



Cole Easdon

TRANSPORT STATEMENT

Proposed Taproom, Bearwood Brewing, Anglo
Industrial Park, Wokingham on Behalf of Bearwood
Brewing

Date: October 2025
Issue No. 1



DOCUMENT ISSUE RECORD

Client: Bearwood Brewing

Project: Proposed Taproom, Bearwood Brewing, Anglo Industrial Park, Wokingham

Job Number: 10762

Document Title: Transport Statement

Issue No.	1			
Date	October 2025			
Description / Status	Formal Issue			
Prepared	C. Hall BSc (Hons) AMCIHT			
Technical Check	B. East BEng (Hons) MCIHT			
Authorised	J. B. Farmery MEng CEng MICE MCIHT ICE Health & Safety Registered			
Document Check	C. Hall BSc (Hons) AMCIHT			

The methodology adopted and the sources of information used by Cole Easdon Consultants Limited (CE) in providing its services are outlined within this Report. Any information provided by third parties and referred to herein has not been checked or verified by CE, unless otherwise expressly stated within this Report. This Report was checked and approved on the date shown in the Document Issue Record and the Report (including its base information, adopted parameters and assessment methodology) is therefore valid on this date. Circumstances, regulations, assessment methodology and professional standards do change which could subsequently affect the validity of this Report.

All intellectual property rights in or arising out of or in connection with this Report are owned by CE. The Report has been prepared for the Client named on the Document Issue Record who has a licence to copy and use this Report only for the purposes for which it was prepared and provided. The licence to use and copy this Report is subject to other Terms & Conditions agreed between CE and the Client. This document cannot be assigned or transferred to any third party and no third party may rely upon this document nor shall CE have any liability to any third party for the contents of this Report without the express written agreement of both CE and the Client.



CONTENTS

SECTION	HEADING	PAGE NO.
1.0	INTRODUCTION	1
2.0	SITE DESCRIPTION & HIGHWAY NETWORK	2
3.0	PROPOSED DEVELOPMENT	4
4.0	ACCESSIBILITY & SUSTAINABILITY	7
5.0	VEHICLE TRIP GENERATION	11
6.0	SUMMARY & CONCLUSIONS	14

List of Figures

Figure 4.1	Walkable distance accessible from the site in 20 minutes
Figure 4.2	Cycle distance accessible from the site in 20 minutes

List of Tables

Table 3.1	Parking Survey Results
Table 5.1	Weekday Vehicle Trip Generation Rates for Proposed Use (per 100m ²)
Table 5.2	Predicted Volume of Weekday Vehicle Trips for Proposed Use (90m ²)
Table 5.3	Weekend Vehicle Trip Generation Rates for Proposed Use (per 100m ²)
Table 5.4	Predicted Volume of Weekend Vehicle Trips for Proposed Use (90m ²)

APPENDICES

Appendix 1 – CE Plans

CE Plan 10762/201

Site Location Plan

Appendix 2 – Drawings by Others

Floor Plans

Appendix 3 – Personal Injury Accident Data

Appendix 4 – Parking Survey Results

Parking Survey Map

Parking Survey Results

Appendix 5 – TRICS Data

1.0 INTRODUCTION

- 1.1 This *Transport Statement (TS)* has been prepared by Cole Easdon Consultants Limited (CE) on behalf of Bearwood Brewing to support a planning application (reference: 251958) at their existing brewery premises at Unit 11 Anglo Industrial Park, Fishponds Road, Wokingham. Refer to CE Plan 10762/201 [*Site Location Plan*] in Appendix 1.
- 1.2 The proposal seeks permission to provide an on-site taproom on a new mezzanine floor to allow the brewery to sell their products for customers to enjoy 'in-house'. The proposal requires a change of use of the existing building from Use Classes E (light industrial) and B8 (storage and distribution) to Sui Generis. The planning application has been validated (August 2025) and is under consideration by Wokingham Borough Council (WBC).
- 1.3 Highways comments have been received from WBC (dated September 2025) in their role as the Local Highway Authority. The Highways Officer has requested that further details relating to parking be submitted, including demonstrating that the surrounding roads have spare capacity to accommodate on-street parking associated with the taproom use. As a result, a parking survey has been undertaken as part of this *TS* to fully address the Highway Officer's comments.

Scope of Study

- 1.4 This *TS* considers the traffic, transportation and highway matters associated with the proposal, including those specific to the local highway network, the accessibility of the site by sustainable modes of transport, the proposed access arrangements and parking provision, and the predicted trip generation.
- 1.5 This *TS* is structured as follows:
- Section 2.0 describes the site and surrounding highway network;
 - Section 3.0 outlines the development proposals;
 - Section 4.0 presents the accessibility and sustainability of the site;
 - Section 5.0 assesses the predicted development trip generation; and
 - Section 6.0 summarises with discussion and conclusion.

2.0 SITE DESCRIPTION & LOCAL HIGHWAY NETWORK

Site Description

- 2.1 The site comprises Unit 11 in Anglo Industrial Park, which is located approximately 2.0km southwest of Wokingham town centre. The site is surrounded by other units within the industrial park, with Oaklands Park bordering to the southeast. Refer to the *Site Location Plan* contained within Appendix 1 of this Report.
- 2.2 Access to the site (both vehicular and pedestrian) is via Oaklands Park which leads to an open parking area associated with the cluster of units surrounding the site in this part of the industrial park. The site has 5 No. car parking spaces, of which 3 No. spaces lie on the southeastern building elevation and 2 No. on the southwestern elevation. A roller shutter door is located on the southeastern building elevation, adjacent to the parking spaces.

Local Highway Network

- 2.3 Oaklands Park, which continues as Fishponds Road to the northeast of the site, provides the main route through the industrial park. Oaklands Park and Fishponds are both subject to a 30mph speed limit and have footways and street lighting on both sides of the road.
- 2.4 Double yellow lines run along the full length of the northwestern side of Oaklands Park and Fishponds Road to the northeast of the site, preventing general car parking. On-street parking is available on the southeastern side of these roads, as well as along Oaklands Park to the south of the site, outside the double yellow lined sections of road.
- 2.5 At its northeastern end, Fishponds Lane meets with Molly Millars Lane via a mini-roundabout junction. Similar to the industrial park roads, Molly Millars Lane is subject to a 30mph speed limit, has footways on both sides and is lit. Molly Millars Lane routes southeast from here to provide a route towards Wokingham town centre via Finchampstead Road, and northwest to provide an alternative route towards the town centre and train station via Barkham Road.

Personal Injury Accidents

- 2.6 CE has reviewed Personal Injury Accident (PIA) data available on www.crashmap.co.uk for the most recent five-year period of available data (01/01/2019 to 31/12/2023). Whilst Crashmap does not contain full accident descriptions and causation factors, it does provide useful information relating to accident frequency, severity and vehicles involved.
- 2.7 The study area comprises the full stretch of Fishponds Road and Oaklands Park, up to and including the junction with Molly Millars Lane. Crashmap confirms that there have been two

PIAs recorded in this area, both of which were classified as slight in severity. Refer to the accident output records from Crashmap contained within Appendix 3 of this Report.

