

PROPOSED STANDALONE POD UNIT

HYPERION TRADE PARK, ROSE KILN LANE, READING

Transport Statement

October 2022

Proposed Standalone Pod Unit
Hyperion Trade Park, Rose Kiln Lane, Reading
Transport Statement

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1.0 INTRODUCTION

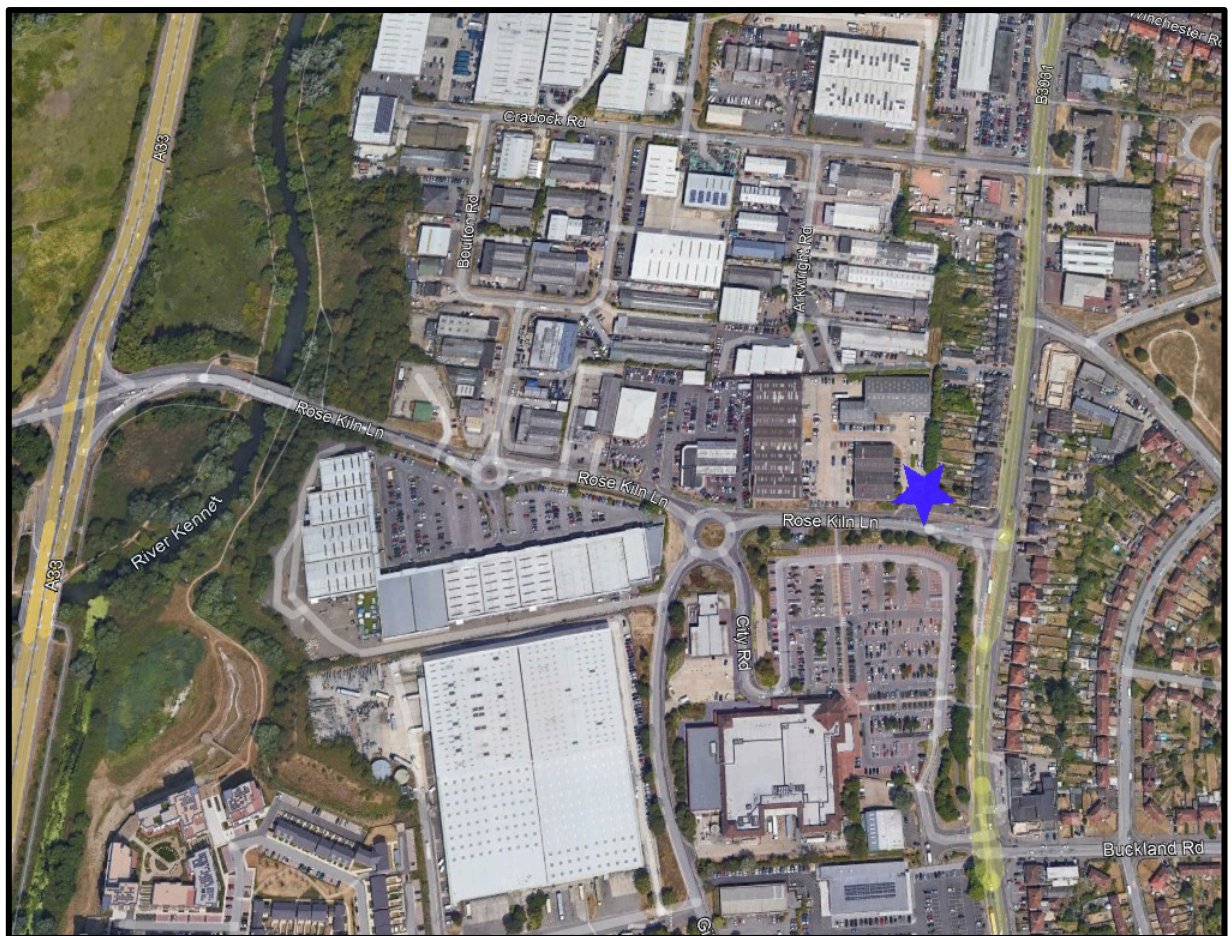
1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by JLL in relation to a proposed Standalone Pod Unit (within use Class E) to be occupied by Greggs at Hyperion Trade Park, Rose Kiln Lane, Reading.

1.2 Site Location

- 1.2.1 The proposal site is located to the east of Hyperion Way within Hyperion Trade Park, to the south of central Reading.
- 1.2.2 Hyperion Trade Park is accessed from Rose Kiln Lane to the south of the proposal site. Rose Kiln Lane connects with the B3031 Basingstoke Road to the east of the site and the A33 Rose Kiln Lane to the west. Both provide routes to central Reading to the north and M4 to the south.
- 1.2.3 Hyperion Trade Park includes nine industrial units (including Screwfix and City Plumbing) alongside 140 parking spaces.
- 1.2.4 The location of the proposal site, in the context of the urban area, is presented at Figure 1.1 below.

Figure 1.1 – Site Location Plan



Source: Google Earth

- 1.2.5 A number of other industrial parks are located to the north and west of Hyperion Trade Park.
- 1.2.6 A Morrisons Supermarket (including café) is located to the south of Hyperion Trade Park, which is accessed off Rose Kiln Lane, as well as Brunel Retail Park to the southwest of the site. Brunel Retail Park includes units such as Pets at Home, Go Outdoors and B&M, as well as Costa and Subway units.
- 1.2.7 The 0.04-hectare proposal site currently consists of nine existing car parking spaces, a brick wall fronting Rose Kiln Lane and Screwfix signage as shown below.

Figure 1.2 – Proposal Site – Current Use



Source: Google Earth

- 1.2.8 A gated access is present along the site frontage as well as yellow box markings and speed humps on Hyperion Way adjacent to the proposal site.

1.3 Development Proposals

- 1.3.1 The development proposals are shown on the plan provided at Appendix 1. The proposals include the construction of a standalone pod unit with composition including the following:
- A 112 sq.m. pod unit to be occupied by Greggs.
 - An outdoor seating area.
 - Enclosed bin store.
 - Four standard parking spaces located to the north of the unit (in the position of the existing parking), two standard spaces located to the west of the unit and two disabled parking spaces located to the south of the unit.

1.3.2 Vehicle access to the proposed parking will be provided from Hyperion Way.

1.4 National Planning Policy Framework

1.4.1 This report section provides a brief overview of the national planning policy context and objectives.

National Planning Policy Framework (NPPF), July 2021

1.4.2 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 20th July 2021. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.

1.4.3 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.

1.4.4 At its heart, the NPPF maintains its presumption in favour of sustainable development.

1.4.5 Chapter 9 *Promoting sustainable transport* sets out at paragraph 108 that,

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network..."

1.4.6 Paragraph 110 addresses how development proposals are to be considered. It sets out that,

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) 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

d) 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."

1.4.7 Paragraph 111 states,

"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."

Reading Borough Local Plan (November 2019)

1.4.8 The Reading Brough Local Plan was adopted on 4th November 2019. Policies TR1 – TR5 are transport related.

1.4.9 The following policies are relevant to this Transport Statement (TS).

Policy TR1: Achieving the Transport Strategy

“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.”

Policy TR3: Access, Traffic and Highway-Related Matters

“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: -

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

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

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

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

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.”

Policy T5: Car and Cycle Parking and Electric Vehicle Charging

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

- All new houses with dedicated off-street parking should provide charging points;*
- Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.”*

1.5 Report Overview

1.5.1 Pre-application advice from Reading Brough Council was received in a response dated 23rd April 2021.

1.5.2 The following comments were provided in relation to highways: -

“The site is located within Zone 3, Secondary Core Area, of the Council's adopted Parking Standards and Design SPD. Typically, these areas are within 400m of a Reading Buses high frequency ‘Premier Route’, which provides high quality bus routes to and from Reading town centre and other local centre facilities.

In accordance with the adopted SPD, the development would be required to provide a parking provision of 1 space per 40sqm based on hot food takeaway use equating to 3 parking spaces. If seating within the unit is provided, then additional spaces will be required in compliance with the Council's adopted standards.

In addition, it is stated that the proposal will result in the loss of three car parking spaces currently associated with the Trade Park. Therefore, any loss of parking should be justified within the Transport Statement.

In terms of the parking layout, no parking spaces should be located within the first 20 meters of the access road to help ensure that vehicles (including goods vehicles) are able to enter into the site without any obstruction. Therefore, it appears the disabled parking spaces are located too close to the junction with Rose Kiln Lane.

Details of the servicing and delivery arrangements for the unit should be submitted for review.

Cycle Parking for staff and customers should also be provided. Please refer to the Council's Parking SPD.

If a full application is submitted, the Transport Statement should ensure that the above points are addressed.”

1.5.3 This TS has been produced with reference to the above comments.

1.5.4 The remainder of this report is divided into five further sections, which are as follows: -

Section 2.0 Site Transport Context

- 1.5.5 This section of the report provides details of the site context, including its accessibility by all relevant transport modes.

Section 3.0 Proposed Development

- 1.5.6 The various components of the development proposal, including the parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

- 1.5.7 This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects.

