



now part of



Reading International Business Park

Transport Assessment

On behalf of



Project Ref: 43337/5502 | Rev: V1.1 | Date: 26 November 2019

Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU
Office Address: First Floor, Southern House, 1 Cambridge Terrace, Oxford OX1 1RR

T: +44 (0)186 541 0000 E: oxford@peterbrett.com

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	Name	Position	Signature	Date
Prepared by:	Anthony Bubbs	Transport Planner	AB	26.11.2019
Reviewed by:	Stephen Millns	Senior Associate	SM	26.11.2019
Approved by:	James Overend	Director	JO	26.11.2019
For and on behalf of Peter Brett Associates LLP				

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1 Introduction

1.1 Context and Background

- 1.1.1 This Transport Assessment (TA) has been prepared by Peter Brett Associates (PBA), now part of Stantec, on behalf of Arlington Business Parks GP Ltd (Arlington), to support a planning application for four new industrial units to be provided on land at Reading International Business Park (RIBP). The proposals are for full planning consent and have been prepared as an alternative to the extant permission 00/01447/FUL for a development consisting of 33,445sq.m GFA of B1(a) office space and 969 car parking spaces.
- 1.1.2 The application site is located on land at Reading International Business Park. It is approximately 3.45 hectares in size and lies between the Verizon UK Headquarters building to the south-east and the Tesco Regional Distribution Centre to the north-west.

1.2 Summary of Proposals

- 1.2.1 The development proposal seeks to create four new flexible B2/ B8 warehouse units with a total Gross Internal Area (GIA) of 15,045sq.m, and 145 non-operational vehicle parking spaces for employees and visitors. The proposed land uses are consistent with the those set out in Policy SR4(e) of the 'Reading Borough Local Plan' (2019). The masterplan of the development proposal is shown in **Appendix A**.

1.3 Pre-Application Scoping

- 1.3.1 This TA has been prepared based upon a period of pre-application scoping with the Reading Borough Council (RBC) highway department which has included follow up liaison after a pre-application scoping meeting on 8 April 2019 at RBC offices. This has led to the following agreed principles within the TA:
- The trip generation of the permitted B1a offices to provide a baseline of the consented development;
 - The trip generation of the proposed B2 and B8 land uses, through which to assess the level of impact against the consented development;
 - The junction impact assessment parameters, which are the assessment of the A33 / Imperial Way/ Tesco Access roundabout and Little Lea Gyratory (Northern section only); and
 - Trip Distribution of extant and proposed traffic based upon traffic surveys conducted in June 2019 at the A33 / Imperial Way/ Tesco roundabout and Little Lea Gyratory with the exception of HGV distribution. This has been agreed to be distributed based upon a split of 80% to/from M4 Junction 11 via the A33 and 20% to/from the north on the A33, which is consistent with recent industrial developments along the A33 corridor.

1.4 Aims

- 1.4.1 The key aims of TA are to;
- Describe the predicted multi-modal trip generation of the proposed development for both land use options;
 - Describe the sustainable travel opportunities to and from the site;

- Describe how on-site and off-site access and movement will be achieved for all modes of transport including service and delivery vehicles; and
- Demonstrate the proposed developments will not have a significant impact on the operation of the local highway network.

1.5 Structure of the Report

1.5.1 This TA is structured, as follows:

- **Section 2** considers the development proposals within the context of national and local planning and transport policies;
- **Section 3** describes the application site in detail and the permitted development;
- **Section 4** examines the accessibility of the application site by sustainable modes of transport and includes a review of walking and cycling infrastructure and bus and rail services;
- **Section 5** provides a description of the highway network including Personal Injury Collision (PIC) records and baseline 2019 traffic levels;
- **Section 6** provides a description of the proposed developments including site access arrangements, parking provision and operational capabilities;
- **Section 7** provides a multi-modal trip generation assessment of extant B1(a) and proposed B2 and B8 land use development scenarios;
- **Section 8** presents an impact assessment of the extant and proposed development on the highway network and presents the nett impact of the proposals against permitted development on the site; and
- **Section 9** presents a summary and conclusions of the TA.

