

Reading Gate

Transport Assessment
784-B070901 250130

Final for Submission

The British Land Company plc
January 2025

Prepared on Behalf of Tetra Tech Environment Planning Transport Limited. Registered in England number: 03050297

Document Control

Document:	Transport Assessment
Project:	Unit 2B Reading Gate
Client:	The British Land Company plc
Job Number:	784-B070901
File Origin:	\\LDS-DC-VM-101\Data\Projects\784-B070901_Reading_Gate__Reading\60_Output\61_WIP\6103_Reports\Transport Assessment

Revision:	0001	Status:	Draft
Date:	January 2025		
Prepared by: AEP/BSL		Checked by: AP	Approved by: AP
Description of revision: Draft for Client Review			

Revision:	0002	Status:	Final
Date:	January 2025		
Prepared by: AEP/BSL		Checked by: LF	Approved by: AP
Description of revision: Issue for submission			

Revision:		Status:	
Date:			
Prepared by:		Checked by:	Approved by:
Description of revision:			

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1 INTRODUCTION

BRIEF

- 1.1 Tetra Tech have been commissioned by The British Land Company plc to prepare a Transport Assessment (TA) in support of the development of a mezzanine floor within Unit 2B of Reading Gate Retail Park to the south of Reading Town Centre. Unit 2B currently has a Gross Floor Area (GFA) of approximately 955sqm, with the proposed mezzanine floor providing an additional 800sqm.
- 1.2 This TA considers the accessibility to and from the site by all modes of transport regarding the proposed development. This TA has been prepared in accordance with National and Local Policy and will examine the sustainable and non-car modes of walking, cycling and public transport and then consider the impact of the residual vehicular traffic likely to be generated.

REPORT STRUCTURE

- 1.3 The structure of this report is summarised below:
- Section 2 summarises National and Local Authority policy regarding Transport;
 - Section 3 provides a description of the site location and local highway network;
 - Section 4 details the accessibility of the site by sustainable modes of transport;
 - Section 5 outlines the detailed development proposals;
 - Section 6 considers the trip generation potential of the development proposals;
 - Section 7 considers the operation of the car park; and
 - Section 8 finally summarises and concludes the report.

2 POLICY

- 2.1 This chapter of the Transport Statement reviews and analyses the relevant current and emerging transport planning policy and policy guidance in the context of the Site and the proposals on a national and local level.

NATIONAL PLANNING POLICY

- 2.2 The National Planning Policy Framework (NPPF) is one of the key documents that outlines the UK Government's planning policies and how they should be applied. The NPPF was originally published on 27th March 2012 and the latest version was published on 12th December 2024.
- 2.3 This section of the report sets out the key paragraphs in transport terms.
- 2.4 Paragraph 109 sets out that it is important to consider sustainable travel at an early stage of development and use a vision-led approach to identify any improvements that may be required. In terms of the development proposals, this TA includes a review of the sustainable travel characteristics of the site at **Section 4.0**.
- 2.5 Paragraph 110 sets out that significant development should be focused on locations which are, or can be, made sustainable; this is intended to offer a genuine choice of mode of travel for users of the developments. In terms of the development proposals, the construction of the mezzanine floor is not considered to be a significant development. Notwithstanding this, **Section 4.0** of this includes a review of the sustainability of the site in transport terms.
- 2.6 Paragraph 116 states 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, following mitigation, would be severe, taking into account all reasonable future scenarios.”* **Section 6.0** of this TS includes a review of the trip generation potential of the development proposals.
- 2.7 Paragraph 117 provides further context for Paragraph 116 in the form of five points which are:
- a) *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.

- 2.8 Paragraph 118 sets out that all developments which generate a significant number of movements should be supported by a Transport Assessment / Statement and that they will be required to provide a Travel Plan. **Section 6.0** of this TS includes a review of the trip generation potential of the development proposals which confirms that the proposed mezzanine floor will not generate a significant number of movements. Notwithstanding this, the development proposals are supported by this TA. When considering that the development proposals might result in only a few additional staff to manage the additional floor space, a Travel Plan is not considered necessary.

READING BOROUGH LOCAL PLAN (2019)

- 2.9 Reading Borough Council adopted its Local Plan in November 2019, replacing previous development plans for the region. The Local Plan sets out how Reading will develop up to 2036 and identifies the amount of development that will take place, where development is to be accommodated and details the policies for how applications will be decided.
- 2.10 Chapter 4.5 of the Local Plan contains general policies pertaining to transport, requiring that any proposed development contributes to meeting the objectives of the Local Transport Plan. These objectives are outlined below:
- *“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”.*

- 2.11 As set out at **Section 3.0**, the site is accessible by active and sustainable travel modes. The additional mezzanine floor space will allow more stock lines to be shown and sold on-site, this could result in items being bought in store rather than online, or ordered to the shoppers home from another store, which could help reduce carbon emissions from transport.

