

rappor



Units 2 and 6, Reading Retail Park, Reading

CT UK Property Authorised Investment Fund
Technical Note: Response to Consultee Comments
June 2023





Document Control

Job No.	22-0346	
Project Name	Units 2 and 6, Reading Retail Park, Reading	
Document Title	Technical Note: Response to Consultee Comments	
Status	ISSUE	
Client	CT UK Property Authorised Investment Fund	
	Name	Date
Prepared By	Matt Mauler	June 2023
Checked By	Tim Slater	June 2023
Approved By	Adam Padmore	June 2023

Record of Issue

Issue	Date	Details	Made By

Rappor Consultants Ltd

A: CTP House, Knapp Road, Cheltenham, GL50 3QQ

W: www.rappor.co.uk

T: 01242 523696

E: hello@rappor.co.uk

© Rappor Consultants Limited. All rights reserved. The contents of this document must not be copied or reproduced in whole or in part without the written consent of Rappor Consultants Ltd and Threadneedle UK Property Authorised Investment Fund.



Contents

Document Control.....	i
1 Introduction	1
2 Technical Response	3
3 Summary & Conclusion	10

Appendices

Appendix A: RBC Consultation Response – November 2022	
Appendix B: RBC Consultation Response – April 2023	
Appendix C: TRICS Output Reports – Pedestrians	
Appendix D: Donor Site(s) Location Satellite Imagery	
Appendix E: Swept Path Analysis Drawings – Servicing and Delivery Arrangements	
Appendix F: Junction Geometry Measurement Drawings	



1 Introduction

Brief

- 1.1 Rappor have been instructed by CT UK Property Authorised Investment Fund to prepare a Technical Note (TN) in support of a planning application concerning the proposed use of units 2 and 6 at Reading Retail Park, Reading, as a foodstore (Class E).
- 1.2 Planning permission is sought (ref: 221110) for the use of the existing Units 2 and 6 which currently operate on a non-food retail basis (comprising 2,492sq.m floor area) for a future foodstore, with a reduced floor area of 2,013sq.m.

Stakeholder Correspondence

- 1.3 Rappor initially produced a Transport Statement (TS) and Travel Plan (TP) in June 2022 in support of this application, which were reviewed by the Local Highway Authority (LHA), Reading Borough Council (RBC). A consultation response was provided in November 2022, which is attached in **Appendix A** for ease of reference.
- 1.4 In order to address the highways and transportation matters raised in the November 2022 consultation response, Rappor produced a TN in March 2023 in support of this application, which was reviewed by RBC. A second consultation response was provided in April 2023, which is attached in **Appendix B** for ease of reference.
- 1.5 Following receipt of the second consultation response, a virtual meeting was held between Rappor and the LHA in April 2023 to discuss the outstanding highways and transportation matters associated with the application. Delegates from the Local Planning Authority (LPA) and Quod (the planning consultants overseeing the application) were also in attendance. A summary of the issues / requirements discussed is provided below:
 - a) Requirement for pedestrian trip rates to determine trip attraction / net trip impact of development proposal and thus any demand for off-site pedestrian infrastructure improvements;
 - b) Requirement to survey a suitable donor site to inform revised forecast vehicular trip rates / trip attraction and trip type classification;
 - c) Requirement to provide updated traffic and pedestrian surveys of the local highway network that are deemed to not be compromised by ongoing highway construction / maintenance works;
 - d) Requirement to clarify the servicing and delivery arrangements of the adjacent Wickes Store and Gym; and
 - e) Confirmation of agreed junction geometry measurements / parameters to inform robust junction capacity assessments.
- 1.6 Confirmation that these were the matters discussed - and those pertinent to satisfying the concerns raised within the consultation response(s) - would be welcomed by the LHA at the earliest convenience. If confirmation of the above is not provided, it shall be presumed that these issues are those solely responsible for the scheme not currently being supported by the LHA, and once they have been addressed there shall be no outstanding reasons to recommend refusal of this application, in highways and transportation terms.



Scope of Report

- 1.7 Further to the discussions held with RBC at the virtual meeting in April 2023, this TN shall review / address the following highways and transportation matters to demonstrate the suitability of the development proposal:
- a) Provide pedestrian trip rates / trip attraction to determine the net trip impact of the development proposal and thus examine whether off-site pedestrian infrastructure improvements are required / commensurate when considering the locale and scale of development;
 - b) Identify and propose donor site survey location(s) and dates to determine customer trip type classification to inform forecast trip attraction / trip impact of development proposal;
 - c) Propose traffic and pedestrian count survey date and methodology to inform trip impact and junction capacity assessments associated with the development proposal;
 - d) Confirm servicing and delivery arrangements for the adjacent Wickes Store and Gym; and
 - e) Confirm updated junction geometry measurements / parameters for the Site Access / Oxford Road priority junction and Oxford Road / Norcot Road / Wigmore Lane roundabout junction to inform a robust assessment.

2 Technical Response

Pedestrian Trip Rates, Trip Attraction, and Net Trip Impact

- 2.1 As discussed in the virtual meeting, the LHA require a pedestrian trip attraction profile to understand the quantum of pedestrians forecast to be associated with the development proposal during the typical AM and PM network peak periods, in addition to the Saturday operational peak period. This shall therefore determine the requirement to upgrade the existing pedestrian infrastructure within Reading Retail Park beyond that which has been recently upgraded (i.e. c. 2019 to 2021).
- 2.2 In order to determine the net pedestrian trip impact of the development proposal, pedestrian trip rates have been obtained from the TRICS database, for the existing and proposes uses of the application site.

Existing Use: Non-Food Retail (2,492sq.m)

- 2.3 A summary of the search parameters for the existing use of the application site is provided below:
- a) Sites operating on a 'non-food superstore' retail basis;
 - b) Sites located in 'retail zones';
 - c) Site located in 'edge of town centre' / 'edge of town' locations;
 - d) Sites located in England (excluding London), Wales, and Scotland;
 - e) Sites without Travel Plans.
- 2.4 The full TRICS output report is provided in **Appendix C**, whilst a summary of pedestrian movements during peak periods is provided below in **Table 2.1**.

Period	Trip Rates – Derived from TRICS Database			Pedestrian Trip Attraction (2,492sq.m)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday AM Peak (08:00 to 09:00)	0.037	0.000	0.037	1	0	1
Weekday PM Peak (17:00 to 18:00)	0.300	0.375	0.675	7	9	17*
Saturday Development Peak (12:00 to 13:00)	0.386	0.386	0.772	10	10	19*

Table 2.1: Trip rates and trip attraction of existing use of the application site. (*Summation subject to cumulative rounding).

- 2.5 **Table 2.1** indicates that the existing use of the application site may be associated with a total of one and 17 pedestrian trips during the typical weekday AM and PM peak periods respectively, and 19 pedestrian trips during the Saturday operational peak period.



Proposed Use: Discount Food Retail (2,013sq.m)

- 2.6 A summary of the search parameters for the proposed use of the application site is provided below:
- a) Sites operating on a 'discount food retail' basis;
 - b) Sites located in 'retail zones';
 - c) Site located in 'edge of town centre' / 'edge of town' locations;
 - d) Sites located in England (excluding London), Wales, and Scotland;
 - e) Sites without Travel Plans.
- 2.7 The full TRICS output report is provided in **Appendix C**, whilst a summary of pedestrian movements during peak periods is provided below in **Table 2.2**.

Period	Trip Rates – Derived from TRICS Database			Pedestrian Trip Attraction (2,013sq.m)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday AM Peak (08:00 to 09:00)	0.367	0.289	0.656	7	6	13
Weekday PM Peak (17:00 to 18:00)	0.889	1.044	1.933	18	21	39
Saturday Development Peak (12:00 to 13:00)	2.731	2.731	5.462	55	55	110

Table 2.2: Trip rates and trip attraction of proposed use of the application site.

- 2.8 **Table 2.2** indicates that the proposed use of the application site may be associated with a total of 13 and 39 pedestrian trips during the typical weekday AM and PM peak periods respectively, and 110 pedestrian trips during the Saturday operational peak period.

Net Trip Impact Assessment

- 2.9 Following a review of the pedestrian trips anticipated to be associated with the existing and proposed uses of the application site, **Table 2.3** details the net trip impact during the typical weekday periods and Saturday operational peak periods.



Land Use Type	Period	Pedestrian Trips		
		Arrivals	Departures	Total
A – Existing Use (Non-Food Retail – 2,492sq.m)	Weekday AM Peak (08:00 to 09:00)	1	0	1
	Weekday PM Peak (17:00 to 18:00)	7	9	17*
	Saturday Development Peak (12:00 to 13:00)	10	10	19*
B – Proposed Use (Discount Food Retail - 2,013sq.m)	Weekday AM Peak (08:00 to 09:00)	7	6	13
	Weekday PM Peak (17:00 to 18:00)	18	21	39
	Saturday Development Peak (12:00 to 13:00)	55	55	110
Net Trip Impact	Weekday AM Peak (08:00 to 09:00)	+7	+6	+13
	Weekday PM Peak (17:00 to 18:00)	+18	+21	+39
	Saturday Development Peak (12:00 to 13:00)	+45	+45	+91

Table 2.3: Net pedestrian trip impact assessment of the development proposal.

- 2.10 **Table 2.3** indicates that the proposed use of the application site may be associated with a total increase of 13 and 39 pedestrian trips during the typical weekday AM and PM peak periods, and 91 pedestrian trips during the Saturday operational peak period. This equates to approximately one additional pedestrian trip every four minutes during the typical AM weekday peak period, every 90 seconds during the typical PM weekday peak period, and every 45 seconds during the Saturday operational peak period.

Review of Existing Pedestrian Infrastructure Suitability

- 2.11 As referenced in the previous consultee response, localised elements of the internal footway network – which comprises the desire line between the application site and the wider, off-site footway network of Oxford Road – measures c.1.14m in width.
- 2.12 However, it should be noted that this infrastructure of Reading Retail Park has been subject to recent improvements, with dropped kerbs, associated tactile paving, and the removal of bollards / trees to improve the pedestrian permeability, and thus represents a significant betterment when compared to the previous conditions. Furthermore, given that these works were completed in association with a neighbouring application(s) concerning the removal of Tree Protection Order Trees (ref: 191447, ref: 211792), they were therefore considered to be safe and suitable to facilitate pedestrian movements throughout the wider retail park. It is unclear as to why this provision is no longer considered adequate given the recency of the improvements.



- 2.13 In relation the national streetscape design guidance, Inclusive Mobility (published December 2021) states the following:

“Footways and footpaths should be made as wide as is practicable, but under normal circumstances, a width of 2000mm is the minimum that should be provided, as this allows enough space for two wheelchair users to pass, even if they are using larger electric mobility scooters. If this is not feasible due to physical constraints, then a minimum width of 1500mm could be regarded as the minimum acceptable under most circumstances, as this should enable a wheelchair user and a walker to pass each other. Where there is an obstacle, such as lamp columns, sign posts or electric vehicle charging points, the absolute minimum width should be 1000mm, but the maximum length of such a restricted space should be 6 metres.”

- 2.14 Given the built form of the internal retail park road network, it is not practicable or feasible to widen the localised areas of 1.14m footway to 2m as this would compromise the carriageway width and internal vehicular circulation; however, the guidance does indicate that 1.5m may be accepted in such spatially constrained circumstances, whilst widths of 1m are also considered suitable in localised circumstances (i.e. less than 6m in length). On this basis – and considering the number of additional pedestrian trips, exemplary internal highway safety record (as reviewed in previous transport planning inputs provided by Rappor – **Section 2.12 to 2.29** of Transport Statement (May 2022)), and localised nature of these 1.14m footway widths - the current infrastructure is considered satisfactory. Hereby, such works to marginally increase the localised areas of footway width by c.0.36m are not considered commensurate with the scale of proposed development to continue to facilitate the safe and suitable travel of pedestrians to / from the application site.
- 2.15 Considering the above, the likelihood of pedestrian movements conflicting at the localised instances of narrower footway provision and not being accommodated on the internal footway network of the retail park is extremely low, in real terms.
- 2.16 Therefore, the proposed development is not considered to conflict with the NPPF as it does seek to encourage pedestrian movements ‘so far as possible’ given the built form of the retail park and the improvements undertaken in association with a recent, neighbouring application(s) (ref: 191447, ref: 211792).

Donor Site Location(s)

- 2.17 As discussed in the virtual meeting, the LHA require surveys of a donor site in order to ascertain a proportion of trip types to a discount food retailer (i.e. primary trips, pass-by trips, diverted trips etc.) undertaken by customers. The donor site should be similar to the development proposal with respect to land use / function, scale, and location in relation to the local highway network.
- 2.18 Following a review of local discount food retailers within the wider Reading area, no sites were representative of the application site / development proposal; therefore, donor sites from further afield, which share the land use and contextual characteristics of the development proposal / application site have been identified and summarised in **Table 2.4**.



Donor Site ID	Donor Site Retailer	Donor Site Address
1	Lidl	Unit 3a, Slough Retail Park, Twinches Lane, Slough SL1 5AL
2	Lidl	Unit 3, Greenbridge Retail Park, Garrard Way, Swindon SN3 3SG

Table 2.4: Summary of proposed donor site information.

- 2.19 Both proposed donor sites are located in retail parks which broadly represent the same number / type of retail offerings to that of Reading Retail Park. Furthermore, both are accessed via the main strategic road network) similar in nature, function and traffic flows to that of Oxford Road. On this basis, these sites are considered to be suitable to undertake surveys to ascertain customer trip types.
- 2.20 Satellite imagery of each location – illustrating the local environment / conditions of each proposed donor site – are attached in **Appendix D**.
- 2.21 Feedback on the suitability of the identified donor sites by the LHA is welcomed at the earliest convenience. If confirmation of either site's suitability is not provided, it shall be presumed that they are both considered suitable to obtain customer trip type information to inform the revised junction capacity assessments.

