



**LOGICOR PARK DEVELOPMENT
ROSE KILN COURT, ROSE KILN LANE,
READING**

TRANSPORT STATEMENT

APRIL 2023



the journey is the reward

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Project Code:	SRoseKilnCourt.1
Prepared by:	JG
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Rose Kiln Court, Rose Kiln Lane, Reading
Transport Statement**

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1 Introduction

- 1.1 Mayer Brown Ltd has been commissioned by Redwood (Light Industrial) Propco Sarl to produce this Transport Statement to assess the highways and transportation implications of the proposed Logicor Park development at the site known as Rose Kiln Court in Reading (hereafter also referred to as the 'site').
- 1.2 Due to the minimal traffic impact of the proposals, this assessment has been set out in the format of a Transport Statement (TS) providing:
- an overview of the site, existing access arrangements, the local highway network and the services available in the local area
 - a detailed assessment of the accessibility of the site by sustainable modes of travel
 - an assessment of the development proposals, including the proposed access, servicing and parking arrangements
 - an assessment of the traffic and parking impact of the proposals
- 1.3 The site will operate a staff Travel Plan to promote the use of sustainable travel modes and discourage private motor vehicle use by staff. A framework staff Travel Plan for the site has been prepared and submitted with this application.
- 1.4 The remainder of the report is set out in the following sections:
- Site Location and Existing Conditions
 - Accessibility
 - Development Proposals
 - Traffic Impact
 - Summary and Conclusions
- 1.5 This report concludes that the proposed development:
- is located within a sustainable location
 - can be easily accessed by pedestrians, cyclists and by public transport
 - will be provided with suitable access, servicing and parking arrangements
 - will have a beneficial impact upon the existing operation of the local highway network
- 1.6 It is therefore concluded that there are no reasons why the proposed commercial development should not be permitted on highways or transportation grounds.

2 Policy Background

National Policy

- 2.1 The revised National Planning Policy Framework (NPPF) was published in July 2021 and sets out the overarching themes and national objectives that local policy should be tailored towards.
- 2.2 In transport terms, its focus lies in encouraging modal shift towards sustainable transport modes and reducing emissions and congestion.
- 2.3 Paragraphs 110 - 112 of the NPPF, Promoting Sustainable Transport, Considering development proposals, state:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- safe and suitable access to the site can be achieved for all users;*
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree*

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Within this context, applications for development should:

- 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;*
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.4 Sustainable transport modes will be supported at the site, and this report demonstrates the site is accessible via several sustainable travel modes.

2.5 The proposed site layout will safely accommodate any related vehicular and pedestrian traffic without exacerbating any existing highway issues.

2.6 It is demonstrated later in this report that the development will not have any severe impacts upon the existing operation of the local highway network.

Local Policy

2.7 Regarding local policy, the Reading Borough Council Local Plan (2019) is the main planning document for Reading and contains the policies for how Reading will develop up to 2036.

2.8 Local Plan policy TR1 “Achieving the Transport Strategy” states:

“Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans.

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

All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application.”

- 2.9 The proposed development complies with policy TR1 by being easily accessible by pedestrians and cyclists, as well as by public transport users. Generous cycle parking facilities will be provided, and the site will operate a Travel Plan to promote the use of sustainable modes of travel by staff. The site also has easy access to local and town centre facilities.
- 2.10 Regarding policy TR2, the proposals will reuse the existing access off Rose Kiln Lane which currently operates without any highways safety issues (see Section 3). Furthermore, as set out later in this report, the proposals will result in a net reduction of the site's traffic generation levels, and thus will have a beneficial impact on the operation of the local highway network.

- 2.11 Local Plan policy TR3 "Access, Traffic and Highways Related Matters" states:

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

Development will only be permitted where:-

- i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;*
- ii) The development would not have a material detrimental impact on the functioning of the transport network;*
- iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- iv) The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*
- v) For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road."

2.12 Local Plan policy TR4 “Cycle Routes and Facilities” states:

“Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.

The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced and added to or extended. Development will not detrimentally affect an identified cycle route. Where opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions.”

2.13 The proposed access arrangements and site layout allow easy access by cyclists, and a generous on-site cycle parking provision will encourage cycle use. Numerous measures will also be included in the site’s Travel Plan to promote cycling to staff.

2.14 In summary, it is evident that the proposals comply with both national and local transport planning policies.

3 Site Location and Existing Conditions

- 3.1 The site is located near the Reading Link Retail Park, circa. 2km to the south of Reading Station, in a well-established commercial/retail area.
- 3.2 The site covers an area of 0.69ha (1.7 acres) and is currently occupied by a two-storey office building with a gross floor area (GFA) of circa. 3,252sqm, together with 136 on-site car parking spaces (including 3 disabled parking bays and 8 visitor parking bays). A covered cycle shelter is also provided on-site capable of accommodating up to 10 bicycles.
- 3.3 The site is bordered by the Holy Brook stream and residential dwellings to the north, the A33 dual carriageway to the east/southeast, an office building which has recently been converted to residential use to the south (Cadogan House) and Rose Kiln Lane and the Reading Link Retail Park to the west.
- 3.4 Vehicular and pedestrian access to the site is taken from Rose Kiln Lane via a simple priority junction with large bellmouth radii leading to a gated access into the site. The visibility splays from the site access along Rose Kiln Lane have been measured at 2.4m x 100m to the southwest (i.e. to the Rose Kiln Lane/A33 junction) and 2.4m x 130m to the northeast (i.e. to the Rose Kiln Lane/Laud Close junction).
- 3.5 Rose Kiln Lane is a single carriageway road with a posted 40mph speed limit providing access to the A33 to the south via a signalised gyratory junction, and to Berkeley Avenue to the north via a signalised junction. Manual for Streets guidance recommends stopping sight distances of 65m for speeds of 40mph and therefore the existing visibility splays achievable from the site access junction are considered suitable.
- 3.6 The A33 is a dual carriageway road providing access to industrial, commercial and leisure/retail areas (i.e. the Reading International Business Park and Madejski Stadium) and the M4 to the south, and access to the centre of Reading to the north.

- 3.7 The site's location in relation to the existing highway network is illustrated in the following figure:

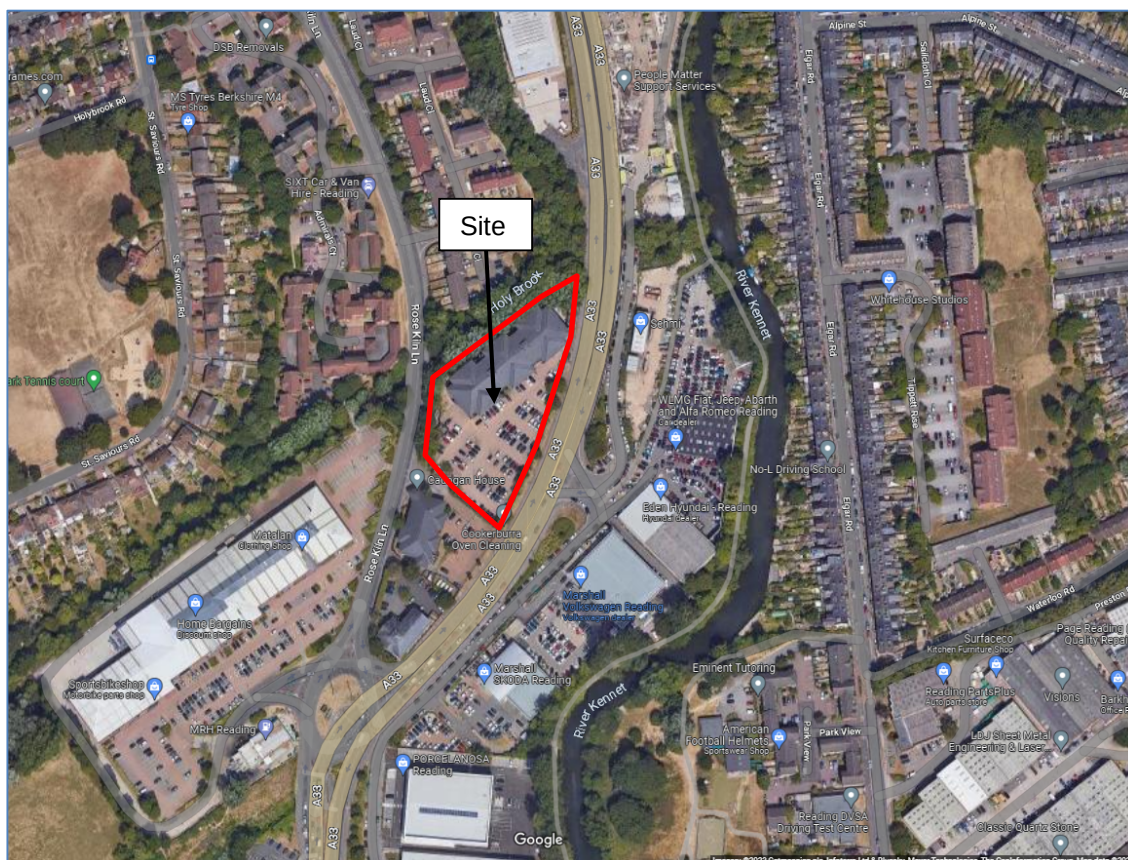


Figure 3.1: Site Location Plan

- 3.8 The following amenities are located within a 500m walking distance of the site:
- Starbucks Café (currently under construction) – 60m to the west
 - Reading Link Retail Park (a mix of food and non-food retail units) – 190m to the southwest
 - Petrol Station including food and drink retail – 200m to the southwest
 - Grosvenor Casino – 300m to the south

Accident History

- 3.9 The road-traffic accident history of the local highway network over the past 5 years in the vicinity of the site has been obtained by reference to the Crash Map website.
- 3.10 The Crash Map website uses the most up to date recorded accident data released by the Department for Transport, which is based on accidents reported to the police via the Stats19 system.
- 3.11 A screenshot from the website illustrating the location of accidents recorded in the vicinity of the site is provided in the following figure:

