		DRAWING NO: SP03		REVISION: A

APPENDIX E



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NOTES:

Based on Scott Brownrigg drawing no. 16367 (00) 002

Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	5.014m
Overall Body Height	3.736m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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Transport Planning Associates

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PROJECT:
THE ARC, READING

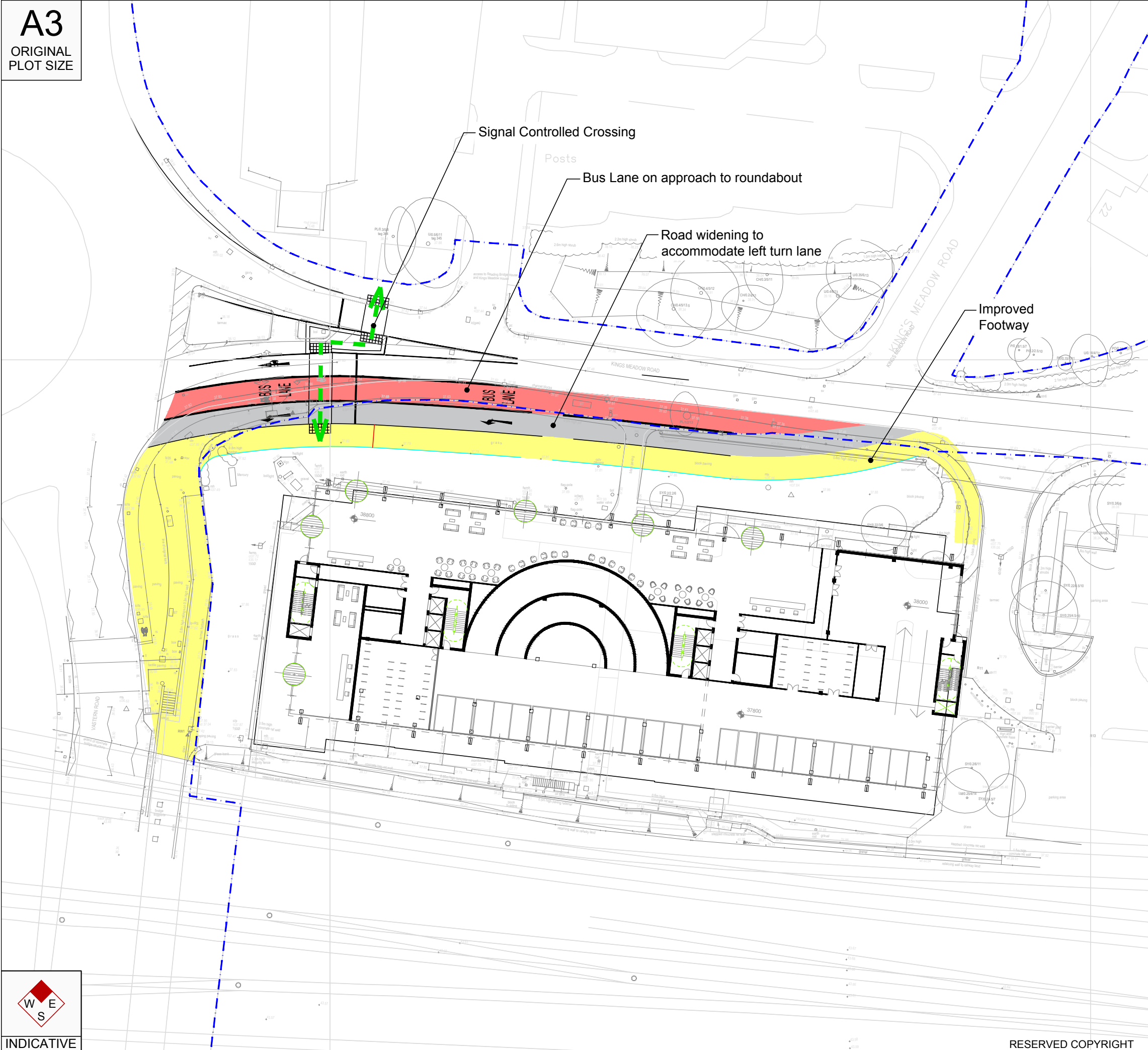
TITLE:
SWEPT PATH ANALYSIS OF AN 11.22M LONG REFUSE VEHICLE

STATUS:
FOR INFORMATION

SCALE: 1:250	DATE: 30/08/17	DRAWN: GDG	CHECKED: RJM	APPROVED: RJM
JOB NO: 1707-55	DRAWING NO: SP05		REVISION: -	

APPENDIX F

A3
ORIGINAL
PLOT SIZE



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NOTES:

Based on:

- Stuart Michael Associates drawing no. 5277.027 Rev B
- PBA Drawing 28791/5505/018
- Proposed Site Layout by Scott Brownrigg (drawing no. 16367 (00) 002)

--- Highway Boundary (as per the above PBA drawing)

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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Oxford
Welwyn Garden City



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London
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CLIENT:

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CANMOOR DEVELOPMENTS LTD

PROJECT:

THE ARC,
READING

TITLE:

INDICATIVE HIGHWAY WORKS
PROPOSED AS PART OF THE
MASS RAPID TRANSIT SCHEME

STATUS:

FOR INFORMATION

SCALE: 1:500	DATE: 06/09/17	DRAWN: GDG	CHECKED: RJM	APPROVED: RJM
JOB NO: 1707-55	DRAWING NO: PL01	REVISION: -		



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APPENDIX G

3.0 DEVELOPMENT PROPOSALS

- 3.1 The Applicant proposes to demolish the existing showroom, maintenance bays and offices on the BMW Coopers Garage site and use the site as a temporary long stay public car park. The existing 79 space multi-storey car park will be retained and the site will be laid out to accommodate 133 surface parking spaces (including 11 disabled spaces). The total capacity of the car park will be 212 spaces which is an increase of 73 spaces over the 139 currently provided on site (paragraph 2.2 refers).