Section 5.0 Collision Analysis

- 1.5.8 The results of the traffic assessment have been used to inform junction capacity analysis, and collision analysis if needed in this section of the report.

Section 6.0 Summary & Conclusions

- 1.5.9 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

- 2.1.1 This section of the report considers the accessibility of the site in terms of a range of transport modes.

2.2 Pedestrian Access

- 2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice: -

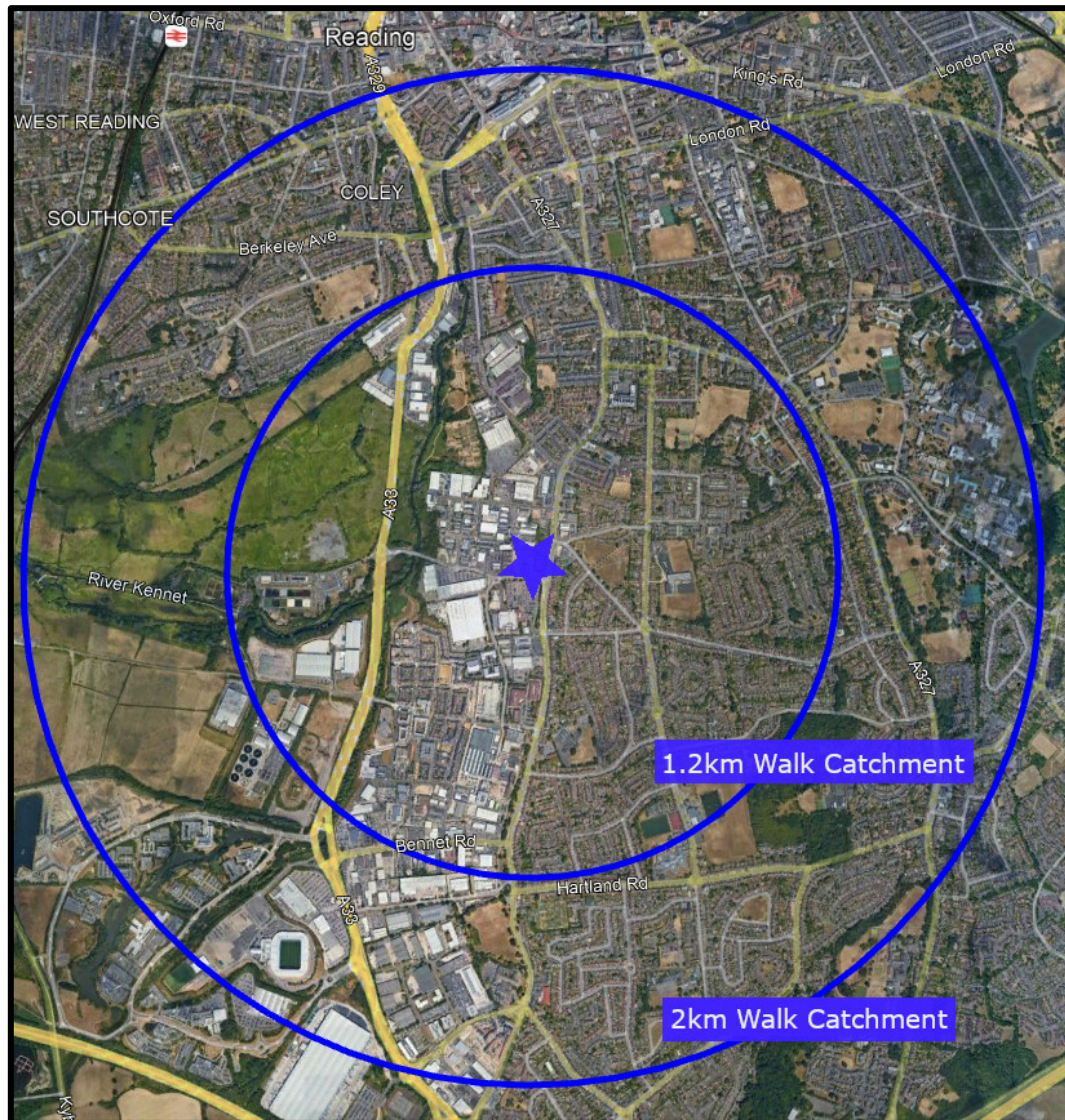
"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 2.2.2 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment.
- 2.2.6 Based on a maximum walk distance of 1.2km for customers and 2km for employees, the approximate walk catchments are shown at Figure 2.1 below.

Figure 2.1 – 1.2km and 2km Walk Catchment



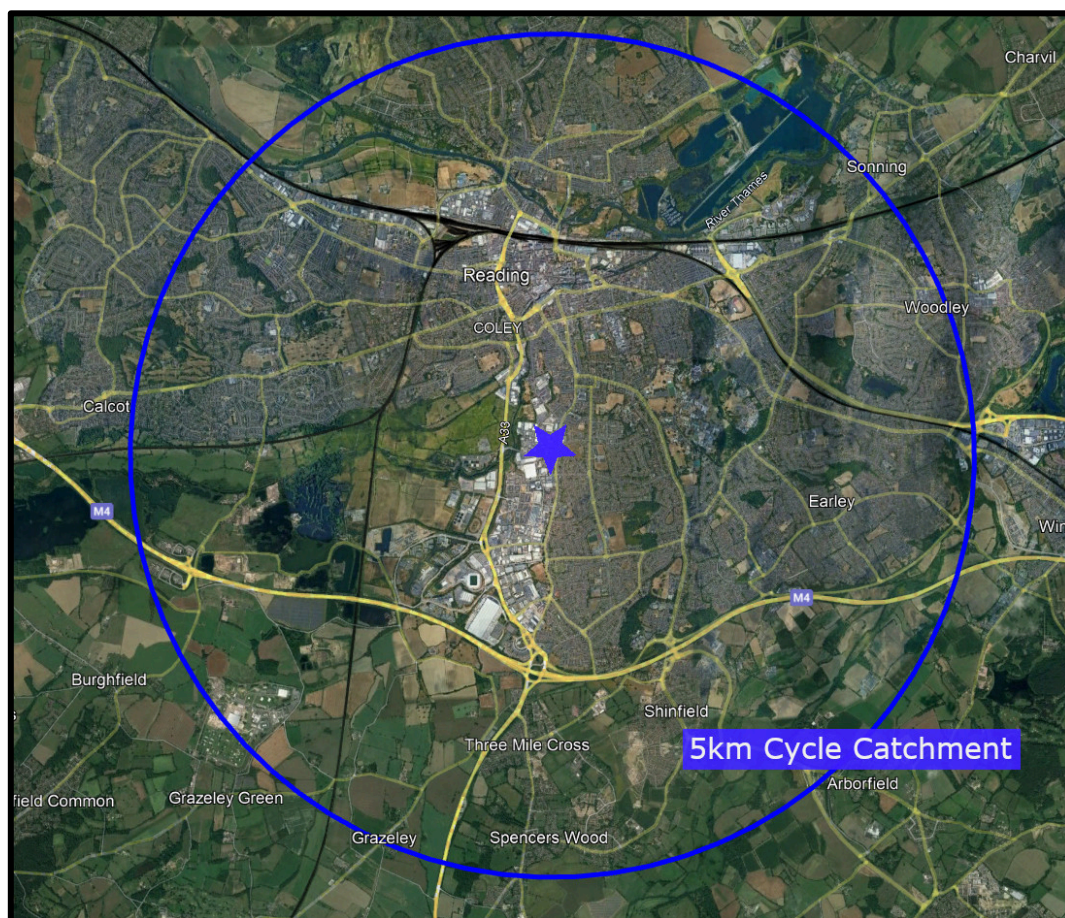
Source: Google Earth

- 2.2.7 The walk catchments above indicate that a number of commercial units and residential dwellings are located within the 1.2km walk catchment with further commercial units and dwellings located within the 2km walk catchment.
- 2.2.8 Rose Kiln Lane is flanked by footways connecting the site with the local pedestrian network.
- 2.2.9 A signalised pedestrian crossing is present at the B3031 Basingstoke Road / Rose Kiln Lane junction c60m east of the proposal site.
- 2.2.10 The pedestrian access c50m west of the site provides a walk route to the Morrisons supermarket to the south of the site. Pedestrian access to Brunel Retail Park is provided to the east of the Morrisons roundabout access junction.
- 2.2.11 In light of the local pedestrian facilities, the site is well connected to the local pedestrian network with opportunities for customers to make trips by foot. There are also good opportunities for future staff members to walk to work.

2.3 Cycling

- 2.3.1 The 2020 National Travel Survey table NTS0303 identifies average journey lengths, by cycle in England of c.6.6km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are less than five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 5km.
- 2.3.2 For the purposes of this assessment, it has been assumed that cycling has the potential to replace short car trips, particularly for journeys of less than 5km in length.
- 2.3.3 Based on a maximum cycle distance of 5km, the approximate cycle catchment is shown at Figure 2.2 below.

