

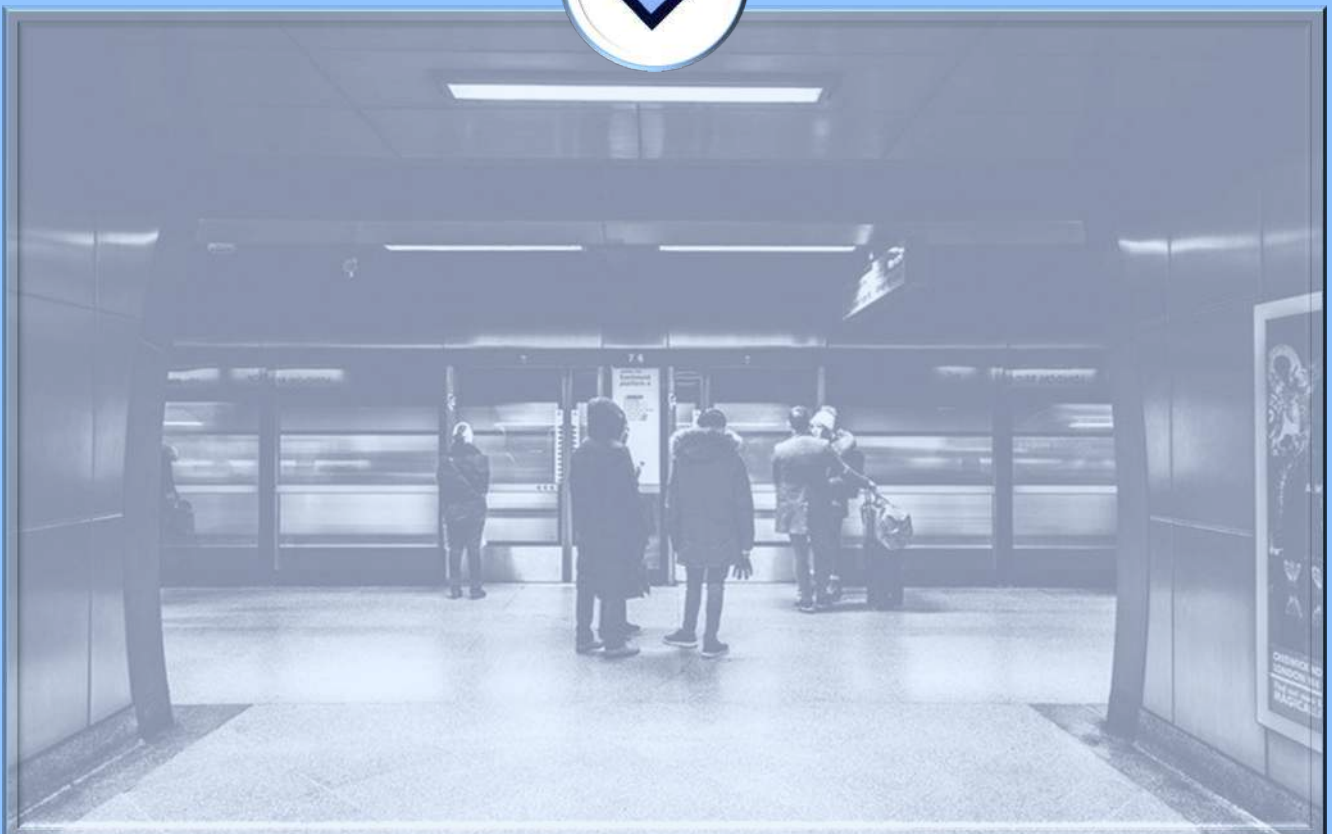
Meadow Road, Reading

Transport Statement

CBRE Investment Management and V7 Asset Management

20 June 2025

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QUALITY MANAGEMENT

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1. INTRODUCTION

1.1 Background

- 1.1.1 This Transport Statement (TS) has been prepared on behalf of CBRE Investment Management and V7 Asset Management in relation to their proposal to redevelop the existing industrial site at Meadow Road, Reading, RG1 8LB. The local planning authority is Reading Borough Council (RBC). The site location on the northwest side of Reading Town Centre and on the eastern edge of the Richfield Avenue Employment Area is shown in **Figure 1**.