Access Arrangements

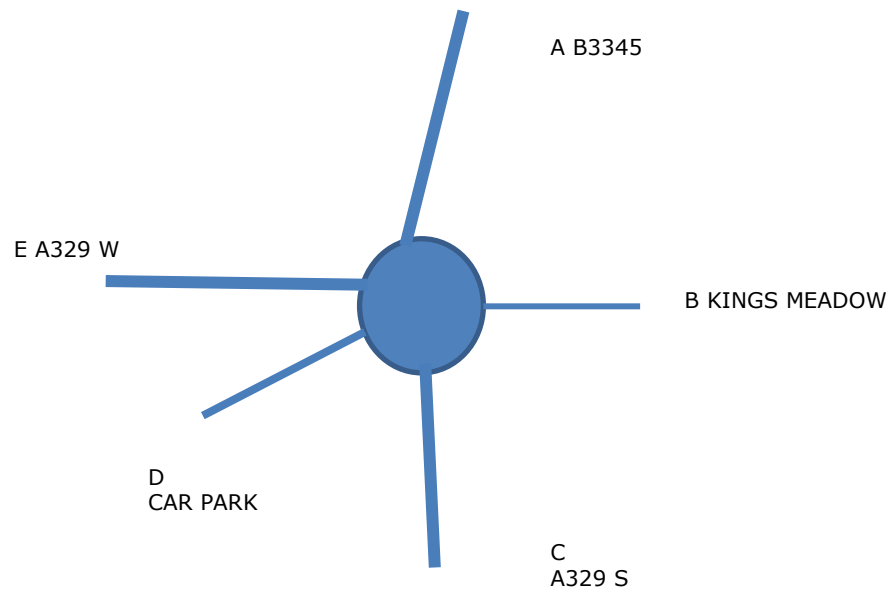
- 3.2 The existing vehicular access to the site is to be retained from Kings Meadow Road, via the existing site access road.
- 3.3 Kings Meadow Road and Napier Road form part of the central area Mass Rapid Transit scheme proposals. In accordance with RBC (Policy RC1h of RCAAP) requirements the development proposals have protected the line for road improvements on Kings Meadow Road and Napier Road.

Development Trip Generation

- 3.4 The usual traffic generation databases (TRICS) do not contain representative traffic surveys for the proposed use of the site. However given that the proposal is for a temporary long stay public car park in close proximity to the railway station and town centre, a trip generation survey has been undertaken at the Station Car Park to provide representative trip generation rates for the proposed temporary use of the former Cooper BMW site as a long stay car park.
- 3.5 The trip generation survey covered a two hour period on Tuesday 7th March 2016, to establish the evening peak hour, and a two hour period on Wednesday 8th March 2016 to establish the morning peak hour.
- 3.6 The surveys established that the morning peak hour is between 08:00 and 09:00 hours during which 299 vehicles arrived at the car park and 15 vehicles departed. This equates to a traffic generation of 33.871 trips per 100 car parking spaces. The evening peak hour is between 17:30 and 18:30 hours during which 2 vehicles arrived at the car park and 49 vehicles departed. This equates to a traffic generation of 24.703 trips per 100 car parking spaces.

- 3.7 The generation trip rates detailed above can be used to predict the traffic generation that could result from the use of the site as a 212 space temporary long stay (duration over 3 hours) car park. It is predicted that the site will generate 72 traffic movements during the morning peak hour (08:00 to 09:00) and 51 two way movements during the evening peak hour (17:30 to 18:30). Details of the traffic survey and trip generation calculations are provided at **Appendix 2**.
- 3.8 With reference to paragraph 2.21 and Table 2.3, the predicted trip generation represents an increase of 18 vehicle movements during the morning peak hour and 15 movements during the evening peak hour.
- 3.9 It is noted that the car park is not a destination but caters for the parking demand generated by other existing local land uses. It is therefore considered reasonable to assume that the majority of the traffic movements predicted above are already present on the highway network.
- 3.10 Given the above it is predicted that the small increase in traffic generation resulting from the proposed temporary use of the site as a long stay car park will not result in any significant impact upon the operation of the local highway network.

A329/B3345/KINGS MEADOW RD RBT READING
25/09/2014
TRAFFIC SURVEY
SITE MAP



JUNCTION ANNOTATION
ILLUSTRATION

AM	B3345												KINGS MEADOW												A329 S												CAR PARK												A329 W												TOTAL											
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS																	
TIME	07:00 - 07:15	154	18	172	2	0	0	1	3	21	3	1.7	199	13	4	17	0	0	0	1	2	1	5.6	21	107	16	123	9	0	0	0	6	15	5	10.9	145	0	0	0	0	0	0	0	0	0	0	203	25	228	6	0	3	9	3	10.7	243	477	63	540	17	0	11	28	31	9	28.8	608					
07:15 - 07:30	179	16	195	1	0	0	1	4	20	3	2.0	222	33	1	34	0	0	0	0	1	0	0	0.0	35	132	26	157	7	0	0	0	6	13	7	7.6	182	0	0	0	0	0	0	0	0	0	0	246	48	294	8	0	7	15	3	18.5	316	590	90	680	16	0	16	32	33	10	28.1	755					
07:30 - 07:45	193	25	218	1	0	0	1	5	24	5	2.2	252	32	1	40	0	0	0	0	3	0	0	0.0	41	165	15	180	6	0	0	0	7	16	6	5.3	202	0	0	0	0	0	0	0	0	0	0	259	32	291	13	0	6	19	6	18.2	324	639	80	729	20	0	14	34	42	14	25.7	819					
07:45 - 08:00	228	17	245	1	0	0	1	5	31	6	2.0	287	30	1	36	0	0	0	0	3	0	0	0.0	39	144	23	167	4	0	0	0	7	11	5	6.2	187	0	0	0	0	0	0	0	0	0	0	229	32	261	6	0	2	8	4	10	7.7	288	631	78	709	12	0	12	24	48	20	15.9	801				
08:00 - 08:15	214	9	223	1	0	0	1	6	35	3	2.6	267	39	1	45	0	0	0	0	1	1	1	0.0	47	146	14	160	7	0	0	0	5	12	8	7.0	185	0	0	0	0	0	0	0	0	0	0	257	31	288	12	0	4	16	14	6	24.5	324	656	60	716	23	0	11	34	58	15	34.1	823				
08:15 - 08:30	201	15	216	1	0	0	1	6	40	2	4.0	267	28	1	33	1	0	0	0	1	0	1	2.9	35	138	12	150	6	0	0	0	12	8	4	7.4	173	1	0	1	0	0	0	0	0	0	0	273	31	304	4	0	3	7	13	5	12.6	329	641	63	704	13	0	16	29	61	11	26.9	805				
08:30 - 08:45	182	10	192	2	0	0	2	4	23	2	2.0	221	50	8	58	1	0	0	0	1	1	0	1.7	60	145	11	156	6	0	0	6	12	12	4	7.1	184	0	0	0	0	0	0	0	0	0	0	241	24	265	11	0	4	15	8	5	14.2	293	618	53	671	20	0	12	32	44	11	25.1	758				
08:45 - 09:00	171	11	182	5	0	0	3	8	19	2	4.2	211	36	9	45	0	0	0	0	0	0	0	0.0	45	125	14	139	4	0	7	11	12	4	7.3	166	3	0	3	0	0	0	0	0	0	0	4	263	27	290	16	0	4	20	12	5	28.8	327	598	61	659	25	0	14	39	44	11	40.4	753				
09:00 - 09:15	199	19	218	2	0	0	2	4	10	2	1.8	234	31	9	40	0	0	0	0	2	1	0	0.0	43	134	14	148	7	0	11	18	4	2	10.8	172	0	0	0	0	0	0	0	0	0	0	0	264	34	298	7	0	6	13	8	7	30.2	326	628	76	704	16	0	19	35	24	12	42.9	775				
09:15 - 09:30	177	16	193	6	0	0	5	11	9	3	5.4	216	37	6	43	1	0	1	2	0	0	0	4.4	45	129	16	145	14	0	8	22	3	3	13.2	173	0	0	0	0	0	0	0	0	0	0	0	270	35	305	7	0	5	12	4	5	19.9	326	613	73	686	28	0	19	47	16	11	42.9	760				
09:30 - 09:45	128	23	151	7	0	0	3	10	5	1	6.2	167	48	6	54	0	0	0	1	0	1	0	0.0	55	132	15	147	7	0	10	17	5	0	10.4	169	1	0	1	0	0	0	0	0	0	0	0	217	20	237	3	0	3	6	1	0	8.2	244	526	64	590	17	0	16	33	12	1	24.8	636				
09:45 - 10:00	99	19	118	3	0	0	1	4	1	1	6.2	124	41	7	48	0	0	0	1	0	1	2.0	50	134	19	153	6	0	8	14	0	3	8.4	170	1	0	1	0	0	0	0	0	0	0	0	213	29	242	6	0	2	8	2	0	13.0	252	488	74	562	15	0	12	27	3	5	26.7	59					
HOURLY TOTALS	754	76	830	8	0	0	9	17	96	17	2.0	960	108	19	127	0	0	1	1	7	1	0.8	136	548	79	627	24	0	25	49	26	14	7.2	716	0	0	0	0	0	0	0	0	0	0	0	937	137	1074	33	0	18	51	25	21	4.5	1171	2347	311	2658	65	0	53	118	154	53	4.3	2983					
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08:30 - 09:30	729	56	785	15	0	0	12	27	61	9	3.3	882	154	32	186	2	0	1	3	3	1	1.6	193	533	55	588	31	0	32	63	31	13	9.7	695	3	0	3	0	0	0	0	0	0	0	0	1	1038	120	1158	41	0	19	60	32	22	4.9	1272	2457	263	2720	89	0	64	153	128	45	5.3	3046				
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[illegible]

