

Appendix A Active Travel Qualitative Review





Kings Meadow View

Qualitative Review of Active Travel Routes
to Local School

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Kings Meadow View

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1 Introduction

1.1.1 Stantec has been commissioned by ABRDN to provide highways and transport advice in support of the development proposals at Forbury Retail Park, RG1 3JD, to be known as Kings View Meadow (Planning Ref: 230822). The proposed development comprises up to 700 residential units and up to 1,936sqm of commercial use (Class E).

1.1.2 This report is written following consultation responses received from Active Travel England and RBC Highways regarding the previous parameter plans associated with this application. The scheme has since been reduced in scale, hence the renewed set of reports. This report details the Active Travel routes and provision between Kings View Meadow and local schools that future site residents could attend. Plans provide detailed routes that have been walked and reviewed between Kings View Meadow and the schools locally.

1.1.3 Active Travel England responded to the planning application for Kings View Meadow. The following comment was supplied:

'There does not appear to be a qualitative Review of the local walking and cycle routes. This is of concern as many of the roads adjacent to the site are not considered conducive to walking, wheeling or cycling.'

'ATE would welcome a qualitative Review/audit of the local walking and cycling routes, as there may be an opportunity to address any deficits through a contribution towards the creation of new infrastructure.'

'It is important to note that the movement patterns, modes and timings will be completely different to that of a retail park and therefore the transport network must now cater for all sections of the community, all abilities and users. The surrounding environment therefore needs to be more inclusive, not just within the red line boundary but outside of it.'

1.1. In response, a Review has been conducted to assess the walking/cycling routes from the Site to nearby schools; these schools include:

- **Route 1:** Oxford Road Community School
- **Route 2:** Thameside Primary School
- **Route 3:** St Anne's Catholic Primary School
- **Route 4:** Newtown & St Johns Primary School Northern Route
- **Route 5:** Newtown & St Johns Primary School Southern Route
- **Route 6:** Kendrick School (Girls School)
- **Route 7:** Reading School (Boys School)
- **Route 8:** Maiden Erlegh School, UTC and Alfred Sutton Primary School
- **Route 9:** River Academy



2 Identified Active Travel Routes

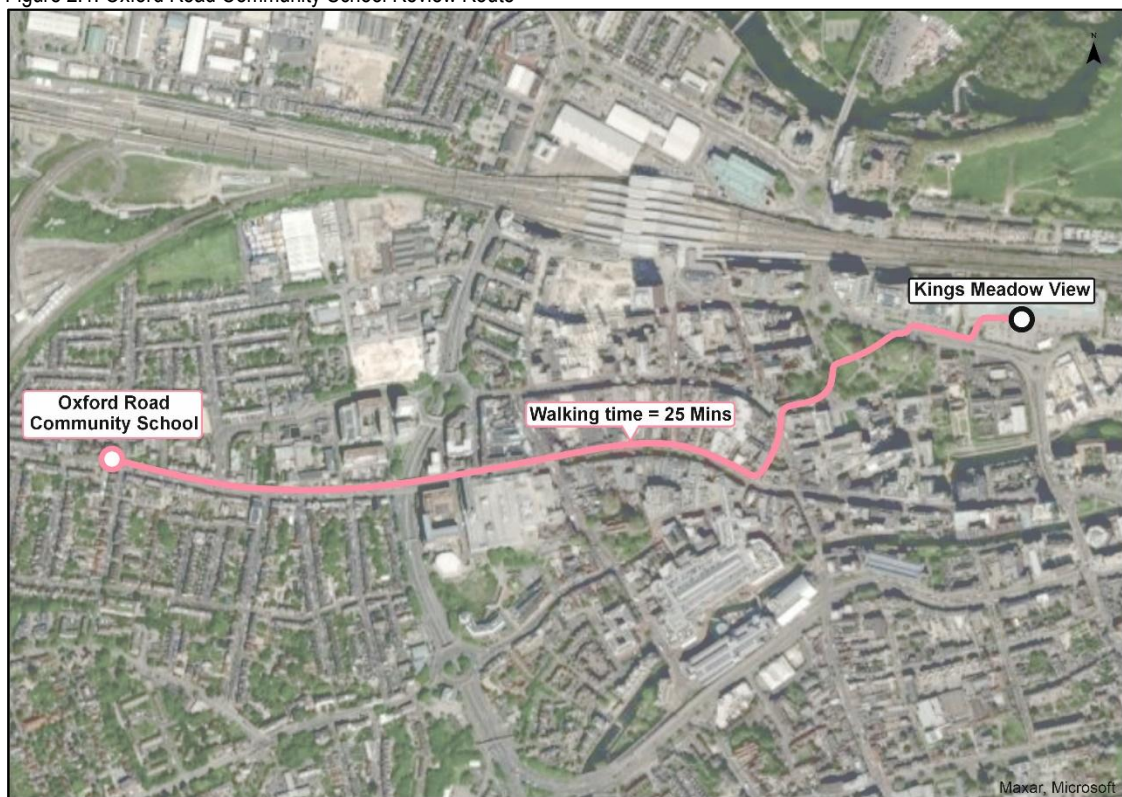
2.1 Introduction

- 2.1.1 This section outlines the routes reviewed in this report, providing a description and a map to illustrate each route.

2.2 Route 1: Oxford Road Community School

- 2.2.1 The route proceeds westbound from the site along Forbury Road, using the staggered toucan crossing point to cross and enter Forbury Gardens. It uses an informal dropped kerb crossing from Forbury Gardens to The Forbury until Market Place. The route proceeds westbound along Broad Street, then Oxford Road. See **Figure 2.1**.

Figure 2.1: Oxford Road Community School Review Route



2.3 Route 2: Thameside Primary School

- 2.3.1 The route consists of the existing footpath on the site's eastern boundary using the Biscuit Tunnel to Napier Road and heading west along Napier Road until the crossing point where Napier Road meets the King's Meadow Road. From there, heading along King's Meadow Road to the River Thames Towpath.
- 2.3.2 Proceeding along the Thames Towpath westbound until reaching Christchurch Bridge, providing access to Christchurch Meadows. Continuing westbound along the Thames path until Wolsey Road, then heading northbound up Wolsey Road to Harley Road, giving access to Thameside Primary School. See **Figure 2.2**.



2.4 Route 3: St Anne's Catholic School

- 2.4.1 The route to St Anne's Catholic School is primarily the same as that to Thameside Primary School, but the routes differ from Christchurch Bridge. From Christchurch Bridge, proceeding northwards to Gosbrook Road. To reach St Anne's, cross Gosbrook Road using the zebra crossing, proceed eastbound along Gosbrook Road to Washington Road, and head northbound until St Anne's Catholic Primary School. See **Figure 2.2**.

Figure 2.2: Thameside Primary & St Anne's Catholic School Review Route



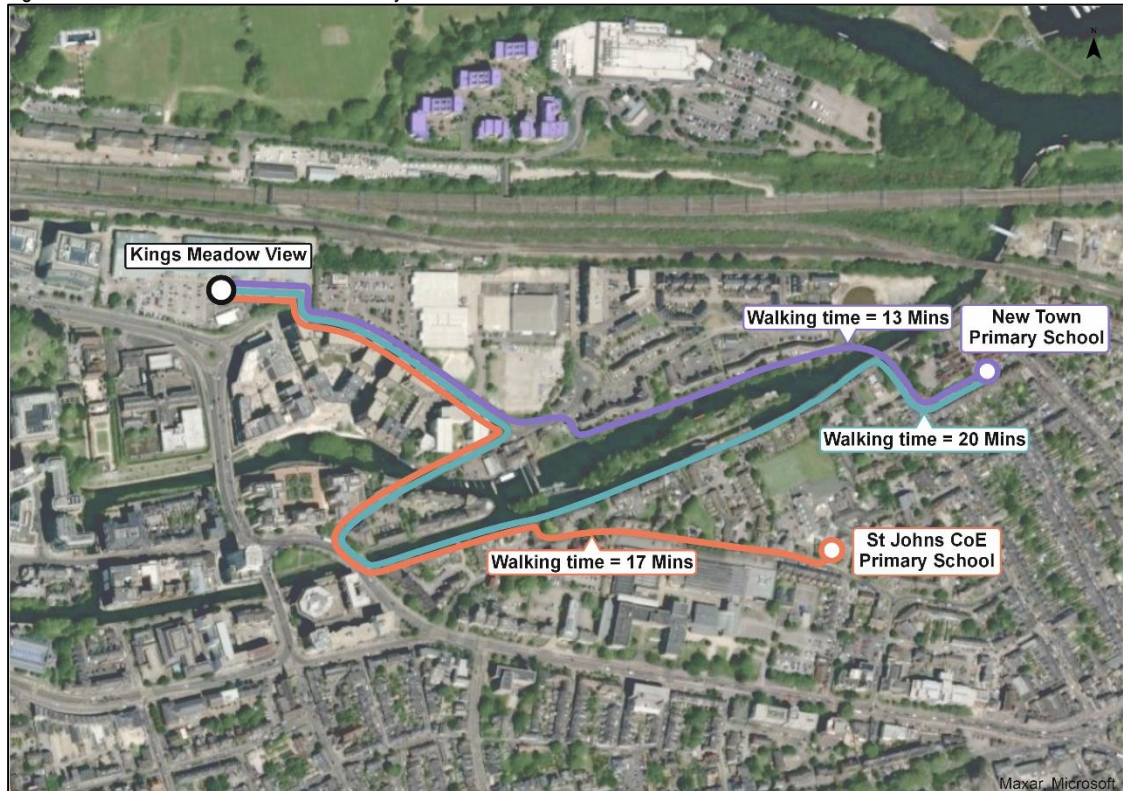
2.5 Route 4: Newtown Primary School Northern Route

- 2.5.1 From Forbury Retail Park, the route is to the east along Kenavon Drive to the River Kennet Towpath along the north bank of the River Kennet. Then, using the bridge, the route crosses the River Kennet, proceeds along Cumberland Road and turns east onto School Terrace. The route is shown in **Figure 2.3**.

2.6 Route 5: St Johns CoE & Newtown Primary School Southern Route

- 2.6.1 From Kings Meadow View, the route proceeds east along Kenavon Drive to Gas Works Road and proceeds along until Kings Road, where access to the southern Towpath of the River Kennet is provided by Factory Bridge, proceeding for 200m, turning right towards Orts Road, heading east along Orts Road until reaching St Johns CoE Primary School. The route is shown in **Figure 2.3**. Additionally, Newtown Primary can be reached by continuing along Kennet Side until reaching a ramp and steps leading to Avon Place.

Figure 2.3: Newtown & St Johns CoE Primary School Review Routes



2.7 Route 6: Kendrick School

- 2.7.1 The route is along Forbury Road to the Toucan crossing point west of the site. After crossing Forbury Road and accessing through Forbury Gardens onto Market Place, the route proceeds southbound onto Duke Street, then London Street. It continues southbound along London Street until heading east on London Road, finishing by turning left onto East Street. The route is shown in **Figure 2.4**.

2.8 Route 7: Reading School

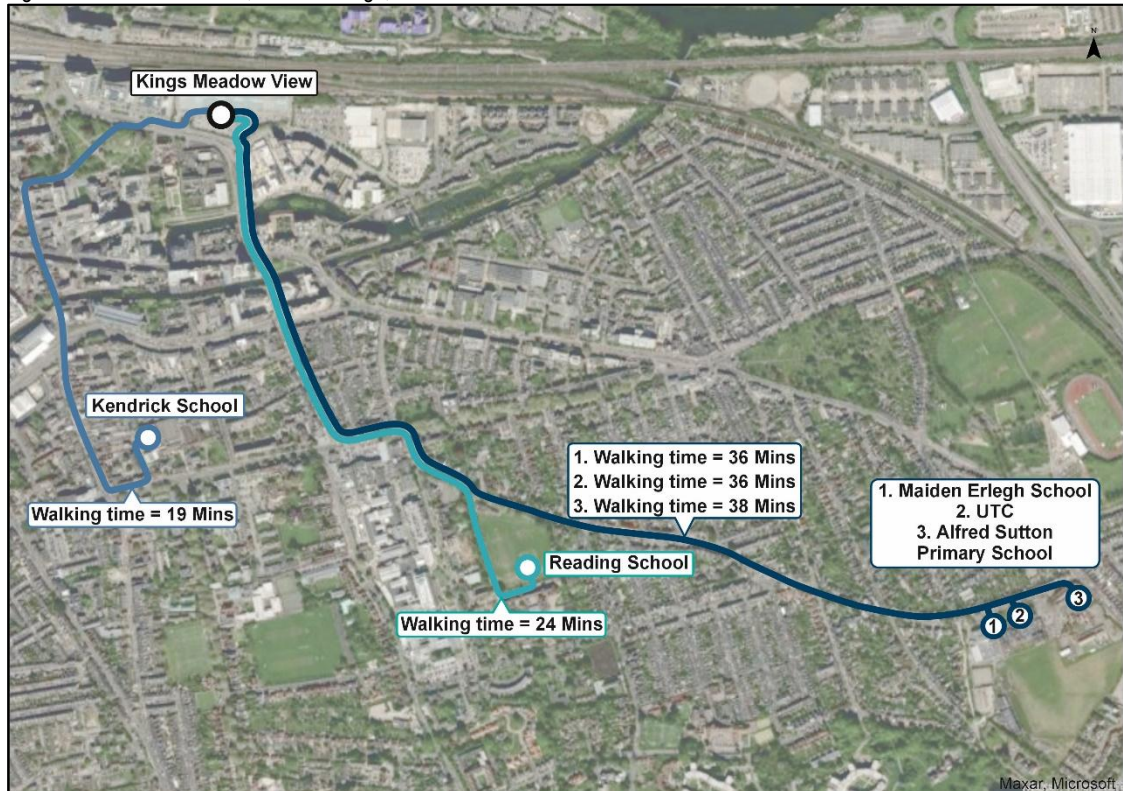
- 2.8.1 The route follows Forbury Road to the toucan crossing, proceeds across Forbury Road, enters Forbury Gardens, and then on to the Abbey Ruins. From Abbey Ruins, the route proceeds along Chestnut Walk until Forbury Road. The route heads south along Forbury Road, using the crossing points until London Road. The route is shown in **Figure 2.4**.

2.9 Route 8: Maiden Erlegh School, UTC and Alfred Sutton Primary School

- 2.9.1 These schools are on the same route outlined for Reading School, with the addition of the route continuing along Erleigh Road to Crescent Road until reaching the three schools, see **Figure 2.4**.



Figure 2.4: Kendrick School, Maiden Erlegh, Alfred Sutton School & UTC Review Route

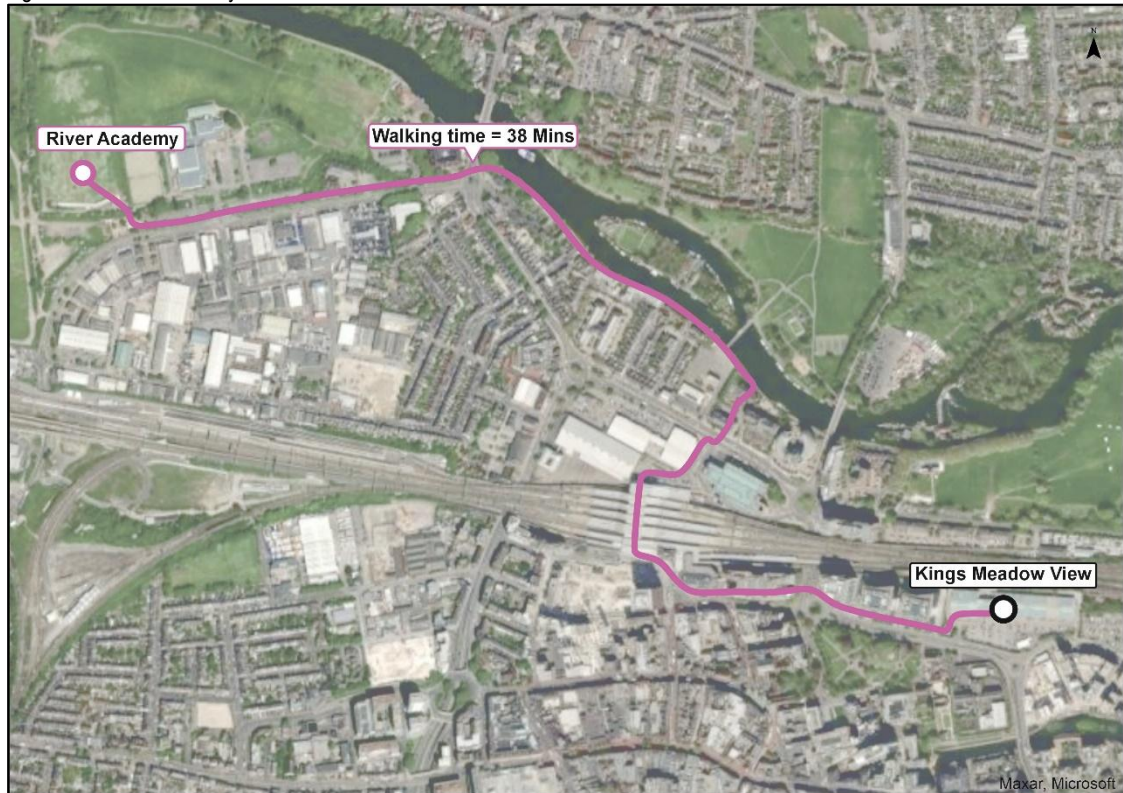


2.10 Route 9: River Academy

- 2.10.1 The route proceeds west along Forbury Road, then northbound at the roundabout, and continues onto Forbury Road using the crossing points. The route proceeds to Reading Train Station, using the pedestrian and cycle underpass under the railway line to Trooper Potts Way, using the crossing points on Vastern Road to reach Norman Place. Then proceeds onto the Thames Towpath westbound, crossing the A4155 to Richfield Avenue and heading west along Richfield Avenue until reaching the River Academy. See **Figure 2.5**.



Figure 2.5: River Academy Review Route



2.11 Qualitative Review of Active Travel Routes Review Route 1: Oxford Road Community School

- 2.11.1 During the survey, it was observed that there are multiple junctions to cross between Oxford Road Community School and Broad Street. These have different types of crossings, including pelican, see **Figure 3.1**, informal drop kerb, and raised crossings. Side road junctions were low flow for vehicles, with good visibility and a flow of other pedestrians and cyclists. Formal crossings are provided for main routes with larger traffic flows.

Figure 2.6: Bedford Road Pelican Crossing



- 2.11.2 From Broad Street to Butter Market, the town centre is pedestrianised, with no vehicles allowed except servicing vehicles. Broad Street had a high flow of other pedestrians and cyclists, and there was ample space for pedestrians, as shown in the photographs in **Appendix A**.
- 2.11.3 Butter Market is a pedestrianised route with access permitted for servicing vehicles; at the time of the survey, a street market was being set up; however, there was sufficient room for pedestrians to travel along Butter Market onto Market Place safely, see **Figure 3.2**.



Figure 2.7: Butter Market Pedestrianised – Vehicle Present



- 2.11.4 Market Place has a footpath that narrows at the bus gate with The Forbury; at the bus gate, there is a bay for buses to stop, allowing buses/cyclists to continue using the bus gate. To access Forbury Gardens, there is a drop kerb with tactile paving and a slight building out. The path through Forbury Gardens and is wide and open, leading to Forbury Road, where a pelican staggered crossing allows a safe crossing of Forbury Road, see **Figure 3.3**.

Figure 2.8: Forbury Road Staggered Pelican Crossing



- 2.11.5 Along Forbury Road is a wide footpath fronted by office buildings, including SSE, with associated vehicle access. This office access has an island crossing point with tactile paving, and look left/right markings are present, as shown in **Appendix A**.

Conclusion

- 2.11.6 From walking and reviewing this route between Oxford Road Community School and Kings Meadow View, it is deemed safe, suitable and attractive for Active Travel for school children. A large extent of the route is through a pedestrianised zone in the town centre and Forbury Gardens. Where side road junctions are present, these have suitable crossings; where main roads with higher traffic volumes are crossed, there are controlled crossings. The footpaths are well-maintained and of an appropriate width for pedestrians.

2.12 Route 2: Thameside Primary School

- 2.12.1 This route involves travelling east and north from the site between Kenavon Drive and the Biscuit Tunnel. The neighbouring retail park and fast food restaurant overlook a footway. This route passes around the periphery of the car park of the Forbury Retail Park, see **Appendix B**; there is some lighting along the path located on the rear of the buildings and lampposts and CCTV at the entrance to the Biscuit Tunnel, see **Figure 3.4**. The footway becomes a shared footway/cycleway at the entrance to the Biscuit Tunnel, which has lighting throughout, see **Appendix B**.

Figure 2.9: Shared Footway/Cycleway – Lighting and CCTV



- 2.12.2 Along the southern side of Napier Road is a footway with guardrails and lampposts along the road. There are two entrances to buildings with informal drop kerbs to allow passage.
- 2.12.3 To cross Napier Road, the roundabout's crossing point was utilised; this crossing point consists of informal drop kerbs with a centre island (see **Appendix B**). This link is on Kings Meadow Road, where there is an informal drop kerb.



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- 2.12.4 Kings Meadow Road is a low-traffic road with footpaths on either side leading to the River Thames Towpath. Along Kings Meadow Road are entrances to residential developments. The River Thames Towpath is a shared footway/cycleway that is well maintained. With the underpass of Reading Bridge being well lit, natural surveillance from the buildings bordering the Towpath is provided from Norman Place to Christchurch Bridge, see **Figure 3.5**. To access Christchurch Bridge, there is a ramp with handrails, and the bridge has a handrail.

Figure 2.10: Thames Path – Norman Place/Christchurch Ramp



- 2.12.5 Proceeding northwest through Christchurch Meadows, the route is off-road and paved. It leads to Wolsey Road, a residential street with speed control measures in place. As shown in the photographs in Appendix B, there are footpaths on both sides of the road.

Conclusion

- 2.12.6 The routes between Kings Meadow View and Thameside Primary School have large sections that are off-road / car-free, including around the retail park, along the towpath, and across Kings Meadow. Where the route passes parallel to trafficked routes, footways are provided as a safety measure. The crossings include the Biscuit Tunnel across the railway and under Reading Bridge. The new Christchurch Bridge provides for pedestrian/cycling crossing of the Thames. The route in Caversham is residential and low-speed.
- 2.12.7 The site next door to Kings Meadow View has a pedestrian and cycle route around its perimeter. This is the remainder of Forbury Retail Park and is also allocated in Reading's Local Plan 2036 for redevelopment. This route will be improved alongside the redevelopment of this area to further improve connectivity to the Napier Road underpass.

2.13 Route 3: St Anne's Catholic Primary School

- 2.13.1 The route to St Anne's Catholic School is the same as that to Thameside Primary School, proceeding northbound from Christchurch Bridge to Gosbrook Road.



- 2.13.2 A zebra crossing allows passage across Gosbrook Road; the footpath on the northern side of Gosbrook Road is well-maintained and street lighting with natural surveillance from residential buildings, see **Figure 3.6**.

Figure 2.11: Gosbrook Road Zebra Crossing



- 2.13.3 St Annes's Catholic Primary School is located on Washington Road, a residential street with a 20mph speed limit and footpaths on either side of the road, see **Figure 3.7**.

Figure 2.12: Washington Road



Conclusion

- 2.13.4 The review of this route between St Annes Catholic Primary School and Kings Meadow View has determined that it is safe and suitable for schoolchildren. This is due to a large extent of the route being non-trafficked route through Kings Meadow and residential streets. Where crossings are made, junctions have suitable crossing facilities, and the footpaths and footways are well-maintained.

2.14 Route 4: Newtown and St Johns CoE Primary School – Northern Route

- 2.14.1 Eastbound along Kenavon Drive, the route is well-lit and has natural surveillance from commercial and residential buildings. Along Kenavon Drive, there are footpaths on both sides of the road. Traffic calming measures are in place at the junction with Gas Works Road.
- 2.14.2 There is a path that leads to the northern side of the River Kennet, see **Figure 3.8**, which is well-maintained, has street lighting and has natural surveillance, see **Figure 3.9**. The path leads to a bridge over the River Kennet. To access this bridge, there is a ramp and stairs; the stairs have tactile paving and handrails. The bridge is well-maintained and wide enough for two pedestrians to pass, see **Appendix C**.

Figure 2.13: Path off Kenavon Drive to the River Kennet



Figure 2.14: Path along River Kennet



- 2.14.3 The bridge leads to Avon Place and School Terrace, see **Figure 3.10**, which are residential streets with street lighting, footpaths on either side of the road and a 20mph speed limit.

Figure 2.15: Avon Place/School Terrace Junction



Conclusion

- 2.14.4 Based on this Review, the route is deemed safe and suitable for school children. This is due to a large extent of the route not being trafficked or through low-speed residential areas. Footpaths and footways are well-maintained and lit.

2.15 Route 5: Newtown St Johns CoE Primary School – Southern Route

- 2.15.1 Proceeding eastbound on Kenavon Drive to Gas Work Road. Gas Works Road is a low-traffic road with a footpath on either side of the road. On the bridge, the footpath narrows on the southern side and stops on the northern side. At the west end of the bridge, the carriageway narrows, using bollards to calm traffic, see **Figure 3.11**. At the junction with Kings Road, there is an informal drop kerb across the bell mouth.
- 2.15.2 Alternatively, a route is available passing through Huntley Wharf onto Joseph Huntley Walk, then joining onto Gas Works Road.

Figure 2.16: Gas Works Bridge – Narrow Footpath and Bollards



- 2.15.3 The section of the route along Kings Road is well maintained, with wide footpaths, street lighting, and natural surveillance from passing traffic and residential buildings. A set of stairs provides access to the Kennet Side, See **Figure 3.12**.



Figure 2.17: Stairs to River Kennet



- 2.15.4 The Kennet Side is a well-maintained shared footway/cycleway part of the NCN4 and R3 cycle routes; it has lighting along the path and natural surveillance from residential buildings, see **Appendix D**. Accesses to Orts Road have street lighting and natural surveillance from residential buildings.
- 2.15.5 Orts Road is a residential street with footpaths on both sides. It has lighting along its length and natural surveillance from residential buildings. The junction with Canal Way has no crossing point; however, Canal Way only provides access to a limited number of residential buildings, see **Figure 3.13**, and has low traffic levels, although there is access to a Reading College car park. Orts Road has a 50m pedestrianised section with bollards preventing vehicular access.

