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

Threadneedle UK Property Authorised
Investment Fund

Transport Statement

June 2022





Document Control

Job No.	22-0346
Project Name	Units 2 and 6, Reading Retail Park, Oxford Road, Reading
Document Title	Transport Statement
Status	ISSUE 01
Client	Threadneedle UK Property Authorised Investment Fund

Prepared By	Matt Mauler	June 2022
Checked By	Adam Padmore	June 2022
Approved By	Adam Padmore	June 2022

Record of Revisions

Revision	Date	Details	Made By

Rappor Consultants Ltd

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

W: rappor.co.uk

T: 01242 523696

E: hello@rappor.co.uk

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1 Introduction

Brief

- 1.1 Rappor Consultants Ltd have been instructed by Threadneedle UK Property Authorised Investment Fund to prepare a Transport Statement (TS) in support of a planning application concerning the redevelopment of the Unit 2 and 6, Reading Retail Park, Oxford Road, Reading, RG30 1PR.
- 1.2 Planning permission is sought for the proposed amalgamation of Unit 2 and Unit 6 to accommodate a discount food store (GIA 2,013sq.m). As part of the development proposals, the existing mezzanine in Unit 6 (542sq.m) shall be removed, whilst the wider retail park's parking provision shall be reconfigured and upgraded.
- 1.3 Unit 2 (936sq.m) and Unit 6 (1,556sq.m) are currently occupied by Halfords and Carpetright, respectively. Therefore, the site already benefits from an established fallback position in terms of its permitted, existing trip attraction potential. This is considered further at **Section 5** of this report.
- 1.4 A site visit was undertaken by Rappor Consultants Ltd on Thursday the 28th of April between the hours of 11:00 and 12:00 in order to inform this report.

Relevant Planning History

- 1.5 The application site has been subject to various planning applications in the past, with a summary of the most recent and pertinent to this application provided below.

Reference: 060427/FUL

- 1.6 A planning application was submitted on the 11th of April 2006 for the refurbishment of the existing of Reading Retail Park. This application was subsequently permitted on the 22nd of August 2006 by Reading Borough Council, subject to conditions.
- 1.7 Condition 8 of the above detailed planning permission states the following:

"The use of the retail floorspace falling within Class A1 of the Town & Country Planning (Use Class Order) 1987, shall not include the sale of food items, nor the sale of clothing, fashion accessories, shoes, sporting goods, books, stationery and toys, unless incidental to the primary retail activities undertaken therefrom."



Reference: 0601118/FUL

- 1.8 A planning application was submitted on the 11th of April 2006 for the installation of additional mezzanine floorspace in Block 2, Unit C, Reading Retail Park. This application was subsequently permitted on the 18th of December 2006 by Reading Borough Council, subject to conditions.
- 1.9 Condition 4 of the above detailed planning permission states the following:

“The use of the retail floorspace falling within Class A1 of the Town & Country Planning (Use Class Order) 1987, shall not include the sale of food items, nor the sale of clothing, fashion accessories, shoes, sporting goods, books, stationery and toys, unless incidental to the primary retail activities undertaken therefrom.”

Scope of Report

- 1.10 Considering the nature of the development proposal and the local / planning context, this TS shall feature the following:
- a) Assessment of site location and composition;
 - b) Review of local highway network;
 - c) Review of local highway safety;
 - d) Site accessibility and opportunities for sustainable travel;
 - e) Review of proposed development in terms of access, layout and parking; and
 - f) Forecast trip attraction (net comparison with extant uses); and
 - g) Assessment of parking provision suitability.
- 1.11 This TS concludes that the development proposal is acceptable, in highway and transportation terms, and there are no reasons that should prevent the highway authority from recommending planning approval of this application.



2 The Site & Local Highway Network

Site Location & Composition

- 2.1 The application site is Unit 2 and Unit 6 of Reading Retail Park, which is located off the southern side of Oxford Road, Reading, RG30 1PR. It is situated amongst existing commercial / retail uses, with other complimentary services also present in the surrounding area.
- 2.2 A summary of the application site's occupant status and GIFA is provided in **Table 2.1**.

Unit	Occupant	GIFA
Unit 2	Carpetright	936sq.m
Unit 6	Halfords (including mezzanine)	1,556sq.m
Total	-	2,492sq.m

Table 2.1: Summary of existing application site composition.

- 2.3 In addition to the occupants of application site, Reading Retail Park is also occupied by Wickes Building Supplies, The Gym, Wren Kitchens, B&M, Pets at Home, and KFC.
- 2.4 As the application site is currently unoccupied, it is therefore capable of attracting traffic movements in its own right. Existing / permitted trip attraction is considered in further detail in **Section 5**.
- 2.5 Both vehicular and servicing / delivery access are achieved from the priority junction arrangement with Oxford Road, which is located at the northern boundary of Reading Retail Park. 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.
- 2.6 In terms of parking provision, Reading Retail Park benefits from 427 car parking spaces (inclusive of 408 standard spaces, 16 accessible spaces, and three trailer spaces), which are provided on an unallocated basis to serve all the units situated in the retail park.
- 2.7 In terms of cycle parking, Reading Retail Park benefits from six cycle parking spaces from a total of 16 cycle parking spaces, in the form of three sheltered Sheffield stands in the vicinity of the application site frontage and five sheltered Sheffield stands in the vicinity of the nearby Wickes store.



- 2.8 An indicative site location plan illustrating the application site and adjacent highway network is provided at **Appendix A**.

Local Highway Network

Oxford Road

- 2.9 Oxford Road is a single carriageway road that runs in a northwest to southeast alignment, which is located immediately to the north of the application site. It is subject to a 30mph speed limit and has an approximate width of 10m.
- 2.10 To the northwest, in the vicinity of the application site, it forms the major arm of its roundabout junction with Wigmore Lane and Norcot Road. To the southeast, in the vicinity of the application site, it forms the major arm of its signal junction with Grovelands Road.
- 2.11 In addition to the above, as previously detailed, Oxford Road also forms the major arm of its priority junction with Reading Retail Park, whilst it also forms the major arm of priority junctions with a petrol filling station, a number of small businesses, and various residential streets / cul-de-sacs in the local area.

Local Highway Safety

- 2.12 For the purpose of this assessment, Personal Injury Collision (PIC) data has been extracted from the CrashMap database which has been reviewed for the most recent three-year period, within the vicinity of the application site between 2018 and June 2021.
- 2.13 The study area for analysis is contained at **Appendix B**, together with an indication of the number and severity of collisions, whilst a summary of the search area is as follows:-
- a) Oxford Road / Reading Retail Park priority junction;
 - b) Oxford Road (in the vicinity of Reading Retail Park frontage);
 - c) Oxford Road / Grovelands Road signal junction; and
 - d) Oxford Road / Wigmore Lane / Norcot Road roundabout junction.

Review of PICs

- 2.14 A review of the data confirms that there have been 13 PICs that have occurred in the vicinity of the application site during the most recent three-year period of data available. However, no collisions were recorded to have taken place at the priority junction arrangement between Oxford Road and Reading Retail Park. A review of those which have occurred is provided on the following page.



Oxford Road (in the vicinity of Reading Retail Park frontage)

- 2.15 The first incident that took place at this location during the study period occurred on Thursday the 9th of May 2019. The PIC involved two vehicles and resulted in one casualty who sustained slight injuries.
- 2.16 The second incident that took place at this location during the study period occurred on Friday the 25th of October 2019. The PIC involved two vehicles and resulted in one casualty who sustained slight injuries.
- 2.17 The third incident that took place at this location during the study period occurred on Friday the 9th of October 2020. The PIC involved two vehicles and resulted in one casualty who sustained slight injuries.