Revised Traffic Survey Dates & Methodology

- 2.22 As discussed in the virtual meeting, the LHA require updated traffic surveys of the Site Access / Oxford Road priority junction and the Oxford Road / Norcot Road / Wigmore Lane roundabout junction, given the previous surveys undertaken in May 2022 were considered to be affected by ongoing road works c.550m and 1.7km from the application site. Furthermore, understanding the quantum of pedestrian movements at the signalised crossing point between the two junctions is also required to inform a more robust assessment of future traffic conditions.
- 2.23 Therefore, ongoing and planned roadworks have been examined in the vicinity of the application site on RBC's website, with the week commencing 26th of June considered suitable to undertake surveys.
- 2.24 In addition to ensuring the surveys are not compromised by local construction / maintenance works, the proposed week also takes into account school holidays in order to ensure they obtain neutral, typical traffic flows.
- 2.25 Feedback on the suitability of the proposed surveys by the LHA is welcomed at the earliest convenience. If confirmation of these date(s) is not provided, it shall be presumed that these are considered suitable to obtain traffic / pedestrian flows to inform the revised junction capacity assessments.
- 2.26 In terms of the proposed methodology, the surveys shall comprise the following:

Traffic Count / Queue Length Surveys

- a) Junction turning counts and associated queue length surveys (substantiated by CCTV footage) of Site Access / Oxford Road priority junction and the Oxford Road / Norcot Road / Wigmore Lane roundabout junction;



- b) Weekday surveys between the hours of 07:00 and 10:00 and 16:00 and 19:00;
and
- c) Saturday survey between 10:00 and 16:00.

Pedestrian Count Surveys

- a) Crossing count of pedestrians at signalised crossing point on Oxford Road (substantiated by CCTV footage);
- b) Weekday surveys between the hours of 07:00 and 10:00 and 16:00 and 19:00;
and
- c) Saturday survey between 10:00 and 16:00.

2.27 Feedback on the suitability of the proposed survey methodology by the LHA is welcomed at the earliest convenience. If confirmation of this revised methodology is not provided, it shall be presumed that these dates are considered suitable to obtain traffic / pedestrian flows to inform the revised junction capacity assessments.

Confirmation of Neighbouring Servicing and Delivery Arrangements

2.28 As discussed in the virtual meeting, clarification of how the adjacent units currently occupied by Wickes and The Gym Group are serviced is required, given that previous analysis submitted does not demonstrate a consistent compliance with the existing built form of Reading Retail Park or the permitted operations of the neighbouring units.

2.29 Therefore, updated and additional swept path analysis drawings have been provided which confirm the existing and future servicing / delivery arrangements of the adjacent units, and how they shall not be compromised should the development proposal be permitted.

2.30 Updated / additional swept path analysis drawings are reproduced in **Appendix E**.

Revised Junction Geometry / Parameters to Inform Modelling

2.31 As discussed in the virtual meeting, the methodology to measure the geometry of the Site Access / Oxford Road priority junction and Oxford Road / Norcot Road / Wigmore Lane roundabout junction was queried, with further information / justification required to ensure a transparent and robust assessment.

2.32 Therefore, the parameters for each junction to inform a revised junction capacity assessment of both junctions are summarised below in **Table 2.5** and **Table 2.6**.



Site Access / Oxford Road Priority Junction

Major Arm – Oxford Road						
Width of Carriageway	Kerbed Central Reserve	Right Turn Storage	Width of Right Turn Storage	Visibility for Right Turn	Blocks?	Blocking PCU Value
6.9m	No	Yes	3.1m	250m	Yes	5
Minor Arm – Site Access						
Minor Arm Type	Lane Width	Kerbed Central Reserve	Visibility to the Left	Visibility to the Right		
One Lane	4.1m	No	34m	33m		

Table 2.5: Summary of priority junction geometry parameters to inform junction capacity assessment.

Oxford Road / Norcot Road / Wigmore Lane Roundabout

Arm ID	'V' – Approach Road Half Width	'E' – Entry Width	'l' – Effective Flare Length	'R' – Entry Radius	'D' – Inscribed Circle Diameter	'Phi' – Conflict Angle
Arm A – Oxford Road (East)	3.2m	7.9m	20.9m	16m	41.8m	47 degrees
Arm B – Norcot Road	3.3m	6.1m	11.7m	24.2m	40.6m	48 degrees
Arm C – Oxford Road (West)	6m	6.7m	5.6m	47.5m	41.8m	29 degrees
Arm D – Wigmore Lane	3.8m	8m	7.3m	21m	41.8m	62 degrees

Table 2.6: Summary of roundabout junction geometry parameters to inform junction capacity assessment.

2.33 In addition to the above, junction geometry measurement drawings illustrating the methodology in which these parameters were derived are attached in **Appendix F**.



3 Summary & Conclusion

Summary

- 3.1 Rappor have been instructed by CT UK Property Authorised Investment Fund to prepare a TN in support of a planning application concerning the proposed use of units 2 and 6 at Reading Retail Park, Reading, as a foodstore (Class E).
- 3.2 Planning permission is sought (ref: 221110) for the use of the existing Units 2 and 6 which currently operate on a non-food retail basis (comprising 2,492sq.m floor area) for a future foodstore, with a reduced floor area of 2,013sq.m.
- 3.3 Following the submission of a TN in March 2023, the LHA provided a consultee response which raised issues relating to the absence of pedestrian trip rates, identification of suitable donor sites, confirmation of servicing and delivery arrangements for the adjacent Wickes Store and Gym, and confirmation of junction geometry measurements / parameters for the Site Access / Oxford Road priority junction and Oxford Road / Norcot Road / Wigmore Lane roundabout junction to inform a robust assessment.
- 3.4 On the basis of the above, this TN concludes the following:
 - a) Pedestrian trip rate analysis demonstrates a minimal increase - in real terms during the operational peak periods - when compared to the existing use of the application site and therefore does not warrant minimal works to the existing, recently improved areas of the internal pedestrian footway network;
 - b) Two donor site which share the same land use and contextual characteristics as the application site / development proposal have been identified and are considered suitable to survey to understand customer trip type percentages;
 - c) Traffic and pedestrian survey methodologies have been proposed to inform a robust, revised junction capacity assessment of the Site Access / Oxford Road priority junction and Oxford Road / Norcot Road / Wigmore Lane roundabout junction;
 - d) Confirmation of the servicing and delivery arrangements for the adjacent Wickes Store and Gym has been provided; and
 - e) Confirmation of updated junction geometry measurements / parameters for the Site Access / Oxford Road priority junction and Oxford Road / Norcot Road / Wigmore Lane roundabout junction to inform a robust assessment.

Conclusion

- 3.5 In conclusion, feedback on the content detailed within this TN is welcomed at the earliest convenience. If confirmation of this is not provided, it shall be presumed that the approach postulated above is suitable to satisfy the concerns raised by the LHA, and thus the development proposal will not be considered to conflict with national or local policy. Therefore, there are no highways and transportation matters that should preclude the LHA from recommending approval of this planning application.

Appendix A: RBC Consultation Response – November 2022

Memo

From: (e)Transport Development Control Floor 1 North Rear Civic Offices Bridge Street Reading RG1 2LU
To: Connie Davis 72413 Connie.Davis@reading.gov.uk
Date: 21st November 2022
Re: Consultation on Planning Application

Application Number: 221110

Application Type: Full Planning Approval

Address: Reading Retail Park Oxford Road Reading

Proposal: Proposed use of Unit 2 and Unit 6 as a foodstore (Class E) including rear extension, revised servicing arrangements, new shop front, trolley bay and covered cycle storage; and associated works

Transport Comments

The proposed development consists of a change to amalgamate Unit 2 and Unit 6 and allow the sale of food under use class (Class E) as well as create a rear extension, revised servicing arrangements, new shop front, trolley bay and covered cycle storage; and associated works.

To accompany this planning application a Transport Statement has been submitted to which my comments are as follows:

Site Location and Accessibility

The application site is Unit 2 and Unit 6 of Reading Retail Park, which is located off the southern side of Oxford Road and is located amongst other existing commercial / retail uses which include Wickes Building Supplies, The Gym, Wren Kitchens, B&M, Pets at Home, and KFC.

Both vehicular and servicing / delivery access are achieved from the priority junction arrangement with Oxford Road, which is located at the northern boundary of the site. This features a ghost-island right turn access and a left-turn only egress arrangement onto Oxford Road, whilst the internal retail park network is subject to 10mph speed limit and comprises traffic calming measures and zebra crossing points throughout.

Walking is the most important mode of travel at a local level as it offers the greatest potential to replace short car trips. The applicant has reviewed the 'National Travel Survey (NTS) 2019' (DfT) and found that 80% of all trips of less than 1 mile (1.6km) were made on foot. It should be noted that a new NTS for 2020 has been published which found that 82% of trips under 1mile (1.6km) are undertaken on foot. However, as expressed by the applicant due to COVID-19 the 2020 NTS may not provide wholly accurate information and therefore it is the Highway Authorities view that 2019 data should be used.

The 2019 NTS results detailed above are supported by the definition of a 'walkable neighbourhood' within Manual for Streets whereby facilities required on a day-to-day basis should ideally be located within an 800m walk distance. The applicant has referred to PPG13, which is now superseded, to identify an upper limit of 2km, however 'Guidelines

For Providing For Journeys On Foot' published by The Institution Of Highways & Transportation in the year 2000 stipulates the following at Paragraph 3.34:

For shopping, Carley and Donaldsons (1996) advise that that “acceptable” walking distances depend on the quality of the shops, the size of the shopping centre and the length of stay of the shopper. Specifically, they state that parking time governs the distance walked from parking. See Table 3.3) Higher quality and larger centres generate longer acceptable walking distances with up to 1250m of walking journey to 100,000m² of floor space.

The Highway Authority are not aware of any other walking assessment and the applicant has not referenced any either and therefore the walking distance would be well short of that specified by the applicant. However, this would still accommodate a significant catchment of residential properties within the vicinity of the application site.

Cycling also has the potential to substitute for short car trips, further facilitating sustainable travel. Whilst the NTS 2019 (Table NTS0306) notes that the average cycle trip is approximately 3.5 miles (5.6km), the Local Transport Note 1/04: Policy, Planning and Design for Walking and Cycling (page 15), produced by the Department for Transport (DfT) indicates that journeys three times the average distance are not uncommon for regular commuters. The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.

Existing Infrastructure

The application site benefits from a good level of permeability to the surrounding pedestrian footway network, with a 1.2m footway linking from Reading Retail Park to the existing footway provision on the southern side of Oxford Road. However, it is noted that the footway specified by the applicant is in fact littered with bollards, posts, signage as well as incorporating trees.

In addition to the above it is noted that the crossing point within the existing car park along the pedestrian route to the store is not provided with any tactile paving and the width of the footway significant reduces at the area where pedestrians would be required to cross. See image below for reference.



The applicant has not provided a multi modal assessment of the application to determine whether the proposal would result in an increase in pedestrian trips but it is likely that this would be the case. As a result, pedestrian improvements to the site should be provided to encourage alternative modes of travel to and from the site and comply with the NPPF which states at Paragraph 112 that 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;

The Oxford Road benefits from illuminated, surfaced footway provision c.2m wide - which increases in width along various sections in the vicinity of the Reading Retail Park site frontage - and numerous, signalised pedestrian crossing points. The footways present on both sides of the carriageway also benefit from dropped kerbs and associated tactile paving.

In terms of cycling, delineated cycle lanes are present on either side of the carriageway in the vicinity of the Reading Retail Park site frontage, whilst Advanced Stop Lines are also present at the signal crossing to the northwest of the Oxford Road / Reading Retail Park priority junction.

The site is within a comfortable catchment of up to 5km to a range of residential estates / areas and, therefore, it is anticipated that both employees and visitors will be able to utilize cycling as a mode of travel to / from the site.

Public Transport

The site is accessible in relation to public transport with bus stops located directly outside the application site for services heading east and west. This therefore provides suitable access for those living along the Oxford Road towards the town centre and those that live to the west within various parts of Tilehurst.

The applicant has undertaken an assessment of the bus services and has only taken account of routes 143 and BB3 which provides a total of 13 services throughout the course of the day which the applicant concludes is acceptable. The Highway Authority does not deem this to be acceptable however, this stop is also served by routes 16, 17, 85 and 91 operated by Reading Buses. Routes 16 and 17 provide up to 11 services an hour alone in both directions and therefore provides an acceptable level of public transport.

Access Strategy

Vehicles

The vehicle access into the site is to remain unaltered to the existing arrangement and in principle this has been deemed acceptable given that the size of vehicle entering the site will not alter as a result of the development, with articulated vehicles already serving the site.

Pedestrians & Cyclists

The applicant has stated that the proposed pedestrian / cyclist access arrangements of Reading Retail Park - and thus the application site - shall remain as existing. It is agreed that direct connections are available to the site from the existing infrastructure in place

along Oxford Road however, pedestrian routes within the site do not provide for tactile paving along the key desire lines with crossing points provided at areas with narrow footways as I have expressed previously within the consultation response. The proposed development does not promote sustainable transport within the confines of the Reading Retail Park and the pedestrian facilities should be reviewed further.

Servicing

The applicant has stated that servicing / delivery access to the application site's service yard shall be as per the existing however, the proposed block plan differs to that of the existing with car parking and a ramp now included.

