



CONTINUES ON SHEET 2

# Bartholomew Street

PROPOSED SHARED SURFACE ACCESS (EXIT ONLY)

Chestnut House

PROPOSED SOUTHBOUND CARRIAGEWAY

RISING TRAFFIC BOLLARDS TO BE RELOCATED

EXISTING CAR PARK ENTRANCE

RECONSTRUCTION OF BARTHOLOMEW STREET FROM MARKET STREET UP TO AND INCLUDING THE NEW CAR PARK ACCESS WITH THE PROVISION OF A NEW SOUTHBOUND CARRIAGEWAY

RECONFIGURATION OF THE MARKET STREET/BARTHOLOMEW STREET TRAFFIC SIGNAL JUNCTION WITH PROVISION FOR CYCLISTS AND PEDESTRIANS

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KEY:

	PROPOSED CARRIAGEWAY
	PROPOSED CYCLEWAY 2m
	PROPOSED FOOTWAY
	PROPOSED SHARED SURFACE ACCESS
	PARKING / LOADING BAY
	EXISTING CARRIAGEWAY / FOOTWAY
	PROPOSED KERBSTONE / EDGING STRIP
	EXISTING KERBSTONE / EDGING STRIP
	DROPPED KERB

NOTES:  
FROM THE BARTHOLOMEW STREET / BRIDGE STREET / MANSION HOUSE STREET JUNCTION CYCLIST MOVEMENTS TO BE LEGALISED WITH A NEW TRAFFIC REGULATION ORDER (TRO) WITH ASSOCIATED SIGNAGE

P02	28.10.24	LAYOUT UPDATED	CW	DW
P01	19.04.24	FIRST ISSUE	JL	DW
Rev	Date	Description	By	Chk

Project: OLD TOWN, NEWBURY

Title: BARTHOLOMEW STREET HIGHWAYS WORKS (SHEET 1 OF 2)

Client: LOCHAILORT NEWBURY LTD



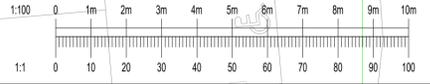
5th Floor Alan House Clumber Street Nottingham NG1 3ED  
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mail@watermangroup.com www.watermangroup.com

Work Stage: STAGE 2 RIBA  
Concept Design

Subsidiary: INFORMATION S2

Designed By: DH Director DW Waterman Ref: 18916  
Drawn By: NYP Date: MARCH 2024 Scales @ A1: 1:100

Project: 18916100-WAT-HGN-ZZ-DR-C-950103 P02





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**KEY:**

	PROPOSED CARRIAGEWAY
	PROPOSED CYCLEWAY 2m
	PROPOSED FOOTWAY
	PROPOSED SHARED SURFACE ACCESS
	PARKING / LOADING BAY
	EXISTING CARRIAGEWAY / FOOTWAY
	PROPOSED KERBSTONE / EDGING STRIP
	EXISTING KERBSTONE / EDGING STRIP

**NOTES:**

FROM THE BARTHOLOMEW STREET / BRIDGE STREET / MANSION HOUSE STREET JUNCTION CYCLIST MOVEMENTS TO BE LEGALISED WITH A NEW TRAFFIC REGULATION ORDER (TRO) WITH ASSOCIATED SIGNAGE

P03	28.10.24	LAYOUT UPDATED	CW	DW
P02	23.05.24	ANNOTATION AND KEY UPDATES	OB	DW
P01	19.04.24	FIRST ISSUE	NYP	DW
Rev	Date	Description	By	Chk

**Project**  
 OLD TOWN, NEWBURY

**Title**  
 BARTHOLOMEW STREET  
 HIGHWAYS WORKS  
 (SHEET 2 OF 2)

**Client**  
 LOCHAILORT NEWBURY LTD



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 mail@watermangroup.com www.watermangroup.com

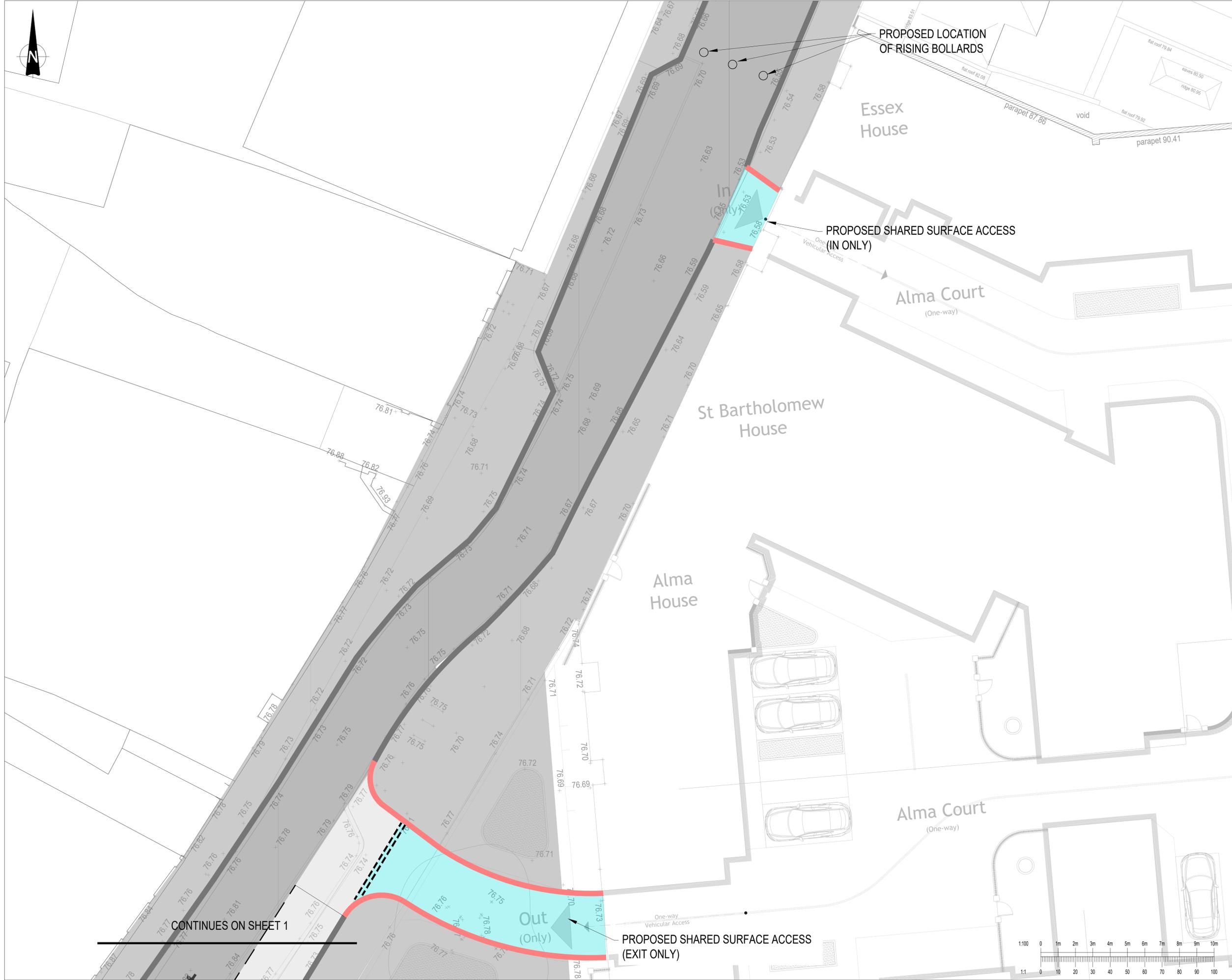
**Work Stage**  
 STAGE 2  
 Concept Design

**Subsidiary**  
 INFORMATION

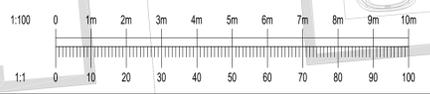
**Designed By**  
 DH Director DW Waterman Ref 18916

**Drawn By**  
 NYP Date MARCH 2024 Scales @ A1 1:100

**Project** 18916100-WAT-HGN-ZZ-DR-C-950104 **Revision** P03



CONTINUES ON SHEET 1





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7. THE ARCHITECT'S MASTER PLAN LAYOUT IS BASED ON THE LATEST WOODS HARDWICK PLAN '19401 - MASTER LAYOUT DATED 11.03.24.

- KEY:
- PROPOSED CARRIAGEWAY
  - PROPOSED CYCLEWAY 2m
  - PROPOSED FOOTWAY
  - PROPOSED SHARED SURFACE ACCESS
  - PARKING / LOADING BAY
  - EXISTING CARRIAGEWAY / FOOTWAY
  - PROPOSED KERBSTONE / EDGING STRIP
  - EXISTING KERBSTONE / EDGING STRIP
  - DROPPED KERB
  - VISIBILITY SPLAY AT EXIT (2.4m x 25m)

P03	28.10.24	LAYOUT UPDATED	CW	DW
P02	23.05.24	UPDATES TO KEY	OB	DW
P01	19.04.24	FIRST ISSUE	NYP	DW
Rev	Date	Description	By	Chk

Project  
**OLD TOWN, NEWBURY**

Title  
**BARTHOLOMEW STREET HIGHWAYS WORKS VISIBILITY SPLAY AT EXIT**

Client  
**LOCHAILORT NEWBURY LTD**



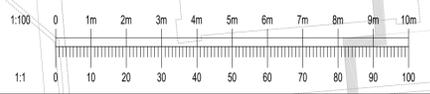
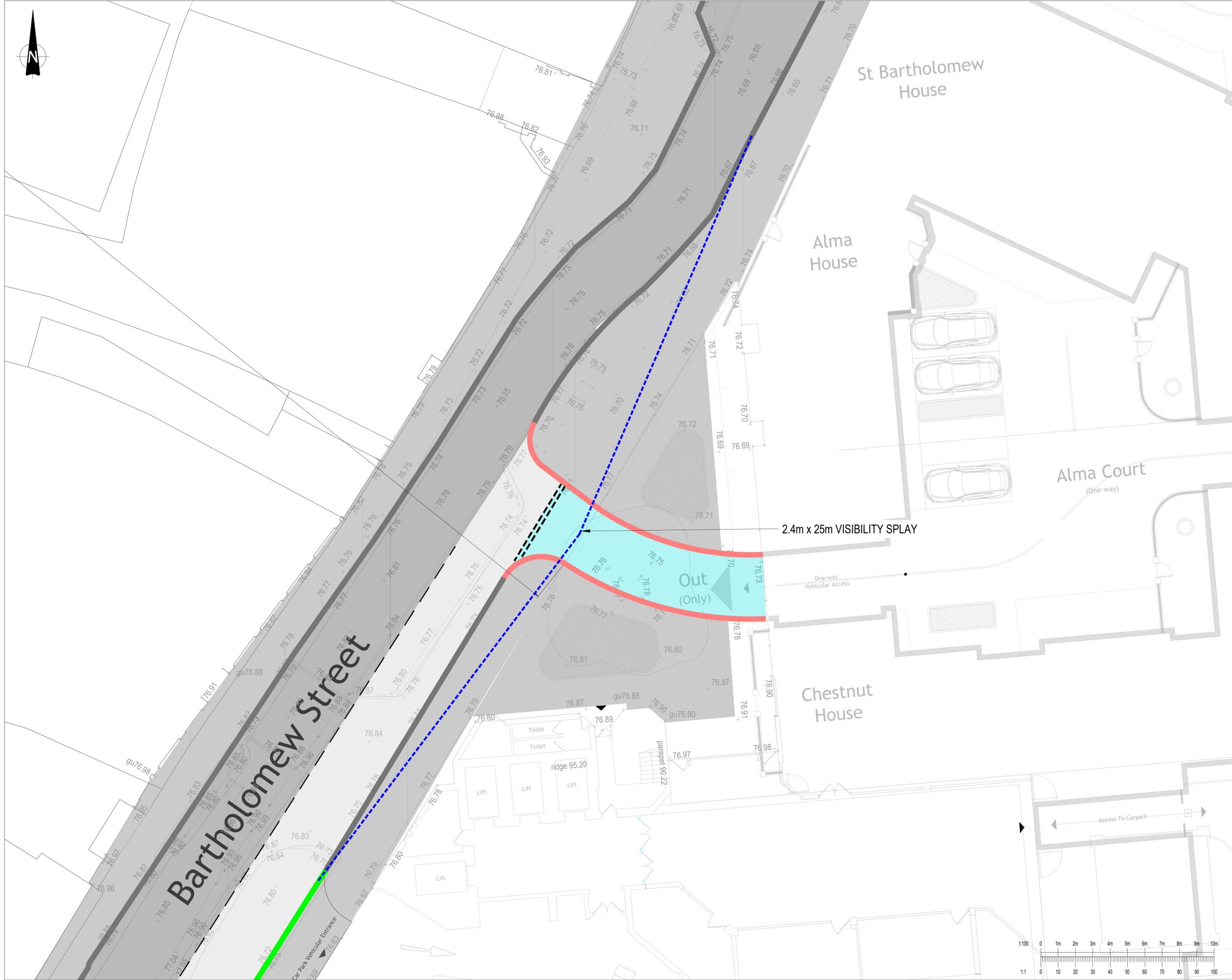
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Work Stage  
**STAGE 2** RIBA  
 Concept Design

Subsidiary  
**INFORMATION** S2

Designed By: DH Director DW Waterman Ref: 18916  
 Drawn By: NYP Date: MARCH 2024 Scales @ A1: 1:100

Project: 18916100-WAT-HGN-ZZ-DR-C-950109 P03



waterman-consulting.com/projects/189161007\_CAD09\_Highways

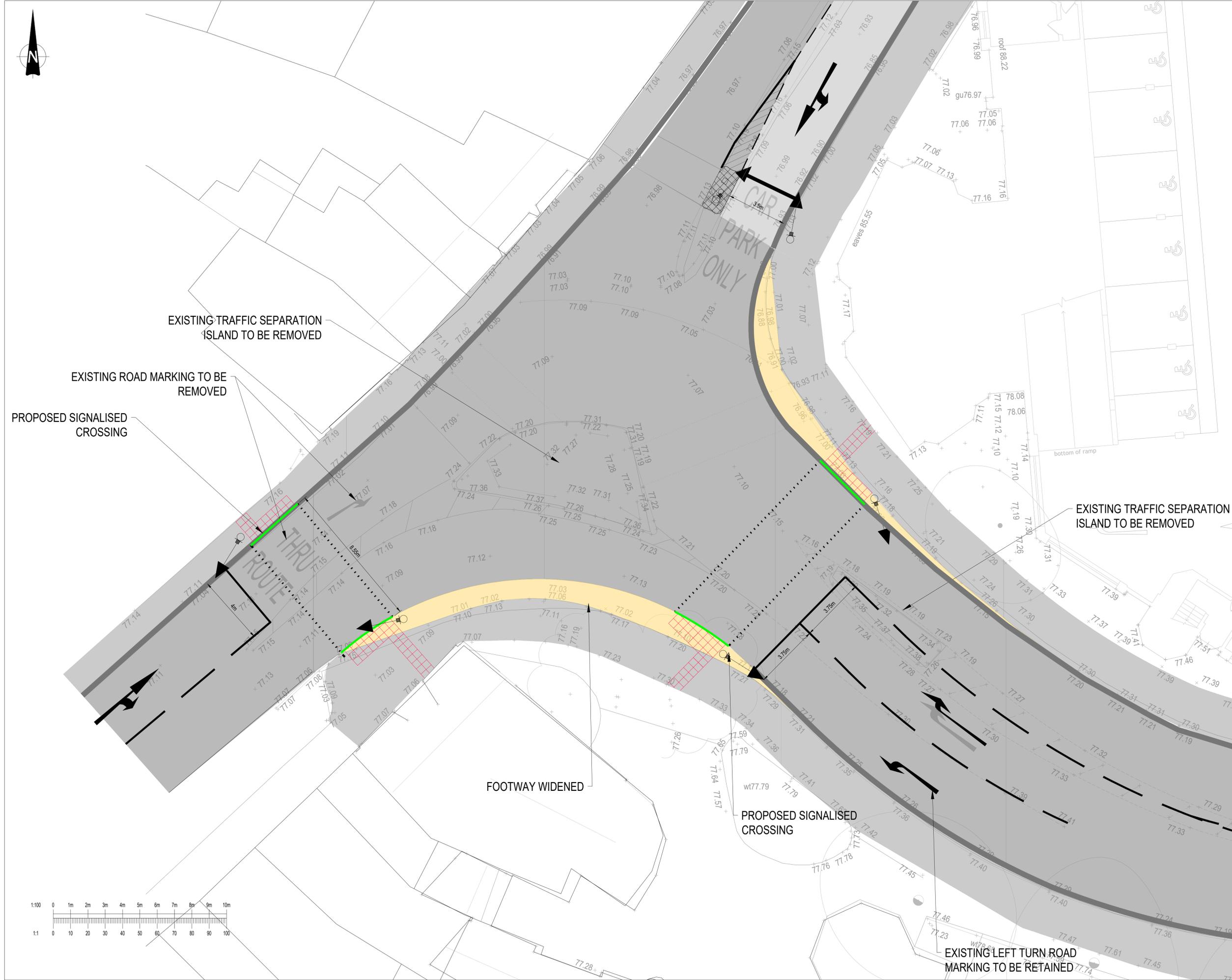


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7. THE ARCHITECT'S MASTER PLAN LAYOUT IS BASED ON THE LATEST WOODS HARDWICK PLAN '19401 - MASTER LAYOUT DATED 11.03.24.
8. ALL TRAFFIC SIGNALS TO BE REMOVED AS INDICATED, EXCEPT FOR THE EASTERN CROSSING SIGNALS WHICH ARE TO BE RETAINED.