Oxford Road / Grovelands Road signal junction

- 2.18 The only incident that took place at this location during the study period occurred on Thursday the 6th of February 2020. The PIC involved two vehicles and resulted in one casualty who sustained slight injuries.

Oxford Road / Wigmore Lane / Norcot Road roundabout junction.

- 2.19 The first incident that took place at this location during the study period occurred on Thursday the 7th of February 2019. The PIC involved two vehicles and resulted in one casualty who sustained slight injuries.
- 2.20 The second incident that took place at this location during the study period occurred on Saturday the 11th of January 2020. The PIC involved two vehicles and resulted in one casualty who sustained slight injuries.
- 2.21 The third incident that took place at this location during the study period occurred on Friday the 17th of January 2020. The PIC involved one vehicle and resulted in one casualty who sustained slight injuries.
- 2.22 The fourth incident that took place at this location during the study period occurred on Friday the 31st of January 2020. The PIC involved two vehicles and resulted in one casualty who sustained slight injuries.
- 2.23 The fifth incident that took place at this location during the study period occurred on Monday the 4th of January 2021. The PIC involved one vehicle and resulted in one casualty who sustained slight injuries.



- 2.24 The sixth incident that took place at this location during the study period occurred on Tuesday the 16th of March 2021. The PIC involved two vehicles and resulted in one casualty who sustained slight injuries.
- 2.25 The seventh incident that took place at this location during the study period occurred on Thursday the 13th of May 2021. The PIC involved two vehicles and resulted in one casualty who sustained slight injuries.
- 2.26 The eighth incident that took place at this location during the study period occurred on Saturday the 12th of June 2021. The PIC involved two vehicles and resulted in one casualty who sustained slight injuries.

Analysis of PICs

- 2.27 The review above indicates that there are not any atypical PICs associated with this category of highway, which is considered to be an arterial route for the local area with multiple junctions and therefore vehicle flows / manoeuvres on a daily basis. Allied to this, the data confirms that the majority of recorded PICs resulted in slight injuries only and given the context of the local highway network this is considered to be good.
- 2.28 A record of only 13 PICs, over a three-year period does not suggest that there are any discernible patterns of highway safety concern within the vicinity of the site. In summary, the collision record along the local highway network over the latest three-year period indicates a minimal number of recorded collisions is to be expected when taking into account the high volume of traffic it accommodates each day.

Summary

- 2.29 As there is no pattern or history of collisions in the immediate locality of the site access associated with a dangerous highway network, it is considered that there is no existing safety issue on the local highway network that could be exacerbated by the development proposals. Furthermore, with the low forecast development traffic in real terms (further detail in **Section 5**), this is expected to continue and not materially or discernibly alter the pattern of frequency of collisions on the surrounding highway network.



3 Site Accessibility & Opportunities for Sustainable Travel

- 3.1 In order to ensure that the site can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, particularly single-occupancy vehicle trips, it is essential to consider what alternative sustainable travel opportunities are present to enable future employees and visitors to choose to travel by non-car modes, as well as identifying what local services and amenities are located in proximity of the site, which may assist in promoting linked trips.
- 3.2 The site is an existing commercial unit, which is located within a wider retail / commercial area. Therefore, it can be considered to be sustainably located and so a detailed assessment of facilities for non-car travel is not required. Notwithstanding this, a brief summary of local services, amenities, and infrastructure is provided below.

Proximity to Local Services and Amenities

- 3.3 A range of existing services and amenities are located within 1km of the application site - with some located within the wider retail park - which may be beneficial to existing and future staff during their lunch break. These include a KFC, Shell fuel filling station / convenience store, and gymnasium. These local retailers and services will also provide the opportunity for customers and staff to undertake linked trips. Further detail is provided in **Section 5**.
- 3.4 In addition to the above, it should be noted that there are a number of residential areas within proximity to the site; therefore, the location of the application site also affords an opportunity for future staff and visitors to travel to the site by modes other than private car.

Walking & Cycling

Guidance

- 3.5 Walking is the most important mode of travel at a local level as it offers the greatest potential to replace short car trips. The 'National Travel Survey (NTS) 2019' (DfT) 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, due to COVID-19 the 2020 NTS had less than half the response rate and experienced substantial missing data, the highway conditions could not be classed as 'normal' which is likely to have impacted on how people travel. NTS therefore state that the 2020 NTS should be interpreted with caution.



- 3.6 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. It also states however that there is not an upper limit and PPG13, whilst although now superseded, continues to set the benchmark in defining that 2km is an appropriate distance that occupiers or visitors to a site could be reasonably expected to walk to access a particular service or amenity.
- 3.7 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

- 3.8 The application site benefits from a good level of permeability to the surrounding pedestrian footway network, with c.1.2m footways linking from Reading Retail Park to the existing footway provision on the southern side of Oxford Road.
- 3.9 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.
- 3.10 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.
- 3.11 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 both walk and cycle to / from the site.
- 3.12 In addition to the above, the local highway network is of suitable geometry and speed limit for cyclists to travel along the carriageway adjacent to vehicular traffic, without detriment to highway safety.



Public Transport

- 3.13 The nearest bus stops in relation to the development site are located in the vicinity of the Retail Park Access junction on Oxford Road. Both the westbound and east stops provide sheltered seating, printed timetable information, flag and pole, raised kerbs and on-carriageway markings.
- 3.14 A summary of the existing bus services operating from the stops detailed above is provided below in **Table 3.1**

Service No.	Route	Days of Operation	Service Summary		
			First Service	Frequency	Last Service
143	Reading – Upper Basildon / Goring (North-Westbound)	Mon to Fri	07:42	Six (c. every two hours)	17:46
		Sat	09:12	Five (c. every two hours)	16:43
		Sun	n/a	n/a	n/a
	Upper Basildon / Goring – Reading (South-Westbound)	Mon to Fri	09:59	Five (c. every two hours)	18:35
		Sat	09:59	Five (c. every two hours)	17:29
		Sun	n/a	n/a	n/a
BB3	Reading – Langtree School (North-Westbound)	Mon to Fri	07:42	Once	07:42
		Sat	n/a	n/a	n/a
		Sun	n/a	n/a	n/a
	Langtree School – Reading (South-Westbound)	Mon to Fri	15:54	Once	15:54
		Sat	n/a	n/a	n/a
		Sun	n/a	n/a	n/a

Table 3.1: Bus Services and Frequencies (*source: www.travelinesw.com May 2022*).

- 3.15 As detailed above in **Table 3.1**, the application site benefits from regular local bus services that operate throughout the week and Saturday between the application site, Reading and the surrounding settlements of Upper Basildon and Goring.
- 3.16 Furthermore, given the operational periods of the services, it is considered that future staff and visitors may be able to utilise public transport in favour of private car journeys when travelling to / from the application site.



Summary

- 3.17 In summary, the site to be sustainably located with accessibility to a wide range of local services and amenities to promote linked trips, supported by local public transport services. Future employees and visitors will therefore be presented with a range of suitable travel choices to access the site and will be able to link trips with other pre-existing retail offerings within the vicinity of the site.



4 Proposed Development

- 4.1 Planning permission is sought for the proposed amalgamation of Unit 2 and Unit 6 to accommodate a discount food store (GIA 2,013sq.m). As part of the development proposals, the existing mezzanine in Unit 6 (542sq.m) shall be removed, whilst the wider retail park's parking provision shall be reconfigured and upgraded.
- 4.2 The proposed site layout plan is provided in **Appendix C**.