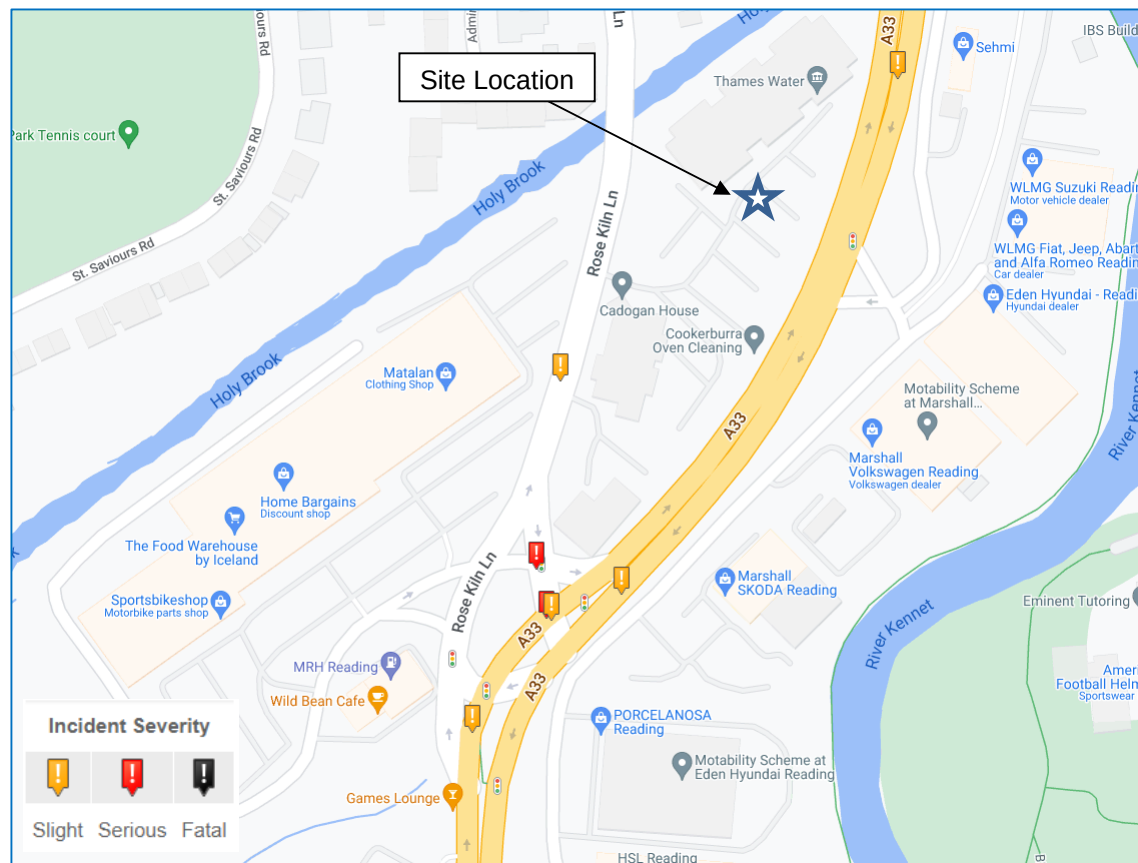


Figure 3.2: Road Traffic Accident Plan

- 3.12 The above plan indicates that in the last five years of available recorded data (2017-2021) only one minor severity (yellow) accident has occurred in the vicinity of the site access junction on Rose Kiln Lane (which has been in use for many years). The accident data does not suggest there are any accident black spots in the vicinity of the site and the minimal level of recorded accidents set out above indicates that there are no significant highways safety concerns regarding the existing operation of the site access junction or the local highway network.
- 3.13 As set out later in this report, the development proposals will reduce the site's existing traffic attraction potential and are therefore unlikely to create any new or exacerbate any existing highways safety issues on the local highway network.

4 Site Accessibility

Pedestrian and Cycle Accessibility

- 4.1 Rose Kiln Lane benefits from 2m wide footways and regularly spaced street lighting, providing safe and convenient pedestrian links to local bus stops and nearby facilities.
- 4.2 Pedestrian crossing facilities are provided at the Rose Kiln Lane/A33 junction to the south of the site including dropped kerb crossings with tactile paving and a signalised Toucan crossing providing convenient pedestrian access over the A33.
- 4.3 A signalised pedestrian crossing is also provided at the Berkeley Avenue/Rose Kiln Lane junction to the north of the site.
- 4.4 Regarding disabled and visually impaired access, pedestrian crossing facilities at the Rose Kiln Lane/A33 junction benefit from dropped kerbs and tactile paving, and the majority of footway widths in the area are at least 1.5m wide to allow comfortable wheelchair access.
- 4.5 Regarding the cycle accessibility of the site, as illustrated below numerous Reading cycle routes are located within easy access of the site:

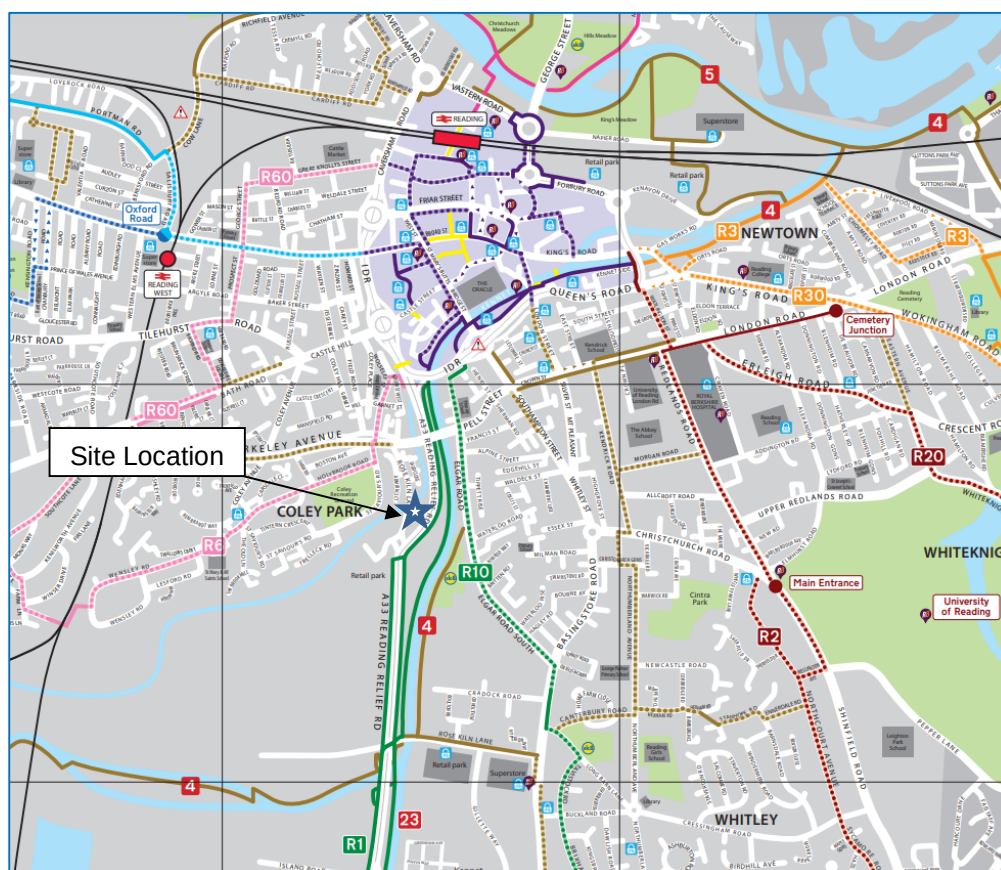


Figure 4.1: Local Cycle Routes

- 4.6 The R1 cycle route is a shared footway/cycleway facility running past the site along the A33 between the Reading International Business Park and Madejski Stadium to the south and Reading town centre to the north.
- 4.7 As illustrated on Figure 4.1 above, there are numerous cycle routes located within Reading town centre.
- 4.8 National Cycle Path 4 is also located close to the site. This national route is a long-distance cycling route from London to Fishguard in west Wales. Between Reading and Bath it follows the Kennet & Avon Cycle Route mainly via canal towpaths.
- 4.9 Reading town centre can be accessed via a circa. 20-minute walk or 8-minute cycle ride (assuming a leisurely walking speed of 80m/min and cycle speed of 260m/min).

Bus Accessibility

- 4.10 The closest bus stops to the site are the Boston Avenue bus stops (a 450m walk to the south) and the Katsgrove Lane stops, which are a walking distance of 450m and 500m respectively to the north of the site.
- 4.11 These bus stops are served by the 11 Bronze bus (operated by Reading Buses), which runs in a circular route between the centre of Reading and Coley Park.
- 4.12 The 11 Bronze service runs at a frequency of three services per hour during weekdays and Saturdays (and 2 services per hour on Sundays), providing convenient bus accessibility between the site and Reading town centre and Reading Station.
- 4.13 The frequency of the 11 Bronze bus service is summarised in Table 4.1 below:

Bus	Route	Weekday Peak Frequency		Weekend Peak Frequency	
		AM	PM	Sat	Sun
11 Bronze	St Mary's Butts – Friar Street – Balgrave Street – Market Place – London Street Foot – Crown Street – Crown Street, Pell Street – Latesgrove Lane – Boston Avenue – Shaw Road – Roundhead – Coley Park House – Wensley Road Flats – Wensley Road West – Coley Park Terminus	3 per hour	3 per hour	3 per hour	2 per hour

Table 4.1: Accessible Bus Services

Rail Accessibility

- 4.14 The nearest railway station to the site is Reading Railway Station, located circa. 2km to the north (a 24-minute walk, or an 8-minute cycle ride from the site).
- 4.15 Reading Railway Station is a major transport hub and is managed by Network Rail and served by four train companies; Great Western Railway, CrossCountry, South Western Railway and the Elizabeth Line.
- 4.16 Reading Railway Station provides access to a huge number of rail services to numerous destinations across the country. It is clearly not within the scope of this report to list all of these individual train services in detail, however in summary the station serves the Great Western Main Line which runs between London Paddington and the west country and South Wales. Other main lines provide access to Birmingham and northern England, and to destinations in southern England including Basingstoke, Winchester, Southampton and Bournemouth. The newly opened Elizabeth Line runs from Reading through central London to Abbey Wood. The Elizabeth Line also provides access to Heathrow Airport.
- 4.17 Secondary lines provide access to Guildford, Reigate, Redhill and Gatwick Airport, Basingstoke, Newbury, Bedwyn, Oxford, London Paddington, Wokingham, Bracknell, Ascot, Staines, Richmond, Clapham Junction and London Waterloo.

Accessibility Index

- 4.18 The site's public transport Accessibility Index has been calculated as 1.70 based on the bus and rail accessibility of the site set out above.

Summary

- 4.19 The site is located within a well-established commercial and retail area which is easily accessible by pedestrians, cyclists and public transport users.
- 4.20 Numerous pedestrian and cycle facilities are provided in the local area, providing safe walking and cycling routes to local amenities and the centre of Reading.
- 4.21 It is therefore evident that the site is located in an area that is accessible by sustainable travel modes.
- 4.22 The use of sustainable modes of travel by staff at the proposed development will be promoted and supported by the operation of a staff Travel Plan.

5 Planning Application Details

5.1 As set out previously, the site is currently occupied by a two-storey office building with a GFA of circa. 3,252sqm.

5.2 The development proposals comprise:

“Demolition of the existing Class E(g)(i) (Office) building and the construction of three buildings for Class E(g)(iii) (Light Industrial) / Class B2 (General Industrial) / Class B8 (Storage or Distribution) uses, including the provision of a new substation, parking, landscaping, and associated works.”

5.3 As such the existing office building on the site will be demolished and the site redeveloped to provide circa. eight light industrial units in three blocks, with a total GFA of circa. 3,081sqm.

5.4 Details of the proposed units are set out in the following table:

Unit	Warehouse GFA (sqm)	Office GFA (sqm)	Total GFA (sqm)	Loading Bays
Block A				
Unit A1	209	70	279	1
Unit A2	194	70	264	1
Unit A3	251	74	325	1
Block B				
Unit B1	558	139	697	1
Block C				
Unit C1	344	93	437	1
Unit C2	247	74	321	1
Unit C3	247	74	321	1
Unit C4	344	93	437	1
Total	2,394	687	3,081	8

Table 5.1: Proposed Development Schedule

5.5 The proposed site layout is illustrated in Figure 5.1 below:



Figure 5.1: Proposed Site Layout

Access

- 5.6 The proposals will retain the existing access arrangements from Rose Kiln Lane. The vehicle track plot drawings provided at Appendix A demonstrate that the access arrangements can be safely used by the largest size of rigid goods vehicles that can be accommodated in the proposed loading bays at each unit. The track plot drawings also demonstrate that a max. legal length 16.5m long articulated HGV can safely access the site and manoeuvre to leave the site in a forward gear.
- 5.7 Track plots are also provided demonstrating that cars can safely access the proposed car parking areas and that emergency vehicles and refuse vehicles can also safely access the site.
- 5.8 Refuse collection will take place internally from refuse stores located within each unit.
- 5.9 The proposed number and dimension of the loading bays has been based on the operational needs of the site.