- 2.8 Both of these PIAs occurred along Fishponds Road within the vicinity of the mini-roundabout junction with Molly Millars Lane and were the result of a collision between a car and a cyclist. For example, one of these accidents occurred as a car turned right at the roundabout and the cyclist was "proceeding normally along the carriageway...". It is therefore likely that the respective driver failed to observe the cyclist before entering the roundabout and performing the manoeuvre. The second PIA was on Fishponds Road, slightly to the southwest of the mini-roundabout itself.
- 2.9 In summary, there have only been two accidents recorded in the study area over the most recent five-year period of available data, with none being recorded within the immediate vicinity of the site. These accidents can be attributed to human / driver error rather than any geometric layout of the road network. Therefore, CE concludes that there are no highway safety reasons to preclude the development as proposed.

3.0 PROPOSED DEVELOPMENT

- 3.1 The planning application seeks approval to provide an on-site taproom at the brewery's facility, involving the change of use of the building from Use Classes E (light industrial) and B8 (storage and distribution) to Sui Generis. The taproom and bar would be located on a new mezzanine floor within the building, and would have a total customer serving floor area of approximately 90m². Refer to the Floor Plans drawing contained within Appendix 2.
- 3.2 The taproom is proposed to be open from 16:00 to 22:00 on Monday to Thursday and 12:00 to 23:00 on Friday and over the weekend, as per the granted premises license.
- 3.3 The brewing facility will be retained on-site for small-batch craft beer production which would take place between 08:00 and 18:00.

Access Arrangement

- 3.4 Vehicular access to the site will continue to be provided via Fishponds Road and Oaklands Park which will lead to the open parking area associated with the surrounding cluster of units.
- 3.5 Pedestrian access into the building will be facilitated by the customer entrance door on the southeastern elevation. A stairwell will provide access to the mezzanine floor.

Car Parking

- 3.6 Car parking standards for the area are contained within WBC's *Parking Standards Study Report Consultation Document* (October 2011). For Use Class A4 – Drinking Establishments, there is a recommended standard of 1 space to be provided per 3m².
- 3.7 Based on an approximate total customer floor area of 90m², the parking standards would require a total of 30 car parking spaces to be provided on-site. It is not possible to provide parking in addition to the 5 No. spaces already associated with the unit, meaning that any additional parking will take place on-street.
- 3.8 In general terms, peak demand for the taproom will be in the evening (refer to Section 5.0 of this Report) when on-street parking demand from most other occupiers in the industrial park has reduced significantly being after normal office hours. The presence of on-street restrictions in the form of double yellow lines ensures that staff and customers will only be able to park in spaces deemed safe and suitable by the Local Highway Authority.

Parking Survey

- 3.9 In accordance with the comments received from the Highways Officer, an on-street parking survey was undertaken in order to determine the available on-street capacity at the peak times when the taproom is likely to be open. The parking survey was undertaken by Bearwood Brewing (with CE providing a survey template and brief) on Thursday 9th, Friday 10th and Saturday 11th October 2025.
- 3.10 The survey provides a 'snapshot' of parking conditions along Fishponds Lane extending approximately 250m northeast of the site and along Oaklands Park extending approximately 200m south of the site (a 2-3 minute walk¹). CE identified areas within this survey extent where on-street parking could legally take place (labelled as A to G on the Parking Survey Map contained within Appendix 4 of this Report).
- 3.11 CE then calculated the available parking capacity by measuring the length of each area between obstructions (e.g. double yellow lines and dropped kerbs) in metres and dividing by 6m to get the number of potential parking spaces, which are shown below. Although the industry standard Lambeth Methodology advises to use 5m per parking space (to allow for variations in private car length), 6m per space has been assumed in order to provide a more robust assessment. Each identified area therefore provides the following potential number of on-street car parking spaces:
- Area A = 2 spaces;
 - Area B = 9 spaces;
 - Area C = 10 spaces;
 - Area D = 8 spaces;
 - Area E = 2 spaces;
 - Area F = 13 spaces; and
 - Area G = 16 spaces.
- TOTAL = 60 spaces**
- 3.12 The survey comprised recording the number of vehicles parked within each identified area during each time slot allowing the resulting parking stress to be calculated (recorded as a percentage). Large vans and Heavy Goods Vehicle (HGV) tractor units (no trailer) were recorded at 2 spaces occupied, while HGVs with trailers were recorded as 3 spaces occupied.
- 3.13 Table 3.1 below summarises the results of the parking survey within the study area. The full parking survey results are contained within Appendix 4 of this Report.

¹ At 1.4m/s (5.04kph) CIHT document *Providing for Journeys on Foot*

Table 3.1: Parking Survey Results

Time	Thursday 9 th October		Friday 10 th October		Saturday 11 th October	
	Total Spaces Occupied (Available)	Parking Stress	Total Spaces Occupied (Available)	Parking Stress	Total Spaces Occupied (Available)	Parking Stress
Midday	N/A*	N/A*	29 (31)	48%	9 (51)	15%
4pm	32 (28)	53%	20 (40)	33%	8 (52)	13%
6pm	8 (52)	13%	7 (53)	12%	-	-
8pm	5 (55)	8%	9 (51)	15%	13 (47)	22%

*N/A – Not applicable as Taproom closed, opening at 4pm

- 3.14 Table 3.1 shows that a maximum of 32 spaces within the survey extent were occupied out of the 60 available spaces (4pm Thursday 9th October). This resulted in a parking stress of 53% and 28 spaces still being available for parking at a time when the proposed taproom is expected to be relatively quiet.
- 3.15 It can be seen that generally on the weekdays the total number of spaces occupied decreases significantly through the afternoon into the evening. Between 51 and 55 spaces were available at 8pm on the weekdays. This shows that existing on-street parking demand is low at times when peak demand for the proposed taproom is anticipated to occur (from 6pm onwards). On Saturdays between 47 and 52 spaces are likely to be available throughout the day, as would be expected when the industrial park is otherwise not operating.
- 3.16 Furthermore a general observation arising from the survey results was that the majority of the vehicles parked were HGVs (both tractor units only and tractor and trailer combinations) as well as a box van.
- 3.17 Mindful that the above is a robust assessment assuming 6m parking spot lengths, no concerns are identified with respect to on-street parking capacity that would preclude the approval of this application.

Delivery and Servicing Arrangements

- 3.18 Refuse will be collected as per the existing arrangement from the kerbside on Oaklands Park.
- 3.19 Delivery vehicles would serve the site via the retained roller shutter door located on the southeastern building elevation. Furthermore, it is to be noted that the majority of taproom sales will be products already brewed and bottled/canned on-site.

4.0 ACCESSIBILITY & SUSTAINABILITY

- 4.1 This Section considers the accessibility of the site by sustainable modes of transport, specifically walking, cycling and public transport. The nature of the proposed business (serving alcohol) means that not all customers will drive and the site is well located to accommodate non-car modes, as demonstrated below.