A329/B3345/KINGS MEADOW RD RBT READING
25/09/2014
TRAFFIC SURVEY
JUNCTION 1

AM	B3345	LEFT										THROUGH										RIGHT										THROUGH RIGHT														
		TO KINGS MEADOW RD										A329 S										TO CAR PARK										TO A329 W														
		CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS												
TIME	07:00 - 07:15	11	1	12	0		0	2	1	0.0	15	90	12	102	1			2	1	11	2	1.0	116	30		30		1	1	6	1	2	3.2	33	23	5	28	1		1	7	1	3.4	35		
	07:15 - 07:30	12	0	12	0		0	3	0	0.0	15	74	10	84				2	2	4	1	2.3	91	39	1	40			1	1	6	1	2	4.8	54	5	59	1		1	7	1	1.7	68		
	07:30 - 07:45	17	1	18	0		0	7	0	0.0	25	96	12	108	2			2	8	1	1.8	119	28		28		2	2	5	1	6.7	36	52	12	64	1		1	4	3	1.5	72				
	07:45 - 08:00	9	2	11	0		0	9	0	0.0	20	135	11	137	1			2	3	15	2	2.8	124	15		15		1	1	7	1	5.3	32	65	4	69	1		1	4	1	2.4	76			
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	08:15 - 08:30	12	1	13	0		0	8	0	0.0	21	94	11	105	2			3	5	16	1	4.5	127	26		26		2	2	13		7.1	41	69	3	72		2	3	1	2.7	78				
	08:30 - 08:45	19	2	21	0		0	3	1	0.0	25	85	4	89	1			1	12	1	1.1	103	28	1	29		1	1	1	6	3.3	36	50	3	53	1		1	2	2	3.6	57				
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	09:00 - 09:15	20	4	24	0		0	3	0	0.0	27	95	9	104	2			2	6	1	1.9	113	15		15				0		0.0	15	69	6	75		2	2	1	1	2.6	79				
	09:15 - 09:30	34	2	36	0		0	3	0	0.0	39	96	8	104	6			6	3	2	5.5	115	11		11			3	3	3		21.4	17	36	6	42			2	2	1	4.5	45			
	09:30 - 09:45	26	3	29	1		1	2	0	3.3	32	67	7	74	3			3	3	1	3.9	81	5		5			2	2		28.6	7	30	13	43	3		1	4		8.5	47				
	09:45 - 10:00	14	3	17	0		0	0	0	0.0	17	44	8	52	2			2	1	1	1	3.7	56	5		5				0		0.0	5	36	8	44	1		1	2		4.3	46			
	HOURL TOTALS																																													
	07:00 - 08:00	49	4	53	0	0	0	0	21	1	0.0	75	386	45	431	4	0	4	8	33	8	1.8	480	125	1	126	0	0	5	5	20	3	3.8	154	194	26	220	4	0	0	4	22	5	1.8	251	
	07:15 - 08:15	49	3	52	0	0	0	0	28	0	0.0	80	395	38	433	5	0	5	10	37	8	2.3	488	110	1	111	0	0	5	5	25	4	4.3	145	260	25	285	5	0	0	5	20	5	1.7	315	
	07:30 - 08:30	49	4	53	0	0	0	0	33	0	0.0	86	415	39	454	7	0	6	13	49	8	2.8	524	97	0	97	0	0	6	6	32	3	5.8	138	275	23	298	4	0	2	6	16	5	2.0	325	
	07:45 - 08:45	51	5	56	0	0	0	0	29	1	0.0	86	404	31	435	6	0	6	12	53	8	2.7	508	97	1	98	0	0	5	5	33	2	4.9	138	273	14	287	4	0	3	7	14	2	2.4	310	
	08:00 - 09:00	67	5	72	0	0	0	0	22	1	0.0	95	357	24	381	6	0	5	11	57	6	2.8	455	88	1	89	0	0	5	5	27	1	5.3	122	256	15	271	7	0	4	11	11	1	3.9	294	
	08:15 - 09:15	76	9	85	0	0	0	0	16	1	0.0	102	353	28	381	6	0	4	10	48	5	2.6	444	88	1	89	0	0	4	4	20	0	4.3	113	236	17	253	5	0	6	11	8	2	4.2	274	
	08:30 - 09:30	98	10	108	0	0	0	0	11	1	0.0	120	355	25	380	10	0	1	11	35	6	2.8	432	73	1	74	0	0	5	5	10	0	6.3	39	203	20	223	5	0	6	11	5	2	4.7	241	
	08:45 - 09:45	105	11	116	1	0	0	1	10	0	0.9	127	337	28	365	12	0	1	13	26	6	3.4	410	50	0	50	0	0	6	6	4	0	10.7	60	183	30	213	7	0	6	13	3	2	5.8	231	
	09:00 - 10:00	94	12	106	1	0	0	1	8	0	0.9	115	302	32	334	13	0	0	13	13	5	3.7	365	36	0	36	0	0	5	5	3	0	12.2	44	171	33	204	4	0	6	10	1	2	4.7	217	

