



Reading Police Station

Framework Delivery and Servicing Plan

May 2026

S2 Estates



MIXED-USE DEVELOPMENT READING POLICE STATION

FRAMEWORK DELIVERY AND SERVICING PLAN

CONTROLLED DOCUMENT

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2	01.05.26	LOM	Client comments and revised scheme	JNR

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MIXED-USE DEVELOPMENT READING POLICE STATION

FRAMEWORK DELIVERY AND SERVICING PLAN

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1. INTRODUCTION

- 1.1 This Framework Delivery and Servicing Plan (DSP) has been prepared by Paul Basham Associates on behalf of S2 Estates to support an application at Reading Police Station for *‘Full planning permission for the demolition of the existing building and the erection of a residential-led mixed-use development comprising Use Class C3 residential units, with Use Class E and Sui Generis on the ground floor and with some elements at lower ground floor, plus public realm, hard and soft landscaping, access and servicing arrangements, cycle parking, and other associated works.’*
- 1.2 Paul Basham Associates have also prepared a Transport Assessment (TA) and Framework Travel Plan (TP) to be read in conjunction with this report, which provide more details on the transport and highway aspects of the proposed development.

Site Context

- 1.3 The location of the proposed development site is outlined in **Figure 1**.

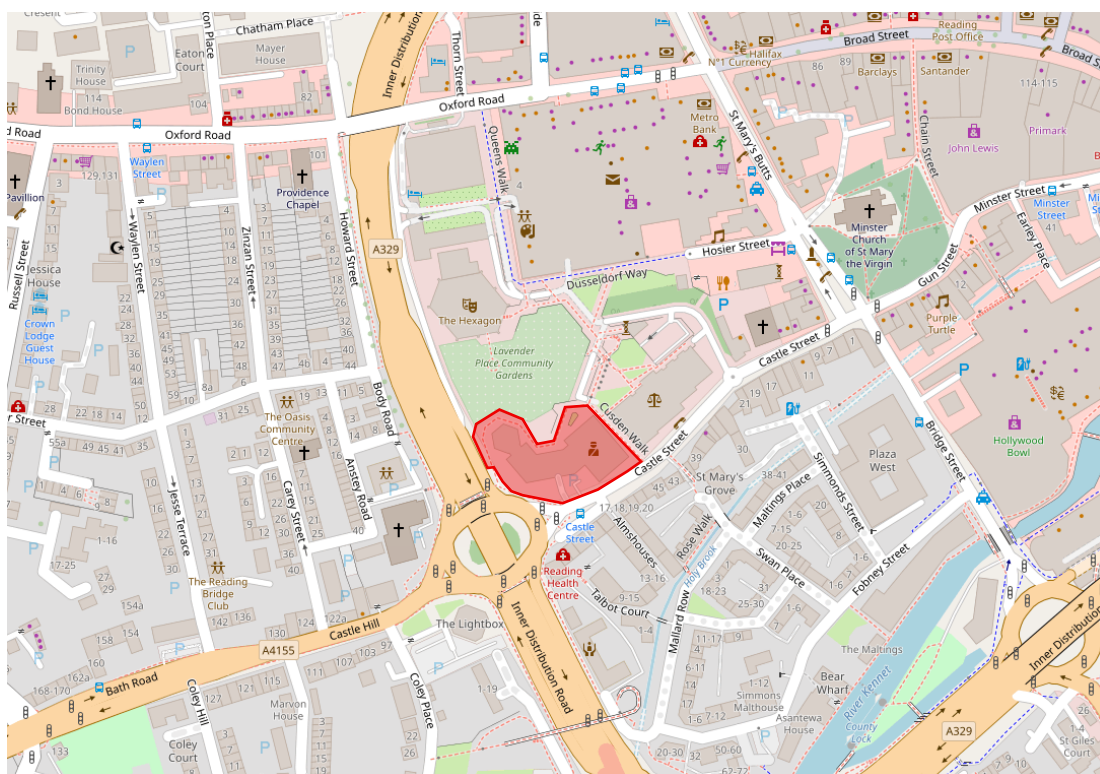


Figure 1: Site Location

- 1.4 The development site is located within the Minster Quarter Area, for which Reading Borough Council adopted a Development Framework in 2018. The location of the site in the context of the wider Minster Quarter Framework Masterplan is shown in **Figure 2**.

