



Stadium Way Industrial  
Estate, Stadium Way,  
Reading

Transport Assessment prepared  
on behalf of SHP Opportunity  
Fund General Partner Ltd. (SHP)

March 2019

# Stadium Way Industrial Estate, Stadium Way, Reading

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| Project No:            | MTP Ref: 18-132                                                                                                                                                                                                                                                                                                                                                                     |
| Document Reference No: |                                                                                                                                                                                                                                                                                                                                                                                     |
| Document Title:        | Transport Assessment                                                                                                                                                                                                                                                                                                                                                                |
| Date:                  | March 2019                                                                                                                                                                                                                                                                                                                                                                          |
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## Document history and status

| Revision | Date       | Description                          | Prepared By | Checked By | Authorised By |
|----------|------------|--------------------------------------|-------------|------------|---------------|
| -        | 05/10/2018 | First issue                          | C Duncan    | T Gosden   | T Gosden      |
| A        | 25/03/2019 | Revised to reflect new scheme layout | T Gosden    | T Gosden   | T Gosden      |
| B        | 29/03/2019 | Revised to reflect new scheme layout | T Gosden    | T Gosden   | T Gosden      |
|          |            |                                      |             |            |               |
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# 1. Introduction

- 1.1 This Transport Assessment (TA) has been prepared on behalf of SHP Opportunity Fund General Partner Ltd. (SHP) to consider the highways and transport implications related to the proposed redevelopment of an existing car repair and maintenance premises (Use Class B2 / B8) to provide a single unit under Use Class B1c / B2 / B8 totalling 1,758sqm floor space, in addition to associated service and car parking areas.
- 1.2 The location of the application site, at the eastern end of Stadium Way, on the Stadium Way Industrial Estate, Reading, is illustrated in Figure 1 in the context of the surrounding highway and transport network.

**Figure 1**      **Site Location**



- 1.3 The purpose of this TA is to assess the implications of development-related travel on the surrounding highway and transport networks. The TA will demonstrate that in terms of sustainable access and traffic impact, the application site is more than capable of accommodating the proposed level of development.
- 1.4 The TA content is as follows:
- Section 2 considers the application proposals in the context of transport planning policy at national and local level as it relates to highways and transportation matters;
  - Section 3 provides a description of the application site, baseline information concerning the operation and safety characteristics of the surrounding highway network, in addition to a description of the site's accessibility by foot, cycle and public transport;
  - Section 4 details the proposed development and examines the movement and access strategy as well as proposed parking and servicing matters;
  - Section 5 considers proposed trip generation and assesses the impact of the development on the local highway network in addition to a net change in trips between the existing and proposed uses;
  - Section 6 summarises and concludes the report's findings.

## 2. Planning Policy Context

### National Planning Policy Framework (NPPF, 2019)

- 2.1 Promoting sustainable transport is a key thread of the NPPF and in para. 102 highlights the importance of considering transport issues from the earliest stages of development proposals to ensure that:
- Potential impacts on transport networks can be assessed;
  - Opportunities from existing and proposed transport infrastructure, changing transport technology and usage are realised;
  - Opportunities to promote walking, cycling and public transport use are identified and pursued;
  - Environmental impacts of traffic and transport infrastructure are identified, assessed and considered – identifying opportunities for avoiding and mitigating any adverse effects and for net environmental gains;
  - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 2.2 Paragraph 103 goes on to state that: *"The planning system should actively manage patterns of growth...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes..."*
- 2.3 Para. 108 requires specific allocations for development to ensure that:
- Appropriate opportunities to promote sustainable transport modes have been taken up;
  - Safe and suitable access to the site can be achieved for all users; and
  - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.4 Para. 109 continues to state that *'...developments should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.*
- 2.5 Para. 110 requires that applications for development should:
- First, give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas;
  - Second, so far as is possible, facilitate access to high quality public transport, maximising catchment areas to services and implementing appropriate facilities to encourage use;
  - Address the need of people with disabilities and reduced mobility;
  - Create places that are safe, secure and attractive which minimise conflicts between pedestrians, cyclists and vehicles;
  - Allow for the efficient delivery of goods and access by service and emergency vehicles; and
  - Be designed to enable charging of plug-in and other ultra-low emission vehicles.

## Reading Borough Council Local Development Framework (LDF) – Adopted Core Strategy (2008) – Revised Jan 2015

2.6 The Core Strategy includes policies to shape and control development within Reading. A number of guiding principles are highlighted below:

- The scale and density of development will be related to its level of accessibility by walking, cycling and public transport to a range of employment, services and facilities, leisure, education and health facilities. Therefore, bringing about a reduction in vehicular usage and long-term reduction in vehicular reliance (ref. to Policy CS4);
- Development should contribute appropriately to the provision of a balanced transport network, projects and plans will include the provision of measures that make alternative to the use of private cars (such as walking, cycling and the use of public transport) (ref. to Policy CS20);
- A good level of accessibility is considered to be within 400m of a development with a good range of facilities by pedestrian routes, and within 400m by pedestrian routes of a bus stop served by a service with a frequency of better than one bus every 20 minutes in each direction within daytime hours (0700 – 1900);
- Policy CS22 relates to Transport Assessments, stating that planning permission will not be granted unless development proposals make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling;
- Policy CS23 states that development should promote and improve sustainable transport facilities, such as provision to encourage walking, cycling and the use of public transport.

## Reading Borough Council Local Transport Plan 3: Strategy 2011 – 2026

2.7 Reading Borough Council's Local Transport Plan (LTP) aligns with the Core Strategy and further highlights objectives towards enabling sustainable travel choices, reducing the need to travel and providing accessible travel options to meet the needs of all users. The LTP states Reading Borough Council's transport vision:

*"Transport in Reading will better connect people to the places that they want to go: easily, swiftly, safely, sustainably and in comfort. We will meet the challenges of a dynamic, low-carbon future to promote prosperity for Reading".*

2.8 This LTP encompasses four main objectives, under "inclusion, infrastructure, innovation and intervention".

- Inclusion focuses on providing accessible modes of public transport for all and meeting user demand;
- Infrastructure involves making the best of existing transport and offering sustainable travel choices;
- Innovation is considered essential in reducing carbon emissions for transport and improving air quality; and
- Intervention includes enabling sustainable transport choices, offering viable alternatives to private transport and improving mobility.

### 3. Baseline Conditions & Site Accessibility

#### Site Overview

- 3.1 The application site is located within the Stadium Way Industrial Estate which is recognised as a long-established employment area serving Reading and Central Berkshire.
- 3.2 The site comprises four units currently occupied by vehicle repair and maintenance companies accommodating a floor area of 586sqm including garage facilities, ancillary office and hardstanding, in addition to associated parking areas on the northern edge of the site.

#### Local Highway Network

- 3.3 Under existing conditions, the site can be accessed by vehicle from both Stadium Way and Wigmore Lane. Stadium Way passes through the middle of the site, and connects with Wigmore Lane to the east, and Scours Lane to the west. Stadium Way provides direct access to individual unit forecourts and servicing areas on its southern side. Stadium Way junctions with Wigmore Lane via a large bellmouth junction.
- 3.4 The site is also accessible via a short crossover directly onto Wigmore Lane, serving a supplementary parking court for the easternmost unit on the site.
- 3.5 Further hardstanding / parking is provided on site in the form of four individually accessed courts, to the north of Stadium Way, which are protected by kerbed entrances. These areas are not demised to units on Stadium Way (or otherwise). Whilst parking has historically occurred within these areas, this has been more recently controlled through physical measures (gating) and surveillance security.
- 3.6 Stadium Way is a private road subject to a 10mph speed limit and is fronted by industrial units which take access from the road. Stadium Way is generally subject to double yellow line restrictions, which run across the points of vehicular access to the site as existing. These restrictions are permeated by perpendicular parking bays that are provided for occupiers of the site's units only.
- 3.7 Along the eastern frontage of the application site, Wigmore Lane, which is an adopted highway, runs north to south and is subject to a 30mph speed limit. Immediately adjacent to its current junction with Stadium Way, Wigmore Lane bends to the east and becomes Loverock Road, serving a number of other industrial units within the Loverock Road Trading Estate. Wigmore Lane itself diverges to the north beneath a railway underbridge.
- 3.8 To the south of the site, Wigmore Lane is unrestricted and facilitates a number of vehicle crossover accesses to several warehouse units, before intersecting with Wigmore Lane (main) / Portman Road via a priority T-junction.
- 3.9 Wigmore Lane (main) is subject to a 40mph speed limit and leads in a westerly direction to link with the A329 Oxford Road / Norcot Road via a large 4-arm roundabout. From here, the A329 Oxford Road leads eastwards to the A329 and the centre of Reading, and westwards through Tilehurst and Pangbourne.

- 3.10 Portman Road provides access east towards other units within the Lovelock Road Trading Estate, as well as The West Village and a Tesco Superstore. At its eastern end, the road junctions with Beresford Road and Cow Lane via a 3-arm mini roundabout junction.