Walking

- 4.2 There is a good quality footway network within Wokingham, typical of most towns. For example, there are lit footways located along Fishponds Road and Oaklands Park within the industrial park that provide a pedestrian connection from the site to the surrounding residential areas as well as to the nearest bus stops (further information below).
- 4.3 There are pedestrian crossing facilities located along Molly Millars Lane to allow for safe crossing to access central areas of Wokingham. The nearest of which is a signalised crossing point located approximately 120m northwest of the Fishponds Lane mini-roundabout junction.
- 4.4 Figure 4.1 below illustrates the area accessible by a 20-minute walk from the site. This is based on an approximate walking speed of 1.4m/s and shows that areas of southern and central Wokingham are within a comfortable walking distance.

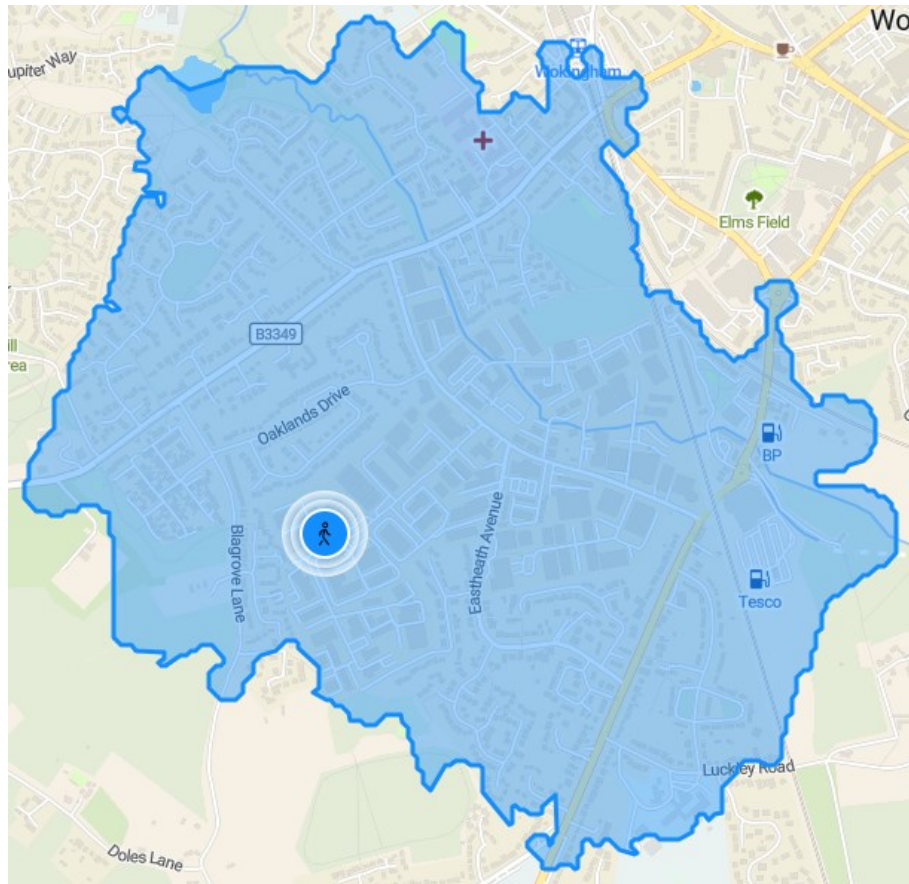


Figure 4.1: Walkable distance accessible from the site in 20 minutes
(Source: TravelTime.com)

Cycling

- 4.5 Cycling would predominantly take place on the carriageway within Wokingham and the immediate surrounding area.
- 4.6 Figure 4.2 below shows the area accessible by a 20-minute cycle from the site. This is based on an approximate cycle speed of 20kph (12.4mph) and suggests that all of Wokingham, including a number of the surrounding settlements such as Barkham and Finchampstead are all within cycling distance.

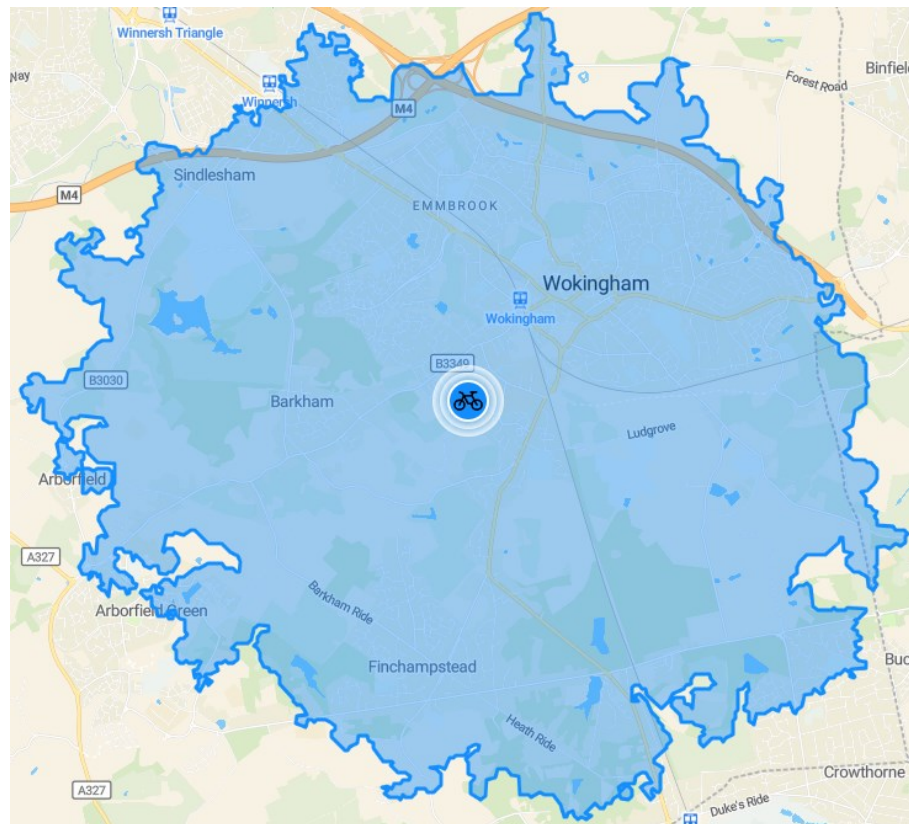


Figure 4.2: Cycle distance accessible from the site in 20 minutes
(Source: TravelTime.com)

Public Transport - Bus

- 4.7 The nearest set of bus stops to the site are located on Molly Millars Lane and are known as 'Oaklands Drive', located approximately 600m northeast of the site which is an approximate seven-minute walk¹. These stops each comprise a bus flag, timetable information, shelter, seating and are lit.
- 4.8 The No. 125 service operated by Thames Valley Buses predominantly serves these stops and provides three return journeys Monday to Friday into Wokingham town centre and to Crowthorne via Finchampstead. This service provides two return journeys on Saturday and does not run on Sundays. In addition, the Nos. 125A and 125B services also operated by Thames Valley Buses provide further journeys to the abovementioned destinations.
- 4.9 A more frequent service, the No. 3 operated by Reading Buses, serves the stops known as 'Molly Millars Lane' on Barkham Road which is an approximate 850m / 10-minute walk¹ from the site. This service runs approximately every 30 minutes during the day and every hour in the evening Monday to Saturday into Wokingham town centre and into Reading town centre, via Finchampstead, Arborfield and Shinfield. This service runs every hour on Sunday.