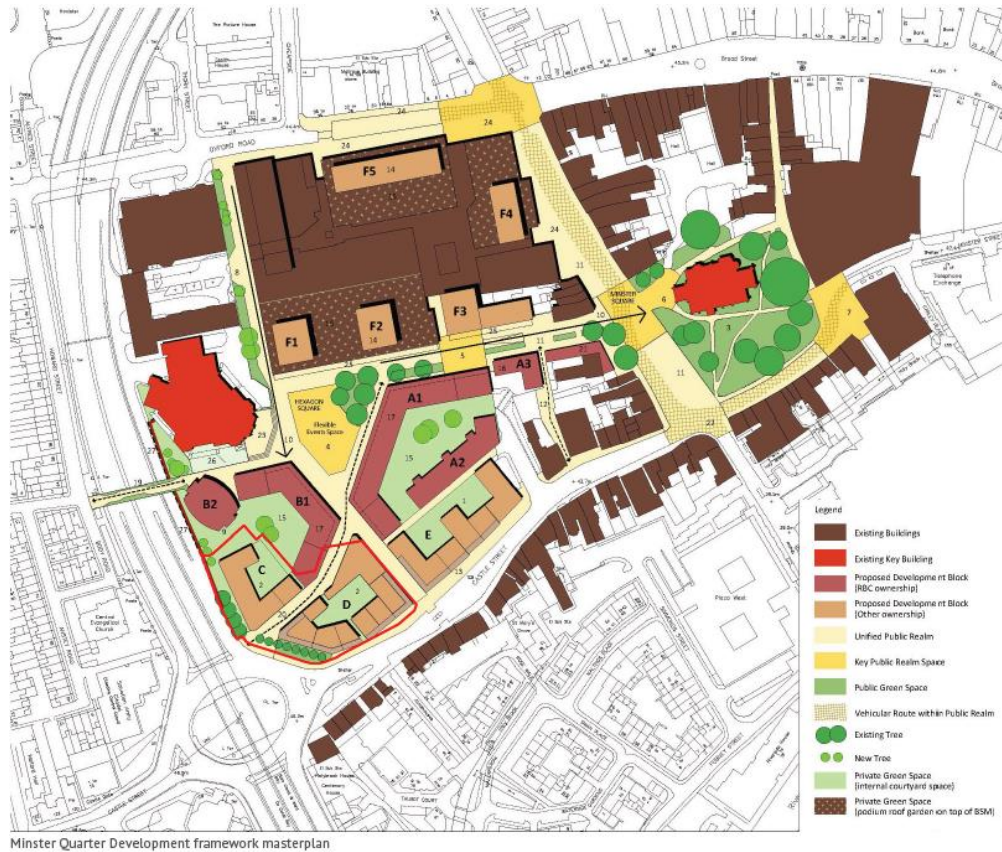


Figure 2: Minster Quarter Development Framework Masterplan

- 1.5 The development site is also referenced within the Reading Local Plan (2019) and falls within the ‘Central Core’, which is referenced as a suitable location for development of various uses. Specific policies relating to the development site and surrounding area are listed in the following section.

Development Summary

- 1.6 The proposals are for the demolition of the existing building and the erection of a residential-led mixed-use development comprising Use Class C3 residential units, with Use Class E on the ground floor and with some elements at lower ground floor.
- 1.7 The only vehicle access to the proposed development is via the service road to the rear, leading to the basement. The two existing access points on Castle Street and the IDR slip road will be closed. This reduction in access points will improve general road safety by removing conflict points.
- 1.8 Pedestrian access to the development will be provided at ground level directly from the existing public realm, Cusden Walk to the east, Castle Street to the south and Flint Street (the name for the new public route through the site separating the two proposed buildings). Flint Street has been orientated to directly connect the existing signalised pedestrian crossing at the signalised roundabout with future Minster Quarter development to the northeast.

All cycle stores for both the BTR units and non-residential units will be located within the basement with step-free access and lifts to be in place to support movement down to the basement from ground level as well as multiple stairwells for all users. Additionally, Sheffield stands are proposed in the public realm, equating to 26 cycle parking spaces, which are aim at providing cycle parking for visitors of the non-residential units to encourage cycling to/from the site. This further supports the development site being BREEAM compliant.

Purpose of the DSP

- 1.9 During pre-application discussions with Reading Borough Council (RBC), a Delivery and Servicing Plan was requested. As such, a Framework DSP has been prepared with a detailed DSP to be secured via condition.
- 1.10 This DSP will consider all expected servicing and delivery vehicle movements to and from the site and how this will be managed to ensure the site operates efficiently and safely.

Benefits of a DSP

- 1.11 In the absence of RBC specific DSP guidance, the TfL “Delivery and Servicing Plan Guidance” (2020) has been reviewed which sets out the following benefits of the effective implementation of a DSP for developers, landlords, management companies and tenants:
- Save time and money, for example a booking delivery system can free up space and employee’s time.
 - Contribute to Corporate Responsibility, for example out-of-peak delivery hours can reduce local congestion and cleaner, more efficient deliveries to help achieve carbon reduction targets.
 - Improve everyone’s safety, for example by providing adequate off-street loading bays.

Objectives of the DSP

- 1.12 DSP’s consist of a range of tools, actions and interventions aimed at reducing and re-timing deliveries, redefining building operations and ensuring procurement activities account for vehicle movements and emissions.

Local Freight Policy

- 1.13 The following policies within the NPPF (December 2024, as amended February 2025) and Reading Transport Strategy 2040 (June 2024) are pertinent to delivery and servicing activity within the development:

- **Paragraph 117** of the NPPF (December 2024) states that *“applications for development should... allow for the efficient delivery of goods, and access by service and emergency vehicles”*.
- **Policy RTS14 | Freight and Sustainable Distribution** of the Reading Transport Strategy 2040 (June 2024) states the following:
 - We will work with operators to support the efficient movement of freight, improving reliability and journey times of deliveries and minimise impact of freight transport on the local road network, whilst also supporting deliveries to the local economy.
 - We will work with operators to support the delivery of freight consolidation centres, to improve efficiency and reduce the number of last-mile delivery trips within Reading.
 - We will work with operators to explore and support more sustainable delivery methods, such as cargo bikes and electric micro-vehicles, for the last mile delivery.
 - We will work with operators to encourage use of low or zero emission vehicles for deliveries.
 - We will work with operators and strategic partners such as Network Rail and Transport for the South East to encourage and support a shift towards rail freight.
 - We will work with operators, neighbouring authorities and strategic partners to develop a Freight Strategy for Reading, recognising the need to consider freight holistically over the wider region.

1.14 Measures included within this DSP will aim to encourage delivery and servicing activity to occur outside the peak hours. However, given the development includes residential units, there is less control over timings of deliveries to individual residents.

2. SITE SPECIFIC INFORMATION

Site Access and Egress

- 2.1 All vehicles required to access the development site would do so via the basement to the rear. Access to the basement of the site is provided via an unnamed access road which links onto Castle Street via a 3-arm mini-roundabout 85m east of the site, with this access road also providing access to Broad Street Mall multi-storey car park and Reading Civic B car park. The unnamed access road is a single carriageway road measuring approximately 7.0m wide with double-yellow lines bordering both sides to prevent any on-street parking from occurring. The entry point to the basement measures 11.0m wide, with the internal road within the basement measuring between 6.0m – 7.5m wide.

Local Highway Network

- 2.2 Castle Street is a single carriageway road measuring approximately 8.0m wide along the site frontage and is subject to a 30mph speed limit. Castle Street links the IDR and town centre, albeit to the east private vehicle usage is discouraged given the combination of restrictions. At the southwest corner of the site, Castle Street meets the IDR at a grade separated signalised roundabout.
- 2.3 Castle Street is subject to various parking restrictions with double-yellow lines bordering both sides of the carriageway on the site frontage to prevent any on-street parking from taking place. Along the northern side of the carriageway immediately east of the site, there are 4 disabled parking bays, allowing for Blue Badge holders to parking in this location for up to 4 hours. On the southern side of the carriageway in this location, there is approximately of on-street parking, restricted between 10am – 4pm for Permit Holders only or Pay & Display for up to 2 hours.
- 2.4 Approximately 85m to the east of the site there is a mini-roundabout, which supports access towards Broad Street Mall multi-storey car park, Reading Civic B car park and the basement access for Reading Police Station. Beyond this mini-roundabout to the east, the remainder of Castle Street is subject to a 20mph speed limit and 'Red Route' restrictions. Double-red lines prevent any stopping from occurring at any time, including loading and unloading, with the only exceptions being Hackney carriages, private hire vehicles and Blue Badge holders, with these vehicles only able to stop to allow passengers to get in/out – no waiting for passengers is permitted. Along this extent of Castle Street, there are some marked areas that allow for on-street parking/waiting with c. 30m extent on both the northern and southern side of the carriageway allowing for Pay & Display parking for up to 2 hours. Additionally, on the northern side, there is a dedicated loading bay allowing for a maximum stay of 20-minutes. To the north on St Mary's Butts, town centre entry restrictions apply 7am – 11am and 4pm – 7pm.