KINGS MEADOW RD	LEFT											THROUGH LEFT											AHEAD											RIGHT												
	TO A329 S											TO CAR PARK											TO A329 W											TO B3345												
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS		
TIME																																														
07:00 - 07:15	4	2	6				1	2	1	14.3	10			0				0			0.0	0	5	2	7				0			0.0	7	4		4			0			0.0	4		4	
07:15 - 07:30	16		16				0	1		0.0	17	2		2				0			0.0	2	10	1	11				0			0.0	11	5		5			0			0.0	5		5	
07:30 - 07:45	11	3	14				0	1		0.0	15	1		1				0			0.0	1	13	2	15				0			0.0	15	7	3	10			0			0.0	10		10	
07:45 - 08:00	15	3	18				0	3		0.0	21	1		1				0			0.0	0	10	2	12				0			0.0	12	5	1	6			0			0.0	6		6	
08:00 - 08:15	14	4	18				0	1		0.0	19	1		1				0			0.0	1	12	2	14				0			0.0	14	12		12			0	1		0.0	13		13	
08:15 - 08:30	10	1	11				0		1	0.0	12	2		2				0			0.0	2	8	4	12	1		1		7.7	13	8		8			0			0.0	8		8			
08:30 - 08:45	17	4	21				0			0.0	21			0				0			0.0	0	19	3	22			0	1		0.0	23	14	1	15	1		1		6.3	16		16			
08:45 - 09:00	13	6	19				0			0.0	19	2		2				0			0.0	2	9	2	11			0		0.0	11	12	1	13			0			0.0	13		13			
09:00 - 09:15	6	4	10				0	1	1	0.0	12	5		5				0			0.0	5	12	2	14			0	1		0.0	15	8	3	11			0			0.0	11		11		
09:15 - 09:30	15	3	18				0			0.0	18	2		2				0			0.0	2	13	2	15	1		1		6.3	16	7	1	8			1	1		0.0	9		9			
09:30 - 09:45	19	4	23				0			0.0	23	2		2				0			0.0	2	15	2	17			0	1		0.0	18	12	1	12			0			0.0	12		12		
09:45 - 10:00	18	5	23			1	1		1	4.2	25	2		2				0			0.0	2	11	1	12			0		0.0	12	10	1	11			0			0.0	11		11			
Hour Totals																																														
07:00 - 08:00	46	8	54	0	0	1	1	7	1	1.8	63	3	0	3	0	0	0	0	0	0	0.0	3	38	7	45	0	0	0	0	0	0	0.0	45	21	4	25	0	0	0	0	0	0	0.0	25		25
07:15 - 08:15	56	10	66	0	0	0	0	5	1	0.0	72	4	4	4	0	0	0	0	0	0	0.0	4	45	7	52	0	0	0	0	0	0.0	52	29	4	33	0	0	0	0	1	0	0.0	34		34	
07:30 - 08:30	50	11	61	0	0	0	0	4	2	0.0	67	4	4	4	0	0	0	0	0	0	0.0	4	43	10	53	1	0	0	1	0	0	0.0	54	32	4	36	0	0	0	0	1	0	0.0	37		37
07:45 - 08:45	56	12	68	0	0	0	0	3	2	0.0	73	3	3	3	0	0	0	0	0	0	0.0	3	49	11	60	1	0	0	1	1	0	1.6	62	39	2	41	1	0	0	1	1	0	0.0	43		43
08:00 - 09:00	54	15	69	0	0	0	0	0	2	0.0	71	5	0	5	0	0	0	0	0	0	0.0	5	48	11	59	1	0	0	1	1	0	1.7	61	46	2	48	1	0	0	1	1	0	0.0	50		50
08:15 - 09:15	46	15	61	0	0	0	0	1	1	0.0	68	8	0	8	0	0	0	0	0	0	0.0	8	48	11	59	1	0	0	1	2	0	1.7	62	5	44	1	0	0	1	2	0	0.0	47		47	
08:30 - 09:30	51	14	65	0	0	0	0	0	1	0.0	70	9	0	9	0	0	0	0	0	0	0.0	9	53	12	65	1	0	0	1	2	0	1.6	65	41	0	47	1	0	0	1	2	0	0.0	50		50
08:45 - 09:45	53	17	70	0	0	0	0	0	1	1	0.0	72	11	0	11	0	0	0	0	0	0.0	11	49	8	57	1	0	0	2	1	0	1.7	60	39	5	44	0	0	1	1	0	0.0	45		45	
09:00 - 10:00	54	16	70	0	0	1	1	1	2	1.3	78	11	0	11	0	0	0	0	0	0	0.0	11	51	7	58	1	0	0	1	2	0	1.7	61	37	5	42	0	0	1	1	0	0	0.0	43		43