3 EXISTING HIGHWAY CONDITIONS

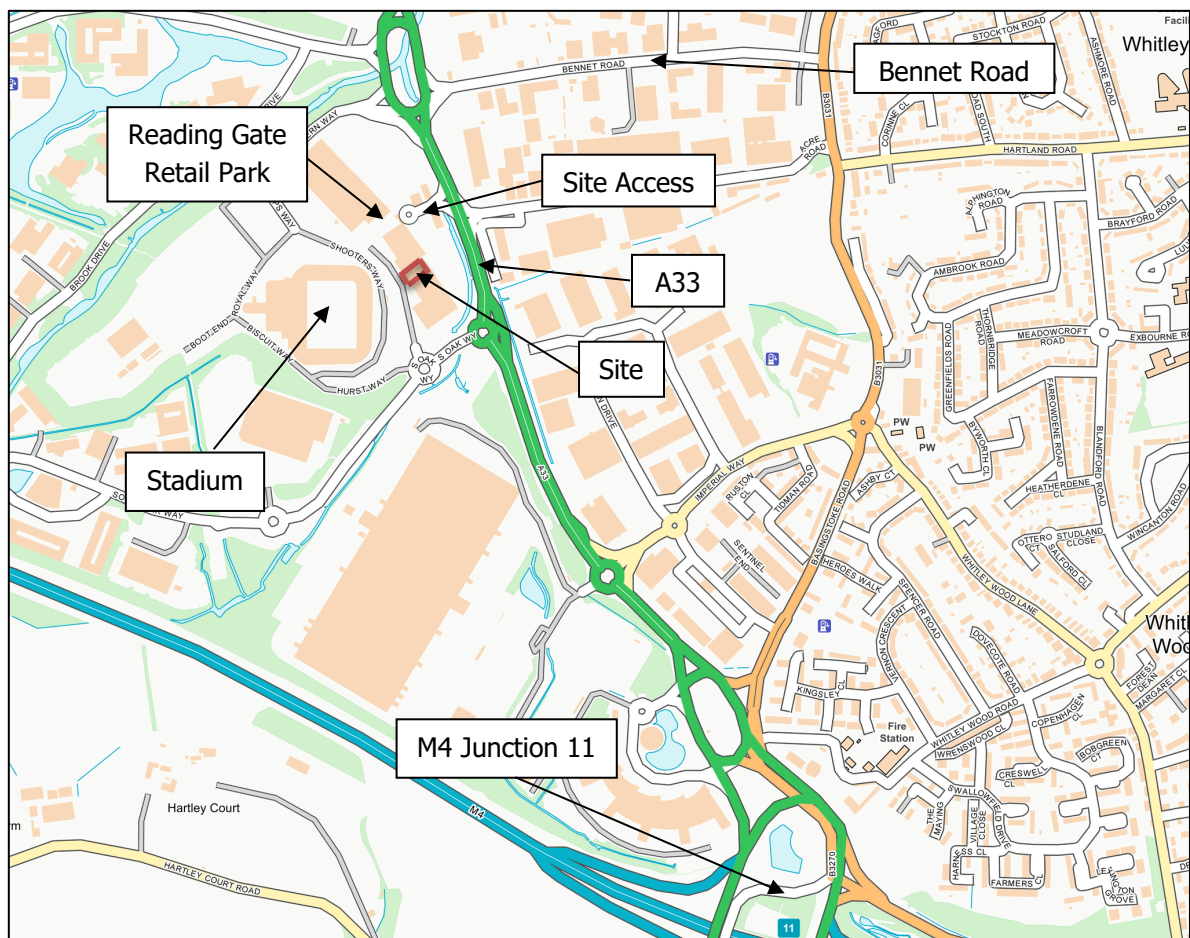
INTRODUCTION

- 3.1 This section of the report sets out the site location and access via active and sustainable modes of travel.

SITE LOCATION

- 3.2 The proposed development site is within Reading Gate Retail Park, which is located to the south of Reading town centre, and north of the M4 motorway. Reading Gate Retail Park is bound by Northern Way to the north, the A33 to the east, South Oak Way to the south, and Select Car Leasing Stadium (the home ground of Reading Football Club) to the west.
- 3.3 Unit 2B resides centrally within the Retail Park as shown in **Figure 3.1** and is accessible via the left in / left out priority junction with the A33 which facilitates access by all modes. There is also a service yard / emergency access from the South Oak Way roundabout to the south. This access also provides a secondary gated access for customers with a 2.1m width restriction.

Figure 3.1: Local Context



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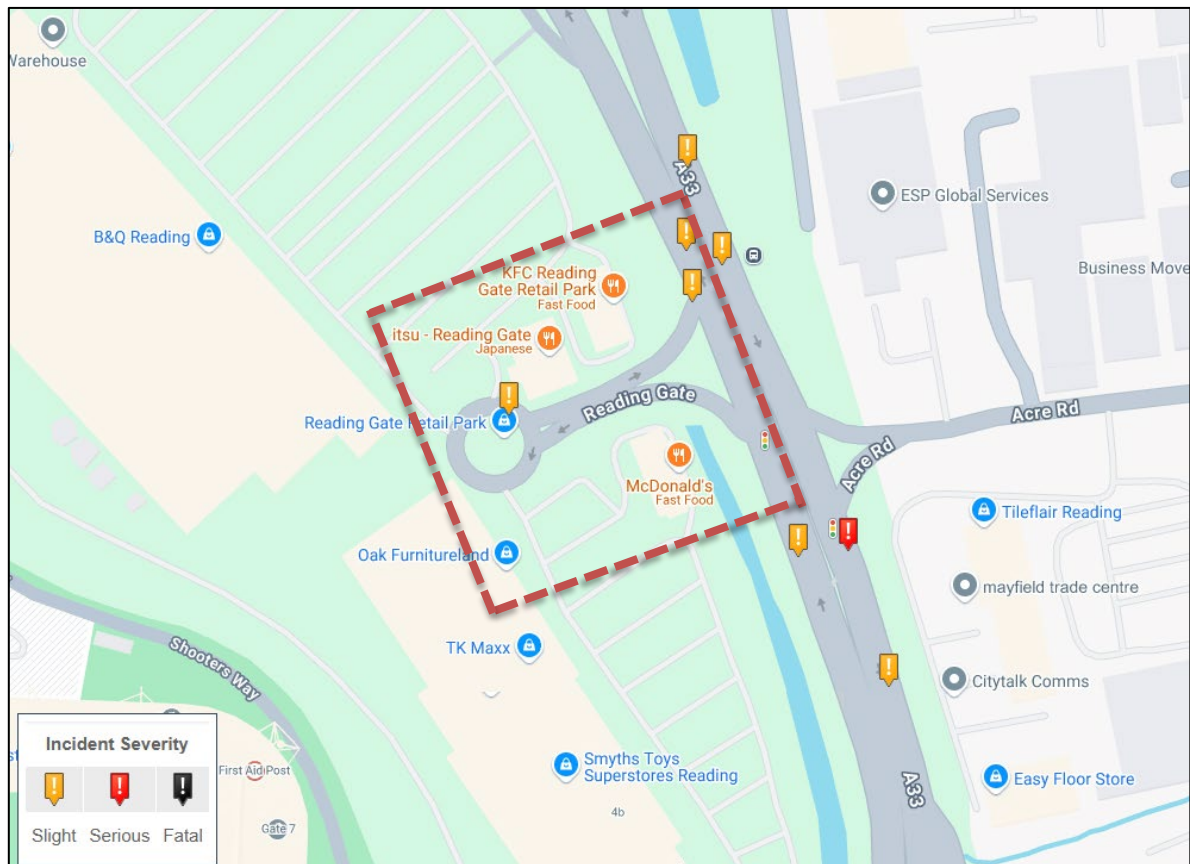
LOCAL HIGHWAY NETWORK

- 3.4 The local highway network is illustrated in **Figure 3.1**.
- 3.5 The existing retail park is accessed via its left in / left out junction with the A33 to the east. The development proposals do not vary this existing access arrangement.
- 3.6 There are two roundabouts to the north and south of the site access that facilitate U-turn movements including those visiting the retail park. The site is circa 1.4km north-west from Junction 11 and is adjacent to the Reading football stadium.
- 3.7 The A33 along the site frontage is a dual carriageway with two lanes in each direction, street lighting and a signed 40mph speed limit. The southbound arm benefits from a bus lane and retains the two lanes for standard vehicle movements.

HIGHWAY SAFETY AUDIT

- 3.8 The accident analysis contained within this section is derived from the 'Crashmap' website which uses data collected by the police regarding reported Personal Injury Accidents (PIA). This data is approved by the National Statistics Authority and reported on by the Department for Transport (DfT) broadly each year. The data comprises the most recent data freely released by the DfT, which comprises accident information from the five year period of 2019 to 2023.
- 3.9 Given the nature of the development, which compromises only the construction of a mezzanine floor within one retail unit, it is unlikely to generate a significant amount of traffic (**Section 6.0**). As a consequence of this, the study area for this assessment compromises the site access junction with the A33 and the A33 within the immediate vicinity of the site access. **Figure 3.2** illustrates the results of the assessment.

Figure 3.2: PIA Assessment



- 3.10 **Figure 3.2** illustrates that one 'slight' PIA occurred within the site (at the internal roundabout) and two 'slight' PIAs occurred at the junction of the site egress with the A33 with none classified 'serious' or 'fatal'.
- 3.11 The number of recorded incidents within the study area is low, with only three recorded over a five-year period. Given this, it can be confirmed that the provision of existing infrastructure is suitable to accommodate the safe and suitable movement of transport user. This review confirms that there are no apparent issues within the study area, with the network well positioned to accommodate further development.