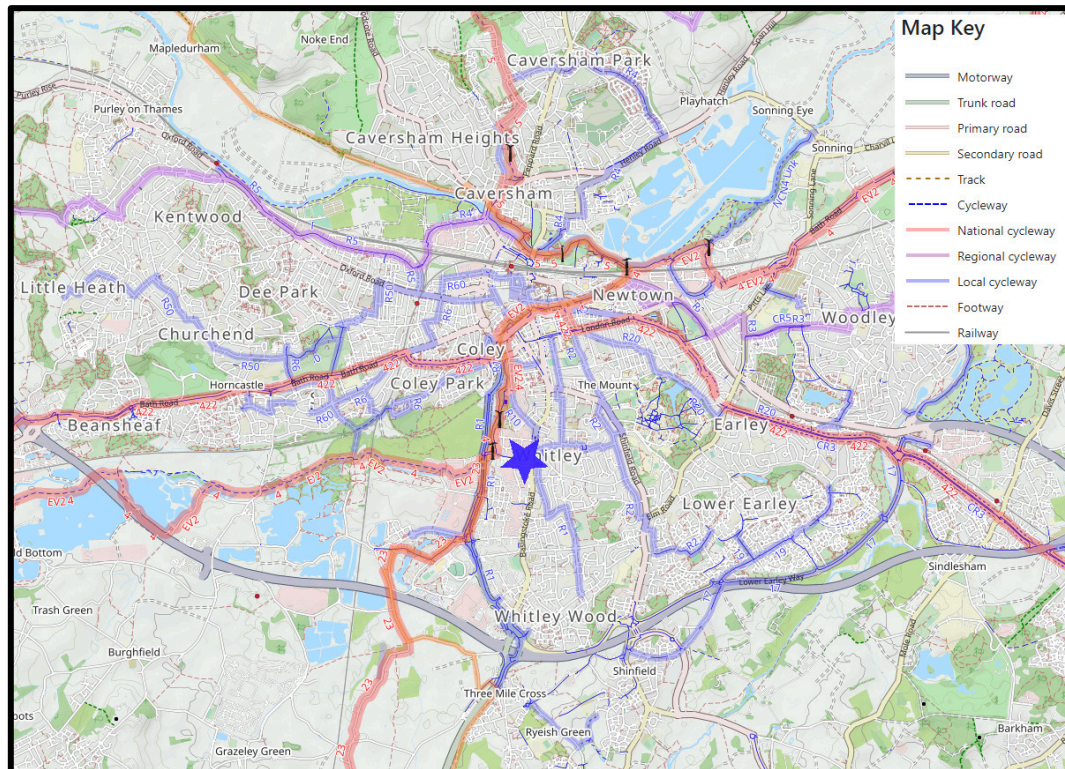
Figure 2.2 – Cycle Catchment Area



Source: Google Earth

- 2.3.4 The 5km cycle catchment includes the majority of Reading and a number of surrounding towns / villages. This provides a significant local population within cycle distance of the site.
- 2.3.5 Figure 2.3 below, shows a cycle map for Reading taken from OpenStreetMap, showing local and national cycle ways in the area.

Figure 2.3 – Reading Cycle Map



Source: OpenStreetMap. N.B. The proposal site is indicated by a blue star.

- 2.3.6 Rose Kiln Lane on its northern side is flanked by a footway / cycleway connecting the site to the local cycle network.
- 2.3.7 As shown above, Local Cycle Routes R10 and R1 run in close proximity to the site, connecting it with central Reading.
- 2.3.8 National Cycle Network route 23 also runs in close proximity to the site, connecting it with central Reading to the north and Basingstoke to the south.
- 2.3.9 A number of other cycle routes are available within Reading as shown above at Figure 2.3.
- 2.3.10 Considering that the roads local to the site are urban in character, the presence of a footway / cycle way and local cycle routes, and that the local topography is generally gentle, cycling provides an opportunity to access the pod unit by a sustainable mode of transport for potential customers and staff members.

2.4 Bus Access

- 2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 2.4.2 The nearest bus stop to the site is the 'Long Barn Lane' bus stop on the B3031 Basingstoke Road, which is c220m north-east of the site. Alternatively, the 'Brunel Retail Park' bus stop is located c275m south-west of the site. Both bus stops are within the IHT recommended distance for new developments.

2.4.3 The stops are served by the 6, 6a, 7, 10 and 154 services which provides to locations such as central Reading, Whitley Wood, Beech Hill and Kennet Island as often as every 10 minutes.

2.4.4 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the site is accessible by bus.

2.5 Linked Trips

2.5.1 There are a number of commercial units within Hyperion Trade Park as well as to the north of the site, whilst Morrisons and Brunel Retail Park are located to the south and southwest of the site. This provides significant potential for pass-by and linked trips to occur, details of which are provided later at Section 4.0 in the TS.

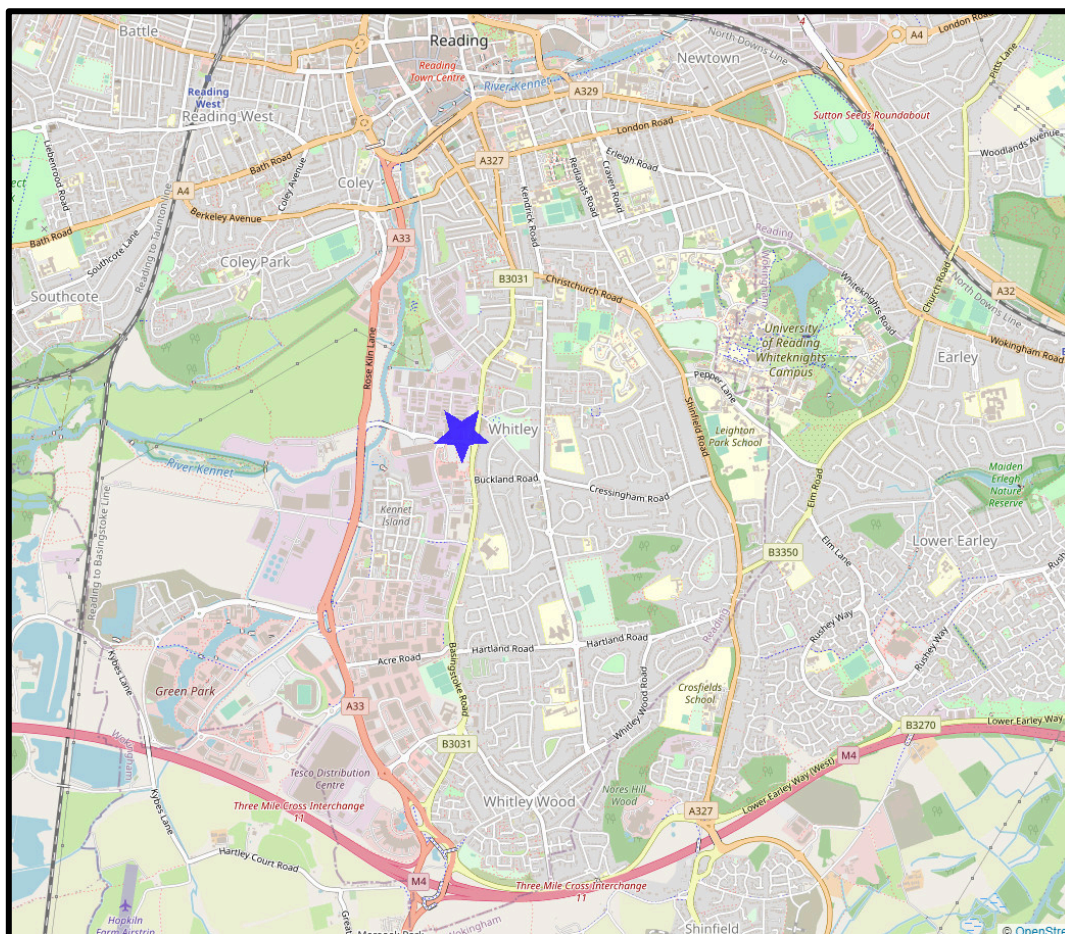
2.6 Highways Access

2.6.1 Hyperion Trade Park is accessed from Rose Kiln Lane to the south of the proposal site. Rose Kiln Lane connects with the B3031 Basingstoke Road at a signal junction c60m to the east of the site and the A33 Rose Kiln Lane at a signal junction c600m to the west.

2.6.2 Both the B3031 Basingstoke Road and A33 Rose Kiln Lane provide routes to central Reading c2km to the north and M4 Junction 11 c2.5km to the south.

2.6.3 Figure 2.4 below shows the site in its local highway context.

Figure 2.4 – Highway Network



Source: OpenStreetMap.org

- 2.6.4 Overall, the site has a prominent location in relation to the local road network from which it is readily accessible.

2.7 Section Conclusion

- 2.7.1 The majority of Reading is located within the 2km walk catchment from the site. The existing footways connect the site to the local pedestrian network.
- 2.7.2 Reading and the surrounding area is conducive to cycling.
- 2.7.3 Bus stops near to the site are served by frequent bus services, which provide access to / from a variety of destinations.
- 2.7.4 The proposal site also has a prominent location relative to the local highway network.
- 2.7.5 Overall, the site has a good level of accessibility by relevant transport modes.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

- 3.1.1 This report is based on a scheme comprising a new standalone pod unit with a gross internal area (GIA) of 112 sq.m to be occupied by Greggs. The development includes a total parking provision of eight parking spaces.
- 3.1.2 The proposed site layout is identified on the plan provided at Appendix 1.