- 4.10 The No. 3 runs late into the evening making it a viable option for both staff and customers to use once the taproom is closed for business.

5.0 VEHICLE TRIP GENERATION

Weekday

- 5.1 In order to provide an understanding of the predicted trip generation arising from the proposed taproom, reference has been made to the TRICS database. Although there is no direct category to suit the proposal, the nearest alternative is the category '*Public House (without restaurant)*' which has been used here.
- 5.2 During the filtering process, sites with weekend surveys were removed and the survey selection included sites within England (excluding London), Wales and Scotland. Due to limitations within the database, the date range was extended to allow for a greater number of available survey sites. This resulted in a total of nine sites being selected after the initial filtering process. Following a review of each site, a further two sites were removed as they had a much higher level of local public transport provision.
- 5.3 The assessment and filtering process resulted in seven survey sites being selected from the TRICS database with comparable characteristics to the development site.
- 5.4 The TRICS analysis resulted in predicted vehicle trip generation rates per 100m². The derived average weekday AM, PM and development peak hour trip generation rates are summarised in Table 5.1, whilst the resulting volume of vehicle trips for the proposed use, based on an available customer floor area of approximately 90m² is provided in Table 5.2. The full TRICS data is included within Appendix 5 of this Report.

Table 5.1: Weekday Vehicle Trip Generation Rates for Proposed Use (per 100m²)

Public House	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	N/A	N/A	N/A
PM Peak Hour (17:00-18:00)	5.403	4.301	9.704
Development Peak Hour (20:00-21:00)	6.114	5.581	11.695

Table 5.2: Predicted Volume of Weekday Vehicle Trips for Proposed Use (90m²)

Public House	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	N/A	N/A	N/A
PM Peak Hour (17:00-18:00)	5 vph	4 vph	9 vph
Development Peak Hour (20:00-21:00)	5 vph	5 vph	10 vph

vph = vehicles per hour vpd = vehicles per day

Weekend

- 5.5 In order to provide an understanding of the level of predicted weekend trip generation for the proposed use of the site, reference has again been made to the TRICS database. The same filtering process as described above for the weekday assessment was followed, with the exception being that sites with weekday surveys were now excluded.
- 5.6 This resulted in a total of five sites being selected after the initial filtering process. Following a review of each site, a further singular site was removed as it was located in a more rural area.
- 5.7 The assessment and filtering process resulted in four survey sites being selected from the TRICS database with comparable characteristics to the development site.
- 5.8 The TRICS analysis resulted in predicted vehicle trip generation rates per 100m². The derived average weekend development peak hour trip generation rates are summarised in Table 5.3, whilst the resulting volume of vehicle trips for the proposed use, based on an available customer floor area of approximately 90m² is provided in Table 5.4. The full TRICS data is included within Appendix 5 of this Report.

Table 5.3: Weekend Vehicle Trip Generation Rates for Proposed Use (per 100m²)

Public House	Arrivals	Departures	Total
Development Peak Hour (17:00-18:00)	0.952	1.524	2.476

Table 5.4: Predicted Volume of Weekend Vehicle Trips for Proposed Use (90m²)

Public House	Arrivals	Departures	Total
Development Peak Hour (17:00-18:00)	1 vph	1 vph	2 vph

vph = vehicles per hour vpd = vehicles per day

Summary

- 5.9 As seen in Table 5.2 above, the proposed taproom will not generate any trips in the typical weekday AM network peak hour period due to the hours of operation. The proposal is predicted to generate nine two-way trips in the typical weekday PM network peak hour and 10 two-way trips in the weekday development peak hour (20:00-21:00).
- 5.10 The TRICS data shows that the development peak hour is 20:00-21:00, supporting the assertion that peak demand for car parking will be when pressure for on-street parking arising from other uses in the industrial park has reduced. This is supported by the business's

operational hours and results of the parking survey (described in Section 3.0), which shows that demand for on-street parking reduced after 18:00 on Thursday and Friday.

- 5.11 In addition, there is potential for customers to arrive on foot from the surrounding units in the industrial park after they have finished work for the day. These people are likely to already have a car parked in the industrial park and will therefore not be adding to the local parking demand.
- 5.12 Overall, the level of trip generation presented in Tables 5.2 and 5.4 is modest and is unlikely to materially impact the operation of the existing local highway network, and therefore no further analysis is deemed necessary.

6.0 SUMMARY & CONCLUSIONS

- 6.1 This *Transport Statement* has been prepared by Cole Easdon Consultants Limited (CE) on behalf of Bearwood Brewing to support a planning application (reference: 251958) for a proposed taproom at their existing brewing premises at Unit 11 Anglo Industrial Park, Fishponds Road, Wokingham.
- 6.2 This Report has considered the highway and transportation matters associated with the proposal, including an appraisal of the local highway network and personal injury accident record, an analysis of the site's accessibility by sustainable transport modes, parking provision and access arrangements, and the predicted trip generation.
- 6.3 The findings of this Report are summarised as follows:
- the application seeks approval for the provision of a taproom on-site, alongside the change of use of the building from Use Classes E (light industrial) and B8 (storage and distribution) to sui generis;
 - the taproom and bar would be located on a new mezzanine level in the building, accessed via a stairwell;
 - the proposals would have no impact on the operation of the existing on-site brewing facility, but would allow the brewery to sell their products for customers to enjoy 'in-house';
 - the site is located within Anglo Industrial Park, to the southwest of Wokingham town centre;
 - the site will continue to be accessed off Fishponds Road / Oaklands Park which form the main route through the industrial park;
 - the local highway network exhibits a good road safety record and there are no highway safety reasons to preclude the development as proposed;
 - the taproom is anticipated to be open between 16:00 and 22:00 on Monday to Thursday and between 12:00 and 23:00 on Friday and over the weekend;
 - there are five car parking spaces allocated to the site;
 - on-street parking is available along Fishponds Road and Oaklands Park outside of the double yellow lined sections;
 - a parking survey indicates that there is significant capacity for on-street parking during times when the taproom is proposed to be open;
 - kerbside refuse collections will continue as existing;
 - deliveries will be made to the retained roller shutter door located on the southeastern building elevation;
 - the site benefits from being located within walking and cycling distance of Wokingham town centre. There are also bus services available that route within Wokingham as well as to a number of the surrounding settlements; and