Access Strategy

Vehicles

- 4.3 The proposed vehicular access arrangements of Reading Retail Park – and thus the application site – shall remain as detailed in **Section 2**. The design and layout of this arrangement is considered commensurate with the speed of the road and operates satisfactorily with no road safety concerns. Its continued use is therefore concluded to be appropriate.

Pedestrians & Cyclists

- 4.4 The proposed pedestrian / cyclist access arrangements of Reading Retail Park – and thus the application site – shall remain as detailed in **Section 2**. Direct connections are available to the site from the existing infrastructure in place along Oxford Road. Pedestrian routes, which are equipped with formal crossing points and associated tactile paving, are present along key desire lines and promote sustainable transport within the confines of the Reading Retail Park.

Servicing

- 4.5 Servicing / delivery access to the application site's service yard shall be as per the existing arrangements, as detailed in **Section 2**. The design and layout of arrangement is considered commensurate with the speed limit and operates satisfactorily with no road safety concerns and therefore it is considered that the existing access arrangements are appropriate to accommodate the development.

Parking Provision

Car Parking Provision

- 4.6 Reading Retail Park shall benefit from a total of 439 parking spaces, with a breakdown of the provision detailed in the proposed site layout plan provided in **Appendix C**.



- 4.7 An assessment of the continued suitability of this car parking arrangement is provided in **Section 6** of this report.

Cycle Parking Provision

- 4.8 As detailed in **Section 2**, Reading Retail Park benefits from a total of 16 cycle parking spaces on an unallocated basis to serve all units associated with the retail park, which comprise sheltered Sheffield stands and are located in the vicinity of the application site frontage and adjacent Wickes store. This provision shall be retained to serve the development proposal.

Summary

- 4.9 In summary, the access arrangements, internal layout, and car parking configuration shall be retained as per the existing arrangements and are considered safe and suitable to serve the development proposal. However, the continued use of the existing parking provision shall be assessed in **Section 6** of this report.
- 4.10 Therefore, it is considered that the site shall remain safe and suitable in terms of its access / egress arrangements, internal operation, and thus its degree of highway safety.

5 Forecast Trip Attraction & Traffic Impact Assessment

- 5.1 This section considers the trip attraction associated with both the existing and proposed site uses using trip rates derived from the TRICS database and provides an overall net trip comparison to assess any changes of impact predicted on the local highway network.
- 5.2 Based on the existing and proposed uses at the site, it is suggested that net-impact trip attraction assessments for the following scenarios would be appropriate:
- Weekday typical AM peak (08:00 to 17:00);
 - Weekday typical PM peak (17:00 to 18:00); and
 - Saturday operational peak(s).

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

- 5.3 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.
- 5.4 A summary of the selection criteria from the TRICS database used to filter suitable, comparable sites is provided below:
- Sites located in England (excluding Greater London), Wales, and Scotland;
 - Sites located in ‘Edge of Town’ / ‘Edge of Town Centre’ locations;
 - Weekday and Saturday surveys, where impact of the proposed development would be greatest; and
 - Sites without Travel Plans.
- 5.5 A summary of trip rates and forecast traffic attraction in relation to the existing use is set out on **Table 5.1**, whilst a copy of the associated TRICS output is provided in **Appendix D**.

Time Period	Trip Rate (per 100sq.m)			Trip Attraction – Non-Food Retail (2,492sq.m)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 to 09:00)	0.146	0.000	0.146	4	0	4
PM Peak (17:00 to 18:00)	0.839	1.058	1.897	21	26	47
Saturday Operational Peak	4.674	4.729	9.403	116	118	234

Table 5.1: Existing trip rates and trip attraction (Non-Food retail - 2,492sq.m). (Note: summation subject to cumulative rounding).



- 5.6 **Table 5.1** indicates that the existing retail uses could theoretically attract approximately four, 47 and 234 two-way vehicle trips during the typical AM, PM and Saturday peak periods, respectively.

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

- 5.7 As detailed in **Section 4**, planning permission is sought for the proposed amalgamation of Unit 2 and Unit 6 to accommodate a discount food store (GIA 2,013sq.m).
- 5.8 A summary of resulting trip rates and predicted traffic attraction in relation to the development proposals is provided at **Table 5.2**, with a copy of the associated TRICS output provided in **Appendix E**.

Time Period	Trip Rate (per 100sq.m)			Trip Attraction – Discount Food Retail (2,013sq.m)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 to 09:00)	2.923	2.249	5.172	51	32	82
PM Peak (17:00 to 18:00)	3.926	4.566	8.492	94	99	192
Saturday Operational Peak	6.496	6.838	13.334	131	138	268

Table 5.2: Existing trip rates and trip attraction (Discount Food Retail – 2,013sq.m). (Note: summation subject to cumulative rounding).

- 5.9 **Table 5.2** indicates that the proposed discount foodstore may attract a total of approximately 82, 192 and 268 two-way vehicle trips during the typical AM, PM and Saturday peak periods, respectively.

Net Trip Impact

- 5.10 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 set out in **Tables 5.1** and **5.2** above, is provided in **Table 5.3** on the following page.



Development Type	Time Period	Net Trip Impact		
		Arrivals	Departures	Total
A - Existing Use: Non-Food Retail – Carpetright & Halfords (2,492sq.m)	AM Peak (08:00 to 09:00)	4	0	4
	PM Peak (17:00 to 18:00)	21	26	47
	Saturday Operational Peak	116	118	234
B - Proposed Use: Discount Food Retailer (2,013sq.m)	AM Peak (08:00 to 09:00)	51	32	82
	PM Peak (17:00 to 18:00)	94	99	192
	Saturday Operational Peak	131	138	268
Total Development (B-A)	AM Peak (08:00 to 09:00)	+47	+32	+79
	PM Peak (17:00 to 18:00)	+73	+74	+145
	Saturday Operational Peak	+14	+20	+34

Table 5.3: Net Trip Impact Assessment. (Note: summation due to cumulative rounding).

- 5.11 **Table 5.3** indicates that the proposed development is expected to result in an increase in traffic attraction of approximately 79, 145, and 34 two-way vehicle trips in the weekday AM, PM, and Saturday peak periods, respectively.

Trip Types and Discounts

- 5.12 In relation to the net trip impact of the development proposal, considering the range of retail, leisure and take-away food services located within Reading Retail Park, as detailed in **Section 2**, it is considered that the majority of trips associated with the proposed discount food retailer shall not be entirely 'new' to the network, and that a percentage will be 'linked' to these existing destinations and already taking place.
- 5.13 Furthermore, when considering the weekday periods used to inform this assessment (i.e. the typical AM, PM peak periods and Saturday lunchtime), it is widely accepted that journeys associated with the application site and detailed in **Table 5.3** shall also be linked to destinations / purposes extending beyond the application site (i.e. commuting / education / recreation), with a trip primarily, and only, to a supermarket unlikely to be undertaken by a customer during the busiest traffic periods of the day.

5.14 Therefore, an assumption has been made that 90% of trips associated with the development proposal detailed in **Table 5.3** are 'linked trips' – either 'internally' and associated with the adjacent retailers or 'externally' beyond the application site and associated with nearby destinations - which means that the remaining 10% are considered as 'new trips', which are those primarily, and only, associated with the application site.

Revised Net Trip Impact Assessment

5.15 **Table 5.4** provides a summary of the trip percentages used to inform the revised net trip impact assessment.

Trip Type	Trip %
New Trips	10%
Linked Trips	90%
Total Trips	100%

Table 5.4: Revised trip type percentages of net trip impact.