- KEY:**
- EXISTING CARRIAGEWAY
  - EXISTING FOOTWAY
  - PROPOSED CARRIAGEWAY
  - PROPOSED FOOTWAY
  - PROPOSED TACTILE (CONTROLLED CROSSING)
  - DROPPED KERB 6MM UPSTAND
  - INDICATIVE TRAFFIC SIGNAL LOCATION



PO2	23.05.24	ROAD SIGNS AND ANNOTATION UPDATE	OB	DW
PO1	19.04.24	FIRST ISSUE	NYP	DW
Rev	Date	Description	By	Chk

Project: **OLD TOWN, NEWBURY**

Title: **PROPOSED BARTHOLOMEW STREET JUNCTION LAYOUT AMENDMENTS**

Client: **LOCHAILORT NEWBURY LTD**



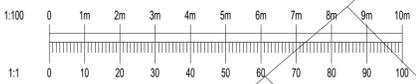
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Work Stage: **STAGE 2** RIBA  
 Concept Design

Subsidiary: **INFORMATION** S2

Designed By: **DH** Director **DW** Waterman Ref: **18916**  
 Drawn By: **NYP** Date: **APRIL 2024** Scales @ A1: **1:100**

Project: **18916100-WAT-HGN-ZZ-DR-C-950110** P02



## **G. Vehicle Tracking**

### **Appendices**

Old Town, Newbury

Project Number: WIE18916

Document Reference: 18916118-WAT-XX-XX-RP-H800001-P05

## **H. Parking Schedule**

### **Appendices**

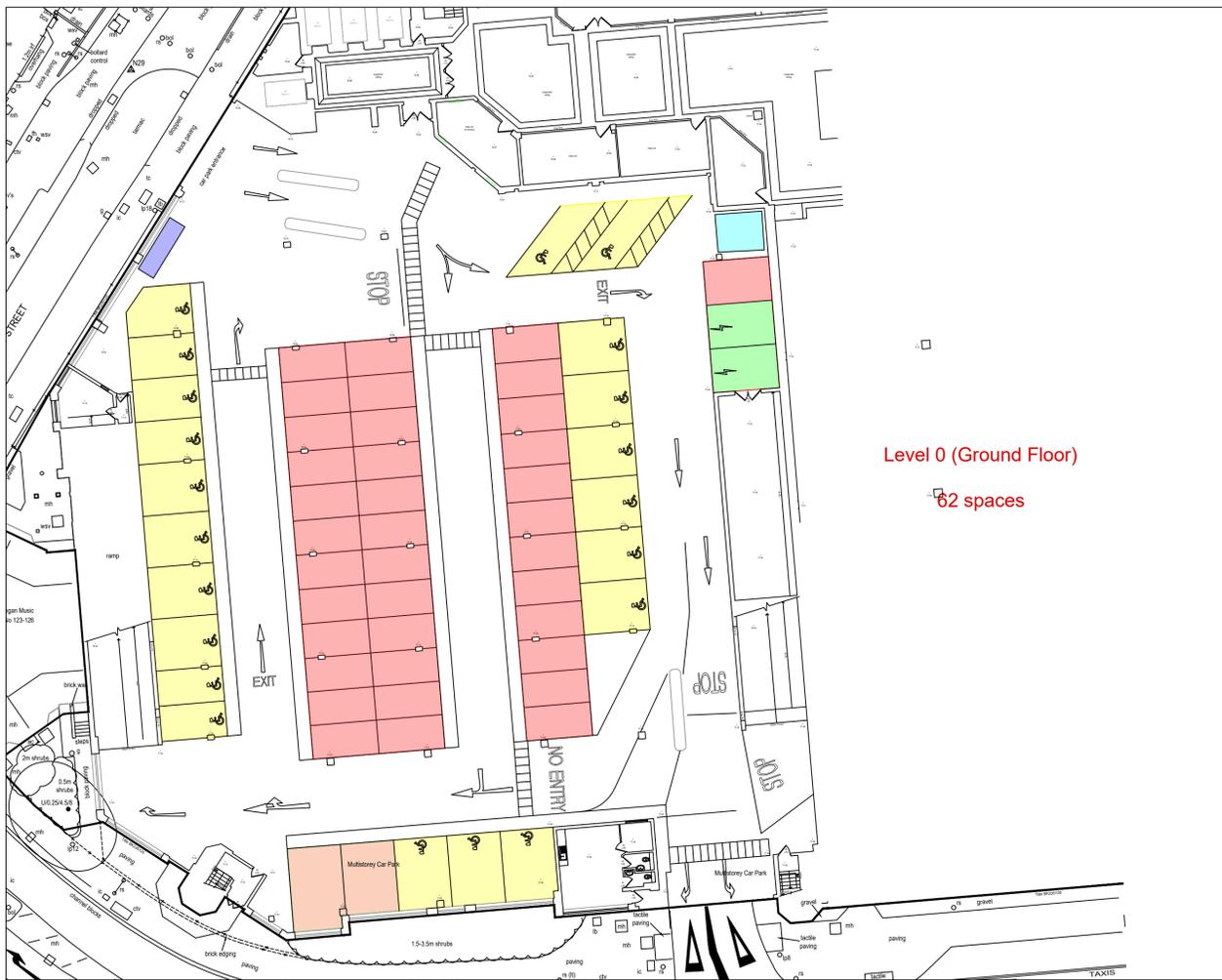
Old Town, Newbury

Project Number: WIE18916

Document Reference: 18916118-WAT-XX-XX-RP-H800001-P05

Ground Floor (Level 0)	Number Of Spaces		First Floor (Level 1)	Number Of Spaces		Second Floor (Level 2)	Number Of Spaces		Third Floor (Level 3)	Number Of Spaces		Fourth Floor (Level 4)	Number Of Spaces		Total Number of Spaces		
	Existing	Proposed		Existing	Proposed		Existing	Proposed		Existing	Proposed		Existing	Proposed	Existing	Proposed	Existing
Regular 2.4m x 4.8m	37	55	Regular 2.4m x 4.8m	85	100	Regular 2.4m x 4.8m	161	100	Regular 2.4m x 4.8m	97	101	Regular 2.4m x 4.8m	0	78	Regular 2.4m x 4.8m	380	434
Disabled	21	18	Disabled	0	0	Disabled	21	18									
EV Charging	2	0	EV Charging	0	0	EV Charging	0	0	EV Charging	5	0	EV Charging	0	19	EV Charging	7	19
Car Club / EV	0	0	Car Club / EV	0	0	Car Club / EV	0	0	Car Club / EV	1	0	Car Club / EV	0	3	EV / Car Club	1	3
Car Club	0	0	Car Club	0	0	Car Club	0	0	Car Club	0	0	Car Club	0	1	Car Club	0	1
Parent & Child	2	0	Parent & Child	0	0	Parent & Child	3	0	Parent & Child	0	0	Parent & Child	0	0	Parent & Child	5	0
Extra Wide	0	0	Extra Wide	0	1	Extra Wide	0	1	Extra Wide	0	0	Extra Wide	0	0	Extra Wide	0	2
<b>Total (Ex. M'Cycles)</b>	<b>62</b>	<b>73</b>	<b>Total (Ex. M'Cycles)</b>	<b>85</b>	<b>101</b>	<b>Total (Ex. M'Cycles)</b>	<b>164</b>	<b>101</b>	<b>Total (Ex. M'Cycles)</b>	<b>103</b>	<b>101</b>	<b>Total (Ex. M'Cycles)</b>	<b>0</b>	<b>101</b>	<b>Total (Ex. M'Cycles)</b>	<b>414</b>	<b>477</b>
Motorcycles	1	0	Motorcycles	0	2	Motorcycles	0	2	Motorcycles	0	2	Motorcycles	0	0	Motorcycles	1	6

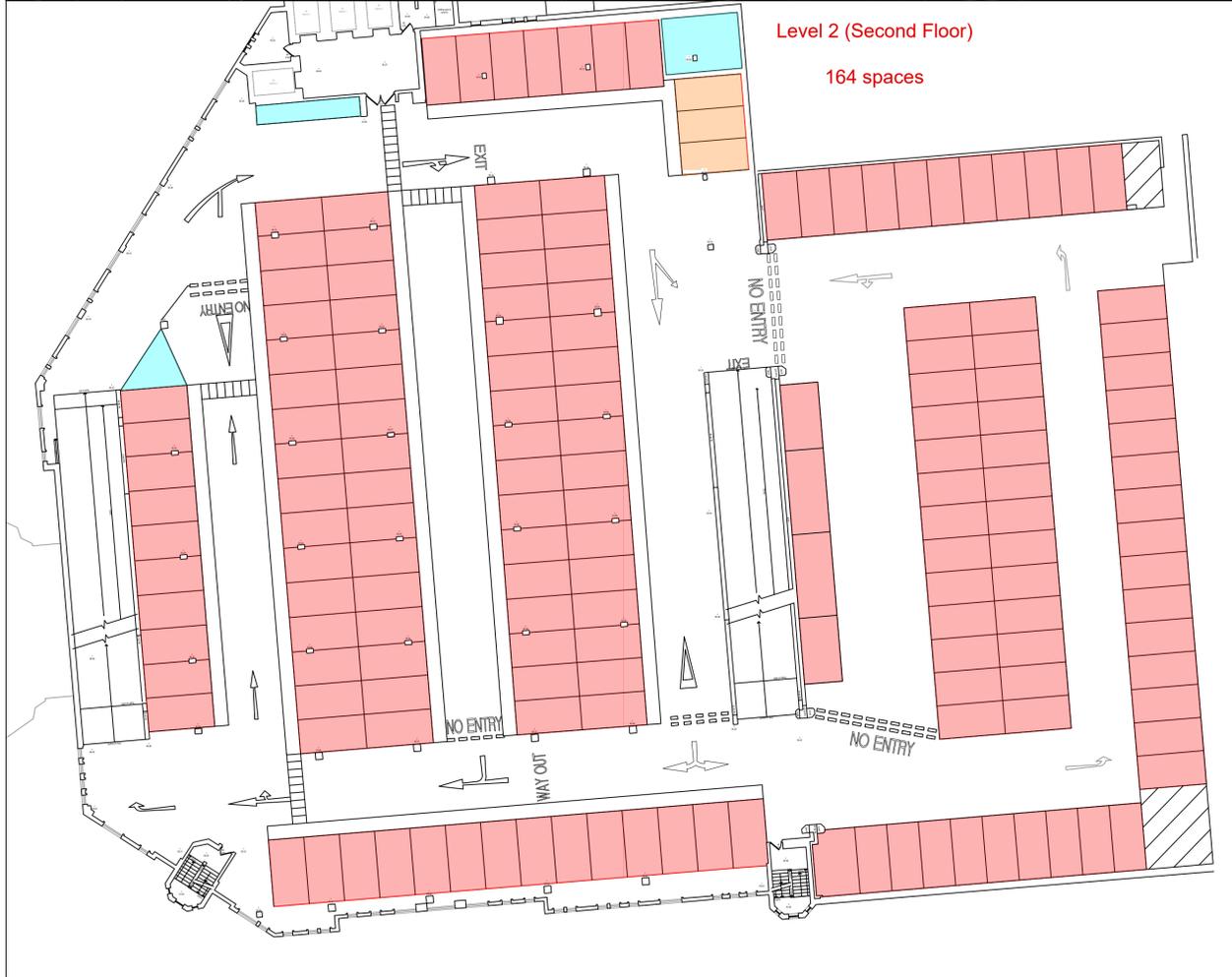
Client	Lochailort Newbury LTD	Team	WIE	Drawn by	CW	<p>Waterman Group 5th Floor One Cornwall Street Birmingham B3 2DX <a href="http://www.watermangroup.com">www.watermangroup.com</a></p> 
Project	Old Town, Newbury	Checked	DW	Approved	DW	
Title	Parking Schedule	Date	17.09.24	Rev.	P07	



Level 0 (Ground Floor)  
62 spaces



Level 1 (First Floor)  
85 spaces



Level 2 (Second Floor)  
164 spaces



Level 3 (Third Floor / Roof)  
103 spaces

- Key:
- Regular Car Parking Spaces
  - Disabled Car Parking Spaces
  - Electric Vehicle (EV) Charging Spaces
  - Parent & Child Parking Spaces
  - Motorcycle Spaces
  - Trolley Spaces
  - Car Club EV Charging Spaces

P05	17.09.24	KEY CHANGED	CW	DW
P04	16.09.24	COMMENTS ADDRESSED	CW	DW
P03	13.09.24	ISSUED	OT	DW
P02	11.09.24	ISSUED	OT	DW
P01	27.08.24	ISSUED	CW	DW
Rev	Date	Description	By	Chk

