Eagle Quarter II, Newbury

Transport Assessment Addendum

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Issue	Date	Prepared by	Checked by	Approved by
A01	07.09.23	Jack Wellings Transport Planner	Paul Dickins Principal Transport Planner	David Whalley Associate Director
A02	18.12.23	Jack Wellings Transport Planner	Jack Wellings Transport Planner	David Whalley Associate Director

Comments

A01 – Report issued for planning.

A02 – Report updated to reflect the latest development mix (427 apartments) and consultation responses.

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1. Introduction

1.1 Background

This Transport Assessment Addendum report has been prepared by Waterman Infrastructure & Environment Ltd (Waterman) on behalf of Lochailort Newbury Ltd in support of a Full Planning Application for the redevelopment of the Kennet Centre in Newbury.

The proposed development (known as Eagle Quarter II) would include 427 build-to-rent residential units along with flexible commercial uses at ground floor level and public realm and open spaces. The full development description is as follows:

"Full planning permission for the redevelopment of the Kennet Centre comprising the partial demolition of the existing building on site and the development of new residential dwellings (Use Class C3) and residents' ancillary facilities; commercial, business and service floorspace including office (Class E (a, b, c, d, e, f, and g)); access, parking, and cycle parking; landscaping and open space; sustainable energy installations; associated works, and alterations to the retained Vue Cinema and multi storey car park."

1.2 Aims and Objectives

The objective of this report is to provide the Local Highway Authority, West Berkshire Council with the necessary level of detail to demonstrate that the application site can be accessed safely and sustainably whilst understanding the transport impacts the proposals may have on the existing highway network.

1.3 Report Layout

Following this introductory section, the layout of the report is as follows:

- Section 2 reviews national/local planning policy documents;
- Section 3 describes the application site and the local highway conditions;
- Section 4 examines the existing sustainable transport facilities available;
- Section 5 considers the accessibility of the site in respect to local amenities/services;
- Section 6 describes the development proposals;
- Section 7 outlines the parking strategy for the development;
- Section 8 reviews the proposed Travel Plan measures;
- Section 9 details the existing and proposed trip generation and distribution;
- Section 10 reviews the impact of the development proposals upon the local highway network;
- Section 11 proposes a framework of measures to form part of a Construction Management Plan; and
- Section 12 provides a summary of the report and identifies the main conclusions that can be drawn.

2. Planning Policy

2.1 National Policy

2.1.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was revised on the 5th September 2023 and is a material consideration in the determination of planning applications.

Paragraph 104 of the NPPF states:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places".

Paragraph 105 states:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

It is also noted in Paragraph 107:

"If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

Paragraph 110 notes the following:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

Paragraph 111 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Paragraph 112 notes that proposals should:

"Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

Paragraph 113 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

2.1.2 Manual for Streets

Manual for Streets (MfS) is a national guidance document produced to assist in the design, construction, adoption and maintenance of new and existing residential streets. The guidance in MfS and MfS 2 is used within this TA.

2.2 Local Planning Policy and Guidance

2.2.1 West Berkshire Core Strategy (2006-2026)

The Core Strategy is the first development plan document (DPD) within West Berkshire's new Local Plan. It sets out a long-term vision for West Berkshire to 2026 and translates this into spatial terms, setting out proposals for where development will go, and how this development will be built. The Core Strategy aims to make the different settlements within West Berkshire even more attractive places within which to live, work and enjoy leisure time.

The spatial vision leads to a set of objectives which have been prepared through consultation and which reflect the direction given by other plans and strategies in the district. The strategic objectives represent the key delivery outcomes that the Core Strategy should achieve. It is critical to the success of the Core Strategy that these objectives are realised.

- Objective 1 – Tacking Climate Change
- Objective 2 – Housing Growth
- Objective 3 – Housing Needs
- Objective 4 – Economy
- Objective 5 – Infrastructure Requirements
- Objective 6 – Green Infrastructure
- Objective 7 – Transport
- Objective 8 – Retail
- Objective 9 – Heritage

Area Delivery Plan Policy 2 – Newbury, states that Newbury will accommodate approximately 5,400 new homes over the Core Strategy plan period. There will also be a range of transport measures, to minimise congestion and enhanced accessibility to sustainable transport.

Policy CS13 – Transport, states that it is important that developments focus on reducing the need to travel, promote sustainable travel choices and demonstrate good access to services and facilities.

Policy P1 - Residential Parking for New Development, within 'West Berkshire's Housing Site Allocations DPD' states that the layout and design of parking spaces should follow the parking design guidance from the Building for Life Partnership (2012) and principles contained in Manual for Streets. It sets out the levels of parking and states that in the most sustainable locations flexible parking standards can be applied.

2.2.2 West Berkshire Local Transport Plan 3 (2011-2026)

West Berkshire's Local Transport Plan (LTP3) sets out the framework for the delivery of all aspects of transport for West Berkshire, up until 2026. The vision for the LTP3 is:

"To deliver effective transport solutions for all by increasing choice and minimising congestion."

West Berkshire aim to reach this vision by reaching the following goals:

- Increasing travel choice and encourage sustainable travel;
- Supporting the economy and quality of life by minimising congestion and improving reliability;
- Maintaining and improving transport networks for all travel modes;
- Improving access to services and facilities;
- Promoting opportunities for healthy and safe travel; and
- Minimising energy consumption and the impact of all forms of travel on the environment.

Policy LTP AT1 – Walking, focuses on promoting walking for local journeys and to access other forms of sustainable travel.

Policy LTP AT2 – Cycling, focuses on making sure cycling is made a desirable travel choice by connecting with the local network and improving the infrastructure.

Policy LTP SC1 – Travel Planning, states that the council will work with developers to promote and encourage sustainable transport.

Policy LTP K2 – Minimising Congestion, suggests that the council will tackle congestion by managing and maintaining the highways network and mitigate impacts of increased demand from new developments.

Policy LTP K3 and K4 – Accessibility, focuses upon creating an environment which has good access to local facilities, promoting public transport routes and public rights of way (PRoW) and improving transport infrastructure.

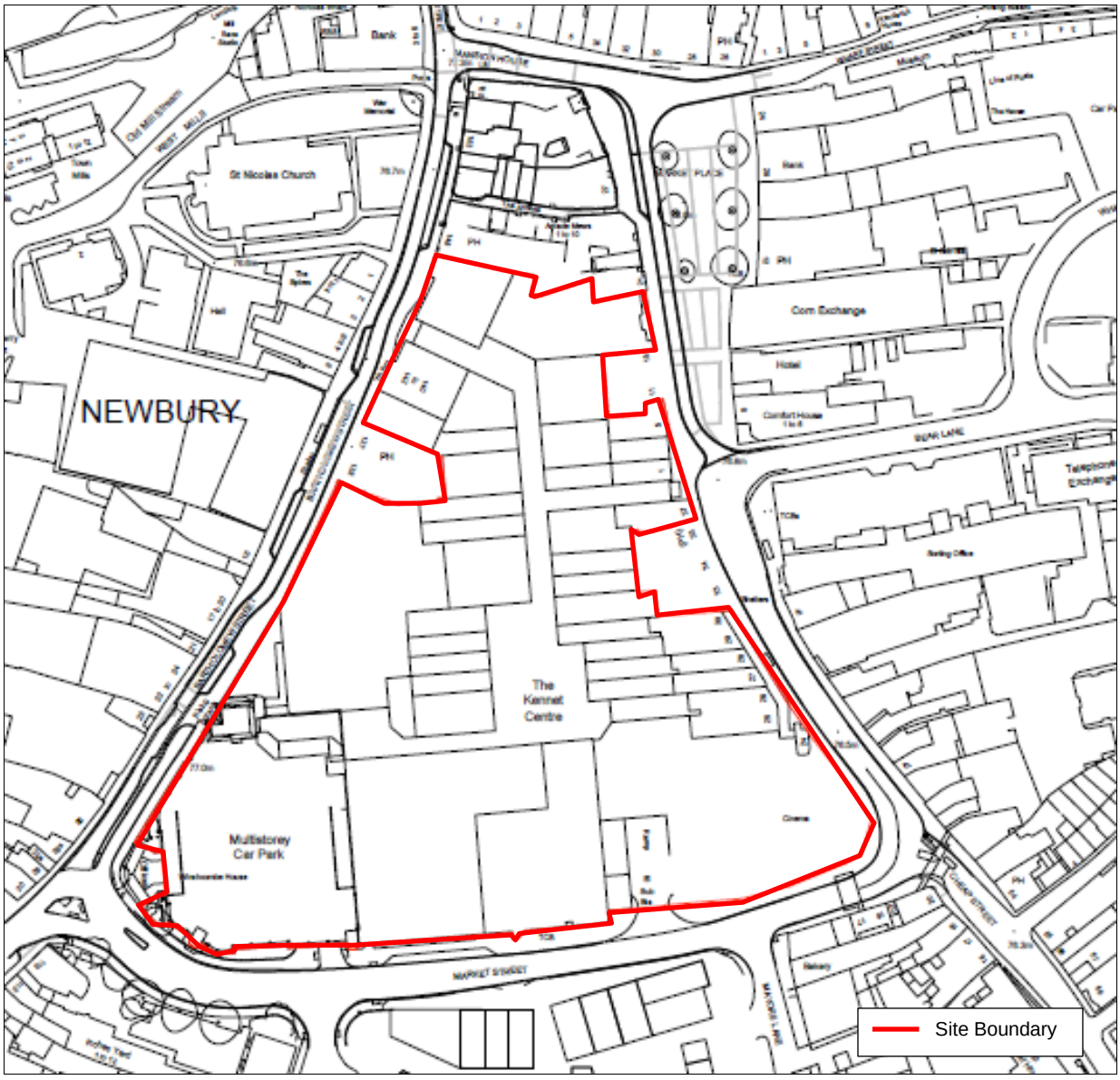
Policy LTP PT1 – Bus Services and Policy LTP PT3 – Rail Services, focus on enhancing public transport infrastructure and connections to make their services more appealing. These policies also focus upon reducing congestion through promoting sustainable transport.

3. Application Site & Local Highway Conditions

3.1 Site Location

The application site is located in the centre of Newbury and measures approximately 2.2 hectares in size, with the southern edge defined by Market Street, the eastern edge by Cheap Street/Market Place, and the western edge by Bartholomew Street. On the north edge, the site boundary adjoins dense historic built form fronting Bartholomew Street, Market Place and Mansion House Street. This part of Newbury contains a large percentage of listed buildings, including Grade II Listed Newbury Town Hall. **Figure 1** shows the location of the application site. A site location plan is also included in **Appendix A**.

Figure 1: Location Plan



The application site is surrounded mostly by retail and residential buildings.

3.2 Site Use

The application site was in industrial use for more than 200 years before being developed from the 1960s onwards as an inward-looking shopping centre (now known as the Kennet Centre) typical of its era. Changes to the way and the places in which people shop, not just in Newbury but nationwide, has resulted in a terminal decline for the Kennet Centre which now has the impossible task of competing against Parkway Shopping and the larger (and more commercially attractive) retail town centres.

A VUE cinema is located on the south-east corner and a Multi Storey Car Park (MSCP) on the south-west corner, accessed off Bartholomew Street. There are also some Shops and restaurants within the Kennet Centre. Many of the units within the Kennet Centre are now disused/unoccupied.

3.3 Multi Storey Car Park

The Kennet Centre MSCP currently includes 415 spaces and is owned by the applicant and leased to West Berkshire Council. The car park is available to the general public and allows for both short and long stay parking. The pricing structure includes hourly, daytime, overnight and quarterly charges.

The MSCP is accessed off Bartholomew Street (as shown in **Photograph 1** below). The exit from the MSCP is onto Market Street (as shown in **Photograph 2**). Photographs taken on 21/08/2023.

Photo 1: Kennet Centre MSCP Access

Photo 2: Kennet Centre MSCP Exit

The entry gate to the MSCP shuts at 10:30pm, whilst the exit onto Market Street always remains open.

Newbury not only benefits from a good range of car parking but has an oversupply of both short and long stay, across the town. These are all within a short walk of the site. The main car parks in Newbury are clearly signed and indicate availability, so visitors can make a choice of where to park whilst entering from the main roads on the outskirts of the town. Further details regarding the existing parking provision including demand are provided in Section 7.

3.4 Local Highway Network

Market Street borders the application site to the south, connecting to Bartholomew Street to the west and Cheap Street/Bear Lane to the east. The A339 is located east of the site, which is the main road through Newbury.

3.5 Collision History

A review of collision data from the 'Crash Map' website (http://www.crashmap.co.uk) reveals that for the most recent 5-year period (between 2017 and 2021) that there have been 6 recorded collisions on the roads that immediately border the site (Bartholomew Street, Market Stret and Cheap Street) and a further 3 collisions within the local area. A plan illustrating the collision locations is provided overleaf as **Figure 2**.

Figure 2: Collision Location Plan (2017-2021)

Source: https://www.crashmap.co.uk/Search

The collision data provided in **Figure 2**, indicates a total of 9 collision of which 7 are classified as slight in severity and two as serious in severity.

Overall, the local highway network is considered to be safe and the number/pattern of recorded collisions within the study area are generally consistent with what would be expected for the levels of traffic flow, pedestrian movements and the scale/nature of the roads and junctions within the centre of Newbury. The development proposals which result in a significant reduction in vehicle trips each day are not considered to be detrimental to highway safety and therefore no off-site road safety improvements are proposed.

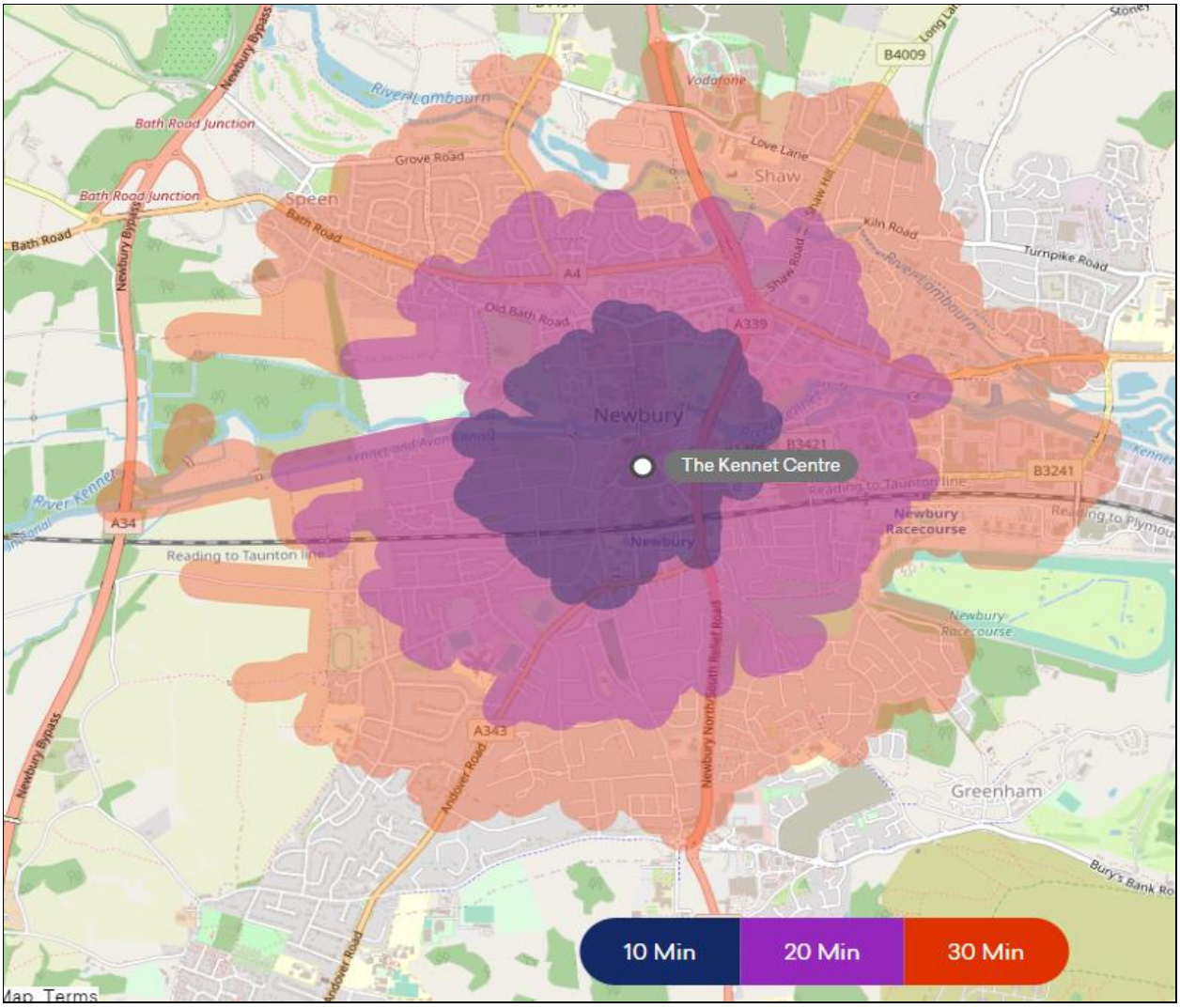
4. Existing Sustainable Transport

To minimise the impact of the proposed development upon the local highway network it is important that the application site can be accessed via a range of sustainable travel options. The following paragraphs consider the existing level of sustainable transport available.

4.1 Walking

Locally there is an extensive network of footways which offer pedestrian access to various facilities and services within Newbury. Using GIS Network Analysis software, typical walk times (up to 30 minutes which equates to approximately 2km) indicate that the following areas are accessible from the application site, see **Figure 3.**

Figure 3: Walking Travel Distances



Source: https://journeyplanner.travelwest.info/explore

As illustrated in **Figure 3**, the application site is located within a comfortable walking distance from a multitude of facilities/services located in Newbury. These include Newbury Station, Parkway Shopping, supermarkets (including Sainsburys, Aldi, Co-op, Lidl and Tesco), schools, leisure facilities, health services and employment areas.

Pedestrian facilities (footways, dropped kerbs, tactile paving, etc) are provided throughout the local area and provide access to the above-mentioned local facilities/services. There are signalised pedestrian crossings with tactile paving provided at either end of Market Street to enable safe access to and from the Kennet Centre.

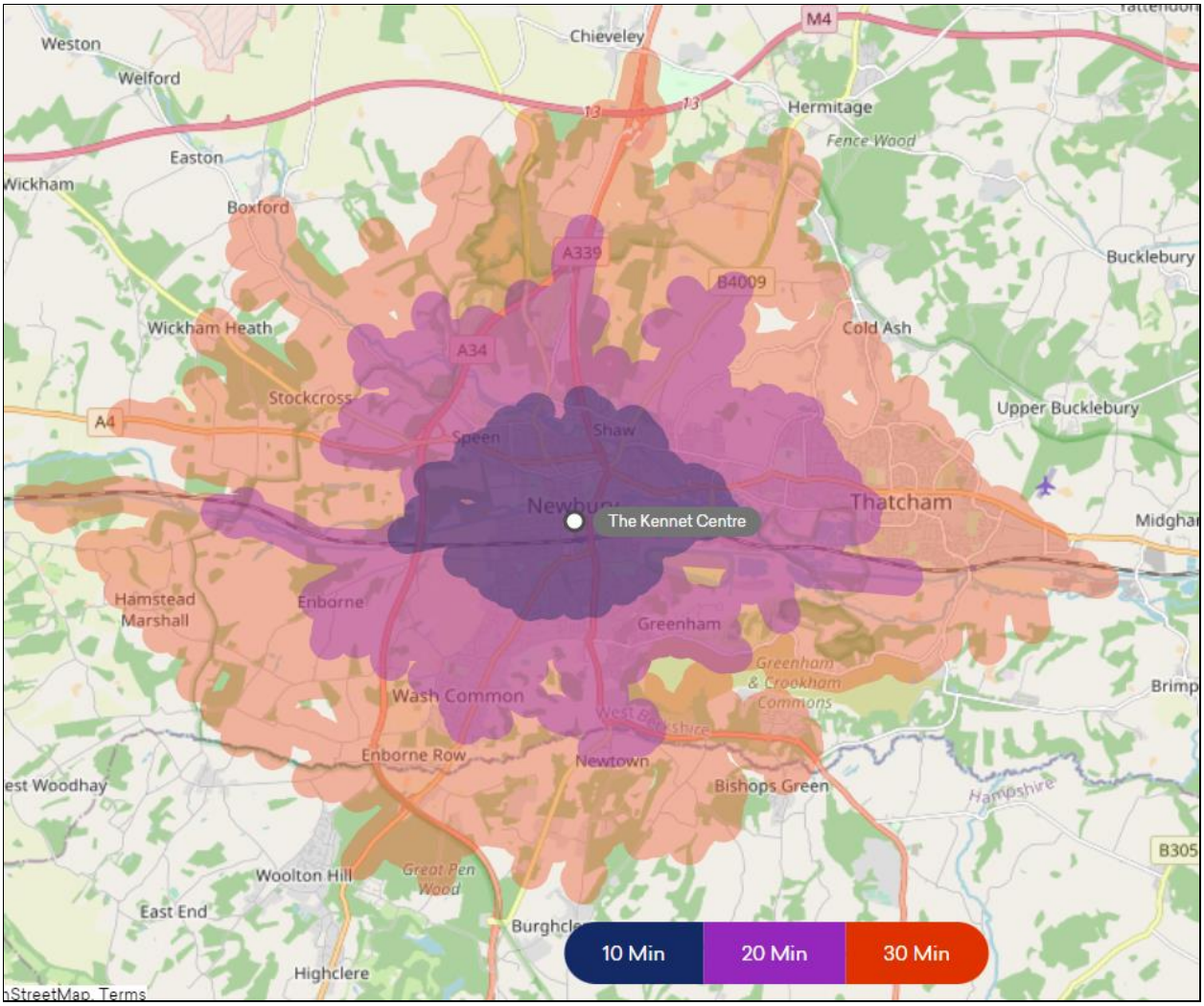
Pedestrian facilities surrounding the application site consider to be of excellent quality with nearly all roads incorporating street lit footways.

4.2 Cycling

An acceptable and comfortable distance for general cycling trips is regarded as up to 5 km as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km (circa 30 minutes cycle time). Note: Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN 2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

Using GIS Network Analyst software typical cycle times from the application site are shown in **Figure 4**.

Figure 4: Cycle Travel Distances

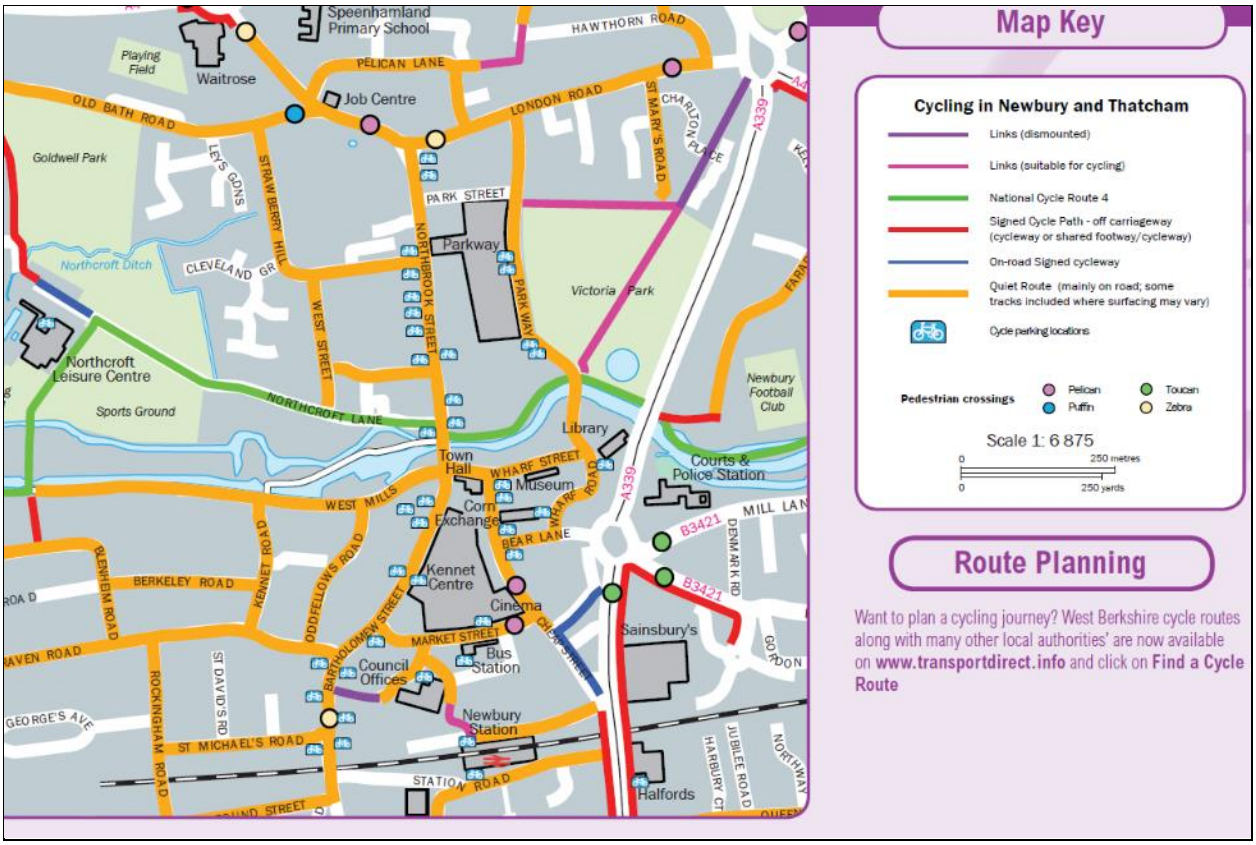


Source: https://journeyplanner.travelwest.info/explore

As shown in **Figure 4**, the whole of Newbury is accessible within a 20-minute cycle ride. It is therefore concluded that the application site provides good accessibility to a range of local services and facilities.

An extensive network of cycle routes are provided across Newbury including both on-road and off-road facilities. There are also several locations where cycle parking is provided across the town including circa 230 spaces within a new bike hub at Newbury Station. A plan illustrating the existing cycle routes and parking locations within Newbury town centre is included as **Figure 5**. A plan detailing the wider area is included as **Appendix B**.

Figure 5: Newbury Cycle Route Map



Source: https://www.westberks.gov.uk/walkingandcyclingmaps

As illustrated in **Figure 5** many of the roads within Newbury town centre are also considered 'quiet routes' i.e. roads which would be suitable for cycling. These roads would therefore provide excellent links for cyclists to/from the application site.

4.3 Public Transport – Bus

Newbury is served by several bus services throughout the week. **Table 1** includes a summary of the bus services operate to/from Newbury (including key destinations served and frequency).

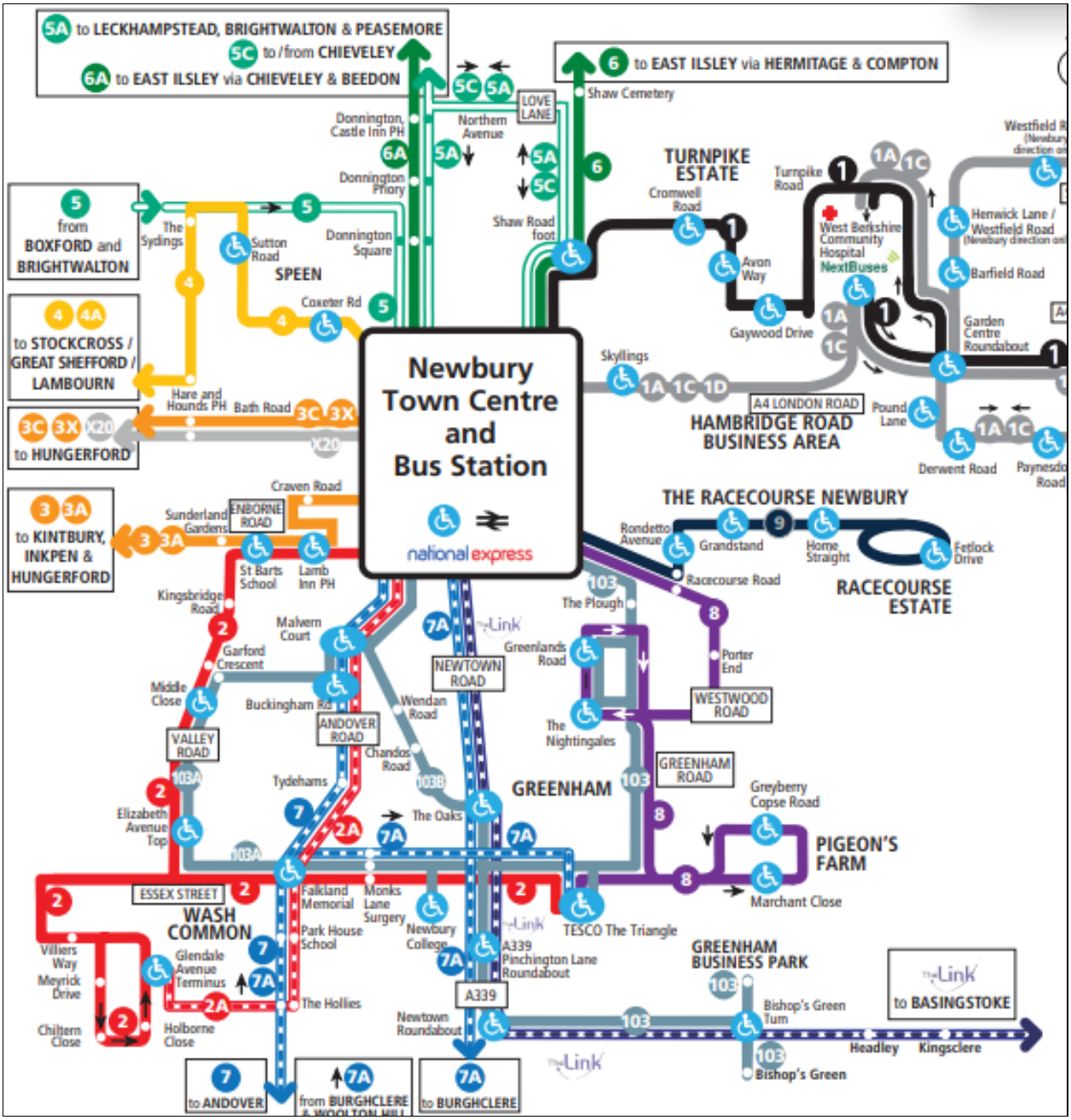
Table 1: Bus Timetables

Service & Operator	Key Destinations	Monday to Saturday Frequency		Sunday Frequency
		Daytime	Evening	Daytime
1 - Jet-black: Reading Buses	Newbury - Reading	Half Hourly	Half Hourly	Hourly
1A: Newbury & District	Newbury – Thatcham - Newbury	Hourly	N/A	N/A
1C: Newbury & District	Newbury – Thatcham - Newbury	Hourly	Hourly	N/A
2: Newbury & District	Newbury – Wash Commons – Greenham – Pigeons Farm	Hourly	Hourly up to 18:30	N/A
2A: Newbury & District	Wash Common – Newbury – Andover Road	Once a day	N/A	N/A
3/3A: Newbury & District	Hungerford – Newbury / Newbury - Hungerford	Every 2-3 Hours	N/A	N/A
3X: Newbury & District	Newbury - Hungerford	1 a Day	N/A	N/A
4/4A/4B/4C: Newbury & District	Newbury - Lambourn	4 a Day	N/A	N/A
	Lambourn - Newbury	4 a Day	N/A	N/A
6: Newbury & District	Newbury – West Ilsey	4 a Day	N/A	N/A
6A: Newbury & District	Newbury – West Ilsey	2 a Day	N/A	N/A
7/7A: Stagecoach South	Andover – Newbury	4 a Day	N/A	N/A
	Newbury - Andover	2 a Day	N/A	N/A
8: Newbury & District	Newbury – Greenham (Tesco)	Hourly	N/A	N/A
9/9C: Newbury & District	Newbury - Racecourse	Hourly	N/A	N/A
103/103A/103B: Newbury & District	Newbury – Greenham Business Park	4 a Day	N/A	N/A
	Newbury – Greenham Business Park	5 a Day	N/A	N/A
	Greenham Business Park - Newbury	5 a Day	N/A	N/A
Link: Stagecoach South	Basingstoke – Newbury	Hourly	Up to 18:29	N/A
	Newbury - Basingstoke	Hourly	Up to 19:24	N/A
V1: Reading Buses	Newbury – Vodafone HQ	Hourly	N/A	N/A
X20: Salisbury Reds	Newbury – Hungerford - Marlborough	One a Day	N/A	N/A

In addition to the above services there are also numerous school services which operate within Newbury, offering a morning and afternoon service.

A plan illustrating the existing bus routes within Newbury town centre is included as **Figure 6**. A plan detailing the wider area is included as **Appendix C**.

Figure 6: Newbury Bus Route Map



Source: https://www.westberks.gov.uk/media

The closest bus stops to the application site are located to the east and south, on Cheap Street and Market Street. These stops lie directly adjacent to the site and are therefore conveniently located for those wishing to travel to/from the site by bus. A plan illustrating the bus stop locations is provided in **Figure 7**.

Figure 7: Bus Stop Locations

Source: https://www.google.co.uk/maps

Photographs illustrating the bus stops on Cheap Stret and Market Street are provided below.

Photo 3: Cheap Street Bus Stops (view South)

Photo 4: Maket Street Bus Stops (view West)

Both bus stops on Cheap Street include a bus shelter, timetable information, flagpole and a raised kerb. The southbound bus stop on Cheap Street also includes a bus layby which enables two-way traffic to pass the bus.

On Market Street a bus layby is included for buses routing westbound along with a shelter, timetable information and raised kerb. The eastbound bus stop on Market Street is currently a flagpole only bus stop.

4.4 Public Transport – Rail

The nearest railway station, Newbury Station, is located approximately 150m to the south of the application site. Newbury Station is operated by Great Western Railway. The station's facilities include a staffed ticket office open on weekdays and weekends; car parks on both sides of the station; covered bicycle storage; taxi rank; toilets, a shop on Platform 2 and waiting rooms on both main platforms.

Great Western Railway opened a new bicycle hub at Newbury Station capable of housing 230 bikes in 2021. A photograph of the cycle hub is provided below in **Photograph 5**.

Photo 5: Newbury Cycle Hub

Great Western Railway operate hourly (Mon-Sat) semi-fast regional services between London Paddington and Bedwyn that call at Newbury Station, along with a local stopping service to/from Reading (also hourly) calling at all intermediate stations. In the early morning and mid/late evening, these are combined into a single Reading to Bedwyn service.

Additional long-distance services run to Bristol Temple Meads, Exeter St Davids, Frome, Paignton, Plymouth and Penzance. Most of these services run in the evening, though there are also a number of daytime workings.

4.5 Car Clubs

Enterprise Car Club are the now the official car club provider in Newbury, working in collaboration with West Berkshire Council. The car club gives enables 24/7 pay-as-you-go access to vehicles parked on streets, car parks and Enterprise Rent-A-Car branches across the town via a mobile app. Enterprise currently have one vehicle located within the Kennet Centre MSCP. Other nearby locations where vehicles are parked include; Oddfellows Road, Eight Bells Arcade Car Park, West Street, Fleming Road and Boundary Road. A plan illustrating the Newbury car club vehicle locations (green dot) is provided below in **Figure 8**.

Figure 8: Newbury Car Club Vehicle Locations

Source: https://www.enterprisecarclub.co.uk/gb/en/programs/regions/south-east-england/newbury.html

The car club vehicles illustrated in **Figure 8** are located within a short walk (less than 4 minutes from the application site) and one is within the Kennet Centre MSCP, This would provide an attractive option for future residents of the proposed development, should they require a car.

4.6 Local Travel Characteristics

In order to gauge an understanding of how people in the local area travel to work, reference has been made to the National Census Data for 'travel to work' data for the population of 'west Berkshire 019C Super Output Area (lower layer), a summary of the statistics is shown below in **Table 2**.

Table 2: Baseline Modal Share Ward (2011 Census)

Method of Travel to Work	Percentage
Mainly work at or from home	11%
Underground, metro, light rail, tram	0%
Train	6%
Bus; minibus or coach	10%
Taxi	0%
Motorcycle; scooter or moped	1%
Driving a car or van	40%
Passenger in car or van	5%
Bicycle	4%
On foot	23%
Other method of travel to work	1%
Total	**100%**

The Travel to work statistics provide a good indication of how people travel in Newbury town centre (West Berkshire 019C) and provide the best indication of how the residents would plan to travel from the proposed development. The table shows that nearly 50% of people choose to travel via sustainable modes of transport, with walking being the most popular of these at 23. Driving a car to work accounts for 40% of all journeys to work.

4.7 Sustainable Transport Summary

Overall, the application site represents an excellent location for development, being located at the heart of Newbury town centre, a short walk from excellent public transport connections (bus and rail) and lying within an acceptable walk / cycle catchment of a range of key local services / facilities. Given the level of pedestrian infrastructure around the application site, suitability of local roads for cycling and links to facilities and services within an acceptable walking/cycling distance, the application site is well located to encourage pedestrian/cycle journeys in place of car journeys to local facilities. Such locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car and reducing reliance upon owning a car.

5. Accessibility to Facilities and Key Services

5.1 Overview

This section considers the accessibility from the development, by modes of sustainable transport to local facilities including education, health services, employment, leisure, and retail.

Planning policy now highlights the need for developments to have good accessibility to education, health facilities, employment, leisure, and retail. Paragraph 38 of the National Planning Policy Framework (NPPF) states:

"Where practical, particularly within large scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties".

The Chartered Institution of Highways & Transportation's (CIHT) guidelines 'Providing for Journeys on Foot' (2001) contains suggested acceptable walking distances for pedestrians to some common facilities as presented below in **Table 3**.

Table 3: CIHT 'Providing for Journeys on Foot' Preferred Walking Distances

Description	Neighbourhood Centre (M)	Commuting/School (M)	Other Trips/Leisure (M)
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1000m

The above table suggests that for commuting and school journeys, the preferred maximum walking distance is 2,000m, whilst the local neighbourhood centre should be within a preferred maximum of 800m.

In addition to this, Manual for Streets (MfS) states that 'Walkable' neighbourhoods are typically characterised by having a range of facilities accessible by foot which are within 10 minutes walking distances and a distance of approximately 800m from the proposed development. Following this guidance, the CIHT published 'Planning for Walking' (2015), also sets out a walking distance of 800m (circa 10 minutes' walk) as the parameter for what is considered to be a 'walkable neighbourhood' and a desirable threshold of 1.6km for walking journeys (up to 30 minutes).

An acceptable and comfortable distance for general cycling trips is considered to be up to 5 km as referred to in Local Transport Note 2/08 (published by DfT). With the possibility of cycle trips forming part of a longer trip on public transport, it is therefore reasonable to conclude that cycle trips up to 8km would be a preferred maximum, with desirable and acceptable distances being 5km and 10km respectively.

An assessment has been undertaken in order to highlight the accessibility of local services and amenities in the local area with consideration given to education, healthcare, retail/leisure and employment. The following paragraphs summarise the accessibility to these key services/amenities.

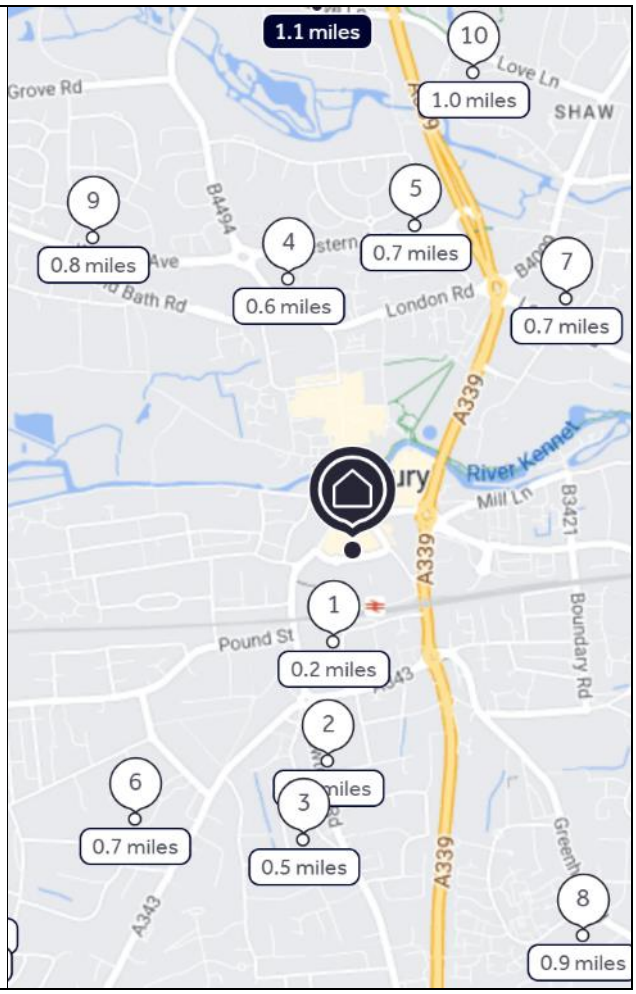
5.2 Access to Education

Education is well provided for locally with up to 10 schools located within 1.6km of the site. This includes the following primary/secondary schools, illustrated in **Figure 9** and **Figure 10**.

Figure 9: Local Schools - List

1	St Nicolas C.E. Junior School State School | Ofsted: Good	0.2 miles
2	iCollege Alternative Provision Type: N/A | Ofsted: Good	0.4 miles
3	St John the Evangelist CofE Infant ... State School | Ofsted: Good	0.5 miles
4	Speenhamland School State School | Ofsted: Requires improvement	0.6 miles
5	The Winchcombe School State School | Ofsted: Good	0.7 miles
6	St Bartholomew's School State School | Ofsted: Outstanding	0.7 miles
7	St Joseph's Catholic Primary School State School | Ofsted: Good	0.7 miles
8	The Willows Primary School State School | Ofsted: Good	0.9 miles
9	Robert Sandilands Primary School ... State School | Ofsted: Good	0.8 miles
10	Trinity School State School | Ofsted: Good	1.0 miles

Figure 10: Local Schools - Map



Source: https://www.rightmove.co.uk/properties/131893877#/schools?channel=RES_BUY

5.3 Access to Healthcare

The developments most accessible primary health care facility is the Eastfield House Surgery, approximately 850m to the south of the site. This is considered accessible on foot or by cycle. In addition, the following medical centres are also located within 1.6km of the site:

- Boots Pharmacy (180m); and
- Strawberry Hill Medical Centre (750m).

The closest major emergency centre is the West Berkshire Community Hospital in Thatcham, which is located 3.3km to the north-east of the application site.

5.4 Access to Employment

Due to the site's location within the centre of Newbury, there are a great number and variety of employment options across the town centre which lie comfortably within a short walk of the site. Newbury is also conveniently located for those wishing to commute in Reading and London with direct trains provided to/from these destinations.

5.5 Access to Retail and Leisure

Retail/leisure facilities locally are focused within the town centre, which because of the location of the application site is well located for pedestrians. The site is also in an area that has good quality footways and pedestrian routes. Local facilities and the distance from the site are listed below:

- Vue Cinema – on site;
- Restaurants – on site;
- Boots Pharmacy – 180m;
- Sainsburys – 400m;
- Post Office – 400m;
- Parkway shopping centre – 400m;
- Victoria Park – 400m;
- Co-operative Food – 400m;
- Northcroft Leisure Centre – 750m;
- Waitrose – 900m;
- Aldi – 900m;
- Lidl – 1,000m;
- Newbury Racecourse – 1,000m; and
- Tesco – 1,600m.

The proposed development would also include flexible commercial uses at ground floor level and public realm and open spaces on the application site.

5.6 Accessibility Summary

Based on the above, it is considered that the proposed development lies within the suggested acceptable guidance for walking/cycle distances to key residential amenities and can therefore be considered sustainable in transport terms.

In the context of the pedestrian and cycle facilities and networks as described in Chapter4, it can be clearly seen that the site offers potential for residents, employees and visitors/customers to travel by sustainable modes of transport.

There is a good provision of public transport in terms of both buses and trains. Newbury Bus Station is 200m east of the site and Newbury Railway Station is on its doorstep.

In summary, the above, demonstrates how the sustainable travel imperatives of The National Planning Policy Framework paragraphs 108-111 are complied with.

"Opportunities to promote walking, cycling and public transport use are identified and pursued;"

Overall, the application site could not be in a better or more central location for its residents to live their lives walking or cycling to everyday facilities and using public transport to access destinations further afield.

6. Development Proposals

6.1 Development

The development proposals would comprise:

- 427 build-to-rent apartments. The accommodation schedule is as follows:
  - 228 x 1 bed or studio apartments;
  - 186 x 2 bed apartments; and
  - 13 x 3 bed apartments.
- 1,103.69 sqm resident's indoor amenity;
- 121.34 sqm managers office;
- 2,467.91 sqm Use Class E (commercial, business and service) floorspace;
- 555.49 sqm offices;
- 93.47 sqm store; and
- 5,186.19 ancillary.

The proposals also retain 5,068.95 sqm of the existing Class E floorspace within Kennet Centre. This includes the cinema (3,594.61 sqm) and restaurants (1,474.34 sqm) on site. The total Class E floorspace including the retained and proposed floorspaces would amount to 8,092.35 sqm. This represents a decrease of 14,891.15 sqm (65%) when compared with the existing commercial floorspace (22,983.5 sqm) within the Kennet Centre.

The proposed site layout plan is included as **Appendix D**.

6.2 Site Access Arrangements & Servicing

6.2.1 Vehicle Access

The existing service ramp access onto Market Street would be removed and replaced with two service accesses, one onto Cheap Street and another onto Bartholomew Street. The access proposals are illustrated in the drawing pack provided in **Appendix D**.

The Cheap Street access would serve both residential and commercial uses and would be for service/emergency vehicle only. A new drop kerbed access (vehicle crossover) is proposed onto Cheap Street. Visibility splays of 2.4m x 25m would be provided in accordance with the 20mph speed limit.

The proposed Bartholomew Street access would serve both commercial and residential uses and would provide access for service/emergency vehicles. The Bartholomew access would also provide access to the new resident's car park (83 spaces). This access is shown, located circa 30m, north of the MSCP entrance. To form this access, the existing pedestrian zone (10am to 5pm), including bollards and signage would be relocated further north, circa 45m. This would allow for 24-hour access for service vehicles and residents. The carriageway and footway area is within highway land and land controlled by the applicant. Between the proposed relocated bollards and the junction of Market Street with Bartholomew Street the road would become two way and the area would be revamped to become more informal, with shared surface material. Visibility splays of 2.4m x 25m would be provided in accordance with the 20mph speed limit.

The existing MSCP entrance onto Bartholomew Street would remain unchanged, as an inbound entrance only. The existing MSCP exit would also remain unchanged as an exit only onto Market Street.

The existing signalised Market Street / Bartholomew Street junction arrangement currently only allows for exit northbound one-way movements. As part of the development proposals this off-site junction would be redesigned to allow for all movements. This change would enable drivers exiting from the new undercroft car park to travel in both directions on Bartholomew Street, rather than just in a northbound direction (as per the current permitted movements). This avoids a lengthy diversion for drivers wishing to route south of Bartholomew Street from the new undercroft car park. The proposed design would remove the potential for U-turning traffic at the Market Street mini-roundabout, which would occur if drivers were only permitted to turn left out of Bartholomew Street. A drawing illustrating the proposals is included in **Appendix E**.

A vehicle tracking exercise has been undertaken to demonstrate the movements of a 12.0m bus through the junction. A drawing has been included in **Appendix F** which demonstrates that there would be sufficient room for a bus to manoeuvre through the junction.

Fire tender access would be available via the two proposed service yards. The main pedestrian corridor through the centre of the application site would have adequate corridor width clearance and removable bollards located at Market Street and Bartholomew Street to facilitate emergency vehicle access. A drawing illustrating the swept path of a fire tender is provided within **Appendix G**. The drawing illustrates that there is sufficient room for a fire tender to manoeuvre within the application site.

The new route through the application site would be pedestrianised by default (also permitting cyclists) and by design with only very limited usage by service vehicles delivering on a time-limited basis to the ground floor flexible-use commercial units, or exceptionally by emergency vehicles. The applicant expects servicing hours and arrangements to be conditioned as part of the application process.

Other than refuse vehicles no HGV's would enter the site.

The management strategy for the service area is detailed within the submitted Framework Serving & Management Plan which is contained in **Appendix H**.

6.2.2 Pedestrian / Cycle Access

The site would provide a high standard, wide and open, pedestrian/cycle link through the centre of the site that connects with Bartholomew Street, Market Place, Cheep Street and Market Street. Repairing the connectivity and pedestrian links that were lost when the Kennet Centre was constructed is a key element of the scheme's design. A new street through the centre of the site would provide the crucial missing link between Newbury Station and the town centre, generously proportioned to be as wide as Northbrook Street and lined with new flexible-use commercial units whose local, independent and artisan occupiers would be encouraged to spill out into the street to make a vibrant, varied and interesting new pedestrian/cycle route.

The route through the site would enable access for both pedestrians and cyclists. As detailed in LTN 1/20 *"research shows that cyclists alter their behaviour according to the density of pedestrians – as pedestrian flows rise, cyclists tend to ride more slowly and where they become very high cyclists typically dismount."* With a high-quality design, including different surface treatments and street furniture, the new route through the site would allow for both pedestrian and cyclist use. Should there be user conflict the operator would seek to ensure the safe movement of pedestrians and cyclists through additional measures, rather than restricting/excluding users.

