



ttp consulting
transport planning specialists

**Mayfair Capital Investment
Management Limited**

**BRUNEL RETAIL PARK,
READING**

**Transport Statement – Application
to convert Units 7-11 from Retail to
Self-Storage**

July 2023

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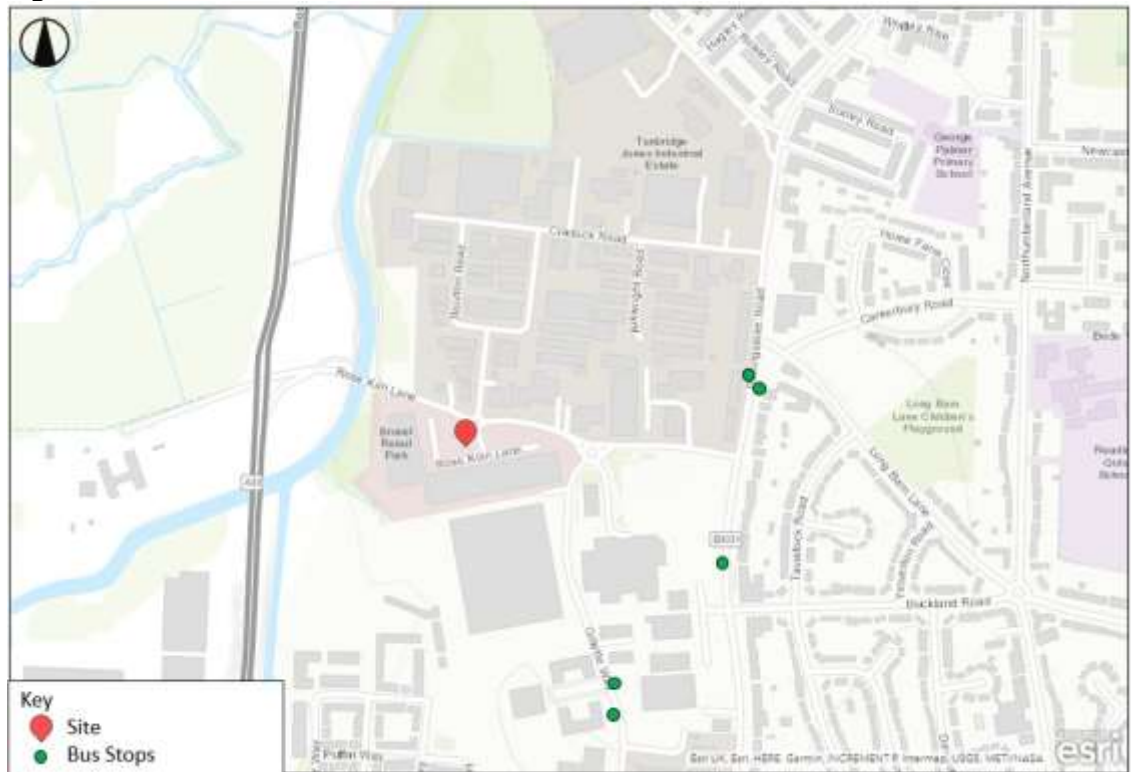
Appendices

Appendix A -	Application Plans
Appendix B -	Reading Cycle Map
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1 INTRODUCTION

- 1.1 TTP Consulting is retained to provide highways and transport advice associated with the proposals for Brunel Retail Park in Reading.

Figure 1.1: Location Plan



- 1.2 The Park which is located to the south of Reading town centre in a commercial area comprises circa 11,328sqm of retail floorspace (excluding mezzanines) with parking for up to 396 cars including 367 in the car park. Tenants include B&M, Halfords, Go Outdoor and Next along with Costa and Subway, with four units either vacant or in administration.
- 1.3 It is proposed to redevelop Units 7 through 11 which have a gross floor area of circa 6,879sqm to create a single unit to be used for Class B8 Self-Storage, with associated changes to the car park and access arrangements. The report concludes that the proposals would not impact on the operation of the wider highway network.

2 EXISTING SITUATION

The Park

- 2.1 The Park which comprises of 13 units with a combined gross floor area of circa 11,328sqm excluding mezzanines with tenants including B&M, Go Outdoor, Halfords, Next and Pets at Home along with Costa and Subway; four units are currently either vacant or in administration.
- 2.2 The layout is similar to retail parks throughout the UK with a couple of terraces, parking in front and a service yard to the rear. There is parking for up to approximately 396 cars of which 367 spaces are within the customer car park and the remainder in the service yards to the rear of the terraces. Access to the customer car park is taken from Rose Kiln Lane via a 4-arm roundabout junction, with access to the service yard taken via a priority-controlled junction on Gillette Way.
- 2.3 Units 7 to 11 which are the subject of this application currently have a combined gross floor area of 4,175sqm as summarised in **Table 2.1**.

Table 2.1: Summary of Existing Units (Units 7 – 11)				
Unit		Floor Area		
No.	Occupier	Ground	Mezzanine	Total
7	Vacant (formerly Brantano)	910sqm	-	910sqm
8	Vacant (formerly B&M)	1,885sqm	303sqm	2,188sqm
9	Laura Ashley	458sqm	362sqm	820sqm
10	Subway	94sqm	-	94sqm
11	Costa	163sqm	-	163sqm
		3,510sqm	665sqm	4,175sqm

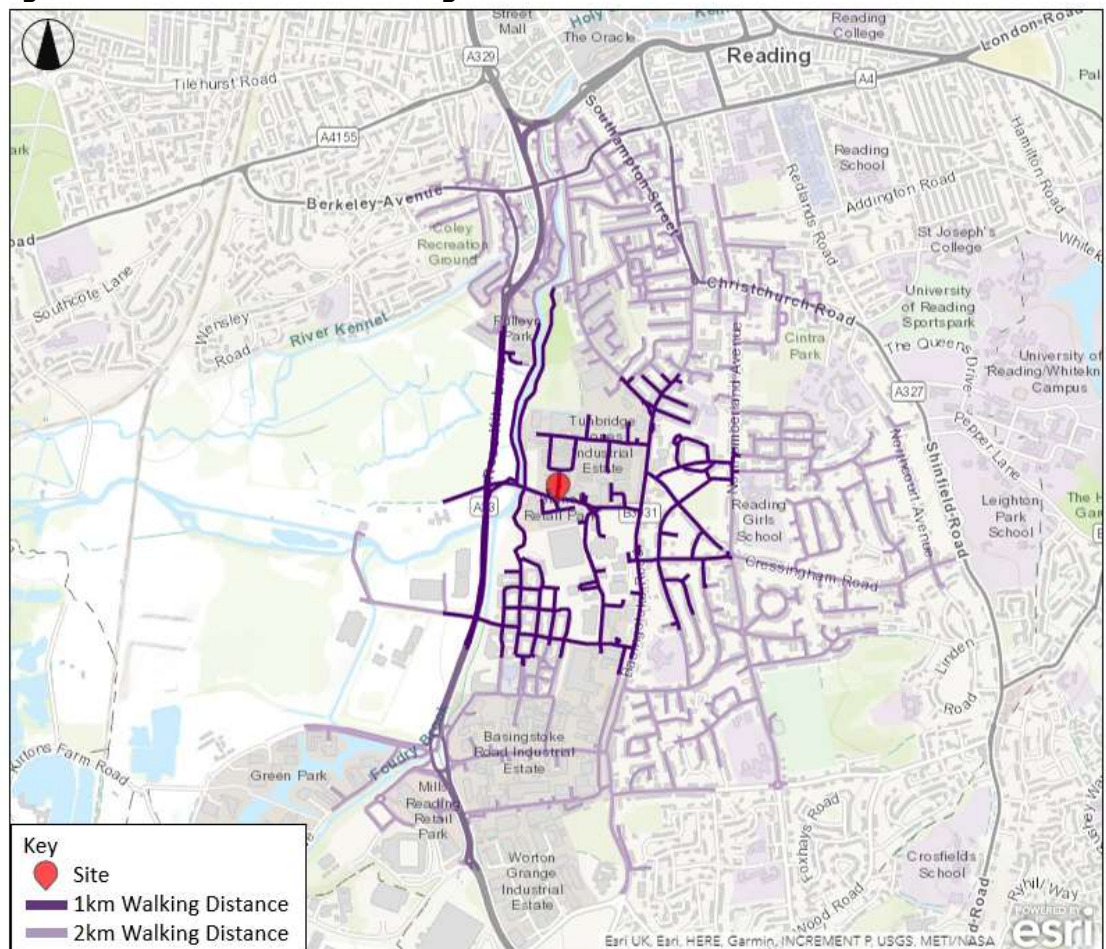
The Surrounding Area

- 2.4 The surrounding area is predominantly commercial in nature with a large warehouse to the south, a Morrison's supermarket with petrol filling station to the east and predominantly industrial units to the north and north-east. The River Kennet which runs in a broadly north-south orientation to the west of the Park, with the closest residential properties located south-west of the aforementioned warehouse.
- 2.5 The A33 which runs in a north-south orientation to the west of the River Kennet is one of the primary routes into and out of Reading town centre from the M4 to the south, with open land to the west of the road.