PM	LEFT											THROUGH											RIGHT											THROUGH RIGHT											U TURNERS										
B3345	TO KINGS MEADOW RD											A329 S											TO CAR PARK											TO A329 W											TO B3345										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 4	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS											
	TIME																																																						
	16:00 - 16:15	23		23				0			0.0	23	76	10	86	2			2	4			2.3	92	3		3			2	2			40.0	5	51	6	57	1			1			0	1.7	58								
	16:15 - 16:30	16	1	17				0			0.0	17	69	14	83				0	3	1		0.0	87	6		6			1	1			14.3	7	40	15	55			1	1			1.8	56									
	16:30 - 16:45	12	2	14				0		1	0.0	15	77	13	90	2		1	3	5			3.2	98	2		2			2	2			50.0	4	62	15	77			0	1			0.0	78									
	16:45 - 17:00	14	1	15				0			0.0	15	75	9	84	1		2	3	5	3		3.4	95	5		5				0			0.0	5	54	6	60	1		2	3			4.8	64									
	17:00 - 17:15	12	1	13				0	3		0.0	16	58	7	65				0	3			0.0	68	2		2			2	2			50.0	4	51	7	58			0	1			0.0	59									
	17:15 - 17:30	20	2	22				0	1		0.0	23	32	5	37				0	3			0.0	40	3		3				0			0.0	3	34	4	38			1	1	1			2.6	40								
	17:30 - 17:45	10	2	12				0	5		0.0	17	64	12	76	1			1	5	2		1.3	84	5		5			1	1			16.7	6	56	5	61	2		2	4			6.2	65									
17:45 - 18:00	20	4	24				0	3		0.0	27	50	7	57	2			2	9	1		3.4	69	3	1	4			2	2			33.3	6	49	6	55			1	1		2	1.8	58										
18:00 - 18:15	17	1	18				0	1	1	0.0	20	58	12	70				0	5	1		0.0	76	3		3			6	6			66.7	9	33	3	36			0		1	0.0	37											
18:15 - 18:30	22	1	23				0	1		0.0	24	59	3	62				0	3	2		0.0	67	5		5			1	1			16.7	6	44		44			1	1		1	2.2	46										
18:30 - 18:45	21		21				0	1		0.0	22	68	5	73				0	4	1		0.0	78	8	1	9			3	3			25.0	12	42	4	46			0				0.0	46										
18:45 - 19:00	19	2	21	1			1	2		4.5	24	79	2	81				0	6	1		0.0	88	5		5				0			0.0	5	47	2	49			1	1			2.0	50										
HOURL TOTALS																																																							
16:00 - 17:00	65	4	69	0	0	0	0	0	1	0.0	70	297	46	343	5	0	3	8	17	4		2.3	372	16	0	16	0	0	5	5	0	0	23.8	21	207	42	249	2	0	3	5	1	1		2.0	256									
16:15 - 17:15	54	5	59	0	0	0	0	3	1	0.0	63	279	43	322	3	0	3	6	16	4		1.8	348	15	0	15	0	0	5	5	0	0	25.0	20	207	43	250	1	0	3	4	2	1		1.6	257									
16:30 - 17:30	58	6	64	0	0	0	0	4	1	0.0	69	242	34	276	3	0	3	6	16	3		2.1	301	12	0	12	0	0	4	4	0	0	25.0	16	201	32	233	1	0	3	4	3	1		1.7	241									
16:45 - 17:45	56	6	62	0	0	0	0	9	0	0.0	71	229	33	262	2	0	2	4	16	5		1.5	287	15	0	15	0	0	3	3	0	0	16.7	18	195	22	217	3	0	5	8	2	1		3.6	228									
17:00 - 18:00	62	9	71	0	0	0	0	12	0	0.0	83	204	31	235	3	0	0	3	20	3		1.3	261	13	1	14	0	0	5	5	0	0	26.3	19	190	22	212	2	0	4	6	2	2		2.8	222									
17:15 - 18:15	67	9	76	0	0	0	0	10	1	0.0	87	204	36	240	3	0	0	3	22	4		1.2	269	14	1	15	0	0	9	9	0	0	37.5	24	172	18	190	2	0	4	6	1	3		3.1	200									
17:30 - 18:30	69	8	77	0	0	0	0	10	1	0.0	88	231	34	265	3	0	0	3	22	6		1.1	296	16	1	17	0	0	10	10	0	0	37.0	27	182	14	196	2	0	4	6	0	4		3.0	206									
17:45 - 18:45	80	6	86	0	0	0	0	6	1	0.0	93	235	27	262	2	0	0	2	21	5		0.8	290	19	2	21	0	0	12	12	0	0	36.4	33	168	13	181	0	0	2	2	0	4		1.1	187									
18:00 - 19:00	79	4	83	1	0	0	1	5	1	1.2	90	264	22	286	0	0	0	0	18	5		0.0	309	21	1	22	0	0	10	10	0	0	31.3	32	166	9	175	0	0	2	2	0	2		1.1	179									