Strategic Highway Network

- 2.5 The A329 is a dual-carriageway road that forms part of the Reading ring road, also known as the Inner Distribution Road. This section of the A329 that runs adjacent to the development site is subject to a 40mph speed limit. The section of the A329 that forms Reading's Inner Distribution Road can be accessed in all directions including via the A4155 to the north from Caversham Road and southwest from Bath Road, via the B3345 to the northeast from George Street, via the A327 to the southeast from Southampton Street and London Street, and via the A33 to the south
- 2.6 In addition, the M4 can be accessed from the development site approximately 5.0km to the south via the A33. The M4 is the third-longest motorway in the UK, providing a continuous major highway connection between London and southwest Wales. More locally, it is anticipated that delivery and servicing for the proposed development site would benefit from access to/from locations including London, Slough, Maidenhead and Swindon.
- 2.7 The location of the proposed development site in relation to the strategic highway network is illustrated in **Figure 3**.

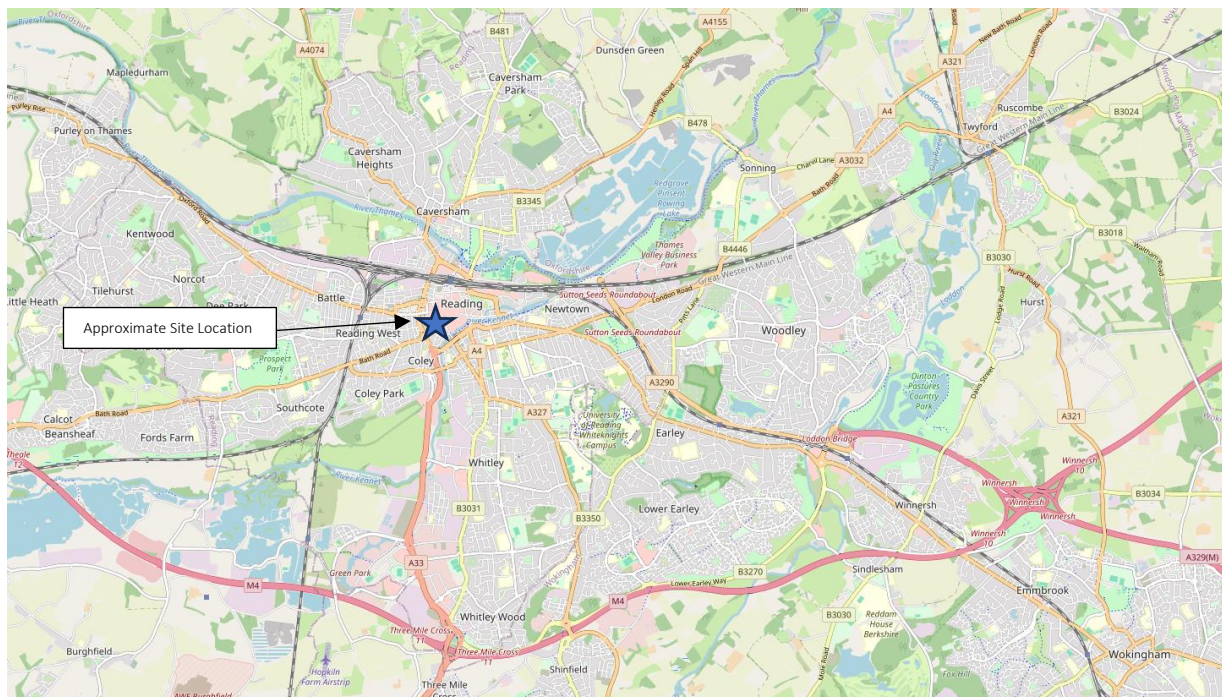


Figure 3: Strategic Highway Network (Source: Openstreetmap)

- 2.8 From a desktop review, no height or weight restrictions have been identified along the immediate route to the development site within Reading.

Delivery and Servicing Arrangements

- 2.9 Delivery and servicing will take place in the basement which is accessed via the access road to the rear of the site. The possibility of an on-street loading bay was discussed at pre-application with the local highway authority at RBC but the officer's preference was for all delivery and servicing to take place away from the carriageway within the basement. The exact delivery vehicles serving the development would be dependent on the occupants of the non-residential uses, with the occupants to be made aware of the constraints they would be operating within. Nevertheless, appropriate turning areas are provided within the basement, with vehicle tracking of a 'city-size' articulated vehicle completed and attached in **Appendix A**.
- 2.10 Deliveries for the non-residential units will be coordinated to avoid vehicles arriving at the same time and where possible deliveries will be consolidated. Digital tracking technologies will be utilised where possible to avoid the risk of missed deliveries and ensure that deliveries take place in a coordinated manner. This is to avoid reliance on large delivery vehicles queuing within the basement and along the access road.

3. WASTE MANGEMENT PLAN

- 3.1 Refuse collection for all uses will take place once per week within the basement area. A refuse vehicle matching RBC's vehicle dimensions (8.750m length x 2.250m width) can access, turn and exit the basement area in a forward gear appropriately to serve the development site. Vehicle tracking is attached in **Appendix A**.
- 3.2 **Figure 4** illustrates the location of the refuse and recycling stores within the basement, of which there are 4 residential refuse stores shown in orange and 1 non-residential refuse store outlined in light blue.



Figure 4: Refuse and Recycling Stores

4. DSP OBJECTIVES AND MEASURES

- 4.1 This section of the report outlines the objectives of the DSP and associated measures. This covers proposed policies and day to day management

Objectives

- 4.2 In the absence of any specific DSP objectives within the Reading Transport Strategy 2040 (June 2024), the objectives of the DSP are instead based on those set out in the London Plan include:
- Minimise the impact of delivery and servicing activity generated by the development.
 - Ensure there is adequate provision for the level of delivery and servicing activity expected.
 - Identify if any delivery and servicing movements can be undertaken outside the network peak hours.
 - Promote the use of low or zero emission vehicles for delivery and servicing.
 - Reduce CO2 emissions and air pollutants associated with goods vehicles.
 - Reduce noise impacts associated with goods vehicles.