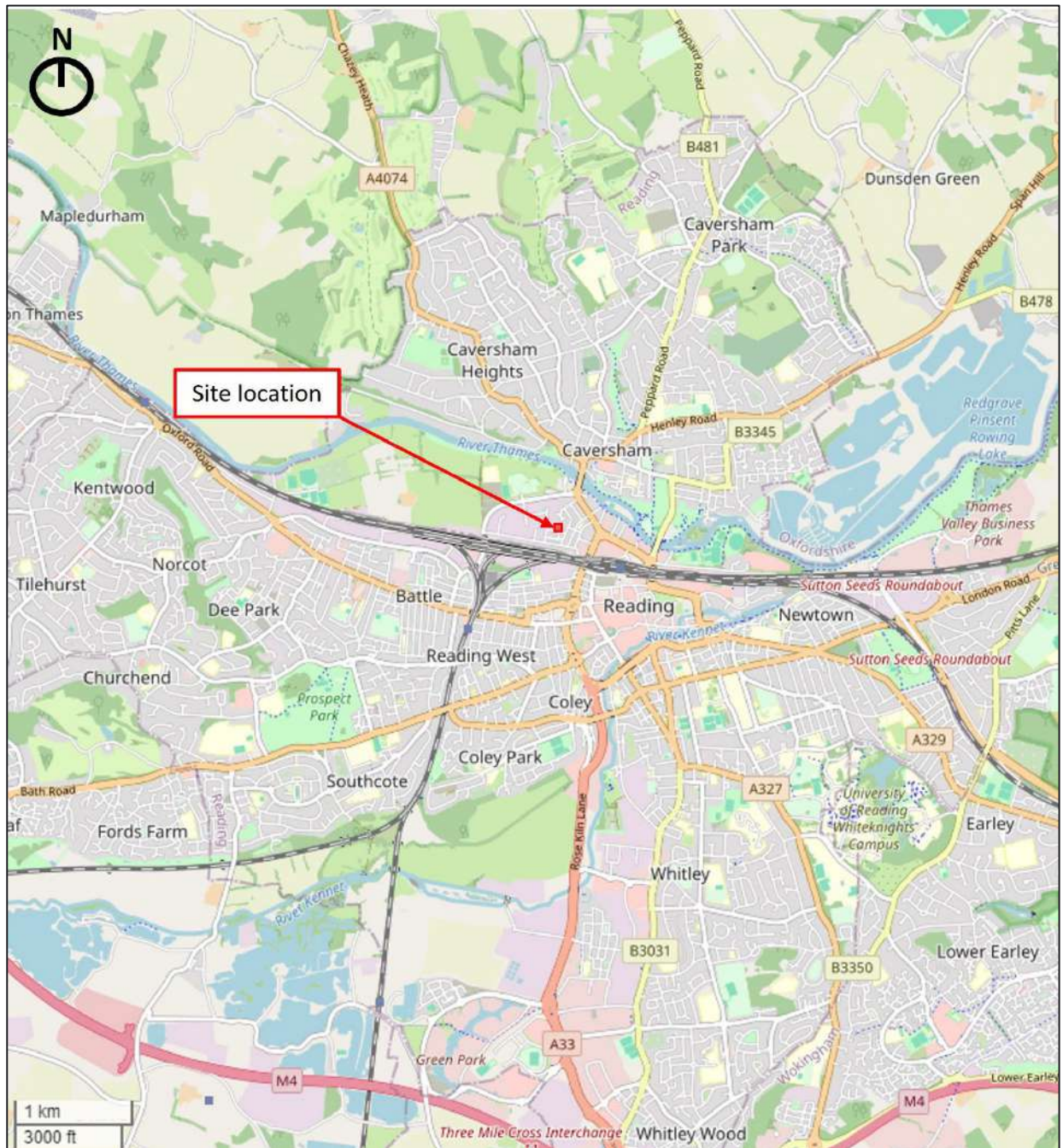


Figure 1 – Site Location (Openstreetmap.org)

- 1.1.2 The site currently consists of two buildings of employment use which are currently dated and do not meet current institutional requirements sought after in the modern letting market. The development proposal therefore aims to redevelop the site, updating the design and structure to meet current 2024 standards while maintaining the integrity and functionality of the site. It is envisaged the site will provide a modern enhancement to the dated employment stock, contributing a high-quality environment for business use.
- 1.1.3 The development proposal is for the demolition of the existing buildings on site and the development of 4 buildings split into 11 units of varying sizes totalling 3,998sq.m GIA / 4,293sq.m GEA of modern flexible floor space. As such the applicant wishes to seek a flexible planning consent for use class E(g)(i) office, E(g)(ii) research and development, E(g)(iii) industrial process and B8 Storage and Distribution, meeting the demands of occupiers in the modern market.
- 1.1.4 The site will continue to be accessed from Meadow Road and will provide appropriate internal parking and servicing areas.
- 1.1.5 Pre Application advice was sought from RBC Highways Team. A copy of the response has been provided at **Appendix A** with reference made throughout where the proposals have developed in line with their comments.
- 1.1.6 The proposed site layout has been arranged to cater for the anticipated institutional and operational requirements associated with the proposed flexible land uses. The layout is intended to maximize the efficient use of the available land, taking into account the existing landscape features, the amenity of the surrounding area, and the anticipated operational needs of future end-users.