Amendments

Project  
**OLD TOWN, NEWBURY**

Title  
**EXISTING CAR PARK LAYOUT**

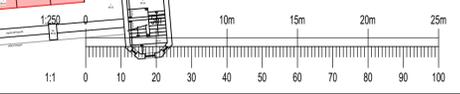
Client  
**LOCHAILORT NEWBURY LTD**

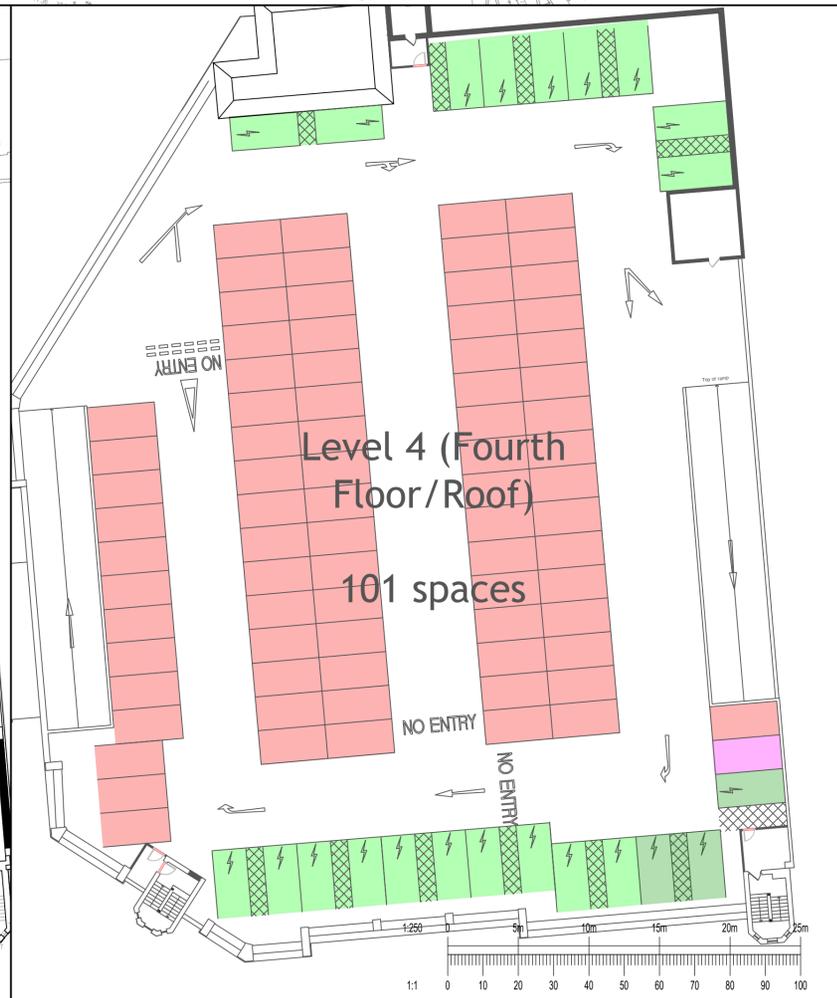
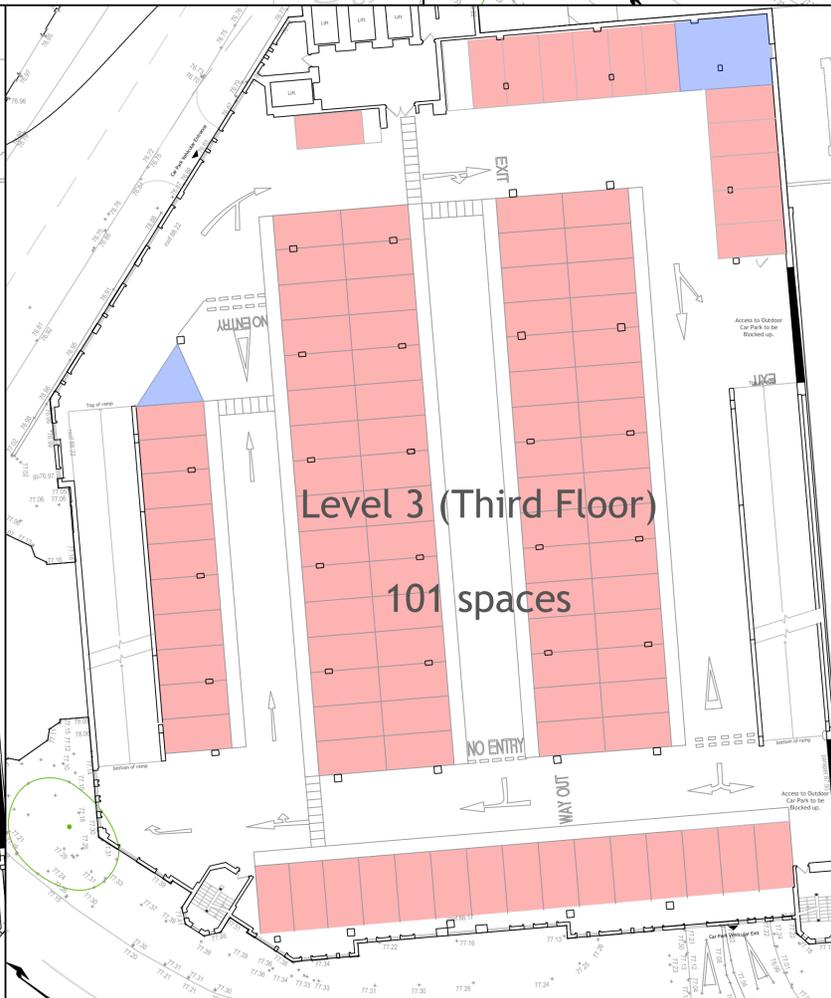
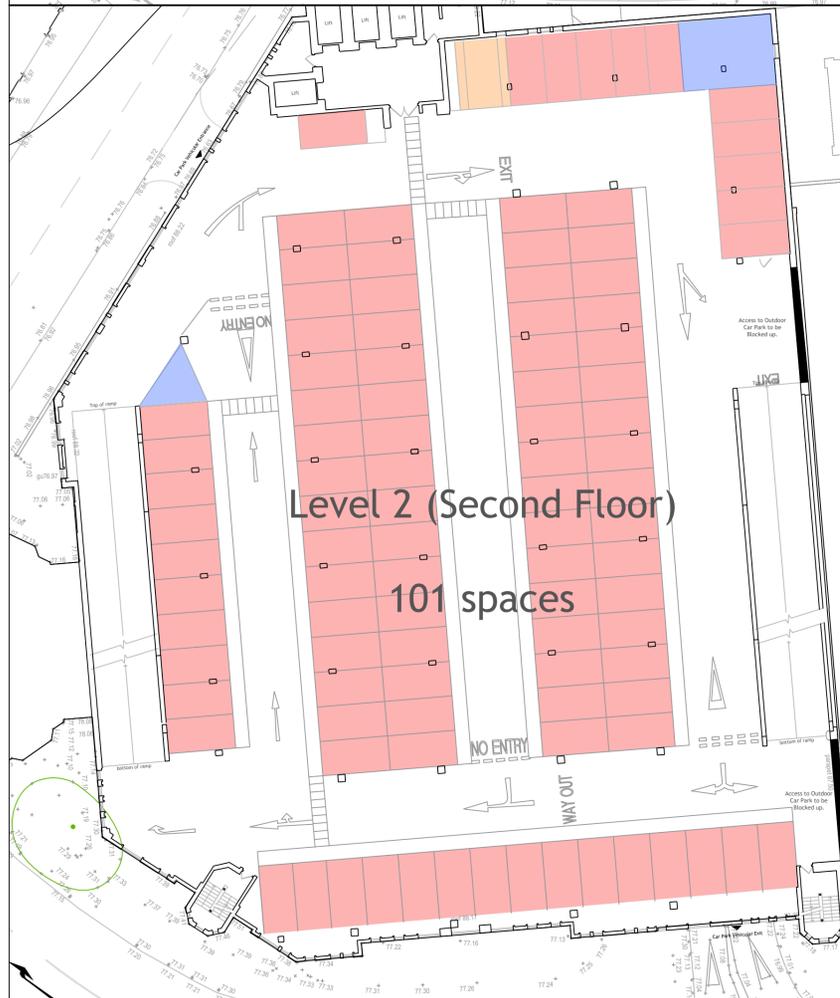
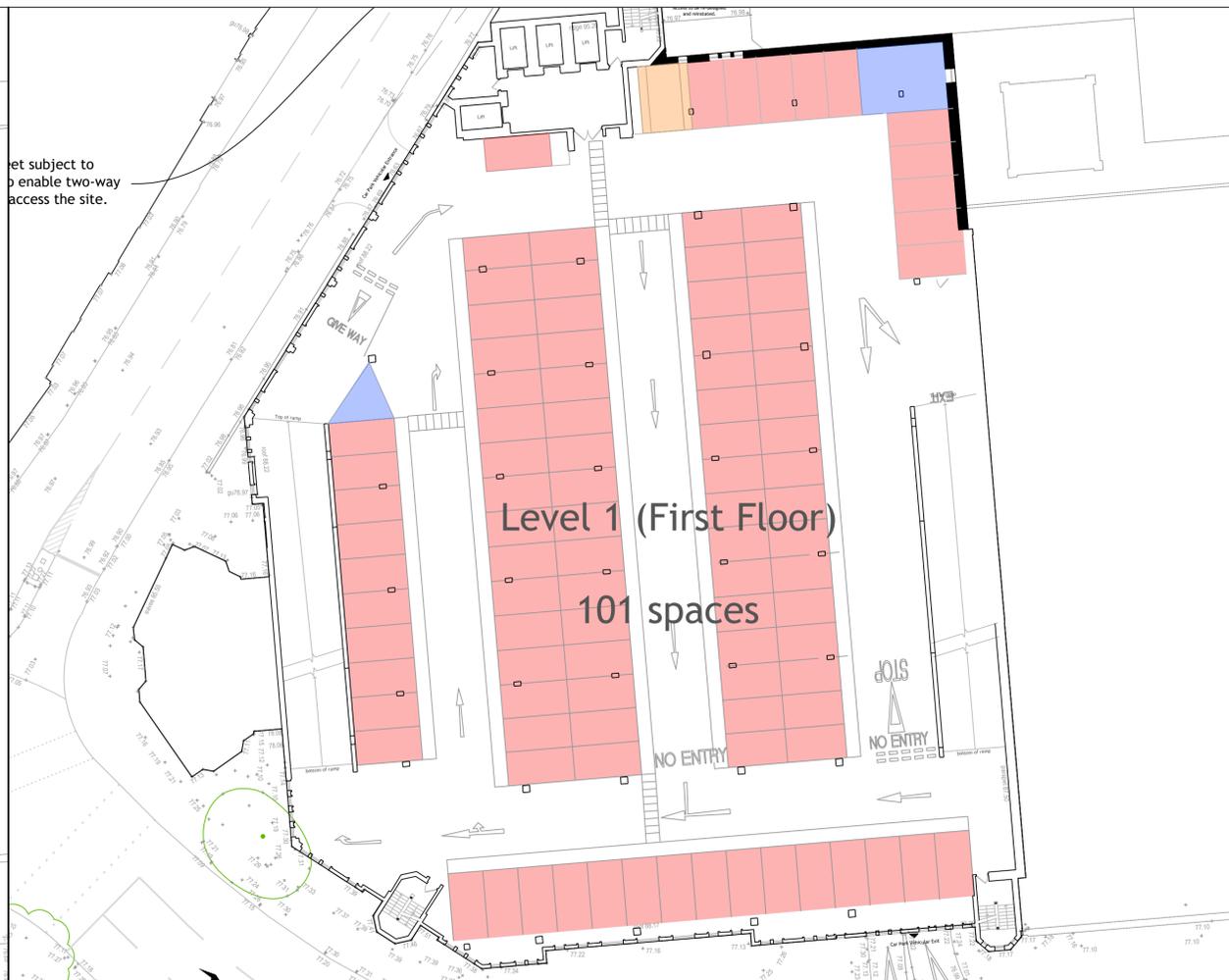
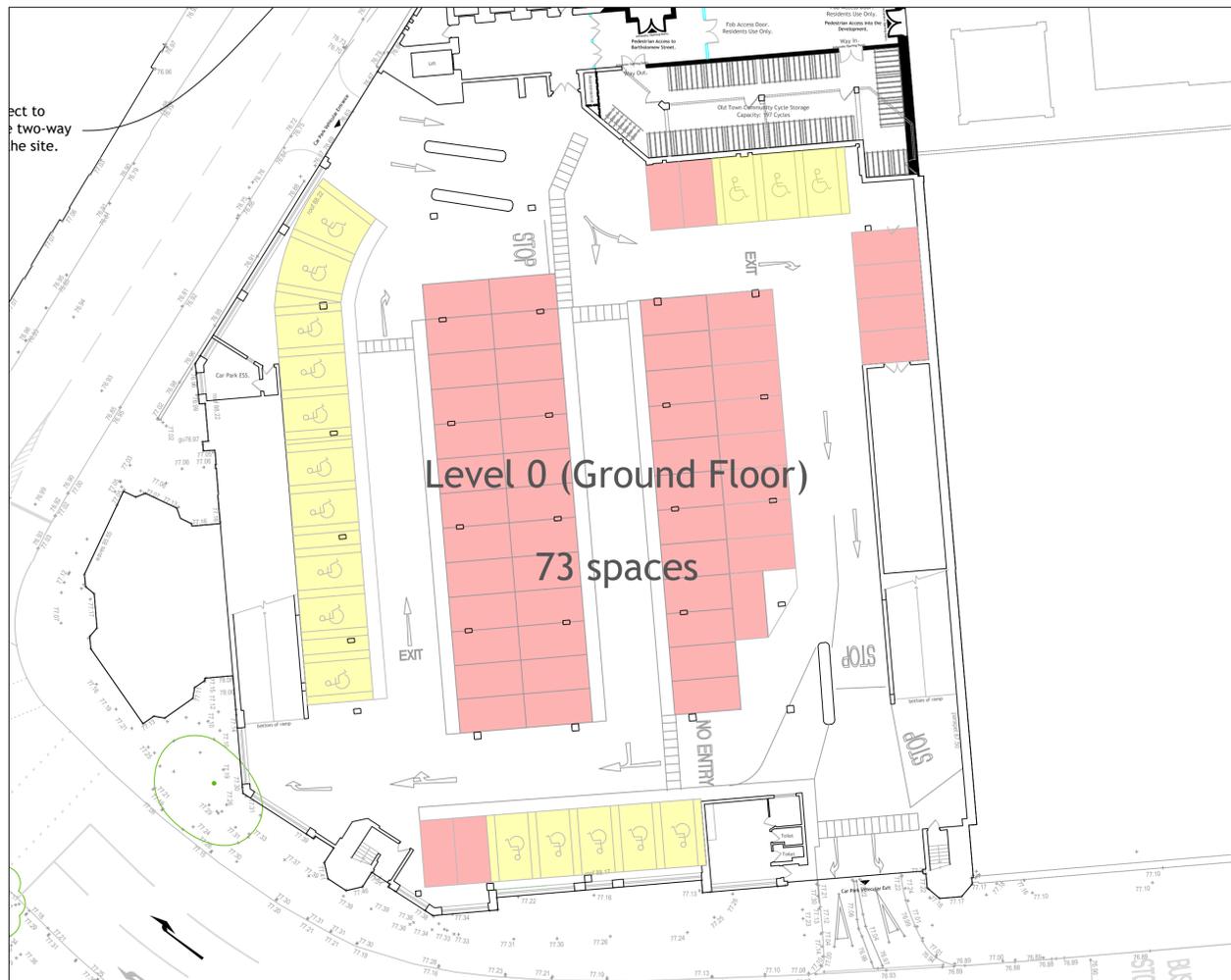


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Subtabley  
**INFORMATION** **S2**

Designed By	CW	Director	DW	Waterman Ref	WIE18916
Drawn By	CW	Date	SEPT 2024	Scale	@ A1 1:250
Project - Originator - Volume - Level - Type - Role - Number					Revision
<b>18916100-WAT-HGN-ZZ-DR-C-950115</b>					<b>P05</b>





- Key:
- Regular Parking Space
  - Disabled Parking Space
  - Electric Vehicle (EV) Parking Space
  - Motorcycle Parking Space
  - Extra Wide Regular Parking Space
  - Car Club EV Charging Parking Space
  - Car Club Parking Space

Rev	Date	Description	By	Chk
P07	26.09.24	FOURTH FLOOR/ROOF LAYOUT AMENDED	CW	DW
P06	16.09.24	COMMENTS INCORPORATED	CW	DW
P05	13.09.24	UPDATED FROM COMMENTS	OT	DW
P04	11.09.24	UPDATED FROM COMMENTS	OT	DW
P03	04.09.24	MOTORCYCLE PARKING ADDED	CW	DW
P02	03.09.24	PARKING LAYOUT UPDATED	CW	DW
P01	27.08.24	ISSUED	CW	DW

Amendments

Project: **OLD TOWN, NEWBURY**

Title: **PROPOSED CAR PARK LAYOUT**

Client: **LOCHAILORT NEWBURY LTD**



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Sustainability		INFORMATION	S2
Designed By	CW	Director	DW
Waterman Ref	WIE18916		
Drawn By	CW	Date	SEPT 2024
Scale	@ A1 1:250		
Project	Originator	Volume	Level
Role	Type	Role	Number
Revision	18916100-WAT-HGN-ZZ-DR-C-950116		
P07			

## **I. Servicing & Security Plan**

### **Appendices**

Old Town, Newbury

Project Number: WIE18916

Document Reference: 18916118-WAT-XX-XX-RP-H800001-P05

## **J. CoMoUK Report**

### **Appendices**

Old Town, Newbury

Project Number: WIE18916

Document Reference: 18916118-WAT-XX-XX-RP-H800001-P05



# Eagle Quarter proposals: shared transport appraisal

CoMoUK consultants: AC, RT

[info@como.org.uk](mailto:info@como.org.uk)

## 1. Executive summary

The proposed Eagle Quarter development is being built in an area of good potential for shared transport. Reduced parking levels and the provision of sustainable alternatives at the Eagle Quarter will help the development to support Newbury and West Berkshire's sustainable transport, spatial planning and transport decarbonisation ambitions. Implemented in the way we recommend in this report, the plans have the potential to be an exemplar for shared transport provision at new developments.