Proposed Physical Infrastructure

- 4.3 As outlined before, the entry point to the basement measures 11.0m wide, with the internal road within the basement measuring between 6.0m – 7.5m wide. Within the basement, a dedicated loading/servicing area is proposed measuring 8.0m (width) x 10.0m (length).
- 4.4 The number of delivery and servicing trips associated with the proposed development has been calculated to ensure that the development can accommodate the level of activity expected. This will ensure that no vehicles are required to wait within the basement, along the access road or on the highway network.
- 4.5 The basement layout has been designed to ensure delivery and refuse vehicles can enter and exit the development in forward gear, with appropriate turning areas provided. For deliveries, the exact vehicle type would be dependent on the occupants of each non-residential units, with the occupants to be made aware of the dimensional constraints of the basement prior to taking up a unit. Swept path analysis has been sufficiently completed for a 'city-size' articulated vehicle, as attached in **Appendix A**.
- 4.6 Provision of short stay cycle parking will be used to accommodate any cargo bike deliveries, with this to be provided within the public realm.

Proposed Site Policies

4.7 Given the nature of the commercial elements, different individuals and companies will work from the development. The exact operators are not known at this time; therefore, the exact site policies cannot be confirmed. However, it is anticipated that the following will be implemented by the management company and non-residential unit occupants:

- Specify that all suppliers to the retail and employment elements of the scheme will be FORS accredited (from bronze, silver and gold).
- Encourage vehicles to travel via the SRN for the majority of their journey and avoid local roads, where possible.
- Encourage staff to source their items locally or from the same supplier as others to reduce the number of deliveries to the site.
- Consider implementing a requirement for all goods vehicles associated with the employment element of the scheme to visit outside the peak network hours.
- Consider implementing a requirement for all delivery and servicing activity associated with the employment elements of the scheme to be undertaken using electric vehicles.
- Consider implementing a personal delivery policy for staff.

4.8 Whilst the majority of residential deliveries tend to be adhoc with limited opportunities to control these, the following policies will be implemented:

- Consider a requirement for all building servicing vehicles to be electric.
- Where possible arrange servicing visits outside of the network peak hours.
- Encourage local residents to utilise lockers or drop off facilities to avoid not being home and missing deliveries which need to be re-delivered.
- Provision of a concierge service / post room to take in deliveries when residents aren't home.

5. DELIVERY AND SERVICING TRIP RATES AND TARGETS

- 5.1 This section of the DSP sets out the level of delivery and servicing activity expected at the development. It also includes targets for how these could be reduced over time.

Delivery and Servicing Trips and Purpose

- 5.2 Delivery and servicing activities associated with the development are expected to be:
- Daily postal deliveries.
 - Daily dotcom deliveries such as Amazon, ASOS.
 - Grocery deliveries.
 - Weekly refuse and recycling collection.
 - Courier delivery and collection.
 - Weekly delivery of supplies for the commercial units.
 - Maintenance (e.g. window cleaning, plumbing, electricians etc...).
 - Occasional bulky goods deliveries such as furniture, especially when a resident moved into the development, this will be particularly apparent at the outset of the development.

Delivery and Servicing Trip Generation

- 5.3 The anticipated number of delivery and servicing vehicle trips associated with the proposed development has been calculated for both uses on site. This section of the report is therefore split into the residential and commercial uses for a robust assessment. The internal floor area (sqm) for the commercial elements have been provided by the architect.

Residential Use

- 5.4 For the proposed residential use, the TRICS (v.8.25.12) multi-modal database has been consulted for OGV and LGV movements, with the 'Shared Living Developments' parameter applied; however, it is noted that only 1 survey is available on TRICS at the time of writing.
- 5.5 The results of the TRICS assessment are outlined in **Table 1**, with the full outputs included within **Appendix B**.

	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Total
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate (OGVs) per 1-unit	0	0	0	0	0	0	0
OGV Trip Generation per 205-units	0	0	0	0	0	0	0
Trip Rate (LGVs) per 1-unit	0	0	0	0	0	0	0.012
LGV Trip Generation per 205-units	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	2

Table 1: Proposed Delivery and Servicing Trip Generation – Residential Use

5.6 **Table 1** demonstrates that across a day, 1 OGV/LGV is expected to arrive and depart the site for the residential use, equating to 2 two-way vehicle movements, with none expected to occur during the peak periods. This level of movement can be accommodated within the basement without issue. It is noted that the number of daily LGV movements appears low; however, this is based on the 1 available survey on TRICS so may be an underestimation. Nevertheless, if the number of LGV movements was higher in reality, it remains expected that the basement would be sufficient to accommodate any reasonable eventuality.

Commercial Use

5.7 Whereas for the proposed non-residential uses, as the exact operators are unknown at this stage, 'Shopping Centre – Local Shops' has been applied to produce a general accurate estimation, with the full parameters listed below:

- Land use: 'Retail', 'Shopping Centre – Local Shops';
- 122 – 3,394sqm GFA;
- Weekday surveys only; and
- 'Town Centre' locations only.

5.8 The results of the multi-modal TRICS assessment OGV and LGV movements are outlined in **Table 2**, with the full outputs included within **Appendix C**.

	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Total
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate (OGVs) per 100m ² GFA	0	0	0	0	0	0	0.050
OGV Trip Generation per 1,679.87m ²	0	0	0	0	0	0	1
Trip Rate (LGVs) per 100m ² GFA	0	0	0	0	0	0	1.167
LGV Trip Generation per 1,679.87m ²	0	0	0	0	0	0	20
Total	0	0	0	0	0	0	21

Table 2: Proposed Delivery and Servicing Trip Generation – Non-Residential Use

5.9 **Table 2** demonstrates that across a day, 10-11 OGVs/LGVs are expected to arrive and depart the site for the non-residential uses, equating to 21 two-way vehicle movements, with none expected to occur during the peak periods. This level of movement can be accommodated within the basement without issue.

Targets

5.10 At this stage, exact targets cannot be set until the site is open and operational, with surveys required to inform the baseline. However, to achieve the objectives of this DSP, the following targets are anticipated.