Bartholomew Street, Market Place and Cheap Street benefit from existing controlled pedestrian crossing facilities. The Bartholomew Street link allows a direct access to Northbrook Street to the north of the site. The Market Place connection provides a direct link to Newbury Bus Station in the Wharf, and employment areas further afield to the east of the site.

As part of the development proposals a 2m wide cycle lane would be provided on Bartholomew Street. The proposed cycle lane would enable cyclists routing south over the canal bridge to continue south towards the Bartholomew Street / Market Street junction. The proposed cycle lane would not only benefit residents of the proposed development but also existing cyclists who route through Newbury town centre A copy of the drawing is provided in **Appendix I**.

In order to create the cycle lane various items of street furniture (including bollards, cycle stands, bins, seating etc) would need to be relocated or cleared. Consideration would also need to be given to the lining and surfacing of the cycleway. This level of details could be provided at the detailed design stage (should planning permission be granted).

The applicant proposes to provide a contribution towards this scheme, the level of which would be agreed with West Berkshire Council.

6.3 Parking Provision

6.3.1 Vehicle Parking

The development proposals include significant investment to the existing Kennet Centre MSCP with improvement works totalling more than £600,000 proposed by the applicant. These works would include resurfacing of the parking areas, repainting of road markings, removal of the existing ventilation and the provision of 14 additional electric car charger points. These additional charger points would support the predicted growth in electric vehicles over the coming years. The proposals also remove parking from the second floor of the MSCP which would result in a reduction in the number of spaces from 415 spaces to 392 spaces (a reduction of 23 spaces).

The development proposals include a new undercroft car park within the site, which would accommodate 83 spaces (these would be for residents only).

The undercroft car park (accessed off Bartholomew Street) would be for residents of the Eagle Quarter II development only and will be signposted as such. Refuse vehicles would be able to access the service area within the car park, but would not be able to access any further due to the low floor-ceiling height. The frequency, timings and type of vehicles using the service area would be managed in accordance with the submitted Framework Servicing & Management Plan.

The undercroft parking area would be controlled to provide access only to registered users, the specific nature of the control has yet to be confirmed. It is likely to take the form of a barrier with ANPR or key fob access. Residents would apply for a permit to park within the undercroft car park. This would be charged at the same rate as the MSCP (i.e. quarterly charges). Residents would be required to display their permit at all times (when parked within the car park).

The total parking provision on site would be 475 spaces (an increase of 60 spaces when compared with the existing provision). The rationale behind the proposed parking provision is detailed within Section 7.

Vehicle tracking is also included to demonstrate that refuse vehicles would be able to safely access, egress and manoeuvre within the proposed undercroft service area. A drawing to illustrate this is included as part of **Appendix G**. Also included on the drawing is the vehicle tracking for the Cheap Street service area.

6.3.2 Cycle Parking

Cycle parking is proposed on the ground floor in a number of convenient locations providing a level access with no steps in accordance with the above standards. Nine separate secure storage areas are proposed, totalling 685 spaces, with a range of tiered bike racks, Sheffield stand type configurations and secure lockers for storage.

The cycle parking within the storage areas would be unallocated but access would be security-fob controlled. Each residential unit would be offered cycle parking, and this would be incorporated and controlled within the management plan for site. A plan illustrating the location of cycle stores is provided overleaf in **Figure 11**. The route to/from these cycle stores is indicated by the orange arrows.

Figure 11: Cycle Store Access

Of the nine cycle stores proposed on site, only one would be accessible through the undercroft car park. This cycle store would also be accessible via the lobby on Bartholomew Street (as identified on the above plan).

The remaining eight cycle stores would be accessible from either Market Street, Cheap Street or the new pedestrian/cycle street which routes through the centre of the site. These locations would provide residents with a range of locations to store their bike. Each residential apartment would be offered cycle parking, and this would be incorporated and controlled within the management plan for site.

Appropriate measures would be implemented as part of the development to ensure safety and security of the car park / site, and to ensure no anti-social behaviour or crime, these include:-

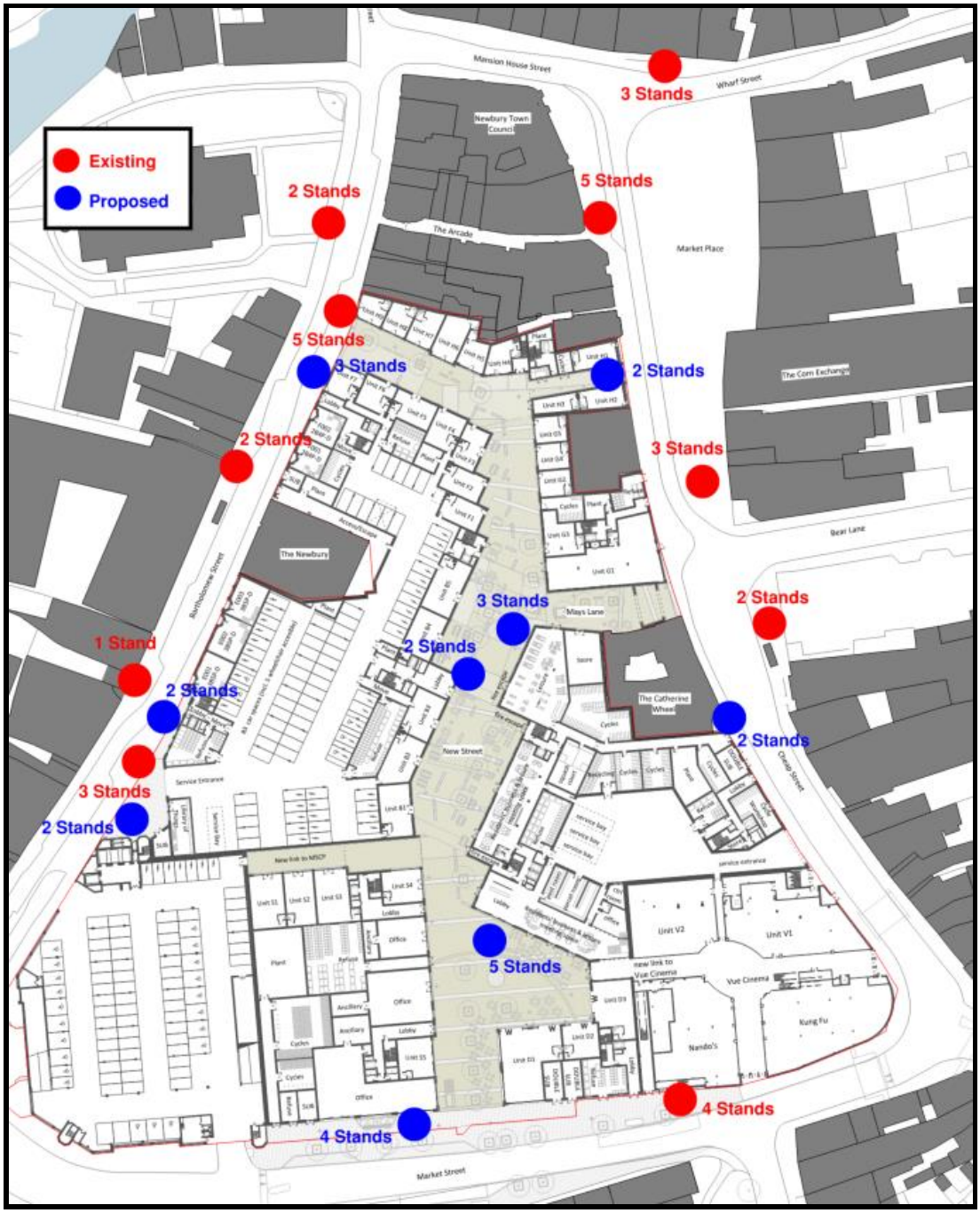
- Provision of high-quality lighting;
- 24/7 CCTV monitored by on site staff;
- The car parking areas would be managed by concierge 24/7

- The cycle parking within the storage areas would be unallocated but access would be security fob controlled.

Many of the cycle parking areas require cyclists to negotiate two sets of doors. These doors are necessary due to fire regulation requirements.

Adjacent to the site there are currently 30 cycle stands, as shown in **Figure 12** below. The applicant also proposes to provide 25 additional visitor cycle stands. The proposed location of these stands is also indicated in **Figure 12**. The stands would be located close to all main entrances / lobbies.

Figure 12: Existing and Proposed Visitor Cycle Parking Provision



At least 5 per cent of all cycle parking spaces would be capable of accommodating non-standard bicycles such as tandems, tricycles, cargo bikes and bicycles with child trailers, in accordance with Table 11.1/Table 11.2 of LTN 1/20.

As part of the Travel Plan Monitoring programme the Travel Plan Coordinator would monitor use of the cycle stands. Should the results indicate that the cycle stands are regularly all in use, then the operator would provide additional cycle stands.

Provision for charging within the residential accommodation stores would also be provided.

The development proposals include the provision of a ‘cycle workshop’ offering free cycle repair and servicing. This would be operated by an external company (service provider to be confirmed) and would be funded by the operator. The workshop would be open during set times throughout the month/year. Residents would not be able to use the tools or equipment within the cycle workshop to service their own bicycle. Instead, residents would be able to borrow tools from the ‘library of things’ on a daily or weekly basis.

Across the proposed development, cycle parking provision has been provided in accordance with West Berkshire Councils minimum cycle parking standards. Locally there is also an abundance of cycle parking with 230 spaces provided at the Newbury Station with spaces also provided across Newbury town centre.

7. Parking Rationale

7.1 Existing Parking Demand

The Kennet Centre MSCP currently provides parking for 415 vehicles and is owned by the applicant, and leased to West Berkshire Council leasing the car park from the applicant. The car park can be used by the general public for both short and long stay parking. The pricing structure includes hourly, daytime, overnight and quarterly charges, as shown in **Figure 13**.

Figure 13: Kennet Centre MSCP Charges

To ascertain the occupancy of the Kennet Centre MSCP parking accumulation surveys were undertaken between Thursday, 10th November 2022 and Wednesday, 16th November 2022. The surveys were carried out between the hours of 7am and 10pm with parking occupancy levels recorded at 30-minute intervals throughout each day. A copy of the survey data is contained in **Appendix J**.

A summary of peak occupancy is shown in the **Table 4**, with the peak occupancy period highlighted in green.

Table 4: Kennet Centre MSCP - Peak Occupancy Summary

Capacity	Thurs	Fri	Sat	Sun	Mon	Tues	Weds
416	201	204	306	222	181	171	163
	48.3%	49.0%	73.6%	53.4%	43.5%	41.1%	39.2%

Note: The parking survey identified 416 parking spaces within the car park, as opposed to the current parking provision of 415 spaces. All percentages detailed in the above table and within section 7.1 of this report are based upon 416 spaces.

Table 4 demonstrates that the Kennet Centre MSCP is underutilised Monday-Friday, with a maximum parking accumulation of 49% which results in 212 spaces remaining available (204 spaces occupied). The demand for retail parking Monday-Friday is therefore considered to be low.

There is increased demand for parking on the weekend, associated with the retail offering. However, the car park remains underutilised, with a maximum parking accumulation of 73.6% which results in 110 spaces available.

Car park occupancy levels throughout the day are detailed in **Table 5**, with the peak daily demand (as shown in **Table 4 above)** highlighted in red.

Table 5: Existing Kennet Centre MACP - Daily Occupancy Levels

Time	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday
07:00	11	16	34	30	19	8	14
07:30	15	20	51	26	35	16	19
08:00	23	21	67	24	45	26	29
08:30	31	34	76	33	56	27	35
09:00	50	58	97	71	67	63	51
09:30	82	89	157	103	103	90	92
10:00	111	106	190	141	141	105	123
10:30	147	131	243	155	145	131	129
11:00	177	182	277	168	150	140	136
11:30	189	179	283	171	152	150	144
12:00	194	186	280	175	157	162	153
12:30	191	188	286	186	162	**171**	159
13:00	201	195	301	199	166	169	158
13:30	**194**	203	**306**	204	171	164	162
14:00	193	**204**	303	214	**181**	162	**163**
14:30	188	201	284	209	152	148	161
15:00	176	188	266	**222**	122	147	130
15:30	159	173	239	213	97	130	118
16:00	143	166	204	179	70	120	97
16:30	119	142	201	128	66	112	82
17:00	111	120	199	72	61	107	79
17:30	115	123	174	70	56	85	73
18:00	98	113	168	65	61	75	71
18:30	74	90	153	58	64	84	74
19:00	71	84	123	67	67	98	83
19:30	76	81	117	61	68	105	84

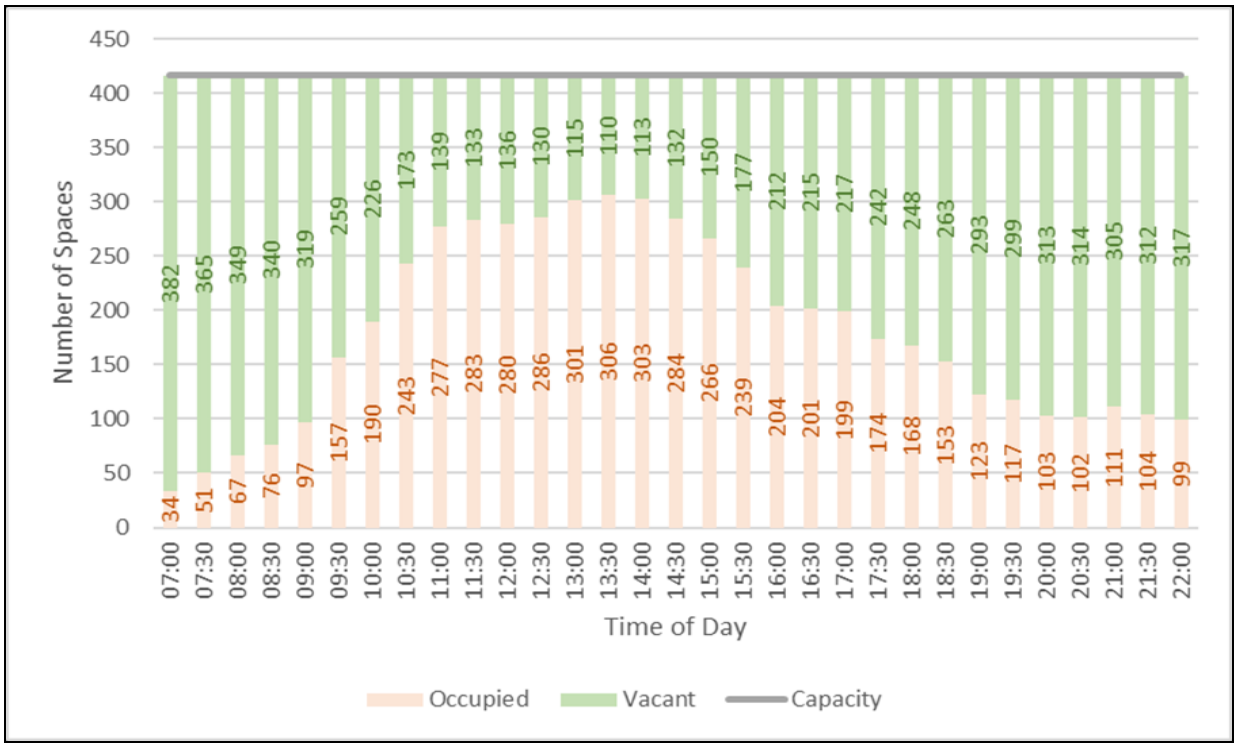
Time	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday
20:00	75	16	103	58	62	101	88
20:30	71	20	102	54	63	98	76
21:00	64	21	111	39	55	85	65
21:30	59	34	104	33	53	74	54
22:00	59	58	99	30	19	58	52

As can be seen from the data included in **Table 5**, occupancy levels follow a similar pattern throughout the week with the Kennet Centre MSCP lightly used throughout the evening/nighttime period (between 6pm and 9am). At 10pm there are never more than 99 spaces occupied, which equates to a parking demand of only 23.8% (316 spaces remain unoccupied). At 7am there are never more than 34 spaces occupied which equates to a parking demand of only 8.1% (381 spaces remain available). These results indicate that there is currently very little demand for parking overnight. It should be noted that the entry gate shuts at22:30pm, whilst the exit always remains open.

The results in **Table 5** show occupancy levels build throughout the morning period and peak at lunchtime generally between 13:30pm and 14:30pm. The only exception to this is on a Tuesday and Sunday where the peak demand occurs at 12:30 on the Tuesday and mid-afternoon at 3pm on the Sunday.

A graph illustrating the occupancy profile for the Saturday survey, which is the busiest day, is shown in **Figure 14**. Occupancy patterns for the rest of the week follow a similar pattern, albeit the number of spaces shown vacant is higher.

Figure 14: Kennet Centre MSCP - Saturday 12 November 2022



Overall, the parking survey results summarised above demonstrate that the Kennet Centre MSCP currently operates with ample spare capacity. The peak demand occurs during a Saturday, which is linked to the existing retail component of the site.

Other car parks within Newbury town centre also demonstrate significant spare capacity, as demonstrated by the results in **Table 6**. These results are based upon parking accumulation surveys which were undertaken at the same time as the Kennet Centre MSCP surveys i.e. between Thursday 10th November 2022 and Wednesday 16th November 2022.The full survey data is included as part of **Appendix J**.

Table 6: Newbury Town Centre Car Parks - Peak Occupancy Summary

Car Park	Capacity	Item	Thurs	Fri	Sat	Sun	Mon	Tues	Weds
Parkway	664	No.	306	311	**517**	348	331	384	333
		%	46.1%	46.8%	**77.9%**	52.4%	49.8%	57.8%	50.2%
Northbrook	300	No.	54	62	54	35	52	**74**	74
		%	18.0%	20.7%	18.0%	11.7%	17.3%	**24.7%**	24.7%
Station	494	No.	284	312	62	52	286	**358**	311
		%	57.5%	63.2%	12.6%	10.5%	57.9%	**72.5%**	63.0%
Total (Including Kennet Centre)	**1458873**	**No.**	**809**	**864**	**923**	**619**	**819**	**981**	**858**
		%	**43.2%**	**46.1%**	**49.3%**	**33.0%**	**43.7%**	**52.3%**	**45.8%**

The results in **Table 6** demonstrate significant spare capacity within the car parks in Newbury town centre. The 3 car parks provide a total of 1,458 spaces and on the busiest day the car parks are only 52.3% occupied which results in 893 available spaces. The weekend peak occupancy is lower at 923 vehicles or 49%, providing 951 empty spaces.

7.2 Parking Standards

7.2.1 Residential Parking Standards

West Berkshire Council's residential parking requirements are detailed within Policy P1 of the Housing Site Allocations DPD 2006-2026 and the National Planning Policy Framework. Developments are also required to accord with Policy CS13 of the West Berkshire District Core Strategy 2006 to 2026.

The minimum parking standards that are applicable for residential developments within Zone 1 (Newbury town centre) are as follows:

- 0.75 spaces per 1 bedroom apartment;
- 1 space per 2-bedroom apartment;
- 2 spaces per 3-bedroom apartment; and
- 1 visitor space is required per 5 apartments.

Based upon the above standards the residential proposals would require 383 parking spaces plus a further 85 visitor parking spaces. The total parking provision required is 468 vehicle parking spaces.

It should be noted that West Berkshire Council allow relaxations from the above standards, but only in exceptional circumstances. Paragraph iii of Policy P1 states:

"There may be exceptional circumstances where there is a case for providing parking that does not accord with the above levels. These cases will be considered on an individual basis".

7.2.2 Non-Residential Parking Standards

The level of vehicular parking required for non-residential developments is judged on a case-by-case basis and is required to take account of:

- the accessibility of the development the type,
- mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- and other locally specific issues.

No specific parking standards are given for non-residential developments.

7.3 Proposed Parking Provision

The development proposals include retention of 392 spaces within the Kennet Centre MSCP, along with a further 83 spaces within a new undercroft car park accessed off Bartholomew Street. The total parking provision on site would be 475 spaces (an increase of 60 spaces).

The undercroft car park would be accessible by residents of the apartments only. Residents would be required to pay for parking, with spaces provided on a first come first served basis. There would be no discounted rate for residents parking and no allocated parking.

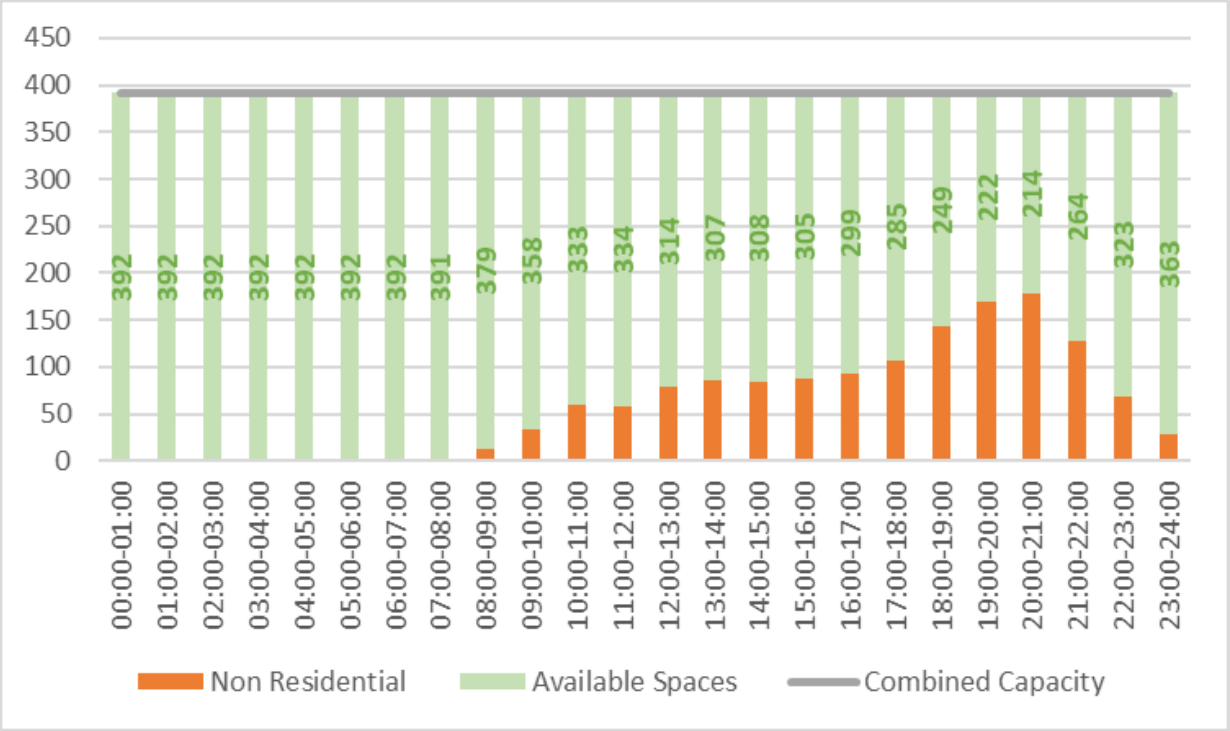
Parking in the Kennet Centre MSCP would be unallocated and would be available on a first come first served basis. Again, there would be no discounted rate for residents parking. The management of the car park will be set out in a Car Parking Management Plan which is to be submitted during the determination period of the application.

7.4 Parking Justification

7.4.1 Non-Residential

West Berkshire Council set no specific parking standards for non-residential developments. Instead, the level of vehicular parking required for non-residential developments is judged on a case-by-case basis. Therefore, to determine the required non-residential parking provision, vehicle trip rates have been taken from the TRICS database for the non-residential land uses. These trip rates have been downloaded for sites with similar characteristics to the proposed development (see Section 9 for further detail regarding trip rates). A graph illustrating the parking occupancy profile for the non-residential land uses is shown in **Figure 15.**

Figure 15: Kennet Centre MSCP - Non-Residential Daily Occupancy Levels



Overall, the non-residential parking occupancy figures demonstrate that the Kennet Centre MSCP (392 spaces) would operate with significant spare capacity throughout the day. The peak demand occurs during the evening (8pm-9pm) when approximately 178 spaces would be occupied by those utilising the non-residential elements of the scheme, leaving 214 parking spaces available.

7.4.2 Residential

The residential parking provision has been informed by the following information:

- Car ownership levels for flats/apartments;
- Residents' amenities and sustainable location;
- Other consented developments; and
- West Berkshire Council's residential parking requirements

A summary of the above information is provided in the following paragraphs:

Car Ownership

Car ownership levels within the West Berkshire 019 super output area (middle layer), which is the zone that covers the application site, indicates that for flats/apartments residents own:

- 0.63 cars/vans per household – based upon 2011 Census data; or
- 0.68 cars/vans per household – based upon 2021 Census data (provisional estimate).

The figures stated above are broken down further in **Table 7**, downloaded from the 'Office for National Statistics' and detailing those with 1 or mor cars/vans.

Table 7: Census Data: West Berkshire 019 Car/Van Availability by Household Type (Apartments)

Cars or Vans	2011 Census		2021 Census	
	No.	Percentage	No.	Percentage
No cars or vans in household	624	36.73%	918	31.72%
1 car or van in household	870	51.21%	1,588	54.87%
2 or more cars or vans in household	205	12.07%	388	13.41%
All categories: Car or van availability	1,699	100.00%	2,894	100.00%

Applying the higher percentage of 0.68 cars/vans per household, would result in residents of the proposed development owning 290 cars/vans. This figure is significantly lower (93 spaces less) than what Policy P1 of the Housing Site Allocations DPD 2006-2026 requires (383 spaces - excluding visitor provision).

Should car ownership levels at the proposed development reflect local car ownership statistics, there would be sufficient capacity within the car park to accommodate for the predicted demand, when the additional undercroft parking is considered in the overall parking numbers (475 spaces)

Residents Amenities & Sustainable Location

The provision of high-quality Build-to-Rent accommodation at the Kennet Centre with exemplary residents' amenities would significantly reduce the need for residents to own a car. Amenities include:

- Reception & concierge;
- Residents' lounges;
- Residents' leisure facilities including a gym and squash court;
- Meeting rooms/ dining rooms;
- Co-working spaces;
- Business / meeting suites (providing space for formal/informal meetings);
- A variety of rooftop terraces;
- Cycle parking;
- Cycle workshop offering cycle repair / servicing and associated equipment for sale;
- Additional car club spaces (3 in total, with one existing car club space so 4 spaces in total);
- A library of things. This would include items which residents can borrow on a daily or weekly basis; and
- Back-of-house facilities for onsite management and maintenance

The co-working and business suites are key offerings within the development. The co-working space is becoming an important alternative to working from home as more and more people are not required (or do not wish) to work in their employer's space, particularly when that involves a long commute.

The main benefits of co-working are flexibility, productivity, socialising and professionalism.

- Co-working space can be used hourly, daily or even permanently.
- Not having the interruptions associated with working from home often makes co-working a better option in terms of productivity.

- Opportunities to associate with other people who are also working can relieve isolation and has networking possibilities.
- Being in a working environment close to home but not at home can engender sense of 'going to work', feeling and appearing to be more professional.

The business/meeting suites would provide spaces for formal and informal meetings and is conveniently located giving easy access to residents and to the greater business community of Newbury. A dedicated meeting space can give clients a good first impression and provides the right atmosphere in which to conduct business without distractions, interruptions and noise.

The on-site leisure facilities (gym and squash court) would also limit the need for residents to leave the building. The provision of onsite leisure facilities would seek to encourage people to exercise and builds a community for users and their guests. The biggest barrier to going to the gym is the inconvenience, an on-site gym can therefore make a big difference.

Overall, it is considered that the amenities provided on site as well as its central location at the heart of Newbury town centre would provide the opportunity for residents to live, work and enjoy life without the need to use or own a private motor vehicle. It would therefore be reasonable to assume car ownership levels would be significantly reduced from the existing levels detailed in **Table 7.**

Should car ownership levels for the proposed development be the same or less than local car ownership statistics, there would be sufficient capacity within the car park to accommodate for the predicted demand of retail and residential users.

Market Street Development (Grainger) Application Reference 16/00547/FULEXT

In 2017 planning permission was granted (16/00547/FULEXT) for 232 dwellings along with associated car parking, residents' hub, and management office; 816sqm of flexible commercial floor space (Class A1 (retail) / A2 (financial services)/A3 (restaurants and cafes) / A4 (drinking establishments) or B1 (offices)) and a multi-storey car park off Market Street in the centre of Newbury. The application site is located directly opposite the consented Market Street site.

The Market Street application was deemed an ‘exceptional site’ and relaxation from the parking standards, as detailed within Policy P1 of the Housing Site Allocations DPD 2006-2026 was applied. The Local Highway Authority stated, during the consultation that:

“the highly sustainable location of the site, between Newbury town centre and the railway station, combined with the lack of opportunity for off-site parking in the area due to parking controls, is sufficient to consider this site as an ‘exceptional circumstance.”

Given the above decision by West Berkshire Council, a precedent has been set for allowing a reduction in parking provision in this locality.

It was agreed, as part of the Market Street development, that the residential parking provision would be provided at a rate of 0.58 spaces per unit.

Eagle Quarter II, Newbury Proposed Parking Provision

The consented parking provision figure of 0.58 spaces per unit, as discussed earlier in this Chapter, is considered to be extremely generous, particularly when considered:

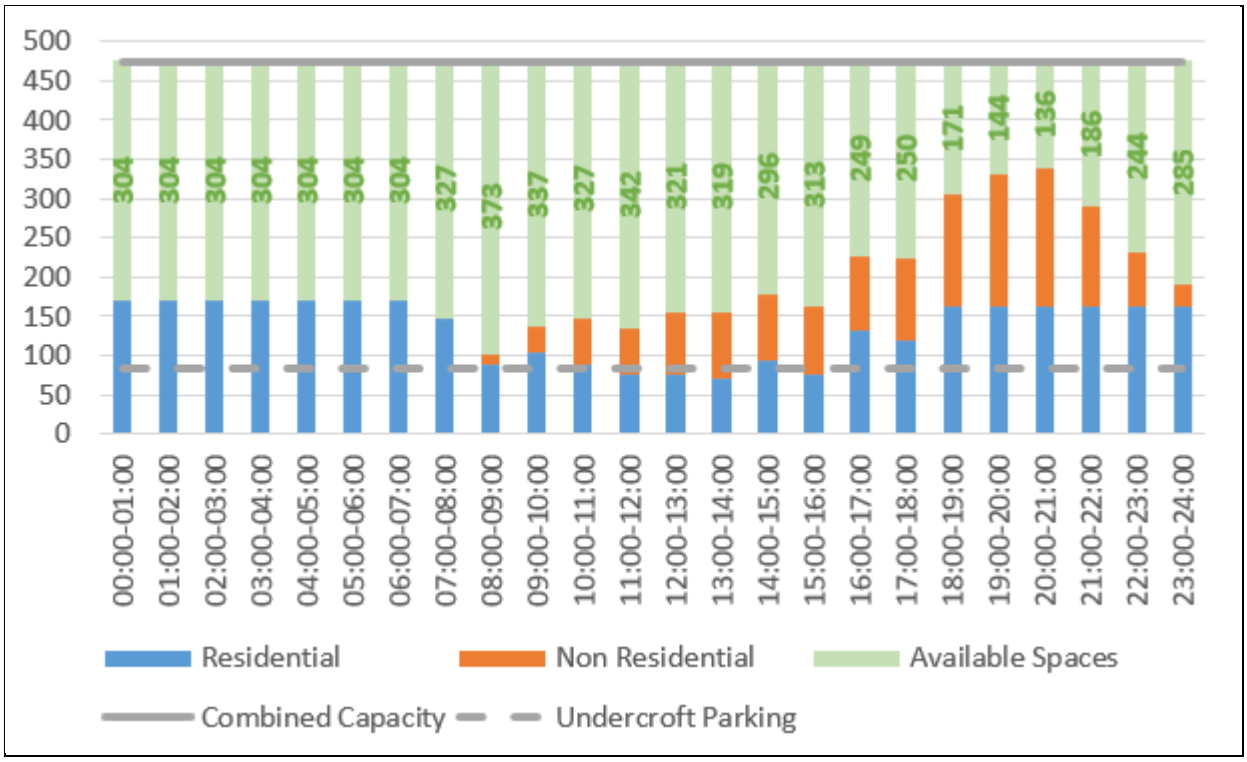
- the highly sustainable location of the application site;
- the proximity to employment, retail, leisure, education and health facilities;
- the exemplary residents’ amenities provided;
- the provision of 3 new car club spaces on site (this is in addition to the existing car club space);

- the significant increase in home working and online shopping since the parking provision figure of 0.58 was agreed for the Market Street Development in 2016/17; and
- the type of units proposed on site i.e. build-to-rent.

Considering the above, the parking demand by residents is expected to be significantly lower than 0.58 spaces per unit approved for the Market Street Development. Following further consideration of this a figure of 0.40 parking space per unit is a far more appropriate level of provision for the application site.

A graph illustrating the occupancy profile for the proposed development, including residential parking demand (based upon 0.40 car ownership) and non-residential parking is shown in **Figure 16**. The non-residential parking assumes the trip profile detailed in **Figure 15.**

Figure 16: Daily Occupancy Levels (All Land Uses) - 40% Residential Provision



Overall, the parking occupancy figures in **Figure 16** demonstrate the proposed parking demand would result in sufficient spare capacity throughout the day and evening/nighttime to cater for fluctuations in additional demand. The peak demand occurs between 8pm-9pm. During this period 136 spaces would remain unoccupied. By applying a rate of 0.40 spaces per unit it has been demonstrated that the development proposals would afford sufficient parking provision on site. This approach is considered acceptable as it is consistent with the approved Market Street development, albeit with a slightly lower parking rate. However, this is considered highly appropriate given the:

- the extremely sustainable location of the site;
- the proximity to employment, retail, leisure, education and health facilities;
- the exemplary residents' amenities provided;
- the provision of 3 new car club spaces on site (this is in addition to the existing car club space);
- the significant increase in home working and online shopping; and
- the type of units proposed on site i.e. Build-to-Rent.

Considering the above the parking demand by residents is therefore likely to be significantly lower and the provision of 0.40 spaces per unit is considered appropriate.

7.5 Summary

The provision of 475 parking spaces on-site accords with Policy P1 of the Housing Site Allocations DPD 2006-2026.

The proposed land uses each have different trip profiles which results in the demand for parking varying throughout the day. For example, residents would typically require a parking space at night but not during the day, whereas staff/customers of the commercial units would require a parking space during the day / early evening but not throughout the night. By applying a rate of 0.40 spaces per residential unit it has been demonstrated that the development proposals would afford sufficient spare parking provision on site. This is considered appropriate given the existing car ownership levels within West Berkshire and the exemplary residents' amenities available in this eminently sustainable location. With the parking provision unallocated and available on a first come first served basis this would facilitate the dual use of the MSCP by residents and non-residents. This approach is considered appropriate as it is consistent with the approved Market Street development.

The management of the car park will be set out in a Car Parking Management Plan which is to be submitted during the determination period of the application.

Should the MSCP be full (which we consider unlikely), then the general public and/or residents would be able to park elsewhere within Newbury town centre i.e. the new Newbury Station MSCP or Northbrook MSCP.

Variable message signs are currently provided at strategic points throughout Newbury which display the availability of parking spaces, thus providing early information to enable drivers to redirect to a convenient location (should the Kennet Centre MSCP be full). The information displayed is updated automatically. The variable message signs are an important part of the traffic management strategy in Newbury town centre and help people park easily and reduce journey times.

Overall, the development does provide adequate parking provision. In the very unlikely situation that there should be any overspill parking, this would easily be accommodated within other car parks within Newbury, which provide ample spare capacity. Furthermore, nearly all local streets have Controlled Parking Zones (CPZ) restrictions, including residents parking permit schemes, and therefore on-street parking will not be affected within Newbury town centre.

In conclusion the development proposals would provide sufficient on-site parking provision and in addition spare capacity to cater for fluctuations in additional parking demand.

8. Sustainable Transport

8.1 Aims and Objectives

One key objective of the proposed development is to encourage residents, employees and visitors to travel by sustainable modes of transport. The Travel Plan has the following aims;

- Manage the demand for travel to the application site;
- Improve the availability and choice of travel mode to the application site;
- Reduce the number of vehicles attending the application site;
- Improve the safety and security of people who travel to the application site;
- Promote the increased use of cycling, walking and public transport and therefore healthier living;
- Promote integration between different transport modes;
- Make positive changes to attitudes in relation to the use of alternative transport modes; and
- Improve accessibility for non-car users and the disabled.

8.2 Framework Travel Plan

In support of the planning application a Framework Travel Plan report has been prepared. The report sets out the measures that would be put in place to promote sustainable alternatives to private car use. The scope and content of the Travel Plans would be binding through incorporation within a planning condition or Section 106 Agreement on grant of the formal planning permission for the proposed development. The Travel Plan includes the following key measures:

8.2.1 Travel Plan Co-ordinator (TPC)

A Travel Plan Co-ordinator (TPC) would be appointed. The TPC would be employed on a part-time basis to drive the Travel Plan forward and gain support from residents/employees and other interested parties. The TPC would be in place 3 months before first occupation.

8.2.2 Sustainable Travel Packs

it is proposed that all new residents would be provided with a ‘Sustainable Travel Pack’. Residents would be provided with a pack upon first occupation of a unit only. The travel pack would provide useful information in relation to sustainable travel options to assist them in making informed choices for travelling to/from the proposed development. The travel packs would include information such as:

- Plans showing the location of bus stops and Newbury Station;
- Details of bus/rail services and routes;
- Contact details for organisations providing public transport information i.e. Traveline, National Rail;
- Information regarding a time limited free bus pass or voucher for cycling equipment. Vouchers would be made available upon request only;
- Information on local car sharing schemes and car clubs;
- Walking/cycling maps and plans and contact details i.e. Sustrans, rights of way maps.
- Plans showing local amenities and facilities (shops, schools and community facilities);
- Contact details for the TPC; and
- A summary of the Travel Plan.

8.2.3 Bartholomew Street Cycle Lane

As part of the development proposals a 2m wide cycle lane would be provided on Bartholomew Street. The proposed cycle lane would enable cyclists routing south over the canal bridge to continue south towards the Bartholomew Street / Market Street junction. A copy of the drawing is provided in **Appendix I**.

8.2.4 Cycle Parking and Cycle Worksop

Cycle parking would be accommodated with 632 spaces provided for residents and a further 50 spaces provided for the flexible-use commercial units (Use Class E). A reasonable number of visitor cycle parking spaces would also be provided within the site located in convenient positions.

The development proposals include an on-site cycle workshop offering cycle repair / servicing and associated equipment for sale. This would be available to all residents and employees.

8.2.5 Cycle / Public Transport Vouchers

Through the provision of the 'Sustainable Travel Packs' the applicant would provide cycle vouchers per household. These would be provided upon request and would be made available up to the end of the Travel Plan monitoring period. Such provision would seek to influence the travel patterns of residents in favour of cycling and can also be promoted in the sales material for the units. Establishing a culture of cycle use at the early stages of the development's life would also encourage more people to use such modes in the long term. As an alternative to the cycle voucher, residents could instead request a public transport discount voucher. This would include either 1 x 6-month bus pass or 2 x 3-month bus passes. These would be provided upon request and would be made available up to the end of the Travel Plan monitoring period. Such provision would seek to influence the travel patterns of residents in favour of public transport and can also be promoted in the sales material for the units.

8.2.6 Car Club

Enterprise Car Club are the official car club provider in Newbury, working in collaboration with West Berkshire Council. The development proposals includes a 3-vehicle expansion of the existing Enterprise car club. Each car would be funded by the operator for a period of 3 years. The provision of three additional car club cars would remove the need for residents to have a private car for everyday transport needs, such as trips to family and friends. The operator would fund the car club which would be run by Enterprise Car Club who would promote its services through bespoke marketing, advertising and a launch day event.

8.2.7 Electric Car Charing Points

The development proposals include significant investment to the existing Kennet Centre MSCP with improvement works totalling more than £600,000 proposed by the applicant. These works would include resurfacing of the parking areas, repainting of road markings, removal of the existing ventilation and the provision of 14 additional electric car charger points. These additional charger points would support the predicted growth in electric vehicles over the coming years.

8.2.8 Home Working

The developer would provide co-working and business/meeting suites on site. Co-working space is becoming an important alternative to working from home as more and more people are not required (or do not wish) to work in their employer's space, particularly when that involves a long commute. The main benefits of co-working are flexibility, productivity, socialising and professionalism.

- Co-working space can be used hourly, daily or even permanently;

- Not having the interruptions associated with working from home often makes co-working a better option in terms of productivity;
- Opportunities to associate with other people who are also working can relieve isolation and has networking possibilities; and
- Being in a working environment close to home but not at home can engender sense of 'going to work', feeling and appearing to be more professional.

The business/meeting suites would provide spaces for formal and informal meetings and is conveniently located giving easy access to residents and to the greater business community of Newbury. A dedicated meeting space can give clients a good first impression and provides the right atmosphere in which to conduct business without distractions, interruptions and noise.

8.2.9 Residents Amenities

The provision of high-quality build-to-tent accommodation at the Kennet Centre with exemplary residents' amenities would significantly reduce the need for residents to own or rely upon using a car. Amenities not discussed in the above paragraphs include a:

- Reception & concierge;
- Residents' lounges;
- Residents' leisure facilities including a gym and squash court;
- Meeting rooms / dining rooms;
- A variety of rooftop terraces;
- A library of things i.e. items which residents can borrow on a daily or weekly basis such as tools; and
- Back-of-house facilities for onsite management and maintenance

The on-site leisure facilities (gym and such court) would mean residents do not need to leave the building and can use their own bathroom at home afterwards, avoiding having to venture out in bad weather, particularly in the winter months. The provision of on-site leisure facilities would also encourage people to exercise and builds a community for users and their guests. The biggest barrier to going to the gym is the inconvenience. An on-site gym can therefore make a big difference.

8.3 Travel Plan Measures

A summary of all Travel Plan measures to be implemented, the timescales and the responsibility for implementing each of the measures is provided in **Table 8**.

Table 8: Travel Plan Measures

Task Description	Who is responsible?	To be completed by?
Travel Plan Co-ordinator	Operator	3 months prior to first occupation
Measures associated with the Development		
Sustainable site design	Developer	From onset of occupation
Pedestrian links are to be provided onto Market Street,	Developer	From onset of occupation

Task Description	Who is responsible?	To be completed by?
Bartholomew Street and Cheap Street		
2m wide cycle lane on Bartholomew Street	Developer	From onset of occupation
Cycle Parking to be provided	Developer	From onset of occupation
Cycle Worksop offering repair and maintenance sessions	Operator	From onset of occupation
Car Club (3 additional vehicles) – Note the existing Car Club space is also to be retained so 4 spaces to be provided in total	Operator	On a phased basis, to be agreed with West Berkshire Council
EV Charging Provision	Operator	From onset of occupation
High Speed Broadband	Developer / Service Providers	Determination of application
Co-working and business/meeting suites on site	Developer	From onset of occupation
Residents' amenities including leisure facilities (gym and squash court) and a library of things	Developer	From onset of occupation
Measures associated with the Travel Plan		
Cycle/Public Transport vouchers to be provided to each household (Available upon request)	Travel Plan Co-ordinator	On first occupation of each dwelling
Promotion of information on public transport, walking and cycling routes and maps	Travel Plan Co-ordinator	From onset of occupation
Promotion of relevant car sharing website/database and car club	Travel Plan Co-ordinator	From onset of occupation
Up to date travel information to be provided to residents/employees	Travel Plan Co-ordinator	On-going throughout Travel Plan monitoring period
Issue residents with a 'Sustainable Travel Pack' including details of sustainable	Travel Plan Co-ordinator	On first occupation of each dwelling

Task Description	Who is responsible?	To be completed by?
modes of transport (cycle route maps, bus maps etc.)		
Details of travel to school initiatives to be included in the sustainable travel pack to encourage walking and cycling to school.	Travel Plan Co-ordinator	On first occupation of each dwelling
Annual Travel Plan Event and Newsletter(s)	Travel Plan Co-ordinator	Once the build to rent units are 75% occupied then repeated annually for a period of 5 years.
Travel Plan Notice Board	Travel Plan Co-ordinator	From onset of occupation
Carry out a travel survey	Travel Plan Co-ordinator	Once the build to rent units are 75% occupied then repeated annually for a period of 5 years

9. Trip Generation & Distribution

9.1 Trip Generation

Vehicle trip rates for the existing and proposed land uses has been calculated using trip rates downloaded from the TRICS online database (version 7.10.1). The details of the TRICS analysis are provided in **Appendix K**.

9.1.1 Existing Trip Generation

The tables below detail the vehicle trip rates and resulting trip generation for the existing land uses on the application site.

Table 9: Existing AM Peak Vehicle Trip Rates and Trip Generation

Land Use	Trip Rates (per 100sqm)		Trip Generation	
	Arrivals	Departures	Arrivals	Departures
Retail	0.400	0.071	75	13
Office	0.680	0.085	3	0
Restaurant	0	0	0	0
Cinema	0	0	0	0
Total	**-**	**-**	**79**	**14**

Table 10: Existing PM Peak Vehicle Trip Rates and Trip Generation

Land Use	Trip Rates (per 100sqm)		Trip Generation	
	Arrivals	Departures	Arrivals	Departures
Retail	0.894	1.365	168	257
Office	0.123	0.661	1	3
Restaurant	2.878	1.759	42	26
Cinema	0.500	0.227	17	8
Total	**-**	**-**	**228**	**294**

Table 11: Existing Daily Vehicle Trip Rates and Trip Generation

Land Use	Trip Rates (per 100sqm)		Trip Generation	
	Arrivals	Departures	Arrivals	Departures
Retail	14.682	14.684	2,761	2,762
Office	4.805	4.684	24	24
Restaurant	22.466	21.478	331	317
Cinema	6.09	5.681	207	193
Total	**-**	**-**	**3,324**	**3,295**

9.1.2 Proposed Trip Generation

To estimate the trips likely to be generated by the build-to rent units, person-based trip rates have been derived from the TRICS online database as detailed in **Table 12**.

Table 12: Residential Total People Trip Rates (per dwelling)

Period	Arrival	Departure	Two-way
AM Peak (08:00-09:00)	0.125	0.425	0.550
PM Peak (17:00-18:00)	0.350	0.425	0.775
Daily	2.550	2.600	5.150

The person trip rates in **Table 12** have been converted in vehicle trips using method of travel to work data from the 2011 census data for the West Berkshire 019C output layer. The travel to work outputs are shown in Section 4 (**Table 2**) with the resulting trip rates detailed in **Table 13**. Also included in **Table 13** are the trip rates and trip generation calculations for the other land uses.

Table 13: Proposed AM Peak Vehicle Trip Rates and Trip Generation

Land Use	Trip Rates (per 100sqm or dwelling)		Trip Generation	
	Arrivals	Departures	Arrivals	Departures
Retail	0.400	0.071	10	2
Office	0.680	0.085	4	0
Restaurant	-	-	0	0
Cinema	-	-	0	0
Residential	0.056	0.190	24	81
Total	**-**	**-**	**38**	**83**

Table 14: Proposed PM Peak Vehicle Trip Rates and Trip Generation

Land Use	Trip Rates (per 100sqm or dwelling)		Trip Generation	
	Arrivals	Departures	Arrivals	Departures
Retail	0.894	1.365	22	34
Office	0.123	0.661	1	4
Restaurant	2.878	1.759	42	26
Cinema	0.500	0.227	17	8
Residential	0.157	0.190	67	81
Total	-	-	149	153

Table 15: Proposed Daily Vehicle Trip Rates and Trip Generation

Land Use	Trip Rates (per 100sqm or dwelling)		Trips	
	Arrivals	Departures	Arrivals	Departures
Retail	14.682	14.684	362	362
Office	4.805	4.684	27	26
Restaurant	22.466	21.478	331	317
Cinema	6.090	5.681	207	193
Residential	1.142	1.165	488	497
Total	**-**	**-**	**1,415**	**1,395**

9.1.3 Net Trip Generation

The net trip generation to/from the application site is detailed within **Table 16** below.

Table 16: Net Trip Generation

Time Period	Existing			Proposed			Net Impact		
	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way
AM Peak	79	14	92	38	83	121	-41	69	29
PM Peak	228	294	522	149	153	301	-79	-141	-221
Daily	**3,324**	**3,295**	**6,619**	**1,415**	**1,395**	**2,810**	**-1,909**	**-1,900**	**-3,809**

The above trip generation calculations demonstrate that the development proposals would result in a significant reduction in vehicle trips throughout the day, with more than 3,800 trips removed from the local highway network. The proposed development also removes HGV trips from the local highway network that are currently associated with the Kennet Centre.

The morning peak hour shows a slight increase in trips (+29 vehicles). This is due to the different trip profiles associated with the change in land uses. i.e. residential vs commercial. The evening peak shows a major decrease in vehicle trips with 221 fewer vehicle trips.

9.2 Trip Distribution

The distribution of development generated vehicle trips is likely to follow a similar pattern to at present. However, to determine exactly where the development proposals would have the greatest effect (i.e. due to the significant reduction in vehicles trips) origin/destination data has been downloaded from the 2011 Census.

Data has been downloaded for both the daytime (workplace) and resident population for the West Berkshire 019C Super Output Area (Lower Layer). The data downloaded for the daytime population provides a useful guide as to where people working in the West Berkshire 019C Super Output Area are travelling in from. Whereas the resident population data provides a useful guide as to where residents in the West Berkshire 019C Super Output Area are travelling out to.