These changes signify and considerable change to the servicing of the proposed unit as well as the retained gym located adjacent. Further information is therefore required illustrating the tracking for service vehicles for these units entering and leaving the service yard without interrupting any other units.

It should also be clarified how the exiting Wickes store is also serviced as this is not clear from the submitted information. Again, this is to make sure that conflicting operations do not occur.

Trip Rate Analysis

To establish the trip generation associated with both the existing and proposed site uses the applicant has utilized the Trip Rate information Computer System (TRICS), this is an acceptable methodology for assessing trip attraction and has been accepted by planning inspectors during planning appeals.

To assess the development it has been proposed to assess the existing and proposed uses during the following scenarios:

- a) Weekday typical AM peak (08:00 to 09:00);
- b) Weekday typical PM peak (17:00 to 18:00); and
- c) Saturday operational peak(s).

These proposed timings are acceptable to the Highway Authority.

Existing Trip Attraction: Non-Food Retail (2,492sq.m)

In order to assess traffic attraction associated with the existing uses of the application site (i.e. non-food retail - 2,492sq.m), the TRICS database has been interrogated and the retail land use of 'other individual non-food superstore' was selected. This has been accepted by the Highway Authority as an acceptable comparison to the application site.

The Highway Authority has reviewed the assessment that has been undertaken by the applicant and I can confirm that this is acceptable and that the trip rates would be comparable to the existing use. These trip rates are provided in the Table 1 below.

Table 1

Time Period	Trip Rate (per (100sqm))			Trip Attraction (2,492 sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (8am-9am)	0.146	0.00	0.146	4	0	4
PM Peak (5pm-6pm)	0.839	1.058	1.897	21	26	47
Saturday Operational Peak (12pm-1pm)	4.674	4.729	9.403	116	118	234

Proposed Use: Discount Food Retail (2,013sq.m)

The proposed planning permission sought is for the amalgamation of Unit 2 and Unit 6 to accommodate a discount food store (GIA 2,013sq.m). The TRICS database has therefore been interrogated by the applicant for 'Discount Food Retail' units and again is an acceptable approach.

Again, the Highway Authority has reviewed the assessment that has been undertaken by the applicant and I can confirm that this is acceptable and that the trip rates would be comparable to the existing use. It is however noted that the TRICS printout has not been provided for the weekend assessment and a duplicate weekday assessment has been included within the Appendices, however I have reviewed the data as provided within Table 5.2 of the Transport Statement.

It has however been noted that Table 5.2 of the Transport Statement is in fact incorrect in terms of the calculation of the trip attraction and the correct figure are provided within the Table 2 below.

Table 2

Time Period	Trip Rate (per (100sqm))			Trip Attraction (2,013 sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (8am-9am)	2.923	2.249	5.172	59	45	104
PM Peak (5pm-6pm)	3.926	4.466	8.492	79	90	171
Saturday Operational Peak (12pm-1pm)	6.496	6.838	13.334	131	138	268

Net Trip Impact

In order to consider the overall net trip impact of the development proposal on the local highway network, a comparison of the existing and forecast trips has been set out in the Table below.

Table 3

Development Type	Time Period	Net Trip Impact		
		Arrivals	Departures	Total
A - Existing Use: Non-Food Retail - Carpetright & Halfords (2,492sq.m)	AM Peak (8am to 9am)	4	0	4
	PM Peak (5pm to 6pm)	21	26	47
	Saturday Operational Peak (12pm-1pm)	116	118	234
B - Proposed Use: Discount Food Retailer (2,013sq.m)	AM Peak (8am to 9am)	59	45	104
	PM Peak (5pm to 6pm)	79	90	171
	Saturday Operational Peak (12pm-1pm)	131	138	268
Total Development (B-A)	AM Peak (8am to 9am)	55	45	100
	PM Peak (5pm to 6pm)	58	64	124
	Saturday Operational Peak (12pm-1pm)	15	20	34

The Table above indicates that the proposed development is expected to result in an increase in traffic attraction of approximately 100, 124, and 34 two-way vehicle trips in the weekday AM, PM, and Saturday peak periods, respectively.

Trip Types and Discounts

In relation to the net trip impact of the development proposal, the applicant considers that the majority of trips associated with the proposed discount food retailer shall not be entirely 'new' to the network. It is proposed by the applicant that a percentage will be 'linked' to the other existing destinations within the retail park and as such are already taking place.

In addition to the above the applicant has proposed that journeys associated with the application site would also be linked to destinations / purposes extending beyond the application site (i.e. commuting / education / recreation).

The applicant therefore proposes that the trips primarily, and only, to a supermarket is unlikely to be undertaken by a customer during the busiest traffic periods of the day.

Taking the above into account the applicant has assumed that 90% of trips associated with the development proposal are 'linked trips' either to facilities within the wider retail park or beyond the application site. It is therefore proposed that the remaining 10% of trips are considered as 'new trips', which are those primarily, and only, associated with the application site.

However, the applicant has provided no evidence that this is an accurate percentage of trips that would be new trips. The latest and only data/clarity provided in relation to linked / pass by trips is contained within TRICS Research Report 14/1. This stipulates the following as part of paragraph 10.1 and is continued at Paragraph 10.2:

- *Many of the key arguments and conclusions contained within this report are not made within the 95/2 TRICS pass-by and diverted trips report as transport behaviour such as new trips is now much more widely understood. It should also be noted that many of the key conclusions made within the 1995 report are no longer valid as shopping trends and travel behaviours have changed.*
- *The 95/2 report states that “the proportion of trips generally accepted to be non-primary is 30%. Most of the non-primary trips tend to be home-work-site-home and hence values are generally lower than this at the weekend when there is less home commuting but could be higher on a Friday evening but would not expect to exceed 40%”. This standard application is no longer considered relevant due to the factors set out below in this report.*
- *The literature review undertaken as part of this report has demonstrated that there have been contradictory results regarding the prevalence of diverted / linked trips. Alongside this, shopping habits and travel patterns are changing rapidly. As such, a generic value that can be applied to all retail sites is not appropriate in this dynamic environment.*
- *The assessment of the TRICS data has not found any real correlations. This is partly due to there being so many variables in the data and site selection. Therefore it will be difficult for users to find a comparable store from the data sets available. It is therefore recommended that a site by site approach is taken in justifying the proportion of pass by and diverted trips that are to be attributed to the proposed development.*

10.2 It is recommended that for an assessment of the quantum of pass-by and diverted trips that a first principles approach is taken for each site, whereby a process is defined for the assessment of these trips and agreed by the applicant and determining authority. This will form an additional task in the scoping report for any Transport Assessment. Chapter 11 contains a process diagram and associated explanatory note that are intended to aid with the undertaking of this assessment.

Section 11 of the TRICS Research Report 14/1 provides a Pass-By & Diverted Trips Assessment Methodology which must be followed in order to assess accurately what percentage of trips can be deducted from the trip generation assessment.

Taking the above into account the Highway Authority are not able to agree the reductions proposed by the applicant and therefore the proposed net increase in trips as specified within Table 3 above are the only ones that can be accepted. Should a reduction not be accepted then the applicant would be required to upgrade the Transport Statement to a Transport Assessment given the proposed increased number of trips during the peak periods. This would require the site access, the Norcot Road / Oxford Road / Wigmore Lane roundabout junction and the Oxford Road / Grovelands Road signalized junction to be assessed.

Irrespective of this it should be stressed that the site access is a left exit only and therefore any pass by trips that are ultimately heading east would require drivers to travel through the Norcot Road / Oxford Road / Wigmore Lane roundabout junction twice. This will increase trips through a junction that is already heavily congested and as identified

through other recent planning applications is close to exceeding its capacity within peak periods. This would therefore require a review / assessment regardless of any reduction that may be agreed.

Taking the above into account the Highway Authority cannot agree to the applicant's assessment into the proposed trip generation.

Car Parking

In order to assess whether the car parking arrangements are suitable to accommodate the additional forecast demand associated with the development proposal, the applicant has undertaken car parking surveys to identify the residual capacity during the busiest operational periods.

Parking Survey

The parking survey was undertaken at Reading Retail Park on Friday the 22nd of May 2022, between 15:00 and 19:00, and Saturday the 21st of May 2022, between the hours of 10:00 and 16:00. These were to identify the residual capacity during the busiest operational periods and the timings of these have been deemed acceptable.

Weekday

The parking survey indicates that during the peak period of parking accumulation (between 18:30 and 19:00), there was an existing demand for 116 car parking spaces, which is equal to 27% of the surveyed car park capacity area.

Saturday

The parking survey indicates that during the peak period of parking accumulation (between 13:00 and 13:30), there was an existing demand for 176 car parking spaces, which is equal to 41% of the surveyed car park capacity area.

It is therefore accepted that the proposed car park is currently underutilized during the weekday and weekend periods.

In relation to the proposed car parking requirement for the site the Highway Authority refer to the Councils adopted Revised Parking Standards and Design Supplementary Planning Document. This highlights that a food retail store and a general retail store in excess of 1,000sqm would warrant the same car parking requirement. Given that the proposal does in fact reduce in floor area therefore reduce the parking demand, the Highway Authority are agreeable that no additional parking would be required.

However, the applicant has undertaken a car park accumulation survey utilizing the trip rate analysis to establish what level of car parking would be provided for the proposed change of use.

This is an acceptable methodology although I would agree with the applicant that not all of these forecast vehicle trips shall be 'new' and only associated with the application site. The Highway Authority as specified above does not however agree to the split in relation to new, diverted, pass by trips and therefore the parking requirement should not include any reduction at this time.

Weekday

The forecast demand of 47 parked cars is indicated to take place between 10:00 and 11:00 on a weekday morning. Considering the overall proposed capacity (i.e. 439 spaces) and the previously detailed weekday survey results, it is envisaged that the car park shall safely and suitably accommodate demand without resulting in any overspill parking or disruption to the existing safety and operation of the local highway network.

In addition, it is noted that the parking accumulation of the existing use equates to 36 cars between 10am and 11am which would result in an increase of just 11 cars when compared to the forecast demand. The peak demand for the existing would be between the hour of 4pm and 5pm which equates to 41 parked cars, however the proposed number of parked cars during this hour is also 41 cars creating no change in demand.

The Highway Authority are therefore content that no further car parking is required for the weekday period.

Saturday

The forecast demand of 63 parked cars is indicated to take place between 11:00 and 12:00 on a Saturday morning. Considering the overall capacity (i.e. 439 spaces) and the previously detailed Saturday survey results, it is envisaged that the car park shall safely and suitably accommodate demand without resulting in any overspill parking or disruption to the existing safety and operation of the local highway network.

In addition, it is noted that the parking accumulation of the existing use equates to a peak demand of 65 cars between 110am and 11am which would result in a reduction of just 2 cars when compared to the forecast demand.

The Highway Authority are therefore content that no further car parking is required for the weekend period.

It is also noted that the existing site layout includes the provision of three trailer bays located adjacent to the trade entrance to the Wickes store. It is likely that these bays are associated with that use and were included within the planning requirement for the Wickes store. The proposal includes the loss of these three bays without an assessment being undertaken to establish whether they are no longer required. A survey of these bays must therefore be provided before their loss can be agreed.

Overall, the Highway Authority are content that sufficient car parking is provided across the site.

Cycle Parking

The proposed requirement for cycle parking is the same when the existing and proposed uses are compared. The Highway Authority are therefore content that no additional cycle parking is required.

Based on the insufficient information that has been provided in relation to capacity impacts and the other on site matters the Highway Authority objects to the proposal on the following grounds.

Reasons for Refusal

Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing road network within Reading, contrary to Policy TR3 of the Reading Borough Local Plan.

The proposed development does not comply with the Local Planning Authority's standards in respect of internal footway provision and, as a result, is in conflict with Local Plan Policy TR3.

The layout does not comply with the Local Planning Authority's standards in respect of vehicle parking. This could result in inconsiderate parking within the wider car park, adversely affecting road safety and the flow of traffic, and in conflict with Policies TR3 and TR5 of the Reading Borough Local Plan.

The proposed development does not comply with the Local Planning Authority's standards in respect of servicing and, as a result, is in conflict with Local Plan Policies TR3 and TR5.

Darren Cook
Transport Development Control Manager

Appendix B: RBC Consultation Response – April 2023

Memo

From: (e)Transport Development Control Floor 1 North Rear Civic Offices Bridge Street Reading RG1 2LU
To: Joel Grist joel.grist@reading.gov.uk
Date: 3rd April 2023
Re: Consultation on Planning Application

Application Number: 221110

Application Type: Full Planning Approval

Address: Reading Retail Park Oxford Road Reading

Proposal: Proposed use of Unit 2 and Unit 6 as a foodstore (Class E) including rear extension, revised servicing arrangements, new shop front, trolley bay and covered cycle storage; and associated works

Transport Comments

The proposed development consists of a change to amalgamate Unit 2 and Unit 6 and allow the sale of food under use class (Class E) as well as create a rear extension, revised servicing arrangements, new shop front, trolley bay and covered cycle storage; and associated works.

To accompany this planning application a Transport Statement has been submitted to which my comments are as follows:

Site Location and Accessibility

The application site is Unit 2 and Unit 6 of Reading Retail Park, which is located off the southern side of Oxford Road and is located amongst other existing commercial / retail uses which include Wickes Building Supplies, The Gym, Wren Kitchens, B&M, Pets at Home, and KFC.

Both vehicular and servicing / delivery access are achieved from the priority junction arrangement with Oxford Road, which is located at the northern boundary of the site. This features a ghost-island right turn access and a left-turn only egress arrangement onto Oxford Road, whilst the internal retail park network is subject to 10mph speed limit and comprises traffic calming measures and zebra crossing points throughout.