## 2. Background

This report has been prepared by CoMoUK on behalf of developer Lochailort Newbury Ltd in support of a Full Planning Application (Application No: 23/02094/FULMAJ) for the Eagle Quarter, a proposed redevelopment of the Kennet Centre in Newbury, West Berkshire.

CoMoUK is the national charity for shared transport, the UK's car club and bike sharing accreditation body and has run annual surveys of shared transport users for over a decade.

In this report we cover:

- Shared transport and its benefits, including at new developments (this section)
- The existing potential for shared transport – car clubs and bike sharing – at the proposed Eagle Quarter development site (section 3)
- An appraisal of the development plans with reference to shared transport (section 4)
- Recommendations of what shared transport should look like at the development (section 5)
- Concluding remarks (section 6)

### 2.1. Shared transport overview

Shared transport covers a range of sustainable transport modes that complement public transport and active travel. In this report we are focusing on two types of shared transport with reference to the Eagle Quarter development: car clubs and bike sharing.

Car clubs provide app-based access to a car, rented by the hour, typically from a commercial operator. Vehicles are usually rented from a particular parking bay and returned to this space at the end of the rental. They provide a low cost alternative to ownership for those who only need a car occasionally. Car clubs have experienced substantial growth since the pandemic, with around 780,000 members of car club schemes across the UK, more than double the 2019 figure.<sup>1</sup>

Bike sharing, also known as bike hire, offers the benefits of access to bikes without needing to own them. Schemes can be part of a wider network, like London's Santander Cycles or Watford's Beryl bikes, or a standalone pool of bikes or 'bike library' available for people to borrow. Like car clubs, bike

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<sup>1</sup> <https://www.como.org.uk/documents/car-club-annual-report-uk-2022> p.7

sharing schemes have increased considerably since the pandemic; the number of users and fleet size in the UK has more than doubled, to around 4 million members and 46,000 bikes respectively.<sup>2</sup>

## 2.2. Policy context and benefits

Transport is the UK's largest sector of carbon emissions, with car use causing the majority of these emissions.<sup>3</sup> Simply converting the existing car stocks to electric vehicles (EVs) is highly unlikely to be enough for the UK to achieve net zero carbon emissions from transport.<sup>4</sup> EVs are also more expensive to purchase or lease than internal combustion engine (petrol/diesel) cars.<sup>5</sup> Car clubs therefore support an equitable transition for those who are able to reduce car usage, providing people with the benefit of car access when they need it but without the carbon emissions and costs of ownership. As well as driving less, car club users are more likely than the national average to walk, cycle or take public transport, boosting demand for sustainable modes of travel.<sup>6</sup>

The UK Government has recognised the role car clubs will play in tackling transport emissions, with car manufacturers gaining additional credits under the zero emission vehicle (ZEV) mandate, which requires car manufacturers to progressively increase the proportion of EVs sold to 80% by 2030 and 100% by 2035.<sup>7</sup> The Committee on Climate Change, the statutory body monitoring the UK's progress on decarbonisation targets, uses car club and other shared transport uptake figures as indicators to assess the UK's progress towards providing low carbon transport alternatives.<sup>8</sup>

Bike sharing also furthers transport decarbonisation, replacing around 245 million car miles annually, equivalent to over 100,000 tonnes of CO<sub>2</sub>.<sup>9</sup> It also works well as a 'first/last mile' connector, with around one third of bike sharing users combining journeys with other modes of transport.<sup>10</sup> Many people are initially attracted to bike sharing because it reduces concerns around storage, theft or maintenance. Around two thirds of bike sharing users cycle more frequently after joining a bike sharing scheme, demonstrating bike sharing's role in unlocking demand for active travel.<sup>11</sup>

In addition to supporting net zero efforts, shared transport also helps spatial planning and placemaking goals. One car club vehicle in the UK replaces the need for 9-22 private cars.<sup>12</sup> Cars are only driven 4% of the time in England and parked the rest of the time (73% at home and 23% elsewhere e.g. at work).<sup>13</sup> When car clubs are located near other modes of sustainable transport, including bike sharing and public transport, this unlocks the potential for reallocating road or parking

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<sup>2</sup> <https://www.como.org.uk/shared-bikes/overview-and-benefits> Accessed April 2024

<sup>3</sup> <https://www.gov.uk/government/statistics/transport-and-environment-statistics-2023/transport-and-environment-statistics-2023>

<sup>4</sup> <https://www.ox.ac.uk/news/2021-06-14-obsessing-over-electric-cars-impeding-race-net-zero-more-active-travel-essential>

<sup>5</sup> <https://www.uswitch.com/electric-car/ev-charging/what-is-the-lifetime-cost-of-an-electric-vehicle/>

<sup>6</sup> <https://www.como.org.uk/documents/car-club-annual-report-uk-2022> p.19

<sup>7</sup> <https://www.gov.uk/government/consultations/a-zero-emission-vehicle-zev-mandate-and-co2-emissions-regulation-for-new-cars-and-vans-in-the-uk>

<sup>8</sup> <https://www.theccc.org.uk/publication/ccc-monitoring-framework/?chapter=2-surface-transport#indicators>

<sup>9</sup> <https://www.como.org.uk/documents/bike-share-annual-report-uk-2023> p.16

<sup>10</sup> <https://www.como.org.uk/documents/bike-share-annual-report-uk-2023> p.19

<sup>11</sup> <https://www.como.org.uk/documents/bike-share-annual-report-uk-2023> p.9

<sup>12</sup> <https://www.como.org.uk/documents/car-club-annual-report-uk-2022> p.21

<sup>13</sup> <https://www.racfoundation.org/media-centre/cars-parked-23-hours-a-day>

space to other purposes. Alternative uses of land include enhanced public realm, green spaces, bike or bus lanes, retail and housing.

Car clubs also directly work towards air pollution reduction targets. 14% of the UK's car club fleet is electric, compared to just 2% of the country's overall fleet, and 100% of the UK's car clubs fleet meet standards for low emissions zones.<sup>14</sup>

### 2.3. New developments and shared transport

New developments have several important roles to play in helping to promote car clubs. Firstly, the design of a development, particularly the level of residents' parking spaces, can determine whether or not car clubs are likely to succeed. Secondly, developer contributions can be leveraged to support car clubs. When deployed correctly, contributions can encourage not just the residents or businesses at a development to use the car club, but also benefit members of the wider community.

## 3. Eagle Quarter site: existing shared transport potential

The existing site is a location with good potential for shared transport. We have considered a range of factors to make this assessment:

- **Population density:** 4,000 people per square kilometre and above is typically considered a good population density for shared transport by operators, something the area will almost certainly achieve if the Eagle Quarter is built. According to the 2021 census, the population density for the 'output area' that covers most of the proposed Eagle Quarter site is 3,809 per square kilometre.<sup>15</sup> It is bordered immediately to the west by output areas with a population density of between 5,000-14,000.
- **Car ownership and commuting levels:** The census output area covering the site indicates that 47% of the population do not own a car.<sup>16</sup> This level of non-car ownership is significantly higher than the figure for West Berkshire, which is 12.1%, and closer to levels typically found in a borough on the edge of inner London, such as Lewisham, Greenwich or Wandsworth. Census data for the site indicates that around 60% of residents in employment commute via means other than car or van.<sup>17</sup> This is well above the 30% threshold that is usually considered by car club operators to be a good minimum level of non-car commuting.
- **Public transport:** The site is located just over five minutes' walk from Newbury train station, which has regular train services to Reading and London. The proposed new pedestrian walkways created by the Eagle Quarter and the adjacent Weavers Yard development will make this journey even shorter. It is also a short walk to Newbury Wharf Bus station. Having access to different

<sup>14</sup> <https://www.como.org.uk/documents/car-club-annual-report-uk-2022> p.22

<sup>15</sup> <https://www.ons.gov.uk/census/maps/choropleth/population/population-density/population-density/persons-per-square-kilometre?oa=E00177246>

<sup>16</sup> <https://www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-5a/no-cars-or-vans-in-household?oa=E00177246>

<sup>17</sup> <https://www.ons.gov.uk/census/maps/choropleth/work/method-of-travel-to-workplace/transport-to-workplace-12a/driving-a-car-or-van?msoa=E02003385>

types of public transport means that people are less likely to need to own a car at any new developments.

- **Distance to amenities:** The transport assessment for the Eagle Quarter planning application demonstrates that there is a wide range of health, education, employment, retail and leisure sites within easy access, without needing a private car.<sup>18</sup>
- **Parking restrictions on the public highway:** The presence of controlled parking zones covering the area around the site disincentives private car usage and encourages use of more sustainable modes. Controlled or residents' parking zones are considered by car club operators to be a supportive indicator for car clubs take-up.
- **Existing shared transport provision:** car clubs have been present in Newbury for some years, indicating car sharing demand. Enterprise is the council-appointed car club operator and currently has five vehicles in the town, four of which are within ten minutes' walk from the site.<sup>19</sup>

## 4. Eagle Quarter: shared transport appraisal

### 4.1. Car clubs

The Eagle Quarter is a proposed development of 427 'Build to rent' homes, over half of which will be either studio or one-bedroom flats. As outlined in the sections above, the conditions are already favourable in the area for shared transport and the development would improve the situation. The Eagle Quarter is likely to attract and be marketed at young professionals, the demographic most likely to use car clubs.<sup>20</sup> As the development is well-served by nearby amenities and public transport, there is even less need to own a car in this location. This accords with the phrase "I don't need a car very often" being the most-selected reason for joining a car club in CoMoUK's latest annual survey.<sup>21</sup>

We strongly support the developer's proposal to provide the equivalent of 0.5 parking spaces per unit.<sup>22</sup> A crucial factor for the success of shared transport, car clubs in particular, at new developments is the number of parking spaces provided per unit. A high number of private parking spaces induces people to purchase, and therefore use, private cars, which undermines the viability of car clubs and other sustainable transport modes in the area.<sup>23</sup>

The proposed parking levels support, and are in turn supported by, the developer's proposals to work with Enterprise to provide three new car club vehicles at the site, as outlined in the parking management plan.<sup>24</sup> Being a rental-only development, residents are unlikely to have the same car

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<sup>18</sup> Eagle Quarter II, Newbury, Transport Assessment Addendum, December 2023, Waterman Infrastructure & Environment Ltd, pp.18-20

<sup>19</sup> \*Calculated by using [Kennet shopping centre](#) as the start point and requesting walking directions on Google Maps. Locations and details of the car club vehicles taken from the map on Enterprise Car Club [website](#).

<sup>20</sup> <https://www.como.org.uk/documents/car-club-annual-report-uk-2022> p.8

<sup>21</sup> <https://www.como.org.uk/documents/car-club-annual-report-uk-2022> p.9

<sup>22</sup> Eagle Quarter II, Newbury, Car Parking Management Plan, December 2023, Waterman Infrastructure & Environment Ltd, pp.6-7

<sup>23</sup> <http://dx.doi.org/10.7488/era/3776> p.26

<sup>24</sup> Eagle Quarter II, Newbury, Car Parking Management Plan, December 2023, Waterman Infrastructure & Environment Ltd, p.7

ownership needs as owner-occupiers: the 2021 census indicates that in England, nearly 60% of private rented households do not own a car, vs less than 15% for owner-occupiers.<sup>25</sup> Three car club vehicles equates to between 27-66 private car spaces not needed at the development.<sup>26</sup> As this is an average figure, the potential number of users per vehicle can be higher, as the vast majority of car club members only use vehicles 1-10 times per year.<sup>27</sup> By working with the existing operator, the other four car club vehicles that are currently within 10 minutes' walk of the site will also be available to residents, catering to any additional demand for car access. Providing a car club van and bike sharing should also reduce the need for cars among residents, as discussed in the sections below.

At most new developments, CoMoUK recommends working with the established car club operator in the area, as most places in the UK can only support one operator. Working with the existing provider, and making vehicles available for hire by non-residents can create a 'virtuous circle' for car clubs growth for both residents of the new development and others. The best example in the UK of developer contributions being leveraged in this way is Aberdeen City Council, which has around twice the number of car club vehicles than a city of its size typically does.<sup>28</sup> For developments of over 50 units, Aberdeen City Council sets the following requirements from developers:

<b>Car club in area not at capacity</b>	<b>No car club or car at capacity</b>
Developer contributes £400 for every unit with parking shortfall plus 2 memberships and driving credit.	If the shortfall of spaces is more than 17 then the developer must fund up to 3 additional vehicles. Funding is provided for the car club for 3 years including EV infrastructure.

Bath and North East Somerset Council has also encouraged the growth of car clubs by mandating developers contribute towards car clubs in new developments:<sup>29</sup>

<b>Zone</b>	<b>Residents' parking spaces</b>	<b>Car clubs</b>
Zone A: Bath City Centre	0.5 spaces per dwelling (no visitor spaces required where residents' parking is unallocated)	5+ units: 2 years membership to the nearest car club bay provider (1 per unit) upon occupation. Between 51- 300 units: 1 car club bay per 50 units. 1 car club bay per each subsequent 100 units.

<sup>25</sup> <https://www.ons.gov.uk/datasets/RM131/editions/2021/versions/1/filter-outputs/b4ee0ef5-8eb1-48c8-b08c-471cef422c9c#summary>

<sup>26</sup> Based on one car club vehicle removing the need for between 9-22 cars, referenced above (<sup>12</sup>)

<sup>27</sup> <https://www.como.org.uk/documents/car-club-annual-report-uk-2022> p.11

<sup>28</sup> <https://www.como.org.uk/documents/new-developments-guidance> p.12

<sup>29</sup> <https://beta.bathnes.gov.uk/sites/default/files/2023-05/BNES%20Transport%20and%20Development%20SPD%202023.pdf> pp.66-67

Given the favourable conditions for car clubs that already exist at the site, the nature of the Eagle Quarter development is only likely to improve conditions for car clubs in the area. In our recommendations section, below, we suggest how the developer can best deploy its resources to support car clubs for the benefit of residents of the new development as well as the wider population.

## 4.2. Bike sharing

The developer has indicated that in addition to providing spaces for private bike parking, it would like to provide a pool of bikes for residents to share. We support this proposal as bike sharing can be a good alternative for people who don't want the hassle of ownership but would benefit from occasional access to bikes. Bike sharing should be accompanied by effective marketing to residents to make them aware of the scheme and how to access it.

The bike sharing provision at Eagle Quarter should support the parking levels proposed by the developer. Around one quarter of respondents to CoMoUK's survey stated that their last bike sharing journey would have been taken by car.<sup>30</sup> Bike sharing also acts as a catalyst for more regular active travel, with half of respondents to CoMoUK's latest bike sharing survey saying that joining a scheme enabled them to cycle for the first time in at least a year, or in some cases for the first time ever.<sup>31</sup>

West Berkshire does not currently have a bike sharing scheme. Any shared bike provision at the development would therefore be a standalone scheme, rather than part of a wider network. We have provided some case studies below:

Settlement	Population	Operator	Factors for success
Houghton Regis and Bidwell	18,820	App bike	S106 funded medium density, new development which will be expanding as the new development grows over the next few years. Cycle ways are being improved which will provide better and more useful links to destinations. Shops and amenities in walking distance.
London, various locations	Various	Brompton Bike Hire	Developer Hadley Property Group is working with Brompton Bike Hire to install folding bike lockers at several of the developer's sites around outer London. In some cases these are available for anyone to hire, or specific groups, such as residents. <sup>32</sup>

We provide recommendations for the developer relating to bike sharing in the following section.