- Achieve a certain proportion of delivery and servicing trips be undertaken by electric or low emission vehicles.
- A reduction in the number of goods vehicles accessing the site during the network peak hours compared to the initial TRICS analysis based on other sites.
- Encouraging operations such as cleaning to be undertaken by a single operator to reduce trips to and from the site.
- Increase the number of deliveries made by cargo bike.
- Encourage servicing and maintenance vehicles to be low emission or electric.

6. MONITORING AND MANAGEMENT

- 6.1 This section explains how the implemented DSP will be monitored and any adjustments to its policies and targets made.

Baseline Surveys

- 6.2 **Tables 1 and 2** within the previous section sets out the anticipated level of delivery and servicing activity associated with the development.
- 6.3 It is proposed that, in line with the Travel Plan, a survey will be undertaken within 3 months of the full occupation of each building. These surveys are expected to last 2 – 4 weeks in order to have clear understanding of the average servicing patterns.
- 6.4 It is proposed that the management team of the site will be responsible for undertaking these surveys. The following information will be collected:

- Date;
- Time of entry and exit;
- In or outbound;
- Vehicle type (LGV, motorcycle, cargo bike, HGV etc...); and
- Where possible, differentiate between the land uses.

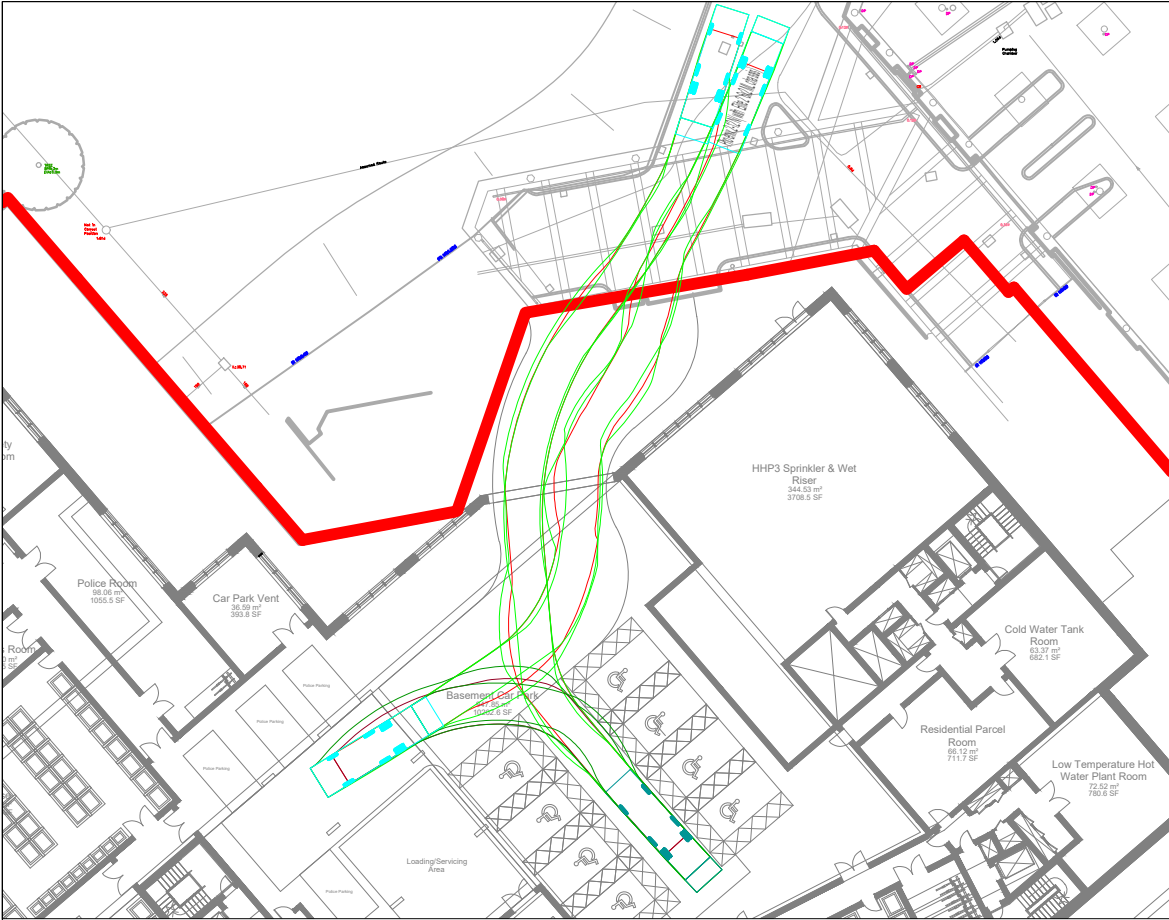
Updating the DSP

- 6.5 The DSP will be reviewed on an annual basis to include the results of the surveys outlined above. It will be delivered and monitored in line with the TP process, to ensure that it reflects the changing requirements of the development and that it is kept up to date with emerging policy.