1.2 Assessment Criteria and Transport Impact Tests

- 1.2.1 As stated, pre-application advice was sought from RBC to inform the content / scope of transport related documents to be submitted with a planning application submission for the development proposals. This Transport Statement and a Travel Plan (submitted as a standalone document) have been prepared in accordance with the latest local and national policy guidance. The content of the documents also meets the specific BREEAM requirements listed within 'Tra 01 Transport assessment and travel plan'.
- 1.2.2 The National Planning Policy Framework (NPPF), which was recently updated in December 2024, sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances. The NPPF and relevant local transport policy guidance is set out in detail within Section 2 of this TS.

1.3 Content of Report

- 1.3.1 This TS is structured as follows:
 - » Section 2 sets out the relevant land use and transport planning policy in relation to the proposed development of the site.
 - » Section 3 describes the existing site, the surrounding highway network, and sets out baseline conditions for sustainable means of travel and trip rate and census data of how people currently travel to / from the site.
 - » Section 4 describes the development proposals, including car & cycle parking provision and access arrangements.

- » Section 5 summarises the forecast transport movements arising from the development proposals and sets out the net change in trips when compared to the existing land use; and
- » Section 6 provides a summary and conclusion to the TS.

2. NATIONAL AND LOCAL POLICY

2.1 Overview

2.1.1 The policy documents which set the context for the development proposals are as follows:

- » National Planning Policy Framework – December 2024
- » National Planning Practice Guidance – March 2014
- » RBC Local Plan – Adopted November 2019

2.2 National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they are expected to be applied.

2.2.2 Paragraph 109 of the NPPF states:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

2.2.3 Paragraph 110 of the NPPF states:

"The planning system should actively manage patterns of growth in support of these 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."

2.2.4 Off-street parking provision is referred to in Paragraph 112, which says that:

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

(a) the accessibility of the development;

(b) the type, mix and use of development;

- (c) the availability of and opportunities for public transport;*
- (d) local car ownership levels; and*
- (e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*

2.2.5 Paragraph 113 states:

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

2.2.6 Paragraph 115 addresses the relationship between development and sustainable transport as follows:

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

- (a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- (b) safe and suitable access to the site can be achieved for all users;*
- (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48 ; and*
- (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*

2.2.7 Paragraph 116 sets out the test that a determining authority should apply when determining the suitability of a planning application in terms of transport and highways stating that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

2.2.8 With the above in mind, paragraph 117 states that:

“Within this context, applications for development should:

- (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.”

2.2.9 Paragraph 118 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

2.3 Planning Practice Guidance

2.3.1 The Planning Practice Guidance (PPG), which is available on the Ministry of Housing, Communities and Local Government (MHCLG) website, supports the overarching aims of the NPPF. Highways and transportation matters are dealt with at Section ID42 of the PPG under the heading of *“Travel plans, transport assessments and statements in decision taking”*.

2.3.2 Paragraph 11 of ID42 recommends that Travel Plans submitted in support of a planning application should, where possible to do so, include:

- a) benchmark travel data including trip generation databases;*
- b) Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;*
- c) relevant information about existing travel habits in the surrounding area;*
- d) proposals to reduce the need for travel to and from the site via all modes of transport; and*
- e) provision of improved public transport services.*

2.3.3 With respect to Transport Assessments and Transport Statements paragraph 15 of ID42 notes a planning application should typically consider the following:

- a) information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport);*
- b) information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;*
- c) data about existing public transport provision, including provision/frequency of services and proposed public transport changes;*
- d) a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;*
- e) an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next three years);*

- f) data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;*
- g) an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area;*
- h) an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);*
- i) measures to improve the accessibility of the location (such as provision/ enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;*
- j) a description of parking facilities in the area and the parking strategy of the development;*
- k) ways of encouraging environmental sustainability by reducing the need to travel; and*
- l) measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.*

2.4 RBC Local Plan

2.4.1 A new Reading Borough Local Plan was adopted on 4th November 2019. This document sets out RBC's planning policies for development in Reading up to 2036, and is the main consideration in deciding planning applications.

2.4.2 Policy 'TR1: ACHIEVING THE TRANSPORT STRATEGY' states:

"Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans.

Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures.

All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application."

2.4.3 Policy 'TR3: ACCESS, TRAFFIC AND HIGHWAY-RELATED MATTERS' states:

"In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of

additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.

Development will only be permitted where:-

- i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;*
- ii) The development would not have a material detrimental impact on the functioning of the transport network;*
- iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- iv) The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*
- v) For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*

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

2.4.4 Policy 'TR5: CAR AND CYCLE PARKING AND ELECTRIC VEHICLE CHARGING' states:

"Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

Development should make the following provision for electric vehicle charging points:

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

2.4.5 The Council has produced a Parking Standards and Design Supplementary Planning Document (SPD), which includes different standards in four different zones according to the accessibility of those zones. The SPD also sets out requirements for cycle parking. The site is located within parking 'Zone 2'.

2.5 Summary

2.5.1 From the above transport policies, the following main themes are identified:

- » A presumption in favour of sustainable development;
- » A focus on the redevelopment of previously developed land;
- » The provision of genuine opportunities to travel by non-car modes of transport;
- » The provision of parking in line with the Council's currently adopted standards; and
- » Delivery of safe and suitable access for all modes.