Accessibility on Foot and by Bicycle

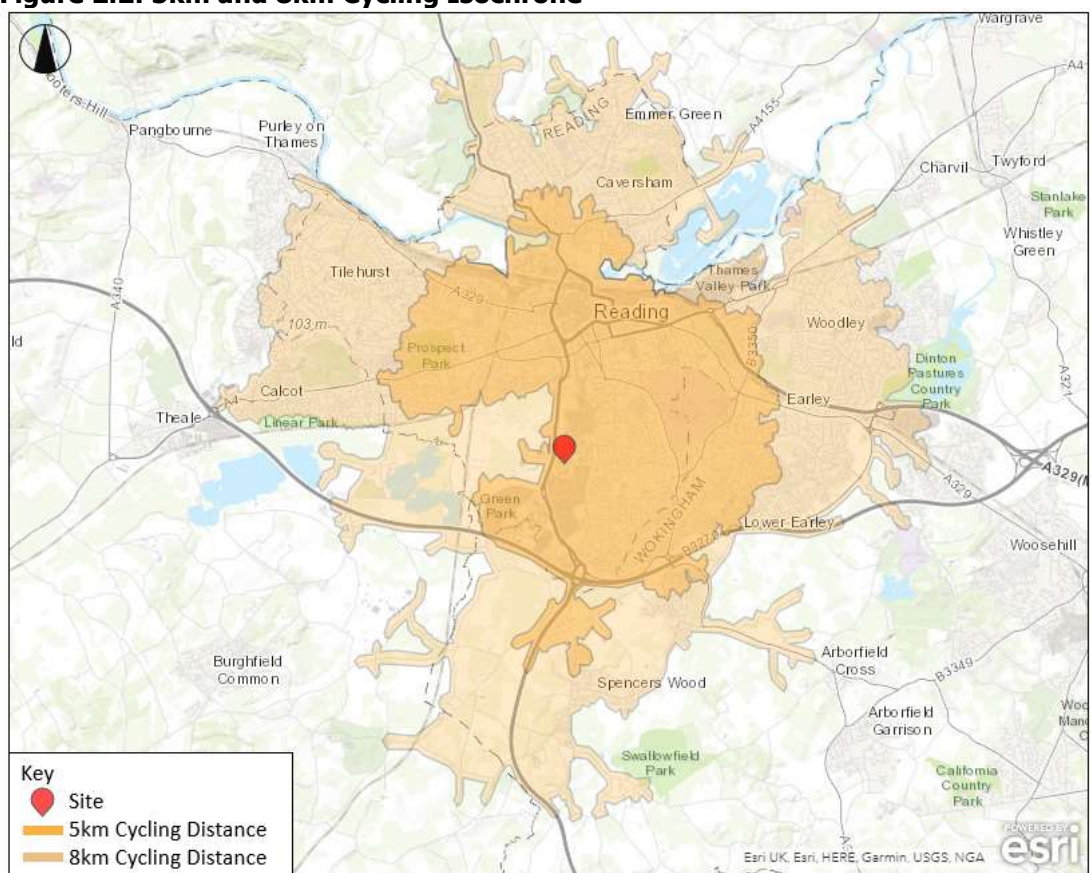
- 2.6 The Park is accessible by all modes with footways adjacent to both sides of Rose Kiln Lane, with the northern footway being a shared footway / cycleway, and bus services operating along nearby roads. The footways adjacent to Rose Kiln Lane connect to other footways and cycleways in the vicinity which includes those adjacent to the A33 and River Kennet to the west, and along Basingstoke Road to the east.
- 2.7 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) states that *"walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile"*. The document also provides guidance on acceptable walking distances and suggests that a preferred maximum walking distance of 2km is applicable for commuting trips and 800m for town centre / shopping trips. An 800m and 2km walking isochrone is provided at **Figure 2.1**.

Figure 2.1: 1km and 2km Walking Isochrone



2.8 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length. Local Transport Note 2/08 'Cycle Infrastructure Design' (DfT, 2008) states that "*many utility cycle journeys are under three miles... although, for commuter journeys, a trip distance of over five miles is not uncommon*". It can therefore be concluded that 3 miles, which is equivalent to approximately 5km, represents a reasonable typical cycling distance. **Figure 2.2** illustrates the 5km and 8km cycling isochrone, with a copy of the Reading Cycle Map provided at **Appendix B**. Considering the large residential catchment areas within walking and cycling distances, the Park is well located to take full advantage of trips by these modes of transport.

Figure 2.2: 5km and 8km Cycling Isochrone



Access by Public Transport

Bus

2.9 The closest set of bus stops are located on Basingstoke Road adjacent to Morrison's approximately 320m from the Park, providing northbound and southbound services. Buses on Routes 6, 7 and 66 call at the stops travelling between Reading Town Centre and Whitley Wood, Fleet and Mere oak Park and Ride. The northbound and southbound stops provide services 7 days a week, with weekday services providing in the region of 14 to 16 two-way buses per hour. Saturday and Sunday services are available at these stops albeit at a reduced level of frequency. The services available at Buckland Road Junction northbound and southbound stops are detailed below:

- Service 6 (Whitley Wood to Reading Town Centre) – provides circa 12 two-way services per hour weekdays with a reduced service on Saturday and Sunday.
- Service 7 (Fleet to Reading Town Centre) – provides circa 2 two-way services every one to two hours on a weekday and Saturday, with a reduced service on a Sunday.
- Service 66 (Mere oak Park and Ride to RBH) – provides circa 2 two-way services every one to two hours on a weekday. No services operate on a Saturday or Sunday.

Rail

2.10 Reading railway station is located circa 3.2km to the north of the Park and is accessible by bus, providing frequent weekday and weekend services to / from Bristol, Manchester, London, Basingstoke, Redhill as well as others.

Highway Network

- 2.11 Rose Kiln Lane which runs in a broadly east west orientation to the north of the Park connecting to the A33 in the west and Basingstoke Road to the east. It is a single carriageway road with one lane in each direction widening on the approaches to junctions. There are footways along both sides of the road with street lighting at regular intervals. The junctions with the A33 and Basingstoke Road are signalised, with the access to the Park and Gillette Way both being roundabouts.
- 2.12 Basingstoke Road which forms part of the B3031 is a single carriageway road that runs in a north south orientation to the east of Morrison's, connecting to the M4 at Junction 11 in the south and running through to the town centre. Not all movements are permitted at the junction with Rose Kiln Lane with northbound traffic required to turn left towards the A33. Data from the DfT website (Count Site 946001 – south of Hartland Road) suggests that there are on average 13,400 two-way vehicular movements per day with 2.7% classified as HGV.
- 2.13 The A33 is the primary route between M4 Junction 11 and Reading town centre, running in a north south orientation to the west of the Park. It is a dual carriageway for most of its length, with two to three lanes in each direction and all junctions either being signalised or large roundabouts. The junction with Rose Kiln Lane is signalised with three lanes on both the northern and southern approaches, with pedestrian crossing facilities over all arms with the exception of the northern arm. Data from the DfT website (Count Site 99742) suggests that there are on average 46,080 two-way vehicular movements per day with 3.7% classified as HGV.
- 2.14 Gillette Way is a single carriageway road that runs in a broadly north south orientation to the east of the Park, between Rose Kiln Lane in the north and Manor Farm Road in the south. It has one lane in each direction and facilitates access to commercial properties, with all accesses operating under priority control. There is a footway with street lighting at regular intervals along the eastern side of the carriageway, with intermittent footways along the western side of the road.

Highway Safety / Accident Data

- 2.15 A review of existing highway safety making use of existing accident data has been undertaken using Crashmap, with a five-year summary provided below in **Table 2.2**.

Table 2.2: Accident Data Analysis (Five Years)				
Junction	All Vehicle Types	Severity	HGV Incidents	Cyclist or Ped Incidents
Site Access Roundabout	3	2 Slight 1 Serious	0	0
A33 / Rose Kiln Lane	11	11 Slight	2	0
Gillette Way / Rose Kiln Lane	0	-	0	0
B3031 / Rose Kiln Lane	1	1 Slight	0	1
Total	15	14 Slight 1 Serious	2	1

- 2.16 The Crashmap analysis indicates that at all junctions there have been a total of 15 incidents over a five-year period, of which 14 were slight and 1 serious. Of these incidents, only 2 involved HGV's and 1 involved either a pedestrian or cyclist. The accident data analysis presented in **Table 2.1** does not indicate existing highway safety issues with only 1 serious incident and 1 cyclist / pedestrian incident in five-year period.

3 PLANNING POLICY

National Planning Policy Framework

- 3.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.
- 3.2 Paragraph 110 seeks to ensure that applications appropriate opportunities to promote sustainable transport are taken up, given the type of development and its location; that safe and suitable access can be achieved for all users and any significant impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree.
- 3.3 Paragraph 111 advises that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 3.4 Paragraph 112 states that:
- "Within this context, applications for development should:*
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Reading Local Plan

3.5 The Reading Local Plan was adopted in November 2019 and there a number of policies regarding transport.

3.6 Policy TR1 states that:

"Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures."

