



TECHNICAL NOTE

READING ROAD,
ARBORFIELD, WOKINGHAM

DOCUMENT CONTROL

project number: AD3776			report reference: ADC3776-RP-A	
version	date	author	reviewer	comments
1		Matt Tatler		internal draft
2	27/03/2025	Matt Tatler	Tim Cooke	first issue to the client team
3	23/07/2025	Matt Tatler	Tim Cooke	updated following comments

Introduction

1. ADC Infrastructure Limited are commissioned by Tungsten Properties to provide transport and highways advice in support of a proposed employment development on land south of Reading Road in Arborfield, Reading. Wokingham Borough Council are the local planning and highway authority. A general site location is shown in **Figure 1**.

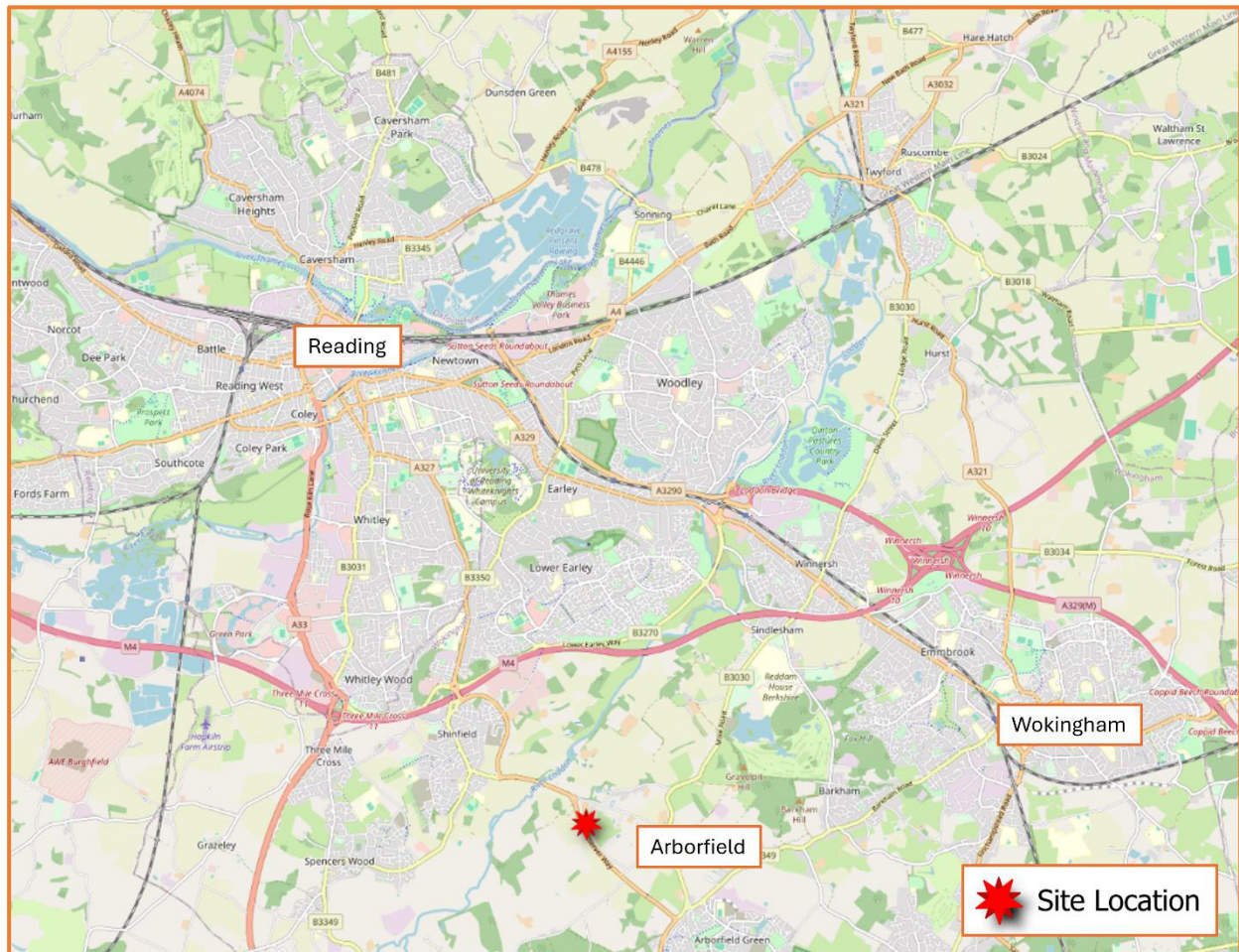


Figure 1: general site location

2. The site benefits from outline planning consent (Ref. 223083) for the erection of up to 11No commercial units to provide 75,197sqft (6,986sqm) GIA of commercial / employment development predominantly within Class B8 and/ or Class E(G) uses with supporting facilities within Class E uses comprising ancillary offices, trade counters, and food/drink facilities.
3. The applicant has since submitted a S73 application in December 2024 to vary the planning condition 2 and vary the scheme. The S73 application was supported by a letter demonstrating that suitable car parking and HGV access would continue to be provided.
4. Further, this Technical Note has been prepared to support a Reserved Matters application and assesses the current development proposals that comprise up to 75,150sqft (6,982sqm) gross internal area spread across seven units. The development would be accessed via a priority controlled T-junction on Reading Road. A development masterplan is contained in **Appendix A**.
5. This note demonstrates that the development would provide safe and suitable access, appropriate car parking and servicing space is provided at each unit, and that the development would not generate a significant impact on the local highway network.

Opportunities for sustainable travel

6. The Transport Assessment produced to support the outline planning application demonstrated that the development site is in a sustainable location and that there would be good opportunities for travel by bus, cycle and on foot.
7. There are two bus stops within walking distance of the site that could form part of a multi-modal site from the larger local centres in the region such as Reading and Wokingham. Wokingham Rail Station provides access to central London, Reading, Redhill, and Gatwick Airport. A 2m wide footway will be provided along the eastern side of the access carriageway with a pedestrian connection to Observer Way providing access to the wider local highway network.

Development

8. The development proposals comprise a total of 75,150sqft (6,982sqm) GIA spread over seven units, as follows. An extract of the development masterplan is shown in **Figure 2**.



Figure 2: extract of the development masterplan

Unit	Size	
	sqft	sqm
1	13,200	1,226
2	5,900	548
3	5,800	539
4	9,500	883
5	10,900	1,013
6	16,600	1,542
7	13,250	1,231
Total	75,150	6,982

Car parking

9. Car, cycle, and motorcycle parking should be provided in accordance with the Wokingham Borough Development Plan¹, referenced in the table below.

Use	Parking Guidance
Class E (G)(iii)/B2	1/25sqm up to 250sqm then 1 per additional 50sqm
B8	1/25sqm up to 250sqm then 1 per additional 200sqm

10. In accordance with the standards above, the proposed development, with 6,982sqm GIA, is recommended to provide the following car parking provision.

Use	Suggested	Provided	% of Suggested	Provision
B2	176	128	73%	1/55sqm
B8	95	128	135%	

11. Each unit would be allocated a number of car parking spaces. The parking provision across each unit is presented in the table below.