3. BASELINE CONDITIONS

3.1 Existing Site Description

- 3.1.1 The site is approximately 0.89 hectares in size, accommodating two existing employment buildings (one of which is vacant) with an approximate footprint of circa 2,100sq.m and 1,000sq.m respectively. The occupied building is currently split into multiple units occupied by a brewery and tap house, and a card manufacturing company. The site previously included a third employment building of an industrial typology in the southeast corner of the site which was demolished in 2019. This building provided a further 2,400sq.m of employment floorspace. Prior to its demolition the entire site provided a total footprint of 5,500sq.m.
- 3.1.2 Access to the occupied units is provided from Meadow Road leading into service yard and car parking areas. The unoccupied building is accessed to the east, from Ross Road, and consists of concrete hard standing which until recently served as service yards and car parking areas. An existing site layout satellite image is provided in **Figure 2**.



Figure 2 – Existing Site Layout / Application Red Line Boundary (Source imagery: Google)

3.2 Existing / Consented Site Trips

- 3.2.1 In order to forecast the likely number of movements associated with the former use of the site (pre 2019 when the site had three fully occupied industrial buildings) the TRICS database has been utilised. The database has been interrogated to obtain trip rates of sites considered similar to the former industrial land use.
- 3.2.2 The current buildings vary between 1,000 – 2,400sq.m and as such this has formed the foundation of the selection criteria within TRICS. Other key characteristics such as access to public transport and within walking or cycling distance to residential areas has informed the selection process. Two sites were omitted from the selection due to a very low public transport provision. Another site, while classed as industrial comprised 50% office use and as such both sites were excluded.
- 3.2.3 The search criteria has been summarised below.
- » Land Use: 02 – Employment
 - » Category: C – Industrial Unit
 - » Unit size – 1000 – 3000sq.m
 - » Location – Edge of Town / Suburban
 - » Sub Category – Industrial Zone
- 3.2.4 The trip rates have been provided below with the full TRICS output report provided at **Appendix B**.

Time	Total Vehicles			Goods Vehicles		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
0800 - 0900	0.586	0.07	0.656	0	0	0
1700 - 1800	0	0.48	0.48	0	0	0

Table 3.1 – Former Industrial Land Use – Trip Rates (per 100sqm GFA)

- 3.2.5 The corresponding trips have been shown below.

Time	Total Vehicles			Goods Vehicles		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
0800 - 0900	32	4	36	0	0	0
1700 - 1800	0	26	26	0	0	0

Table 3.2 – Former Industrial Land Use (5,500sqm GIA) – Number of Trips

- 3.2.6 The above table suggests that the existing site would have generated in the order of 36 two-way movements during the AM peak hour of 0800-1900. A further 26 two-way movements would be generated during the PM peak hour of 1700-1800.
- ## 3.3 Local Travel Characteristics
- 3.3.1 Further analysis has been undertaken using the National Census Database as this provides statistics for those who work within the local area and thus only the employed population. The Super Output Area (Mid layer) 'Reading 007' has been selected as the study area.

- 3.3.2 The data collection available was obtained during 2011 which may represent as slightly more car heavy, given attitudes and infrastructure has been rapidly improving over recent years. **Table 3.3** below shows how those who work within the local area travel as part of their daily commute.

Mode of Travel	Census Data Response	Percentage Modal Split
All categories: Method of travel to work (2001 specification)	5,624	100%
Train, underground, metro, light rail, tram, bus, minibus or coach	748	13%
Driving a car or van	3,574	64%
Car / Van Passenger	278	5%
Motorcycle	60	1%
Bicycle	256	5%
On foot	688	12%
Taxi	20	0%

Table 3.3 – Modal Split of Workplace Population (Reading 007)

- 3.3.3 The above table show that approximately 64% of the people who work within the locality are choosing to drive to work. Approximately 13% are shown to use public transport. A total of 17% of people are walking or cycling to work.

3.4 Local Road Network

- 3.4.1 The site is located within the Richfield Avenue Employment Area. The surrounding local area is therefore predominantly of an industrial nature, most notably to the west of the site, adjacent to Milford Road where there are many neighbouring employment and industrial buildings of varying scales.
- 3.4.2 To the immediate north of the site are the rear gardens of residential properties and to the immediate east of the site are residential properties, with the rear gardens facing the site. The properties include several new terraced developments recently completed, known as The Printworks. The Printworks residential development wraps around the south of the site, fronting Meadow Road.
- 3.4.3 The site is bound by Meadow Road and Milford Road on its southern and western sides respectively. Meadow Road is a two-way single carriageway road with a 30mph speed limit and footways on both sides. It is effectively a cul-de-sac with bollards at its eastern end preventing vehicular access to / from Addison Road to the east of the site. Meadow Road forms a priority T-junction with Milford Road just beyond the southwest corner of the site.
- 3.4.4 Milford Road is also a two-way single carriageway road with a 30mph speed limit and footways on both sides. It is also an effective cul-de-sac with bollards at its southern end preventing vehicular access to / from Cardiff Road to the south of the site. To the north Milford Road leads onto Cremyll Road and Tessa Road which forms a roundabout junction with Richfield Avenue. Richfield Avenue subsequently provides vehicular route to the A4155 and A329 and A33 strategic highway network. Richmond Avenue to the north is therefore the only vehicular access route to / from the site. However, pedestrian and cycle connectivity to / from the site is possible from all directions, including via Milford Road, Addison Road and Cardiff Road.