"development proposals should 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, in accordance with any agreed transport assessment submitted as part of the application."

3.7 Policy TR3 states that:

"In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment. Development will only be permitted where:

i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;

ii) The development would not have a material detrimental impact on the functioning of the transport network;

iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;

iv) The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and

v) For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be

acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road."

3.8 Policy TR4 states that:

"Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable. The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced and added to or extended. Development will not detrimentally affect an identified cycle route. Where opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions."

3.9 Policy TR5 states that:

"Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. Development should make the following provision for electric vehicle charging points:

All new houses with dedicated off-street parking should provide charging points;

Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point."

3.10 Vehicle parking standards are set out in the 2011 supplementary parking standards guidance with the following applicable for A1 non-food retail and B use classes.

Figure 3.1 Reading Parking Standards for A and B Use Classes

	Maximum Parking Standards			
	Zone 1	Zone 2	Zone 3	Zone 4
Retail 1 space per m²				
A1 Food Retail	*	40m ²	30m ²	**
A1 Non-Food Retail Up to 1,000m ²	*	50m ²	40m ²	**
A1 Non-Food Retail Over 1,000m ²	*	40m ²	30m ²	**
A2 Financial & Professional Services	*	40m ²	30m ²	**
A3 Restaurants & Cafes	*	7.5m ²	5m ²	**
A4 Eating Establishment	*	7.5m ²	5m ²	**
A5 Hot Food Take-Away	*	50m ²	40m ²	**

	Maximum Parking Standards			
	Zone 1	Zone 2	Zone 3	Zone 4
Commercial 1 space per m²				
B1(a) Office	250m ²	100m ²	50m ²	*
B1(b) Research & High Tech	250m ²	100m ²	50m ²	*
B1(c) Light Industrial	250m ²	125m ²	100m ²	*
B2 – B7 General & Specific Industrial	250m ²	125m ²	100m ²	*
B8 Storage & Distribution	250m ²	200m ²	150m ²	*

4 EFFECT OF PROPOSALS

The Proposed Development

- 4.1 Units 7 to 11 currently comprises of circa 4,175sqm of floorspace including 665sqm at mezzanine, with a mix of retail tenants either in occupation or recently vacated.
- 4.2 The proposals associated with this application include the redevelopment of the terrace with the remainder of the retail tenants vacating and reconfiguring the floorspace along with the installation of additional mezzanine floorspace to provide 6,879sqm of Class B8 self-storage floorspace. In addition, the proposals include a reconfiguration of the car parking along with a redistribution of cycle parking as illustrated on the plans in **Appendix A** and on **Figure 4.1**. There are 48 car parking spaces in the application site boundary.

Figure 4.1: Extract of the Proposed Layout



Trip Generation

4.3 The potential change in number of trips associated has been estimated based on trip rate information from the TRICS database, with 4,175sqm of Retail floorspace being replaced by 6,879sqm of Self Storage floorspace:

- Existing Non-food Use: Based on all surveys in the Retail Park Excluding Food category in England outside of London surveyed since January 2015; this is considered to represent a conservative approach with existing / former tenants of the Units including B&M Bargains, Costa and Subway. The exercise revealed a total of 3 weekday surveys.
- Proposed Self Storage: Based on all surveys in the Employment Warehouse (Self Storage) category in England outside Greater London surveyed after January 2015 which revealed a total of 4 weekday surveys.

4.4 **Tables 4.1** and **Table 4.2** provide a summary of the trip rates and resultant flows for the weekday morning, weekday evening and Saturday peak periods for the existing and proposed uses; as set out above, the estimated number of trips associated with the existing uses is considered to be conservative and likely to be higher. **Table 4.3** sets out the change in gross trips for the peak hours. Copies of the TRICS data is provided at **Appendix C**.

Table 4.1: Trip Rates & Resultant Flows (Existing 4,175sqm Retail Floorspace)				
Period	Vehicular Trip Rate		Vehicular Trips	
	Arrive	Depart	Arrive	Depart
AM Peak (0700 – 0800)	0.118	0.039	5	2
AM Peak (0800 – 0900)	0.135	0.056	6	2
AM Peak (0900 – 1000)	0.752	0.438	31	18
AM (0700 – 1000)	1.005	0.533	42	22
PM Peak (1600 – 1700)	0.786	0.741	33	31
PM Peak (1700 – 1800)	0.775	0.831	32	35
PM Peak (1800 – 1900)	0.797	1.062	33	44
PM (1600 – 1900)	2.358	2.634	98	110
Saturday (1100 – 1200)	2.553	2.266	107	95
Saturday (1200 – 1300)	2.526	2.580	105	108
Saturday (1300 – 1400)	3.399	3.317	142	138
Saturday (1100 – 1400)	8.478	8.163	354	341

Table 4.2: Trip Rates & Resultant Flows (Proposed 6,879sqm Self-Storage)

Period	Vehicular Trip Rate		Vehicular Trips	
	Arrive	Depart	Arrive	Depart
AM Peak (0700 – 0800)	0.094	0.056	6	4
AM Peak (0800 – 0900)	0.140	0.132	10	9
AM Peak (0900 – 1000)	0.197	0.159	14	11
AM (0700 – 1000)	0.431	0.347	30	24
PM Peak (1600 – 1700)	0.178	0.150	12	10
PM Peak (1700 – 1800)	0.085	0.187	6	13
PM Peak (1800 – 1900)	0.038	0.037	3	3
PM (1600 – 1900)	0.301	0.374	21	26
Saturday (1100 – 1200)	0.188	0.160	13	11
Saturday (1200 – 1300)	0.281	0.290	19	20
Saturday (1300 – 1400)	0.216	0.178	15	12
Saturday (1100 – 1400)	0.685	0.628	47	43

Table 4.3: Change in Gross Trips

Time	Net Change in Vehicle Trips	
	Arrive	Depart
AM Peak (0700 – 0800)	2	2
AM Peak (0800 – 0900)	4	7
AM Peak (0900 – 1000)	-18	-7
AM (0700 – 1000)	-12	2
PM Peak (1600 – 1700)	-21	-21
PM Peak (1700 – 1800)	-27	-22
PM Peak (1800 – 1900)	-31	-42
PM (1600 – 1900)	-78	-84
Saturday (1100 – 1200)	-94	-84
Saturday (1200 – 1300)	-86	-88
Saturday (1300 – 1400)	-127	-126
Saturday (1100 – 1400)	-307	-298

- 4.5 The above demonstrates that the proposals associated with the application would typically result in fewer trips to / from the Park when compared to the existing permitted use, and as such capacity assessments are not required. The approach is considered to represent a robust assessment insofar that the non-food trip rate has been applied to the unit formerly occupied by B&M and the Costa, both of which attract trips at a higher rate than assumed for assessment purposes.

Car Parking

- 4.6 There are currently a total of 396 parking spaces at the Park including 367 spaces in the car park and 29 spaces in the service yard; the provision includes 26 disabled spaces and 18 reserved for parents with small children in the car park, with a total of 48 spaces in the application site boundary. We do not have any parking occupancy data for the Park, albeit it is known to operate within capacity and four units are currently either vacant or in administration which would reduce demand levels.
- 4.7 The proposals associated with this application include a reconfiguration of the car park to the east of the access road which results in a loss of 24 parking spaces thereby reducing the overall number of spaces to 372 of which 330 are for retail customers and 29 in the service yard; the provision includes 19 reserved for Blue Badge holders and 16 for parents with small children. In addition, the proposals include 13 spaces for the Self-Storage Unit including 1 space reserved for a Blue Badge holder and another for parents with small children.
- 4.8 **Table 4.4** provides a summary of the existing and proposed scenarios; the overall resultant number of retail parking spaces is considered to be appropriate for the reduced quantum of retail floorspace, and the proposed number of spaces for the new Self-Storage Unit is considered adequate by the intended occupier.

Table 4.4: Summary of Existing and Proposed Car Parking Provision		
	Existing	Proposed
Retail Car Park		
Standard Spaces	323	295
Blue Badge Spaces	18	16
Parent & Child Spaces	26	19
Total	367	330
Service Yard	29	29
Self-Storage Unit		
Standard Spaces	-	11
Blue Badge Spaces	-	1
Parent & Child Spaces	-	1
Total	-	13
Total	396	372

Cycle Parking

- 4.9 There is currently parking for up to 52 bicycles with 26 hoops all of which are located in the vicinity of the Costa and Subway units at the eastern end of the Park.
- 4.10 Cycle parking standards are set out below for the existing and proposed scenarios with no differences between the Food and Non-food requirements:
- Retail (over 1,000sqm): a minimum of 1 space per 6 staff + 1 space per 300sqm GFA; and
 - Class B8 Storage and Distribution: a minimum of 1 space per 450sqm GFA.
- 4.11 The proposals would result in the loss of 4,175sqm of retail floorspace to be replaced by 6,879sqm of Class B8 Self-Storage floorspace, and include re-providing a total of 38 spaces for the retained retail along with 16 spaces for the proposed Self-Storage facility. The proposals include redistributing the cycle stands along the wider retail frontage which is seen as a benefit when compared to the existing situation where all of the stands are outside of Costa. The retail provision has been determined by removing the requirement for the lost floorspace, and the Self-Storage provision in line with the standards as follows:
- Retail: $52 \text{ existing} - 4,175\text{sqm} / 300\text{sqm} = 38 \text{ spaces}$
 - Self-Storage: $6,879\text{sqm} / 450\text{sqm} = 16 \text{ spaces}$
- 4.12 The Landlord and tenant will monitor demand for cycle parking through the Travel Plan and provide more should demand dictate.