4 SUSTAINABLE TRAVEL AUDIT

ACCESSIBILITY GUIDANCE

- 4.1 Tetra Tech have reviewed the nationally available accessibility guidance prepared by central government and professional transport institutions for both walking and cycling.
- 4.2 The 2019 National Travel Survey (NTS) (published August 2020) identifies that walking is a favourable transport mode for short trips, with the average person walking for an average time of 17 minutes. Given the Institution of Highways and Transport (IHT) guidance that pedestrians travel at a speed of 1.4m/s, pedestrians are therefore likely to walk to areas within approximately 1.4km of their origin. The 2019 NTS (NTS0308 dataset) also identifies that 80% of all trips under 1.6km are made on foot, as are 31% of trips that are 1.6km to 3.2km.
- 4.3 The IHT guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6km are made wholly on foot with 20% for journeys that are 1.6km to 3.2km long also being undertaken on foot.
- 4.4 Although the exact percentages reported by both bodies differ, both the National Travel Survey and IHT guidance come to a similar conclusion in that walking offers the opportunity to provide for shorter distance trips of up to 1.6km with up to a third of people prepared to walk up to a maximum of 3.2km.
- 4.5 The 2019 National Travel Survey recorded that an average person cycles for an average time of 23 minutes (6.1km). It also recorded that 82% of all cycle trips are up to 8km in length with 94% of trips comprising up to 16km in distance.
- 4.6 The Department for Transport (DfT); Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design' (2020) states that urban cycling speeds average between 10 and 15 mph (16 - 24kph) when on a flat route. It is therefore considered that 16kph is an appropriate average travel speed, given the time spent negotiating the urban realm (e.g. maneuvering through junctions).
- 4.7 On this basis taking the journey time for the NTS and DfT cycling speeds, the average person is willing to cycle 23 minutes equating to 6.2km. In terms of 82% of trips being up to 8km, this would equate to a cycling time of 30 minutes.
- 4.8 The IHT guidance document 'Planning for Cycling' (October 2015) states most cycling trips are for short distances, with 80% being less than 8km and with 40% being less than 3.2km. However, most trips by all modes are also short distances (67% are less than 8km, and 38% are less than 3.2km). The cycle is therefore a potential mode for many of these trips.
- 4.9 Both the National Travel Survey and IHT guidance come to a similar conclusion in that cycling provides the opportunity to provide for shorter distance trips of up to 8km with many of the population prepared to cycle 3.2km.

- 4.10 It should be noted that the IHT guidance document 'Buses in Urban Developments' (January 2018) recommends a maximum walking distance to bus stops of 400m when accessing single high-frequency routes. The National Travel Survey (NTS) 2014 (September 2015), recorded that pedestrian will walk on average 624m to bus stops, when using a local bus as the main part of a local trip.

ACCESS BY WALKING

- 4.11 Pedestrian access for the development is gained from footway / cycleways along both sides of the A33 and the site access junction. There are also dropped kerb crossings (with tactile paving) across the site access junction for pedestrians passing the site.
- 4.12 A signalised staggered crossing of the A33 is also provided circa 75m from the south of the site access which connects the site with the wider pedestrian network.
- 4.13 The site benefits from being accessible by foot via the existing footways / cycleways along the A33 and the signalised pedestrian crossing of the A33. This is considered appropriate to continue to serve the retail unit with the addition of the mezzanine floor.

ACCESS BY CYCLING

- 4.14 The Reading cycle network is a combination of traffic-free cycle routes, shared-use paths, and on-road cycle routes, with the network map provided at **Appendix A**.
- 4.15 Cycle access to Unit 2B is gained via the local cycle route 'R1' along the A33 using the previously mentioned footway / cycleways along the site frontage and beyond. The 'R1' connects with the National Cycle Network (NCN) Route 4 and NCN Route 23 to the north of the site; NCN 4 and R1 continue to the town centre along various routes (circa 3km). The R1 travels alongside the A33 to terminate near the M4 Junction 11 (circa 1.3km) to the south. The secondary access to the south also permits access by cycles.
- 4.16 Bennet Road to the east of the site is labelled on Reading Borough Council's Cycle Map as a 'linking route' and therefore this route is considered appropriate by Reading Borough Council for cycling movements to / from the east. This and other cycle links in the area provide additional connections from the site to the wider Reading cycle network.
- 4.17 The site benefits from being located within the local cycle network of Reading, providing multiple opportunities to travel to and from the site by bicycle. This is considered appropriate to continue to serve the retail unit with the addition of the mezzanine floor.

ACCESS BY BUS

- 4.18 The nearest bus stop to the site is located along the A33 opposite the site access; this bus stop is used by southbound services. There is no northbound bus stop as these services instead stop on South Oak Way immediately to the south of the site.

- 4.19 There are also bus stops on Northern Way but it is understood that these bus stops are not regularly served by scheduled services but are instead associated with events at Reading Stadium. For the purpose of this assessment these Northern Way bus stops have been omitted.
- 4.20 The A33 southbound bus stop is located broadly opposite the site access on the southbound carriageway of the A33. This bus stop can be reached via the signalised crossing of the A33 with a walk distance of approximately 230m from the site access. The bus stop is formed by a flagpole with timetable information.
- 4.21 There is a bus stop on South Oak Way for northbound services towards central Reading. The bus stop is approximately 280m walk distance south of the site access. The bus stop is formed by a flagpole with timetable information.
- 4.22 **Table 4.1** provides a summary of bus services accessible within the vicinity of the site.

Table 4.1: Bus Service Details

Bus Service	Route	Timetable Information		
		Day of Operation	Approx. First / Last Bus	Average Frequency
9*	Central Reading – Royal Berkshire Hospital – Whitley Community Centre – Reading Green Park Station	Mon – Fri	06:55/19:40	Hourly
		Sat	06:55/19:55	Hourly
		Sun	-	-
	Reading Green Park Station – Whitley Community Centre – Royal Berkshire Hospital – Central Reading	Mon – Fri	06:35/19:15	Hourly
		Sat	06:30/19:25	Hourly
		Sun	-	-
600	Mere oak P & R – Central Reading	Mon- Fri	06:05/00:00	15 mins
		Sat	06:05/23:50	15 mins
		Sun	-	-
	Central Reading – Mere oak P & R	Mon - Fri	05:35/23:25	15 mins
		Sat	05:35/23:15	15 mins
		Sun	-	-
650	Mere oak P & R – Central Reading	Sun	08:10/20:10	Hourly
	Central Reading – Mere oak P & R	Sun	07:30/19:45	Hourly

*Some services are labelled as 9a/9b and take slightly different routes but do serve bus stops local to the site.

- 4.23 **Table 4.1** shows that the local bus stops are served by regular bus services, providing access to the wider parts of Reading. These connections facilitate travel between key transport interchanges within Reading, as well as local neighbourhoods.
- 4.24 The Reading Gate retail park is well served by bus services, offering opportunities for employees and customers to use bus travel when visiting the site.

SUMMARY

- 4.25 The development site is located within the Reading Gate Retail Park, which benefits from existing sustainable transport infrastructure and connections. The existing infrastructure can effectively accommodate the movement of all transport users, including pedestrians, cyclists, and public transport users. The development scheme involves a minor increase in the retail provision within Reading Gate Retail Park.
- 4.26 The existing sustainable transport infrastructure is safe and appropriate, offering genuine opportunities to access the development using sustainable travel modes.

5 DEVELOPMENT PROPOSALS

INTRODUCTION

- 5.1 This section sets out the existing use of the site, the development proposal, and the access strategy.