5.16 Considering the percentages detailed above in **Table 5.4**, **Table 5.5** provides a revised net trip impact assessment which accounts for the envisaged proportion of 'new trips' due to the 90% being classified as linked – either to the wider retail park or destinations / services in the local area - and therefore already existing on the local highway network.

Development Type	Time Period	Revised Net Trip Impact – 10% New Trips		
		Arrivals	Departures	Total
Total Development (B-A)	AM Peak (08:00 to 09:00)	+5	+3	+8
	PM Peak (17:00 to 18:00)	+7	+7	+14
	Saturday Operational Peak	+1	+2	+3

Table 5.5: Revised net trip impact assessment considering trip type (Note: summation due to cumulative rounding).

5.17 **Table 5.5** indicates that the proposed development may actually result in eight, 14, and three new two-way vehicle trips in the weekday AM, PM and Saturday peak periods, respectively. Approximately, when averaged out across the peak periods, this equates to an average of one additional vehicle trip every eight minutes during the AM peak, every four minutes during the PM peak, and every 20 minutes during the Saturday peak.



- 5.18 Considering the nature of the local highway network and quantum of new trips associated with the application site, it is not considered that this uplift in traffic shall result in a severe or material impact. Therefore, on this basis, no additional assessment to examine an impact on the local highway network is required in this instance.

Summary

- 5.19 The net traffic impact identified in this section suggests an immaterial increase in vehicle movements during both the weekday AM, PM and Saturday peak periods. Therefore, the traffic associated with the development proposal will not have a severe impact on the safety or operation on the local highway network.

6 Assessment of Parking Provision

- 6.1 In order to assess whether the car parking arrangements are suitable to accommodate the additional forecast demand associated with the development proposal, car parking surveys were carried out by an independent traffic surveyor to identify the residual capacity during the busiest operational periods.
- 6.2 Furthermore, calculations have been undertaken, informed by the previously referenced forecast trip attraction profile detailed in **Section 5**, to determine a forecast parking demand and thus whether the car park may continue to operate safely and suitably.
- 6.3 As detailed in **Section 4**, Reading Retail Park shall benefit from a total of 439 car parking spaces.

Parking Survey

- 6.4 360TSL, an independent traffic surveyor, undertook car parking surveys 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.
- 6.5 The results of the parking surveys are contained in **Appendix F**.

Weekday

- 6.6 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

- 6.7 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.

Forecast Parking Demand

- 6.8 In order to determine whether the proposed quantum of parking spaces shall be suitable to accommodate forecast parking demand associated with a discount foodstore, calculations considering the *total* number of vehicle trips associated with the application site (i.e. those detailed in **Table 5.3**) have been undertaken.



- 6.9 NB: it is important to reiterate that not all of these forecast vehicle trips shall be 'new' and only associated with the application site, with the majority considered to also be associated with other retailers / services within the retail park.

Weekday

- 6.10 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 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.

Saturday

- 6.11 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.
- 6.12 The parking accumulation calculations, which also provide a breakdown of total and new trips associated with the application site, are provided at **Appendix G**.

Analysis

- 6.13 The parking surveys undertaken demonstrate that the existing demand and operation of the car park does not result in any overspill parking / queuing onto the local highway network, with c.59% of spaces remaining during the observed peak period of accumulation. It should be noted that this demand is associated with the wider uses of the retail park and accounts for parking associated with all retailers currently trading within Reading Retail Park.
- 6.14 Whilst the forecast parking demand indicates that there shall be a maximum parking demand of 61 vehicles associated with the proposed discount foodstore. Therefore, considering the quantum of available spaces observed during the recent parking surveys, it is envisaged that parking demand of the development proposal shall be comfortably accommodated on-site, with no overspill parking or queueing taking place on the local highway network.

Summary

- 6.15 The forecast parking demand associated with the proposed discount foodstore is expected to be comfortably accommodated within the proposed parking provision, without resulting in overspill parking or queuing onto the adjacent highway network.

7 Summary & Conclusion

Summary

- 7.1 Rappor Consultants Ltd have been instructed by Columbia Threadneedle to prepare a TS in support of a planning application concerning the redevelopment of the Units 2 and 6, Reading Retail Park, Oxford Road, Reading, RG30 1PR.
- 7.2 Planning permission is sought for the proposed amalgamation of Unit 2 and Unit 6 to accommodate a discount food store (GIA 2,013sq.m). As part of the development proposals, the existing mezzanine in Unit 6 (542sq.m) shall be removed, whilst the wider retail park's parking provision shall be reconfigured and upgraded.
- 7.3 This TS has demonstrated the following:
- a) A review of the local highway network and accident data indicates that there are no inherent / apparent local highway safety issues;
 - b) The site is sustainably located and accessible to a range of services and amenities in addition to public transport linkages;
 - c) Access to the site will be retained via the existing access arrangement. The access conforms to prevailing standards and is considered safe and suitable to serve all users of the future development;
 - d) The proposed internal site layout / operation shall be retained as per existing arrangements and is therefore concluded to be appropriate to serve the site;
 - e) Forecast trip attraction and net trip impact indicates an immaterial increase in new traffic movements, with no anticipated material impact on the local network; and
 - f) The proposed parking provision is envisaged to comfortably accommodate demand associated with the application site and adjacent retailers / services within the retail park; therefore, no overspill parking or queueing shall occur on the local highway network.

Conclusion

- 7.4 In conclusion, the proposed discount food store will not have a material impact upon the safety or operation of the surrounding local highway network and, as such, there are no significant highways and transportation matters that should preclude the Local Planning Authority from approving this planning application.