KINGS MEADOW RD	LEFT											THROUGH LEFT											AHEAD											RIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
	TO A329 S											TO CAR PARK											TO A329 W											TO B3345																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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A329 S	LEFT										THROUGH LEFT										AHEAD										RIGHT													
	TO CAR PARK										TO A329 W										TO B3345										TO KINGS MEADOW RD													
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
	TIME																																											
16:00 - 16:15	4	1	5				7			58.3	12	81	13	94	8		2	10			9.6	106	77	3	80			2	2	4	1	2.4	87	14	1	15	1					5.3	16	
16:15 - 16:30	4		4				4	4		50.0	8	100	13	113	1			2	1		1.7	116	92	4	96					2	4	0.0	102	33	1	34					2.9	35		
16:30 - 16:45	6	1	7				6	6	2	46.2	15	88	9	97	1		1	2			2.0	101	78	6	84			1	1	9	1	1.2	95	17	4	21					0.0	21		
16:45 - 17:00	5		5				3	3	1	37.5	9	83	11	94	2						2.1	98	105	4	109					0	11	0.0	120	15	1	16					0.0	16		
17:00 - 17:15	6		6				2	2	2	25.0	10	107	7	114	2			2	3	5	1.7	124	90	4	94			1	1	8		1.1	103	13	2	15					0.0	15		
17:15 - 17:30	5		5				9	9	4	64.3	18	95	9	104	1			1	1	5	1.0	111	86	4	90		2	3	9	4	3.2	106	16	1	17			1	1	5.6	19			
17:30 - 17:45	2		2				5	5	4	71.4	11	96	5	101	1		1	2	2		1.9	105	105	5	110			0	10	1	0.0	121	15	2	17					0.0	17			
17:45 - 18:00	10		10				7	7	2	41.2	19	85	4	89			1	1	3	2	1.1	95	75	6	81			1	1	12	3	1.2	97	13					0.0	13				
18:00 - 18:15	2		2				5	5	1	71.4	8	79	5	84	2		1	3	2	1	3.4	90	75	5	80		2	2	14	2	2.4	98	14	3	17					0.0	17			
18:15 - 18:30		1	1				7	7	2	87.5	11	76	7	83			0	2	2	0.0	87	82	4	86			0	7	2	0.0	95	21	1	22			1	1	4.3	23				
18:30 - 18:45	5		5				5	5	1	50.0	11	95	5	100	3		5	8	3	2	7.4	113	80	2	82		1	1	9	2	1.2	94	21		21					0.0	21			
18:45 - 19:00	5		5				6	6		54.5	11	84	4	88	1		1	2	1	1	2.2	92	78	2	80			0	11	2	0.0	93	15		15					0.0	15			
HOURL TOTALS																																												
16:00 - 17:00	19	2	21	0	0	0	20	20	3	48.8	44	352	46	398	12	0	4	16	3	4	3.9	421	352	17	369	0	0	3	3	26	6	0.8	404	79	7	86	1	0	1	2	0	2.3	88	
16:15 - 17:15	21	1	22	0	0	15	15	5	0	40.5	42	378	40	418	6	0	2	8	4	9	1.9	439	365	18	383	1	0	1	2	30	5	0.5	420	78	8	86	0	0	1	1	0	1.1	87	
16:30 - 17:30	22	1	23	0	0	20	20	9	0	46.5	52	373	36	409	6	0	1	7	4	14	1.7	434	359	18	377	2	0	3	5	37	5	1.3	424	61	8	69	0	0	1	1	1	1.4	71	
16:45 - 17:45	18	0	18	0	0	19	19	11	0	51.4	48	381	32	413	6	0	1	7	6	12	1.7	438	386	17	403	2	0	2	4	38	5	1.0	450	59	6	65	0	0	1	1	1	1.5	67	
17:00 - 18:00	23	0	23	0	0	23	23	12	0	50.0	58	383	25	408	4	0	2	6	9	12	1.4	435	356	19	375	2	0	3	5	39	8	1.3	427	57	5	62	0	0	1	1	1	1.6	64	
17:15 - 18:15	19	0	19	0	0	26	26	11	0	57.8	56	355	23	378	4	0	3	7	8	8	1.8	401	341	20	361	1	0	5	6	45	10	1.6	422	58	6	64	0	0	1	1	1	1.5	66	
17:30 - 18:30	14	1	15	0	0	24	24	9	1	61.5	49	336	21	357	3	0	3	6	9	5	1.7	377	337	20	357	0	0	3	3	43	8	0.8	411	63	6	69	0	0	1	1	0	1.4	70	
17:45 - 18:45	17	1	18	0	0	24	24	6	1	57.1	49	335	21	356	5	0	7	12	10	7	3.3	385	312	17	329	0	0	4	4	42	9	1.2	384	69	4	73	0	0	1	1	0	1.4	74	
18:00 - 19:00	12	1	13	0	0	23	23	4	1	63.9	41	334	21	355	6	0	7	13	8	6	3.5	382	315	13	328	0	0	3	3	41	8	0.9	380	71	4	75	0	0	1	1	0	1.3	76	

CAR PARK	LEFT										THROUGH LEFT										AHEAD										RIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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Survey of traffic generation at the existing Reading Station Car Park															
Traffic Survey (7 & 8 March 2016)					Trip Generation Rate (per 100 spaces)										
Period	Inbound	Outbound	Two way	Hour Totals	Inbound	Outbound	Two way	Hour Totals	Number of spaces =	927	Source:	APCOA Web site (Operator)			
07:00-07:15	65	3	68		7.012	0.324	7.336								
07:15-07:30	68	3	71		7.335	0.324	7.659								
07:30-07:45	77	4	81		8.306	0.431	8.737								
07:45-08:00	72	4	76	296	7.767	0.431	8.198	31.93							
08:00-08:15	85	4	89		9.169	0.431	9.600								
08:15-08:30	71	4	75		7.659	0.431	8.090								
08:30-08:45	61	3	64		6.580	0.324	6.904								
08:45-09:00	82	4	86	314	8.846	0.431	9.277	33.871							
	Inbound	Outbound	Two way		Inbound	Outbound	Two way								
17:00-17:15	2	36	38		0.216	3.883	4.099								
17:15-17:30	2	37	39		0.216	3.991	4.207								
17:30-17:45	3	54	57		0.324	5.825	6.149								
17:45-18:00	4	76	80	214	0.431	8.198	8.629	23.084							
18:00-18:15	2	48	50		0.216	5.178	5.394								
18:15-18:30	2	40	42		0.216	4.315	4.531	24.703							
18:30-18:45	2	49	51		0.216	5.286	5.502								
18:45-19:00	3	56	59	202	0.324	6.041	6.365	21.792							
Trip Generation - Proposed Car Park										Proposed Number of Spaces =		212			
Period	Inbound	Outbound	Two way												
07:00-07:15	15	1	16												
07:15-07:30	16	1	17												
07:30-07:45	18	1	19												
07:45-08:00	16	1	17	69											
08:00-08:15	19	1	20												
08:15-08:30	16	1	17												
08:30-08:45	14	1	15												
08:45-09:00	19	1	20	72											
	Inbound	Outbound	Two way												
17:00-17:15	0	8	8												
17:15-17:30	0	8	8												
17:30-17:45	1	12	13												
17:45-18:00	1	17	18	47											
18:00-18:15	0	11	11												
18:15-18:30	0	9	9	51											
18:30-18:45	0	11	11												
18:45-19:00	1	13	14	45											

5277 - Former Cooper BMW Site
Proposed Temporary Long Stay Car Park
Traffic Generation Assessment

APPENDIX H

Calculation Reference: AUDIT-219602-170905-0903

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

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

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: 4200 to 40000 (units: sqm)
 Range Selected by User: 186 to 70291 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 26/09/16

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 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	4
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	4
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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:

B1	4 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	3 days

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

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-02-A-02 ST THOMAS STREET	PLANNING & ENGINEERING	BRISTOL CITY
	BRISTOL Town Centre Built-Up Zone		
	Total Gross floor area:	5736 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
2	CA-02-A-05 NEW ROAD	OFFICES	CAMBRIDGESHIRE
	PETERBOROUGH Town Centre Built-Up Zone		
	Total Gross floor area:	8793 sqm	
	Survey date: TUESDAY	16/12/14	Survey Type: MANUAL
3	EX-02-A-03 VICTORIA AVENUE	HMRC	ESSEX
	SOUTHEND-ON-SEA Town Centre Built-Up Zone		
	Total Gross floor area:	45000 sqm	
	Survey date: WEDNESDAY	23/10/13	Survey Type: MANUAL
4	GM-02-A-07 MOSELEY STREET	LAW OFFICES	GREATER MANCHESTER
	MANCHESTER Town Centre Built-Up Zone		
	Total Gross floor area:	4200 sqm	
	Survey date: WEDNESDAY	19/10/11	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-A-03	Car parking not comparable
DC-02-A-09	Car parking not comparable
ES-02-A-12	Car parking not comparable
GM-02-A-08	Car parking not comparable
GM-02-A-09	Car parking not comparable
HF-02-A-03	Car parking not comparable
HF-02-A-04	Car parking not comparable
KC-02-A-09	Car parking not comparable
KC-02-A-10	Car parking not comparable
KC-02-A-11	Car parking not comparable
NF-02-A-01	Car parking not comparable
SF-02-A-02	Car parking not comparable
SO-02-A-01	Car parking not comparable
SO-02-A-02	Car parking not comparable
TV-02-A-04	Car parking not comparable
WK-02-A-01	Car parking not comparable