Walking is the most important mode of travel at a local level as it offers the greatest potential to replace short car trips. The applicant has reviewed the 'National Travel Survey (NTS) 2019' (DfT) and found that 80% of all trips of less than 1 mile (1.6km) were made on foot. It should be noted that a new NTS for 2020 has been published which found that 82% of trips under 1mile (1.6km) are undertaken on foot. However, as expressed by the applicant due to COVID-19 the 2020 NTS may not provide wholly accurate information and therefore it is the Highway Authorities view that 2019 data should be used.

The 2019 NTS results detailed above are supported by the definition of a 'walkable neighbourhood' within Manual for Streets whereby facilities required on a day-to-day basis should ideally be located within an 800m walk distance. The applicant has referred to PPG13, which is now superseded, to identify an upper limit of 2km, however 'Guidelines

For Providing For Journeys On Foot' published by The Institution Of Highways & Transportation in the year 2000 stipulates the following at Paragraph 3.34:

For shopping, Carley and Donaldsons (1996) advise that that "acceptable" walking distances depend on the quality of the shops, the size of the shopping centre and the length of stay of the shopper. Specifically, they state that parking time governs the distance walked from parking. See Table 3.3) Higher quality and larger centres generate longer acceptable walking distances with up to 1250m of walking journey to 100,000m² of floor space.

The Highway Authority are not aware of any other walking assessment and the applicant has not referenced any either and therefore the walking distance would be well short of that specified by the applicant. However, this would still accommodate a significant catchment of residential properties within the vicinity of the application site.

Cycling also has the potential to substitute for short car trips, further facilitating sustainable travel. Whilst the NTS 2019 (Table NTS0306) notes that the average cycle trip is approximately 3.5 miles (5.6km), the Local Transport Note 1/04: Policy, Planning and Design for Walking and Cycling (page 15), produced by the Department for Transport (DfT) indicates that journeys three times the average distance are not uncommon for regular commuters. The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.

Existing Infrastructure

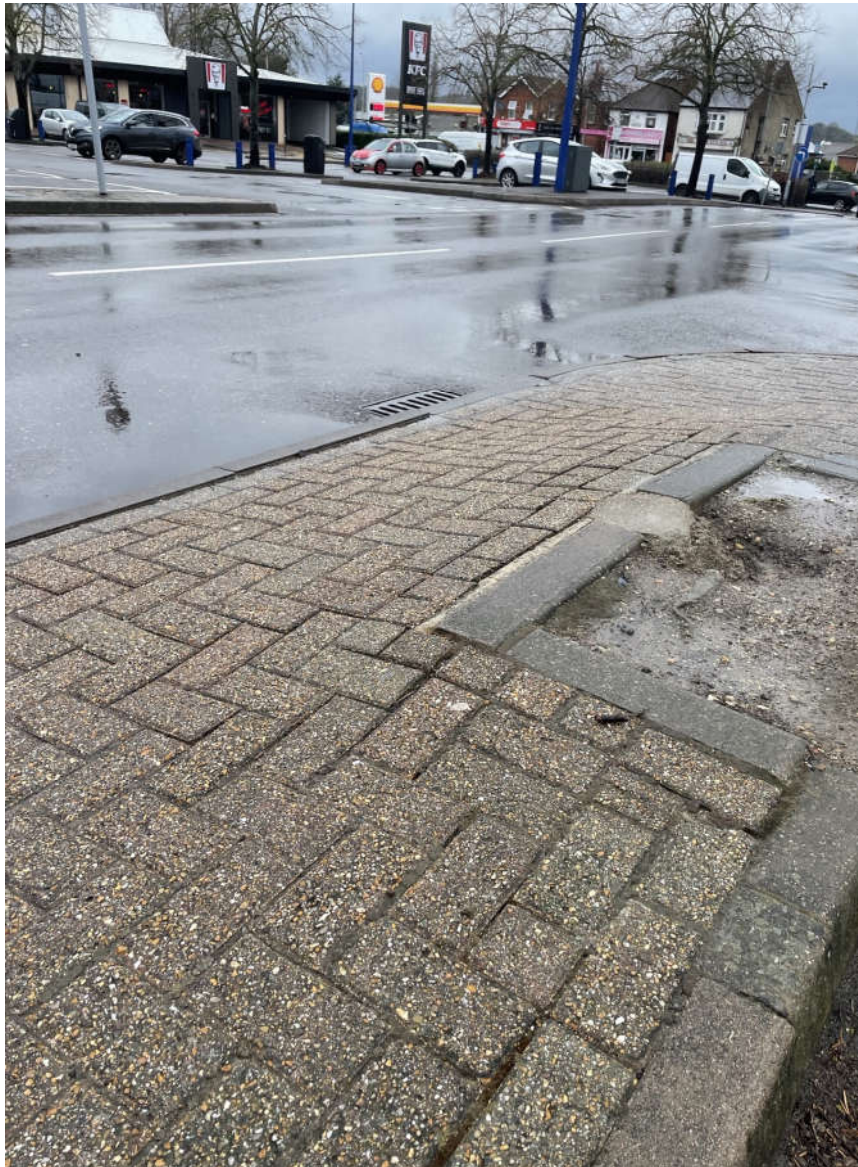
The applicant stipulates that the site benefits from a good level of permeability to the surrounding pedestrian footway network, with a 1.2m footway linking from Reading Retail Park to the existing footway provision on the southern side of Oxford Road. However, it is noted that the footway specified by the applicant is in fact littered with bollards, posts, signage, dropped kerbs that are an unacceptable height as well as incorporating trees. The surface is also considerably uneven around the trees that would cause difficulties for pedestrians that are mobility impaired or are partially sighted.

Subsequent, to the Highway Authorities initial comments it is noted that the crossing point within the existing car park along the pedestrian route to the store has now been provided with any tactile paving however as previously stated the width of the footway significantly reduces at the area where pedestrians would be required to cross. See image below for reference.









The applicant has not provided a multi modal assessment of the application to determine whether the proposal would result in an increase in pedestrian trips, but it is likely that this would be the case. As a result, pedestrian improvements to the site should be provided to encourage alternative modes of travel to and from the site and comply with the NPPF which states at Paragraph 112 that 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;

Given that it is anticipated that there would be an increase in pedestrian trips to the site improved pedestrian facilities should be provided between the store and the Public Highway.

The Oxford Road benefits from illuminated, surfaced footway provision c.2m wide - which increases in width along various sections in the vicinity of the Reading Retail Park site frontage - and numerous, signalised pedestrian crossing points. The footways present on both sides of the carriageway also benefit from dropped kerbs and associated tactile paving.

In terms of cycling, delineated cycle lanes are present on either side of the carriageway in the vicinity of the Reading Retail Park site frontage, whilst Advanced Stop Lines are also present at the signal crossing to the northwest of the Oxford Road / Reading Retail Park priority junction.

The site is within a comfortable catchment of up to 5km to a range of residential estates / areas and, therefore, it is anticipated that both employees and visitors will be able to utilize cycling as a mode of travel to / from the site.

Public Transport

The site is accessible in relation to public transport with bus stops located directly outside the application site for services heading east and west. This therefore provides suitable access for those living along the Oxford Road towards the town centre and those that live to the west within various parts of Tilehurst.

The applicant has undertaken an assessment of the bus services and has only taken account of routes 143 and BB3 which provides a total of 13 services throughout the course of the day which the applicant concludes is acceptable. The Highway Authority does not deem this to be acceptable however, this stop is also served by routes 16, 17, 85 and 91 operated by Reading Buses. Routes 16 and 17 provide up to 11 services an hour alone in both directions and therefore provides an acceptable level of public transport.

Access Strategy

Vehicles

The vehicle access into the site is to remain unaltered to the existing arrangement and in principle this has been deemed acceptable given that the size of vehicle entering the site will not alter as a result of the development, with articulated vehicles already serving the site.

Pedestrians & Cyclists

The applicant has stated that the proposed pedestrian / cyclist access arrangements of Reading Retail Park - and thus the application site - shall remain as existing. It is agreed that direct connections are available to the site from the existing infrastructure in place along Oxford Road however, pedestrian routes within the site do not provide for tactile paving along the key desire lines with crossing points provided at areas with narrow footways as I have expressed previously within the consultation response. The proposed development does not promote sustainable transport within the confines of the Reading Retail Park and the pedestrian facilities should be reviewed further.

Servicing

The applicant has stated that servicing / delivery access to the application site is to be located at the rear via the existing service yard. Tracking diagrams have been submitted that indicate that adequate turning can take place to the rear via the proposed service ramp. However, the tracking diagrams do indicate that a delivery vehicle would come into conflict with the footway and bollards to the front of the site. This is likely to be because the tracking has not been extended to the west as it undertakes the turn assuming that this is a hard feature however the feature illustrated on the drawing is a drainage channel and therefore could be overrun by a vehicle. For clarity an updated tracking drawing should be provided confirming that this manoeuvre can take place without any conflicts occurring.

As previously stated the changes to the rear servicing area signify a considerable change to the servicing of not only the proposed unit but also the retained gym located adjacent. The applicant has however failed to provide any detail on the servicing for this use. Further information is therefore required illustrating the tracking for service vehicles for this unit entering and leaving the service yard in forward gear without interrupting any other units.

Tracking has also been provided for the retained Wickes store however this is not accurate as the turning area indicated is in fact the external retail space as indicated within the original application drawings. Revised tracking diagrams indicating the correct servicing arrangements are therefore required.

Trip Rate Analysis

To establish the trip generation associated with both the existing and proposed site uses the applicant has utilized the Trip Rate information Computer System (TRICS), this is an acceptable methodology for assessing trip attraction and has been accepted by planning inspectors during planning appeals.

To assess the development it has been proposed to assess the existing and proposed uses during the following scenarios:

- a) Weekday typical AM peak (08:00 to 09:00);
- b) Weekday typical PM peak (17:00 to 18:00); and
- c) Saturday operational peak(s).

These proposed timings are acceptable to the Highway Authority.

Existing Trip Attraction: Non-Food Retail (2,492sq.m)

In order to assess traffic attraction associated with the existing uses of the application site (i.e. non-food retail - 2,492sq.m), the TRICS database has been interrogated and the retail land use of 'other individual non-food superstore' was selected. This has been accepted by the Highway Authority as an acceptable comparison to the application site.

The Highway Authority has reviewed the assessment that has been undertaken by the applicant and I can confirm that this is acceptable and that the trip rates would be comparable to the existing use. These trip rates are provided in the Table 1 below.

Table 1

Time Period	Trip Rate (per 100sqm)			Trip Attraction (2,492 sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (8am-9am)	0.146	0.00	0.146	4	0	4
PM Peak (5pm-6pm)	0.839	1.058	1.897	21	26	47
Saturday Operational Peak (12pm-1pm)	4.674	4.729	9.403	116	118	234

Proposed Use: Discount Food Retail (2,013sq.m)

The proposed planning permission sought is for the amalgamation of Unit 2 and Unit 6 to accommodate a discount food store (GIA 2,013sq.m). The TRICS database has therefore been interrogated by the applicant for 'Discount Food Retail' units and again is an acceptable approach.

Again, the Highway Authority has reviewed the assessment that has been undertaken by the applicant and I can confirm that this is acceptable and that the trip rates would be comparable to the existing use. It is however noted that the TRICS printout has not been provided for the weekend assessment and a duplicate weekday assessment has been included within the Appendices, however I have reviewed the data as provided within Table 5.2 of the Transport Statement.

It has however been noted that Table 5.2 of the Transport Statement is in fact incorrect in terms of the calculation of the trip attraction and the correct figure are provided within the Table 2 below.

Table 2

Time Period	Trip Rate (per (100sqm))			Trip Attraction (2,013 sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (8am-9am)	2.923	2.249	5.172	59	45	104
PM Peak (5pm-6pm)	3.926	4.466	8.492	79	90	171
Saturday Operational Peak (12pm-1pm)	6.496	6.838	13.334	131	138	268

Net Trip Impact

In order to consider the overall net trip impact of the development proposal on the local highway network, a comparison of the existing and forecast trips has been set out in the Table below.

Table 3

Development Type	Time Period	Net Trip Impact		
		Arrivals	Departures	Total
A - Existing Use: Non-Food Retail - Carpetright & Halfords (2,492sq.m)	AM Peak (8am to 9am)	4	0	4
	PM Peak (5pm to 6pm)	21	26	47
	Saturday Operational Peak (12pm-1pm)	116	118	234
B - Proposed Use: Discount Food Retailer	AM Peak (8am to 9am)	59	45	104
	PM Peak	79	90	171

(2,013sq.m)	(5pm to 6pm)			
	Saturday Operational Peak (12pm-1pm)	131	138	268
Total Development (B-A)	AM Peak (8am to 9am)	55	45	100
	PM Peak (5pm to 6pm)	58	64	124
	Saturday Operational Peak (12pm-1pm)	15	20	34

The Table above indicates that the proposed development is expected to result in an increase in traffic attraction of approximately 100, 124, and 34 two-way vehicle trips in the weekday AM, PM, and Saturday peak periods, respectively.

Trip Types and Discounts

In relation to the net trip impact of the development proposal, the applicant considers that the majority of trips associated with the proposed discount food retailer shall not be entirely 'new' to the network. It is proposed by the applicant that a percentage will be 'linked' to the other existing destinations within the retail park and / or the surrounding area and as such are already taking place.

However, within the Technical Note the applicant has provided a review of the application taking account of TRICS Research Report 14/1 which provides the latest guidance of how these should be assessed.

