



Proposed Commercial Development  
Rose Kiln Court, Rose Kiln Lane, Reading

**Transport Statement**

For

Industrials REIT

## Document Control Sheet

Proposed Commercial Development

Rose Kiln Court, Rose Kiln Lane, Reading

Industrials REIT

This document has been issued and amended as follows:

| Date       | Issue                 | Prepared by  | Approved by  |
|------------|-----------------------|--------------|--------------|
| 16/02/2022 | 1 <sup>st</sup> Draft | Calum McGoff | John Russell |
| 17/02/2022 | 1 <sup>st</sup> Issue | Calum McGoff | John Russell |

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## 1.0 Introduction

- 1.1 Motion is commissioned by Industrials REIT to prepare this report in relation to the proposed commercial redevelopment Rose Kiln Court, Rose Kiln Lane, Reading ("the Site"). The location of the site is illustrated below.



- 1.2 The site currently benefits from permission for the conversion of the existing office building to residential use under permitted development rights. The approved scheme comprises 38 dwellings.
- 1.3 The current proposals consist of the demolition of the existing office buildings located on the site and the subsequent construction of 4080m<sup>2</sup> of flexible employment floorspace along with associated access, parking and infrastructure. The scheme consists of 11 units which range in size from circa 250m<sup>2</sup> to 500m<sup>2</sup>, assuming full mezzanine cover.
- 1.4 This type of multi-let industrial consists of small units aimed at small to medium sized businesses looking to for flexible space conveniently located in urban areas.
- 1.5 This Transport Statement, which should be read in conjunction with the Planning Statement prepared by ATP, demonstrates that:
- ▶ The site is accessible by the more sustainable modes of travel including foot, cycle and public transport and is well located to enable occupants to walk to a range of local facilities and amenities;
  - ▶ The proposed conversion of the office space to a flexible commercial use will likely lead to a material reduction in trips associated with the site;
  - ▶ The proposals will not result in increased demand for parking or servicing, and reduce the existing overprovision of parking; and,
  - ▶ The proposals will not lead to any harm to the existing operation and free flow of traffic on the adjoining highway network.

1.6 Following this introduction, this report is divided into five sections as follows:

- ▶ Section 2 outlines the national and local transport planning policies considered pertinent to the application;
- ▶ Section 3 sets out the existing use of the site and provides a description of the surrounding area and highway network;
- ▶ Section 4 provides an overview of the proposed development and details of the proposed access, parking and servicing arrangements;
- ▶ Section 5 assesses the trip generating potential of the proposals and provides an overview of the impacts that these are likely to compared with the existing use of the site; and,
- ▶ Section 6 summarises the key findings and conclusions of this report.

## 2.0 Transport Planning Policy Context

### Overview

- 2.1 There are a number of documents that contain policies relevant to transport. The key policy documents which set the context for the development proposals are as follows:
  - ▶ National Planning Policy Framework – February 2019;
  - ▶ Reading Borough Council Local Plan – November 2019; and,
  - ▶ Reading Borough Council Supplementary Planning Document: Revised Parking Standards and Design – October 2011.
- 2.2 The National Planning Policy Framework (NPPF) sets out a presumption in favour of sustainable development. It recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances.
- 2.3 Paragraph 2 of the NPPF states that:
  - ▶ *"The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements."*
- 2.4 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions.
- 2.5 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 103 states that:
  - ▶ *"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*
- 2.6 Paragraph 106 details the responsibilities of councils to set parking standards in accordance with the infrastructure of the local area as follows:
  - ▶ *"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 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."*
- 2.7 Paragraph 108 addresses the relationship between development and sustainable transport as follows:
  - ▶ *"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) 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."*
- 2.8 Paragraph 109 sets out the test that a determining authority should apply when determining the suitability of a planning application in terms of transport and highways stating that:

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

- 2.9 The above guidance sets the overarching framework within which the suitability of all planning applications should be considered and forms the basis for designing and assessing the Proposed Development.

### Reading Borough Council Local Plan (November 2019)

- 2.10 Planning applications within Reading Borough are assessed against the planning policies contained within the Local Plan adopted in November 2019.

- 2.11 Regarding access, traffic and highways-related matters, Policy TR3 states:

*"In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect of 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 of the functioning of the transport network;*
- *the 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 will be provided.*

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

- 2.12 Regarding cycle routes and facilities, Policy TR4 states:

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

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

- 2.13 Regarding car and cycle parking and electric vehicle charging, Policy TR5 states:

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

## Reading Borough Council Supplementary Planning Document: Revised Parking Standards and Design (October 2011)

- 2.14 The Reading Borough Council Supplementary Planning Document: Revised Parking Standards and Design was adopted in October 2011 and details the maximum car parking standards for different land uses within the four zones identified to make up the Borough. The Application Site is located within Zone 2: the Primary Core Area.
- 2.15 Maximum car parking standards for the range of uses proposed are set out below in Table 2.1.

| Use Class                                 | Maximum Parking Standards  |                   |                   |
|-------------------------------------------|----------------------------|-------------------|-------------------|
|                                           | Zone 1                     | Zone 2            | Zone 3            |
|                                           | 1 space per m <sup>2</sup> |                   |                   |
| B1(a) Office/B1(b) Research and High Tech | 250m <sup>2</sup>          | 100m <sup>2</sup> | 50m <sup>2</sup>  |
| B1(c) Light Industrial                    | 250m <sup>2</sup>          | 125m <sup>2</sup> | 100m <sup>2</sup> |
| B2-B7 General and Specific Industrial     | 250m <sup>2</sup>          | 125m <sup>2</sup> | 100m <sup>2</sup> |
| B8 Storage and Distribution               | 250m <sup>2</sup>          | 200m <sup>2</sup> | 150m <sup>2</sup> |

Table 2.1 – Parking Standards

- 2.16 Minimum cycle parking standards are also set out, the standards range from one space per 200m<sup>2</sup> for B1(a) type uses to one space per 450m<sup>2</sup> for B8 uses and are uniform across all zones.
- 2.17 It is further noted that motorcycle parking should be provided at 2% of the maximum car parking standards set out above. Disabled parking should be provided at a rate of 5% of capacity or three spaces, whichever is greater.

## 3.0 Baseline Conditions

### Overview

- 3.1 So that the context of the site can be established, a review of the local highway network in the vicinity of the site has been undertaken. The following text summarises this review and makes reference to the location of the site and baseline traffic conditions. It also sets out an overview of the accessibility of the site by a variety of modes of transport.

### Site Details

- 3.2 The application site is located on the east side of Rose Kiln Lane approximately 1.2 kilometres south of the centre of Reading. The A33, which follows a north-south alignment on the site's eastern boundary, provides access to Reading town centre along with the M4 and the wider highway network. A plan showing the site in relation to the local highway network is shown below.



Site Location Plan

- 3.3 Rose Kiln Court is currently occupied by 3,420m<sup>2</sup> of office space within a two storey building located towards the northern end of the site. The remainder is occupied by car parking and landscaping.

### Sustainable Transport Networks

- 3.4 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys by public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