- 5.10 Due to the expected low frequency of vehicle movements generated by the proposed development, the site will operate predominately on a share space arrangement albeit with traffic free pedestrian routes provided behind each block. A separate pedestrian access will be provided at the site access, as well as a new pedestrian access on the eastern boundary of the site directly onto the footway running along the western side of the A33. Appropriate dropped kerbs and tactile paving will be provided at all site accesses and crossing points within the site to allow access by disabled and visually impaired pedestrians.

Parking

- 5.11 The proposed parking arrangements at each unit comprise the following:

Unit	Car Parking Spaces	Loading Bays
Block A		
Unit A1	5 (inc. 1 disabled & 1 EV spaces)	1
Unit A2	2 (inc. 1 disabled & 1 EV spaces)	1
Unit A3	4 (inc. 1 disabled & 1 EV spaces)	1
Block B		
Unit B1	9 (inc. 1 disabled & 1 EV spaces)	1
Block C		
Unit C1	5 (inc. 1 disabled & 1 EV spaces)	1
Unit C2	2 (inc. 1 disabled & 1 EV spaces)	1
Unit C3	2 (inc. 1 disabled & 1 EV spaces)	1
Unit C4	4 (inc. 1 disabled & 1 EV spaces)	1
Total	33 (inc. 8 disabled & 8 EV spaces)	8

Table 5.2: Proposed Parking Schedule

- 5.12 A total of 12 cycle parking spaces will be provided within a covered and secure and well-overlooked cycle store within the site. In addition, two cycle hoops will be provided within each unit providing an additional 32 cycle spaces. The proposed disabled car parking spaces will be located close to main entrances of each unit.

- 5.13 RBC's parking standards are set out in their Revised Parking Standards and Design SPD (October 2011) and this document shows that the site is located in an area designated as a Zone 2 Primary Core Area, which is described on the plan at page 9 of the SPD as *"Areas directly surrounding the primary core area, well served by public transport"*.
- 5.14 RBC's Zone 2 parking standards for B1c light industrial land use in relation to the proposals have been summarised in the following table:

Proposals	Maximum Parking Standard	Recommended Parking Provision	Proposed Parking Provision
B1c Car Parking Standards (maximum)			
Unit A1 – 279sqm	1 space per 125sqm	Unit A1 – 2 spaces	Unit A1 – 5 spaces
Unit A2 – 264sqm		Unit A2 – 2 spaces	Unit A2 – 2 spaces
Unit A3 – 325sqm		Unit A3 – 3 spaces	Unit A3 – 4 spaces
Unit B1 – 697sqm		Unit B1 – 6 spaces	Unit B1 – 9 spaces
Unit C1 – 437sqm		Unit C1 – 3 spaces	Unit C1 – 5 spaces
Unit C2 – 321sqm		Unit C2 – 3 spaces	Unit C2 – 2 spaces
Unit C3 – 321sqm		Unit C3 – 3 spaces	Unit C3 – 2 spaces
Unit C4 – 437sqm		Unit C3 – 3 spaces	Unit C4 – 4 spaces
Total – 3,081sqm		Total – 25 spaces	Total – 33 spaces
B1c Cycle Parking Standards (minimum)			
Total – 3,081sqm	1 staff space per 250sqm	Total – 12 spaces	Total – 44 spaces
Minimum Disabled Parking (minimum)			
3 or 5% of the total car parking capacity, whichever is greater		Total - 3 spaces	Total – 8 spaces

Table 5.3: RBC Parking Standards

- 5.15 The parking provision for the site's extant 3,252sqm office development is 136 spaces (equating to 1 space/24sqm), which is a considerable overprovision compared to RBC's Zone 2 parking standard for B1a uses of 1 spaces/100sqm.
- 5.16 The proposed parking provision is therefore significantly more in line with RBC's parking standards compared to the existing situation at the site and has been set at a minimum level required to support the operational needs of the site.

- 5.17 Regarding electric vehicle charging facilities, the Revised Parking Standards and Design SPD states on page 12 that:

“In addition the introduction of Electric Vehicle charging points will be encouraged, where appropriate. It is intended that these will become permitted development.”

- 5.18 In line with the above, and to maximise the sustainability of the site, a total of 8 spaces (24%) will have access to active electric vehicle charging facilities, with all remaining spaces having infrastructure in place to rapidly add more charging facilities if staff demand warrants it.

6 Traffic Attraction

Existing Traffic Attraction

- 6.1 As previously mentioned, the site is currently occupied by a two-storey office building with a GFA of circa. 3,252sqm.
- 6.2 The weekday peak hour traffic attraction potential of the existing development at the site has been assessed by reference to the TRICS database, which contains the results of numerous traffic surveys of different land uses throughout the UK and is a well-established and recognised method of establishing a development's trip rate values.
- 6.3 The TRICS database selection to obtain the likely traffic attraction of the existing development has been based on the 'Employment – Office' category.
- 6.4 The full outputs of the TRICS assessment are included at Appendix B, and the resulting peak hour traffic attraction values have been summarised in the following table:

Existing Development	AM Peak Hour Traffic Movements			PM Peak Hour Traffic Movements		
	Arr	Dep	Total	Arr	Dep	Total
3,252sqm	51	5	56	5	41	46

Table 6.1: TRICS Assessment Results – Existing Traffic Attraction

- 6.5 Table 6.1 demonstrates that the existing development on the site has the potential to generate 56 trips during the weekday AM peak hour and 46 trips during the weekday PM peak hour on the local highway network. This equates to 0.9 movements per minute during AM peak times and 0.8 movements per minute during PM peak times.

Proposed Traffic Attraction

- 6.6 As also previously mentioned, the development proposals comprise the demolition of the existing office building and structures and redeveloping the site to provide circa. 8 light industrial units in three blocks, with a total GFA of circa. 3,081sqm.
- 6.7 The weekday peak hour traffic attraction potential of the proposed development at the site has also been assessed by reference to the TRICS database.
- 6.8 The TRICS database selection to obtain the likely traffic attraction of the proposed development has been based on the 'Employment – Industrial Estate' category.
- 6.9 The full outputs of the TRICS assessment are included at Appendix B, and the resulting peak hour traffic attraction values have been summarised in the following table:

Proposed Development	AM Peak Hour Traffic Movements			PM Peak Hour Traffic Movements		
	Arr	Dep	Total	Arr	Dep	Total
3,081sqm	19	10	29	6	14	20
Net Difference	-32	+5	-27	+1	-27	-26

Table 6.2: TRICS Assessment Results – Proposed Traffic Attraction

- 6.10 Table 6.2 demonstrates that the proposed development has the potential to generate 29 trips during the weekday AM peak hour and 14 trips during the weekday PM peak hour on the local highway network. This equates to 0.5 movements per minute during AM peak times and 0.2 movements per minute during PM peak times.
- 6.11 Comparing Tables 6.1 and 6.2 above, it is evident that the proposals will result in a significant reduction in the site's peak hour traffic attraction potential. It is therefore clear that the proposals are unlikely to have any significant negative material impacts upon the existing operation and capacity of the local highway network.
- 6.12 Consequently no detailed junction modelling is justified to support this planning application as the proposals will have a net benefit in terms of capacity on the local highway network compared to the site's permitted land use.

7 Summary and Conclusions

- 7.1 Mayer Brown Ltd has been commissioned by Redwood (Light Industrial) Propco Sarl to produce this Transport Statement to assess the highways and transportation implications of the proposed Logicor Park development at the site known as Rose Kiln Court in Reading.
- 7.2 Due to the minimal traffic impact of the proposals, this assessment has been set out in the format of a Transport Statement (TS) providing:
- an overview of the site, existing access arrangements, the local highway network and the services available in the local area
 - a detailed assessment of the accessibility of the site by sustainable modes of travel
 - an assessment of the development proposals, including the proposed access, servicing and parking arrangements
 - an assessment of the traffic and parking impact of the proposals
- 7.3 The site will operate a staff Travel Plan to promote the use of sustainable travel modes and discourage private motor vehicle use by staff. A framework staff Travel Plan for the site has been prepared and submitted with this application.
- 7.4 This report concludes that the proposed development:
- is located within a sustainable location
 - can be easily accessed by pedestrians, cyclists and by public transport
 - will be provided with suitable access, servicing and parking arrangements
 - will have a beneficial impact upon the existing operation of the local highway network
- 7.5 It is therefore concluded that there are no reasons why the proposed commercial development should not be permitted on highways or transportation grounds.

APPENDIX A: Swept Path Analysis Drawings

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- 4.6 The R1 cycle route is a shared footway/cycleway facility running past the site along the A33 between the Reading International Business Park and Madejski Stadium to the south and Reading town centre to the north.
- 4.7 As illustrated on Figure 4.1 above, there are numerous cycle routes located within Reading town centre.
- 4.8 National Cycle Path 4 is also located close to the site. This national route is a long-distance cycling route from London to Fishguard in west Wales. Between Reading and Bath it follows the Kennet & Avon Cycle Route mainly via canal towpaths.
- 4.9 Reading town centre can be accessed via a circa. 20-minute walk or 8-minute cycle ride (assuming a leisurely walking speed of 80m/min and cycle speed of 260m/min).

Bus Accessibility

- 4.10 The closest bus stops to the site are the Boston Avenue bus stops (a 450m walk to the south) and the Katsgrove Lane stops, which are a walking distance of 450m and 500m respectively to the north of the site.
- 4.11 These bus stops are served by the 11 Bronze bus (operated by Reading Buses), which runs in a circular route between the centre of Reading and Coley Park.
- 4.12 The 11 Bronze service runs at a frequency of three services per hour during weekdays and Saturdays (and 2 services per hour on Sundays), providing convenient bus accessibility between the site and Reading town centre and Reading Station.
- 4.13 The frequency of the 11 Bronze bus service is summarised in Table 4.1 below:

Bus	Route	Weekday Peak Frequency		Weekend Peak Frequency	
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Table 4.1: Accessible Bus Services

Rail Accessibility

- 4.14 The nearest railway station to the site is Reading Railway Station, located circa. 2km to the north (a 24-minute walk, or an 8-minute cycle ride from the site).
- 4.15 Reading Railway Station is a major transport hub and is managed by Network Rail and served by four train companies; Great Western Railway, CrossCountry, South Western Railway and the Elizabeth Line.
- 4.16 Reading Railway Station provides access to a huge number of rail services to numerous destinations across the country. It is clearly not within the scope of this report to list all of these individual train services in detail, however in summary the station serves the Great Western Main Line which runs between London Paddington and the west country and South Wales. Other main lines provide access to Birmingham and northern England, and to destinations in southern England including Basingstoke, Winchester, Southampton and Bournemouth. The newly opened Elizabeth Line runs from Reading through central London to Abbey Wood. The Elizabeth Line also provides access to Heathrow Airport.
- 4.17 Secondary lines provide access to Guildford, Reigate, Redhill and Gatwick Airport, Basingstoke, Newbury, Bedwyn, Oxford, London Paddington, Wokingham, Bracknell, Ascot, Staines, Richmond, Clapham Junction and London Waterloo.