Highway Safety Considerations

- 4.13 Given that there is unlikely to be any increase in traffic generation associated with the proposals and most likely a reduction, there would not impact on highway safety.

HGV Movements

- 4.14 The proposals would result in fewer deliveries associated with the retail due to the decrease in the number of units.
- 4.15 The proposed Self-Storage layout facilitates HGV movements via the front of the building as illustrated on the plans in **Appendix A**, with drawings in **Appendix D** illustrating the swept paths of HGV entering and exiting the yard. The drawings demonstrate that whereas vehicles will need to give way to each other on the corners, the HGV can pass a car travelling in the opposite direction within the car park. No changes are required to the access from Rose Kiln Lane, with minor changes required within the car park.

5 SUMMARY AND CONCLUSION

Summary

- 5.1 TTP Consulting is retained to provide highways and transport advice associated with the proposals for Units 7 to 11 at Brunel Retail Park in Reading.
- 5.2 The Park which is located south of the town centre in a commercial zone comprises circa 11,328sqm of retail floorspace plus mezzanines with parking for up to 396 cars; currently there are four units either vacant or with tenants in administration. Units 7 to 11 currently have a combined gross floor area of circa 4,175sqm including a mezzanine.
- 5.3 This report has been prepared to support an application to redevelop Units 7 – 11 with a change of use and installation of additional mezzanine floorspace along with a reconfiguration of the car park to enable it to be occupied by a Self-Storage tenant. No changes are proposed to the access and servicing arrangements.
- 5.4 The potential change in trips has been estimated using trip rate information from the TRICS database with the exercise demonstrating that there would be fewer vehicular movements. As such, capacity assessments have not been undertaken.
- 5.5 The proposals would result in the car parking provision reducing to 372 spaces including 330 spaces in the retail car park and 29 in the service yard; the Self-Storage Unit would be provided with 13 spaces. Overall, the proposed reduction in parking for the retail would not affect the availability of parking under normal trading conditions, and the provision for the Self-Storage unit is deemed appropriate.
- 5.6 The quantum of retail cycle parking will be reduced to 38 spaces and redistributed throughout the Park, with parking for 16 bicycles provided for the Self-Storage unit. The overall quantum of cycle parking is considered to be adequate for the proposed uses, with demand levels monitored through the Travel Plan.
- 5.7 Servicing for the retail will take place as per existing via the service yard. The proposed layout would facilitate HGV access to the front of the Self-Storage Unit via the car park; relatively few such deliveries are expected, with minor alterations to the car park layout required.

Conclusion

- 5.8 The proposals associated with this application are deemed to be acceptable in highways and transport terms.

Appendix A

(Application Plans)

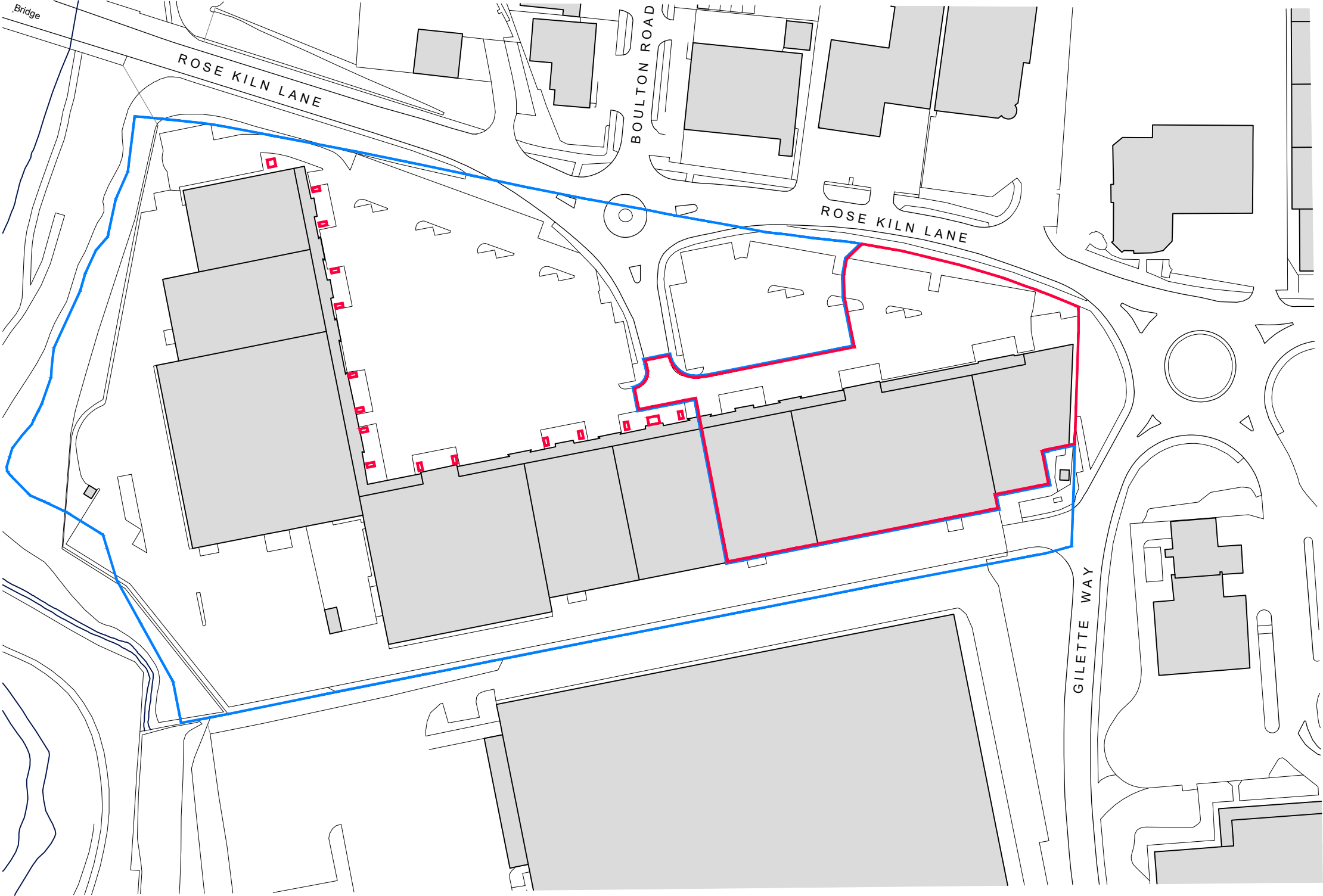
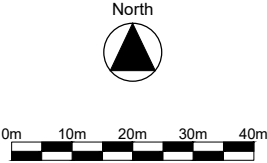
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BOUNDARIES REVISED TO EXTENT OF ADOPTED HIGHWAYS	16.06.23	HR	B

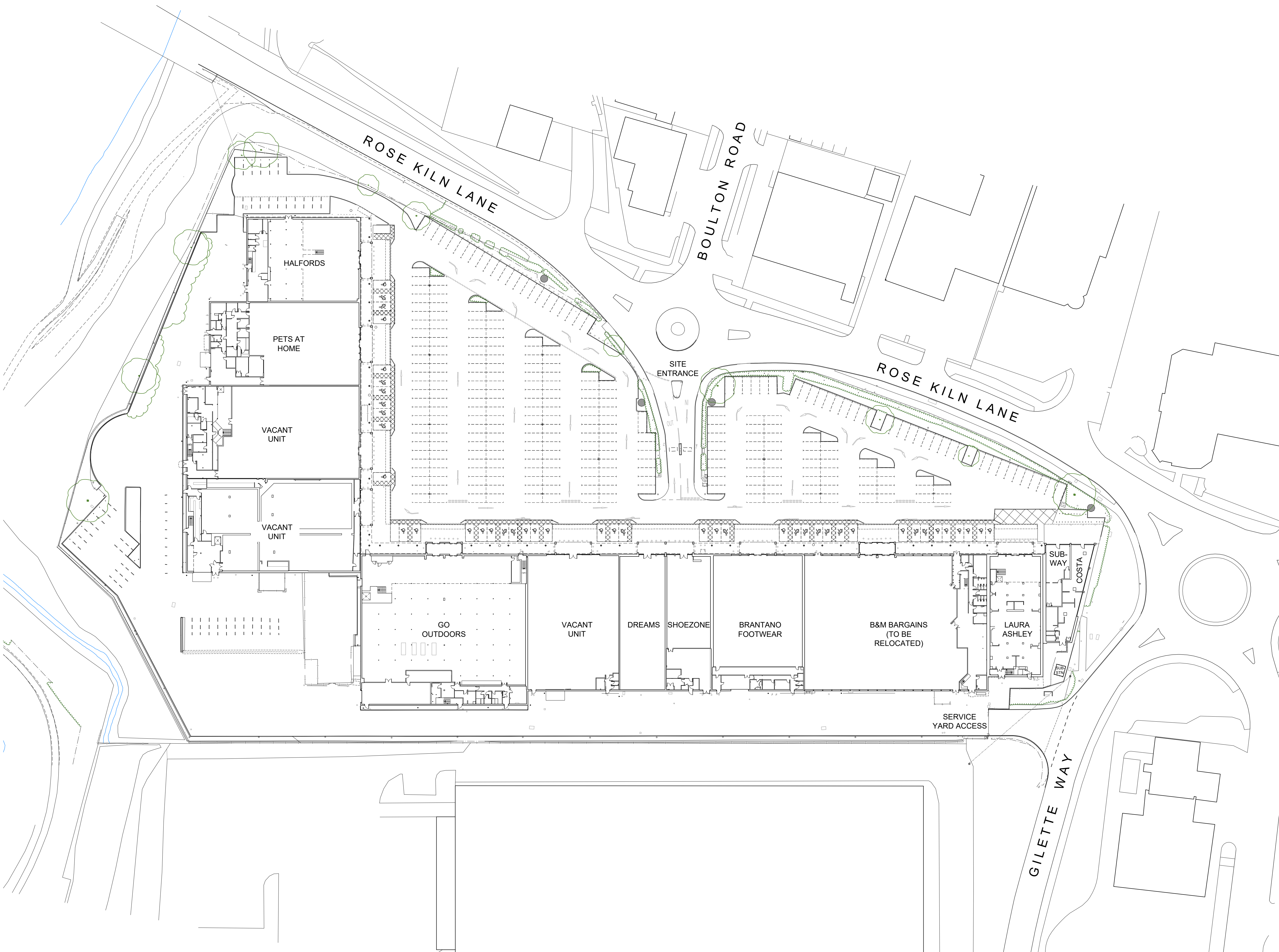
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APPLICATION BOUNDARY