Table 17 details the top 10 destinations for where residents within the West Berkshire 019C Super Output Area are travelling to.

Table 17: Travel to Work from West Berkshire 019C Super Output Area

Work Location	Number	Percentage
West Berkshire 019C	122	24%
Mainly work at or from home	92	18%
West Berkshire 012D	66	13%
No fixed place	56	11%
West Berkshire 019B	52	10%
West Berkshire 019A	43	9%
West Berkshire 019D	30	6%
West Berkshire 011F	15	3%
West Berkshire 020B	12	2%
Reading 011F	12	2%

As can be seen from **Table 17**, 42% of people either work within the West Berkshire 019C Super Output Area (which incorporates Newbury town centre) or mainly work from home. A further 25% work within the wider area of West Berkshire 019.

Table 18 details the top 10 destinations for where people working within the West Berkshire 019C Super Output Area are travelling from.

Table 18: Travel to Work to West Berkshire 019C Super Output Area

Home Location	Number	Percentage
West Berkshire 019D	172	13%
West Berkshire 019A	154	11%
West Berkshire 020C	149	11%
West Berkshire 013A	146	11%
West Berkshire 020A	136	10%
West Berkshire 011F	134	10%
West Berkshire 012A	123	9%
West Berkshire 014D	122	9%
West Berkshire 019C	122	9%
West Berkshire 021D	115	8%

As can be seen from **Table 18**, most people commute the West Berkshire 019C Super Output Area from within the West Berkshire 019 areas, with 13% from 019D and 11% from 019A.

Analysis of the routes people are likely to take to the destinations has been undertaken using Google maps (route planner). **Table 19** shows the assumed routes of travel to the top 10 destination detailed in **Table 17** along with other local areas. Where a number of viable alternative routes have been identified these have been evenly split between the possible routes.

Table 19: Routing Assumptions

Location	Route
West Berkshire 019C	Local – Assigned to all routes
West Berkshire 012D	A339N
West Berkshire 019B	A339N
West Berkshire 019A	A339S
West Berkshire 019D	Mill/Kings + A339S
West Berkshire 011F	Mill/Kings
West Berkshire 020B	A339S
Reading 011F	A339N
West Berkshire 012A	A339N
West Berkshire 013A	A339N
West Berkshire 014D	Mill/Kings
West Berkshire 020A	A339S
West Berkshire 020C	Bartholomew
West Berkshire 021D	Bartholomew + A339S

The above data has been utilised to determine a pattern for where residents and non-residents travel to/from. A summary of this is included in **Table 20**.

Table 20: Trip Distribution Summary

Route	Residential	Other Land Uses
A329N	46%	22%
A329S	29%	34%
Kings Road/Mill Lane	17%	27%
Bartholomew Street	9%	17%

10. Highway Impact

10.1 Introduction

This section of the report considers the impact of the development upon the local highway network.

10.2 Study Area

The study area includes the following two traffic signal-controlled junctions:

- Bartholomew Street / Market Street; and
- A339 / Bear Lane Roundabout.

10.3 Base Traffic Flows

Background traffic flows for the study area have been extracted from the 'Eagle Quarter, Newbury' planning application (21/00379/FULMAJ). The traffic flows are based upon data from the Newbury Town Centre VISSIM Model and include data for the 2026 AM and PM peak hours.

10.4 Traffic Network Diagrams

Traffic network diagrams have been produced using the and data obtained from the Eagle Quarter, Newbury' planning application. These are included within **Appendix L**. The development traffic, shown in the network diagrams is based on the net trip generation detailed in **Table 16** . Development distribution is based on the route assignment discussed earlier in this report and detailed in **Table 20**.

10.5 Junction Capacity Assessment Results

10.5.1 Bartholomew Street / Market Street

The Bartholomew Street / Market Street junction is to be upgraded as part of the Eagle Quarter II development proposals. The development proposals result in Bartholomew Street becoming two-way between the proposed undercroft car park and Market Street. This change requires revisions to the highway layout and traffic signal staging/timings. The proposed junction layout is in **Appendix F**.

The 2026 + Development flows for the new junction arrangement were modelled using LinSig 3. The LinSig analysis for this junction is provided in **Table 21** and the full outputs are provided in **Appendix M**.

Table 21: Bartholomew Street / Market Street LinSig Results (With Pedestrian Stage)

Junction Arm	AM Peak		PM Peak	
	Deg of Sat (%)	Max Queue	Deg of Sat (%)	Max Queue
Market Street	42.6%	5.7	63.3%	11.6
Bartholomew Street (South)	85.5%	20.4	46.6%	7.7
Bartholomew Street (North)	41.7%	1.9	65.2%	3.9
PRC (%)	5.2		37.9	
Cycle Time	90		90	

As can be seen in **Table 21**, the junction is predicted to operate within capacity following the proposed amendments to the junction layout. The highest degree of saturation occurs on Bartholomew Street, reaching 85.5% in the morning peak hour. A queue of 20.4 vehicles is recorded on the same arm.

The LinSig model has been run with a pedestrian stage called every cycle. In practice however this is considered unlikely, when considering the predicted pedestrian demand and desire lines. The LinSig model has therefore been run to see understand its operation should the pedestrian stage not be called. A summary of the results is provided in **Table 22** with the full outputs provided as part of **Appendix M**.

Table 22: Bartholomew Street / Market Street LinSig Results (No Pedestrian Stage)

Junction Arm	AM Peak		PM Peak	
	Deg of Sat (%)	Max Queue	Deg of Sat (%)	Max Queue
Market Street	30.8%	2.3	45.4%	5.5
Bartholomew Street (South)	56.6%	10	30.8%	4.3
Bartholomew Street (North)	41.7%	1.9	59.3%	3.7
PRC (%)	59.1		51.7	
Cycle Time	90		90	

As can be seen in **Table 22** the junction would operate comfortably within capacity when the pedestrian stage is not called.

The above results in **Table 21** and **Table 22** indicate that the proposed Bartholomew Street / Market Street junction arrangement would satisfactory accommodate future traffic levels and would not result in congestion or pose an inherent safety risk.

10.5.2 A339 / Bear Lane Roundabout

The A330 / Bear Lane traffic signal-controlled roundabout is located to the northeast of the application site. The development proposals would result in an additional 30 vehicle trips through the roundabout during the morning peak hour. During the evening peak hour there would be a reduction in trips (133 fewer vehicle trips) and over a 24-hour period there would be a significant reduction (1,300 fewer vehicle trips). Such a large reduction in traffic flows would provide significant capacity benefits to an already congested junction.

The proposed increase in traffic flows (30 trips) during the morning peak hour would have a negligible impact on the operation of the roundabout. The benefits of a reduction in 1,300 vehicles across the day would far outweigh the negligible increase in traffic flows during the morning peak hour.

Overall, the type and scale of the proposed development is considered consistent with the location and consent for development within the area. Taking these factors into consideration, and in accordance with National Planning Policy Framework (NPPF), the impact of the associated development traffic on the operation and safety of the roundabout, is not considered to be ‘severe’. We do not consider an increase of <30 vehicles requires use of the Councils VISSIM model to assess the impact at this roundabout Therefore, no off-site assessment or improvement schemes are considered necessary for this junction.

10.6 National Planning Policy Framework

The NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Assessment, and decisions should take account of whether:

- The opportunity for **sustainable transport** modes have been taken up, depending on the nature and location of the site to reduce the need for major transport infrastructure;
- **Safe and suitable access** to the site can be achieved for all people; and

- **Improvements can be undertaken** within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The following paragraphs consider each of the above bullet points.

Sustainable Transport

The application site represents an excellent location for development, being located at the heart of Newbury, a short walk from excellent public transport connections and lying within an acceptable walk / cycle catchment of a range of key local services / facilities.

Given the level of pedestrian infrastructure around the application site, suitability of local roads for cycling and links to facilities and services within an acceptable walking/cycling distance, the application site is well located to encourage pedestrian/cycle journeys in place of car journeys to local facilities. Such locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car and reducing reliance upon owning a car.

Existing services, facilities, amenities, employment opportunities and transport infrastructure are readily available and accessible from the application site. A high-density scheme such as the current proposals is considered appropriate in this location given the sustainability credentials of the application site and wider area.

Safe and suitable access

The local highway network is considered to be safe and the number and pattern of recorded collisions within the study area are generally consistent with what would be expected for the levels of traffic flow, pedestrian movements and the scale/nature of the roads and junctions on the highway network. The development proposals are not considered to be detrimental to highway safety.

Improvements can be undertaken

Overall, the type and scale of the proposed development is considered consistent with the location and consent for development within the area. Taking these factors into consideration, and in accordance with National Planning Policy Framework (NPPF), the impact of the associated development traffic on the operation and safety of the local highway network, is not considered to be ‘severe’. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. This is not the case for the proposed development. Beyond the improvements proposed at the Bartholomew Street / Market Stret traffic signal-controlled junction (which are required for access reasons rather than capacity reasons), no additional off-site assessment or improvement schemes are considered necessary.

11. Construction Traffic Management Plan

11.1 Traffic Management Measures

It is important that construction traffic is managed and integrated into the existing road network. This would maintain safety on the highway whilst minimising the risk of inconvenience and disruption to the public.

This would be achieved through careful management, programming and co-ordination of the works. To minimise the impact of construction traffic on the existing road and highway network the following principles would be actioned:

- Delivery vehicles would access and egress the site from the local highway network. A routing strategy would be prepared, and drivers advised of this in order to limit the impact of vehicles on the local highway network. The Traffic Management Plan would be agreed with the Local Highway Authority;
- All contractors would be made aware of the agreed route and would be expected to enforce its use through the implementation of penalties;
- Signage would be erected within the site to clearly direct traffic;
- The site working hours are likely to be as follows:
  - 8:00am to 6:00pm Monday to Friday;
  - 8:00am to 2:00pm on Saturday; and
  - No works would take place on Sundays or Bank Holidays.
- Delivery vehicles, whenever practical, would avoid peak hours to reduce traffic congestion and nuisance on the local highway network;
- Vehicles associated with the development would not park on the local highway network;
- Where works impact on the public highway, appropriate temporary traffic regulation orders would be put in place;
- On site car parking would be provided for essential contractor vehicles;
- The entrance to the site would be kept clear and clean. Appropriate cleaning/sweeping would be carried out;
- In the interests of the environment and road safety all containers carrying materials would be appropriately covered or secured to prevent soiling of the highway network, causing a hazard to vehicles, pedestrian and cyclists; and
- The site would be appropriately secured;

The application of the measures outlined above would ensure that there are no vehicle conflicts or potential road safety issues associated with the construction of the development. Following implementation of the arrangements / measures discussed above, there should be no material impact on the existing highway network or road safety.

The full package of measures would be agreed with the Local Highway Authority within a Construction Traffic Management Plan. It is recommended that this should be conditioned subject to a Resolution to Grant planning permission.

12. Summary & Conclusions

12.1 Summary

This Transport Assessment Addendum report has been prepared by Waterman Infrastructure & Environment Ltd (Waterman) on behalf of Lochailort Newbury Ltd in support of a Full Planning Application for the redevelopment of the Kennet Centre in Newbury.

The proposed development (known as Eagle Quarter II) would include 427 build-to-rent residential units along with flexible commercial uses at ground floor level and public realm and open spaces.

The site is located in an extremely sustainable location with a wide range of facilities and services within a desirable walking and cycling distance of the site. The site also has access to a good level of train services and bus services, which would reduce the dependency on car usage from the site.

A framework Travel Plan for the site has been produced which would ensure that residents/employees and visitors/customers to the development travel in a sustainable manner and would limit the impact of the development.

The existing service ramp access onto Market Street would be removed and replaced with two service accesses, one onto Cheap Street and another onto Bartholomew Street. The Cheap Street access would serve both residential and commercial uses and would be for service/emergency vehicle only. A new drop kerbed access (vehicle crossover) is proposed onto Cheap Street. The proposed Bartholomew Street access would serve both commercial and residential uses and would provide access for service/emergency vehicles. The Bartholomew access would also provide access to the new resident's car park (83 spaces). This access is shown, located circa 30m, north of the MSCP entrance. To form this access, the existing pedestrian zone (10am to 5pm), including bollards and signage would be relocated further north, circa 45m. This would allow for 24-hour access for service vehicles and residents.

The existing MSCP entrance onto Bartholomew Street would remain unchanged, as an inbound entrance only. The existing MSCP exit would also remain unchanged as an exit only onto Market Street.

The existing signalised Market Street / Bartholomew Street junction arrangement currently only allows for exit northbound one-way movements. As part of the development proposals this off-site junction would be redesigned to allow for all movements.

Fire tender access would be available via the two proposed service yards. The main pedestrian corridor through the centre of the application site would have adequate corridor width clearance and removable bollards located at Market Street and Bartholomew Street to facilitate emergency vehicle access.

The new route through the application site would be pedestrianised by default (also permitting cyclists) and by design with only very limited usage by service vehicles delivering on a time-limited basis to the ground floor flexible-use commercial units, or exceptionally by emergency vehicles. The applicant expects servicing hours and arrangements to be conditioned as part of the application process.

The site would provide a high standard, wide and open, pedestrian link through the centre of the site that connects with Bartholomew Street, Market Place, Cheep Street and Market Street. Repairing the connectivity and pedestrian links that were lost when the Kennet Centre was constructed is a key element of the scheme's design. A new pedestrian/cycle street would provide the crucial missing link between Newbury Station and the town centre, generously proportioned to be as wide as Northbrook Street and lined with new flexible-use commercial units whose local, independent and artisan occupiers would be encouraged to spill out into the street to make a vibrant, varied and interesting new pedestrian route.

As part of the development proposals a 2m wide cycle lane would be provided on Bartholomew Street. The proposed cycle lane would enable cyclists routing south over the canal bridge to continue south towards the Bartholomew Street / Market Street junction.

The development is to provide a total of 475 vehicular parking spaces, 392 to be retained within the existing Multi Storey Car Park (MSCP) and a further 83 spaces provided within a new undercroft car park, which would be for residents only. The parking provision in the MSCP is an overall reduction of 23 spaces, however with the undercroft car park there is an overall increase of 60 parking spaces. In accordance with Policy P1 of the Housing Site Allocations DPD 2006-2026, based on the residential development element of the proposal a total of 468 spaces would be required (consisting of 85 visitor spaces). In accordance with Policy P1 however the development is considered to be exceptional, given its location and access to sustainable offerings with regards onsite amenities and proximity to sustainable modes (bus and rail), and also within walking distance of a number of retail and leisure amenities. On this basis, and in reviewing local car ownership and other planning applications, lower car parking provision should be provided. Given the sites exceptional circumstances 0.4 parking space per dwelling will be provided. Consideration of demand for the other uses has been undertaken however and considered against parking occupancy surveys. Given the predicted demand associated with the retained retail uses and the future residents there is considered to be sufficient parking provision to provide the necessary parking. The overall parking provision of 475 spaces is considered to be appropriate and would provide sufficient capacity for the development, whilst providing spare capacity in the event of daily fluctuations.

In addition to vehicular parking cycle parking will be provided in a number of convenient locations, providing a level access with no steps. Nine separate secure storage areas are proposed, totalling 632 spaces, with a range of tiered bike racks, Sheffield stand type configurations and secure lockers for storage. The cycle parking provision is considered to be appropriate and further supports the exceptional nature of the site to promote the useful of sustainable modes of transport and reduction in vehicular parking provision for the residential element of the scheme.

The trip generation calculations demonstrate that the development proposals would result in a significant reduction in vehicle trips throughout the day, with more than 3,800 trips removed from the local highway network. The proposed development also removes HGV trips from the local highway network that are currently associated with the Kennet Centre.

The proposed development would have a positive impact upon the operation of the local road network.

The type and scale of the proposed development is considered consistent with the location and consent for development within the area. Taking these factors into consideration, and in accordance with National Planning Policy Framework (NPPF), the impact of the associated development traffic on the operation and safety of the local highway network, is not considered to be ‘severe’.

A review of collision statistics for the local highway network has been carried out and no trends or clusters have been identified on the local highway network in the vicinity of the site or the site access. It is not expected therefore that the development proposals would result in an impact on highway safety.

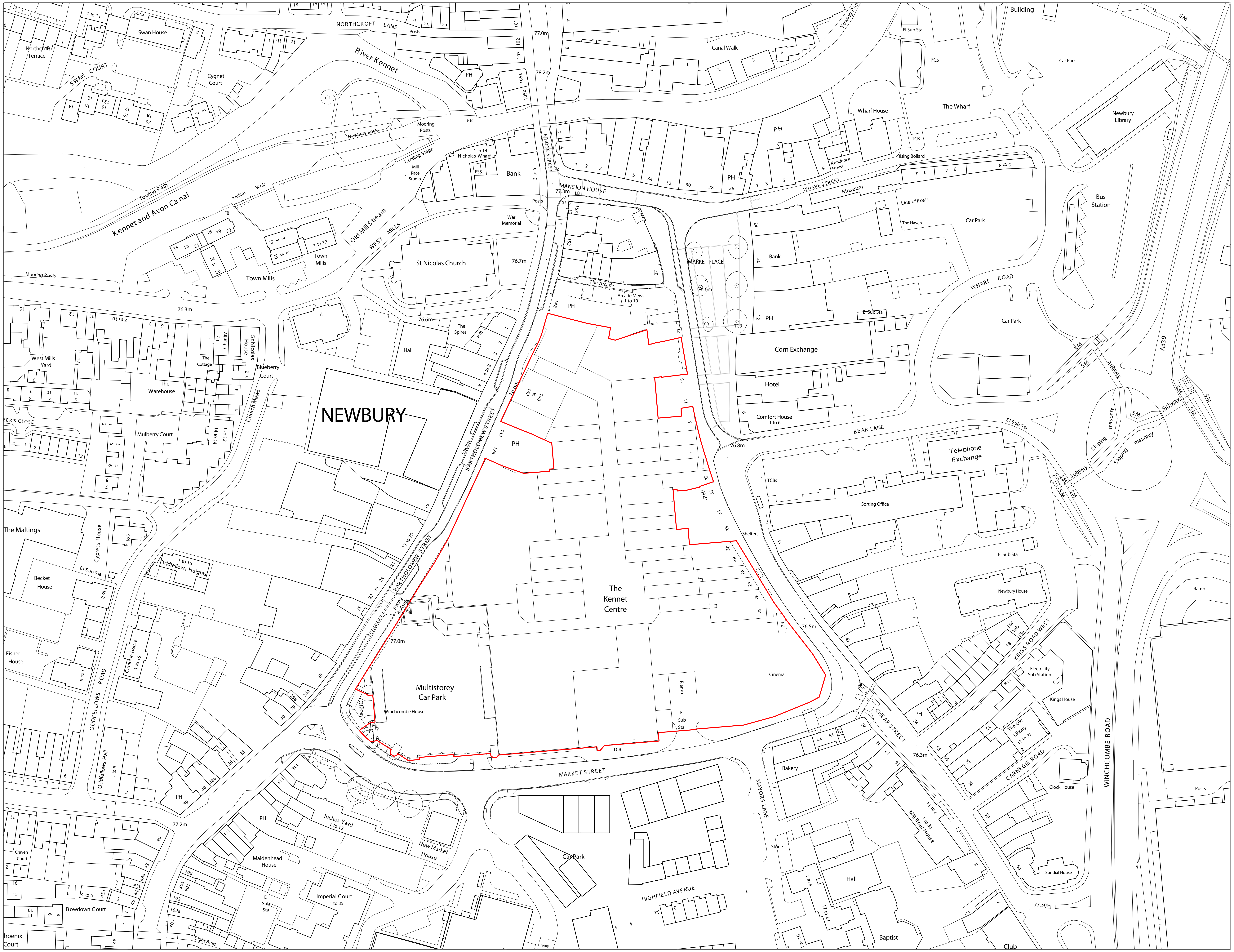
12.2 Conclusions

It can be concluded from the evidence presented in this report that the proposals can be accommodated without detriment to safety or the operation of the local highway network. In addition, the development site is accessible by a choice of transport modes.

As such the impact of the development is not severe and there is no reason why the proposals should be refused on transport and highway grounds.

APPENDICES

A. Location Plan



NOTES
CONSULTANTS
- Refer to highways consultant's drawings for details
- Refer to landscape consultant's drawings for details

AREAS
- Refer to area schedule

N

Rev	Notes	Date	By	Auth
PA	Issued for Planning Submission	06/09/2023		

0m 25m 50m 75m 100m 125m

VISUAL SCALE 1:1250 @ A2

KEY
APPLICATION BOUNDARY

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Drawn By: LK
Checked by: RC
Scale @ A2: 1 : 1250
Scale @ A4: 1 : 2500
CAD File No:

LOCHAILORT

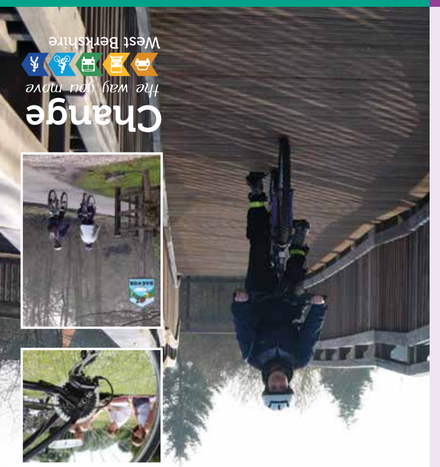
Eagle Quarter, Newbury
Site Location Plan

PLANNING
20011 P0-001

PA
Revision

B. Cycle Map

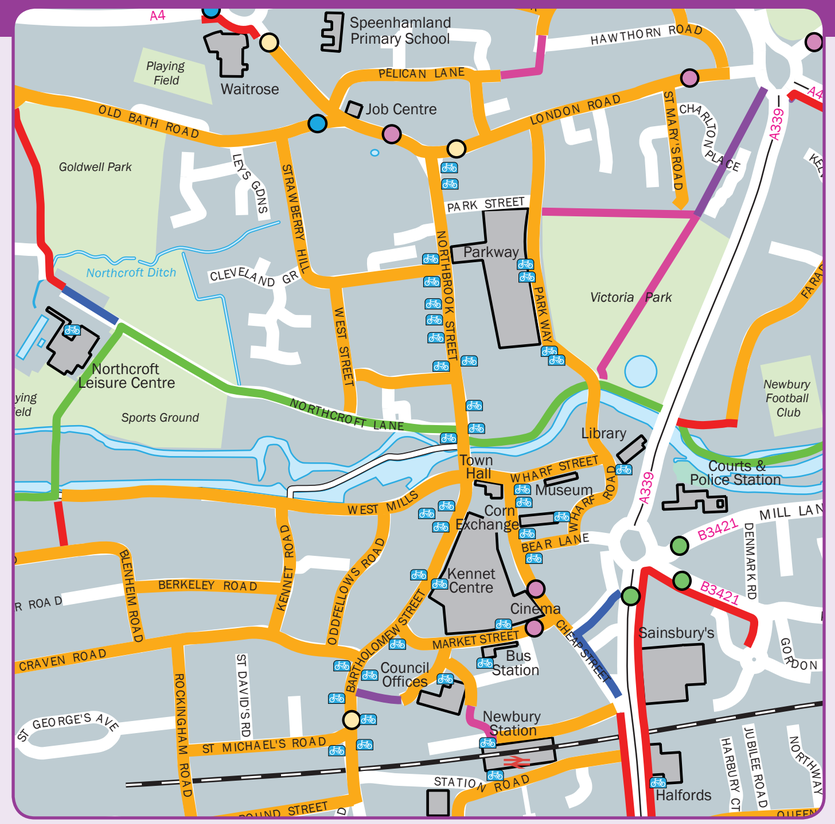
West Berkshire COUNCIL



CYCLING

in Newbury & Thatcham

A map & guide to cycling facilities



Map Key

Cycling in Newbury and Thatcham

- Links (dismounted)
- Links (suitable for cycling)
- National Cycle Route 4
- Signed Cycle Path - off carriageway (cycleway or shared footway/cycleway)
- On-road Signed cycleway
- Quiet Route (mainly on road; some tracks included where surfacing may vary)
- Cycle parking locations

Pedestrian crossings

- Pelican
- Puffin
- Toucan
- Zebra

Scale 1: 6 875

0 250 metres

0 250 yards

Route Planning

Want to plan a cycling journey? West Berkshire cycle routes along with many other local authorities' are now available on **www.transportdirect.info** and click on **Find a Cycle Route**

Benefits of Cycling

Cycling regularly helps to improves health and fitness as well as being good for the environment.

During the morning rush hour, cycling to work is often quicker than other forms of transport and can reduce stress levels by avoiding traffic queues!

Cycling is also good for the environment as it does not generate pollution!

Kennet & Avon Canal

Cycling is permitted along the length of the Kennet and Avon Canal. The National Cycle Network Route 4 follows much of the improved sections of the towpath and is clearly signed on other suitable routes where the towpath is narrow or uneven. Enjoy cycling along this pleasant route and remember that the canal is popular with walker and boaters too, many of whom are travelling at speeds slower than you.

More information about the canal can be found at **http://canalrivertrust.org.uk** along with a detailed map which can be downloaded or at **www.katrust.org.uk**

More information regarding the National Cycle Network is available from Sustrans **www.sustrans.org.uk**

Interesting facts

On a bike you can travel 3 times faster than walking.

1 in 3 adults in the UK owns a bike, but only 1 in 10 rides regularly.

Useful Contacts

West Berkshire Spokes
is a voluntary organisation that represents cyclists across West Berkshire through membership and affiliation to other local cycling and related organisations. Although rides are organised the primary function is as a campaigning organisation for better facilities (e.g. cycleways, secure "parking" and lockers) for all cyclists but in particular the utility cyclist. Spokes were formed in December 2002 as a means of providing a communication channel between local cyclists and West Berkshire Council. Spokes members assisted with the update of this map and also provide the manpower for the Council to perform the regular cycle counts
www.westberkshirespokes.org

Newbury Road Club
Promoting cycling and serving cyclists in the Newbury area
www.newburyrc.co.uk

West Berkshire Council
www.westberks.gov.uk
If you have any suggestions regarding the provision of cycle facilities or require further information please contact the Council's Transport Policy Team on **01635 519505** or email **ltp@westberks.gov.uk**

This map (and other walking and cycling maps) can be found on the Council's website **www.westberks.gov.uk/activetravel**

For maintenance issues please call the Council's Streetcare Team on **01635 519080** or email **customerservices@westberks.gov.uk**

Banjo Cycles
40 Bartholomew Street, Newbury 01635 43186
www.banjocycles.com

Specialized Concept Store
3A Norman House, Hambridge Road, Newbury
01635 33736

Supernova cycles
4 Oxford Street, Newbury 01635 46600
www.supernovacycles.co.uk

Halfords
Unit 2, Greenham Road, Newbury 01635 569078

Mike Muttram
(Mobile Cycle Repairs) 07909 520 851
www.muttram.co.uk

Bike Lux Cycles
Bikelux, Motorlux Mazda, Ampere Road, London Road Industrial Estate 01635 818930

Safety First

Lock it and Leave it

To protect your bike from Theft:

- Lock it to something solid
- Use bike parks (where available)
- Invest in a good quality lock
- Have your frame postcoded (Speak to your local police station to find out more)

If using the train make use of the secure cycle lockers at Newbury and Thatcham Station (speak to the station staff to find out more)

Follow the **Highway Code** and show consideration to other road users, especially pedestrians

Warn people of your approach using a bell

Cycle training is available from West Berkshire Council's Road Safety Team. Contact roadsafety@westberks.gov.uk for more information.

Be Organised – check you brakes, tyres, chains, lights and make sure your bike is safe to ride

Be Prepared – carry a puncture repair kit, waterproofs and first aid kit

Be protected – wearing a helmet could mean a less severe head injury if you were to have an accident

Be Seen – wear bright and/or reflective clothing and use lights outside the hours of daylight.

BE SAFE!

Cyclists Highway Code

Clothing:

you should wear:

- A cycle helmet which conforms to current regulations, is the correct size and securely fastened
- Appropriate clothes for cycling. Avoid clothes which may get tangled in the chain, or in a wheel or may obscure your lights
- Reflective clothing and/or accessories (belt, arm/ankle bands) in the dark

When riding at night you MUST have front and rear lights, a red rear reflector and amber pedal reflectors (if manufactured after 1/10/85). White front reflectors and spoke reflectors will also help you to be seen.

Cycle Facilities:

Cycle Lanes are on road and provide a designated area of the road for cyclist. They are marked with a white line (which may be broken). You do not have to use them, but they can make your journey safer. Cycle lanes often have advance stop lanes at traffic lights to give cyclist a head start when the lights change. You must not cross the stop line when the traffic lights are red.

Cycle Paths are off road cycle lanes usually on the pavement. The cycle path can be segregated (marked with a solid while line and cycle symbol) or shared (cycle symbol) with pedestrians. On shared use paths you need to take extra care, and on segregated paths you must cycle on the cycling side of the path.

Unless a pavement says it is suitable for cycling you must not cycle on it.

Cyclists may use off road bridleways, by-ways and restricted by-ways.

National Cycle Route 4, Part of the Sustrans National Cycle Network, this is a mainly off road, partly traffic free, route linking Reading to Newbury and through to Bath and Bristol.

Toucan crossings allow cyclists and pedestrians to cross the road at the same time. They have a 'green bike' as well as a 'green man'

You must obey traffic signs and traffic light signals as if you were driving.

You should:

- Not ride more than two abreast
- Ride in single file on narrow or busy roads
- Not ride close behind another vehicle
- Not carry anything which will affect your balance or may get tangled up with your wheels or chain
- Be considerate of other road users, particularly blind or partially sighted pedestrians. Let them know you are there when necessary, for example, by ringing your bell.

You MUST not:

- Carry a passenger unless your cycle has been built or adapted to carry one
- Hold on to a moving vehicle of trailer
- Ride in a dangerous, careless or inconsiderate manner
- Ride when under the influence of drink or drugs

When parking your bike you must leave it so that it will not endanger or obstruct other road users or pedestrians. Use cycle parking facilities where these are provided.

Road Junctions: Watch out for vehicles turning in front of you, particularly if turning left. Do not ride on the inside of a vehicle. Do not attempt to turn at the same time as another vehicle, wait for them to complete their turn before you turn. When turning right check that it is safe and then signal and move to the centre of the road. Wait until there is a safe gap in the oncoming traffic before completing the turn. It maybe safer to wait on the left until there is a safe gap, or to dismount and push your bike across the road.

Dual Carriageways: Remember that traffic on most dual carriage ways moves quickly. When crossing wait for a safe gap and cross each carriageway in turn. Take extra care when crossing slip roads.

Cycle Signs

Route to be used by pedal cycles only

A shared path for cyclists and pedestrians

No cycling

A route for use by cyclists and pedestrian on separate sides of the path

Cycle route ahead

Advisory route for cyclists to use

Direction sign showing recommended route for cyclists.

WBC/H&TP/NT/0514

Cycling in Newbury and Thatcham

- Links (dismounted)
- Links (suitable for cycling)
- National Cycle Route 4
- Signed Cycle Path - off carriageway (cycleway or shared footway/cycleway)
- On-road Signed cycleway
- Quiet Route (mainly on road; some tracks included where surfacing may vary)
- Town centre inset shown overleaf

Pedestrian crossings

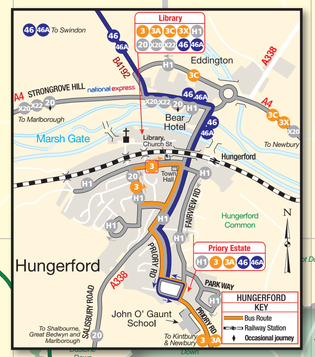
- Pelican
- Puffin
- Toucan
- Zebra

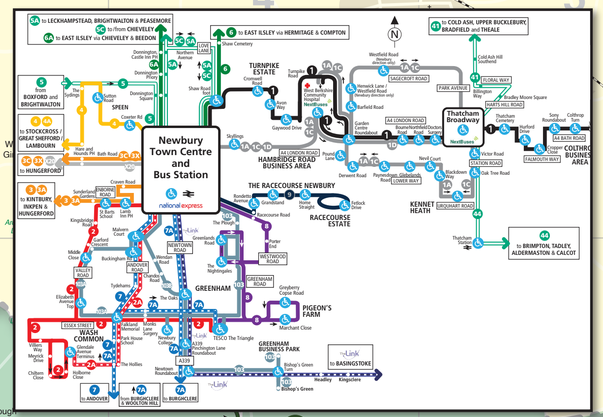
Scale 1: 15 000

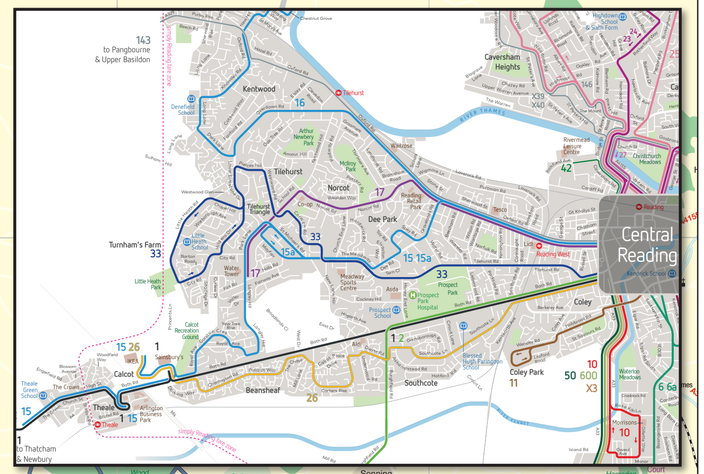
0 250m 500m 750m 1 kilometre

0 ¼ mile ½ mile

C. Public Transport Map







Connect

West Berkshire District
Public Transport Map - May 2023

KEY

- Bus service route
- Certain journeys only
- Non-bus road
- Motorway and junction
- Railway and station
- Direction of travel
- Occasional journeys
- Newbury Racecourse — Local attraction
- West Berks Community Hospital — Hospital
- Church
- Tourist Information

Scale 0 miles 1 2 3 miles / 0 km 1 2 3 4 5 kms

Oxenwood

D. Site Layout Plan

NOTES

CONSULTANTS
- Refer to highways consultant's drawings for details
- Refer to landscape consultant's drawings for details

AREAS
- Refer to area schedule

N

Rev	Notes	Date	By	Auth
PA	PLANNING SUBMISSION	06/09/2023	MM	RC
PB	Post-planning amendments	12/10/2023	MM	RC
P19	Revised to Fire Engineer comments	01/12/2023	MM	RC

0m 10m 20m 30m 40m 50m

VISUAL SCALE 1:500 @ A1

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Date: 29/01/2021
Drawn By: LK
Checked by: RC
Scale @ A1: As indicated
Scale @ A3: 1 : 1000
CAD File No:

LOCHAILORT

Eagle Quarter, Newbury
Proposed Site Plan - Ground Floor

PLANNING
20011 P0-100

P19
Revisio
n

NOTES

CONSULTANTS
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- Refer to landscape consultant's drawings for details

AREAS
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P A	PLANNING SUBMISSION	06/09/2023	MM	RC
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CAD File No:

LOCHAILORT

Eagle Quarter, Newbury
Proposed Site Plan - First Floor

PLANNING

20011 P0-101 P19 Revision

NOTES

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AREAS
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LOCHAILORT

Eagle Quarter, Newbury

Proposed Site Plan - Second Floor

PLANNING

20011 P0-102

P19 Revision

NOTES

CONSULTANTS
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AREAS
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VISUAL SCALE 1:500 @ A1

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Scale @ A3: 1 : 1000
CAD File No:

LOCHAILORT

Eagle Quarter, Newbury
Proposed Site Plan - Third Floor

PLANNING
20011 P0-103

P19
Revisio
n

NOTES

CONSULTANTS
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Scale @ A1: As indicated
Scale @ A3: 1 : 1000
CAD File No:

LOCHAILORT

Eagle Quarter, Newbury

Proposed Site Plan - Fourth Floor

PLANNING

20011 P0-104

P19
Revisio
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NOTES

CONSULTANTS
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- Refer to landscape consultant's drawings for details

AREAS
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0m 10m 20m 30m 40m 50m

VISUAL SCALE 1:500 @ A1

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Date: 29/01/2021
Drawn By: LK
Checked by: RC
Scale @ A1: As indicated
Scale @ A3: 1 : 1000
CAD File No:

LOCHAILORT

Eagle Quarter, Newbury
Proposed Site Plan - Fifth Floor

PLANNING

20011 P0-105

P19
Revisio
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NOTES

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AREAS
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P A	PLANNING SUBMISSION	06/09/2023	MM	RC
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P19	Revised to Fire Engineer comments	01/12/2023	MM	RC

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Scale @ A1: As indicated
Scale @ A3: 1 : 1000
CAD File No:

LOCHAILORT

Eagle Quarter, Newbury
Proposed Site Plan - Sixth Floor

PLANNING
20011 P0-106

P19
Revisio
n

NOTES

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Scale @ A3: 1 : 1000
CAD File No:

LOCHAILORT

Eagle Quarter, Newbury
Proposed Site Plan - Seventh Floor

PLANNING

20011 P0-107

P19
Revisio
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Northbrook Street
Bridge Street
River Kennet
River Kennet
Mansion House Street
Wharf Street
Newbury Town Council
St Nicolas Church
The Arcade
Market Place
The Corn Exchange
Oldfellows Road
Bartholomew Street
The Newbury
Mays Lane
Bear Lane
The Catherine Wheel
New Street
Cheap Street
Market Street
flat roof
flat roof below
stair AOV
smoke shaft
internal courtyard
air intake
extract shaft
communal roof terrace (third floor)
private podium terraces (first floor)
communal roof terrace (fourth floor)
brown/ green roof (second floor)
communal roof terrace (sixth floor)
communal podium gardens (first floor)
brown roof (first floor)
private gardens (first floor)
private/ communal terraces and communal podium
communal roof terrace (seventh floor)
brown roof (3rd floor)
brown roof (1st fl)
Void above link at ground floor
corridor AOV
communal podium garden (first floor)

NOTES
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Date: 29/01/2021
Drawn By: LK/ MM
Checked by: RC
Scale @ A1: As indicated
Scale @ A3: 1 : 1000
CAD File No:

LOCHAILORT

Eagle Quarter, Newbury
Proposed Site Plan - Roof

PLANNING
20011 P0-111

P19
Revisio
n

E. Bartholomew Street / Market Street Junction Improvement Scheme

N

1:250 0 5m 10m 15m 20m 25m

1:1 0 10 20 30 40 50 60 70 80 90 100

Rev	Date	Description	By	Chk
P01	08.12.23	ISSUED	OT	DW

Amendments

Project

EAGLE QUARTER II, NEWBURY

Title

BARTHOLOMEW STREET / MARKET STREET SIGNALISED JUNCTION

Client

LOCHAILORT NEWBURY LTD

waterman

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INFORMATION S2

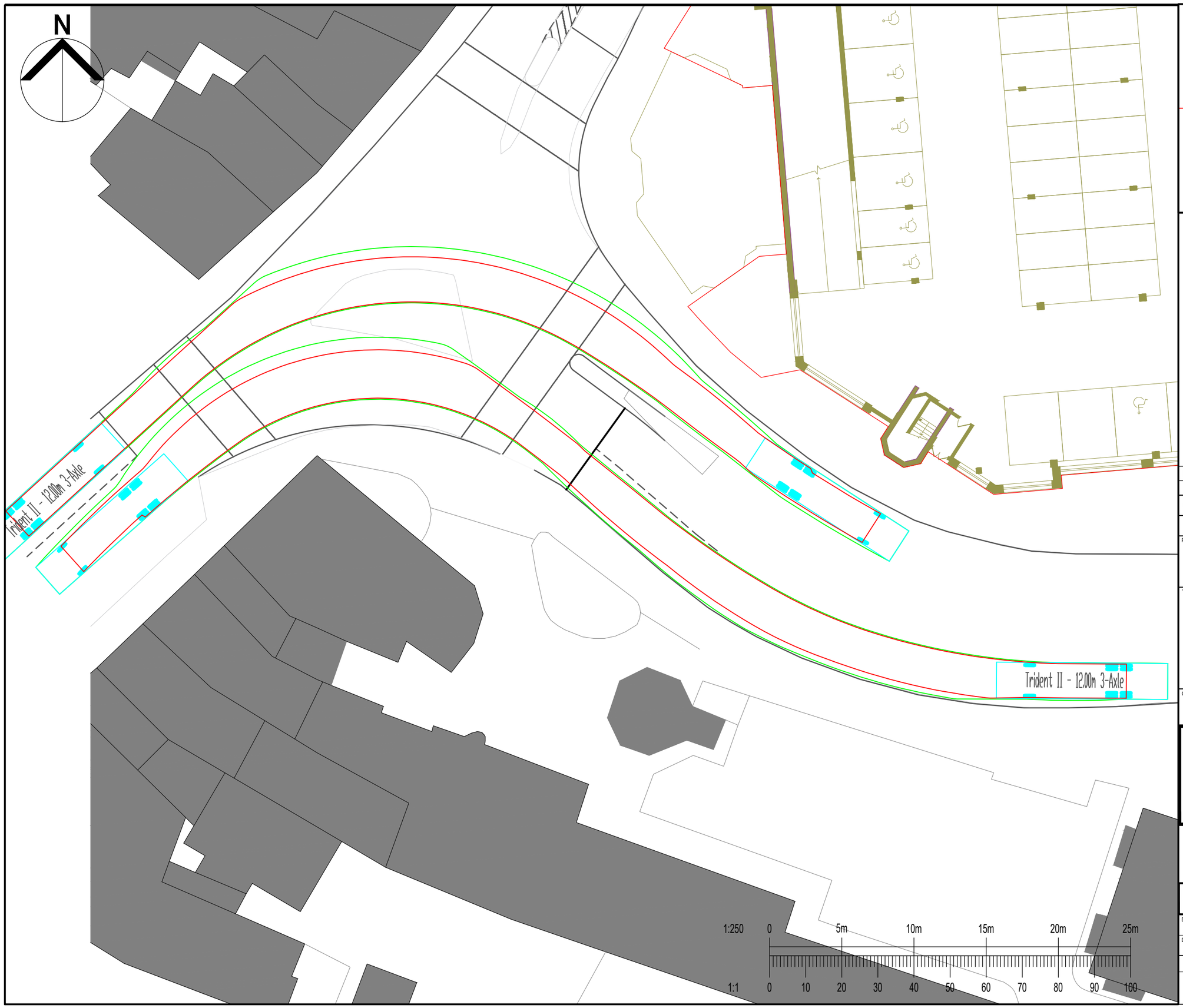
Designed By	Director	Waterman Ref
PD	DW	WIE18916
Drawn By	**Date**	**Scales @ A3**
JW	December 2023	1:250

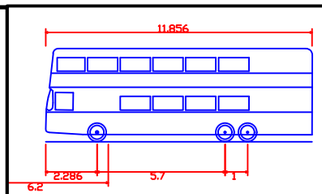
Project - Originator - Volume - Level - Type - Role - Number	Revision
18916-WIE-RD-01-DR-C-06017	P01

File Path \\waterman-consulting.com\legacyfile\LNCS_WIEL\Projects\WIE18916\10017_CAD\06 - HIGHWAYS\

20011_Newbury_Eagle Qarter_P0-100_P19_Proposed Site Plan - Ground Floor, 20011_Newbury_Eagle Qarter_P0-100_PA_Proposed Site Plan - Ground Floor, A3-Wat-ISO-S

F. Bartholomew Street / Market Street Vehicle Tracking





Trident II - 12.00m 3-Axle

Overall Length	11.856m
Overall Width	2.496m
Overall Body Height	4.140m
Min Body Ground Clearance	0.311m
Track Width	2.363m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev	Date	Description	By	Chk
P02	21.11.23	TRACKING ADJUSTED	CW	DW
P01	17.11.23	ISSUED	JW	DW

Amendments

Project

EAGLE QUARTER II, NEWBURY

Title

BARTHOLOMEW STREET / MARKET STREET SIGNALISED JUNCTION AUTOTRACK ASSESSMENT

Client

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INFORMATION S2

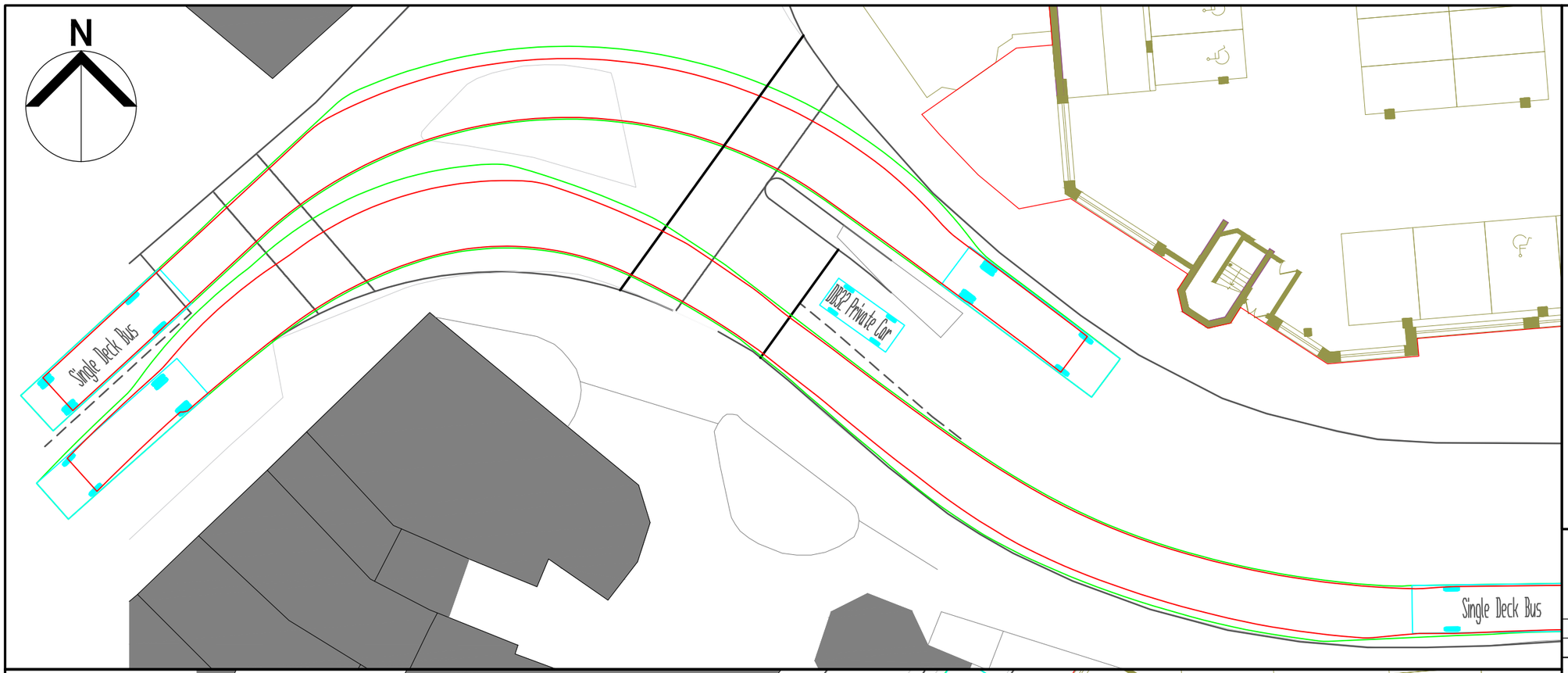
Designed By: PD	Director: DW	Waterman Ref: WIE18916
Drawn By: JW	Date: NOVEMBER 2023	Scales @ A3: 1:250

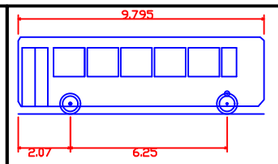
Project - Originator - Volume - Level - Type - Role - Number: 18916-WIE-RD-01-DR-C-06016 P02

Revision: P02

File Path \\waterman-consulting.com\legacyfile\LNCS_WIEL\Projects\WIE18916\100\7_CAD\06 - HIGHWAYS\

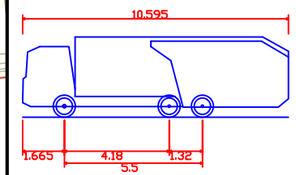
20011_Newbury_Eagle Qarter_P0-100_P12_Proposed Site Plan - Ground Floor, A3-Wat-ISO-S, Proposed Barthomolmew Street Improvements