Figure 2.18: Junction of Canal Way & Pedestrianised Area



- 2.15.6 After the pedestrianised section, a footway on the southern side of Orts Road, with an informal drop kerb with tactile paving, provides access to St John CoE Primary School. See **Appendix D**.

To access New Town Primary School, continue along Kennet Side to the bridge over the River Kennet. A ramp and stairs provide access to Avon Place and, in turn, School Terrace.

Conclusion

- 2.15.7 Based on the review of the routes, this southern route between St Johns/ Primary School and Kings Meadow View is deemed safe and suitable for schoolchildren. The route is generally low-trafficked, and footpaths are well-maintained with street lighting. Most sections are suitable widths for pedestrians and cyclists.

2.16 Route 6: Kendrick School

- 2.16.1 Heading west along Forbury Road to use the staggered toucan crossing requires crossing the access point to the SEE building, where there is an informal drop kerb crossing with tactile paving and a middle island, and look left/right markings are present. The staggered toucan crossing provides access across Forbury Road to Forbury Gardens.
- 2.16.2 Access to Forbury Gardens is provided via a ramp with handrails, allowing for a single flow direction at a time. Paths running through Forbury Gardens to The Forbury are wide with clear visibility.
- 2.16.3 A raised table crosses The Forbury, see **Figure 3.14**, and the footway along its northern side is well-maintained with adequate lighting and CCTV coverage. The Forbury leads into Market Place.



Figure 2.19: The Forbury Raised Bed Crossing



- 2.16.4 There is an informal drop kerb crossing with tactile paving and an island to allow passage across Kings Road. Proceeding along the western side of Duke Street, the footway is well maintained with space for a two-way flow of pedestrians, with street lighting and natural surveillance from storefronts. Duke Street leads into London Street, which is part of the cycle route 22, while the northbound direction is a bus lane, accessible for cyclists.
- 2.16.5 There is an informal crossing point with tactile paving at the Queens Road slip road junction. London Road becomes only accessible for buses and bicycles. A staggered pelican crossing across the three lanes of Queens Road is present, see **Figure 3.15**.
- 2.16.6 Along London Street, there are bus lanes in both directions. The footways are well-maintained with street lighting and sufficient width for two-way pedestrian movements. The side streets off London Street have informal drop kerb crossings. There is a dedicated cycle lane at the approach to the junction with Crown Street; the left turn is only for buses and bicycles onto a bus lane, see **Appendix E**.

Figure 2.20 Queens Road Pelican Crossing



- 2.16.7 The section of London Road between Crown Street and East Street has a well-maintained footway with street lighting and natural surveillance from retail frontages and a linking cycle route; there is an informal drop kerb crossing with tactile paving across East Street, a one-way street; East Street provides access to Kendrick School which has footways on both sides of the street with natural surveillance from residential buildings, see **Figure 3.16**.

Figure 2.21: East Street



Conclusion

- 2.16.8 From this Review, the route to Kendrick School from Kings Meadow View is suitable and safe for school children to walk and cycle. This is due to the controlled nature of the crossing points along the route, with bus lanes for a large length of the route allowing for cycling. The roads have street lighting and natural surveillance and are well-maintained.

2.17 Route 7: Reading School

- 2.17.1 Reading School is located on Erleigh Road, part of the cycle R20. It has footways on both sides of the road and a 20mph speed limit with street lighting. There is an island at the junction of the roundabout, which can be used to cross Erleigh Road; there is an informal staggered crossing on Craven Road with tactile paving, see **Figure 3.17**; Craven Road has a 20mph speed limit. The footway on the western side is well-maintained and wide enough to allow for two-way flow of pedestrians.

Figure 2.22: Erleigh Road – Roundabout – Island Crossing



- 2.17.2 Both sides of London Road are a shared footway/cycleway that is part of cycle routes R2 and 422. The road has a speed limit of 30mph and street lighting. There is a toucan crossing point to allow passage across London Road to Watlington Street; see **Figure 3.18**.

Figure 2.23: London Street – Shared Footway/Cycleway – Toucan Crossing



- 2.17.3 Watlington Street is part of the cycle route 422; it is a 20mph residential street with no throughway for vehicles, with footways on either side of the road, see **Figure 3.19**. Side streets off Watlington Street either have informal drop kerbs or have been blocked to prevent vehicular traffic. The northern end of Watlington Street has been blocked with access in both directions for cyclists, see **Appendix F**.

Figure 2.24: Watlington Street



- 2.17.4 There is a signal-controlled crossing across Queens Road with separate crossing routes for cyclists and pedestrians, with the pedestrian section having tactile paving, see **Figure 3.20**.



The western side of Watlington Street has a footpath and a segregated cycle path as part of cycle route R422. There is an informal drop kerb crossing with a median island across to Kennet Side. The footway continues to the Pelican Crossing across Kings Road and to the eastern side of Forbury Road, where a footpath with street lighting is wide enough for two-way pedestrian flow and provides access to the proposed crossing point on Kenavon Drive, see **Appendix F**.

Figure 2.25: Queens Road – Staggered Toucan Crossing



Conclusion

- 2.17.5 From this Review, the route to Reading School from Kings Meadow View is safe and suitable for school children to walk and cycle. Most of the route has cycling facilities, the major roads have suitable crossing points and there is natural surveillance and street lighting throughout.

2.18 Route 8: Maiden Erlegh School, UTC and Alfred Sutton Primary School

- 2.18.1 Alfred Sutton Primary School is located on Wokingham Road; footways are on both sides. Crescent Road, where UTC and Maiden Erlegh School are located, closes Monday – Friday between 8:15 – 9:00am and 2:45 – 3:30pm to increase safety for school children.
- 2.18.2 The access to UTC has an informal drop kerb, with a median island, while Crescent Road has speed bumps, with a 20mph speed limit, street lighting and natural surveillance from residential buildings and the access to Maiden Erlegh School, see **Figure 3.21**. The footway on the southern side is narrow and had leaf coverage at the time of the survey.

Figure 2.26: Entrance to Maiden Erlegh School



- 2.18.3 At the junction with Hamilton Road, there is no formal crossing provision; there are give-way markings for each arm of Crescent Road, see **Appendix G**. The section of Crescent Road between Hamilton Road and Eastern Avenue has a footway on both sides of the road with street lighting and natural surveillance from residential buildings. There are no formal crossing points across Eastern Avenue.
- 2.18.4 Along Addington Road, there is a footway with street lighting with natural surveillance from residential buildings, and there is an informal drop kerb crossing at the junction with Cardigan Road with tactile paving. There is an informal island crossing across Addington Road to Erleigh Road, see **Figure 3.22**. The streets off of Erleigh have informal drop kerb crossings. The route from Reading School is the same as described in **Section 3.7.1** to **3.7.4**.

Figure 2.27: Addington Road Island Crossing



Conclusion

- 2.18.5 Following the conclusion of Reading School, the low speed along Crescent Road and its closure during the start and end of school day aid in the route's safety and suitability for school children.

2.19 Route 9: River Academy

- 2.19.1 From Kings Meadow View, the path leads west to the staggered toucan crossing with tactile paving across the Forbury Road roundabout is wide and well-maintained, allowing pedestrians and cyclists. There is a cycle lane between the toucan crossing across Forbury Road and the toucan crossing across Vastern Road, see **Figure 3.23**. There is natural surveillance from office buildings and street lighting.

Figure 2.28: Vastern Road Toucan Crossing



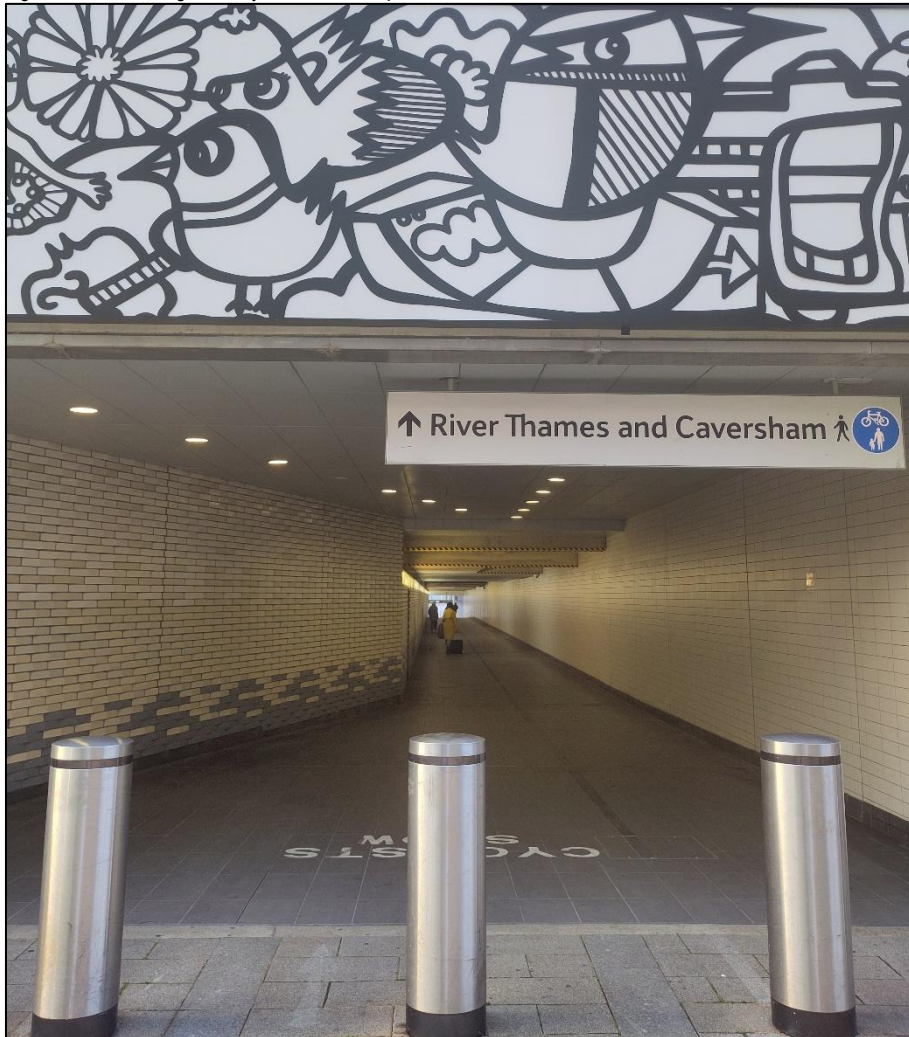
- 2.19.2 The footway is well-maintained between Forbury/Vastern Road and has on-road cycle facilities with street lighting. There is an informal crossing with tactile paving across North Street. The footway along the southern side of Reading Railway Station, which is well-maintained, leads to the pedestrianised area of Station Hill, which is open with well-maintained



paving and street lighting. There are a ramp and stairs to the Reading Railway Station underpass, each with handrails, see **Appendix H**.

- 2.19.3 The underpass is well-lit, CCTV is present, and markings denote directional traffic flow. Work was completed on the underpass to allow cyclists access and allow for the ban on cyclists through the underpass to be lifted; this work was completed and reopened on August 20th, 2024, see **Figure 3.24**.

Figure 2.29: Reading Railway Station Underpass



- 2.19.4 On the northern side of Reading Railway Station, the route continues on the western side of Trooper Potts Way; the footway leads to the staggered toucan crossing at the end of Trooper Potts Way, in turn leading to a staggered toucan crossing with tactile paving on Vastern Road.
- 2.19.5 Alternatively, a pedestrian path leads to an informal crossing with tactile paving across Bagnell Way, which leads to the staggered toucan crossing on Vastern Road. There is a bus gate east of Trooper Potts Way, which cyclists can use, part of the cycle route R4. This area has street lighting and CCTV.
- 2.19.6 After crossing Vastern Road, the route proceeds along Norman Place, part of the cycle route R4, a low-traffic road with access to residential buildings with street lighting and CCTV. At the end of Norman Place, a path leads to the Thames Path; see **Figure 3.25**.



Figure 2.30: Norman Place



- 2.19.7 The Thames Path is well maintained, with lighting and natural surveillance from overlooking residential buildings. The path narrows with the introduction of the ramp to Christchurch Bridge. There are two staggered barriers along the Thames Path between Norman Place and Caversham Bridge to control the speed of cyclists.
- 2.19.8 Proceeding to Waterman Place, crossing using the informal drop kerb. Then, to the pelican crossing on Caversham Road, the footway is well maintained, with street lighting and natural surveillance from an office building. The footway on the western side of Caversham Road is also well maintained; there is an informal drop kerb on Randolph Road, see **Appendix H**.
- 2.19.9 Along Richfield Avenue, there is an informal drop kerb at the entrance to the BT petrol station. There is a staggered pelican crossing to the shared footway/cycleway on Richfield Avenue. There are informal drop kerbs at Thameside Promenade Car Park and Premier Inn entrances.
- 2.19.10 There is an alternative path through Rivermead Park that is accessible most of the year due to seasonal flooding. This path would provide a car-free alternative to the crossings required to access Richfield Avenue.

Conclusion

- 2.19.11 The routes to River Academy from Kings Meadow View are suitable and safe for school children to use. A large extent of the route is on a shared footway/cycleway with no traffic. There are suitable crossing facilities where there is a need to cross busier roads. The route is well-maintained with street lighting.



3 Conclusion

- 3.1.1 Based on the qualitative review conducted, the routes identified from Kings Meadow View to the local schools are accessible by Active Travel. The routes are well-maintained, with street lighting and natural surveillance from surrounding buildings.
- 3.1.2 In the vicinity of the site the connection to the Biscuit Tunnel would be improved by the redevelopment of the adjacent allocated site. This would benefit from improved lighting and surveillance once the redevelopment progresses.
- 3.1.3 To conclude, based on the qualitative review conducted the routes are deemed safe and suitable for children to access education provisions in the local area by foot and bicycle.



Appendix A Route 1: Oxford Road Community School



Broad Street Mall Pedestrianised Area



SWE Access Point Crossing



Appendix B Route 2: Thameside Primary School and St Anne's Primary School



Shared Footway/Cycleway To Biscuit Tunnel



Biscuit Tunnel – Lighting



Kings Meadow View



Napier Road – Island Crossing



Wolsey Road



Project Number: 332110588

Appendix C Route 4: Newtown and St Johns Primary School Northern Route



Stairs with Handrail to Bridge over the River Kennet



Ramp with lighting to Bridge over the River Kennet





Bridge over the River Kennet



Appendix D Route 5: Newtown and St Johns Primary School Southern Route



Lane off River Kennet to Orts Road



Informal Drop Kerb Crossing with Tactile Paving at St John's



Appendix E Route 6: Kendrick School



Kings Road – Informal Drop Kerb Island Crossing



Duke Street (Bus Lane) to London Street Bridge



Kings Meadow View



London Street – Bus Lane



London Street – Cycle Lane



Project Number: 332110588



London Road – Bus Lane



Appendix F Route 7: Reading School



Watlington Street – Blocked Northern Section – Bicycle Entrance



Watlington Street – Cycle Lane



Kings Meadow View



Forbury/Kings Road Crossings



Forbury Road Footway



Project Number: 332110588

Appendix G Route 8: Maiden Erlegh School, UTC and Alferd Sutton Primary School



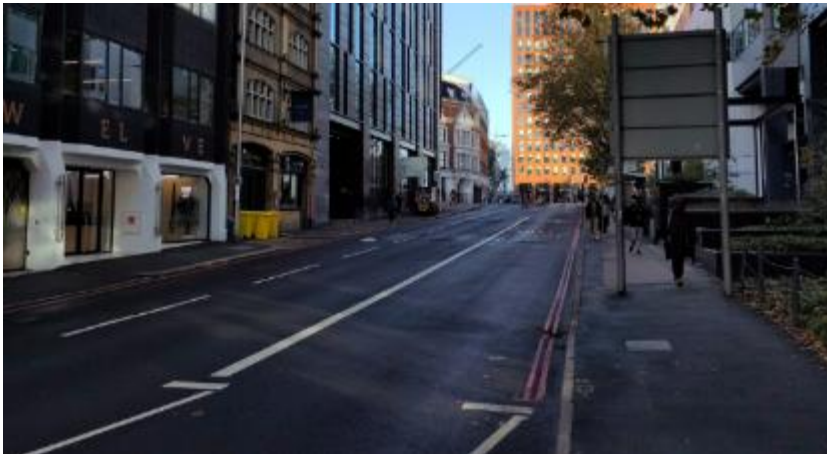
Crescent Road/Hamilton Road Junction



Crescent Road



Appendix H Route 9: River Academy



Forbury Road



Reading Railway Station



Ramp & Stairs to Reading Railway Station Underpass





Caversham Bridge Underpass



Caversham Road Pelican Crossing





Richfield Avenue Pelican



Appendix B Traffic Survey Outputs



Survey Name: 25622 - Forbury Retail Park
Date: MTC 1.1 & 1.2 - Thu 26 Jun 2025 and Sat 28 Jun 2025
MTC 2 & 3 - Thu 26 Jun 2025



IDASO

Survey Name:	25622 - Forbury Retail Park		Arm A - Forbury Retail Park Access
Site:	MTC 1.1		Arm B - Forbury Road
Location:	Forbury Retail Park Access/Forbury Road		Arm C - Forbury Road
Date:	Thu 26-Jun-2025		
AM Peak:	07:15 – 08:15	PCU:	1716
PM Peak:	17:45 – 18:45	PCU:	2014
15 Min Peak:	18:15 – 18:30	PCU:	520.3
Overall 15 Min Peak:	15:00 – 15:15	PCU:	528.9 Date: 28/06/2025

[illegible]

IDASO

Survey Name:	25622 - Forbury Retail Park	Arm A - Forbury Retail Park Access
Site:	MTC 1.1	Arm B - Forbury Road
Location:	Forbury Retail Park Access/Forbury Road	Arm C - Forbury Road
Date:	Sat 28-Jun-2025	
AM Peak:	10:59 – 11:59	PCU: 1876
PM Peak:	14:30 – 15:30	PCU: 2030
15 Min Peak:	15:00 – 15:15	PCU: 528.9

[illegible]

IDASO

Survey Name:	25622 - Forbury Retail Park	Arm A - Forbury Retail Park Access
SITE:	MTC 1.2	Arm B - Kenavon Drive
Location:	Forbury Retail Park Access/Kenavon Drive	Arm C - Kenavon Drive
Date:	Thu 26-Jun-2020	
AM Peak:	10:59 – 11:59	PCU: 457.1
PM Peak:	17:45 – 18:45	PCU: 596.6
15 Min Peak:	18:00 – 18:15	PCU: 154.1
Overall 15 Min Peak:	13:00 – 13:15	PCU: 228.9 Date: 28/06/2025

[illegible]

IDASO

Survey Name:	25622 - Forbury Retail Park	Arm A - Forbury Retail Park Access
Site:	MTC 1.2	Arm B - Kenavon Drive
Location:	Forbury Retail Park Access/Kenavon Drive	Arm C - Kenavon Drive
Date:	Sat 28-Jun-2025	
AM Peak:	10:59 – 11:59	PCU: 697.9
PM Peak:	14:30 – 15:30	PCU: 844.5
15 Min Peak:	13:00 – 13:15	PCU: 228.9

[illegible]



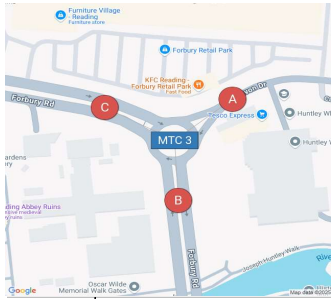
IDASO

Survey Name: 25622 - Forbury Retail Park
Site: MTC 2
Location: Forbury Road/Vestern Road Roundabout
Date: Thu 26-Jun-2025
AM Peak: 07:30 — 08:30 **PCU:** 2030
PM Peak: 17:30 — 18:30 **PCU:** 2337
15 Min Peak: 18:00 — 18:15 **PCU:** 591.6

Arm A - Forbury Road
Arm B - Forbury Road
Arm C - Vestern Road

A ==> A										A ==> B										A ==> C										B ==> A										B ==> B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C		
07:00	0	0	3	0	0	0	0	3	3	5	0	34	5	0	0	8	52	56	4	3	98	11	8	0	2	126	127	0	1	20	3	2	0	1	27	28.4	0	0	0	0	0	0	0	0	0	0	2	0	
07:15	0	0	6	2	0	0	0	8	8	4	0	39	5	0	0	0	48	44.8	3	1	98	15	1	1	1	120	119.8	0	1	31	1	1	0	1	35	35.9	0	0	0	0	0	0	0	0	0	0	1	0	
07:30	0	0	8	0	1	0	0	9	9.5	3	1	30	9	0	0	5	48	50	0	2	112	14	1	1	1	131	132.6	1	1	15	3	0	0	1	21	20.6	0	0	0	0	0	0	0	0	0	0	0	0	
07:45	0	0	12	1	0	0	0	13	13	3	0	33	8	2	0	4	50	52.6	2	2	131	11	2	1	2	151	152.5	1	1	24	0	0	0	0	26	24.6	0	0	0	0	0	0	0	0	0	0	2	1	
H/TOT	0	0	29	3	1	0	0	33	33.5	15	1	136	27	2	0	17	198	203.4	9	8	439	51	12	3	6	528	531.9	2	4	90	7	3	0	3	109	109.5	0	0	0	0	0	0	0	0	0	0	5	1	
08:00	0	0	4	0	0	0	0	4	4	7	3	31	2	0	0	4	47	43.6	1	0	87	11	1	0	1	101	101.7	1	0	15	2	0	0	1	19	19.2	0	0	0	0	0	0	0	0	0	0	0	0	
08:15	0	0	11	0	0	0	0	11	11	7	1	28	3	0	0	3	42	38.8	1	2	101	9	4	0	2	119	121	2	2	24	1	0	0	0	29	26.2	0	0	0	0	0	0	0	0	0	0	1	1	
08:30	0	0	1	1	0	0	0	2	2	3	0	24	3	0	0	3	33	33.6	4	1	130	10	1	0	2	148	146.7	2	0	8	2	2	0	1	15	15.4	0	0	2	0	0	0	0	0	2	2	4	0	
08:45	0	0	12	0	0	0	0	12	12	4	0	31	4	2	0	3	44	44.8	0	2	107	8	2	1	5	125	131.1	1	3	14	1	1	0	0	20	17.9	0	0	1	0	0	0	0	1	1	5	1		
H/TOT	0	0	28	1	0	0	0	29	29	21	4	114	12	2	0	13	166	160.8	6	5	425	38	8	1	10	493	500.5	6	5	61	6	3	0	2	83	78.7	0	0	3	0	0	0	0	3	3	10	2		
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09:15	0	0	9	1	0	0	0	10	10	2	0	34	2	4	0	5	47	52.4	2	1	80	12	4	2	2	103	107.4	1	1	20	4	0	1	1	28	28.9	0	0	1	0	0	0	0	1	1	2	2		
09:30	0	0	3	1	0	0	0	4	4	2	0	28	9	3	0	3	45	47.9	2	5	104	14	3	2	4	134	137.5	1	1	24	2	0	0	0	28	26.6	0	0	0	0	0	0	0	0	0	0	1	1	
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H/TOT	0	0	31	2	0	0	0	33	33	7	3	133	16	10	0	18	187	202.6	10	9	411	48	15	6	7	506	514.9	3	2	98	9	2	1	3	118	119.7	0	0	2	3	0	0	0	5	5	5	14		
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H/TOT	0	0	12	0	1	0	0	13	13.5	3	8	122	11	6	0	13	163	171.8	4	12	389	61	27	3	1	497	505	0	9	92	15	5	0	4	125	126.1	0	0	4	1	0	0	0	5	5	7	6		
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H/TOT	0	0	12	1	0	0	0	13	13	1	4	97	22	3	0	14	141	153.3	8	12	433	49	17	4	2	525	527.1	1	6	102	16	4	0	3	132	132.6	0	0	0	0	0	0	0	0	0	0	12	10	
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12:15	0	0	2	0	0	0	0	2	2	0	0	21	6	0	0	3	30	33	1	0	130	17	3	2	0	153	156.3	0																					

B ==> C						C ==> A										C ==> B										C ==> C										
CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU			
18	4	1	0	5	30	33.9	3	0	126	16	4	0	3	152	154.6	0	2	13	3	0	0	0	18	16.8	0	0	0	0	0	0	0	0	0			
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37	5	0	0	4	52	51.4	6	3	175	12	8	0	1	205	203.4	2	2	33	7	0	0	3	47	47.2	0	0	1	0	0	0	0	1	1			
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115	21	4	0	14	176	176.4	6	8	539	66	34	8	3	664	684.8	2	8	91	8	2	0	9	120	123.6	0	2	5	0	0	0	0	7	5.8			
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125	16	3	0	14	178	179.3	3	10	522	66	37	7	1	646	666.2	0	7	67	8	1	1	9	93	99.6	1	0	12	0	1	0	0	14	13.7			
28	3	1	0	5	41	44.1	0	2	142	12	11	3	0	170	178.2	1	2	11	2	0	0	0	16	14	0	0	2	0	0	0	0	2	2			
32	5	0	0	3	45	44.8	2	0	170	24	5	3	1	205	210.8	0	2	23	3	0	0	2	30	30.8	0	0	3	0	0	0	0	3	3			
44	2	1	0	5	61	59.7	1	4	163	18	8	3	2	199	205.7	1	5	17	1	1	0	3	28	27.7	0	0	0	0	0	0	0	0	0			
32	1	2	0	3	44	44.2	1	3	147	11	3	0	0	165	163.9	2	3	22	0	0	0	2	29	27.6	0	0	1	0	1	0	0	2	2.5			
136	11	4	0	16	191	192.8	4	9	622	65	27	9	3	739	758.6	4	12	73	6	1	0	7	103	100.1	0	0	6	0	1	0	0	7	7.5			
31	4	0	0	4	44	44.2	1	2	159	26	4	0	0																							



IDASO

Survey Name: 25622 - Forbury Retail Park
Site: MTC 3
Location: Forbury Road/Kenavon Drive Roundabout
Date: Thu 26-Jun-2025
AM Peak: 07:15 — 08:15 **PCU:** 1863
PM Peak: 17:45 — 18:45 **PCU:** 2295
15 Min Peak: 18:15 — 18:30 **PCU:** 591.4