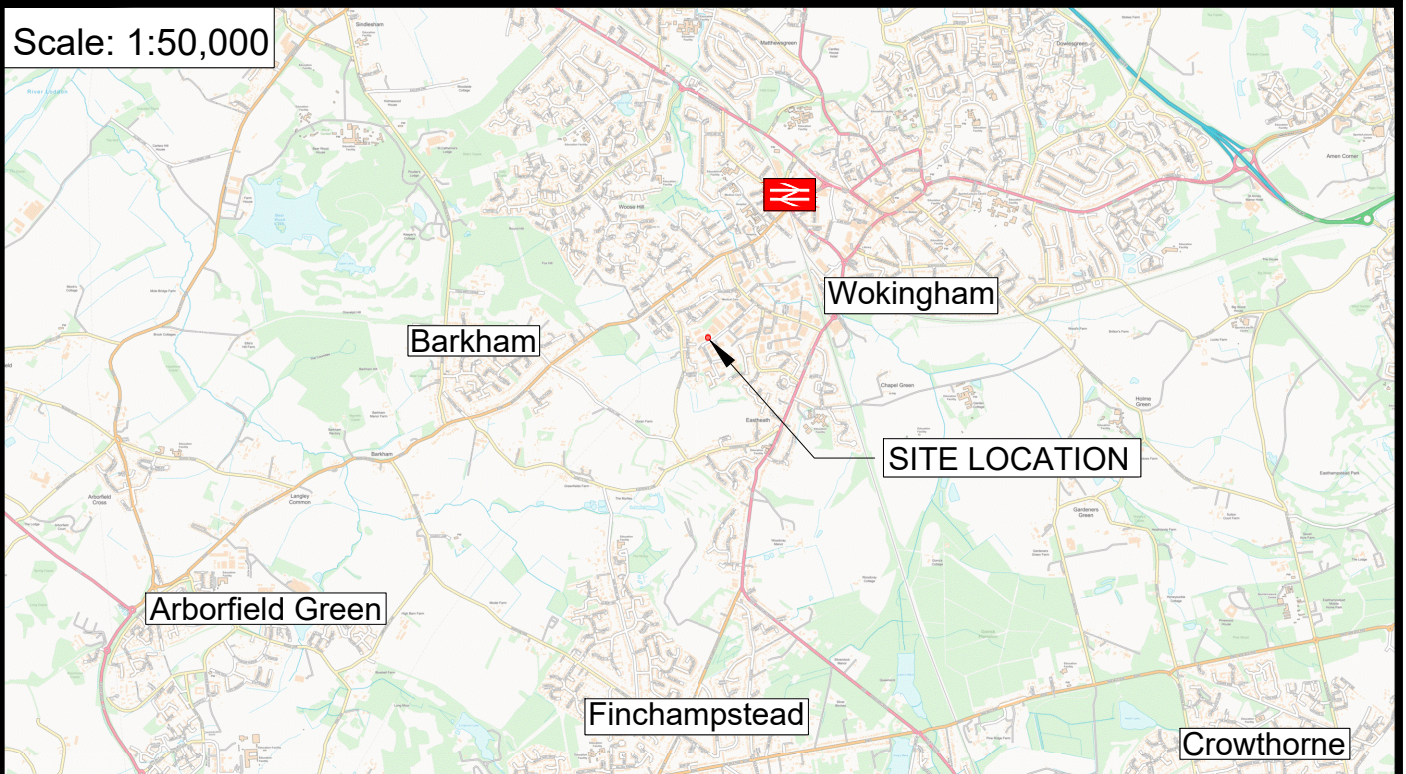
- the proposed development will generate a modest level of vehicle movements, primarily outside of the traditional weekday AM and PM peak hour periods.

6.4 Based on the information provided above, and when assessing the proposal in the context of the *National Planning Policy Framework* (December 2024), it is concluded that there will be no severe residual cumulative impacts resulting from the development, nor an unacceptable impact on highway safety. Therefore, this application should not be prevented or refused on highway grounds.

Cole Easdon Consultants Limited
October 2025

Appendix 1

Scale: 1:50,000



Scale 1:50,000

0 1000m 2500m 5000m

Scale: 1:10,000



Contains OS Data © Crown
Copyright and Database right (2022)

Scale 1:10,000

0 100m 250m 500m 1000m



© Copyright



01793 619 965 | cec@ColeEasdon.com | www.ColeEasdon.com

Job Title:

Bearwood Brewing
Anglo Industrial Park
Wokingham

Drawing Title:

Site Location Plan

Client:

Bearwood Brewing

Drawn By

CH

Checked By

BE

Date Drawn

October 2025

Drawing No.

10762/201

Drawing Status:

FOR COMMENT	
FOR PLANNING	
FOR TENDER	
FOR APPROVAL	
FOR CONSTRUCTION	
AS BUILT	

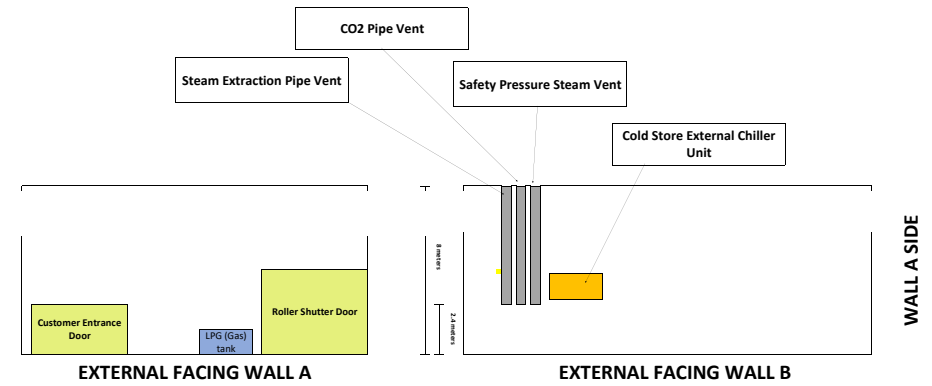
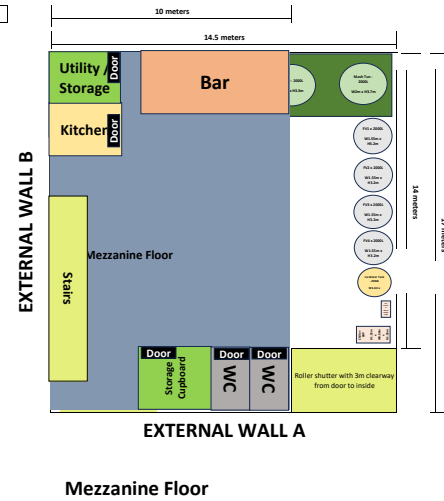
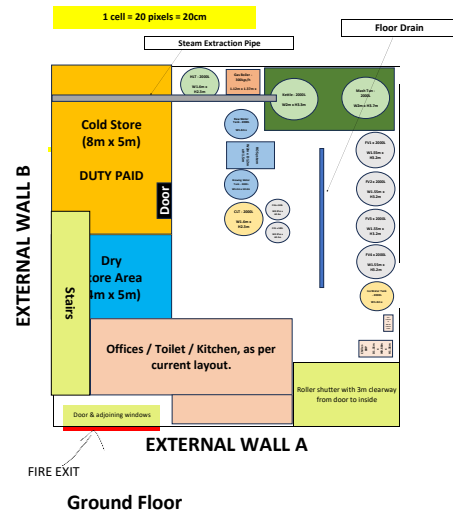
Scale