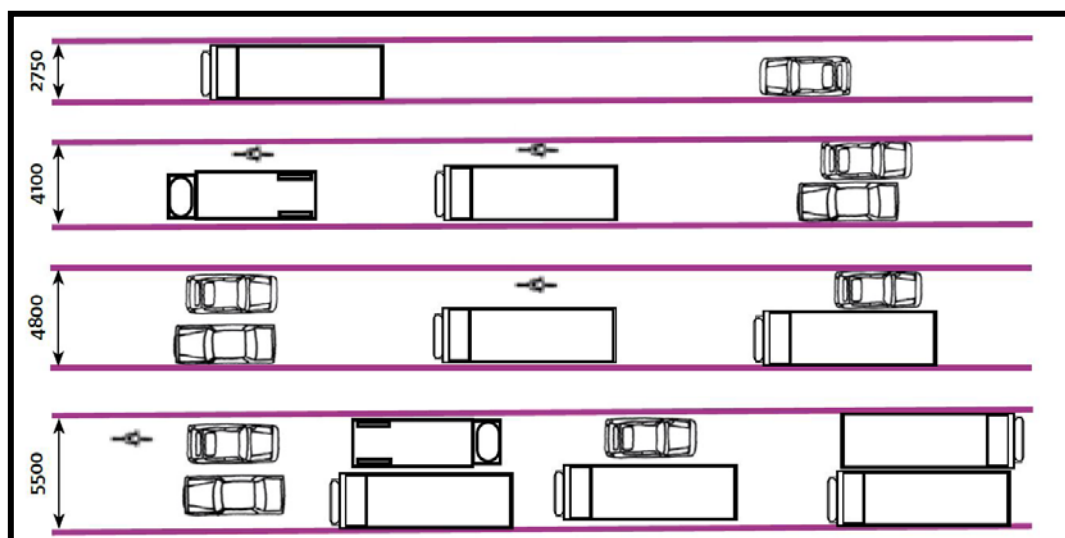
3.2 Proposed Site Access Arrangements

- 3.2.1 Vehicle access to the proposed pod parking will be provided from Hyperion Lane, which connects to Rose Kiln Lane immediately south of the site.
- 3.2.2 Dropped kerbs will be provided to access all parking spaces. A paved area will connect the proposed parking to the unit entrance.
- 3.2.3 The site access arrangements are also shown at Appendix 1.

3.3 Servicing

- 3.3.1 Servicing of proposed pod unit will be undertaken from Hyperion Lane to the north of the existing yellow box junction.
- 3.3.2 Given the nature of the Industrial Estate, large HGV's including delivery and refuse vehicles already service other units in this way.
- 3.3.3 Hyperion Lane outside of the proposed pod unit is over 6m in width. Figure 3.1 below, taken from Manual for Streets 2 (MfS2), illustrates the different vehicles various carriageway widths can accommodate.

Figure 3.1 – Passing Widths



- 3.3.4 As Hyperion Lane is over 6m in width, HGVs wanting to access the industrial units north of the proposed pod will be able to pass the service vehicle whilst servicing is being carried out.

- 3.3.5 A dedicated bin storage area will be provided to the rear of the pod unit as shown at Appendix 1. Refuse will be collected from the bin store on collection days. The drag distance between the bin store and vehicle is c8m.
- 3.3.6 The existing double yellow lines will be maintained along Hyperion Lane aiding in keeping this area clear for servicing.
- 3.3.7 Emergency vehicles will also access the proposed pod unit via Hyperion Lane.
- 3.3.8 The Reading Brough Council pre-app response dated 23rd April 2021 states, *"In terms of the parking layout, no parking spaces should be located within the first 20 meters of the access road to help ensure that vehicles (including goods vehicles) are able to enter into the site without any obstruction. Therefore, it appears the disabled parking spaces are located too close to the junction with Rose Kiln Lane."*
- 3.3.9 The proposed disabled parking spaces are located c13m from the junction with Rose Kiln Lane.
- 3.3.10 The Reading Borough Local Development Framework Revised Parking Standards and Design SPD dated October 2011 does not mention the requirement for parking spaces to be at least 20m for a junction, as is the case for Manual for Streets.
- 3.3.11 The Reading Brough Council website (Vehicle crossing policy - Reading Borough Council) states *"A vehicle crossing should be a minimum distance of 10m away from a junction. Visibility splays/sight lines should be acceptable to ensure safe access/egress."* The highway code also states that you cannot park (except in an authorised space) within 10m of a junction.
- 3.3.12 Based on the above, the proposed disabled parking is more than 10m from a junction.
- 3.3.13 Swept path analysis provided at Appendix 2 shows a full sized artic (16.5m) can wait clear of Rose Kiln Lane for a vehicle to exit the proposed disabled parking without obstruction.

3.4 Car Parking Policy

- 3.4.1 Paragraph 107 of the National Planning Policy Framework NPPF, July 2021 states: -

"If setting local parking standards for residential and non-residential development, policies should take into account: -

- *The accessibility of the development;*
- *The type, mix and use of the development;*
- *The availability of and opportunities for public transport;*
- *Local car ownership levels; and*
- *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

- 3.4.2 Paragraph 106 of the NPPF 2021 states: -

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

3.5 Local Car Parking Standards – Pod Unit

- 3.5.1 The car parking standards applicable to the proposed development are set out in the Reading Brough Council document Revised Parking Standards and Design SPD dated 31st October 2011.
- 3.5.2 The document classifies the proposal site as Zone 3.
- 3.5.3 The document includes the following standards for takeaways located in Zone 3, a maximum of 1 space per 40 sq.m and the following standards for restaurants / cafes, a maximum of 1 space per 5 sq.m.
- 3.5.4 Based on the above the standards equate to between 3 and 22 parking spaces.
- 3.5.5 Eight spaces including two disabled are proposed, lying between the above standards. A parking assessment is provided below.

3.6 Local Car Parking Standards – Wider Trade Park

- 3.6.1 For the wider trade park which totals under 6,000 sq.m of GIA, the Reading Brough Council standards state that a maximum of 1 space per 100 sq.m, equating to a maximum of 60 spaces should be provided. With 140 spaces the industrial estate already provides parking in excess of local standards.
- 3.6.2 The removal of nine spaces to provide the pod unit with eight spaces (a loss of three spaces – as two adjacent spaces are used for the proposed development) should not affect the overall capacity of the Trade Park.
- 3.6.3 The TRICS version 7.9.2 database has been interrogated, using the selection criteria as set out in Table 3.1, so as to obtain trip data from developments with similar characteristics to the existing trade park. The TRICS outputs are provided at Appendix 3.

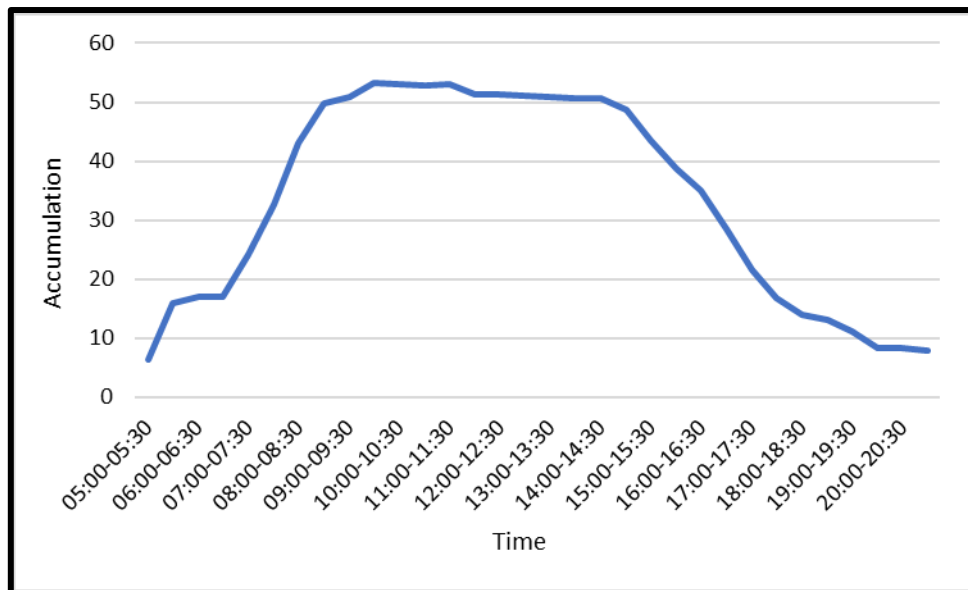
Table 3.1 – TRICS Database Key Selection Criteria

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	02 - EMPLOYMENT
Sub Land Use:	D - INDUSTRIAL ESTATE
Calculation Options:	Vehicle Trip Rates
Regions:	England excluding Greater London
Primary filtering	
Trip Rate Parameters:	Gross Floor Area
Selected Dates:	01/01/14 to 21/09/2021
Week days to include:	Weekdays only,
Location Types to include:	Suburban Area

3.6.4 A car park accumulation assessment has been undertaken using the arrival and departure data based on the above TRICS selection.