With this in mind the applicant has recently commissioned a customer trip type survey at a donor site (i.e. a discount retail store) to ascertain a breakdown of trip types. However, the Highway Authority would stress that the application is for a food retail store that may have a different trip composition and also the applicant has provided no detail as to the location / site characteristics of the surveyed site. As such the Highway Authority would be unable to accept the data that has been presented unless it can be confirmed that the sites are comparable.

Irrespective of the above the Highway Authority would advise that linked trips are described as follows:

Linked Trips - these are trips made by those already attending the local retail offering for other purposes. Consequently, these trips have no impact on the study network.

The applicant would therefore need to identify what level of trips are already being undertaken to the existing offer located in the immediate surrounding area but this has not been undertaken. A proportion of linked trips therefore cannot be discounted from the assessment.

The applicant has included a significant reduction taking account for linked trips based on the fact that they will visit another destination either on there way to or from the surveyed store. Now not knowing whether those trips were to the local area or further afield makes including these trips as linked trips impossible.

It should be noted that TRICS Research Report 14/1 provides at Appendix G a useful guide as to the type of questions required to ascertain what level of trips would be pass by / diverted trips and these include the following:

“Is this location your only destination, or are you coming from or going elsewhere?”

“If you were not visiting this location, would you have used [INSERT ROAD NAME] as party of your journey to your other destination(s)?”

“Is this store your usual destination for food shopping?”

Although the first question has been asked the other two have not and so the applicant cannot claim to know exactly what level of trips are pass by / diverted.

What is however telling is that to the question ‘When you left home today, was it always your intention to come to Home Bargains?’ 91% answered Yes. The answer to this question confirms that this is the primary trip and it is likely that the other destinations either side of this visit are linked to this trip.

Based on the insufficient information provided within the Technical Note the Highway Authority would only be able to confirm at this stage that a reduction of just 9% would be suitable from the net increase in trips. As such this would make a negligible difference to the trip generation stipulated in Table 3 above.

In addition to this and as previous explained the site access is a left exit only and therefore any pass by trips that are ultimately heading east would require drivers to travel through the Norcot Road / Oxford Road / Wigmore Lane roundabout junction twice. The applicant has failed to address this within the assessment undertaken given that no journey distribution has been indicated with this solely based on the existing distribution at the junction. This must be clarified.

In relation to the actual junction assessments undertaken I would advise that the assessment undertaken is not accurate given the concerns against the trip rates and I would also question the following:

Oxford Road / Site Access

- The junction assessment does not fully assess the impact to Arm A Oxford Road east and identifies Arm A to Arm B and Arm A to Arm C as separate movements as if they are individual lanes when they are in fact a single lane.
- The geometry of the junction also does not appear to be correct as the carriageway widths appear to be greater than is the case and the length of the right turn lane is not included. The applicant should confirm the geometry on a drawing.
- The Oxford Road / Norcot Road / Wigmore Lane roundabout junction does result in queuing back along the eastern approach of the Oxford Road which regularly extends back across the site access including outside the peak periods. The signalised pedestrian crossing also leads to queuing back across the site access. The applicant must therefore include this impact within any future model of the junction.

Oxford Road / Norcot Road / Wigmore Lane Roundabout

- Having reviewed with the Councils StreetWorks team it is noted that Thames Water Road works were taking place adjacent to 553 Oxford Road located 500m to the east between the 19th and 21st May as well continued upgrades to Reading West Station also located on the Oxford Road 1.7km from the site which have been ongoing for

considerable months. Both required the use of multi way temporary traffic lights which would have resulted in a significant reduction in traffic utilising this route within the peak periods and / or due to the congestion caused would have reduced the number of vehicles travelling through the junction. The Highway Authority are therefore unable to accept the survey data presented to date.

- The assessment does not appear to include the provision of the zebra crossings on three of the junction arms and the signalised pedestrian crossing on the other, these should be included within the assessment.
- The geometry of the junction also does not appear to be correct as the carriageway widths appear to be greater than is the case. The applicant should confirm the geometry on a drawing.

Taking the above into account the Highway Authority cannot agree to the applicant's assessment into the proposed trip generation.

Car Parking

In order to assess whether the car parking arrangements are suitable to accommodate the additional forecast demand associated with the development proposal, the applicant has undertaken car parking surveys to identify the residual capacity during the busiest operational periods.

Parking Survey

The parking survey was undertaken at Reading Retail Park on Friday the 22nd of May 2022, between 15:00 and 19:00, and Saturday the 21st of May 2022, between the hours of 10:00 and 16:00. These were to identify the residual capacity during the busiest operational periods and the timings of these have been deemed acceptable.

Weekday

The parking survey indicates that during the peak period of parking accumulation (between 18:30 and 19:00), there was an existing demand for 116 car parking spaces, which is equal to 27% of the surveyed car park capacity area.

Saturday

The parking survey indicates that during the peak period of parking accumulation (between 13:00 and 13:30), there was an existing demand for 176 car parking spaces, which is equal to 41% of the surveyed car park capacity area.

It is therefore accepted that the proposed car park is currently underutilized during the weekday and weekend periods.

In relation to the proposed car parking requirement for the site the Highway Authority refer to the Councils adopted Revised Parking Standards and Design Supplementary Planning Document. This highlights that a food retail store and a general retail store in excess of 1,000sqm would warrant the same car parking requirement. Given that the proposal does in fact reduce in floor area therefore reduce the parking demand, the Highway Authority are agreeable that no additional parking would be required.

However, the applicant has undertaken a car park accumulation survey utilizing the trip rate analysis to establish what level of car parking would be provided for the proposed change of use.

This is an acceptable methodology although I would agree with the applicant that not all of these forecast vehicle trips shall be 'new' and only associated with the application site. The Highway Authority as specified above does not however agree to the split in relation to new, diverted, pass by trips and therefore the parking requirement should not include any reduction at this time.

Weekday

The forecast demand of 47 parked cars is indicated to take place between 10:00 and 11:00 on a weekday morning. Considering the overall proposed capacity (i.e. 439 spaces) and the previously detailed weekday survey results, it is envisaged that the car park shall safely and suitably accommodate demand without resulting in any overspill parking or disruption to the existing safety and operation of the local highway network.

In addition, it is noted that the parking accumulation of the existing use equates to 36 cars between 10am and 11am which would result in an increase of just 11 cars when compared to the forecast demand. The peak demand for the existing would be between the hour of 4pm and 5pm which equates to 41 parked cars, however the proposed number of parked cars during this hour is also 41 cars creating no change in demand.

The Highway Authority are therefore content that no further car parking is required for the weekday period.

Saturday

The forecast demand of 63 parked cars is indicated to take place between 11:00 and 12:00 on a Saturday morning. Considering the overall capacity (i.e. 439 spaces) and the previously detailed Saturday survey results, it is envisaged that the car park shall safely and suitably accommodate demand without resulting in any overspill parking or disruption to the existing safety and operation of the local highway network.

In addition, it is noted that the parking accumulation of the existing use equates to a peak demand of 65 cars between 10am and 11am which would result in a reduction of just 2 cars when compared to the forecast demand.

The Highway Authority are therefore content that no further car parking is required for the weekend period.

It is also noted that the existing site layout includes the provision of three trailer bays located adjacent to the trade entrance to the Wickes store. It is likely that these bays are associated with that use and were included within the planning requirement for the Wickes store. The proposal previously included the loss of these three bays however an assessment has now been undertaken which has established that there is a demand for 2 bays which the applicant has stated will be provided on site. It is accepted that there is sufficient spare capacity in which to reduce the provision on site to provide these trailer bays however a revised drawing is required illustrating the location and layout to ensure that this is satisfactory. Given there are other aspects that need to be addressed and to avoid the need for conditions a revised drawing should be submitted for review.

Overall, the Highway Authority are content that sufficient car parking is provided across the site.

Cycle Parking

The proposed requirement for cycle parking is the same when the existing and proposed uses are compared. The Highway Authority are therefore content that no additional cycle parking is required.

Based on the insufficient information that has been provided in relation to capacity impacts and the other on site matters the Highway Authority objects to the proposal on the following grounds.

Reasons for Refusal

Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing road network within Reading, contrary to Policy TR3 of the Reading Borough Local Plan.

The proposed development does not comply with the Local Planning Authority's standards in respect of internal footway provision and, as a result, is in conflict with Local Plan Policy TR3.

The layout does not comply with the Local Planning Authority's standards in respect of vehicle parking. This could result in inconsiderate parking within the wider car park, adversely affecting road safety and the flow of traffic, and in conflict with Policies TR3 and TR5 of the Reading Borough Local Plan.

The proposed development does not comply with the Local Planning Authority's standards in respect of servicing and, as a result, is in conflict with Local Plan Policies TR3 and TR5.

Darren Cook
Transport Development Control Manager

Appendix C: TRICS Output Reports – Pedestrians

Calculation Reference: AUDIT-701101-230426-0410

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

06 WEST MIDLANDS
 WO WORCESTERSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 2417 to 2417 (units: sqm)
 Range Selected by User: 570 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/22

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

Selected survey days:

Saturday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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 1 days - Selected

Secondary Filtering selection:

Use Class:
E(a) 1 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:
50,001 to 100,000 1 days

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

Population within 5 miles:
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 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 1 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 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	2417 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.32

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	2417	0.165	1	2417	0.000	1	2417	0.165
08:00 - 09:00	1	2417	2.193	1	2417	1.407	1	2417	3.600
09:00 - 10:00	1	2417	2.482	1	2417	2.234	1	2417	4.716
10:00 - 11:00	1	2417	5.668	1	2417	4.923	1	2417	10.591
11:00 - 12:00	1	2417	5.875	1	2417	5.254	1	2417	11.129
12:00 - 13:00	1	2417	6.620	1	2417	6.454	1	2417	13.074
13:00 - 14:00	1	2417	5.213	1	2417	5.792	1	2417	11.005
14:00 - 15:00	1	2417	6.330	1	2417	6.951	1	2417	13.281
15:00 - 16:00	1	2417	5.668	1	2417	5.916	1	2417	11.584
16:00 - 17:00	1	2417	5.461	1	2417	4.841	1	2417	10.302
17:00 - 18:00	1	2417	3.310	1	2417	3.434	1	2417	6.744
18:00 - 19:00	1	2417	4.510	1	2417	4.841	1	2417	9.351
19:00 - 20:00	1	2417	2.482	1	2417	3.020	1	2417	5.502
20:00 - 21:00	1	2417	1.407	1	2417	1.696	1	2417	3.103
21:00 - 22:00	1	2417	0.538	1	2417	0.910	1	2417	1.448
22:00 - 23:00	1	2417	0.000	1	2417	0.165	1	2417	0.165
23:00 - 24:00									
Total Rates:			57.922			57.838			115.760

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.

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

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

Parameter summary

Trip rate parameter range selected:	2417 - 2417 (units: sqm)
Survey date date range:	01/01/15 - 19/11/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 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	1	2417	0.124	1	2417	0.000	1	2417	0.124
08:00 - 09:00	1	2417	0.041	1	2417	0.083	1	2417	0.124
09:00 - 10:00	1	2417	0.000	1	2417	0.083	1	2417	0.083
10:00 - 11:00	1	2417	0.207	1	2417	0.041	1	2417	0.248
11:00 - 12:00	1	2417	0.083	1	2417	0.124	1	2417	0.207
12:00 - 13:00	1	2417	0.165	1	2417	0.083	1	2417	0.248
13:00 - 14:00	1	2417	0.041	1	2417	0.165	1	2417	0.206
14:00 - 15:00	1	2417	0.000	1	2417	0.083	1	2417	0.083
15:00 - 16:00	1	2417	0.165	1	2417	0.083	1	2417	0.248
16:00 - 17:00	1	2417	0.165	1	2417	0.248	1	2417	0.413
17:00 - 18:00	1	2417	0.124	1	2417	0.207	1	2417	0.331
18:00 - 19:00	1	2417	0.290	1	2417	0.165	1	2417	0.455
19:00 - 20:00	1	2417	0.041	1	2417	0.041	1	2417	0.082
20:00 - 21:00	1	2417	0.000	1	2417	0.000	1	2417	0.000
21:00 - 22:00	1	2417	0.000	1	2417	0.000	1	2417	0.000
22:00 - 23:00	1	2417	0.000	1	2417	0.000	1	2417	0.000
23:00 - 24:00									
Total Rates:			1.446			1.406			2.852

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
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	1	2417	0.124	1	2417	0.000	1	2417	0.124
08:00 - 09:00	1	2417	0.331	1	2417	0.331	1	2417	0.662
09:00 - 10:00	1	2417	0.621	1	2417	0.496	1	2417	1.117
10:00 - 11:00	1	2417	2.110	1	2417	1.283	1	2417	3.393
11:00 - 12:00	1	2417	0.993	1	2417	1.614	1	2417	2.607
12:00 - 13:00	1	2417	2.027	1	2417	2.234	1	2417	4.261
13:00 - 14:00	1	2417	1.489	1	2417	1.696	1	2417	3.185
14:00 - 15:00	1	2417	2.731	1	2417	2.731	1	2417	5.462
15:00 - 16:00	1	2417	2.358	1	2417	2.565	1	2417	4.923
16:00 - 17:00	1	2417	1.572	1	2417	1.614	1	2417	3.186
17:00 - 18:00	1	2417	1.117	1	2417	0.910	1	2417	2.027
18:00 - 19:00	1	2417	0.786	1	2417	0.827	1	2417	1.613
19:00 - 20:00	1	2417	1.034	1	2417	0.703	1	2417	1.737
20:00 - 21:00	1	2417	0.496	1	2417	1.034	1	2417	1.530
21:00 - 22:00	1	2417	0.000	1	2417	0.083	1	2417	0.083
22:00 - 23:00	1	2417	0.000	1	2417	0.000	1	2417	0.000
23:00 - 24:00									
Total Rates:			17.789			18.121			35.910