Appendix A: Site Location Plan

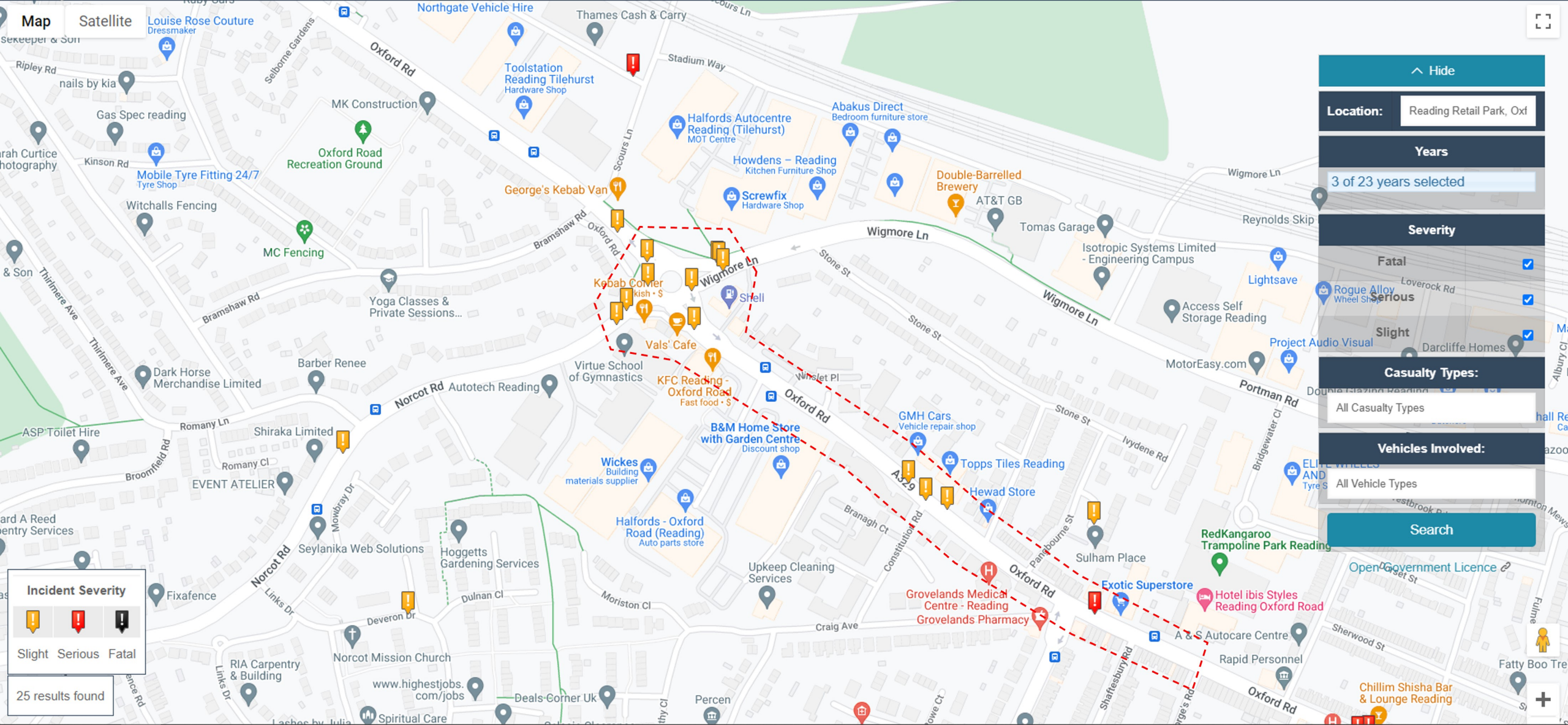


01 SITE LOCATION PLAN
1:1250

- APPLICATION SITE BOUNDARY
(7,459 sqm / 1.84 acres)
- OTHER LAND IN APPLICANTS OWNERSHIP

	dd-mm-yy	-----	---	---
Rev	Date	Description		Rev By Chk'd By
Project Title		PROPOSED DEVELOPMENT UNIT 2 & UNIT 6, READING RETAIL PARK 709-731 OXFORD ROAD READING RG30 1PR		
Client		COLUMBIA THREADNEEDLE INVESTMENTS		
Status		PLANNING		
Scale		1:1250	Drawing Size A3	
Date	20/06/2022	Drawn By	DP	Checked DRW
Drawing Title		SITE LOCATION PLAN		
Job-Dwg No		15044-1-102		Rev -
☐ 2 St. Johns North, Wakefield, WF1 3QA t. 01924 291800 ☐ Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555 ☐ The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB t. 01908 211577 ☒ 101 London Road, Reading, RG1 5BY t. 0118 9507700 ☐ 10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215				
			THE HARRIS PARTNERSHIP ARCHITECTS www.harrispartnership.com	

Appendix B: CrashMap Data Extract – Three Years



Incident Severity

Slight Serious Fatal

25 results found

^ Hide

Location: Reading Retail Park, Oxf

Years
3 of 23 years selected

Severity
Fatal ☒
Serious ☒
Slight ☒

Casualty Types:
All Casualty Types

Vehicles Involved:
All Vehicle Types

Search

Appendix C: Proposed Site Layout Plan



CAR PARK ZONE 1 ALTERED TO ALLOW FOR PARENT/CHILD AND DISABLED CAR PARK SPACES. NET LOSS OF 5 CUSTOMER PARKING SPACES.

DASHED LINE INDICATING CANOPY EXTENT OVER TROLLEY BAY.

SERVICE YARD AREA ALTERED TO ALLOW FOR STAFF CAR PARKING, NEW LOADING RAMP AND LOADING DOCK EXTENSION FOR PROPOSED UNIT. NET GAIN OF 22 STAFF PARKING SPACES.

PROPOSED PAVING TO MATCH EXISTING.

PROPOSED NEW PEDESTRIAN CROSSING. EXISTING KERBS MODIFIED TO ALLOW FOR DROPPED KERBS AND TACTILE PAVING.

CAR PARK ZONE 4 ALTERED TO ALLOW FOR SERVICING MANEUVERS. NET LOSS OF 5 STAFF PARKING SPACES.

PROPOSED CAR PARKING SCHEDULE								
ZONE	STD	DDA	P&C	VANS	TRAILERS	STAFF	TOTAL	
1	40	14	9	9	0	0	92	
2	73	2	3	0	0	8	86	
3	155	9	0	0	0	0	164	
4	0	0	0	0	0	75	75	
5	0	0	0	0	0	22	22	
TOTAL	287	25	12	9	0	105	439	
TOTAL CUSTOMER PARKING (including standard, disabled, p&c, vans, trailers)							334	
TOTAL STAFF PARKING (excluding standard, disabled, p&c, vans, trailers)							105	

01 PROPOSED SITE PLAN
1:500

A	22/04/2022	GENERAL REVISION	DP	DRW
Rev	Date	Description	Rev By	Chk'd By
Project Title		PROPOSED DEVELOPMENT UNIT 2 & UNIT 6, READING RETAIL PARK 709-731 OXFORD ROAD READING RG30 1PR		
Client		COLUMBIA THREADNEEDLE INVESTMENTS		
Status		PLANNING		
Scale	1:500	Drawing Size	A1	
Date	20/06/2022	Drawn By	DP	Checked DRW
Drawing Title		PROPOSED SITE PLAN		
Job/Dwg No	15044-1-108			Rev A
☐ 2 St. Johns North, Wakefield, WF1 3QA t. 01924 291800 ☐ Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2386555 ☐ The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB t. 01908 211577 ☒ 101 London Road, Reading, RG1 3BY t. 0118 9507700 ☐ 10 Gess Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215				

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Appendix D: TRICS Output Report – Non Food Retail

Calculation Reference: AUDIT-701101-220503-0541

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1516 to 2100 (units: sqm)
 Range Selected by User: 1000 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 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:

Edge of 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	1
Built-Up Zone	1

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

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 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

1.1 to 1.5	2 days
------------	--------

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	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	DC-01-G-02	THE RANGE	DORSET
	GREAT WESTERN ROAD		
	DORCHESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:		2100 sqm
	Survey date: SATURDAY		17/09/16
			Survey Type: MANUAL
2	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
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2100	0.095	1	2100	0.000	1	2100	0.095
08:00 - 09:00	1	2100	0.857	1	2100	0.429	1	2100	1.286
09:00 - 10:00	2	1808	1.963	2	1808	1.300	2	1808	3.263
10:00 - 11:00	2	1808	3.236	2	1808	2.544	2	1808	5.780
11:00 - 12:00	2	1808	4.148	2	1808	3.402	2	1808	7.550
12:00 - 13:00	2	1808	4.674	2	1808	4.729	2	1808	9.403
13:00 - 14:00	2	1808	4.314	2	1808	4.563	2	1808	8.877
14:00 - 15:00	2	1808	4.480	2	1808	4.342	2	1808	8.822
15:00 - 16:00	2	1808	3.955	2	1808	4.342	2	1808	8.297
16:00 - 17:00	2	1808	2.600	2	1808	3.070	2	1808	5.670
17:00 - 18:00	2	1808	1.936	2	1808	2.710	2	1808	4.646
18:00 - 19:00	2	1808	1.051	2	1808	1.244	2	1808	2.295
19:00 - 20:00	1	2100	0.905	1	2100	0.952	1	2100	1.857
20:00 - 21:00	1	2100	0.571	1	2100	0.667	1	2100	1.238
21:00 - 22:00	1	2100	0.000	1	2100	0.286	1	2100	0.286
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.785			34.580			69.365

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:	1516 - 2100 (units: sqm)
Survey date range:	01/01/14 - 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.