Accessibility Index

- 4.18 The site's public transport Accessibility Index has been calculated as 1.70 based on the bus and rail accessibility of the site set out above.

Summary

- 4.19 The site is located within a well-established commercial and retail area which is easily accessible by pedestrians, cyclists and public transport users.
- 4.20 Numerous pedestrian and cycle facilities are provided in the local area, providing safe walking and cycling routes to local amenities and the centre of Reading.
- 4.21 It is therefore evident that the site is located in an area that is accessible by sustainable travel modes.
- 4.22 The use of sustainable modes of travel by staff at the proposed development will be promoted and supported by the operation of a staff Travel Plan.

5 Planning Application Details

5.1 As set out previously, the site is currently occupied by a two-storey office building with a GFA of circa. 3,252sqm.

5.2 The development proposals comprise:

“Demolition of the existing Class E(g)(i) (Office) building and the construction of three buildings for Class E(g)(iii) (Light Industrial) / Class B2 (General Industrial) / Class B8 (Storage or Distribution) uses, including the provision of a new substation, parking, landscaping, and associated works.”

5.3 As such the existing office building on the site will be demolished and the site redeveloped to provide circa. eight light industrial units in three blocks, with a total GFA of circa. 3,081sqm.

5.4 Details of the proposed units are set out in the following table:

Unit	Warehouse GFA (sqm)	Office GFA (sqm)	Total GFA (sqm)	Loading Bays
Block A				
Unit A1	209	70	279	1
Unit A2	194	70	264	1
Unit A3	251	74	325	1
Block B				
Unit B1	558	139	697	1
Block C				
Unit C1	344	93	437	1
Unit C2	247	74	321	1
Unit C3	247	74	321	1
Unit C4	344	93	437	1
Total	2,394	687	3,081	8

Table 5.1: Proposed Development Schedule

5.5 The proposed site layout is illustrated in Figure 5.1 below:



Figure 5.1: Proposed Site Layout

Access

- 5.6 The proposals will retain the existing access arrangements from Rose Kiln Lane. The vehicle track plot drawings provided at Appendix A demonstrate that the access arrangements can be safely used by the largest size of rigid goods vehicles that can be accommodated in the proposed loading bays at each unit. The track plot drawings also demonstrate that a max. legal length 16.5m long articulated HGV can safely access the site and manoeuvre to leave the site in a forward gear.
- 5.7 Track plots are also provided demonstrating that cars can safely access the proposed car parking areas and that emergency vehicles and refuse vehicles can also safely access the site.
- 5.8 Refuse collection will take place internally from refuse stores located within each unit.
- 5.9 The proposed number and dimension of the loading bays has been based on the operational needs of the site.

- 5.10 Due to the expected low frequency of vehicle movements generated by the proposed development, the site will operate predominately on a share space arrangement albeit with traffic free pedestrian routes provided behind each block. A separate pedestrian access will be provided at the site access, as well as a new pedestrian access on the eastern boundary of the site directly onto the footway running along the western side of the A33. Appropriate dropped kerbs and tactile paving will be provided at all site accesses and crossing points within the site to allow access by disabled and visually impaired pedestrians.

Parking

- 5.11 The proposed parking arrangements at each unit comprise the following:

Unit	Car Parking Spaces	Loading Bays
Block A		
Unit A1	5 (inc. 1 disabled & 1 EV spaces)	1
Unit A2	2 (inc. 1 disabled & 1 EV spaces)	1
Unit A3	4 (inc. 1 disabled & 1 EV spaces)	1
Block B		
Unit B1	9 (inc. 1 disabled & 1 EV spaces)	1
Block C		
Unit C1	5 (inc. 1 disabled & 1 EV spaces)	1
Unit C2	2 (inc. 1 disabled & 1 EV spaces)	1
Unit C3	2 (inc. 1 disabled & 1 EV spaces)	1
Unit C4	4 (inc. 1 disabled & 1 EV spaces)	1
Total	33 (inc. 8 disabled & 8 EV spaces)	8

Table 5.2: Proposed Parking Schedule

- 5.12 A total of 12 cycle parking spaces will be provided within a covered and secure and well-overlooked cycle store within the site. In addition, two cycle hoops will be provided within each unit providing an additional 32 cycle spaces. The proposed disabled car parking spaces will be located close to main entrances of each unit.

- 5.13 RBC's parking standards are set out in their Revised Parking Standards and Design SPD (October 2011) and this document shows that the site is located in an area designated as a Zone 2 Primary Core Area, which is described on the plan at page 9 of the SPD as *"Areas directly surrounding the primary core area, well served by public transport"*.
- 5.14 RBC's Zone 2 parking standards for B1c light industrial land use in relation to the proposals have been summarised in the following table:

Proposals	Maximum Parking Standard	Recommended Parking Provision	Proposed Parking Provision
B1c Car Parking Standards (maximum)			
Unit A1 – 279sqm	1 space per 125sqm	Unit A1 – 2 spaces	Unit A1 – 5 spaces
Unit A2 – 264sqm		Unit A2 – 2 spaces	Unit A2 – 2 spaces
Unit A3 – 325sqm		Unit A3 – 3 spaces	Unit A3 – 4 spaces
Unit B1 – 697sqm		Unit B1 – 6 spaces	Unit B1 – 9 spaces
Unit C1 – 437sqm		Unit C1 – 3 spaces	Unit C1 – 5 spaces
Unit C2 – 321sqm		Unit C2 – 3 spaces	Unit C2 – 2 spaces
Unit C3 – 321sqm		Unit C3 – 3 spaces	Unit C3 – 2 spaces
Unit C4 – 437sqm		Unit C3 – 3 spaces	Unit C4 – 4 spaces
Total – 3,081sqm		Total – 25 spaces	Total – 33 spaces
B1c Cycle Parking Standards (minimum)			
Total – 3,081sqm	1 staff space per 250sqm	Total – 12 spaces	Total – 44 spaces
Minimum Disabled Parking (minimum)			
3 or 5% of the total car parking capacity, whichever is greater		Total - 3 spaces	Total – 8 spaces

Table 5.3: RBC Parking Standards

- 5.15 The parking provision for the site's extant 3,252sqm office development is 136 spaces (equating to 1 space/24sqm), which is a considerable overprovision compared to RBC's Zone 2 parking standard for B1a uses of 1 spaces/100sqm.
- 5.16 The proposed parking provision is therefore significantly more in line with RBC's parking standards compared to the existing situation at the site and has been set at a minimum level required to support the operational needs of the site.

- 5.17 Regarding electric vehicle charging facilities, the Revised Parking Standards and Design SPD states on page 12 that:

“In addition the introduction of Electric Vehicle charging points will be encouraged, where appropriate. It is intended that these will become permitted development.”

- 5.18 In line with the above, and to maximise the sustainability of the site, a total of 8 spaces (24%) will have access to active electric vehicle charging facilities, with all remaining spaces having infrastructure in place to rapidly add more charging facilities if staff demand warrants it.

6 Traffic Attraction

Existing Traffic Attraction

- 6.1 As previously mentioned, the site is currently occupied by a two-storey office building with a GFA of circa. 3,252sqm.
- 6.2 The weekday peak hour traffic attraction potential of the existing development at the site has been assessed by reference to the TRICS database, which contains the results of numerous traffic surveys of different land uses throughout the UK and is a well-established and recognised method of establishing a development's trip rate values.
- 6.3 The TRICS database selection to obtain the likely traffic attraction of the existing development has been based on the 'Employment – Office' category.
- 6.4 The full outputs of the TRICS assessment are included at Appendix B, and the resulting peak hour traffic attraction values have been summarised in the following table:

Existing Development	AM Peak Hour Traffic Movements			PM Peak Hour Traffic Movements		
	Arr	Dep	Total	Arr	Dep	Total
3,252sqm	51	5	56	5	41	46

Table 6.1: TRICS Assessment Results – Existing Traffic Attraction

- 6.5 Table 6.1 demonstrates that the existing development on the site has the potential to generate 56 trips during the weekday AM peak hour and 46 trips during the weekday PM peak hour on the local highway network. This equates to 0.9 movements per minute during AM peak times and 0.8 movements per minute during PM peak times.

Proposed Traffic Attraction

- 6.6 As also previously mentioned, the development proposals comprise the demolition of the existing office building and structures and redeveloping the site to provide circa. 8 light industrial units in three blocks, with a total GFA of circa. 3,081sqm.
- 6.7 The weekday peak hour traffic attraction potential of the proposed development at the site has also been assessed by reference to the TRICS database.
- 6.8 The TRICS database selection to obtain the likely traffic attraction of the proposed development has been based on the 'Employment – Industrial Estate' category.
- 6.9 The full outputs of the TRICS assessment are included at Appendix B, and the resulting peak hour traffic attraction values have been summarised in the following table:

Proposed Development	AM Peak Hour Traffic Movements			PM Peak Hour Traffic Movements		
	Arr	Dep	Total	Arr	Dep	Total
3,081sqm	19	10	29	6	14	20
Net Difference	-32	+5	-27	+1	-27	-26

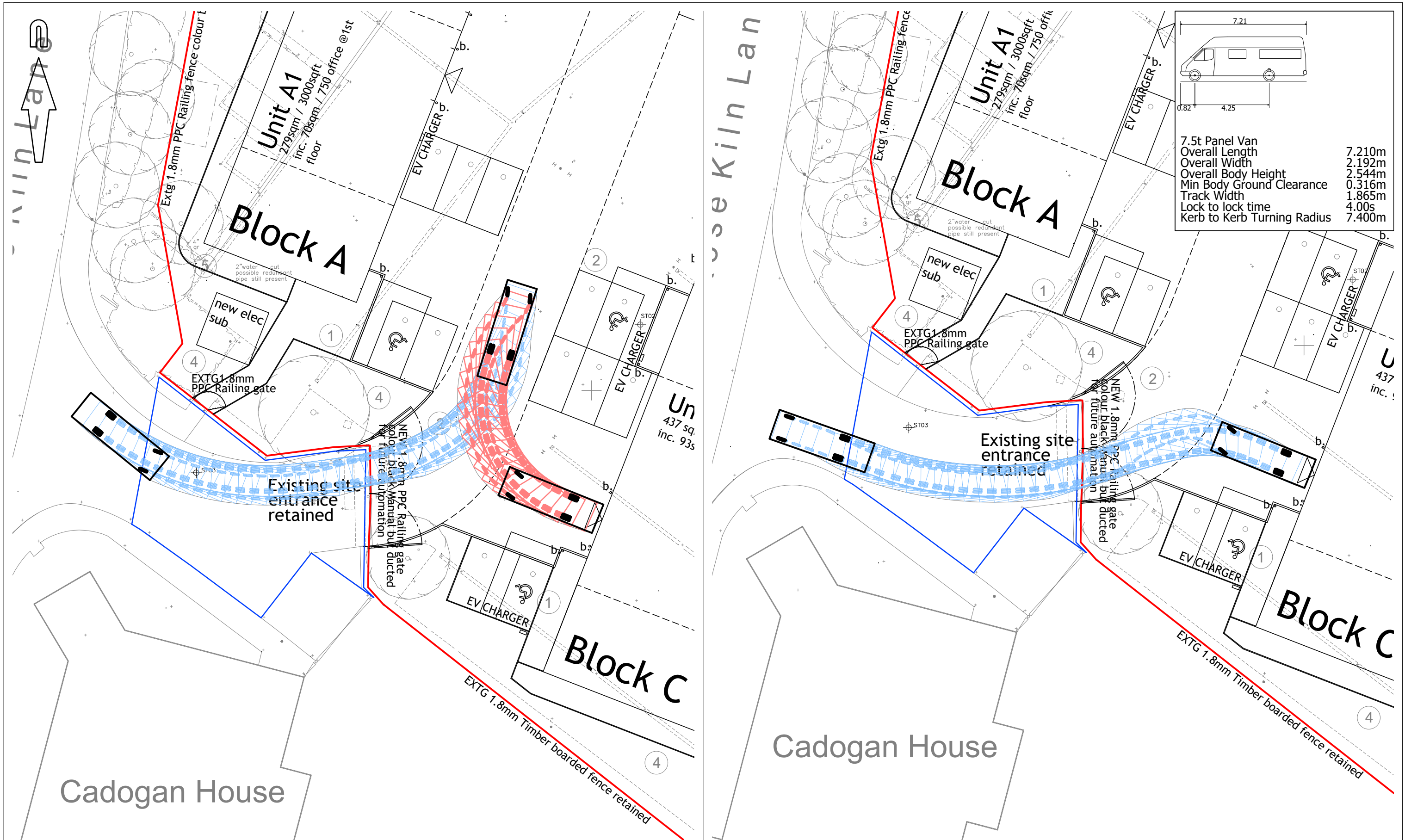
Table 6.2: TRICS Assessment Results – Proposed Traffic Attraction