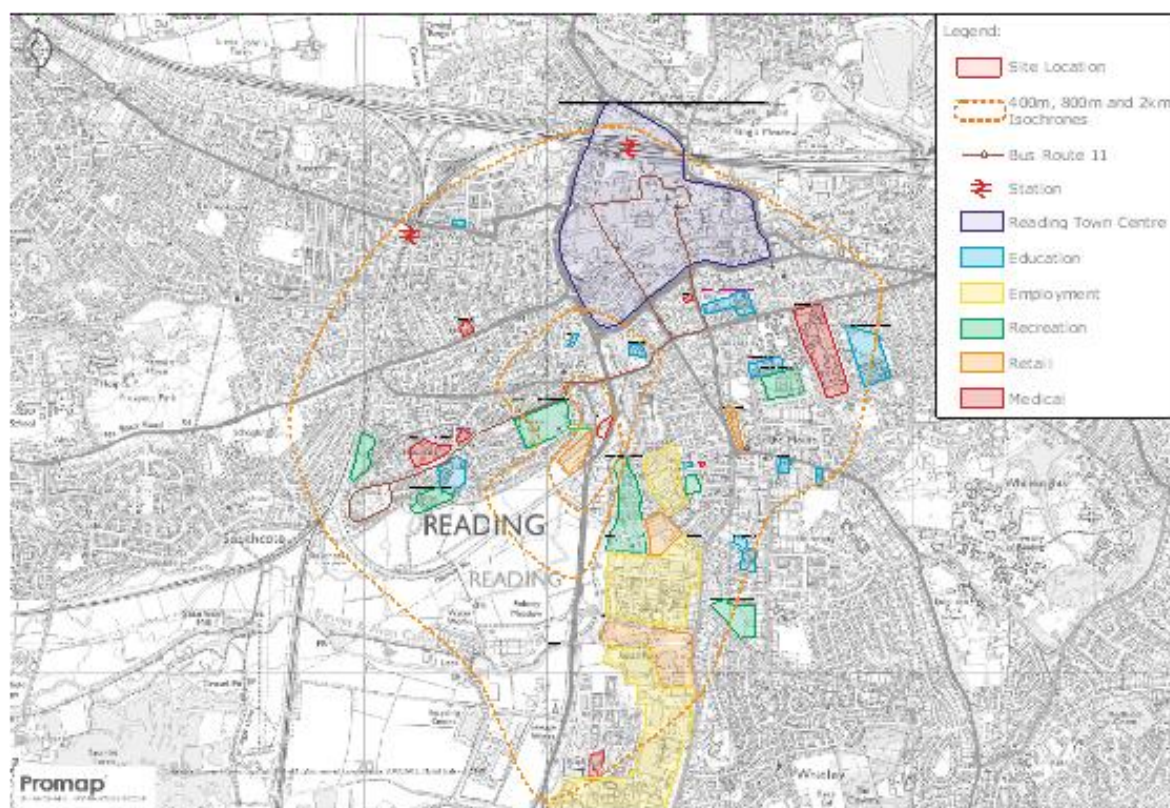
- ▶ Most people will walk to a destination that is less than one mile (Planning for Walking, 2015);

- ▶ The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling 2015); and,
- ▶ Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (Planning for Walking 2015).

- 3.5 Notwithstanding the above, it should be noted that Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot". However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS contends that walking can be used to access a variety of destinations within a range of two kilometres.
- 3.6 Having regard to the above, it is considered that the site is accessible by the more sustainable modes of travel including foot, cycle and public transport. Details of each of these sustainable modes of transport are set out below.

### Accessibility by Foot

- 3.7 Rose Kiln Lane, which benefits regular street lighting, has wide footways on either side of its carriageway that link the site to local bus stops. They also provide connections to a range of facilities and amenities. Indeed, it is worthy of note that pedestrian crossing facilities such as tactile paving and signalised crossings are provided on Rose Kiln Lane itself as well as the A33 and A4. As such, pedestrian routes to local facilities and amenities benefit from safe and convenient crossing facilities. A plan showing the site in relation to local amenities is shown below, with a summary of typical walk/cycle times provided at Table 3.1.



Local Amenity Plan

| Destination                            | Distance<br>(metres) | Typical Journey Times (minutes) |       |
|----------------------------------------|----------------------|---------------------------------|-------|
|                                        |                      | Foot                            | Cycle |
| Public Transport Interchanges          |                      |                                 |       |
| St Saviours Road Bus Stops             | 400                  | 5                               | 1     |
| Reading Railway Station                | 1,900                | 24                              | 6     |
| Reading West Railway Station           | 1,900                | 24                              | 6     |
| Community Facilities                   |                      |                                 |       |
| Coley Park Community Centre            | 1,300                | 16                              | 4     |
| St Giles Church                        | 1,000                | 13                              | 3     |
| Allotments                             | 1,400                | 18                              | 4     |
| Health Facilities                      |                      |                                 |       |
| The Berkshire Independent Hospital     | 1,200                | 15                              | 4     |
| Coley Park Surgery                     | 1,100                | 14                              | 3     |
| Education Facilities                   |                      |                                 |       |
| Katesgrove Primary School              | 800                  | 10                              | 3     |
| Coley Primary School and Nursery       | 600                  | 8                               | 2     |
| The Palmer Academy                     | 1,900                | 24                              | 6     |
| The Wren School                        | 2,000                | 25                              | 6     |
| Blessed Hugh Faringdon Catholic School | 2,700                | N/A                             | 8     |
| Local Retail Outlets                   |                      |                                 |       |
| Home Bargains                          | 100                  | 1                               | 1     |
| The Food Warehouse                     | 100                  | 1                               | 1     |
| Spar                                   | 500                  | 6                               | 2     |
| Bally Convenience Store                | 600                  | 8                               | 2     |
| Open Spaces                            |                      |                                 |       |
| Coley Recreation Ground                | 450                  | 6                               | 1     |
| Waterloo Meadows                       | 1,100                | 14                              | 3     |
| Katesgrove Playground                  | 650                  | 8                               | 2     |
| Key Employment Areas                   |                      |                                 |       |
| Neighbouring Commercial Estate         | -                    | 0                               | 0     |
| Nimrod Industrial Estate               | 1,200                | 15                              | 4     |
| Reading Town Centre                    | 1,500                | 19                              | 5     |
| Green Park                             | 2,500                | N/A                             | 8     |

Table 3.1 - Typical Journey Times to Key Local Services

### Accessibility by Cycle

- 3.8 The area surrounding the site is considered suitable for cyclists. A shared foot/cycle way adjoins Rose Kiln Lane's southbound carriageway providing a link to a network of local cycle routes as well as National Cycle Route 4, a long distance route from London to Fishguard via Reading, Bath, Bristol, Newport and Swansea. It is possible to access both Reading and Reading West Stations along with the town centre and major employment sites such as Green Park and Reading International Business Park using this network. The local cycle routes are attached at [Appendix A](#).

### Accessibility by Public Transport

- 3.9 The closest bus stops to the site are located approximately 400 metres north of the site on St Saviours Road. These stops benefit from shelters, seating and timetable information and can be accessed via lit footways.
- 3.10 These bus stops are serviced by Route 11 which provides a link between Coley Park and Reading town centre including Reading Station every 20 minutes throughout the day.

### Accessibility by Rail

- 3.11 Reading and Reading West stations are both located approximately 1.5 kilometres from the site. Both can be accessed by foot or cycle, whilst Reading Station is also served by Bus Route 11. Reading Station provides access to a wide range of services including regular connections to destinations such as London Paddington, London Waterloo, Bristol, Cardiff and the South-West.

### Road Safety

- 3.12 ID42-015 of the NPPG recommends that:  
*"an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period in the proposed site has been identified as within a high accident area."*
- 3.13 Whilst there is no suggestion that the local highway network is subject to an abnormally high accident rate, Personal Injury Accident (PIA) data recorded within the immediate vicinity of the site, defined as the stretch of Rose Kiln Lane approximately 100 metres either side of the site access, has been examined via the Crashmap website for the last available five year period covering 2016 to 2020. Based upon this information, which includes location, severity and the manoeuvre being performed at the time, it is apparent that a single collision was recorded within the study period.
- 3.14 This collision was classified as 'slight' in severity and occurred on Rose Kiln Lane, south of the site access. It involved a car colliding with the back of a parked goods vehicle. The Crashmap report is included at **Appendix B**. Given the low frequency of accidents, it is considered that the local highway network is not subject to any defects that result in an abnormally high accident rate.

### Summary of Baseline Conditions

- 3.15 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance on the private car. In addition to this it has been established that the site is well located to a range of key local amenities. It is therefore considered that its location accords with the guiding principles of the National Planning Policy Framework. It is also apparent that the local highway network is not subject to any highway safety concerns that lead to an abnormally high accident rate.

## 4.0 Development Proposals

4.1 The current proposals consist of the demolition of the existing office buildings located on the site and the subsequent construction of 4080m<sup>2</sup> of flexible employment floorspace along with associated access, parking and infrastructure. The scheme consists of 11 units which range in size from circa 250m<sup>2</sup> to 500m<sup>2</sup>, assuming full mezzanine cover. The proposed layout is included at **Appendix C**.

4.2 A flexible use is being applied for covering the E(g)(iii), B2 and B8 use classes.

### Access

4.3 The existing vehicular and pedestrian access onto Rose Kiln Lane will continue to serve the site. This access currently serves the existing office. Given that it is demonstrated later in this report that the proposals will lead a reduction in vehicular activity associated with the site and that dedicated provision is made for pedestrians it is considered that the existing access will continue to adequately serve the site.

4.4 The units are small in size and it is not anticipated that large or articulated HGVs will access the site. Goods vehicle activity is primarily expected to consist of vans and the loading bays are designed with this in mind.