Unit	Size (sqm)	Suggested		Provided	B2 Provision	B8 Provision
		B2	B8			
1	1,226	30	15	24	80%	160%
2	548	16	11	8	50%	73%
3	539	16	11	9	56%	82%
4	883	23	13	15	65%	115%
5	1,013	25	14	16	64%	114%
6	1,542	36	16	32	89%	200%
7	1,231	30	15	24	80%	160%
Total	6,982	176	95	128	73%	135%

12. As shown, the development will provide 73% of the suggested 176 car parking spaces in accordance with the standards for B2 use. Nevertheless, the development will over provide for B8 use.
13. Given the above, to demonstrate that a suitable amount of parking is provided for B2 use across the entire development, a car parking accumulation assessment has been undertaken for each unit. The car parking accumulation assessments are contained in **Appendix B**, and a summary is presented in the table below.

¹ Wokingham Borough Development Plan – Adopted Managing Development Delivery Local Plan, February 2014

Unit	Size	Parking Spaces	Maximum Demand	Maximum Occupancy
1	1,226	24	10	42%
2	548	8	5	63%
3	539	9	5	56%
4	883	15	7	47%
5	1,013	16	8	50%
6	1,542	32	12	38%
7	1,231	24	10	42%

14. As shown, the parking provision at all units will accommodate the maximum demand.

Electric Vehicles

15. The proposed development will provide a number of active and passive EV parking spaces at each development unit.
16. Wokingham Council's planning validation checklist requires the submission of an Electric Vehicle Charging Strategy to accompany proposals for development falling within Use Classes E(G), B2 or B8. The Electric Vehicle Charging Strategy is contained in **Appendix C**.

Internal layout

17. **Drawing 3776-ADC-HGN-XX-DR-CH-0100-S1-P01** shows the swept path assessment of a 16.5 metres long articulated HGV accessing the development, turning within each service yard, and reversing into each loading door.
18. **Drawing 3776-ADC-HGN-XX-DR-CH-0101-S1-P01** shows the swept path assessment of a 12 metres long rigid HGV accessing the development site, turning within each service yard, and reversing into each loading door.
19. **Drawing 3776-ADC-HGN-XX-DR-CH-0102-S1-P01** shows the swept path assessment of a 3.5T box van accessing the development site, turning within each service yard, and reversing into each loading door.

Trip generation

20. To determine the forecast vehicle trip generation of the consented scheme, reference was made to the Mayer Brown Transport Assessment². Table 5.1 presented the consented trip generation and is shown in the table below.

Time Period	Arrive	Depart	Two-way
08:00-09:00	14	6	20
17:00-18:00	2	11	13

21. As described above, this Technical Note has been prepared to support a flexible consent that includes Class E(G)(iii), B2 and B8 use. The worst case scenario would be if the entire development was occupied by a tenant operating a B2 use. Therefore, to determine the traffic generation of a B2 use, reference was made to the TRICS database. Sites within the 'Employment – Industrial Unit' category of the TRICS database were interrogated. The TRICS outputs are

² Mayer Brown Transport Assessment – August 2022

contained in **Appendix D** and the resultant traffic generation associated with the proposed scheme is presented below.

Class E(G)(iii) / B2 use – total vehs	Peak	Arrive	Depart	Two-way
Vehicle trips rates (per 100sqm)	AM	0.409	0.088	0.497
	PM	0.007	0.146	0.153
	Daily	2.203	2.126	4.329
Vehicle trips (6,982sqm)	AM	29	6	35
	PM	0	10	10
	Daily	154	148	302

22. To understand the number of HGV trips the proposed development would generate, the average HGV trip rates were extracted from the TRICS database. The TRICS outputs are in **Appendix C**, and the resultant HGV trip rates and traffic generation are shown in the table below.

Class E(G)(iii) / B2 use – HGVs	Peak	Arrive	Depart	Two-way
Vehicle trips rates (per 100sqm)	AM	0.066	0.051	0.117
	PM	0.000	0.000	0.000
	Daily	0.572	0.578	1.150
Vehicle trips (6,982sqm)	AM	5	4	9
	PM	0	0	0
	Daily	40	40	80

Net trip generation

23. The net traffic generation of the proposed scheme is compared to the consented B8 development. This is calculated from the proposed use trip generation in the table at paragraph 18 minus the consented use vehicle trip generation in the table at paragraph 17. The net traffic generation is summarised in the table below.

	AM Peak	PM Peak
Consented use	20	13
Proposed use	35	10
Net	+15	-3

24. As shown, when compared to the consented scheme, the proposed development would generate 15 additional vehicle trips in the morning peak hour, and three less vehicle trips in the evening peak hour.