2 Policy Context

2.1 Overview

2.1.1 This chapter provides the planning policy context that is relevant to the development proposal at the application site and in the preparation of this TA report, as follows:

- National Planning Policy Framework (NPPF) (2012, updated 2019) and accompanying Planning Practice Guidance;
- The 'Reading Borough Local Plan' (2019) and accompanying Proposal Map; and
- Reading Borough Council 'Revised Parking Standards & Design' Supplementary Planning Document (October 2011).

2.2 National Guidance

National Planning Policy Framework (February 2019)

2.2.1 The National Planning Policy Framework (NPPF) was published in March 2012 and most recently updated in February 2019. The document sets out the Government's planning policies for England and how these should be applied. It provides a framework within which plans for housing and other development can be produced.

2.2.2 Policy has moved towards securing more sustainable outcomes with emphasis on minimising the need to travel, reducing car use and encouraging more sustainable modes of transport. In considering travel in the context of planning applications, the NPPF paragraphs stated below are relevant.

2.2.3 Paragraph 102 states: *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) The potential impacts of development on transport networks can be addressed;*
- b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

2.2.4 Paragraph 103 states: *"The planning system should actively manage patterns of growth in support of these [sustainable transport] objectives. 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."*

- 2.2.5 Paragraph 111 states: *“All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.”*
- 2.2.6 Paragraph 103 of the NPPF emphasises the need to plan for sustainable travel, but also to be pragmatic about the variability of transport options in different communities. This is relevant in the context of RIBP, where there is a good provision of public transport in proximity to the site, but it is recognised that this might not provide for all occupiers or visitors.

Planning Practice Guidance (March 2014)

- 2.2.7 In March 2014 the Department for Communities and Local Government (DCLG) launched a website containing national planning practice guidance. The website contains guidance on a range of planning topics such as design, Local Plans, Neighbourhood Plans and Travel Plans / Transport Assessments.
- 2.2.8 The section on ‘Travel plans, Transport Assessments and Statements in decision-taking’ provides advice on when Transport Assessments and Transport Statements are required and what they should contain. This assessment has been prepared in accordance with the PPG.
- 2.2.9 Regarding Transport Assessments the following principles are identified:

“Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required). The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.”

Local Guidance

- 2.2.10 The ‘Reading Borough Local Plan’ was adopted by RBC in November 2019 and sets out the planning policies for development in Reading up to the end of the plan period in 2036.
- 2.2.11 The objectives of RBC which relate to transport and sustainable travel as set out in the Local Transport Plan (2011-2026) are, as follows:
- *To facilitate more physically active travel for journeys in a healthy environment;*
 - *To improve personal safety on the transport network;*
 - *To provide affordable, accessible and inclusive travel options for everyone;*
 - *To ensure that the transport network operates safely and efficiently to meet the needs of all users;*
 - *To align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment;*
 - *To deliver balanced packages of value for money transport solutions and make best use of existing transport investment;*
 - *To offer sustainable transport choices for the Travel to Work Area and beyond, integrating within and between different types of transport;*

- *To improve journey times, journey time reliability and the availability of information; and*
 - *To reduce carbon emissions from transport, improve air quality and create a transport network which supports a mobile, affordable low-carbon future.*
- 2.2.12 The Local Plan states that development proposals should contribute appropriately towards the transport and sustainable travel objectives of RBC and its Local Transport Plan (2011-2026), or any successor document.
- 2.2.13 Policy TR1 – Achieving the Transport Strategy states: *“All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application.”*
- 2.2.14 The Local Plan states in paragraph 4.5.4 that all developments will be assessed for their impact upon the transport network, including the local and trunk road and motorway networks and, where relevant, the rail network. It continues to state that development should provide mitigation measures in line with their impacts on these networks, taking account of levels of development that have already been accepted, and mitigation measures that have already been agreed or implemented. It will be a condition of planning permission that appropriate measures are in place to secure any remedial transport measures required. Where necessary, a transport assessment of the scheme will be required. This will measure the impacts both of the development proposal and of any remedial measures proposed by the developer to address those impacts. Once a satisfactory package of remedial measures has been negotiated, contributions may be sought from developers to secure their delivery.
- 2.2.15 RIBP has been identified in the Local Plan as a site which will be developed in accordance with the principles set out in Policy SR4 – Other Sites for Development in South Reading.