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

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

Calculation Reference: AUDIT-701101-230426-0423

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	DH DURHAM	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: 1023 to 2417 (units: sqm)
Range Selected by User: 570 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/22

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 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:

Edge of Town Centre	1
Edge of Town	4

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	4
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	3 days - Selected
Servicing vehicles Excluded	6 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:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
25,001 to 50,000	1 days
50,001 to 100,000	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
25,001 to 50,000	1 days
75,001 to 100,000	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:

0.6 to 1.0	1 days
1.1 to 1.5	4 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:

Not Known	1 days
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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-01-C-01	LIDL	CAMBRIDGESHIRE
	CROMWELL ROAD		
	WISBECH		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	1466 sqm	
	Survey date: FRIDAY	21/10/16	Survey Type: MANUAL
2	DH-01-C-01	ALDI	DURHAM
	WATLING ROAD		
	BISHOP AUCLAND		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	1023 sqm	
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL
3	NN-01-C-02	LIDL	NORTH NORTHAMPTONSHIRE
	MARINERS WAY		
	KETTERING		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	1850 sqm	
	Survey date: MONDAY	27/06/22	Survey Type: MANUAL
4	SM-01-C-01	LIDL	SOMERSET
	SEAWARD WAY		
	MINEHEAD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2247 sqm	
	Survey date: THURSDAY	22/06/17	Survey Type: MANUAL
5	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	2417 sqm	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GT-01-C-01	n/a

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.96

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	5	1801	0.422	5	1801	0.122	5	1801	0.544
08:00 - 09:00	5	1801	2.344	5	1801	1.466	5	1801	3.810
09:00 - 10:00	5	1801	2.888	5	1801	2.644	5	1801	5.532
10:00 - 11:00	5	1801	3.710	5	1801	3.166	5	1801	6.876
11:00 - 12:00	5	1801	4.010	5	1801	4.065	5	1801	8.075
12:00 - 13:00	5	1801	4.265	5	1801	3.765	5	1801	8.030
13:00 - 14:00	5	1801	3.876	5	1801	4.332	5	1801	8.208
14:00 - 15:00	5	1801	4.754	5	1801	4.443	5	1801	9.197
15:00 - 16:00	5	1801	4.276	5	1801	4.265	5	1801	8.541
16:00 - 17:00	5	1801	4.099	5	1801	3.943	5	1801	8.042
17:00 - 18:00	5	1801	4.043	5	1801	4.421	5	1801	8.464
18:00 - 19:00	5	1801	3.110	5	1801	3.699	5	1801	6.809
19:00 - 20:00	5	1801	2.410	5	1801	3.055	5	1801	5.465
20:00 - 21:00	5	1801	1.422	5	1801	1.788	5	1801	3.210
21:00 - 22:00	5	1801	0.489	5	1801	0.800	5	1801	1.289
22:00 - 23:00	5	1801	0.056	5	1801	0.322	5	1801	0.378
23:00 - 24:00									
Total Rates:			46.174			46.296			92.470

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.

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

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

Parameter summary

Trip rate parameter range selected:	1023 - 2417 (units: sqm)
Survey date date range:	01/01/15 - 19/11/22
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:	1

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

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	5	1801	0.011	5	1801	0.000	5	1801	0.011
08:00 - 09:00	5	1801	0.122	5	1801	0.111	5	1801	0.233
09:00 - 10:00	5	1801	0.022	5	1801	0.033	5	1801	0.055
10:00 - 11:00	5	1801	0.056	5	1801	0.044	5	1801	0.100
11:00 - 12:00	5	1801	0.044	5	1801	0.044	5	1801	0.088
12:00 - 13:00	5	1801	0.044	5	1801	0.033	5	1801	0.077
13:00 - 14:00	5	1801	0.089	5	1801	0.089	5	1801	0.178
14:00 - 15:00	5	1801	0.078	5	1801	0.089	5	1801	0.167
15:00 - 16:00	5	1801	0.078	5	1801	0.056	5	1801	0.134
16:00 - 17:00	5	1801	0.044	5	1801	0.056	5	1801	0.100
17:00 - 18:00	5	1801	0.122	5	1801	0.122	5	1801	0.244
18:00 - 19:00	5	1801	0.089	5	1801	0.100	5	1801	0.189
19:00 - 20:00	5	1801	0.044	5	1801	0.056	5	1801	0.100
20:00 - 21:00	5	1801	0.056	5	1801	0.044	5	1801	0.100
21:00 - 22:00	5	1801	0.000	5	1801	0.011	5	1801	0.011
22:00 - 23:00	5	1801	0.000	5	1801	0.000	5	1801	0.000
23:00 - 24:00									
Total Rates:			0.899			0.888			1.787

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 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	5	1801	0.067	5	1801	0.000	5	1801	0.067
08:00 - 09:00	5	1801	0.367	5	1801	0.289	5	1801	0.656
09:00 - 10:00	5	1801	0.855	5	1801	0.544	5	1801	1.399
10:00 - 11:00	5	1801	0.855	5	1801	0.755	5	1801	1.610
11:00 - 12:00	5	1801	0.933	5	1801	0.811	5	1801	1.744
12:00 - 13:00	5	1801	0.933	5	1801	0.889	5	1801	1.822
13:00 - 14:00	5	1801	1.100	5	1801	1.011	5	1801	2.111
14:00 - 15:00	5	1801	0.866	5	1801	0.866	5	1801	1.732
15:00 - 16:00	5	1801	0.689	5	1801	0.866	5	1801	1.555
16:00 - 17:00	5	1801	0.755	5	1801	0.766	5	1801	1.521
17:00 - 18:00	5	1801	0.889	5	1801	1.044	5	1801	1.933
18:00 - 19:00	5	1801	0.900	5	1801	0.678	5	1801	1.578
19:00 - 20:00	5	1801	0.355	5	1801	0.544	5	1801	0.899
20:00 - 21:00	5	1801	0.378	5	1801	0.389	5	1801	0.767
21:00 - 22:00	5	1801	0.078	5	1801	0.178	5	1801	0.256
22:00 - 23:00	5	1801	0.000	5	1801	0.044	5	1801	0.044
23:00 - 24:00									
Total Rates:			10.020			9.674			19.694

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

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

Calculation Reference: AUDIT-701101-230426-0451

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	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: 1068 to 1600 (units: sqm)
Range Selected by User: 290 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/09/21

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
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1

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

Selected Location Sub Categories:

Retail 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	2 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 2 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 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

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

Car ownership within 5 miles:

0.5 or Less 1 days

1.6 to 2.0 1 days

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

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 2 days

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

Travel Plan:

No 2 days

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

PTAL Rating:

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	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	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

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
EC-01-G-01	n/a

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.76

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									
08:00 - 09:00	2	1334	0.150	2	1334	0.000	2	1334	0.150
09:00 - 10:00	2	1334	1.649	2	1334	1.049	2	1334	2.698
10:00 - 11:00	2	1334	1.687	2	1334	1.087	2	1334	2.774
11:00 - 12:00	2	1334	1.387	2	1334	1.274	2	1334	2.661
12:00 - 13:00	2	1334	0.975	2	1334	1.312	2	1334	2.287
13:00 - 14:00	2	1334	1.124	2	1334	1.387	2	1334	2.511
14:00 - 15:00	2	1334	1.274	2	1334	0.975	2	1334	2.249
15:00 - 16:00	2	1334	1.012	2	1334	0.975	2	1334	1.987
16:00 - 17:00	2	1334	1.649	2	1334	1.087	2	1334	2.736
17:00 - 18:00	2	1334	1.874	2	1334	2.061	2	1334	3.935
18:00 - 19:00	2	1334	1.462	2	1334	2.136	2	1334	3.598
19:00 - 20:00	2	1334	0.900	2	1334	1.499	2	1334	2.399
20:00 - 21:00	1	1600	0.000	1	1600	0.438	1	1600	0.438
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.143			15.280			30.423

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.

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

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

Parameter summary

Trip rate parameter range selected:	1068 - 1600 (units: sqm)
Survey date date range:	01/01/15 - 18/09/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
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									
08:00 - 09:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
09:00 - 10:00	2	1334	0.037	2	1334	0.000	2	1334	0.037
10:00 - 11:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
11:00 - 12:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
12:00 - 13:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
13:00 - 14:00	2	1334	0.037	2	1334	0.037	2	1334	0.074
14:00 - 15:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
15:00 - 16:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
16:00 - 17:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
17:00 - 18:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
18:00 - 19:00	2	1334	0.000	2	1334	0.037	2	1334	0.037
19:00 - 20:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
20:00 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.074			0.074			0.148

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

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
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									
08:00 - 09:00	2	1334	0.037	2	1334	0.000	2	1334	0.037
09:00 - 10:00	2	1334	0.187	2	1334	0.112	2	1334	0.299
10:00 - 11:00	2	1334	0.225	2	1334	0.150	2	1334	0.375
11:00 - 12:00	2	1334	0.262	2	1334	0.300	2	1334	0.562
12:00 - 13:00	2	1334	0.225	2	1334	0.187	2	1334	0.412
13:00 - 14:00	2	1334	0.187	2	1334	0.112	2	1334	0.299
14:00 - 15:00	2	1334	0.262	2	1334	0.187	2	1334	0.449
15:00 - 16:00	2	1334	0.225	2	1334	0.300	2	1334	0.525
16:00 - 17:00	2	1334	0.487	2	1334	0.375	2	1334	0.862
17:00 - 18:00	2	1334	0.300	2	1334	0.375	2	1334	0.675
18:00 - 19:00	2	1334	0.075	2	1334	0.337	2	1334	0.412
19:00 - 20:00	2	1334	0.075	2	1334	0.150	2	1334	0.225
20:00 - 21:00	1	1600	0.000	1	1600	0.063	1	1600	0.062
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.547			2.647			5.194

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

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

Calculation Reference: AUDIT-701101-230426-0455

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
11	SCOTLAND	
	LO WEST LOTHIAN	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:	1078 to 1516 (units: sqm)
Range Selected by User:	290 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/09/21

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:

Saturday	2 days
----------	--------

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Retail 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	2 days - Selected

Secondary Filtering selection:

Use Class:
E(a) 2 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 2 days

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

Population within 5 miles:
75,001 to 100,000 1 days
125,001 to 250,000 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 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 2 days

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

Travel Plan:
No 2 days

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

PTAL Rating:
No PTAL Present 2 days

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

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	LO-01-G-01	HOBBYCRAFT	WEST LoTHIAN
	ALMONDVALE SOUTH		
	LIVINGSTON		
	ALMONDVALE RETAIL PARK		
	Town Centre		
	Retail Zone		
	Total Gross floor area:	1078 sqm	
	Survey date: SATURDAY	12/06/21	Survey Type: MANUAL
2	SY-01-G-02	NEXT OUTLET	SOUTH YORKSHIRE
	WHITE ROSE WAY		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	1516 sqm	
	Survey date: SATURDAY	18/09/21	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 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.48

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									
08:00 - 09:00	1	1078	0.557	1	1078	0.186	1	1078	0.743
09:00 - 10:00	2	1297	1.542	2	1297	1.041	2	1297	2.583
10:00 - 11:00	2	1297	2.005	2	1297	1.812	2	1297	3.817
11:00 - 12:00	2	1297	3.624	2	1297	3.277	2	1297	6.901
12:00 - 13:00	2	1297	3.701	2	1297	3.662	2	1297	7.363
13:00 - 14:00	2	1297	3.315	2	1297	3.392	2	1297	6.707
14:00 - 15:00	2	1297	3.315	2	1297	3.123	2	1297	6.438
15:00 - 16:00	2	1297	2.506	2	1297	2.891	2	1297	5.397
16:00 - 17:00	2	1297	1.812	2	1297	2.159	2	1297	3.971
17:00 - 18:00	2	1297	1.465	2	1297	1.889	2	1297	3.354
18:00 - 19:00	2	1297	0.578	2	1297	0.578	2	1297	1.156
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.420			24.010			48.430

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.

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

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

Parameter summary

Trip rate parameter range selected:	1078 - 1516 (units: sqm)
Survey date range:	01/01/15 - 18/09/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
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 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
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									
08:00 - 09:00	1	1078	0.000	1	1078	0.000	1	1078	0.000
09:00 - 10:00	2	1297	0.039	2	1297	0.000	2	1297	0.039
10:00 - 11:00	2	1297	0.000	2	1297	0.000	2	1297	0.000
11:00 - 12:00	2	1297	0.000	2	1297	0.000	2	1297	0.000
12:00 - 13:00	2	1297	0.000	2	1297	0.000	2	1297	0.000
13:00 - 14:00	2	1297	0.000	2	1297	0.000	2	1297	0.000
14:00 - 15:00	2	1297	0.000	2	1297	0.000	2	1297	0.000
15:00 - 16:00	2	1297	0.000	2	1297	0.000	2	1297	0.000
16:00 - 17:00	2	1297	0.000	2	1297	0.000	2	1297	0.000
17:00 - 18:00	2	1297	0.000	2	1297	0.039	2	1297	0.039
18:00 - 19:00	2	1297	0.000	2	1297	0.000	2	1297	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.039			0.078

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

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 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									
08:00 - 09:00	1	1078	0.000	1	1078	0.000	1	1078	0.000
09:00 - 10:00	2	1297	0.077	2	1297	0.000	2	1297	0.077
10:00 - 11:00	2	1297	0.270	2	1297	0.270	2	1297	0.540
11:00 - 12:00	2	1297	0.308	2	1297	0.386	2	1297	0.694
12:00 - 13:00	2	1297	0.154	2	1297	0.270	2	1297	0.424
13:00 - 14:00	2	1297	0.270	2	1297	0.116	2	1297	0.386
14:00 - 15:00	2	1297	0.386	2	1297	0.386	2	1297	0.772
15:00 - 16:00	2	1297	0.193	2	1297	0.386	2	1297	0.579
16:00 - 17:00	2	1297	0.347	2	1297	0.193	2	1297	0.540
17:00 - 18:00	2	1297	0.193	2	1297	0.270	2	1297	0.463
18:00 - 19:00	2	1297	0.039	2	1297	0.039	2	1297	0.078
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.237			2.316			4.553

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.