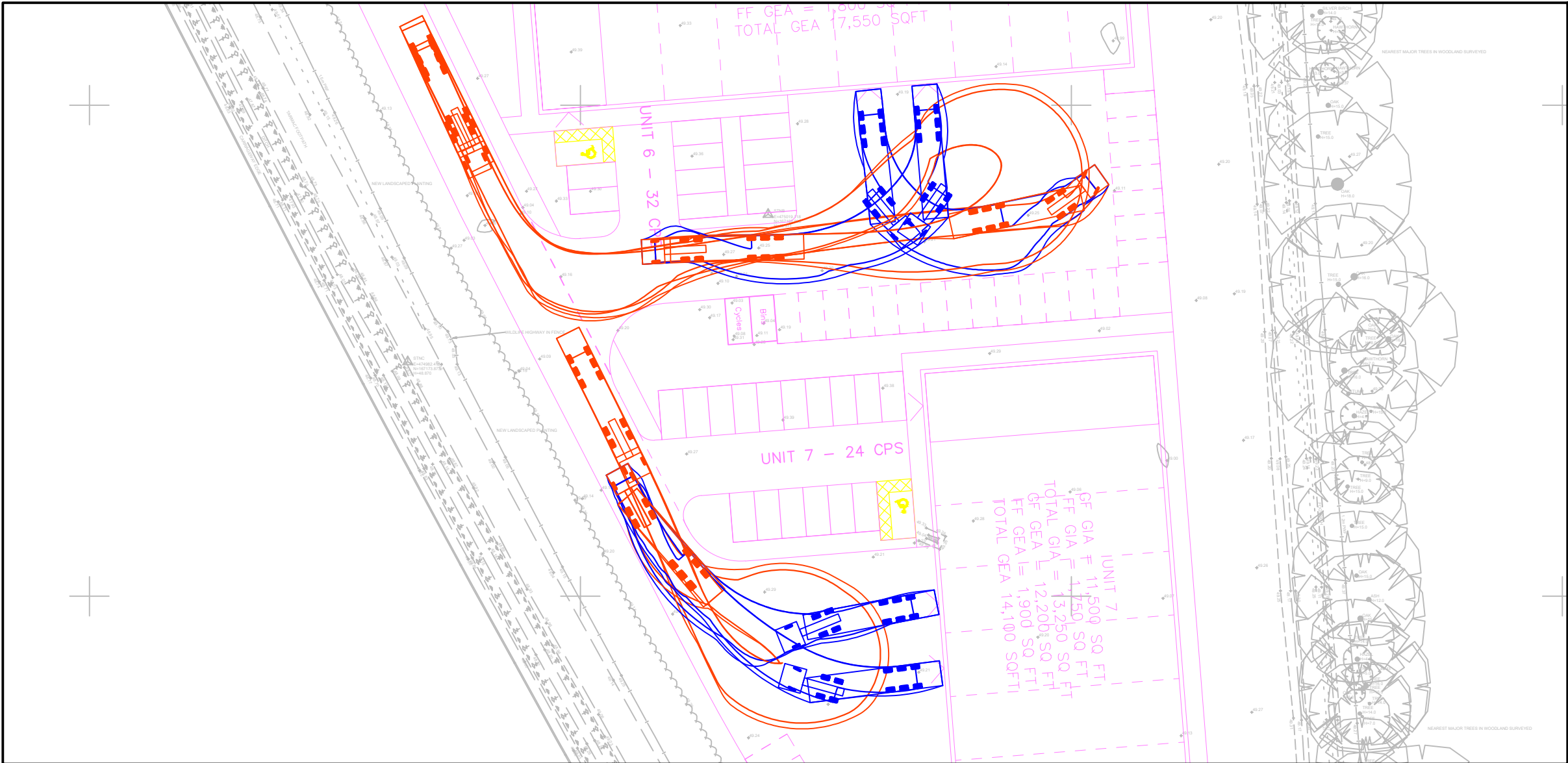
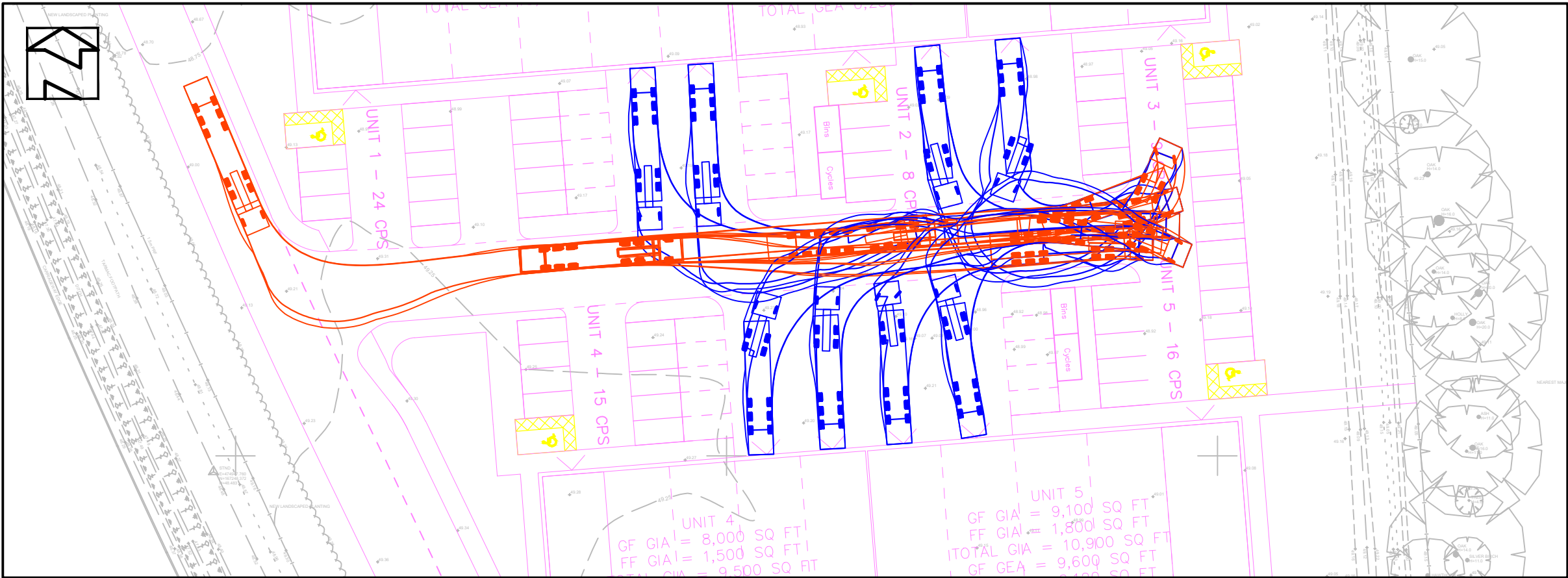
Highway impact

25. The Mayer Brown Transport Assessment assessed the impact of the consented scheme at the site access junction and the Reading Road/Observer Way roundabout. The capacity assessments concluded that there are “*significant levels of spare capacity on the local highway network, and the level of additional vehicle movements associated with the development proposals will not have any material impact on the existing operation of the local highway network.*”
26. As shown above, the development would generate an additional 15 two-way vehicle trips in the morning peak hour. This equates to 0.8% of the 1,726 total in flow recorded at the Reading Road/Observer Way and hence, the Reading Road/Observer Way roundabout will have sufficient capacity to accommodate the additional development traffic.

Summary and conclusions

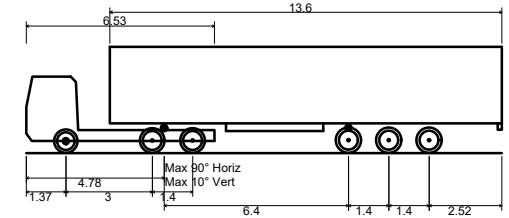
27. ADC Infrastructure Limited are commissioned by Tungsten Properties to provide transport and highways advice in support of a proposed employment development on land to the south of Reading Road in Arborfield, Reading.
28. The site benefits from outline planning consent to erect 11No commercial units to provide 75,197sqft (6,986sqm) GIA of commercial / employment development predominantly within Class B8 use. This Technical Note has been prepared to support a Reserved Matters application and assesses the current development proposals that comprise 75,150sqft (6,982sqm) GIA spread across seven units. To allow the applicant to respond to market conditions over the lifetime of the development, the Reserved Matters application seeks an open Class E(G)(iii)/B2/B8 use.
29. The consented development is forecast to generate up to 20 two-way vehicle trips in the morning peak hour, and 13 vehicle trips in the evening peak hour. The proposed development would result in an increase of 15 two-way vehicles in the morning peak hour and a reduction of three vehicles in the evening peak hour.
30. The Mayer Brown Transport Assessment confirms that there are significant levels of spare capacity on the local highway network and the level of additional vehicle movements associated with the development proposals will not have any material impact on the existing operation of the local road network.
31. The development would generate an increase of 15 two-way vehicle trips in the morning peak hour. This equates to an increase of 0.8% of the 1,726 total in flow recorded at the Reading Road/Observer Way roundabout. As a result the local road network will have sufficient capacity to accommodate the proposed scheme.
32. The development will provide a total of 124 car parking spaces. A car parking accumulation assessment at each unit confirms that the proposed development could sufficiently accommodate the maximum car parking demand. In addition, swept path assessments confirm that the development would sufficiently accommodate HGVs turning, and reversing onto each loading door.
33. Overall, the proposed development would accord with the aims of the NPPF. Safe and suitable access is achievable by all modes and the development would not result in severe impact on the local highway network. It would therefore be unreasonable to prevent the development on highways grounds.

DRAWINGS



General Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.