<sup>30</sup> <https://www.como.org.uk/documents/bike-share-annual-report-uk-2023> p.16

<sup>31</sup> <https://www.como.org.uk/documents/bike-share-annual-report-uk-2023> p.8

<sup>32</sup> <https://hadleypropertygroup.com/impact/brompton-bike-hire>

## 5. Recommendations

### 5.1. Car clubs

In Newbury, we recommend the developer works with Enterprise Car Club, who are the car club operator appointed by West Berkshire council.

We support the proposal to add up to three new car club cars, which should be available to members of the public to increase viability of the scheme. We would recommend the developer engages as soon as possible with the council and Enterprise to identify the best possible offer for both residents and businesses at the new development and the wider community. Key provisions include:

- **Signing up new members** – it is important that the developers include information on the car club in the marketing material and encourage, or even auto-enrol, new residents to join the car club before they have even moved in, along with providing information on how to use the scheme.
- **Incentive levels for new residents** – residents of new developments typically receive one or two free memberships of the car club, usually valid for several years, to embed car club use. In this case, we would recommend one free membership per studio flat and two free memberships for flats of other sizes. Driving credit and/or a reduced hourly tariff is also usually provided for residents. Because the development is for renters, not owner-occupiers, we would recommend that free annual memberships are offered to new residents for at least the first five years of occupation.
- **Analysis of existing car club vehicle usage** – before looking at what new provision needs to be funded, the developer should work with the operator and the planning/transport authority to understand what the current usage of the existing nearby car club vehicles is. This will help to work out what level of additional support will be needed from the developer and avoid any potential of over-saturating the existing car club market. Conversations could include whether any nearby car club vehicles could be moved to a prominent, publicly accessible location at the new development, e.g. to an on-street bay on Market Street, to make the vehicles more accessible and high-profile.
- **New provisions** – depending on the usage of the existing nearby vehicles and the likely demand from the new development, developers can fund one or more of: the purchase of new vehicles; EV charging infrastructure; and the costs for the relevant ‘lining and signing’ of the car club bay. New vehicles should be available to non-residents of the new development. Potential demand for a van available to hire through the car club scheme should also be explored.

While utilisation rates of the existing car club vehicles were not publicly available at the time of writing, based on developments of similar sizes, we would anticipate the developer at this site funding:

- Free memberships and driving credit to encourage residents of the new developments to use any new car club vehicles, as well as existing nearby car club vehicles.

- Three new car club vehicles, and any necessary installation costs, such as 'lining and signing' if they are on the public highway. We would also encourage the developer to work with the operator explore the potential for a car club van, which could be particularly useful to local businesses as well as residents.
- The EV charging infrastructure for any new car club vehicles, and we would encourage the developer and operator to consider whether existing vehicles could be converted into electric vehicles, with support from the developer.

## 5.2. Bike share

We recommend that the developer work with a company like App Bike, or a local bike shop or cycling charity, to have a managed pool of bikes available for hire at a low cost, with some free rental credit. While folding bikes are useful, the advantage of conventional pedal bikes is that there is usually no learning curve needed to be able to use them, assuming people can ride a bike. Bikes should include helmets, lock, lights etc.

While for car clubs it is all but essential for the long-term viability of the scheme for members of the public to be able to access as well as residents, for a small pool of bikes such as this, we feel it could work either as a closed scheme for residents of the development or an open scheme that non-residents can benefit from. The advantage of a closed scheme is that storage could be somewhere only residents can access, e.g. adjacent to the bike parking area. The advantage of an open scheme would be that more people can benefit from the provision. Regardless of model, ongoing management costs will need to be covered once the developer contributions have ended. This could be through flat service charges, residents parking permits, hire fees or other sources such as sponsorship. We discuss this in the recommendations section, below.

We would recommend working with the bike sharing operator to investigate the feasibility of providing a range of shared bikes in addition to conventional pedal bikes, such as e-bikes, e-cargo bikes and adapted bikes. Other possibilities include providing trailers instead of an e-cargo bike, or panniers and pannier racks for shopping trips. Provision could also be linked to local cycle training, such as Bikeability training courses for adults.<sup>33</sup>

## 5.3. Other factors

It is positive that that residents who do opt to purchase a car parking space in the new undercroft car park will be charged and that it will be done on a quarterly basis not annually.<sup>34</sup> We would encourage the developer to go further if feasible, charging on a monthly basis. Charging more frequently limits the likelihood that parking becomes a 'sunk' cost that encourages car use.

Income from residents' car parking should be used to support car clubs and bike sharing provision to allow for residents to benefit from the scheme beyond the standard timeframe of developers' contributions.

<sup>33</sup> <https://www.bikeability.org.uk/get-cycling/cycle-training-for-adults/>

<sup>34</sup> Eagle Quarter II, Newbury, Car Parking Management Plan, December 2023, Waterman Infrastructure & Environment Ltd, p.7

## 6. Conclusions

Shared transport is a popular and growing sector that supports transport decarbonisation goals, with car clubs replacing the need for between 9-22 private cars and bike sharing substituting around 245 million car miles annually. This unlocks potential for towns and cities to reallocate space for private parking towards other public benefits, such as green space, retail or housing.

The proposed Eagle Quarter development is located in an area with good public transport provision and conditions for active travel, walking especially. Shops, leisure and other amenities are located within easy walking distance. There is strong potential for more shared transport in the area. Being a build-to-rent development, the proposals are only likely to increase demand for shared transport, so it is welcome to see proposals from the developers to provide three further car club vehicles in the area, along with bike sharing provision for residents.

The proposals to provide the equivalent of 0.5 parking spaces per unit at the Eagle Quarter are welcome and will be enabled through the developer's provision of shared transport at the site. The parking levels will in turn encourage people to use more sustainable modes of transport, including car clubs and bike sharing. The three car club vehicles the developer is planning to fund remove the need for between 27-66 private car spaces at the development, likely the higher end of this estimate, given that renters are less likely to own cars in the first place. These vehicles can be used by many more than 66 people, as car club members typically only need to rent vehicles 1-10 times per year. That said, there are four existing car club vehicles within 10 minutes' walk of the site that can cater to any additional car demand from residents. We also recommend that the developer works with the car club operator to explore introducing a car club van at the site, which could be useful for residents and businesses alike.

A pool of bikes for residents to use at low cost will provide residents with the benefits of access to bikes, without the hassles of ownership, such as purchase costs, worries over theft, maintenance or storage. This will promote active travel among residents as well as reduce the need for some car journeys, and therefore some parking provision.

## **K. Bartholomew Street / Market Street Junction Improvement Works**

### **Appendices**

Old Town, Newbury

Project Number: WIE18916

Document Reference: 18916118-WAT-XX-XX-RP-H800001-P05

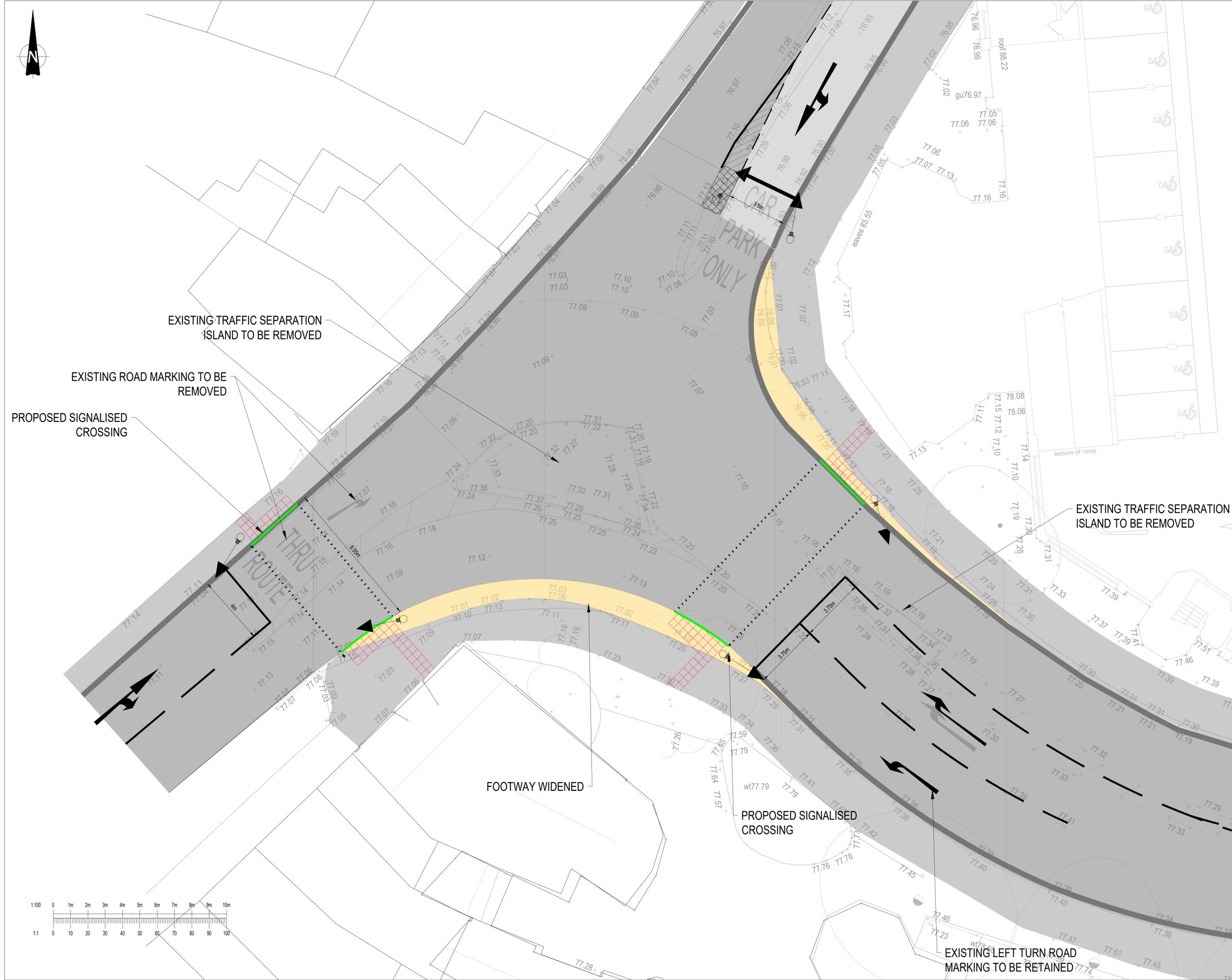


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6. TOPOGRAPHICAL DATA IS BASED ON THE LATEST INFORMATION PROVIDED BY WOODS HARDWICK DATED 11.03.24
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8. ALL TRAFFIC SIGNALS TO BE REMOVED AS INDICATED, EXCEPT FOR THE EASTERN CROSSING SIGNALS WHICH ARE TO BE RETAINED.

- KEY:**
- EXISTING CARRIAGEWAY
  - EXISTING FOOTWAY
  - PROPOSED CARRIAGEWAY
  - PROPOSED FOOTWAY
  - PROPOSED TACTILE (CONTROLLED CROSSING)
  - DROPPED KERB 6MM UPSTAND
  - INDICATIVE TRAFFIC SIGNAL LOCATION



PO2	23.05.24	ROAD SIGNS AND ANNOTATION UPDATE	OB	DW
PO1	19.04.24	FIRST ISSUE	NYP	DW
Rev	Date	Description	By	Chk

Amendments

**Project**  
 OLD TOWN, NEWBURY

**Title**  
 PROPOSED BARTHOLOMEW STREET JUNCTION LAYOUT AMENDMENTS

**Client**  
 LOCHAILORT NEWBURY LTD



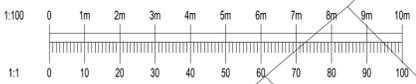
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**Work Stage**  
 STAGE 2 RIBA  
 Concept Design

**Subsidiary**  
 INFORMATION S2

**Designed By** DH **Director** DW **Waterman Ref** 18916  
**Drawn By** NYP **Date** APRIL 2024 **Scales @ A1** 1:100

**Project** | Originator | Functional | Spatial | Form | Discipline | Number | Revision  
 18916100-WAT-HGN-ZZ-DR-C-950110 P02



## **L. TRICS Outputs**

### **Appendices**

Old Town, Newbury

Project Number: WIE18916

Document Reference: 18916118-WAT-XX-XX-RP-H800001-P05

Calculation Reference: AUDIT-701710-220312-0309

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
 Category : I - SHOPPING CENTRE - LOCAL SHOPS  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

16 ULSTER (REPUBLIC OF IRELAND)  
 DN DONEGAL 2 days

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

## Primary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 856 to 3394 (units: sqm)  
 Range Selected by User: 240 to 3394 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 23/03/18

*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  
 Saturday 1 days

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

Selected survey types:

Manual count 2 days  
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 1  
 Edge of Town Centre 1

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

Selected Location Sub Categories:

No Sub Category 2

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

## Secondary Filtering selection:

Use Class:

n/a 2 days

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

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000 2 days

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

25,001 to 50,000 2 days

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

1.1 to 1.5 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.*Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 2 days

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

No 2 days

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

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	DN-01-I-01 PEARSE ROAD LETTERKENNY	LOCAL SHOPS		DONEGAL
	Edge of Town Centre No Sub Category Total Gross floor area:		856 sqm	
	<i>Survey date: SATURDAY</i>		<i>27/09/14</i>	<i>Survey Type: MANUAL</i>
2	DN-01-I-02 PEARSE ROAD LETTERKENNY	LOCAL SHOPS		DONEGAL
	Town Centre No Sub Category Total Gross floor area:		3394 sqm	
	<i>Survey date: FRIDAY</i>		<i>26/09/14</i>	<i>Survey Type: MANUAL</i>

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

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

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): 1.71

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
08:00 - 09:00	2	2125	0.400	2	2125	0.071	2	2125	0.471
09:00 - 10:00	2	2125	1.671	2	2125	0.894	2	2125	2.565
10:00 - 11:00	2	2125	1.529	2	2125	1.388	2	2125	2.917
11:00 - 12:00	2	2125	1.694	2	2125	1.671	2	2125	3.365
12:00 - 13:00	2	2125	1.082	2	2125	1.318	2	2125	2.400
13:00 - 14:00	2	2125	1.529	2	2125	1.600	2	2125	3.129
14:00 - 15:00	2	2125	2.212	2	2125	1.929	2	2125	4.141
15:00 - 16:00	2	2125	1.482	2	2125	1.671	2	2125	3.153
16:00 - 17:00	2	2125	2.071	2	2125	2.212	2	2125	4.283
17:00 - 18:00	2	2125	0.894	2	2125	1.365	2	2125	2.259
18:00 - 19:00	2	2125	0.118	2	2125	0.565	2	2125	0.683
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			14.682			14.684			29.366

*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: 856 - 3394 (units: sqm)  
Survey date date range: 01/01/13 - 23/03/18  
Number of weekdays (Monday-Friday): 1  
Number of Saturdays: 1  
Number of Sundays: 0  
Surveys automatically removed from selection: 0  
Surveys manually removed from selection: 0

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

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
03	SOUTH WEST	
	DV DEVON	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	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: No of Dwellings  
 Actual Range: 27 to 175 (units: )  
 Range Selected by User: 6 to 215 (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 19/06/23

*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	4 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7 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	7
---------------------	---

*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	4
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	6 days - Selected
Servicing vehicles Excluded	4 days - Selected

## Secondary Filtering selection:

Use Class:

C3	7 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:

25,001 to 50,000 7 days

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

50,001 to 75,000 2 days

125,001 to 250,000 2 days

250,001 to 500,000 3 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 3 days

1.1 to 1.5 4 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 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 7 days