4.5 Dedicated footways are provided within the site, providing pedestrian access to all building entrances.

### Parking

4.6 Minimum cycle parking standards in Reading vary from 1:250m<sup>2</sup> to 1:450m<sup>2</sup> for B1(c) and B8 respectively, equating to a demand for between 9 and 17 spaces for the proposed development. A total of 9 covered Sheffield stands will be installed, providing 18 spaces.

4.7 The proposed layout includes 76 car parking spaces, five of which are accessible and 10% of which will be equipped with charging equipment for electric vehicles. This equates to one space per 54m<sup>2</sup>. The B1(c) and B8 standards are 1:125m<sup>2</sup> (33 spaces) and 1:200m<sup>2</sup> (21 spaces) respectively. The proposals therefore overprovide parking by between 43 and 55 spaces.

4.8 This level of parking provision is primarily driven by the anticipated operational requirements for the type of small, specialist industrial unit being proposed.

4.9 It should further be noted that the site currently provides 139 parking spaces, while the office parking standard is 1:100m<sup>2</sup>, or 35 spaces for the existing 3,420m<sup>2</sup> office building. This means the site currently overprovides parking by 104 bays relative to the standard. It can therefore be seen that the proposals represent a reduction in actual parking numbers as well a reduction in overprovision relative to adopted standards.

4.10 Two motorcycle bays are provided, in line with policy requirements.

### Deliveries and Servicing

4.11 Servicing activities will take place within the site boundary. The swept path analysis included at **Appendix D** demonstrates that the following vehicles can safely access the development:

- ▶ A large Mercedes Sprinter type van;
- ▶ A 17t Rigid vehicle;
- ▶ A refuse vehicle that accords with the specification given in RBC's Waste Management Guidelines for Property Developers, Architects, Planners and Contractors.

4.12 It is anticipated that vans will access the site on a daily basis and a refuse vehicle will do so two to three times a week. Larger rigid vehicles will access the site less frequently, to deliver building materials when fitting out a unit for new occupants, for instance. The 17t vehicle used is representative of the type of vehicle used by builders merchants or a large box van.

## 5.0 Trip Generation and Development Impact

5.1 The TRICS database (version 7.8.1) has been interrogated to find comparable sites in order to obtain trip rate information for the existing and proposed land uses at the site. The subsequent TRICS output files are attached at **Appendix E**.

5.2 Table 5.1 provides a summary of the number of vehicle trips that the existing 3,420m<sup>2</sup> of office floorspace could be expected to generate.

| Time Period           | Trip Rates (100m <sup>2</sup> ) |            |         | Trips (3,420m <sup>2</sup> ) |            |         |
|-----------------------|---------------------------------|------------|---------|------------------------------|------------|---------|
|                       | Arrivals                        | Departures | Two-Way | Arrivals                     | Departures | Two-Way |
| AM Peak (08:00-09:00) | 1.155                           | 0.124      | 1.279   | 40                           | 4          | 44      |
| PM Peak (17:00-18:00) | 0.126                           | 1.031      | 1.157   | 4                            | 35         | 40      |
| Daily (07:00-19:00)   | 4.059                           | 4.195      | 8.254   | 139                          | 143        | 282     |

Table 5.1 – Existing Trip Generation

5.3 Table 5.1 indicates that the existing office is likely to produce between 40 and 44 two-way vehicle movements in the AM and PM peak periods. The daily equivalent is 282 movements.

5.4 Table 5.2 details the number of trips expected to arise from 4,080m<sup>2</sup> of industrial floorspace. The 'Industrial Unit' TRICS category has been used and a wide variety of uses included to reflect mixed nature of the proposals.

| Time Period           | Trip Rates (100m <sup>2</sup> ) |            |         | Trips (4,080m <sup>2</sup> ) |            |         |
|-----------------------|---------------------------------|------------|---------|------------------------------|------------|---------|
|                       | Arrivals                        | Departures | Two-Way | Arrivals                     | Departures | Two-Way |
| AM Peak (08:00-09:00) | 0.393                           | 0.089      | 0.482   | 16                           | 4          | 20      |
| PM Peak (17:00-18:00) | 0.024                           | 0.286      | 0.310   | 1                            | 12         | 13      |
| Daily (07:00-19:00)   | 1.925                           | 1.983      | 3.908   | 79                           | 81         | 159     |

5.5 Table 5.2 – Proposed Development Trip Generation

5.6 Table 5.2 indicates that the proposals are likely to generate between 13 and 20 two-way vehicle movements in the AM and PM peak periods. The daily equivalent is 159 movements.

5.7 Overall, the proposals are expected to result in a reduction in vehicular activity associated with the site. Table 5.3 outlines the reductions expected in both peak hours and across the course of a typical day.

| Time Period           | Arrivals | Departures | Two-Way |
|-----------------------|----------|------------|---------|
| AM Peak (08:00-09:00) | -23      | -1         | -24     |
| PM Peak (17:00-18:00) | -3       | -24        | -27     |
| Daily (07:00-19:00)   | -60      | -63        | -123    |

Table 5.3 – Development Impact

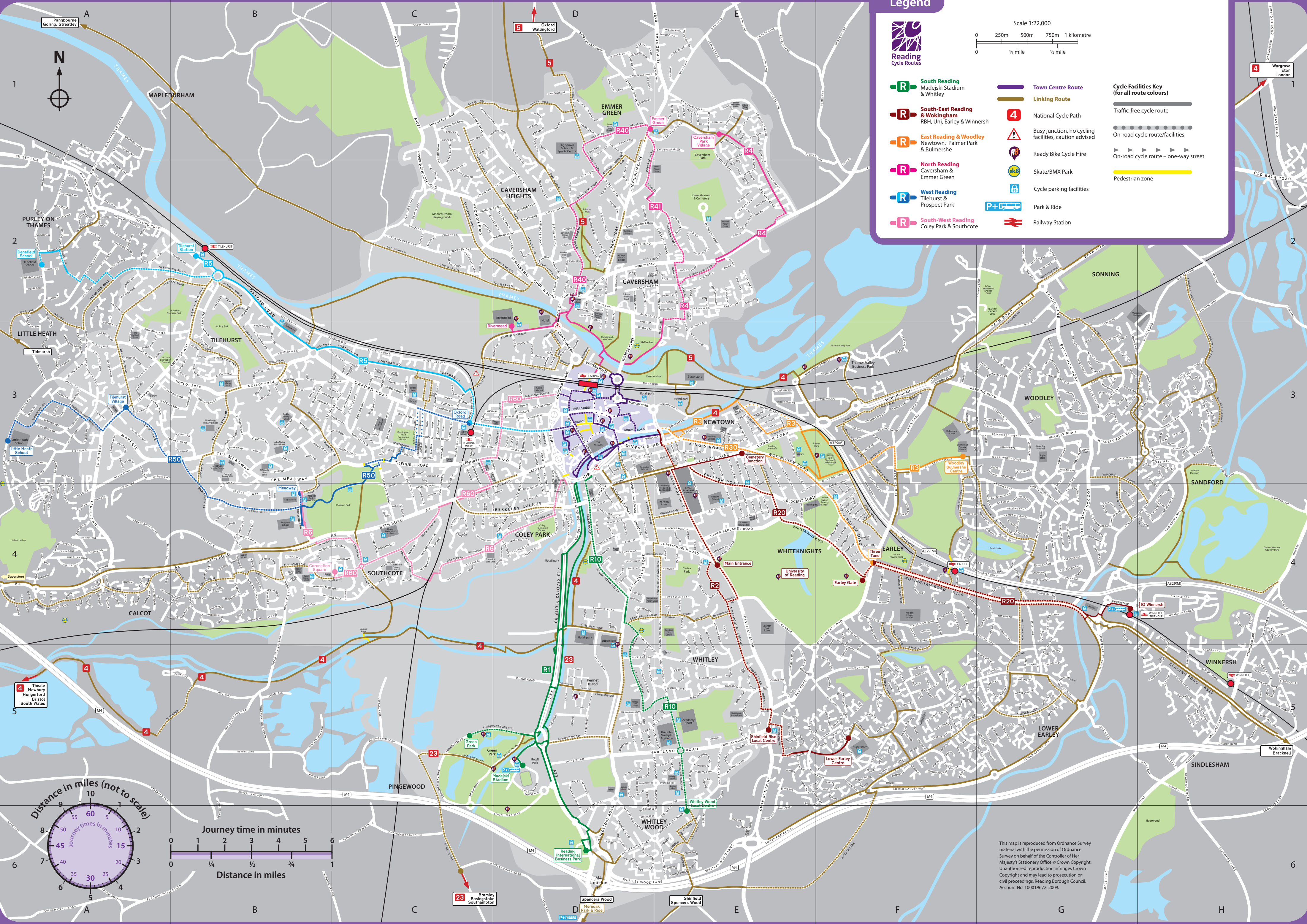
5.8 Given that the proposals are expected to result in a reduction in vehicular activity associated with the it is concluded that the proposals are not likely to lead to a severe or unacceptable impact on the operation of local transport networks and therefore the development should not be resisted on traffic or transport grounds.