- 6.10 Table 6.2 demonstrates that the proposed development has the potential to generate 29 trips during the weekday AM peak hour and 14 trips during the weekday PM peak hour on the local highway network. This equates to 0.5 movements per minute during AM peak times and 0.2 movements per minute during PM peak times.
- 6.11 Comparing Tables 6.1 and 6.2 above, it is evident that the proposals will result in a significant reduction in the site's peak hour traffic attraction potential. It is therefore clear that the proposals are unlikely to have any significant negative material impacts upon the existing operation and capacity of the local highway network.
- 6.12 Consequently no detailed junction modelling is justified to support this planning application as the proposals will have a net benefit in terms of capacity on the local highway network compared to the site's permitted land use.

7 Summary and Conclusions

- 7.1 Mayer Brown Ltd has been commissioned by Redwood (Light Industrial) Propco Sarl to produce this Transport Statement to assess the highways and transportation implications of the proposed Logicor Park development at the site known as Rose Kiln Court in Reading.
- 7.2 Due to the minimal traffic impact of the proposals, this assessment has been set out in the format of a Transport Statement (TS) providing:
- an overview of the site, existing access arrangements, the local highway network and the services available in the local area
 - a detailed assessment of the accessibility of the site by sustainable modes of travel
 - an assessment of the development proposals, including the proposed access, servicing and parking arrangements
 - an assessment of the traffic and parking impact of the proposals
- 7.3 The site will operate a staff Travel Plan to promote the use of sustainable travel modes and discourage private motor vehicle use by staff. A framework staff Travel Plan for the site has been prepared and submitted with this application.
- 7.4 This report concludes that the proposed development:
- is located within a sustainable location
 - can be easily accessed by pedestrians, cyclists and by public transport
 - will be provided with suitable access, servicing and parking arrangements
 - will have a beneficial impact upon the existing operation of the local highway network
- 7.5 It is therefore concluded that there are no reasons why the proposed commercial development should not be permitted on highways or transportation grounds.

APPENDIX A: Swept Path Analysis Drawings



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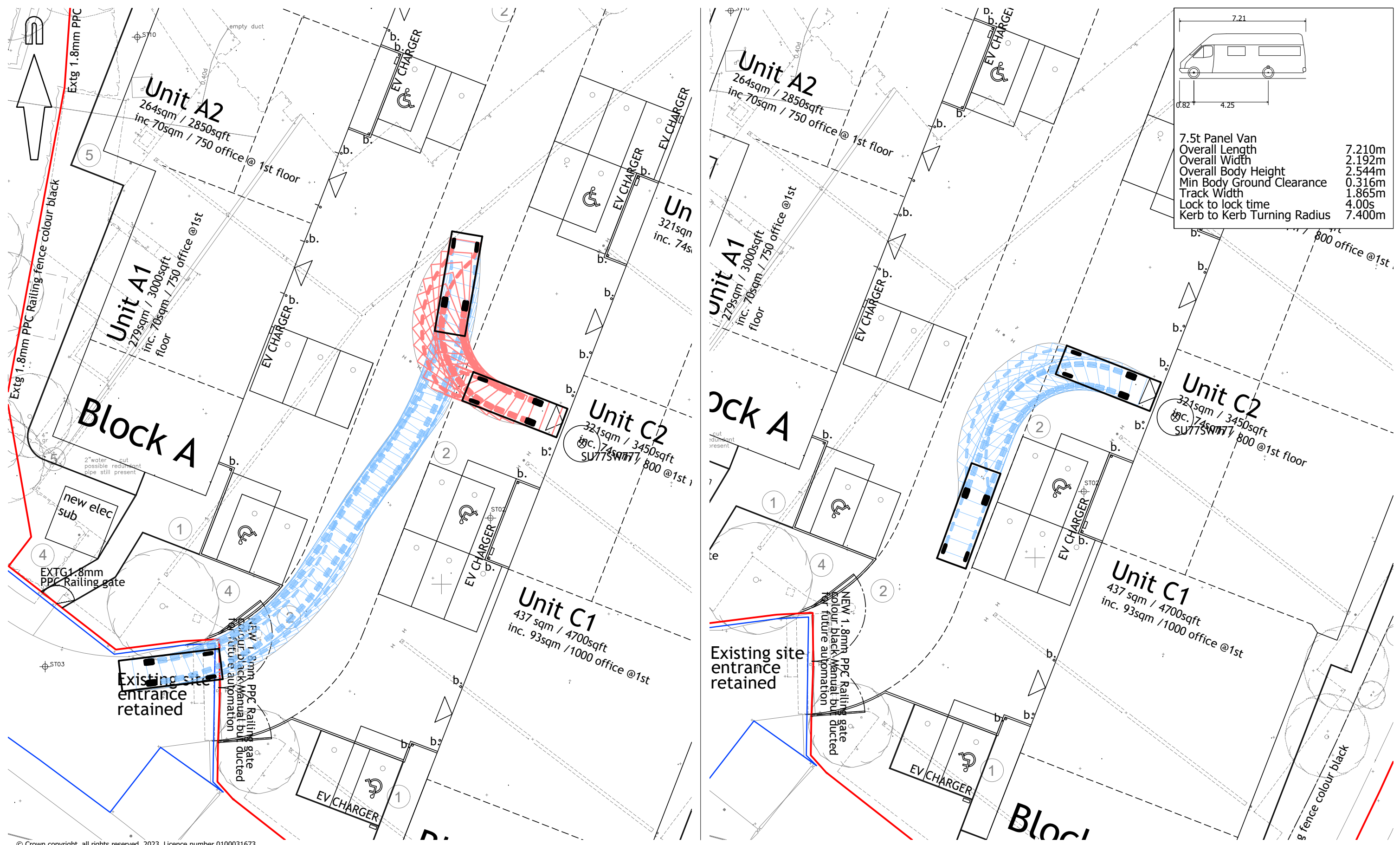
client
REDWOOD (LIGHT INDUSTRIAL) PROPCO SARL

project
ROSE KILN COURT, ROSE KILN LANE, READING

title
SWEPT PATH ANALYSIS
7.5t PANEL VAN SERVICING UNIT C1

scale 1:250 @ A3	drawn by JME	checked by JG
date MARCH 2023	cad file TK25 - TK36	suitability rev. P1
drawing number		

SROSEKILNCOURT.1/TK25



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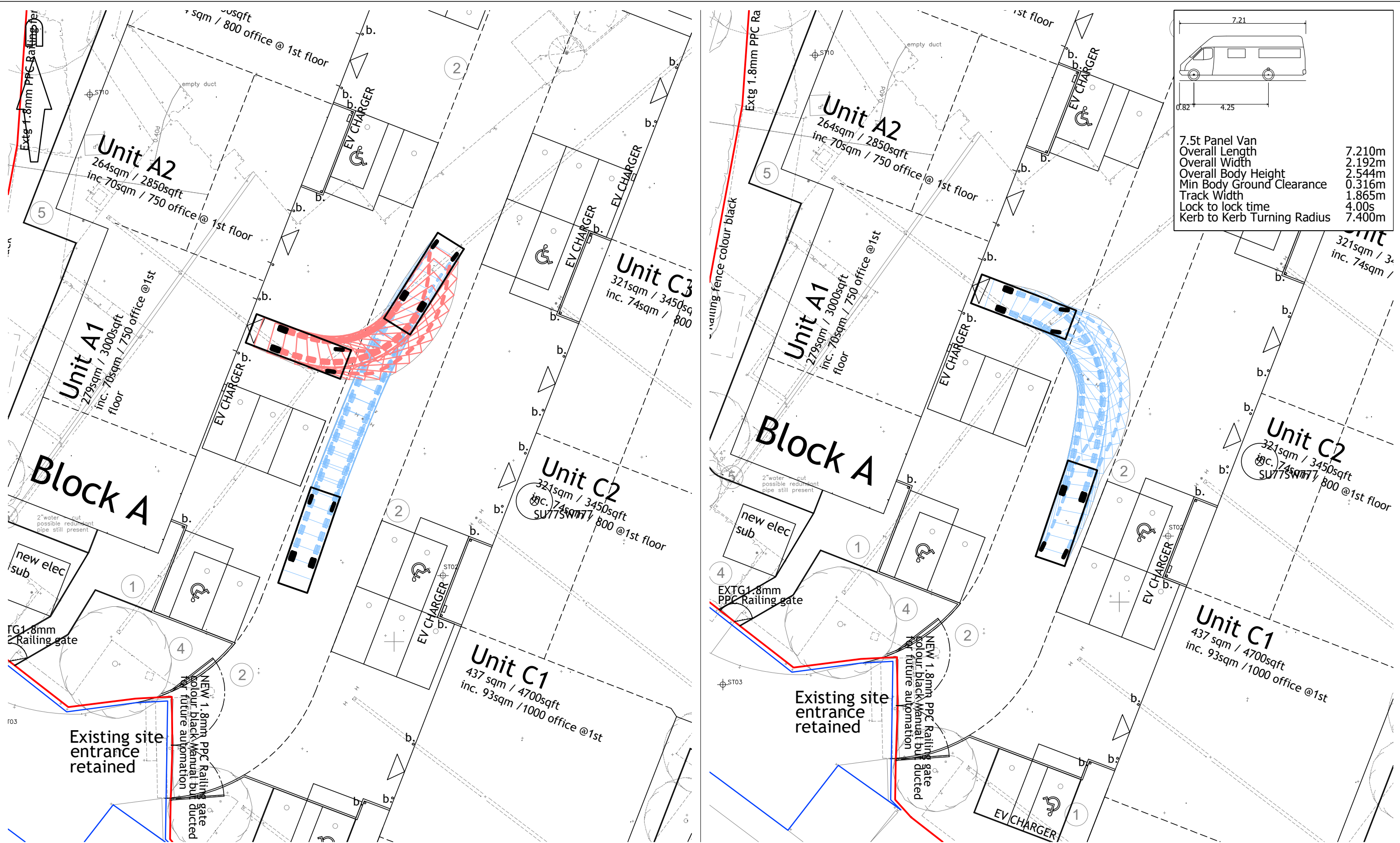
client
REDWOOD (LIGHT INDUSTRIAL) PROPCO SARL

project
ROSE KILN COURT, ROSE KILN LANE, READING

title
SWEPT PATH ANALYSIS
7.5t PANEL VAN SERVICING UNIT C2

scale 1:250 @ A3	drawn by JME	checked by JG
date MARCH 2023	cad file TK25 - TK36	suitability rev. P1