### Highway Safety Analysis

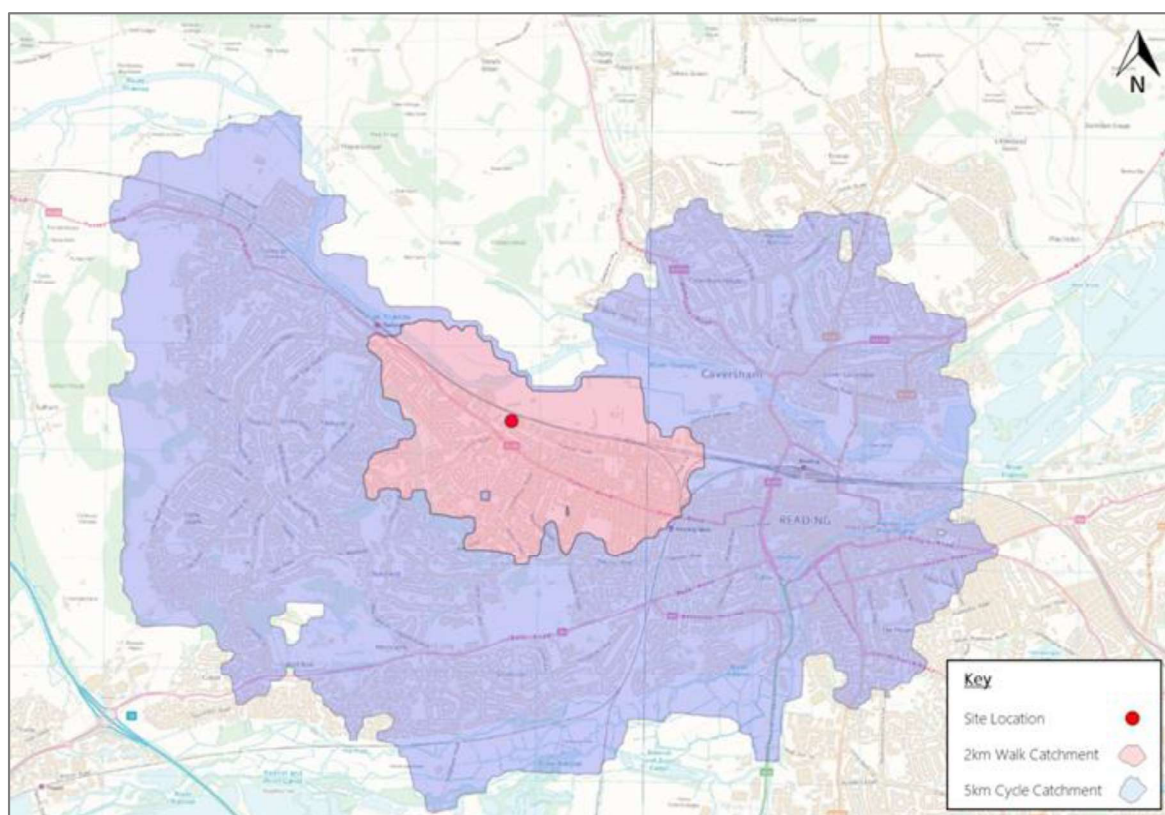
- 3.11 To enable a review of the road safety record of the highway network in the vicinity of the application site, Personal Injury Accident (PIA) data has been obtained from the Crashmap website ([www.crashmap.co.uk](http://www.crashmap.co.uk)) which identifies that no PIAs have been recorded along Stadium Way or Wigmore Lane since 2014. Within a study area 250m from the site, a total of 4 incidents have occurred, with 3 at the junction of Wigmore Lane / Portman Road, and one on Loverock Road, none of which involved pedestrian casualties. It is considered that the proposed development will have no adverse effect on highway safety.

### Site Accessibility

- 3.12 Planning policy at national and local level seek to ensure that development is accessible by a range of sustainable transport modes. As such, this section of the TA examines site accessibility with respect to walking, cycling and public transport.

### Pedestrian & Cycling Accessibility

- 3.13 Both national and local planning policy advocate that walking and cycling are key modes of travel for local trips with a general acceptance of walking catchments of up to 2km and cycle catchments of up to 5km.
- 3.14 Figure 2 illustrates the potential 2km walk and 5km cycle catchment areas of the application site which shows that residential areas to the east of Tilehurst, such as Norcot, and residential areas either side of Oxford Road are accessible within walking distance of the site, whilst Reading town centre and railway station, plus the local suburbs of Caversham and Tilehurst are within cycling distance. This demonstrates the significant opportunity for the future site workforce to be drawn from these catchments, where the potential to travel to and from the site by sustainable modes is greater.

**Figure 2** Walk & Cycle Catchments

- 3.15 The location of the application site is such that there is a well-established network of pedestrian routes along key highway links in the vicinity of the site providing good connectivity to nearby bus stops and residential areas within Norcot, and either side of Oxford Road.
- 3.16 Wigmore Lane is provided with a wide, partially-lit footway along the western side of the carriageway, adjacent to the site's eastern boundary. This ties into a shared footway / cycleway along the northern side of Wigmore Lane (main) and Portman Road, which in both cases is set back from the edge of the carriageway by grass verges, is well-lit and in excess of 2.0m wide.
- 3.17 Where Wigmore Lane junctions with Wigmore Lane (main) / Portman Road, dropped kerbs are provided to aid safe pedestrian movement towards nearby bus stops.
- 3.18 To the west, the footway / cycleway links the site with all arms of the A329 Oxford Road / Norcot Road / Wigmore Lane roundabout. Zebra crossing facilities exist on the Wigmore Lane arm providing convenient onward access to services along the A329 Oxford Road and on the A329 Oxford Road (west) arm, allowing access through to the centre of Tilehurst via Norcot Road.
- 3.19 To the east, the footway / cycleway follows the northern side of Portman Road along its full extent, with dropped kerbs provided where minor roads intersect. A controlled toucan crossing exists where Portman Road junctions with the West Village / Tesco Superstore access road and this is provided with dropped kerbs, tactile paving and guard railing. A good footway provision exists here, linking Portman Road with residential areas throughout West Village, and allowing onward access through to residential dwellings along, and near, the A329 Oxford Road.

- 3.20 To the south of the site is an informal footpath which links from Bridgewater Close, just off Portman Road, through to Ivydene Road reducing walk distances between the site and nearby residential areas, and the A329 Oxford Road itself.
- 3.21 Where cycle routes are not defined, carriageway widths are generally wide enough to accommodate both cyclists and vehicles with sufficient inter-visibility between the two.

### Public Transport Accessibility

- 3.22 The nearest bus stops are located within 560 - 660m to the south of the application site on the A329 Oxford Road, accessible within a walk time of 7 - 8 minutes. The bus stops are served by routes 16, 17 and 143 and both westbound and eastbound stops benefit from shelter, seating and 'realtime' timetable information.
- 3.23 Route 16 operates between Reading Town Centre – Norcot – Purley-on-Thames again providing 4 services per hour Monday – Friday and 3 services per hour on Saturday.
- 3.24 Route 17 operates between Wokingham Road - Central Reading – Tilehurst and provides 8 services per hour Monday – Saturday and 6 services per hour on Sunday.
- 3.25 Finally, Route 143 operates between Central Reading - Pangbourne - Upper Basildon and provides 4 daily services Monday – Saturday.
- 3.26 Reading West railway station is located 1.8km to the south-east of the application site and is accessible within a walk time of 22 minutes or a cycle time of 7 minutes. Typical journey times and frequencies to a selection of direct destinations are outlined in Table 3.1.

**Table 3.1 Direct Rail Connections to / from Reading West Station**

| Origin / Destination | Frequency  | Journey Time    | Origin / Destination | Frequency  | Journey Time    |
|----------------------|------------|-----------------|----------------------|------------|-----------------|
| Reading              | 3 per hour | 3 – 6 minutes   | Thatcham             | 1 per hour | 19 – 20 minutes |
| Theale               | 1 per hour | 6 – 7 minutes   | Basingstoke          | 2 per hour | 22 – 25 minutes |
| Bramley              | 2 per hour | 11 – 13 minutes | Newbury              | 1 per hour | 27 – 33 minutes |

### Summary

- 3.27 The location of the application site reflects the requirements of the NPPF and local policy in ensuring that patterns of growth make the fullest possible use of walking, cycling and public transport, and focus significant development in locations which are sustainable. The location of the site provides a realistic choice in travel modes to cater for a number of daily journeys which would act to reduce employees' reliance on the private car.

## 4. Development Proposals

- 4.1 The development proposals comprise the demolition of all existing structures on site to be replaced by a single unit under Use Class B1c / B2 / B8 with a gross external floor area totalling 1,758sqm. The architect's proposed site layout plan is included as Appendix 1.

### Access Arrangements

- 4.2 The site will retain access from Wigmore Lane, via a reconstructed bellmouth junction in broadly the same position as the current junction with Stadium Way. This access arrangement will accommodate the turning requirements of HGVs, and allow an HGV entering the site to pass a stationary HGV waiting at the access. This is demonstrated on appended plan 18132/TA/TK01 Rev B.
- 4.3 It is noted that through pre-application feedback, Reading Borough Council have requested that the site access be designed to accommodate the full two-way movements of maximum articulated HGVs. However, in order to accommodate full two-way HGV movements, the access bellmouth would need to be in excess of 25-metres in width, which is deemed unnecessary and disproportionate to the quantum of development and number of anticipated daily movements by HGVs (in the order of 8 daily movements).
- 4.4 Accordingly, the access will be gated and provided to a 13.65m width, opening out into an area of hardstanding accommodating service access to the eastern end of building, in addition to parking spaces located along the southeastern and northern site boundaries, the former accessed by a short-ramped link at a gradient of circa 1 in 15.
- 4.5 The access arrangements are illustrated on appended plan 18132/TA/001 Rev B along with junction visibility splays of 2.4m x 43m onto Wigmore Lane in accordance with a 30mph major arm design speed (reflecting the speed limit) and application of Manual for Streets sightline standards.
- 4.6 It is proposed that the existing Stadium Way carriageway, which runs through the centre of the site, is blocked up at the point of the site's western boundary. The creation of this terminus will prevent 'through' access to Scours Lane from Wigmore Lane, and vice versa, which will reduce 'rat running' and thereby the level of vehicular trips along Wigmore Lane along the site's eastern frontage.
- 4.7 In terms of servicing the remaining units on Stadium Way, full access will be maintained from Scours Lane, along with the ability for vehicles to turn within their premises as existing. It is anticipated that goods vehicles will only require access to individual units and would turn within the curtilage of the premises they are servicing, in order to exit back onto Scours Lane.
- 4.8 There will be no unit access points at the new terminus of Stadium Way that will necessitate a goods vehicle to traverse the easternmost section of Stadium Way. Cars will retain access to the parking spaces on the northern side of Stadium Way, up to the new terminus point, with full ability to enter and exit bays as per existing arrangements.

- 4.9 In terms of emergency access, a fire vehicle can continue to reach within 45m distance of all units along Stadium Way without needing to exceed the requisite 20m reverse distance (identified in Manual for Streets guidance) when turning within an individual unit vehicular access. Such a manoeuvre and aforementioned distance criteria are illustrated on plan 18132/TA/TK02 Rev B which is appended to this report.
- 4.10 Following the modifications to the main bellmouth access to the site and closure of the dropped kerb access on Wigmore Lane serving the parking court, the remaining site frontage on Wigmore Lane will be returned to footway.

## Parking Arrangements

- 4.11 Parking standards within Reading Borough Council's (RBC) Revised Parking Standards and Design (2011) are based on a four-zone system whereby the application site falls within Zone 3 which is considered as being the 'Secondary Core Area – with a variety of land uses'. For 'Light Industrial' and 'General Industrial' uses the standards state one car parking space per 100sqm whilst for a 'Storage and Distribution' use the standards state one car parking space per 150sqm.
- 4.12 The development will be provided with a total of 23 car parking spaces, equivalent to 1 space per 76sqm, inclusive of 2 disabled parking spaces. This level of provision is in excess of the requirements of the standards referenced above, but seeks to ensure that demand for on-site parking does not create 'overspill' parking on the surrounding highway network.
- 4.13 Furthermore, within Section 5, parking accumulation analysis has been undertaken based on the TRICS output which highlights that the maximum parking demand over a typical weekday period is likely to be in the order of 10 spaces. Therefore, the level of parking proposed will more than adequately accommodate the anticipated demand for on-site parking.
- 4.14 Cycle parking will be provided in accordance with the standards outlined within Reading Borough Council's Revised Parking Standards and Design SPD (2011), i.e. 1 space per 250sqm based on the 'Light Industrial' category, equating to a supply of 7 spaces across the site. Cycle parking spaces will be located within an accessible, lit, covered and secure storage area either internally or externally on the building perimeter.
- 4.15 Motorcycle parking will be provided to a standard of 2% of car parking provision based on the requirements of the Revised Parking Standards and Design (2011) document, in this instance equating to a provision of parking for 1 motorcycle.