Calculation Reference: AUDIT-701101-220503-0520

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1140 to 1600 (units: sqm)
Range Selected by User:	1000 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 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:

Edge of 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:

Industrial Zone	1
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.

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 2005 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:

20,001 to 25,000 2 days

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

Population within 5 miles:

125,001 to 250,000

1 days

500,001 or More

1 days

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

Car ownership within 5 miles:

0.5 or Less 2 days

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	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
2	WY-01-G-02	SUPA SOFA	WEST YORKSHIRE
	CLARENCE ROAD		
	LEEDS		
	HUNSLET		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1140 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	1370	0.146	2	1370	0.000	2	1370	0.146
09:00 - 10:00	2	1370	1.350	2	1370	0.730	2	1370	2.080
10:00 - 11:00	2	1370	1.350	2	1370	0.730	2	1370	2.080
11:00 - 12:00	2	1370	0.912	2	1370	1.022	2	1370	1.934
12:00 - 13:00	2	1370	0.401	2	1370	0.584	2	1370	0.985
13:00 - 14:00	2	1370	0.657	2	1370	0.839	2	1370	1.496
14:00 - 15:00	2	1370	0.730	2	1370	0.584	2	1370	1.314
15:00 - 16:00	2	1370	0.730	2	1370	0.511	2	1370	1.241
16:00 - 17:00	2	1370	1.131	2	1370	0.766	2	1370	1.897
17:00 - 18:00	2	1370	0.839	2	1370	1.058	2	1370	1.897
18:00 - 19:00	2	1370	1.022	2	1370	1.679	2	1370	2.701
19:00 - 20:00	1	1600	1.500	1	1600	2.250	1	1600	3.750
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:			10.768			11.191			21.959

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:	1140 - 1600 (units: sqm)
Survey date range:	01/01/14 - 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:	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.

Appendix E: TRICS Output Report – Discount Food Store

Calculation Reference: AUDIT-701101-220526-0539

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
09	NORTH	
	NB NORTHUMBERLAND	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:	1616 to 2450 (units: sqm)
Range Selected by User:	700 to 2703 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 23/09/21

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:

Monday	1 days
Wednesday	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:

Edge of 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:

Industrial Zone	1
No Sub Category	1

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

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 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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:

Yes	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	NB-01-C-01	LIDL	NORTHUMBERLAND
	SCHALKSMUHLE ROAD		
	BEDLINGTON		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	2450 sqm	
	Survey date: MONDAY	12/06/17	Survey Type: MANUAL
2	WS-01-C-02	LIDL	WEST SUSSEX
	FOUNDRY LANE		
	HORSHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1616 sqm	
	Survey date: WEDNESDAY	21/10/20	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
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	1616	0.619	1	1616	0.000	1	1616	0.619
07:00 - 08:00	2	2033	0.689	2	2033	0.295	2	2033	0.984
08:00 - 09:00	2	2033	2.509	2	2033	1.574	2	2033	4.083
09:00 - 10:00	2	2033	2.976	2	2033	2.927	2	2033	5.903
10:00 - 11:00	2	2033	3.640	2	2033	3.296	2	2033	6.936
11:00 - 12:00	2	2033	3.935	2	2033	3.960	2	2033	7.895
12:00 - 13:00	2	2033	4.624	2	2033	5.165	2	2033	9.789
13:00 - 14:00	2	2033	4.476	2	2033	4.427	2	2033	8.903
14:00 - 15:00	2	2033	5.706	2	2033	5.632	2	2033	11.338
15:00 - 16:00	2	2033	5.485	2	2033	5.362	2	2033	10.847
16:00 - 17:00	2	2033	5.189	2	2033	5.165	2	2033	10.354
17:00 - 18:00	2	2033	4.648	2	2033	4.894	2	2033	9.542
18:00 - 19:00	2	2033	3.738	2	2033	4.255	2	2033	7.993
19:00 - 20:00	2	2033	2.755	2	2033	3.025	2	2033	5.780
20:00 - 21:00	2	2033	1.845	2	2033	2.017	2	2033	3.862
21:00 - 22:00	2	2033	0.689	2	2033	1.033	2	2033	1.722
22:00 - 23:00	2	2033	0.025	2	2033	0.172	2	2033	0.197
23:00 - 24:00									
Total Rates:			53.548			53.199			106.747

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:	1616 - 2450 (units: sqm)
Survey date range:	01/01/14 - 23/09/21
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:	0

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

Calculation Reference: AUDIT-701101-220526-0539

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
09	NORTH	
	NB NORTHUMBERLAND	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:	1616 to 2450 (units: sqm)
Range Selected by User:	700 to 2703 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 23/09/21

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:

Monday	1 days
Wednesday	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:

Edge of 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:

Industrial Zone	1
No Sub Category	1

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

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 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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:

Yes	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	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	2450 sqm		
	Survey date: MONDAY	12/06/17	Survey Type: MANUAL	
2	WS-01-C-02	LIDL		WEST SUSSEX
	FOUNDRY LANE			
	HORSHAM			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	1616 sqm		
	Survey date: WEDNESDAY	21/10/20	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
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	1616	0.619	1	1616	0.000	1	1616	0.619
07:00 - 08:00	2	2033	0.689	2	2033	0.295	2	2033	0.984
08:00 - 09:00	2	2033	2.509	2	2033	1.574	2	2033	4.083
09:00 - 10:00	2	2033	2.976	2	2033	2.927	2	2033	5.903
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15:00 - 16:00	2	2033	5.485	2	2033	5.362	2	2033	10.847
16:00 - 17:00	2	2033	5.189	2	2033	5.165	2	2033	10.354
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23:00 - 24:00									
Total Rates:			53.548			53.199			106.747

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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:	1616 - 2450 (units: sqm)
Survey date range:	01/01/14 - 23/09/21
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:	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.

Appendix F: Parking Survey Results

CAR PARK OCCUPANCY SURVEY								
READING RETAIL CAR PARK Friday 20th May 2022 1500 - 1900								
	Car Park ->	Marked Bays in Car Park		Disabled		Total		
	Spaces ->	410		17		427		
Day	Time	Occupied	Stress	Occupied	Stress	Occupied	Stress	Time
	1500	97	24%	2	12%	99	23%	1500
Friday 20th May 2022	1530	91	22%	4	24%	95	22%	1530
	1600	108	26%	4	24%	112	26%	1600
	1630	104	25%	3	18%	107	25%	1630
	1700	108	26%	2	12%	110	26%	1700
	1730	101	25%	3	18%	104	24%	1730
	1800	103	25%	5	29%	108	25%	1800
	1830	112	27%	4	24%	116	27%	1830
	1900	107	26%	3	18%	110	26%	1900



CAR PARK OCCUPANCY SURVEY								
READING RETAIL CAR PARK Saturday 21st May 2022 1000 - 1800								
	Car Park ->	Marked Bays in Car Park		Disabled		Total		
	Spaces ->	410		17		427		
Day	Time	Occupied	Stress	Occupied	Stress	Occupied	Stress	Time
Saturday 21st May 2022	1000	132	32%	3	18%	135	32%	1000
	1030	130	32%	5	29%	135	32%	1030
	1100	134	33%	2	12%	136	32%	1100
	1130	155	38%	3	18%	158	37%	1130
	1200	148	36%	6	35%	154	36%	1200
	1230	161	39%	5	29%	166	39%	1230
	1300	172	42%	4	24%	176	41%	1300
	1330	160	39%	4	24%	164	38%	1330
	1400	157	38%	3	18%	160	37%	1400
	1430	147	36%	3	18%	150	35%	1430
	1500	148	36%	4	24%	152	36%	1500
	1530	149	36%	3	18%	152	36%	1530
	1600	141	34%	4	24%	145	34%	1600