As Shown (A4)

Revision

-

Appendix 2



Appendix 3



Validated Data

Crash Date: Tuesday, August 10, 2021

Time of Crash: 12:15:00

Crash Reference: 2021430357947

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: Wokingham

Vehicles: 2

Local Authority: Wokingham

OS Grid Reference: 480382 167976

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

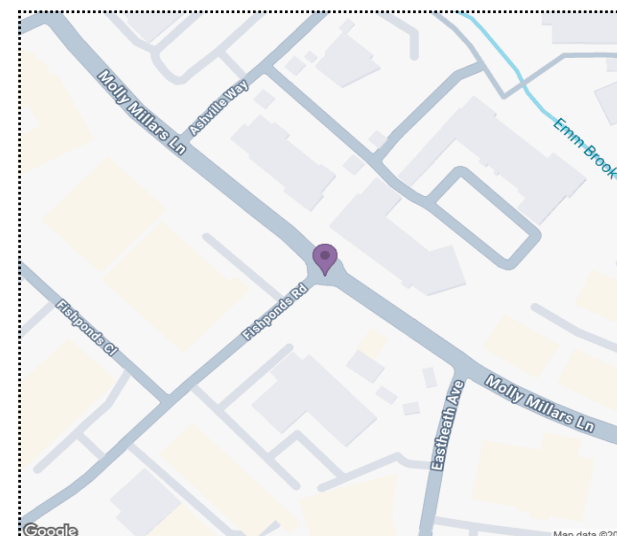
Carriageway Hazards: None

Junction Detail: Mini roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Tuesday, August 10, 2021

Time of Crash: 12:15:00

Crash Reference: 2021430357947

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	3	Male	Unknown	Vehicle is in the act of turning right	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Highest Injury Severity: Slight **Road Number:** U

Highway Authority: Wokingham **Casualties:** 1

Local Authority: Wokingham **Vehicles:** 2

Weather Description: Fine without high winds **OS Grid Reference:** 480368 167965

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

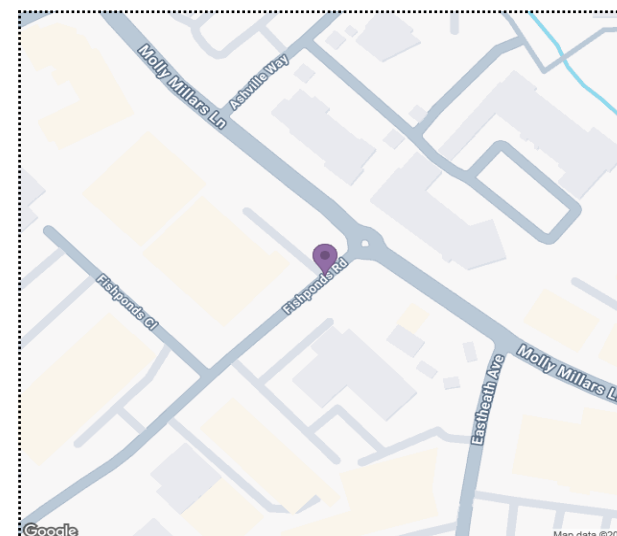
Carriageway Hazards: None

Junction Detail: Mini roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

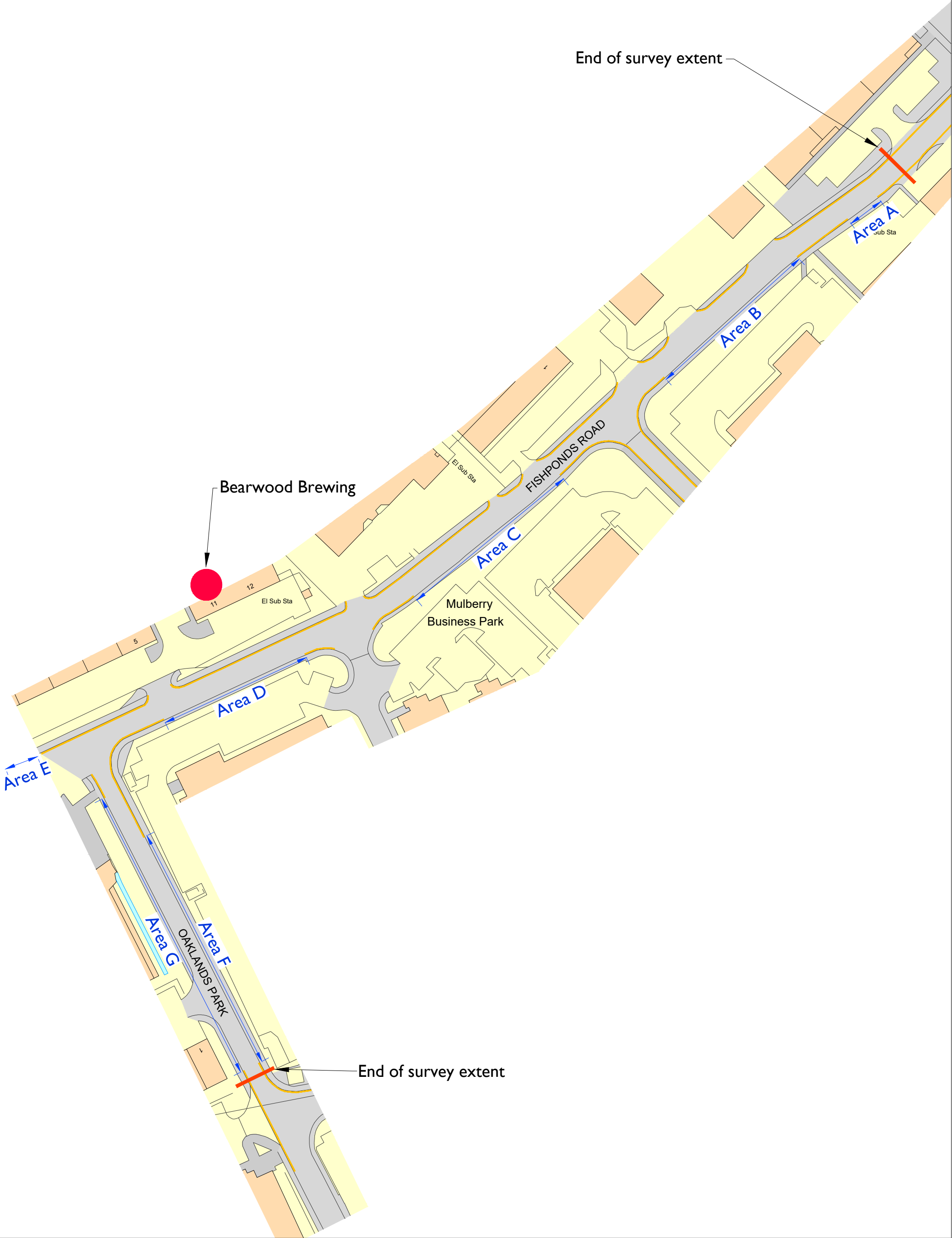
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	Unknown	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix 4