EXISTING OPERATION

- 5.2 Unit 2B forms part of Reading Gate Retail Park and has a Gross Floor Area (GFA) of approximately 955sqm and is currently occupied by Carpetright.

PROPOSED DEVELOPMENT

- 5.3 The development proposals are for the construction of a mezzanine floor of up to 800sqm and the Architect's masterplan is provided at **Appendix C**.

Pedestrian and Cycle Strategy

- 5.4 Pedestrian and cycle access will continue to be provided from the surrounding pedestrian network via the footways / cycleways and signalised crossing on the A33. This is set out in detail at **Section 4.0**.

Vehicle Access Strategy

- 5.5 The car park layout is unaffected by the development proposals and the car park will continue to be primarily accessed from the priority left in / left out junction of the A33 with the access from South Oak Way continuing to provide a secondary access. This is set out in detail at **Section 3.0**. The secondary access to the car park is available from South Oak Way to the south of the site. This access includes gates and a 2.1m width restriction with a bollard and is therefore not useable by all vehicles.

Cycle Parking Provision

- 5.6 Cycle parking is currently provided in the form of Sheffield Stands throughout the car park including along the footway fronting the store entrances. It is understood that the current cycle parking provision is sufficient with ample free stands at all times. When considering the development proposals will have a negligible impact on customer numbers (as demonstrated at **Section 6.0**) it is concluded that the cycle parking provision will remain sufficient.

Car Park Provision

- 5.7 The car park layout is unaffected by the development proposals. Car parking surveys are scheduled to be undertaken during February 2025. An addendum report will be provided to consider the existing operation of the car park, and how the development proposals will impact on the existing car park.

Servicing and Delivery

- 5.8 Servicing and deliveries will continue to be from the service yard to the rear of the retail unit and, given the scale of the increase in retail floor area, is considered to remain appropriate.

6 TRIP GENERATION

INTRODUCTION

- 6.1 The purpose of this chapter is to set out the methodology and results of a trip generation assessment, which has been undertaken to assess the potential impact of the proposed development, in terms of trips generated on the surrounding highway network.

TRIP GENERATION ASSESSMENT METHODOLOGY

- 6.2 The trip generation for the development proposal has been calculated using trip rates derived from the TRICS (v7.11.4) database. Survey sites have been identified and selected which share similar characteristics to the site in terms of size of the respective land uses, location, and accessibility. To provide a robust assessment of the potential impacts of the development traffic, 24 hour profiles have been calculated for the weekday period and Saturday period.

DEVELOPMENT PROPOSAL TRIP GENERATION

- 6.3 Vehicle trip rates for the development scheme are derived from the TRICS (v7.11.4) database using average values. The proposals for this element of the development comprises a mezzanine floor area of 800sqm.
- 6.4 Given the development proposals are for a mezzanine floor in one unit, sites have been selected from the '03 – Retail / G – Other Individual Non-Food Superstore' category within TRICS:
- London, Ireland, and Northern Ireland removed.
 - Suburban Area, Edge of Town, and Neighbourhood Centre.
 - Up to 2,500sqm GFA;
 - Sites within locations defined as 'edge of town centre' and 'suburban'; and,
 - weekday surveys selected for weekday output and Saturday surveys for Saturday output.
- 6.5 Survey sites have been identified and selected which share similar characteristics to the site. The resultant TRICS output for total person trip rates are provided at **Appendix C** and summarised at **Table 6.1**.

Table 6.1: TRICS Output: Vehicle Trip Rate (per 100sqm)

Time	Weekday		Saturday	
	Arrival	Departure	Arrival	Departure
08:00 – 09:00	0.146	0.000	0.095	0.000
09:00 – 10:00	1.350	0.730	0.817	0.467
10:00 – 11:00	1.350	0.730	1.909	1.297
11:00 – 12:00	0.912	1.022	3.133	2.521
12:00 – 12:00	0.401	0.584	3.867	3.231
13:00 – 14:00	0.657	0.839	4.503	4.503
14:00 – 15:00	0.730	0.584	4.454	4.699
15:00 – 16:00	0.730	0.511	4.577	4.479
16:00 – 17:00	1.131	0.766	3.818	4.161
17:00 – 18:00	0.839	1.058	2.692	3.010
18:00 – 19:00	1.022	1.679	1.958	2.643
19:00 – 20:00	1.500	2.250	1.003	1.199
20:00 – 21:00	0.000	0.438	0.739	0.895

- 6.6 Mezzanines are typically introduced to enhance the variety of products within retail outlets. These types of extension increase variety of choice for customers, increase the potential for purchases when making a visit. They do not result in a proportional increase in customer numbers compared to conventional floor space. This also applies to staff, as only one or two additional members are needed to service the new floor areas. Ground floor staff are well-positioned to support and operate the till and handle customer queries. It is therefore proposed that mezzanine floor space generates trips at 50% of the rate of conventional floor space, with this factor applied at **Table 6.2**.
- 6.7 Any new trips generated by the site, will also be subject to cross visitation. Cross visitation trips refer to trips made by individuals who visit multiple destinations within a single journey. For example, a shopper might visit Unit 1 at Reading Gate and then visit Unit 3. These trips are common in areas with multiple attractions or services located close to each other, encouraging people to visit more than one place during their outing. The shared car park arrangement at Reading Gate will encourage customers to visit multiple destinations within the area.
- 6.8 Reference on the propensity for cross visitation has been obtained from the materials submitted in support of Application 221908, which involves the redevelopment of Unit 6 at Reading Gateway. Given the proximity of Reading Gateway to Reading Gate and the fact that both sites are retail parks, it is appropriate to apply the cross-visitation factor from Reading Gateway to Reading Gate. The Technical Note submitted in support of Application 221908 outlined a 41% discount to forecast trip rates. This factor is applied at **Table 6.2**.

Table 6.2: Development Proposal Trip Rate (per 100sqm)

Time	Weekday		Saturday	
	Arrival	Departure	Arrival	Departure
08:00 – 09:00	0.030	0.000	0.019	0.000
09:00 – 10:00	0.277	0.150	0.167	0.096
10:00 – 11:00	0.277	0.150	0.391	0.266
11:00 – 12:00	0.187	0.210	0.642	0.517
12:00 – 12:00	0.082	0.120	0.793	0.662
13:00 – 14:00	0.135	0.172	0.923	0.923
14:00 – 15:00	0.150	0.120	0.913	0.963
15:00 – 16:00	0.150	0.105	0.938	0.918
16:00 – 17:00	0.232	0.157	0.783	0.853
17:00 – 18:00	0.172	0.217	0.552	0.617
18:00 – 19:00	0.210	0.344	0.401	0.542
19:00 – 20:00	0.308	0.461	0.206	0.246
20:00 – 21:00	0.000	0.090	0.151	0.183

- 6.9 The resultant trip generation, and additional resultant car parking demand, for the development proposal is outlined at **Table 6.3**.