Appendix G: Trip Attraction and Forecast Parking Accumulation Analysis

Project	Unit B to C, Reading Retail Park, Oxford Road, Reading
Title	Trip Attraction Analysis
Client	Columbia Threadneedle
Date	28/05/2022

Existing Use	<u>Gross Internal Floor Area</u>	
Unit B		936 sq.m
Unit C		1556 sq.m
Total		2492 sq.m

Proposed Use	<u>Gross Internal Floor Area</u>	
Discount Food Retail		2013 sq.m
Total		2013 sq.m

TRICS 7.9.1

Trip Rate Parameter: Gross floor area

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

Calculation Factor: 100 sqm

Count Type: TOTAL VEHICLES

2492 sq.m

Time Range	936 1556 Ave.		ARRIVALS		DEPARTURES		TOTALS		Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Days	GFA	Trip	No.	Ave.	Trip	No.	Ave.		Trip	No.	Trip	No.	Trip	No.
00:00-01:00									00:00-01:00						
01:00-02:00									01:00-02:00						
02:00-03:00									02:00-03:00						
03:00-04:00									03:00-04:00						
04:00-05:00									04:00-05:00						
05:00-06:00									05:00-06:00						
06:00-07:00									06:00-07:00						
07:00-08:00									07:00-08:00						
08:00-09:00	2	1370	0.146	2	1370	0	2	1370	0.146	08:00-09:00	4	0		4	
09:00-10:00	2	1370	1.35	2	1370	0.73	2	1370	2.08	09:00-10:00	34	18		52	
10:00-11:00	2	1370	1.35	2	1370	0.73	2	1370	2.08	10:00-11:00	34	18		52	
11:00-12:00	2	1370	0.912	2	1370	1.022	2	1370	1.934	11:00-12:00	23	25		48	
12:00-13:00	2	1370	0.401	2	1370	0.584	2	1370	0.985	12:00-13:00	10	15		25	
13:00-14:00	2	1370	0.657	2	1370	0.839	2	1370	1.496	13:00-14:00	16	21		37	
14:00-15:00	2	1370	0.73	2	1370	0.584	2	1370	1.314	14:00-15:00	18	15		33	
15:00-16:00	2	1370	0.73	2	1370	0.511	2	1370	1.241	15:00-16:00	18	13		31	
16:00-17:00	2	1370	1.131	2	1370	0.766	2	1370	1.897	16:00-17:00	28	19		47	
17:00-18:00	2	1370	0.839	2	1370	1.058	2	1370	1.897	17:00-18:00	21	26		47	
18:00-19:00	2	1370	1.022	2	1370	1.679	2	1370	2.701	18:00-19:00	25	42		67	
19:00-20:00	1	1600	1.5	1	1600	2.25	1	1600	3.75	19:00-20:00	37	56		93	
20:00-21:00	1	1600	0	1	1600	0.438	1	1600	0.438	20:00-21:00	0	11		11	
21:00-22:00									21:00-22:00	0	0		0		
22:00-23:00									22:00-23:00	0	0		0		
23:00-24:00									23:00-24:00	0	0		0		
Daily Trip Rates:			10.768			11.191			21.959	Daily Trip Rates:	268	279		547	

TRICS 7.9.1

Trip Rate Paramet Gross floor area

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

2492 sq.m

Calculation Factor: 100 sqm

Count Type: TOTAL VEHICLES

Time Range	936 Ave.		ARRIVALS		DEPARTURES		TOTALS			
	Days	GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:00										
06:00-07:00										
07:00-08:00	1	2100	0.095		1	2100	0	1	2100	0.095
08:00-09:00	1	2100	0.857		1	2100	0.429	1	2100	1.286
09:00-10:00	2	1808	1.963		2	1808	1.3	2	1808	3.263
10:00-11:00	2	1808	3.236		2	1808	2.544	2	1808	5.78
11:00-12:00	2	1808	4.148		2	1808	3.402	2	1808	7.55
12:00-13:00	2	1808	4.674		2	1808	4.729	2	1808	9.403
13:00-14:00	2	1808	4.314		2	1808	4.563	2	1808	8.877
14:00-15:00	2	1808	4.48		2	1808	4.342	2	1808	8.822
15:00-16:00	2	1808	3.955		2	1808	4.342	2	1808	8.297
16:00-17:00	2	1808	2.6		2	1808	3.07	2	1808	5.67
17:00-18:00	2	1808	1.936		2	1808	2.71	2	1808	4.646
18:00-19:00	2	1808	1.051		2	1808	1.244	2	1808	2.295
19:00-20:00	1	2100	0.905		1	2100	0.952	1	2100	1.857
20:00-21:00	1	2100	0.571		1	2100	0.667	1	2100	1.238
21:00-22:00	1	2100	0		1	2100	0.286	1	2100	0.286
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			34.785				34.58			69.365

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Trip		Trip		Trip	
00:00-01:00						
01:00-02:00						
02:00-03:00						
03:00-04:00						
04:00-05:00						
05:00-06:00						
06:00-07:00						
07:00-08:00	2		0		2	
08:00-09:00	21		11		32	
09:00-10:00	49		32		81	
10:00-11:00	81		63		144	
11:00-12:00	103		85		188	
12:00-13:00	116		118		234	
13:00-14:00	108		114		221	
14:00-15:00	112		108		220	
15:00-16:00	99		108		207	
16:00-17:00	65		77		141	
17:00-18:00	48		68		116	
18:00-19:00	26		31		57	
19:00-20:00	23		24		46	
20:00-21:00	14		17		31	
21:00-22:00	0		7		7	
22:00-23:00	0		0		0	
23:00-24:00	0		0		0	
Daily Trip Rates:	867		862		1729	

TRICS 7.9.1

Trip Rate Parameter: Gross floor area

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

Calculation Factor: 100 sqm

Count Type: TOTAL VEHICLES

2013 sq.m

Time Range	936 1556 Ave.		ARRIVALS		DEPARTURES		TOTALS		ARRIVALS Trip	DEPARTURES Trip	TOTALS Trip
	Days	GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA			
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	1616	0.619	1	1616	0	1	1616	0.619		
07:00-08:00	2	2033	0.689	2	2033	0.295	2	2033	0.984		
08:00-09:00	2	2033	2.509	2	2033	1.574	2	2033	4.083		
09:00-10:00	2	2033	2.976	2	2033	2.927	2	2033	5.903		
10:00-11:00	2	2033	3.64	2	2033	3.296	2	2033	6.936		
11:00-12:00	2	2033	3.935	2	2033	3.96	2	2033	7.895		
12:00-13:00	2	2033	4.624	2	2033	5.165	2	2033	9.789		
13:00-14:00	2	2033	4.476	2	2033	4.427	2	2033	8.903		
14:00-15:00	2	2033	5.706	2	2033	5.632	2	2033	11.338		
15:00-16:00	2	2033	5.485	2	2033	5.362	2	2033	10.847		
16:00-17:00	2	2033	5.189	2	2033	5.165	2	2033	10.354		
17:00-18:00	2	2033	4.648	2	2033	4.894	2	2033	9.542		
18:00-19:00	2	2033	3.738	2	2033	4.255	2	2033	7.993		
19:00-20:00	2	2033	2.755	2	2033	3.025	2	2033	5.78		
20:00-21:00	2	2033	1.845	2	2033	2.017	2	2033	3.862		
21:00-22:00	2	2033	0.689	2	2033	1.033	2	2033	1.722		
22:00-23:00	2	2033	0.025	2	2033	0.172	2	2033	0.197		
23:00-24:00											
Daily Trip Rates:			53.548			53.199			106.747		