## 6.0 Summary and Conclusions

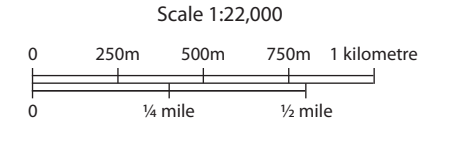
- 6.1 Motion is commissioned by Industrials REIT to prepare this report in relation to the proposed commercial redevelopment Rose Kiln Court, Rose Kiln Lane, Reading ("the Site").
- 6.2 This Transport Statement demonstrates that:
- ▶ The site is accessible by the more sustainable modes of travel including foot, cycle and public transport and is well located to enable occupants to walk to a range of local facilities and amenities;
  - ▶ The proposed redevelopment of office space for industrial use will lead to a material reduction in the traffic associated with the site;
  - ▶ The proposals will not result in increased demand for parking or servicing;
  - ▶ The development provides adequate space to reflect typical servicing requirements and demonstrates that those vehicles can enter and leave the site in a forward gear;
  - ▶ The development provides secure cycle parking to meet policy requirements;
  - ▶ The proposals represent a reduction in the current overprovision of parking and a reduction in parking numbers in real terms; and,
  - ▶ The proposals will not lead to any harm to the existing operation and free-flow of traffic on the adjoining highway network.
- 6.3 On the basis of the above, it is considered that the proposals can be accommodated without detriment to the operation of the local highway network. As such, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

## Appendix A

Local Cycle Map



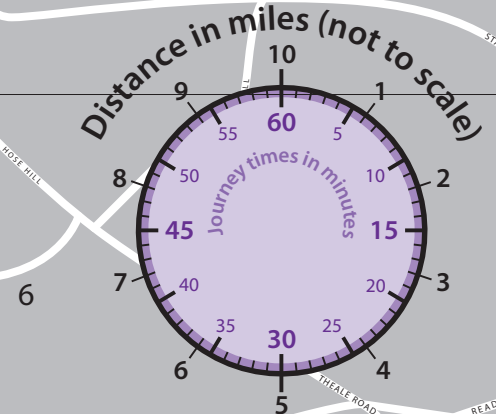
Legend



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

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

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



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## **Appendix B**

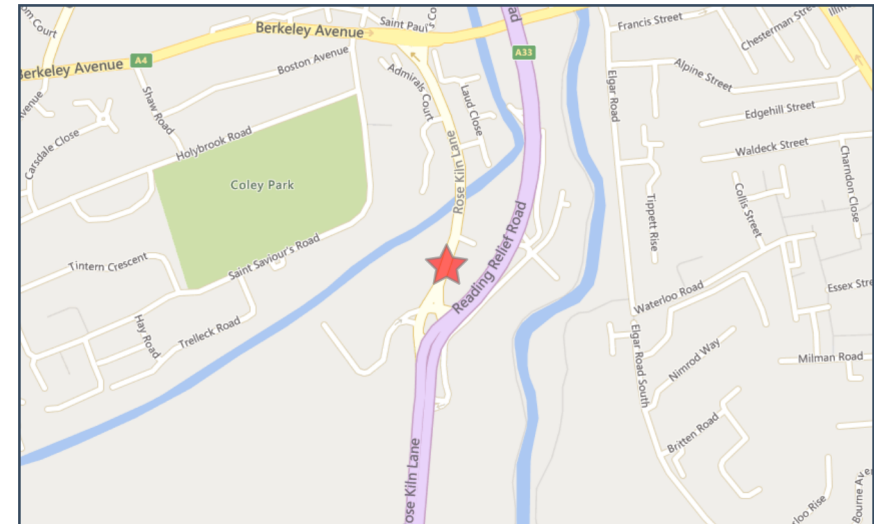
Crashmap Reports



## Validated Data

**Crash Date:** Wednesday, October 07, 2020 **Time of Crash:** 9:53:00 AM **Crash Reference:** 2020430316290

|                                      |                                                  |                            |    |                              |               |
|--------------------------------------|--------------------------------------------------|----------------------------|----|------------------------------|---------------|
| <b>Highest Injury Severity:</b>      | Slight                                           | <b>Road Number:</b>        | U0 | <b>Number of Casualties:</b> | 2             |
| <b>Highway Authority:</b>            | Reading                                          | <b>Number of Vehicles:</b> | 2  | <b>OS Grid Reference:</b>    | 471242 172257 |
| <b>Local Authority:</b>              | Reading Borough                                  |                            |    |                              |               |
| <b>Weather Description:</b>          | Fine without high winds                          |                            |    |                              |               |
| <b>Road Surface Description:</b>     | Dry                                              |                            |    |                              |               |
| <b>Speed Limit:</b>                  | 40                                               |                            |    |                              |               |
| <b>Light Conditions:</b>             | Daylight: regardless of presence of streetlights |                            |    |                              |               |
| <b>Carriageway Hazards:</b>          | None                                             |                            |    |                              |               |
| <b>Junction Detail:</b>              | Not at or within 20 metres of junction           |                            |    |                              |               |
| <b>Junction Pedestrian Crossing:</b> | No physical crossing facility within 50 metres   |                            |    |                              |               |
| <b>Road Type:</b>                    | Single carriageway                               |                            |    |                              |               |
| <b>Junction Control:</b>             | Not Applicable                                   |                            |    |                              |               |



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### Vehicles involved

| Vehicle Ref | Vehicle Type                          | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose         | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|---------------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1           | Goods vehicle 7.5 tonnes mgw and over | 0           | Male          | 26 - 35         | Vehicle is parked in the carriageway                             | Back                  | Journey as part of work | None                        | None                         |
| 2           | Car (excluding private hire)          | -1          | Female        | Unknown         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Other                   | None                        | None                         |

### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location          | Pedestrian Movement                                             |
|-------------|--------------|-----------------|-----------------|--------|----------|------------------------------|-----------------------------------------------------------------|
| 1           | 1            | Slight          | Driver or rider | Male   | 26 - 35  | Unknown or other             | Unknown or other                                                |
| 2           | 2            | Slight          | Pedestrian      | Male   | 26 - 35  | In carriageway, not crossing | In carriageway, stationary - not crossing (standing or playing) |

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)

## Appendix C

Proposed Layout

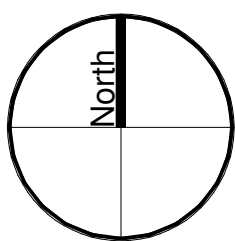


XX - Proposed Site Plan  
1 : 200

Cadogan

A 33

Sluice



**Notes**  
The Contractor is to check all dimensions and conditions on site before commencing. Do not scale from this drawing.  
This drawing remains the copyright of POZZONI Architecture Ltd.

| Scale Bars |    | TO BE USED ONLY AS GUIDANCE |      |      |      |
|------------|----|-----------------------------|------|------|------|
| 1:100      | mm | 0                           | 1000 | 2000 | 3000 |
| 1:200      | mm | 0                           | 1000 | 2000 | 3000 |
| 1:500      | m  | 0                           | 10   | 20   | 30   |
| 1:1250     | m  | 0                           | 10   | 20   | 30   |

Notes:  
Site Area 0.64 Ha 1.59 Acres (Red Boundary)

**Car Parking**  
71 Parking Spaces (8 Electrical Charging Points)  
2 Motorcycle Spaces  
5 Accessible Spaces  
(Ratio: 1:153m<sup>2</sup>)

**Key:**  
MC - Motorcycle parking  
AC - Accessible parking bay  
EV - Electrical vehicle charging bay

| 2                                | Accessible parking bay note added      | AMH      | 17.02.22     |
|----------------------------------|----------------------------------------|----------|--------------|
| 1                                | Parking amended, bin/cycle store added | AMH      | 17.02.22     |
| Rev                              | Description                            | By       | Date         |
| Industrials REIT                 |                                        |          |              |
| Rose Kiln Court, Reading         |                                        |          |              |
| Planning - Proposed GA Site Plan |                                        |          |              |
| P5788_1200                       |                                        | Rev      | 2            |
| POZ-XX-XX-DR-A-1200              |                                        |          |              |
| Date                             | 11/02/22                               | Scale    | 1 : 200      |
| Author                           | AH                                     | TS       | JW           |
| Checker                          | TS                                     | TS       | JW           |
| Project Status                   | Planning                               | Tender   | Construction |
|                                  | Design                                 | Contract | As Built     |