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client
REDWOOD (LIGHT INDUSTRIAL) PROPCO SARL

project
ROSE KILN COURT, ROSE KILN LANE, READING

title
SWEPT PATH ANALYSIS
7.5t PANEL VAN SERVICING UNIT A1

scale
1:250 @ A3

drawn by
JME

checked by
JG

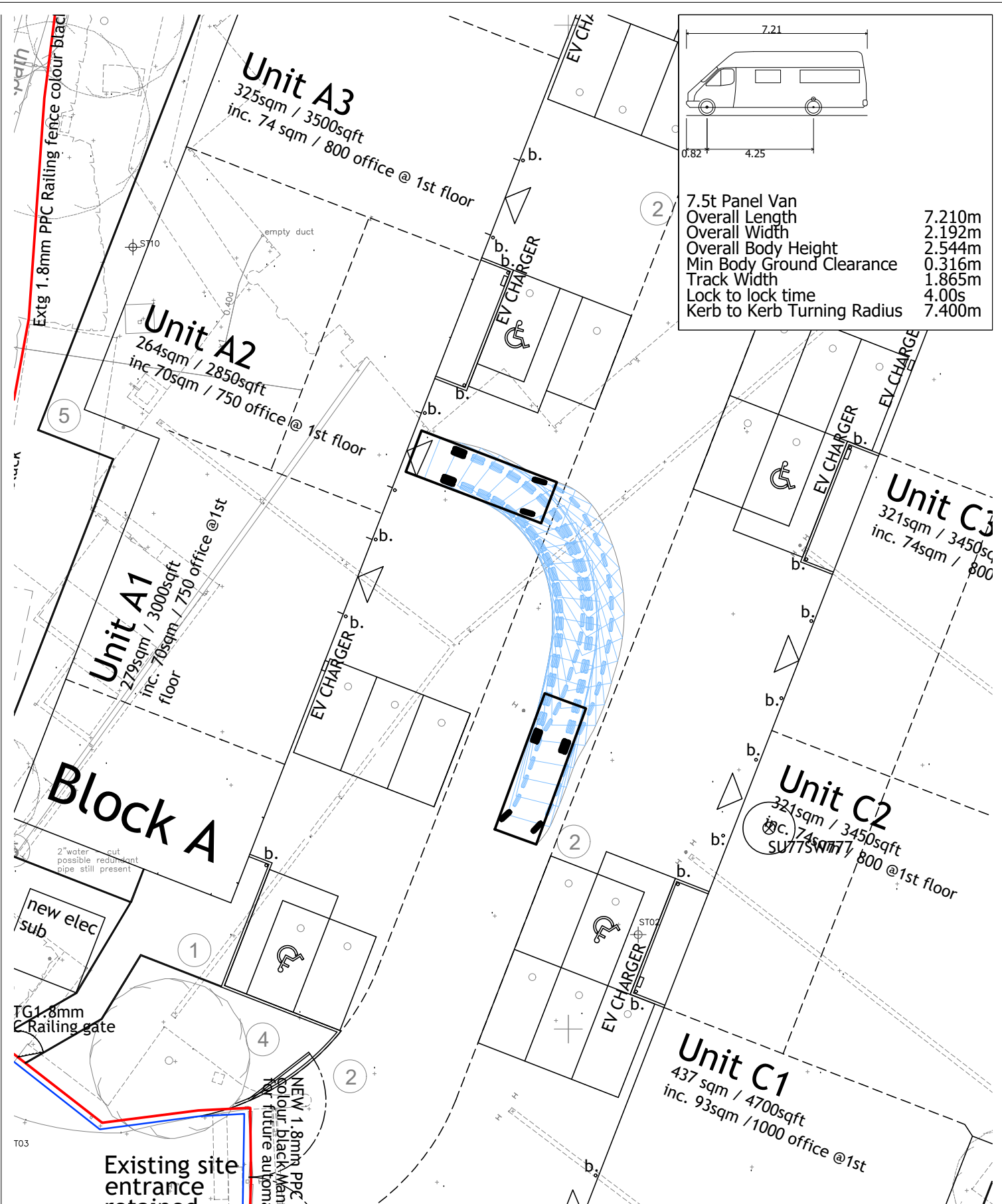
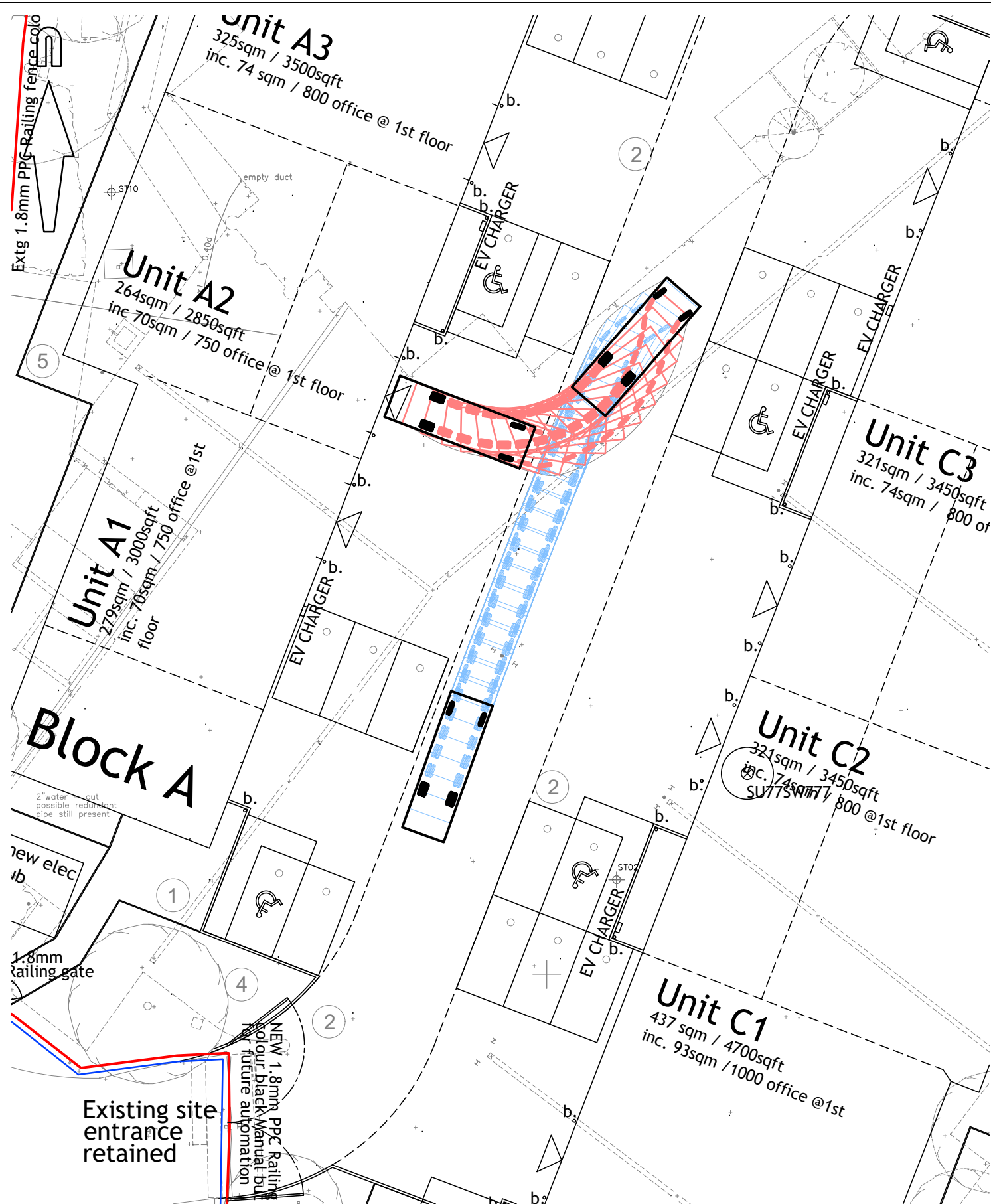
date
MARCH 2023

cad file
TK25 - TK36

suitability
P1

rev.
P1

drawing number
SROSEKILNCOURT.1/TK29



7.5t Panel Van	7.210m
Overall Length	2.192m
Overall Width	2.544m
Overall Body Height	0.316m
Min Body Ground Clearance	1.865m
Track Width	4.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	