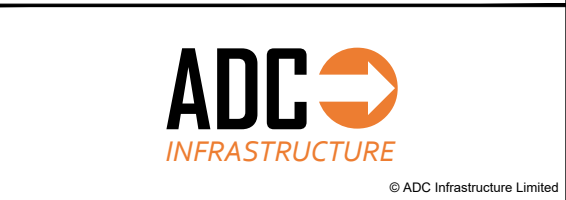
Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m
Kerb to Kerb Turning Radius	

P01	21.03.25	First issue	MT	TC
Rev	Date	Description	Dr	Ch

Client:
Tungsten Properties

Project:
**Observer Way,
Reading**

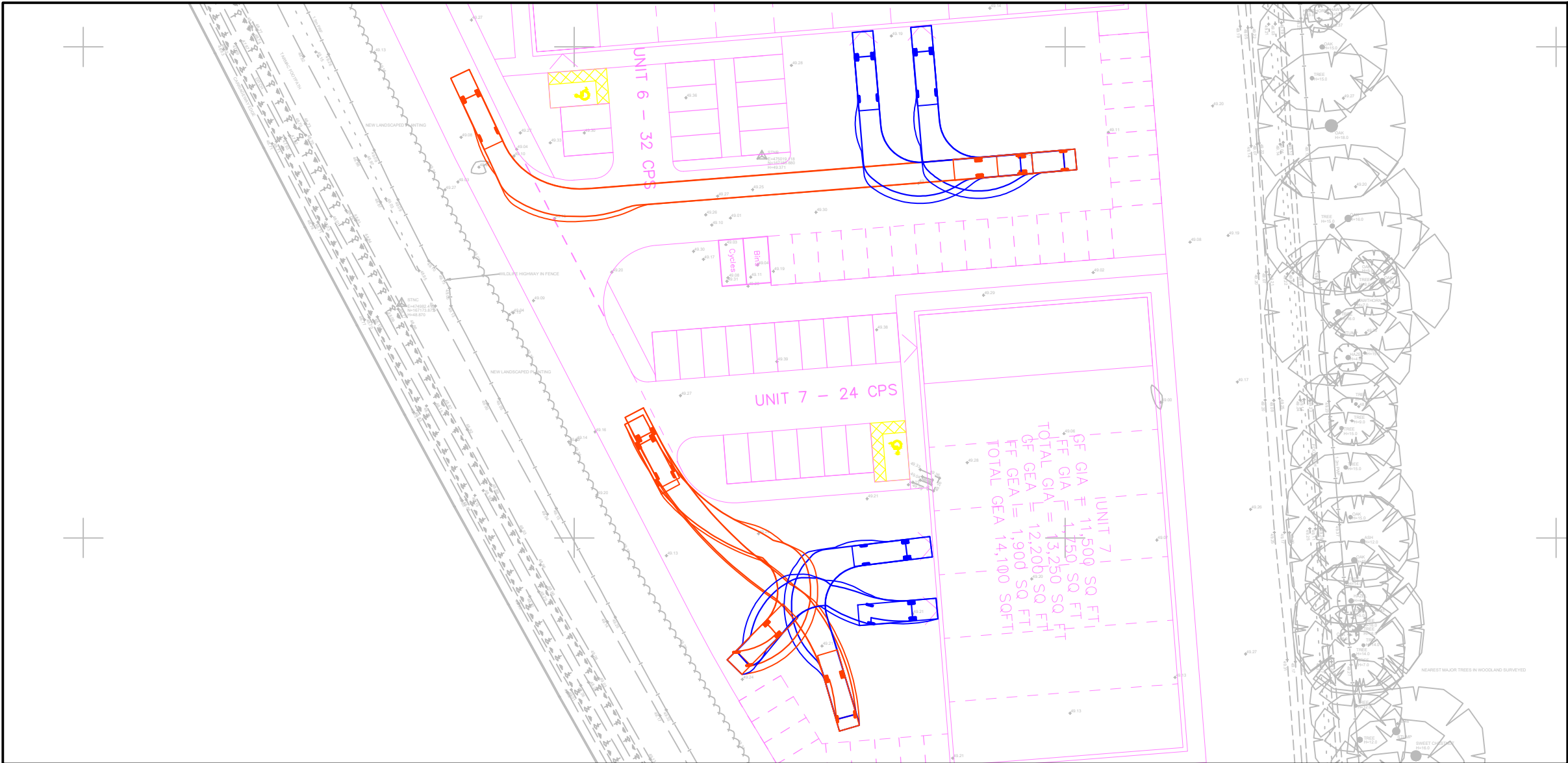
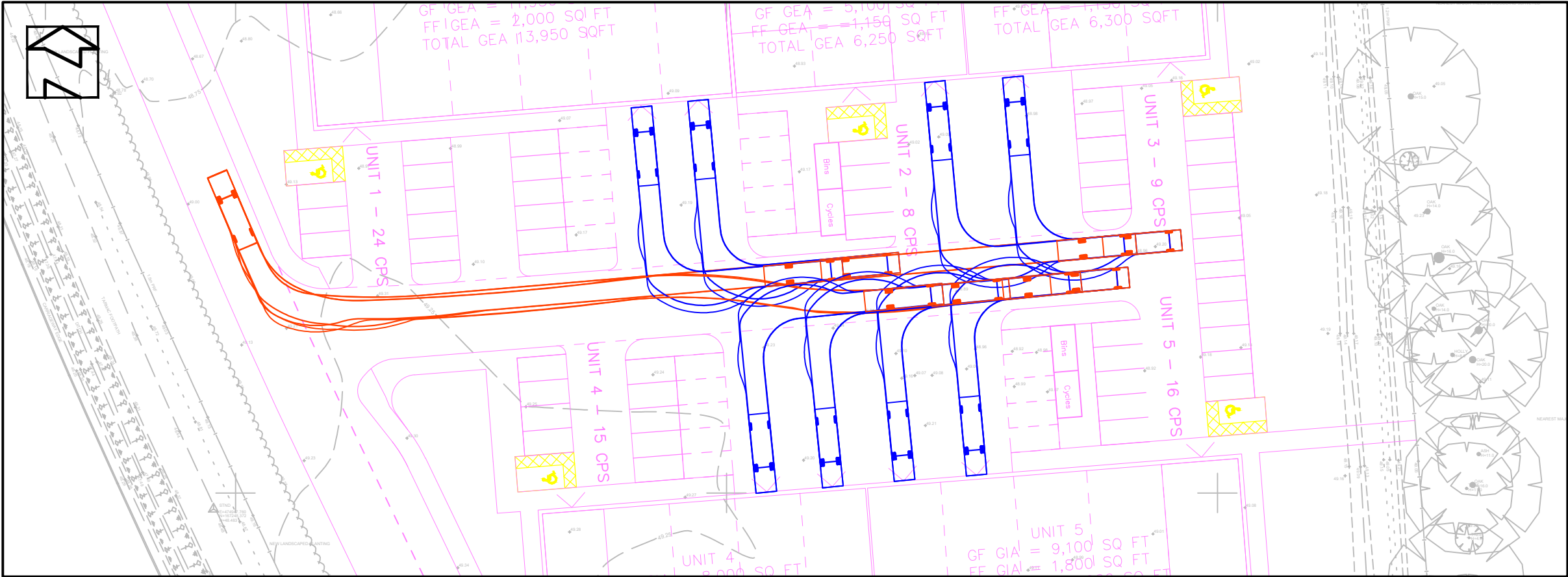
Title:
**Swept Path Assessment
16.5m Artic**