**pozzoni**

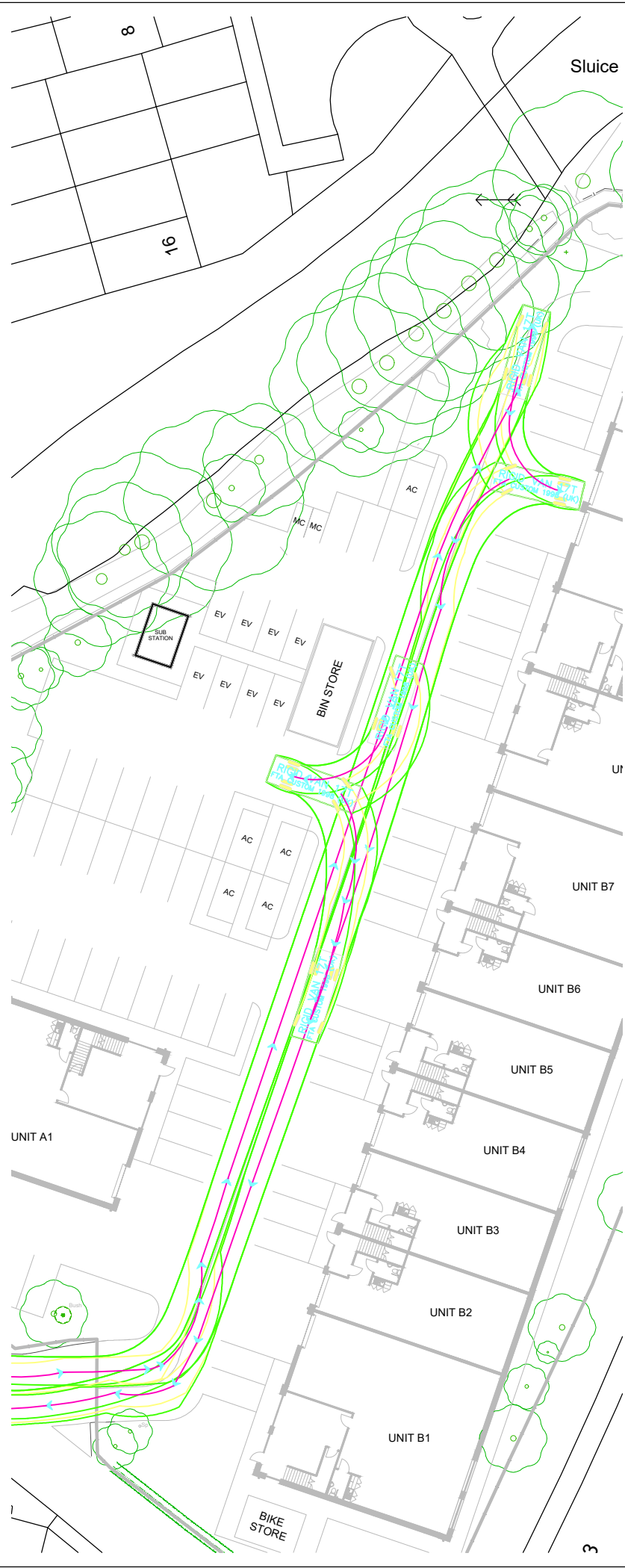
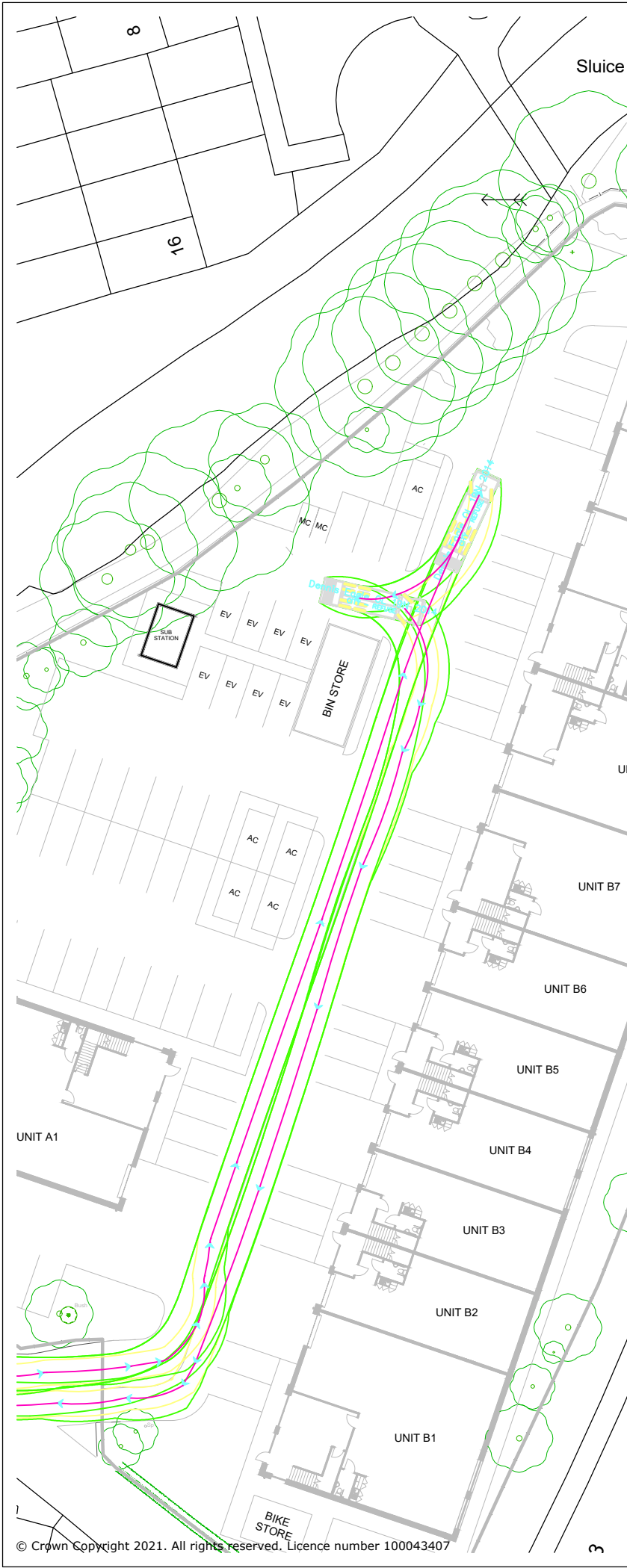
10-12 Emerald Street  
London  
WC1N 3QA  
+44 20 7078 0079  
architects@pozzoni.co.uk

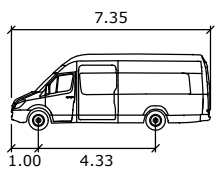
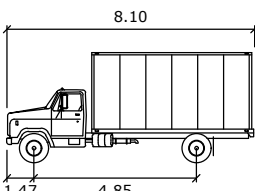
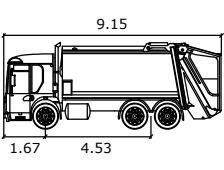
Woodville House  
2 Woodville Road  
Altrincham  
WA14 2FH  
+44 161 928 7848  
www.pozzoni.co.uk