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

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	4	14682	0.438	4	14682	0.029	4	14682	0.467
08:00 - 09:00	4	14682	0.472	4	14682	0.026	4	14682	0.498
09:00 - 10:00	4	14682	0.339	4	14682	0.027	4	14682	0.366
10:00 - 11:00	4	14682	0.087	4	14682	0.020	4	14682	0.107
11:00 - 12:00	4	14682	0.032	4	14682	0.017	4	14682	0.049
12:00 - 13:00	4	14682	0.048	4	14682	0.036	4	14682	0.084
13:00 - 14:00	4	14682	0.043	4	14682	0.029	4	14682	0.072
14:00 - 15:00	4	14682	0.017	4	14682	0.066	4	14682	0.083
15:00 - 16:00	4	14682	0.051	4	14682	0.305	4	14682	0.356
16:00 - 17:00	4	14682	0.032	4	14682	0.412	4	14682	0.444
17:00 - 18:00	4	14682	0.027	4	14682	0.514	4	14682	0.541
18:00 - 19:00	4	14682	0.036	4	14682	0.092	4	14682	0.128
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.622			1.573			3.195

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.

Parameter summary

Trip rate parameter range selected:	4200 - 40000 (units: sqm)
Survey date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	16

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 02 - EMPLOYMENT/A - OFFICE

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	4	14682	0.000	4	14682	0.000	4	14682	0.000
08:00 - 09:00	4	14682	0.003	4	14682	0.003	4	14682	0.006
09:00 - 10:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
10:00 - 11:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
11:00 - 12:00	4	14682	0.002	4	14682	0.002	4	14682	0.004
12:00 - 13:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
13:00 - 14:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
14:00 - 15:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
15:00 - 16:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
16:00 - 17:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
17:00 - 18:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
18:00 - 19:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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.

Parameter summary

Trip rate parameter range selected:	4200 - 40000 (units: sqm)
Survey date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	16

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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
08:00 - 09:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
09:00 - 10:00	4	14682	0.002	4	14682	0.002	4	14682	0.004
10:00 - 11:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
11:00 - 12:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
12:00 - 13:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
13:00 - 14:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
14:00 - 15:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
15:00 - 16:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
16:00 - 17:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
17:00 - 18:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
18:00 - 19:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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.

Parameter summary

Trip rate parameter range selected:	4200 - 40000 (units: sqm)
Survey date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	16

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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
08:00 - 09:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
09:00 - 10:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
10:00 - 11:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
11:00 - 12:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
12:00 - 13:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
13:00 - 14:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
14:00 - 15:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
15:00 - 16:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
16:00 - 17:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
17:00 - 18:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
18:00 - 19:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	4200 - 40000 (units: sqm)
Survey date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	16

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 02 - EMPLOYMENT/A - OFFICE

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	4	14682	0.014	4	14682	0.000	4	14682	0.014
08:00 - 09:00	4	14682	0.072	4	14682	0.000	4	14682	0.072
09:00 - 10:00	4	14682	0.031	4	14682	0.000	4	14682	0.031
10:00 - 11:00	4	14682	0.007	4	14682	0.007	4	14682	0.014
11:00 - 12:00	4	14682	0.009	4	14682	0.010	4	14682	0.019
12:00 - 13:00	4	14682	0.003	4	14682	0.003	4	14682	0.006
13:00 - 14:00	4	14682	0.003	4	14682	0.000	4	14682	0.003
14:00 - 15:00	4	14682	0.000	4	14682	0.002	4	14682	0.002
15:00 - 16:00	4	14682	0.002	4	14682	0.012	4	14682	0.014
16:00 - 17:00	4	14682	0.002	4	14682	0.024	4	14682	0.026
17:00 - 18:00	4	14682	0.000	4	14682	0.056	4	14682	0.056
18:00 - 19:00	4	14682	0.002	4	14682	0.024	4	14682	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.145			0.138			0.283

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.

Parameter summary

Trip rate parameter range selected:	4200 - 40000 (units: sqm)
Survey date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	16

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 02 - EMPLOYMENT/A - OFFICE

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	4	14682	0.468	4	14682	0.036	4	14682	0.504
08:00 - 09:00	4	14682	0.506	4	14682	0.026	4	14682	0.532
09:00 - 10:00	4	14682	0.363	4	14682	0.036	4	14682	0.399
10:00 - 11:00	4	14682	0.100	4	14682	0.024	4	14682	0.124
11:00 - 12:00	4	14682	0.034	4	14682	0.020	4	14682	0.054
12:00 - 13:00	4	14682	0.053	4	14682	0.039	4	14682	0.092
13:00 - 14:00	4	14682	0.051	4	14682	0.032	4	14682	0.083
14:00 - 15:00	4	14682	0.017	4	14682	0.070	4	14682	0.087
15:00 - 16:00	4	14682	0.056	4	14682	0.315	4	14682	0.371
16:00 - 17:00	4	14682	0.036	4	14682	0.453	4	14682	0.489
17:00 - 18:00	4	14682	0.029	4	14682	0.547	4	14682	0.576
18:00 - 19:00	4	14682	0.044	4	14682	0.112	4	14682	0.156
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.757			1.710			3.467

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.