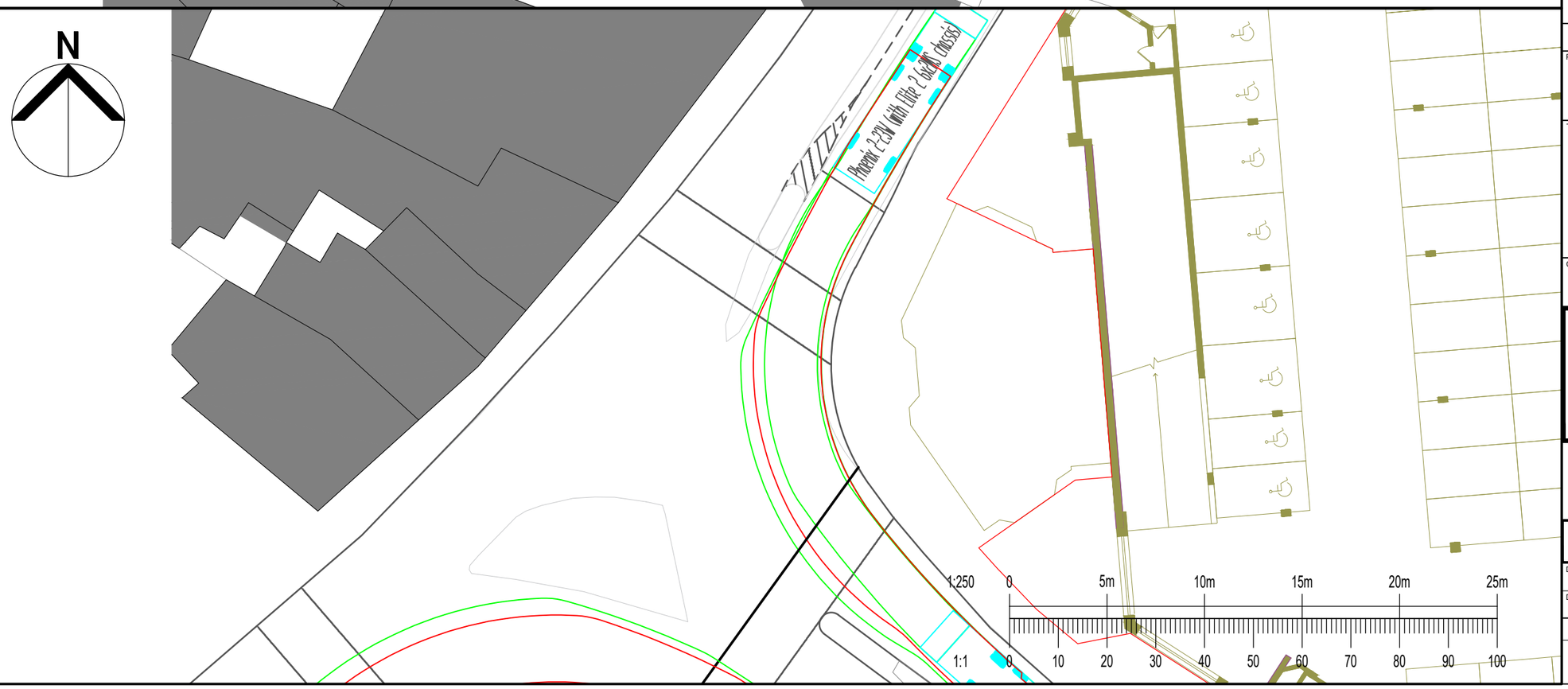
Single Deck Bus

Overall Length	9.795m
Overall Width	2.500m
Overall Body Height	3.070m
Min Body Ground Clearance	0.306m
Track Width	2.322m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.111m



Phoenix 2-23W (with Elite 2 6x2MS chas

Overall Length	10.595m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m



Rev	Date	Description	By	Chk
P02	21.11.23	TRACKING ADJUSTED	CW	DW
P01	17.11.23	ISSUED	JW	DW

Amendments

Project

EAGLE QUARTER II, NEWBURY

Title

BARTHOLOMEW STREET / MARKET STREET SIGNALISED JUNCTION AUTOTRACK ASSESSMENT

Client

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INFORMATION S2

Designed By: PD	Director: DW	Waterman Ref: WIE18916	
Drawn By: JW	Date: NOVEMBER 2023	Scales @ A3: 1:250	

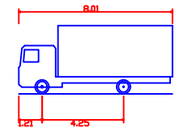
Project - Originator - Volume - Level - Type - Role - Number: 18916-WIE-RD-01-DR-C-06015 P02

Revision: P02

File Path \\waterman-consulting.com\legacyfile\LNCS_WIE\Projects\WIE18916\100\7_CAD\06 - HIGHWAYS\

20011_Newbury_Eagle Qarter_P0-100_P12_Proposed Site Plan - Ground Floor, A3-Wat-ISO-S, Proposed Barthomolmew Street Improvements

G. Vehicle Tracking Drawings



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

Rev	Date	Description	By	Chk
P04	08.12.23	BACKGROUND MAPPING CHANGE	OT	DW
P03	21.11.23	LARGER REFUSE VEHICLE TRACKED	CW	DW
P02	07.09.23	AMENDMENT TO PROPOSED SITE LAYOUT	JW	DW
P01	04.09.23	ISSUED	JW	DW

Amendments

Project

EAGLE QUARTER II, NEWBURY

Title

SERVICE AREAS
10m RIGID VEHICLE
SWEPT PATH ANALYSIS

Client

LOCHAILORT NEWBURY LTD

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INFORMATION S2

Designed By PD	Director DW	Waterman Ref WIE18916	
Drawn By JW	Date December 2023	Scales @ A3 1:500m	

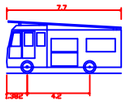
Project - Originator - Volume - Level - Type - Role - Number: 18916-WIE-RD-01-DR-C-06004

Revision: P04

File Path \\waterman-consulting.com\legacyfile\LNCS_WIE\Projects\WIE18916\100\7_CAD\06 - HIGHWAYS\

20011_Newbury_Eagle Qarter_P0-100_PA_Proposed Site Plan - Ground Floor, A3-Wat-ISO-S

N



Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.515m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

Rev	Date	Description	By	Chk
P04	08.12.23	BACKGROUND MAPPING CHANGE	OT	DW
P03	21.11.23	LARGER REFUSE VEHICLE TRACKED	CW	DW
P02	07.09.23	AMENDMENT TO PROPOSED SITE LAYOUT	JW	DW
P01	04.09.23	ISSUED	JW	DW

Amendments

Project

EAGLE QUARTER II, NEWBURY

Title

SERVICE AREAS FIRE TENDER VEHICLE SWEPT PATH ANALYSIS

Client

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INFORMATION S2

Designed By: PD	Director: DW	Waterman Ref: WIE18916
Drawn By: JW	Date: December 2023	Scales @ A3: 1:1000M

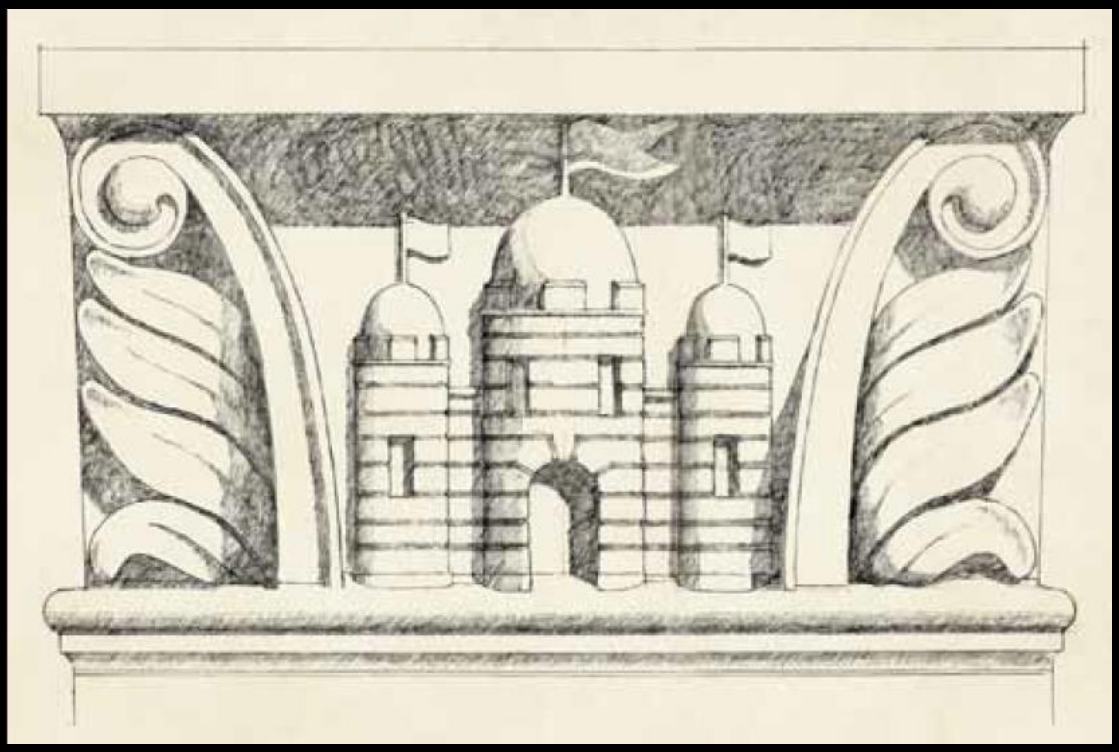
Project - Originator - Volume - Level - Type - Role - Number: 18916-WIE-RD-01-DR-C-06007

Revision: P04

File Path \\waterman-consulting.com\legacyfile\LNCS_WIE\Projects\WIE18916\10\7_CAD\06 - HIGHWAYS\

20011_Newbury_Eagle Qarter_P0-100_PA_Proposed Site Plan - Ground Floor, A3-Wat-ISO-S

H. Framework Servicing & Management Plan



EAGLE QUARTER II NEWBURY

FRAMEWORK SERVICING AND MANAGEMENT PLAN

December 2023

LOCHAILORT

CONTENTS

1. Introduction

1.1. This illustrative *Framework Servicing & Management Plan* is intended to provide an understanding of how a mixed-use development that includes a significant element of *Build to Rent* accommodation in addition to commercial and employment uses is managed from a practical point of view.

1.2. *Eagle Quarter II* will contain a mix of studio, one-bedroom, two-bedroom and three- bedroom apartments together with an array of high-quality dedicated residents' facilities, car and cycle parking, and back-of-house support functions. Cumulatively this non-lettable floorspace will occupy just over one third of the entire residential element and consequently, this document provides an overview of how these facilities could be managed by the site operator.

1.3. The new pedestrianised streets within the development will be fronted by a mix of ground floor commercial units, small in size and flexible in nature to particularly appeal to local, independent and artisan businesses. The public realm has been designed to allow these uses to spill out into the street, creating a vibrant, lively and interesting place to explore and enjoy. How these commercial premises can be serviced, and the public realm managed, is also explored in this statement.

1.4. This document is not intended to be prescriptive but rather, illustrates a likely management regime based on other *Build to Rent* and major mixed-use developments operating elsewhere in the UK. It builds on Lochailort's experience with its 315-apartment *Thames Quarter* scheme in Reading. Ultimately though it is for the site operator to monitor and respond to occupier requirements, unforeseen circumstances and other operational matters once the development is occupied. Nonetheless, this *Framework Servicing & Management Plan* gives a flavour of how key operations such as servicing, move-in/ move-out, refuse management, security, the public realm and the mixed commercial space in its various forms might be managed.

RESDIENTIAL

2. Concierge

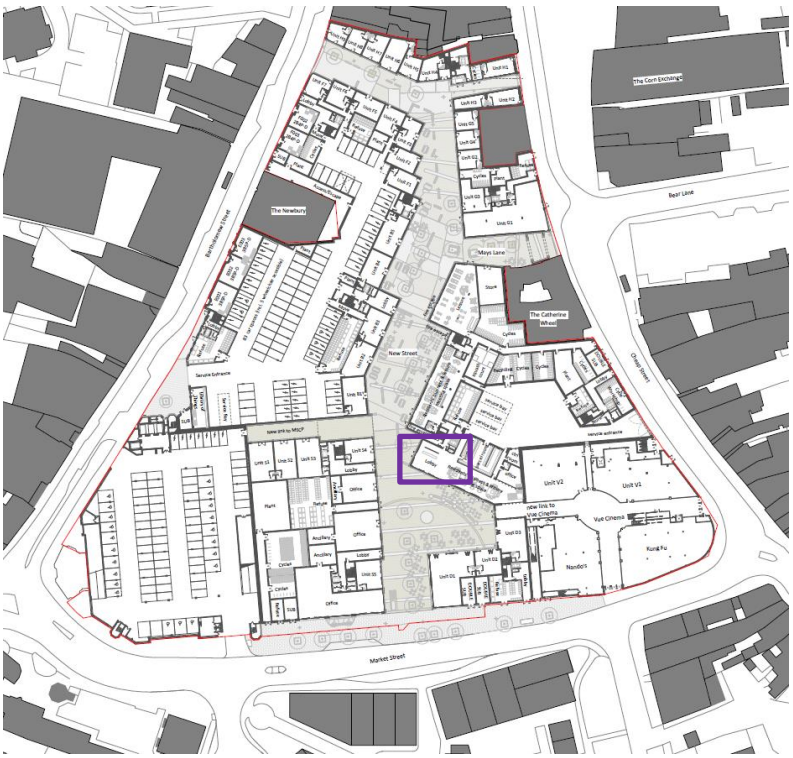
2.1. The concierge is the "face" of the *Build to Rent* element, providing regular interaction with occupiers and a welcome point for their visitors. Prominently located facing the development's new public square, the concierge will:

- Provide a personal, friendly meet & greet service to all residents and their visitors
- Provide access to and keep a log of non-residents, who will be required to sign-in and will be issued with a temporary pass to allow appropriate limited lift access to the relevant floor
- Take internet deliveries for residents and organise the post room for all residents
- Manage the diary of bookable communal rooms
- Provide an up-to-date noticeboard of activities and announcements
- Keep an up-to-date supply of local information, such as train timetables or events in the *Corn Exchange*
- Be the residents' primary point of contact for questions or comments
- Keep a log of residents' comments/commendations/complaints
- Alert the Building Manager to any element of the building which requires attention
- Manage the business space including ad-hoc print & copy, wifi access etc
- Carry out general facilities management duties

2.2 The Concierge can provide residents with assistance in relation to their apartment, such as:

- Logging and tracking maintenance requests
- Advising on the operation of white goods or the building's wider facilities
- Dealing with rent questions or lease extensions

2.2. Managing bookings for the various onsite residents' facilities is dealt with by the Concierge; see ***Section 5***.



3. Security

3.1. It is intended that the building be secured by way of an integrated CCTV system, monitor 24 hours a day. CCTV cameras would be mounted at:

- The entrance to the two covered service yards
- At the Market Street, Bartholomew Street, Market Place and Cheap Street public entrances into the development
- In the Bartholomew Street residents' car park
- At the main entrance
- Within all the cycle stores
- In the communal areas (both indoor and outdoor) set out in ***Section 5.0***
- The lift openings on all floors

3.2. The building will be accessible **via the main Concierge entrance** in Block A, and **for residents only** using the security key fobs via the secondary entrances at:

- Block B entrance, on the development's new pedestrianised street
- Block C entrance, Cheap Street
- Block D entrance, Market Street
- Block S entrance, Market Street
- Block E entrance, Bartholomew Street
- Block F entrance, Bartholomew Street
- Block G entrance, Market Place
- Block H entrance, Market Place

3.3. With the exception of the main entrance, all other entry points will be strictly fob-access only. The main entrance doors will be key fob operated during the hours of darkness, with guests

using an externally-mounted intercom to request access from the security staff during this time.

3.4. The lift and stairs will be subject to key fob access control, preventing access to any floor which the keyholder does not live on or on which no residents' facilities are located.

3.5. Access to staircases will be *downwards only* preventing uncontrolled access via the stairwells to upper floors to which residents or their guests have no key fob access.

4. Other staffing

4.1. *Building Facilities Manager*

The senior member of staff who oversees all aspects of the building's management and maintenance including the following areas:

- Directing, coordinating and planning essential services such as reception, security, maintenance, mail, cleaning, waste disposal and recycling
- Organising staffing timetables
- Health & Safety accountabilities
- Booking of external service companies
- Maintenance quality control
- Producing a monthly report of activities for the building owners
- Ensuring maximum of 60 people on each communal terrace where there is one escape route (Block A level 6, Block B Levels 4 and 6, and Block S Level 6).
- Ensuring the layout of communal roof terraces and furniture is such that hot smoke being exhausted from the spoke shaft cannot ignite any furniture.

4.2. Based within the building, the Building Facilities Manager is likely to work a standard working week but be on-call 24 hours a day in case of emergency or any other urgent issue which arise, such as plant failure or fire alarm activation.

4.3. *Security/Night Guard*

The security staff are based at the concierge desk in the main reception whenever the Concierge service is not open. They provide piece of mind to residents and also function as a deterrent to unwanted visitors. Their role will in general terms comprise of the following:

- Receiving a handover briefing from the Building Manager/Concierge at the beginning of each shift.
- Completing a security sweep of the communal areas, car park and external entrances once every two hours throughout their shift
- Monitoring the building's CCTV systems
- Providing access to and keeping a log of non-residents
- Providing a friendly meet and greet to residents and out-of-hours access to the post/delivery room.
- Providing the Building Facilities Manager with a report of any activity from the shift.
- Ensuring maximum of 60 people on each communal terrace where there is one escape route (Block A level 6, Block B Levels 4 and 6, and Block S, Level 6).
- Ensuring the layout of communal roof terraces and furniture is such that hot smoke being exhausted from the spoke shaft cannot ignite any furniture.

4.4. *Premises Assistant*

Assisting the Building Facilities Manager with day to day tasks including:

- Meet and greet external contractors, sign them in and brief them on the building's Health and Safety policies
- Undertake small general repairs, for example changing light bulbs
- Keeping the car park clean and tidy and free of any obstructions
- Routine monitoring of all M&E equipment status
- Rotating the bins in the bins stores as often as is required

- On bin collection day, ensure all bins for emptying are moved to the loading bay for collection
- Ensuring the recycling bins are not contaminated with general waste
- Ensuring the automatic watering systems are functional
- Undertaking routine grass cutting and landscape maintenance
- Ensuring maximum of 60 people on each communal terrace where there is one escape route (Block A level 6, Block B Levels 4 and 6, and Block S, Level 6).
- Ensuring the layout of communal roof terraces and furniture is such that hot smoke being exhausted from the spoke shaft cannot ignite any furniture.

4.4 *Cleaners*

The building will require 3 to 4 full time cleaners. Their responsibilities will include:

Internal cleaning

- Daily clean of all communal areas including reception, coffee meeting area, tech-hub, residents' lounges, lavatories, cyclists' workshop etc
- Post-booking clean of bookable residents' facilities
- Twice weekly clean of all residential communal hallways
- Daily clean of staff room and facilities
- Deep-clean of refuse facilities, loading bay and so forth on a programmed basis
- The two sky bridges

External cleaning

- Residents' communal terraces and gardens
- Outside seating areas on the ground floor
- General street cleaning

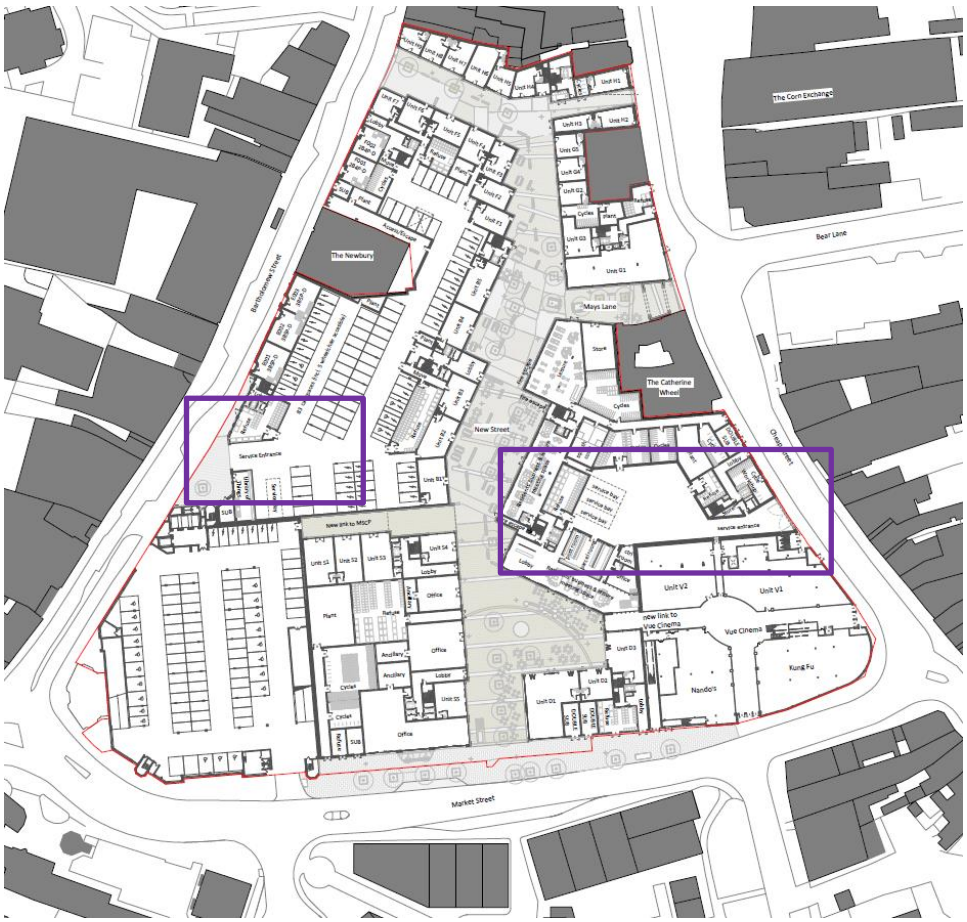
5. Move-in/Move-out

5.1. The building is likely to be let with a choice of unfurnished or furnished apartments and accordingly, when residents move-in or move-out of the building they are likely to have at least some bulky items for which dedicated planning is necessary.

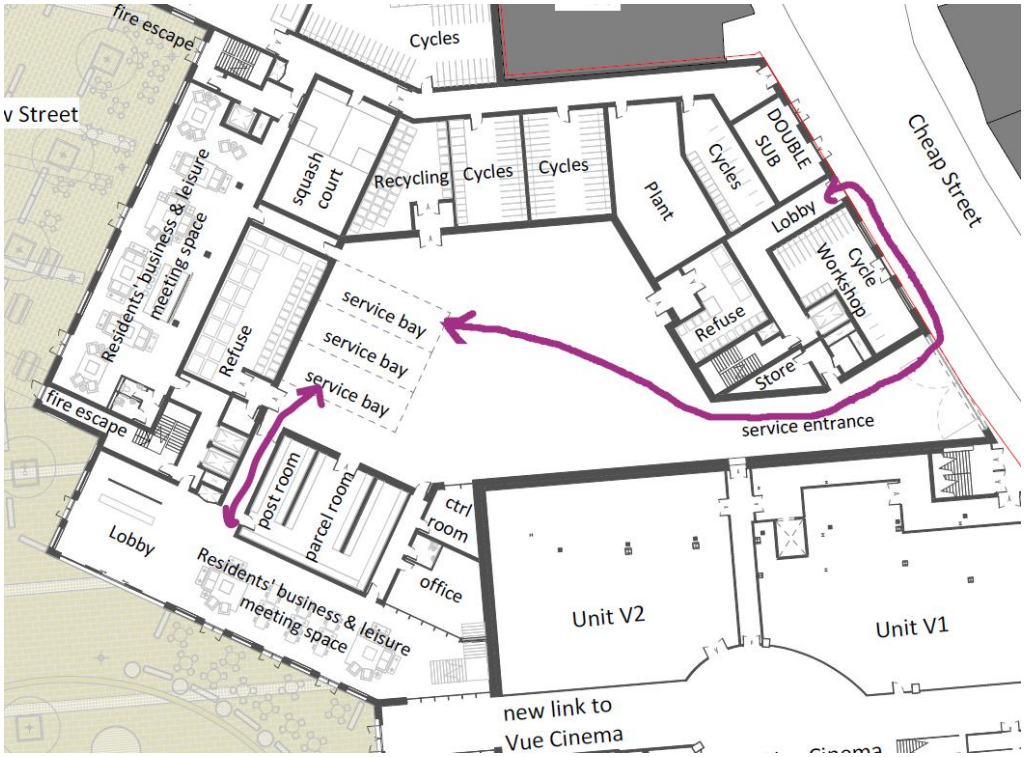
5.2. The building's floorplan has been designed to seamlessly facilitate simple and convenient move-in/move-out activities, using a standard process *that is booked in advance of the move-in/move-out date* with the Concierge.

5.3. Residents moving in/out will be asked to book a fixed time-slot. Using moving-in as an example (and with moving-out simply the same process in reverse), incoming residents would:

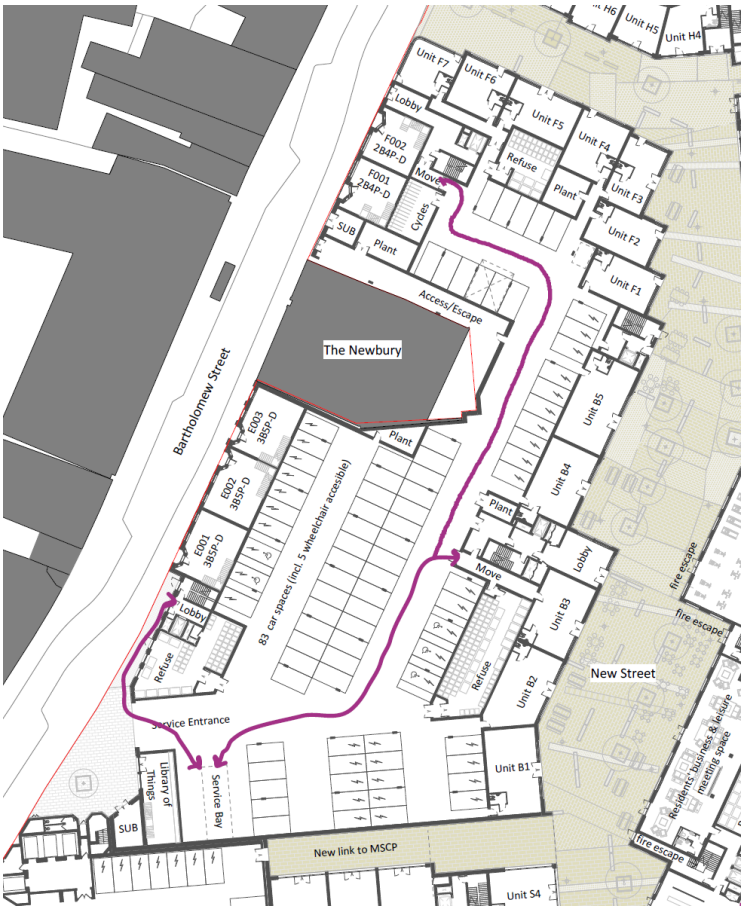
5.3.1. Arrive at one of the two covered loading bays at their booked time (which will managed to avoid conflict with refuse collections, for example):



5.3.2. Those moving into the apartments in blocks A, C & D arrive at the **Cheap Street** covered service bays and transfer their belongings to their apartment using the eastern move-in/move-out routes. The lift will be available to be reserved for the move-in/move-out booking. That lift's doors will open only to the move-in/move-out lobby when on the ground floor, rather than to the main lift lobby:



5.3.3. For apartments in Blocks B, E & F arrive at the Bartholomew Street covered service bays and transfer their belongings to their apartment using the western move-in/move-out routes. Two of the lifts will be available to be reserved for the move-in/move-out booking and will be dedicated to that purpose.



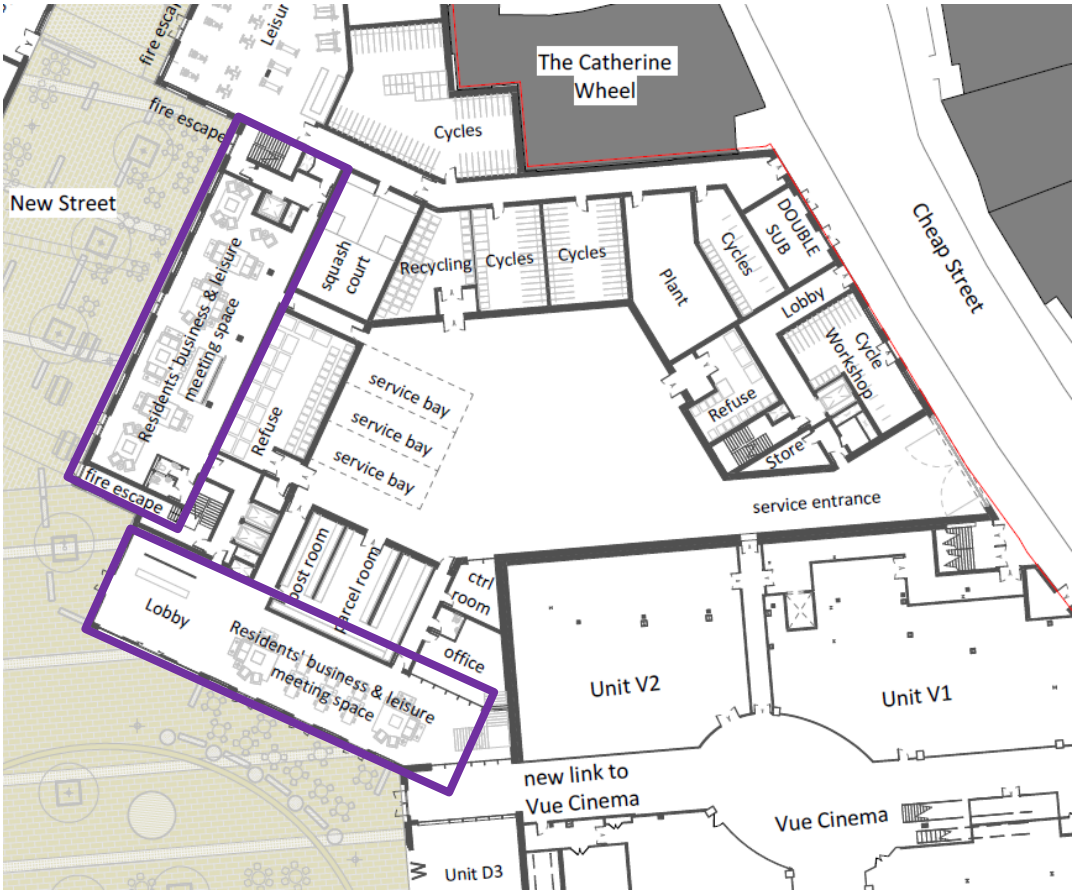
5.4. Practical move-in/move-out assistance might be offered by the building's operator, perhaps by way of a removals service or the availability of flat-bed trolleys.

5.5. **Move-in/move-out will not be permitted via the scheme's pedestrianised streets** but rather, solely on a pre-booked basis using the arrangements explained above.

6. Residents' facilities

6.1. The building offers a wide choice of facilities for residents to enjoy, both communal and bookable for sole use. Residents ***need not book*** use of the following facilities, which will be subject to opening hours defined by the Building Manager accordingly to tenant demand:

Ground floor business & leisure meeting space:



The

residents' ground floor gym:

The majority of the residents' terraces will also not need to be booked, and will be open to all residents subject to seasonal opening hours and consideration of the amenities of those apartments immediately adjoining them. However, the concierge will monitor the number of people and only allow a maximum Ensuring maximum of 60 people on each communal terrace where there is one escape route (Block A level 6, Block B Levels 4 and 6, and Block S Level 6).

Podium and Roof Gardens (1st and 3rd Floors)

LEGEND

1 Large terraces with seating and tables.

2 Leafy woodland edge planting with finely textured foliage and seasonal colour and wildlife value.

3 Connecting footpaths, encouraging social interaction and enjoyment of the garden.

4 Bridge overhead.

5 3rd floor terrace with long lounger benches and raised planters.

6 Space for yoga/exercise classes and tables for work/dining.

7 Pergola.

LOCATION

Shared Communal Garden (2nd Floor)

LEGEND

1 Raised gardening planters with integrated seats.
2 Exercise equipment within zone of sports surface.
3 Picnic tables, benches and seating.
4 Mixed tree and shrub planting in raised planters
5 Block paving to footpaths
6 Deck paving in larger units.

LOCATION

Shared Communal Garden (4th Floor)

LEGEND

1 Raised planters with mixed planting.
2 Contrasting paving to define different spaces within the whole for mixed activities.
3 Pergola with dining area.

LOCATION

Shared Communal Gardens (6th and 7th Floors)

LEGEND

1 Pergola with scented, flowering plants.

2 Raised planters for food growing and kitchen herbs, with integrated seating.

3 A variety of seating, benches and communal tables, for socialising and/or dining.

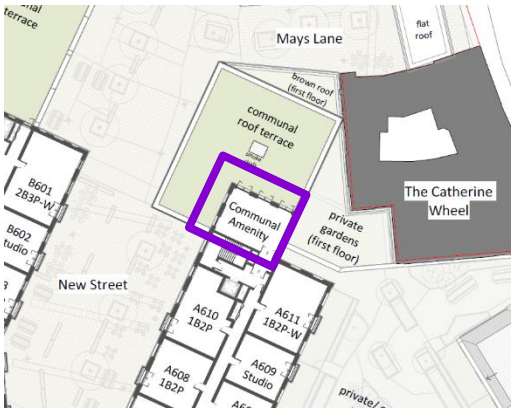
4 Paviours with contrast areas to define spaces within the main terrace.

5 Link over the Sky Bridge.

6 Raised planter with integrated seating and mixed planting.

6.2. Selected facilities will, however, ***only be available by private booking*** or available for private booking ***on request***. All bookings will be managed by the Concierge.

Third and Sixth Floor Communal Amenity Rooms:

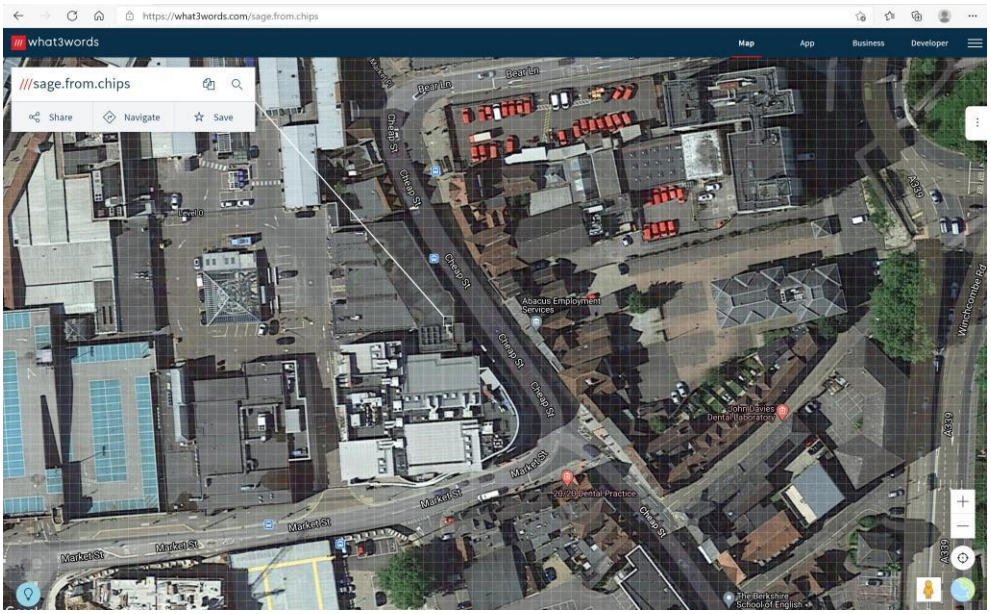


Squash court, ground floor:

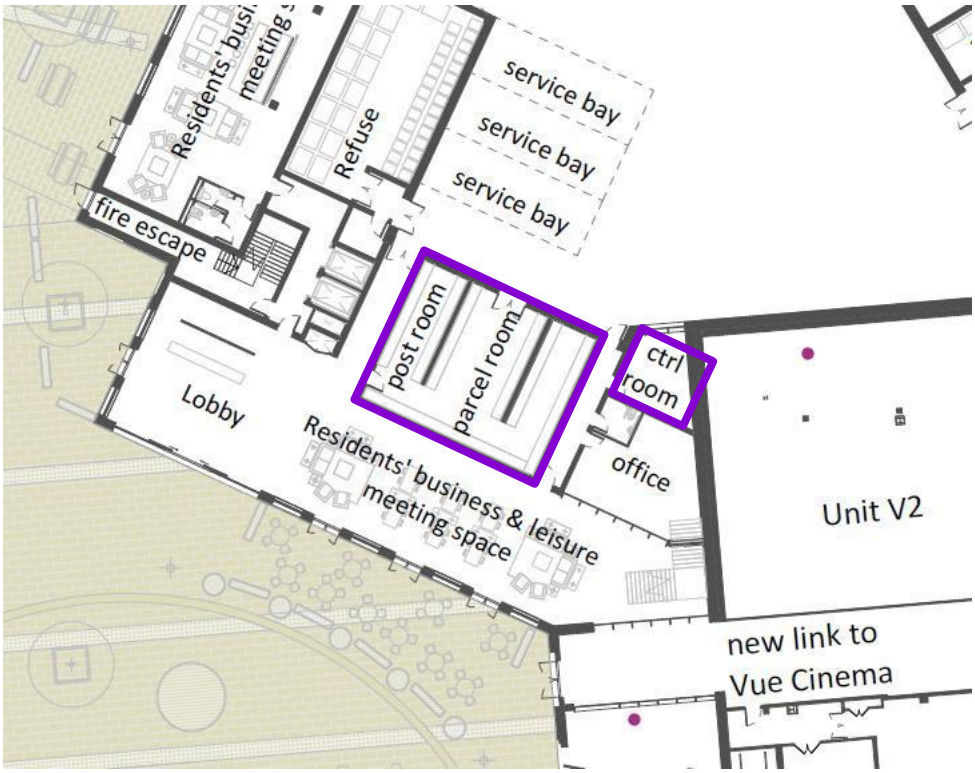
7. Deliveries

7.1. Deliveries will only be accepted at the dedicated loading bays accessed via Cheap Street and Bartholomew Street. **No deliveries will be permitted via the scheme's pedestrianised streets.**

7.2. Deliveries made by courier, online grocery delivery, online meal delivery, the Royal Mail and so forth will all be directed to the **Cheap Street** covered service bays. A bespoke postcode will be requested from the Royal Mail for this specific address, and the Concierge will widely publicise its *what3words* co-ordinates:



7.3. The Cheap Street covered service bays are immediate adjacent to the central **Control Room, Parcel Room** and **Post Room**, making deliveries straightforward to accept, process and securely store whilst the resident is notified that they have a delivery to collect.

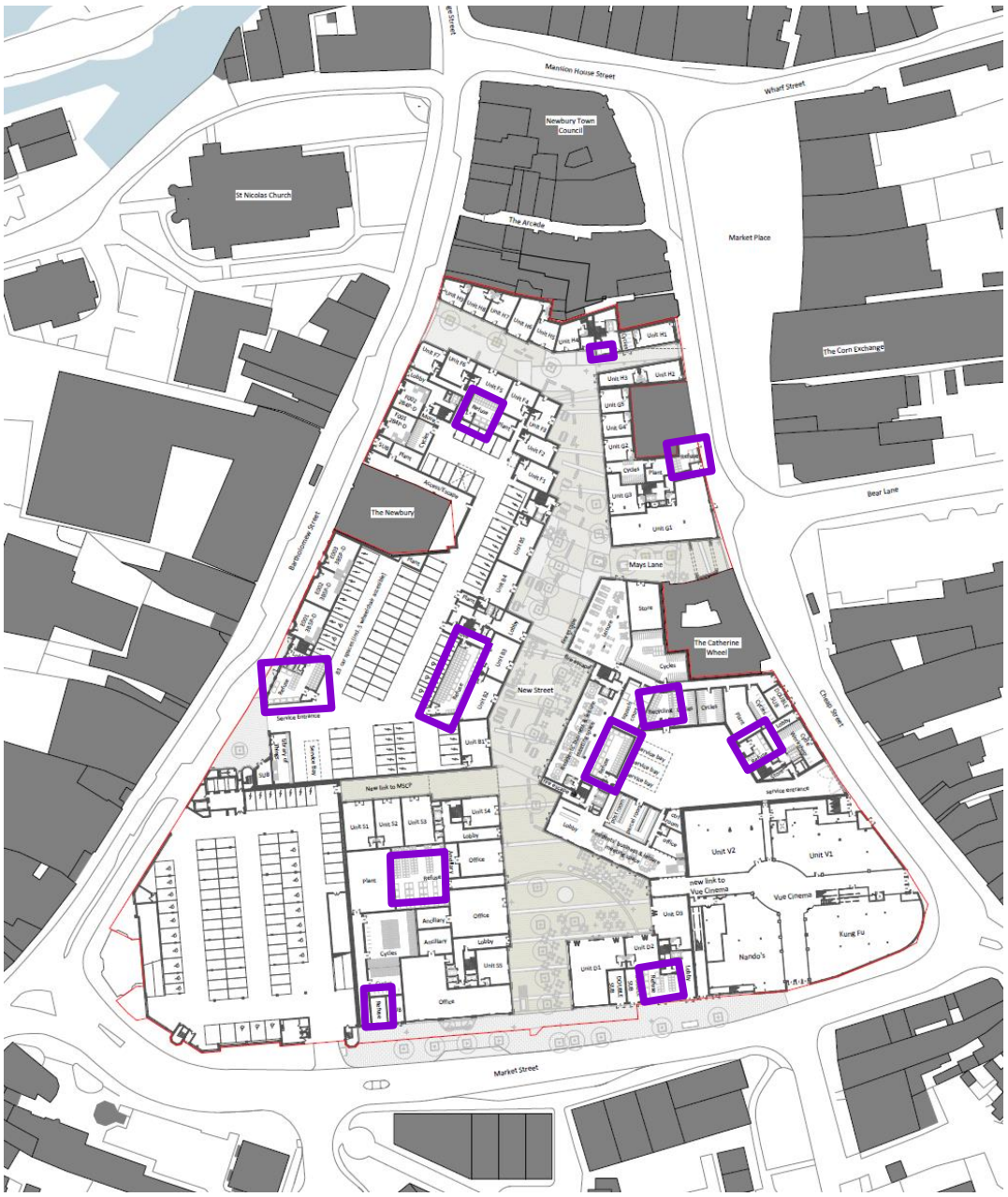


7.4. Having accepted a delivery, on-site staff will then transfer the item(s) to either the Post Room (for Royal Mail deliveries) or dedicated Parcel Storage rooms (for general deliveries). Residents access their deliveries from these via the Concierge, rather than having direct access.

7.5. The building has been designed so that every resident in a *Build to Rent* apartment can access the Concierge – and thus their deliveries – from within the building.

8. Refuse

8.1. The building has been designed with several refuse stores across the scheme, conveniently located on the ground floor adjacent to the lifts:



8.2. The refuse rooms have been purposely sited and dimensioned to foster the separation of general waste from recycling. Separate general waste and recycling bins will be provided in each kitchen.

8.3. A Premises Assistant will carefully manage the refuse storage areas and ensure the smooth running of the waste strategy, rotating the litre Euobins within the refuse rooms so that the bins do not overflow and always have adequate capacity, particularly at peak times. The carry distance guidance within MfS will be adhered to.

8.4. Where residents have arranged with the Concierge for bulky refuse items to be collected, these will be stored in the main refuse room awaiting collection.

8.5. On refuse/recycling collection days the bins requiring emptying will be prepared for collection, either from the internal covered service bays or, in the cases of Block D and Block G only, from the Market Street service layby and from Cheap Street respectively. Clear routes are provided from the bin stores. A private refuse company will be responsible for collecting the waste.

8.6. Refuse Vehicles entering through the servicing entrance of block E will turn in the service bay due to the double height area restrictions (3.3m). The management team will be responsible for bringing the bins from the store to this location and ensuring that the service bay is made clear before any refuse vehicle enters the site so that it is able to turn. Tracking of the refuse vehicles can be found in the transport statement.

9. Car Club and Cycle Workshop

Car club

9.1. Details of the applicant's commitment to providing a Car Club can be found in the *Transport Statement* and *Framework Travel Plan* submitted with the application. A three-vehicle Car Club is proposed.

9.2. In the event a dedicated car club is set up for residents only (rather than an extension to the general public car club already operating elsewhere in Newbury) then the bespoke on-site service will be managed by the Concierge. The Concierge would be responsible for car club key control, vehicle check-in/check-out and so forth.

9.3. All car club bays, wherever they are ultimately sited, will have electric vehicle charging points fitted.

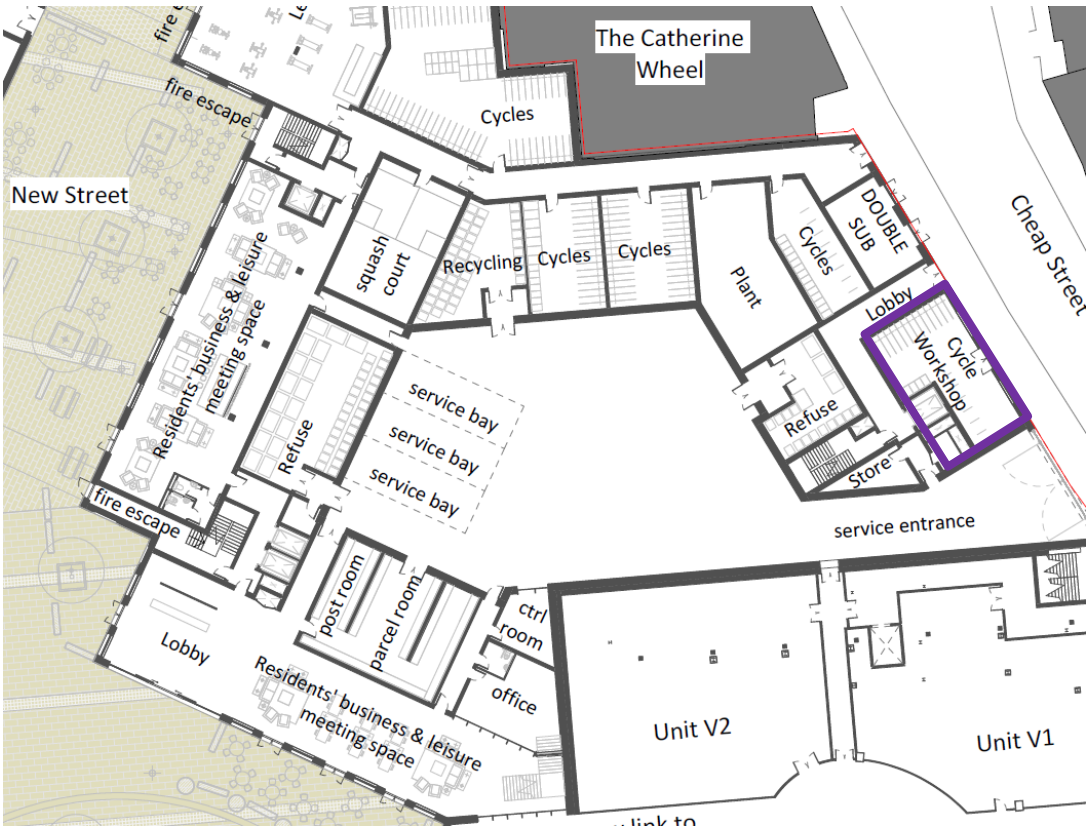
9.5 The inclusion of electric scooter hire, with dedicated storage lockers, is being investigated.

Cycle workshop

9.4. Along with the 685 new secure covered cycle parking spaces, a dedicated onsite cycle workshop is proposed in order to provide:

- Everyday cycle maintenance facilities, such as air pumps, chain oiling etc
- Bicycle repairs
- Bicycle hire
- Electric bicycle hire
- Toddlers cycle trailer hire

9.5. Prominently located on Cheap Street, the onsite cycle workshop may also wish to offer its services to the general public.



10. Building maintenance

10.1. As part of the building's maintenance regime, all external windows will periodically be cleaned. This task will be undertaken by external contractors and is likely to be using a combination of scissor lift and the abseil method, as commonly used for buildings such as this.

10.2. Windows at street and first floor level, including the entrance halls, will be cleaned with the use of a flexi pole from street level.

10.3. Maintenance of the public realm areas related to the development will be the responsibility of the Building Manager, most likely contracted to a specialist landscape maintenance contractor who will also tend to the planting on the residents' terraces.

10.4. White goods within each apartment are likely to be maintained as part of the monthly lease charge, subject to the operator's lease conditions and operating policies.

Organising periodic maintenance of M&E equipment

10.5. The Building Manager will hold the principal responsibility for monitoring the mechanical and electrical control units within the development, including preparing and implementing a detailed plan of routine and periodic maintenance for each piece of equipment. Key elements of the maintenance regime are likely to include:

- Lifts
- Pumps
- Fire detection systems
- CCTV system
- Door entry systems
- Lighting controls
- Electricity control panels for the whole building
- Meter rooms
- Sustainable heat & water system

11. Ground floor commercial units: deliveries

11.1. The ground floor commercial units have been specifically sized and designed for maximum flexibility and to specifically appeal to local, independent and artisan occupiers. The *Retail Demand Statement* submitted with the application explains the ethos in more detail, but suffice for the purposes of this *Framework Servicing & Management Plan* the ground floor commercial units are not intended to be occupied by the type of multiple retailers, chain stores or national retailers that had once characterised the *Kennet Centre*.