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

LIST OF SITES relevant to selection parameters

1	CT-03-C-01	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	WING ROAD LEIGHTON BUZZARD LINSLADE Edge of Town Centre Residential Zone Total No of Dwellings: 175 <i>Survey date: TUESDAY 15/05/18</i>		
2	CT-03-C-02	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	STANBRIDGE ROAD LEIGHTON BUZZARD  Edge of Town Centre Residential Zone Total No of Dwellings: 62 <i>Survey date: TUESDAY 15/05/18</i>		
3	CT-03-C-03	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	COURT DRIVE DUNSTABLE  Edge of Town Centre No Sub Category Total No of Dwellings: 146 <i>Survey date: TUESDAY 15/05/18</i>		
4	DV-03-C-01	BLOCK OF FLATS	DEVON
	BONHAY ROAD EXETER  Edge of Town Centre Residential Zone Total No of Dwellings: 27 <i>Survey date: MONDAY 10/07/17</i>		
5	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	BOREHAMWOOD  Edge of Town Centre Built-Up Zone Total No of Dwellings: 91 <i>Survey date: THURSDAY 14/11/19</i>		
6	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH
	CROSS STREET PORTSMOUTH  Edge of Town Centre Built-Up Zone Total No of Dwellings: 90 <i>Survey date: TUESDAY 05/06/18</i>		
7	WM-03-C-04	BLOCKS OF FLATS	WEST MIDLANDS
	GILLQUART WAY COVENTRY PARKSIDE Edge of Town Centre Residential Zone Total No of Dwellings: 55 <i>Survey date: FRIDAY 11/11/16</i>		

*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
BY-03-C-01	Impacted by Covid
MS-03-C-04	Impacted by Covid
SF-03-C-05	Impacted by Covid

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

TOTAL VEHICLES

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	7	92	0.037	7	92	0.170	7	92	0.207
08:00 - 09:00	7	92	0.043	7	92	0.189	7	92	0.232
09:00 - 10:00	7	92	0.051	7	92	0.068	7	92	0.119
10:00 - 11:00	7	92	0.050	7	92	0.063	7	92	0.113
11:00 - 12:00	7	92	0.050	7	92	0.073	7	92	0.123
12:00 - 13:00	7	92	0.093	7	92	0.091	7	92	0.184
13:00 - 14:00	7	92	0.060	7	92	0.063	7	92	0.123
14:00 - 15:00	7	92	0.054	7	92	0.053	7	92	0.107
15:00 - 16:00	7	92	0.082	7	92	0.060	7	92	0.142
16:00 - 17:00	7	92	0.125	7	92	0.067	7	92	0.192
17:00 - 18:00	7	92	0.170	7	92	0.082	7	92	0.252
18:00 - 19:00	7	92	0.221	7	92	0.101	7	92	0.322
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.036			1.080			2.116

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: 27 - 175 (units: )  
Survey date range: 01/01/16 - 19/06/23  
Number of weekdays (Monday-Friday): 7  
Number of Saturdays: 0  
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 CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : A - HOUSES PRIVATELY OWNED  
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	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: No of Dwellings  
Actual Range: 31 to 89 (units: )  
Range Selected by User: 6 to 4334 (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 14/11/23

*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 2 days  
Friday 1 days

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

Selected survey types:

Manual count 4 days  
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 4

*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 4

*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 1 days - Selected  
Servicing vehicles Excluded 3 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:

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

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

Population within 5 miles:

5,001 to 25,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	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	FU-03-A-02 MACADAM WAY PENRITH	DETACHED/TERRACED HOUSING	WESTMORLAND & FURNESS
	Edge of Town Centre Residential Zone Total No of Dwellings:	50	
	Survey date: <i>TUESDAY</i>	<i>21/06/16</i>	Survey Type: <i>MANUAL</i>
2	HC-03-A-30 MEUDON AVENUE FARNBOROUGH	TERRACED HOUSES	HAMPSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	31	
	Survey date: <i>FRIDAY</i>	<i>14/10/22</i>	Survey Type: <i>MANUAL</i>
3	NY-03-A-12 RACECOURSE LANE NORTHALLERTON	TOWN HOUSES	NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	47	
	Survey date: <i>TUESDAY</i>	<i>27/09/16</i>	Survey Type: <i>MANUAL</i>
4	WM-03-A-05 COUNDON ROAD COVENTRY	TERRACED & DETACHED	WEST MIDLANDS
	Edge of Town Centre Residential Zone Total No of Dwellings:	89	
	Survey date: <i>MONDAY</i>	<i>21/11/16</i>	Survey Type: <i>MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

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	54	0.078	4	54	0.194	4	54	0.272
08:00 - 09:00	4	54	0.124	4	54	0.300	4	54	0.424
09:00 - 10:00	4	54	0.171	4	54	0.138	4	54	0.309
10:00 - 11:00	4	54	0.111	4	54	0.115	4	54	0.226
11:00 - 12:00	4	54	0.120	4	54	0.120	4	54	0.240
12:00 - 13:00	4	54	0.124	4	54	0.157	4	54	0.281
13:00 - 14:00	4	54	0.134	4	54	0.120	4	54	0.254
14:00 - 15:00	4	54	0.120	4	54	0.166	4	54	0.286
15:00 - 16:00	4	54	0.184	4	54	0.152	4	54	0.336
16:00 - 17:00	4	54	0.235	4	54	0.124	4	54	0.359
17:00 - 18:00	4	54	0.276	4	54	0.152	4	54	0.428
18:00 - 19:00	4	54	0.198	4	54	0.129	4	54	0.327
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.875			1.867			3.742

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:	31 - 89 (units: )
Survey date date range:	01/01/16 - 14/11/23
Number of weekdays (Monday-Friday):	4
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-701710-221104-1155

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

## MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	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:	1800 to 8793 (units: sqm)
Range Selected by User:	178 to 70291 (units: sqm)

Parking Spaces Range:	All Surveys Included
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Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/13 to 06/05/22
-------------	----------------------

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

Selected survey days:

Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town 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:

Built-Up Zone	1
High Street	1

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

## Secondary Filtering selection:

Use Class:

Not Known	2 days
-----------	--------

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

Filter by Site Operations Breakdown:

All Surveys Included	
----------------------	--

## Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 2 days

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

125,001 to 250,000 2 days

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

1.1 to 1.5 1 days

1.6 to 2.0 1 days

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

Yes 1 days

No 1 days

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

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	PB-02-A-03 NEW ROAD PETERBOROUGH	OFFICES		PETERBOROUGH
	Town Centre Built-Up Zone			
	Total Gross floor area:		8793 sqm	
	Survey date: <i>TUESDAY</i>		<i>16/12/14</i>	<i>Survey Type: MANUAL</i>
2	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES		SLOUGH
	Town Centre High Street			
	Total Gross floor area:		1800 sqm	
	Survey date: <i>THURSDAY</i>		<i>27/02/14</i>	<i>Survey Type: MANUAL</i>

*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
SS-02-A-01	Size

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

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): 3.19

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	5297	0.151	2	5297	0.047	2	5297	0.198
07:30 - 08:00	2	5297	0.189	2	5297	0.076	2	5297	0.265
08:00 - 08:30	2	5297	0.312	2	5297	0.038	2	5297	0.350
08:30 - 09:00	2	5297	0.368	2	5297	0.047	2	5297	0.415
09:00 - 09:30	2	5297	0.340	2	5297	0.076	2	5297	0.416
09:30 - 10:00	2	5297	0.340	2	5297	0.076	2	5297	0.416
10:00 - 10:30	2	5297	0.406	2	5297	0.387	2	5297	0.793
10:30 - 11:00	2	5297	0.321	2	5297	0.283	2	5297	0.604
11:00 - 11:30	2	5297	0.198	2	5297	0.189	2	5297	0.387
11:30 - 12:00	2	5297	0.330	2	5297	0.189	2	5297	0.519
12:00 - 12:30	2	5297	0.208	2	5297	0.142	2	5297	0.350
12:30 - 13:00	2	5297	0.160	2	5297	0.160	2	5297	0.320
13:00 - 13:30	2	5297	0.170	2	5297	0.189	2	5297	0.359
13:30 - 14:00	2	5297	0.227	2	5297	0.151	2	5297	0.378
14:00 - 14:30	2	5297	0.123	2	5297	0.170	2	5297	0.293
14:30 - 15:00	2	5297	0.170	2	5297	0.245	2	5297	0.415
15:00 - 15:30	2	5297	0.132	2	5297	0.312	2	5297	0.444
15:30 - 16:00	2	5297	0.179	2	5297	0.255	2	5297	0.434
16:00 - 16:30	2	5297	0.179	2	5297	0.425	2	5297	0.604
16:30 - 17:00	2	5297	0.113	2	5297	0.330	2	5297	0.443
17:00 - 17:30	2	5297	0.076	2	5297	0.406	2	5297	0.482
17:30 - 18:00	2	5297	0.047	2	5297	0.255	2	5297	0.302
18:00 - 18:30	2	5297	0.019	2	5297	0.160	2	5297	0.179
18:30 - 19:00	2	5297	0.047	2	5297	0.076	2	5297	0.123
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			4.805			4.684			9.489

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:	1800 - 8793 (units: sqm)
Survey date date range:	01/01/13 - 06/05/22
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:	1

*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.*

## **M. LinSig Outputs**

### **Appendices**

Old Town, Newbury

Project Number: WIE18916

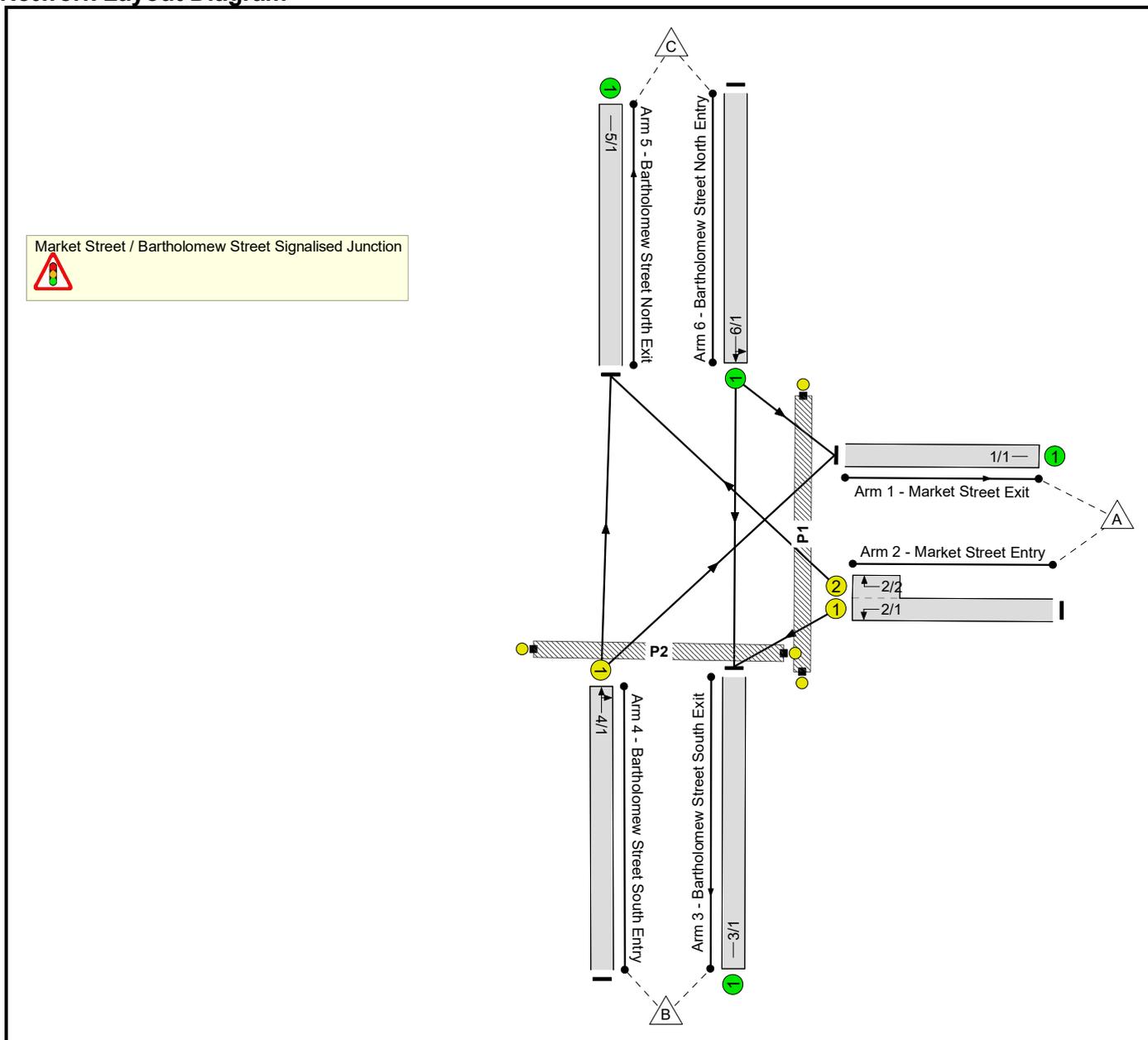
Document Reference: 18916118-WAT-XX-XX-RP-H800001-P05

Full Input Data And Results  
**Full Input Data And Results**

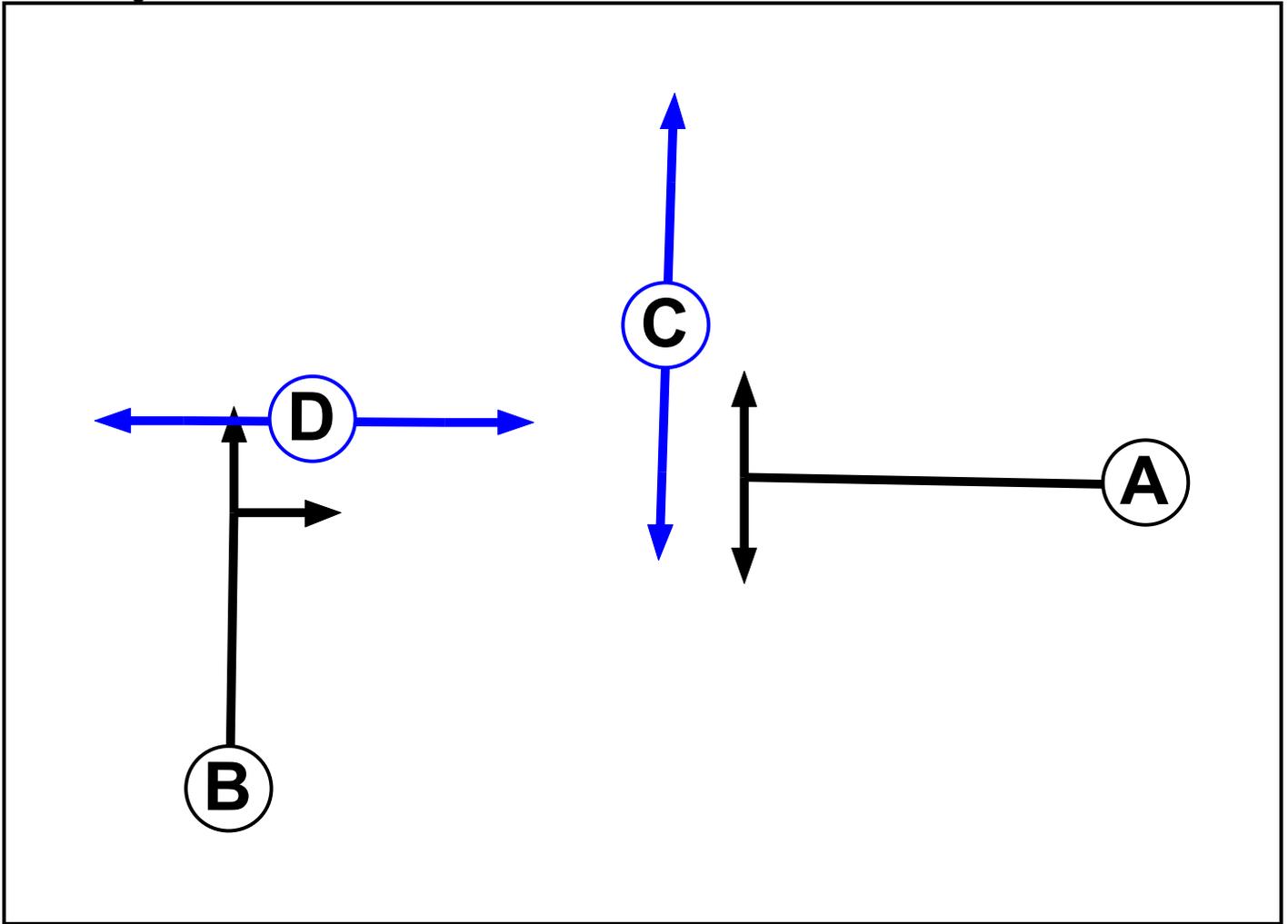
**User and Project Details**

<b>Project:</b>	<b>Kennet Centre, Newbury</b>
<b>Title:</b>	<b>Bartholomew Street / Market Street Signalised Junction</b>
<b>Location:</b>	Newbury
<b>Client:</b>	Lochailort Newbury Ltd
<b>Additional detail:</b>	
<b>File name:</b>	Bartholomew Street_Market Street Signalised Junction W Peds, WO Bart St N.lsg3x
<b>Author:</b>	Jack Wellings
<b>Company:</b>	Waterman Infrastructure and Environment
<b>Address:</b>	5th Floor, One Cornwall Street, Birmingham, B3 2DX