LAND OWNERSHIP BOUNDARY

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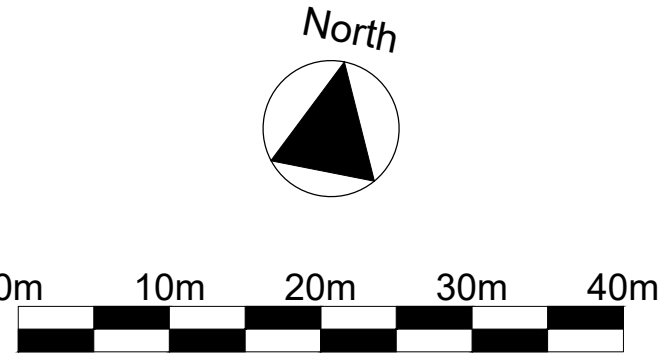
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LIST OF INFORMANTS:
OS LICENCE No. AC0000849896
OS CENTREMAPS ORDER No. CM-1289010-1681-290323
STAFSURY SITE SURVEY DWG No. 11144
-
-

REVISIONS	DATE	DRN	REV
DRAWING UPDATED	06.06.23	HR	A

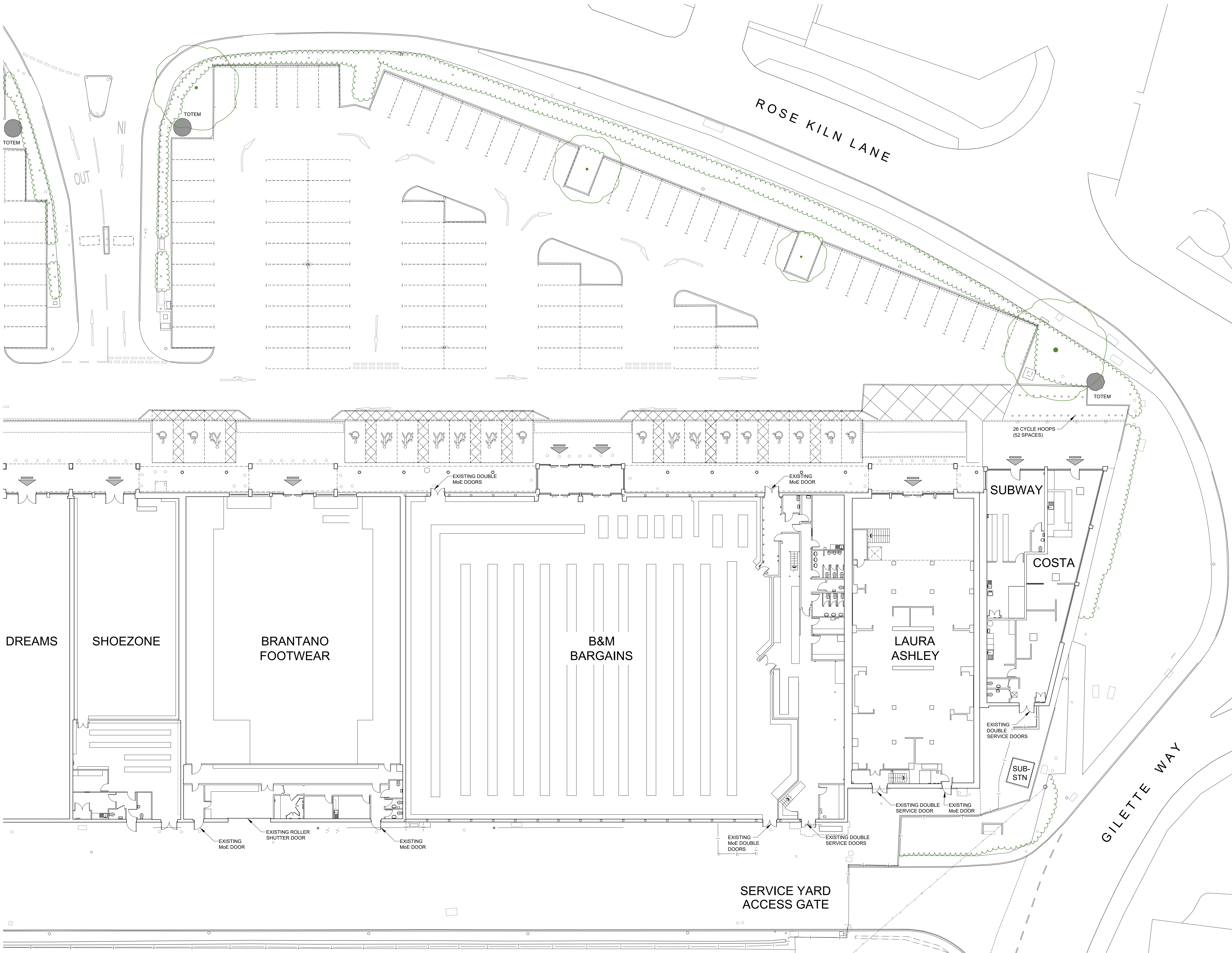
NOTE:
FINAL SITE LAYOUT SUBJECT TO FULL SITE SURVEY



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**BRUNEL RETAIL PARK
READING**

**SITE PLAN
AS EXISTING
2418-X01-A**



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LIST OF INFORMANTS:
OS LICENCE No. AC0000849896
OS CENTREMAPS ORDER No. CM-1289010-1681-290323
STAFSURY SITE SURVEY DWG No. 11144
-

REVISIONS	DATE	DRN	REV
CYCLE SPACES NOTE ADDED	06.06.23	HR	A

MountfordPigott

**BRUNEL RETAIL PARK
READING**

**GROUND FLOOR PLAN
AS EXISTING
2418-X02-A**

1:200@A1 ; 1:400@A3
DRAWN BY: HR

06.04.2023



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LIST OF INFORMANTS:			
OS LICENCE No.	AC0000849896		
OS CENTREMAPS ORDER No.	CM-1289010-1681-290323		
STAFSURV SITE SURVEY DWG No.	11144		
-			
-			
REVISIONS			
DRAWING UPDATED	10.05.23	HR	A
CAR PARK LAYOUT & ENTRANCE KERB RADII AMENDED;	02.06.23	HR	B
CYCLE PARKING ADDED			
SS CYCLE PARKING AND LANDSCAPING AMENDED;	06.06.23	HR	C
CYCLE PARKING ADDED FOR REST OF RETAIL PARK			

SELF-STORAGE CAR PARK:

11 PROPOSED STANDARD SPACES
1 PROPOSED DISABLED SPACE
1 PROPOSED PARENT/CHILD SPACE

13 TOTAL PROPOSED PARKING SPACES

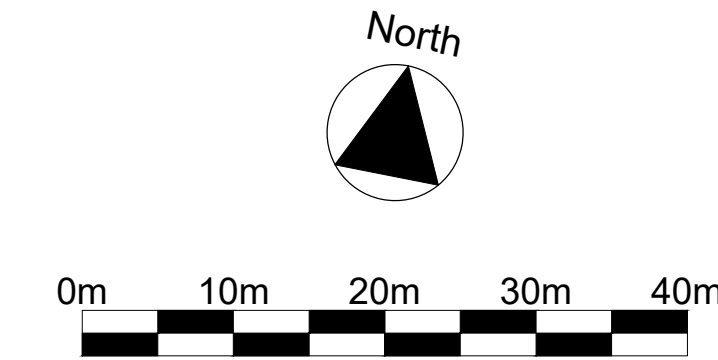
NET LOSS OF 24 PARKING SPACES FROM EXISTING TOTAL