## Servicing & Delivery Arrangements

- 4.16 All servicing and deliveries, including refuse collection, will take place on site with vehicles able to enter and exit the site in a forward gear and two loading bays provided with the ability for vehicles to reverse up to the eastern end of the building and exit in forward gear.
- 4.17 Appended plans 18132/TA/TK03 Rev B and 18132/TA/TK04 Rev B demonstrate that a 16.5m length articulated vehicle and a 12.0m length rigid vehicle can respectively access and egress the site and southernmost loading bay, before exiting in forward gear.

- 4.18 HGVs will enter the site in a forward gear and it is anticipated that vehicles will reverse into loading bays. Both loading bays have been designed to accommodate a 16.5m length articulated vehicle. For the purpose of a robust assessment, swept paths for the southernmost bay have been undertaken with a maximum legal articulated vehicle and 12.0m length rigid vehicle as referenced above.
- 4.19 Waste collection will take place 'out of hours', utilising the loading bay facilities, with refuse vehicles manoeuvring in line with the swept path analysis undertaken on plans 18132/TA/TK03 Rev B and 18132/TA/TK04 Rev B.

## 5. Development-Related Trip Generation

- 5.1 To understand the trip generational potential of the development proposals, the TRICS database has been examined to derive person trip rates for the existing use (586sqm Use Class B2 / B8) and the proposed site operation (1,758sqm Use Class B1c / B2 / B8) for the weekday AM and PM peak periods. It is during these weekday peak periods when traffic flows on the local highway network are generally at their highest, whilst trip generation arising from the proposed development is also typically at its peak.

### Existing B2 / B8 Use (586sqm)

- 5.2 To derive robust trip generational characteristics for the existing use, multi-modal trip rates based on the TRICS sub-category '*Industrial Unit*' have been applied. Predicted trip rates and associated movements for the existing use are summarised in Table 5.1. Appendix 2 includes a copy of the TRICS output.

**Table 5.1 Trip Rates by Mode of Travel – Existing Site**

| Mode              | AM Peak      |           |              |           | PM Peak      |           |              |           |
|-------------------|--------------|-----------|--------------|-----------|--------------|-----------|--------------|-----------|
|                   | Arrivals     |           | Departures   |           | Arrivals     |           | Departures   |           |
|                   | Trip Rate    | No. Trips | Trip Rate    | No. Trips | Trip Rate    | No. Trips | Trip Rate    | No. Trips |
| Vehicle Driver    | 0.277        | 2         | 0.047        | 0         | 0.015        | 0         | 0.278        | 2         |
| Vehicle Passenger | 0.077        | 0         | 0.015        | 0         | 0            | 0         | 0.03         | 0         |
| Public Transport  | 0.00         | 0         | 0.00         | 0         | 0.00         | 0         | 0.00         | 0         |
| Walk              | 0.00         | 0         | 0.00         | 0         | 0.00         | 0         | 0.015        | 0         |
| Cycle             | 0.015        | 0         | 0.015        | 0         | 0.00         | 0         | 0.00         | 0         |
| HGV               | 0.123        | 1         | 0.092        | 1         | 0.00         | 0         | 0.00         | 0         |
| <b>Total</b>      | <b>0.492</b> | <b>3</b>  | <b>0.169</b> | <b>1</b>  | <b>0.015</b> | <b>0</b>  | <b>0.323</b> | <b>2</b>  |

- 5.3 Table 5.1 shows that the existing site could generate a total of 4 two-way person movements during the AM peak, all of which would be vehicular, including 2 trips undertaken by HGV. During the PM peak, the existing site could generate a total of 2 two-way person movements, all of which would be vehicular also.

### Proposed B1c / B2 / B8 Use (1,758sqm)

- 5.4 Total person trip rates have been obtained from the TRICS database based on the sub-category '*Industrial Estate*' to reflect the potential mix of B1c / B2 / B8 uses proposed to occupy the site. Predicted trip rates and associated movements are summarised in Table 5.2. Appendix 3 includes a copy of the TRICS output.

**Table 5.2** Trip Rates by Mode of Travel – Proposed Site

| Mode              | AM Peak      |           |              |           | PM Peak      |           |              |           |
|-------------------|--------------|-----------|--------------|-----------|--------------|-----------|--------------|-----------|
|                   | Arrivals     |           | Departures   |           | Arrivals     |           | Departures   |           |
|                   | Trip Rate    | No. Trips | Trip Rate    | No. Trips | Trip Rate    | No. Trips | Trip Rate    | No. Trips |
| Vehicle Driver    | 0.430        | 8         | 0.189        | 3         | 0.098        | 2         | 0.349        | 6         |
| Vehicle Passenger | 0.091        | 2         | 0.046        | 1         | 0.026        | 0         | 0.073        | 1         |
| Public Transport  | 0.026        | 0         | 0.001        | 0         | 0.00         | 0         | 0.017        | 0         |
| Walk              | 0.052        | 1         | 0.012        | 0         | 0.005        | 0         | 0.036        | 1         |
| Cycle             | 0.013        | 0         | 0.002        | 0         | 0.002        | 0         | 0.017        | 0         |
| HGV               | 0.025        | 0         | 0.019        | 0         | 0.007        | 0         | 0.010        | 0         |
| <b>Total</b>      | <b>0.637</b> | <b>11</b> | <b>0.269</b> | <b>4</b>  | <b>0.138</b> | <b>2</b>  | <b>0.502</b> | <b>8</b>  |

- 5.5 Table 5.2 shows that the proposed site operation has the potential to generate a total of 15 two-way person movements during the AM peak, of which 11 trips would be vehicular. During the PM peak, the site proposals could generate approximately a total of 10 two-way person movements, of which 8 trips would be vehicular.

## Parking Accumulation Analysis

- 5.6 Parking accumulation analysis has been undertaken based on the TRICS arrivals and departures profile in order to establish the anticipated parking demand associated with the proposed development. Table 5.3 summarises the parking demand over a typical weekday profile illustrating that the proposed development could generate a maximum parking demand of 10 spaces which would occur between 1000-1100 and 1300-1500.

**Table 5.3** Parking Accumulation – Proposed Employment Uses

| Time      | Arrivals | Departures | Parking Demand |
|-----------|----------|------------|----------------|
| 0700-0800 | 5        | 2          | 4              |
| 0800-0900 | 8        | 4          | 8              |
| 0900-1000 | 5        | 4          | 9              |
| 1000-1100 | 5        | 5          | 10             |
| 1100-1200 | 5        | 5          | 9              |
| 1200-1300 | 6        | 6          | 9              |

**Table 5.3** Parking Accumulation – Proposed Employment Uses (cont.)

| Time      | Arrivals | Departures | Parking Demand |
|-----------|----------|------------|----------------|
| 1300-1400 | 5        | 5          | 10             |
| 1400-1500 | 5        | 5          | 10             |
| 1500-1600 | 4        | 6          | 8              |
| 1600-1700 | 3        | 6          | 6              |
| 1700-1800 | 2        | 6          | 2              |
| 1800-1900 | 1        | 2          | 0              |

- 5.7 In the context of the parking provision to be delivered on site, it is considered that the demand levels determined in Table 5.3 can be adequately accommodated.

## NET Change

- 5.8 A comparative analysis has been undertaken to compare the trip generational characteristics between the existing and proposed site operation. The NET change in vehicle movements is summarised in Table 5.4.

**Table 5.4** NET Change in Two-Way Vehicle Movements

| Time Period | Existing Use | Proposed Use | NET Change |
|-------------|--------------|--------------|------------|
| AM Peak     | 4            | 11           | + 7        |
| PM Peak     | 2            | 8            | + 6        |

- 5.9 Table 5.4 shows that the proposed use has the potential to generate 7 additional vehicle trips during the AM peak and 6 additional trips during the PM peak period respectively. Given the minimal increase in vehicular traffic generated by the proposed site use over the AM and PM peak periods, it is considered that the proposals will have a negligible impact on the operation of the surrounding highway network.

## 6. Summary & Conclusions

6.1 This Transport Assessment (TA) has been prepared on behalf of SHP Opportunity Fund General Partner Ltd. (SHP) to consider the highways and transport implications related to the proposed redevelopment of an existing car repair and maintenance premises (Use Class B2 / B8) to provide a single unit under Use Class B1c / B2 / B8 totalling 1,758sqm floor space, in addition to associated service and car parking areas. A summary of the findings of this report are as follows:

- The site offers connections to a comprehensive network of existing pedestrian / cycle infrastructure providing access to nearby bus stops and residential areas;
- PIA analysis identifies that no PIAs have been recorded along Stadium Way or Wigmore Lane since 2014 and therefore it is considered that the development will have no adverse impact on highway safety;
- The site will be accessed via a reconstructed kerbed bellmouth on Wigmore Lane. All existing lengths of access and dropped kerbs serving the site will be returned to footway;
- It is proposed that the existing Stadium Way carriageway, which runs through the centre of the site is blocked up at the point of the site's western boundary. Full access will be maintained for remaining units on Stadium Way from Scours Lane, along with the ability for vehicles to turn within their premises as existing;
- The site will provide 23 car parking spaces which will offer sufficient capacity to absorb projected parking demand, noting that provision is in excess of the standards specified by Reading Borough Council for 'General Industrial' and 'Light Industrial' uses;
- The site will provide 7 cycle parking spaces to accord with the Reading Borough Council Parking Standards and Design SPD (2011);
- Deliveries and servicing will take place on site with vehicles able to enter and exit the site in a forward gear as demonstrated by swept path analysis;
- The development unit on site will be provided with designated loading bays to accommodate a 16.5m length articulated vehicle or 12.0m length rigid vehicle as required;
- Comparative analysis between the trip generational characteristics of the existing B2 / B8 use and the proposed B1 / B2 / B8 uses identifies that the proposed development has the potential to generate a net increase of 7 and 6 two-way vehicle movements during the AM peak and PM peak periods respectively;
- It is therefore concluded that the proposed development will have a negligible impact on the operation of the surrounding highway network.

6.2 Based on the findings within this Transport Assessment and in the context of the guidelines within para. 109 of the NPPF, it is considered that there are no residual cumulative impacts in terms of highway safety on the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.