3.6.5 Figure 3.2 below show the results of the assessment.

Figure 3.2 – Existing Trade Park Proposed Car Park Accumulation



3.6.6 The above assessment shows the proposed reduction in parking will not impact the overall parking capacity of the Trade Park, with a current maximum occupancy of less than 60 parking spaces.

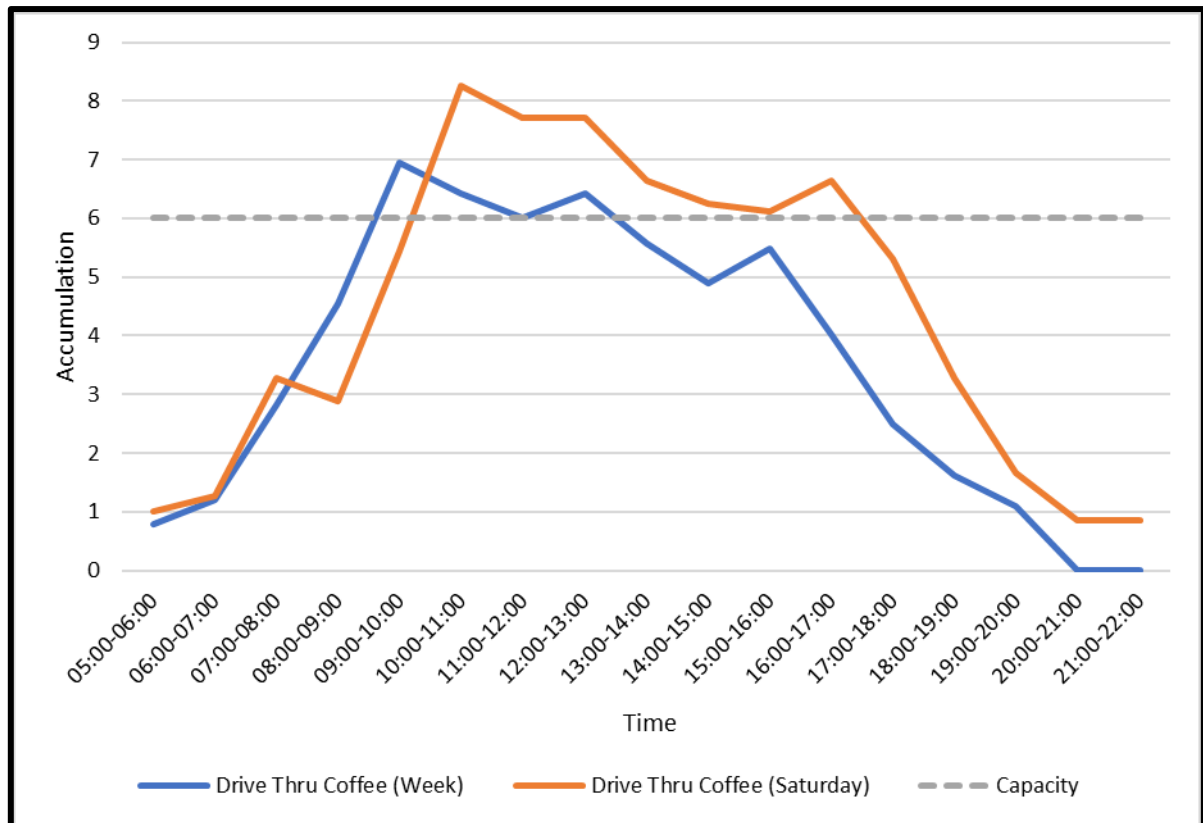
3.7 Proposed Pod Parking Assessment

3.7.1 A car park accumulation assessment has been undertaken for the proposed pod using arrival and departure data from the TRICS database (as detailed in full within Section 4.0).

3.7.2 The category 'DRIVE THROUGH COFFEE SHOP' has been used as this is the most similar category to the proposed Greggs pod. Although it will not include a drive-through facility, dwell times of customers are expected to be of similarly short duration as customers will make quick purchases of breakfast, lunch or a coffee, for example. Some customers may eat/drink on-site, while some will take away, in the same way as with a Costa or Starbucks Drive Thru.

3.7.3 Figure 3.3 below show the results of the assessment.

Figure 3.3 – Proposed Car Park Accumulation



3.7.4 The above assessment shows a peak parking demand of eight spaces on a Saturday and seven on weekdays. The average parking demand between 6am and 8pm is four vehicles.

3.7.5 The above assessment shows that the proposed provision of eight parking spaces will provide capacity for the proposed Greggs during peak times. Additional spaces are also available within the wider Trade Park and so overflow parking is unlikely to occur.

3.8 Disabled Parking Standards

3.8.1 The disabled car parking standards applicable to the proposed development are also set out in the Reading Brough Council document Revised Parking Standards and Design SPD dated 31st October 2011.

3.8.2 For car parks of less than 2000 spaces, 3 disabled spaces or 5% of total capacity, whichever is greater should be provided.

3.8.3 As the development includes two designated disabled spaces it broadly accords with the above standards.

3.9 Cycle Parking Standards

- 3.9.1 The cycle parking standards applicable to the proposed development are also set out in the Reading Brough Council document Revised Parking Standards and Design SPD dated 31st October 2011. The document classifies the proposal site as Zone 3.
- 3.9.2 The document includes the following standards for takeaways and restaurants / cafes located in Zone 3, a minimum of 1 space per 6 staff and 1 space per 300 sq.m GFA.
- 3.9.3 13 staff are proposed (3 full time and 10 part time, with no more than 5 onsite at any one time). Based on 5 being onsite and a 112 sq.m pod unit, the above standards equate to a minimum of 1 space for staff and a minimum of 1 space for customers.
- 3.9.4 A minimum of two cycle parking spaces will be provided in accordance with the above standards.

3.10 Electric Vehicle Charging

- 3.10.1 The Reading Brough Council document 'Revised Parking Standards and Design SPD' dated 31st October 2011 states the following in relation to electric vehicle charging, *"In addition the introduction of Electric Vehicle charging points will be encouraged, where appropriate"*.
- 3.10.2 Given the anticipated short dwell time of the proposed pod customers (e.g., to pick up a lunch or a coffee), no electric vehicle charging is proposed as part of the development, given the limited time to charge.

3.11 Section Conclusion

- 3.11.1 The access and servicing arrangements of proposed development are suitable for their intended use.
- 3.11.2 The existing parking to be displaced by the proposed pod unit has shown to be able to be accommodated within the wider Trade Park.
- 3.11.3 The proposed car parking accords with local standards, whilst the cycle parking and disabled parking broadly accords.
- 3.11.4 Car Park accumulation analysis has shown that the proposed pod car parking of eight spaces will provide capacity for the proposed Greggs during peak times, and given the availability of spaces within the wider Trade Park, overflow parking onto Rise Kiln Way is unlikely to occur.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

4.1.1 This section of the report provides details of the traffic assessment of the proposed development.

4.2 Site Context

4.2.1 The proposal site is located to the east of Hyperion Way within Hyperion Trade Park, to the south of central Reading. Hyperion Trade Park is accessed from Rose Kiln Lane to the south of the proposal site. Rose Kiln Lane connects with the B3031 Basingstoke Road to the east of the site and the A33 Rose Kiln Lane to the west. Both provide routes to central Reading to the north and M4 to the south.

4.2.2 A number of other industrial parks are located to the north and west of Hyperion Trade Park.

4.2.3 A Morrisons Supermarket (including café) is located to the south of Hyperion Trade Park also accessed off Rose Kiln Lane as well as Brunel Retail Park to the southwest of the site. Brunel Retail Park includes units such as Pets at Home, Go Outdoors and B&M as well as Costa and Subway units.

4.2.4 The nature and location of the proposal site gives rise to a number of different trip types.

4.3 Development Trip Types

4.3.1 The traffic that will be attracted to the proposed development will comprise the following trip types: -

- Pass-by trips resulting from people who currently use the road adjacent for a trip involving another purpose who will visit the proposed development while passing.
- Diverted trips resulting from people who currently use the nearby road network for a trip involving another purpose who will divert to visit the proposed development.
- Transferred trips by people who would change their destination from a competing attraction, to the proposed development.
- Linked trips undertaken by existing visitors to the industrial estate / area who visit the proposed development as part of their existing trip.
- Primary trips made by people who visit the site for the specific purpose of visiting the proposed development, but not included in the trip types above.

4.3.2 The proposed development is likely to provide the opportunity for pass-by trips already using the local road network. People already using Rose Kiln Lane adjacent to the site will visit the proposed pod unit on their way by.

4.3.3 People already using the B3031 Basingstoke Road or A33 near to the site will visit the proposed pod unit by diverting to the site.