Appendix D: Donor Site(s) Location Satellite Imagery





Bridge End Rd

Stratten Rd

Swindon Rd

Stephens Rd

Old Rd

A4312

Inksave.co.uk

celebr

sw carpets

Weedon Rd

Swindon Rd

Brookside Way

Garage Motors

B4006

Grange

Sophia

WH Smith PLC Swindon Distribution Centre

WH Smith PLC Head Office

Swindon Rugby Football Club

Google Earth

51°34'13.54" N 1°45'14.85" W elev 108 m eye alt 1.10 km

Pipin & Co

Tiger Plant Hire

Roman Glass

MB Treads Tyres - Stratten Road

Wesgate

Swindon Metal Recycling

Great Western Exotic Vets

Praxair Surface Technologies

Big Yellow Self Storage Swindon

Mercedes-Benz of Swindon

Carters Way

Currys

Greenbridge Retail Park

Greenbridge Retail & Leisure Park

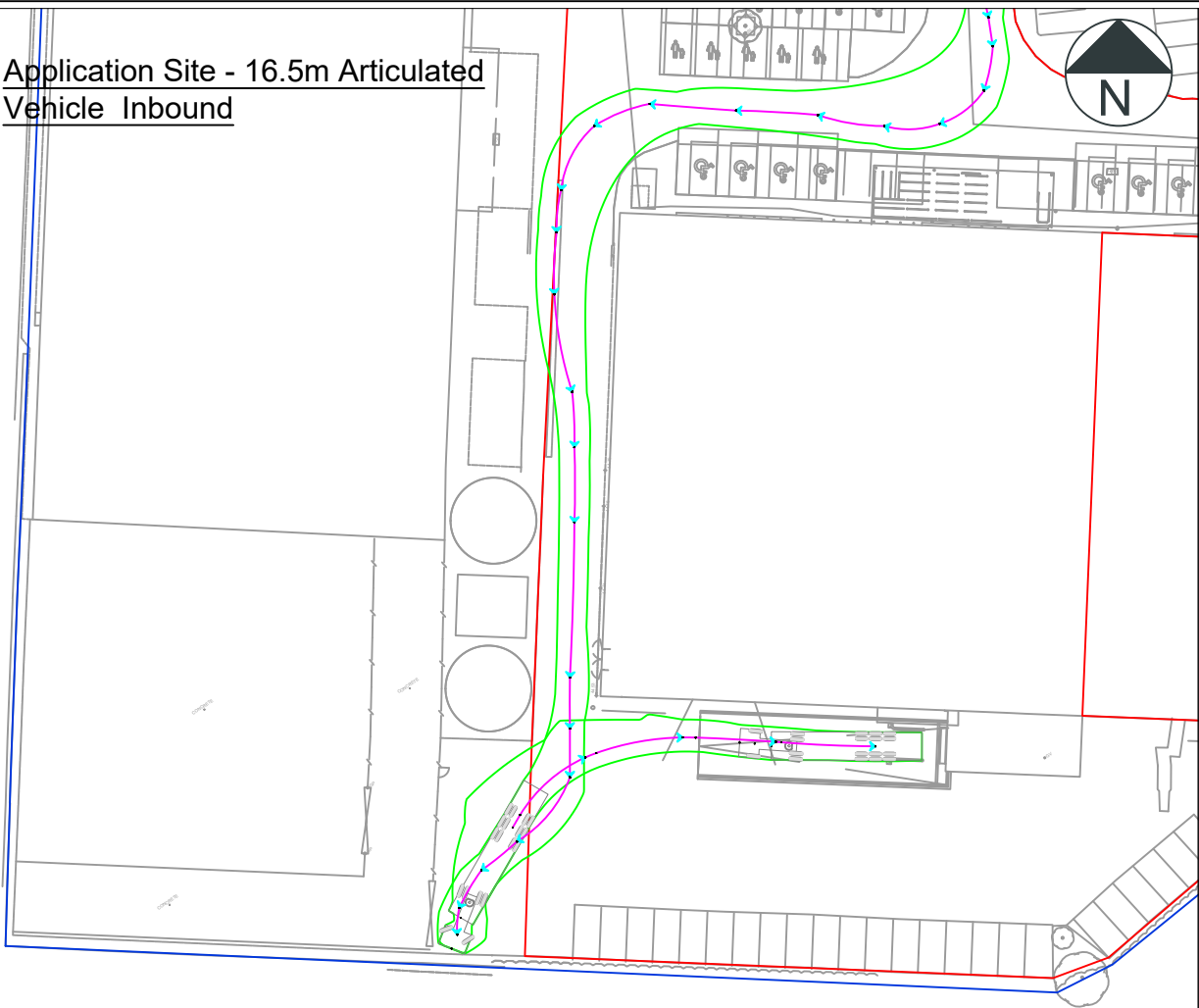
McDonald's

Homesense Swindon

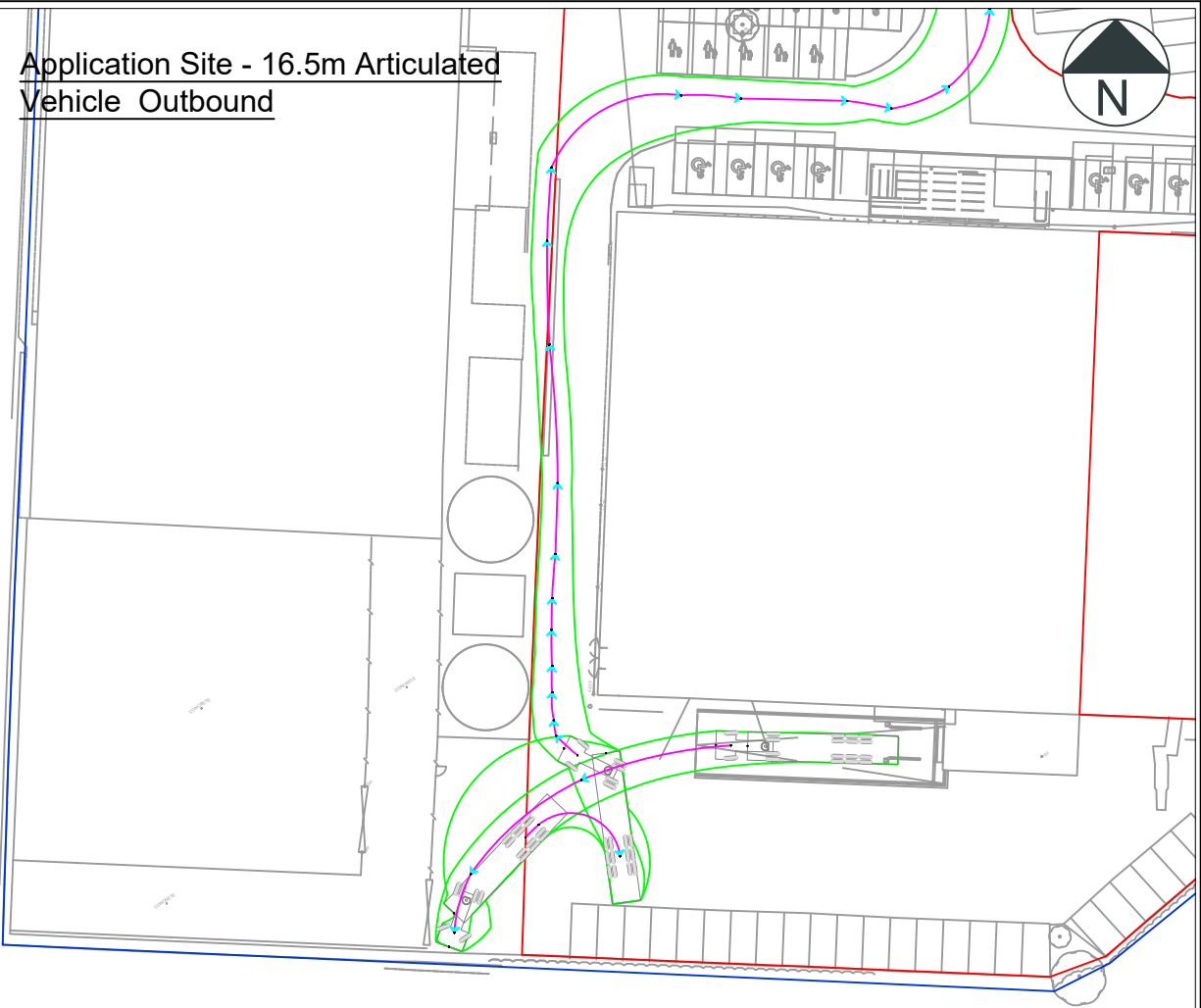
Walden

Appendix E: Swept Path Analysis Drawings – Servicing and Delivery Arrangements

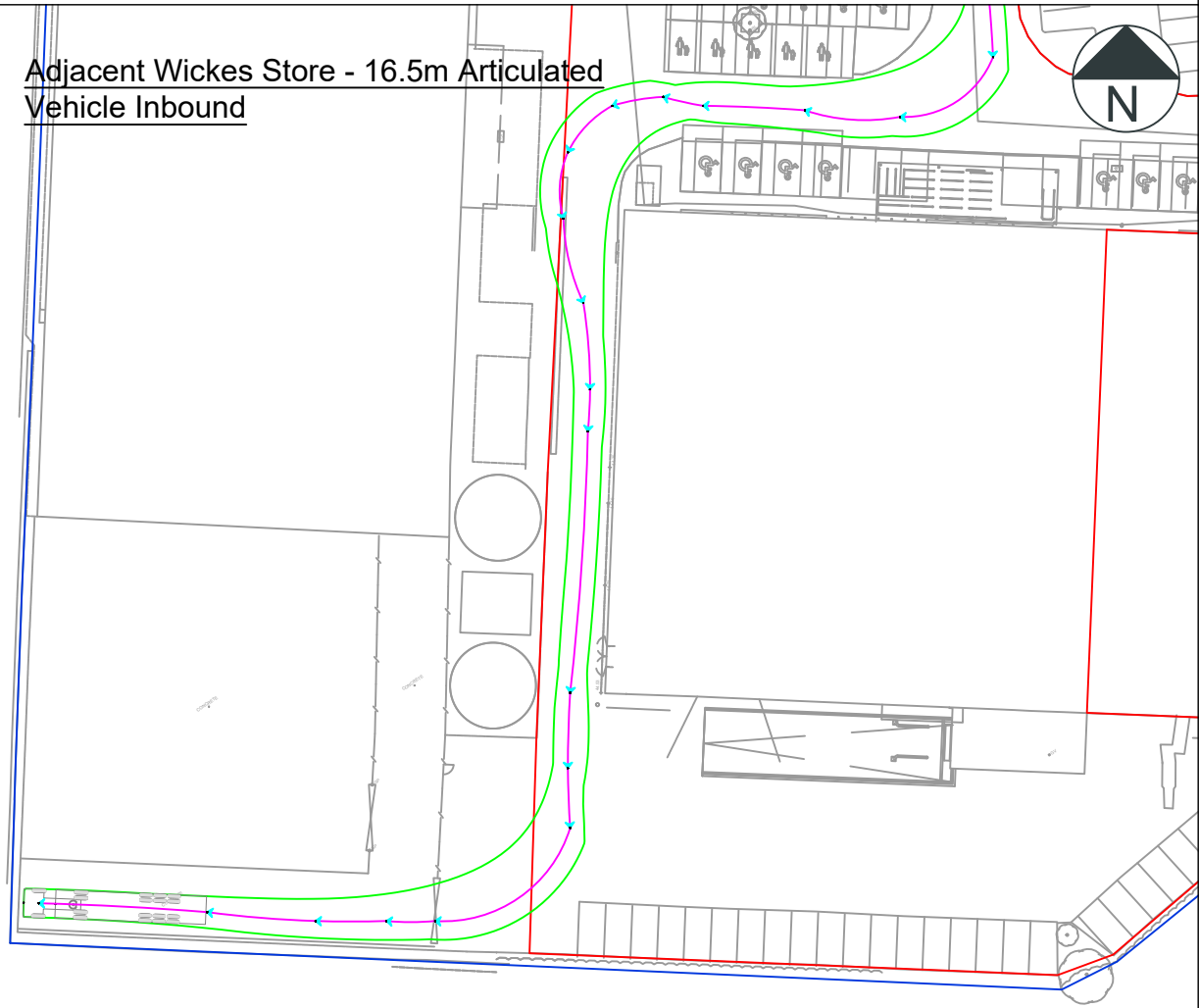
Application Site - 16.5m Articulated Vehicle Inbound