## Appendix 1

|                              | GROUND        | FIRST        | TOTAL                                      |
|------------------------------|---------------|--------------|--------------------------------------------|
| New Unit 1                   | 16 698        | 2 230        | 18 928                                     |
| <b>GRAND TOTALS</b>          | <b>16 698</b> | <b>2 230</b> | <b>18 928 sqft</b><br><b>(1 736.4 sqm)</b> |
| gross ext.                   |               |              |                                            |
| 23 car spaces = 1 per 76 sqm |               |              |                                            |

1. Ground floor area stated is industrial / warehouse and is entire building footprint.
2. First floor area stated is offices.
3. Base drawing is MKS topographic survey drawing number 20906 R2 dated May 2015.
4. Refer to landscape drawing for full details of all planting. Refer to tree report for details of retained trees.



©PVL

PROJECT  
Stadium Way Industrial Estate,  
Stadium Way  
Reading, RG30 1HU

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### Proposed Site Layout Plan

| SCALE | PAPER SIZE | DATE     | DRAWN BY |
|-------|------------|----------|----------|
| 1:500 | A3         | 30.01.19 |          |

DRAWING N° 182.01.15

REVISION

CAD REF. 182.01.15 proposed site layout plan, draft 3.dwg

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architecture  
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## Appendix 2

Calculation Reference: AUDIT-740101-180829-0827

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**MULTI-MODAL VEHICLES**Selected regions and areas:

|                         |        |
|-------------------------|--------|
| <b>03 SOUTH WEST</b>    |        |
| BR BRISTOL CITY         | 1 days |
| DV DEVON                | 1 days |
| <b>06 WEST MIDLANDS</b> |        |
| HE HEREFORDSHIRE        | 1 days |

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

**Secondary 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: 1100 to 3513 (units: sqm)  
 Range Selected by User: 1100 to 10000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 06/07/17

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

Selected survey days:

|          |        |
|----------|--------|
| Monday   | 1 days |
| Tuesday  | 1 days |
| Thursday | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 3 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                       | 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 | 2 |
| Commercial Zone | 1 |

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

LIST OF SITES relevant to selection parameters

|          |                                    |                                 |                      |
|----------|------------------------------------|---------------------------------|----------------------|
| <b>1</b> | <b>BR-02-C-01</b>                  | <b>MECH. ENGINEERS</b>          | <b>BRISTOL CITY</b>  |
|          | NOVERS HILL                        |                                 |                      |
|          | BRISTOL                            |                                 |                      |
|          | BEDMINSTER                         |                                 |                      |
|          | Suburban Area (PPS6 Out of Centre) |                                 |                      |
|          | Industrial Zone                    |                                 |                      |
|          | Total Gross floor area:            | 1100 sqm                        |                      |
|          | Survey date: MONDAY                | 19/10/09                        | Survey Type: MANUAL  |
| <b>2</b> | <b>DV-02-C-02</b>                  | <b>ENERGY RECOVERY FACILITY</b> | <b>DEVON</b>         |
|          | 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  |
| <b>3</b> | <b>HE-02-C-02</b>                  | <b>THERMAL PROCESSING</b>       | <b>HEREFORDSHIRE</b> |
|          | COLLEGE ROAD                       |                                 |                      |
|          | HEREFORD                           |                                 |                      |
|          | BURCOTT                            |                                 |                      |
|          | Edge of Town                       |                                 |                      |
|          | Commercial Zone                    |                                 |                      |
|          | Total Gross floor area:            | 1880 sqm                        |                      |
|          | Survey date: TUESDAY               | 22/10/13                        | 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.*

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

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

**MULTI-MODAL 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 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 3        | 2164        | 0.308        | 3          | 2164        | 0.092        | 3        | 2164        | 0.400        |
| 08:00 - 09:00 | <b>3</b> | <b>2164</b> | <b>0.400</b> | 3          | 2164        | 0.139        | 3        | 2164        | 0.539        |
| 09:00 - 10:00 | 3        | 2164        | 0.308        | 3          | 2164        | 0.277        | 3        | 2164        | 0.585        |
| 10:00 - 11:00 | 3        | 2164        | 0.169        | 3          | 2164        | 0.139        | 3        | 2164        | 0.308        |
| 11:00 - 12:00 | 3        | 2164        | 0.200        | 3          | 2164        | 0.216        | 3        | 2164        | 0.416        |
| 12:00 - 13:00 | 3        | 2164        | 0.323        | 3          | 2164        | 0.354        | <b>3</b> | <b>2164</b> | <b>0.677</b> |
| 13:00 - 14:00 | 3        | 2164        | 0.262        | 3          | 2164        | 0.200        | 3        | 2164        | 0.462        |
| 14:00 - 15:00 | 3        | 2164        | 0.108        | 3          | 2164        | 0.062        | 3        | 2164        | 0.170        |
| 15:00 - 16:00 | 3        | 2164        | 0.200        | 3          | 2164        | 0.246        | 3        | 2164        | 0.446        |
| 16:00 - 17:00 | 3        | 2164        | 0.092        | 3          | 2164        | 0.277        | 3        | 2164        | 0.369        |
| 17:00 - 18:00 | 3        | 2164        | 0.015        | <b>3</b>   | <b>2164</b> | <b>0.370</b> | 3        | 2164        | 0.385        |
| 18:00 - 19:00 | 3        | 2164        | 0.077        | 3          | 2164        | 0.169        | 3        | 2164        | 0.246        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          | 2.462       |              |            | 2.541       |              |          |             | 5.003        |

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:           | 1100 - 3513 (units: sqm) |
| Survey date date range:                       | 01/01/00 - 06/07/17      |
| Number of weekdays (Monday-Friday):           | 3                        |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 1                        |
| 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.*

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

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

**MULTI-MODAL 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 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 3        | 2164        | 0.092        | 3          | 2164        | 0.077        | 3        | 2164        | 0.169        |
| 08:00 - 09:00 | 3        | 2164        | 0.123        | 3          | 2164        | 0.092        | 3        | 2164        | 0.215        |
| 09:00 - 10:00 | 3        | 2164        | 0.139        | 3          | 2164        | 0.154        | 3        | 2164        | 0.293        |
| 10:00 - 11:00 | 3        | 2164        | 0.015        | 3          | 2164        | 0.015        | 3        | 2164        | 0.030        |
| 11:00 - 12:00 | 3        | 2164        | 0.108        | 3          | 2164        | 0.108        | 3        | 2164        | 0.216        |
| 12:00 - 13:00 | <b>3</b> | <b>2164</b> | <b>0.262</b> | <b>3</b>   | <b>2164</b> | <b>0.293</b> | <b>3</b> | <b>2164</b> | <b>0.555</b> |
| 13:00 - 14:00 | 3        | 2164        | 0.139        | 3          | 2164        | 0.108        | 3        | 2164        | 0.247        |
| 14:00 - 15:00 | 3        | 2164        | 0.046        | 3          | 2164        | 0.046        | 3        | 2164        | 0.092        |
| 15:00 - 16:00 | 3        | 2164        | 0.077        | 3          | 2164        | 0.077        | 3        | 2164        | 0.154        |
| 16:00 - 17:00 | 3        | 2164        | 0.031        | 3          | 2164        | 0.062        | 3        | 2164        | 0.093        |
| 17:00 - 18:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 18:00 - 19:00 | 3        | 2164        | 0.015        | 3          | 2164        | 0.000        | 3        | 2164        | 0.015        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 1.047        |            |             | 1.032        |          |             | 2.079        |

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.

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

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

**MULTI-MODAL 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 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 08:00 - 09:00 | <b>3</b> | <b>2164</b> | <b>0.015</b> | <b>3</b>   | <b>2164</b> | <b>0.015</b> | <b>3</b> | <b>2164</b> | <b>0.030</b> |
| 09:00 - 10:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 10:00 - 11:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 11:00 - 12:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 12:00 - 13:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 13:00 - 14:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 14:00 - 15:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 15:00 - 16:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 16:00 - 17:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.015        | 3        | 2164        | 0.015        |
| 17:00 - 18:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 18:00 - 19:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.015        | 3        | 2164        | 0.015        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.015        |            |             | 0.045        |          |             | 0.060        |

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.

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

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

**MULTI-MODAL VEHICLE OCCUPANTS****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 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 3        | 2164        | 0.354        | 3          | 2164        | 0.092        | 3        | 2164        | 0.446        |
| 08:00 - 09:00 | 3        | 2164        | 0.477        | 3          | 2164        | 0.154        | 3        | 2164        | 0.631        |
| 09:00 - 10:00 | 3        | 2164        | 0.508        | 3          | 2164        | 0.385        | 3        | 2164        | 0.893        |
| 10:00 - 11:00 | 3        | 2164        | 0.185        | 3          | 2164        | 0.139        | 3        | 2164        | 0.324        |
| 11:00 - 12:00 | 3        | 2164        | 0.262        | 3          | 2164        | 0.308        | 3        | 2164        | 0.570        |
| 12:00 - 13:00 | <b>3</b> | <b>2164</b> | <b>0.601</b> | <b>3</b>   | <b>2164</b> | <b>0.570</b> | <b>3</b> | <b>2164</b> | <b>1.171</b> |
| 13:00 - 14:00 | 3        | 2164        | 0.323        | 3          | 2164        | 0.262        | 3        | 2164        | 0.585        |
| 14:00 - 15:00 | 3        | 2164        | 0.139        | 3          | 2164        | 0.092        | 3        | 2164        | 0.231        |
| 15:00 - 16:00 | 3        | 2164        | 0.277        | 3          | 2164        | 0.416        | 3        | 2164        | 0.693        |
| 16:00 - 17:00 | 3        | 2164        | 0.139        | 3          | 2164        | 0.431        | 3        | 2164        | 0.570        |
| 17:00 - 18:00 | 3        | 2164        | 0.015        | 3          | 2164        | 0.400        | 3        | 2164        | 0.415        |
| 18:00 - 19:00 | 3        | 2164        | 0.108        | 3          | 2164        | 0.169        | 3        | 2164        | 0.277        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 3.388        |            |             | 3.418        |          |             | 6.806        |

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.

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

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

**MULTI-MODAL PEDESTRIANS****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 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | <b>3</b> | <b>2164</b> | <b>0.031</b> | 3          | 2164        | 0.000        | <b>3</b> | <b>2164</b> | <b>0.031</b> |
| 08:00 - 09:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 09:00 - 10:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 10:00 - 11:00 | 3        | 2164        | 0.000        | <b>3</b>   | <b>2164</b> | <b>0.015</b> | 3        | 2164        | 0.015        |
| 11:00 - 12:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 12:00 - 13:00 | 3        | 2164        | 0.015        | 3          | 2164        | 0.015        | 3        | 2164        | 0.030        |
| 13:00 - 14:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 14:00 - 15:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 15:00 - 16:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 16:00 - 17:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.015        | 3        | 2164        | 0.015        |
| 17:00 - 18:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.015        | 3        | 2164        | 0.015        |
| 18:00 - 19:00 | 3        | 2164        | 0.000        | 3          | 2164        | 0.000        | 3        | 2164        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.046        |            |             | 0.060        |          |             | 0.106        |

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.