4.3.4 In addition, the inclusion of the proposed pod unit within an existing trade park / industrial area / retail parks is likely to result in secondary trips to the proposed unit which are primarily associated with one of the adjoining trip attractors. People visiting units in the nearby area, and those who work within these areas, will potentially link their trip with the proposed pod unit, e.g to pick up a coffee or lunch.

- 4.3.5 Brunel Retail Park c600m west of the proposal site contains a Costa Coffee and subway, as well as the Morrisons to the south containing a café. This provides the opportunity for transferred trips, as people may no longer use the above outlets, but use the proposed Pod unit instead.
- 4.3.6 A small proportion of the trips to the Pod unit will be new to the local road network, with people visiting for the specific reason of going to Greggs.
- 4.3.7 Overall, it is likely that the vast majority of trips to the proposed pod unit will be linked with existing trips to local industrial estates or be drawn from traffic already using the road network local to the site. This is especially the case during the weekday peak hours, when it is considered unlikely that people make a trip with the sole purpose of visiting the pod unit.

4.4 Proposed Pod Unit Trip Attraction

- 4.4.1 The TRICS version 7.9.2 database has been interrogated, using the selection criteria as set out in Table 4.1, so as to obtain trip data from developments with similar characteristics to the proposed Pod unit. The TRICS outputs are provided at Appendix 3.

Table 4.1 – TRICS Database Key Selection Criteria

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	06 - HOTEL FOOD & DRINK
Sub Land Use:	J - DRIVE THROUGH COFFEE SHOP
Calculation Options:	Vehicle Trip Rates
Regions:	England excluding Greater London
Primary filtering	
Trip Rate Parameters:	Gross Floor Area
Selected Dates:	01/01/14 to 28/06/21
Week days to include:	Weekdays only, Saturday only
Location Types to include:	Edge of Town, Suburban Area

- 4.4.2 The TRICS database does not include a Greggs pod unit and so the category 'DRIVE THROUGH COFFEE SHOP' has been used which includes Costa and Starbucks Drive Through units which include seating and parking similar to the proposed pod. The dwell time associated with a Costa / Starbucks Drive Thru is likely to be similar to the proposed development, but the overall trip attraction of Costa / Starbucks Drive Thru units is likely to be greater (due to the drive thru facility). The use of this TRICS data therefore provides a robust assessment.
- 4.4.3 The resultant trip attractions, during the assumed peak hours, are set out at Table 4.2 and TRICS outputs are provided at Appendix 3.

Table 4.2 – TRICS Data Drive Through Coffee Shop

Peak	Average Trip Rates			Traffic Attraction		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (08:00-09:00)	18.76	17.228	35.988	21	19	40
PM (17:00-18:00)	8.882	10.26	19.142	10	11	21
Sat (12:00 -13:00)	22.809	22.809	45.618	26	26	51

- 4.4.4 The above TRICS assessment shows the proposed pod unit could give rise to up to 51 trips during the Saturday peak hour and 40 and 21 in the weekday peaks.
- 4.4.5 As previously mentioned, it is likely that the vast majority of trips to the proposed pod unit will be linked with existing trips to the industrial area or be drawn from traffic already using the road network local to the site.
- 4.4.6 For simplicity, it is assumed that 50% of the total potential vehicular trip attraction is made up of primary / new trips, as it is likely that at least half of the trips to the proposed pod unit will be drawn from existing trips to the local area or from traffic on local roads.

Table 4.3 – Trip Attraction – 50 %

Peak Hour	50% Trip Attraction		
	Arrivals	Departures	Total
AM Peak	11	10	21
PM Peak	5	6	11
Sat Peak	13	13	26

- 4.4.7 As shown above, the proposed development will attract a negligible number of new trips during the network peak hours.

4.5 Section Conclusions

- 4.5.1 The potential increase to traffic due to the proposed development has been calculated based on data from the TRICS database.
- 4.5.2 The assessment shows that the potential increase to traffic will be negligible during the network peak hours, with the majority of trips already using the local road network.

5.0 JUNCTION CAPACITY AND COLLISION ANALYSIS

5.1 Introduction

- 5.1.1 The assessment in Section 4.0 identifies that the net traffic effect of the proposed development is negligible.
- 5.1.2 Therefore, no assessment of collisions or junction capacity has been undertaken.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

6.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by JLL in relation to a proposed Standalone Pod Unit (within use Class E) to be occupied by Greggs at Hyperion Trade Park, Rose Kiln Lane, Reading.

6.1.2 The report is summarised as follows: -

- The site is accessible by a choice of travel modes and will reduce reliance on the private car consistent with national and local planning policy.
- The proposed development is well conceived in terms of its access arrangements, composition and layout.
- The existing parking to be displaced by the proposed pod unit has shown to be able to be accommodated within the wider Trade Park.
- The proposed car parking accords with local standards, whilst the cycle parking and disabled parking broadly accords.
- Car Park accumulation analysis has shown that the proposed pod car parking of eight spaces will provide capacity for the proposed Greggs during peak times, and given the availability of spaces within the wider Trade Park, overflow parking onto Rise Kiln Way is unlikely to occur.
- It has been demonstrated that the service arrangements are suitable.
- The traffic assessment included in this report is based on a realistic traffic impact scenario and demonstrates the development traffic effects will be negligible.

6.2 Conclusions

6.2.1 The results of this assessment highlight that the proposed development is acceptable from a transport perspective.

APPENDIX 1 – SITE LAYOUT



SUBJECT TO SITE SURVEY, CONFIRMATION OF LEGAL BOUNDARIES, SITE CONSTRAINTS & HIGHWAYS

THE HARRIS GROUP LTD DOES NOT ACCEPT LIABILITY FOR ANY DEVIATION FROM OUR DRAWINGS OR SPECIFICATION

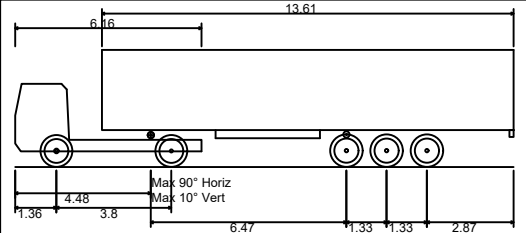
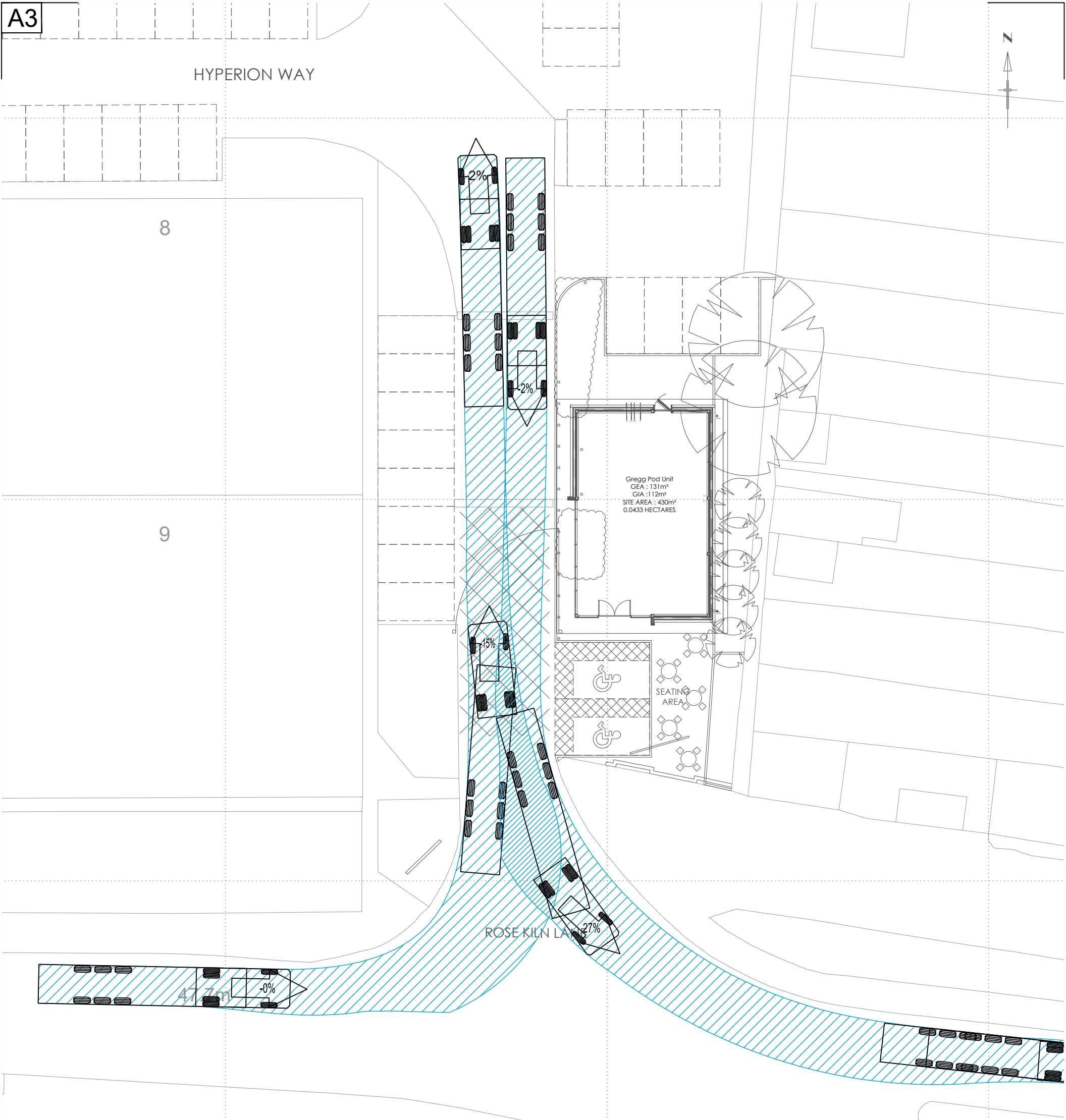