Table 6.3: Development Proposal Trip Generation 800sqm

Time	Weekday		Saturday	
	Arrival	Departure	Arrival	Departure
08:00 – 09:00	0	0	1	1
09:00 – 10:00	2	1	3	2
10:00 – 11:00	2	1	5	4
11:00 – 12:00	2	2	6	5
12:00 – 12:00	1	1	7	7
13:00 – 14:00	1	1	7	8
14:00 – 15:00	1	1	8	7
15:00 – 16:00	1	1	6	7
16:00 – 17:00	2	1	4	5
17:00 – 18:00	1	2	3	4
18:00 – 19:00	2	3	2	2
19:00 – 20:00	3	4	1	1
20:00 – 21:00	0	1	1	1

- 6.10 **Table 6.3** forecasts that on weekdays, the development scheme may typically generate an additional 0 to 3 vehicles over an hour, with a peak two-way movement of 7 vehicles (3 vehicles arriving and parking) between 19:00 and 20:00.
- 6.11 **Table 6.3** also forecasts, on Saturdays, that the development scheme may typically generate an additional 1 to 8 vehicles over an hour, with a peak two-way movement of 15 vehicles (8 vehicles arriving and parking) between 14:00 and 15:00 and similarly with 8 vehicles arriving and parking during the following hour.

TRAFFIC IMPACT REVIEW

- 6.12 Assessments indicate that the provision of a mezzanine floor at Unit 2B will not negatively impact the local highway network operations or user movement. The forecasted volume of trips as set out at **Table 6.3** is low and the current left-in and left-out arrangement is suitable to accommodate this additional traffic.
- 6.13 Additionally, the highways materials submitted in support of Application 221908 (Technical Note 02) confirm that trip rates generated by the retail park do not necessarily comprise entirely new trips to the highway network. 75% of residual trips would be primary trips (new and transferred), with the remaining 25% classified as non-primary (pass-by and diverted).
- 6.14 The site, when operational, would generate a level of traffic much lower than forecasted in **Table 6.3**. This further highlight that the mezzanine floor extension at Unit 2B within the existing Reading Gate retail park will not adversely impact the operation of the site access or adjacent roads.

7 CAR PARKING REVIEW

INTRODUCTION

- 7.1 A preliminary review has been undertaken of the car park that serves the southern part of the Reading Gate Retail Park. This information is provided to assess the residual impact on the car park and its suitability to accommodate the additional traffic generated by the development scheme.
- 7.2 The professional judgment provided below will be supported by a car parking survey and capacity assessment, which will be documented in a separate submission to the Highway Officer.

CAR PARK OPERATION

- 7.3 The shared car park that serves this part of the Reading Gate Retail Park obtains its access from the A33 via the priority left-in/left-out junction. It provides capacity for 358 vehicles, which comprises 347 publicly available car parking spaces, 3 spaces marked for McDonalds customers to wait for their order and space for around 11 vehicles to queue for the McDonald's drive through and wait in a storage area.

RESIDUAL IMPACT TO CAR PARK

- 7.4 The level of car travel generated by the development proposal is quantified in **Table 6.3**, which details arrival and departure movements. This information has been reviewed to determine the volume of additional parking demand that the development may generate and to provide advice on the impact on car park operation and capacity.
- 7.5 The results of this exercise are presented in **Table 7.1**, which provides information on the additional parking demand post development.

Table 7.1: Forecast Vehicular Impact to Car Park Capacity

Time	Weekday			Saturday		
	Arrival	Departure	Parking Demand	Arrival	Departure	Parking Demand
08:00 – 09:00	0	0	0	1	1	0
09:00 – 10:00	2	1	1	3	2	1
10:00 – 11:00	2	1	2	5	4	2
11:00 – 12:00	2	2	2	6	5	3
12:00 – 12:00	1	1	2	7	7	3
13:00 – 14:00	1	1	2	7	8	2
14:00 – 15:00	1	1	2	8	7	3
15:00 – 16:00	1	1	2	6	7	2
16:00 – 17:00	2	1	3	4	5	1
17:00 – 18:00	1	2	2	3	4	0
18:00 – 19:00	2	3	1	2	2	0
19:00 – 20:00	3	4	0	1	1	0
20:00 – 21:00	0	1	-1	1	1	0

- 7.6 **Table 7.1** indicates that the development scheme may increase parking demand by 0 to 3 vehicles in any hour. The peak increase for weekdays is forecasted to be an additional 3 vehicles between 16:00 and 17:00. On Saturdays, the peak increase is expected to be an additional 3 vehicles during the hours of 11:00-12:00, 12:00-13:00, and 14:00-15:00.
- 7.7 This is an exceptionally low number of vehicles and equates to less than 1% of the capacity of the car park, and as a result, the increase in parking demand generated by the development will not impact car park operation, capacity, or user safety.