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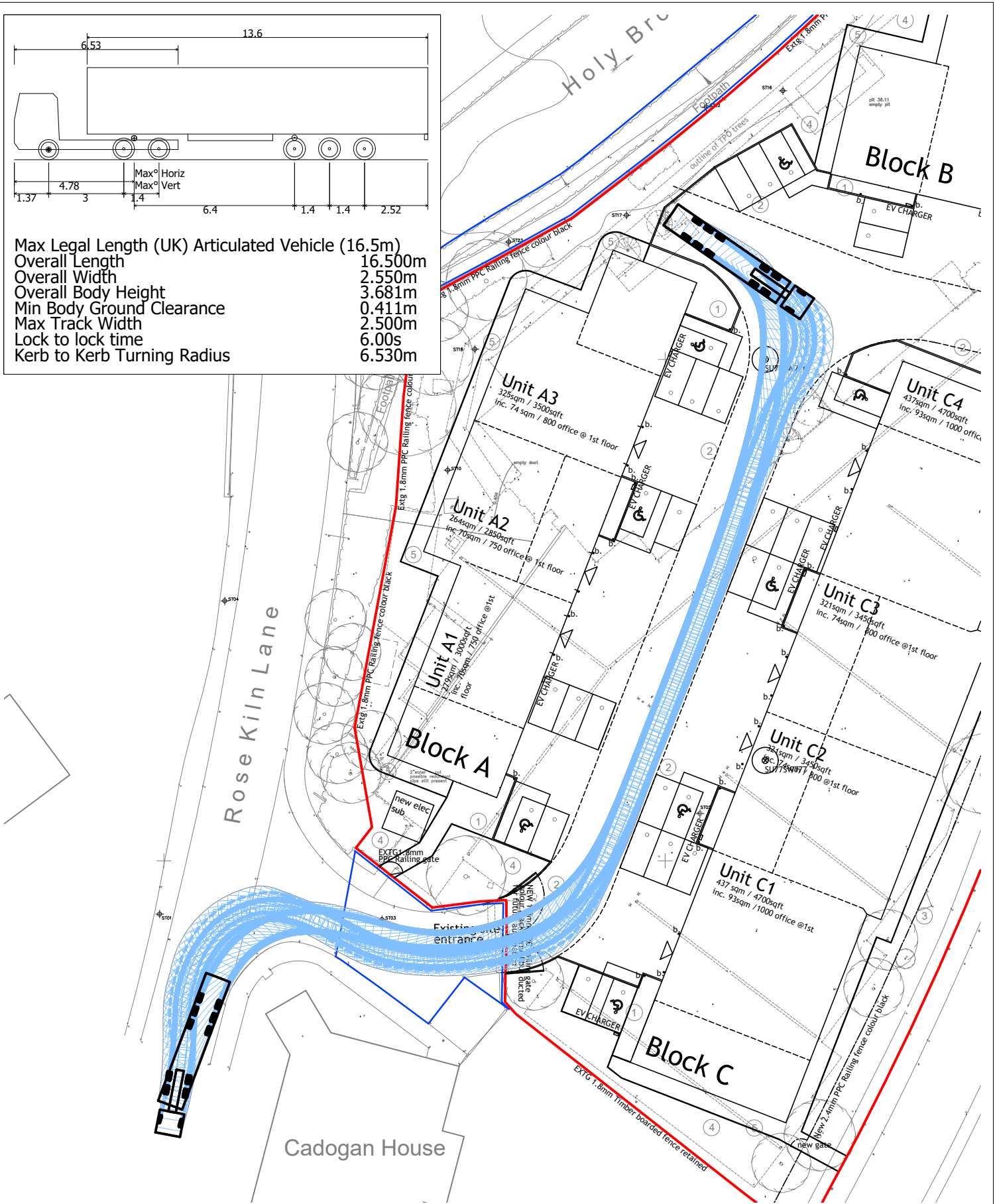
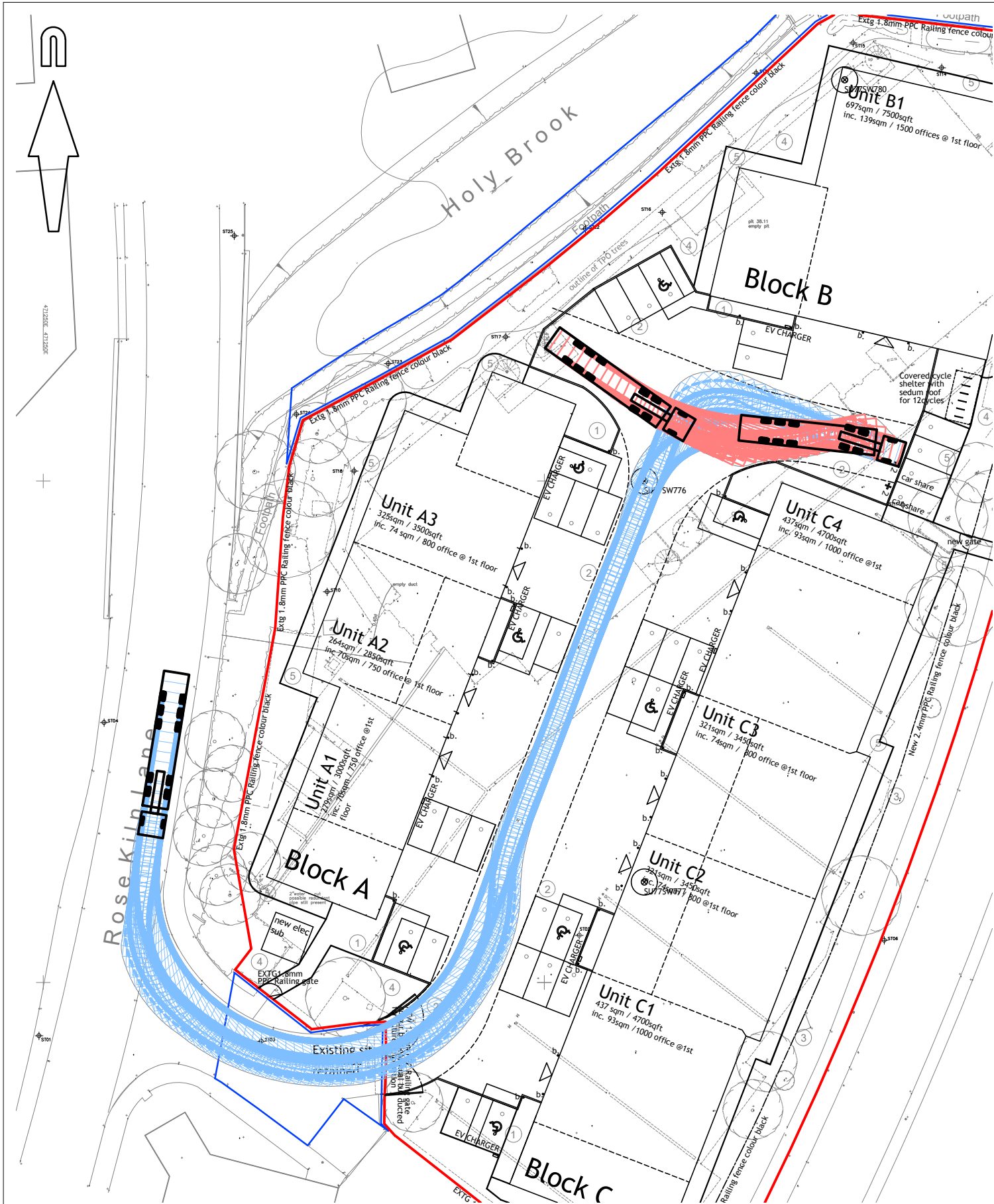
client
REDWOOD (LIGHT INDUSTRIAL) PROPCO SARL

project
ROSE KILN COURT, ROSE KILN LANE, READING

title
SWEPT PATH ANALYSIS
7.5t PANEL VAN SERVICING UNIT A2

scale 1:250 @ A3	drawn by JME	checked by JG
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drawing number		

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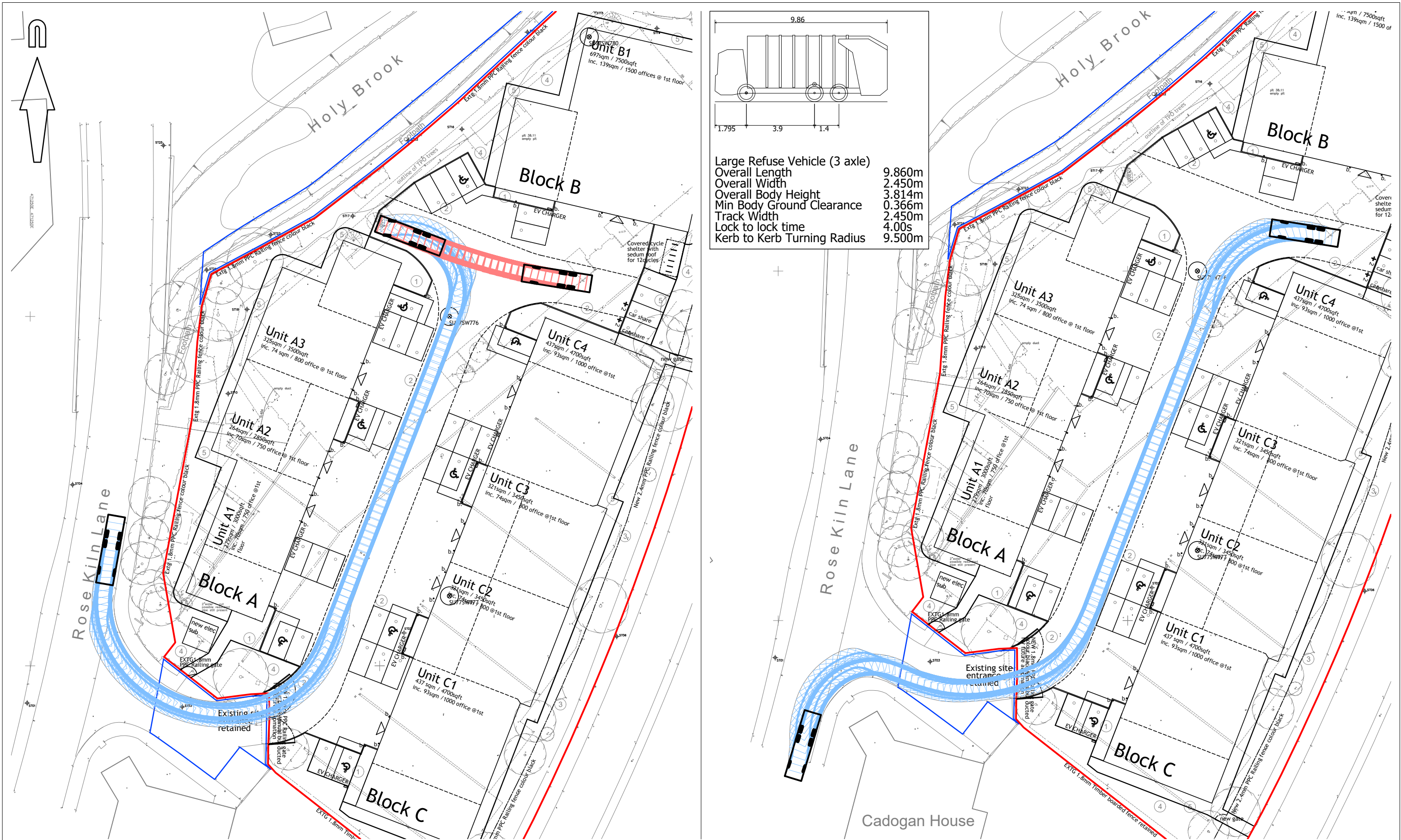
client
REDWOOD (LIGHT INDUSTRIAL) PROPCO SARL

project
ROSE KILN COURT, ROSE KILN LANE, READING

title
SWEPT PATH ANALYSIS
16.5M ARTIC VEHICLE ENTERING/EXITING SITE

scale 1:250 @ A3	drawn by JME	checked by JG
date MARCH 2023	cad file TK25 - TK36	suitability rev. P1

drawing number
SROSEKILNCOURT.1/TK35



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client
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project
ROSE KILN COURT, ROSE KILN LANE, READING

title
SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE ENTERING/EXITING SITE

scale 1:250 @ A3	drawn by JME	checked by JG
date MARCH 2023	cad file TK25 - TK36	suitability rev. P1
drawing number SROSEKILNCOURT.1/TK36		

APPENDIX B: TRICS Outputs

Calculation Reference: AUDIT-807401-230202-0202

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	EX ESSEX	3 days
03	SOUTH WEST	
	DV DEVON	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	2 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: 1138 to 11265 (units: sqm)
 Range Selected by User: 736 to 11780 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 18/05/22

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	4 days
Tuesday	7 days
Wednesday	2 days
Thursday	3 days
Friday	6 days

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

Selected survey types:

Manual count	22 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
Suburban Area (PPS6 Out of Centre)	9
Edge of Town	12

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

Selected Location Sub Categories:

Industrial Zone	9
Commercial Zone	1
Development Zone	2
Residential Zone	5
No Sub Category	5

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	6 days - Selected
Servicing vehicles Excluded	18 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	22 days
-----------	---------

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	8 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:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	14 days
250,001 to 500,000	6 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	10 days
1.1 to 1.5	9 days
1.6 to 2.0	3 days

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

Travel Plan:

No	22 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	22 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	BH-02-D-03 HUGHES ROAD BRIGHTON	INDUSTRIAL ESTATE	BRIGHTON & HOVE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6625 sqm Survey date: THURSDAY 16/10/14 Survey Type: MANUAL		
2	DV-02-D-07 BITTERN ROAD EXETER	INDUSTRIAL ESTATE	DEVON
	SOWTON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 3600 sqm Survey date: MONDAY 03/07/17 Survey Type: MANUAL		
3	DY-02-D-01 SHAFTESBURY STREET DERBY	INDUSTRIAL ESTATE	DERBY
	ROSE HILL Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 5686 sqm Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL		
4	EX-02-D-02 CHELMSFORD ROAD DUNMOW	INDUSTRIAL ESTATE	ESSEX
	Edge of Town Centre Residential Zone Total Gross floor area: 9300 sqm Survey date: FRIDAY 08/07/16 Survey Type: MANUAL		
5	EX-02-D-03 WYNCOLLS ROAD COLCHESTER	INDUSTRIAL ESTATE	ESSEX
	SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 4876 sqm Survey date: FRIDAY 18/05/18 Survey Type: MANUAL		
6	EX-02-D-05 HECKWORTH CLOSE COLCHESTER	INDUSTRIAL ESTATE	ESSEX
	SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 7280 sqm Survey date: FRIDAY 18/05/18 Survey Type: MANUAL		
7	GM-02-D-07 VULCAN STREET OLDHAM	BUSINESS PARK	GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 4400 sqm Survey date: THURSDAY 22/10/15 Survey Type: MANUAL		
8	LC-02-D-07 CHAIN CAUL WAY PRESTON	INDUSTRIAL ESTATE	LANCASHIRE
	ASHTON-ON-RIBBLE Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 17/11/17 Survey Type: MANUAL		

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LIST OF SITES relevant to selection parameters (Cont.)