**Network Layout Diagram**



**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Pedestrian		7	7
D	Pedestrian		7	7

Full Input Data And Results

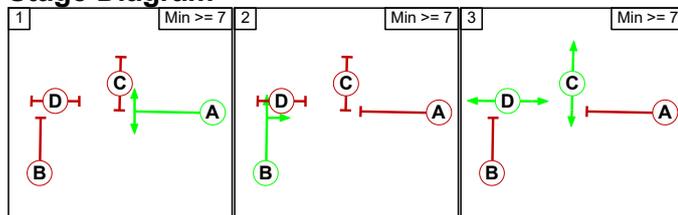
**Phase Intergrens Matrix**

Terminating Phase	Starting Phase			
	A	B	C	D
	A	5	5	6
	B	5	8	5
	C	13	13	-
D	10	10	-	

**Phases in Stage**

Stage No.	Phases in Stage
1	A
2	B
3	C D

**Stage Diagram**



**Phase Delays**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

**Prohibited Stage Change**

From Stage	To Stage		
	1	2	3
	1	5	6
	2	5	8
3	13	13	

Full Input Data And Results

**Give-Way Lane Input Data**

**Junction: Market Street / Bartholomew Street Signalised Junction**

There are no Opposed Lanes in this Junction

Full Input Data And Results

**Lane Input Data**

Junction: Market Street / Bartholomew Street Signalised Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Market Street Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (Market Street Entry)	U	A	2	3	8.7	Geom	-	3.75	0.00	Y	Arm 3 Left	23.00
2/2 (Market Street Entry)	U	A	2	3	3.1	Geom	-	3.75	0.00	Y	Arm 5 Right	20.00
3/1 (Bartholomew Street South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Bartholomew Street South Entry)	U	B	2	3	10.4	Geom	-	4.00	0.00	Y	Arm 1 Right Arm 5 Ahead	26.00 Inf
5/1 (Bartholomew Street North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Bartholomew Street North Entry)	U		2	3	8.7	Geom	-	3.50	0.00	Y	Arm 1 Left Arm 3 Ahead	12.00 Inf

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 AM Base + Development'	08:00	09:00	01:00	

**Scenario 1: '2031 AM Base + Development'** (FG1: '2031 AM Base + Development', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination				
	A	B	C	Tot.	
Origin	A	0	374	119	493
	B	423	0	485	908
	C	0	1	0	1
	Tot.	423	375	604	1402

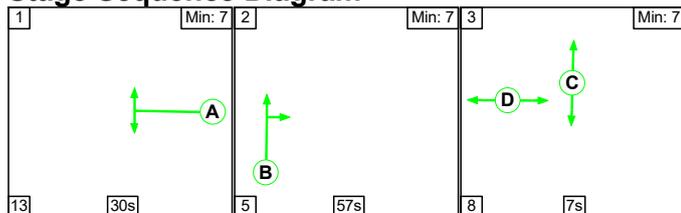
**Traffic Lane Flows**

Lane	Scenario 1: 2031 AM Base + Development
<b>Junction: Market Street / Bartholomew Street Signalised Junction</b>	
1/1	423
2/1 (with short)	493(In) 374(Out)
2/2 (short)	119
3/1	375
4/1	908
5/1	604
6/1	1

**Lane Saturation Flows**

Junction: Market Street / Bartholomew Street Signalised Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Market Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Market Street Entry)	3.75	0.00	Y	Arm 3 Left	23.00	100.0 %	1868	1868
2/2 (Market Street Entry)	3.75	0.00	Y	Arm 5 Right	20.00	100.0 %	1851	1851
3/1 (Bartholomew Street South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Bartholomew Street South Entry)	4.00	0.00	Y	Arm 1 Right	26.00	46.6 %	1962	1962
5/1 (Bartholomew Street North Exit Lane 1)				Arm 5 Ahead	Inf	53.4 %		
6/1 (Bartholomew Street North Entry)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965
				Arm 3 Ahead	Inf	100.0 %		

**Scenario 1: '2031 AM Base + Development'** (FG1: '2031 AM Base + Development', Plan 1: 'Network Control Plan 1')

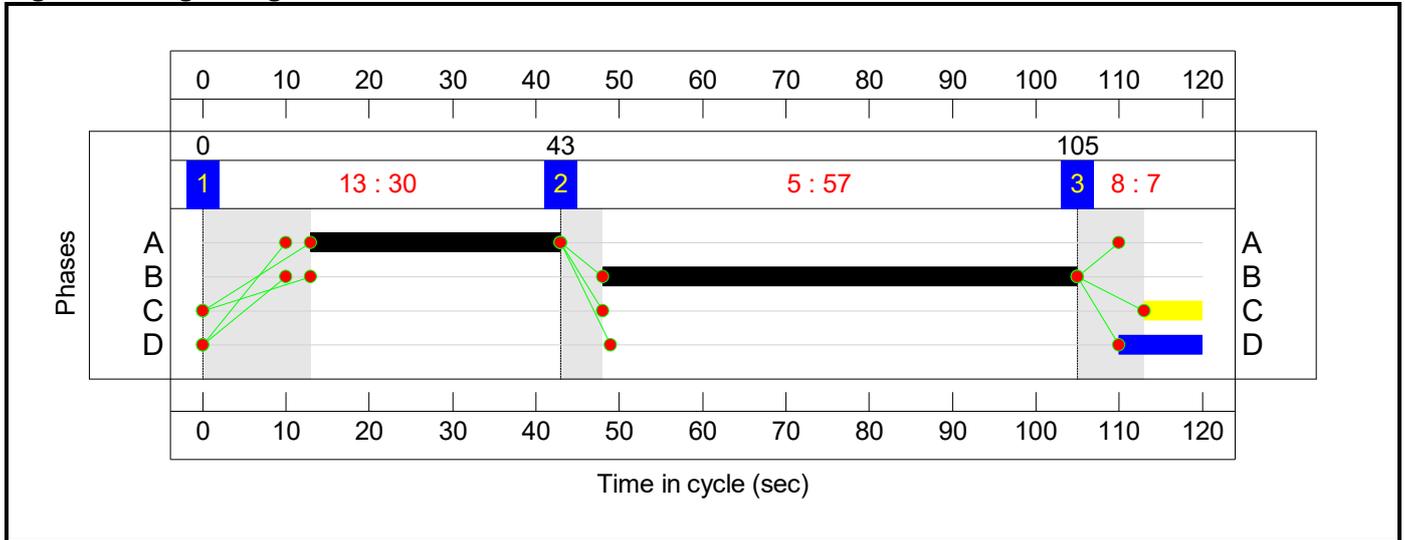


Full Input Data And Results

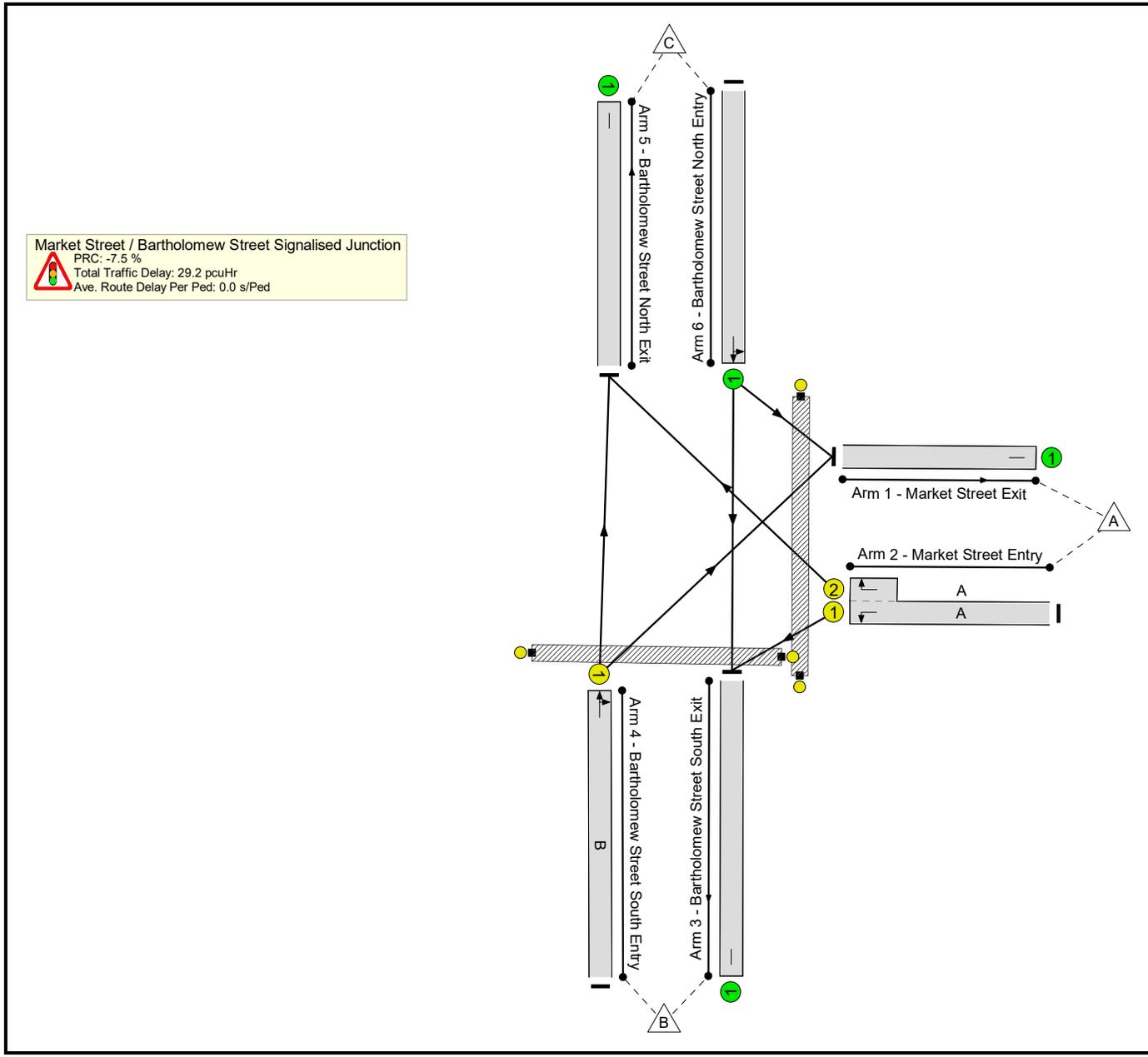
**Stage Timings**

Stage	1	2	3
Duration	30	57	7
Change Point	0	43	105

**Signal Timings Diagram**



Full Input Data And Results  
**Network Layout Diagram**



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: Bartholomew Street / Market Street Signalised Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>96.7%</b>
<b>Market Street / Bartholomew Street Signalised Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>96.7%</b>
1/1	Market Street Exit	U	N/A	N/A	-		-	-	-	423	Inf	Inf	0.0%
2/1+2/2	Market Street Entry Left Right	U	N/A	N/A	A		1	30	-	493	1868:1851	387+123	96.7 : 96.7%
3/1	Bartholomew Street South Exit	U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
4/1	Bartholomew Street South Entry Right Ahead	U	N/A	N/A	B		1	57	-	908	1962	948	95.8%
5/1	Bartholomew Street North Exit	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
6/1	Bartholomew Street North Entry Left Ahead	U	N/A	N/A	-		-	-	-	1	1965	1965	0.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	10	-	0	-	0	0.0%