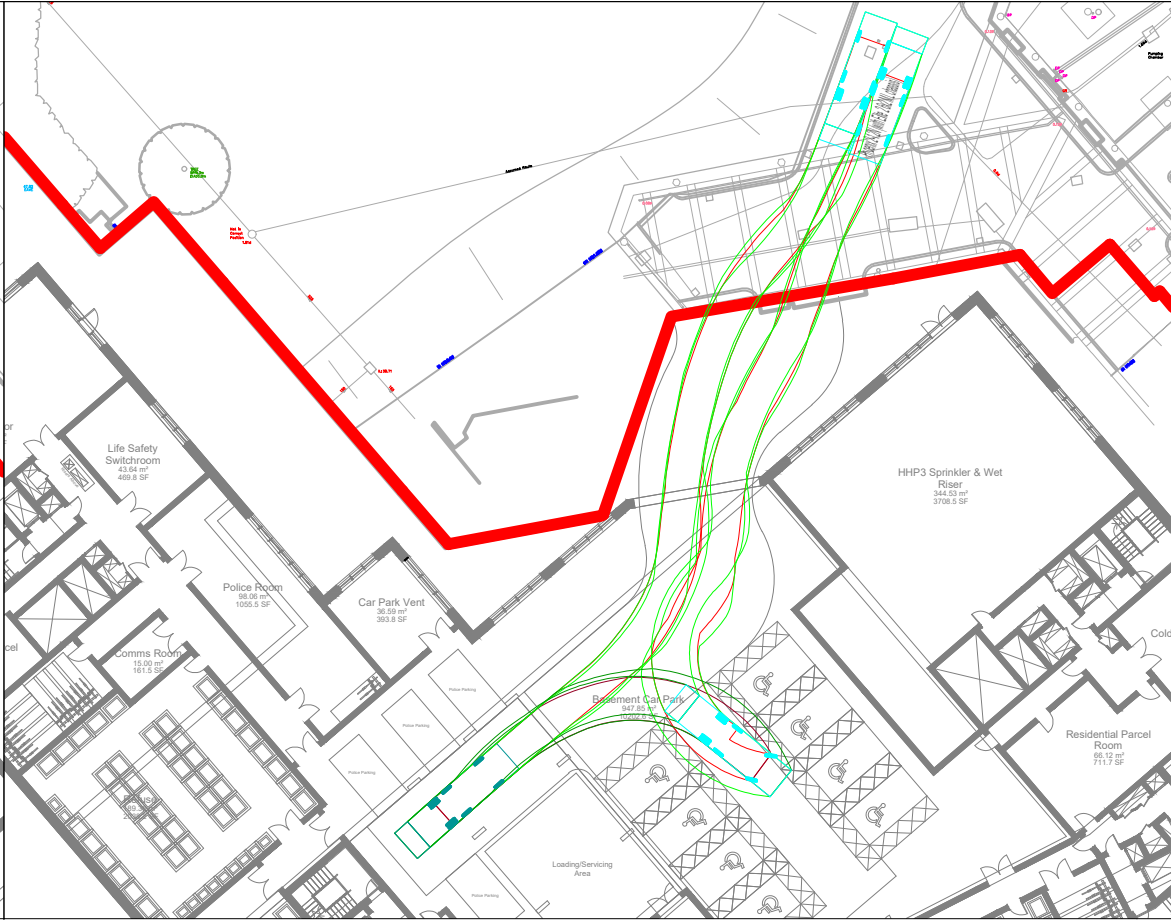
Securing the DSP

- 6.6 It is anticipated that this document will be secured as a condition of a future planning permission or through the Section 106 agreement.