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

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

**MULTI-MODAL PUBLIC TRANSPORT USERS****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 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 3        | 2164     | 0.000     | 3          | 2164     | 0.000     | 3        | 2164     | 0.000     |
| 08:00 - 09:00 | 3        | 2164     | 0.000     | 3          | 2164     | 0.000     | 3        | 2164     | 0.000     |
| 09:00 - 10:00 | 3        | 2164     | 0.000     | 3          | 2164     | 0.000     | 3        | 2164     | 0.000     |
| 10:00 - 11:00 | 3        | 2164     | 0.000     | 3          | 2164     | 0.000     | 3        | 2164     | 0.000     |
| 11:00 - 12:00 | 3        | 2164     | 0.000     | 3          | 2164     | 0.000     | 3        | 2164     | 0.000     |
| 12:00 - 13:00 | 3        | 2164     | 0.000     | 3          | 2164     | 0.000     | 3        | 2164     | 0.000     |
| 13:00 - 14:00 | 3        | 2164     | 0.000     | 3          | 2164     | 0.000     | 3        | 2164     | 0.000     |
| 14:00 - 15:00 | 3        | 2164     | 0.000     | 3          | 2164     | 0.000     | 3        | 2164     | 0.000     |
| 15:00 - 16:00 | 3        | 2164     | 0.000     | 3          | 2164     | 0.000     | 3        | 2164     | 0.000     |
| 16:00 - 17:00 | 3        | 2164     | 0.000     | 3          | 2164     | 0.000     | 3        | 2164     | 0.000     |
| 17:00 - 18:00 | 3        | 2164     | 0.000     | 3          | 2164     | 0.000     | 3        | 2164     | 0.000     |
| 18:00 - 19:00 | 3        | 2164     | 0.000     | 3          | 2164     | 0.000     | 3        | 2164     | 0.000     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          | 0.000    |           |            | 0.000    |           |          | 0.000    |           |

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

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

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

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

**MULTI-MODAL TOTAL PEOPLE****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 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 3        | 2164        | 0.385        | 3          | 2164        | 0.092        | 3        | 2164        | 0.477        |
| 08:00 - 09:00 | 3        | 2164        | 0.493        | 3          | 2164        | 0.169        | 3        | 2164        | 0.662        |
| 09:00 - 10:00 | 3        | 2164        | 0.508        | 3          | 2164        | 0.385        | 3        | 2164        | 0.893        |
| 10:00 - 11:00 | 3        | 2164        | 0.185        | 3          | 2164        | 0.154        | 3        | 2164        | 0.339        |
| 11:00 - 12:00 | 3        | 2164        | 0.262        | 3          | 2164        | 0.308        | 3        | 2164        | 0.570        |
| 12:00 - 13:00 | <b>3</b> | <b>2164</b> | <b>0.616</b> | <b>3</b>   | <b>2164</b> | <b>0.585</b> | <b>3</b> | <b>2164</b> | <b>1.201</b> |
| 13:00 - 14:00 | 3        | 2164        | 0.323        | 3          | 2164        | 0.262        | 3        | 2164        | 0.585        |
| 14:00 - 15:00 | 3        | 2164        | 0.139        | 3          | 2164        | 0.092        | 3        | 2164        | 0.231        |
| 15:00 - 16:00 | 3        | 2164        | 0.277        | 3          | 2164        | 0.416        | 3        | 2164        | 0.693        |
| 16:00 - 17:00 | 3        | 2164        | 0.139        | 3          | 2164        | 0.462        | 3        | 2164        | 0.601        |
| 17:00 - 18:00 | 3        | 2164        | 0.015        | 3          | 2164        | 0.416        | 3        | 2164        | 0.431        |
| 18:00 - 19:00 | 3        | 2164        | 0.108        | 3          | 2164        | 0.185        | 3        | 2164        | 0.293        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 3.450        |            |             | 3.526        |          |             | 6.976        |

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.

## Appendix 3

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT  
 Category : D - INDUSTRIAL ESTATE

**MULTI-MODAL VEHICLES**Selected regions and areas:

|                                              |        |
|----------------------------------------------|--------|
| <b>02 SOUTH EAST</b>                         |        |
| ES EAST SUSSEX                               | 2 days |
| KC KENT                                      | 1 days |
| <b>03 SOUTH WEST</b>                         |        |
| BR BRISTOL CITY                              | 2 days |
| DV DEVON                                     | 1 days |
| WL WILTSHIRE                                 | 1 days |
| <b>04 EAST ANGLIA</b>                        |        |
| CA CAMBRIDGESHIRE                            | 1 days |
| <b>06 WEST MIDLANDS</b>                      |        |
| WM WEST MIDLANDS                             | 2 days |
| <b>07 YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |        |
| WY WEST YORKSHIRE                            | 3 days |
| <b>09 NORTH</b>                              |        |
| TW TYNE & WEAR                               | 1 days |

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

**Secondary 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: 1138 to 23480 (units: sqm)  
 Range Selected by User: 1138 to 102000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 28/11/17

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 4 days |
| Tuesday   | 5 days |
| Wednesday | 2 days |
| Thursday  | 1 days |
| Friday    | 2 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 14 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) | 7 |
| Edge of Town                       | 7 |

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Industrial Zone  | 5 |
| Development Zone | 2 |
| Residential Zone | 5 |
| No Sub Category  | 2 |

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

LIST OF SITES relevant to selection parameters

|          |                                    |                          |                        |
|----------|------------------------------------|--------------------------|------------------------|
| <b>1</b> | <b>BR-02-D-04</b>                  | <b>INDUSTRIAL ESTATE</b> | <b>BRISTOL CITY</b>    |
|          | CROFTS END ROAD                    |                          |                        |
|          | BRISTOL                            |                          |                        |
|          | SPEEDWELL                          |                          |                        |
|          | Suburban Area (PPS6 Out of Centre) |                          |                        |
|          | Industrial Zone                    |                          |                        |
|          | Total Gross floor area:            | 18018 sqm                |                        |
|          | Survey date: FRIDAY                | 29/11/13                 | Survey Type: MANUAL    |
| <b>2</b> | <b>BR-02-D-05</b>                  | <b>INDUSTRIAL ESTATE</b> | <b>BRISTOL CITY</b>    |
|          | NOVERS HILL                        |                          |                        |
|          | BRISTOL                            |                          |                        |
|          | BEDMINSTER                         |                          |                        |
|          | Suburban Area (PPS6 Out of Centre) |                          |                        |
|          | Industrial Zone                    |                          |                        |
|          | Total Gross floor area:            | 18128 sqm                |                        |
|          | Survey date: FRIDAY                | 29/11/13                 | Survey Type: MANUAL    |
| <b>3</b> | <b>CA-02-D-04</b>                  | <b>INDUSTRIAL ESTATE</b> | <b>CAMBRIDGESHIRE</b>  |
|          | LINCOLN ROAD                       |                          |                        |
|          | PETERBOROUGH                       |                          |                        |
|          | Suburban Area (PPS6 Out of Centre) |                          |                        |
|          | No Sub Category                    |                          |                        |
|          | Total Gross floor area:            | 4133 sqm                 |                        |
|          | Survey date: TUESDAY               | 02/12/14                 | Survey Type: MANUAL    |
| <b>4</b> | <b>DV-02-D-07</b>                  | <b>INDUSTRIAL ESTATE</b> | <b>DEVON</b>           |
|          | BITTERN ROAD                       |                          |                        |
|          | EXETER                             |                          |                        |
|          | SOWTON IND. ESTATE                 |                          |                        |
|          | Edge of Town                       |                          |                        |
|          | Industrial Zone                    |                          |                        |
|          | Total Gross floor area:            | 3600 sqm                 |                        |
|          | Survey date: MONDAY                | 03/07/17                 | Survey Type: MANUAL    |
| <b>5</b> | <b>ES-02-D-06</b>                  | <b>INDUSTRIAL ESTATE</b> | <b>EAST SUSSEX</b>     |
|          | COURTLANDS ROAD                    |                          |                        |
|          | EASTBOURNE                         |                          |                        |
|          | Edge of Town                       |                          |                        |
|          | Residential Zone                   |                          |                        |
|          | Total Gross floor area:            | 7525 sqm                 |                        |
|          | Survey date: MONDAY                | 21/10/13                 | Survey Type: MANUAL    |
| <b>6</b> | <b>ES-02-D-07</b>                  | <b>INDUSTRIAL ESTATE</b> | <b>EAST SUSSEX</b>     |
|          | HUGHES ROAD                        |                          |                        |
|          | BRIGHTON                           |                          |                        |
|          | Suburban Area (PPS6 Out of Centre) |                          |                        |
|          | Industrial Zone                    |                          |                        |
|          | Total Gross floor area:            | 6625 sqm                 |                        |
|          | Survey date: THURSDAY              | 16/10/14                 | Survey Type: MANUAL    |
| <b>7</b> | <b>KC-02-D-02</b>                  | <b>INDUSTRIAL ESTATE</b> | <b>KENT</b>            |
|          | SOUTHWELL ROAD                     |                          |                        |
|          | DEAL                               |                          |                        |
|          | Edge of Town                       |                          |                        |
|          | Residential Zone                   |                          |                        |
|          | Total Gross floor area:            | 10715 sqm                |                        |
|          | Survey date: WEDNESDAY             | 28/11/12                 | Survey Type: MANUAL    |
| <b>8</b> | <b>TW-02-D-08</b>                  | <b>INDUSTRIAL ESTATE</b> | <b>TYNE &amp; WEAR</b> |
|          | NORTH HYLTON ROAD                  |                          |                        |
|          | SUNDERLAND                         |                          |                        |
|          | SOUTHWICK                          |                          |                        |
|          | Suburban Area (PPS6 Out of Centre) |                          |                        |
|          | Development Zone                   |                          |                        |
|          | Total Gross floor area:            | 8310 sqm                 |                        |
|          | Survey date: TUESDAY               | 04/04/17                 | Survey Type: MANUAL    |

LIST OF SITES relevant to selection parameters (Cont.)