## Appendix D

### Swept Path Analysis

C:\Users\calummcgoff\OneDrive - Motion\TP Projects\stread 2106012\Drawings\2106012-TK04.dwg



|                                                                                       |              |       |         |        |
|---------------------------------------------------------------------------------------|--------------|-------|---------|--------|
| Rev:                                                                                  | Description: | Date: | Rev By: | Chk'd: |
|                                                                                       |              |       |         |        |
|    |              |       |         |        |
| 2012 Mercedes Sprinter XL                                                             |              |       |         |        |
| meters                                                                                |              |       |         |        |
| Width                                                                                 | :            | 1.99  |         |        |
| Track                                                                                 | :            | 1.95  |         |        |
| Lock to Lock Time                                                                     | :            | 6.0   |         |        |
| Steering Angle                                                                        | :            | 41.0  |         |        |
|    |              |       |         |        |
| RIGID VAN 17T                                                                         |              |       |         |        |
| meters                                                                                |              |       |         |        |
| Width                                                                                 | :            | 2.50  |         |        |
| Track                                                                                 | :            | 2.50  |         |        |
| Lock to Lock Time                                                                     | :            | 6.0   |         |        |
| Steering Angle                                                                        | :            | 38.8  |         |        |
|    |              |       |         |        |
| Dennis Eagle OL 19N 2014                                                              |              |       |         |        |
| meters                                                                                |              |       |         |        |
| Width                                                                                 | :            | 2.25  |         |        |
| Track                                                                                 | :            | 2.25  |         |        |
| Lock to Lock Time                                                                     | :            | 6.0   |         |        |
| Steering Angle                                                                        | :            | 34.9  |         |        |
|  |              |       |         |        |
| 9 Greyfriars, Reading, Berkshire, RG1 1NU                                             |              |       |         |        |
| T: 0118 206 2930                                                                      |              |       |         |        |
| Guildford - London - Reading                                                          |              |       |         |        |
| www.motion.co.uk                                                                      |              |       |         |        |
| Project:                                                                              |              |       |         |        |
| Rose Kiln Court                                                                       |              |       |         |        |
| Title:                                                                                |              |       |         |        |
| Swept Path Analysis                                                                   |              |       |         |        |
| Client:                                                                               |              |       |         |        |
| Industrials REIT                                                                      |              |       |         |        |
| Drawing Status: Information                                                           |              |       |         |        |
| Scale: 1:250 (@ A3) Date:15/02/2022                                                   |              |       |         |        |
| Drawn: CM Checked: CM Approved: CM                                                    |              |       |         |        |
| Drawing: 2106012-TK04 Revision: -                                                     |              |       |         |        |

## **Appendix E**

TRICS Output Reports

Calculation Reference: AUDIT-734001-210616-0645

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

## TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | ES EAST SUSSEX                 | 1 days |
|    | HC HAMPSHIRE                   | 1 days |
| 03 | SOUTH WEST                     |        |
|    | WL WILTSHIRE                   | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | CA CAMBRIDGESHIRE              | 1 days |
|    | NF NORFOLK                     | 1 days |
|    | SF SUFFOLK                     | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | NR NORTHAMPTONSHIRE            | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | WM WEST MIDLANDS               | 1 days |
|    | WO WORCESTERSHIRE              | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | WY WEST YORKSHIRE              | 1 days |
| 08 | NORTH WEST                     |        |
|    | LC LANCASHIRE                  | 1 days |
|    | MS MERSEYSIDE                  | 1 days |
| 09 | NORTH                          |        |
|    | DH DURHAM                      | 1 days |
|    | 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: 186 to 11250 (units: sqm)  
 Range Selected by User: 178 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 22/10/20

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 1 days |
| Tuesday   | 7 days |
| Wednesday | 2 days |
| Thursday  | 3 days |
| Friday    | 1 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 14 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) | 5 |
| Edge of Town                       | 9 |

*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 |
| Commercial Zone  | 3 |
| Development Zone | 1 |

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*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 14 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:

|                  |        |
|------------------|--------|
| 1,001 to 5,000   | 3 days |
| 5,001 to 10,000  | 2 days |
| 10,001 to 15,000 | 3 days |
| 15,001 to 20,000 | 1 days |
| 25,001 to 50,000 | 5 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 1 days |
| 75,001 to 100,000  | 1 days |
| 100,001 to 125,000 | 2 days |
| 125,001 to 250,000 | 6 days |
| 250,001 to 500,000 | 1 days |
| 500,001 or More    | 3 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 | 9 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:

|     |         |
|-----|---------|
| Yes | 1 days  |
| No  | 13 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 | 14 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-A-06<br>LYNCH WOOD<br>PETERBOROUGH                                          | OFFICES              |           | CAMBRIDGESHIRE      |
|   | Edge of Town<br>Commercial Zone<br>Total Gross floor area:                        |                      | 4040 sqm  |                     |
|   | Survey date:                                                                      | WEDNESDAY            | 19/10/16  | Survey Type: MANUAL |
| 2 | DH-02-A-03<br>ALDERMAN BEST WAY<br>DARLINGTON                                     | ENGINEERING COMPANY  |           | DURHAM              |
|   | Edge of Town<br>No Sub Category<br>Total Gross floor area:                        |                      | 3530 sqm  |                     |
|   | Survey date:                                                                      | THURSDAY             | 18/10/18  | Survey Type: MANUAL |
| 3 | ES-02-A-11<br>THE SIDINGS<br>HASTINGS<br>ORE VALLEY                               | HOUSING COMPANY      |           | EAST SUSSEX         |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: |                      | 186 sqm   |                     |
|   | Survey date:                                                                      | TUESDAY              | 17/11/15  | Survey Type: MANUAL |
| 4 | HC-02-A-12<br>NORTHERN ROAD<br>PORTSMOUTH<br>COSHAM                               | HMRC                 |           | HAMPSHIRE           |
|   | Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Gross floor area:  |                      | 10100 sqm |                     |
|   | Survey date:                                                                      | MONDAY               | 23/11/15  | Survey Type: MANUAL |
| 5 | LC-02-A-09<br>FURTHERGATE<br>BLACKBURN                                            | OFFICES              |           | LANCASHIRE          |
|   | Suburban Area (PPS6 Out of Centre)<br>Built-Up Zone<br>Total Gross floor area:    |                      | 2600 sqm  |                     |
|   | Survey date:                                                                      | TUESDAY              | 04/06/13  | Survey Type: MANUAL |
| 6 | MS-02-A-02<br>MOUNT PLEASANT<br>LIVERPOOL                                         | SCIENCE PARK OFFICES |           | MERSEYSIDE          |
|   | Edge of Town<br>Built-Up Zone<br>Total Gross floor area:                          |                      | 11250 sqm |                     |
|   | Survey date:                                                                      | TUESDAY              | 13/11/18  | Survey Type: MANUAL |
| 7 | NF-02-A-04<br>WHITING ROAD<br>NORWICH                                             | BUILDING CONSULTANT  |           | NORFOLK             |
|   | Edge of Town<br>Commercial Zone<br>Total Gross floor area:                        |                      | 500 sqm   |                     |
|   | Survey date:                                                                      | WEDNESDAY            | 13/11/19  | Survey Type: MANUAL |
| 8 | NR-02-A-01<br>THE LAKES<br>NORTHAMPTON                                            | OFFICES              |           | NORTHAMPTONSHIRE    |
|   | Edge of Town<br>Commercial Zone<br>Total Gross floor area:                        |                      | 9225 sqm  |                     |
|   | Survey date:                                                                      | THURSDAY             | 22/10/20  | Survey Type: MANUAL |
| 9 | SF-02-A-03<br>WHITE HOUSE ROAD<br>IPSWICH                                         | OFFICES              |           | SUFFOLK             |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area:                        |                      | 2800 sqm  |                     |
|   | Survey date:                                                                      | THURSDAY             | 24/09/20  | Survey Type: MANUAL |

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LIST OF SITES relevant to selection parameters (Cont.)

|    |                                    |                            |                     |
|----|------------------------------------|----------------------------|---------------------|
| 10 | TW-02-A-08                         | HOUSING ASSOCIATION OFFICE | TYNE & WEAR         |
|    | BENTON PARK ROAD                   |                            |                     |
|    | NEWCASTLE UPON TYNE                |                            |                     |
|    | LONGBENTON                         |                            |                     |
|    | Suburban Area (PPS6 Out of Centre) |                            |                     |
|    | Residential Zone                   |                            |                     |
|    | Total Gross floor area:            | 4800 sqm                   |                     |
|    | Survey date: FRIDAY                | 19/10/18                   | Survey Type: MANUAL |
| 11 | WL-02-A-01                         | PET INSURANCE COMPANY      | WILTSHIRE           |
|    | THE CRESCENT                       |                            |                     |
|    | AMESBURY                           |                            |                     |
|    | SUNRISE WAY                        |                            |                     |
|    | Edge of Town                       |                            |                     |
|    | Development Zone                   |                            |                     |
|    | Total Gross floor area:            | 2500 sqm                   |                     |
|    | Survey date: TUESDAY               | 18/09/18                   | Survey Type: MANUAL |
| 12 | WM-02-A-04                         | OFFICE                     | WEST MIDLANDS       |
|    | BOURNVILLE LANE                    |                            |                     |
|    | BIRMINGHAM                         |                            |                     |
|    | Suburban Area (PPS6 Out of Centre) |                            |                     |
|    | Residential Zone                   |                            |                     |
|    | Total Gross floor area:            | 1800 sqm                   |                     |
|    | Survey date: TUESDAY               | 10/11/15                   | Survey Type: MANUAL |
| 13 | WO-02-A-03                         | IT SERVICES                | WORCESTERSHIRE      |
|    | STOURPORT ROAD                     |                            |                     |
|    | KIDDERMINSTER                      |                            |                     |
|    | Edge of Town                       |                            |                     |
|    | Industrial Zone                    |                            |                     |
|    | Total Gross floor area:            | 5945 sqm                   |                     |
|    | Survey date: TUESDAY               | 13/10/20                   | Survey Type: MANUAL |
| 14 | WY-02-A-05                         | OFFICES                    | WEST YORKSHIRE      |
|    | PIONEER WAY                        |                            |                     |
|    | CASTLEFORD                         |                            |                     |
|    | WHITWOOD                           |                            |                     |
|    | Edge of Town                       |                            |                     |
|    | No Sub Category                    |                            |                     |
|    | Total Gross floor area:            | 1230 sqm                   |                     |
|    | Survey date: TUESDAY               | 23/05/17                   | Survey Type: MANUAL |