Size:	A3	Scale:	1:500
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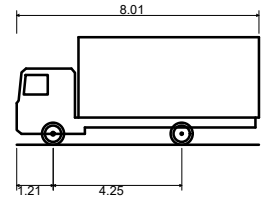
Status:
PRELIMINARY

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3776 - ADC - HGN - XX - DR - CH - 0100	S1	P01						



General Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site.
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3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
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7.5t Box Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

8.01m
2.10m
3.56m
0.35m
2.06m
4.00s
7.40m

P01	21.03.25	First issue	MT	TC
Rev	Date	Description	Dr	Ch

Client:

Tungsten Properties

Project:

Observer Way,
Reading

Title:

Swept Path Assessment
12m Rigid Truck



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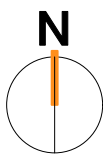
Size:	A3	Scale:	1:500
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Status:	PRELIMINARY
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Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3776 - ADC - HGN - XX - DR - CH - 0102	S1	P01						

APPENDIX A

DEVELOPMENT MASTERPLAN



THIS DRAWING IS COPYRIGHT, AND REMAINS THE PROPERTY OF HTC ARCHITECTS. IT MUST NOT BE REPRODUCED, USED, DISCLOSED OR TRANSMITTED TO THIRD PARTIES IN ANY FORM, IN WHOLE OR IN PART, WITHOUT PRIOR WRITTEN PERMISSION.

DO NOT SCALE!
ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES

SITE LAYOUT KEY	
	Boundary Line
	Cycle Path
	Access From A327
	Existing Footpath (FP22)
	A327 road adjacent
	Proposed Pathways
	Mezzanine level
	Covered bicycle parking
	Bin store
	Foul pumping station
	Unit pedestrian entry
	Unit vehicular entry
	New tree planting

Rev.	Date	Description	Drawn
K	23/07/25	Substation added for reserved matters.	LA
J	01/07/25	Unit floor plans coordinated with the site plan	LA
H	11/12/2024	Unit 6 loading bays repositioned to coordinate with ADC tracking drawing	PH
G	09/12/2024	Hedge row to Western edge of Observer Way reinstated, coordinated with landscaping scheme	PH
F	02/12/2024	Existing trees adjacent entrance amended following discussion with planning consultant	PH
E	02/12/2024	Updated to incorporate latest landscaping scheme received 29.11.24	PH
D	02/12/2024	Landscaping scheme amended to include specialist consultant information	DW

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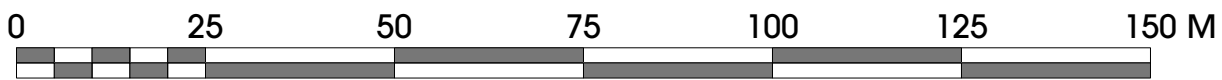
Client
Tungsten Properties

Project
Observer Park, Arborfield,
Reading

Drawing Title
Illustrative Masterplan

Date 20/08/2024
Status PLANNING
Scale 1:1000 Size A1
Drawn PH Checked DW
Job no. 3389 Dwg no. P403 Rev. K

- Pedestrian Crossing
- Highlighted Red elements to be removed / amended to facilitate new access road
- Pedestrian Crossing
- Existing ditch to be realigned / culverted to accommodate new access road
- Existing access road (with improvements)
- Pedestrian Crossing
- Attenuation basin
- Connection to cycle path
- Foul pump station
- Proposed native hedgerow and native tree planting. Refer to landscape proposals
- Red line indicates site boundary
- Existing cycle path
- Lorry loading bay
- Existing relief road strategic planting
- Enhanced soft landscaping zone
- Soft landscaped amenity (picninc) space



1 **Proposed Site Plan**
Scale: 1:1000

- New link to existing footpath
- Building siting zones (x.xxm) denotes maximum ridge height above GFFL
- Development zone
- Proposed enhanced landscape zone
- Red hatch indicates tree protection zone
- Existing ancient woodland
- Existing footpath (FP22)

APPENDIX B

CAR PARKING ACCUMULATION

1226	sqm
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Time Range	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Parking	Occupancy
05:00-05:30	0	0	0	0	0	0	0	0%
05:30-06:00	0	0	0	0	0	0	0	0%
06:00-06:30	0	0	0	0	0	0	0	0%
06:30-07:00	0.128	0	0.128	2	0	2	2	8%
07:00-07:30	0.11	0.015	0.125	1	0	1	3	13%
07:30-08:00	0.132	0.007	0.139	2	0	2	5	21%
08:00-08:30	0.132	0	0.132	2	0	2	7	29%
08:30-09:00	0.117	0.007	0.124	1	0	1	8	33%
09:00-09:30	0.044	0.022	0.066	1	0	1	9	38%
09:30-10:00	0.044	0.058	0.102	1	1	2	9	38%
10:00-10:30	0.037	0.037	0.074	0	0	0	9	38%
10:30-11:00	0.044	0.029	0.073	1	0	1	10	42%
11:00-11:30	0.022	0.037	0.059	0	0	0	10	42%
11:30-12:00	0.037	0.037	0.074	0	0	0	10	42%
12:00-12:30	0.037	0.073	0.11	0	1	1	9	38%
12:30-13:00	0.051	0.066	0.117	1	1	2	9	38%
13:00-13:30	0.037	0.037	0.074	0	0	0	9	38%
13:30-14:00	0.029	0.029	0.058	0	0	0	9	38%
14:00-14:30	0.022	0.007	0.029	0	0	0	9	38%
14:30-15:00	0.015	0.015	0.03	0	0	0	9	38%
15:00-15:30	0.022	0.029	0.051	0	0	0	9	38%
15:30-16:00	0.022	0.051	0.073	0	1	1	8	33%
16:00-16:30	0.022	0.124	0.146	0	2	2	6	25%
16:30-17:00	0	0.168	0.168	0	2	2	4	17%
17:00-17:30	0	0.08	0.08	0	1	1	3	13%
17:30-18:00	0.007	0.066	0.073	0	1	1	2	8%
18:00-18:30	0	0.029	0.029	0	0	0	2	8%
18:30-19:00	0	0.015	0.015	0	0	0	2	8%

10 42%

548	sqm
-----	-----

Time Range	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Parking	Occupancy
05:00-05:30	0	0	0	0	0	0	0	0%
05:30-06:00	0	0	0	0	0	0	0	0%
06:00-06:30	0	0	0	0	0	0	0	0%
06:30-07:00	0.128	0	0.128	1	0	1	1	13%
07:00-07:30	0.11	0.015	0.125	1	0	1	2	25%
07:30-08:00	0.132	0.007	0.139	1	0	1	3	38%
08:00-08:30	0.132	0	0.132	1	0	1	4	50%
08:30-09:00	0.117	0.007	0.124	1	0	1	5	63%
09:00-09:30	0.044	0.022	0.066	0	0	0	5	63%
09:30-10:00	0.044	0.058	0.102	0	0	0	5	63%
10:00-10:30	0.037	0.037	0.074	0	0	0	5	63%
10:30-11:00	0.044	0.029	0.073	0	0	0	5	63%
11:00-11:30	0.022	0.037	0.059	0	0	0	5	63%
11:30-12:00	0.037	0.037	0.074	0	0	0	5	63%
12:00-12:30	0.037	0.073	0.11	0	0	0	5	63%
12:30-13:00	0.051	0.066	0.117	0	0	0	5	63%
13:00-13:30	0.037	0.037	0.074	0	0	0	5	63%
13:30-14:00	0.029	0.029	0.058	0	0	0	5	63%
14:00-14:30	0.022	0.007	0.029	0	0	0	5	63%
14:30-15:00	0.015	0.015	0.03	0	0	0	5	63%
15:00-15:30	0.022	0.029	0.051	0	0	0	5	63%
15:30-16:00	0.022	0.051	0.073	0	0	0	5	63%
16:00-16:30	0.022	0.124	0.146	0	1	1	4	50%
16:30-17:00	0	0.168	0.168	0	1	1	3	38%
17:00-17:30	0	0.08	0.08	0	0	0	3	38%
17:30-18:00	0.007	0.066	0.073	0	0	0	3	38%
18:00-18:30	0	0.029	0.029	0	0	0	3	38%
18:30-19:00	0	0.015	0.015	0	0	0	3	38%