CYCLE PARKING:

SELF STORAGE: 16 PROPOSED CYCLE SPACES
RETAIL PARK: 38 PROPOSED CYCLE SPACES

NOTE:

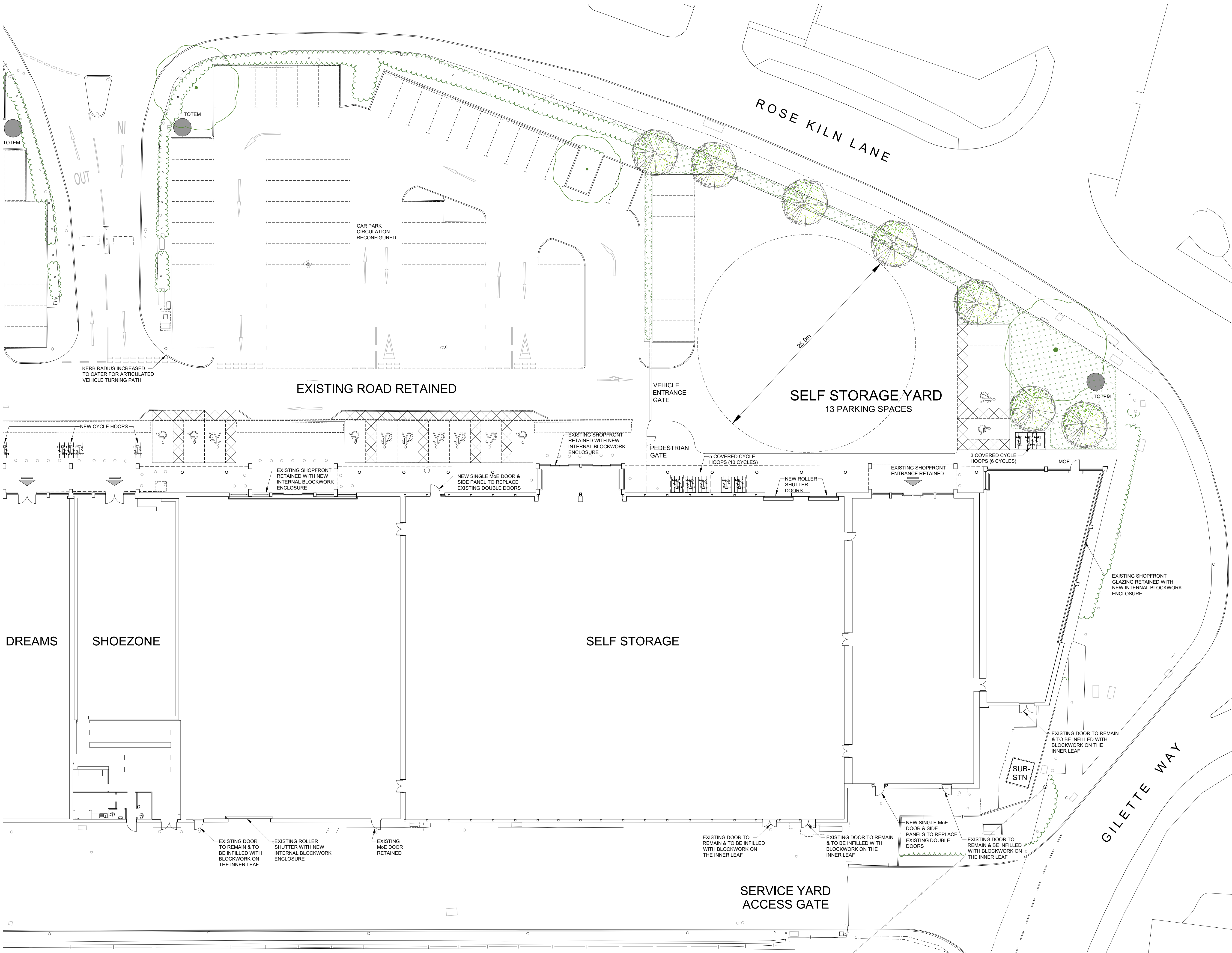
FINAL SITE LAYOUT SUBJECT TO FULL SITE SURVEY



MountfordPigott

**BRUNEL RETAIL PARK
READING**

**SITE PLAN
AS PROPOSED
2418-P01-C**



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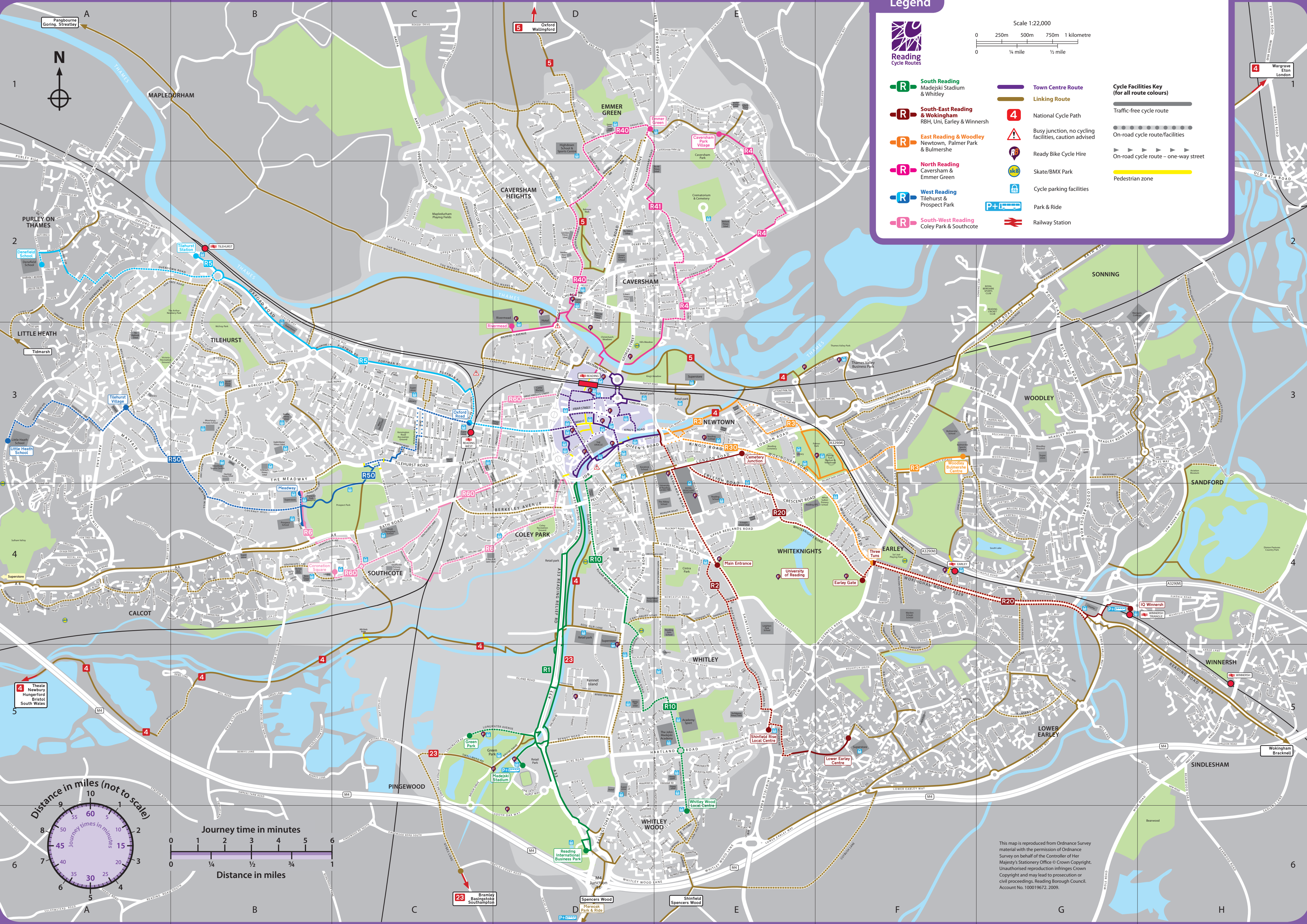
LIST OF INFORMANTS:
OS LICENCE No. AC0000849896
OS CENTREMAPS ORDER No. CM-1289010-1681-290323
STAFSURV SITE SURVEY DWG No. 11144
-

REVISIONS

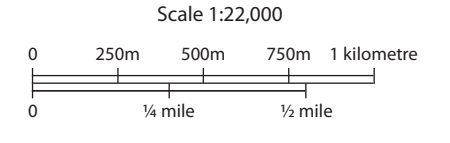
	DATE	DRN	REV
DRAWING UPDATED	10.05.23	HR	A
CAR PARK LAYOUT & ENTRANCE KERB RADII AMENDED;	02.06.23	HR	B
CYCLE PARKING ADDED			
SS CYCLE PARKING AND LANDSCAPING AMENDED;	06.06.23	HR	C
CYCLE PARKING ADDED FOR REST OF RETAIL PARK			