3.5 On Street Car Parking Restrictions

- 3.5.1 The surrounding local road network is controlled by a range of on-street car parking restrictions including, single yellow lines (no parking permitted Monday – Saturday, 8am – 6.30pm). double yellow lines (no parking permitted at any time) and permit holder only and / or 2 hours no return within 2 hours and Monday – Friday, 8am – 4pm, 4 hours no return with 2 hours car parking restrictions.
- 3.5.2 Notwithstanding the above there are some sections of unrestricted carriageway space for motor vehicles to park on street in the vicinity of the site along Cremyll Road and Tessa Road to the northwest. A local road network plan is provided in **Figure 3**.

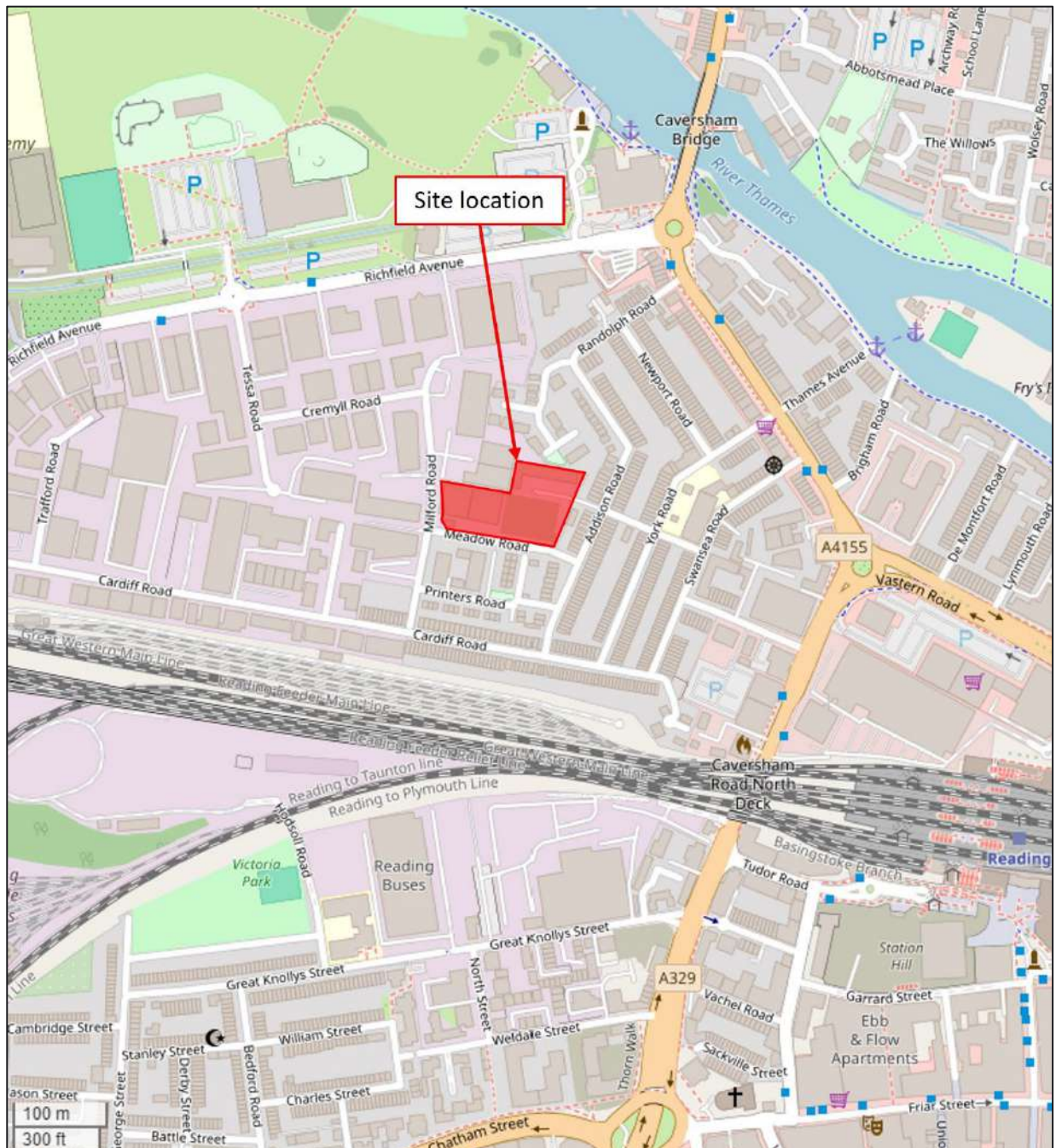


Figure 3 – Local road Network Plan (Source: openstreetmap.org)

3.6 Existing Accident Records

- 3.6.1 The database crashmap.com has been referred to in order to ascertain the record of Personal Injury Statistics for the road network surrounding the application site. The most recent 5-year period has been obtained and shown in **Figure 4**.