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

Motion High Street Guildford

Licence No: 734001

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 07:00       | 1        | 10100    | 1.109        | 1          | 10100    | 0.168        | 1        | 10100    | 1.277        |
| 07:00 - 08:00       | 13       | 4197     | 0.608        | 13         | 4197     | 0.084        | 13       | 4197     | 0.692        |
| 08:00 - 09:00       | 14       | 4322     | 1.155        | 14         | 4322     | 0.124        | 14       | 4322     | 1.279        |
| 09:00 - 10:00       | 14       | 4322     | 0.727        | 14         | 4322     | 0.169        | 14       | 4322     | 0.896        |
| 10:00 - 11:00       | 14       | 4322     | 0.228        | 14         | 4322     | 0.129        | 14       | 4322     | 0.357        |
| 11:00 - 12:00       | 14       | 4322     | 0.154        | 14         | 4322     | 0.152        | 14       | 4322     | 0.306        |
| 12:00 - 13:00       | 14       | 4322     | 0.243        | 14         | 4322     | 0.374        | 14       | 4322     | 0.617        |
| 13:00 - 14:00       | 14       | 4322     | 0.311        | 14         | 4322     | 0.311        | 14       | 4322     | 0.622        |
| 14:00 - 15:00       | 14       | 4322     | 0.183        | 14         | 4322     | 0.296        | 14       | 4322     | 0.479        |
| 15:00 - 16:00       | 14       | 4322     | 0.124        | 14         | 4322     | 0.445        | 14       | 4322     | 0.569        |
| 16:00 - 17:00       | 14       | 4322     | 0.154        | 14         | 4322     | 0.754        | 14       | 4322     | 0.908        |
| 17:00 - 18:00       | 14       | 4322     | 0.126        | 14         | 4322     | 1.031        | 14       | 4322     | 1.157        |
| 18:00 - 19:00       | 13       | 4560     | 0.046        | 13         | 4560     | 0.326        | 13       | 4560     | 0.372        |
| 19:00 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>5.168</b> |            |          | <b>4.363</b> |          |          | <b>9.531</b> |

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:           | 186 - 11250 (units: sqm) |
| Survey date range:                            | 01/01/13 - 22/10/20      |
| Number of weekdays (Monday-Friday):           | 14                       |
| 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.*

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-220215-0218

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : C - INDUSTRIAL UNIT  
 TOTAL VEHICLES

Selected regions and areas:

|    |                     |        |
|----|---------------------|--------|
| 02 | SOUTH EAST          |        |
|    | BD BEDFORDSHIRE     | 1 days |
|    | HC HAMPSHIRE        | 1 days |
| 03 | SOUTH WEST          |        |
|    | BR BRISTOL CITY     | 1 days |
|    | DV DEVON            | 1 days |
|    | GS GLOUCESTERSHIRE  | 1 days |
| 04 | EAST ANGLIA         |        |
|    | NF NORFOLK          | 2 days |
|    | SF SUFFOLK          | 1 days |
| 05 | EAST MIDLANDS       |        |
|    | DS DERBYSHIRE       | 1 days |
|    | NR NORTHAMPTONSHIRE | 1 days |
| 06 | WEST MIDLANDS       |        |
|    | HE HEREFORDSHIRE    | 1 days |
|    | WM WEST MIDLANDS    | 1 days |
| 08 | NORTH WEST          |        |
|    | CH CHESHIRE         | 3 days |
|    | LC LANCASHIRE       | 3 days |
| 09 | NORTH               |        |
|    | CB CUMBRIA          | 1 days |
|    | TV TEES VALLEY      | 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: 150 to 8100 (units: sqm)  
 Range Selected by User: 150 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 30/06/21

*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   | 5 days |
| Wednesday | 2 days |
| Thursday  | 8 days |
| Friday    | 4 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 20 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) | 7  |
| Edge of Town                       | 13 |

*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.*

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*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 20 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:

|                  |        |
|------------------|--------|
| 1,001 to 5,000   | 2 days |
| 5,001 to 10,000  | 3 days |
| 10,001 to 15,000 | 6 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 4 days |
| 25,001 to 50,000 | 4 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 50,001 to 75,000   | 3 days |
| 75,001 to 100,000  | 2 days |
| 100,001 to 125,000 | 2 days |
| 125,001 to 250,000 | 9 days |
| 250,001 to 500,000 | 3 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 | 7 days  |
| 1.1 to 1.5 | 13 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 20 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 20 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 | BD-02-C-01                         | PUMPS, MOTORS & FANS     | BEDFORDSHIRE        |
|   | POSTLEY ROAD                       |                          |                     |
|   | BEDFORD                            |                          |                     |
|   | KEMPSTON                           |                          |                     |
|   | Edge of Town                       |                          |                     |
|   | Industrial Zone                    |                          |                     |
|   | Total Gross floor area:            | 1045 sqm                 |                     |
|   | Survey date: THURSDAY              | 15/10/20                 | Survey Type: MANUAL |
| 2 | BR-02-C-02                         | STAINLESS FITTINGS       | BRISTOL CITY        |
|   | SOUTH LIBERTY LANE                 |                          |                     |
|   | BRISTOL                            |                          |                     |
|   | Edge of Town                       |                          |                     |
|   | Industrial Zone                    |                          |                     |
|   | Total Gross floor area:            | 1475 sqm                 |                     |
|   | Survey date: TUESDAY               | 22/09/15                 | Survey Type: MANUAL |
| 3 | CB-02-C-01                         | DOMINO'S PIZZA           | CUMBRIA             |
|   | COWPER ROAD                        |                          |                     |
|   | PENRITH                            |                          |                     |
|   | GILWILLY IND. ESTATE               |                          |                     |
|   | Edge of Town                       |                          |                     |
|   | Industrial Zone                    |                          |                     |
|   | Total Gross floor area:            | 2950 sqm                 |                     |
|   | Survey date: TUESDAY               | 10/06/14                 | Survey Type: MANUAL |
| 4 | CH-02-C-02                         | INDUSTRIAL MATERIALS     | CHESHIRE            |
|   | JUPITER DRIVE                      |                          |                     |
|   | CHESTER                            |                          |                     |
|   | CHESTER W. EMP. PARK               |                          |                     |
|   | Edge of Town                       |                          |                     |
|   | Industrial Zone                    |                          |                     |
|   | Total Gross floor area:            | 8100 sqm                 |                     |
|   | Survey date: WEDNESDAY             | 19/11/14                 | Survey Type: MANUAL |
| 5 | CH-02-C-03                         | OFFICE FURNITURE         | CHESHIRE            |
|   | BRUNEL ROAD                        |                          |                     |
|   | MACCLESFIELD                       |                          |                     |
|   | LYME GREEN BUS. PARK               |                          |                     |
|   | Edge of Town                       |                          |                     |
|   | Development Zone                   |                          |                     |
|   | Total Gross floor area:            | 6658 sqm                 |                     |
|   | Survey date: MONDAY                | 19/09/16                 | Survey Type: MANUAL |
| 6 | CH-02-C-04                         | FABRICS MANUFACTURE      | CHESHIRE            |
|   | CHARTER WAY                        |                          |                     |
|   | MACCLESFIELD                       |                          |                     |
|   | HURDSFIELD                         |                          |                     |
|   | Edge of Town                       |                          |                     |
|   | Industrial Zone                    |                          |                     |
|   | Total Gross floor area:            | 3200 sqm                 |                     |
|   | Survey date: FRIDAY                | 07/05/21                 | Survey Type: MANUAL |
| 7 | DS-02-C-02                         | ENGINEERED PRODUCTS      | DERBYSHIRE          |
|   | PONTEFRAC STREET                   |                          |                     |
|   | DERBY                              |                          |                     |
|   | Suburban Area (PPS6 Out of Centre) |                          |                     |
|   | Industrial Zone                    |                          |                     |
|   | Total Gross floor area:            | 2600 sqm                 |                     |
|   | Survey date: THURSDAY              | 25/06/15                 | Survey Type: MANUAL |
| 8 | DV-02-C-02                         | ENERGY RECOVERY FACILITY | DEVON               |
|   | GRACE ROAD SOUTH                   |                          |                     |
|   | EXETER                             |                          |                     |
|   | MARSH BARTON TRAD. EST.            |                          |                     |
|   | Suburban Area (PPS6 Out of Centre) |                          |                     |
|   | Industrial Zone                    |                          |                     |
|   | Total Gross floor area:            | 3513 sqm                 |                     |
|   | Survey date: THURSDAY              | 06/07/17                 | Survey Type: MANUAL |