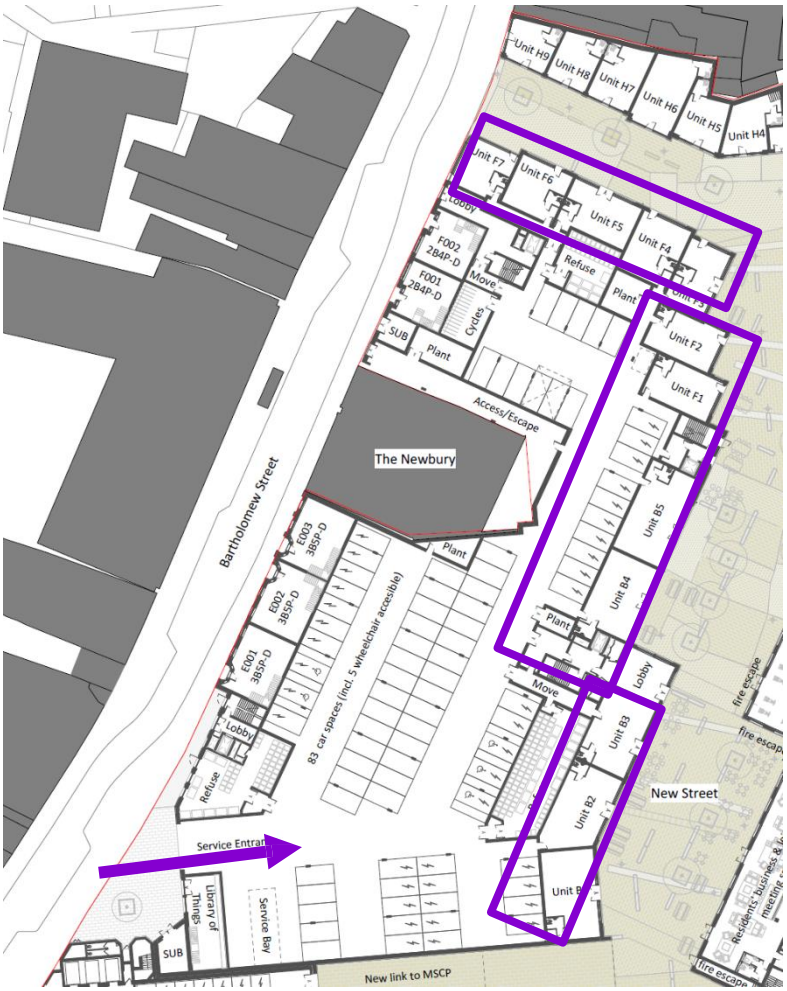
11.2. It is useful to consider what potential occupiers fall within the new Use Class E:

- Shops
- Cafes
- Restaurants
- Offices
- Financial & professional services
- Health centres & GP surgeries
- Indoor sports
- Creches, nurseries and day centres
- Craft workshops

11.3. Given the small size of the ground floor commercial units, and the nature of their intended local independent traders, deliveries by large heavy goods vehicles will be very much the isolated occasional exception rather than the norm. Instead, these occupiers are expected to accept deliveries in much smaller vehicles, likely to be a panel van or small van.

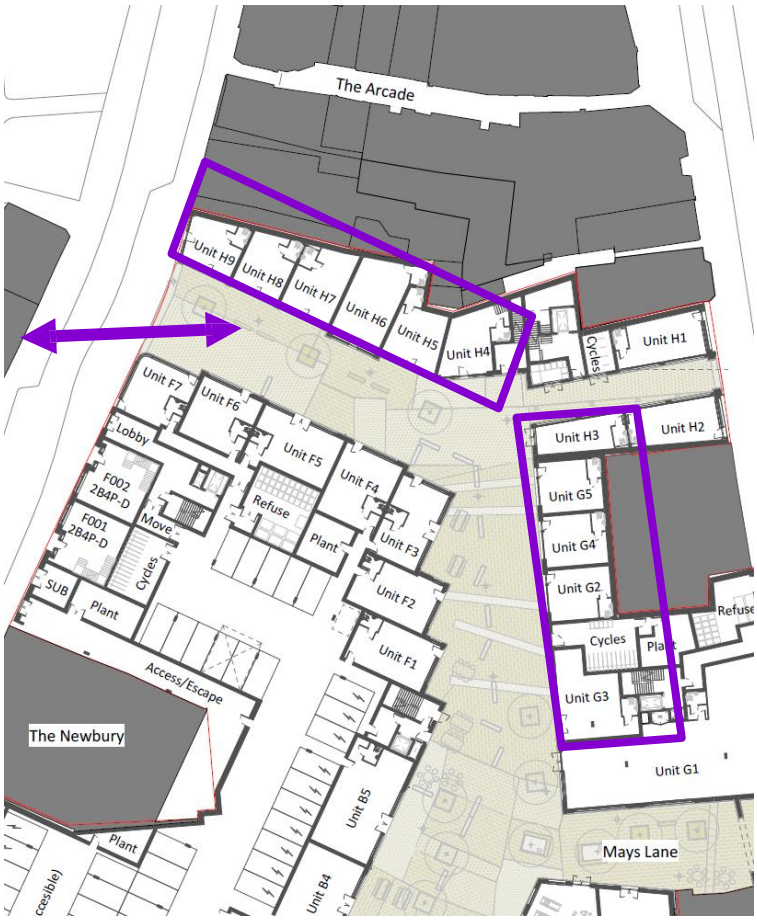
11.4. Consequently, the delivery strategy for the ground floor commercial units does not allow for the type of land-hungry service yard as is currently provided on the rooftop of the *Kennet Centre* but rather, a more subtle and appropriate mix of servicing arrangements, as follows:

11.4.1. The ground floor commercial units in Block B and Block F will all have rear service access via the Bartholomew Street covered service yard & residents' car park:



11.4.2. The ground floor commercial units in Block G and Block H will be serviced from the new pedestrianised street, via Bartholomew Street, on a time-limited basis of **07:30 – 09:30 Monday – Saturday** with no deliveries or servicing outside of these times:

#

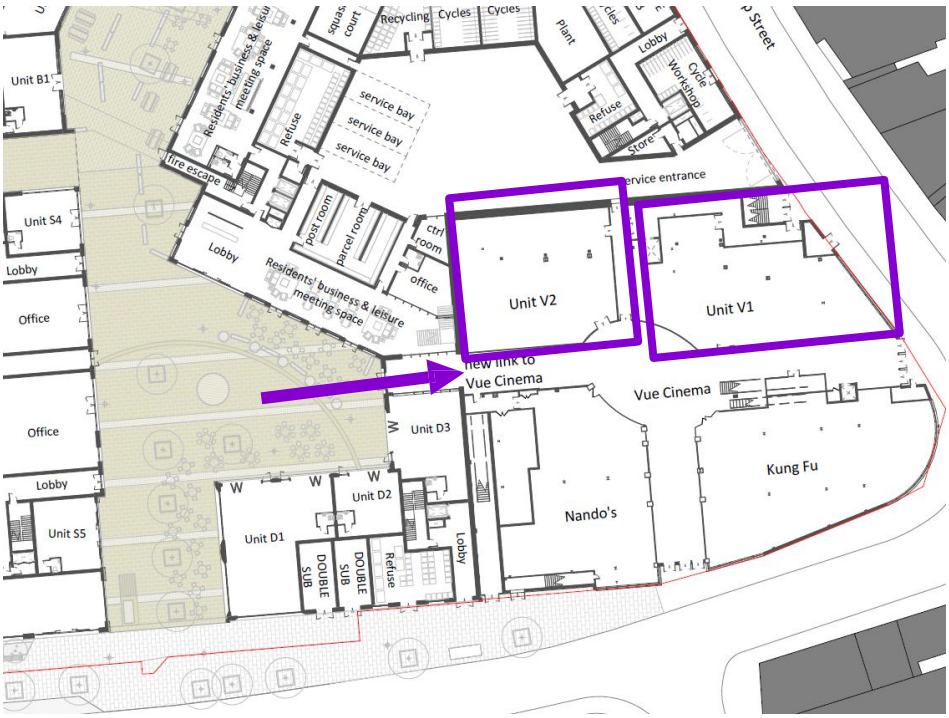


11.4.3. The two very small “arcade”-type units at H1 and H2, as well as the medical facility (unit G1), will be accessed via Market Place on the same restricted and time-limited basis as the other businesses fronting Market Place:


Marke
Unit H9
Unit H8
Unit H7
Unit H6
Unit H5
Unit H4
Cycles
Unit H1
Unit H2
Unit H3
Unit G5
Unit G4
Unit G2
Refuse
Cycles
Plant
Unit G3
Unit G1
Unit F7
Unit F6
Lobby
Unit F5
Unit F4
F002
2B4P-D
F001
2B4P-D
Move
Refuse
Plant
Unit F3
Unit F2
Unit F1
Cycles
Plant
Access/Escape
Newbury
Unit B5
Plant
Unit B4
Plant
Move
Lobby
fire escape
Leisure
Store
Mays Lane
The Catherine

11.4.4. Units D1,D2, D3, the *Nando's* restaurant and the *Kung Fu Oriental Buffet* restaurant will be serviced by a new delivery bay on Market Street:

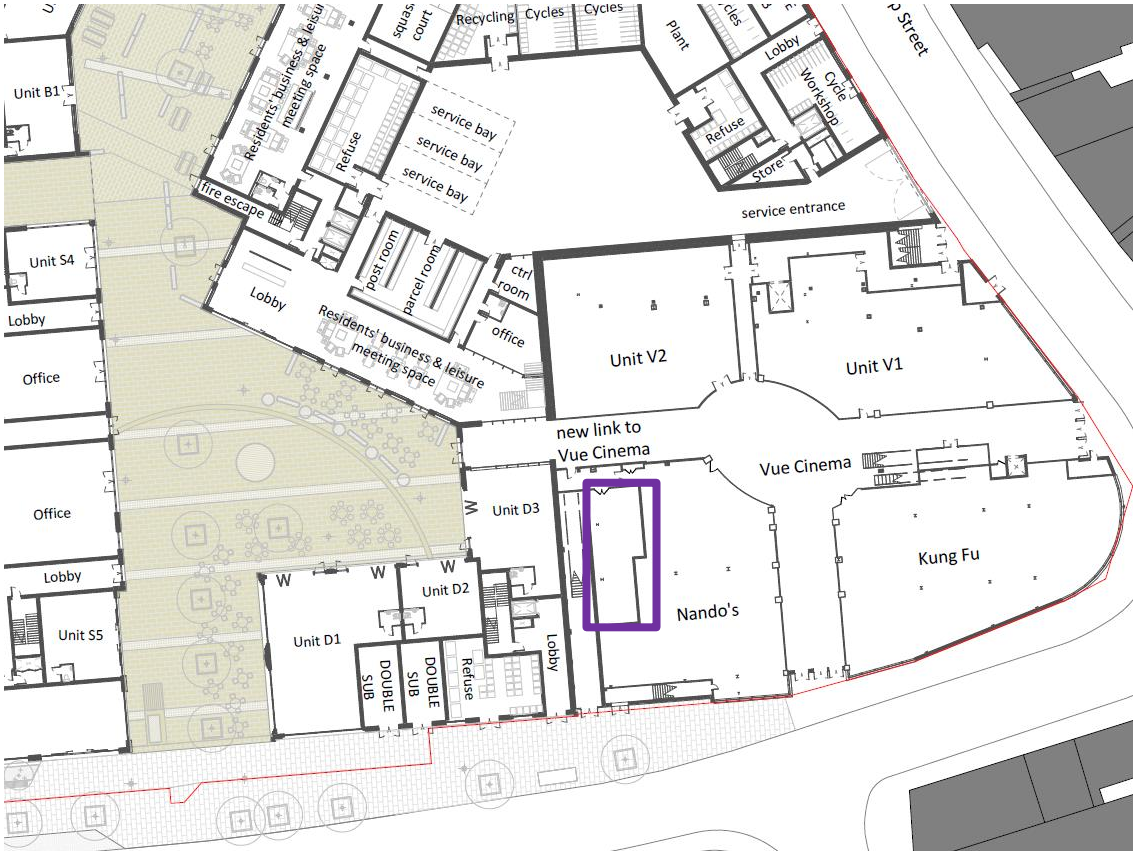
11.4.5. Finally, Units V1 and V2 within the cinema wing will be serviced using the Cheap Street internal covered service yard:



12. Ground floor commercial units: refuse

12.1. The small size of the ground floor commercial units, both individually and cumulatively, means that only a limited quantum of refuse is expected to be produced.

12.2. Consequently, a central commercial refuse store will be available to the ground floor commercial unit occupiers:



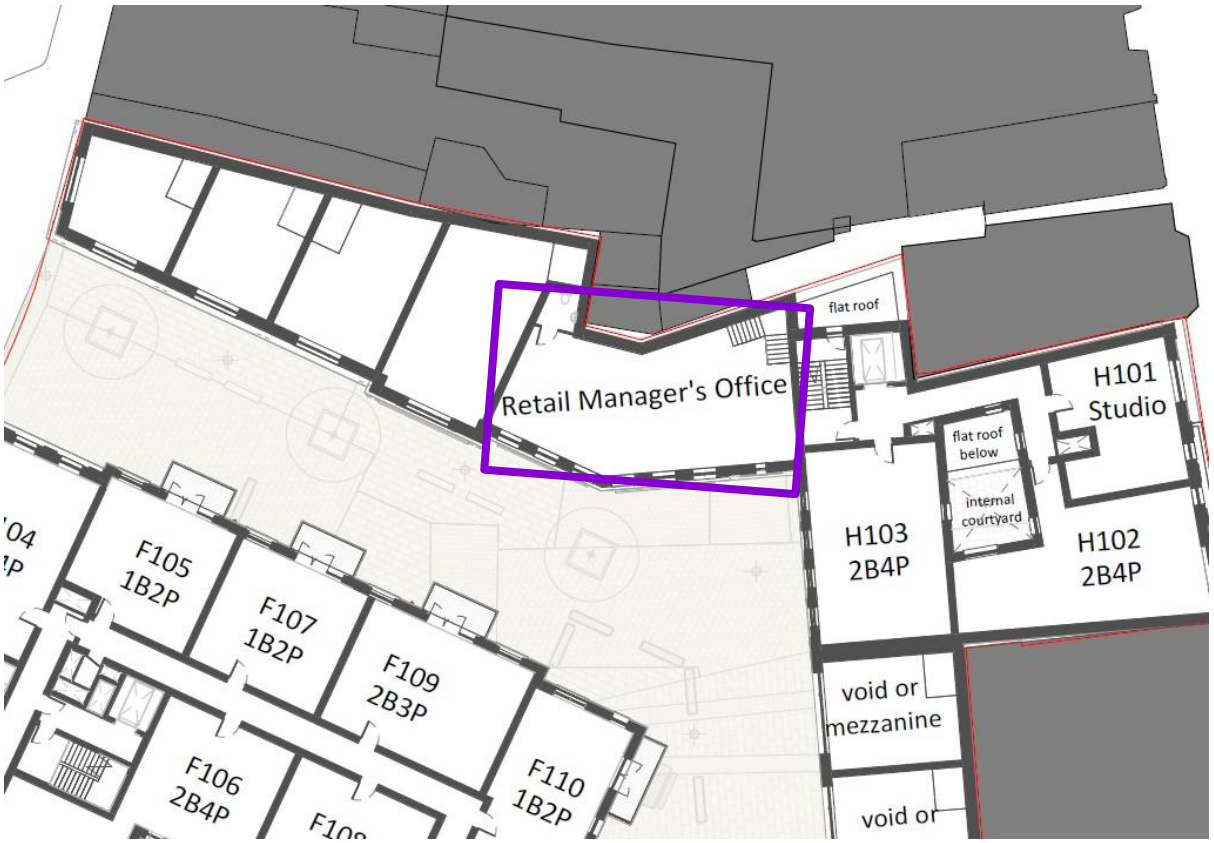
12.3. The Commercial Premises Manager will ensure the smooth running of the waste strategy, rotating the 500-litre Eurobins within the refuse rooms so that the bins do not overflow and always have adequate capacity, particularly at peak times.

12.4. On refuse/recycling collection days the Eurobins requiring emptying will be prepared for collection from the Market Street service layby.

13. Commercial Premises Manager

13.1. The commercial elements of the development (other than the headquarters office building) will be managed by dedicated onsite staff.

13.2. The Commercial Premises Manager's office will be located on the first floor in Block H, with an appropriately commanding view down the scheme's new pedestrianised street:



13.3. The Commercial Premises Manager will be responsible for:

- Interviewing prospective occupiers of the ground floor commercial units
- Premises management of the ground floor commercial units
- Public realm security – including securing the link to the multi-storey car park when it closes each evening
- Public realm cleaning
- Management and maintenance of the public realm landscaping and lighting

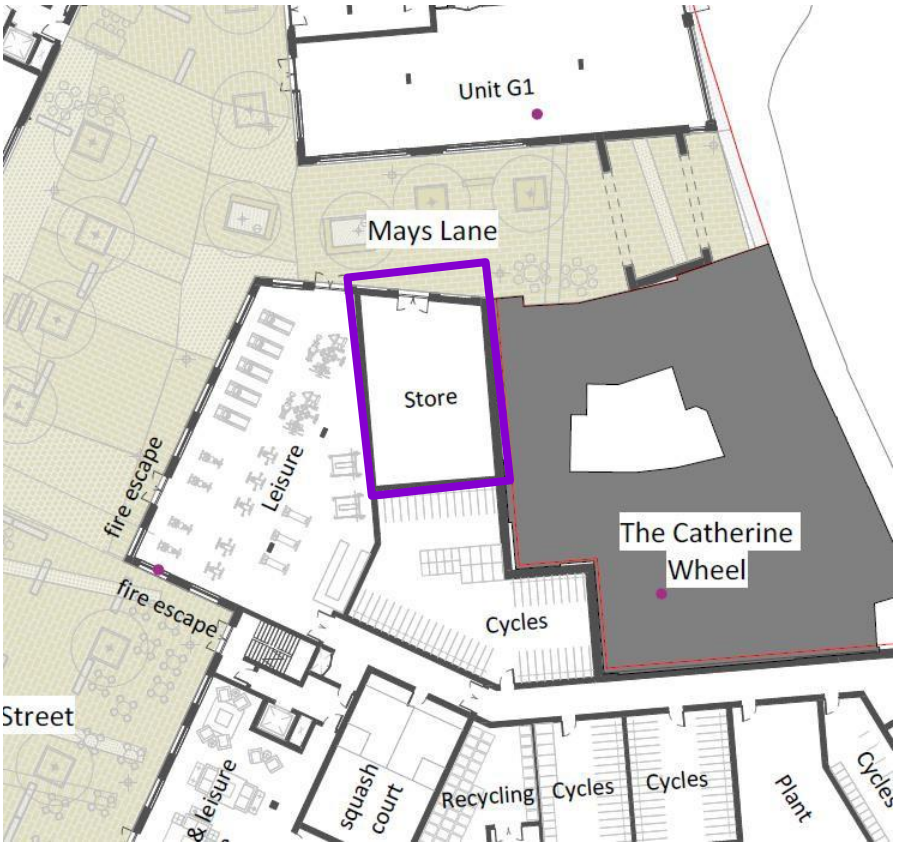
13.4. The Commercial Premises Manager will also work closely with the residential Building Manager and Concierge in organising a wide range of activities and events – see ***Section 18***.

PUBLIC REALM

14. Carts, barrows & displays

14.1. The generously-proportioned pedestrianised street running through the heart of *Eagle Quarter II* is as wide as Northbrook Street and has been designed to provide numerous locations for a range of traditional street carts and barrows.

14.2. These carts and barrows will be securely stored in a dedicated traders' secure store at the end of each day:



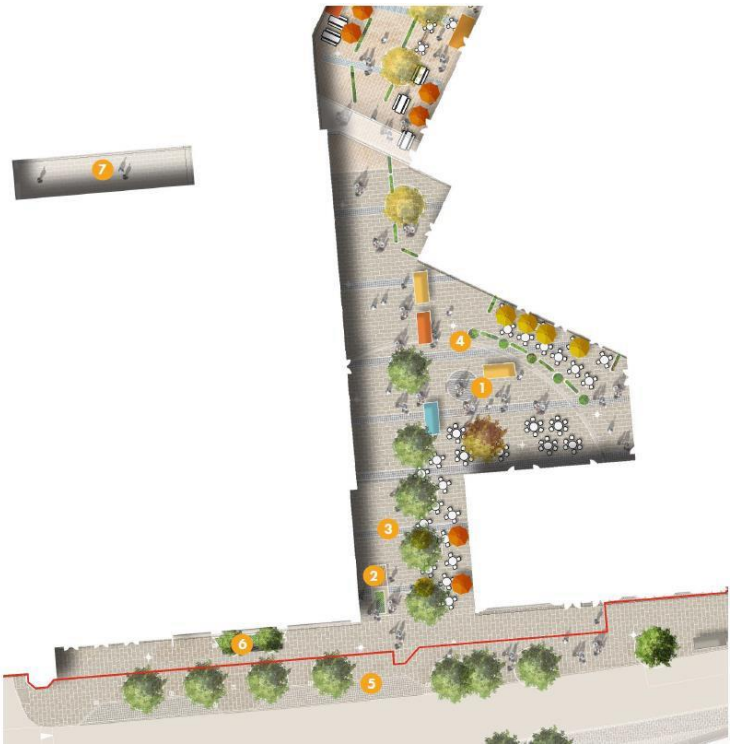
15. Ground floor commercial units' use of the public realm

15.1. *Eagle Quarter's* wide pedestrianised street is also ideal for the local, independent and artisan businesses in the ground floor commercial units to spill out into. This gives **restaurants and cafes** excellent outdoor seating space opportunities; **retail occupiers** ideal space for outdoor product displays, under colourful awnings; or **craft workshops** the opportunity to showcase their skills to passers-by.

15.2. These commercial spill-out spaces will be defined by trees and planters, carefully coordinated with adjacent cart & barrow locations to enhance the vibrancy of the public realm:

16. Events

16.1. The new public square at the heart of *Eagle Quarter II* has similar physical dimensions to *Market Place* and has new links into the existing multi-storey car park and the *Vue* cinema wing:



16.2. 18.2 Its dimensions, aspect, surrounding uses and landscaping all make it an ideal location for a range of events and activities, such as:

- Farmers market
- Book fayre
- Collectibles market
- Antiques fayre
- Cheese market
- European Winter market
- Outdoor sports screenings

16.3. In addition, there are opportunities for quality street entertainers such as musicians, children's entertainers and the like – including in a new mini-bandstand that takes it cues from the one in Victoria Park but on a smaller, more intimate scale ideal for a string quarter, jazz band or solo singing artist:


18.4 Events will be organised and managed by the Commercial Premises Manager in liaison with the residents Building Manager and Concierge.


17. Summary

17.1. *Build to Rent* developments are owned, operated and managed on an institutionally-funded basis. It is in the operator's interest for their schemes to be well-managed, not only to safeguard their retained capital investment but also to ensure that the environment is maintained to the highest standard in order to encourage residents' stable, long-term tenancies.

17.2. Accordingly, for its management and maintenance the *Build to Rent* element can be expected to employ:

• Concierge	1.5 FTE
• Building Facilities Manager	1.0 FTE
• Cleaners	3.0 FTE
• Move in/move out	1.0 FTE
• Premises Assistant	1.0 FTE
• Refuse operatives	1.0 FTE
• Security	1.5 FTE
	10.0 FTE

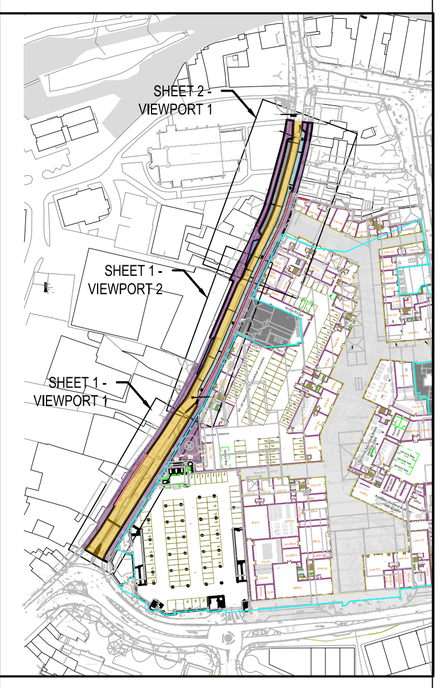
17.3. Separately, the ground floor commercial uses will be proactively managed and curated by the Commercial Premises Manager to ensure a diverse, vibrant and interesting mix of local, independent and artisan businesses. An ongoing programme of events and activities in the development's new public realm, added to the range of commercial occupiers and the various street carts, barrows and displays that the pedestrianised street has been designed to accommodate, will make *Eagle Quarter II* a key new destination for shopping and leisure, to work and to live.

I. Bartholomew Street Improvement Scheme

Pickfords Wharf, Clink Street, London SE1 9DG t 020 7928 7888 f 03333 444 501

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEER'S, ARCHITECT'S OR OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
2. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
3. THE CONTRACTOR MUST ENSURE AND WILL BE HELD RESPONSIBLE FOR THE OVERALL STABILITY OF THE BUILDING/STRUCTURE/EXCAVATION AT ALL STAGES OF THE WORK.
4. ALL WORK BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
5. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES AND REGULATIONS.



KEY:

- CARRIAGEWAY
- CYCLEWAY
- PARKING LOADING BAY
- EXISTING FOOTWAY
- NEW FOOTWAY
- NEW KERBSTONE / EDGING STRIP

Rev	Date	Description	By	Chk
P01	07.12.23	ISSUED	RS	DH

Amendments

Project: EAGLE QUARTER II, NEWBURY

Title: OFF-SITE HIGHWAY WORKS, BARTHOLOMEW STREET SHEET 1

Client: LOCHAILORT NEWBURY LTD

waterman

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mail@watermangroup.com www.watermangroup.com

Work Stage		
STAGE 0 Strategic definition		RIBA
Suitability		
INFORMATION		S2
Designed By: DH	Director: DW	Waterman Ref: 18916
Drawn By: RS	Date: DECEMBER 2023	Scales @ A1: 1:100

Project | Originator | Functional | Spatial | Form | Discipline | Number	Revision
18916100-WAT-HGN-ZZ-DR-C-950101	P01

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18916100-WAT-HGN-ZZ-M2-C-950001, 18916100-WAT-VTO-ZZ-M2-C-900001, 20011_Newbury_Eagle Qarter_P0-100_P12_Proposed Site Plan - Ground Floor, A1P-Wat-ISO-S-2023, Proposed Barthomolmew Street Improvements

SHEET 1 - VIEWPORT 1

SHEET 1 - VIEWPORT 2

This drawing should not be scaled. Dimensions to be verified on site.
Any discrepancies should be referred to the Engineer prior to work being put in hand.

GENERAL NOTES

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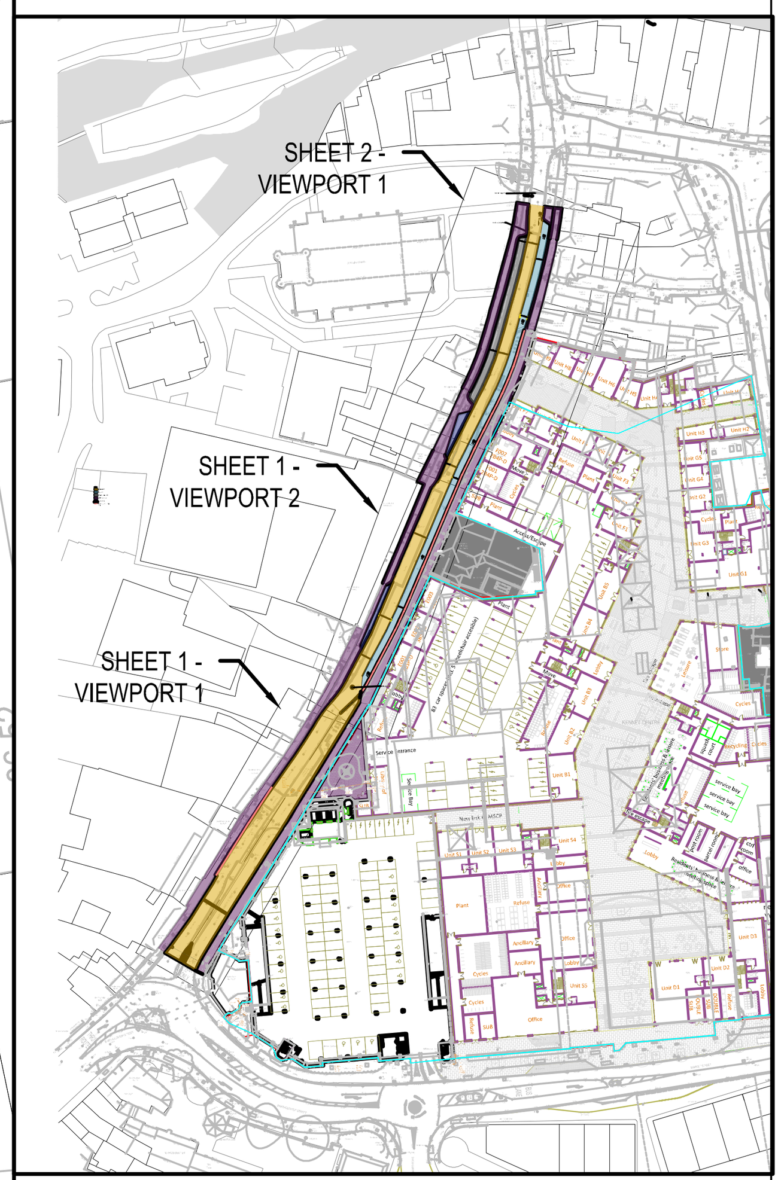

KEY:

- CARRIAGEWAY
- CYCLEWAY
- PARKING LOADING BAY
- EXISTING FOOTWAY
- NEW FOOTWAY
- NEW KERBSTONE / EDGING STRIP

Rev	Date	Description	By	Chk
P01	07.12.23	ISSUED	RS	DH

Amendments

Project
EAGLE QUARTER II, NEWBURY

Title
OFF-SITE HIGHWAY WORKS, BARTHOLOMEW STREET SHEET 2

Client
LOCHAILORT NEWBURY LTD

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Work Stage: STAGE 0 Strategic definition — RIBA

Suitability: INFORMATION — S2

Designed By	Director	Waterman Ref
DH	DW	18916
Drawn By	**Date**	**Scales @ A1**
RS	DECEMBER 2023	1:100

Project | Originator | Functional | Spatial | Form | Discipline | Number: 18916100-WAT-HGN-ZZ-DR-C-950101
Revision: P01

18916100-WAT-HGN-ZZ-M2-C-950001, 18916100-WAT-VTO-ZZ-M2-C-900001, 20011_Newbury_Eagle Qarter_P0-100_P12_Proposed Site Plan - Ground Floor, A1P-Wat-ISO-S-2023, Proposed Barthomolmew Street Improvements

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J. Parking Survey Data


NEWBURY
Parkway Shopping Car Park
1
Northbrook Multi Storey Car Park
2
Kennet Shopping
Kennet Centre Multi Storey Car Park
3
Newbury Station Multi...
4
Kings Café
Coffee store
Isabel's Retro
Clothing Shop
Newbury Better Health & Fitness Centre
Queen Victoria's Statue
Newbury Skatepark
Victoria Park
Venue with a skate park & playground
Newbury Adventure Golf
McDonald's
Fast food · £
Parkway Shopping
Outdoor mall with shops & food outlets
Lebanese House
Lebanese · ££
PSA Newbury Serviced Apartments
The Lion
Poundland
Discount shop
Marks and Spencer
Vodafone
Cobrizo Lounge
British · ££
Consol
Euro Car Parks West Street
Camp Hopson Funeral Directors
Northcroft Lane West Car Park
7Bone Burger Co. Newbury
Hamburger · ££
The Lock Stock & Barrel, Newbury
Myblueskydream Bespoke Garden Rooms
Newbury Library Car Park
Newbury Corn Exchange Car Park
Newbury Canoe Club
St Nicolas Church
West Mills Swing Bridge
The Ugly Duckling Pottery Painting
Pottery shop
The Globe
Shaws Newbury
Department store
Newbury Central Car Park
Virtuoso Aesthetics
Fusion Group
Kings Road West On Street Parking Area
Classic Markings
Tattoo shop
B's Tanning And Beauty
Oddfellows Heights
Carole Kolon Kittens
Gamma
Kennet Car Park
Enterprise Car Club - Oddfellows Road...
Mio Fiore
Italian · ££
The Dolphin
Purl House
Philip Brown Violins
Violin shop
Newbury Skip Rental Services
ACE Space
Eight Bells Pay & Display Car Park
Newbury Baptist Church
Newbury Station Car Park...
The Fresh
Cloth & Scissors
St Nicolas C Of E Junior School
Newbury Central Mosque
Andrew Egan Associates
John B's Taxi and Private Hire
Newbury Gardens Day Nursery
Ave Cabs
The Co-operative Food
Fair Close Centre
Marshall SKODA Newbury
MGM Motor Company
PCB Train
Eden Vauxhall Newbury
Car dealer
Enterprise Car & Van Hire - Newbury
CP Hire GB
M&T Motor Company
Car dealer
One Stop Service Centres
Elis Cleanroom
Football Club Pay & Display Car Park
Thames Valley Police - Newbury
Newbury Marina
Temporarily closed
River Kennet
Laundromat Speed Queen
Mill Court Car Park
Stuart Bravery Photography
Taylor and Son Locksmiths
Hair by Gem
Kings Rd
ubitricity Charging Station
SDP Lets @ Newbury
Piper Autos
Vehicle repair shop
Sainsbury's
ATM
Argos Newbury Inside Sainsbury's
Department store
Mole Country Stores - Newbury
Unique Vintage Events
Wedding Shop
Voytas Project
Halfords - Newbury
Auto parts store
PureGym Newbury
Burger King
ATS Euromaster Newbury
Tyre Shop
Sequoia Hair & Beauty Salon
Anna's Nails Newbury
Northway
Newbury Orthodontic Centre
A339
Kennet Rd
Northcroft Ln
Wharf Rd
Wharf St
Northbrook St
Swan Ct
Crawford Pl
Kimbers Cl
Bear Ln
Denmark Rd
Connaught Rd
Orts Rd
Gordon Rd
Hectors Wy
Fleming Rd
Ampere Rd
Faraday Rd
Greenham Ml
B3421
Railway Rd
Station Rd
Link Rd
St Michael's Rd
St Nicholas Rd
St David's Rd
Livingstone Rd
Northway

NEWBURY - Car Park Occupancy Surveys: Thursday 10th November 2022

DAY	TIME	1 Parkway	2 Northbrook	3 Kennet	4 Rail Station	Parked Total	%
Thursday 10th November 2022	700	121	4	11	69	205	10.9%
	730	130	5	15	104	254	13.6%
	800	128	8	23	141	300	16.0%
	830	130	9	31	207	377	20.1%
	900	151	17	50	224	442	23.6%
	930	168	33	82	256	539	28.8%
	1000	200	40	111	284	635	33.9%
	1030	243	46	147	283	719	38.4%
	1100	271	50	177	272	770	41.1%
	1130	287	51	189	269	796	42.5%
	1200	291	54	194	257	796	42.5%
	1230	304	53	191	261	809	43.2%
	1300	295	53	201	250	799	42.6%
	1330	306	50	194	257	807	43.1%
	1400	298	52	193	256	799	42.6%
	1430	271	49	188	264	772	41.2%
	1500	246	51	176	251	724	38.6%
	1530	206	46	159	239	650	34.7%
	1600	179	39	143	211	572	30.5%
	1630	157	32	119	194	502	26.8%
	1700	143	25	111	183	462	24.7%
	1730	122	21	115	161	419	22.4%
	1800	120	18	98	143	379	20.2%
	1830	115	16	74	122	327	17.4%
	1900	116	7	71	117	311	16.6%
	1930	113	7	76	100	296	15.8%
	2000	124	7	75	84	290	15.5%
	2030	112	7	71	71	261	13.9%
	2100	101	7	64	53	225	12.0%
	2130	105	7	59	48	219	11.7%
	2200	106	7	59	37	209	11.2%
	Spaces	664	300	416	494	1874	

Parkway

	Standard	Disabled	Parent	EV
-1	326	10	0	0
-2	301	16	0	11
	627	26	0	11

Northbrook

	Standard	Disabled	Parent	EV	
Level G	9	17	0	0	
Level 1	33	0	0	0	3 Spaces Unavailable
Leval 1A	26	3	2	0	
Level 2	37	0	0	0	
Level 2A	33	0	0	0	
Level 3	33	0	0	0	
Level 3A	34	0	0	0	
Level 4	37	0	0	0	
Level 4A	36	0	0	0	
	278	20	2	0	

Kennet

	Standard	Disabled	Parent	EV
Ground	36	23	0	4
1	83	0	0	2
2	161	0	3	0
3	104	0	0	0
	384	23	3	6

Rail Station

	Standard	Disabled	Parent	EV	
Level 0	80	3	0	0	
Level 1	66	4	0	2	6 Additional Permit Spaces
Level 2	87	0	0	0	
Level 3	87	0	0	0	
Level 4	86	0	0	0	
Level 5	45	0	0	0	
Outside	4	19	0	2	3 Additional Permit Spaces
	455	26	0	4	

Notes

3 Spaces Not Available for Parking - Level 1 Northbrook - (CP Closes at 7pm)

6 Additional Permit Only Spaces - Level 1 Rail Station

3 Additional Permit Only Spaces - Outside Rail Station

Of the 627 Standard Bays available in Parkway - 144 are Designated Residents

NEWBURY - Car Park Occupancy Surveys: Friday 11th November 2022

DAY	TIME	1	2	3	4	Parked	%
		Parkway	Northbrook	Kennet	Rail Station		
						Total	
Friday 11th November 2022	700	116	7	16	87	226	12.1%
	730	114	8	20	121	263	14.0%
	800	121	8	21	167	317	16.9%
	830	125	16	34	203	378	20.2%
	900	158	25	58	266	507	27.1%
	930	179	35	89	299	602	32.1%
	1000	193	36	106	311	646	34.5%
	1030	214	42	131	306	693	37.0%
	1100	260	53	182	303	798	42.6%
	1130	271	54	179	312	816	43.5%
	1200	283	56	186	294	819	43.7%
	1230	284	60	188	305	837	44.7%
	1300	297	61	195	293	846	45.1%
	1330	299	62	203	287	851	45.4%
	1400	311	58	204	291	864	46.1%
	1430	305	60	201	274	840	44.8%
	1500	286	55	188	288	817	43.6%
	1530	242	48	173	273	736	39.3%
	1600	222	44	166	269	701	37.4%
	1630	197	35	142	237	611	32.6%
	1700	162	31	120	211	524	28.0%
	1730	155	20	123	192	490	26.1%
	1800	151	16	113	162	442	23.6%
	1830	143	8	90	126	367	19.6%
	1900	137	6	84	133	360	19.2%
	1930	142	6	81	111	340	18.1%
	2000	138	6	83	91	318	17.0%
	2030	148	6	86	77	317	16.9%
	2100	153	6	77	66	302	16.1%
	2130	167	6	76	54	303	16.2%
	2200	171	6	71	49	297	15.8%
	Spaces	664	300	416	494	1874	

Parkway	Standard	Disabled	Parent	EV
-1	326	10	0	0
-2	301	16	0	11
	627	26	0	11

Northbrook	Standard	Disabled	Parent	EV	
Level G	9	17	0	0	
Level 1	33	0	0	0	3 Spaces Unavailable
Leval 1A	26	3	2	0	
Level 2	37	0	0	0	
Level 2A	33	0	0	0	
Level 3	33	0	0	0	
Level 3A	34	0	0	0	
Level 4	37	0	0	0	
Level 4A	36	0	0	0	
	278	20	2	0	

Kennet	Standard	Disabled	Parent	EV
Ground	36	23	0	4
1	83	0	0	2
2	161	0	3	0
3	104	0	0	0
	384	23	3	6

Rail Station	Standard	Disabled	Parent	EV	
Level 0	80	3	0	0	
Level 1	66	4	0	2	6 Additional Permit Spaces
Level 2	87	0	0	0	
Level 3	87	0	0	0	
Level 4	86	0	0	0	
Level 5	45	0	0	0	
Outside	4	19	0	2	3 Additional Permit Spaces
	455	26	0	4	

Notes

3 Spaces Not Available for Parking - Level 1 Northbrook - (CP Closes at 7pm)

6 Additional Permit Only Spaces - Level 1 Rail Station

3 Additional Permit Only Spaces - Outside Rail Station

Of the 627 Standard Bays available in Parkway - 144 are Designated Residents

NEWBURY - Car Park Occupancy Surveys: Saturday 12th November 2022

DAY	TIME	1	2	3	4	Parked	%
		Parkway	Northbrook	Kennet	Rail Station		
						Total	
Saturday 12th November 2022	700	252	6	34	14	306	16.3%
	730	277	13	51	11	352	18.8%
	800	282	14	67	19	382	20.4%
	830	333	20	76	25	454	24.2%
	900	361	23	97	36	517	27.6%
	930	402	29	157	44	632	33.7%
	1000	421	34	190	49	694	37.0%
	1030	446	40	243	50	779	41.6%
	1100	487	44	277	52	860	45.9%
	1130	499	46	283	59	887	47.3%
	1200	491	54	280	62	887	47.3%
	1230	511	52	286	61	910	48.6%
	1300	509	50	301	61	921	49.1%
	1330	512	48	306	57	923	49.3%
	1400	517	44	303	56	920	49.1%
	1430	462	37	284	56	839	44.8%
	1500	411	30	266	53	760	40.6%
	1530	371	22	239	55	687	36.7%
	1600	316	17	204	61	598	31.9%
	1630	259	16	201	61	537	28.7%
	1700	231	15	199	57	502	26.8%
	1730	222	12	174	56	464	24.8%
	1800	217	11	168	55	451	24.1%
	1830	211	9	153	53	426	22.7%
	1900	200	6	123	49	378	20.2%
	1930	206	6	117	48	377	20.1%
	2000	211	6	103	46	366	19.5%
	2030	218	6	102	31	357	19.1%
	2100	213	6	111	28	358	19.1%
	2130	220	6	104	22	352	18.8%
	2200	225	6	99	17	347	18.5%
	Spaces	664	300	416	494	1874	

Parkway

	Standard	Disabled	Parent	EV
-1	326	10	0	0
-2	301	16	0	11
	627	26	0	11

Northbrook

	Standard	Disabled	Parent	EV	
Level G	9	17	0	0	
Level 1	33	0	0	0	3 Spaces Unavailable
Leval 1A	26	3	2	0	
Level 2	37	0	0	0	
Level 2A	33	0	0	0	
Level 3	33	0	0	0	
Level 3A	34	0	0	0	
Level 4	37	0	0	0	
Level 4A	36	0	0	0	
	278	20	2	0	

Kennet

	Standard	Disabled	Parent	EV
Ground	36	23	0	4
1	83	0	0	2
2	161	0	3	0
3	104	0	0	0
	384	23	3	6

Rail Station

	Standard	Disabled	Parent	EV	
Level 0	80	3	0	0	
Level 1	66	4	0	2	6 Additional Permit Spaces
Level 2	87	0	0	0	
Level 3	87	0	0	0	
Level 4	86	0	0	0	
Level 5	45	0	0	0	
Outside	4	19	0	2	3 Additional Permit Spaces
	455	26	0	4	

Notes

3 Spaces Not Available for Parking - Level 1 Northbrook - (CP Closes at 7pm)

6 Additional Permit Only Spaces - Level 1 Rail Station

3 Additional Permit Only Spaces - Outside Rail Station

Of the 627 Standard Bays available in Parkway - 144 are Designated Residents

NEWBURY - Car Park Occupancy Surveys: Sunday 13th November 2022

DAY	TIME	1	2	3	4	Parked	%
		Parkway	Northbrook	Kennet	Rail Station		
						Total	
Sunday 13th November 2022	700	214	6	30	11	261	13.9%
	730	203	7	26	13	249	13.3%
	800	211	9	24	14	258	13.8%
	830	198	8	33	14	253	13.5%
	900	182	12	71	16	281	15.0%
	930	177	14	103	17	311	16.6%
	1000	168	19	141	18	346	18.5%
	1030	198	20	155	18	391	20.9%
	1100	265	22	168	19	474	25.3%
	1130	301	30	171	23	525	28.0%
	1200	339	35	175	26	575	30.7%
	1230	340	28	186	39	593	31.6%
	1300	348	22	199	50	619	33.0%
	1330	331	23	204	52	610	32.6%
	1400	297	20	214	51	582	31.1%
	1430	275	21	209	48	553	29.5%
	1500	261	20	222	45	548	29.2%
	1530	244	20	213	46	523	27.9%
	1600	234	21	179	45	479	25.6%
	1630	175	17	128	44	364	19.4%
	1700	109	16	72	41	238	12.7%
	1730	113	17	70	40	240	12.8%
	1800	115	18	65	39	237	12.6%
	1830	115	17	58	36	226	12.1%
	1900	113	5	67	27	212	11.3%
	1930	118	5	61	22	206	11.0%
	2000	121	5	58	19	203	10.8%
	2030	120	5	54	19	198	10.6%
	2100	122	5	39	17	183	9.8%
	2130	120	5	33	11	169	9.0%
	2200	116	5	30	9	160	8.5%
	Spaces	664	300	416	494	1874	

Parkway

	Standard	Disabled	Parent	EV
-1	326	10	0	0
-2	301	16	0	11
	627	26	0	11

Northbrook

	Standard	Disabled	Parent	EV	
Level G	9	17	0	0	
Level 1	33	0	0	0	3 Spaces Unavailable
Leval 1A	26	3	2	0	
Level 2	37	0	0	0	
Level 2A	33	0	0	0	
Level 3	33	0	0	0	
Level 3A	34	0	0	0	
Level 4	37	0	0	0	
Level 4A	36	0	0	0	
	278	20	2	0	

Kennet

	Standard	Disabled	Parent	EV
Ground	36	23	0	4
1	83	0	0	2
2	161	0	3	0
3	104	0	0	0
	384	23	3	6

Rail Station

	Standard	Disabled	Parent	EV	
Level 0	80	3	0	0	
Level 1	66	4	0	2	6 Additional Permit Spaces
Level 2	87	0	0	0	
Level 3	87	0	0	0	
Level 4	86	0	0	0	
Level 5	45	0	0	0	
Outside	4	19	0	2	3 Additional Permit Spaces
	455	26	0	4	

Notes

3 Spaces Not Available for Parking - Level 1 Northbrook - (CP Closes at 7pm)

6 Additional Permit Only Spaces - Level 1 Rail Station

3 Additional Permit Only Spaces - Outside Rail Station

Of the 627 Standard Bays available in Parkway - 144 are Designated Residents

NEWBURY - Car Park Occupancy Surveys: Monday 14th November 2022

DAY	TIME	1	2	3	4	Parked	%
		Parkway	Northbrook	Kennet	Rail Station		
						Total	
Monday 14th November 2022	700	91	5	19	74	189	10.1%
	730	89	2	35	113	239	12.8%
	800	82	3	45	152	282	15.0%
	830	109	13	56	197	375	20.0%
	900	143	17	67	210	437	23.3%
	930	185	26	103	260	574	30.6%
	1000	233	29	141	282	685	36.6%
	1030	281	40	145	279	745	39.8%
	1100	330	46	150	281	807	43.1%
	1130	331	50	152	286	819	43.7%
	1200	328	49	157	277	811	43.3%
	1230	308	47	162	261	778	41.5%
	1300	289	48	166	260	763	40.7%
	1330	292	47	171	257	767	40.9%
	1400	279	45	181	249	754	40.2%
	1430	251	49	152	248	700	37.4%
	1500	236	52	122	229	639	34.1%
	1530	207	46	97	240	590	31.5%
	1600	194	39	70	210	513	27.4%
	1630	162	33	66	189	450	24.0%
	1700	125	26	61	182	394	21.0%
	1730	118	21	56	166	361	19.3%
	1800	112	7	61	133	313	16.7%
	1830	121	6	64	125	316	16.9%
	1900	129	3	67	82	281	15.0%
	1930	126	3	68	73	270	14.4%
	2000	125	3	62	79	269	14.4%
	2030	118	3	63	74	258	13.8%
	2100	110	3	55	52	220	11.7%
	2130	111	3	53	48	215	11.5%
	2200	107	3	47	40	197	10.5%
	Spaces	664	300	416	494	1874	

Parkway

	Standard	Disabled	Parent	EV
-1	326	10	0	0
-2	301	16	0	11
	627	26	0	11

Northbrook

	Standard	Disabled	Parent	EV	
Level G	9	17	0	0	
Level 1	33	0	0	0	3 Spaces Unavailable
Leval 1A	26	3	2	0	
Level 2	37	0	0	0	
Level 2A	33	0	0	0	
Level 3	33	0	0	0	
Level 3A	34	0	0	0	
Level 4	37	0	0	0	
Level 4A	36	0	0	0	
	278	20	2	0	

Kennet

	Standard	Disabled	Parent	EV
Ground	36	23	0	4
1	83	0	0	2
2	161	0	3	0
3	104	0	0	0
	384	23	3	6

Rail Station

	Standard	Disabled	Parent	EV	
Level 0	80	3	0	0	
Level 1	66	4	0	2	6 Additional Permit Spaces
Level 2	87	0	0	0	
Level 3	87	0	0	0	
Level 4	86	0	0	0	
Level 5	45	0	0	0	
Outside	4	19	0	2	3 Additional Permit Spaces
	455	26	0	4	

Notes

3 Spaces Not Available for Parking - Level 1 Northbrook - (CP Closes at 7pm)

6 Additional Permit Only Spaces - Level 1 Rail Station

3 Additional Permit Only Spaces - Outside Rail Station

Of the 627 Standard Bays available in Parkway - 144 are Designated Residents

NEWBURY - Car Park Occupancy Surveys: Tuesday 15th November 2022

DAY	TIME	1	2	3	4	Parked	%
		Parkway	Northbrook	Kennet	Rail Station		
						Total	
Tuesday 15th November 2022	700	118	3	8	66	195	10.4%
	730	126	4	16	138	284	15.2%
	800	122	9	26	169	326	17.4%
	830	133	18	27	235	413	22.0%
	900	142	27	63	289	521	27.8%
	930	220	35	90	311	656	35.0%
	1000	239	40	105	327	711	37.9%
	1030	286	44	131	335	796	42.5%
	1100	327	56	140	340	863	46.1%
	1130	351	62	150	329	892	47.6%
	1200	372	73	162	333	940	50.2%
	1230	378	74	171	358	981	52.3%
	1300	384	72	169	336	961	51.3%
	1330	363	69	164	332	928	49.5%
	1400	339	56	162	326	883	47.1%
	1430	303	50	148	330	831	44.3%
	1500	258	47	147	311	763	40.7%
	1530	223	33	130	280	666	35.5%
	1600	217	32	120	259	628	33.5%
	1630	213	30	112	224	579	30.9%
	1700	194	18	107	217	536	28.6%
	1730	169	14	85	198	466	24.9%
	1800	167	10	75	159	411	21.9%
	1830	165	8	84	138	395	21.1%
	1900	166	3	98	116	383	20.4%
	1930	170	3	105	94	372	19.9%
	2000	172	3	101	89	365	19.5%
	2030	160	3	98	69	330	17.6%
	2100	157	3	85	51	296	15.8%
	2130	154	3	74	46	277	14.8%
	2200	132	3	58	36	229	12.2%
	Spaces	664	300	416	494	1874	

Parkway	Standard	Disabled	Parent	EV
-1	326	10	0	0
-2	301	16	0	11
	627	26	0	11

Northbrook	Standard	Disabled	Parent	EV	
Level G	9	17	0	0	
Level 1	33	0	0	0	3 Spaces Unavailable
Leval 1A	26	3	2	0	
Level 2	37	0	0	0	
Level 2A	33	0	0	0	
Level 3	33	0	0	0	
Level 3A	34	0	0	0	
Level 4	37	0	0	0	
Level 4A	36	0	0	0	
	278	20	2	0	

Kennet	Standard	Disabled	Parent	EV
Ground	36	23	0	4
1	83	0	0	2
2	161	0	3	0
3	104	0	0	0
	384	23	3	6

Rail Station	Standard	Disabled	Parent	EV	
Level 0	80	3	0	0	
Level 1	66	4	0	2	6 Additional Permit Spaces
Level 2	87	0	0	0	
Level 3	87	0	0	0	
Level 4	86	0	0	0	
Level 5	45	0	0	0	
Outside	4	19	0	2	3 Additional Permit Spaces
	455	26	0	4	

Notes

3 Spaces Not Available for Parking - Level 1 Northbrook - (CP Closes at 7pm)

6 Additional Permit Only Spaces - Level 1 Rail Station

3 Additional Permit Only Spaces - Outside Rail Station

Of the 627 Standard Bays available in Parkway - 144 are Designated Residents

NEWBURY - Car Park Occupancy Surveys: Wednesday 16th November 2022

DAY	TIME	1 Parkway	2 Northbrook	3 Kennet	4 Rail Station	Parked Total	%
Wednesday 16th November 2022	700	117	3	14	70	204	10.9%
	730	120	5	19	119	263	14.0%
	800	129	10	29	151	319	17.0%
	830	140	14	35	209	398	21.2%
	900	167	24	51	241	483	25.8%
	930	199	38	92	286	615	32.8%
	1000	224	43	123	291	681	36.3%
	1030	271	50	129	303	753	40.2%
	1100	302	52	136	311	801	42.7%
	1130	306	57	144	302	809	43.2%
	1200	318	63	153	305	839	44.8%
	1230	324	67	159	308	858	45.8%
	1300	333	71	158	289	851	45.4%
	1330	318	74	162	277	831	44.3%
	1400	311	69	163	279	822	43.9%
	1430	289	58	161	286	794	42.4%
	1500	265	52	130	264	711	37.9%
	1530	227	40	118	271	656	35.0%
	1600	203	34	97	250	584	31.2%
	1630	189	36	82	223	530	28.3%
	1700	177	23	79	202	481	25.7%
	1730	152	17	73	186	428	22.8%
	1800	143	9	71	144	367	19.6%
	1830	139	6	74	134	353	18.8%
	1900	142	4	83	112	341	18.2%
	1930	132	4	84	89	309	16.5%
	2000	130	4	88	76	298	15.9%
	2030	121	4	76	74	275	14.7%
	2100	117	4	65	60	246	13.1%
	2130	108	4	54	50	216	11.5%
	2200	102	4	52	42	200	10.7%
	Spaces	664	300	416	494	1874	

Parkway

	Standard	Disabled	Parent	EV
-1	326	10	0	0
-2	301	16	0	11
	627	26	0	11

Northbrook

	Standard	Disabled	Parent	EV	
Level G	9	17	0	0	
Level 1	33	0	0	0	3 Spaces Unavailable
Leval 1A	26	3	2	0	
Level 2	37	0	0	0	
Level 2A	33	0	0	0	
Level 3	33	0	0	0	
Level 3A	34	0	0	0	
Level 4	37	0	0	0	
Level 4A	36	0	0	0	
	278	20	2	0	

Kennet

	Standard	Disabled	Parent	EV
Ground	36	23	0	4
1	83	0	0	2
2	161	0	3	0
3	104	0	0	0
	384	23	3	6

Rail Station

	Standard	Disabled	Parent	EV	
Level 0	80	3	0	0	
Level 1	66	4	0	2	6 Additional Permit Spaces
Level 2	87	0	0	0	
Level 3	87	0	0	0	
Level 4	86	0	0	0	
Level 5	45	0	0	0	
Outside	4	19	0	2	3 Additional Permit Spaces
	455	26	0	4	

Notes

3 Spaces Not Available for Parking - Level 1 Northbrook - (CP Closes at 7pm)

6 Additional Permit Only Spaces - Level 1 Rail Station

3 Additional Permit Only Spaces - Outside Rail Station

Of the 627 Standard Bays available in Parkway - 144 are Designated Residents

K. TRICS Outputs

Calculation Reference: AUDIT-701710-220312-0319

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
09 NORTH
CB CUMBRIA 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: 40 to 40 (units:)
Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 23/06/21

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 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 undertaking using machines.