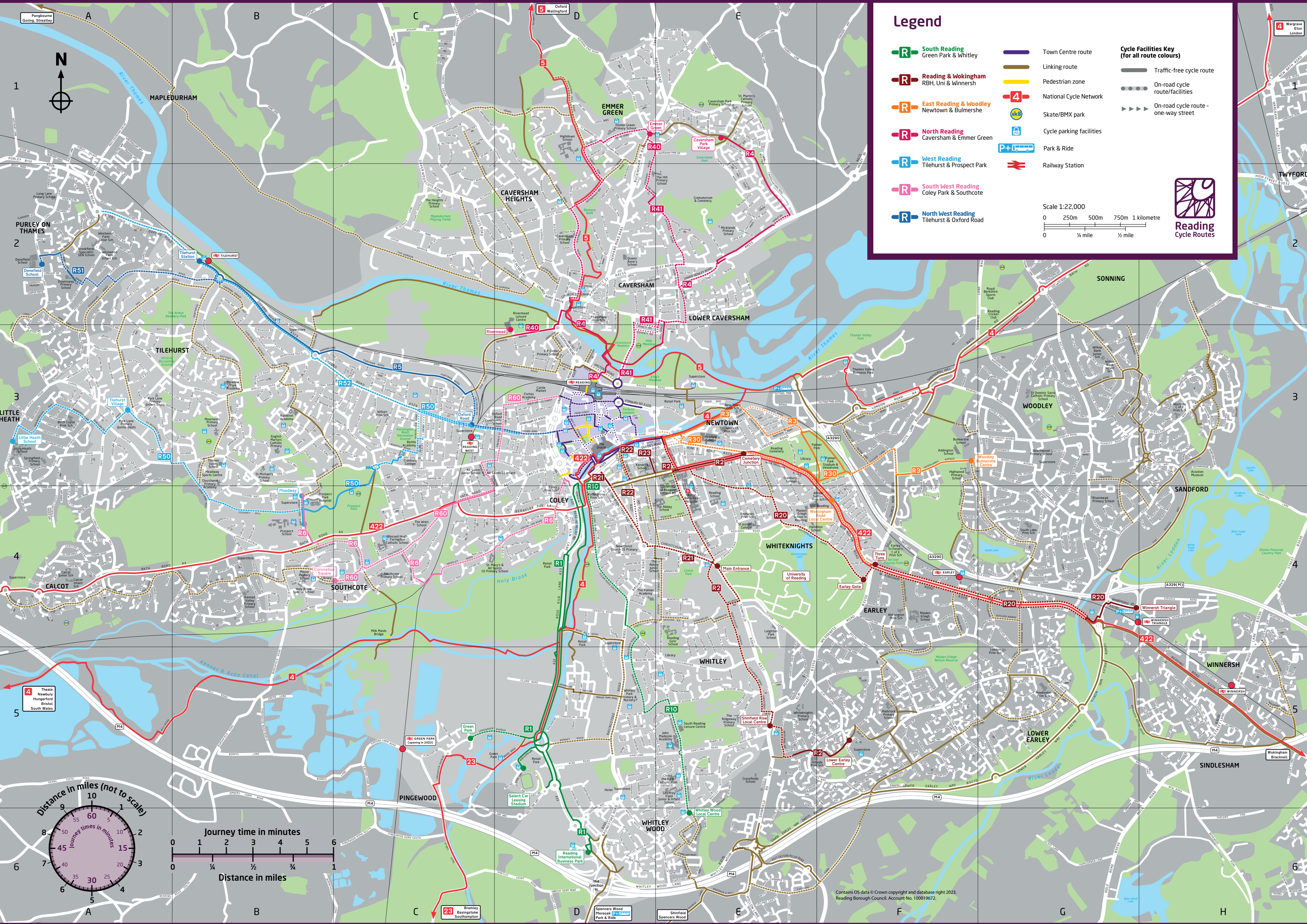
NEXT STEPS

- 7.8 A third-party car parking survey has been commissioned to confirm the operation of the car park in terms of arrivals, departures, and overall capacity demand. The information presented in this document will be assessed against the survey to provide further evidence that this low level of demand increase will not impact car park operation. This will be submitted as a separate document to the Transport Assessment, in the form of an Addendum or Technical Note.

8 SUMMARY AND CONCLUSION

- 8.1 Tetra Tech have been commissioned by The British Land Company plc to prepare a Transport Assessment (TA) in support of the development of a mezzanine floor within Unit 2B of Reading Gate Retail Park to the south of Reading Town Centre.
- 8.2 The mezzanine floor has a Gross Floor Area (GFA) of approximately 800sqm.
- 8.3 This report concludes that:
- The development proposals accord with relevant National and Local Policy;
 - The site is accessible by active and sustainable travel modes;
 - The existing access strategy to the retail park is considered appropriate and this is unaffected by the development proposals;
 - The mezzanine floor will not impact on the servicing and delivery arrangements to the store and the continued use of the rear service yard is considered appropriate;
 - The five year Personal Injury Accident (PIA) study did not identify a history of accidents within the study area; and,
 - The development proposals will result in a negligible increase in trips with a small number of extra staff potentially required to service the mezzanine floor area and some customers to the store dwelling somewhat longer as a result of the additional stock lines available to browse facilitated by the mezzanine floorspace.
- 8.4 Assessments confirm that the provision of a mezzanine floor at Unit 2B will not negatively impact the local highway network operations or user movement. The forecasted volume of trips is low and the current left-in and left-out arrangement is suitable to accommodate this additional traffic.
- 8.5 Assessments evidence that the development scheme may increase parking demand by 0 to 3 vehicles per hour. The peak increase for weekdays is forecasted to be an additional 3 vehicles between 16:00 and 17:00. On Saturdays, the peak increase is expected to be an additional 3 vehicles during the hours of 11:00-12:00, 12:00-13:00, and 14:00-15:00.
- 8.6 It is finally concluded that there are no transport related reasons why the development proposals should not be given planning permission. For the purpose of best practice, a third-party car parking survey has been commissioned to confirm the operation of the car park in terms of arrivals, departures, and overall capacity demand. The information presented in this document will be assessed against the survey to provide further evidence that this low level of demand increase will not impact car park operation. This will be submitted as a separate document to the Transport Assessment, in the form of an Addendum or Technical Note.

APPENDIX A – READING CYCLE NETWORK MAP



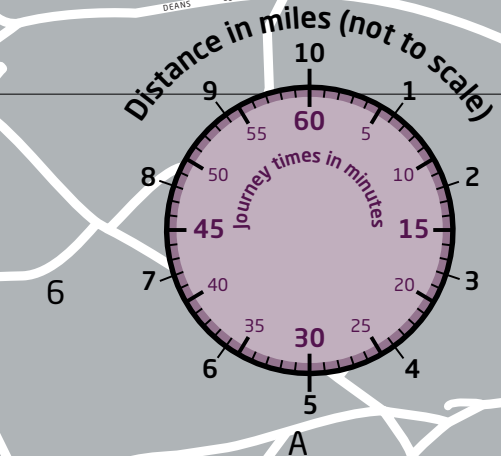
Legend

- South Reading**
Green Park & Whitley
- Reading & Wokingham**
RBH, Uni & Winnersh
- East Reading & Woodley**
Newtown & Bulmershe
- North Reading**
Caversham & Emmer Green
- West Reading**
Tilehurst & Prospect Park
- South West Reading**
Coley Park & Southcote
- North West Reading**
Tilehurst & Oxford Road
- Town Centre route
- Linking route
- Pedestrian zone
- National Cycle Network
- Skate/BMX park
- Cycle parking facilities
- Park & Ride
- Railway Station