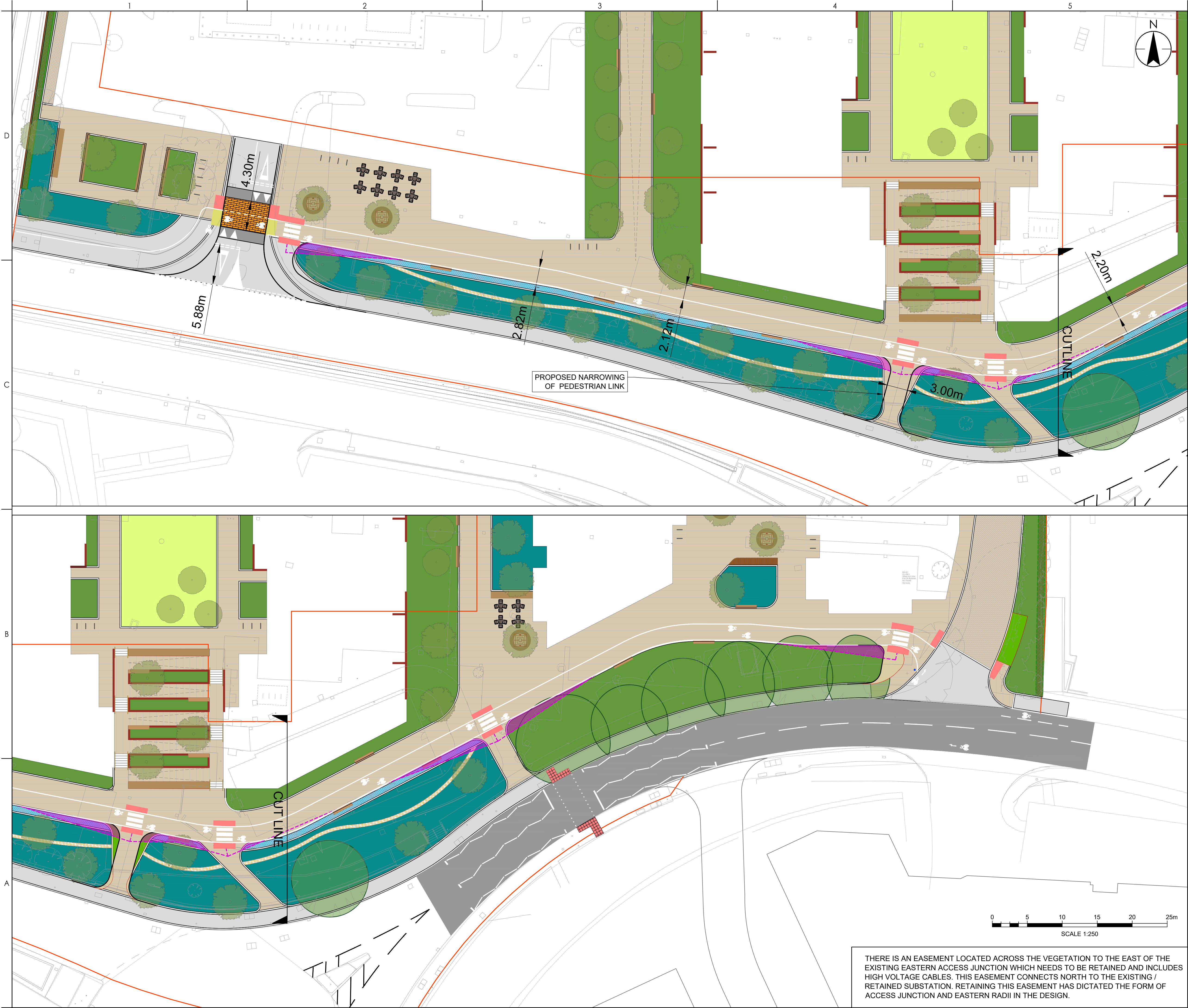
Arm A - Kenavon Drive
Arm B - Forbury Road
Arm C - Forbury Road

	A ==> A									A ==> B									A ==> C									B ==> A									B ==> B																			
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C
07:00	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	10	1	1	0	1	13	14.5	0	0	5	3	0	0	1	9	10	0	0	3	1	0	0	0	4	4	9	4									
07:15	0	0	0	0	0	0	0	0	0	0	1	14	1	0	0	0	16	15.4	1	0	7	2	0	0	0	10	9.2	0	0	12	2	0	0	1	15	16	0	0	5	0	0	0	0	5	5	6	3									
07:30	0	0	0	0	0	0	0	0	0	0	1	18	0	0	0	0	19	18.4	0	0	15	4	0	0	1	20	21	0	2	12	3	0	0	0	17	15.8	0	0	7	1	0	0	0	8	8	3	3									
07:45	0	0	0	0	0	0	0	0	0	0	1	1	20	3	0	0	25	23.6	3	1	23	2	0	0	1	30	28	2	0	15	0	0	0	1	18	17.4	0	0	5	2	1	0	0	8	8.5	7	3									
H/TOT	0	0	0	0	0	0	0	0	0	1	3	67	6	0	0	0	77	74.4	4	1	55	9	1	0	3	73	72.7	2	2	44	8	0	0	3	59	59.2	0	0	20	4	1	0	0	25	25.5	25	13									
08:00	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22	22	3	0	21	1	0	0	1	26	24.6	0	0	15	5	0	0	1	21	22	0	0	7	3	1	0	0	11	11.5	8	2									
08:15	0	0	0	0	0	0	0	0	0	1	2	22	1	0	0	0	26	24	1	0	25	1	0	0	0	27	26.2	0	1	10	0	0	0	1	12	12.4	0	0	1	0	0	0	0	1	1	7	3									
08:30	0	0	0	0	0	0	0	0	0	1	0	17	0	1	0	0	19	18.7	0	1	30	3	0	0	1	35	35.4	2	0	13	5	0	0	0	20	18.4	0	0	2	0	1	0	0	3	3.5	7	0									
08:45	0	0	0	0	0	0	0	0	0	0	0	18	3	0	0	0	21	21	2	2	13	1	0	0	0	18	15.2	1	0	24	1	0	0	0	26	25.2	0	0	8	2	0	0	0	10	10	3	0									
H/TOT	0	0	0	0	0	0	0	0	0	2	2	77	6	1	0	0	88	85.7	6	3	89	6	0	0	2	106	101.4	3	1	62	11	0	0	2	79	78	0	0	18	5	2	0	0	25	26	25	5									
09:00	0	0	0	0	0	0	0	0	0	0	1	11	1	1	0	0	14	13.9	2	2	24	2	0	0	0	30	27.2	0	2	32	1	0	0	1	36	35.8	0	0	7	0	1	0	0	8	8.5	4	2									
09:15	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21	21	1	0	16	1	0	0	1	19	19.2	0	1	26	0	1	0	0	28	27.9	0	0	5	1	2	1	0	9	11.3	2	1									
09:30	0	0	0	0	0	0	0	0	0	0	0	19	3	1	0	0	23	23.5	0	2	9	3	0	0	0	14	12.8	0	1	26	2	0	0	0	29	28.4	0	1	4	6	0	0	0	11	10.4	4	3									
09:45	0	0	0	0	0	0	0	0	0	1	0	16	1	0	0	0	18	17.2	1	1	20	1	1	0	1	25	25.1	1	1	22	3	0	1	1	29	29.9	0	0	2	0	0	0	0	2	2	2	1									
H/TOT	0	0	0	0	0	0	0	0	0	1	1	66	6	2	0	0	76	75.6	4	5	69	7	1	0	2	88	84.3	1	5	106	6	1	1	2	122	122	0	1	18	7	3	1	0	30	32.2	12	7									
10:00	0	0	0	0	0	0	0	0	0	0	3	23	2	1	0	0	29	27.7	0	0	12	3	0	0	0	15	15	0	1	29	6	1	0	0	37	36.9	0	0	6	0	0	0	0	6	6	1	5									
10:15	0	0	0	0	0	0	0	0	0	0	2	14	5	0	0	0	21	19.8	0	0	17	1	0	0	0	18	18	0	0	27	5	0	0	1	33	34	0	0	8	4	1	0	0	13	13.5	2	8									
10:30	0	0	0	0	0	0	0	0	0	0	2	25	1	0	0	0	28	26.8	1	0	18	4	0	0	1	24	24.2	1	1	23	2	1	0	0	28	27.1	0	0	9	1	3	0	0	13	14.5	2	5									
10:45	0	0	0	0	0	0	0	0	0	0	1	16	1	0	1	0	19	19.7	0	0	21	1	1	0	0	23	23.5	0	0	27	1	1	0	0	29	29.5	0	0	6	3	0	0	0	9	9	0	3									
H/TOT	0	0	0	0	0	0	0	0	0	0	8	78	9	1	1	0	97	94	1	0	68	9	1	0	1	80	80.7	1	2	106	14	3	0	1	127	127.5	0	0	29	8	4	0	0	41	43	5	21									
11:00	0	0	0	0	0	0	0	0	0	0	1	20	5	0	0	0	26	25.4	1	0	18	0	1	0	0	20	19.7	0	1	31	7	4	0	1	44	46.4	0	0	17	5	1	0	0	23	23.5	2	1									
11:15	0	0	0	0	0	0	0	0	0	1	1	22	2	0	0	0	26	24.6	1	0	18	1	0	0	1	21	21.2	0	3	25	1	0	0	0	29	27.2	0	0	8	3	0	0	0	11	11	2	5									
11:30	0	0	0	0	0	0	0	0	0	0	0	24	4	2	0	0	30	31	0	1	23	0	1	0	0	25	24.9	0	1	31	3	0	0	0	35	34.4	0	0	16	0	0	0	0	16	16	0	3									
11:45	0	0	0	0	0	0	0	0	0	0	0	20	6	1	0	0	27	27.5	0	0	22	2	0	0	1	25	26	0	2	33	6	2	0	1	44	44.8	0	0	9	2	1	0	0	12	12.5	2	4									
H/TOT	0	0	0	0	0	0	0	0	0	1	2	86	17	3	0	0	109	108.5	2	1	81	3	2	0	2	91	91.8	0	7	120	17	6	0	2	152	152.8	0	0	50	10	2	0	0	62	63	6	13									
12:00	0	0	0	0	0	0	0	0	0	1	0	20	3	3	0	0	27	27.7	0	2	18	3	1	1	0	25	25.6	0	1	32	2	2	0	0	37	37.4	0	0	14	1	1	0	0	16	16.5	2	4									
12:15	0	0	0	0	0	0	0	0	0	0	1	30	1	1	0	0	33	32.9	0	0	17	3	0	0	0	20	20	0	0	40	3	0	0	1	44	45	0	0	12	2	2	0	0	16	17	1	0									
12:30</																																																								

B ==> C						C ==> A										C ==> B										C ==> C										
CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU			
125	16	8	0	9	171	174.4	1	0	9	3	2	0	0	15	15.2	0	1	124	16	4	1	4	150	156.7	0	0	3	0	0	0	0	3	3			
141	17	2	1	1	171	167.7	0	1	11	1	1	0	0	14	13.9	4	1	189	19	8	1	1	223	225.5	0	0	3	3	0	0	0	6	6			
140	18	3	2	7	176	182.9	0	0	11	4	0	0	0	15	15	2	2	204	12	4	2	1	227	229.8	0	0	3	1	1	0	0	5	5.5			
152	16	1	0	3	182	178.1	2	3	11	2	0	0	0	18	14.6	9	2	172	12	8	0	3	206	204.6	0	0	7	2	1	0	0	10	10.5			
558	67	14	3	20	700	703.1	3	4	42	10	3	0	0	62	58.7	15	6	689	59	24	4	9	806	816.6	0	0	16	6	2	0	0	24	25			
98	13	1	0	5	127	124.9	1	0	8	0	0	0	0	9	8.2	4	2	173	15	5	1	1	201	201.4	0	1	7	1	0	0	0	9	8.4			
112	9	4	0	4	139	137.6	1	1	14	1	0	0	0	17	15.6	1	3	171	20	7	0	1	203	204.9	0	0	7	1	0	0	0	8	8			
109	9	1	0	4	130	128.9	0	0	11	0	1	0	0	12	12.5	3	6	193	20	9	0	0	231	229.5	0	0	9	1	0	0	0	10	10			
134	9	4	1	8	159	167.9	0	0	26	2	2	0	0	30	31	4	6	160	18	9	0	2	199	198.7	0	0	9	2	0	0	0	11	11			
453	40	10	1	21	555	559.3	2	1	59	3	3	0	0	68	67.3	12	17	697	73	30	1	4	834	834.5	0	1	32	5	0	0	0	38	37.4			
120	8	2	0	5	141	142.6	3	0	25	1	1	0	0	30	28.1	1	2	136	20	4	2	1	166	169.6	0	0	7	0	1	0	0	8	8.5			
112	14	9	2	7	147	158.9	0	0	12	6	1	0	0	19	19.5	4	4	148	20	18	4	5	203	216.6	0	0	4	1	0	0	0	5	5			
124	21	5	3	6	166	173.4	2	1	15	0	0	0	0	18	15.8	0	5	118	21	5	3	2	154	159.4	0	0	2	0	0	0	0	2	2			
125	12	7	1	5	153	160.6	0	0	20	0	0	0	0	20	20	7	2	139	19	10	1	1	179	179.5	0	0	5	0	0	0	0	5	5			
481	55	23	6	23	607	635.5	5	1	72	7	2	0	0	87	83.4	12	13	541	80	37	10	9	702	725.1	0	0	18	1	1	0	0	20	20.5			
112	18	6	0	3	145	147.2	1	2	12	3	0	0	0	18	16	1	1	119	37	12	2	1	173	181.2	0	0	4	0	1	0	0	5	5.5			
105	18	9	2	4	148	152.7	0	1	18	2	0	0	0	21	20.4	1	2	142	28	8	4	2	187	196.2	0	0	2	0	0	0	0	2	2			
113	18	9	1	3	151	155.2	1	1	17	1	1	0	0	21	20.1	0	8	121	23	12	3	0	167	172.1	0	0	4	1	1	0	0	6	6.5			
99	14	8	0	3	127	132.2	1	0	19	1	0	0	0	21	20.2	0	1	126	18	8	1	1	155	160.7	0	0	4	2	0	0	0	6	6			
429	68	32	3	13	571	587.3	3	4	66	7	1	0	0	81	76.7	2	12	508	106	40	10	4	682	710.2	0	0	14	3	2	0	0	19	20			
106	18	4	0	5	136	140.8	1	1	32	3	0	0	0	37	35.6	3	4	144	25	7	2	2	187	190.3	0	0	6	1	0	0	0	7	7			
103	18	7	3	3	141	146.8	1	0	31	2	1	1	0	36	37	1	5	128	15	9	3	1	162	167.6	0	0	11	0	1	0	0	12	12.5			
124	17	4	1	3	152	156.5	0	0	25	3	0	0	0	28	28	4	4	134	22	14	1	1	180	183.7	0	0	12	3	1	0	0	16	16.5			
99	12	2	0	3	122	122	3	1	24	3	1	0	0	32	29.5	1	2	130	14	5	1	2	155	158.8	0	1	6	0	0	0	0	7	6.4			
432	65	17	4	14	551	566.1	5	2	112	11	2	1	0	133	130.1	9	15	536	76	35	7	6	684	700.4	0	1	35	4	2	0	0	42	42.4			
123	9	5	2	1	146	148.1	0	0	30	5	1	0	0	36	36.5	2	4	128	22	13	1	1	171	175.8	0	0	22	0	0	0	0	22	22			
122	20	3	2	3	151	157.3	0	1	27	2	1	0	0	31	30.9	0	4	137	16	6	3	1	167	172.5	0	0	13	0	0	0	0	13	13			
112	20	4	1	4	147	150.7	0	0	29	1	0	0	0	30	30	0	3	116	18	15	1	1	154	162	0	0	12	1	0	0	0	13	13			
127	18	7	0	4	162	165.1	3	1	27	1	0	0	0	32	29	1	6	134	20	4	2	0	167	167.2	0	1	7	0	0	0	0	8	7.4			
484	67	19	5	12	606	621.2	3	2	113	9	2	0	0	129	126.4	3	17	515	76	38	7	3	659	677.5	0	1	54	1	0	0	0	56	55.4			
91	26	8	2	4	141	145	1	1	28	1	1	0	0	32	31.1	2	1	140	23	3	2	3	174	178.9	0	2	15	0	0	0	0	17	15.8			
106	23	6	0	3	146	146.2	0	3	22	2	0	1	0	28	27.5	2	6	138	17	11	1	2	177	180.6	0	0	11	2	0	0	0	13	13			
89	15	5	1	6	120	127.2	2	0	34	3	0	0	0	39	37.4	3	6	126	16	12	2	0	165	167.6	0	0	10	1	1	0	0	12	12.5			
93	16	4	0	3	122	123	1	1	20	0	0	0	0	22	20.6	0	5	142	18	13	1	1	180	185.8	0	0	5	2	0	0	0	7	7			
379	80	23	3	16	529	541.4	4	5	104	6	1	1	0	121	116.6	7	18	546	74	39	6	6	696	712.9	0	2	41	5	1	0	0	49	48.3			
119	16	4	1	3	150	151.3	1	0	28	2	0	0	0	31	30.2	1	5	136	16	12	3	1	174	181.1	0	0	14	1	0	0	0	15	15			
102	12	3	0	3	129	127.3	0	0	26	5	0	0	0	31	31	1	1	167	26	7	3	2	207	215	0	0	14	1	0	0	0	15	15			
121	16	5	1	5	149	157.2	1	0	21	1	0	0	0	23	22.2	4	7	171	21	9	2	2	216	217.7	0	0	11	3	1	0	0	15	15.5			
129	13	6	1	4	161	163.9	0	1	26	2	1	0	0	30	29.9	2	5	151	13	4	2	1	178	179	0	0	8	0	0	0	0	8	8			
471	57	18	3	15	589	599.7	2	1	101	10	1	0	0	115	113.3	8	18	625	76	32																

Appendix C Cycle Route Drawing (Indicative)





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The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing.
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Notes

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

1. CYCLE LINE WIDTH IN ACCORDANCE WITH LTN 1-20 SECTION 5.5. CYCLE LANE DESIGNED AT 2.3m WHERE THE DESIRABLE MINIMUM AT <300 CYCLES PER HOUR IS 2m.
2. PEDESTRIAN/ CYCLIST CROSSING AT WESTERN ACCESS IN ACCORDANCE WITH LTN 1-20 SECTION 10.5 PRIORITY JUNCTION. DESIGN FOLLOWING GUIDELINES OUTLINED IN FIGURE 10.15.
3. PEDESTRIAN CROSSINGS OVER CYCLE LANE IN ACCORDANCE WITH LTN 1-20 SECTION 6.2 PARAGRAPH 6.2.29 DETAILING THAT PEDESTRIANS SHOULD BE PROVIDED DESIGNATED CROSSINGS WITH TACTILE PAVING FOR TWO WAY CYCLE TRACKS.
4. CYCLIST VISIBILITY IN ACCORDANCE WITH LTN 1-20 TABLE 5-5 STOPPING SIGHT DISTANCES. DESIGNED AT 17m FOR A 20kph CYCLE LANE.

KEY

- VISIBILITY SPLAY 17m AT 20kph AS PER LTN 1-20 TABLE 5-5
- TACTILE PAVING PEDESTRIANS
- TACTILE PAVING CYCLISTS
- BLOCK PAVING FOR RAISED CROSSING

P02 CLIENT REVIEW	BS	SS	2025.08.07
P01 FIRST ISSUE	ML	SS	2025.06.11
Issued/Revision	By	Appd	YYYY.MM.DD
	ML	ML	SS 2025.06.11
	Dwn.	Dsgn.	Chkd. YYYY.MM.DD

Issue Status

S2 - FOR INFORMATION

This document is suitable only for the purpose noted above.
Use of this document for any other purpose is not permitted.

Client/Project Logo

Client/Project

FORBURY RETAIL PARK

READING, UK

Title

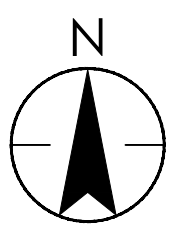
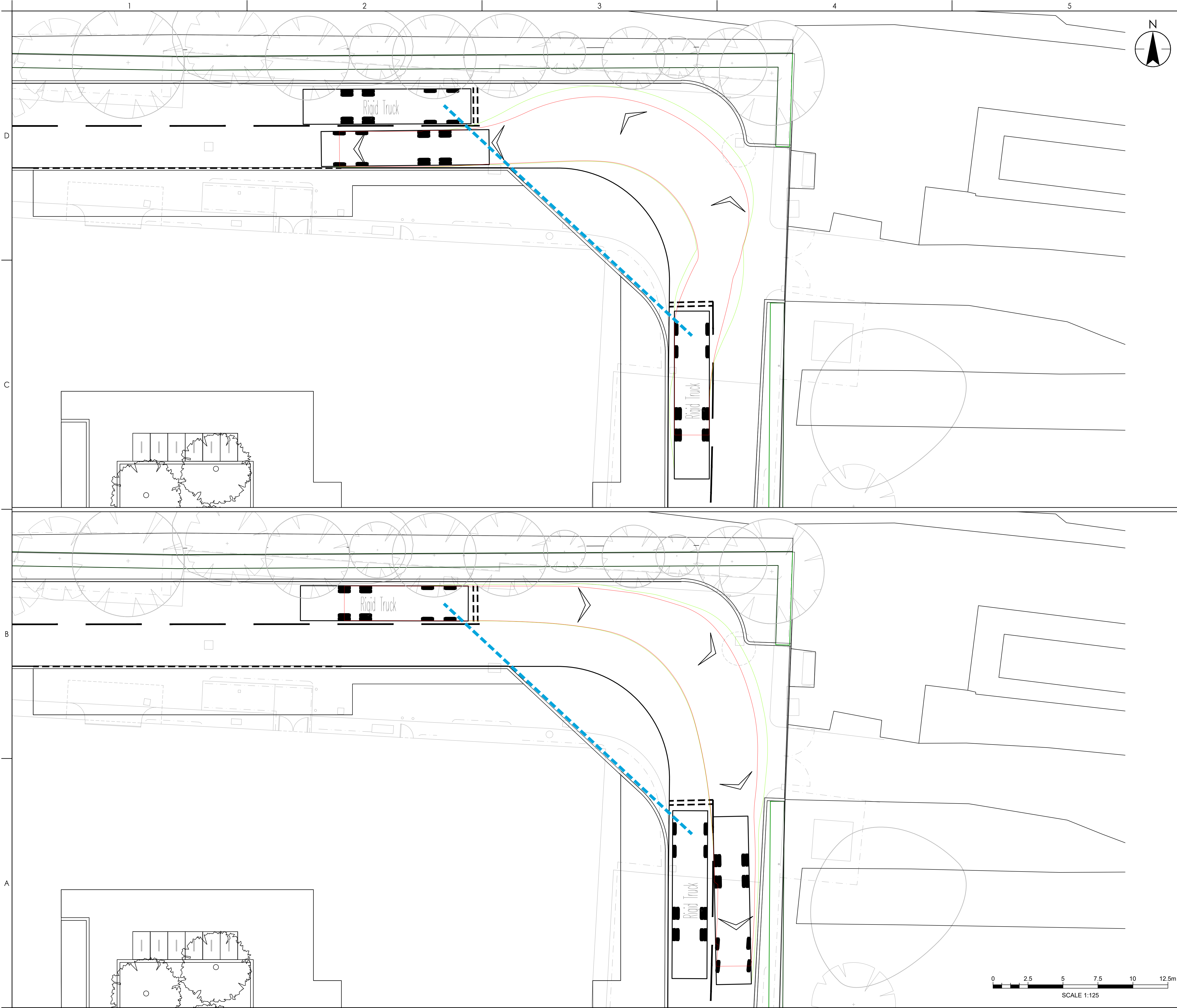
FORBURY DEVELOPMENT
KINGS VIEW MEADOW - INDICATIVE
CYCLE ROUTE

Project No.	A1 Scale
50582	1:250
Revision	Drawing No.
P02	50582-STN-HGN-SW-DR-CH-0011

THERE IS AN EASEMENT LOCATED ACROSS THE VEGETATION TO THE EAST OF THE EXISTING EASTERN ACCESS JUNCTION WHICH NEEDS TO BE RETAINED AND INCLUDES HIGH VOLTAGE CABLES. THIS EASEMENT CONNECTS NORTH TO THE EXISTING / RETAINED SUBSTATION. RETAINING THIS EASEMENT HAS DICTATED THE FORM OF ACCESS JUNCTION AND EASTERN RADII IN THE DESIGN.