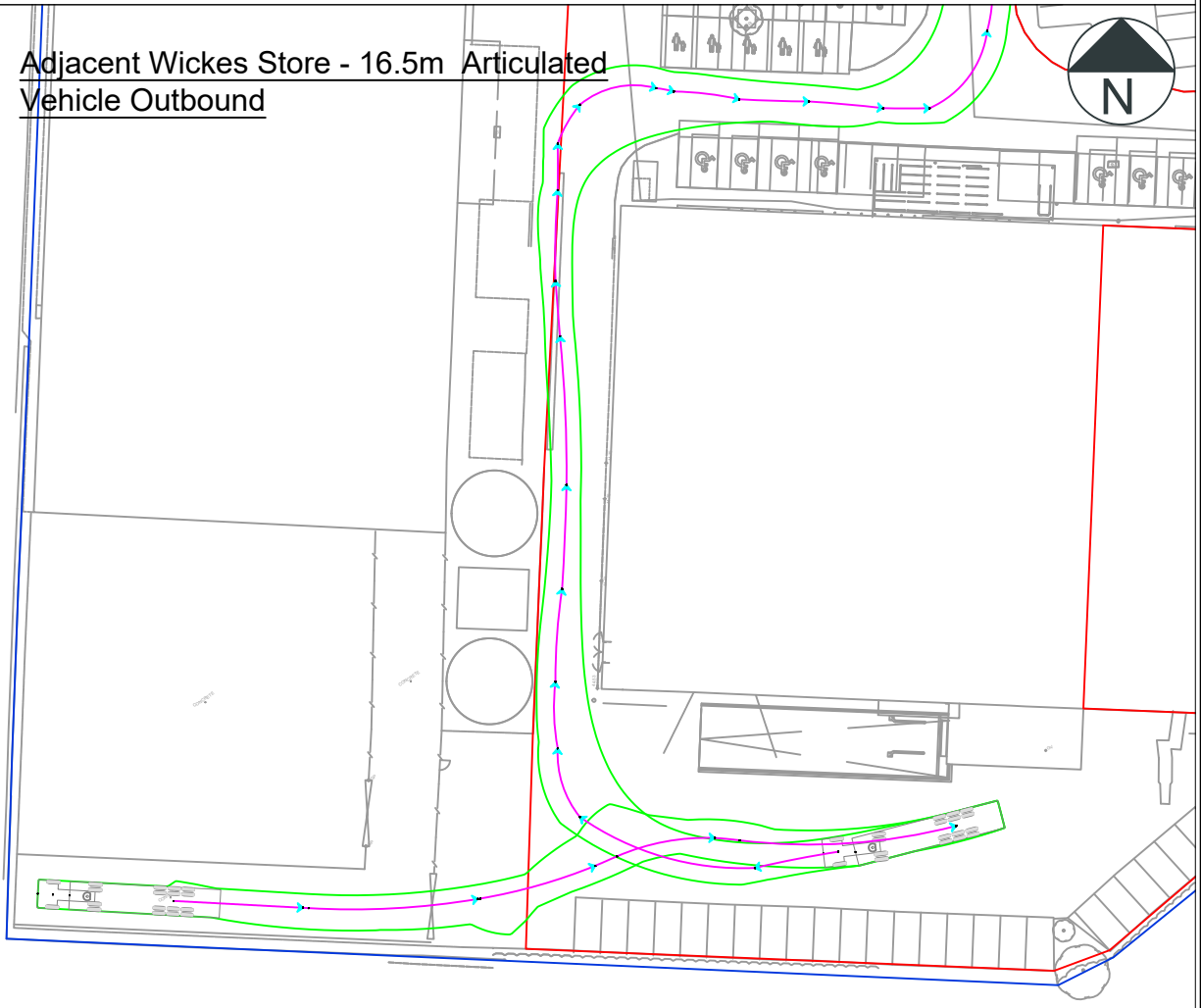
Application Site - 16.5m Articulated Vehicle Outbound



Adjacent Wickes Store - 16.5m Articulated Vehicle Inbound



Adjacent Wickes Store - 16.5m Articulated Vehicle Outbound



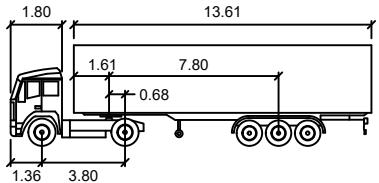
Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by The Harris Partnership Architects - Drawing No.15044-1-214.
3. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.

Key:

- Indicative red line boundary
- Indicative blue line boundary

Vehicle Profile:



16.5m Articulated Vehicle

Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

Rev	Date	Details	By	Chkd
-	-	-	-	-

rappor



CLIENT:
Threadneedle UK Property Authorised Investment Fund

PROJECT:
Units 2 and 6,
Reading Retail Park, Oxford Road, Reading

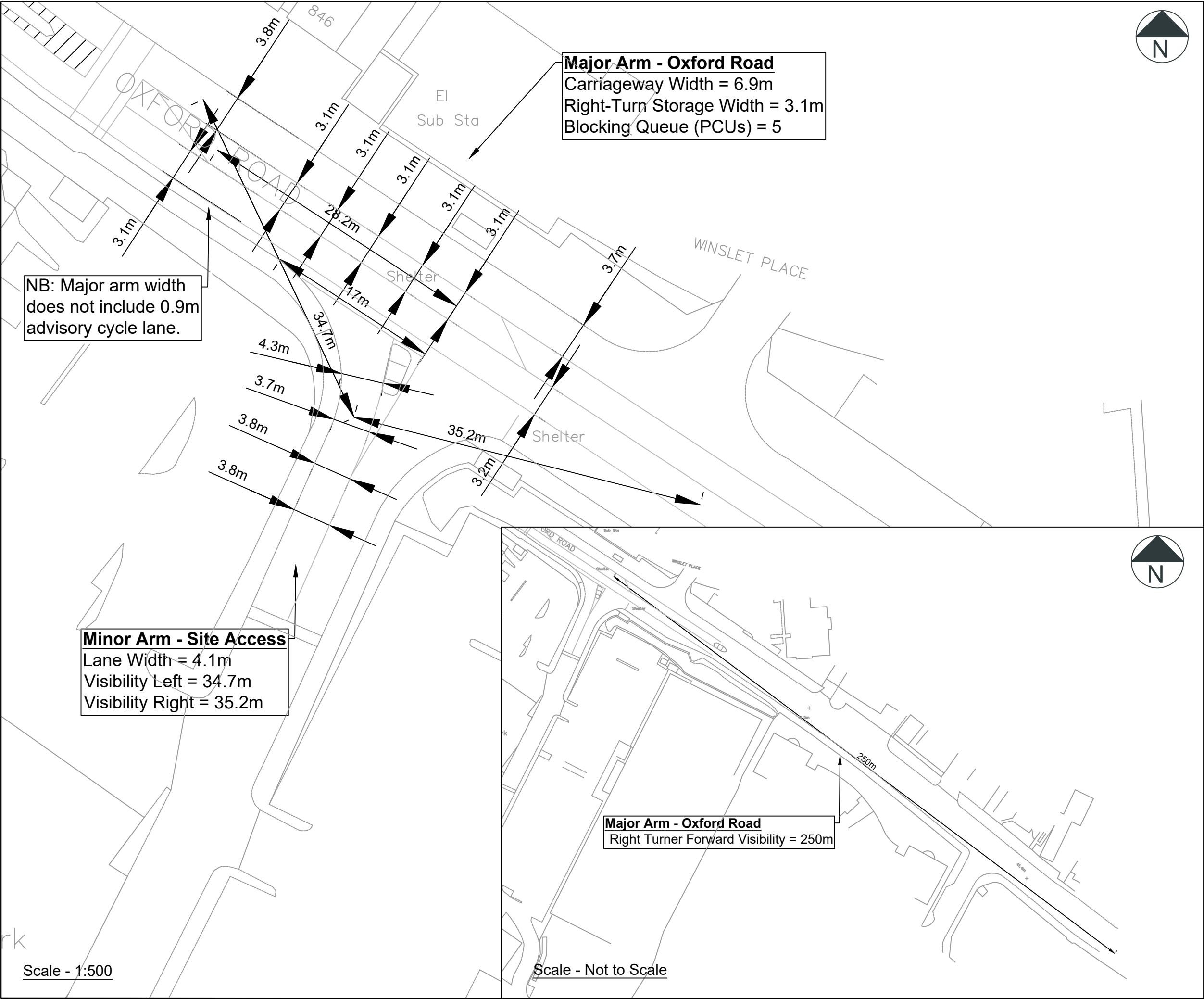
TITLE:
Swept Path Analysis - 16.5m Vehicle
-

SCALE @ A3: 1: 500	DATE: 22.06.23	DRAWN: MM	CHECKED: TS	APPROVED: AP
-----------------------	-------------------	--------------	----------------	-----------------

STATUS: INFORMATION

DRAWING NO: 220346-RAP-XX-XX-DR-TP-4100	REVISION: -
--	----------------

Appendix F: Junction Geometry Measurement Drawings



- Notes:**
- Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 - Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.
 - Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.

Rev	Date	Details	By	Chkd
-	-	-	-	-



CLIENT:
Threadneedle UK Property Authorised Investment Fund

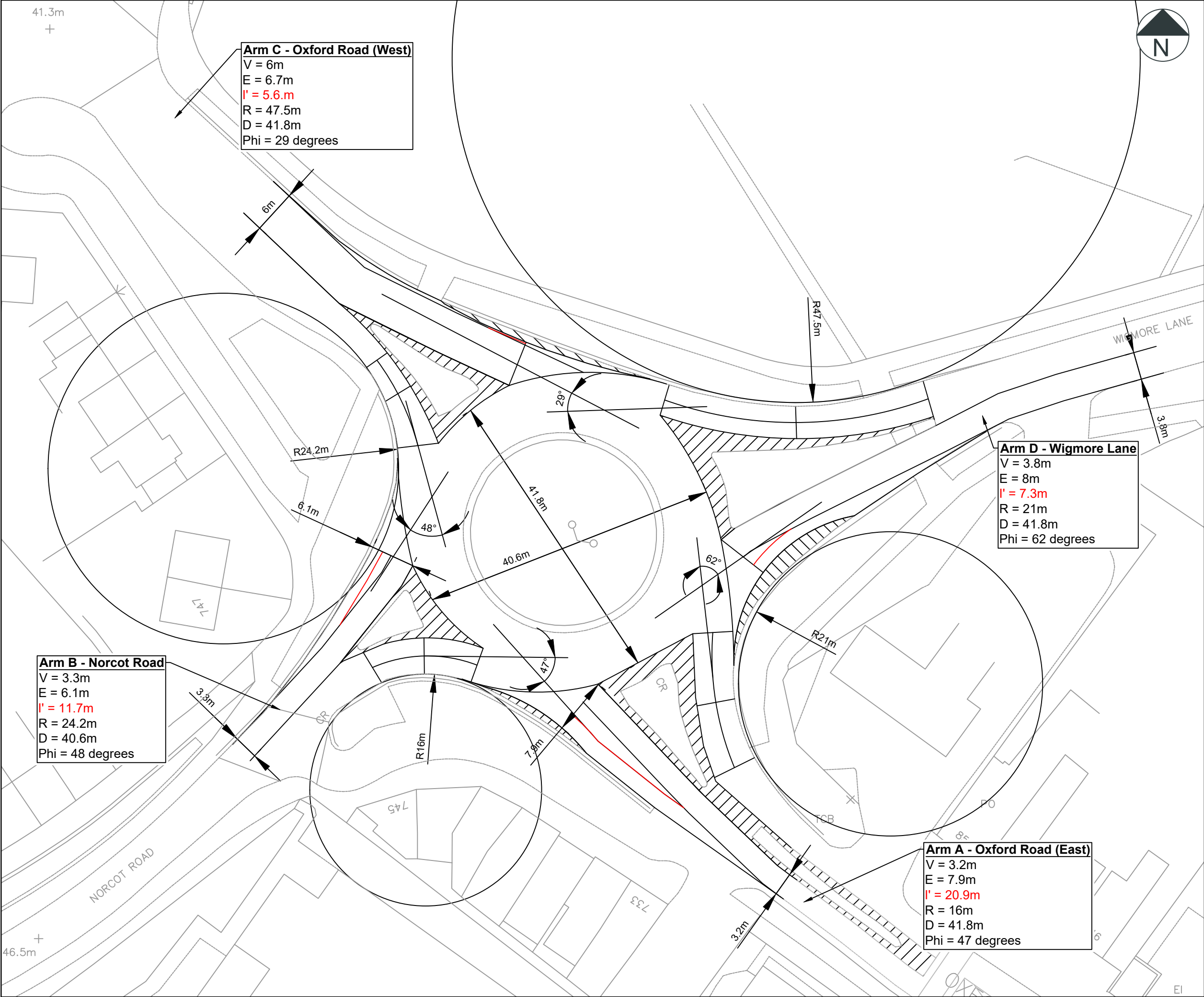
PROJECT:
Units 2 and 6, Reading Retail Park, Reading

TITLE:
Site Access Priority Junction
Geometry Measurements

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
As stated	23.05.23	MM	TS	AP

STATUS: INFORMATION

DRAWING NO:	REVISION:
220346-RAP-XX-XX-DR-TP-3110	-



- Notes:**
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 2. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.
 3. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
 4. fwqef
 5. Flare length (I') highlighted in red due to inability to annotate dimensions.

Rev	Date	Details	By	Chkd
-	-	-	-	-


Infrastructure and
environmental consultants
rappor.co.uk

CLIENT:
Threadneedle UK Property Authorised Investment Fund

PROJECT:
Units 2 and 6, Reading Retail
Park, Reading

TITLE:
Roundabout Junction
Geometry Measurements

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
As stated	06.06.23	MM	TS	AP

STATUS: INFORMATION

DRAWING NO:	REVISION:
220346-RAP-XX-XX-DR-TP-3100	-

Rappor Consultants Ltd

www.rappor.co.uk

rappor



Cheltenham
Bristol
London
Bedford
Exeter
Cirencester