E	11.10.2022	2No PARKING SPACES ADDED WITH RED LINE	ERJ	-
D	03.10.2022	AMENDED LANDSCAPE, KERBS TO MATCH SURVEY	ERJ	-
C	16.09.2022	AMENDED CAR PARKING AND TREES	AMC	-
B	08.02.2021	AMENDED GREGGS POD FOOTPRINT AND ALIGNMENT	DM	-
A	02.02.2021	ALTERED BOUNDARY RED LINE TO BE CONTINUOUS	DM	-
Rev	Date	Description	Rev By	Chk'd By

Project Title	PROPOSED GREGGS POD UNIT					Drawing Title	PROPOSED SITE PLAN			
	HYPERION TRADE PARK HYPERION WAY READING RG2 0HG					Job-Dwg No	16740-102		Rev	E
Client	JLL BUILDING CONSULTANCY					☐ 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 211377 ☐ 101 London Road, Reading, RG1 5BY t. 0118 9507700 ☐ 10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215				
Status	PLANNING									
Scale	1:200		Drawing Size							
Date	26.01.2021	Drawn By	DM	Checked	GH					



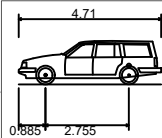
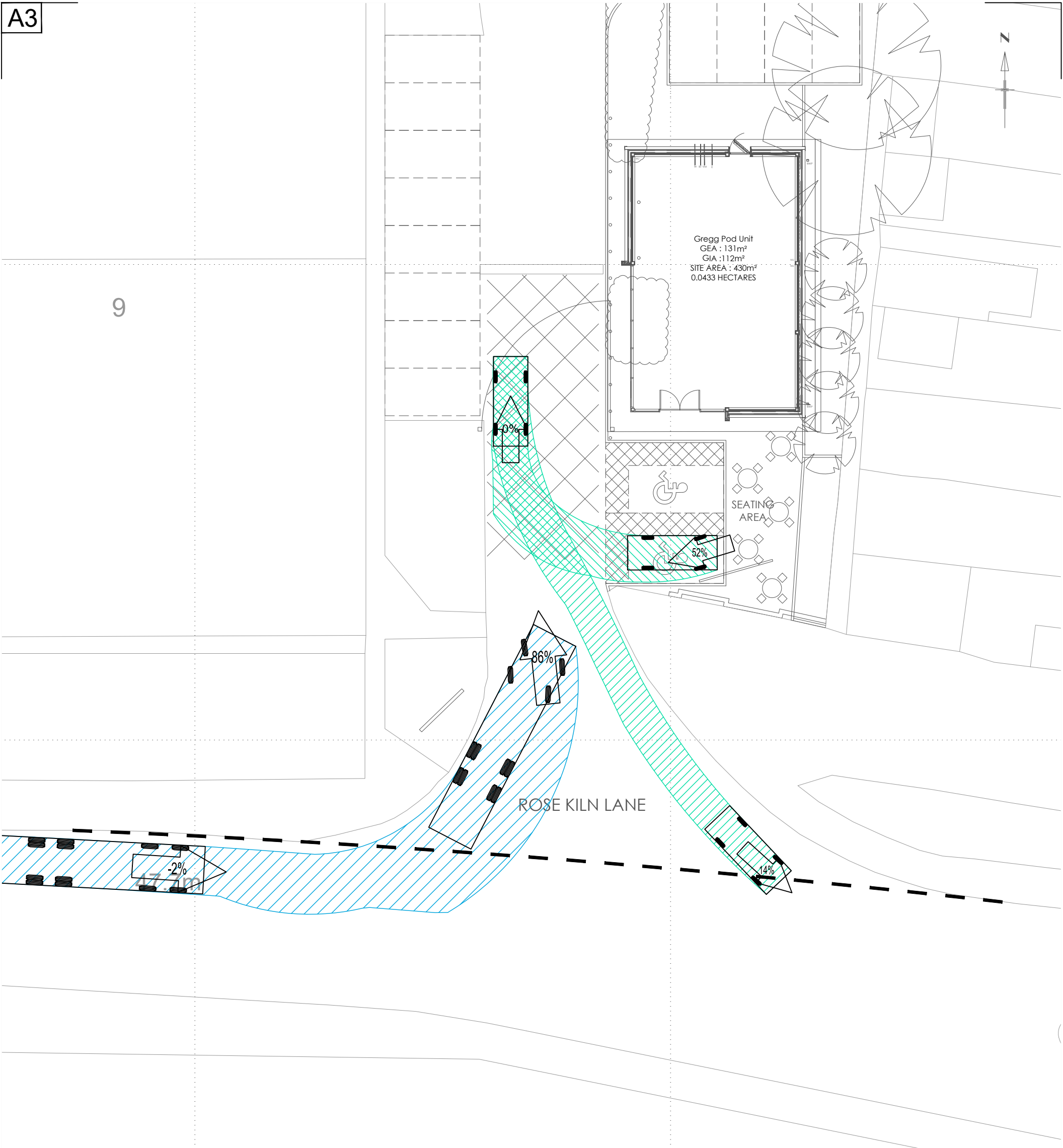
APPENDIX 2 – SWEPT PATH ANALYSIS



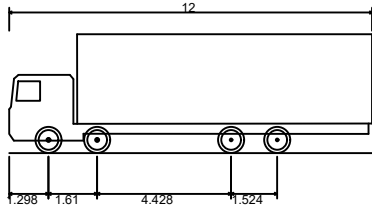
22432

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		project READING HYPERION TRADE PARK	drawn by T.A.S	checked by R.H.L
		title SWEPT PATH ANALYSIS FTA DESIGN ARTICULATED VEHICLE	drawing number 22107 - TR001	
		status PLANNING	rev.	



Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m



Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m

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QUALITY MANAGEMENT SYSTEM
ISO 9001 : 2015 FS 594947

client
JLL DEVELOPMENTS

project
READING
HYPERION TRADE PARK

title
SWEPT PATH ANALYSIS
12M RIGID VEHICLE AND LARGE CAR

scale
1:200

drawn by
T.A.S

drawing number
22107 - TR003

status
PLANNING

date
SEPTEMBER 2022

checked by
R.H.L

rev.

APPENDIX 3 – TRICS REPORTS

Calculation Reference: AUDIT-142301-220830-0829

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : J - DRIVE THROUGH COFFEE SHOP
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	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: 200 to 213 (units: sqm)
 Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 16/10/21

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

Selected survey days:

Saturday 4 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3

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

Selected Location Sub Categories:

Retail Zone	2
Out of Town	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:

Not Known	4 days
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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:

1,001 to 5,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	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	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

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

LIST OF SITES relevant to selection parameters

1	BD-06-J-01	COSTA COFFEE	BEDFORDSHIRE
	RILEY WAY		
	BEDFORD		
	KEMPSTON		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	213 sqm	
	Survey date: SATURDAY	17/10/20	Survey Type: MANUAL
2	CB-06-J-01	COSTA COFFEE	CUMBRIA
	PARKHOUSE ROAD		
	CARLISLE		
	GATEWAY 44		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	210 sqm	
	Survey date: SATURDAY	16/10/21	Survey Type: MANUAL
3	GM-06-J-01	COSTA COFFEE	GREATER MANCHESTER
	CHESTER ROAD		
	MANCHESTER		
	OLD TRAFFORD		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	200 sqm	
	Survey date: SATURDAY	01/05/21	Survey Type: MANUAL
4	GS-06-J-01	COSTA COFFEE	GLOUCESTERSHIRE
	B4008		
	GLOUCESTER		
	HARDWICKE		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	210 sqm	
	Survey date: SATURDAY	24/04/21	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 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