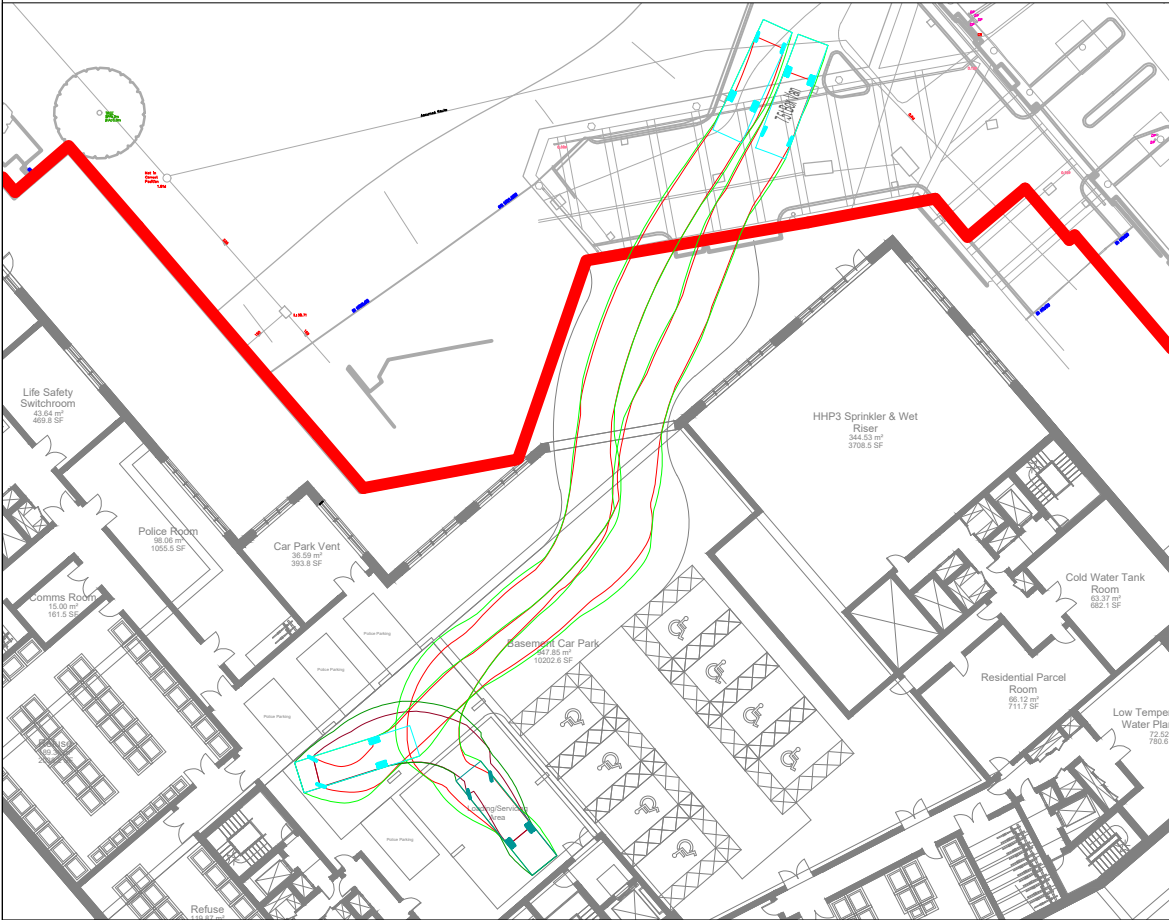
Appendix A



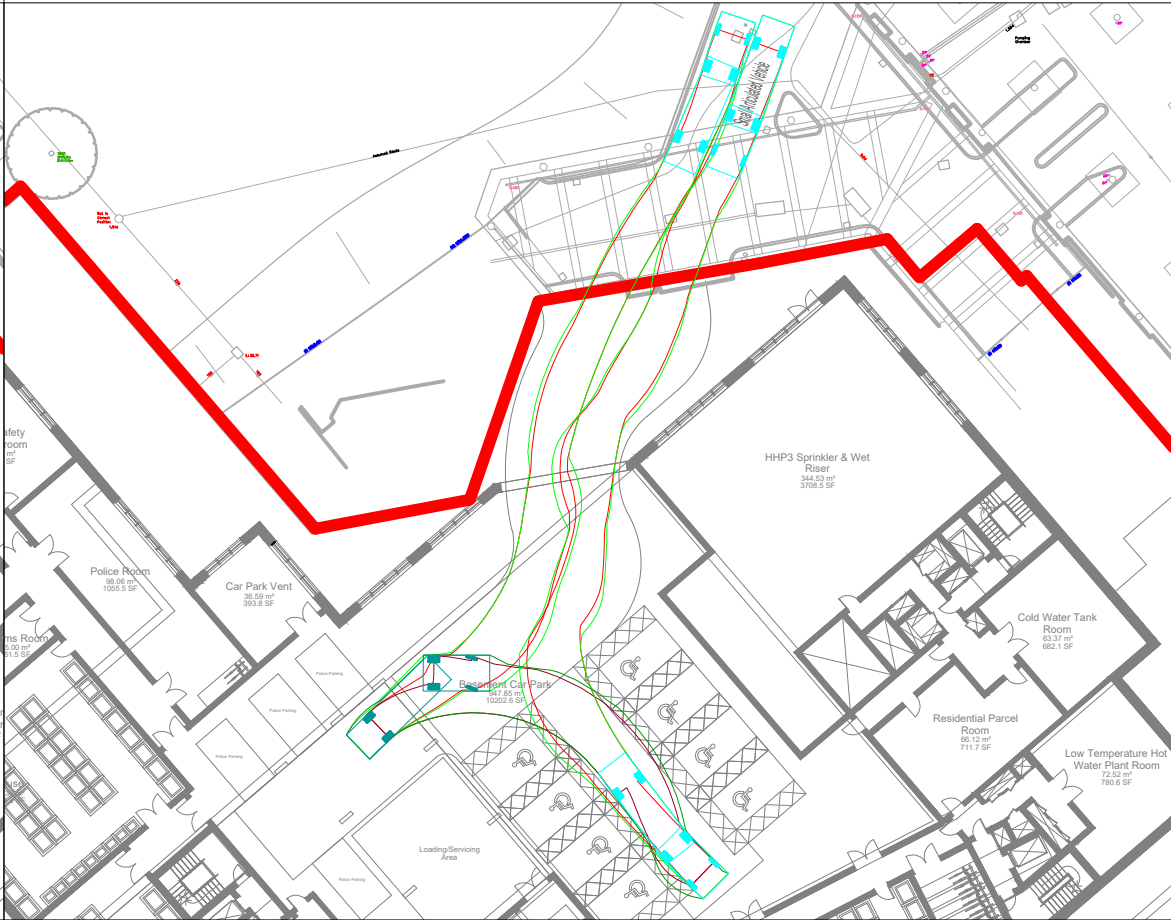
REFUSE VEHICLE TRACKING MANOEUVRE 1



REFUSE VEHICLE TRACKING MANOEUVRE 2



7.5T BOX VAN TRACKING MANOEUVRE



SMALL ARTICULATED VEHICLE TRACKING MANOEUVRE

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 - Site Layout
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VEHICLE PROFILE

Phoenix 2-12N (with Elite 2 6x2 ML chassis)
Overall Length 8.970m
Overall Width 2.250m
Overall Body Height 3.707m
Min Body Ground Clearance 0.260m
Track Width 2.250m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.850m

Small Articulated Vehicle
Overall Length 10.700m
Overall Width 2.360m
Overall Body Height 3.604m
Min Body Ground Clearance 0.382m
Track Width 2.240m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 5.740m

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

NORTH

0m 25m

1:500

P02	REVISED PLAN	07/05/2026	LOM	JNR
P01	FIRST ISSUE	10/09/2025	LOM	THP
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
10.09.25	LOM	THP	-	
PBA Project Number		Scale	(AT A3)	
502.0242		1:500		
PBA Drawing No:			Revision	
502.0242-0001			P02	

Project Name	SWEPT PATH ANALYSIS: BASEMENT REFUSE AND DELIVERY VEHICLES
Project Phase	
READING POLICE STATION	
PRELIMINARY	

Title	
SWEPT PATH ANALYSIS: BASEMENT REFUSE AND DELIVERY VEHICLES	

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Date Created	Drawn By	Approved By	Suitability Code
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502.0242-0001			P02

QMS2011/v9/020525/IDR

Appendix B

Audit Code: 3e19387b-5e9f-45f6-a9b7-93d37253e31d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: Q - SHARED LIVING DEVELOPMENTS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BT	BRENT
		1 day

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



Audit Code: 3e19387b-5e9f-45f6-a9b7-93d37253e31d

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:	Accom. Units
Actual Range:	550 to 550 (units:Accom. Units)
Range Selected by User:	550 to 550 (units:Accom. Units)
Parking Spaces Range:	All Surveys Included

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/03/20 to 05/03/20

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

Selected survey days:

Thursday	1 days
----------	--------

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

Selected survey types:

Manual count	1
Direction ATC Count	0

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

Selected Locations:

Suburban Area	1 days
---------------	--------

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 days
-----------------	--------

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 Vehicle Counts:

Servicing vehicles Unknown	1 days
----------------------------	--------

Audit Code: 3e19387b-5e9f-45f6-a9b7-93d37253e31d

Secondary Filtering Selection:

Use Class:

N/A 1 surveys

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:

5840 - 5840

Population within 1 mile:

25,001 to 50,000 1 surveys

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

Population within 5 miles:

500,001 or More 1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0 1 surveys

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.

Audit Code: 3e19387b-5e9f-45f6-a9b7-93d37253e31d

Petrol filling station:

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

Travel Plan:

No 1 surveys

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:

4 - Good 1 surveys

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.