Appendix D Servicing Vehicle Swept Path Analysis





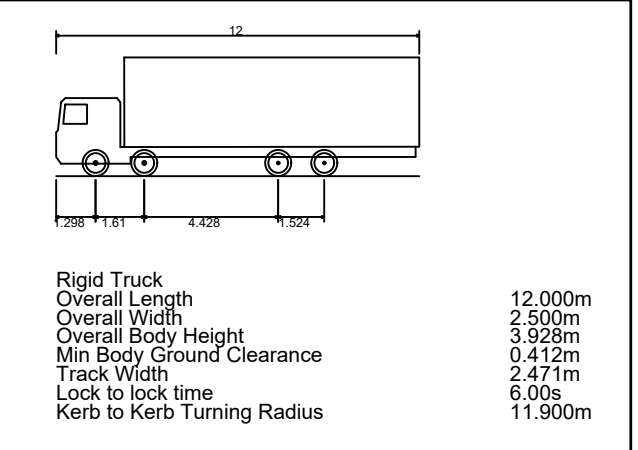
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Notes
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KEY
VISIBILITY SIGHT LINE

ON SITE LAYOUT SUBJECT TO RESERVED MATTERS APPLICATION



P04 CLIENT REVIEW	BS	SS	2025.08.07
P03 OPTION REFINEMENT	ML	SS	2025.06.27
P02 TRACKING CHANGES - OPTIONS	ML	SS	2025.06.16
P01 FIRST ISSUE	ML	SS	2025.06.11
Issued/Revision	By	Appd	YYYY.MM.DD
	ML	ML	SS 2025.06.11
	Dwn.	Dsgn.	Chkd. YYYY.MM.DD

Issue Status
S2 - FOR INFORMATION
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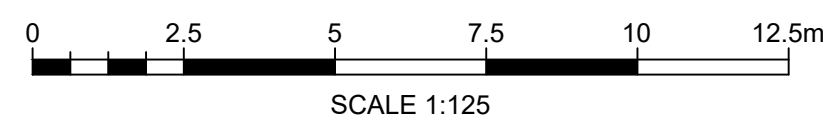
Client/Project Logo

Client/Project

FORBURY RETAIL PARK
READING, UK

Title
FORBURY DEVELOPMENT
NORTHEAST CORNER OPTIONS
BASED ON ILLUSTRATIVE SCHEME

Project No. 50582 A1 Scale 1:125
Revision P04 Drawing No. 50582-STN-HGN-SW-DR-CH-0003



Plotted: 15/08/2025 09:15:25:04 Pw by: Jaded M. Mason
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P04: 15/08/2025 09:15:25:04 Pw by: Jaded M. Mason
C:\Users\J.Mason\OneDrive\Documents\50582-STN-HGN-SW-DR-CH-0003.dwg
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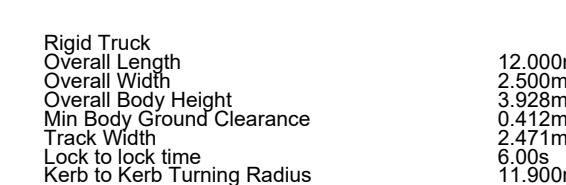
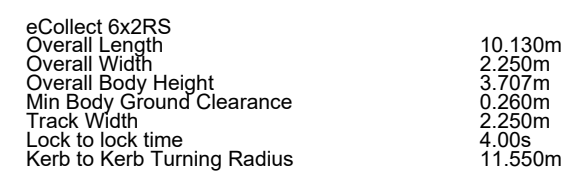
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ON SITE LAYOUT SUBJECT TO RESERVED MATTERS APPLICATION



P03 CLIENT REVIEW	BS	SS	2025.08.07
P02 TRACKING CHANGES - OPTIONS	ML	SS	2025.06.16
P01 FIRST ISSUE	ML	SS	2025.06.11
Issued/Revision	By	Appd	YYYY.MM.DD
	ML	ML	SS
	Dwn.	Dsgn.	Chkd.
			YYYY.MM.DD

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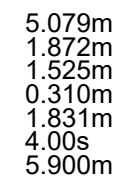
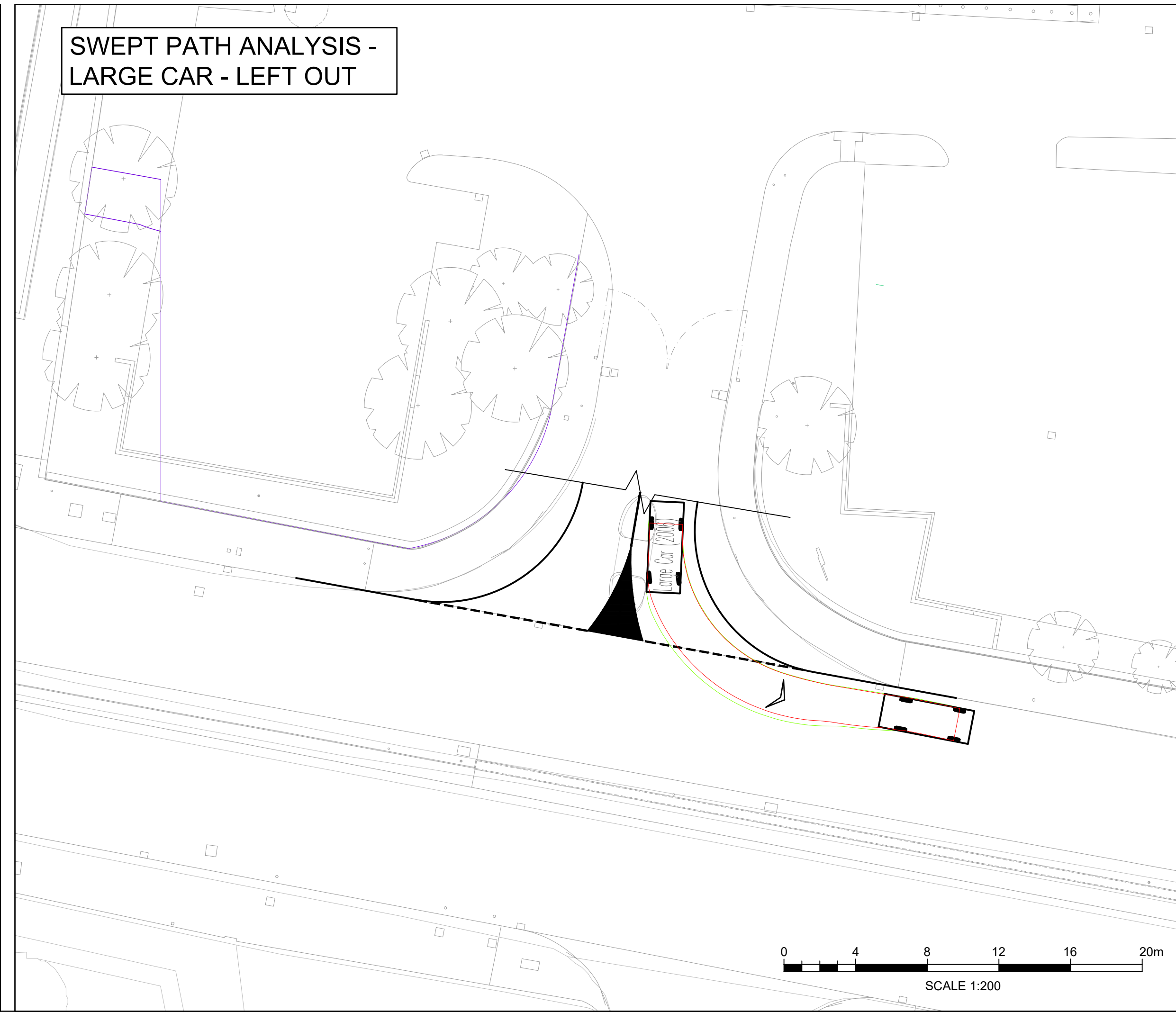
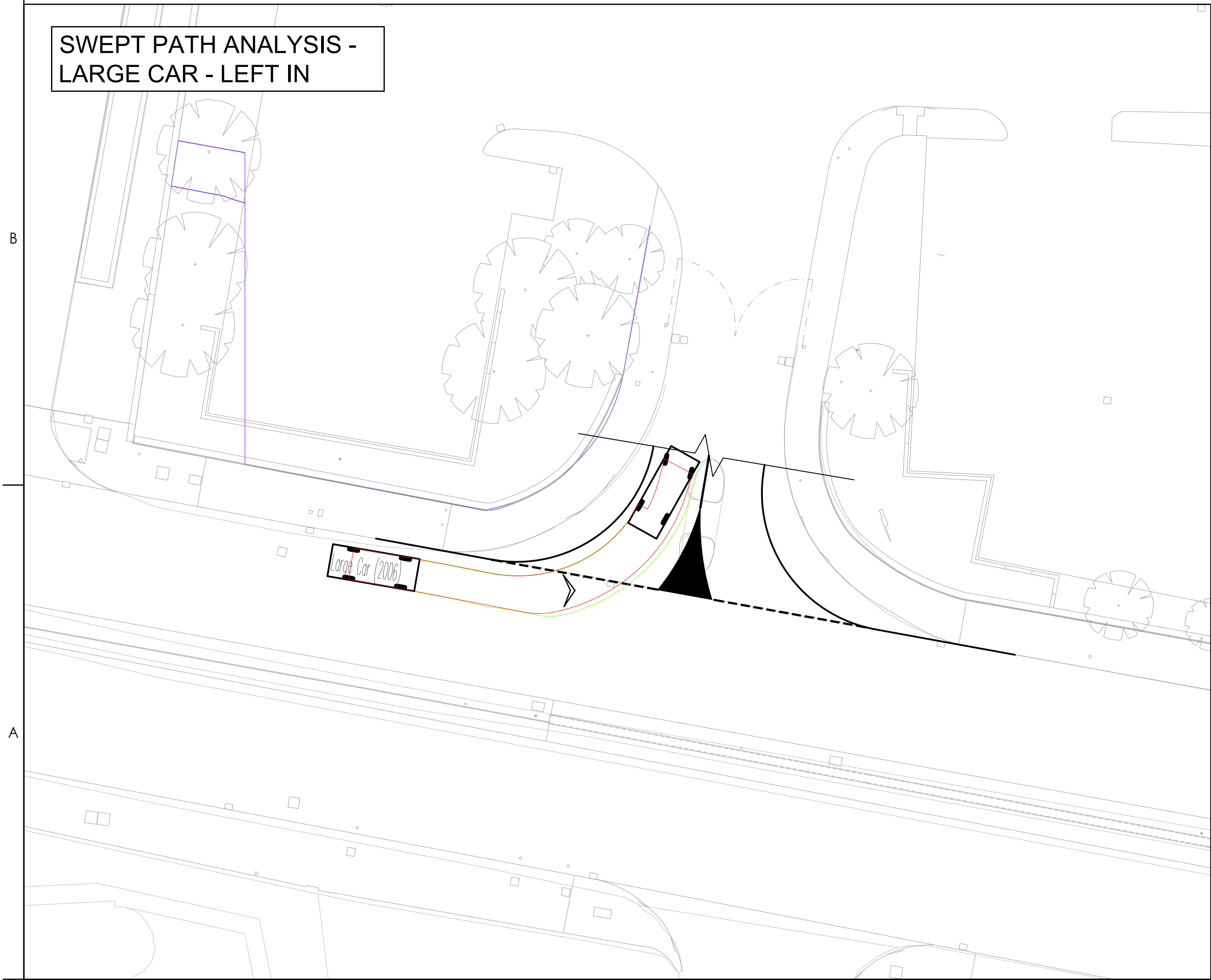
Title

FORBURY DEVELOPMENT
SWEEP PATH ANALYSIS PLAN
BASED ON ILLUSTRATIVE SCHEME

Project No. 50582	A1 Scale 1:200
Revision P03	Drawing No. 50582-STN-HGN-SW-DR-CH-0004

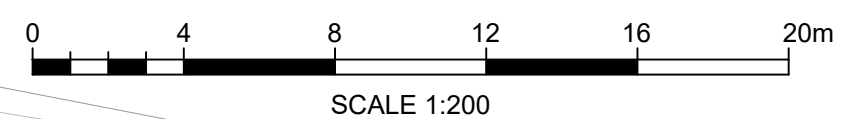
Appendix E Western Access Drawing





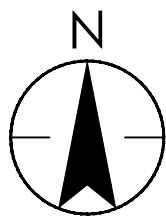
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Project No. 50582	A1 Scale 1:200
Revision P02	Drawing No. 50582-STN-HGN-SW-DR-CH-0008



Appendix F Eastern Access Drawing





D

C

TREE TO BE REMOVED

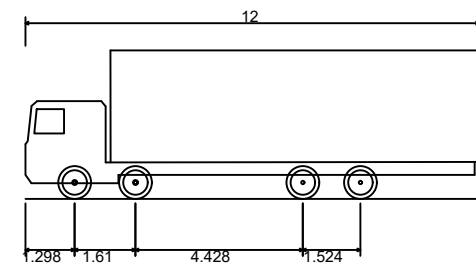
R30.0m

R8.0m

APPROXIMATE LOCATION OF EASEMENT
FOR HV CABLE TO BE RETAINED

R4.0m

VEHICLE PROFILE



Rigid Truck	12.000m
Overall Length	2.500m
Overall Width	3.928m
Overall Body Height	0.412m
Min Body Ground Clearance	2.471m
Track Width	6.008
Lock to lock time	11.900m
Kerb to Kerb Turning Radius	



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Notes

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ON SITE LAYOUT SUBJECT TO RESERVED MATTERS APPLICATION

SWEPT PATH ANALYSIS - 12m RIGID

B

A

SWEPT PATH ANALYSIS - 12m RIGID

P02 CLIENT REVIEW	BS	SS	2025.08.07
P01 FIRST ISSUE	ML	SS	2025.06.11
Issued/Revision	By	Appd	YYYY.MM.DD
	ML	ML	SS 2025.06.11
	Dwn.	Dsgn.	Chkd. YYYY.MM.DD

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FORBURY RETAIL PARK

READING, UK

Title

FORBURY DEVELOPMENT
ACCESS ARRANGEMENT

Project No.	A1 Scale
50582	1:200
Revision	Drawing No.
P02	50582-STN-HGN-SW-DR-CH-0001



Appendix G Crossing Point Drawing





TO TIE INTO ROUTE INTO SITE

PROPOSED WIDENED FORBURY DEVELOPMENT ACCESS

EXISTING FOOTPATH CONTINUES TO HUNTLEY WHARF DEVELOPMENT

FORBURY ROAD

0 5 10 15 20 25m
SCALE 1:250

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



Plotted: 15.09.2025 09:15 2:37:15 PM by: Lellott, Mazon
ORIGINAL SHEET - R0A.1 \\s0582\forbury\relat\ark\5500 - transport\02 - drawings\cadd\dwg - 2025\50582-stn-hgn-sw-dr-0010

Appendix H TRICS Outputs – Residential



Calculation Reference: AUDIT-706701-250627-0628

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	PO PORTSMOUTH	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 30 to 135 (units:)
 Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 02/10/23

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

Selected survey days:

Monday 1 days
 Tuesday 1 days
 Wednesday 2 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 1
 Edge of Town Centre 1
 Suburban Area (PPS6 Out of Centre) 2

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

Selected Location Sub Categories:

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

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 18 days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:**Use Class:**

C3 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

250,001 to 500,000	4 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	2 days

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

Travel Plan:

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
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL		
2	NG-03-C-02 CASTLE MARINA ROAD NOTTINGHAM	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 135 Survey date: WEDNESDAY 09/11/16 Survey Type: MANUAL		
3	NG-03-C-03 CANAL STREET NOTTINGHAM	BLOCK OF FLATS	NOTTINGHAM
	Town Centre Built-Up Zone Total No of Dwellings: 46 Survey date: MONDAY 02/10/23 Survey Type: MANUAL		
4	PO-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS	PORTSMOUTH
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 90 Survey date: TUESDAY 05/06/18 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
CA-03-C-03	Too much car parking
CT-03-C-01	Too much car parking
CT-03-C-02	Too much car parking
CT-03-C-03	Too much car parking
HF-03-C-03	Too much car parking
HF-03-C-06	Too much car parking
HF-03-C-08	Too much car parking
MS-03-C-02	Too much car parking
MS-03-C-03	Too much car parking
MS-03-C-04	COVID
NF-03-C-02	Removed per RBC comments - Previous submission comments
NG-03-C-01	Too much car parking
SF-03-C-05	COVID
SH-03-C-01	Too much car parking
SH-03-C-02	Too much car parking
TW-03-C-01	Too much car parking

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.45

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	75	0.050	4	75	0.083	4	75	0.133
08:00 - 09:00	4	75	0.037	4	75	0.123	4	75	0.160
09:00 - 10:00	4	75	0.063	4	75	0.033	4	75	0.096
10:00 - 11:00	4	75	0.037	4	75	0.030	4	75	0.067
11:00 - 12:00	4	75	0.047	4	75	0.053	4	75	0.100
12:00 - 13:00	4	75	0.063	4	75	0.080	4	75	0.143
13:00 - 14:00	4	75	0.050	4	75	0.053	4	75	0.103
14:00 - 15:00	4	75	0.050	4	75	0.050	4	75	0.100
15:00 - 16:00	4	75	0.060	4	75	0.033	4	75	0.093
16:00 - 17:00	4	75	0.060	4	75	0.030	4	75	0.090
17:00 - 18:00	4	75	0.066	4	75	0.053	4	75	0.119
18:00 - 19:00	4	75	0.060	4	75	0.076	4	75	0.136
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.643			0.697			1.340

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

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

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Parameter summary

Trip rate parameter range selected:	30 - 135 (units:)
Survey date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	75	0.010	4	75	0.010	4	75	0.020
08:00 - 09:00	4	75	0.000	4	75	0.000	4	75	0.000
09:00 - 10:00	4	75	0.003	4	75	0.003	4	75	0.006
10:00 - 11:00	4	75	0.003	4	75	0.003	4	75	0.006
11:00 - 12:00	4	75	0.003	4	75	0.003	4	75	0.006
12:00 - 13:00	4	75	0.010	4	75	0.010	4	75	0.020
13:00 - 14:00	4	75	0.003	4	75	0.003	4	75	0.006
14:00 - 15:00	4	75	0.003	4	75	0.003	4	75	0.006
15:00 - 16:00	4	75	0.003	4	75	0.003	4	75	0.006
16:00 - 17:00	4	75	0.007	4	75	0.007	4	75	0.014
17:00 - 18:00	4	75	0.000	4	75	0.000	4	75	0.000
18:00 - 19:00	4	75	0.007	4	75	0.007	4	75	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.052			0.104

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

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	75	0.010	4	75	0.010	4	75	0.020
08:00 - 09:00	4	75	0.000	4	75	0.000	4	75	0.000
09:00 - 10:00	4	75	0.003	4	75	0.003	4	75	0.006
10:00 - 11:00	4	75	0.003	4	75	0.003	4	75	0.006
11:00 - 12:00	4	75	0.000	4	75	0.000	4	75	0.000
12:00 - 13:00	4	75	0.000	4	75	0.000	4	75	0.000
13:00 - 14:00	4	75	0.000	4	75	0.000	4	75	0.000
14:00 - 15:00	4	75	0.000	4	75	0.000	4	75	0.000
15:00 - 16:00	4	75	0.000	4	75	0.000	4	75	0.000
16:00 - 17:00	4	75	0.000	4	75	0.000	4	75	0.000
17:00 - 18:00	4	75	0.000	4	75	0.000	4	75	0.000
18:00 - 19:00	4	75	0.000	4	75	0.000	4	75	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	75	0.007	4	75	0.017	4	75	0.024
08:00 - 09:00	4	75	0.003	4	75	0.020	4	75	0.023
09:00 - 10:00	4	75	0.003	4	75	0.000	4	75	0.003
10:00 - 11:00	4	75	0.003	4	75	0.003	4	75	0.006
11:00 - 12:00	4	75	0.007	4	75	0.000	4	75	0.007
12:00 - 13:00	4	75	0.003	4	75	0.000	4	75	0.003
13:00 - 14:00	4	75	0.000	4	75	0.003	4	75	0.003
14:00 - 15:00	4	75	0.010	4	75	0.003	4	75	0.013
15:00 - 16:00	4	75	0.000	4	75	0.003	4	75	0.003
16:00 - 17:00	4	75	0.000	4	75	0.000	4	75	0.000
17:00 - 18:00	4	75	0.017	4	75	0.007	4	75	0.024
18:00 - 19:00	4	75	0.007	4	75	0.007	4	75	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.063			0.123

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	75	0.056	4	75	0.103	4	75	0.159
08:00 - 09:00	4	75	0.043	4	75	0.156	4	75	0.199
09:00 - 10:00	4	75	0.076	4	75	0.040	4	75	0.116
10:00 - 11:00	4	75	0.053	4	75	0.033	4	75	0.086
11:00 - 12:00	4	75	0.056	4	75	0.053	4	75	0.109
12:00 - 13:00	4	75	0.080	4	75	0.100	4	75	0.180
13:00 - 14:00	4	75	0.063	4	75	0.060	4	75	0.123
14:00 - 15:00	4	75	0.050	4	75	0.063	4	75	0.113
15:00 - 16:00	4	75	0.066	4	75	0.033	4	75	0.099
16:00 - 17:00	4	75	0.090	4	75	0.037	4	75	0.127
17:00 - 18:00	4	75	0.096	4	75	0.073	4	75	0.169
18:00 - 19:00	4	75	0.070	4	75	0.083	4	75	0.153
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.799			0.834			1.633

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	75	0.033	4	75	0.120	4	75	0.153
08:00 - 09:00	4	75	0.023	4	75	0.080	4	75	0.103
09:00 - 10:00	4	75	0.033	4	75	0.050	4	75	0.083
10:00 - 11:00	4	75	0.047	4	75	0.063	4	75	0.110
11:00 - 12:00	4	75	0.010	4	75	0.013	4	75	0.023
12:00 - 13:00	4	75	0.047	4	75	0.033	4	75	0.080
13:00 - 14:00	4	75	0.040	4	75	0.027	4	75	0.067
14:00 - 15:00	4	75	0.040	4	75	0.037	4	75	0.077
15:00 - 16:00	4	75	0.033	4	75	0.013	4	75	0.046
16:00 - 17:00	4	75	0.066	4	75	0.070	4	75	0.136
17:00 - 18:00	4	75	0.110	4	75	0.086	4	75	0.196
18:00 - 19:00	4	75	0.096	4	75	0.070	4	75	0.166
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.578			0.662			1.240

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	75	0.003	4	75	0.033	4	75	0.036
08:00 - 09:00	4	75	0.023	4	75	0.033	4	75	0.056
09:00 - 10:00	4	75	0.003	4	75	0.027	4	75	0.030
10:00 - 11:00	4	75	0.000	4	75	0.000	4	75	0.000
11:00 - 12:00	4	75	0.000	4	75	0.007	4	75	0.007
12:00 - 13:00	4	75	0.007	4	75	0.007	4	75	0.014
13:00 - 14:00	4	75	0.003	4	75	0.020	4	75	0.023
14:00 - 15:00	4	75	0.003	4	75	0.003	4	75	0.006
15:00 - 16:00	4	75	0.003	4	75	0.000	4	75	0.003
16:00 - 17:00	4	75	0.020	4	75	0.000	4	75	0.020
17:00 - 18:00	4	75	0.027	4	75	0.010	4	75	0.037
18:00 - 19:00	4	75	0.020	4	75	0.003	4	75	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.112			0.143			0.255

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	75	0.000	4	75	0.010	4	75	0.010
08:00 - 09:00	4	75	0.000	4	75	0.000	4	75	0.000
09:00 - 10:00	4	75	0.000	4	75	0.000	4	75	0.000
10:00 - 11:00	4	75	0.000	4	75	0.000	4	75	0.000
11:00 - 12:00	4	75	0.000	4	75	0.000	4	75	0.000
12:00 - 13:00	4	75	0.000	4	75	0.000	4	75	0.000
13:00 - 14:00	4	75	0.000	4	75	0.000	4	75	0.000
14:00 - 15:00	4	75	0.000	4	75	0.000	4	75	0.000
15:00 - 16:00	4	75	0.007	4	75	0.000	4	75	0.007
16:00 - 17:00	4	75	0.000	4	75	0.000	4	75	0.000
17:00 - 18:00	4	75	0.007	4	75	0.000	4	75	0.007
18:00 - 19:00	4	75	0.000	4	75	0.003	4	75	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.013			0.027

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	75	0.003	4	75	0.043	4	75	0.046
08:00 - 09:00	4	75	0.023	4	75	0.033	4	75	0.056
09:00 - 10:00	4	75	0.003	4	75	0.027	4	75	0.030
10:00 - 11:00	4	75	0.000	4	75	0.000	4	75	0.000
11:00 - 12:00	4	75	0.000	4	75	0.007	4	75	0.007
12:00 - 13:00	4	75	0.007	4	75	0.007	4	75	0.014
13:00 - 14:00	4	75	0.003	4	75	0.020	4	75	0.023
14:00 - 15:00	4	75	0.003	4	75	0.003	4	75	0.006
15:00 - 16:00	4	75	0.010	4	75	0.000	4	75	0.010
16:00 - 17:00	4	75	0.020	4	75	0.000	4	75	0.020
17:00 - 18:00	4	75	0.033	4	75	0.010	4	75	0.043
18:00 - 19:00	4	75	0.020	4	75	0.007	4	75	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.125			0.157			0.282

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.45

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	75	0.100	4	75	0.282	4	75	0.382
08:00 - 09:00	4	75	0.093	4	75	0.289	4	75	0.382
09:00 - 10:00	4	75	0.116	4	75	0.116	4	75	0.232
10:00 - 11:00	4	75	0.103	4	75	0.100	4	75	0.203
11:00 - 12:00	4	75	0.073	4	75	0.073	4	75	0.146
12:00 - 13:00	4	75	0.136	4	75	0.140	4	75	0.276
13:00 - 14:00	4	75	0.106	4	75	0.110	4	75	0.216
14:00 - 15:00	4	75	0.103	4	75	0.106	4	75	0.209
15:00 - 16:00	4	75	0.110	4	75	0.050	4	75	0.160
16:00 - 17:00	4	75	0.176	4	75	0.106	4	75	0.282
17:00 - 18:00	4	75	0.256	4	75	0.176	4	75	0.432
18:00 - 19:00	4	75	0.193	4	75	0.166	4	75	0.359
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.565			1.714			3.279

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

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

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	75	0.023	4	75	0.063	4	75	0.086
08:00 - 09:00	4	75	0.030	4	75	0.113	4	75	0.143
09:00 - 10:00	4	75	0.056	4	75	0.027	4	75	0.083
10:00 - 11:00	4	75	0.027	4	75	0.020	4	75	0.047
11:00 - 12:00	4	75	0.033	4	75	0.040	4	75	0.073
12:00 - 13:00	4	75	0.037	4	75	0.053	4	75	0.090
13:00 - 14:00	4	75	0.043	4	75	0.040	4	75	0.083
14:00 - 15:00	4	75	0.043	4	75	0.047	4	75	0.090
15:00 - 16:00	4	75	0.050	4	75	0.027	4	75	0.077
16:00 - 17:00	4	75	0.050	4	75	0.017	4	75	0.067
17:00 - 18:00	4	75	0.063	4	75	0.043	4	75	0.106
18:00 - 19:00	4	75	0.050	4	75	0.063	4	75	0.113
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.505			0.553			1.058

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

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

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

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	75	0.007	4	75	0.000	4	75	0.007
08:00 - 09:00	4	75	0.007	4	75	0.010	4	75	0.017
09:00 - 10:00	4	75	0.000	4	75	0.000	4	75	0.000
10:00 - 11:00	4	75	0.003	4	75	0.003	4	75	0.006
11:00 - 12:00	4	75	0.010	4	75	0.010	4	75	0.020
12:00 - 13:00	4	75	0.017	4	75	0.017	4	75	0.034
13:00 - 14:00	4	75	0.003	4	75	0.010	4	75	0.013
14:00 - 15:00	4	75	0.003	4	75	0.000	4	75	0.003
15:00 - 16:00	4	75	0.007	4	75	0.003	4	75	0.010
16:00 - 17:00	4	75	0.003	4	75	0.007	4	75	0.010
17:00 - 18:00	4	75	0.003	4	75	0.003	4	75	0.006
18:00 - 19:00	4	75	0.003	4	75	0.007	4	75	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.070			0.136