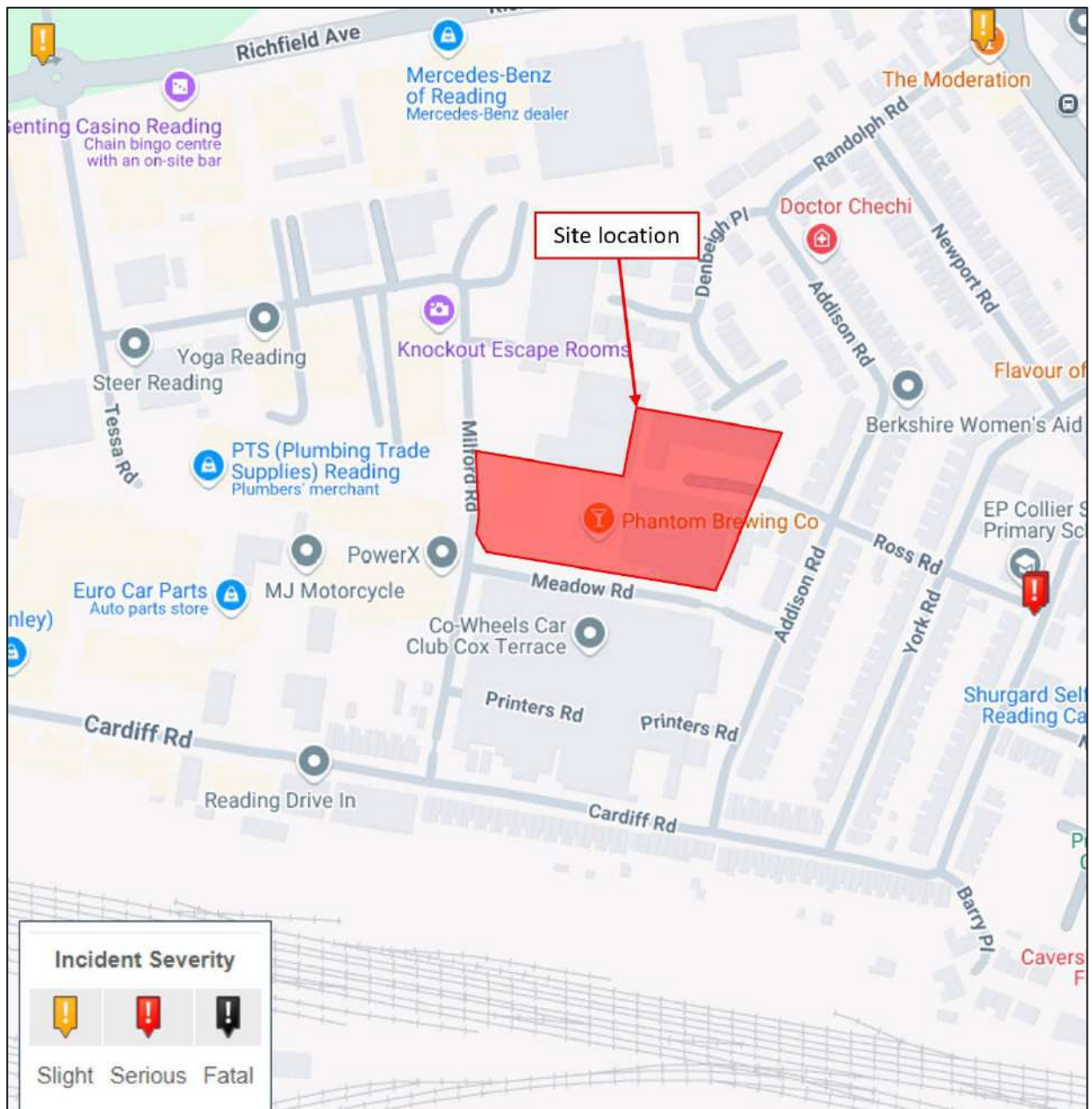


Figure 4 – Accident Data for most recent 5-year period (Source: www.crashmap.com)

- 3.6.2 The accident data shows that there have been no accidents on Meadow Road or any roads surrounding the site. As such there does not appear to be any accident clusters which suggests a deficiency or a road safety issue on the highway surrounding the site. The accident data shows that two accidents on Ross Road resulting in 'serious' injury approximately 150 metres to the east of the site and one accident resulting in 'slight' injury at the Richfield Avenue roundabout approximately 300 metres to the northwest of the site.