|           |                                    |                                 |                       |
|-----------|------------------------------------|---------------------------------|-----------------------|
| <b>9</b>  | <b>WL-02-D-02</b>                  | <b>INDUSTRIAL ESTATE</b>        | <b>WILTSHIRE</b>      |
|           | HEADLANDS GROVE                    |                                 |                       |
|           | SWINDON                            |                                 |                       |
|           | Suburban Area (PPS6 Out of Centre) |                                 |                       |
|           | Residential Zone                   |                                 |                       |
|           | Total Gross floor area:            | 10000 sqm                       |                       |
|           | Survey date: TUESDAY               | 20/09/16                        | Survey Type: MANUAL   |
| <b>10</b> | <b>WM-02-D-02</b>                  | <b>INDUSTRIAL ESTATE</b>        | <b>WEST MIDLANDS</b>  |
|           | DUNLOP WAY                         |                                 |                       |
|           | BIRMINGHAM                         |                                 |                       |
|           | Edge of Town                       |                                 |                       |
|           | Residential Zone                   |                                 |                       |
|           | Total Gross floor area:            | 23480 sqm                       |                       |
|           | Survey date: WEDNESDAY             | 07/11/12                        | Survey Type: MANUAL   |
| <b>11</b> | <b>WM-02-D-03</b>                  | <b>INDUSTRIAL ESTATE</b>        | <b>WEST MIDLANDS</b>  |
|           | JUNCTION ROAD                      |                                 |                       |
|           | STOURBRIDGE                        |                                 |                       |
|           | AUDNAM                             |                                 |                       |
|           | Suburban Area (PPS6 Out of Centre) |                                 |                       |
|           | Residential Zone                   |                                 |                       |
|           | Total Gross floor area:            | 1138 sqm                        |                       |
|           | Survey date: TUESDAY               | 28/11/17                        | Survey Type: MANUAL   |
| <b>12</b> | <b>WY-02-D-05</b>                  | <b>INDUSTRIAL ESTATE</b>        | <b>WEST YORKSHIRE</b> |
|           | CARR WOOD ROAD                     |                                 |                       |
|           | CASTLEFORD                         |                                 |                       |
|           | Edge of Town                       |                                 |                       |
|           | Development Zone                   |                                 |                       |
|           | Total Gross floor area:            | 1776 sqm                        |                       |
|           | Survey date: MONDAY                | 22/05/17                        | Survey Type: MANUAL   |
| <b>13</b> | <b>WY-02-D-06</b>                  | <b>INDUSTRIAL ESTATE (PART)</b> | <b>WEST YORKSHIRE</b> |
|           | PIONEER WAY                        |                                 |                       |
|           | CASTLEFORD                         |                                 |                       |
|           | Edge of Town                       |                                 |                       |
|           | Industrial Zone                    |                                 |                       |
|           | Total Gross floor area:            | 4328 sqm                        |                       |
|           | Survey date: TUESDAY               | 23/05/17                        | Survey Type: MANUAL   |
| <b>14</b> | <b>WY-02-D-07</b>                  | <b>INDUSTRIAL ESTATE</b>        | <b>WEST YORKSHIRE</b> |
|           | THUNDERHEAD RIDGE RD               |                                 |                       |
|           | CASTLEFORD                         |                                 |                       |
|           | GLASSHOUGHTON                      |                                 |                       |
|           | Edge of Town                       |                                 |                       |
|           | No Sub Category                    |                                 |                       |
|           | Total Gross floor area:            | 3191 sqm                        |                       |
|           | Survey date: MONDAY                | 15/05/17                        | 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              |
|------------|-------------------------------------|
| HE-02-D-02 | Primarily B1b (research) type units |

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

**MULTI-MODAL 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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 8641        | 0.314        | 14         | 8641        | 0.092        | 14        | 8641        | 0.406        |
| 08:00 - 09:00 | <b>14</b> | <b>8641</b> | <b>0.455</b> | 14         | 8641        | 0.208        | <b>14</b> | <b>8641</b> | <b>0.663</b> |
| 09:00 - 10:00 | 14        | 8641        | 0.303        | 14         | 8641        | 0.246        | 14        | 8641        | 0.549        |
| 10:00 - 11:00 | 14        | 8641        | 0.288        | 14         | 8641        | 0.272        | 14        | 8641        | 0.560        |
| 11:00 - 12:00 | 14        | 8641        | 0.292        | 14         | 8641        | 0.295        | 14        | 8641        | 0.587        |
| 12:00 - 13:00 | 14        | 8641        | 0.321        | 14         | 8641        | 0.322        | 14        | 8641        | 0.643        |
| 13:00 - 14:00 | 14        | 8641        | 0.312        | 14         | 8641        | 0.286        | 14        | 8641        | 0.598        |
| 14:00 - 15:00 | 14        | 8641        | 0.281        | 14         | 8641        | 0.287        | 14        | 8641        | 0.568        |
| 15:00 - 16:00 | 14        | 8641        | 0.232        | 14         | 8641        | 0.322        | 14        | 8641        | 0.554        |
| 16:00 - 17:00 | 14        | 8641        | 0.197        | 14         | 8641        | 0.319        | 14        | 8641        | 0.516        |
| 17:00 - 18:00 | 14        | 8641        | 0.105        | <b>14</b>  | <b>8641</b> | <b>0.359</b> | 14        | 8641        | 0.464        |
| 18:00 - 19:00 | 14        | 8641        | 0.041        | 14         | 8641        | 0.113        | 14        | 8641        | 0.154        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 3.141        |            |             | 3.121        |           |             | 6.262        |

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:           | 1138 - 23480 (units: sqm) |
| Survey date date range:                       | 01/01/10 - 28/11/17       |
| Number of weekdays (Monday-Friday):           | 14                        |
| Number of Saturdays:                          | 0                         |
| Number of Sundays:                            | 0                         |
| Surveys automatically removed from selection: | 1                         |
| Surveys manually removed from selection:      | 1                         |

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/D - INDUSTRIAL ESTATE

**MULTI-MODAL 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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 8641        | 0.012        | 14         | 8641        | 0.012        | 14        | 8641        | 0.024        |
| 08:00 - 09:00 | 14        | 8641        | 0.025        | 14         | 8641        | 0.019        | 14        | 8641        | 0.044        |
| 09:00 - 10:00 | 14        | 8641        | 0.023        | 14         | 8641        | 0.029        | 14        | 8641        | 0.052        |
| 10:00 - 11:00 | 14        | 8641        | 0.027        | 14         | 8641        | 0.026        | 14        | 8641        | 0.053        |
| 11:00 - 12:00 | 14        | 8641        | 0.028        | <b>14</b>  | <b>8641</b> | <b>0.030</b> | 14        | 8641        | 0.058        |
| 12:00 - 13:00 | <b>14</b> | <b>8641</b> | <b>0.032</b> | 14         | 8641        | 0.030        | <b>14</b> | <b>8641</b> | <b>0.062</b> |
| 13:00 - 14:00 | 14        | 8641        | 0.022        | 14         | 8641        | 0.023        | 14        | 8641        | 0.045        |
| 14:00 - 15:00 | 14        | 8641        | 0.017        | 14         | 8641        | 0.018        | 14        | 8641        | 0.035        |
| 15:00 - 16:00 | 14        | 8641        | 0.031        | 14         | 8641        | 0.026        | 14        | 8641        | 0.057        |
| 16:00 - 17:00 | 14        | 8641        | 0.015        | 14         | 8641        | 0.014        | 14        | 8641        | 0.029        |
| 17:00 - 18:00 | 14        | 8641        | 0.007        | 14         | 8641        | 0.010        | 14        | 8641        | 0.017        |
| 18:00 - 19:00 | 14        | 8641        | 0.003        | 14         | 8641        | 0.002        | 14        | 8641        | 0.005        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.242        |            |             | 0.239        |           |             | 0.481        |

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/D - INDUSTRIAL ESTATE

**MULTI-MODAL 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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 8641        | 0.012        | 14         | 8641        | 0.000        | 14        | 8641        | 0.012        |
| 08:00 - 09:00 | <b>14</b> | <b>8641</b> | <b>0.013</b> | 14         | 8641        | 0.002        | 14        | 8641        | 0.015        |
| 09:00 - 10:00 | 14        | 8641        | 0.004        | 14         | 8641        | 0.000        | 14        | 8641        | 0.004        |
| 10:00 - 11:00 | 14        | 8641        | 0.006        | 14         | 8641        | 0.002        | 14        | 8641        | 0.008        |
| 11:00 - 12:00 | 14        | 8641        | 0.000        | 14         | 8641        | 0.001        | 14        | 8641        | 0.001        |
| 12:00 - 13:00 | 14        | 8641        | 0.001        | 14         | 8641        | 0.002        | 14        | 8641        | 0.003        |
| 13:00 - 14:00 | 14        | 8641        | 0.003        | 14         | 8641        | 0.002        | 14        | 8641        | 0.005        |
| 14:00 - 15:00 | 14        | 8641        | 0.003        | 14         | 8641        | 0.002        | 14        | 8641        | 0.005        |
| 15:00 - 16:00 | 14        | 8641        | 0.002        | 14         | 8641        | 0.007        | 14        | 8641        | 0.009        |
| 16:00 - 17:00 | 14        | 8641        | 0.000        | 14         | 8641        | 0.014        | 14        | 8641        | 0.014        |
| 17:00 - 18:00 | 14        | 8641        | 0.002        | <b>14</b>  | <b>8641</b> | <b>0.017</b> | <b>14</b> | <b>8641</b> | <b>0.019</b> |
| 18:00 - 19:00 | 14        | 8641        | 0.001        | 14         | 8641        | 0.004        | 14        | 8641        | 0.005        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.047        |            |             | 0.053        |           |             | 0.100        |

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/D - INDUSTRIAL ESTATE

**MULTI-MODAL VEHICLE OCCUPANTS****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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 8641        | 0.382        | 14         | 8641        | 0.108        | 14        | 8641        | 0.490        |
| 08:00 - 09:00 | <b>14</b> | <b>8641</b> | <b>0.546</b> | 14         | 8641        | 0.254        | <b>14</b> | <b>8641</b> | <b>0.800</b> |
| 09:00 - 10:00 | 14        | 8641        | 0.365        | 14         | 8641        | 0.292        | 14        | 8641        | 0.657        |
| 10:00 - 11:00 | 14        | 8641        | 0.345        | 14         | 8641        | 0.326        | 14        | 8641        | 0.671        |
| 11:00 - 12:00 | 14        | 8641        | 0.357        | 14         | 8641        | 0.360        | 14        | 8641        | 0.717        |
| 12:00 - 13:00 | 14        | 8641        | 0.374        | 14         | 8641        | 0.389        | 14        | 8641        | 0.763        |
| 13:00 - 14:00 | 14        | 8641        | 0.362        | 14         | 8641        | 0.344        | 14        | 8641        | 0.706        |
| 14:00 - 15:00 | 14        | 8641        | 0.354        | 14         | 8641        | 0.347        | 14        | 8641        | 0.701        |
| 15:00 - 16:00 | 14        | 8641        | 0.279        | 14         | 8641        | 0.413        | 14        | 8641        | 0.692        |
| 16:00 - 17:00 | 14        | 8641        | 0.230        | 14         | 8641        | 0.384        | 14        | 8641        | 0.614        |
| 17:00 - 18:00 | 14        | 8641        | 0.131        | <b>14</b>  | <b>8641</b> | <b>0.432</b> | 14        | 8641        | 0.563        |
| 18:00 - 19:00 | 14        | 8641        | 0.046        | 14         | 8641        | 0.133        | 14        | 8641        | 0.179        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 3.771        |            |             | 3.782        |           |             | 7.553        |