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

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	75	0.000	4	75	0.000	4	75	0.000
08:00 - 09:00	4	75	0.000	4	75	0.000	4	75	0.000
09:00 - 10:00	4	75	0.000	4	75	0.000	4	75	0.000
10:00 - 11:00	4	75	0.000	4	75	0.000	4	75	0.000
11:00 - 12:00	4	75	0.000	4	75	0.000	4	75	0.000
12:00 - 13:00	4	75	0.000	4	75	0.000	4	75	0.000
13:00 - 14:00	4	75	0.000	4	75	0.000	4	75	0.000
14:00 - 15:00	4	75	0.000	4	75	0.000	4	75	0.000
15:00 - 16:00	4	75	0.000	4	75	0.000	4	75	0.000
16:00 - 17:00	4	75	0.000	4	75	0.000	4	75	0.000
17:00 - 18:00	4	75	0.000	4	75	0.007	4	75	0.007
18:00 - 19:00	4	75	0.000	4	75	0.000	4	75	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			0.007			0.007

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

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

Appendix I TRICS Outputs – Food Store



Calculation Reference: AUDIT-706701-250616-0628

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1485 to 2624 (units: sqm)
 Range Selected by User: 526 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/04/24

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

Selected survey days:

Saturday 8 days

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

Selected survey types:

Manual count 8 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone 1
 Residential Zone 1
 Retail Zone 1
 Built-Up Zone 1
 High Street 1
 No Sub Category 3

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected
 Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
1.1 to 1.5	6 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	8 days

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

Travel Plan:

Not Known	1 days
Yes	2 days
No	5 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	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LN-01-C-01	LIDL	LINCOLNSHIRE
	RICHMOND DRIVE		
	SKEGNESS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2398 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL
2	LN-01-C-02	LIDL	LINCOLNSHIRE
	DIXON STREET		
	LINCOLN		
	NEW BOULTHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	2233 sqm	
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL
3	LN-01-C-03	ALDI	LINCOLNSHIRE
	NEWARK ROAD		
	LINCOLN		
	BRACEBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	High Street		
	Total Gross floor area:	1485 sqm	
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL
4	NB-01-C-01	LIDL	NORTHUMBERLAND
	SCHALKSMUHLE ROAD		
	BEDLINGTON		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	2450 sqm	
	Survey date: SATURDAY	10/06/17	Survey Type: MANUAL
5	NN-01-C-04	LIDL	NORTH NORTHAMPTONSHIRE
	NEWTON ROAD		
	RUSHDEN		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	2624 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL
6	NT-01-C-01	LIDL	NOTTINGHAMSHIRE
	CHAPEL LANE		
	BINGHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2440 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

7	SM-01-C-01 SEAWARD WAY MINEHEAD	LIDL	SOMERSET
	Edge of Town No Sub Category Total Gross floor area:	2247 sqm	
	Survey date: SATURDAY	24/06/17	Survey Type: MANUAL
8	WO-01-C-01 BLACKPOLE ROAD WORCESTER BRICKFIELDS	LIDL	WORCESTERSHIRE
	Edge of Town Retail Zone Total Gross floor area:	2417 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MS-01-C-05	Covid
SF-01-C-01	Covid
SF-01-C-02	Covid

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.16

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	2	2511	0.219	2	2511	0.080	2	2511	0.299
07:00 - 08:00	8	2287	0.514	8	2287	0.109	8	2287	0.623
08:00 - 09:00	8	2287	2.596	8	2287	1.886	8	2287	4.482
09:00 - 10:00	8	2287	3.668	8	2287	3.094	8	2287	6.762
10:00 - 11:00	8	2287	5.095	8	2287	4.559	8	2287	9.654
11:00 - 12:00	8	2287	6.292	8	2287	5.936	8	2287	12.228
12:00 - 13:00	8	2287	5.849	8	2287	6.100	8	2287	11.949
13:00 - 14:00	8	2287	5.597	8	2287	5.548	8	2287	11.145
14:00 - 15:00	8	2287	5.597	8	2287	5.597	8	2287	11.194
15:00 - 16:00	8	2287	5.384	8	2287	5.767	8	2287	11.151
16:00 - 17:00	8	2287	5.100	8	2287	5.291	8	2287	10.391
17:00 - 18:00	8	2287	3.996	8	2287	3.963	8	2287	7.959
18:00 - 19:00	8	2287	2.564	8	2287	3.274	8	2287	5.838
19:00 - 20:00	8	2287	1.782	8	2287	2.394	8	2287	4.176
20:00 - 21:00	8	2287	0.968	8	2287	1.159	8	2287	2.127
21:00 - 22:00	8	2287	0.596	8	2287	0.782	8	2287	1.378
22:00 - 23:00	8	2287	0.087	8	2287	0.235	8	2287	0.322
23:00 - 24:00									
Total Rates:			55.904			55.774			111.678

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

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

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Parameter summary

Trip rate parameter range selected: 1485 - 2624 (units: sqm)
Survey date range: 01/01/16 - 27/04/24
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 8
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 3

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 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.000	2	2511	0.000	2	2511	0.000
07:00 - 08:00	8	2287	0.005	8	2287	0.005	8	2287	0.010
08:00 - 09:00	8	2287	0.016	8	2287	0.016	8	2287	0.032
09:00 - 10:00	8	2287	0.016	8	2287	0.016	8	2287	0.032
10:00 - 11:00	8	2287	0.044	8	2287	0.038	8	2287	0.082
11:00 - 12:00	8	2287	0.055	8	2287	0.049	8	2287	0.104
12:00 - 13:00	8	2287	0.027	8	2287	0.038	8	2287	0.065
13:00 - 14:00	8	2287	0.049	8	2287	0.044	8	2287	0.093
14:00 - 15:00	8	2287	0.022	8	2287	0.011	8	2287	0.033
15:00 - 16:00	8	2287	0.027	8	2287	0.038	8	2287	0.065
16:00 - 17:00	8	2287	0.049	8	2287	0.049	8	2287	0.098
17:00 - 18:00	8	2287	0.016	8	2287	0.022	8	2287	0.038
18:00 - 19:00	8	2287	0.038	8	2287	0.033	8	2287	0.071
19:00 - 20:00	8	2287	0.022	8	2287	0.027	8	2287	0.049
20:00 - 21:00	8	2287	0.038	8	2287	0.033	8	2287	0.071
21:00 - 22:00	8	2287	0.005	8	2287	0.011	8	2287	0.016
22:00 - 23:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
23:00 - 24:00									
Total Rates:			0.429			0.430			0.859

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.020	2	2511	0.020	2	2511	0.040
07:00 - 08:00	8	2287	0.016	8	2287	0.005	8	2287	0.021
08:00 - 09:00	8	2287	0.000	8	2287	0.016	8	2287	0.016
09:00 - 10:00	8	2287	0.011	8	2287	0.005	8	2287	0.016
10:00 - 11:00	8	2287	0.005	8	2287	0.005	8	2287	0.010
11:00 - 12:00	8	2287	0.000	8	2287	0.005	8	2287	0.005
12:00 - 13:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
13:00 - 14:00	8	2287	0.011	8	2287	0.000	8	2287	0.011
14:00 - 15:00	8	2287	0.011	8	2287	0.005	8	2287	0.016
15:00 - 16:00	8	2287	0.016	8	2287	0.027	8	2287	0.043
16:00 - 17:00	8	2287	0.005	8	2287	0.005	8	2287	0.010
17:00 - 18:00	8	2287	0.005	8	2287	0.005	8	2287	0.010
18:00 - 19:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
19:00 - 20:00	8	2287	0.005	8	2287	0.005	8	2287	0.010
20:00 - 21:00	8	2287	0.005	8	2287	0.005	8	2287	0.010
21:00 - 22:00	8	2287	0.000	8	2287	0.005	8	2287	0.005
22:00 - 23:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
23:00 - 24:00									
Total Rates:			0.110			0.113			0.223

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.000	2	2511	0.000	2	2511	0.000
07:00 - 08:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
08:00 - 09:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
09:00 - 10:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
10:00 - 11:00	8	2287	0.005	8	2287	0.000	8	2287	0.005
11:00 - 12:00	8	2287	0.000	8	2287	0.005	8	2287	0.005
12:00 - 13:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
13:00 - 14:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
14:00 - 15:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
15:00 - 16:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
16:00 - 17:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
17:00 - 18:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
18:00 - 19:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
19:00 - 20:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
20:00 - 21:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
21:00 - 22:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
22:00 - 23:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
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.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.020	2	2511	0.000	2	2511	0.020
07:00 - 08:00	8	2287	0.033	8	2287	0.005	8	2287	0.038
08:00 - 09:00	8	2287	0.049	8	2287	0.049	8	2287	0.098
09:00 - 10:00	8	2287	0.022	8	2287	0.027	8	2287	0.049
10:00 - 11:00	8	2287	0.104	8	2287	0.060	8	2287	0.164
11:00 - 12:00	8	2287	0.087	8	2287	0.071	8	2287	0.158
12:00 - 13:00	8	2287	0.055	8	2287	0.044	8	2287	0.099
13:00 - 14:00	8	2287	0.082	8	2287	0.071	8	2287	0.153
14:00 - 15:00	8	2287	0.077	8	2287	0.060	8	2287	0.137
15:00 - 16:00	8	2287	0.066	8	2287	0.049	8	2287	0.115
16:00 - 17:00	8	2287	0.055	8	2287	0.082	8	2287	0.137
17:00 - 18:00	8	2287	0.077	8	2287	0.115	8	2287	0.192
18:00 - 19:00	8	2287	0.071	8	2287	0.077	8	2287	0.148
19:00 - 20:00	8	2287	0.060	8	2287	0.060	8	2287	0.120
20:00 - 21:00	8	2287	0.044	8	2287	0.071	8	2287	0.115
21:00 - 22:00	8	2287	0.033	8	2287	0.038	8	2287	0.071
22:00 - 23:00	8	2287	0.000	8	2287	0.011	8	2287	0.011
23:00 - 24:00									
Total Rates:			0.935			0.890			1.825

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.219	2	2511	0.080	2	2511	0.299
07:00 - 08:00	8	2287	0.820	8	2287	0.169	8	2287	0.989
08:00 - 09:00	8	2287	4.160	8	2287	3.028	8	2287	7.188
09:00 - 10:00	8	2287	5.980	8	2287	5.051	8	2287	11.031
10:00 - 11:00	8	2287	8.527	8	2287	7.451	8	2287	15.978
11:00 - 12:00	8	2287	10.277	8	2287	9.468	8	2287	19.745
12:00 - 13:00	8	2287	9.522	8	2287	10.391	8	2287	19.913
13:00 - 14:00	8	2287	9.555	8	2287	9.358	8	2287	18.913
14:00 - 15:00	8	2287	9.593	8	2287	9.801	8	2287	19.394
15:00 - 16:00	8	2287	9.134	8	2287	9.692	8	2287	18.826
16:00 - 17:00	8	2287	8.620	8	2287	8.702	8	2287	17.322
17:00 - 18:00	8	2287	6.816	8	2287	6.898	8	2287	13.714
18:00 - 19:00	8	2287	4.264	8	2287	5.395	8	2287	9.659
19:00 - 20:00	8	2287	3.023	8	2287	4.072	8	2287	7.095
20:00 - 21:00	8	2287	1.492	8	2287	1.913	8	2287	3.405
21:00 - 22:00	8	2287	0.957	8	2287	1.274	8	2287	2.231
22:00 - 23:00	8	2287	0.104	8	2287	0.323	8	2287	0.427
23:00 - 24:00									
Total Rates:			93.063			93.066			186.129

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.319	2	2511	0.000	2	2511	0.319
07:00 - 08:00	8	2287	0.208	8	2287	0.082	8	2287	0.290
08:00 - 09:00	8	2287	0.383	8	2287	0.443	8	2287	0.826
09:00 - 10:00	8	2287	0.558	8	2287	0.558	8	2287	1.116
10:00 - 11:00	8	2287	1.060	8	2287	0.853	8	2287	1.913
11:00 - 12:00	8	2287	1.301	8	2287	1.449	8	2287	2.750
12:00 - 13:00	8	2287	1.618	8	2287	1.520	8	2287	3.138
13:00 - 14:00	8	2287	1.345	8	2287	1.312	8	2287	2.657
14:00 - 15:00	8	2287	1.492	8	2287	1.432	8	2287	2.924
15:00 - 16:00	8	2287	1.438	8	2287	1.585	8	2287	3.023
16:00 - 17:00	8	2287	1.372	8	2287	1.219	8	2287	2.591
17:00 - 18:00	8	2287	1.055	8	2287	1.071	8	2287	2.126
18:00 - 19:00	8	2287	0.940	8	2287	0.853	8	2287	1.793
19:00 - 20:00	8	2287	0.547	8	2287	0.618	8	2287	1.165
20:00 - 21:00	8	2287	0.536	8	2287	0.585	8	2287	1.121
21:00 - 22:00	8	2287	0.159	8	2287	0.284	8	2287	0.443
22:00 - 23:00	8	2287	0.071	8	2287	0.153	8	2287	0.224
23:00 - 24:00									
Total Rates:			14.402			14.017			28.419

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.060	2	2511	0.020	2	2511	0.080
07:00 - 08:00	8	2287	0.049	8	2287	0.033	8	2287	0.082
08:00 - 09:00	8	2287	0.153	8	2287	0.115	8	2287	0.268
09:00 - 10:00	8	2287	0.235	8	2287	0.224	8	2287	0.459
10:00 - 11:00	8	2287	0.213	8	2287	0.241	8	2287	0.454
11:00 - 12:00	8	2287	0.202	8	2287	0.197	8	2287	0.399
12:00 - 13:00	8	2287	0.191	8	2287	0.175	8	2287	0.366
13:00 - 14:00	8	2287	0.235	8	2287	0.235	8	2287	0.470
14:00 - 15:00	8	2287	0.241	8	2287	0.164	8	2287	0.405
15:00 - 16:00	8	2287	0.191	8	2287	0.180	8	2287	0.371
16:00 - 17:00	8	2287	0.175	8	2287	0.191	8	2287	0.366
17:00 - 18:00	8	2287	0.137	8	2287	0.169	8	2287	0.306
18:00 - 19:00	8	2287	0.109	8	2287	0.098	8	2287	0.207
19:00 - 20:00	8	2287	0.087	8	2287	0.115	8	2287	0.202
20:00 - 21:00	8	2287	0.049	8	2287	0.077	8	2287	0.126
21:00 - 22:00	8	2287	0.027	8	2287	0.038	8	2287	0.065
22:00 - 23:00	8	2287	0.005	8	2287	0.027	8	2287	0.032
23:00 - 24:00									
Total Rates:			2.359			2.299			4.658

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.000	2	2511	0.000	2	2511	0.000
07:00 - 08:00	8	2287	0.011	8	2287	0.005	8	2287	0.016
08:00 - 09:00	8	2287	0.022	8	2287	0.016	8	2287	0.038
09:00 - 10:00	8	2287	0.027	8	2287	0.027	8	2287	0.054
10:00 - 11:00	8	2287	0.011	8	2287	0.016	8	2287	0.027
11:00 - 12:00	8	2287	0.022	8	2287	0.016	8	2287	0.038
12:00 - 13:00	8	2287	0.011	8	2287	0.016	8	2287	0.027
13:00 - 14:00	8	2287	0.016	8	2287	0.000	8	2287	0.016
14:00 - 15:00	8	2287	0.005	8	2287	0.022	8	2287	0.027
15:00 - 16:00	8	2287	0.011	8	2287	0.005	8	2287	0.016
16:00 - 17:00	8	2287	0.027	8	2287	0.016	8	2287	0.043
17:00 - 18:00	8	2287	0.005	8	2287	0.022	8	2287	0.027
18:00 - 19:00	8	2287	0.027	8	2287	0.016	8	2287	0.043
19:00 - 20:00	8	2287	0.011	8	2287	0.016	8	2287	0.027
20:00 - 21:00	8	2287	0.011	8	2287	0.027	8	2287	0.038
21:00 - 22:00	8	2287	0.011	8	2287	0.011	8	2287	0.022
22:00 - 23:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
23:00 - 24:00									
Total Rates:			0.228			0.231			0.459

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.060	2	2511	0.020	2	2511	0.080
07:00 - 08:00	8	2287	0.060	8	2287	0.038	8	2287	0.098
08:00 - 09:00	8	2287	0.175	8	2287	0.131	8	2287	0.306
09:00 - 10:00	8	2287	0.262	8	2287	0.251	8	2287	0.513
10:00 - 11:00	8	2287	0.224	8	2287	0.257	8	2287	0.481
11:00 - 12:00	8	2287	0.224	8	2287	0.213	8	2287	0.437
12:00 - 13:00	8	2287	0.202	8	2287	0.191	8	2287	0.393
13:00 - 14:00	8	2287	0.251	8	2287	0.235	8	2287	0.486
14:00 - 15:00	8	2287	0.246	8	2287	0.186	8	2287	0.432
15:00 - 16:00	8	2287	0.202	8	2287	0.186	8	2287	0.388
16:00 - 17:00	8	2287	0.202	8	2287	0.208	8	2287	0.410
17:00 - 18:00	8	2287	0.142	8	2287	0.191	8	2287	0.333
18:00 - 19:00	8	2287	0.137	8	2287	0.115	8	2287	0.252
19:00 - 20:00	8	2287	0.098	8	2287	0.131	8	2287	0.229
20:00 - 21:00	8	2287	0.060	8	2287	0.104	8	2287	0.164
21:00 - 22:00	8	2287	0.038	8	2287	0.049	8	2287	0.087
22:00 - 23:00	8	2287	0.005	8	2287	0.027	8	2287	0.032
23:00 - 24:00									
Total Rates:			2.588			2.533			5.121

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.19

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	2	2511	0.617	2	2511	0.100	2	2511	0.717
07:00 - 08:00	8	2287	1.121	8	2287	0.295	8	2287	1.416
08:00 - 09:00	8	2287	4.767	8	2287	3.651	8	2287	8.418
09:00 - 10:00	8	2287	6.822	8	2287	5.887	8	2287	12.709
10:00 - 11:00	8	2287	9.916	8	2287	8.620	8	2287	18.536
11:00 - 12:00	8	2287	11.889	8	2287	11.200	8	2287	23.089
12:00 - 13:00	8	2287	11.397	8	2287	12.146	8	2287	23.543
13:00 - 14:00	8	2287	11.233	8	2287	10.976	8	2287	22.209
14:00 - 15:00	8	2287	11.408	8	2287	11.479	8	2287	22.887
15:00 - 16:00	8	2287	10.840	8	2287	11.512	8	2287	22.352
16:00 - 17:00	8	2287	10.249	8	2287	10.211	8	2287	20.460
17:00 - 18:00	8	2287	8.090	8	2287	8.276	8	2287	16.366
18:00 - 19:00	8	2287	5.412	8	2287	6.439	8	2287	11.851
19:00 - 20:00	8	2287	3.728	8	2287	4.881	8	2287	8.609
20:00 - 21:00	8	2287	2.132	8	2287	2.673	8	2287	4.805
21:00 - 22:00	8	2287	1.186	8	2287	1.645	8	2287	2.831
22:00 - 23:00	8	2287	0.180	8	2287	0.514	8	2287	0.694
23:00 - 24:00									
Total Rates:			110.987			110.505			221.492

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.199	2	2511	0.060	2	2511	0.259
07:00 - 08:00	8	2287	0.421	8	2287	0.077	8	2287	0.498
08:00 - 09:00	8	2287	2.438	8	2287	1.738	8	2287	4.176
09:00 - 10:00	8	2287	3.471	8	2287	2.935	8	2287	6.406
10:00 - 11:00	8	2287	4.876	8	2287	4.368	8	2287	9.244
11:00 - 12:00	8	2287	6.057	8	2287	5.696	8	2287	11.753
12:00 - 13:00	8	2287	5.685	8	2287	5.882	8	2287	11.567
13:00 - 14:00	8	2287	5.335	8	2287	5.362	8	2287	10.697
14:00 - 15:00	8	2287	5.313	8	2287	5.368	8	2287	10.681
15:00 - 16:00	8	2287	5.171	8	2287	5.515	8	2287	10.686
16:00 - 17:00	8	2287	4.881	8	2287	5.089	8	2287	9.970
17:00 - 18:00	8	2287	3.805	8	2287	3.783	8	2287	7.588
18:00 - 19:00	8	2287	2.432	8	2287	3.105	8	2287	5.537
19:00 - 20:00	8	2287	1.678	8	2287	2.214	8	2287	3.892
20:00 - 21:00	8	2287	0.847	8	2287	1.050	8	2287	1.897
21:00 - 22:00	8	2287	0.530	8	2287	0.689	8	2287	1.219
22:00 - 23:00	8	2287	0.082	8	2287	0.224	8	2287	0.306
23:00 - 24:00									
Total Rates:			53.221			53.155			106.376

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.000	2	2511	0.000	2	2511	0.000
07:00 - 08:00	8	2287	0.071	8	2287	0.022	8	2287	0.093
08:00 - 09:00	8	2287	0.137	8	2287	0.104	8	2287	0.241
09:00 - 10:00	8	2287	0.159	8	2287	0.131	8	2287	0.290
10:00 - 11:00	8	2287	0.164	8	2287	0.148	8	2287	0.312
11:00 - 12:00	8	2287	0.169	8	2287	0.164	8	2287	0.333
12:00 - 13:00	8	2287	0.120	8	2287	0.164	8	2287	0.284
13:00 - 14:00	8	2287	0.186	8	2287	0.131	8	2287	0.317
14:00 - 15:00	8	2287	0.224	8	2287	0.197	8	2287	0.421
15:00 - 16:00	8	2287	0.153	8	2287	0.169	8	2287	0.322
16:00 - 17:00	8	2287	0.164	8	2287	0.148	8	2287	0.312
17:00 - 18:00	8	2287	0.159	8	2287	0.137	8	2287	0.296
18:00 - 19:00	8	2287	0.087	8	2287	0.131	8	2287	0.218
19:00 - 20:00	8	2287	0.077	8	2287	0.148	8	2287	0.225
20:00 - 21:00	8	2287	0.060	8	2287	0.066	8	2287	0.126
21:00 - 22:00	8	2287	0.060	8	2287	0.066	8	2287	0.126
22:00 - 23:00	8	2287	0.005	8	2287	0.011	8	2287	0.016
23:00 - 24:00									
Total Rates:			1.995			1.937			3.932

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

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.000	2	2511	0.000	2	2511	0.000
07:00 - 08:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
08:00 - 09:00	8	2287	0.005	8	2287	0.011	8	2287	0.016
09:00 - 10:00	8	2287	0.011	8	2287	0.005	8	2287	0.016
10:00 - 11:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
11:00 - 12:00	8	2287	0.011	8	2287	0.016	8	2287	0.027
12:00 - 13:00	8	2287	0.016	8	2287	0.016	8	2287	0.032
13:00 - 14:00	8	2287	0.016	8	2287	0.011	8	2287	0.027
14:00 - 15:00	8	2287	0.027	8	2287	0.016	8	2287	0.043
15:00 - 16:00	8	2287	0.016	8	2287	0.027	8	2287	0.043
16:00 - 17:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
17:00 - 18:00	8	2287	0.011	8	2287	0.016	8	2287	0.027
18:00 - 19:00	8	2287	0.005	8	2287	0.005	8	2287	0.010
19:00 - 20:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
20:00 - 21:00	8	2287	0.016	8	2287	0.005	8	2287	0.021
21:00 - 22:00	8	2287	0.000	8	2287	0.011	8	2287	0.011
22:00 - 23:00	8	2287	0.000	8	2287	0.000	8	2287	0.000
23:00 - 24:00									
Total Rates:			0.134			0.139			0.273

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

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

Calculation Reference: AUDIT-706701-250707-0707

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
	WS WEST SUSSEX	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1551 to 2624 (units: sqm)
 Range Selected by User: 526 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/04/24

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

Selected survey days:

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

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	2
Residential Zone	2
Retail Zone	4
Built-Up Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	12 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	6 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	10 days

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

Travel Plan:

Yes	5 days
No	5 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	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	LN-01-C-01	LIDL		LINCOLNSHIRE
	RICHMOND DRIVE			
	SKEGNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2398 sqm		
	Survey date: TUESDAY	19/07/16		Survey Type: MANUAL
2	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	2450 sqm		
	Survey date: MONDAY	12/06/17		Survey Type: MANUAL
3	NN-01-C-02	LIDL		NORTH NORTHAMPTONSHIRE
	MARINERS WAY			
	KETTERING			
	Edge of Town Centre			
	Retail Zone			
	Total Gross floor area:	1850 sqm		
	Survey date: MONDAY	27/06/22		Survey Type: MANUAL
4	NN-01-C-04	LIDL		NORTH NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	2624 sqm		
	Survey date: TUESDAY	19/07/16		Survey Type: MANUAL
5	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2440 sqm		
	Survey date: FRIDAY	15/07/16		Survey Type: MANUAL
6	NY-01-C-03	ALDI		NORTH YORKSHIRE
	STONEBRIDGEGATE			
	RIPON			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	1551 sqm		
	Survey date: FRIDAY	20/05/22		Survey Type: MANUAL
7	SO-01-C-01	LIDL		SLOUGH
	BATH ROAD			
	SLOUGH			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:	1880 sqm		
	Survey date: THURSDAY	22/09/22		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	2417 sqm	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
9	WS-01-C-05	LIDL	WEST SUSSEX
	WESTHAMPNETT ROAD		
	CHICHESTER		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	2125 sqm	
	Survey date: THURSDAY	08/09/22	Survey Type: MANUAL
10	WS-01-C-06	LIDL	WEST SUSSEX
	FOUNDRY LANE		
	HORSHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1616 sqm	
	Survey date: WEDNESDAY	07/09/22	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
CA-01-C-01	Site in an incomparable location to site
DH-01-C-01	Site in an incomparable location to site
GT-01-C-01	COVID
NN-01-C-01	Site in an incomparable location to site
SM-01-C-01	Site in an incomparable location to site
TW-01-C-02	Too much car parking
WL-01-C-02	Too much car parking
WO-01-C-02	Residents car par not seperated
WS-01-C-07	Site in an incomparable location to site