3.7 Existing Pedestrian Provision

- 3.7.1 The site benefits from connection to the adjacent pedestrian infrastructure with footways provided on both sides of the local roads surrounding the site.
- 3.7.2 The Design Manual for Roads and Bridges (DMRB) sets out within TD91/05 para 2.3 that walking is generally considered an acceptable distance for journeys up to 2 miles or 3.2km. Isochrones have been plotted over a 3.2km catchment area with the site as the centroid. The isochrones show the area which can be accessed within a 3.2km journey (with 1km intervals). Based on an average walking speed of 80 meters per minute this catchment also reflects a 40-minute walk for most people.

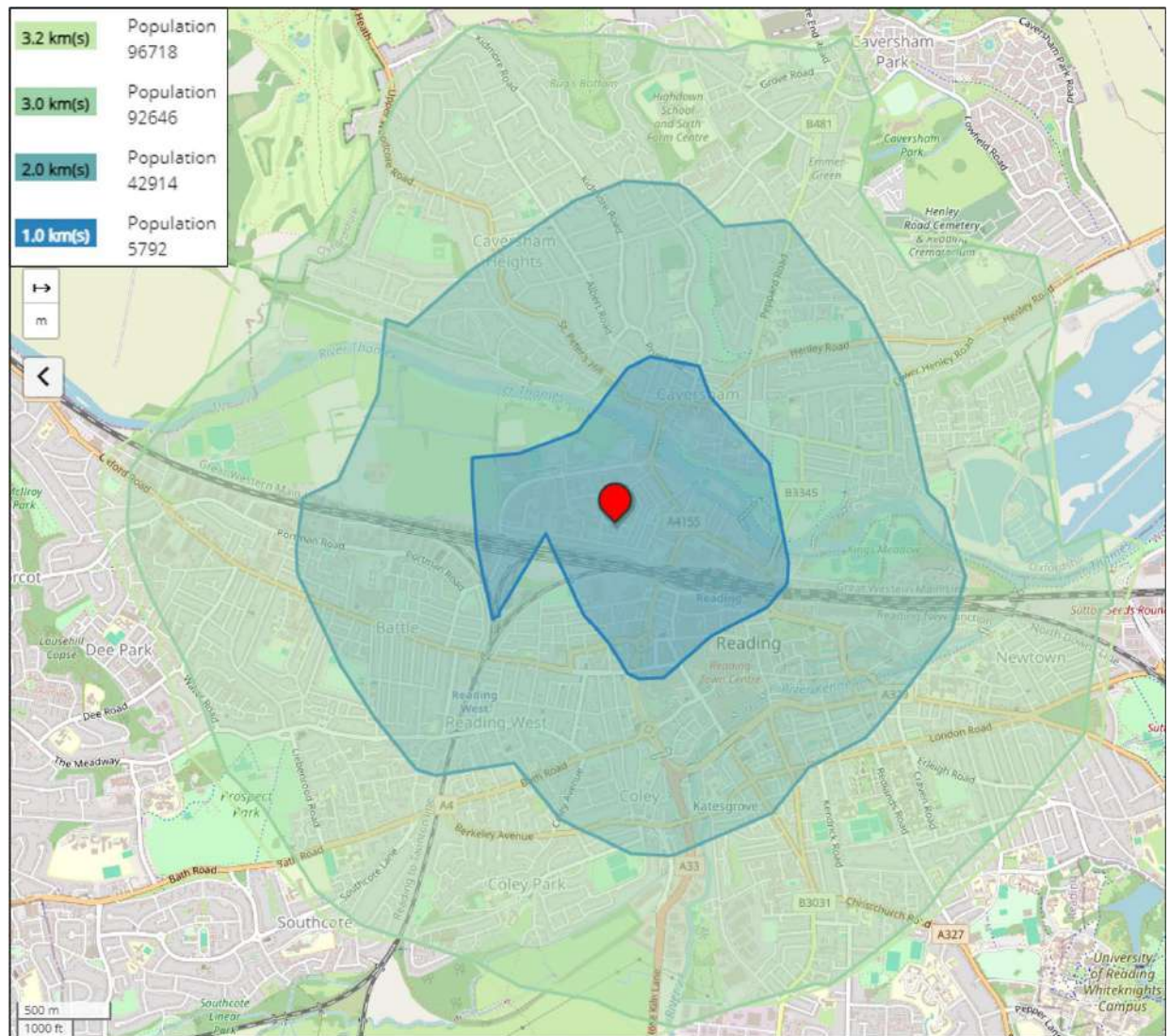


Figure 5 – 3.2km Walk Catchment (Source: maps.openrouteservice.org)

- 3.7.3 The above plan demonstrates that the site is surrounded by significant residential areas within a walk distance of 3.2km. Therefore, it is considered that a sizeable proportion of future site workers could reside within walking distance and thus not depend on a private motorcar to get to work. Reading Railway Station is located within the 1km isochrone to the southeast of the site (an approximate 12-minute walk), and this is walkable for those working at the site. The site is also therefore 1km walk distance of the shops and amenities located within Reading Town Centre.