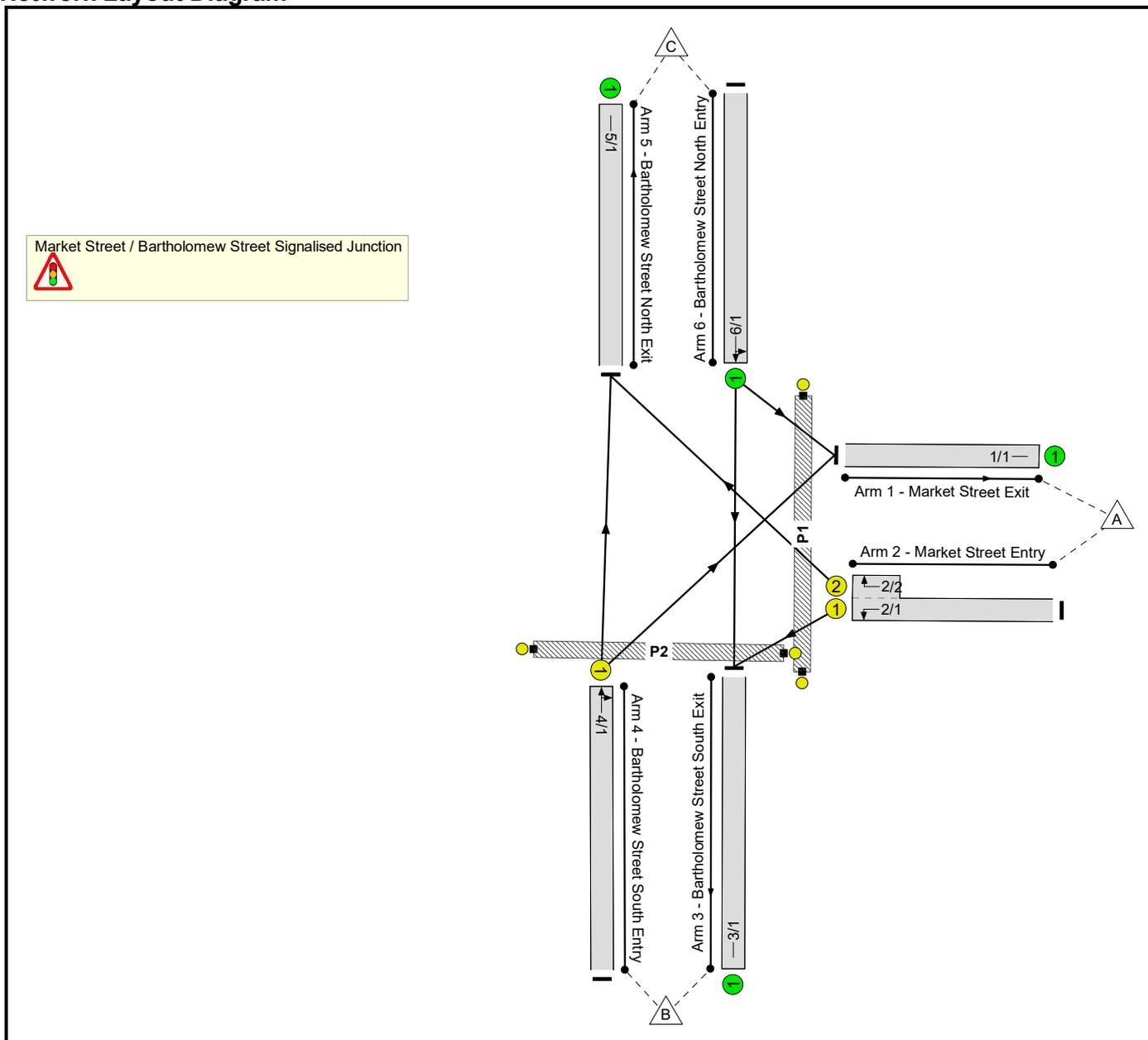


Full Input Data And Results  
**Full Input Data And Results**

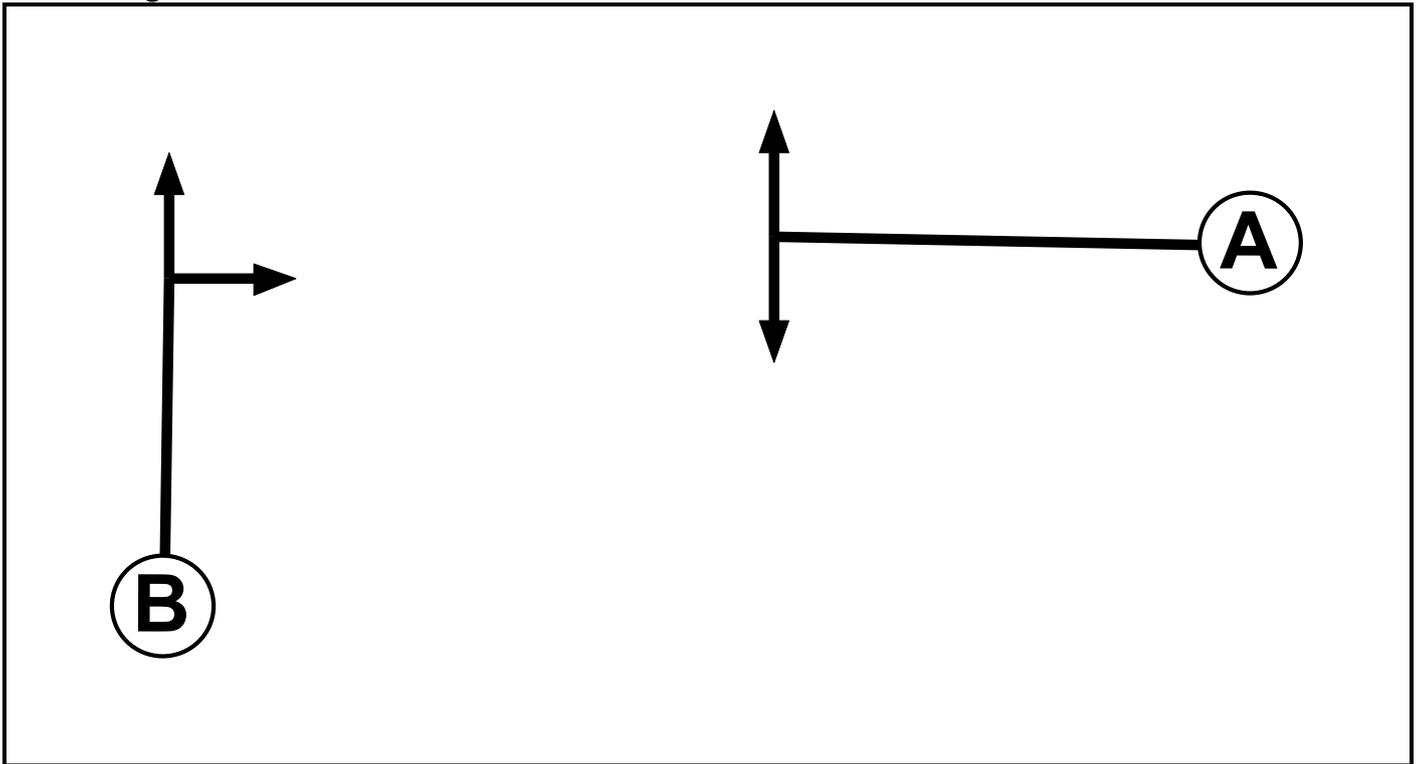
**User and Project Details**

<b>Project:</b>	<b>Kennet Centre, Newbury</b>
<b>Title:</b>	<b>Bartholomew Street / Market Street Signalised Junction</b>
<b>Location:</b>	Newbury
<b>Client:</b>	Lochailort Newbury Ltd
<b>Additional detail:</b>	
<b>File name:</b>	Bartholomew Street_Market Street Signalised Junction WO Peds, WO Bart St N.lsg3x
<b>Author:</b>	Jack Wellings
<b>Company:</b>	Waterman Infrastructure and Environment
<b>Address:</b>	5th Floor, One Cornwall Street, Birmingham, B3 2DX

**Network Layout Diagram**



**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

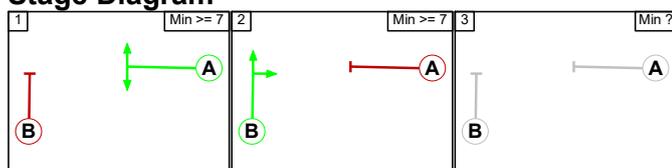
**Phase Intergreens Matrix**

		Starting Phase	
		A	B
Terminating Phase	A	5	
	B		5

**Phases in Stage**

Stage No.	Phases in Stage
1	A
2	B
3	

**Stage Diagram**



## Full Input Data And Results

### Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

### Prohibited Stage Change

	To Stage		
	1	2	3
From Stage	1	5	X
	2	5	X
	3	X	X

Full Input Data And Results

**Give-Way Lane Input Data**

**Junction: Market Street / Bartholomew Street Signalised Junction**

There are no Opposed Lanes in this Junction

Full Input Data And Results

**Lane Input Data**

Junction: Market Street / Bartholomew Street Signalised Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Market Street Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (Market Street Entry)	U	A	2	3	8.7	Geom	-	3.75	0.00	Y	Arm 3 Left	23.00
2/2 (Market Street Entry)	U	A	2	3	3.1	Geom	-	3.75	0.00	Y	Arm 5 Right	20.00
3/1 (Bartholomew Street South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Bartholomew Street South Entry)	U	B	2	3	10.4	Geom	-	4.00	0.00	Y	Arm 1 Right Arm 5 Ahead	26.00 Inf
5/1 (Bartholomew Street North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Bartholomew Street North Entry)	U		2	3	8.7	Geom	-	3.50	0.00	Y	Arm 1 Left Arm 3 Ahead	12.00 Inf

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 AM Base + Development'	08:00	09:00	01:00	

**Scenario 1: '2031 AM Base + Development'** (FG1: '2031 AM Base + Development', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination				Tot.
	A	B	C	Tot.	
Origin	A	0	374	119	493
	B	423	0	485	908
	C	0	1	0	1
	Tot.	423	375	604	1402

Full Input Data And Results

**Traffic Lane Flows**

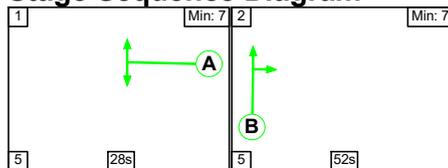
Lane	Scenario 1: 2031 AM Base + Development
<b>Junction: Market Street / Bartholomew Street Signalised Junction</b>	
1/1	423
2/1 (with short)	493(In) 374(Out)
2/2 (short)	119
3/1	375
4/1	908
5/1	604
6/1	1

**Lane Saturation Flows**

Junction: Market Street / Bartholomew Street Signalised Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Market Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Market Street Entry)	3.75	0.00	Y	Arm 3 Left	23.00	100.0 %	1868	1868
2/2 (Market Street Entry)	3.75	0.00	Y	Arm 5 Right	20.00	100.0 %	1851	1851
3/1 (Bartholomew Street South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Bartholomew Street South Entry)	4.00	0.00	Y	Arm 1 Right	26.00	46.6 %	1962	1962
5/1 (Bartholomew Street North Exit Lane 1)				Arm 5 Ahead	Inf	53.4 %		
5/1 (Bartholomew Street North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bartholomew Street North Entry)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965
				Arm 3 Ahead	Inf	100.0 %		

Scenario 1: '2031 AM Base + Development' (FG1: '2031 AM Base + Development', Plan 1: 'Network Control Plan 1')

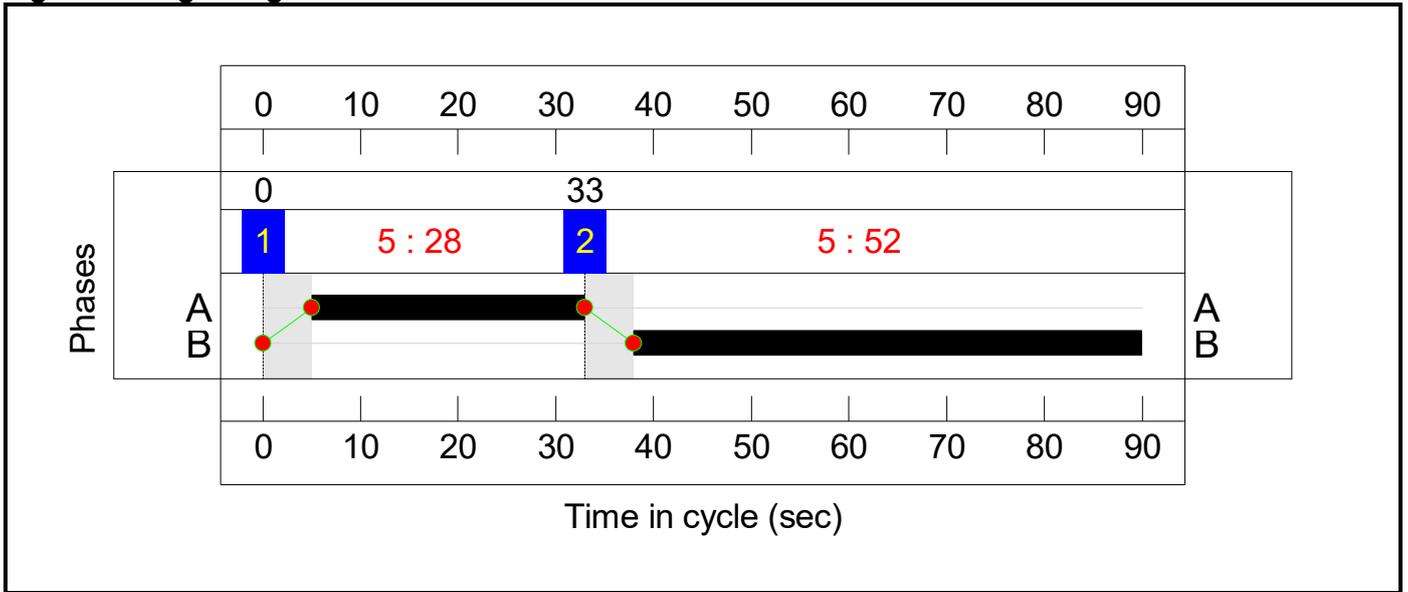
**Stage Sequence Diagram**



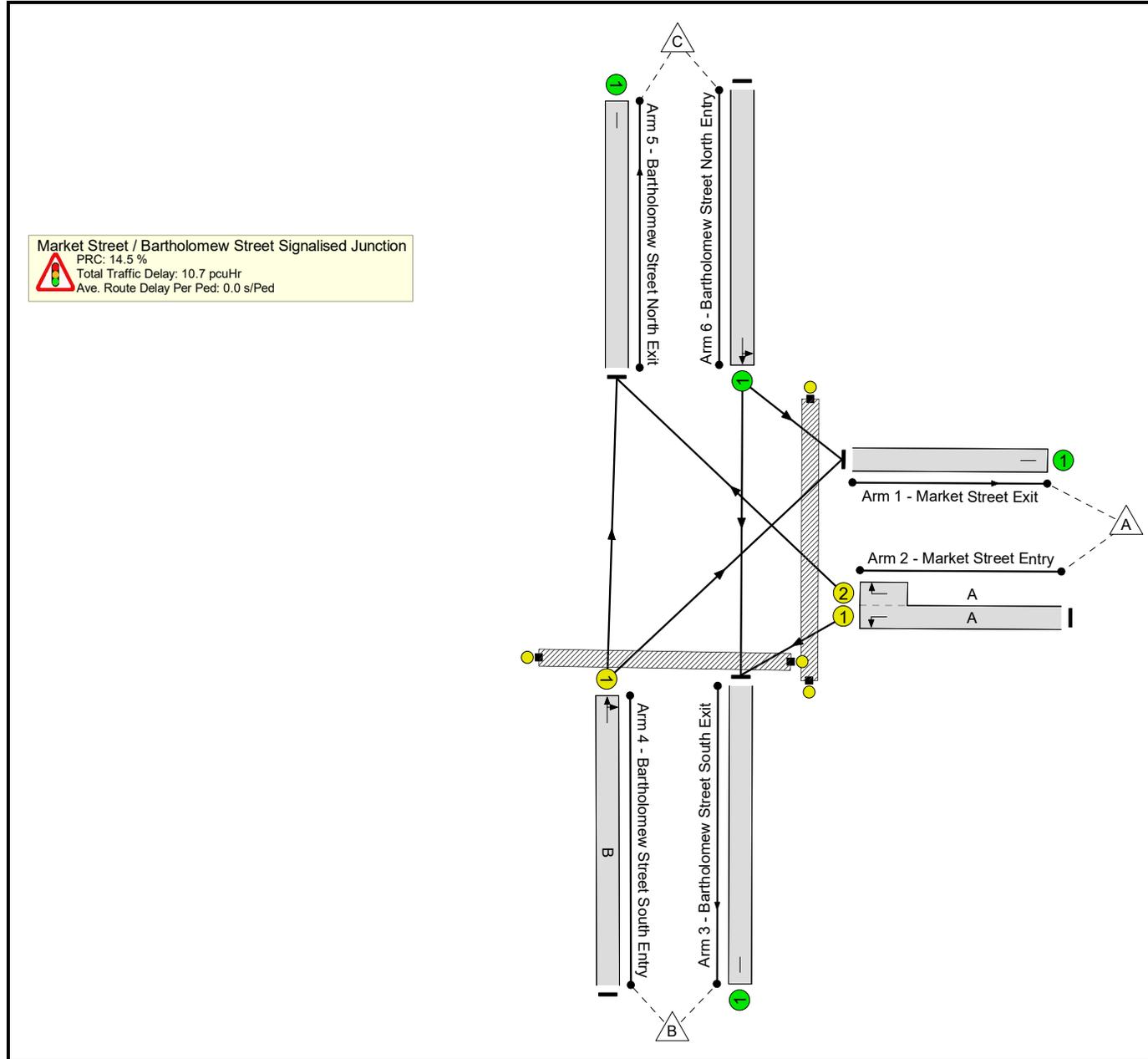
**Stage Timings**

Stage	1	2
Duration	28	52
Change Point	0	33

### Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: Bartholomew Street / Market Street Signalised Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>78.6%</b>
<b>Market Street / Bartholomew Street Signalised Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>78.6%</b>
1/1	Market Street Exit	U	N/A	N/A	-		-	-	-	423	Inf	Inf	0.0%
2/1+2/2	Market Street Entry Left Right	U	N/A	N/A	A		1	28	-	493	1868:1851	484+154	77.3 : 77.3%
3/1	Bartholomew Street South Exit	U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
4/1	Bartholomew Street South Entry Right Ahead	U	N/A	N/A	B		1	52	-	908	1962	1155	78.6%
5/1	Bartholomew Street North Exit	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
6/1	Bartholomew Street North Entry Left Ahead	U	N/A	N/A	-		-	-	-	1	1965	1965	0.1%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: Bartholomew Street / Market Street Signalised Junction</b>	-	-	0	0	0	7.2	3.5	0.0	10.7	-	-	-	-
<b>Market Street / Bartholomew Street Signalised Junction</b>	-	-	0	0	0	7.2	3.5	0.0	10.7	-	-	-	-
1/1	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	493	493	-	-	-	3.6	1.7	-	5.3	38.7	10.0	1.7	11.6
3/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	908	908	-	-	-	3.6	1.8	-	5.4	21.3	17.2	1.8	19.0
5/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1	1	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
<p>C1                      PRC for Signalled Lanes (%): 14.5                      Total Delay for Signalled Lanes (pcuHr): 10.68                      Cycle Time (s): 90                      PRC Over All Lanes (%): 14.5                      Total Delay Over All Lanes(pcuHr): 10.68</p>													

## We are Waterman, where every project matters

We deliver progressive, sustainability-driven environmental and engineering consultancy services across every sector. We think differently, and we're harnessing our collective expertise to deliver greener, healthier and well-connected communities, networks and built environments.

Based in strategic locations throughout the UK and Ireland, our team of specialists is at the forefront of tackling the climate emergency and forging a path to a Net Zero built environment.

### UK & Ireland Office Locations