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/D - INDUSTRIAL ESTATE

**MULTI-MODAL PEDESTRIANS****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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 8641        | 0.035        | 14         | 8641        | 0.008        | 14        | 8641        | 0.043        |
| 08:00 - 09:00 | <b>14</b> | <b>8641</b> | <b>0.052</b> | 14         | 8641        | 0.012        | 14        | 8641        | 0.064        |
| 09:00 - 10:00 | 14        | 8641        | 0.026        | 14         | 8641        | 0.020        | 14        | 8641        | 0.046        |
| 10:00 - 11:00 | 14        | 8641        | 0.012        | 14         | 8641        | 0.017        | 14        | 8641        | 0.029        |
| 11:00 - 12:00 | 14        | 8641        | 0.025        | 14         | 8641        | 0.023        | 14        | 8641        | 0.048        |
| 12:00 - 13:00 | 14        | 8641        | 0.032        | 14         | 8641        | 0.037        | <b>14</b> | <b>8641</b> | <b>0.069</b> |
| 13:00 - 14:00 | 14        | 8641        | 0.029        | 14         | 8641        | 0.034        | 14        | 8641        | 0.063        |
| 14:00 - 15:00 | 14        | 8641        | 0.023        | 14         | 8641        | 0.021        | 14        | 8641        | 0.044        |
| 15:00 - 16:00 | 14        | 8641        | 0.028        | 14         | 8641        | 0.033        | 14        | 8641        | 0.061        |
| 16:00 - 17:00 | 14        | 8641        | 0.014        | <b>14</b>  | <b>8641</b> | <b>0.039</b> | 14        | 8641        | 0.053        |
| 17:00 - 18:00 | 14        | 8641        | 0.005        | 14         | 8641        | 0.036        | 14        | 8641        | 0.041        |
| 18:00 - 19:00 | 14        | 8641        | 0.005        | 14         | 8641        | 0.012        | 14        | 8641        | 0.017        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.286        |            |             | 0.292        |           |             | 0.578        |

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/D - INDUSTRIAL ESTATE

**MULTI-MODAL PUBLIC TRANSPORT USERS****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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 8641        | 0.008        | 14         | 8641        | 0.000        | 14        | 8641        | 0.008        |
| 08:00 - 09:00 | 14        | 8641        | 0.026        | 14         | 8641        | 0.001        | 14        | 8641        | 0.027        |
| 09:00 - 10:00 | <b>14</b> | <b>8641</b> | <b>0.029</b> | 14         | 8641        | 0.001        | <b>14</b> | <b>8641</b> | <b>0.030</b> |
| 10:00 - 11:00 | 14        | 8641        | 0.005        | 14         | 8641        | 0.002        | 14        | 8641        | 0.007        |
| 11:00 - 12:00 | 14        | 8641        | 0.006        | 14         | 8641        | 0.004        | 14        | 8641        | 0.010        |
| 12:00 - 13:00 | 14        | 8641        | 0.006        | 14         | 8641        | 0.003        | 14        | 8641        | 0.009        |
| 13:00 - 14:00 | 14        | 8641        | 0.005        | 14         | 8641        | 0.007        | 14        | 8641        | 0.012        |
| 14:00 - 15:00 | 14        | 8641        | 0.002        | 14         | 8641        | 0.007        | 14        | 8641        | 0.009        |
| 15:00 - 16:00 | 14        | 8641        | 0.002        | <b>14</b>  | <b>8641</b> | <b>0.017</b> | 14        | 8641        | 0.019        |
| 16:00 - 17:00 | 14        | 8641        | 0.000        | 14         | 8641        | 0.016        | 14        | 8641        | 0.016        |
| 17:00 - 18:00 | 14        | 8641        | 0.000        | 14         | 8641        | 0.017        | 14        | 8641        | 0.017        |
| 18:00 - 19:00 | 14        | 8641        | 0.000        | 14         | 8641        | 0.004        | 14        | 8641        | 0.004        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.089        |            |             | 0.079        |           |             | 0.168        |

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.

MILESTONE TRANSPORT PLANNING WEY COURT, MARY ROAD GUILDFORD

Licence No: 740101

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

**MULTI-MODAL TOTAL PEOPLE****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

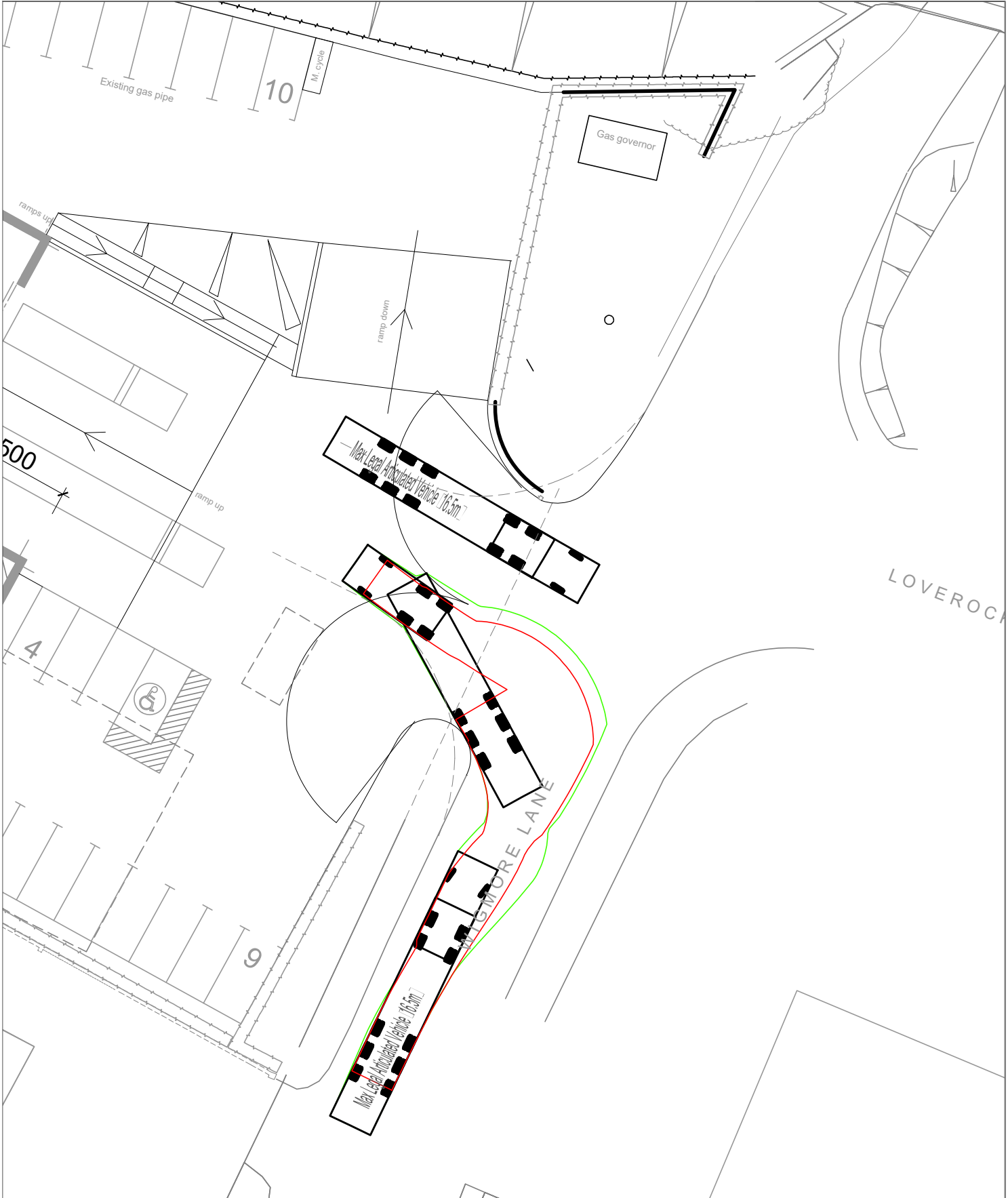
| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | 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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 8641        | 0.437        | 14         | 8641        | 0.117        | 14        | 8641        | 0.554        |
| 08:00 - 09:00 | <b>14</b> | <b>8641</b> | <b>0.637</b> | 14         | 8641        | 0.268        | <b>14</b> | <b>8641</b> | <b>0.905</b> |
| 09:00 - 10:00 | 14        | 8641        | 0.425        | 14         | 8641        | 0.312        | 14        | 8641        | 0.737        |
| 10:00 - 11:00 | 14        | 8641        | 0.368        | 14         | 8641        | 0.346        | 14        | 8641        | 0.714        |
| 11:00 - 12:00 | 14        | 8641        | 0.388        | 14         | 8641        | 0.388        | 14        | 8641        | 0.776        |
| 12:00 - 13:00 | 14        | 8641        | 0.413        | 14         | 8641        | 0.432        | 14        | 8641        | 0.845        |
| 13:00 - 14:00 | 14        | 8641        | 0.399        | 14         | 8641        | 0.387        | 14        | 8641        | 0.786        |
| 14:00 - 15:00 | 14        | 8641        | 0.383        | 14         | 8641        | 0.379        | 14        | 8641        | 0.762        |
| 15:00 - 16:00 | 14        | 8641        | 0.311        | 14         | 8641        | 0.470        | 14        | 8641        | 0.781        |
| 16:00 - 17:00 | 14        | 8641        | 0.244        | 14         | 8641        | 0.453        | 14        | 8641        | 0.697        |
| 17:00 - 18:00 | 14        | 8641        | 0.138        | <b>14</b>  | <b>8641</b> | <b>0.501</b> | 14        | 8641        | 0.639        |
| 18:00 - 19:00 | 14        | 8641        | 0.052        | 14         | 8641        | 0.154        | 14        | 8641        | 0.206        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           | 4.195       |              |            | 4.207       |              |           | 8.402       |              |

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.