Selected Locations:
Town Centre 1

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

Selected Location Sub Categories:
Built-Up Zone 1

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

Secondary Filtering selection:

Use Class:
C3 1 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
Population within 1 mile:
25,001 to 50,000 1 days

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

Population within 5 miles:
75,001 to 100,000 1 days

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

Car ownership within 5 miles:
1.1 to 1.5 1 days

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

Travel Plan:
No 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 CB-03-C-01 BLOCK OF FLATS CUMBRIA
KING STREET
CARLISLE

Town Centre
Built-Up Zone
Total No of Dwellings: 40
Survey date: THURSDAY *12/06/14* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.22

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	40	0.075	1	40	0.150	1	40	0.225
08:00 - 09:00	1	40	0.050	1	40	0.125	1	40	0.175
09:00 - 10:00	1	40	0.050	1	40	0.000	1	40	0.050
10:00 - 11:00	1	40	0.025	1	40	0.075	1	40	0.100
11:00 - 12:00	1	40	0.050	1	40	0.075	1	40	0.125
12:00 - 13:00	1	40	0.050	1	40	0.025	1	40	0.075
13:00 - 14:00	1	40	0.125	1	40	0.125	1	40	0.250
14:00 - 15:00	1	40	0.050	1	40	0.075	1	40	0.125
15:00 - 16:00	1	40	0.050	1	40	0.050	1	40	0.100
16:00 - 17:00	1	40	0.275	1	40	0.100	1	40	0.375
17:00 - 18:00	1	40	0.175	1	40	0.200	1	40	0.375
18:00 - 19:00	1	40	0.200	1	40	0.150	1	40	0.350
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.175			1.150			2.325

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

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

Parameter summary

Trip rate parameter range selected:	40 - 40 (units:)
Survey date date range:	01/01/13 - 23/06/21
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	40	0.025	1	40	0.025	1	40	0.050
08:00 - 09:00	1	40	0.000	1	40	0.025	1	40	0.025
09:00 - 10:00	1	40	0.000	1	40	0.000	1	40	0.000
10:00 - 11:00	1	40	0.000	1	40	0.000	1	40	0.000
11:00 - 12:00	1	40	0.025	1	40	0.025	1	40	0.050
12:00 - 13:00	1	40	0.025	1	40	0.025	1	40	0.050
13:00 - 14:00	1	40	0.000	1	40	0.000	1	40	0.000
14:00 - 15:00	1	40	0.000	1	40	0.000	1	40	0.000
15:00 - 16:00	1	40	0.000	1	40	0.000	1	40	0.000
16:00 - 17:00	1	40	0.025	1	40	0.000	1	40	0.025
17:00 - 18:00	1	40	0.025	1	40	0.000	1	40	0.025
18:00 - 19:00	1	40	0.000	1	40	0.025	1	40	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.125			0.125			0.250

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	40	0.050	1	40	0.175	1	40	0.225
08:00 - 09:00	1	40	0.075	1	40	0.100	1	40	0.175
09:00 - 10:00	1	40	0.050	1	40	0.000	1	40	0.050
10:00 - 11:00	1	40	0.025	1	40	0.075	1	40	0.100
11:00 - 12:00	1	40	0.075	1	40	0.150	1	40	0.225
12:00 - 13:00	1	40	0.025	1	40	0.050	1	40	0.075
13:00 - 14:00	1	40	0.175	1	40	0.150	1	40	0.325
14:00 - 15:00	1	40	0.075	1	40	0.075	1	40	0.150
15:00 - 16:00	1	40	0.075	1	40	0.075	1	40	0.150
16:00 - 17:00	1	40	0.350	1	40	0.100	1	40	0.450
17:00 - 18:00	1	40	0.150	1	40	0.300	1	40	0.450
18:00 - 19:00	1	40	0.275	1	40	0.150	1	40	0.425
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.400			1.400			2.800

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	40	0.025	1	40	0.025	1	40	0.050
08:00 - 09:00	1	40	0.050	1	40	0.325	1	40	0.375
09:00 - 10:00	1	40	0.050	1	40	0.025	1	40	0.075
10:00 - 11:00	1	40	0.075	1	40	0.100	1	40	0.175
11:00 - 12:00	1	40	0.100	1	40	0.100	1	40	0.200
12:00 - 13:00	1	40	0.050	1	40	0.025	1	40	0.075
13:00 - 14:00	1	40	0.075	1	40	0.125	1	40	0.200
14:00 - 15:00	1	40	0.175	1	40	0.050	1	40	0.225
15:00 - 16:00	1	40	0.075	1	40	0.175	1	40	0.250
16:00 - 17:00	1	40	0.150	1	40	0.100	1	40	0.250
17:00 - 18:00	1	40	0.200	1	40	0.125	1	40	0.325
18:00 - 19:00	1	40	0.125	1	40	0.025	1	40	0.150
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.150			1.200			2.350

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	40	0.000	1	40	0.000	1	40	0.000
08:00 - 09:00	1	40	0.000	1	40	0.000	1	40	0.000
09:00 - 10:00	1	40	0.000	1	40	0.000	1	40	0.000
10:00 - 11:00	1	40	0.000	1	40	0.000	1	40	0.000
11:00 - 12:00	1	40	0.000	1	40	0.000	1	40	0.000
12:00 - 13:00	1	40	0.000	1	40	0.000	1	40	0.000
13:00 - 14:00	1	40	0.000	1	40	0.000	1	40	0.000
14:00 - 15:00	1	40	0.025	1	40	0.000	1	40	0.025
15:00 - 16:00	1	40	0.000	1	40	0.000	1	40	0.000
16:00 - 17:00	1	40	0.000	1	40	0.000	1	40	0.000
17:00 - 18:00	1	40	0.000	1	40	0.000	1	40	0.000
18:00 - 19:00	1	40	0.000	1	40	0.000	1	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.000			0.025

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	40	0.000	1	40	0.000	1	40	0.000
08:00 - 09:00	1	40	0.000	1	40	0.000	1	40	0.000
09:00 - 10:00	1	40	0.000	1	40	0.000	1	40	0.000
10:00 - 11:00	1	40	0.000	1	40	0.000	1	40	0.000
11:00 - 12:00	1	40	0.000	1	40	0.000	1	40	0.000
12:00 - 13:00	1	40	0.000	1	40	0.000	1	40	0.000
13:00 - 14:00	1	40	0.000	1	40	0.000	1	40	0.000
14:00 - 15:00	1	40	0.000	1	40	0.000	1	40	0.000
15:00 - 16:00	1	40	0.000	1	40	0.000	1	40	0.000
16:00 - 17:00	1	40	0.000	1	40	0.000	1	40	0.000
17:00 - 18:00	1	40	0.000	1	40	0.000	1	40	0.000
18:00 - 19:00	1	40	0.000	1	40	0.000	1	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.22

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	40	0.075	1	40	0.200	1	40	0.275
08:00 - 09:00	1	40	0.125	1	40	0.425	1	40	0.550
09:00 - 10:00	1	40	0.100	1	40	0.025	1	40	0.125
10:00 - 11:00	1	40	0.100	1	40	0.175	1	40	0.275
11:00 - 12:00	1	40	0.175	1	40	0.250	1	40	0.425
12:00 - 13:00	1	40	0.075	1	40	0.075	1	40	0.150
13:00 - 14:00	1	40	0.250	1	40	0.275	1	40	0.525
14:00 - 15:00	1	40	0.250	1	40	0.125	1	40	0.375
15:00 - 16:00	1	40	0.150	1	40	0.250	1	40	0.400
16:00 - 17:00	1	40	0.500	1	40	0.200	1	40	0.700
17:00 - 18:00	1	40	0.350	1	40	0.425	1	40	0.775
18:00 - 19:00	1	40	0.400	1	40	0.175	1	40	0.575
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.550			2.600			5.150

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	40	0.050	1	40	0.100	1	40	0.150
08:00 - 09:00	1	40	0.050	1	40	0.100	1	40	0.150
09:00 - 10:00	1	40	0.050	1	40	0.000	1	40	0.050
10:00 - 11:00	1	40	0.000	1	40	0.050	1	40	0.050
11:00 - 12:00	1	40	0.025	1	40	0.050	1	40	0.075
12:00 - 13:00	1	40	0.025	1	40	0.000	1	40	0.025
13:00 - 14:00	1	40	0.100	1	40	0.100	1	40	0.200
14:00 - 15:00	1	40	0.050	1	40	0.075	1	40	0.125
15:00 - 16:00	1	40	0.050	1	40	0.050	1	40	0.100
16:00 - 17:00	1	40	0.175	1	40	0.050	1	40	0.225
17:00 - 18:00	1	40	0.150	1	40	0.200	1	40	0.350
18:00 - 19:00	1	40	0.200	1	40	0.125	1	40	0.325
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.925			0.900			1.825

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	40	0.000	1	40	0.025	1	40	0.025
08:00 - 09:00	1	40	0.000	1	40	0.000	1	40	0.000
09:00 - 10:00	1	40	0.000	1	40	0.000	1	40	0.000
10:00 - 11:00	1	40	0.025	1	40	0.025	1	40	0.050
11:00 - 12:00	1	40	0.000	1	40	0.000	1	40	0.000
12:00 - 13:00	1	40	0.000	1	40	0.000	1	40	0.000
13:00 - 14:00	1	40	0.025	1	40	0.025	1	40	0.050
14:00 - 15:00	1	40	0.000	1	40	0.000	1	40	0.000
15:00 - 16:00	1	40	0.000	1	40	0.000	1	40	0.000
16:00 - 17:00	1	40	0.075	1	40	0.050	1	40	0.125
17:00 - 18:00	1	40	0.000	1	40	0.000	1	40	0.000
18:00 - 19:00	1	40	0.000	1	40	0.000	1	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.125			0.125			0.250

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

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

Calculation Reference: AUDIT-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 undertaking 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 LOCAL SHOPS DONEGAL
PEARSE ROAD
LETTERKENNY

Edge of Town Centre
No Sub Category
Total Gross floor area: 856 sqm
Survey date: SATURDAY *27/09/14* *Survey Type: MANUAL*

2 DN-01-I-02 LOCAL SHOPS DONEGAL
PEARSE ROAD
LETTERKENNY

Town Centre
No Sub Category
Total Gross floor area: 3394 sqm
Survey date: FRIDAY *26/09/14* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			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.*

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 for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.000	2	2125	0.000	2	2125	0.000
09:00 - 10:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
10:00 - 11:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
11:00 - 12:00	2	2125	0.024	2	2125	0.024	2	2125	0.048
12:00 - 13:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
13:00 - 14:00	2	2125	0.024	2	2125	0.024	2	2125	0.048
14:00 - 15:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
15:00 - 16:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
16:00 - 17:00	2	2125	0.024	2	2125	0.024	2	2125	0.048
17:00 - 18:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
18:00 - 19:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.072			0.144

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.000	2	2125	0.000	2	2125	0.000
09:00 - 10:00	2	2125	0.024	2	2125	0.000	2	2125	0.024
10:00 - 11:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
11:00 - 12:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
12:00 - 13:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
13:00 - 14:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
14:00 - 15:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
15:00 - 16:00	2	2125	0.024	2	2125	0.024	2	2125	0.048
16:00 - 17:00	2	2125	0.024	2	2125	0.000	2	2125	0.024
17:00 - 18:00	2	2125	0.000	2	2125	0.047	2	2125	0.047
18:00 - 19:00	2	2125	0.000	2	2125	0.024	2	2125	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.095			0.167

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*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.471	2	2125	0.071	2	2125	0.542
09:00 - 10:00	2	2125	2.000	2	2125	1.035	2	2125	3.035
10:00 - 11:00	2	2125	2.024	2	2125	1.765	2	2125	3.789
11:00 - 12:00	2	2125	2.047	2	2125	2.047	2	2125	4.094
12:00 - 13:00	2	2125	1.506	2	2125	1.788	2	2125	3.294
13:00 - 14:00	2	2125	2.024	2	2125	2.212	2	2125	4.236
14:00 - 15:00	2	2125	3.224	2	2125	2.706	2	2125	5.930
15:00 - 16:00	2	2125	2.094	2	2125	2.471	2	2125	4.565
16:00 - 17:00	2	2125	2.894	2	2125	3.082	2	2125	5.976
17:00 - 18:00	2	2125	1.271	2	2125	1.906	2	2125	3.177
18:00 - 19:00	2	2125	0.141	2	2125	0.612	2	2125	0.753
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			19.696			19.695			39.391

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.094	2	2125	0.000	2	2125	0.094
09:00 - 10:00	2	2125	0.588	2	2125	0.447	2	2125	1.035
10:00 - 11:00	2	2125	0.518	2	2125	0.424	2	2125	0.942
11:00 - 12:00	2	2125	0.588	2	2125	0.612	2	2125	1.200
12:00 - 13:00	2	2125	0.871	2	2125	0.918	2	2125	1.789
13:00 - 14:00	2	2125	0.682	2	2125	0.612	2	2125	1.294
14:00 - 15:00	2	2125	0.612	2	2125	0.518	2	2125	1.130
15:00 - 16:00	2	2125	0.635	2	2125	0.659	2	2125	1.294
16:00 - 17:00	2	2125	0.353	2	2125	0.376	2	2125	0.729
17:00 - 18:00	2	2125	0.259	2	2125	0.518	2	2125	0.777
18:00 - 19:00	2	2125	0.071	2	2125	0.188	2	2125	0.259
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.271			5.272			10.543

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.000	2	2125	0.000	2	2125	0.000
09:00 - 10:00	2	2125	0.024	2	2125	0.000	2	2125	0.024
10:00 - 11:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
11:00 - 12:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
12:00 - 13:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
13:00 - 14:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
14:00 - 15:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
15:00 - 16:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
16:00 - 17:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
17:00 - 18:00	2	2125	0.000	2	2125	0.024	2	2125	0.024
18:00 - 19:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.000	2	2125	0.000	2	2125	0.000
09:00 - 10:00	2	2125	0.024	2	2125	0.000	2	2125	0.024
10:00 - 11:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
11:00 - 12:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
12:00 - 13:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
13:00 - 14:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
14:00 - 15:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
15:00 - 16:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
16:00 - 17:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
17:00 - 18:00	2	2125	0.000	2	2125	0.024	2	2125	0.024
18:00 - 19:00	2	2125	0.000	2	2125	0.000	2	2125	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.71

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.565	2	2125	0.071	2	2125	0.636
09:00 - 10:00	2	2125	2.635	2	2125	1.482	2	2125	4.117
10:00 - 11:00	2	2125	2.541	2	2125	2.188	2	2125	4.729
11:00 - 12:00	2	2125	2.635	2	2125	2.659	2	2125	5.294
12:00 - 13:00	2	2125	2.376	2	2125	2.706	2	2125	5.082
13:00 - 14:00	2	2125	2.706	2	2125	2.824	2	2125	5.530
14:00 - 15:00	2	2125	3.835	2	2125	3.224	2	2125	7.059
15:00 - 16:00	2	2125	2.753	2	2125	3.153	2	2125	5.906
16:00 - 17:00	2	2125	3.271	2	2125	3.459	2	2125	6.730
17:00 - 18:00	2	2125	1.529	2	2125	2.494	2	2125	4.023
18:00 - 19:00	2	2125	0.212	2	2125	0.824	2	2125	1.036
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			25.058			25.084			50.142

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.353	2	2125	0.024	2	2125	0.377
09:00 - 10:00	2	2125	1.576	2	2125	0.847	2	2125	2.423
10:00 - 11:00	2	2125	1.459	2	2125	1.341	2	2125	2.800
11:00 - 12:00	2	2125	1.553	2	2125	1.529	2	2125	3.082
12:00 - 13:00	2	2125	0.988	2	2125	1.224	2	2125	2.212
13:00 - 14:00	2	2125	1.482	2	2125	1.529	2	2125	3.011
14:00 - 15:00	2	2125	2.118	2	2125	1.835	2	2125	3.953
15:00 - 16:00	2	2125	1.459	2	2125	1.624	2	2125	3.083
16:00 - 17:00	2	2125	1.976	2	2125	2.118	2	2125	4.094
17:00 - 18:00	2	2125	0.847	2	2125	1.318	2	2125	2.165
18:00 - 19:00	2	2125	0.094	2	2125	0.518	2	2125	0.612
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.905			13.907			27.812

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

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TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.047	2	2125	0.047	2	2125	0.094
09:00 - 10:00	2	2125	0.094	2	2125	0.047	2	2125	0.141
10:00 - 11:00	2	2125	0.071	2	2125	0.047	2	2125	0.118
11:00 - 12:00	2	2125	0.118	2	2125	0.118	2	2125	0.236
12:00 - 13:00	2	2125	0.094	2	2125	0.094	2	2125	0.188
13:00 - 14:00	2	2125	0.024	2	2125	0.047	2	2125	0.071
14:00 - 15:00	2	2125	0.094	2	2125	0.094	2	2125	0.188
15:00 - 16:00	2	2125	0.024	2	2125	0.047	2	2125	0.071
16:00 - 17:00	2	2125	0.071	2	2125	0.071	2	2125	0.142
17:00 - 18:00	2	2125	0.047	2	2125	0.047	2	2125	0.094
18:00 - 19:00	2	2125	0.024	2	2125	0.047	2	2125	0.071
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.708			0.706			1.414

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

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

Calculation Reference: AUDIT-701710-220323-0327

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : A - MULTIPLEX CINEMAS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:
06 WEST MIDLANDS
WO WORCESTERSHIRE 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: 2200 to 2200 (units: sqm)
Range Selected by User: 1550 to 5500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 18/11/16

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

Selected survey days:
Friday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Town Centre 1

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

Selected Location Sub Categories:
High Street 1

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

Secondary Filtering selection:

Use Class:
Sui Generis 1 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:
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:
125,001 to 250,000 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 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:
No 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 WO-07-A-01 ODEON WORCESTERSHIRE
FOREGATE STREET
WORCESTER

Town Centre
High Street
Total Gross floor area: 2200 sqm
Survey date: FRIDAY *18/11/16* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
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): 4.58

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
11:00 - 12:00	1	2200	0.045	1	2200	0.045	1	2200	0.090
12:00 - 13:00	1	2200	0.455	1	2200	0.318	1	2200	0.773
13:00 - 14:00	1	2200	0.227	1	2200	0.136	1	2200	0.363
14:00 - 15:00	1	2200	0.409	1	2200	0.273	1	2200	0.682
15:00 - 16:00	1	2200	0.409	1	2200	0.000	1	2200	0.409
16:00 - 17:00	1	2200	0.227	1	2200	0.182	1	2200	0.409
17:00 - 18:00	1	2200	0.500	1	2200	0.227	1	2200	0.727
18:00 - 19:00	1	2200	1.182	1	2200	0.318	1	2200	1.500
19:00 - 20:00	1	2200	0.727	1	2200	0.318	1	2200	1.045
20:00 - 21:00	1	2200	1.318	1	2200	0.591	1	2200	1.909
21:00 - 22:00	1	2200	0.364	1	2200	1.182	1	2200	1.546
22:00 - 23:00	1	2200	0.045	1	2200	0.773	1	2200	0.818
23:00 - 24:00	1	2200	0.182	1	2200	1.318	1	2200	1.500
Total Rates:			6.090			5.681			11.771

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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Parameter summary

Trip rate parameter range selected:	2200 - 2200 (units: sqm)
Survey date date range:	01/01/13 - 18/11/16
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.

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
11:00 - 12:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
12:00 - 13:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
13:00 - 14:00	1	2200	0.091	1	2200	0.091	1	2200	0.182
14:00 - 15:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
15:00 - 16:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
16:00 - 17:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
17:00 - 18:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
18:00 - 19:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
19:00 - 20:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
20:00 - 21:00	1	2200	0.045	1	2200	0.045	1	2200	0.090
21:00 - 22:00	1	2200	0.045	1	2200	0.045	1	2200	0.090
22:00 - 23:00	1	2200	0.045	1	2200	0.045	1	2200	0.090
23:00 - 24:00	1	2200	0.182	1	2200	0.182	1	2200	0.364
Total Rates:			0.408			0.408			0.816

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

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
11:00 - 12:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
12:00 - 13:00	1	2200	0.045	1	2200	0.045	1	2200	0.090
13:00 - 14:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
14:00 - 15:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
15:00 - 16:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
16:00 - 17:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
17:00 - 18:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
18:00 - 19:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
19:00 - 20:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
20:00 - 21:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
21:00 - 22:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
22:00 - 23:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
23:00 - 24:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
Total Rates:			0.045			0.045			0.090

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

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TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
11:00 - 12:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
12:00 - 13:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
13:00 - 14:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
14:00 - 15:00	1	2200	0.045	1	2200	0.000	1	2200	0.045
15:00 - 16:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
16:00 - 17:00	1	2200	0.000	1	2200	0.045	1	2200	0.045
17:00 - 18:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
18:00 - 19:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
19:00 - 20:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
20:00 - 21:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
21:00 - 22:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
22:00 - 23:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
23:00 - 24:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
Total Rates:			0.045			0.045			0.090

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

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
11:00 - 12:00	1	2200	0.045	1	2200	0.045	1	2200	0.090
12:00 - 13:00	1	2200	0.591	1	2200	0.409	1	2200	1.000
13:00 - 14:00	1	2200	0.318	1	2200	0.182	1	2200	0.500
14:00 - 15:00	1	2200	0.455	1	2200	0.409	1	2200	0.864
15:00 - 16:00	1	2200	0.864	1	2200	0.000	1	2200	0.864
16:00 - 17:00	1	2200	0.545	1	2200	0.318	1	2200	0.863
17:00 - 18:00	1	2200	1.000	1	2200	0.409	1	2200	1.409
18:00 - 19:00	1	2200	2.727	1	2200	0.545	1	2200	3.272
19:00 - 20:00	1	2200	1.727	1	2200	0.500	1	2200	2.227
20:00 - 21:00	1	2200	2.818	1	2200	1.318	1	2200	4.136
21:00 - 22:00	1	2200	0.682	1	2200	2.909	1	2200	3.591
22:00 - 23:00	1	2200	0.045	1	2200	1.727	1	2200	1.772
23:00 - 24:00	1	2200	0.318	1	2200	2.727	1	2200	3.045
Total Rates:			12.135			11.498			23.633

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

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
11:00 - 12:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
12:00 - 13:00	1	2200	0.636	1	2200	0.545	1	2200	1.181
13:00 - 14:00	1	2200	0.227	1	2200	0.182	1	2200	0.409
14:00 - 15:00	1	2200	0.636	1	2200	0.727	1	2200	1.363
15:00 - 16:00	1	2200	0.909	1	2200	0.045	1	2200	0.954
16:00 - 17:00	1	2200	0.864	1	2200	0.591	1	2200	1.455
17:00 - 18:00	1	2200	1.955	1	2200	0.818	1	2200	2.773
18:00 - 19:00	1	2200	2.091	1	2200	1.409	1	2200	3.500
19:00 - 20:00	1	2200	1.500	1	2200	1.000	1	2200	2.500
20:00 - 21:00	1	2200	2.409	1	2200	1.455	1	2200	3.864
21:00 - 22:00	1	2200	0.591	1	2200	2.045	1	2200	2.636
22:00 - 23:00	1	2200	0.318	1	2200	1.136	1	2200	1.454
23:00 - 24:00	1	2200	0.182	1	2200	2.000	1	2200	2.182
Total Rates:			12.318			11.953			24.271

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

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
11:00 - 12:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
12:00 - 13:00	1	2200	0.182	1	2200	0.045	1	2200	0.227
13:00 - 14:00	1	2200	0.091	1	2200	0.045	1	2200	0.136
14:00 - 15:00	1	2200	0.091	1	2200	0.136	1	2200	0.227
15:00 - 16:00	1	2200	0.182	1	2200	0.045	1	2200	0.227
16:00 - 17:00	1	2200	0.045	1	2200	0.045	1	2200	0.090
17:00 - 18:00	1	2200	0.455	1	2200	0.000	1	2200	0.455
18:00 - 19:00	1	2200	0.091	1	2200	0.409	1	2200	0.500
19:00 - 20:00	1	2200	0.136	1	2200	0.136	1	2200	0.272
20:00 - 21:00	1	2200	0.000	1	2200	0.136	1	2200	0.136
21:00 - 22:00	1	2200	0.182	1	2200	0.182	1	2200	0.364
22:00 - 23:00	1	2200	0.000	1	2200	0.091	1	2200	0.091
23:00 - 24:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
Total Rates:			1.455			1.270			2.725

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

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
11:00 - 12:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
12:00 - 13:00	1	2200	0.273	1	2200	0.091	1	2200	0.364
13:00 - 14:00	1	2200	0.091	1	2200	0.000	1	2200	0.091
14:00 - 15:00	1	2200	0.091	1	2200	0.091	1	2200	0.182
15:00 - 16:00	1	2200	0.000	1	2200	0.091	1	2200	0.091
16:00 - 17:00	1	2200	0.136	1	2200	0.500	1	2200	0.636
17:00 - 18:00	1	2200	0.591	1	2200	0.000	1	2200	0.591
18:00 - 19:00	1	2200	0.273	1	2200	0.455	1	2200	0.728
19:00 - 20:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
20:00 - 21:00	1	2200	0.000	1	2200	0.500	1	2200	0.500
21:00 - 22:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
22:00 - 23:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
23:00 - 24:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
Total Rates:			1.455			1.728			3.183

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

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
11:00 - 12:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
12:00 - 13:00	1	2200	0.455	1	2200	0.136	1	2200	0.591
13:00 - 14:00	1	2200	0.182	1	2200	0.045	1	2200	0.227
14:00 - 15:00	1	2200	0.182	1	2200	0.227	1	2200	0.409
15:00 - 16:00	1	2200	0.182	1	2200	0.136	1	2200	0.318
16:00 - 17:00	1	2200	0.182	1	2200	0.545	1	2200	0.727
17:00 - 18:00	1	2200	1.045	1	2200	0.000	1	2200	1.045
18:00 - 19:00	1	2200	0.364	1	2200	0.864	1	2200	1.228
19:00 - 20:00	1	2200	0.136	1	2200	0.136	1	2200	0.272
20:00 - 21:00	1	2200	0.000	1	2200	0.636	1	2200	0.636
21:00 - 22:00	1	2200	0.182	1	2200	0.182	1	2200	0.364
22:00 - 23:00	1	2200	0.000	1	2200	0.091	1	2200	0.091
23:00 - 24:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
Total Rates:			2.910			2.998			5.908

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

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.58

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
11:00 - 12:00	1	2200	0.045	1	2200	0.045	1	2200	0.090
12:00 - 13:00	1	2200	1.682	1	2200	1.091	1	2200	2.773
13:00 - 14:00	1	2200	0.727	1	2200	0.409	1	2200	1.136
14:00 - 15:00	1	2200	1.318	1	2200	1.364	1	2200	2.682
15:00 - 16:00	1	2200	1.955	1	2200	0.182	1	2200	2.137
16:00 - 17:00	1	2200	1.591	1	2200	1.500	1	2200	3.091
17:00 - 18:00	1	2200	4.000	1	2200	1.227	1	2200	5.227
18:00 - 19:00	1	2200	5.182	1	2200	2.818	1	2200	8.000
19:00 - 20:00	1	2200	3.364	1	2200	1.636	1	2200	5.000
20:00 - 21:00	1	2200	5.227	1	2200	3.409	1	2200	8.636
21:00 - 22:00	1	2200	1.455	1	2200	5.136	1	2200	6.591
22:00 - 23:00	1	2200	0.364	1	2200	2.955	1	2200	3.319
23:00 - 24:00	1	2200	0.500	1	2200	4.727	1	2200	5.227
Total Rates:			27.410			26.499			53.909

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

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
11:00 - 12:00	1	2200	0.045	1	2200	0.045	1	2200	0.090
12:00 - 13:00	1	2200	0.364	1	2200	0.227	1	2200	0.591
13:00 - 14:00	1	2200	0.136	1	2200	0.045	1	2200	0.181
14:00 - 15:00	1	2200	0.409	1	2200	0.273	1	2200	0.682
15:00 - 16:00	1	2200	0.409	1	2200	0.000	1	2200	0.409
16:00 - 17:00	1	2200	0.227	1	2200	0.182	1	2200	0.409
17:00 - 18:00	1	2200	0.500	1	2200	0.227	1	2200	0.727
18:00 - 19:00	1	2200	1.182	1	2200	0.318	1	2200	1.500
19:00 - 20:00	1	2200	0.727	1	2200	0.318	1	2200	1.045
20:00 - 21:00	1	2200	1.273	1	2200	0.545	1	2200	1.818
21:00 - 22:00	1	2200	0.318	1	2200	1.136	1	2200	1.454
22:00 - 23:00	1	2200	0.000	1	2200	0.727	1	2200	0.727
23:00 - 24:00	1	2200	0.000	1	2200	1.136	1	2200	1.136
Total Rates:			5.590			5.179			10.769

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

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
11:00 - 12:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
12:00 - 13:00	1	2200	0.045	1	2200	0.045	1	2200	0.090
13:00 - 14:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
14:00 - 15:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
15:00 - 16:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
16:00 - 17:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
17:00 - 18:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
18:00 - 19:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
19:00 - 20:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
20:00 - 21:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
21:00 - 22:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
22:00 - 23:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
23:00 - 24:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
Total Rates:			0.045			0.045			0.090

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

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

Calculation Reference: AUDIT-701710-220312-0339

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
09	NORTH		
	CB	CUMBRIA	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: 75 to 525 (units: sqm)
Range Selected by User: 75 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 25/09/19

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:

Wednesday	1 days
Friday	1 days
Saturday	3 days

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

Selected survey types:

Manual count	5 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 undertaking using machines.

Selected Locations:

Town Centre	5

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	3
High Street	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:

E(b)	5 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

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	2 days
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:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Travel Plan:

No	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	5 days

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

LIST OF SITES relevant to selection parameters

1	CB-06-B-01 MARKET STREET CARLISLE	ITALIAN RESTAURANT	CUMBRIA
	Town Centre Built-Up Zone Total Gross floor area:	150 sqm	
	Survey date: SATURDAY	*25/06/16*	*Survey Type: MANUAL*
2	CH-06-B-02 MILL STREET MACCLESFIELD	ITALIAN RESTAURANT	CHESHIRE
	Town Centre Built-Up Zone Total Gross floor area:	75 sqm	
	Survey date: SATURDAY	*17/09/16*	*Survey Type: MANUAL*
3	CH-06-B-03 MARKET PLACE MACCLESFIELD	PIZZA EXPRESS	CHESHIRE
	Town Centre Built-Up Zone Total Gross floor area:	321 sqm	
	Survey date: SATURDAY	*11/11/17*	*Survey Type: MANUAL*
4	DC-06-B-02 HIGH WEST STREET DORCHESTER	PREZZO	DORSET
	Town Centre High Street Total Gross floor area:	525 sqm	
	Survey date: FRIDAY	*16/09/16*	*Survey Type: MANUAL*
5	DS-06-B-04 FRIAR GATE DERBY	FRENCH RESTAURANT	DERBYSHIRE
	Town Centre High Street Total Gross floor area:	180 sqm	
	Survey date: WEDNESDAY	*25/09/19*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
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): 3.91

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	268	1.681	4	268	0.187	4	268	1.868
11:00 - 12:00	5	250	0.959	5	250	1.119	5	250	2.078
12:00 - 13:00	5	250	2.558	5	250	1.039	5	250	3.597
13:00 - 14:00	5	250	1.599	5	250	1.359	5	250	2.958
14:00 - 15:00	5	250	0.160	5	250	0.959	5	250	1.119
15:00 - 16:00	5	250	0.560	5	250	0.959	5	250	1.519
16:00 - 17:00	5	250	1.519	5	250	0.639	5	250	2.158
17:00 - 18:00	5	250	2.878	5	250	1.759	5	250	4.637
18:00 - 19:00	5	250	4.077	5	250	2.718	5	250	6.795
19:00 - 20:00	5	250	4.317	5	250	3.357	5	250	7.674
20:00 - 21:00	5	250	0.879	5	250	2.158	5	250	3.037
21:00 - 22:00	5	250	0.879	5	250	2.398	5	250	3.277
22:00 - 23:00	5	250	0.400	5	250	2.718	5	250	3.118
23:00 - 24:00	3	307	0.000	3	307	0.109	3	307	0.109
Total Rates:			22.466			21.478			43.944

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

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

Parameter summary

Trip rate parameter range selected:	75 - 525 (units: sqm)
Survey date date range:	01/01/13 - 25/09/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	268	0.000	4	268	0.000	4	268	0.000
11:00 - 12:00	5	250	0.000	5	250	0.000	5	250	0.000
12:00 - 13:00	5	250	0.080	5	250	0.080	5	250	0.160
13:00 - 14:00	5	250	0.080	5	250	0.080	5	250	0.160
14:00 - 15:00	5	250	0.000	5	250	0.000	5	250	0.000
15:00 - 16:00	5	250	0.000	5	250	0.000	5	250	0.000
16:00 - 17:00	5	250	0.160	5	250	0.000	5	250	0.160
17:00 - 18:00	5	250	0.080	5	250	0.240	5	250	0.320
18:00 - 19:00	5	250	0.160	5	250	0.080	5	250	0.240
19:00 - 20:00	5	250	0.480	5	250	0.400	5	250	0.880
20:00 - 21:00	5	250	0.000	5	250	0.160	5	250	0.160
21:00 - 22:00	5	250	0.080	5	250	0.080	5	250	0.160
22:00 - 23:00	5	250	0.160	5	250	0.160	5	250	0.320
23:00 - 24:00	3	307	0.000	3	307	0.000	3	307	0.000
Total Rates:			1.280			1.280			2.560

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	268	2.334	4	268	0.187	4	268	2.521
11:00 - 12:00	5	250	1.519	5	250	1.679	5	250	3.198
12:00 - 13:00	5	250	5.436	5	250	1.519	5	250	6.955
13:00 - 14:00	5	250	2.558	5	250	3.038	5	250	5.596
14:00 - 15:00	5	250	0.320	5	250	1.759	5	250	2.079
15:00 - 16:00	5	250	1.199	5	250	1.918	5	250	3.117
16:00 - 17:00	5	250	4.876	5	250	1.599	5	250	6.475
17:00 - 18:00	5	250	6.235	5	250	4.317	5	250	10.552
18:00 - 19:00	5	250	7.434	5	250	5.755	5	250	13.189
19:00 - 20:00	5	250	7.514	5	250	6.795	5	250	14.309
20:00 - 21:00	5	250	1.839	5	250	4.237	5	250	6.076
21:00 - 22:00	5	250	1.119	5	250	4.636	5	250	5.755
22:00 - 23:00	5	250	0.080	5	250	4.396	5	250	4.476
23:00 - 24:00	3	307	0.000	3	307	0.109	3	307	0.109
Total Rates:			42.463			41.944			84.407

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	268	0.560	4	268	0.187	4	268	0.747
11:00 - 12:00	5	250	2.798	5	250	0.959	5	250	3.757
12:00 - 13:00	5	250	3.757	5	250	1.199	5	250	4.956
13:00 - 14:00	5	250	2.638	5	250	4.157	5	250	6.795
14:00 - 15:00	5	250	2.078	5	250	5.596	5	250	7.674
15:00 - 16:00	5	250	1.359	5	250	2.638	5	250	3.997
16:00 - 17:00	5	250	1.759	5	250	1.199	5	250	2.958
17:00 - 18:00	5	250	3.357	5	250	0.639	5	250	3.996
18:00 - 19:00	5	250	5.356	5	250	1.039	5	250	6.395
19:00 - 20:00	5	250	6.795	5	250	3.277	5	250	10.072
20:00 - 21:00	5	250	2.958	5	250	2.318	5	250	5.276
21:00 - 22:00	5	250	0.959	5	250	5.196	5	250	6.155
22:00 - 23:00	5	250	0.240	5	250	5.516	5	250	5.756
23:00 - 24:00	3	307	0.000	3	307	0.543	3	307	0.543
Total Rates:			34.614			34.463			69.077

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	268	0.093	4	268	0.000	4	268	0.093
11:00 - 12:00	5	250	0.160	5	250	0.080	5	250	0.240
12:00 - 13:00	5	250	1.279	5	250	0.160	5	250	1.439
13:00 - 14:00	5	250	0.160	5	250	0.400	5	250	0.560
14:00 - 15:00	5	250	0.080	5	250	0.480	5	250	0.560
15:00 - 16:00	5	250	0.000	5	250	0.080	5	250	0.080
16:00 - 17:00	5	250	0.000	5	250	0.000	5	250	0.000
17:00 - 18:00	5	250	0.719	5	250	0.160	5	250	0.879
18:00 - 19:00	5	250	2.158	5	250	0.320	5	250	2.478
19:00 - 20:00	5	250	1.839	5	250	1.039	5	250	2.878
20:00 - 21:00	5	250	0.560	5	250	0.879	5	250	1.439
21:00 - 22:00	5	250	0.080	5	250	2.158	5	250	2.238
22:00 - 23:00	5	250	0.000	5	250	1.599	5	250	1.599
23:00 - 24:00	3	307	0.000	3	307	0.109	3	307	0.109
Total Rates:			7.128			7.464			14.592

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	268	0.000	4	268	0.000	4	268	0.000
11:00 - 12:00	5	250	0.000	5	250	0.000	5	250	0.000
12:00 - 13:00	5	250	0.320	5	250	0.000	5	250	0.320
13:00 - 14:00	5	250	0.320	5	250	0.000	5	250	0.320
14:00 - 15:00	5	250	0.000	5	250	0.560	5	250	0.560
15:00 - 16:00	5	250	0.240	5	250	0.000	5	250	0.240
16:00 - 17:00	5	250	0.160	5	250	0.240	5	250	0.400
17:00 - 18:00	5	250	0.000	5	250	0.160	5	250	0.160
18:00 - 19:00	5	250	0.400	5	250	0.000	5	250	0.400
19:00 - 20:00	5	250	0.400	5	250	0.320	5	250	0.720
20:00 - 21:00	5	250	0.000	5	250	0.000	5	250	0.000
21:00 - 22:00	5	250	0.000	5	250	0.240	5	250	0.240
22:00 - 23:00	5	250	0.000	5	250	0.080	5	250	0.080
23:00 - 24:00	3	307	0.000	3	307	0.000	3	307	0.000
Total Rates:			1.840			1.600			3.440

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	268	0.093	4	268	0.000	4	268	0.093
11:00 - 12:00	5	250	0.160	5	250	0.080	5	250	0.240
12:00 - 13:00	5	250	1.599	5	250	0.160	5	250	1.759
13:00 - 14:00	5	250	0.480	5	250	0.400	5	250	0.880
14:00 - 15:00	5	250	0.080	5	250	1.039	5	250	1.119
15:00 - 16:00	5	250	0.240	5	250	0.080	5	250	0.320
16:00 - 17:00	5	250	0.160	5	250	0.240	5	250	0.400
17:00 - 18:00	5	250	0.719	5	250	0.320	5	250	1.039
18:00 - 19:00	5	250	2.558	5	250	0.320	5	250	2.878
19:00 - 20:00	5	250	2.238	5	250	1.359	5	250	3.597
20:00 - 21:00	5	250	0.560	5	250	0.879	5	250	1.439
21:00 - 22:00	5	250	0.080	5	250	2.398	5	250	2.478
22:00 - 23:00	5	250	0.000	5	250	1.679	5	250	1.679
23:00 - 24:00	3	307	0.000	3	307	0.109	3	307	0.109
Total Rates:			8.967			9.063			18.030

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.91

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	268	2.988	4	268	0.373	4	268	3.361
11:00 - 12:00	5	250	4.476	5	250	2.718	5	250	7.194
12:00 - 13:00	5	250	10.791	5	250	2.878	5	250	13.669
13:00 - 14:00	5	250	5.675	5	250	7.594	5	250	13.269
14:00 - 15:00	5	250	2.478	5	250	8.393	5	250	10.871
15:00 - 16:00	5	250	2.798	5	250	4.636	5	250	7.434
16:00 - 17:00	5	250	6.795	5	250	3.038	5	250	9.833
17:00 - 18:00	5	250	10.312	5	250	5.276	5	250	15.588
18:00 - 19:00	5	250	15.348	5	250	7.114	5	250	22.462
19:00 - 20:00	5	250	16.547	5	250	11.431	5	250	27.978
20:00 - 21:00	5	250	5.356	5	250	7.434	5	250	12.790
21:00 - 22:00	5	250	2.158	5	250	12.230	5	250	14.388
22:00 - 23:00	5	250	0.320	5	250	11.591	5	250	11.911
23:00 - 24:00	3	307	0.000	3	307	0.760	3	307	0.760
Total Rates:			86.042			85.466			171.508

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	268	1.587	4	268	0.093	4	268	1.680
11:00 - 12:00	5	250	0.959	5	250	1.119	5	250	2.078
12:00 - 13:00	5	250	2.478	5	250	1.039	5	250	3.517
13:00 - 14:00	5	250	1.519	5	250	1.199	5	250	2.718
14:00 - 15:00	5	250	0.160	5	250	0.959	5	250	1.119
15:00 - 16:00	5	250	0.560	5	250	0.959	5	250	1.519
16:00 - 17:00	5	250	1.359	5	250	0.639	5	250	1.998
17:00 - 18:00	5	250	2.878	5	250	1.599	5	250	4.477
18:00 - 19:00	5	250	3.997	5	250	2.718	5	250	6.715
19:00 - 20:00	5	250	3.917	5	250	3.038	5	250	6.955
20:00 - 21:00	5	250	0.879	5	250	1.998	5	250	2.877
21:00 - 22:00	5	250	0.799	5	250	2.318	5	250	3.117
22:00 - 23:00	5	250	0.240	5	250	2.558	5	250	2.798
23:00 - 24:00	3	307	0.000	3	307	0.109	3	307	0.109
Total Rates:			21.332			20.345			41.677

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	268	0.093	4	268	0.093	4	268	0.186
11:00 - 12:00	5	250	0.000	5	250	0.000	5	250	0.000
12:00 - 13:00	5	250	0.080	5	250	0.000	5	250	0.080
13:00 - 14:00	5	250	0.000	5	250	0.080	5	250	0.080
14:00 - 15:00	5	250	0.000	5	250	0.000	5	250	0.000
15:00 - 16:00	5	250	0.000	5	250	0.000	5	250	0.000
16:00 - 17:00	5	250	0.000	5	250	0.000	5	250	0.000
17:00 - 18:00	5	250	0.000	5	250	0.000	5	250	0.000
18:00 - 19:00	5	250	0.000	5	250	0.000	5	250	0.000
19:00 - 20:00	5	250	0.000	5	250	0.000	5	250	0.000
20:00 - 21:00	5	250	0.000	5	250	0.000	5	250	0.000
21:00 - 22:00	5	250	0.000	5	250	0.000	5	250	0.000
22:00 - 23:00	5	250	0.000	5	250	0.000	5	250	0.000
23:00 - 24:00	3	307	0.000	3	307	0.000	3	307	0.000
Total Rates:			0.173			0.173			0.346

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

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

Calculation Reference: AUDIT-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

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 undertaking 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 OFFICES PETERBOROUGH
NEW ROAD
PETERBOROUGH

Town Centre
Built-Up Zone
Total Gross floor area: 8793 sqm
Survey date: TUESDAY *16/12/14* *Survey Type: MANUAL*

2 SO-02-A-01 COUNCIL OFFICES SLOUGH
HIGH STREET
SLOUGH

Town Centre
High Street
Total Gross floor area: 1800 sqm
Survey date: THURSDAY *27/02/14* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			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.*