Policy SR4(e): Part of Former Berkshire Brewery Site

“Development for employment uses. The site has an existing permission for 33,910sq.m of offices, but would also be suitable for industrial and warehouse development. Related commercial uses as part of the mix may also be appropriate, although proposals that would involve main town centre uses (excluding offices) will only be appropriate where there is no significant adverse impact on existing centres.

Development should:

- *Enhance the setting of the listed Little Lea Farmhouse;*
- *Provide for a green link along the A33 frontage;*
- *Include a landscaped buffer to the watercourses around the site, with development set back at least 10m from the river wherever possible;*
- *Address any contamination on site;*
- *Take account of the potential impact on water and wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required; and*
- *Safeguard land which is required for mass rapid transit routes and stops.*

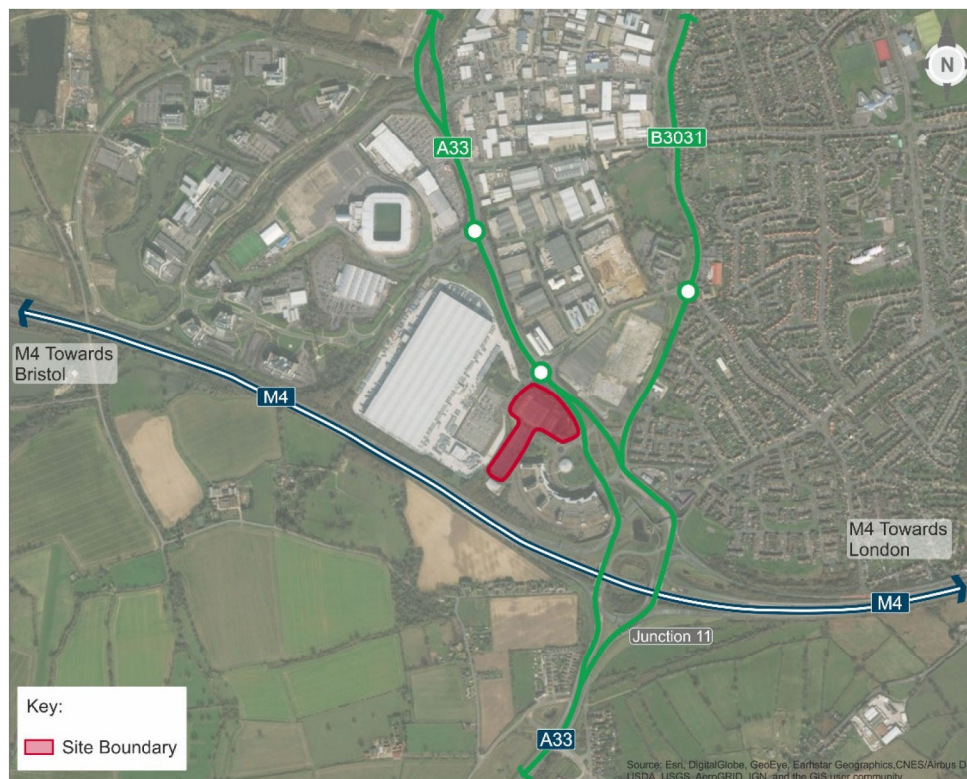
Site Size: 3.7 ha 11,000 sq.m -13,000 sq.m of industrial and warehousing”

3 Site Context and Permitted Development

3.1 Site Location

- 3.1.1 The application site is located on land at RIBP. It is approximately 3.45 hectares in size and lies between the Verizon UK Headquarters building to the south-east and the Tesco Regional Distribution Centre to the north-west.
- 3.1.2 The location of the site is illustrated in **Figure 3.1**. The site is bound to the northeast by the A33, which provides vehicular access to the RIBP and to the south by the M4. To the west of the site is a Tesco distribution centre and RIBP itself is located to the east and southeast of the site. To the south of the site lies the M4 motorway.