Time Range	ARRIVALS Trip	DEPARTURES Trip	TOTALS Trip
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	12	0	12
07:00-08:00	14	6	20
08:00-09:00	51	32	82
09:00-10:00	60	59	119
10:00-11:00	73	66	140
11:00-12:00	79	80	159
12:00-13:00	93	104	197
13:00-14:00	90	89	179
14:00-15:00	115	113	228
15:00-16:00	110	108	218
16:00-17:00	104	104	208
17:00-18:00	94	99	192
18:00-19:00	75	86	161
19:00-20:00	55	61	116
20:00-21:00	37	41	78
21:00-22:00	14	21	35
22:00-23:00	1	3	4
23:00-24:00	0	0	0
Daily Trip Rates:	1078	1071	2149

TRICS 7.9.1

Trip Rate Parameter: Gross floor area

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

Calculation Factor: 100 sqm

Count Type: TOTAL VEHICLES

2013 sq.m

Time Range	936		ARRIVALS		DEPARTURES		TOTALS		Time Range	ARRIVALS		DEPARTURES		TOTALS	
	1556 Ave.		Trip	No.	Ave.	Trip	No.	Ave.		Trip		Trip		Trip	
	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate						
00:00-01:00										00:00-01:00					
01:00-02:00										01:00-02:00					
02:00-03:00										02:00-03:00					
03:00-04:00										03:00-04:00					
04:00-05:00										04:00-05:00					
05:00-06:00										05:00-06:00					
06:00-07:00										06:00-07:00					
07:00-08:00	10	1970	0.726	10	1970	0.127	10	1970	0.853	07:00-08:00	15	3		17	
08:00-09:00	11	1940	3.375	11	1940	2.582	11	1940	5.957	08:00-09:00	68	52		120	
09:00-10:00	11	1940	4.513	11	1940	3.693	11	1940	8.206	09:00-10:00	91	74		165	
10:00-11:00	11	1940	5.615	11	1940	4.987	11	1940	10.602	10:00-11:00	113	100		213	
11:00-12:00	11	1940	6.557	11	1940	6.285	11	1940	12.842	11:00-12:00	132	127		259	
12:00-13:00	11	1940	6.496	11	1940	6.838	11	1940	13.334	12:00-13:00	131	138		268	
13:00-14:00	11	1940	6.168	11	1940	6.257	11	1940	12.425	13:00-14:00	124	126		250	
14:00-15:00	11	1940	5.831	11	1940	6.079	11	1940	11.91	14:00-15:00	117	122		240	
15:00-16:00	11	1940	5.985	11	1940	6.14	11	1940	12.125	15:00-16:00	120	124		244	
16:00-17:00	11	1940	5.362	11	1940	5.507	11	1940	10.869	16:00-17:00	108	111		219	
17:00-18:00	11	1940	4.551	11	1940	4.673	11	1940	9.224	17:00-18:00	92	94		186	
18:00-19:00	11	1940	3.436	11	1940	4.124	11	1940	7.56	18:00-19:00	69	83		152	
19:00-20:00	11	1940	2.512	11	1940	2.878	11	1940	5.39	19:00-20:00	51	58		109	
20:00-21:00	11	1940	1.504	11	1940	1.987	11	1940	3.491	20:00-21:00	30	40		70	
21:00-22:00	11	1940	0.909	11	1940	1.275	11	1940	2.184	21:00-22:00	18	26		44	
22:00-23:00	6	2072	0.097	6	2072	0.209	6	2072	0.306	22:00-23:00	2	4		6	
23:00-24:00										23:00-24:00	0	0		0	
Daily Trip Rates:			63.637			63.641			127.278	Daily Trip Rates:	1281	1281		2562	

Trip Attraction Analysis

Existing Use: Carpetright & Haldfords (2,492sq.m)

Period	Arrivals	Departures	Two-Way Total
AM Peak	4	0	4
PM Peak	21	26	47
Sat Op Peak	116	118	234
	1596		

Proposed Use: Lidl Supermarket (2,103sq.m)

Period	Arrivals	Departures	Two-Way Total
AM Peak	51	32	82
PM Peak	94	99	192
Sat Op Peak	131	138	268

Net Trip Impact - Total Trips (i.e. New Trips and Linked Trips)

Period	Arrivals	Departures	Two-Way Total
AM Peak	47	32	79
PM Peak	73	72	145
Sat Op Peak	14	20	34

Net Trip Impact - Linked Trip Reduction (i.e. 10% New Trips)

Period	Arrivals	Departures	Two-Way Total
AM Peak	5	3	8
PM Peak	7	7	14
Sat Op Peak	1	2	3

Forecast Parking Accumulation Assessment - Total Trips

Weekday

Period	Arrivals	Departures	Accumulation
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	12	0	12
07:00-08:00	14	6	20
08:00-09:00	51	32	39
09:00-10:00	60	59	40
10:00-11:00	73	66	47
11:00-12:00	79	80	47
12:00-13:00	93	104	36
13:00-14:00	90	89	37
14:00-15:00	115	113	38
15:00-16:00	110	108	41
16:00-17:00	104	104	41
17:00-18:00	94	99	36
18:00-19:00	75	86	26
19:00-20:00	55	61	20
20:00-21:00	37	41	17
21:00-22:00	14	21	10
22:00-23:00	1	3	7
23:00-24:00	0	0	7

Saturday

Period	Arrivals	Departures	Accumulation
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	15	3	12
08:00-09:00	68	52	28
09:00-10:00	91	74	45
10:00-11:00	113	100	57
11:00-12:00	132	127	63
12:00-13:00	131	138	56
13:00-14:00	124	126	54
14:00-15:00	117	122	49
15:00-16:00	120	124	46
16:00-17:00	108	111	43
17:00-18:00	92	94	40
18:00-19:00	69	83	27
19:00-20:00	51	58	19
20:00-21:00	30	40	10
21:00-22:00	18	26	2
22:00-23:00	2	4	0
23:00-24:00	0	0	0

Forecast Parking Accumulation Assessment - New Trips

Weekday

Period	Arrivals	Departure	Accumulation
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	1	0	1
07:00-08:00	1	1	2
08:00-09:00	5	3	4
09:00-10:00	6	6	4
10:00-11:00	7	7	5
11:00-12:00	8	8	5
12:00-13:00	9	10	4
13:00-14:00	9	9	4
14:00-15:00	11	11	4
15:00-16:00	11	11	4
16:00-17:00	10	10	4
17:00-18:00	9	10	4
18:00-19:00	8	9	3
19:00-20:00	6	6	2
20:00-21:00	4	4	2
21:00-22:00	1	2	1
22:00-23:00	0	0	1
23:00-24:00	0	0	1

Saturday

Period	Arrivals	Departure	Accumulation
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	1	0	1
08:00-09:00	7	5	3
09:00-10:00	9	7	4
10:00-11:00	11	10	6
11:00-12:00	13	13	6
12:00-13:00	13	14	6
13:00-14:00	12	13	5
14:00-15:00	12	12	5
15:00-16:00	12	12	5
16:00-17:00	11	11	4
17:00-18:00	9	9	4
18:00-19:00	7	8	3
19:00-20:00	5	6	2
20:00-21:00	3	4	1
21:00-22:00	2	3	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0

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