Parameter summary

Trip rate parameter range selected:	4200 - 40000 (units: sqm)
Survey date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	16

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 02 - EMPLOYMENT/A - OFFICE

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	4	14682	0.182	4	14682	0.007	4	14682	0.189
08:00 - 09:00	4	14682	0.264	4	14682	0.017	4	14682	0.281
09:00 - 10:00	4	14682	0.206	4	14682	0.027	4	14682	0.233
10:00 - 11:00	4	14682	0.138	4	14682	0.048	4	14682	0.186
11:00 - 12:00	4	14682	0.087	4	14682	0.175	4	14682	0.262
12:00 - 13:00	4	14682	0.855	4	14682	1.141	4	14682	1.996
13:00 - 14:00	4	14682	0.913	4	14682	0.547	4	14682	1.460
14:00 - 15:00	4	14682	0.286	4	14682	0.226	4	14682	0.512
15:00 - 16:00	4	14682	0.068	4	14682	0.209	4	14682	0.277
16:00 - 17:00	4	14682	0.039	4	14682	0.201	4	14682	0.240
17:00 - 18:00	4	14682	0.014	4	14682	0.332	4	14682	0.346
18:00 - 19:00	4	14682	0.010	4	14682	0.075	4	14682	0.085
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.062			3.005			6.067

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.

Parameter summary

Trip rate parameter range selected:	4200 - 40000 (units: sqm)
Survey date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	16

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 02 - EMPLOYMENT/A - OFFICE
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	4	14682	0.143	4	14682	0.000	4	14682	0.143
08:00 - 09:00	4	14682	0.182	4	14682	0.000	4	14682	0.182
09:00 - 10:00	4	14682	0.065	4	14682	0.000	4	14682	0.065
10:00 - 11:00	4	14682	0.031	4	14682	0.005	4	14682	0.036
11:00 - 12:00	4	14682	0.010	4	14682	0.007	4	14682	0.017
12:00 - 13:00	4	14682	0.019	4	14682	0.017	4	14682	0.036
13:00 - 14:00	4	14682	0.005	4	14682	0.009	4	14682	0.014
14:00 - 15:00	4	14682	0.003	4	14682	0.031	4	14682	0.034
15:00 - 16:00	4	14682	0.009	4	14682	0.089	4	14682	0.098
16:00 - 17:00	4	14682	0.003	4	14682	0.107	4	14682	0.110
17:00 - 18:00	4	14682	0.002	4	14682	0.148	4	14682	0.150
18:00 - 19:00	4	14682	0.000	4	14682	0.053	4	14682	0.053
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.472			0.466			0.938

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.

Parameter summary

Trip rate parameter range selected: 4200 - 40000 (units: sqm)
 Survey date range: 01/01/09 - 26/09/16
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 Surveys manually removed from selection: 16

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 02 - EMPLOYMENT/A - OFFICE
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	4	14682	0.141	4	14682	0.000	4	14682	0.141
08:00 - 09:00	4	14682	0.160	4	14682	0.000	4	14682	0.160
09:00 - 10:00	4	14682	0.124	4	14682	0.000	4	14682	0.124
10:00 - 11:00	4	14682	0.022	4	14682	0.007	4	14682	0.029
11:00 - 12:00	4	14682	0.005	4	14682	0.005	4	14682	0.010
12:00 - 13:00	4	14682	0.014	4	14682	0.012	4	14682	0.026
13:00 - 14:00	4	14682	0.005	4	14682	0.000	4	14682	0.005
14:00 - 15:00	4	14682	0.002	4	14682	0.049	4	14682	0.051
15:00 - 16:00	4	14682	0.003	4	14682	0.090	4	14682	0.093
16:00 - 17:00	4	14682	0.000	4	14682	0.138	4	14682	0.138
17:00 - 18:00	4	14682	0.002	4	14682	0.117	4	14682	0.119
18:00 - 19:00	4	14682	0.000	4	14682	0.044	4	14682	0.044
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.478			0.462			0.940

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.

Parameter summary

Trip rate parameter range selected: 4200 - 40000 (units: sqm)
 Survey date range: 01/01/09 - 26/09/16
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 Surveys manually removed from selection: 16

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 02 - EMPLOYMENT/A - OFFICE

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	4	14682	0.000	4	14682	0.000	4	14682	0.000
08:00 - 09:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
09:00 - 10:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
10:00 - 11:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
11:00 - 12:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
12:00 - 13:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
13:00 - 14:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
14:00 - 15:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
15:00 - 16:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
16:00 - 17:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
17:00 - 18:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
18:00 - 19:00	4	14682	0.000	4	14682	0.000	4	14682	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	4200 - 40000 (units: sqm)
Survey date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	16

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 02 - EMPLOYMENT/A - OFFICE

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	4	14682	0.284	4	14682	0.000	4	14682	0.284
08:00 - 09:00	4	14682	0.342	4	14682	0.000	4	14682	0.342
09:00 - 10:00	4	14682	0.189	4	14682	0.000	4	14682	0.189
10:00 - 11:00	4	14682	0.053	4	14682	0.012	4	14682	0.065
11:00 - 12:00	4	14682	0.015	4	14682	0.012	4	14682	0.027
12:00 - 13:00	4	14682	0.032	4	14682	0.029	4	14682	0.061
13:00 - 14:00	4	14682	0.010	4	14682	0.009	4	14682	0.019
14:00 - 15:00	4	14682	0.005	4	14682	0.080	4	14682	0.085
15:00 - 16:00	4	14682	0.012	4	14682	0.179	4	14682	0.191
16:00 - 17:00	4	14682	0.003	4	14682	0.245	4	14682	0.248
17:00 - 18:00	4	14682	0.003	4	14682	0.266	4	14682	0.269
18:00 - 19:00	4	14682	0.000	4	14682	0.097	4	14682	0.097
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.948			0.929			1.877

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.

Parameter summary

Trip rate parameter range selected:	4200 - 40000 (units: sqm)
Survey date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	16

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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	14682	0.948	4	14682	0.043	4	14682	0.991
08:00 - 09:00	4	14682	1.183	4	14682	0.043	4	14682	1.226
09:00 - 10:00	4	14682	0.788	4	14682	0.063	4	14682	0.851
10:00 - 11:00	4	14682	0.298	4	14682	0.090	4	14682	0.388
11:00 - 12:00	4	14682	0.145	4	14682	0.218	4	14682	0.363
12:00 - 13:00	4	14682	0.943	4	14682	1.212	4	14682	2.155
13:00 - 14:00	4	14682	0.977	4	14682	0.587	4	14682	1.564
14:00 - 15:00	4	14682	0.308	4	14682	0.378	4	14682	0.686
15:00 - 16:00	4	14682	0.138	4	14682	0.715	4	14682	0.853
16:00 - 17:00	4	14682	0.080	4	14682	0.923	4	14682	1.003
17:00 - 18:00	4	14682	0.046	4	14682	1.200	4	14682	1.246
18:00 - 19:00	4	14682	0.056	4	14682	0.308	4	14682	0.364
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.910			5.780			11.690

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.

Parameter summary

Trip rate parameter range selected:	4200 - 40000 (units: sqm)
Survey date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	16

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.