Figure 3.1: Site Location



3.2 Permitted Development

- 3.2.1 The site has an existing planning permission, originally granted by RBC in 2002 (ref. 00/01447/FUL) for the development of 33,445sq.m GFA of B1(a) office space and 969 car parking spaces.
- 3.2.2 Following consent, planning permission was granted for a variation to Condition 1 (ref. 06/00627/VARIAT) to extend the time limit for the commencement of development by a further 3 years. This permission remains extant (ref. 09/00685/VARIAT) through a S.73 application to vary pre-commencement conditions as set out in permission 06/00627/VARIAT.
- 3.2.3 It is also noted that the extant planning permission for 33,445sq.m GFA of B1(a) office space is acknowledged in the 'Reading Borough Local Plan' (2019) Policy SR4(e), as stated in Section 2, albeit with a slightly larger GFA of 33,910sq.m.

4 Sustainable Travel Opportunities

4.1 Introduction

- 4.1.1 This section examines the accessibility of the application site on foot, by cycle and by public transport. Existing pedestrian and cycle infrastructure aimed at supporting local employment trips and to facilitate connected trips to public transport have been analysed as well as the current levels of public transport services and access points.

4.2 Walking

- 4.2.1 **Figure 4.1** illustrates the main walking and cycling crossing routes in the vicinity of the site.

Figure 4.1: Walking and Cycling Routes



- 4.2.2 These are considered suitable for future sustainable staff and visitor journeys, which will be via the northern access into the RIBP. A signalised pedestrian and cycle crossing facilities is situated on the A33 Basingstoke Road at the Little Lea Gyratory. This would provide safe crossing opportunities for potential employees living in residential areas of Whitley, to the east of the site, who may choose to walk to work.

The crossing facilities within the Little Lea Gyratory also provide off-carriageway walking provision centrally between A33 carriageways that continues up and over (via bridges) Junction 11 of the M4 to the south of the site, allowing further sustainable connectivity for pedestrian towards Three Mile Cross approximately 1 kilometre south of M4 Junction 11.

- 4.2.3 To the northeast of the site a footway is provided on the western side of the A33 connecting with Green Park, Madejski Stadium and Reading Gate Retail Park to the north. To the south, a public right of way runs along the northern boundary of the M4, between the M4 Junction 11 roundabout to the east and Green Park (South Oak Way) to the west.

4.3 Cycling

- 4.3.1 There are shared pedestrian and cycle link to the site from Reading town centre that initially runs along the Kennet and Avon Canal tow path before running along both sides of the A33 from location of the Reading Link Retail Park.
- 4.3.2 Access to the site from the south would be possible via the grade separated traffic free route over M4 Junction 11 and the which would provide cycle connectivity from Three Mile Cross, Spencers Wood and Shinfield, which are all within 4 kilometres of the site.
- 4.3.3 National Cycle Route 4 provides traffic free connection to the site from the Southcote area of Reading via the Kennet and Avon Canal and the A33 via a link at Southcot Lock. The site also benefits from National Cycle Route 23 (**Figure 4.1**), which provides a partly traffic-free signed route that linking Grazeley, Beech Hill, Bramley and Basingstoke further to the south.

4.4 Bus

- 4.4.1 The nearest bus stop to the site is the RIBP stop located on the crescent road of the RIBP less than 200 metres from the site. Several services run from this stop between the MereOak Park and Ride and Reading town centre via the A33 with a varying frequency throughout the day of 11-35 minutes.
- 4.4.2 Additional services operate on Old Basingstoke Road including the 6 and 7 services. These provide 10 and 60-minute frequencies to Reading town centre from the Post House stop, which is approximately 875 metres from the site. A summary of the bus services in the vicinity of the site are set out in **Table 4.1**, with the route illustrated in **Figure 4.2** overleaf.