5 63%

539	sqm
-----	-----

Time Range	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Parking	Occupancy
05:00-05:30	0	0	0	0	0	0	0	0%
05:30-06:00	0	0	0	0	0	0	0	0%
06:00-06:30	0	0	0	0	0	0	0	0%
06:30-07:00	0.128	0	0.128	1	0	1	1	11%
07:00-07:30	0.11	0.015	0.125	1	0	1	2	22%
07:30-08:00	0.132	0.007	0.139	1	0	1	3	33%
08:00-08:30	0.132	0	0.132	1	0	1	4	44%
08:30-09:00	0.117	0.007	0.124	1	0	1	5	56%
09:00-09:30	0.044	0.022	0.066	0	0	0	5	56%
09:30-10:00	0.044	0.058	0.102	0	0	0	5	56%
10:00-10:30	0.037	0.037	0.074	0	0	0	5	56%
10:30-11:00	0.044	0.029	0.073	0	0	0	5	56%
11:00-11:30	0.022	0.037	0.059	0	0	0	5	56%
11:30-12:00	0.037	0.037	0.074	0	0	0	5	56%
12:00-12:30	0.037	0.073	0.11	0	0	0	5	56%
12:30-13:00	0.051	0.066	0.117	0	0	0	5	56%
13:00-13:30	0.037	0.037	0.074	0	0	0	5	56%
13:30-14:00	0.029	0.029	0.058	0	0	0	5	56%
14:00-14:30	0.022	0.007	0.029	0	0	0	5	56%
14:30-15:00	0.015	0.015	0.03	0	0	0	5	56%
15:00-15:30	0.022	0.029	0.051	0	0	0	5	56%
15:30-16:00	0.022	0.051	0.073	0	0	0	5	56%
16:00-16:30	0.022	0.124	0.146	0	1	1	4	44%
16:30-17:00	0	0.168	0.168	0	1	1	3	33%
17:00-17:30	0	0.08	0.08	0	0	0	3	33%
17:30-18:00	0.007	0.066	0.073	0	0	0	3	33%
18:00-18:30	0	0.029	0.029	0	0	0	3	33%
18:30-19:00	0	0.015	0.015	0	0	0	3	33%

5 56%

883	sqm
-----	-----

Time Range	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Parking	Occupancy
05:00-05:30	0	0	0	0	0	0	2	13%
05:30-06:00	0	0	0	0	0	0	2	13%
06:00-06:30	0	0	0	0	0	0	2	13%
06:30-07:00	0.128	0	0.128	1	0	1	3	20%
07:00-07:30	0.11	0.015	0.125	1	0	1	4	27%
07:30-08:00	0.132	0.007	0.139	1	0	1	5	33%
08:00-08:30	0.132	0	0.132	1	0	1	6	40%
08:30-09:00	0.117	0.007	0.124	1	0	1	7	47%
09:00-09:30	0.044	0.022	0.066	0	0	0	7	47%
09:30-10:00	0.044	0.058	0.102	0	1	1	6	40%
10:00-10:30	0.037	0.037	0.074	0	0	0	6	40%
10:30-11:00	0.044	0.029	0.073	0	0	0	6	40%
11:00-11:30	0.022	0.037	0.059	0	0	0	6	40%
11:30-12:00	0.037	0.037	0.074	0	0	0	6	40%
12:00-12:30	0.037	0.073	0.11	0	1	1	5	33%
12:30-13:00	0.051	0.066	0.117	0	1	1	4	27%
13:00-13:30	0.037	0.037	0.074	0	0	0	4	27%
13:30-14:00	0.029	0.029	0.058	0	0	0	4	27%
14:00-14:30	0.022	0.007	0.029	0	0	0	4	27%
14:30-15:00	0.015	0.015	0.03	0	0	0	4	27%
15:00-15:30	0.022	0.029	0.051	0	0	0	4	27%
15:30-16:00	0.022	0.051	0.073	0	0	0	4	27%
16:00-16:30	0.022	0.124	0.146	0	1	1	3	20%
16:30-17:00	0	0.168	0.168	0	1	1	2	13%
17:00-17:30	0	0.08	0.08	0	1	1	1	7%
17:30-18:00	0.007	0.066	0.073	0	1	1	0	0%
18:00-18:30	0	0.029	0.029	0	0	0	0	0%
18:30-19:00	0	0.015	0.015	0	0	0	0	0%

7 47%

1013	sqm
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Time Range	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Parking	Occupancy
05:00-05:30	0	0	0	0	0	0	3	19%
05:30-06:00	0	0	0	0	0	0	3	19%
06:00-06:30	0	0	0	0	0	0	3	19%
06:30-07:00	0.128	0	0.128	1	0	1	4	25%
07:00-07:30	0.11	0.015	0.125	1	0	1	5	31%
07:30-08:00	0.132	0.007	0.139	1	0	1	6	38%
08:00-08:30	0.132	0	0.132	1	0	1	7	44%
08:30-09:00	0.117	0.007	0.124	1	0	1	8	50%
09:00-09:30	0.044	0.022	0.066	0	0	0	8	50%
09:30-10:00	0.044	0.058	0.102	0	1	1	7	44%
10:00-10:30	0.037	0.037	0.074	0	0	0	7	44%
10:30-11:00	0.044	0.029	0.073	0	0	0	7	44%
11:00-11:30	0.022	0.037	0.059	0	0	0	7	44%
11:30-12:00	0.037	0.037	0.074	0	0	0	7	44%
12:00-12:30	0.037	0.073	0.11	0	1	1	6	38%
12:30-13:00	0.051	0.066	0.117	1	1	2	6	38%
13:00-13:30	0.037	0.037	0.074	0	0	0	6	38%
13:30-14:00	0.029	0.029	0.058	0	0	0	6	38%
14:00-14:30	0.022	0.007	0.029	0	0	0	6	38%
14:30-15:00	0.015	0.015	0.03	0	0	0	6	38%
15:00-15:30	0.022	0.029	0.051	0	0	0	6	38%
15:30-16:00	0.022	0.051	0.073	0	1	1	5	31%
16:00-16:30	0.022	0.124	0.146	0	1	1	4	25%
16:30-17:00	0	0.168	0.168	0	2	2	2	13%
17:00-17:30	0	0.08	0.08	0	1	1	1	6%
17:30-18:00	0.007	0.066	0.073	0	1	1	0	0%
18:00-18:30	0	0.029	0.029	0	0	0	0	0%
18:30-19:00	0	0.015	0.015	0	0	0	0	0%