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	2	205	1.220	2	205	1.220	2	205	2.440
06:00 - 07:00	4	208	3.001	4	208	2.761	4	208	5.762
07:00 - 08:00	4	208	10.444	4	208	8.643	4	208	19.087
08:00 - 09:00	4	208	16.206	4	208	16.567	4	208	32.773
09:00 - 10:00	4	208	21.128	4	208	18.848	4	208	39.976
10:00 - 11:00	4	208	26.050	4	208	23.529	4	208	49.579
11:00 - 12:00	4	208	24.490	4	208	24.970	4	208	49.460
12:00 - 13:00	4	208	22.809	4	208	22.809	4	208	45.618
13:00 - 14:00	4	208	20.648	4	208	21.609	4	208	42.257
14:00 - 15:00	4	208	20.648	4	208	21.008	4	208	41.656
15:00 - 16:00	4	208	18.247	4	208	18.367	4	208	36.614
16:00 - 17:00	4	208	15.966	4	208	15.486	4	208	31.452
17:00 - 18:00	4	208	12.245	4	208	13.445	4	208	25.690
18:00 - 19:00	4	208	8.043	4	208	9.844	4	208	17.887
19:00 - 20:00	4	208	4.322	4	208	5.762	4	208	10.084
20:00 - 21:00	2	207	5.085	2	207	5.811	2	207	10.896
21:00 - 22:00	1	200	3.000	1	200	3.000	1	200	6.000
22:00 - 23:00	1	200	0.000	1	200	1.000	1	200	1.000
23:00 - 24:00									
Total Rates:			233.552			234.679			468.231

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:	200 - 213 (units: sqm)
Survey date range:	01/01/14 - 16/10/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
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-142301-220830-0814

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : J - DRIVE THROUGH COFFEE SHOP
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	2 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WO WORCESTERSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 140 to 305 (units: sqm)
 Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 16/10/21

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Friday	4 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	2
Residential Zone	1
Retail Zone	2
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:

Not Known 6 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:

1,000 or Less	1 days
1,001 to 5,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

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

Travel Plan:

No 6 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 6 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	HC-06-J-01	COSTA COFFEE		HAMPSHIRE
	COTSWORTH ROAD			
	GOSPORT			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:	185 sqm		
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL	
2	HE-06-J-01	STARBUCKS		HEREFORDSHIRE
	LEDBURY ROAD			
	ROSS-ON-WYE			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	305 sqm		
	Survey date: TUESDAY	24/11/20	Survey Type: MANUAL	
3	NR-06-J-01	STARBUCKS		NORTHAMPTONSHIRE
	CORBY ROAD			
	CORBY			
	WELDON			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	236 sqm		
	Survey date: FRIDAY	23/10/20	Survey Type: MANUAL	
4	NR-06-J-02	BEWICHD COFFEE		NORTHAMPTONSHIRE
	DARNELL WAY			
	NORTHAMPTON			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	140 sqm		
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL	
5	SF-06-J-01	COSTA COFFEE		SUFFOLK
	THORNEY WAY			
	STOWMARKET			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	200 sqm		
	Survey date: FRIDAY	25/09/20	Survey Type: MANUAL	
6	WO-06-J-01	STARBUCKS		WORCESTERSHIRE
	STOURPORT ROAD			
	KIDDERMINSTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	240 sqm		
	Survey date: FRIDAY	09/10/20	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 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

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	192	0.694	3	192	0.000	3	192	0.694
06:00 - 07:00	5	213	4.597	5	213	4.221	5	213	8.818
07:00 - 08:00	6	218	15.237	6	218	13.783	6	218	29.020
08:00 - 09:00	6	218	18.760	6	218	17.228	6	218	35.988
09:00 - 10:00	6	218	21.975	6	218	19.832	6	218	41.807
10:00 - 11:00	6	218	16.233	6	218	16.692	6	218	32.925
11:00 - 12:00	6	218	15.391	6	218	15.773	6	218	31.164
12:00 - 13:00	6	218	18.070	6	218	17.688	6	218	35.758
13:00 - 14:00	6	218	16.616	6	218	17.381	6	218	33.997
14:00 - 15:00	6	218	13.093	6	218	13.706	6	218	26.799
15:00 - 16:00	6	218	11.945	6	218	11.409	6	218	23.354
16:00 - 17:00	6	218	11.715	6	218	13.017	6	218	24.732
17:00 - 18:00	6	218	8.882	6	218	10.260	6	218	19.142
18:00 - 19:00	6	218	6.049	6	218	6.815	6	218	12.864
19:00 - 20:00	5	213	4.128	5	213	4.597	5	213	8.725
20:00 - 21:00	5	213	1.876	5	213	2.720	5	213	4.596
21:00 - 22:00	2	163	0.923	2	163	1.231	2	163	2.154
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			186.184			186.353			372.537

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: 140 - 305 (units: sqm)
 Survey date range: 01/01/14 - 16/10/21
 Number of weekdays (Monday-Friday): 6
 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-142301-220831-0826

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	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: 1138 to 10000 (units: sqm)
 Range Selected by User: 708 to 974258 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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	5 days
Wednesday	1 days
Thursday	4 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	10
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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	3
Development Zone	1
Residential Zone	3
No Sub Category	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.

Secondary Filtering selection:

Use Class:

Not Known 10 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®.

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
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	6 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:

125,001 to 250,000	6 days
250,001 to 500,000	4 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	5 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

No 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 10 days

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

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

1	CA-02-D-04 LINCOLN ROAD PETERBOROUGH	INDUSTRIAL ESTATE	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4133 sqm Survey date: TUESDAY 02/12/14		
2	DS-02-D-02 SHAFTESBURY STREET DERBY	INDUSTRIAL ESTATE	DERBYSHIRE
	ROSE HILL Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 5686 sqm Survey date: WEDNESDAY 25/09/19		
3	ES-02-D-07 HUGHES ROAD BRIGHTON	INDUSTRIAL ESTATE	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6625 sqm Survey date: THURSDAY 16/10/14		
4	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		
5	LC-02-D-06 SMALLSHAW LANE BURNLEY	INDUSTRIAL ESTATE	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 7383 sqm Survey date: THURSDAY 29/09/16		
6	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		
7	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		

LIST OF SITES relevant to selection parameters (Cont.)

8	TW-02-D-08	INDUSTRIAL ESTATE	TYNE & WEAR
	NORTH HYLTON ROAD		
	SUNDERLAND		
	SOUTHWICK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	8310 sqm	
	Survey date: TUESDAY	04/04/17	Survey Type: MANUAL
9	WL-02-D-02	INDUSTRIAL ESTATE	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	10000 sqm	
	Survey date: TUESDAY	20/09/16	Survey Type: MANUAL
10	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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	6212	0.113	2	6212	0.008	2	6212	0.121
05:30 - 06:00	2	6212	0.161	2	6212	0.000	2	6212	0.161
06:00 - 06:30	2	6212	0.040	2	6212	0.024	2	6212	0.064
06:30 - 07:00	2	6212	0.008	2	6212	0.008	2	6212	0.016
07:00 - 07:30	10	5796	0.154	10	5796	0.033	10	5796	0.187
07:30 - 08:00	10	5796	0.219	10	5796	0.078	10	5796	0.297
08:00 - 08:30	10	5796	0.283	10	5796	0.109	10	5796	0.392
08:30 - 09:00	10	5796	0.233	10	5796	0.121	10	5796	0.354
09:00 - 09:30	10	5796	0.214	10	5796	0.195	10	5796	0.409
09:30 - 10:00	10	5796	0.207	10	5796	0.169	10	5796	0.376
10:00 - 10:30	10	5796	0.181	10	5796	0.183	10	5796	0.364
10:30 - 11:00	10	5796	0.174	10	5796	0.178	10	5796	0.352
11:00 - 11:30	10	5796	0.179	10	5796	0.176	10	5796	0.355
11:30 - 12:00	10	5796	0.150	10	5796	0.179	10	5796	0.329
12:00 - 12:30	10	5796	0.162	10	5796	0.160	10	5796	0.322
12:30 - 13:00	10	5796	0.200	10	5796	0.205	10	5796	0.405
13:00 - 13:30	10	5796	0.174	10	5796	0.179	10	5796	0.353
13:30 - 14:00	10	5796	0.186	10	5796	0.188	10	5796	0.374
14:00 - 14:30	10	5796	0.167	10	5796	0.169	10	5796	0.336
14:30 - 15:00	10	5796	0.164	10	5796	0.195	10	5796	0.359
15:00 - 15:30	10	5796	0.138	10	5796	0.226	10	5796	0.364
15:30 - 16:00	10	5796	0.124	10	5796	0.202	10	5796	0.326
16:00 - 16:30	10	5796	0.122	10	5796	0.183	10	5796	0.305
16:30 - 17:00	10	5796	0.079	10	5796	0.190	10	5796	0.269
17:00 - 17:30	10	5796	0.090	10	5796	0.205	10	5796	0.295
17:30 - 18:00	10	5796	0.066	10	5796	0.145	10	5796	0.211
18:00 - 18:30	10	5796	0.031	10	5796	0.079	10	5796	0.110
18:30 - 19:00	10	5796	0.026	10	5796	0.040	10	5796	0.066
19:00 - 19:30	2	6212	0.024	2	6212	0.056	2	6212	0.080
19:30 - 20:00	2	6212	0.000	2	6212	0.048	2	6212	0.048
20:00 - 20:30	2	6212	0.000	2	6212	0.000	2	6212	0.000
20:30 - 21:00	2	6212	0.000	2	6212	0.008	2	6212	0.008
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.069			3.939			8.008

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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:	1138 - 10000 (units: sqm)
Survey date range:	01/01/14 - 21/09/21
Number of weekdays (Monday-Friday):	10
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.