COVID-19 Restrictions:

No

Audit Code: 3e19387b-5e9f-45f6-a9b7-93d37253e31d

1	BT-03-Q-01	CO-LIVING & WORKSPACE	BRENT
OLD OAK LANE			
PARK ROYAL			
OLD OAK			
Suburban Area			
Industrial Zone			
Accom. Units: 550.00			
Survey date: Thursday 05/03/2020			
			Survey Type: Manual

Audit Code: 3e19387b-5e9f-45f6-a9b7-93d37253e31d

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS

OGVs

Calculation factor: 1 Accom. Units

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Accom. Units	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	1	550	0.000	0.000	0.000
08:00-09:00	1	550	0.000	0.000	0.000
09:00-10:00	1	550	0.000	0.000	0.000
10:00-11:00	1	550	0.000	0.000	0.000
11:00-12:00	1	550	0.000	0.000	0.000
12:00-13:00	1	550	0.000	0.000	0.000
13:00-14:00	1	550	0.000	0.000	0.000
14:00-15:00	1	550	0.000	0.000	0.000
15:00-16:00	1	550	0.000	0.000	0.000
16:00-17:00	1	550	0.000	0.000	0.000
17:00-18:00	1	550	0.000	0.000	0.000
18:00-19:00	1	550	0.000	0.000	0.000
19:00-20:00	1	550	0.000	0.000	0.000
20:00-21:00	1	550	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

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Audit Code: 3e19387b-5e9f-45f6-a9b7-93d37253e31d

Parameter Summary:

Trip rate parameter range selected:	550 - 550 (units: Accom. Units)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 3e19387b-5e9f-45f6-a9b7-93d37253e31d

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS

LGVs

Calculation factor: 1 Accom. Units

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Accom. Units	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	1	550	0.000	0.000	0.000
08:00-09:00	1	550	0.000	0.000	0.000
09:00-10:00	1	550	0.000	0.000	0.000
10:00-11:00	1	550	0.000	0.000	0.000
11:00-12:00	1	550	0.002	0.000	0.002
12:00-13:00	1	550	0.002	0.002	0.004
13:00-14:00	1	550	0.002	0.002	0.004
14:00-15:00	1	550	0.000	0.002	0.002
15:00-16:00	1	550	0.000	0.000	0.000
16:00-17:00	1	550	0.000	0.000	0.000
17:00-18:00	1	550	0.000	0.000	0.000
18:00-19:00	1	550	0.000	0.000	0.000
19:00-20:00	1	550	0.000	0.000	0.000
20:00-21:00	1	550	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.006	0.006	0.012

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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Audit Code: 3e19387b-5e9f-45f6-a9b7-93d37253e31d

Parameter Summary:

Trip rate parameter range selected:	550 - 550 (units: Accom. Units)
Survey date date range:	05/03/2020 - 05/03/2020
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix C

Audit Code: 244b9ffc-83ce-475e-a70e-d181da863c43

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: I - SHOPPING CENTRE - LOCAL SHOPS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	1 day
	DN	DONEGAL	1 day

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

Audit Code: 244b9ffc-83ce-475e-a70e-d181da863c43

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:	GFA
Actual Range:	122 to 3394 (units:sqm)
Range Selected by User:	122 to 3394 (units:sqm)
Parking Spaces Range:	0 - 120

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	19/08/88 to 17/06/25

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

Selected survey days:

Friday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Town Centre	2 days
-------------	--------

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

Selected Location Sub Categories:

Built-Up Zone	1 days
No Sub Category	1 days

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	1 days

Audit Code: 244b9ffc-83ce-475e-a70e-d181da863c43

Secondary Filtering Selection:

Use Class:

N/A	2 surveys
-----	-----------

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:

500 - 597

Population within 1 mile:

15,001 to 20,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
5,001 to 25,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	1 surveys
1.6 to 2.0	1 surveys

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.



Audit Code: 244b9ffc-83ce-475e-a70e-d181da863c43

Petrol filling station:

PFS is present at the site but is excluded from the count

2 surveys

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

Travel Plan:

No

2 surveys

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

PTAL Rating:

No PTAL Present

2 surveys

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.

COVID-19 Restrictions:

No

Audit Code: 244b9ffc-83ce-475e-a70e-d181da863c43

1	CV-01-I-01	LOCAL SHOPS	CAVAN
COLLEGE STREET			
CAVAN			
THE PLAZA			
Town Centre			
Built-Up Zone			
Gross floor area: 545.00 sqm			
Survey date: Wednesday 13/09/2023			
			Survey Type: Manual
2	DN-01-I-02	LOCAL SHOPS	DONEGAL
PEARSE ROAD			
LETTERKENNY			
Town Centre			
No Sub Category			
Gross floor area: 3394.00 sqm			
Survey date: Friday 26/09/2014			
			Survey Type: Manual

Audit Code: 244b9ffc-83ce-475e-a70e-d181da863c43

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	1970	0.000	0.000	0.000
08:00-09:00	2	1970	0.000	0.000	0.000
09:00-10:00	2	1970	0.000	0.000	0.000
10:00-11:00	2	1970	0.025	0.025	0.050
11:00-12:00	2	1970	0.000	0.000	0.000
12:00-13:00	2	1970	0.000	0.000	0.000
13:00-14:00	2	1970	0.000	0.000	0.000
14:00-15:00	2	1970	0.000	0.000	0.000
15:00-16:00	2	1970	0.000	0.000	0.000
16:00-17:00	2	1970	0.000	0.000	0.000
17:00-18:00	2	1970	0.000	0.000	0.000
18:00-19:00	2	1970	0.000	0.000	0.000
19:00-20:00	1	545	0.000	0.000	0.000
20:00-21:00	1	545	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.025	0.025	0.050

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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Audit Code: 244b9ffc-83ce-475e-a70e-d181da863c43

Parameter Summary:

Trip rate parameter range selected:	122 - 3394 (units: sqm)
Survey date date range:	13/09/2023 - 13/09/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 244b9ffc-83ce-475e-a70e-d181da863c43

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	1970	0.025	0.025	0.050
08:00-09:00	2	1970	0.000	0.000	0.000
09:00-10:00	2	1970	0.025	0.025	0.050
10:00-11:00	2	1970	0.076	0.051	0.127
11:00-12:00	2	1970	0.102	0.127	0.229
12:00-13:00	2	1970	0.076	0.051	0.127
13:00-14:00	2	1970	0.025	0.051	0.076
14:00-15:00	2	1970	0.102	0.102	0.204
15:00-16:00	2	1970	0.025	0.025	0.050
16:00-17:00	2	1970	0.102	0.102	0.204
17:00-18:00	2	1970	0.000	0.000	0.000
18:00-19:00	2	1970	0.025	0.025	0.050
19:00-20:00	1	545	0.000	0.000	0.000
20:00-21:00	1	545	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.583	0.584	1.167

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 244b9ffc-83ce-475e-a70e-d181da863c43

Parameter Summary:

Trip rate parameter range selected:	122 - 3394 (units: sqm)
Survey date date range:	26/09/2014 - 13/09/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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