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.83

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2191	0.285	4	2191	0.023	4	2191	0.308
07:00 - 08:00	10	2135	0.482	10	2135	0.141	10	2135	0.623
08:00 - 09:00	10	2135	2.459	10	2135	1.569	10	2135	4.028
09:00 - 10:00	10	2135	3.433	10	2135	2.923	10	2135	6.356
10:00 - 11:00	10	2135	4.000	10	2135	3.546	10	2135	7.546
11:00 - 12:00	10	2135	4.562	10	2135	4.379	10	2135	8.941
12:00 - 13:00	10	2135	4.684	10	2135	4.768	10	2135	9.452
13:00 - 14:00	10	2135	4.534	10	2135	4.857	10	2135	9.391
14:00 - 15:00	10	2135	4.997	10	2135	4.632	10	2135	9.629
15:00 - 16:00	10	2135	4.730	10	2135	4.716	10	2135	9.446
16:00 - 17:00	10	2135	4.506	10	2135	4.730	10	2135	9.236
17:00 - 18:00	10	2135	4.290	10	2135	4.552	10	2135	8.842
18:00 - 19:00	10	2135	3.489	10	2135	3.920	10	2135	7.409
19:00 - 20:00	10	2135	2.609	10	2135	3.087	10	2135	5.696
20:00 - 21:00	10	2135	1.859	10	2135	2.281	10	2135	4.140
21:00 - 22:00	10	2135	0.703	10	2135	1.185	10	2135	1.888
22:00 - 23:00	10	2135	0.014	10	2135	0.262	10	2135	0.276
23:00 - 24:00									
Total Rates:			51.636				51.571	103.207	

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

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

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Parameter summary

Trip rate parameter range selected:	1551 - 2624 (units: sqm)
Survey date range:	01/01/16 - 27/04/24
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	9

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 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2191	0.000	4	2191	0.000	4	2191	0.000
07:00 - 08:00	10	2135	0.005	10	2135	0.005	10	2135	0.010
08:00 - 09:00	10	2135	0.028	10	2135	0.028	10	2135	0.056
09:00 - 10:00	10	2135	0.056	10	2135	0.052	10	2135	0.108
10:00 - 11:00	10	2135	0.037	10	2135	0.037	10	2135	0.074
11:00 - 12:00	10	2135	0.042	10	2135	0.037	10	2135	0.079
12:00 - 13:00	10	2135	0.061	10	2135	0.061	10	2135	0.122
13:00 - 14:00	10	2135	0.066	10	2135	0.070	10	2135	0.136
14:00 - 15:00	10	2135	0.056	10	2135	0.061	10	2135	0.117
15:00 - 16:00	10	2135	0.033	10	2135	0.033	10	2135	0.066
16:00 - 17:00	10	2135	0.047	10	2135	0.037	10	2135	0.084
17:00 - 18:00	10	2135	0.056	10	2135	0.061	10	2135	0.117
18:00 - 19:00	10	2135	0.023	10	2135	0.023	10	2135	0.046
19:00 - 20:00	10	2135	0.019	10	2135	0.023	10	2135	0.042
20:00 - 21:00	10	2135	0.005	10	2135	0.005	10	2135	0.010
21:00 - 22:00	10	2135	0.009	10	2135	0.005	10	2135	0.014
22:00 - 23:00	10	2135	0.000	10	2135	0.000	10	2135	0.000
23:00 - 24:00									
Total Rates:			0.543			0.538			1.081

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

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

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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2191	0.011	4	2191	0.000	4	2191	0.011
07:00 - 08:00	10	2135	0.009	10	2135	0.009	10	2135	0.018
08:00 - 09:00	10	2135	0.005	10	2135	0.000	10	2135	0.005
09:00 - 10:00	10	2135	0.042	10	2135	0.028	10	2135	0.070
10:00 - 11:00	10	2135	0.019	10	2135	0.028	10	2135	0.047
11:00 - 12:00	10	2135	0.009	10	2135	0.014	10	2135	0.023
12:00 - 13:00	10	2135	0.005	10	2135	0.009	10	2135	0.014
13:00 - 14:00	10	2135	0.014	10	2135	0.014	10	2135	0.028
14:00 - 15:00	10	2135	0.009	10	2135	0.009	10	2135	0.018
15:00 - 16:00	10	2135	0.009	10	2135	0.005	10	2135	0.014
16:00 - 17:00	10	2135	0.009	10	2135	0.019	10	2135	0.028
17:00 - 18:00	10	2135	0.023	10	2135	0.005	10	2135	0.028
18:00 - 19:00	10	2135	0.005	10	2135	0.009	10	2135	0.014
19:00 - 20:00	10	2135	0.005	10	2135	0.009	10	2135	0.014
20:00 - 21:00	10	2135	0.005	10	2135	0.000	10	2135	0.005
21:00 - 22:00	10	2135	0.000	10	2135	0.009	10	2135	0.009
22:00 - 23:00	10	2135	0.000	10	2135	0.005	10	2135	0.005
23:00 - 24:00									
Total Rates:			0.179			0.172			0.351

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

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

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

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2191	0.000	4	2191	0.000	4	2191	0.000
07:00 - 08:00	10	2135	0.005	10	2135	0.000	10	2135	0.005
08:00 - 09:00	10	2135	0.000	10	2135	0.005	10	2135	0.005
09:00 - 10:00	10	2135	0.005	10	2135	0.000	10	2135	0.005
10:00 - 11:00	10	2135	0.000	10	2135	0.000	10	2135	0.000
11:00 - 12:00	10	2135	0.000	10	2135	0.000	10	2135	0.000
12:00 - 13:00	10	2135	0.000	10	2135	0.000	10	2135	0.000
13:00 - 14:00	10	2135	0.000	10	2135	0.000	10	2135	0.000
14:00 - 15:00	10	2135	0.005	10	2135	0.009	10	2135	0.014
15:00 - 16:00	10	2135	0.000	10	2135	0.000	10	2135	0.000
16:00 - 17:00	10	2135	0.000	10	2135	0.000	10	2135	0.000
17:00 - 18:00	10	2135	0.000	10	2135	0.000	10	2135	0.000
18:00 - 19:00	10	2135	0.000	10	2135	0.000	10	2135	0.000
19:00 - 20:00	10	2135	0.000	10	2135	0.000	10	2135	0.000
20:00 - 21:00	10	2135	0.000	10	2135	0.000	10	2135	0.000
21:00 - 22:00	10	2135	0.000	10	2135	0.000	10	2135	0.000
22:00 - 23:00	10	2135	0.000	10	2135	0.000	10	2135	0.000
23:00 - 24:00									
Total Rates:			0.015			0.014			0.029

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2191	0.011	4	2191	0.000	4	2191	0.011
07:00 - 08:00	10	2135	0.005	10	2135	0.005	10	2135	0.010
08:00 - 09:00	10	2135	0.094	10	2135	0.056	10	2135	0.150
09:00 - 10:00	10	2135	0.070	10	2135	0.033	10	2135	0.103
10:00 - 11:00	10	2135	0.070	10	2135	0.075	10	2135	0.145
11:00 - 12:00	10	2135	0.052	10	2135	0.098	10	2135	0.150
12:00 - 13:00	10	2135	0.056	10	2135	0.047	10	2135	0.103
13:00 - 14:00	10	2135	0.042	10	2135	0.037	10	2135	0.079
14:00 - 15:00	10	2135	0.028	10	2135	0.037	10	2135	0.065
15:00 - 16:00	10	2135	0.070	10	2135	0.056	10	2135	0.126
16:00 - 17:00	10	2135	0.037	10	2135	0.037	10	2135	0.074
17:00 - 18:00	10	2135	0.033	10	2135	0.037	10	2135	0.070
18:00 - 19:00	10	2135	0.033	10	2135	0.028	10	2135	0.061
19:00 - 20:00	10	2135	0.028	10	2135	0.037	10	2135	0.065
20:00 - 21:00	10	2135	0.014	10	2135	0.028	10	2135	0.042
21:00 - 22:00	10	2135	0.000	10	2135	0.019	10	2135	0.019
22:00 - 23:00	10	2135	0.000	10	2135	0.005	10	2135	0.005
23:00 - 24:00									
Total Rates:			0.643			0.635			1.278

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2191	0.342	4	2191	0.023	4	2191	0.365
07:00 - 08:00	10	2135	0.656	10	2135	0.159	10	2135	0.815
08:00 - 09:00	10	2135	3.531	10	2135	2.243	10	2135	5.774
09:00 - 10:00	10	2135	4.974	10	2135	4.182	10	2135	9.156
10:00 - 11:00	10	2135	5.850	10	2135	5.260	10	2135	11.110
11:00 - 12:00	10	2135	6.585	10	2135	6.304	10	2135	12.889
12:00 - 13:00	10	2135	6.927	10	2135	6.988	10	2135	13.915
13:00 - 14:00	10	2135	6.646	10	2135	7.054	10	2135	13.700
14:00 - 15:00	10	2135	7.311	10	2135	6.791	10	2135	14.102
15:00 - 16:00	10	2135	7.114	10	2135	7.039	10	2135	14.153
16:00 - 17:00	10	2135	6.702	10	2135	7.035	10	2135	13.737
17:00 - 18:00	10	2135	6.164	10	2135	6.773	10	2135	12.937
18:00 - 19:00	10	2135	5.171	10	2135	5.733	10	2135	10.904
19:00 - 20:00	10	2135	3.831	10	2135	4.651	10	2135	8.482
20:00 - 21:00	10	2135	2.651	10	2135	3.260	10	2135	5.911
21:00 - 22:00	10	2135	1.087	10	2135	1.738	10	2135	2.825
22:00 - 23:00	10	2135	0.023	10	2135	0.464	10	2135	0.487
23:00 - 24:00									
Total Rates:			75.565			75.697			151.262

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2191	0.126	4	2191	0.011	4	2191	0.137
07:00 - 08:00	10	2135	0.126	10	2135	0.019	10	2135	0.145
08:00 - 09:00	10	2135	0.412	10	2135	0.318	10	2135	0.730
09:00 - 10:00	10	2135	0.557	10	2135	0.543	10	2135	1.100
10:00 - 11:00	10	2135	0.726	10	2135	0.712	10	2135	1.438
11:00 - 12:00	10	2135	1.129	10	2135	1.068	10	2135	2.197
12:00 - 13:00	10	2135	1.199	10	2135	1.166	10	2135	2.365
13:00 - 14:00	10	2135	0.754	10	2135	0.904	10	2135	1.658
14:00 - 15:00	10	2135	0.970	10	2135	0.871	10	2135	1.841
15:00 - 16:00	10	2135	0.951	10	2135	0.913	10	2135	1.864
16:00 - 17:00	10	2135	0.979	10	2135	0.965	10	2135	1.944
17:00 - 18:00	10	2135	0.927	10	2135	0.670	10	2135	1.597
18:00 - 19:00	10	2135	0.525	10	2135	0.487	10	2135	1.012
19:00 - 20:00	10	2135	0.295	10	2135	0.407	10	2135	0.702
20:00 - 21:00	10	2135	0.290	10	2135	0.422	10	2135	0.712
21:00 - 22:00	10	2135	0.131	10	2135	0.225	10	2135	0.356
22:00 - 23:00	10	2135	0.000	10	2135	0.108	10	2135	0.108
23:00 - 24:00									
Total Rates:			10.097	9.809			19.906		

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2191	0.057	4	2191	0.000	4	2191	0.057
07:00 - 08:00	10	2135	0.070	10	2135	0.014	10	2135	0.084
08:00 - 09:00	10	2135	0.183	10	2135	0.117	10	2135	0.300
09:00 - 10:00	10	2135	0.215	10	2135	0.178	10	2135	0.393
10:00 - 11:00	10	2135	0.183	10	2135	0.169	10	2135	0.352
11:00 - 12:00	10	2135	0.244	10	2135	0.206	10	2135	0.450
12:00 - 13:00	10	2135	0.201	10	2135	0.234	10	2135	0.435
13:00 - 14:00	10	2135	0.206	10	2135	0.211	10	2135	0.417
14:00 - 15:00	10	2135	0.187	10	2135	0.220	10	2135	0.407
15:00 - 16:00	10	2135	0.187	10	2135	0.187	10	2135	0.374
16:00 - 17:00	10	2135	0.197	10	2135	0.164	10	2135	0.361
17:00 - 18:00	10	2135	0.112	10	2135	0.178	10	2135	0.290
18:00 - 19:00	10	2135	0.117	10	2135	0.155	10	2135	0.272
19:00 - 20:00	10	2135	0.080	10	2135	0.108	10	2135	0.188
20:00 - 21:00	10	2135	0.056	10	2135	0.080	10	2135	0.136
21:00 - 22:00	10	2135	0.037	10	2135	0.061	10	2135	0.098
22:00 - 23:00	10	2135	0.000	10	2135	0.033	10	2135	0.033
23:00 - 24:00									
Total Rates:			2.332			2.315			4.647

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2191	0.000	4	2191	0.000	4	2191	0.000
07:00 - 08:00	10	2135	0.005	10	2135	0.005	10	2135	0.010
08:00 - 09:00	10	2135	0.019	10	2135	0.014	10	2135	0.033
09:00 - 10:00	10	2135	0.019	10	2135	0.028	10	2135	0.047
10:00 - 11:00	10	2135	0.014	10	2135	0.014	10	2135	0.028
11:00 - 12:00	10	2135	0.019	10	2135	0.014	10	2135	0.033
12:00 - 13:00	10	2135	0.009	10	2135	0.014	10	2135	0.023
13:00 - 14:00	10	2135	0.019	10	2135	0.019	10	2135	0.038
14:00 - 15:00	10	2135	0.014	10	2135	0.009	10	2135	0.023
15:00 - 16:00	10	2135	0.009	10	2135	0.009	10	2135	0.018
16:00 - 17:00	10	2135	0.019	10	2135	0.019	10	2135	0.038
17:00 - 18:00	10	2135	0.023	10	2135	0.014	10	2135	0.037
18:00 - 19:00	10	2135	0.037	10	2135	0.033	10	2135	0.070
19:00 - 20:00	10	2135	0.019	10	2135	0.019	10	2135	0.038
20:00 - 21:00	10	2135	0.009	10	2135	0.009	10	2135	0.018
21:00 - 22:00	10	2135	0.000	10	2135	0.009	10	2135	0.009
22:00 - 23:00	10	2135	0.000	10	2135	0.000	10	2135	0.000
23:00 - 24:00									
Total Rates:			0.234			0.229			0.463

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2191	0.057	4	2191	0.000	4	2191	0.057
07:00 - 08:00	10	2135	0.075	10	2135	0.019	10	2135	0.094
08:00 - 09:00	10	2135	0.201	10	2135	0.131	10	2135	0.332
09:00 - 10:00	10	2135	0.234	10	2135	0.206	10	2135	0.440
10:00 - 11:00	10	2135	0.197	10	2135	0.183	10	2135	0.380
11:00 - 12:00	10	2135	0.262	10	2135	0.220	10	2135	0.482
12:00 - 13:00	10	2135	0.211	10	2135	0.248	10	2135	0.459
13:00 - 14:00	10	2135	0.225	10	2135	0.229	10	2135	0.454
14:00 - 15:00	10	2135	0.201	10	2135	0.229	10	2135	0.430
15:00 - 16:00	10	2135	0.197	10	2135	0.197	10	2135	0.394
16:00 - 17:00	10	2135	0.215	10	2135	0.183	10	2135	0.398
17:00 - 18:00	10	2135	0.136	10	2135	0.192	10	2135	0.328
18:00 - 19:00	10	2135	0.155	10	2135	0.187	10	2135	0.342
19:00 - 20:00	10	2135	0.098	10	2135	0.126	10	2135	0.224
20:00 - 21:00	10	2135	0.066	10	2135	0.089	10	2135	0.155
21:00 - 22:00	10	2135	0.037	10	2135	0.070	10	2135	0.107
22:00 - 23:00	10	2135	0.000	10	2135	0.033	10	2135	0.033
23:00 - 24:00									
Total Rates:			2.567			2.542			5.109

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.07

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2191	0.536	4	2191	0.034	4	2191	0.570
07:00 - 08:00	10	2135	0.862	10	2135	0.201	10	2135	1.063
08:00 - 09:00	10	2135	4.239	10	2135	2.749	10	2135	6.988
09:00 - 10:00	10	2135	5.836	10	2135	4.965	10	2135	10.801
10:00 - 11:00	10	2135	6.843	10	2135	6.229	10	2135	13.072
11:00 - 12:00	10	2135	8.028	10	2135	7.691	10	2135	15.719
12:00 - 13:00	10	2135	8.393	10	2135	8.449	10	2135	16.842
13:00 - 14:00	10	2135	7.667	10	2135	8.224	10	2135	15.891
14:00 - 15:00	10	2135	8.510	10	2135	7.929	10	2135	16.439
15:00 - 16:00	10	2135	8.332	10	2135	8.206	10	2135	16.538
16:00 - 17:00	10	2135	7.934	10	2135	8.220	10	2135	16.154
17:00 - 18:00	10	2135	7.260	10	2135	7.672	10	2135	14.932
18:00 - 19:00	10	2135	5.883	10	2135	6.435	10	2135	12.318
19:00 - 20:00	10	2135	4.253	10	2135	5.222	10	2135	9.475
20:00 - 21:00	10	2135	3.021	10	2135	3.798	10	2135	6.819
21:00 - 22:00	10	2135	1.255	10	2135	2.051	10	2135	3.306
22:00 - 23:00	10	2135	0.023	10	2135	0.609	10	2135	0.632
23:00 - 24:00									
Total Rates:			88.875			88.684			177.559

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2191	0.274	4	2191	0.011	4	2191	0.285
07:00 - 08:00	10	2135	0.445	10	2135	0.122	10	2135	0.567
08:00 - 09:00	10	2135	2.300	10	2135	1.494	10	2135	3.794
09:00 - 10:00	10	2135	3.133	10	2135	2.717	10	2135	5.850
10:00 - 11:00	10	2135	3.780	10	2135	3.307	10	2135	7.087
11:00 - 12:00	10	2135	4.300	10	2135	4.159	10	2135	8.459
12:00 - 13:00	10	2135	4.449	10	2135	4.487	10	2135	8.936
13:00 - 14:00	10	2135	4.257	10	2135	4.599	10	2135	8.856
14:00 - 15:00	10	2135	4.777	10	2135	4.379	10	2135	9.156
15:00 - 16:00	10	2135	4.506	10	2135	4.496	10	2135	9.002
16:00 - 17:00	10	2135	4.276	10	2135	4.449	10	2135	8.725
17:00 - 18:00	10	2135	4.079	10	2135	4.328	10	2135	8.407
18:00 - 19:00	10	2135	3.335	10	2135	3.747	10	2135	7.082
19:00 - 20:00	10	2135	2.468	10	2135	2.904	10	2135	5.372
20:00 - 21:00	10	2135	1.761	10	2135	2.145	10	2135	3.906
21:00 - 22:00	10	2135	0.674	10	2135	1.119	10	2135	1.793
22:00 - 23:00	10	2135	0.014	10	2135	0.248	10	2135	0.262
23:00 - 24:00									
Total Rates:			48.828			48.711			97.539

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2191	0.000	4	2191	0.011	4	2191	0.011
07:00 - 08:00	10	2135	0.019	10	2135	0.000	10	2135	0.019
08:00 - 09:00	10	2135	0.112	10	2135	0.042	10	2135	0.154
09:00 - 10:00	10	2135	0.183	10	2135	0.117	10	2135	0.300
10:00 - 11:00	10	2135	0.150	10	2135	0.159	10	2135	0.309
11:00 - 12:00	10	2135	0.183	10	2135	0.150	10	2135	0.333
12:00 - 13:00	10	2135	0.150	10	2135	0.183	10	2135	0.333
13:00 - 14:00	10	2135	0.178	10	2135	0.159	10	2135	0.337
14:00 - 15:00	10	2135	0.131	10	2135	0.150	10	2135	0.281
15:00 - 16:00	10	2135	0.173	10	2135	0.164	10	2135	0.337
16:00 - 17:00	10	2135	0.150	10	2135	0.206	10	2135	0.356
17:00 - 18:00	10	2135	0.122	10	2135	0.141	10	2135	0.263
18:00 - 19:00	10	2135	0.112	10	2135	0.136	10	2135	0.248
19:00 - 20:00	10	2135	0.112	10	2135	0.141	10	2135	0.253
20:00 - 21:00	10	2135	0.075	10	2135	0.112	10	2135	0.187
21:00 - 22:00	10	2135	0.019	10	2135	0.047	10	2135	0.066
22:00 - 23:00	10	2135	0.000	10	2135	0.009	10	2135	0.009
23:00 - 24:00									
Total Rates:			1.869			1.927			3.796

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

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2191	0.000	4	2191	0.000	4	2191	0.000
07:00 - 08:00	10	2135	0.000	10	2135	0.005	10	2135	0.005
08:00 - 09:00	10	2135	0.014	10	2135	0.000	10	2135	0.014
09:00 - 10:00	10	2135	0.014	10	2135	0.009	10	2135	0.023
10:00 - 11:00	10	2135	0.014	10	2135	0.014	10	2135	0.028
11:00 - 12:00	10	2135	0.028	10	2135	0.019	10	2135	0.047
12:00 - 13:00	10	2135	0.019	10	2135	0.028	10	2135	0.047
13:00 - 14:00	10	2135	0.019	10	2135	0.014	10	2135	0.033
14:00 - 15:00	10	2135	0.019	10	2135	0.023	10	2135	0.042
15:00 - 16:00	10	2135	0.009	10	2135	0.019	10	2135	0.028
16:00 - 17:00	10	2135	0.023	10	2135	0.019	10	2135	0.042
17:00 - 18:00	10	2135	0.009	10	2135	0.019	10	2135	0.028
18:00 - 19:00	10	2135	0.014	10	2135	0.005	10	2135	0.019
19:00 - 20:00	10	2135	0.005	10	2135	0.009	10	2135	0.014
20:00 - 21:00	10	2135	0.014	10	2135	0.019	10	2135	0.033
21:00 - 22:00	10	2135	0.000	10	2135	0.005	10	2135	0.005
22:00 - 23:00	10	2135	0.000	10	2135	0.000	10	2135	0.000
23:00 - 24:00									
Total Rates:			0.201				0.207	0.408	

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

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

Appendix J Junctions 11 Outputs



Junctions 11				
ARCADY 11 - Roundabout Module				
Version: 11.0.0.2177				
© Copyright TRL Software Limited, 2024				
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com				
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution				

Filename: 25.08.21 - Forbury Road_Kenavon Drive.j11

Path: J:\50582 Forbury Retail Park\5500 - Transport\06 - Modelling\Local Modelling\Without Committed Developments\Models

Report generation date: 27/08/2025 16:48:29

- »2025 | Base | AM
- »2025 | Base | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2030 | Base + PD | AM
- »2030 | Base + PD | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
1 - Forbury Road (W)	D1	0.6	2.03	0.36	A	D2	0.7	2.27	0.41	A
2 - Kenavon Drive		0.2	4.05	0.18	A		0.3	4.51	0.23	A
3 - Forbury Road (S)		0.4	2.20	0.30	A		0.8	2.71	0.43	A
	2030 - Base									
1 - Forbury Road (W)	D3	0.6	2.08	0.37	A	D4	0.8	2.35	0.43	A
2 - Kenavon Drive		0.2	4.20	0.20	A		0.3	4.73	0.25	A
3 - Forbury Road (S)		0.5	2.25	0.31	A		0.8	2.81	0.45	A
	2030 - Base + PD									
1 - Forbury Road (W)	D5	0.6	2.10	0.38	A	D6	0.9	2.57	0.48	A
2 - Kenavon Drive		0.3	4.30	0.20	A		0.4	5.40	0.28	A
3 - Forbury Road (S)		0.5	2.31	0.32	A		1.0	3.09	0.49	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Forbury Road / Kenavon Drive Rbt
Location	Reading
Site number	
Date	25/06/2025
Version	
Status	Existing
Identifier	
Client	abrdn
Jobnumber	332110588
Enumerator	CORP\rhusband
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15
D5	2030	Base + PD	AM	ONE HOUR	07:45	09:15	15
D6	2030	Base + PD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.31	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Forbury Road (W)		
2	Kenavon Drive		
3	Forbury Road (S)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Forbury Road (W)	7.00	10.40	14.2	43.0	40.0	8.0		
2 - Kenavon Drive	3.80	9.30	9.2	32.0	40.0	30.0		
3 - Forbury Road (S)	6.80	9.50	8.6	32.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Forbury Road (W)	0.929	2981
2 - Kenavon Drive	0.658	1755
3 - Forbury Road (S)	0.829	2574

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Forbury Road (W)		✓	936	100.000
2 - Kenavon Drive		✓	185	100.000
3 - Forbury Road (S)		✓	657	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Forbury Road (W)	2 - Kenavon Drive	3 - Forbury Road (S)
From	1 - Forbury Road (W)	37	67	832
	2 - Kenavon Drive	100	0	85
	3 - Forbury Road (S)	554	77	26

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Forbury Road (W)	2 - Kenavon Drive	3 - Forbury Road (S)
From	1 - Forbury Road (W)	0	5	4
	2 - Kenavon Drive	2	0	1
	3 - Forbury Road (S)	6	3	8

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Forbury Road (W)	0.36	2.03	0.6	A
2 - Kenavon Drive	0.18	4.05	0.2	A
3 - Forbury Road (S)	0.30	2.20	0.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	705	77	2910	0.242	703	0.3	1.699	A
2 - Kenavon Drive	139	673	1312	0.106	139	0.1	3.116	A
3 - Forbury Road (S)	495	103	2488	0.199	494	0.3	1.906	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	841	93	2896	0.291	841	0.4	1.824	A
2 - Kenavon Drive	166	804	1226	0.136	166	0.2	3.453	A
3 - Forbury Road (S)	591	123	2472	0.239	590	0.3	2.021	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	1031	113	2876	0.358	1030	0.6	2.030	A
2 - Kenavon Drive	204	985	1107	0.184	203	0.2	4.050	A
3 - Forbury Road (S)	723	151	2449	0.295	723	0.4	2.204	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	1031	113	2876	0.358	1031	0.6	2.031	A
2 - Kenavon Drive	204	985	1106	0.184	204	0.2	4.053	A
3 - Forbury Road (S)	723	151	2449	0.295	723	0.4	2.204	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	841	93	2895	0.291	842	0.4	1.825	A
2 - Kenavon Drive	166	805	1225	0.136	167	0.2	3.457	A
3 - Forbury Road (S)	591	123	2471	0.239	591	0.3	2.023	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	705	78	2909	0.242	705	0.3	1.700	A
2 - Kenavon Drive	139	674	1311	0.106	139	0.1	3.124	A
3 - Forbury Road (S)	495	103	2488	0.199	495	0.3	1.910	A