Table 4.1: Bus Services

Service Number	Route	Stop	Frequency
6 GreenWave	Reading Station - Whitley Wood via Basingstoke Road	Whitley Wood, Post House	10 mins
7	Fleet - Three Mile Cross - Reading Town Centre	Whitley Wood, Post House	60 mins
60 / 60a / 60b / 60c / 60e / 60m / 60x GreenWave	MereOak P&R - Reading Town Centre	RIBP	11 – 35 mins

Figure 4.2: Bus Network



4.5 Reading Mass Rapid Transport

- 4.5.1 The bus services that run along the A33, such as those from RIBP, run on what is known as the Reading Mass Rapid Transport (MRT) Corridor, which is a dedicated bus lane along various sections of the A33.
- 4.5.2 RBC have developed proposals to extend the current section of the MRT along the A33 through to Junction 11 of the M4, which will ultimately create a corridor between the Mere Oak Park and Ride, to the south of Junction 11 of the M4 to Reading town centre.
- 4.5.3 Along the south-eastern boundary of the site, RBC has requested land from within the site boundary to deliver part of this scheme. The proposal adjacent to the site includes a northbound bus lane with a new bus stop.
- 4.5.4 The addition of this section of the MRT, subject to funding, would further increase accessibility of bus services from occupiers of the proposed development.

4.6 Rail

- 4.6.1 Reading station is situated on the Great Western Main Line, which provides access to key destinations including London Paddington and London Waterloo to the east and Swindon Bristol, South Wales and the South West the west. The station also provides connections to local destinations such as Newbury, Oxford, Basingstoke and Twyford. From December 2019,
- 4.6.2 Connection between Reading train station and the site is possible via a 15-minute bus services to RIBP or alternatively it can be cycled within 18 minutes.

5 Highway Network

5.1 Highway Network

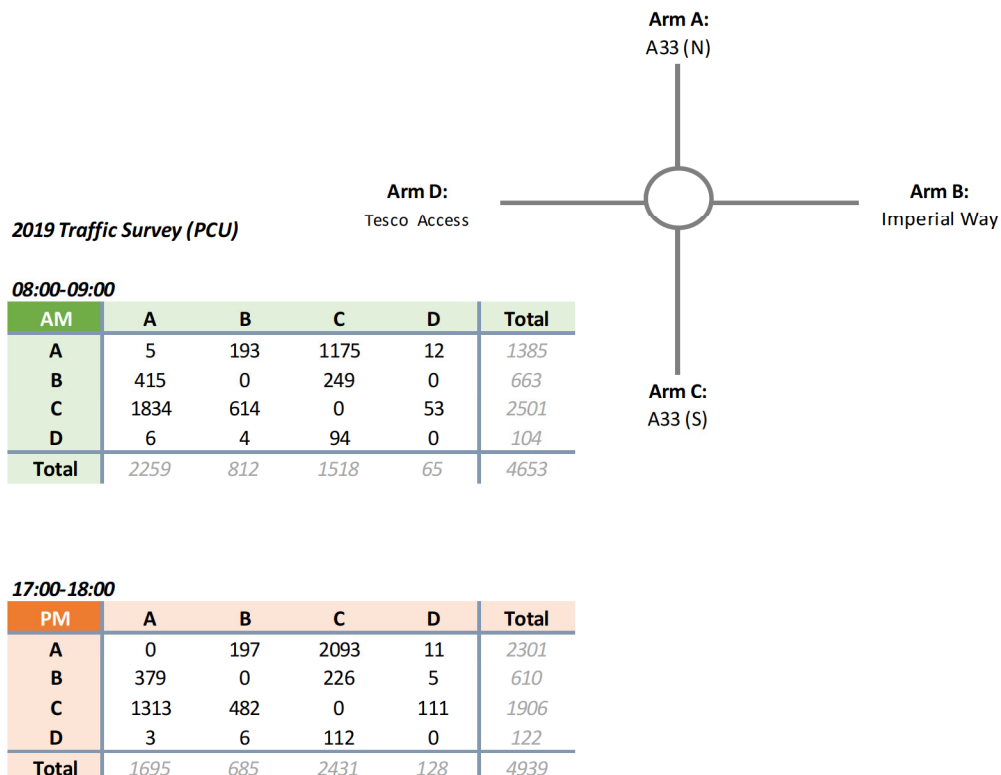
- 5.1.1 There are two vehicular access / egress points that will serve the proposed development. One is the northern access to the RIBP from the A33 Basingstoke Road at the Little Lea Gyratory and the second is the 'Tesco' access arm of the A33 roundabout with Imperial Way.
- 5.1.2 The A33 is a major road within Reading and provides a key corridor between Junction 11 of the M4 motorway to the south and Reading Town Centre to the north. The M4 motorway westbound provides strategic connection to the A34 and Newbury and further afield to Swindon, Bristol and the west of England. Eastbound from Junction 11, the motorway provides access to Maidenhead, Slough and further east London and the M25.