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.000	2	5297	0.000	2	5297	0.000
07:30 - 08:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
08:00 - 08:30	2	5297	0.009	2	5297	0.009	2	5297	0.018
08:30 - 09:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
09:00 - 09:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
09:30 - 10:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
10:00 - 10:30	2	5297	0.057	2	5297	0.057	2	5297	0.114
10:30 - 11:00	2	5297	0.009	2	5297	0.009	2	5297	0.018
11:00 - 11:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
11:30 - 12:00	2	5297	0.009	2	5297	0.009	2	5297	0.018
12:00 - 12:30	2	5297	0.028	2	5297	0.028	2	5297	0.056
12:30 - 13:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
13:00 - 13:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
13:30 - 14:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
14:00 - 14:30	2	5297	0.009	2	5297	0.009	2	5297	0.018
14:30 - 15:00	2	5297	0.038	2	5297	0.038	2	5297	0.076
15:00 - 15:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
15:30 - 16:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
16:00 - 16:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
16:30 - 17:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
17:00 - 17:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
17:30 - 18:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
18:00 - 18:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
18:30 - 19:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
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									
Total Rates:			0.159			0.159			0.318

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.000	2	5297	0.000	2	5297	0.000
07:30 - 08:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
08:00 - 08:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
08:30 - 09:00	2	5297	0.009	2	5297	0.009	2	5297	0.018
09:00 - 09:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
09:30 - 10:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
10:00 - 10:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
10:30 - 11:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
11:00 - 11:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
11:30 - 12:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
12:00 - 12:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
12:30 - 13:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
13:00 - 13:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
13:30 - 14:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
14:00 - 14:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
14:30 - 15:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
15:00 - 15:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
15:30 - 16:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
16:00 - 16:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
16:30 - 17:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
17:00 - 17:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
17:30 - 18:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
18:00 - 18:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
18:30 - 19:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
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									
Total Rates:			0.009			0.009			0.018

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.009	2	5297	0.000	2	5297	0.009
07:30 - 08:00	2	5297	0.009	2	5297	0.000	2	5297	0.009
08:00 - 08:30	2	5297	0.028	2	5297	0.000	2	5297	0.028
08:30 - 09:00	2	5297	0.047	2	5297	0.000	2	5297	0.047
09:00 - 09:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
09:30 - 10:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
10:00 - 10:30	2	5297	0.019	2	5297	0.019	2	5297	0.038
10:30 - 11:00	2	5297	0.009	2	5297	0.009	2	5297	0.018
11:00 - 11:30	2	5297	0.000	2	5297	0.009	2	5297	0.009
11:30 - 12:00	2	5297	0.009	2	5297	0.000	2	5297	0.009
12:00 - 12:30	2	5297	0.009	2	5297	0.028	2	5297	0.037
12:30 - 13:00	2	5297	0.009	2	5297	0.009	2	5297	0.018
13:00 - 13:30	2	5297	0.028	2	5297	0.009	2	5297	0.037
13:30 - 14:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
14:00 - 14:30	2	5297	0.000	2	5297	0.009	2	5297	0.009
14:30 - 15:00	2	5297	0.019	2	5297	0.019	2	5297	0.038
15:00 - 15:30	2	5297	0.009	2	5297	0.009	2	5297	0.018
15:30 - 16:00	2	5297	0.000	2	5297	0.019	2	5297	0.019
16:00 - 16:30	2	5297	0.000	2	5297	0.019	2	5297	0.019
16:30 - 17:00	2	5297	0.019	2	5297	0.009	2	5297	0.028
17:00 - 17:30	2	5297	0.000	2	5297	0.028	2	5297	0.028
17:30 - 18:00	2	5297	0.000	2	5297	0.019	2	5297	0.019
18:00 - 18:30	2	5297	0.000	2	5297	0.019	2	5297	0.019
18:30 - 19:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
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									
Total Rates:			0.223			0.233			0.456

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.170	2	5297	0.066	2	5297	0.236
07:30 - 08:00	2	5297	0.217	2	5297	0.104	2	5297	0.321
08:00 - 08:30	2	5297	0.387	2	5297	0.028	2	5297	0.415
08:30 - 09:00	2	5297	0.415	2	5297	0.019	2	5297	0.434
09:00 - 09:30	2	5297	0.396	2	5297	0.047	2	5297	0.443
09:30 - 10:00	2	5297	0.387	2	5297	0.066	2	5297	0.453
10:00 - 10:30	2	5297	0.453	2	5297	0.321	2	5297	0.774
10:30 - 11:00	2	5297	0.302	2	5297	0.198	2	5297	0.500
11:00 - 11:30	2	5297	0.283	2	5297	0.208	2	5297	0.491
11:30 - 12:00	2	5297	0.396	2	5297	0.198	2	5297	0.594
12:00 - 12:30	2	5297	0.274	2	5297	0.179	2	5297	0.453
12:30 - 13:00	2	5297	0.236	2	5297	0.227	2	5297	0.463
13:00 - 13:30	2	5297	0.245	2	5297	0.245	2	5297	0.490
13:30 - 14:00	2	5297	0.236	2	5297	0.151	2	5297	0.387
14:00 - 14:30	2	5297	0.151	2	5297	0.208	2	5297	0.359
14:30 - 15:00	2	5297	0.151	2	5297	0.293	2	5297	0.444
15:00 - 15:30	2	5297	0.151	2	5297	0.349	2	5297	0.500
15:30 - 16:00	2	5297	0.255	2	5297	0.302	2	5297	0.557
16:00 - 16:30	2	5297	0.160	2	5297	0.500	2	5297	0.660
16:30 - 17:00	2	5297	0.085	2	5297	0.387	2	5297	0.472
17:00 - 17:30	2	5297	0.076	2	5297	0.481	2	5297	0.557
17:30 - 18:00	2	5297	0.047	2	5297	0.321	2	5297	0.368
18:00 - 18:30	2	5297	0.009	2	5297	0.170	2	5297	0.179
18:30 - 19:00	2	5297	0.028	2	5297	0.094	2	5297	0.122
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									
Total Rates:			5.510			5.162			10.672

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.085	2	5297	0.019	2	5297	0.104
07:30 - 08:00	2	5297	0.019	2	5297	0.000	2	5297	0.019
08:00 - 08:30	2	5297	0.189	2	5297	0.000	2	5297	0.189
08:30 - 09:00	2	5297	0.208	2	5297	0.028	2	5297	0.236
09:00 - 09:30	2	5297	0.038	2	5297	0.019	2	5297	0.057
09:30 - 10:00	2	5297	0.245	2	5297	0.000	2	5297	0.245
10:00 - 10:30	2	5297	0.434	2	5297	0.217	2	5297	0.651
10:30 - 11:00	2	5297	0.670	2	5297	0.321	2	5297	0.991
11:00 - 11:30	2	5297	0.245	2	5297	0.548	2	5297	0.793
11:30 - 12:00	2	5297	0.500	2	5297	0.604	2	5297	1.104
12:00 - 12:30	2	5297	0.510	2	5297	0.878	2	5297	1.388
12:30 - 13:00	2	5297	0.765	2	5297	0.821	2	5297	1.586
13:00 - 13:30	2	5297	0.755	2	5297	0.812	2	5297	1.567
13:30 - 14:00	2	5297	0.935	2	5297	0.595	2	5297	1.530
14:00 - 14:30	2	5297	0.566	2	5297	0.425	2	5297	0.991
14:30 - 15:00	2	5297	0.378	2	5297	0.463	2	5297	0.841
15:00 - 15:30	2	5297	0.378	2	5297	0.396	2	5297	0.774
15:30 - 16:00	2	5297	0.312	2	5297	0.425	2	5297	0.737
16:00 - 16:30	2	5297	0.245	2	5297	0.566	2	5297	0.811
16:30 - 17:00	2	5297	0.170	2	5297	0.368	2	5297	0.538
17:00 - 17:30	2	5297	0.047	2	5297	0.189	2	5297	0.236
17:30 - 18:00	2	5297	0.019	2	5297	0.179	2	5297	0.198
18:00 - 18:30	2	5297	0.009	2	5297	0.076	2	5297	0.085
18:30 - 19:00	2	5297	0.000	2	5297	0.038	2	5297	0.038
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									
Total Rates:			7.722			7.987			15.709

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.009	2	5297	0.000	2	5297	0.009
07:30 - 08:00	2	5297	0.019	2	5297	0.000	2	5297	0.019
08:00 - 08:30	2	5297	0.057	2	5297	0.000	2	5297	0.057
08:30 - 09:00	2	5297	0.047	2	5297	0.000	2	5297	0.047
09:00 - 09:30	2	5297	0.009	2	5297	0.000	2	5297	0.009
09:30 - 10:00	2	5297	0.104	2	5297	0.000	2	5297	0.104
10:00 - 10:30	2	5297	0.113	2	5297	0.085	2	5297	0.198
10:30 - 11:00	2	5297	0.094	2	5297	0.076	2	5297	0.170
11:00 - 11:30	2	5297	0.198	2	5297	0.227	2	5297	0.425
11:30 - 12:00	2	5297	0.066	2	5297	0.104	2	5297	0.170
12:00 - 12:30	2	5297	0.123	2	5297	0.085	2	5297	0.208
12:30 - 13:00	2	5297	0.076	2	5297	0.151	2	5297	0.227
13:00 - 13:30	2	5297	0.104	2	5297	0.113	2	5297	0.217
13:30 - 14:00	2	5297	0.038	2	5297	0.085	2	5297	0.123
14:00 - 14:30	2	5297	0.132	2	5297	0.047	2	5297	0.179
14:30 - 15:00	2	5297	0.104	2	5297	0.085	2	5297	0.189
15:00 - 15:30	2	5297	0.000	2	5297	0.085	2	5297	0.085
15:30 - 16:00	2	5297	0.085	2	5297	0.047	2	5297	0.132
16:00 - 16:30	2	5297	0.009	2	5297	0.028	2	5297	0.037
16:30 - 17:00	2	5297	0.047	2	5297	0.038	2	5297	0.085
17:00 - 17:30	2	5297	0.000	2	5297	0.085	2	5297	0.085
17:30 - 18:00	2	5297	0.000	2	5297	0.076	2	5297	0.076
18:00 - 18:30	2	5297	0.000	2	5297	0.047	2	5297	0.047
18:30 - 19:00	2	5297	0.000	2	5297	0.009	2	5297	0.009
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									
Total Rates:			1.434			1.473			2.907

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.000	2	5297	0.000	2	5297	0.000
07:30 - 08:00	2	5297	0.028	2	5297	0.000	2	5297	0.028
08:00 - 08:30	2	5297	0.047	2	5297	0.000	2	5297	0.047
08:30 - 09:00	2	5297	0.066	2	5297	0.000	2	5297	0.066
09:00 - 09:30	2	5297	0.009	2	5297	0.000	2	5297	0.009
09:30 - 10:00	2	5297	0.019	2	5297	0.000	2	5297	0.019
10:00 - 10:30	2	5297	0.000	2	5297	0.009	2	5297	0.009
10:30 - 11:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
11:00 - 11:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
11:30 - 12:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
12:00 - 12:30	2	5297	0.009	2	5297	0.009	2	5297	0.018
12:30 - 13:00	2	5297	0.000	2	5297	0.009	2	5297	0.009
13:00 - 13:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
13:30 - 14:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
14:00 - 14:30	2	5297	0.028	2	5297	0.019	2	5297	0.047
14:30 - 15:00	2	5297	0.038	2	5297	0.000	2	5297	0.038
15:00 - 15:30	2	5297	0.009	2	5297	0.009	2	5297	0.018
15:30 - 16:00	2	5297	0.009	2	5297	0.000	2	5297	0.009
16:00 - 16:30	2	5297	0.000	2	5297	0.019	2	5297	0.019
16:30 - 17:00	2	5297	0.000	2	5297	0.019	2	5297	0.019
17:00 - 17:30	2	5297	0.000	2	5297	0.028	2	5297	0.028
17:30 - 18:00	2	5297	0.000	2	5297	0.057	2	5297	0.057
18:00 - 18:30	2	5297	0.000	2	5297	0.038	2	5297	0.038
18:30 - 19:00	2	5297	0.000	2	5297	0.019	2	5297	0.019
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									
Total Rates:			0.262			0.235			0.497

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.009	2	5297	0.000	2	5297	0.009
07:30 - 08:00	2	5297	0.047	2	5297	0.000	2	5297	0.047
08:00 - 08:30	2	5297	0.104	2	5297	0.000	2	5297	0.104
08:30 - 09:00	2	5297	0.113	2	5297	0.000	2	5297	0.113
09:00 - 09:30	2	5297	0.019	2	5297	0.000	2	5297	0.019
09:30 - 10:00	2	5297	0.123	2	5297	0.000	2	5297	0.123
10:00 - 10:30	2	5297	0.113	2	5297	0.094	2	5297	0.207
10:30 - 11:00	2	5297	0.094	2	5297	0.076	2	5297	0.170
11:00 - 11:30	2	5297	0.198	2	5297	0.227	2	5297	0.425
11:30 - 12:00	2	5297	0.066	2	5297	0.104	2	5297	0.170
12:00 - 12:30	2	5297	0.132	2	5297	0.094	2	5297	0.226
12:30 - 13:00	2	5297	0.076	2	5297	0.160	2	5297	0.236
13:00 - 13:30	2	5297	0.104	2	5297	0.113	2	5297	0.217
13:30 - 14:00	2	5297	0.038	2	5297	0.085	2	5297	0.123
14:00 - 14:30	2	5297	0.160	2	5297	0.066	2	5297	0.226
14:30 - 15:00	2	5297	0.142	2	5297	0.085	2	5297	0.227
15:00 - 15:30	2	5297	0.009	2	5297	0.094	2	5297	0.103
15:30 - 16:00	2	5297	0.094	2	5297	0.047	2	5297	0.141
16:00 - 16:30	2	5297	0.009	2	5297	0.047	2	5297	0.056
16:30 - 17:00	2	5297	0.047	2	5297	0.057	2	5297	0.104
17:00 - 17:30	2	5297	0.000	2	5297	0.113	2	5297	0.113
17:30 - 18:00	2	5297	0.000	2	5297	0.132	2	5297	0.132
18:00 - 18:30	2	5297	0.000	2	5297	0.085	2	5297	0.085
18:30 - 19:00	2	5297	0.000	2	5297	0.028	2	5297	0.028
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									
Total Rates:			1.697			1.707			3.404

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.19

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.274	2	5297	0.085	2	5297	0.359
07:30 - 08:00	2	5297	0.293	2	5297	0.104	2	5297	0.397
08:00 - 08:30	2	5297	0.708	2	5297	0.028	2	5297	0.736
08:30 - 09:00	2	5297	0.784	2	5297	0.047	2	5297	0.831
09:00 - 09:30	2	5297	0.453	2	5297	0.066	2	5297	0.519
09:30 - 10:00	2	5297	0.755	2	5297	0.066	2	5297	0.821
10:00 - 10:30	2	5297	1.020	2	5297	0.651	2	5297	1.671
10:30 - 11:00	2	5297	1.076	2	5297	0.604	2	5297	1.680
11:00 - 11:30	2	5297	0.727	2	5297	0.991	2	5297	1.718
11:30 - 12:00	2	5297	0.972	2	5297	0.906	2	5297	1.878
12:00 - 12:30	2	5297	0.925	2	5297	1.180	2	5297	2.105
12:30 - 13:00	2	5297	1.086	2	5297	1.218	2	5297	2.304
13:00 - 13:30	2	5297	1.133	2	5297	1.180	2	5297	2.313
13:30 - 14:00	2	5297	1.208	2	5297	0.831	2	5297	2.039
14:00 - 14:30	2	5297	0.878	2	5297	0.708	2	5297	1.586
14:30 - 15:00	2	5297	0.689	2	5297	0.859	2	5297	1.548
15:00 - 15:30	2	5297	0.548	2	5297	0.850	2	5297	1.398
15:30 - 16:00	2	5297	0.661	2	5297	0.793	2	5297	1.454
16:00 - 16:30	2	5297	0.415	2	5297	1.133	2	5297	1.548
16:30 - 17:00	2	5297	0.321	2	5297	0.821	2	5297	1.142
17:00 - 17:30	2	5297	0.123	2	5297	0.812	2	5297	0.935
17:30 - 18:00	2	5297	0.066	2	5297	0.651	2	5297	0.717
18:00 - 18:30	2	5297	0.019	2	5297	0.349	2	5297	0.368
18:30 - 19:00	2	5297	0.028	2	5297	0.160	2	5297	0.188
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									
Total Rates:			15.162			15.093			30.255

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.142	2	5297	0.019	2	5297	0.161
07:30 - 08:00	2	5297	0.170	2	5297	0.076	2	5297	0.246
08:00 - 08:30	2	5297	0.302	2	5297	0.019	2	5297	0.321
08:30 - 09:00	2	5297	0.359	2	5297	0.038	2	5297	0.397
09:00 - 09:30	2	5297	0.340	2	5297	0.066	2	5297	0.406
09:30 - 10:00	2	5297	0.330	2	5297	0.066	2	5297	0.396
10:00 - 10:30	2	5297	0.349	2	5297	0.330	2	5297	0.679
10:30 - 11:00	2	5297	0.302	2	5297	0.264	2	5297	0.566
11:00 - 11:30	2	5297	0.189	2	5297	0.170	2	5297	0.359
11:30 - 12:00	2	5297	0.302	2	5297	0.170	2	5297	0.472
12:00 - 12:30	2	5297	0.170	2	5297	0.113	2	5297	0.283
12:30 - 13:00	2	5297	0.123	2	5297	0.113	2	5297	0.236
13:00 - 13:30	2	5297	0.170	2	5297	0.189	2	5297	0.359
13:30 - 14:00	2	5297	0.198	2	5297	0.142	2	5297	0.340
14:00 - 14:30	2	5297	0.104	2	5297	0.151	2	5297	0.255
14:30 - 15:00	2	5297	0.132	2	5297	0.208	2	5297	0.340
15:00 - 15:30	2	5297	0.113	2	5297	0.293	2	5297	0.406
15:30 - 16:00	2	5297	0.151	2	5297	0.236	2	5297	0.387
16:00 - 16:30	2	5297	0.179	2	5297	0.406	2	5297	0.585
16:30 - 17:00	2	5297	0.104	2	5297	0.321	2	5297	0.425
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									
Total Rates:			4.418			4.287			8.705

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.009	2	5297	0.028	2	5297	0.037
07:30 - 08:00	2	5297	0.019	2	5297	0.000	2	5297	0.019
08:00 - 08:30	2	5297	0.000	2	5297	0.009	2	5297	0.009
08:30 - 09:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
09:00 - 09:30	2	5297	0.000	2	5297	0.009	2	5297	0.009
09:30 - 10:00	2	5297	0.009	2	5297	0.009	2	5297	0.018
10:00 - 10:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
10:30 - 11:00	2	5297	0.009	2	5297	0.009	2	5297	0.018
11:00 - 11:30	2	5297	0.009	2	5297	0.019	2	5297	0.028
11:30 - 12:00	2	5297	0.019	2	5297	0.009	2	5297	0.028
12:00 - 12:30	2	5297	0.009	2	5297	0.000	2	5297	0.009
12:30 - 13:00	2	5297	0.038	2	5297	0.047	2	5297	0.085
13:00 - 13:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
13:30 - 14:00	2	5297	0.028	2	5297	0.009	2	5297	0.037
14:00 - 14:30	2	5297	0.009	2	5297	0.009	2	5297	0.018
14:30 - 15:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
15:00 - 15:30	2	5297	0.019	2	5297	0.019	2	5297	0.038
15:30 - 16:00	2	5297	0.028	2	5297	0.019	2	5297	0.047
16:00 - 16:30	2	5297	0.000	2	5297	0.009	2	5297	0.009
16:30 - 17:00	2	5297	0.009	2	5297	0.009	2	5297	0.018
17:00 - 17:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
17:30 - 18:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
18:00 - 18:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
18:30 - 19:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
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									
Total Rates:			0.214			0.213			0.427

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

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

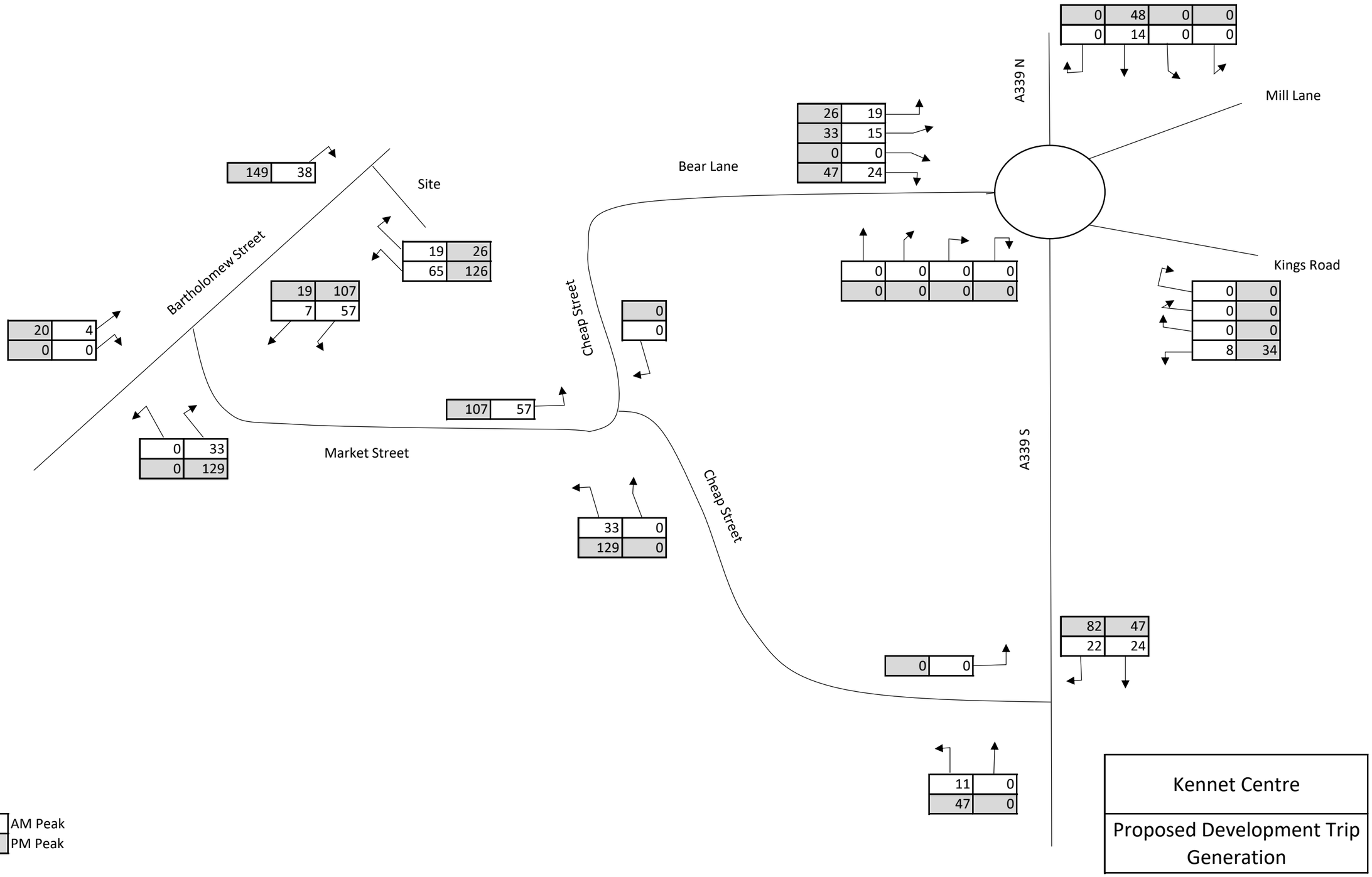
TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

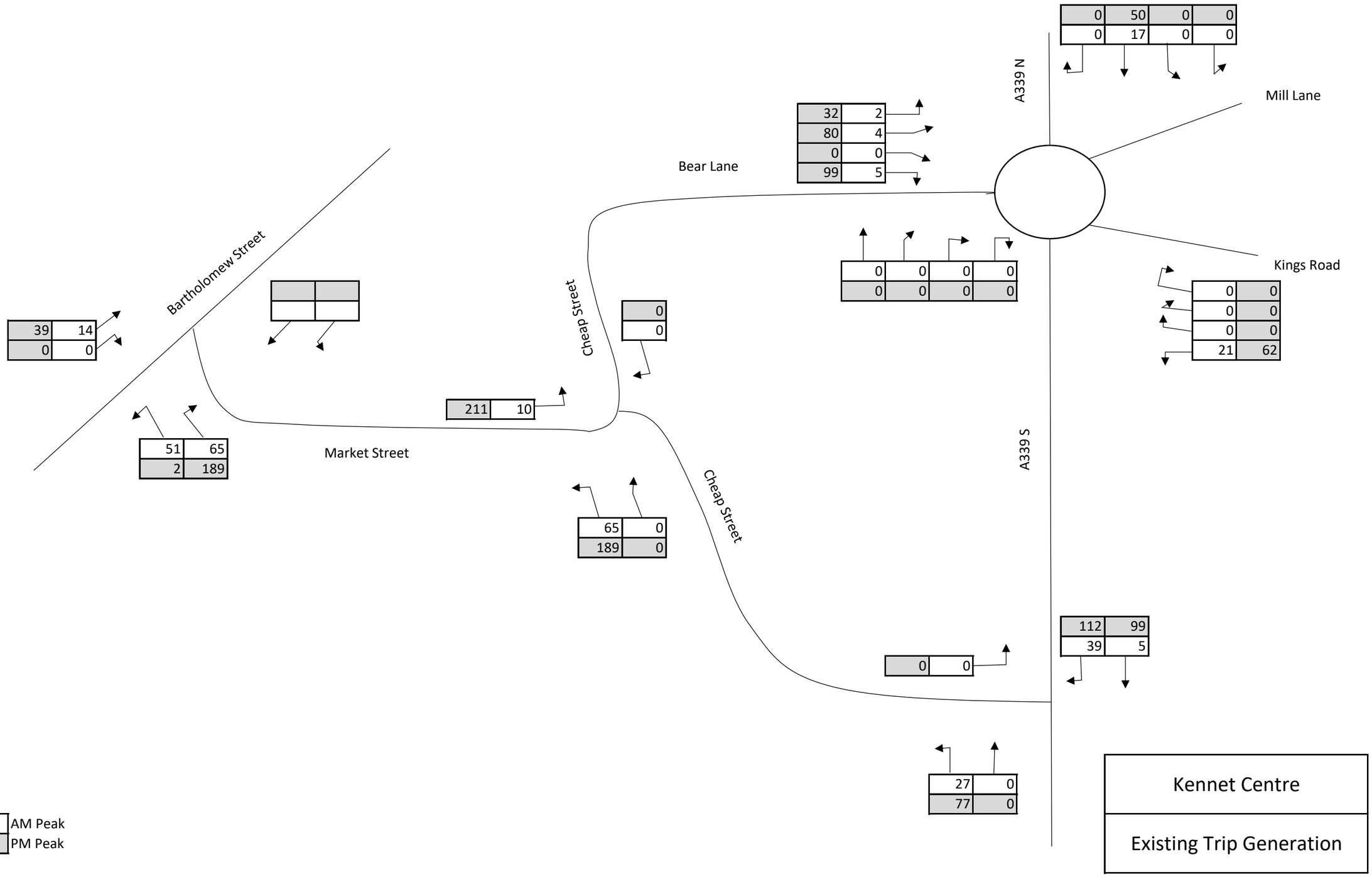
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
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	0.000	2	5297	0.000	2	5297	0.000
07:30 - 08:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
08:00 - 08:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
08:30 - 09:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
09:00 - 09:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
09:30 - 10:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
10:00 - 10:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
10:30 - 11:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
11:00 - 11:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
11:30 - 12:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
12:00 - 12:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
12:30 - 13:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
13:00 - 13:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
13:30 - 14:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
14:00 - 14:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
14:30 - 15:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
15:00 - 15:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
15:30 - 16:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
16:00 - 16:30	2	5297	0.000	2	5297	0.009	2	5297	0.009
16:30 - 17:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
17:00 - 17:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
17:30 - 18:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
18:00 - 18:30	2	5297	0.000	2	5297	0.000	2	5297	0.000
18:30 - 19:00	2	5297	0.000	2	5297	0.000	2	5297	0.000
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									
Total Rates:			0.000			0.009			0.009

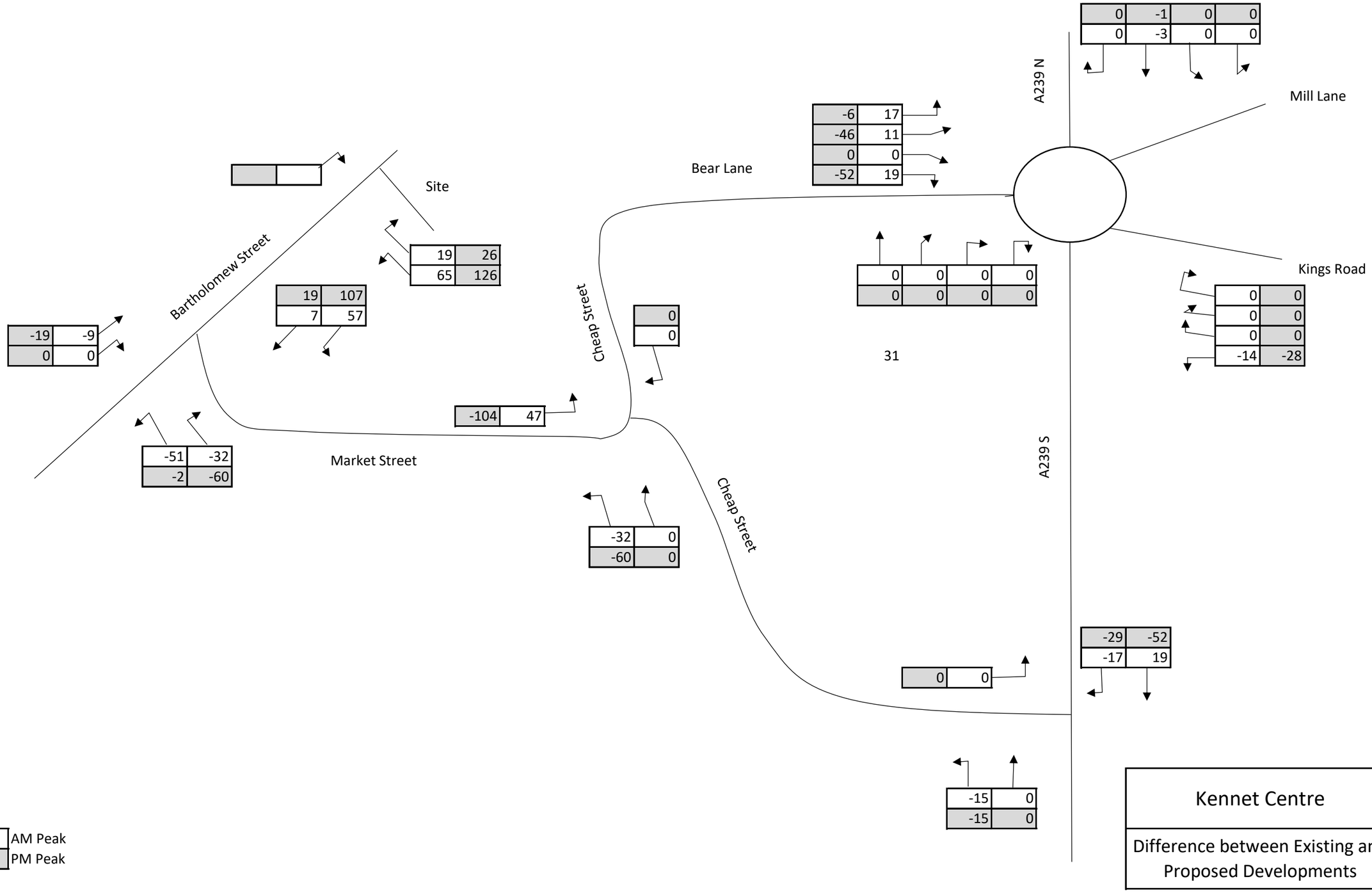
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

L. Traffic Network Diagrams


149 38
Site
19 26
65 126
19 107
7 57
20 4
0 0
Bartholomew Street
0 33
0 129
Market Street
107 57
0
0
Cheap Street
33 0
129 0
Cheap Street
26 19
33 15
0 0
47 24
Bear Lane
0 48 0 0
0 14 0 0
A339 N
Mill Lane
0 0 0 0
0 0 0 0
Kings Road
0 0
0 0
0 0
8 34
A339 S
82 47
22 24
0 0
11 0
47 0
Key
AM Peak
PM Peak
Kennet Centre
Proposed Development Trip Generation


A339 N
Mill Lane
Bear Lane
Kings Road
Bartholomew Street
Cheap Street
Market Street
Cheap Street
A339 S
0 50 0 0
0 17 0 0
32 2
80 4
0 0
99 5
0 0 0 0
0 0 0 0
0 0
0 0
0 0
0 0
21 62
39 14
0 0
211 10
51 65
2 189
65 0
189 0
112 99
39 5
0 0
27 0
77 0
Key
AM Peak
PM Peak
Kennet Centre
Existing Trip Generation


Site
Bartholomew Street
Market Street
Cheap Street
Cheap Street
Bear Lane
A239 N
A239 S
Mill Lane
Kings Road
31
19 26
65 126
19 107
7 57
-19 -9
0 0
-51 -32
-2 -60
-104 47
0
0
-32 0
-60 0
-6 17
-46 11
0 0
-52 19
0 -1 0 0
0 -3 0 0
0 0 0 0
0 0 0 0
0 0
0 0
0 0
0 0
-14 -28
-29 -52
-17 19
0 0
-15 0
-15 0
Key
AM Peak
PM Peak
Kennet Centre
Difference between Existing and Proposed Developments

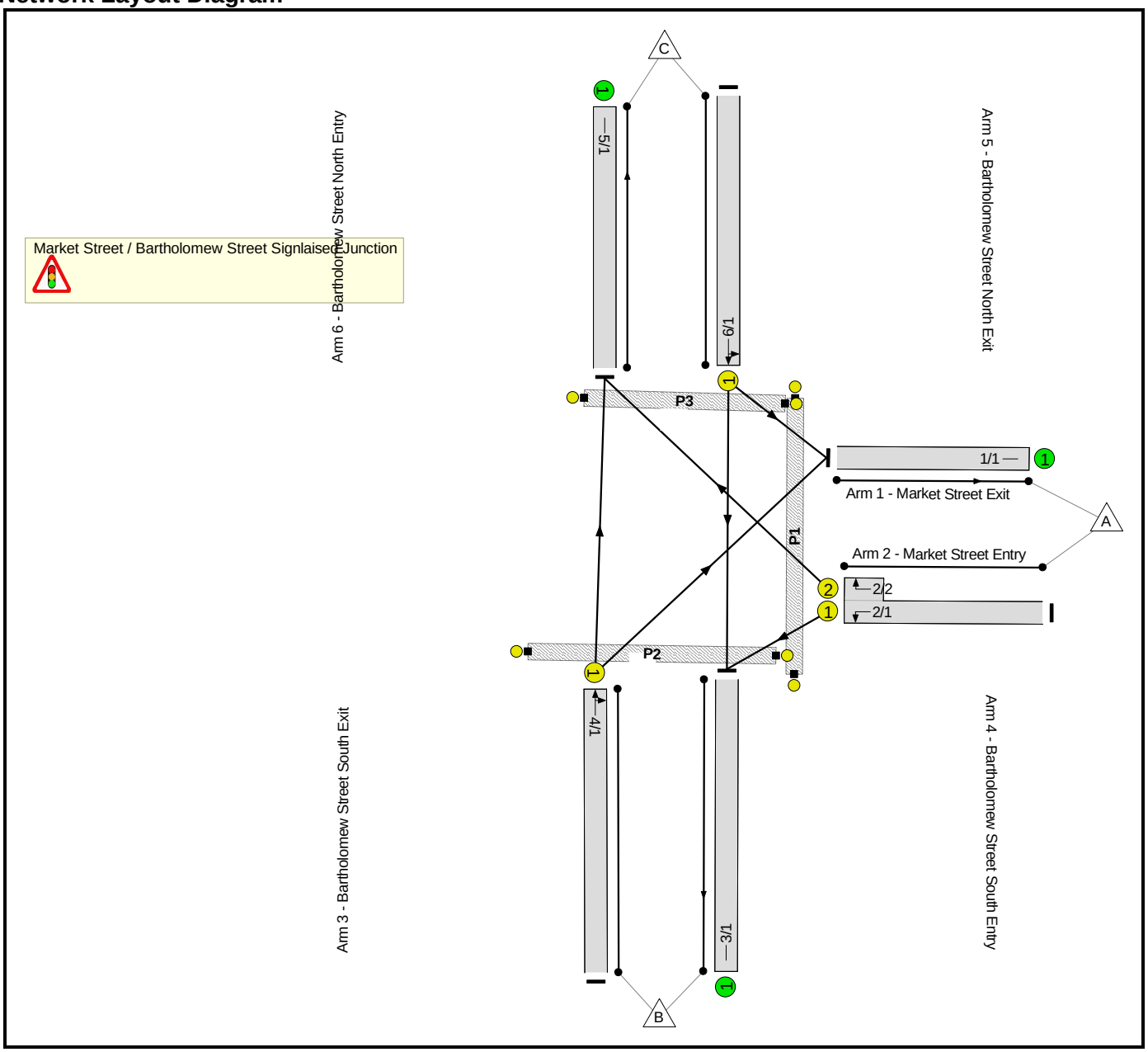
M. Bartholomew Street / Market Street Junction Improvement Scheme LinSig

Full Input Data And Results

User and Project Details

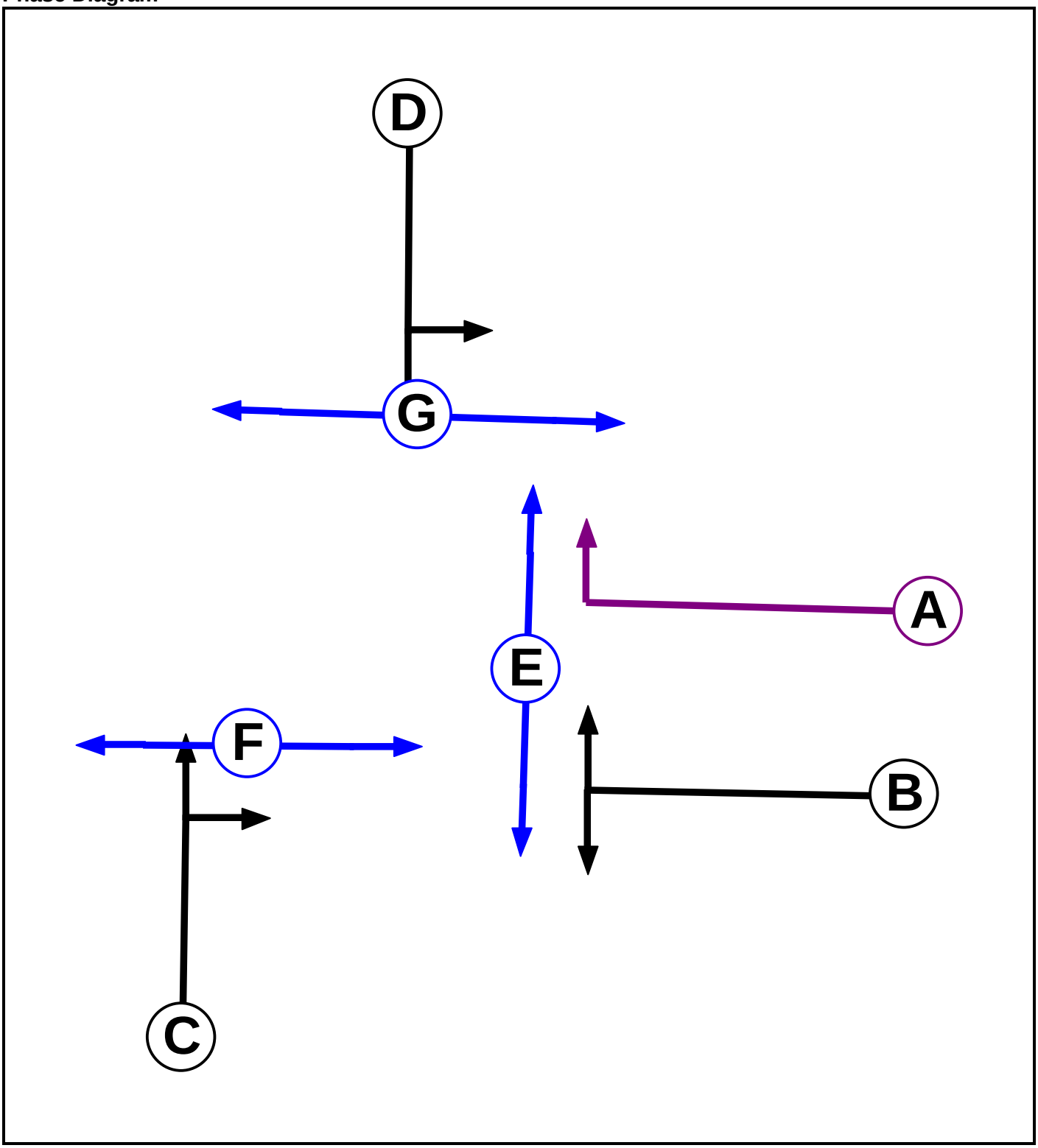
Project:	**Kennet Centre, Newbury**
Title:	**Bartholomew Street / Market Street Signalised Junction**
Location:	
Client:	Lochailort Newbury Ltd
Additional detail:	
File name:	Bartholomew Street_Market Street Signalised Junction - WO Peds.lsg3x
Author:	Jack Wellings
Company:	Waterman Infrastructure and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

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Ind. Arrow	B	4	4
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

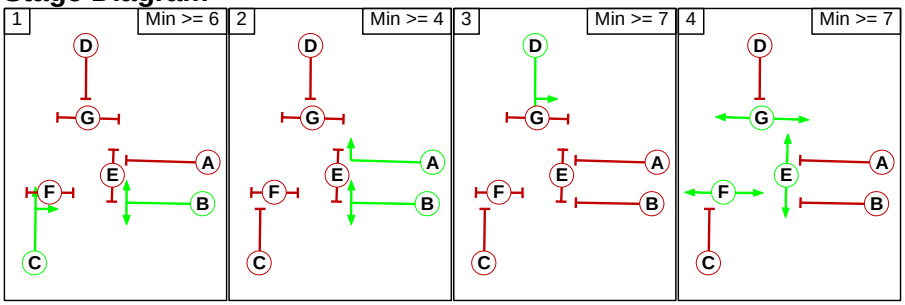
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		-	5	5	5	-	7
B	-		-	5	5	6	-
C	5	-		5	8	5	7
D	5	6	5		7	7	5
E	13	13	13	13		-	-
F	-	10	10	10	-		-
G	11	-	11	11	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	B C
2	A B
3	D
4	E F G

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		5	5	8
	2	5		5	7
	3	6	X		7
	4	13	13	13	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Market Street / Bartholomew Street Signlaised Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Market Street / Bartholomew Street Signlaised 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	B	2	3	8.7	Geom	-	3.10	0.00	Y	Arm 3 Left	28.00
2/2 (Market Street Entry)	U	B A	2	3	2.6	Geom	-	3.10	0.00	Y	Arm 5 Right	18.00
3/1 (Bartholomew Street South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Bartholomew Street South Entry)	U	C	2	3	10.4	Geom	-	4.00	0.00	Y	Arm 1 Right Arm 5 Ahead	24.00 Inf
5/1 (Bartholomew Street North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Bartholomew Street North Entry)	U	D	2	3	8.7	Geom	-	4.00	0.00	Y	Arm 1 Left Arm 3 Ahead	8.00 Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 AM + Development'	08:00	09:00	01:00	
2: '2026 PM + Development'	17:00	18:00	01:00	

Scenario 1: '2026 AM + Development' (FG1: '2026 AM + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	352	115	467
	B	343	0	459	802
	C	57	7	0	64
	Tot.	400	359	574	1333

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2026 AM + Development
Junction: Market Street / Bartholomew Street Signlaised Junction	
1/1	400
2/1 (with short)	467(In) 352(Out)
2/2 (short)	115
3/1	359
4/1	802
5/1	574
6/1	64

Lane Saturation Flows

Junction: Market Street / Bartholomew Street Signlaised 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)	3.10	0.00	Y	Arm 3 Left	28.00	100.0 %	1827	1827
2/2 (Market Street Entry)	3.10	0.00	Y	Arm 5 Right	18.00	100.0 %	1777	1777
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	24.00	42.8 %	1963	1963
				Arm 5 Ahead	Inf	57.2 %		
5/1 (Bartholomew Street North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bartholomew Street North Entry)	4.00	0.00	Y	Arm 1 Left	8.00	89.1 %	1727	1727
				Arm 3 Ahead	Inf	10.9 %		

Scenario 2: '2026 PM + Development' (FG2: '2026 PM + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	610	43	653
	B	122	0	298	420
	C	107	19	0	126
	Tot.	229	629	341	1199

Full Input Data And Results

Traffic Lane Flows

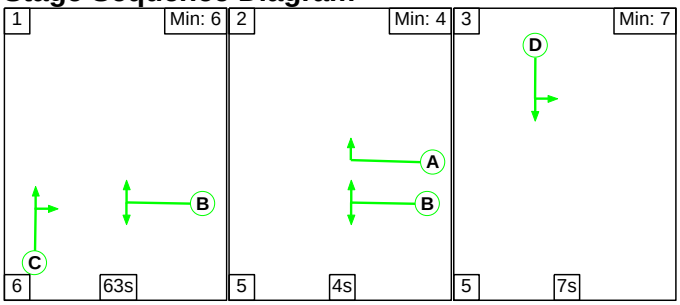
Lane	Scenario 2: 2026 PM + Development
Junction: Market Street / Bartholomew Street Signlaised Junction	
1/1	229
2/1 (with short)	653(In) 610(Out)
2/2 (short)	43
3/1	629
4/1	420
5/1	341
6/1	126

Lane Saturation Flows

Junction: Market Street / Bartholomew Street Signlaised 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)	3.10	0.00	Y	Arm 3 Left	28.00	100.0 %	1827	1827
2/2 (Market Street Entry)	3.10	0.00	Y	Arm 5 Right	18.00	100.0 %	1777	1777
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	24.00	29.0 %	1979	1979
				Arm 5 Ahead	Inf	71.0 %		
5/1 (Bartholomew Street North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bartholomew Street North Entry)	4.00	0.00	Y	Arm 1 Left	8.00	84.9 %	1738	1738
				Arm 3 Ahead	Inf	15.1 %		

Scenario 1: '2026 AM + Development' (FG1: '2026 AM + Development', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