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.69	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Forbury Road (W)		✓	1019	100.000
2 - Kenavon Drive		✓	221	100.000
3 - Forbury Road (S)		✓	939	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Forbury Road (W)	2 - Kenavon Drive	3 - Forbury Road (S)
From	1 - Forbury Road (W)	63	141	815
	2 - Kenavon Drive	113	0	108
	3 - Forbury Road (S)	700	152	87

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Forbury Road (W)	2 - Kenavon Drive	3 - Forbury Road (S)
From	1 - Forbury Road (W)	0	1	2
	2 - Kenavon Drive	4	0	0
	3 - Forbury Road (S)	5	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Forbury Road (W)	0.41	2.27	0.7	A
2 - Kenavon Drive	0.23	4.51	0.3	A
3 - Forbury Road (S)	0.43	2.71	0.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	767	180	2815	0.273	766	0.4	1.791	A
2 - Kenavon Drive	166	725	1278	0.130	166	0.2	3.294	A
3 - Forbury Road (S)	707	132	2464	0.287	705	0.4	2.124	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	916	215	2782	0.329	916	0.5	1.966	A
2 - Kenavon Drive	199	867	1184	0.168	198	0.2	3.718	A
3 - Forbury Road (S)	844	158	2443	0.346	844	0.5	2.338	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	1122	263	2737	0.410	1121	0.7	2.269	A
2 - Kenavon Drive	243	1062	1056	0.230	243	0.3	4.505	A
3 - Forbury Road (S)	1034	194	2413	0.428	1033	0.8	2.707	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	1122	263	2737	0.410	1122	0.7	2.271	A
2 - Kenavon Drive	243	1062	1055	0.231	243	0.3	4.512	A
3 - Forbury Road (S)	1034	194	2413	0.428	1034	0.8	2.710	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	916	215	2782	0.329	917	0.5	1.969	A
2 - Kenavon Drive	199	868	1183	0.168	199	0.2	3.727	A
3 - Forbury Road (S)	844	158	2442	0.346	845	0.6	2.341	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	767	180	2814	0.273	768	0.4	1.795	A
2 - Kenavon Drive	166	727	1276	0.130	167	0.2	3.302	A
3 - Forbury Road (S)	707	133	2464	0.287	707	0.4	2.130	A

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.36	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Forbury Road (W)		✓	971	100.000
2 - Kenavon Drive		✓	192	100.000
3 - Forbury Road (S)		✓	682	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Forbury Road (W)	2 - Kenavon Drive	3 - Forbury Road (S)
From	1 - Forbury Road (W)	39	69	863
	2 - Kenavon Drive	104	0	88
	3 - Forbury Road (S)	575	80	27

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Forbury Road (W)	2 - Kenavon Drive	3 - Forbury Road (S)
From	1 - Forbury Road (W)	0	5	4
	2 - Kenavon Drive	2	0	1
	3 - Forbury Road (S)	6	3	8

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Forbury Road (W)	0.37	2.08	0.6	A
2 - Kenavon Drive	0.20	4.20	0.2	A
3 - Forbury Road (S)	0.31	2.25	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	731	80	2907	0.251	730	0.3	1.722	A
2 - Kenavon Drive	145	698	1295	0.112	144	0.1	3.175	A
3 - Forbury Road (S)	513	107	2485	0.207	512	0.3	1.927	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	873	96	2892	0.302	873	0.4	1.855	A
2 - Kenavon Drive	173	835	1205	0.143	172	0.2	3.541	A
3 - Forbury Road (S)	613	128	2467	0.249	613	0.3	2.051	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	1069	118	2872	0.372	1068	0.6	2.078	A
2 - Kenavon Drive	211	1022	1082	0.195	211	0.2	4.200	A
3 - Forbury Road (S)	751	157	2443	0.307	750	0.5	2.247	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	1069	118	2872	0.372	1069	0.6	2.078	A
2 - Kenavon Drive	211	1023	1082	0.195	211	0.2	4.204	A
3 - Forbury Road (S)	751	157	2443	0.307	751	0.5	2.247	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	873	96	2892	0.302	874	0.5	1.856	A
2 - Kenavon Drive	173	836	1205	0.143	173	0.2	3.548	A
3 - Forbury Road (S)	613	129	2467	0.249	614	0.4	2.052	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	731	81	2907	0.252	731	0.4	1.722	A
2 - Kenavon Drive	145	700	1294	0.112	145	0.1	3.184	A
3 - Forbury Road (S)	513	108	2484	0.207	514	0.3	1.930	A

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Forbury Road (W)		✓	1060	100.000
2 - Kenavon Drive		✓	230	100.000
3 - Forbury Road (S)		✓	976	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Forbury Road (W)	2 - Kenavon Drive	3 - Forbury Road (S)
From	1 - Forbury Road (W)	66	147	847
	2 - Kenavon Drive	117	0	113
	3 - Forbury Road (S)	728	158	90

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Forbury Road (W)	2 - Kenavon Drive	3 - Forbury Road (S)
From	1 - Forbury Road (W)	0	1	2
	2 - Kenavon Drive	4	0	0
	3 - Forbury Road (S)	5	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Forbury Road (W)	0.43	2.35	0.8	A
2 - Kenavon Drive	0.25	4.73	0.3	A
3 - Forbury Road (S)	0.45	2.81	0.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	798	186	2808	0.284	796	0.4	1.821	A
2 - Kenavon Drive	173	754	1259	0.138	173	0.2	3.371	A
3 - Forbury Road (S)	735	137	2460	0.299	733	0.4	2.163	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	953	223	2775	0.343	952	0.5	2.014	A
2 - Kenavon Drive	207	901	1162	0.178	207	0.2	3.836	A
3 - Forbury Road (S)	877	164	2437	0.360	877	0.6	2.396	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	1167	273	2728	0.428	1166	0.8	2.348	A
2 - Kenavon Drive	253	1103	1029	0.246	253	0.3	4.722	A
3 - Forbury Road (S)	1075	201	2407	0.446	1074	0.8	2.803	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	1167	273	2728	0.428	1167	0.8	2.350	A
2 - Kenavon Drive	253	1104	1028	0.246	253	0.3	4.730	A
3 - Forbury Road (S)	1075	201	2407	0.447	1075	0.8	2.806	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	953	223	2774	0.344	954	0.5	2.016	A
2 - Kenavon Drive	207	903	1161	0.178	207	0.2	3.846	A
3 - Forbury Road (S)	877	165	2437	0.360	878	0.6	2.401	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	798	187	2808	0.284	799	0.4	1.828	A
2 - Kenavon Drive	173	756	1258	0.138	173	0.2	3.382	A
3 - Forbury Road (S)	735	138	2459	0.299	735	0.4	2.170	A

2030 | Base + PD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.41	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030	Base + PD	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Forbury Road (W)		✓	993	100.000
2 - Kenavon Drive		✓	197	100.000
3 - Forbury Road (S)		✓	713	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Forbury Road (W)	2 - Kenavon Drive	3 - Forbury Road (S)
From	1 - Forbury Road (W)	49	71	873
	2 - Kenavon Drive	107	0	90
	3 - Forbury Road (S)	603	83	27

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Forbury Road (W)	2 - Kenavon Drive	3 - Forbury Road (S)
From	1 - Forbury Road (W)	0	5	4
	2 - Kenavon Drive	2	0	1
	3 - Forbury Road (S)	6	3	8

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Forbury Road (W)	0.38	2.10	0.6	A
2 - Kenavon Drive	0.20	4.30	0.3	A
3 - Forbury Road (S)	0.32	2.31	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	748	83	2905	0.257	746	0.4	1.732	A
2 - Kenavon Drive	148	713	1286	0.115	148	0.1	3.211	A
3 - Forbury Road (S)	537	117	2477	0.217	536	0.3	1.960	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	893	99	2890	0.309	892	0.5	1.871	A
2 - Kenavon Drive	177	853	1194	0.148	177	0.2	3.595	A
3 - Forbury Road (S)	641	140	2458	0.261	641	0.4	2.094	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	1093	121	2869	0.381	1093	0.6	2.103	A
2 - Kenavon Drive	217	1044	1068	0.203	217	0.3	4.296	A
3 - Forbury Road (S)	785	172	2431	0.323	785	0.5	2.311	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	1093	121	2869	0.381	1093	0.6	2.105	A
2 - Kenavon Drive	217	1045	1067	0.203	217	0.3	4.299	A
3 - Forbury Road (S)	785	172	2431	0.323	785	0.5	2.311	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	893	99	2890	0.309	893	0.5	1.872	A
2 - Kenavon Drive	177	854	1193	0.148	177	0.2	3.599	A
3 - Forbury Road (S)	641	140	2457	0.261	641	0.4	2.096	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	748	83	2905	0.257	748	0.4	1.733	A
2 - Kenavon Drive	148	715	1284	0.115	148	0.1	3.217	A
3 - Forbury Road (S)	537	118	2476	0.217	537	0.3	1.962	A

2030 | Base + PD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030	Base + PD	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Forbury Road (W)		✓	1180	100.000
2 - Kenavon Drive		✓	240	100.000
3 - Forbury Road (S)		✓	1039	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Forbury Road (W)	2 - Kenavon Drive	3 - Forbury Road (S)
From				
	1 - Forbury Road (W)	115	151	914
	2 - Kenavon Drive	123	0	117
	3 - Forbury Road (S)	788	161	90

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Forbury Road (W)	2 - Kenavon Drive	3 - Forbury Road (S)
From				
	1 - Forbury Road (W)	0	1	2
	2 - Kenavon Drive	4	0	0
	3 - Forbury Road (S)	5	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Forbury Road (W)	0.48	2.57	0.9	A
2 - Kenavon Drive	0.28	5.40	0.4	A
3 - Forbury Road (S)	0.49	3.09	1.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	888	188	2806	0.317	886	0.5	1.904	A
2 - Kenavon Drive	181	841	1202	0.150	180	0.2	3.593	A
3 - Forbury Road (S)	782	179	2426	0.322	780	0.5	2.274	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	1061	225	2772	0.383	1060	0.6	2.138	A
2 - Kenavon Drive	216	1005	1093	0.197	215	0.2	4.183	A
3 - Forbury Road (S)	934	214	2396	0.390	933	0.7	2.559	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	1299	276	2725	0.477	1298	0.9	2.562	A
2 - Kenavon Drive	264	1231	945	0.280	264	0.4	5.388	A
3 - Forbury Road (S)	1144	262	2357	0.485	1143	1.0	3.083	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	1299	276	2725	0.477	1299	0.9	2.567	A
2 - Kenavon Drive	264	1232	944	0.280	264	0.4	5.403	A
3 - Forbury Road (S)	1144	262	2356	0.485	1144	1.0	3.089	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	1061	226	2772	0.383	1062	0.6	2.143	A
2 - Kenavon Drive	216	1007	1092	0.198	216	0.3	4.197	A
3 - Forbury Road (S)	934	214	2396	0.390	935	0.7	2.568	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Forbury Road (W)	888	189	2806	0.317	889	0.5	1.912	A
2 - Kenavon Drive	181	843	1200	0.151	181	0.2	3.604	A
3 - Forbury Road (S)	782	179	2425	0.323	783	0.5	2.282	A

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.0.0.2177									
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Filename: 25.08.21 - Forbury Road__Site Access .j11

Path: J:\50582 Forbury Retail Park\5500 - Transport\06 - Modelling\Local Modelling\Without Committed Developments\Models

Report generation date: 21/08/2025 09:50:54

»2025 | Base | AM

»2025 | Base | PM

»2030 | Base | AM

»2030 | Base | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-AC	D1	0.0	8.24	0.02	A	D2	0.2	8.59	0.14	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2030 - Base									
Stream B-AC	D3	0.0	8.34	0.02	A	D4	0.2	8.80	0.15	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Site Access - Forbury Road
Location	Reading
Site number	
Date	25/06/2025
Version	
Status	Existing
Identifier	
Client	abrdn
Jobnumber	332110588
Enumerator	CORP\rhusband
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Two-way	Exit Only		0.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.09	A

Arms

Arms

Arm	Name	Description	Arm type
A	Forbury Road (W)		Major
B	Site Access		Minor
C	Forbury Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Forbury Road (E)	6.50				✓	

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.96	34	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	536	0.095	0.241	0.152	0.345
B-C	684	0.073	0.184	-	-
C-B	574	0.186	0.186	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Forbury Road (W)		✓	924	100.000
B - Site Access		✓	10	100.000
C - Forbury Road (E)		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Forbury Road (W)	B - Site Access	C - Forbury Road (E)
From	A - Forbury Road (W)	0	8	916
	B - Site Access	0	0	10
	C - Forbury Road (E)	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Forbury Road (W)	B - Site Access	C - Forbury Road (E)
From	A - Forbury Road (W)	0	0	4
	B - Site Access	0	0	11
	C - Forbury Road (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.24	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	556	0.014	7	0.0	7.305	A
C-AB	0	0.00	445	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	6	0.00			6			
A-C	690	0.00			690			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	532	0.017	9	0.0	7.672	A
C-AB	0	0.00	419	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	7	0.00			7			
A-C	823	0.00			823			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	497	0.022	11	0.0	8.244	A
C-AB	0	0.00	385	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	9	0.00			9			
A-C	1009	0.00			1009			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	497	0.022	11	0.0	8.244	A
C-AB	0	0.00	385	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	9	0.00			9			
A-C	1009	0.00			1009			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	532	0.017	9	0.0	7.673	A
C-AB	0	0.00	419	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	7	0.00			7			
A-C	823	0.00			823			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	556	0.014	8	0.0	7.306	A
C-AB	0	0.00	445	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	6	0.00			6			
A-C	690	0.00			690			

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Two-way	Exit Only		0.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.50	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Forbury Road (W)		✓	991	100.000
B - Site Access		✓	61	100.000
C - Forbury Road (E)		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Forbury Road (W)	B - Site Access	C - Forbury Road (E)
From	A - Forbury Road (W)	0	26	965
	B - Site Access	0	0	61
	C - Forbury Road (E)	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Forbury Road (W)	B - Site Access	C - Forbury Road (E)
From	A - Forbury Road (W)	0	0	2
	B - Site Access	0	0	0
	C - Forbury Road (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	8.59	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	0.00	549	0.084	46	0.1	7.152	A
C-AB	0	0.00	435	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	20	0.00			20			
A-C	727	0.00			727			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	0.00	522	0.105	55	0.1	7.697	A
C-AB	0	0.00	408	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	23	0.00			23			
A-C	868	0.00			868			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	0.00	486	0.138	67	0.2	8.587	A
C-AB	0	0.00	371	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	29	0.00			29			
A-C	1062	0.00			1062			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	0.00	486	0.138	67	0.2	8.594	A
C-AB	0	0.00	371	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	29	0.00			29			
A-C	1062	0.00			1062			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	0.00	522	0.105	55	0.1	7.707	A
C-AB	0	0.00	408	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	23	0.00			23			
A-C	868	0.00			868			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	0.00	549	0.084	46	0.1	7.166	A
C-AB	0	0.00	435	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	20	0.00			20			
A-C	727	0.00			727			

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Two-way	Exit Only		0.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.09	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Forbury Road (W)		✓	958	100.000
B - Site Access		✓	10	100.000
C - Forbury Road (E)		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Forbury Road (W)	B - Site Access	C - Forbury Road (E)
From	A - Forbury Road (W)	0	8	950
	B - Site Access	0	0	10
	C - Forbury Road (E)	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Forbury Road (W)	B - Site Access	C - Forbury Road (E)
From	A - Forbury Road (W)	0	0	4
	B - Site Access	0	0	11
	C - Forbury Road (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.34	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	552	0.014	7	0.0	7.349	A
C-AB	0	0.00	440	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	6	0.00			6			
A-C	715	0.00			715			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	526	0.017	9	0.0	7.735	A
C-AB	0	0.00	414	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	7	0.00			7			
A-C	854	0.00			854			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	491	0.022	11	0.0	8.340	A
C-AB	0	0.00	378	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	9	0.00			9			
A-C	1046	0.00			1046			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	491	0.022	11	0.0	8.340	A
C-AB	0	0.00	378	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	9	0.00			9			
A-C	1046	0.00			1046			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	526	0.017	9	0.0	7.736	A
C-AB	0	0.00	414	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	7	0.00			7			
A-C	854	0.00			854			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	552	0.014	8	0.0	7.349	A
C-AB	0	0.00	440	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	6	0.00			6			
A-C	715	0.00			715			

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Two-way	Exit Only		0.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.51	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Forbury Road (W)		✓	1030	100.000
B - Site Access		✓	63	100.000
C - Forbury Road (E)		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Forbury Road (W)	B - Site Access	C - Forbury Road (E)
From	A - Forbury Road (W)	0	27	1003
	B - Site Access	0	0	63
	C - Forbury Road (E)	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Forbury Road (W)	B - Site Access	C - Forbury Road (E)
From	A - Forbury Road (W)	0	0	2
	B - Site Access	0	0	0
	C - Forbury Road (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	8.80	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	0.00	543	0.087	47	0.1	7.251	A
C-AB	0	0.00	430	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	20	0.00			20			
A-C	755	0.00			755			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	0.00	516	0.110	57	0.1	7.834	A
C-AB	0	0.00	402	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	24	0.00			24			
A-C	902	0.00			902			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	0.00	478	0.145	69	0.2	8.797	A
C-AB	0	0.00	363	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	30	0.00			30			
A-C	1104	0.00			1104			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	0.00	478	0.145	69	0.2	8.804	A
C-AB	0	0.00	363	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	30	0.00			30			
A-C	1104	0.00			1104			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	0.00	516	0.110	57	0.1	7.844	A
C-AB	0	0.00	402	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	24	0.00			24			
A-C	902	0.00			902			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	0.00	543	0.087	48	0.1	7.265	A
C-AB	0	0.00	430	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	20	0.00			20			
A-C	755	0.00			755			

Junctions 11				
PICADY 11 - Priority Intersection Module				
Version: 11.0.0.2177				
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Filename: 25.08.27 - Forbury Road__Site Access - New Arrangement.j11

Path: J:\50582 Forbury Retail Park\5500 - Transport\06 - Modelling\Local Modelling\Without Committed Developments\Models

Report generation date: 27/08/2025 17:01:44

»2030 | Base + PD | AM

»2030 | Base + PD | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030 - Base + PD										
Stream B-AC	D1	0.2	9.33	0.19	A	D2	0.3	10.13	0.23	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Site Access - Forbury Road
Location	Reading
Site number	
Date	25/06/2025
Version	
Status	Existing
Identifier	
Client	abrdn
Jobnumber	332110588
Enumerator	CORP\rhusband
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Base + PD	AM	ONE HOUR	07:45	09:15	15
D2	2030	Base + PD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 | Base + PD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Two-way	Exit Only		0.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.70	A

Arms

Arms

Arm	Name	Description	Arm type
A	Forbury Road (W)		Major
B	Site Access		Minor
C	Forbury Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Forbury Road (E)	6.50				✓	

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.69	37	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	523	0.093	0.236	0.148	0.337
B-C	667	0.071	0.180	-	-
C-B	574	0.186	0.186	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Base + PD	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Forbury Road (W)		✓	1002	100.000
B - Site Access		✓	81	100.000
C - Forbury Road (E)		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Forbury Road (W)	B - Site Access	C - Forbury Road (E)
From	A - Forbury Road (W)	0	51	951
	B - Site Access	0	0	81
	C - Forbury Road (E)	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Forbury Road (W)	B - Site Access	C - Forbury Road (E)
From	A - Forbury Road (W)	0	0	4
	B - Site Access	0	0	0
	C - Forbury Road (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	9.33	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	536	0.114	60	0.1	7.568	A
C-AB	0	0.00	434	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	38	0.00			38			
A-C	716	0.00			716			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	510	0.143	73	0.2	8.227	A
C-AB	0	0.00	406	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	46	0.00			46			
A-C	855	0.00			855			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	0.00	475	0.188	89	0.2	9.323	A
C-AB	0	0.00	369	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	56	0.00			56			
A-C	1047	0.00			1047			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	0.00	475	0.188	89	0.2	9.334	A
C-AB	0	0.00	369	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	56	0.00			56			
A-C	1047	0.00			1047			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	510	0.143	73	0.2	8.241	A
C-AB	0	0.00	406	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	46	0.00			46			
A-C	855	0.00			855			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	536	0.114	61	0.1	7.588	A
C-AB	0	0.00	434	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	38	0.00			38			
A-C	716	0.00			716			

2030 | Base + PD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Two-way	Exit Only		0.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	Base + PD	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Forbury Road (W)		✓	1112	100.000
B - Site Access		✓	95	100.000
C - Forbury Road (E)		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Forbury Road (W)	B - Site Access	C - Forbury Road (E)
From	A - Forbury Road (W)	0	108	1004
	B - Site Access	0	0	95
	C - Forbury Road (E)	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Forbury Road (W)	B - Site Access	C - Forbury Road (E)
From	A - Forbury Road (W)	0	0	2
	B - Site Access	0	0	0
	C - Forbury Road (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	10.13	0.3	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	0.00	525	0.136	71	0.2	7.911	A
C-AB	0	0.00	418	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	81	0.00			81			
A-C	756	0.00			756			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	0.00	498	0.172	85	0.2	8.720	A
C-AB	0	0.00	388	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	97	0.00			97			
A-C	903	0.00			903			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	460	0.227	104	0.3	10.111	B
C-AB	0	0.00	346	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	119	0.00			119			
A-C	1105	0.00			1105			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	460	0.227	105	0.3	10.131	B
C-AB	0	0.00	346	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	119	0.00			119			
A-C	1105	0.00			1105			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	0.00	498	0.172	86	0.2	8.740	A
C-AB	0	0.00	388	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	97	0.00			97			
A-C	903	0.00			903			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	0.00	525	0.136	72	0.2	7.940	A
C-AB	0	0.00	418	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	81	0.00			81			
A-C	756	0.00			756			

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.0.0.2177									
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Filename: 25.08.21 - Kenavon Drive__Site Access.j11

Path: J:\50582 Forbury Retail Park\5500 - Transport\06 - Modelling\Local Modelling\Without Committed Developments\Models

Report generation date: 21/08/2025 09:53:38

»2025 | Base | AM

»2025 | Base | PM

»2030 | Base | AM

»2030 | Base | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	5.71	0.01	A
	2030 - Base									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	5.69	0.01	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Site Access - Forbury Road
Location	Reading
Site number	
Date	25/06/2025
Version	
Status	Existing
Identifier	
Client	abrdn
Jobnumber	332110588
Enumerator	CORP\rhusband
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Kenavon Drive (W)		Major
B	Site Access		Minor
C	Kenavon Drive (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Kenavon Drive (E)	6.00			0.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.20	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	440	0.080	0.202	0.127	0.289
B-C	574	0.088	0.222	-	-
C-B	574	0.222	0.222	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kenavon Drive (W)		✓	135	100.000
B - Site Access		✓	2	100.000
C - Kenavon Drive (E)		✓	164	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Kenavon Drive (W)	B - Site Access	C - Kenavon Drive (E)
From	A - Kenavon Drive (W)	0	8	127
	B - Site Access	1	0	1
	C - Kenavon Drive (E)	164	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Kenavon Drive (W)	B - Site Access	C - Kenavon Drive (E)
From	A - Kenavon Drive (W)	0	14	3
	B - Site Access	0	0	0
	C - Kenavon Drive (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	467	0.000	0	0.0	0.000	A
C-AB	0	0.00	551	0.000	0	0.0	0.000	A
C-A	123	0.00			123			
A-B	6	0.00			6			
A-C	96	0.00			96			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	461	0.000	0	0.0	0.000	A
C-AB	0	0.00	547	0.000	0	0.0	0.000	A
C-A	147	0.00			147			
A-B	7	0.00			7			
A-C	114	0.00			114			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	452	0.000	0	0.0	0.000	A
C-AB	0	0.00	541	0.000	0	0.0	0.000	A
C-A	181	0.00			181			
A-B	9	0.00			9			
A-C	140	0.00			140			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	452	0.000	0	0.0	0.000	A
C-AB	0	0.00	541	0.000	0	0.0	0.000	A
C-A	181	0.00			181			
A-B	9	0.00			9			
A-C	140	0.00			140			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	461	0.000	0	0.0	0.000	A
C-AB	0	0.00	547	0.000	0	0.0	0.000	A
C-A	147	0.00			147			
A-B	7	0.00			7			
A-C	114	0.00			114			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	467	0.000	0	0.0	0.000	A
C-AB	0	0.00	551	0.000	0	0.0	0.000	A
C-A	123	0.00			123			
A-B	6	0.00			6			
A-C	96	0.00			96			

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.05	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kenavon Drive (W)		✓	274	100.000
B - Site Access		✓	0	100.000
C - Kenavon Drive (E)		✓	207	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Kenavon Drive (W)	B - Site Access	C - Kenavon Drive (E)
From	A - Kenavon Drive (W)	0	31	243
	B - Site Access	0	0	0
	C - Kenavon Drive (E)	204	3	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Kenavon Drive (W)	B - Site Access	C - Kenavon Drive (E)
From	A - Kenavon Drive (W)	0	0	2
	B - Site Access	0	0	0
	C - Kenavon Drive (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.01	5.71	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	443	0.000	0	0.0	0.000	A
C-AB	3	0.00	637	0.005	3	0.0	5.706	A
C-A	153	0.00			153			
A-B	23	0.00			23			
A-C	183	0.00			183			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	433	0.000	0	0.0	0.000	A
C-AB	4	0.00	650	0.006	4	0.0	5.600	A
C-A	182	0.00			182			
A-B	28	0.00			28			
A-C	218	0.00			218			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	418	0.000	0	0.0	0.000	A
C-AB	5	0.00	668	0.007	5	0.0	5.459	A
C-A	223	0.00			223			
A-B	34	0.00			34			
A-C	268	0.00			268			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	418	0.000	0	0.0	0.000	A
C-AB	5	0.00	668	0.007	5	0.0	5.461	A
C-A	223	0.00			223			
A-B	34	0.00			34			
A-C	268	0.00			268			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	433	0.000	0	0.0	0.000	A
C-AB	4	0.00	650	0.006	4	0.0	5.605	A
C-A	182	0.00			182			
A-B	28	0.00			28			
A-C	218	0.00			218			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	443	0.000	0	0.0	0.000	A
C-AB	3	0.00	637	0.005	3	0.0	5.711	A
C-A	153	0.00			153			
A-B	23	0.00			23			
A-C	183	0.00			183			