5.2 Traffic Surveys

Manual Turning Counts (MTC) were undertaken on Thursday 27th June 2019 at the A33 / Imperial Way / Tesco Access Roundabout, and the northside of Little Lea Gyratory between the hours of 07:00-10:00 and 16:00-19:00.

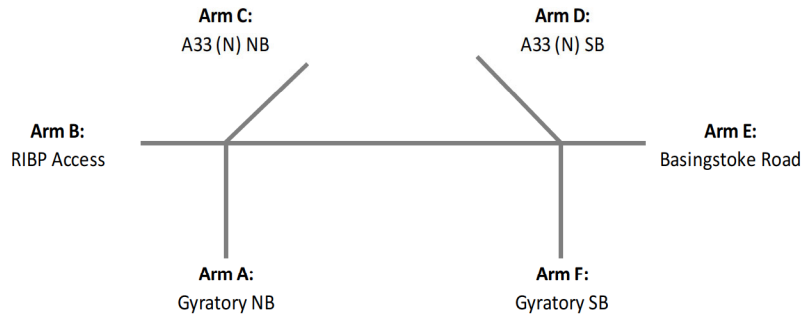
- 5.2.1 The results of the traffic surveys have been used to create a baseline to assess the impact of the permitted development in **Section 8** of this TA, and subsequent development scenarios based upon the B2 and B8 land uses that are sought for the site.
- 5.2.2 The traffic flows recorded at A33 / Imperial Way / Tesco Access Roundabout in the AM (08:00-09:00) and PM (17:00-18:00) peak hours are shown in **Figure 5.1**.

Figure 5.1: A33 / Imperial Way / Tesco AM & PM Peak Traffic Survey Results



- 5.2.3 The traffic flows recorded at A33 Little Lea Gyratory in the AM (08:00-09:00) and PM (17:00-18:00) peak hours are shown in **Figure 5.2**.

Figure 5.2: A33 Little Lea Gyratory AM & PM Peak Traffic Survey Results



2019 Traffic Survey (PCU)

08:00-09:00

AM	A	B	C	D	E	F	Total
A	0	7	2470	0	154	7	2638
B	0	0	36	0	2	28	66
C	0	0	0	0	0	0	0
D	0	0	0	0	2	1524	1526
E	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0
Total	0	7	2506	0	158	1559	4229

17:00-18:00

PM	A	B	C	D	E	F	Total
A	0	13	1810	0	121	21	1965
B	0	0	100	0	9	194	303
C	0	0	0	0	0	0	0
D	0	0	0	0	10	2421	2431
E	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0
Total	0	13	1909	0	141	2636	4698

5.3 Personal Injury Collision Review

Introduction

- 5.3.1 Personal Injury Collision (PIC) data has been obtained from RBC for the latest five-year period of 1st January 2014 to 31st December 2018 for an area extending along the A33 from the roundabout junction with Imperial Way to the M4 Junction 11. The area also extends along Imperial Way to the roundabout junction with Worton Drive, both of which correspond with the local highway network surrounding the proposed development site.
- 5.3.2 The collisions data has been reviewed and categorised based on the casualty injury severity of slight, serious and fatal, which are definitions identified in the 2004 Department for Transport document, 'Stats 20: Instructions for the completion of Road Accident Reports' with the PIC report outputs contained in **Appendix B**.