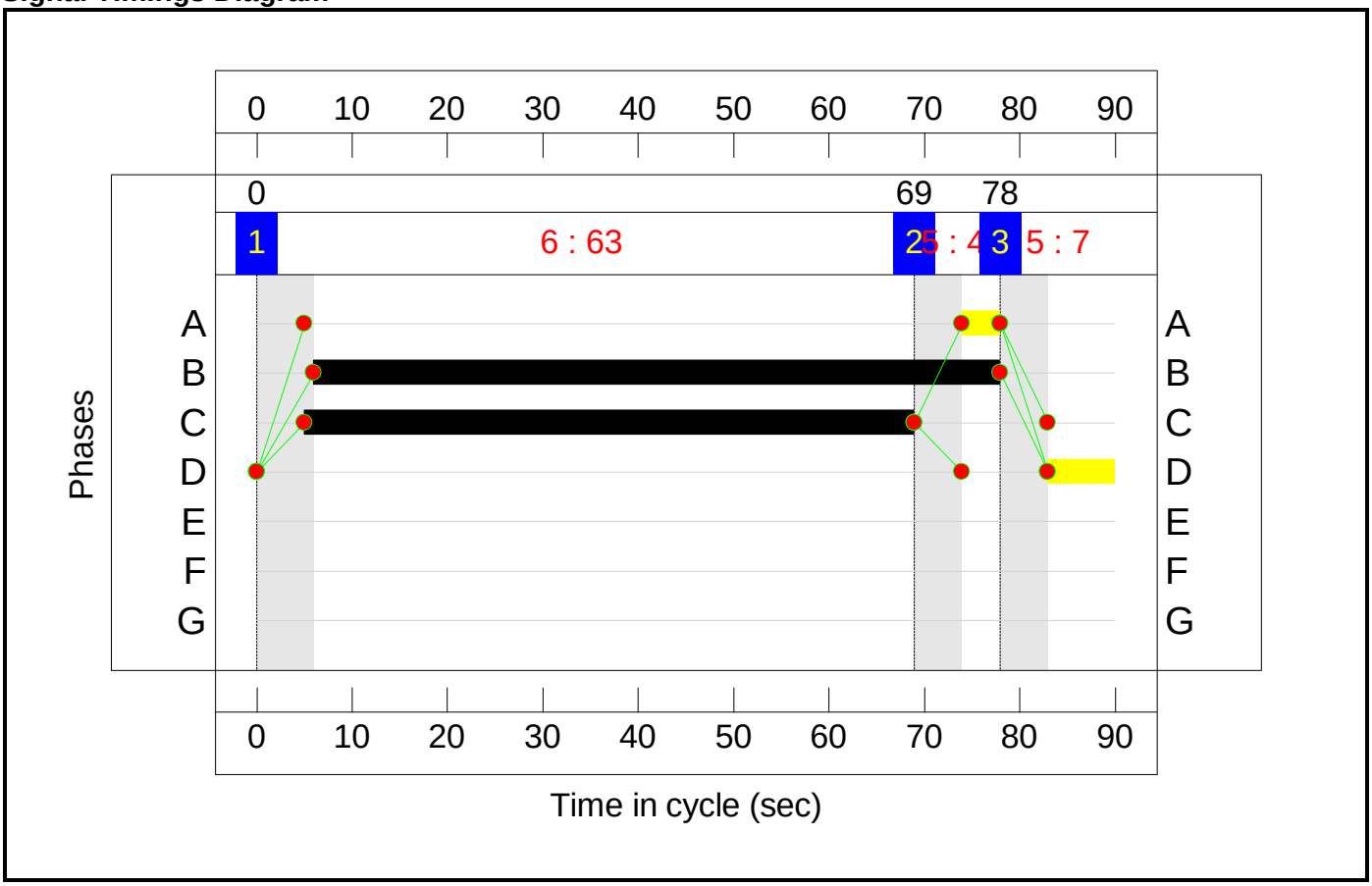


Full Input Data And Results

Stage Timings

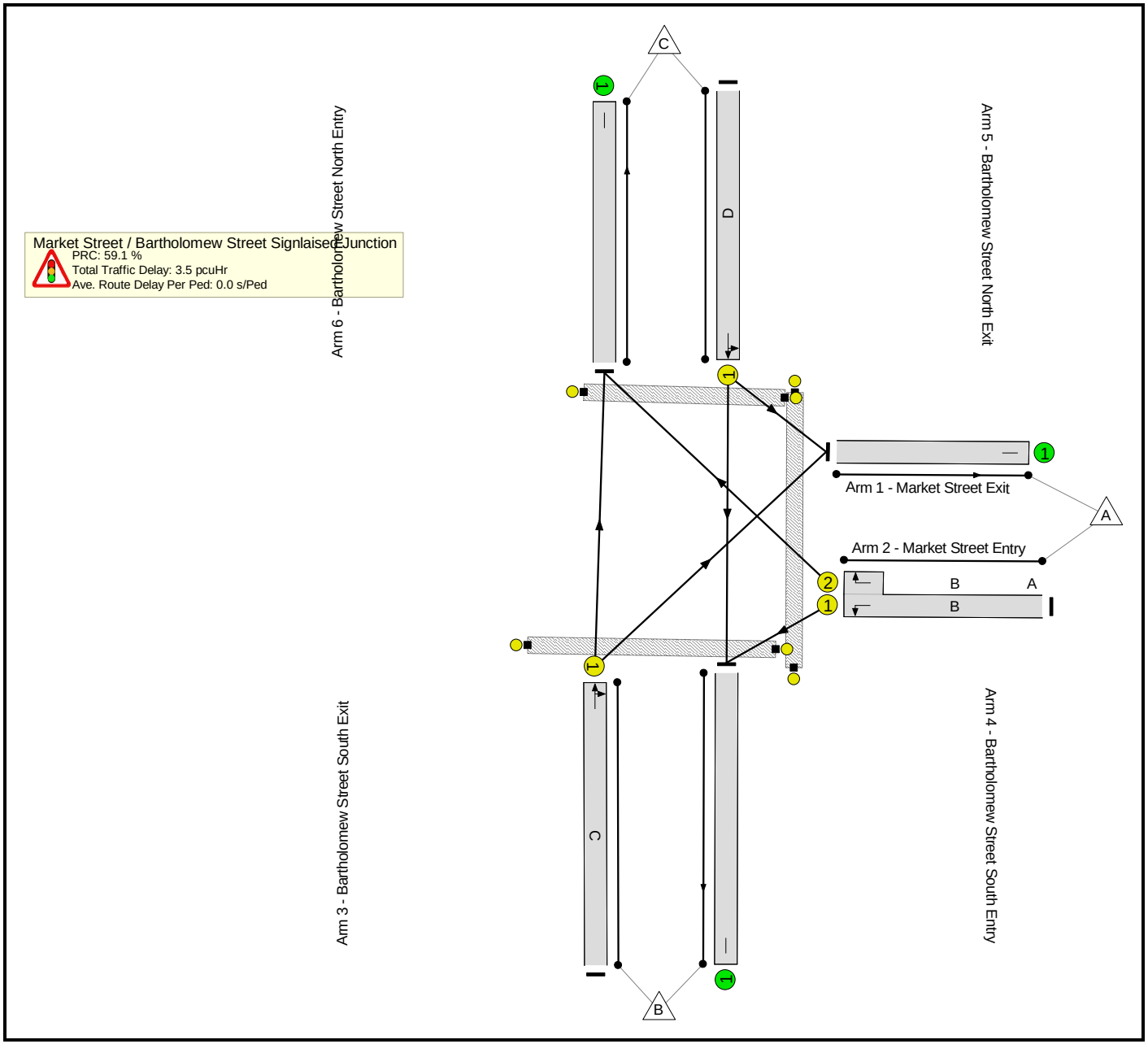
Stage	1	2	3
Duration	63	4	7
Change Point	0	69	78

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 (%)
Network: Bartholomew Street / Market Street Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.6%**
Market Street / Bartholomew Street Signlaised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.6%**
1/1	Market Street Exit	U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
2/1+2/2	Market Street Entry Left Right	U	N/A	N/A	B	A	1	72	4	467	1827:1777	1144+374	30.8 : 30.8%
3/1	Bartholomew Street South Exit	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
4/1	Bartholomew Street South Entry Right Ahead	U	N/A	N/A	C		1	64	-	802	1963	1418	56.6%
5/1	Bartholomew Street North Exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
6/1	Bartholomew Street North Entry Left Ahead	U	N/A	N/A	D		1	7	-	64	1727	154	41.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		0	0	-	0	-	0	0.0%

Full Input Data And Results

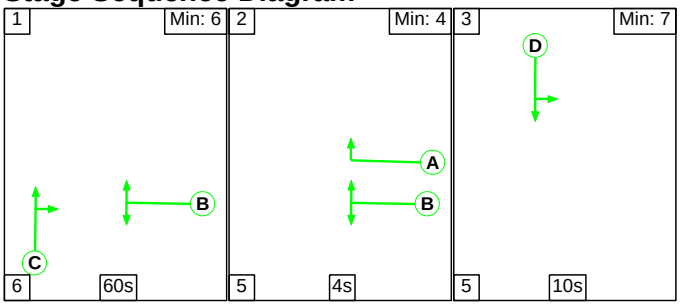
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Bartholomew Street / Market Street Signalised Junction	**-**	**-**	**0**	**0**	**0**	**2.2**	**1.2**	**0.0**	**3.5**	**-**	**-**	**-**	**-**
Market Street / Bartholomew Street Signlaised Junction	**-**	**-**	**0**	**0**	**0**	**2.2**	**1.2**	**0.0**	**3.5**	**-**	**-**	**-**	**-**
1/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	467	467	-	-	-	0.2	0.2	-	0.5	3.6	2.1	0.2	2.3
3/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	802	802	-	-	-	1.3	0.6	-	2.0	8.8	9.4	0.6	10.0
5/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	64	64	-	-	-	0.7	0.4	-	1.0	58.8	1.5	0.4	1.9
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 59.1 Total Delay for Signalled Lanes (pcuHr): 3.47 Cycle Time (s): 90
PRC Over All Lanes (%): 59.1 Total Delay Over All Lanes(pcuHr): 3.47

Full Input Data And Results

Scenario 2: '2026 PM + Development' (FG2: '2026 PM + Development', Plan 1: 'Network Control Plan 1')

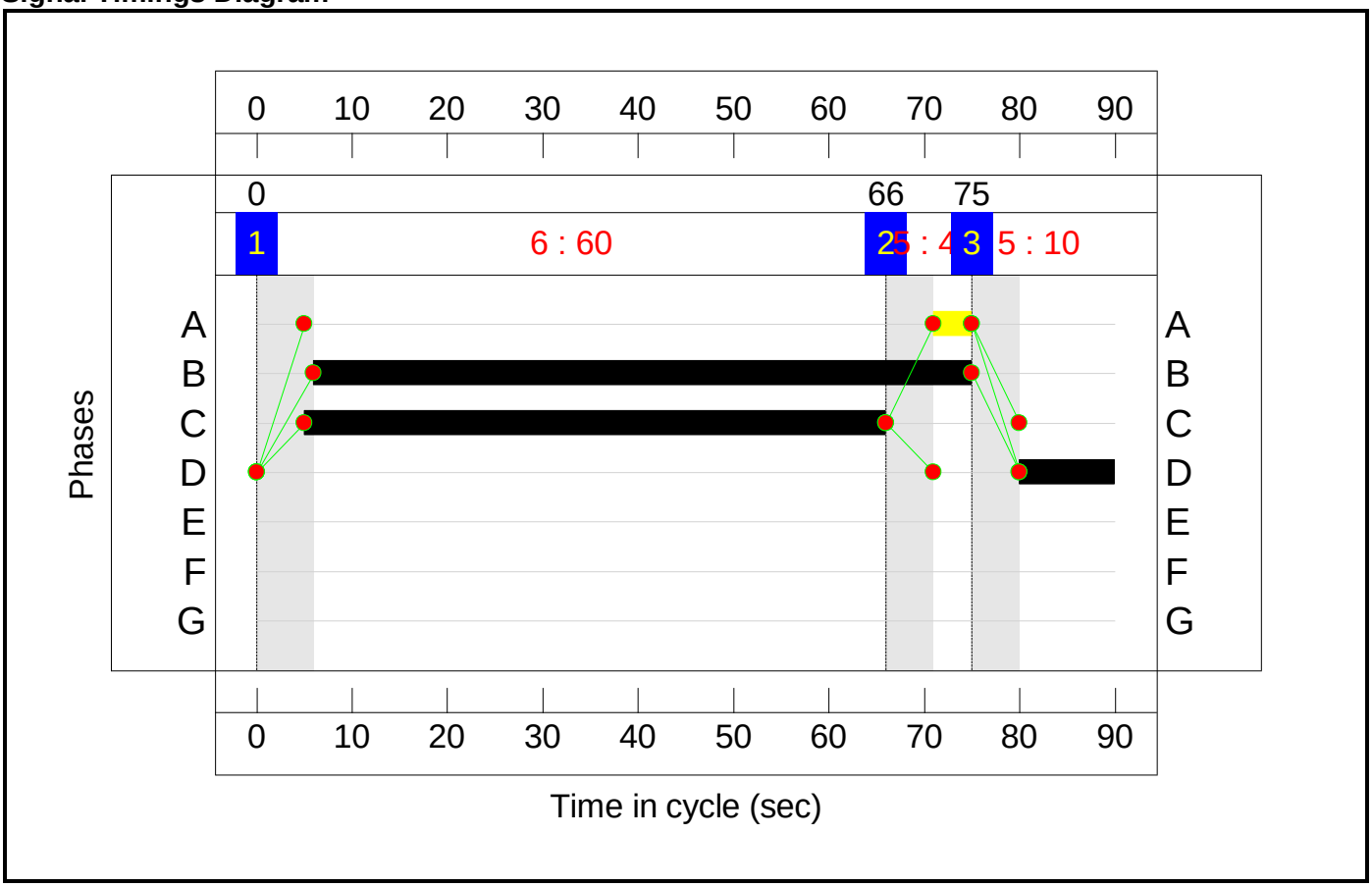
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	60	4	10
Change Point	0	66	75

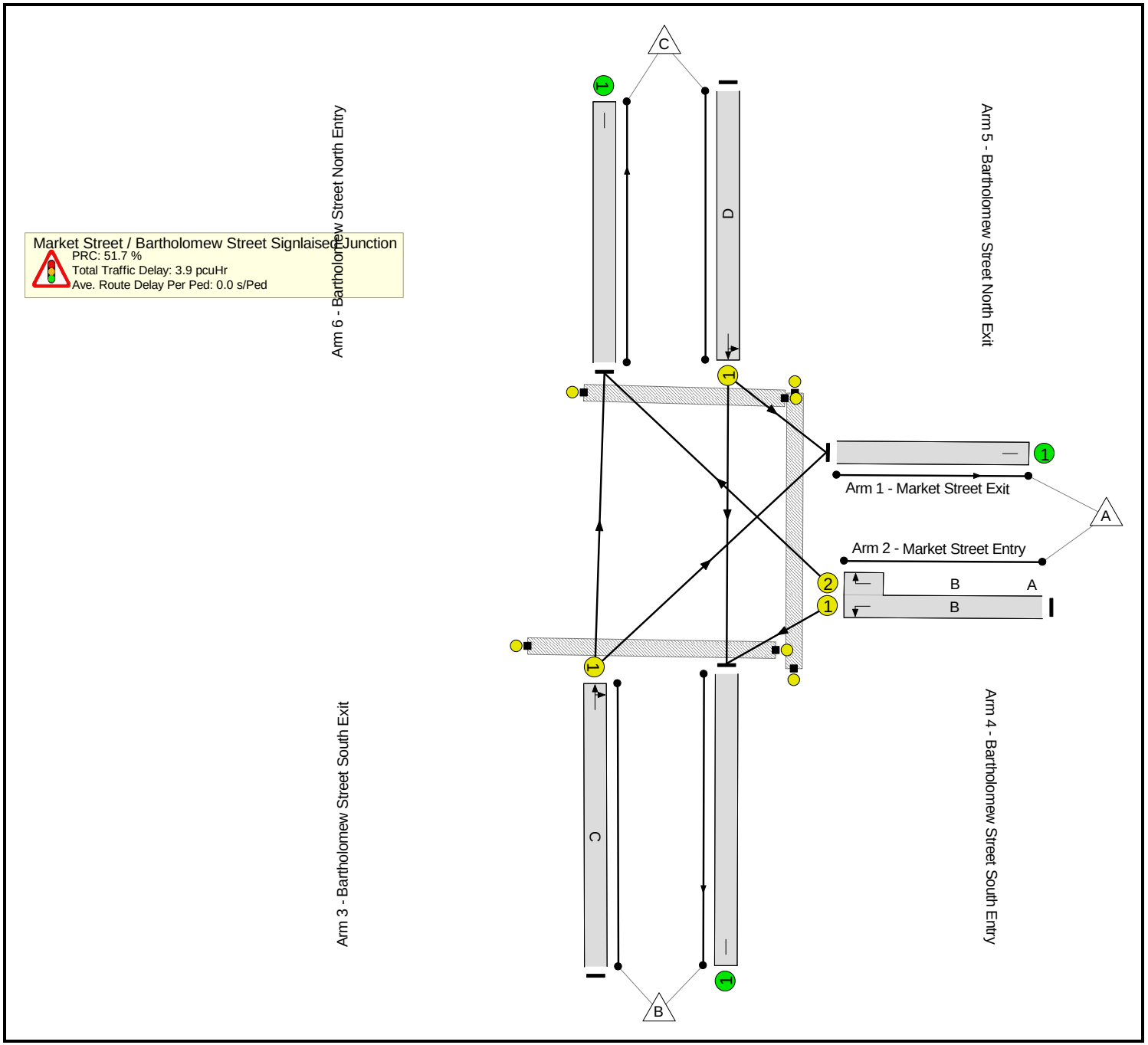
Signal Timings Diagram



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 (%)
Network: Bartholomew Street / Market Street Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.3%**
Market Street / Bartholomew Street Signlaised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.3%**
1/1	Market Street Exit	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
2/1+2/2	Market Street Entry Left Right	U	N/A	N/A	B	A	1	69	4	653	1827:1777	1342+95	45.4 : 45.4%
3/1	Bartholomew Street South Exit	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
4/1	Bartholomew Street South Entry Right Ahead	U	N/A	N/A	C		1	61	-	420	1979	1363	30.8%
5/1	Bartholomew Street North Exit	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
6/1	Bartholomew Street North Entry Left Ahead	U	N/A	N/A	D		1	10	-	126	1738	212	59.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		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)
Network: Bartholomew Street / Market Street Signalised Junction	**-**	**-**	**0**	**0**	**0**	**2.6**	**1.4**	**0.0**	**3.9**	**-**	**-**	**-**	**-**
Market Street / Bartholomew Street Signlaised Junction	**-**	**-**	**0**	**0**	**0**	**2.6**	**1.4**	**0.0**	**3.9**	**-**	**-**	**-**	**-**
1/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	653	653	-	-	-	0.6	0.4	-	1.0	5.6	5.1	0.4	5.5
3/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	420	420	-	-	-	0.6	0.2	-	0.9	7.4	4.1	0.2	4.3
5/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	126	126	-	-	-	1.3	0.7	-	2.0	57.9	3.0	0.7	3.7
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

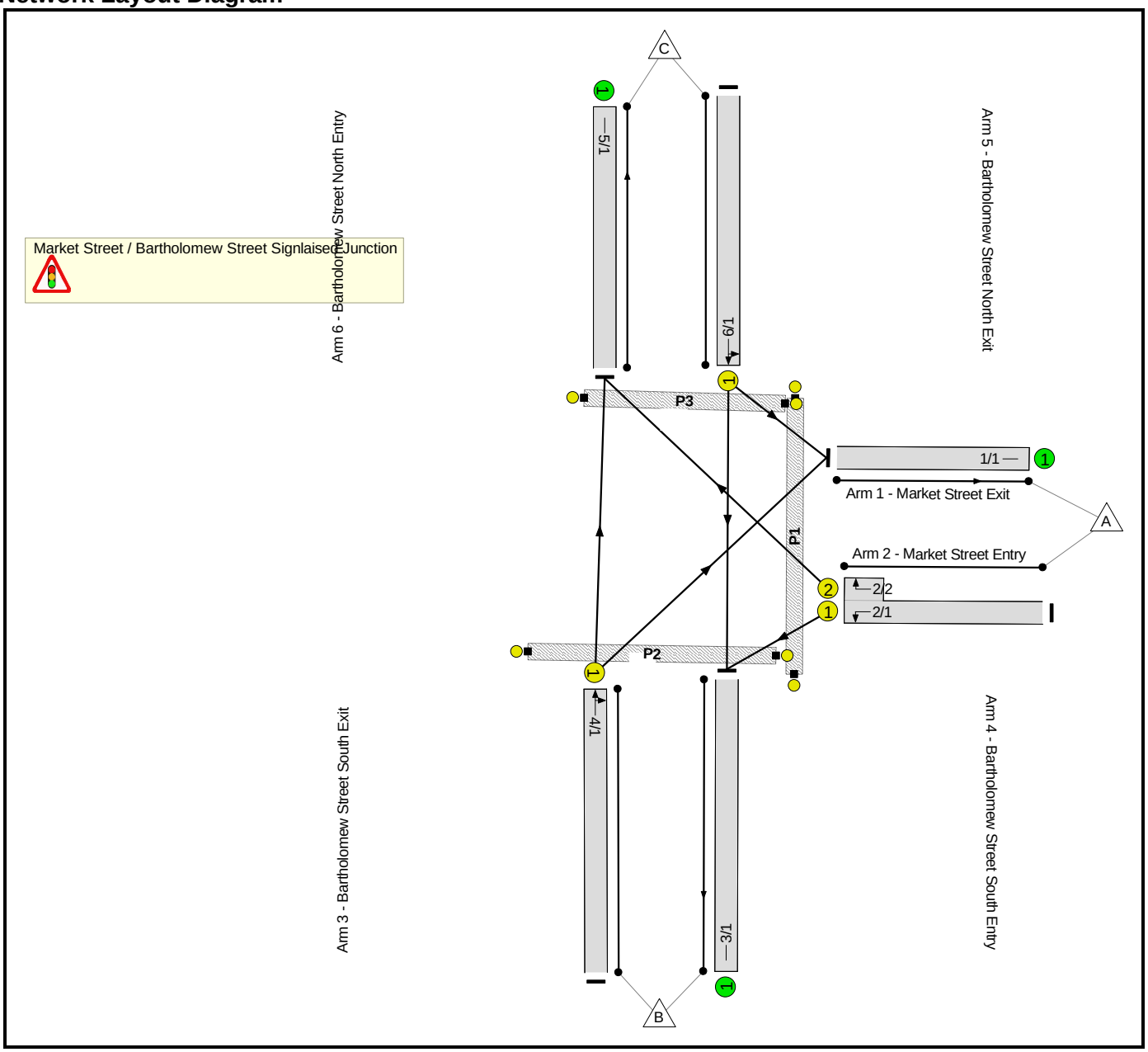
C1 PRC for Signalled Lanes (%): 51.7 Total Delay for Signalled Lanes (pcuHr): 3.91 Cycle Time (s): 90
PRC Over All Lanes (%): 51.7 Total Delay Over All Lanes(pcuHr): 3.91

Full Input Data And Results

User and Project Details

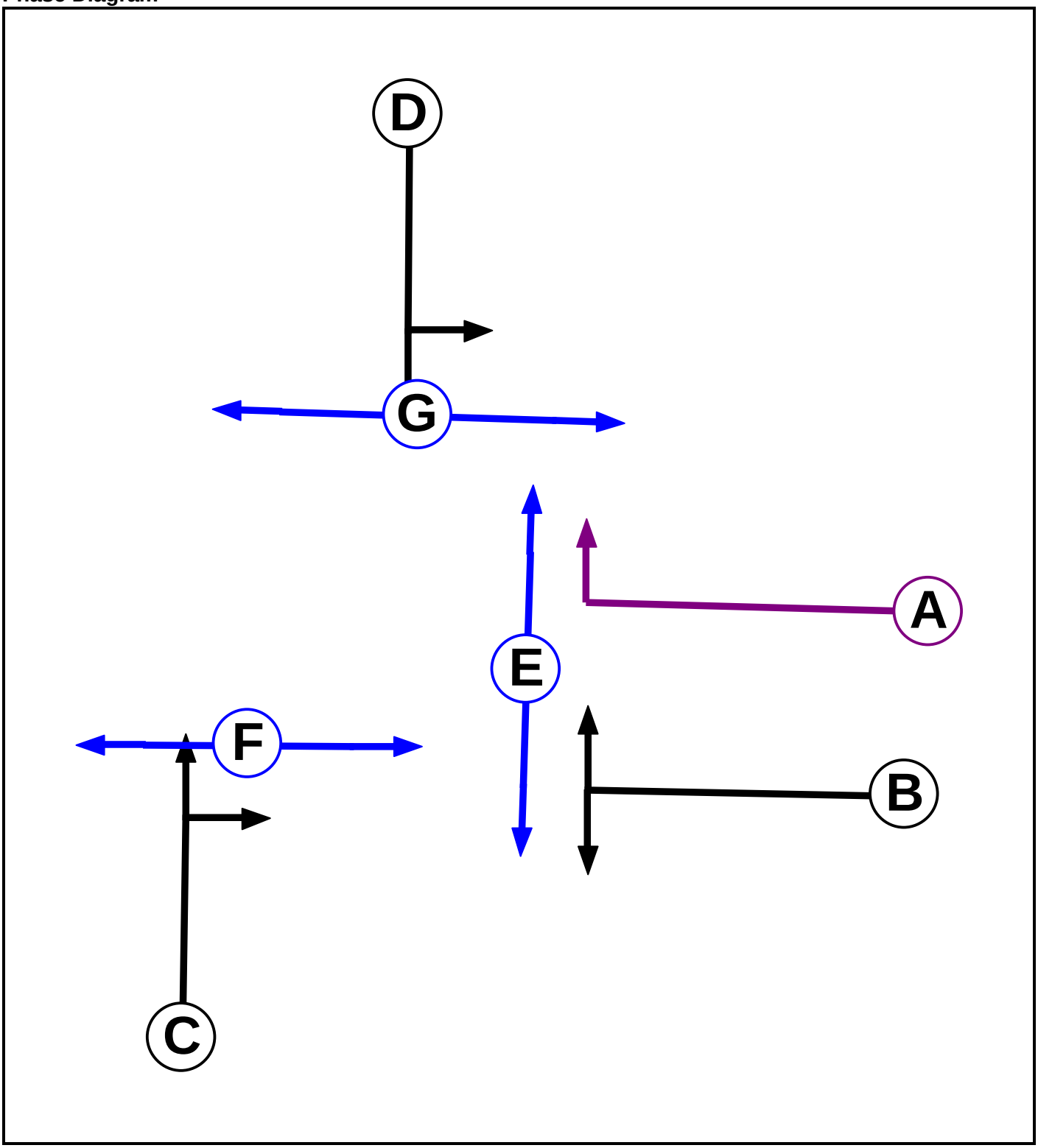
Project:	**Kennet Centre, Newbury**
Title:	**Bartholomew Street / Market Street Signalised Junction**
Location:	Newbury
Client:	Lochailort Newbury Ltd
Additional detail:	
File name:	Bartholomew Street, Market Street Signalised Junction.lsg3x
Author:	Jack Wellings
Company:	Waterman Infrastructure and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

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Ind. Arrow	B	4	4
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

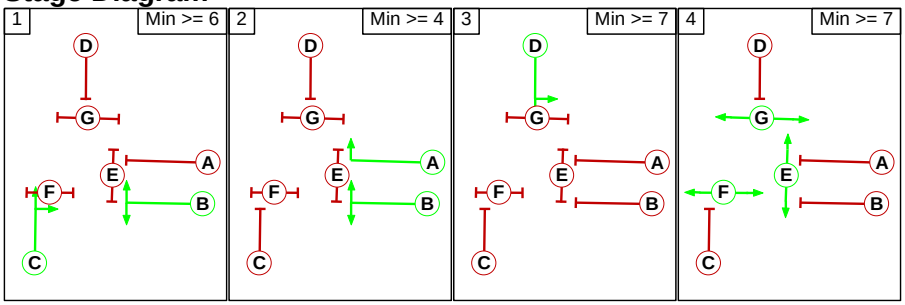
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		-	5	5	5	-	7
B	-		-	5	5	6	-
C	5	-		5	8	5	7
D	5	6	5		7	7	5
E	13	13	13	13		-	-
F	-	10	10	10	-		-
G	11	-	11	11	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	B C
2	A B
3	D
4	E F G

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		5	5	8
	2	5		5	7
	3	6	X		7
	4	13	13	13	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Market Street / Bartholomew Street Signlaised Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Market Street / Bartholomew Street Signlaised 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	B	2	3	8.7	Geom	-	3.10	0.00	Y	Arm 3 Left	28.00
2/2 (Market Street Entry)	U	B A	2	3	2.6	Geom	-	3.10	0.00	Y	Arm 5 Right	18.00
3/1 (Bartholomew Street South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Bartholomew Street South Entry)	U	C	2	3	10.4	Geom	-	4.00	0.00	Y	Arm 1 Right Arm 5 Ahead	24.00 Inf
5/1 (Bartholomew Street North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Bartholomew Street North Entry)	U	D	2	3	8.7	Geom	-	4.00	0.00	Y	Arm 1 Left Arm 3 Ahead	8.00 Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 AM + Development'	08:00	09:00	01:00	
2: '2026 PM + Development'	17:00	18:00	01:00	

Scenario 1: '2026 AM + Development' (FG1: '2026 AM + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	352	115	467
	B	343	0	459	802
	C	57	7	0	64
	Tot.	400	359	574	1333

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2026 AM + Development
Junction: Market Street / Bartholomew Street Signlaised Junction	
1/1	400
2/1 (with short)	467(In) 352(Out)
2/2 (short)	115
3/1	359
4/1	802
5/1	574
6/1	64

Lane Saturation Flows

Junction: Market Street / Bartholomew Street Signlaised 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)	3.10	0.00	Y	Arm 3 Left	28.00	100.0 %	1827	1827
2/2 (Market Street Entry)	3.10	0.00	Y	Arm 5 Right	18.00	100.0 %	1777	1777
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	24.00	42.8 %	1963	1963
				Arm 5 Ahead	Inf	57.2 %		
5/1 (Bartholomew Street North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bartholomew Street North Entry)	4.00	0.00	Y	Arm 1 Left	8.00	89.1 %	1727	1727
				Arm 3 Ahead	Inf	10.9 %		

Scenario 2: '2026 PM + Development' (FG2: '2026 PM + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	610	43	653
	B	122	0	298	420
	C	107	19	0	126
	Tot.	229	629	341	1199

Full Input Data And Results

Traffic Lane Flows

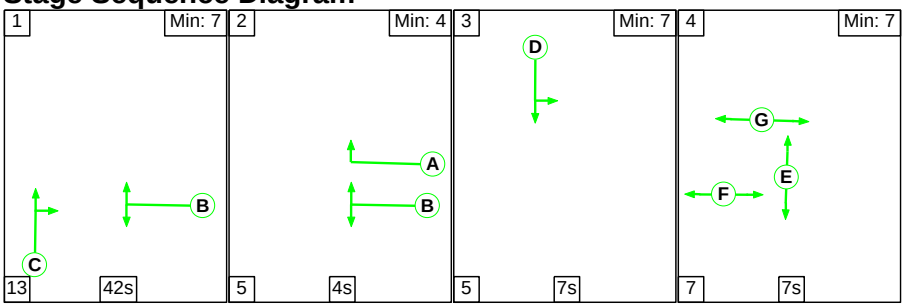
Lane	Scenario 2: 2026 PM + Development
Junction: Market Street / Bartholomew Street Signlaised Junction	
1/1	229
2/1 (with short)	653(In) 610(Out)
2/2 (short)	43
3/1	629
4/1	420
5/1	341
6/1	126

Lane Saturation Flows

Junction: Market Street / Bartholomew Street Signlaised 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)	3.10	0.00	Y	Arm 3 Left	28.00	100.0 %	1827	1827
2/2 (Market Street Entry)	3.10	0.00	Y	Arm 5 Right	18.00	100.0 %	1777	1777
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	24.00	29.0 %	1979	1979
				Arm 5 Ahead	Inf	71.0 %		
5/1 (Bartholomew Street North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bartholomew Street North Entry)	4.00	0.00	Y	Arm 1 Left	8.00	84.9 %	1738	1738
				Arm 3 Ahead	Inf	15.1 %		

Scenario 1: '2026 AM + Development' (FG1: '2026 AM + Development', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

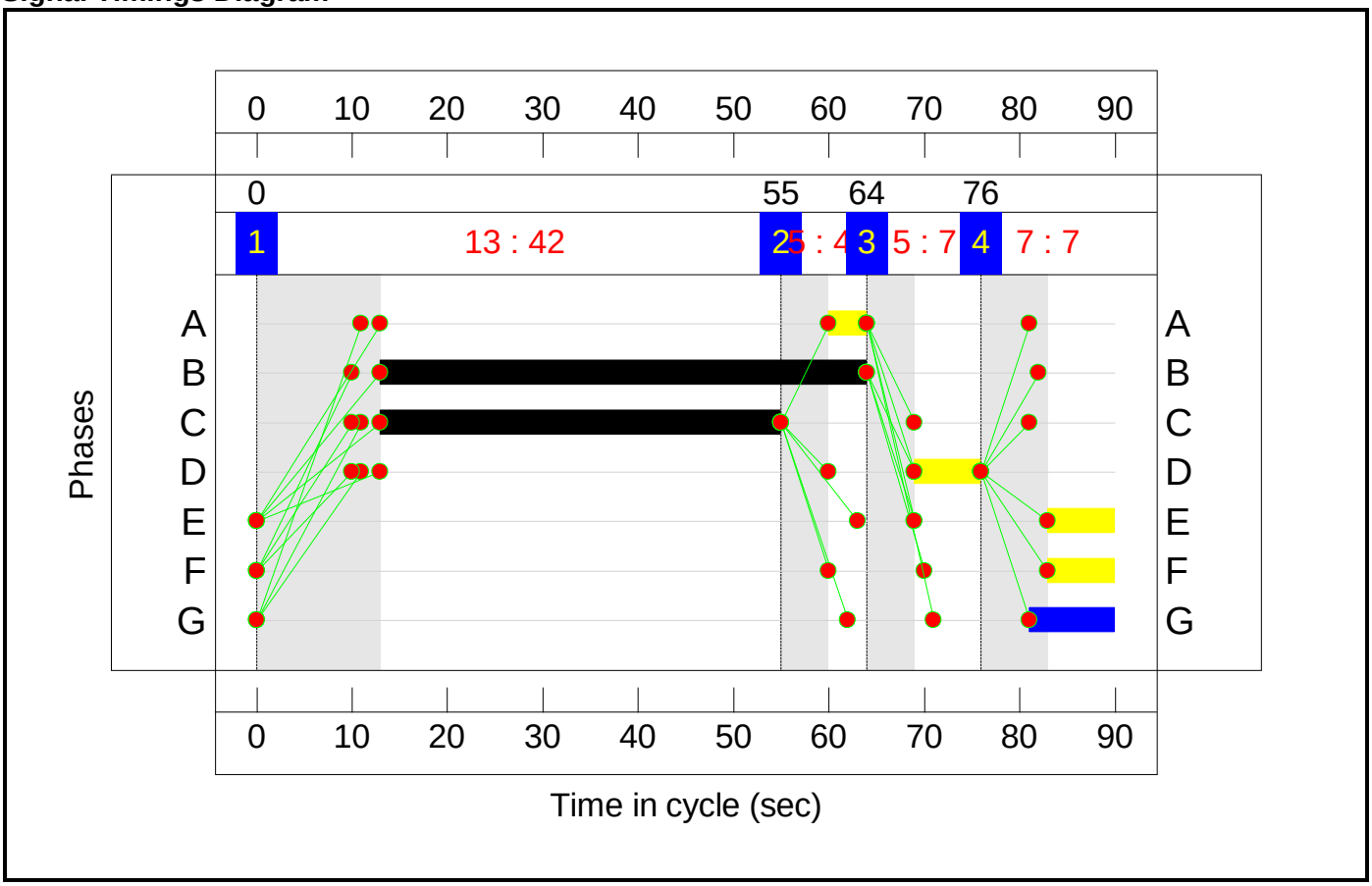


Full Input Data And Results

Stage Timings

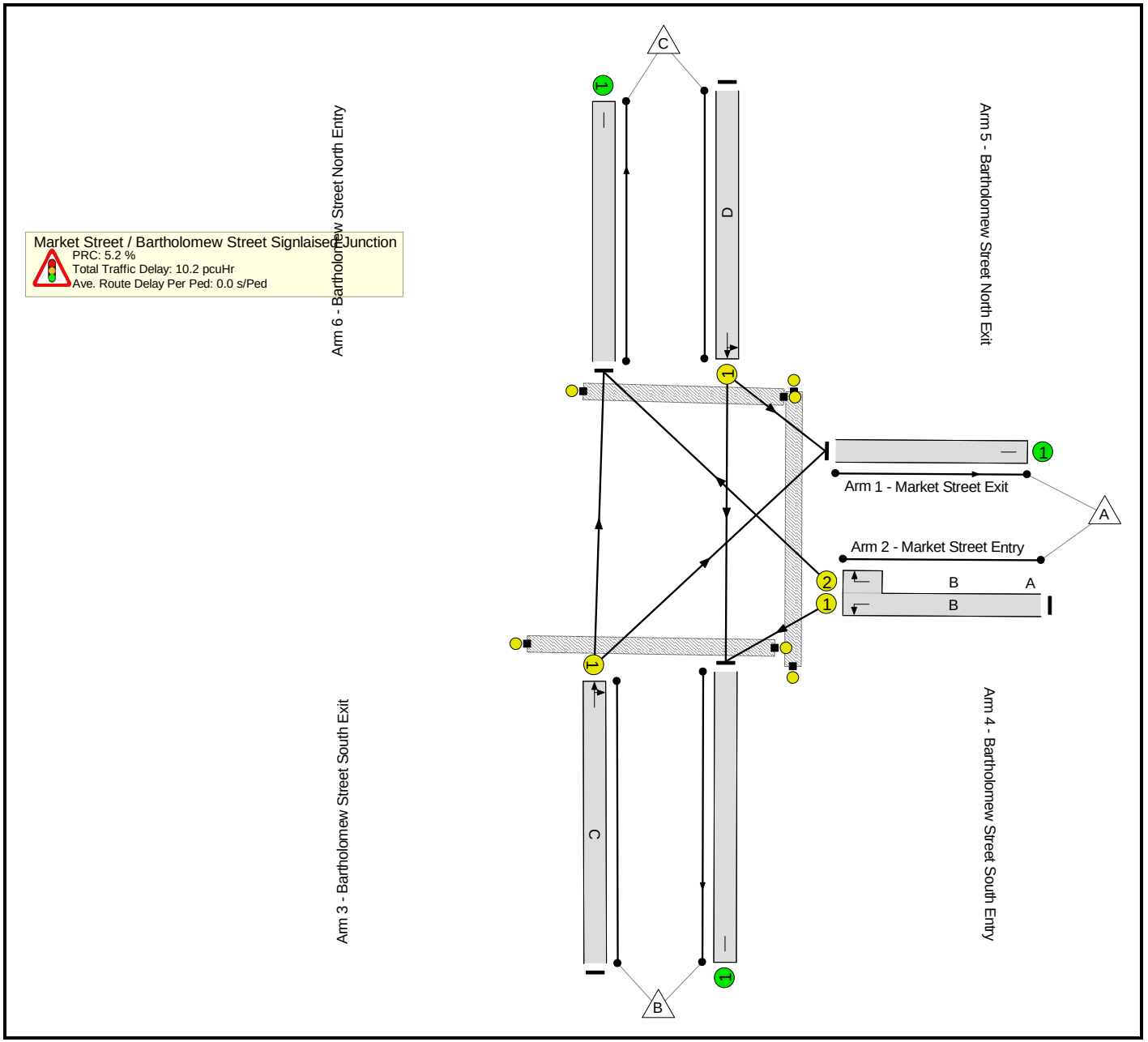
Stage	1	2	3	4
Duration	42	4	7	7
Change Point	0	55	64	76

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 (%)
Network: Bartholomew Street / Market Street Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.5%**
Market Street / Bartholomew Street Signlaised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.5%**
1/1	Market Street Exit	U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
2/1+2/2	Market Street Entry Left Right	U	N/A	N/A	B	A	1	51	4	467	1827:1777	825+270	42.6 : 42.6%
3/1	Bartholomew Street South Exit	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
4/1	Bartholomew Street South Entry Right Ahead	U	N/A	N/A	C		1	42	-	802	1963	938	85.5%
5/1	Bartholomew Street North Exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
6/1	Bartholomew Street North Entry Left Ahead	U	N/A	N/A	D		1	7	-	64	1727	154	41.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	9	-	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)
Network: Bartholomew Street / Market Street Signalised Junction	**-**	**-**	**0**	**0**	**0**	**6.6**	**3.6**	**0.0**	**10.2**	**-**	**-**	**-**	**-**
Market Street / Bartholomew Street Signlaised Junction	**-**	**-**	**0**	**0**	**0**	**6.6**	**3.6**	**0.0**	**10.2**	**-**	**-**	**-**	**-**
1/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	467	467	-	-	-	1.3	0.4	-	1.7	12.7	5.4	0.4	5.7
3/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	802	802	-	-	-	4.6	2.8	-	7.5	33.5	17.6	2.8	20.4
5/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	64	64	-	-	-	0.7	0.4	-	1.0	58.8	1.5	0.4	1.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 5.2
PRC Over All Lanes (%): 5.2

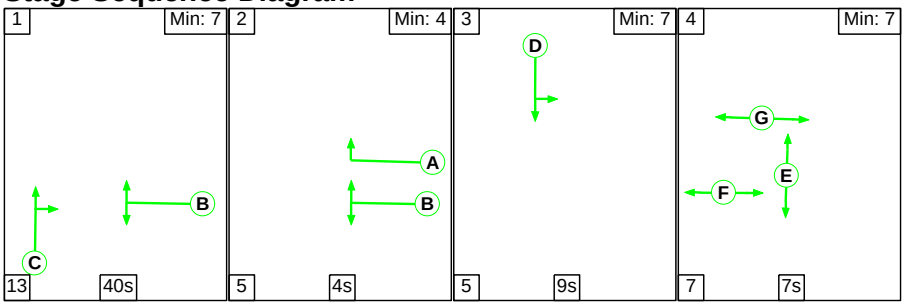
Total Delay for Signalled Lanes (pcuHr): 10.15
Total Delay Over All Lanes(pcuHr): 10.15

Cycle Time (s): 90

Full Input Data And Results

Scenario 2: '2026 PM + Development' (FG2: '2026 PM + Development', Plan 1: 'Network Control Plan 1')

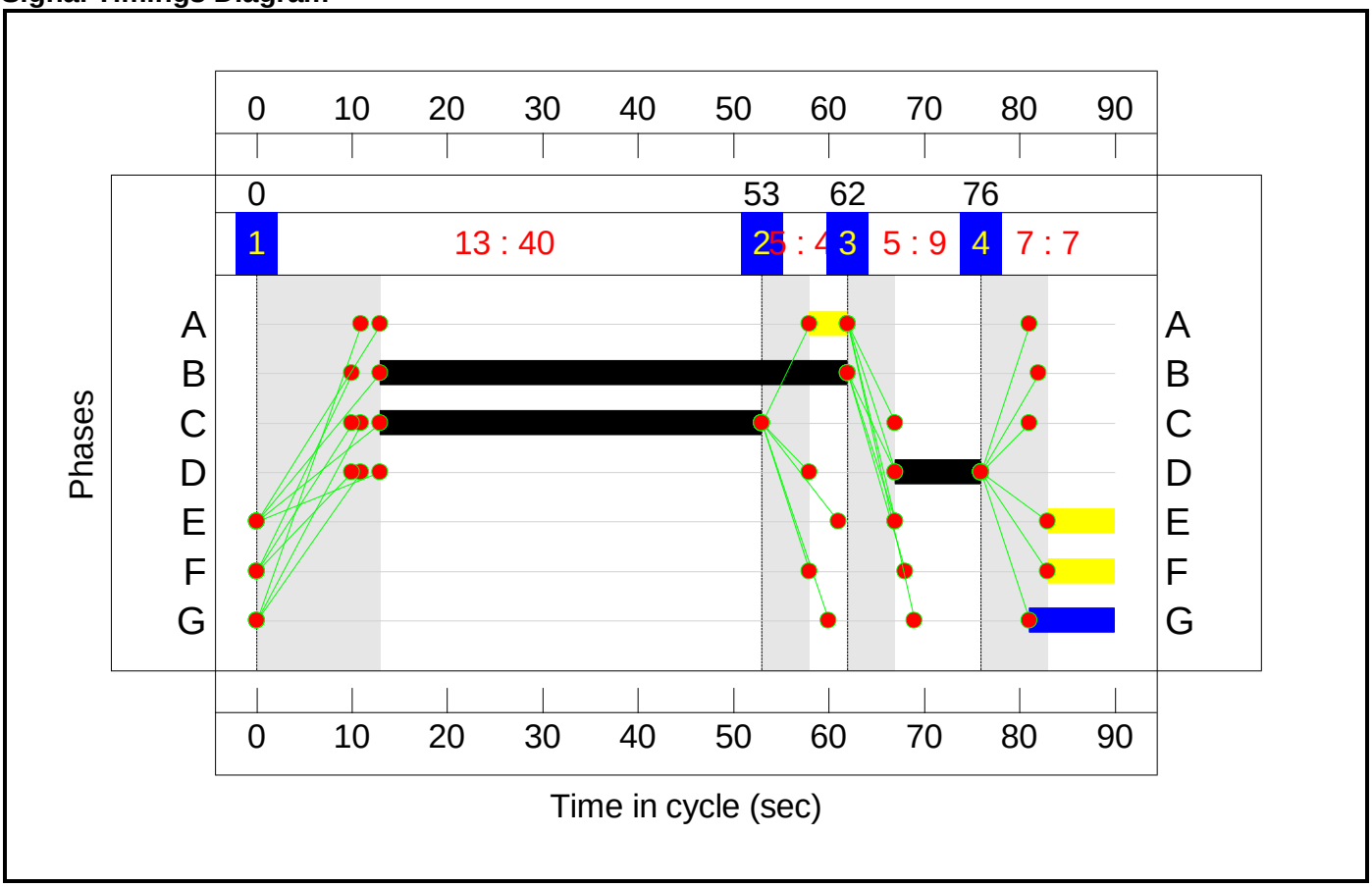
Stage Sequence Diagram



Stage Timings

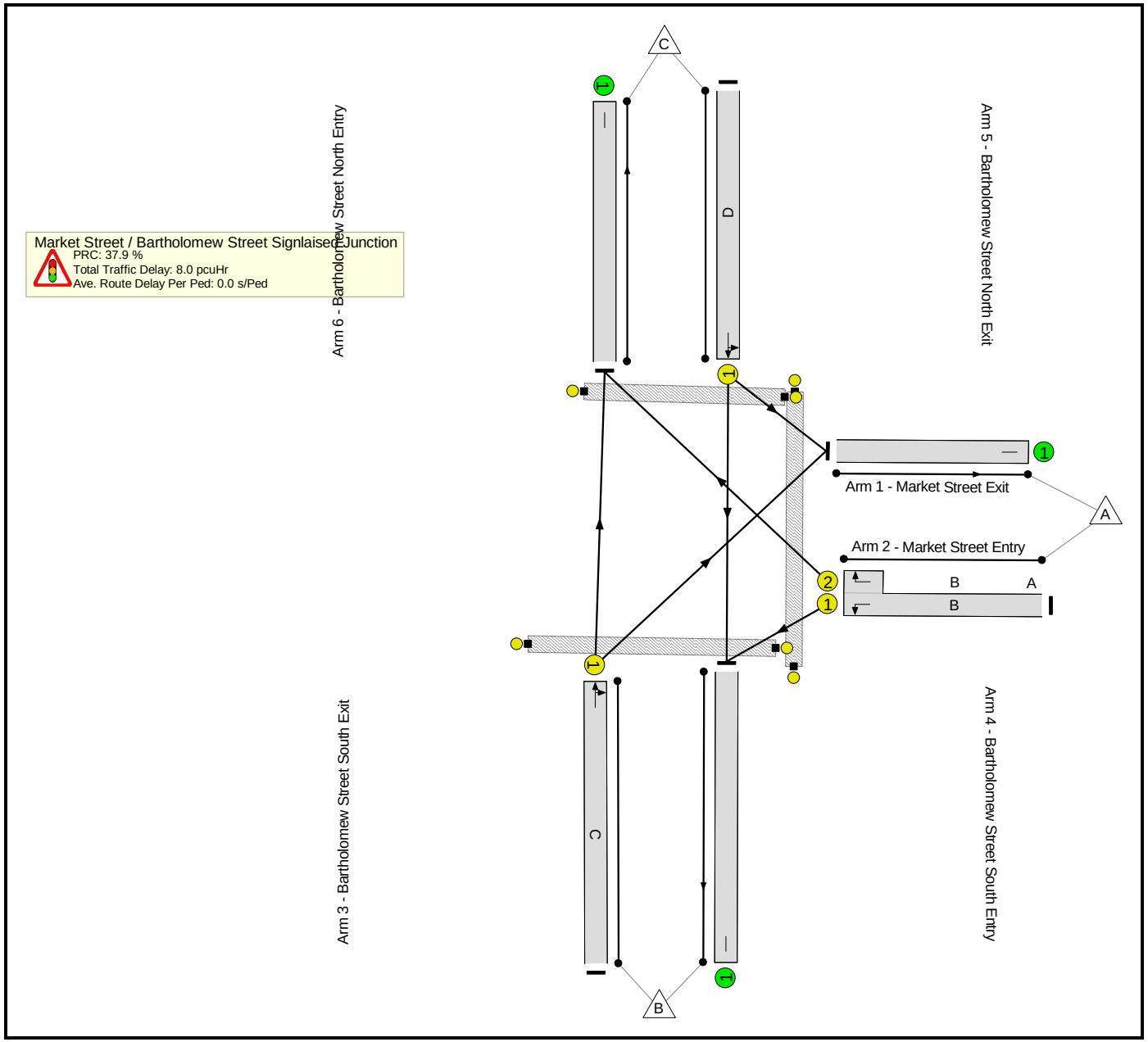
Stage	1	2	3	4
Duration	40	4	9	7
Change Point	0	53	62	76

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 (%)
Network: Bartholomew Street / Market Street Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**
Market Street / Bartholomew Street Signlaised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**
1/1	Market Street Exit	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
2/1+2/2	Market Street Entry Left Right	U	N/A	N/A	B	A	1	49	4	653	1827:1777	964+68	63.3 : 63.3%
3/1	Bartholomew Street South Exit	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
4/1	Bartholomew Street South Entry Right Ahead	U	N/A	N/A	C		1	40	-	420	1979	902	46.6%
5/1	Bartholomew Street North Exit	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
6/1	Bartholomew Street North Entry Left Ahead	U	N/A	N/A	D		1	9	-	126	1738	193	65.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	9	-	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)
Network: Bartholomew Street / Market Street Signalised Junction	**-**	**-**	**0**	**0**	**0**	**5.7**	**2.2**	**0.0**	**8.0**	**-**	**-**	**-**	**-**
Market Street / Bartholomew Street Signlaised Junction	**-**	**-**	**0**	**0**	**0**	**5.7**	**2.2**	**0.0**	**8.0**	**-**	**-**	**-**	**-**
1/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	653	653	-	-	-	2.4	0.9	-	3.3	18.1	10.7	0.9	11.6
3/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	420	420	-	-	-	2.0	0.4	-	2.4	20.7	7.2	0.4	7.7
5/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	126	126	-	-	-	1.3	0.9	-	2.3	64.5	3.0	0.9	3.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 37.9
PRC Over All Lanes (%): 37.9

Total Delay for Signalled Lanes (pcuHr): 7.95
Total Delay Over All Lanes(pcuHr): 7.95

Cycle Time (s): 90

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.

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