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kenavon Drive (W)		✓	139	100.000
B - Site Access		✓	2	100.000
C - Kenavon Drive (E)		✓	169	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Kenavon Drive (W)	B - Site Access	C - Kenavon Drive (E)
From	A - Kenavon Drive (W)	0	8	131
	B - Site Access	1	0	1
	C - Kenavon Drive (E)	169	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Kenavon Drive (W)	B - Site Access	C - Kenavon Drive (E)
From	A - Kenavon Drive (W)	0	14	3
	B - Site Access	0	0	0
	C - Kenavon Drive (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	466	0.000	0	0.0	0.000	A
C-AB	0	0.00	551	0.000	0	0.0	0.000	A
C-A	127	0.00			127			
A-B	6	0.00			6			
A-C	99	0.00			99			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	459	0.000	0	0.0	0.000	A
C-AB	0	0.00	546	0.000	0	0.0	0.000	A
C-A	152	0.00			152			
A-B	7	0.00			7			
A-C	118	0.00			118			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	451	0.000	0	0.0	0.000	A
C-AB	0	0.00	540	0.000	0	0.0	0.000	A
C-A	186	0.00			186			
A-B	9	0.00			9			
A-C	144	0.00			144			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	451	0.000	0	0.0	0.000	A
C-AB	0	0.00	540	0.000	0	0.0	0.000	A
C-A	186	0.00			186			
A-B	9	0.00			9			
A-C	144	0.00			144			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	459	0.000	0	0.0	0.000	A
C-AB	0	0.00	546	0.000	0	0.0	0.000	A
C-A	152	0.00			152			
A-B	7	0.00			7			
A-C	118	0.00			118			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	466	0.000	0	0.0	0.000	A
C-AB	0	0.00	551	0.000	0	0.0	0.000	A
C-A	127	0.00			127			
A-B	6	0.00			6			
A-C	99	0.00			99			

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.05	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kenavon Drive (W)		✓	284	100.000
B - Site Access		✓	0	100.000
C - Kenavon Drive (E)		✓	215	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Kenavon Drive (W)	B - Site Access	C - Kenavon Drive (E)
From	A - Kenavon Drive (W)	0	32	252
	B - Site Access	0	0	0
	C - Kenavon Drive (E)	212	3	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Kenavon Drive (W)	B - Site Access	C - Kenavon Drive (E)
From	A - Kenavon Drive (W)	0	0	2
	B - Site Access	0	0	0
	C - Kenavon Drive (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.01	5.69	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	441	0.000	0	0.0	0.000	A
C-AB	3	0.00	639	0.005	3	0.0	5.683	A
C-A	159	0.00			159			
A-B	24	0.00			24			
A-C	190	0.00			190			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	430	0.000	0	0.0	0.000	A
C-AB	4	0.00	653	0.006	4	0.0	5.573	A
C-A	189	0.00			189			
A-B	29	0.00			29			
A-C	227	0.00			227			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	415	0.000	0	0.0	0.000	A
C-AB	5	0.00	672	0.008	5	0.0	5.426	A
C-A	232	0.00			232			
A-B	35	0.00			35			
A-C	277	0.00			277			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	415	0.000	0	0.0	0.000	A
C-AB	5	0.00	672	0.008	5	0.0	5.431	A
C-A	232	0.00			232			
A-B	35	0.00			35			
A-C	277	0.00			277			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	430	0.000	0	0.0	0.000	A
C-AB	4	0.00	653	0.006	4	0.0	5.578	A
C-A	189	0.00			189			
A-B	29	0.00			29			
A-C	227	0.00			227			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	441	0.000	0	0.0	0.000	A
C-AB	3	0.00	639	0.005	3	0.0	5.686	A
C-A	159	0.00			159			
A-B	24	0.00			24			
A-C	190	0.00			190			

Junctions 11				
PICADY 11 - Priority Intersection Module				
Version: 11.0.0.2177				
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Filename: 25.08.21 - Kenavon Drive__Site Access - New Arrangement.j11

Path: J:\50582 Forbury Retail Park\5500 - Transport\06 - Modelling\Local Modelling\Without Committed Developments\Models

Report generation date: 27/08/2025 16:57:05

»2030 | Base + PD | AM

»2030 | Base + PD | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030 - Base + PD										
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	10.49	0.03	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Site Access - Forbury Road
Location	Reading
Site number	
Date	25/06/2025
Version	
Status	Existing
Identifier	
Client	abrdn
Jobnumber	332110588
Enumerator	CORP\rhusband
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Base + PD	AM	ONE HOUR	07:45	09:15	15
D2	2030	Base + PD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 | Base + PD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Kenavon Drive (W)		Major
B	Site Access		Minor
C	Kenavon Drive (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Kenavon Drive (E)	6.00			0.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.20	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	440	0.080	0.202	0.127	0.289
B-C	574	0.088	0.222	-	-
C-B	574	0.222	0.222	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Base + PD	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kenavon Drive (W)		✓	139	100.000
B - Site Access		✓	4	100.000
C - Kenavon Drive (E)		✓	171	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Kenavon Drive (W)	B - Site Access	C - Kenavon Drive (E)
From	A - Kenavon Drive (W)	0	6	133
	B - Site Access	4	0	0
	C - Kenavon Drive (E)	171	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Kenavon Drive (W)	B - Site Access	C - Kenavon Drive (E)
From	A - Kenavon Drive (W)	0	14	3
	B - Site Access	0	0	0
	C - Kenavon Drive (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	465	0.000	0	0.0	0.000	A
C-AB	0	0.00	551	0.000	0	0.0	0.000	A
C-A	129	0.00			129			
A-B	5	0.00			5			
A-C	100	0.00			100			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	459	0.000	0	0.0	0.000	A
C-AB	0	0.00	546	0.000	0	0.0	0.000	A
C-A	154	0.00			154			
A-B	5	0.00			5			
A-C	120	0.00			120			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	450	0.000	0	0.0	0.000	A
C-AB	0	0.00	540	0.000	0	0.0	0.000	A
C-A	188	0.00			188			
A-B	7	0.00			7			
A-C	146	0.00			146			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	450	0.000	0	0.0	0.000	A
C-AB	0	0.00	540	0.000	0	0.0	0.000	A
C-A	188	0.00			188			
A-B	7	0.00			7			
A-C	146	0.00			146			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	459	0.000	0	0.0	0.000	A
C-AB	0	0.00	546	0.000	0	0.0	0.000	A
C-A	154	0.00			154			
A-B	5	0.00			5			
A-C	120	0.00			120			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	465	0.000	0	0.0	0.000	A
C-AB	0	0.00	551	0.000	0	0.0	0.000	A
C-A	129	0.00			129			
A-B	5	0.00			5			
A-C	100	0.00			100			

2030 | Base + PD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.17	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	Base + PD	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Kenavon Drive (W)		✓	262	100.000
B - Site Access		✓	8	100.000
C - Kenavon Drive (E)		✓	215	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Kenavon Drive (W)	B - Site Access	C - Kenavon Drive (E)
From	A - Kenavon Drive (W)	0	7	255
	B - Site Access	8	0	0
	C - Kenavon Drive (E)	215	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Kenavon Drive (W)	B - Site Access	C - Kenavon Drive (E)
From	A - Kenavon Drive (W)	0	0	2
	B - Site Access	0	0	0
	C - Kenavon Drive (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	10.49	0.0	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	380	0.016	6	0.0	9.631	A
C-AB	0	0.00	530	0.000	0	0.0	0.000	A
C-A	162	0.00			162			
A-B	5	0.00			5			
A-C	192	0.00			192			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	368	0.020	7	0.0	9.975	A
C-AB	0	0.00	522	0.000	0	0.0	0.000	A
C-A	193	0.00			193			
A-B	6	0.00			6			
A-C	229	0.00			229			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	352	0.025	9	0.0	10.489	B
C-AB	0	0.00	510	0.000	0	0.0	0.000	A
C-A	237	0.00			237			
A-B	8	0.00			8			
A-C	281	0.00			281			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	352	0.025	9	0.0	10.489	B
C-AB	0	0.00	510	0.000	0	0.0	0.000	A
C-A	237	0.00			237			
A-B	8	0.00			8			
A-C	281	0.00			281			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	368	0.020	7	0.0	9.978	A
C-AB	0	0.00	522	0.000	0	0.0	0.000	A
C-A	193	0.00			193			
A-B	6	0.00			6			
A-C	229	0.00			229			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	380	0.016	6	0.0	9.636	A
C-AB	0	0.00	530	0.000	0	0.0	0.000	A
C-A	162	0.00			162			
A-B	5	0.00			5			
A-C	192	0.00			192			

Junctions 11				
ARCADY 11 - Roundabout Module				
Version: 11.0.0.2177				
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Filename: 25.08.21 - Vastern Road__Forbury Road.j11

Path: J:\50582 Forbury Retail Park\5500 - Transport\06 - Modelling\Local Modelling\Without Committed Developments\Models

Report generation date: 27/08/2025 16:52:13

»2025 | Base | AM
 »2025 | Base | PM
 »2030 | Base | AM
 »2030 | Base | PM
 »2030 | Base + PD | AM
 »2030 | Base + PD | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
1 - Vastern Road (N)	D1	1.3	4.04	0.55	A	D2	1.1	3.86	0.53	A
2 - Forbury Road (E)		2.3	11.18	0.69	B		3.7	13.88	0.79	B
3 - Forbury Road (W)		0.7	10.01	0.41	B		1.4	13.33	0.58	B
	2030 - Base									
1 - Vastern Road (N)	D3	1.4	4.20	0.57	A	D4	1.2	4.01	0.54	A
2 - Forbury Road (E)		2.5	11.60	0.71	B		3.9	13.97	0.80	B
3 - Forbury Road (W)		0.8	10.28	0.42	B		1.5	13.96	0.61	B
	2030 - Base + PD									
1 - Vastern Road (N)	D5	1.6	4.73	0.60	A	D6	1.5	4.74	0.60	A
2 - Forbury Road (E)		2.9	12.52	0.74	B		6.7	22.29	0.88	C
3 - Forbury Road (W)		0.8	10.75	0.43	B		1.7	15.20	0.63	C

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Vastern Road / Forbury Road Rbt
Location	Reading
Site number	
Date	25/06/2025
Version	
Status	Existing
Identifier	
Client	abrdn
Jobnumber	332110588
Enumerator	CORP\rhusband
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15
D5	2030	Base + PD	AM	ONE HOUR	07:45	09:15	15
D6	2030	Base + PD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.25	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Vastern Road (N)		
2	Forbury Road (E)		
3	Forbury Road (W)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Vastern Road (N)	8.60	10.50	30.0	40.0	52.0	20.0		
2 - Forbury Road (E)	3.60	10.70	4.2	18.0	52.0	36.0		
3 - Forbury Road (W)	3.40	5.90	5.6	7.0	52.0	40.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Vastern Road (N)	3.00	3.00	2.90	1.00	7.00	6.00	7.00
2 - Forbury Road (E)	4.00	3.00	2.90	1.00	7.00	6.00	7.00
3 - Forbury Road (W)	4.00	3.00	2.90	1.00	7.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Vastern Road (N)	0.908	3267
2 - Forbury Road (E)	0.534	1389
3 - Forbury Road (W)	0.466	1174

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vastern Road (N)		✓	1040	100.000
2 - Forbury Road (E)		✓	683	100.000
3 - Forbury Road (W)		✓	241	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Vastern Road (N)	380.00
2 - Forbury Road (E)	250.00
3 - Forbury Road (W)	300.00

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Vastern Road (N)	2 - Forbury Road (E)	3 - Forbury Road (W)
From	1 - Vastern Road (N)	4	857	179
	2 - Forbury Road (E)	497	29	157
	3 - Forbury Road (W)	160	78	3

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Vastern Road (N)	2 - Forbury Road (E)	3 - Forbury Road (W)
From	1 - Vastern Road (N)	0	4	12
	2 - Forbury Road (E)	4	0	10
	3 - Forbury Road (W)	10	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Vastern Road (N)	0.55	4.04	1.3	A
2 - Forbury Road (E)	0.69	11.18	2.3	B
3 - Forbury Road (W)	0.41	10.01	0.7	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	783	82	286.08	2202	0.356	781	0.6	2.658	A
2 - Forbury Road (E)	514	140	188.21	1011	0.509	510	1.1	7.489	A
3 - Forbury Road (W)	181	396	225.86	710	0.255	180	0.4	7.369	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	935	99	341.61	2147	0.436	934	0.8	3.119	A
2 - Forbury Road (E)	614	167	224.74	1051	0.584	613	1.4	8.592	A
3 - Forbury Road (W)	217	475	269.69	689	0.314	216	0.5	8.275	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	1145	121	418.39	2078	0.551	1143	1.3	4.038	A
2 - Forbury Road (E)	752	204	275.26	1084	0.694	749	2.3	11.175	B
3 - Forbury Road (W)	265	581	330.31	655	0.405	264	0.7	10.006	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	1145	121	418.39	2108	0.543	1145	1.3	3.929	A
2 - Forbury Road (E)	752	205	275.26	1128	0.667	753	2.2	10.108	B
3 - Forbury Road (W)	265	584	330.31	669	0.397	265	0.7	9.706	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	935	99	341.61	2188	0.427	937	0.8	3.029	A
2 - Forbury Road (E)	614	168	224.74	1107	0.554	617	1.3	7.773	A
3 - Forbury Road (W)	217	479	269.69	709	0.305	218	0.5	7.984	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	783	83	286.08	2247	0.348	784	0.6	2.589	A
2 - Forbury Road (E)	514	140	188.21	1077	0.477	516	1.0	6.760	A
3 - Forbury Road (W)	181	400	225.86	736	0.246	182	0.4	7.074	A

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	9.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.41	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vastern Road (N)		✓	969	100.000
2 - Forbury Road (E)		✓	892	100.000
3 - Forbury Road (W)		✓	355	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Vastern Road (N)	390.00
2 - Forbury Road (E)	250.00
3 - Forbury Road (W)	250.00

Origin-Destination Data

Demand (PCU/hr)

	To		
	1 - Vastern Road (N)	2 - Forbury Road (E)	3 - Forbury Road (W)
From			
1 - Vastern Road (N)	2	825	142
2 - Forbury Road (E)	736	15	141
3 - Forbury Road (W)	220	135	0

Vehicle Mix

Heavy Vehicle %

From	To			
		1 - Vastern Road (N)	2 - Forbury Road (E)	3 - Forbury Road (W)
	1 - Vastern Road (N)	0	2	13
	2 - Forbury Road (E)	3	0	11
	3 - Forbury Road (W)	7	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Vastern Road (N)	0.53	3.86	1.1	A
2 - Forbury Road (E)	0.79	13.88	3.7	B
3 - Forbury Road (W)	0.58	13.33	1.4	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	730	112	293.61	2170	0.336	727	0.5	2.582	A
2 - Forbury Road (E)	672	108	188.21	1060	0.634	665	1.8	9.338	A
3 - Forbury Road (W)	267	561	188.21	696	0.384	265	0.6	8.664	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	871	134	350.60	2108	0.413	870	0.7	3.012	A
2 - Forbury Road (E)	802	129	224.74	1154	0.695	800	2.3	10.520	B
3 - Forbury Road (W)	319	675	224.74	687	0.464	318	0.9	10.163	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	1067	164	429.40	2031	0.525	1065	1.1	3.857	A
2 - Forbury Road (E)	982	158	275.26	1241	0.791	976	3.7	13.880	B
3 - Forbury Road (W)	391	824	275.26	669	0.584	389	1.4	13.329	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	1067	165	429.40	2057	0.519	1067	1.1	3.766	A
2 - Forbury Road (E)	982	159	275.26	1264	0.777	982	3.7	13.348	B
3 - Forbury Road (W)	391	829	275.26	697	0.561	391	1.4	12.317	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	871	136	350.60	2145	0.406	873	0.7	2.938	A
2 - Forbury Road (E)	802	130	224.74	1245	0.644	809	1.9	8.738	A
3 - Forbury Road (W)	319	683	224.74	724	0.441	321	0.8	9.397	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	730	113	293.61	2211	0.330	730	0.5	2.521	A
2 - Forbury Road (E)	672	109	188.21	1149	0.584	673	1.5	7.916	A
3 - Forbury Road (W)	267	568	188.21	737	0.363	268	0.6	8.047	A

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vastern Road (N)		✓	1079	100.000
2 - Forbury Road (E)		✓	708	100.000
3 - Forbury Road (W)		✓	249	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Vastern Road (N)	380.00
2 - Forbury Road (E)	250.00
3 - Forbury Road (W)	300.00

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Vastern Road (N)	2 - Forbury Road (E)	3 - Forbury Road (W)
	1 - Vastern Road (N)	4	889	186
	2 - Forbury Road (E)	516	30	162
	3 - Forbury Road (W)	166	80	3

Vehicle Mix

Heavy Vehicle %

From	To			
		1 - Vastern Road (N)	2 - Forbury Road (E)	3 - Forbury Road (W)
	1 - Vastern Road (N)	0	4	12
	2 - Forbury Road (E)	4	0	10
	3 - Forbury Road (W)	10	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Vastern Road (N)	0.57	4.20	1.4	A
2 - Forbury Road (E)	0.71	11.60	2.5	B
3 - Forbury Road (W)	0.42	10.28	0.8	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	812	84	286.08	2200	0.369	810	0.6	2.717	A
2 - Forbury Road (E)	533	145	188.21	1013	0.526	528	1.1	7.735	A
3 - Forbury Road (W)	187	411	225.86	706	0.265	186	0.4	7.505	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	970	101	341.61	2149	0.451	969	0.9	3.204	A
2 - Forbury Road (E)	636	173	224.74	1059	0.601	635	1.5	8.887	A
3 - Forbury Road (W)	224	493	269.69	686	0.326	223	0.5	8.451	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	1188	124	418.39	2085	0.570	1186	1.4	4.199	A
2 - Forbury Road (E)	780	212	275.26	1098	0.710	776	2.5	11.603	B
3 - Forbury Road (W)	274	603	330.31	653	0.420	273	0.8	10.282	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	1188	124	418.39	2118	0.561	1188	1.4	4.070	A
2 - Forbury Road (E)	780	213	275.26	1145	0.681	780	2.3	10.401	B
3 - Forbury Road (W)	274	606	330.31	668	0.410	274	0.8	9.943	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	970	102	341.61	2194	0.442	972	0.8	3.101	A
2 - Forbury Road (E)	636	174	224.74	1118	0.569	640	1.4	7.968	A
3 - Forbury Road (W)	224	497	269.69	708	0.316	225	0.5	8.129	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	812	85	286.08	2249	0.361	813	0.6	2.637	A
2 - Forbury Road (E)	533	145	188.21	1083	0.492	535	1.0	6.923	A
3 - Forbury Road (W)	187	415	225.86	734	0.255	188	0.4	7.185	A

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	9.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.61	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vastern Road (N)		✓	1006	100.000
2 - Forbury Road (E)		✓	927	100.000
3 - Forbury Road (W)		✓	369	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Vastern Road (N)	390.00
2 - Forbury Road (E)	170.00
3 - Forbury Road (W)	250.00

Origin-Destination Data

Demand (PCU/hr)

	To		
	1 - Vastern Road (N)	2 - Forbury Road (E)	3 - Forbury Road (W)
From			
1 - Vastern Road (N)	2	857	147
2 - Forbury Road (E)	765	16	146
3 - Forbury Road (W)	229	140	0

Vehicle Mix

Heavy Vehicle %

From	To			
		1 - Vastern Road (N)	2 - Forbury Road (E)	3 - Forbury Road (W)
	1 - Vastern Road (N)	0	2	13
	2 - Forbury Road (E)	3	0	11
	3 - Forbury Road (W)	7	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Vastern Road (N)	0.54	4.01	1.2	A
2 - Forbury Road (E)	0.80	13.97	3.9	B
3 - Forbury Road (W)	0.61	13.96	1.5	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	757	116	293.61	2168	0.349	755	0.6	2.641	A
2 - Forbury Road (E)	698	112	127.98	1118	0.624	691	1.7	8.655	A
3 - Forbury Road (W)	278	584	188.21	691	0.402	275	0.7	8.979	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	904	140	350.60	2108	0.429	903	0.8	3.096	A
2 - Forbury Road (E)	833	134	152.83	1193	0.699	831	2.3	10.280	B
3 - Forbury Road (W)	332	702	224.74	686	0.484	331	1.0	10.566	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	1108	171	429.40	2035	0.544	1106	1.2	4.007	A
2 - Forbury Road (E)	1021	164	187.17	1277	0.799	1014	3.9	13.968	B
3 - Forbury Road (W)	406	857	275.26	671	0.606	404	1.5	13.964	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	1108	172	429.40	2063	0.537	1108	1.2	3.903	A
2 - Forbury Road (E)	1021	164	187.17	1301	0.784	1021	3.9	13.396	B
3 - Forbury Road (W)	406	862	275.26	701	0.579	407	1.5	12.787	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	904	141	350.60	2148	0.421	906	0.8	3.010	A
2 - Forbury Road (E)	833	134	152.83	1280	0.651	841	2.0	8.678	A
3 - Forbury Road (W)	332	710	224.74	725	0.458	334	0.9	9.689	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	757	118	293.61	2211	0.343	758	0.5	2.570	A
2 - Forbury Road (E)	698	112	127.98	1196	0.584	700	1.5	7.601	A
3 - Forbury Road (W)	278	591	188.21	734	0.378	279	0.6	8.276	A

2030 | Base + PD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030	Base + PD	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vastern Road (N)		✓	1103	100.000
2 - Forbury Road (E)		✓	770	100.000
3 - Forbury Road (W)		✓	250	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Vastern Road (N)	460.00
2 - Forbury Road (E)	250.00
3 - Forbury Road (W)	300.00

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Vastern Road (N)	2 - Forbury Road (E)	3 - Forbury Road (W)
	1 - Vastern Road (N)	4	913	186
	2 - Forbury Road (E)	548	59	163
	3 - Forbury Road (W)	166	81	3

Vehicle Mix

Heavy Vehicle %

From	To			
		1 - Vastern Road (N)	2 - Forbury Road (E)	3 - Forbury Road (W)
	1 - Vastern Road (N)	0	4	12
	2 - Forbury Road (E)	4	0	10
	3 - Forbury Road (W)	10	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Vastern Road (N)	0.60	4.73	1.6	A
2 - Forbury Road (E)	0.74	12.52	2.9	B
3 - Forbury Road (W)	0.43	10.75	0.8	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	830	107	346.31	2098	0.396	828	0.7	2.972	A
2 - Forbury Road (E)	580	145	188.21	1024	0.566	574	1.3	8.307	A
3 - Forbury Road (W)	188	456	225.86	693	0.272	187	0.4	7.697	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	992	128	413.53	2058	0.482	990	1.0	3.542	A
2 - Forbury Road (E)	692	173	224.74	1085	0.638	690	1.8	9.515	A
3 - Forbury Road (W)	225	548	269.69	672	0.335	224	0.5	8.748	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	1214	157	506.47	2009	0.604	1212	1.6	4.731	A
2 - Forbury Road (E)	848	212	275.26	1140	0.743	843	2.9	12.522	B
3 - Forbury Road (W)	275	669	330.31	637	0.432	274	0.8	10.754	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	1214	158	506.47	2049	0.593	1215	1.5	4.535	A
2 - Forbury Road (E)	848	213	275.26	1193	0.710	849	2.7	10.996	B
3 - Forbury Road (W)	275	673	330.31	653	0.421	275	0.8	10.367	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	992	129	413.53	2112	0.469	994	0.9	3.392	A
2 - Forbury Road (E)	692	174	224.74	1150	0.602	696	1.6	8.388	A
3 - Forbury Road (W)	225	553	269.69	694	0.324	226	0.5	8.388	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	830	108	346.31	2155	0.385	831	0.7	2.860	A
2 - Forbury Road (E)	580	145	188.21	1102	0.526	581	1.2	7.286	A
3 - Forbury Road (W)	188	461	225.86	721	0.261	189	0.4	7.374	A

2030 | Base + PD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	13.70	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.70	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030	Base + PD	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vastern Road (N)		✓	1054	100.000
2 - Forbury Road (E)		✓	1035	100.000
3 - Forbury Road (W)		✓	370	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Vastern Road (N)	480.00
2 - Forbury Road (E)	170.00
3 - Forbury Road (W)	250.00

Origin-Destination Data

Demand (PCU/hr)

	To		
	1 - Vastern Road (N)	2 - Forbury Road (E)	3 - Forbury Road (W)
From	1 - Vastern Road (N)	2	905
	2 - Forbury Road (E)	809	79
	3 - Forbury Road (W)	229	141

Vehicle Mix

Heavy Vehicle %

From	To			
		1 - Vastern Road (N)	2 - Forbury Road (E)	3 - Forbury Road (W)
	1 - Vastern Road (N)	0	2	13
	2 - Forbury Road (E)	3	0	11
	3 - Forbury Road (W)	7	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Vastern Road (N)	0.60	4.74	1.5	A
2 - Forbury Road (E)	0.88	22.29	6.7	C
3 - Forbury Road (W)	0.63	15.20	1.7	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	794	164	361.37	2044	0.388	791	0.7	2.969	A
2 - Forbury Road (E)	779	112	127.98	1139	0.684	771	2.2	9.928	A
3 - Forbury Road (W)	279	663	188.21	667	0.418	276	0.7	9.538	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	948	197	431.51	1997	0.474	946	0.9	3.545	A
2 - Forbury Road (E)	930	134	152.83	1245	0.747	927	2.9	11.647	B
3 - Forbury Road (W)	333	797	224.74	661	0.503	331	1.0	11.359	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	1160	240	528.49	1942	0.598	1158	1.5	4.742	A
2 - Forbury Road (E)	1140	164	187.17	1302	0.876	1126	6.3	19.923	C
3 - Forbury Road (W)	407	969	275.26	650	0.627	405	1.7	15.199	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	1160	242	528.49	1980	0.586	1161	1.5	4.554	A
2 - Forbury Road (E)	1140	164	187.17	1301	0.876	1138	6.7	22.286	C
3 - Forbury Road (W)	407	978	275.26	682	0.598	408	1.6	13.768	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	948	200	431.51	2049	0.462	950	0.9	3.400	A
2 - Forbury Road (E)	930	134	152.83	1317	0.706	947	2.6	10.520	B
3 - Forbury Road (W)	333	814	224.74	701	0.474	335	1.0	10.340	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vastern Road (N)	794	166	361.37	2098	0.378	795	0.6	2.860	A
2 - Forbury Road (E)	779	112	127.98	1235	0.631	782	1.8	8.315	A
3 - Forbury Road (W)	279	673	188.21	712	0.391	280	0.7	8.721	A