Collision Summary

- 5.3.3 The PIC data reveals that there were 22 collisions in the last 5 years within the study area with a summary of the annual 12-month collision data set out in **Table 5.1**.

Table 5.1: Summary of Collisions

Injury Severity	Annual Rolling 12 months					Total
	Year 1 (2014)	Year 2 (2015)	Year 3 (2016)	Year 4 (2017)	Year 5 (2018)	
Fatal	0	0	0	0	0	0
Serious	0	0	0	0	2	2
Slight	6	2	1	3	8	20
Total	6	2	1	3	10	22

- 5.3.4 **Table 5.1** shows that over the 5-year period there were no fatal collisions, 2 (9%) serious collisions and 20 (91%) slight collisions.

Casualty Summary

- 5.3.5 Of the 22 PICs, there were 29 recorded casualties, which are summarised in **Table 5.2**.

Table 5.2: Summary of Casualties

Casualty	Injury Severity	Annual Rolling 12 months					Total
		Year 1 (2014)	Year 2 (2015)	Year 3 (2016)	Year 4 (2017)	Year 5 (2018)	
Pedestrian	Fatal	0	0	0	0	0	0
	Serious	0	0	0	0	0	0
	Slight	0	0	0	0	0	0
	Total	0	0	0	0	0	0
Cyclist	Fatal	0	0	0	0	0	0
	Serious	0	0	0	0	0	0
	Slight	1	0	0	0	2	3
	Total	1	0	0	0	2	3
Motorised Vehicle Driver/ Passenger	Fatal	0	0	0	0	0	0
	Serious	0	0	0	0	2	2
	Slight	7	3	1	5	8	24
	Total	7	3	1	5	10	26

- 5.3.6 A review of the casualty data has identified that there were no pedestrian casualties over the 5-year period with a single slight cyclist injury in 2014 and two in 2018.
- 5.3.7 Casualties to a driver or passenger of a motorised vehicle recorded the highest number of casualties with 26 across the 5-year period with 24 classified as slight and two in 2018 classified as serious.

Causation Factors

5.3.8 **Table 5.3** summarises the contributory factors for the 22 collisions during the 5-year study.

Table 5.3: Summary of Contributory Factors

Factor	Contributory Factor				
	Very Likely	Possible	Unknown	Total	%
Road Environment Contributed	1	0	0	1	2%
Vehicle Defects	0	1	0	1	2%
Injudicious Action	2	2	2	6	10%
Driver/ Rider Error or Reaction	17	8	0	25	42%
Impairment or Distraction	0	0	2	2	3%
Behaviour or Inexperience	16	2	1	19	32%
Vision Affected by	5	0	0	5	8%
Pedestrian Only (Casualty or Uninjured)	0	0	0	0	0%
Special Codes	0	0	0	0	0%
Total	41	13	5	59	100%

5.3.9 **Table 5.3** reveals that of the 22 collisions, 59 contributory factors were attributed to them. Driver/ Rider Error or Reaction and Behaviour or Inexperience were identified as 'very likely' contributory factor to 33 of the persons involved, which represent the majority of PICs. Wider analysis of the full contributory factors shows that there is no evidence of a collision pattern associated with the highway design within the study area.

6 Development Proposal

6.1 Development Proposals Overview

- 6.1.1 The proposed development is for four new flexible B2/B8 industrial units to be provided on land at RIBP, between Verizon and the Tesco Distribution Centre on south Reading. The proposed floor areas, car parking, motor cycle parking and cycle parking levels for each unit is set out in **Table 6.1** with a Masterplan of the proposals contained in **Appendix A**.