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LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                                                                                                                                                        |                            |                 |                     |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-----------------|---------------------|
| 9  | GS-02-C-02<br>DAVY WAY<br>GLOUCESTER<br>HARDWICKE<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 1630 sqm<br>Survey date: FRIDAY 23/04/21                               | MARINE ENGINE PRODUCTION   | GLOUCESTERSHIRE | Survey Type: MANUAL |
| 10 | HC-02-C-01<br>JAYS CLOSE<br>BASINGSTOKE<br><br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 3000 sqm<br>Survey date: THURSDAY 16/06/16                                   | ENGINEERING COMPANY        | HAMPSHIRE       | Survey Type: MANUAL |
| 11 | HE-02-C-02<br>COLLEGE ROAD<br>HEREFORD<br>BURCOTT<br>Edge of Town<br>Commercial Zone<br>Total Gross floor area: 1880 sqm<br>Survey date: TUESDAY 22/10/13                              | THERMAL PROCESSING         | HEREFORDSHIRE   | Survey Type: MANUAL |
| 12 | LC-02-C-03<br>GOLDEN HILL LANE<br>LEYLAND<br><br>Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 150 sqm<br>Survey date: TUESDAY 06/11/18             | TIMBER SUPPLIES            | LANCASHIRE      | Survey Type: MANUAL |
| 13 | LC-02-C-04<br>CHORLEY ROAD<br>BLACKPOOL<br>LITTLE CARLETON<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 1010 sqm<br>Survey date: THURSDAY 20/06/19                    | POWDER COATINGS            | LANCASHIRE      | Survey Type: MANUAL |
| 14 | LC-02-C-05<br>FURNESS DRIVE<br>POULTON-LE-FYLDE<br><br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 775 sqm<br>Survey date: WEDNESDAY 30/06/21                           | NUTRITION MANUFACTURE      | LANCASHIRE      | Survey Type: MANUAL |
| 15 | NF-02-C-03<br>ELVIN WAY<br>NORWICH<br>HELLESDON<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 260 sqm<br>Survey date: THURSDAY 07/11/19                                | SHEET METAL CONTRACTOR     | NORFOLK         | Survey Type: MANUAL |
| 16 | NF-02-C-04<br>FLETCHER WAY<br>NORWICH<br>UPPER HELLESDON<br>Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 690 sqm<br>Survey date: THURSDAY 14/11/19 | EXHIBITION DESIGN & MANUF. | NORFOLK         | Survey Type: MANUAL |

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LIST OF SITES relevant to selection parameters (Cont.)

|    |                                    |                       |                     |
|----|------------------------------------|-----------------------|---------------------|
| 17 | NR-02-C-02                         | RENEWABLE ENGINEERING | NORTHAMPTONSHIRE    |
|    | TREVITHICK ROAD                    |                       |                     |
|    | CORBY                              |                       |                     |
|    | Suburban Area (PPS6 Out of Centre) |                       |                     |
|    | Industrial Zone                    |                       |                     |
|    | Total Gross floor area:            | 702 sqm               |                     |
|    | Survey date: THURSDAY              | 22/10/20              | Survey Type: MANUAL |
| 18 | SF-02-C-01                         | JOINERY               | SUFFOLK             |
|    | ANSON ROAD                         |                       |                     |
|    | IPSWICH                            |                       |                     |
|    | MARTLESHAM HEATH                   |                       |                     |
|    | Edge of Town                       |                       |                     |
|    | Industrial Zone                    |                       |                     |
|    | Total Gross floor area:            | 1100 sqm              |                     |
|    | Survey date: FRIDAY                | 12/07/13              | Survey Type: MANUAL |
| 19 | TV-02-C-02                         | FLUID ENGINEERING     | TEES VALLEY         |
|    | PARKVIEW ROAD WEST                 |                       |                     |
|    | HARTLEPOOL                         |                       |                     |
|    | Suburban Area (PPS6 Out of Centre) |                       |                     |
|    | Industrial Zone                    |                       |                     |
|    | Total Gross floor area:            | 1050 sqm              |                     |
|    | Survey date: FRIDAY                | 04/09/20              | Survey Type: MANUAL |
| 20 | WM-02-C-04                         | FOUNDRY               | WEST MIDLANDS       |
|    | STOURVALE ROAD                     |                       |                     |
|    | STOURBRIDGE                        |                       |                     |
|    | LYE                                |                       |                     |
|    | Suburban Area (PPS6 Out of Centre) |                       |                     |
|    | Industrial Zone                    |                       |                     |
|    | Total Gross floor area:            | 4324 sqm              |                     |
|    | Survey date: TUESDAY               | 21/11/17              | 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.*

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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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 | 4        | 1974     | 0.051     | 4          | 1974     | 0.000     | 4        | 1974     | 0.051     |
| 06:00 - 07:00 | 5        | 1905     | 0.136     | 5          | 1905     | 0.042     | 5        | 1905     | 0.178     |
| 07:00 - 08:00 | 20       | 2306     | 0.295     | 20         | 2306     | 0.067     | 20       | 2306     | 0.362     |
| 08:00 - 09:00 | 20       | 2306     | 0.393     | 20         | 2306     | 0.089     | 20       | 2306     | 0.482     |
| 09:00 - 10:00 | 20       | 2306     | 0.219     | 20         | 2306     | 0.154     | 20       | 2306     | 0.373     |
| 10:00 - 11:00 | 20       | 2306     | 0.187     | 20         | 2306     | 0.143     | 20       | 2306     | 0.330     |
| 11:00 - 12:00 | 20       | 2306     | 0.124     | 20         | 2306     | 0.150     | 20       | 2306     | 0.274     |
| 12:00 - 13:00 | 20       | 2306     | 0.189     | 20         | 2306     | 0.202     | 20       | 2306     | 0.391     |
| 13:00 - 14:00 | 20       | 2306     | 0.191     | 20         | 2306     | 0.202     | 20       | 2306     | 0.393     |
| 14:00 - 15:00 | 20       | 2306     | 0.104     | 20         | 2306     | 0.132     | 20       | 2306     | 0.236     |
| 15:00 - 16:00 | 20       | 2306     | 0.108     | 20         | 2306     | 0.152     | 20       | 2306     | 0.260     |
| 16:00 - 17:00 | 20       | 2306     | 0.056     | 20         | 2306     | 0.254     | 20       | 2306     | 0.310     |
| 17:00 - 18:00 | 20       | 2306     | 0.024     | 20         | 2306     | 0.286     | 20       | 2306     | 0.310     |
| 18:00 - 19:00 | 20       | 2306     | 0.035     | 20         | 2306     | 0.152     | 20       | 2306     | 0.187     |
| 19:00 - 20:00 | 4        | 1974     | 0.101     | 4          | 1974     | 0.127     | 4        | 1974     | 0.228     |
| 20:00 - 21:00 | 4        | 1974     | 0.038     | 4          | 1974     | 0.076     | 4        | 1974     | 0.114     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 2.251     |            |          | 2.228     |          |          | 4.479     |

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:           | 150 - 8100 (units: sqm) |
| Survey date range:                            | 01/01/13 - 30/06/21     |
| Number of weekdays (Monday-Friday):           | 20                      |
| 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.*