Bearwood Brewing Parking Survey Map



10762 Bearwood Brewing, Wokingham - Parking Survey Results

Area	Approx. Length (m)	Available Spaces	Thursday 9th October														
			4pm					6pm					8pm				
			Cars	Vans	HGV	Total Spaces Occupied	Stress	Cars	Vans	HGV	Total Spaces Occupied	Stress	Cars	Vans	HGV	Total Spaces Occupied	Stress
A	13	2	2	0	0	2	100%	1	0	0	1	50%	0	0	0	0	0%
B	56	9	6	0	0	6	67%	2	1	0	3	33%	1	1	0	2	22%
C	60	10	6	0	2	10	100%	0	0	2	4	40%	1	0	1	3	30%
D	50	8	5	0	1	8	100%	0	0	0	0	0%	0	0	0	0	0%
E	12	2	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0	0%
F	80	13	4	2	0	6	46%	0	0	0	0	0%	0	0	0	0	0%
G	98	16	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0	0%

Area	Approx. Length (m)	Available Spaces	Friday 10th October																			
			Midday					4pm					6pm					8pm				
			Cars	Vans	HGV	Total Spaces Occupied	Stress	Cars	Vans	HGV	Total Spaces Occupied	Stress	Cars	Vans	HGV	Total Spaces Occupied	Stress	Cars	Vans	HGV	Total Spaces Occupied	Stress
A	13	2	1	0	0	1	50%	1	0	0	1	50%	0	0	0	0	0%	0	0	0	0	0%
B	56	9	7	2	0	9	100%	6	0	0	6	67%	3	1	0	4	44%	4	1	0	5	56%
C	60	10	4	2	2	10	100%	2	0	2	6	60%	1	1	0	2	20%	1	0	0	1	10%
D	50	8	3	0	1	6	75%	2	0	1	5	63%	0	0	1	3	38%	0	0	1	3	38%
E	12	2	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0	0%
F	80	13	3	0	0	3	23%	1	1	0	2	15%	0	0	0	0	0%	0	0	0	0	0%
G	98	16	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0	0%

Area	Approx. Length (m)	Available Spaces	Saturday 11th October														
			Midday					4pm					8pm				
			Cars	Vans	HGV	Total Spaces Occupied	Stress	Cars	Vans	HGV	Total Spaces Occupied	Stress	Cars	Vans	HGV	Total Spaces Occupied	Stress
A	13	2	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0	0%
B	56	9	1	0	0	1	11%	1	0	0	1	11%	5	1	0	6	67%
C	60	10	0	0	2	4	40%	0	0	2	4	40%	0	0	2	4	40%
D	50	8	0	0	1	3	38%	0	0	1	3	38%	0	0	1	3	38%
E	12	2	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0	0%
F	80	13	1	0	0	1	8%	0	0	0	0	0%	0	0	0	0	0%
G	98	16	0	0	0	0	0%	0	0	0	0	0%	0	0	0	0	0%

Key:

Car = 1 space

Van = 1 space

Box van = 2 spaces

HGV (tractor unit only) = 2 spaces

HGV (tractor + trailer) = 3 spaces

Appendix 5

Audit Code: 060fb1ac-56ae-441c-bd5e-1dca44221527

Filtering Summary:

Land Use: 06/I HOTEL, FOOD & DRINK/PUBLIC HOUSE (WITHOUT RESTAURANT)

Selected Trip Rate Calculation Parameter Range: 120 - 750 sqm GFA

Actual Trip Rate Calculation Parameter Range: 120 - 750 sqm GFA

Date Range: Minimum: 01/01/2006 Maximum: 24/06/2022

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Tuesday	2
---------	---

Main Location Types selected:

Edge of Town	1
--------------	---

Edge of Town Centre	1
---------------------	---

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	2
----------------------------	---

Population <1 Mile ranges selected:

25,001 to 50,000	2
------------------	---

Audit Code: 060fb1ac-56ae-441c-bd5e-1dca44221527

Population <5 Mile ranges selected:

125,001 to 250,000	2
--------------------	---

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	1

PTAL Rating:

No PTAL Present	2
-----------------	---

Audit Code: 060fb1ac-56ae-441c-bd5e-1dca44221527

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK
Category: I - PUBLIC HOUSE (WITHOUT RESTAURANT)
Selected Vehicle Type: Total Vehicles

Selected regions and areas:

05	EAST MIDLANDS	
	LN	LINCOLNSHIRE
	NN	NORTH NORTHAMPTONSHIRE
06	WEST MIDLANDS	
	WM	WEST MIDLANDS
	WO	WORCESTERSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS	KIRKLEES
08	NORTH WEST	
	GM	GREATER MANCHESTER
10	WALES	
	CF	CARDIFF

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

Audit Code: 060fb1ac-56ae-441c-bd5e-1dca44221527

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	120 to 750 (units:sqm)
Range Selected by User:	120 to 750 (units:sqm)
Parking Spaces Range:	0 - 81

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/06 to 24/06/22

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:

Friday	5 days
Tuesday	2 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Edge of Town Centre	2 days
Neighbourhood Centre (PPS6 Local Centre)	1 days
Suburban Area (PPS6 Out of Centre)	1 days
Town Centre	1 days

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

Selected Location Sub Categories:

Built-Up Zone	1 days
No Sub Category	2 days
Residential Zone	3 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	7 days
-----------------------------	--------

Audit Code: 060fb1ac-56ae-441c-bd5e-1dca44221527

Secondary Filtering Selection:

Use Class:

Sui Generis 7 surveys

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

Population within 500m Range:

0 - 0

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
25,001 to 50,000	4 surveys

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 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	4 surveys

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

Audit Code: 060fb1ac-56ae-441c-bd5e-1dca44221527

Petrol filling station:

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

Travel Plan:

No 7 surveys

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

PTAL Rating:

No PTAL Present 7 surveys

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

COVID-19 Restrictions:

No

Audit Code: 060fb1ac-56ae-441c-bd5e-1dca44221527

LIST OF SITES relevant to selection parameters:

Site 1:	CF-06-I-01	Gross floor area:	338 sqm
Development Name:	PUBLIC HOUSE	Survey Date:	07/11/2006
Location:	CARDIFF	Survey Day:	Tuesday
Postcode:	CF3 5UN		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 2:	GM-06-I-01	Gross floor area:	175 sqm
Development Name:	PUBLIC HOUSE	Survey Date:	25/11/2014
Location:	ROCHDALE	Survey Day:	Tuesday
Postcode:	OL12 9TB		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	KS-06-I-01	Gross floor area:	600 sqm
Development Name:	PUBLIC HOUSE	Survey Date:	25/04/2014
Location:	LIVERSEDGE	Survey Day:	Friday
Postcode:	WF15 6JR		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 4:	LN-06-I-01	Gross floor area:	510 sqm
Development Name:	PUBLIC HOUSE	Survey Date:	14/06/2013
Location:	GRANTHAM	Survey Day:	Friday
Postcode:	NG31 6NU		
Main Location Type:	Town Centre		
Sub Location Type:	Built-Up Zone		
PTAL:	n/a		
Site 5:	NN-06-I-01	Gross floor area:	190 sqm
Development Name:	PUBLIC HOUSE	Survey Date:	18/05/2007
Location:	NEAR NORTHAMPTON	Survey Day:	Friday
Postcode:	NN6 9PN		
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)		
Sub Location Type:	Village		
PTAL:	n/a		
Site 6:	WM-06-I-01	Gross floor area:	600 sqm
Development Name:	PUBLIC HOUSE	Survey Date:	28/09/2007
Location:	COVENTRY	Survey Day:	Friday
Postcode:	CV5 8JN		
Main Location Type:	Suburban Area (PPS6 Out of Centre)		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 7:	WO-06-I-01	Gross floor area:	400 sqm
Development Name:	PUBLIC HOUSE	Survey Date:	05/05/2006
Location:	KIDDERMINSTER	Survey Day:	Friday
Postcode:	DY11 5JN		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Audit Code: 060fb1ac-56ae-441c-bd5e-1dca44221527

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	400	1.000	2.750	3.750
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	382	1.178	0.982	2.160
11:00-12:00	6	369	1.672	0.994	2.666
12:00-13:00	7	402	2.631	1.280	3.911
13:00-14:00	7	402	2.808	2.524	5.332
14:00-15:00	7	402	2.417	2.453	4.870
15:00-16:00	7	402	2.773	2.382	5.155
16:00-17:00	7	402	3.875	2.524	6.399
17:00-18:00	7	402	5.403	4.301	9.704
18:00-19:00	7	402	4.692	4.515	9.207
19:00-20:00	7	402	4.941	5.581	10.522
20:00-21:00	7	402	6.114	5.581	11.695
21:00-22:00	7	402	4.977	5.937	10.914
22:00-23:00	7	402	2.560	3.910	6.470
23:00-00:00	6	369	1.491	3.660	5.151
Total Rates:			48.532	49.374	97.906

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 060fb1ac-56ae-441c-bd5e-1dca44221527

Parameter Summary:

Trip rate parameter range selected:	120 - 750 (units: sqm)
Survey date date range:	05/05/2006 - 25/11/2014
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: a2ce05ca-7dc6-401f-990f-fc38f1b101d0

Filtering Summary:

Land Use: 06/I HOTEL, FOOD & DRINK/PUBLIC HOUSE (WITHOUT RESTAURANT)

Selected Trip Rate Calculation Parameter Range: 120 - 750 sqm GFA

Actual Trip Rate Calculation Parameter Range: 120 - 750 sqm GFA

Date Range: Minimum: 01/01/2006 Maximum: 24/06/2022

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Audit Code: a2ce05ca-7dc6-401f-990f-fc38f1b101d0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK
Category: I - PUBLIC HOUSE (WITHOUT RESTAURANT)
Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
11	SCOTLAND		
	HI	HIGHLAND	1 day

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

Audit Code: a2ce05ca-7dc6-401f-990f-fc38f1b101d0

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	120 to 750 (units:sqm)
Range Selected by User:	120 to 750 (units:sqm)
Parking Spaces Range:	0 - 81

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/06 to 24/06/22

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:

Saturday	3 days
Sunday	1 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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

Selected Locations:

Edge of Town	3 days
Edge of Town Centre	1 days

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

Selected Location Sub Categories:

No Sub Category	2 days
Residential Zone	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	1 days

Audit Code: a2ce05ca-7dc6-401f-990f-fc38f1b101d0

Secondary Filtering Selection:

Use Class:

Sui Generis	4 surveys
-------------	-----------

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

Population within 500m Range:

0 - 0

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
25,001 to 50,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	3 surveys

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

Audit Code: a2ce05ca-7dc6-401f-990f-fc38f1b101d0

Petrol filling station:

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

Travel Plan:

No 4 surveys

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

PTAL Rating:

No PTAL Present 4 surveys

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

COVID-19 Restrictions:

No

Audit Code: a2ce05ca-7dc6-401f-990f-fc38f1b101d0

LIST OF SITES relevant to selection parameters:

Site 1:	HF-06-I-01	Gross floor area:	120 sqm
Development Name:	PUBLIC HOUSE	Survey Date:	10/07/2016
Location:	SAWBRIDGEWORTH	Survey Day:	Sunday
Postcode:	CM21 9BX		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	HI-06-I-01	Gross floor area:	200 sqm
Development Name:	PUBLIC HOUSE	Survey Date:	06/05/2006
Location:	INVERNESS	Survey Day:	Saturday
Postcode:	IV2 4SD		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 3:	NN-06-I-02	Gross floor area:	655 sqm
Development Name:	PUBLIC HOUSE	Survey Date:	25/06/2022
Location:	KETTERING	Survey Day:	Saturday
Postcode:	NN16 9AL		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	NY-06-I-02	Gross floor area:	600 sqm
Development Name:	PUBLIC HOUSE	Survey Date:	19/09/2009
Location:	SCARBOROUGH	Survey Day:	Saturday
Postcode:	YO12 5DT		
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WX-06-I-01	27-09-2014	Ireland site

Audit Code: a2ce05ca-7dc6-401f-990f-fc38f1b101d0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	2	160	1.250	0.938	2.188
11:00-12:00	3	325	0.718	1.333	2.051
12:00-13:00	4	394	0.635	0.190	0.825
13:00-14:00	4	394	1.397	0.825	2.222
14:00-15:00	4	394	0.889	0.762	1.651
15:00-16:00	4	394	0.952	0.762	1.714
16:00-17:00	4	394	1.143	0.825	1.968
17:00-18:00	4	394	0.952	1.524	2.476
18:00-19:00	4	394	0.698	0.444	1.142
19:00-20:00	4	394	1.206	0.698	1.904
20:00-21:00	4	394	1.270	1.143	2.413
21:00-22:00	4	394	0.762	1.016	1.778
22:00-23:00	4	394	0.571	1.460	2.031
23:00-00:00	4	394	0.127	0.825	0.952
Total Rates:			12.570	12.745	25.315

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: a2ce05ca-7dc6-401f-990f-fc38f1b101d0

Parameter Summary:

Trip rate parameter range selected:	120 - 750 (units: sqm)
Survey date date range:	06/05/2006 - 25/06/2022
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	1
Surveys automatically removed from selection:	3
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.