Table 6.1: Proposed Development Units

Unit No.	Size (sq. m GIA)	Car Parking		Motorcycle / Moped	Cycle
		Total	Disabled		
1	3,591sq.m	36	2	1	10
2	6,417sq.m	59	3	1	18
3	2,244sq.m	22	1	1	6
4	2,793sq.m	28	1	1	8
Total	15,045sq.m	145	7	4	42

- 6.1.2 As can be seen from **Table 6.1**, the proposals represent a significant reduced in area and car parking spaces compared to the extant permission 00/01447/FUL for the development of 33,445sq.m GFA of B1(a) office space and 969 car parking spaces.

6.2 Pedestrian Access

- 6.2.1 Pedestrian access to the site will be via the existing shared foot and cycleway on the A33 that leads into RIBP at its northern entrance /exit.
- 6.2.2 Access to Unit 1 is in the form of a new footway, which is a continuation of the current one that exists at the entrance to the site that was created several years ago as part of the original RIBP development.
- 6.2.3 The new footway leads to a 'zebra' style crossing at the entrance to the Unit 1 car park. From here, pedestrians walk between the rear of the car park and the in front of the cycle shelter to access the building entrance.
- 6.2.4 Access to Units 2 is via a new pedestrian footpath along the southern boundary of Units 1 and 2. At its southern end, this connects with the end of the current footway at the existing access that will serve Unit 1 while at the northern end, pedestrians will turn north and cross a 'zebra' style crossing within Unit 2 that provides a route to the building entrance.
- 6.2.5 Access to Units 3 and 4 follows the same route as access to Unit 2, but with pedestrian turning south to cross a 'zebra' style crossing rather than north into Unit 2. From here, pedestrians walk along a new footway adjacent to the access road that firsts leads to the Unit building entrance and finally to Unit 4, where upon they cross a final zebra style crossing with a footpath leading to the building entrance.

6.3 Cycling Access

- 6.3.1 Cycling will provide staff and visitors with a viable and healthy alternative for travel to the site, especially those relating to the nearby residential areas as well as providing a linked mode of travel to Reading railway station.
- 6.3.2 Cycle access to the site will be via the existing shared foot and cycleway on the A33 with access to Unit 1 from a roundabout within RIBP that leads to an existing vehicle access that was created as part of the original RIBP development. Here cyclist will turn right into the car park with secure, covered and lit cycle parking located adjacent to the building entrance.
- 6.3.3 Cycle access to Units 2, 3 and 4 will be via the western arm (Tesco) arm of the A33 roundabout with Imperial Way. Cycle access to Unit 2 will be from a new vehicle access from the current access road with secure, covered and lit cycle parking located adjacent to the building entrance.
- 6.3.4 Access to Units 3 and 4 is via a new section of access road with both units containing secure, covered and lit cycle parking located close to the buildings.

6.4 Vehicle Access

- 6.4.1 Vehicle access to the Unit 1 car park and service yard would be taken directly from the fourth arm of an existing roundabout junction within RIBP. Access to the car park is separate to the service yard and located to the east of the building. The service yard is located to the south of the building and will include a set of swing gates that will be closed when to unit is not in operation.
- 6.4.2 Vehicle access to Units 2, 3 and 4 will be via the western arm (Tesco) arm of the A33 roundabout with Imperial Way. Vehicle access to Unit 2 will be from a new vehicle access from the current access road. A gatehouse with siding gate will control access to the service yard with the car park located along the southern side of the building.
- 6.4.3 Vehicle access to Units 3 and 4 is via a new section of access road with both units containing separate service yards and car parks.

6.5 Parking

Car Parking

- 6.5.1 The car parking provision set out in **Table 6.1** is in accordance with RBC's 'Revised Parking Standards & Design' Supplementary Planning Document for B2 Land Use for a General & Specific Industrial use on a site located in Zone 3 – Secondary Core Area, which is a maximum of 1 space per 100sq.m . The development also contains disabled parking provision in accordance with RBC standards based upon a total development parking provision of 145 spaces at 7 spaces, which is 5% of the total provision. It is also proposed that each Unit will contain ducking within the car parks for future electric charging points to be installed.

Motorcycle / Moped Parking

- 6.5.2 A provision of 1 space per unit has been provided, which is in accordance with Revised Parking Standards & Design' Supplementary Planning Document.