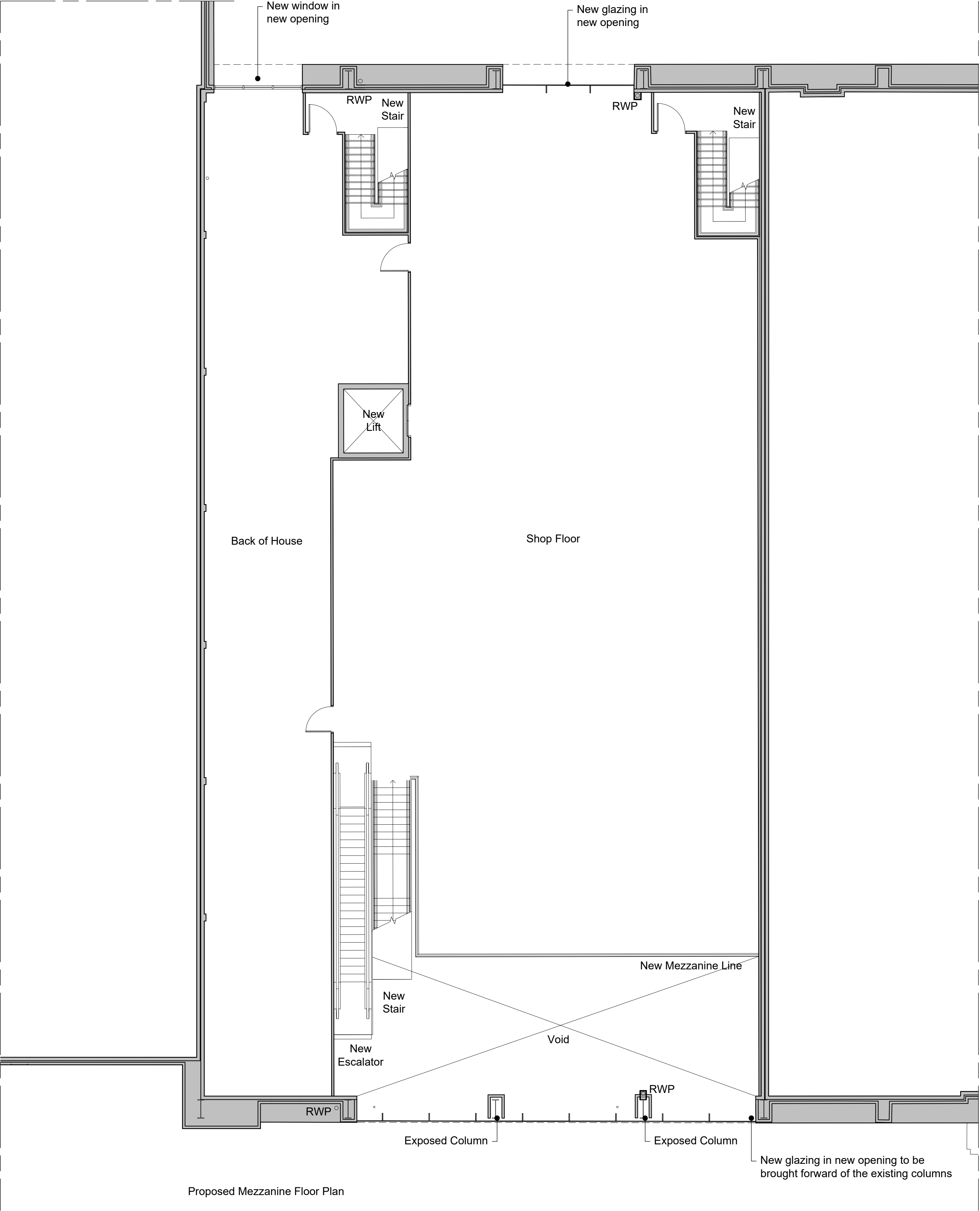
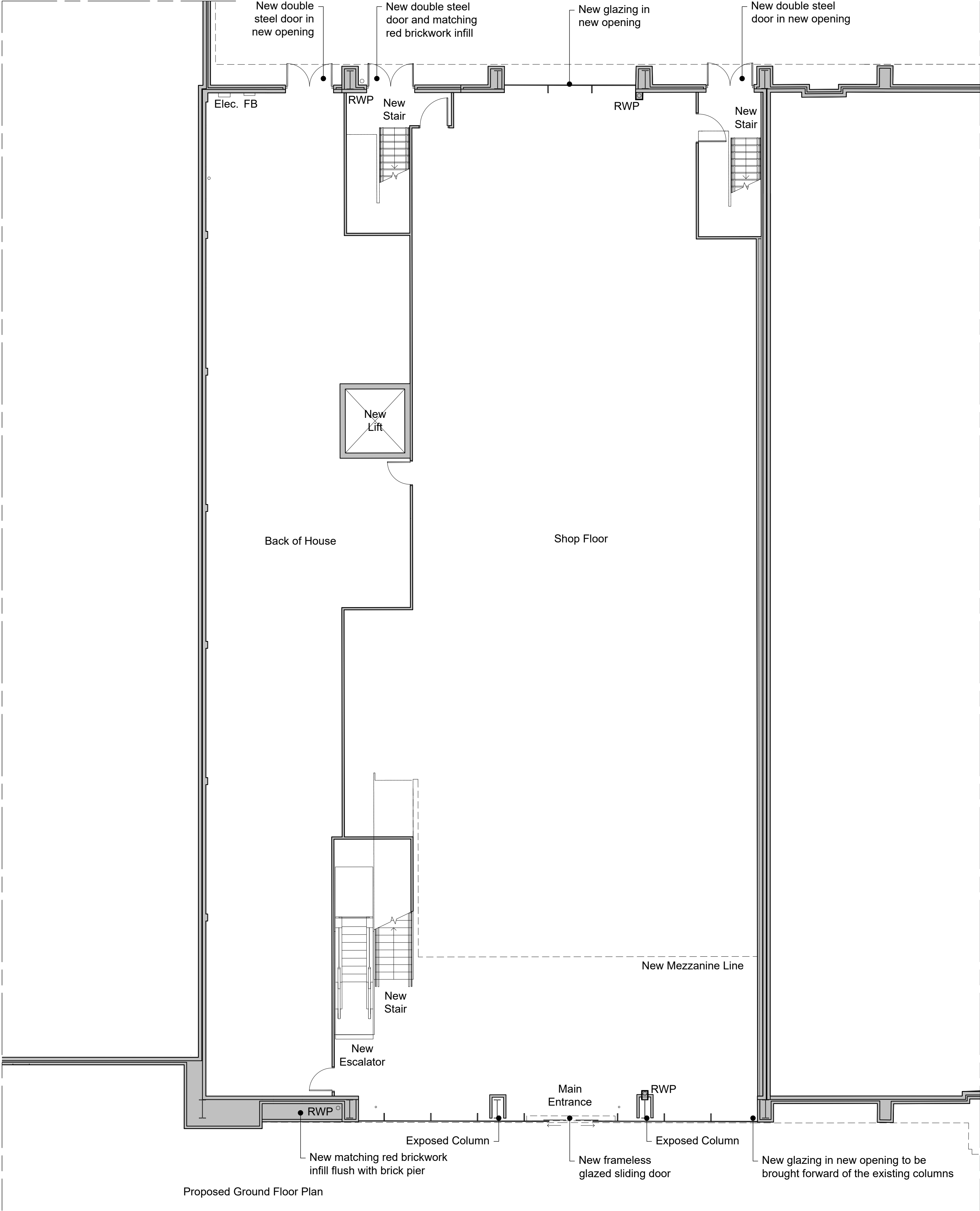
- Cycle Facilities Key
(for all route colours)**
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route - one-way street



Scale 1:22,000
0 250m 500m 750m 1 kilometre
0 1/4 mile 1/2 mile



APPENDIX B – ARCHITECT’S MASTERPLAN



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P-00	Issued for Planning	27.01.25	EM	PH
Rev	Description	Date	Drw	Chk

Client
British Land

Project
Reading Gate

Drawing Title
Proposed Ground and Mezzanine Floor Plans

Drawing Status
PLANNING

Birmingham Studio

Alpha Building, Suffolk Street Queensway, Birmingham, B1 1TT

0121 737 8350

corstorphine-wright.com

Drawing No.
22192-U2B-0310

Drawn
EM

Checked
PH

Paper Size
A1

Scale
1:100

Date
27.01.25

Revision
P-00

APPENDIX C – TRICS OUTPUTS

Calculation Reference: AUDIT-705103-250115-0138

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days

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

WYG Victoria Street Bristol

Licence No: 705103

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1140 to 1600 (units: sqm)
 Range Selected by User: 290 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/21

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

Selected survey days:

Tuesday 1 days
 Thursday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone 1
 Retail Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 2 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	2 days
------------------	--------

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

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
-------------	--------

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LN-01-G-01	PETS AT HOME	LINCOLNSHIRE
	TRITTON ROAD		
	LINCOLN		
	TRITTON RETAIL PARK		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	1600 sqm	
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL
2	LS-01-G-01	SUPA SOFA	LEEDS
	CLARENCE ROAD		
	LEEDS		
	HUNSLET		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1140 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	1370	0.146	2	1370	0.000	2	1370	0.146
09:00 - 10:00	2	1370	1.350	2	1370	0.730	2	1370	2.080
10:00 - 11:00	2	1370	1.350	2	1370	0.730	2	1370	2.080
11:00 - 12:00	2	1370	0.912	2	1370	1.022	2	1370	1.934
12:00 - 13:00	2	1370	0.401	2	1370	0.584	2	1370	0.985
13:00 - 14:00	2	1370	0.657	2	1370	0.839	2	1370	1.496
14:00 - 15:00	2	1370	0.730	2	1370	0.584	2	1370	1.314
15:00 - 16:00	2	1370	0.730	2	1370	0.511	2	1370	1.241
16:00 - 17:00	2	1370	1.131	2	1370	0.766	2	1370	1.897
17:00 - 18:00	2	1370	0.839	2	1370	1.058	2	1370	1.897
18:00 - 19:00	2	1370	1.022	2	1370	1.679	2	1370	2.701
19:00 - 20:00	1	1600	1.500	1	1600	2.250	1	1600	3.750
20:00 - 21:00	1	1600	0.000	1	1600	0.438	1	1600	0.438
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.768			11.191			21.959