9	LC-02-D-08 NOOK LANE BAMBER BRIDGE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4000 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
10	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
11	PB-02-D-03 LINCOLN ROAD PETERBOROUGH	INDUSTRIAL ESTATE	PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	4133 sqm	
	Survey date: TUESDAY	02/12/14	Survey Type: MANUAL
12	SD-02-D-01 HEADLANDS GROVE SWINDON	INDUSTRIAL ESTATE	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	10000 sqm	
	Survey date: TUESDAY	20/09/16	Survey Type: MANUAL
13	SF-02-D-03 LANDSEER ROAD IPSWICH	INDUSTRIAL ESTATE	SUFFOLK
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	3550 sqm	
	Survey date: THURSDAY	17/09/20	Survey Type: MANUAL
14	SY-02-D-04 MIDDLE BANK DONCASTER	INDUSTRIAL ESTATE	SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	6737 sqm	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
15	TW-02-D-08 NORTH HYLTON ROAD SUNDERLAND SOUTHWICK	INDUSTRIAL ESTATE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area:	8310 sqm	
	Survey date: TUESDAY	04/04/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	TW-02-D-09	INDUSTRIAL ESTATE	TYNE & WEAR
	ELEVENTH AVENUE		
	GATESHEAD		
	TEAM VALLEY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	6200 sqm	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL
17	WM-02-D-03	INDUSTRIAL ESTATE	WEST MIDLANDS
	JUNCTION ROAD		
	STOURBRIDGE		
	AUDNAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1138 sqm	
	Survey date: TUESDAY	28/11/17	Survey Type: MANUAL
18	WO-02-D-01	INDUSTRIAL ESTATE	WORCESTERSHIRE
	SANDY LANE		
	STOURPORT-ON-SEVERN		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	2758 sqm	
	Survey date: FRIDAY	23/05/14	Survey Type: MANUAL
19	WO-02-D-02	INDUSTRIAL ESTATE	WORCESTERSHIRE
	WEIR LANE		
	WORCESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL
20	WY-02-D-05	INDUSTRIAL ESTATE	WEST YORKSHIRE
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
21	WY-02-D-06	INDUSTRIAL ESTATE (PART)	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
22	WY-02-D-07	INDUSTRIAL ESTATE	WEST YORKSHIRE
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
LC-02-D-06	Low on-site parking numbers.
WY-02-D-08	Low on-site parking numbers.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	5911	0.192	3	5911	0.006	3	5911	0.198
06:00 - 07:00	4	7250	0.083	4	7250	0.028	4	7250	0.111
07:00 - 08:00	22	5350	0.508	22	5350	0.130	22	5350	0.638
08:00 - 09:00	22	5350	0.621	22	5350	0.338	22	5350	0.959
09:00 - 10:00	22	5350	0.571	22	5350	0.447	22	5350	1.018
10:00 - 11:00	22	5350	0.506	22	5350	0.476	22	5350	0.982
11:00 - 12:00	22	5350	0.502	22	5350	0.536	22	5350	1.038
12:00 - 13:00	22	5350	0.531	22	5350	0.571	22	5350	1.102
13:00 - 14:00	22	5350	0.520	22	5350	0.536	22	5350	1.056
14:00 - 15:00	22	5350	0.448	22	5350	0.520	22	5350	0.968
15:00 - 16:00	22	5350	0.381	22	5350	0.517	22	5350	0.898
16:00 - 17:00	22	5350	0.319	22	5350	0.557	22	5350	0.876
17:00 - 18:00	22	5350	0.200	22	5350	0.460	22	5350	0.660
18:00 - 19:00	22	5350	0.072	22	5350	0.172	22	5350	0.244
19:00 - 20:00	4	7250	0.017	4	7250	0.055	4	7250	0.072
20:00 - 21:00	4	7250	0.010	4	7250	0.014	4	7250	0.024
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.481			5.363			10.844

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

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

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Parameter summary

Trip rate parameter range selected:	1138 - 11265 (units: sqm)
Survey date range:	01/01/14 - 18/05/22
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	5911	0.000	3	5911	0.000	3	5911	0.000
06:00 - 07:00	4	7250	0.000	4	7250	0.000	4	7250	0.000
07:00 - 08:00	22	5350	0.020	22	5350	0.011	22	5350	0.031
08:00 - 09:00	22	5350	0.037	22	5350	0.035	22	5350	0.072
09:00 - 10:00	22	5350	0.043	22	5350	0.042	22	5350	0.085
10:00 - 11:00	22	5350	0.031	22	5350	0.037	22	5350	0.068
11:00 - 12:00	22	5350	0.038	22	5350	0.041	22	5350	0.079
12:00 - 13:00	22	5350	0.037	22	5350	0.032	22	5350	0.069
13:00 - 14:00	22	5350	0.030	22	5350	0.025	22	5350	0.055
14:00 - 15:00	22	5350	0.031	22	5350	0.037	22	5350	0.068
15:00 - 16:00	22	5350	0.031	22	5350	0.029	22	5350	0.060
16:00 - 17:00	22	5350	0.016	22	5350	0.017	22	5350	0.033
17:00 - 18:00	22	5350	0.009	22	5350	0.010	22	5350	0.019
18:00 - 19:00	22	5350	0.003	22	5350	0.004	22	5350	0.007
19:00 - 20:00	4	7250	0.003	4	7250	0.000	4	7250	0.003
20:00 - 21:00	4	7250	0.000	4	7250	0.000	4	7250	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.329			0.320			0.649

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-807401-230202-0227

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
	SO SLOUGH	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 830 to 10100 (units: sqm)
 Range Selected by User: 650 to 16260 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 18/05/22

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	2 days
Tuesday	4 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	12 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	8
Suburban Area (PPS6 Out of Centre)	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:

Commercial Zone	2
Residential Zone	3

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	14 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	12 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	4 days
25,001 to 50,000	6 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	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	2 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	6 days
1.1 to 1.5	5 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	10 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	12 days
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This data displays the number of selected surveys with PTAL Ratings.

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

1	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES	EAST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:	3640 sqm	
	Survey date: THURSDAY	26/11/15	Survey Type: MANUAL
2	HF-02-A-04 STATION WAY ST ALBANS	OFFICES	HERTFORDSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:	5000 sqm	
	Survey date: THURSDAY	02/10/14	Survey Type: MANUAL
3	LE-02-A-04 BURTON STREET MELTON MOWBRAY	COUNCIL OFFICES	LEICESTERSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	3981 sqm	
	Survey date: WEDNESDAY	30/11/16	Survey Type: MANUAL
4	MS-02-A-03 ALDERMAN ROAD LIVERPOOL	HOMES DEVELOPER	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	1200 sqm	
	Survey date: TUESDAY	20/04/21	Survey Type: MANUAL
5	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS	NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:	894 sqm	
	Survey date: MONDAY	11/09/17	Survey Type: MANUAL
6	NF-02-A-03 NORTH QUAY GREAT YARMOUTH	OFFICES	NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:	5500 sqm	
	Survey date: TUESDAY	12/09/17	Survey Type: MANUAL
7	NY-02-A-03 STATION ROAD RICHMOND	DISTRICT COUNCIL OFFICES	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:	1590 sqm	
	Survey date: FRIDAY	06/05/22	Survey Type: MANUAL
8	PO-02-A-02 NORTHERN ROAD PORTSMOUTH COSHAM	HMRC	PORTSMOUTH
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	10100 sqm	
	Survey date: MONDAY	23/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SO-02-A-02	COUNCIL OFFICES	SLOUGH
	BATH ROAD		
	SLOUGH		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	5050 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
10	TW-02-A-08	HOUSING ASSOCIATION OFFICE	TYNE & WEAR
	BENTON PARK ROAD		
	NEWCASTLE UPON TYNE		
	Longbenton		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	4800 sqm	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
11	WM-02-A-04	OFFICE	WEST MIDLANDS
	BOURNVILLE LANE		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1800 sqm	
	Survey date: TUESDAY	10/11/15	Survey Type: MANUAL
12	WS-02-A-05	SOCIAL HOUSING COMPANY	WEST SUSSEX
	NORTH STREET		
	WORTHING		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	830 sqm	
	Survey date: TUESDAY	17/05/22	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
GM-02-A-09	No on-site parking.
MS-02-A-02	Low number of on-site parking spaces.
MS-02-A-04	No on-site parking.
WO-02-A-02	Low number of on-site parking spaces.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	10100	1.109	1	10100	0.168	1	10100	1.277
07:00 - 08:00	12	3514	0.792	12	3514	0.078	12	3514	0.870
08:00 - 09:00	12	3514	1.560	12	3514	0.164	12	3514	1.724
09:00 - 10:00	12	3514	1.150	12	3514	0.351	12	3514	1.501
10:00 - 11:00	12	3514	0.398	12	3514	0.318	12	3514	0.716
11:00 - 12:00	12	3514	0.299	12	3514	0.313	12	3514	0.612
12:00 - 13:00	12	3514	0.384	12	3514	0.538	12	3514	0.922
13:00 - 14:00	12	3514	0.500	12	3514	0.458	12	3514	0.958
14:00 - 15:00	12	3514	0.349	12	3514	0.491	12	3514	0.840
15:00 - 16:00	12	3514	0.277	12	3514	0.790	12	3514	1.067
16:00 - 17:00	12	3514	0.223	12	3514	1.034	12	3514	1.257
17:00 - 18:00	12	3514	0.166	12	3514	1.271	12	3514	1.437
18:00 - 19:00	12	3514	0.055	12	3514	0.415	12	3514	0.470
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.262			6.389			13.651

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.

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Parameter summary

Trip rate parameter range selected:	830 - 10100 (units: sqm)
Survey date range:	01/01/14 - 18/05/22
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

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.