Appendix B

(Cycle Map)



Legend



- R** South Reading
Madejski Stadium & Whitley
- R** South-East Reading & Wokingham
RBH, Uni, Earley & Winnersh
- R** East Reading & Woodley
Newtown, Palmer Park & Bulmershe
- R** North Reading
Caversham & Emmer Green
- R** West Reading
Tilehurst & Prospect Park
- R** South-West Reading
Coley Park & Southcote

- Town Centre Route**
- Linking Route**
- 4** National Cycle Path
- Busy junction, no cycling facilities, caution advised
- Ready Bike Cycle Hire
- Skate/BMX Park
- Cycle parking facilities
- Park & Ride
- Railway Station

- Cycle Facilities Key (for all route colours)**
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route – one-way street
 - Pedestrian zone

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Appendix C

(TRICS Data)

Calculation Reference: AUDIT-752101-230616-0638

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 470 to 4755 (units: sqm)
 Range Selected by User: 290 to 16600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 01/04/20

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

Selected survey days:

Saturday 3 days

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:

Edge of Town 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:

Retail Zone 1
 Built-Up Zone 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DC-01-G-02	THE RANGE		DORSET
	GREAT WESTERN ROAD			
	DORCHESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2100 sqm		
	Survey date: SATURDAY	17/09/16	Survey Type: MANUAL	
2	KC-01-G-04	MAJESTIC WINE		KENT
	LONDON ROAD			
	MAIDSTONE			
	ROCKY HILL			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	470 sqm		
	Survey date: SATURDAY	12/05/18	Survey Type: MANUAL	
3	WY-01-G-01	CURRYS PC WORLD		WEST YORKSHIRE
	HOLDEN ING WAY			
	BATLEY			
	BIRSTALL			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	4755 sqm		
	Survey date: SATURDAY	20/10/18	Survey Type: MANUAL	

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2100	0.095	1	2100	0.000	1	2100	0.095
08:00 - 09:00	3	2442	0.560	3	2442	0.259	3	2442	0.819
09:00 - 10:00	3	2442	1.433	3	2442	1.051	3	2442	2.484
10:00 - 11:00	3	2442	2.321	3	2442	1.829	3	2442	4.150
11:00 - 12:00	3	2442	2.553	3	2442	2.266	3	2442	4.819
12:00 - 13:00	3	2442	2.526	3	2442	2.580	3	2442	5.106
13:00 - 14:00	3	2442	3.399	3	2442	3.317	3	2442	6.716
14:00 - 15:00	3	2442	3.604	3	2442	3.645	3	2442	7.249
15:00 - 16:00	3	2442	2.976	3	2442	3.372	3	2442	6.348
16:00 - 17:00	3	2442	2.157	3	2442	2.389	3	2442	4.546
17:00 - 18:00	3	2442	1.433	3	2442	1.829	3	2442	3.262
18:00 - 19:00	3	2442	0.560	3	2442	0.819	3	2442	1.379
19:00 - 20:00	2	1285	0.739	2	1285	0.895	2	1285	1.634
20:00 - 21:00	1	2100	0.571	1	2100	0.667	1	2100	1.238
21:00 - 22:00	1	2100	0.000	1	2100	0.286	1	2100	0.286
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.927			25.204			50.131

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:	470 - 4755 (units: sqm)
Survey date range:	01/01/15 - 01/04/20
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-752101-230616-0630

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
	LC LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1000 to 4100 (units: sqm)
 Range Selected by User: 290 to 16600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 01/04/20

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
Retail Zone	3
Built-Up Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days
1.6 to 2.0	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

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

Travel Plan:

No 5 days

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

PTAL Rating:

No PTAL Present 5 days

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

LIST OF SITES relevant to selection parameters

1	CA-01-G-01	JUST FOR PETS	CAMBRIDGESHIRE
	BACK LANE		
	CAMBOURNE		
	GREAT CAMBOURNE		
	Town Centre		
	Retail Zone		
	Total Gross floor area:	1068 sqm	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
2	EC-01-G-01	MAGNET	CHESHIRE EAST
	KING EDWARD STREET		
	MACCLESFIELD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1000 sqm	
	Survey date: MONDAY	06/11/17	Survey Type: MANUAL
3	LC-01-G-01	CURRYS PC WORLD	LANCASHIRE
	BLACKPOOL ROAD		
	PRESTON		
	RIBBLETON		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	4100 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
4	LN-01-G-01	PETS AT HOME	LINCOLNSHIRE
	TRITTON ROAD		
	LINCOLN		
	TRITTON RETAIL PARK		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	1600 sqm	
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL
5	WY-01-G-02	SUPA SOFA	WEST YORKSHIRE
	CLARENCE ROAD		
	LEEDS		
	HUNSLET		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1140 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2550	0.118	2	2550	0.039	2	2550	0.157
08:00 - 09:00	5	1782	0.135	5	1782	0.056	5	1782	0.191
09:00 - 10:00	5	1782	0.752	5	1782	0.438	5	1782	1.190
10:00 - 11:00	5	1782	0.864	5	1782	0.561	5	1782	1.425
11:00 - 12:00	5	1782	0.921	5	1782	0.909	5	1782	1.830
12:00 - 13:00	5	1782	0.797	5	1782	0.831	5	1782	1.628
13:00 - 14:00	5	1782	0.853	5	1782	0.909	5	1782	1.762
14:00 - 15:00	5	1782	0.808	5	1782	0.685	5	1782	1.493
15:00 - 16:00	5	1782	0.550	5	1782	0.617	5	1782	1.167
16:00 - 17:00	5	1782	0.786	5	1782	0.741	5	1782	1.527
17:00 - 18:00	5	1782	0.775	5	1782	0.831	5	1782	1.606
18:00 - 19:00	4	1977	0.797	4	1977	1.062	4	1977	1.859
19:00 - 20:00	3	2256	0.502	3	2256	0.813	3	2256	1.315
20:00 - 21:00	2	2850	0.000	2	2850	0.316	2	2850	0.316
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.658			8.808			17.466

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:	1000 - 4100 (units: sqm)
Survey date range:	01/01/15 - 01/04/20
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-752101-230509-0503

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : E - WAREHOUSING (SELF STORAGE)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1350 to 4925 (units: sqm)
 Range Selected by User: 1350 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/10/21

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	2
Development Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

B8 4 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 2 days

15,001 to 20,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

5,001 to 25,000 1 days

125,001 to 250,000 2 days

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 3 days

1.6 to 2.0 1 days

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

Travel Plan:

No 4 days

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

PTAL Rating:

No PTAL Present 4 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	NG-02-E-02 LENTON LANE NOTTINGHAM	BIG YELLOW SELF STORAGE	NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 2860 sqm Survey date: THURSDAY 17/11/16 Survey Type: MANUAL		
2	NY-02-E-01 OAKNEY WOOD ROAD SELBY	SELF STORAGE	NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 1350 sqm Survey date: TUESDAY 21/09/21 Survey Type: MANUAL		
3	SD-02-E-01 DRAKES WAY SWINDON	BIG YELLOW SELF STORAGE	SWINDON
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4925 sqm Survey date: WEDNESDAY 21/09/16 Survey Type: MANUAL		
4	SF-02-E-01 WHITE HOUSE ROAD IPSWICH	SELF STORAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 1530 sqm Survey date: THURSDAY 24/06/21 Survey Type: MANUAL		

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	2666	0.000	4	2666	0.009	4	2666	0.009
07:30 - 08:00	4	2666	0.094	4	2666	0.047	4	2666	0.141
08:00 - 08:30	4	2666	0.084	4	2666	0.066	4	2666	0.150
08:30 - 09:00	4	2666	0.056	4	2666	0.066	4	2666	0.122
09:00 - 09:30	4	2666	0.103	4	2666	0.056	4	2666	0.159
09:30 - 10:00	4	2666	0.094	4	2666	0.103	4	2666	0.197
10:00 - 10:30	4	2666	0.150	4	2666	0.122	4	2666	0.272
10:30 - 11:00	4	2666	0.066	4	2666	0.094	4	2666	0.160
11:00 - 11:30	4	2666	0.094	4	2666	0.094	4	2666	0.188
11:30 - 12:00	4	2666	0.094	4	2666	0.066	4	2666	0.160
12:00 - 12:30	4	2666	0.159	4	2666	0.159	4	2666	0.318
12:30 - 13:00	4	2666	0.122	4	2666	0.131	4	2666	0.253
13:00 - 13:30	4	2666	0.113	4	2666	0.094	4	2666	0.207
13:30 - 14:00	4	2666	0.103	4	2666	0.084	4	2666	0.187
14:00 - 14:30	4	2666	0.103	4	2666	0.131	4	2666	0.234
14:30 - 15:00	4	2666	0.122	4	2666	0.113	4	2666	0.235
15:00 - 15:30	4	2666	0.094	4	2666	0.113	4	2666	0.207
15:30 - 16:00	4	2666	0.075	4	2666	0.084	4	2666	0.159
16:00 - 16:30	4	2666	0.103	4	2666	0.056	4	2666	0.159
16:30 - 17:00	4	2666	0.075	4	2666	0.094	4	2666	0.169
17:00 - 17:30	4	2666	0.066	4	2666	0.103	4	2666	0.169
17:30 - 18:00	4	2666	0.019	4	2666	0.084	4	2666	0.103
18:00 - 18:30	4	2666	0.019	4	2666	0.028	4	2666	0.047
18:30 - 19:00	4	2666	0.019	4	2666	0.009	4	2666	0.028
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.027			2.006			4.033