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

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

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Parameter summary

Trip rate parameter range selected: 1140 - 1600 (units: sqm)
 Survey date range: 01/01/16 - 18/09/21
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
09:00 - 10:00	2	1370	0.036	2	1370	0.036	2	1370	0.072
10:00 - 11:00	2	1370	0.036	2	1370	0.036	2	1370	0.072
11:00 - 12:00	2	1370	0.073	2	1370	0.073	2	1370	0.146
12:00 - 13:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
13:00 - 14:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
14:00 - 15:00	2	1370	0.036	2	1370	0.036	2	1370	0.072
15:00 - 16:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
16:00 - 17:00	2	1370	0.073	2	1370	0.073	2	1370	0.146
17:00 - 18:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
18:00 - 19:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
19:00 - 20:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:00 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.254			0.254			0.508

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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
09:00 - 10:00	2	1370	0.000	2	1370	0.036	2	1370	0.036
10:00 - 11:00	2	1370	0.073	2	1370	0.036	2	1370	0.109
11:00 - 12:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
12:00 - 13:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
13:00 - 14:00	2	1370	0.036	2	1370	0.036	2	1370	0.072
14:00 - 15:00	2	1370	0.073	2	1370	0.073	2	1370	0.146
15:00 - 16:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
16:00 - 17:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
17:00 - 18:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
18:00 - 19:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
19:00 - 20:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:00 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.182			0.181			0.363

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.

WYG Victoria Street Bristol

Licence No: 705103

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

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	1370	0.146	2	1370	0.000	2	1370	0.146
09:00 - 10:00	2	1370	1.168	2	1370	0.693	2	1370	1.861
10:00 - 11:00	2	1370	1.204	2	1370	0.620	2	1370	1.824
11:00 - 12:00	2	1370	0.803	2	1370	0.839	2	1370	1.642
12:00 - 13:00	2	1370	0.365	2	1370	0.584	2	1370	0.949
13:00 - 14:00	2	1370	0.620	2	1370	0.766	2	1370	1.386
14:00 - 15:00	2	1370	0.584	2	1370	0.474	2	1370	1.058
15:00 - 16:00	2	1370	0.620	2	1370	0.438	2	1370	1.058
16:00 - 17:00	2	1370	0.949	2	1370	0.547	2	1370	1.496
17:00 - 18:00	2	1370	0.766	2	1370	0.949	2	1370	1.715
18:00 - 19:00	2	1370	0.876	2	1370	1.496	2	1370	2.372
19:00 - 20:00	1	1600	1.375	1	1600	2.125	1	1600	3.500
20:00 - 21:00	1	1600	0.000	1	1600	0.375	1	1600	0.375
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.476			9.906			19.382

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.

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
09:00 - 10:00	2	1370	0.146	2	1370	0.000	2	1370	0.146
10:00 - 11:00	2	1370	0.073	2	1370	0.073	2	1370	0.146
11:00 - 12:00	2	1370	0.036	2	1370	0.109	2	1370	0.145
12:00 - 13:00	2	1370	0.036	2	1370	0.000	2	1370	0.036
13:00 - 14:00	2	1370	0.000	2	1370	0.036	2	1370	0.036
14:00 - 15:00	2	1370	0.073	2	1370	0.036	2	1370	0.109
15:00 - 16:00	2	1370	0.109	2	1370	0.073	2	1370	0.182
16:00 - 17:00	2	1370	0.109	2	1370	0.146	2	1370	0.255
17:00 - 18:00	2	1370	0.036	2	1370	0.073	2	1370	0.109
18:00 - 19:00	2	1370	0.073	2	1370	0.109	2	1370	0.182
19:00 - 20:00	1	1600	0.125	1	1600	0.125	1	1600	0.250
20:00 - 21:00	1	1600	0.000	1	1600	0.063	1	1600	0.062
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.816			0.842			1.658

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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
09:00 - 10:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
10:00 - 11:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
11:00 - 12:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
12:00 - 13:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
13:00 - 14:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
14:00 - 15:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
15:00 - 16:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
16:00 - 17:00	2	1370	0.000	2	1370	0.000	2	1370	0.000
17:00 - 18:00	2	1370	0.036	2	1370	0.036	2	1370	0.072
18:00 - 19:00	2	1370	0.073	2	1370	0.073	2	1370	0.146
19:00 - 20:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
20:00 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.109			0.218

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

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

Calculation Reference: AUDIT-705103-250115-0109

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days

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

WYG Victoria Street Bristol

Licence No: 705103

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: 470 to 2100 (units: sqm)
 Range Selected by User: 290 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/21

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

Selected survey days:

Saturday 3 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 2
 Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Retail Zone 1
 Built-Up Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days
 15,001 to 20,000 1 days
 25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 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	3 days
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This data displays the number of selected surveys with PTAL Ratings.

WYG Victoria Street Bristol

Licence No: 705103

LIST OF SITES relevant to selection parameters

1	DC-01-G-02	THE RANGE	DORSET
	GREAT WESTERN ROAD		
	DORCHESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2100 sqm	
	Survey date: SATURDAY	17/09/16	Survey Type: MANUAL
2	DR-01-G-01	NEXT OUTLET	DONCASTER
	WHITE ROSE WAY		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	1516 sqm	
	Survey date: SATURDAY	18/09/21	Survey Type: MANUAL
3	KC-01-G-04	MAJESTIC WINE	KENT
	LONDON ROAD		
	MAIDSTONE		
	ROCKY HILL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	470 sqm	
	Survey date: SATURDAY	12/05/18	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2100	0.095	1	2100	0.000	1	2100	0.095
08:00 - 09:00	2	1285	0.817	2	1285	0.467	2	1285	1.284
09:00 - 10:00	3	1362	1.909	3	1362	1.297	3	1362	3.206
10:00 - 11:00	3	1362	3.133	3	1362	2.521	3	1362	5.654
11:00 - 12:00	3	1362	3.867	3	1362	3.231	3	1362	7.098
12:00 - 13:00	3	1362	4.503	3	1362	4.503	3	1362	9.006
13:00 - 14:00	3	1362	4.454	3	1362	4.699	3	1362	9.153
14:00 - 15:00	3	1362	4.577	3	1362	4.479	3	1362	9.056
15:00 - 16:00	3	1362	3.818	3	1362	4.161	3	1362	7.979
16:00 - 17:00	3	1362	2.692	3	1362	3.010	3	1362	5.702
17:00 - 18:00	3	1362	1.958	3	1362	2.643	3	1362	4.601
18:00 - 19:00	3	1362	1.003	3	1362	1.199	3	1362	2.202
19:00 - 20:00	2	1285	0.739	2	1285	0.895	2	1285	1.634
20:00 - 21:00	1	2100	0.571	1	2100	0.667	1	2100	1.238
21:00 - 22:00	1	2100	0.000	1	2100	0.286	1	2100	0.286
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.136			34.058			68.194

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

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Parameter summary

Trip rate parameter range selected: 470 - 2100 (units: sqm)
 Survey date range: 01/01/16 - 18/09/21
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 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.