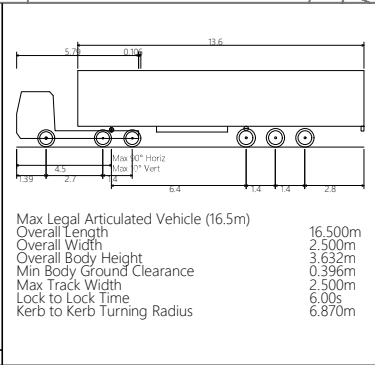
Plans





Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon a layout plan produced by KE Architecture and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

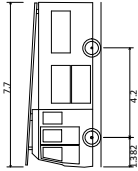


| Drawing Revisions                           |     |            |                 |    | Chk: |
|---------------------------------------------|-----|------------|-----------------|----|------|
| Rev:                                        | Dm: | Date:      | Details         |    |      |
| -                                           | CD  | 05/10/2018 | First Issue     | -  |      |
| A                                           | JM  | 25/03/2019 | New Site Layout | TG |      |
| B                                           | JM  | 28/03/2019 | New Site Layout | TG |      |
| Client                                      |     |            |                 |    |      |
| SHP Opportunity Fund<br>General Partner Ltd |     |            |                 |    |      |
| Project                                     |     |            |                 |    |      |
| Stadium Way, Reading                        |     |            |                 |    |      |

Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA  
Tel: 01483 397888  
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN  
Tel: 0191 338 7220  
web: www.milestonetp.co.uk

Notes

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Dennis Sabre Fire Tender (LWB)

- Overall Length 7.700m
- Overall Width 3.382m
- Min Body Height 3.512m
- Min Body Ground Clearance 0.397m
- Track Width 2.800m
- Load Capacity 5.000m
- Lock to Kerb Time 7.400m
- Kerb to Kerb Turning Radius 7.400m

Distance Survey Licence number: 10057360

Drawing Revisions

| Rev. | Dim. | Date:      | Details         | Chk |
|------|------|------------|-----------------|-----|
| -    | CD   | 05/10/2018 | New drawing     | TG  |
| A    | JM   | 22/03/2019 | New site layout | TG  |
| B    | JM   | 28/03/2019 | New site layout | TG  |

Client

SHP Opportunity Fund  
General Partner Ltd

Project

Stadium Way, Reading

Title

Swept-Path Analysis - Large  
Fire Tender on Stadium Way



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Gateshead IBC, Muggam Lane, Gateshead, NE8 1AN  
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web: www.milestonetp.co.uk

Drawing Number:

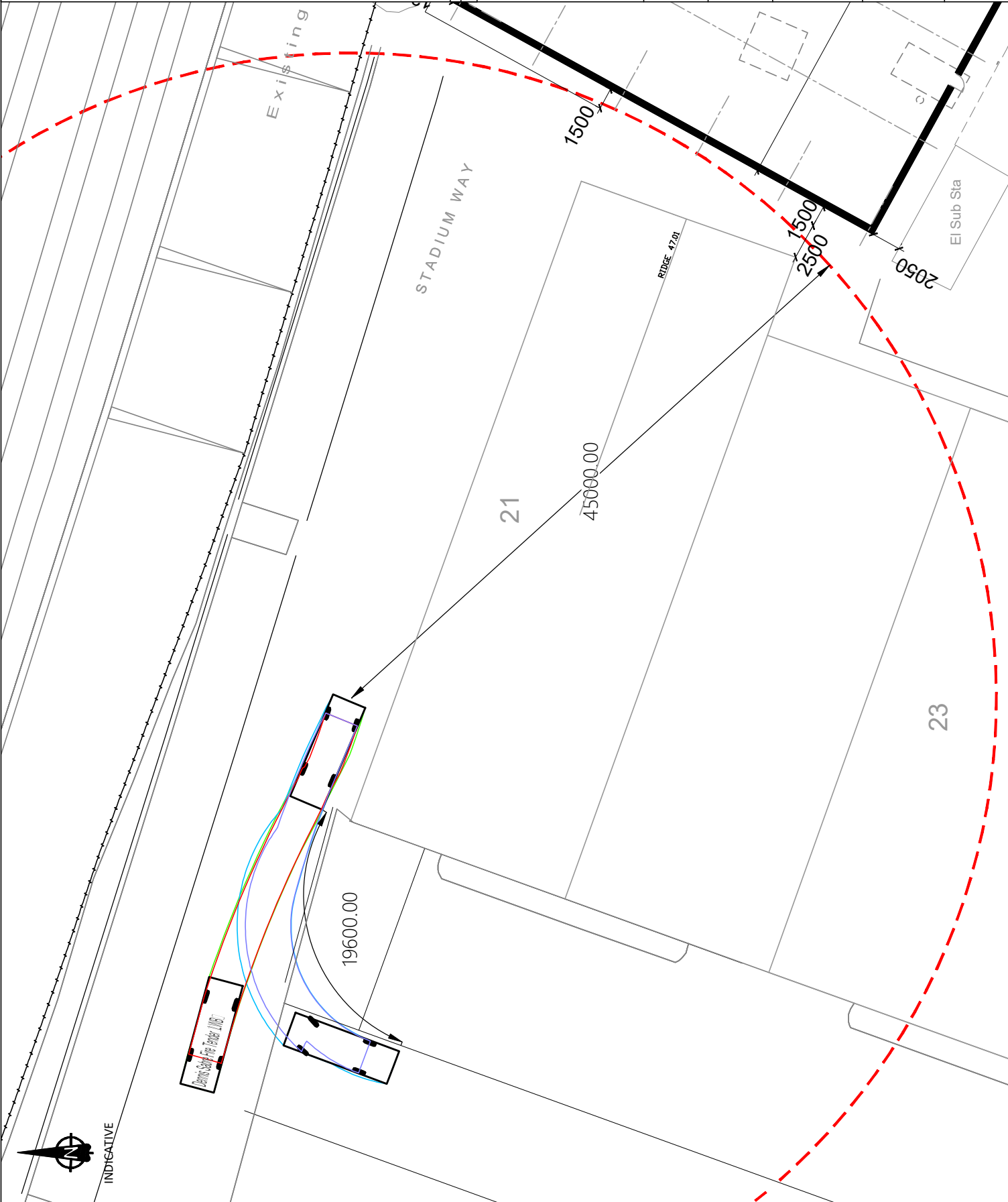
18132/TA/TK02

Scale:

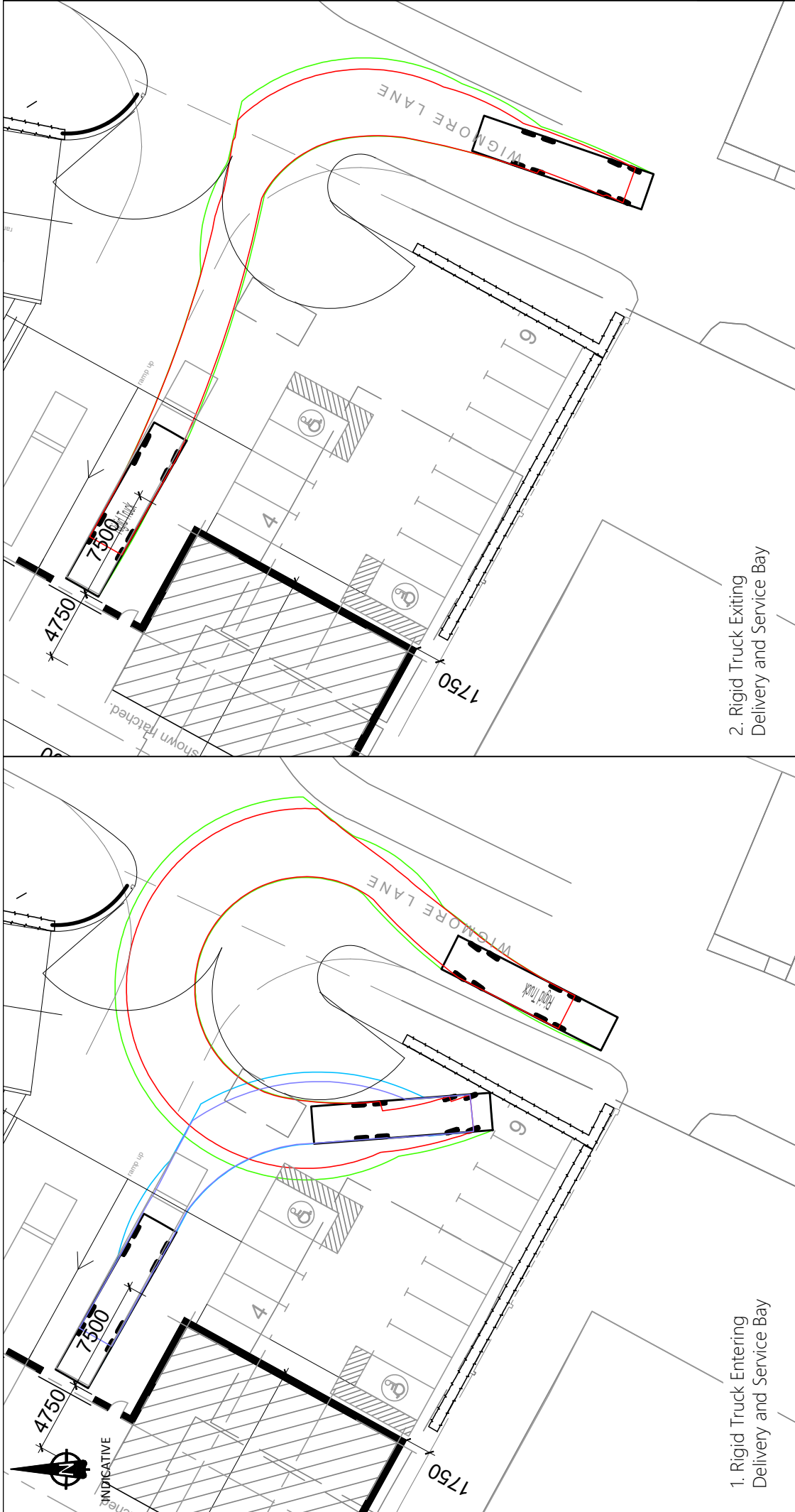
1:250 @ A3

Revision:

B



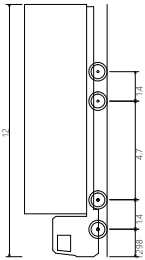




1. Rigid Truck Entering  
Delivery and Service Bay

2. Rigid Truck Exiting  
Delivery and Service Bay

Notes  
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2. This drawing has been based upon layout proposals provided by KE Architecture and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.



Rigid Truck  
Overall Length 12,000mm  
Overall Width 2,500mm  
Overall Body Height 2,473mm  
Minimum Ground Clearance 2,471mm  
Track Width 2,471mm  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 11,900mm

Drawing Revisions

| Rev | Drn | Date       | Details         |
|-----|-----|------------|-----------------|
| -   | CD  | 05/10/2018 | New drawing     |
| A   | JM  | 22/03/2019 | New site layout |
| B   | JM  | 28/03/2019 | New site layout |

Title

Swept-Path Analysis - Rigid  
Truck

Chk

TG  
TG  
TG

Client

SHP Opportunity Fund  
General Partner Ltd

**MILESTONE**  
Transport Planning

Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA  
Tel: 01483 397888  
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN  
Tel: 0191 539 7220

Drawing Number

18132/TA/TK04

Project

Stadium Way, Reading

Scale

1:250 @ A3

Revision

B