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:	1350 - 4925 (units: sqm)
Survey date range:	01/01/15 - 15/10/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
TAXIS
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
07:30 - 08:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
08:00 - 08:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
08:30 - 09:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
09:00 - 09:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
09:30 - 10:00	4	2666	0.009	4	2666	0.009	4	2666	0.018
10:00 - 10:30	4	2666	0.019	4	2666	0.019	4	2666	0.038
10:30 - 11:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
11:00 - 11:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
11:30 - 12:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
12:00 - 12:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
12:30 - 13:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
13:00 - 13:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
13:30 - 14:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
14:00 - 14:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
14:30 - 15:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
15:00 - 15:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
15:30 - 16:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
16:00 - 16:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
16:30 - 17:00	4	2666	0.009	4	2666	0.000	4	2666	0.009
17:00 - 17:30	4	2666	0.000	4	2666	0.009	4	2666	0.009
17:30 - 18:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
18:00 - 18:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
18:30 - 19:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.037			0.037			0.074

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/E - WAREHOUSING (SELF STORAGE)
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
07:30 - 08:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
08:00 - 08:30	4	2666	0.009	4	2666	0.009	4	2666	0.018
08:30 - 09:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
09:00 - 09:30	4	2666	0.000	4	2666	0.009	4	2666	0.009
09:30 - 10:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
10:00 - 10:30	4	2666	0.009	4	2666	0.009	4	2666	0.018
10:30 - 11:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
11:00 - 11:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
11:30 - 12:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
12:00 - 12:30	4	2666	0.009	4	2666	0.009	4	2666	0.018
12:30 - 13:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
13:00 - 13:30	4	2666	0.009	4	2666	0.000	4	2666	0.009
13:30 - 14:00	4	2666	0.000	4	2666	0.009	4	2666	0.009
14:00 - 14:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
14:30 - 15:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
15:00 - 15:30	4	2666	0.009	4	2666	0.009	4	2666	0.018
15:30 - 16:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
16:00 - 16:30	4	2666	0.009	4	2666	0.000	4	2666	0.009
16:30 - 17:00	4	2666	0.000	4	2666	0.009	4	2666	0.009
17:00 - 17:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
17:30 - 18:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
18:00 - 18:30	4	2666	0.009	4	2666	0.000	4	2666	0.009
18:30 - 19:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.063			0.063			0.126

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/E - WAREHOUSING (SELF STORAGE)
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
07:30 - 08:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
08:00 - 08:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
08:30 - 09:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
09:00 - 09:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
09:30 - 10:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
10:00 - 10:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
10:30 - 11:00	4	2666	0.009	4	2666	0.009	4	2666	0.018
11:00 - 11:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
11:30 - 12:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
12:00 - 12:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
12:30 - 13:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
13:00 - 13:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
13:30 - 14:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
14:00 - 14:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
14:30 - 15:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
15:00 - 15:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
15:30 - 16:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
16:00 - 16:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
16:30 - 17:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
17:00 - 17:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
17:30 - 18:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
18:00 - 18:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
18:30 - 19:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
07:30 - 08:00	4	2666	0.047	4	2666	0.000	4	2666	0.047
08:00 - 08:30	4	2666	0.047	4	2666	0.047	4	2666	0.094
08:30 - 09:00	4	2666	0.038	4	2666	0.047	4	2666	0.085
09:00 - 09:30	4	2666	0.075	4	2666	0.028	4	2666	0.103
09:30 - 10:00	4	2666	0.056	4	2666	0.066	4	2666	0.122
10:00 - 10:30	4	2666	0.084	4	2666	0.056	4	2666	0.140
10:30 - 11:00	4	2666	0.047	4	2666	0.056	4	2666	0.103
11:00 - 11:30	4	2666	0.047	4	2666	0.047	4	2666	0.094
11:30 - 12:00	4	2666	0.066	4	2666	0.038	4	2666	0.104
12:00 - 12:30	4	2666	0.084	4	2666	0.094	4	2666	0.178
12:30 - 13:00	4	2666	0.075	4	2666	0.075	4	2666	0.150
13:00 - 13:30	4	2666	0.066	4	2666	0.075	4	2666	0.141
13:30 - 14:00	4	2666	0.075	4	2666	0.038	4	2666	0.113
14:00 - 14:30	4	2666	0.047	4	2666	0.094	4	2666	0.141
14:30 - 15:00	4	2666	0.056	4	2666	0.056	4	2666	0.112
15:00 - 15:30	4	2666	0.028	4	2666	0.047	4	2666	0.075
15:30 - 16:00	4	2666	0.019	4	2666	0.019	4	2666	0.038
16:00 - 16:30	4	2666	0.066	4	2666	0.028	4	2666	0.094
16:30 - 17:00	4	2666	0.038	4	2666	0.047	4	2666	0.085
17:00 - 17:30	4	2666	0.038	4	2666	0.056	4	2666	0.094
17:30 - 18:00	4	2666	0.009	4	2666	0.056	4	2666	0.065
18:00 - 18:30	4	2666	0.009	4	2666	0.028	4	2666	0.037
18:30 - 19:00	4	2666	0.009	4	2666	0.009	4	2666	0.018
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.126			1.107			2.233

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/E - WAREHOUSING (SELF STORAGE)
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	2666	0.000	4	2666	0.009	4	2666	0.009
07:30 - 08:00	4	2666	0.047	4	2666	0.047	4	2666	0.094
08:00 - 08:30	4	2666	0.028	4	2666	0.009	4	2666	0.037
08:30 - 09:00	4	2666	0.019	4	2666	0.019	4	2666	0.038
09:00 - 09:30	4	2666	0.028	4	2666	0.019	4	2666	0.047
09:30 - 10:00	4	2666	0.028	4	2666	0.028	4	2666	0.056
10:00 - 10:30	4	2666	0.038	4	2666	0.038	4	2666	0.076
10:30 - 11:00	4	2666	0.019	4	2666	0.038	4	2666	0.057
11:00 - 11:30	4	2666	0.038	4	2666	0.038	4	2666	0.076
11:30 - 12:00	4	2666	0.028	4	2666	0.028	4	2666	0.056
12:00 - 12:30	4	2666	0.056	4	2666	0.047	4	2666	0.103
12:30 - 13:00	4	2666	0.047	4	2666	0.056	4	2666	0.103
13:00 - 13:30	4	2666	0.038	4	2666	0.019	4	2666	0.057
13:30 - 14:00	4	2666	0.028	4	2666	0.038	4	2666	0.066
14:00 - 14:30	4	2666	0.056	4	2666	0.038	4	2666	0.094
14:30 - 15:00	4	2666	0.066	4	2666	0.056	4	2666	0.122
15:00 - 15:30	4	2666	0.056	4	2666	0.056	4	2666	0.112
15:30 - 16:00	4	2666	0.056	4	2666	0.066	4	2666	0.122
16:00 - 16:30	4	2666	0.028	4	2666	0.028	4	2666	0.056
16:30 - 17:00	4	2666	0.028	4	2666	0.038	4	2666	0.066
17:00 - 17:30	4	2666	0.028	4	2666	0.038	4	2666	0.066
17:30 - 18:00	4	2666	0.009	4	2666	0.028	4	2666	0.037
18:00 - 18:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
18:30 - 19:00	4	2666	0.009	4	2666	0.000	4	2666	0.009
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.778			0.781			1.559

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/E - WAREHOUSING (SELF STORAGE)
MOTOR CYCLES
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
07:30 - 08:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
08:00 - 08:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
08:30 - 09:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
09:00 - 09:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
09:30 - 10:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
10:00 - 10:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
10:30 - 11:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
11:00 - 11:30	4	2666	0.009	4	2666	0.009	4	2666	0.018
11:30 - 12:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
12:00 - 12:30	4	2666	0.009	4	2666	0.009	4	2666	0.018
12:30 - 13:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
13:00 - 13:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
13:30 - 14:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
14:00 - 14:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
14:30 - 15:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
15:00 - 15:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
15:30 - 16:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
16:00 - 16:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
16:30 - 17:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
17:00 - 17:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
17:30 - 18:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
18:00 - 18:30	4	2666	0.000	4	2666	0.000	4	2666	0.000
18:30 - 19:00	4	2666	0.000	4	2666	0.000	4	2666	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.018			0.018			0.036

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 D

(Swept Path Assessments)



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Rev	Details	Drawn	Checked	Date

FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	6.550m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
Brunel Retail Park

Drawing Title
Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale
1:500 at A3

Drawn	MW	11.05.23
Checked	AM	11.05.23

transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number 2023-4773-AT-106	Rev .
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