8 50%

1542	sqm
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Time Range	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Parking	Occupancy
05:00-05:30	0	0	0	0	0	0	0	0%
05:30-06:00	0	0	0	0	0	0	0	0%
06:00-06:30	0	0	0	0	0	0	0	0%
06:30-07:00	0.128	0	0.128	2	0	2	2	6%
07:00-07:30	0.11	0.015	0.125	2	0	2	4	13%
07:30-08:00	0.132	0.007	0.139	2	0	2	6	19%
08:00-08:30	0.132	0	0.132	2	0	2	8	25%
08:30-09:00	0.117	0.007	0.124	2	0	2	10	31%
09:00-09:30	0.044	0.022	0.066	1	0	1	11	34%
09:30-10:00	0.044	0.058	0.102	1	1	2	11	34%
10:00-10:30	0.037	0.037	0.074	1	1	2	11	34%
10:30-11:00	0.044	0.029	0.073	1	0	1	12	38%
11:00-11:30	0.022	0.037	0.059	0	1	1	11	34%
11:30-12:00	0.037	0.037	0.074	1	1	2	11	34%
12:00-12:30	0.037	0.073	0.11	1	1	2	11	34%
12:30-13:00	0.051	0.066	0.117	1	1	2	11	34%
13:00-13:30	0.037	0.037	0.074	1	1	2	11	34%
13:30-14:00	0.029	0.029	0.058	0	0	0	11	34%
14:00-14:30	0.022	0.007	0.029	0	0	0	11	34%
14:30-15:00	0.015	0.015	0.03	0	0	0	11	34%
15:00-15:30	0.022	0.029	0.051	0	0	0	11	34%
15:30-16:00	0.022	0.051	0.073	0	1	1	10	31%
16:00-16:30	0.022	0.124	0.146	0	2	2	8	25%
16:30-17:00	0	0.168	0.168	0	3	3	5	16%
17:00-17:30	0	0.08	0.08	0	1	1	4	13%
17:30-18:00	0.007	0.066	0.073	0	1	1	3	9%
18:00-18:30	0	0.029	0.029	0	0	0	3	9%
18:30-19:00	0	0.015	0.015	0	0	0	3	9%

12 38%

1231	sqm
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Time Range	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Parking	Occupancy
05:00-05:30	0	0	0	0	0	0	0	0%
05:30-06:00	0	0	0	0	0	0	0	0%
06:00-06:30	0	0	0	0	0	0	0	0%
06:30-07:00	0.128	0	0.128	2	0	2	2	8%
07:00-07:30	0.11	0.015	0.125	1	0	1	3	13%
07:30-08:00	0.132	0.007	0.139	2	0	2	5	21%
08:00-08:30	0.132	0	0.132	2	0	2	7	29%
08:30-09:00	0.117	0.007	0.124	1	0	1	8	33%
09:00-09:30	0.044	0.022	0.066	1	0	1	9	38%
09:30-10:00	0.044	0.058	0.102	1	1	2	9	38%
10:00-10:30	0.037	0.037	0.074	0	0	0	9	38%
10:30-11:00	0.044	0.029	0.073	1	0	1	10	42%
11:00-11:30	0.022	0.037	0.059	0	0	0	10	42%
11:30-12:00	0.037	0.037	0.074	0	0	0	10	42%
12:00-12:30	0.037	0.073	0.11	0	1	1	9	38%
12:30-13:00	0.051	0.066	0.117	1	1	2	9	38%
13:00-13:30	0.037	0.037	0.074	0	0	0	9	38%
13:30-14:00	0.029	0.029	0.058	0	0	0	9	38%
14:00-14:30	0.022	0.007	0.029	0	0	0	9	38%
14:30-15:00	0.015	0.015	0.03	0	0	0	9	38%
15:00-15:30	0.022	0.029	0.051	0	0	0	9	38%
15:30-16:00	0.022	0.051	0.073	0	1	1	8	33%
16:00-16:30	0.022	0.124	0.146	0	2	2	6	25%
16:30-17:00	0	0.168	0.168	0	2	2	4	17%
17:00-17:30	0	0.08	0.08	0	1	1	3	13%
17:30-18:00	0.007	0.066	0.073	0	1	1	2	8%
18:00-18:30	0	0.029	0.029	0	0	0	2	8%
18:30-19:00	0	0.015	0.015	0	0	0	2	8%

10 42%

APPENDIX C

ELECTRIC VEHICLE CHARGING STRATEGY

ADC3776
Observer Way, Wokingham
Electric Vehicle Charging Strategy

Introduction

1. Tungsten Properties commissioned ADC Infrastructure Limited to provide transport and highways advice in support of a reserved matters application for employment development on land to the south of Observer Way in Reading, Wokingham. The local planning and highway authority is Wokingham Borough Council.
2. The development proposals comprise a total of 75,150sqft (6,982sqm) GIA spread over seven units, as follows. In order to provide the flexibility to allow the applicant to respond to market conditions over the lifetime of the development, the planning application seeks an open Class E (G)(iii)/B2/B8 use. The development would be accessed from Observer Way. A development masterplan is contained in **Appendix 1**.
3. Wokingham Borough Council's planning application validation checklist requires the submission of an Electric Vehicle Charging Strategy to accompany proposals for development falling within use classes Class E(G), B2 or B8.
4. This report therefore presents the Electric Vehicle Charging Strategy.

Electric Vehicle Charging Strategy

5. The proposed development will provide both active and passive EV charging facilities. The table below presents the active and passive EV charging provision across each development unit, in accordance with the Approved Document S.

Unit	Size (sqm)	Parking Provision	Active EV Spaces	Passive EV Spaces
1	1,226	24	2	4
2	548	8	1	1
3	539	9	1	2
4	883	15	2	3
5	1,013	16	2	3
6	1,542	32	3	6
7	1,231	24	2	4
Total	6,982	128	13	23

6. The passive provision (i.e. infrastructure for future expansion) will be provided by a network of ducts running across the car park, which can be accessed later to feed future charging points.
7. Charging points would be maintained by the appointment management company once the development is completed.

APPENDIX D

TRICS OUTPUT

Calculation Reference: AUDIT-855401-250321-0302

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	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: 1010 to 4324 (units: sqm)
 Range Selected by User: 1000 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 29/06/23

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

Selected survey days:

Tuesday 1 days
 Wednesday 1 days
 Thursday 4 days

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

Selected survey types:

Manual count 6 days
 Directional ATC Count 0 days

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

Selected Locations:

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

Industrial Zone 5
 Village 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 14 days - Selected

Secondary Filtering selection:Use Class:

Not Known 6 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 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:

75,001 to 100,000	1 days
125,001 to 250,000	4 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	1 days
1.1 to 1.5	5 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	6 days
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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	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BP-02-C-01	POWDER COATINGS	BLACKPOOL
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
2	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH		
	EXETER		
	MARSH BARTON TRAD. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL
3	GS-02-C-03	EXTRUSION DIE MANUFACTURER	GLOUCESTERSHIRE
	HURRICANE ROAD		
	NEAR GLOUCESTER		
	BROCKWORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	1565 sqm	
	Survey date: WEDNESDAY	03/05/23	Survey Type: MANUAL
4	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
	WETHERBY ROAD		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	29/06/23	Survey Type: MANUAL
5	PB-02-C-01	STEEL FABRICATOR	PETERBOROUGH
	NEWARK ROAD		
	PETERBOROUGH		
	FENGATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1772 sqm	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
6	WM-02-C-04	FOUNDRY	WEST MIDLANDS
	STOURVALE ROAD		
	STOURBRIDGE		
	LYE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4324 sqm	
	Survey date: TUESDAY	21/11/17	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
BO-02-C-01	COVID
EC-02-C-02	COVID
FI-02-C-02	SITE SELECTION
GS-02-C-02	COVID
HC-02-C-01	SITE SELECTION
KS-02-C-01	SITE SELECTION
SM-02-C-01	SITE SELECTION
TV-02-C-02	COVID
VG-02-C-01	COVID

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
06:00 - 07:00	1	1565	0.128	1	1565	0.000	1	1565	0.128
07:00 - 08:00	6	2281	0.300	6	2281	0.058	6	2281	0.358
08:00 - 09:00	6	2281	0.409	6	2281	0.088	6	2281	0.497
09:00 - 10:00	6	2281	0.256	6	2281	0.248	6	2281	0.504
10:00 - 11:00	6	2281	0.153	6	2281	0.146	6	2281	0.299
11:00 - 12:00	6	2281	0.190	6	2281	0.190	6	2281	0.380
12:00 - 13:00	6	2281	0.285	6	2281	0.329	6	2281	0.614
13:00 - 14:00	6	2281	0.161	6	2281	0.190	6	2281	0.351
14:00 - 15:00	6	2281	0.139	6	2281	0.132	6	2281	0.271
15:00 - 16:00	6	2281	0.124	6	2281	0.183	6	2281	0.307
16:00 - 17:00	6	2281	0.051	6	2281	0.365	6	2281	0.416
17:00 - 18:00	6	2281	0.007	6	2281	0.146	6	2281	0.153
18:00 - 19:00	6	2281	0.000	6	2281	0.051	6	2281	0.051
19:00 - 20:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
20:00 - 21:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.203			2.126			4.329

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

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

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Parameter summary

Trip rate parameter range selected:	1010 - 4324 (units: sqm)
Survey date range:	01/01/16 - 29/06/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	9

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
06:00 - 07:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
07:00 - 08:00	6	2281	0.044	6	2281	0.037	6	2281	0.081
08:00 - 09:00	6	2281	0.066	6	2281	0.051	6	2281	0.117
09:00 - 10:00	6	2281	0.088	6	2281	0.088	6	2281	0.176
10:00 - 11:00	6	2281	0.022	6	2281	0.029	6	2281	0.051
11:00 - 12:00	6	2281	0.066	6	2281	0.051	6	2281	0.117
12:00 - 13:00	6	2281	0.132	6	2281	0.146	6	2281	0.278
13:00 - 14:00	6	2281	0.073	6	2281	0.051	6	2281	0.124
14:00 - 15:00	6	2281	0.037	6	2281	0.037	6	2281	0.074
15:00 - 16:00	6	2281	0.029	6	2281	0.051	6	2281	0.080
16:00 - 17:00	6	2281	0.015	6	2281	0.037	6	2281	0.052
17:00 - 18:00	6	2281	0.000	6	2281	0.000	6	2281	0.000
18:00 - 19:00	6	2281	0.000	6	2281	0.000	6	2281	0.000
19:00 - 20:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
20:00 - 21:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.572			0.578			1.150

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
06:00 - 07:00	1	1565	0.064	1	1565	0.000	1	1565	0.064
07:00 - 08:00	6	2281	0.007	6	2281	0.007	6	2281	0.014
08:00 - 09:00	6	2281	0.015	6	2281	0.000	6	2281	0.015
09:00 - 10:00	6	2281	0.000	6	2281	0.000	6	2281	0.000
10:00 - 11:00	6	2281	0.000	6	2281	0.000	6	2281	0.000
11:00 - 12:00	6	2281	0.000	6	2281	0.000	6	2281	0.000
12:00 - 13:00	6	2281	0.000	6	2281	0.000	6	2281	0.000
13:00 - 14:00	6	2281	0.000	6	2281	0.000	6	2281	0.000
14:00 - 15:00	6	2281	0.000	6	2281	0.000	6	2281	0.000
15:00 - 16:00	6	2281	0.000	6	2281	0.000	6	2281	0.000
16:00 - 17:00	6	2281	0.000	6	2281	0.007	6	2281	0.007
17:00 - 18:00	6	2281	0.000	6	2281	0.022	6	2281	0.022
18:00 - 19:00	6	2281	0.000	6	2281	0.000	6	2281	0.000
19:00 - 20:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
20:00 - 21:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.036			0.122

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/C - INDUSTRIAL UNIT

CARS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
06:00 - 07:00	1	1565	0.128	1	1565	0.000	1	1565	0.128
07:00 - 08:00	6	2281	0.241	6	2281	0.022	6	2281	0.263
08:00 - 09:00	6	2281	0.248	6	2281	0.007	6	2281	0.255
09:00 - 10:00	6	2281	0.088	6	2281	0.080	6	2281	0.168
10:00 - 11:00	6	2281	0.080	6	2281	0.066	6	2281	0.146
11:00 - 12:00	6	2281	0.058	6	2281	0.073	6	2281	0.131
12:00 - 13:00	6	2281	0.088	6	2281	0.139	6	2281	0.227
13:00 - 14:00	6	2281	0.066	6	2281	0.066	6	2281	0.132
14:00 - 15:00	6	2281	0.037	6	2281	0.022	6	2281	0.059
15:00 - 16:00	6	2281	0.044	6	2281	0.080	6	2281	0.124
16:00 - 17:00	6	2281	0.022	6	2281	0.292	6	2281	0.314
17:00 - 18:00	6	2281	0.007	6	2281	0.146	6	2281	0.153
18:00 - 19:00	6	2281	0.000	6	2281	0.044	6	2281	0.044
19:00 - 20:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
20:00 - 21:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.107			1.037			2.144

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

LGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
06:00 - 07:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
07:00 - 08:00	6	2281	0.015	6	2281	0.000	6	2281	0.015
08:00 - 09:00	6	2281	0.095	6	2281	0.029	6	2281	0.124
09:00 - 10:00	6	2281	0.080	6	2281	0.080	6	2281	0.160
10:00 - 11:00	6	2281	0.051	6	2281	0.051	6	2281	0.102
11:00 - 12:00	6	2281	0.066	6	2281	0.066	6	2281	0.132
12:00 - 13:00	6	2281	0.066	6	2281	0.044	6	2281	0.110
13:00 - 14:00	6	2281	0.022	6	2281	0.073	6	2281	0.095
14:00 - 15:00	6	2281	0.066	6	2281	0.073	6	2281	0.139
15:00 - 16:00	6	2281	0.051	6	2281	0.051	6	2281	0.102
16:00 - 17:00	6	2281	0.015	6	2281	0.037	6	2281	0.052
17:00 - 18:00	6	2281	0.000	6	2281	0.000	6	2281	0.000
18:00 - 19:00	6	2281	0.000	6	2281	0.007	6	2281	0.007
19:00 - 20:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
20:00 - 21:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.527			0.511			1.038

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.