- 3.7.4 Within proximity of the site, the quality of the pedestrian infrastructure along local roads is adequate to serve as a pedestrian route and trips to / from Reading Town Centre. Footways are provided on both sides of the carriageway on the local roads surrounding the site and, there are dropped kerbs provided across nearby accesses and local road junctions. It is considered that the existing pedestrian infrastructure surrounding the site meets the needs of those likely to walk to / from the site. Given the location and industrial nature of the site, it is not considered that children, elderly or disabled will undertake pedestrian trips to / from the site.

3.8 Existing Cycle Provision

- 3.8.1 A number of cycle routes can be found near the site (as illustrated in Figure 6 below).

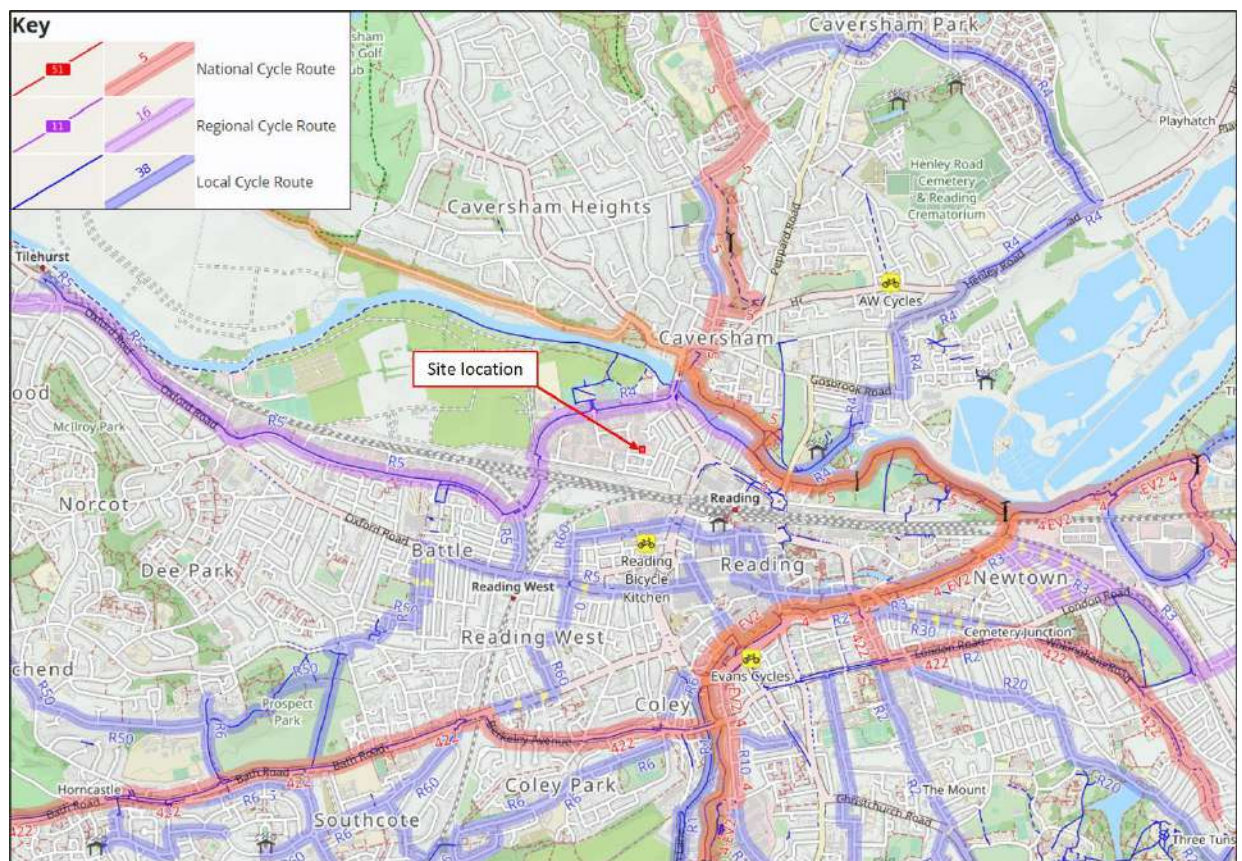


Figure 6 – Cycle Route Plan (Source: Openstreetmap.org)

- 3.8.2 The above plans shows that there is a shared footway / cycleway alongside Richfield Avenue to the north of the site which forms part of a wider Regional Cycle Routes R4 and R5. There is also National Cycle Routes 5 to the north of the site which connects to National Cycle Routes EV2, 422 and 23 within Reading Town Centre.
- 3.8.3 It is generally considered that cycling can be deemed an acceptable mode of travel for journeys up to 5km. A number of residential areas are located within an acceptable cycle distance suggesting potential future workers could reside within cycling distance. A 5km cycle catchment has been plotted below.

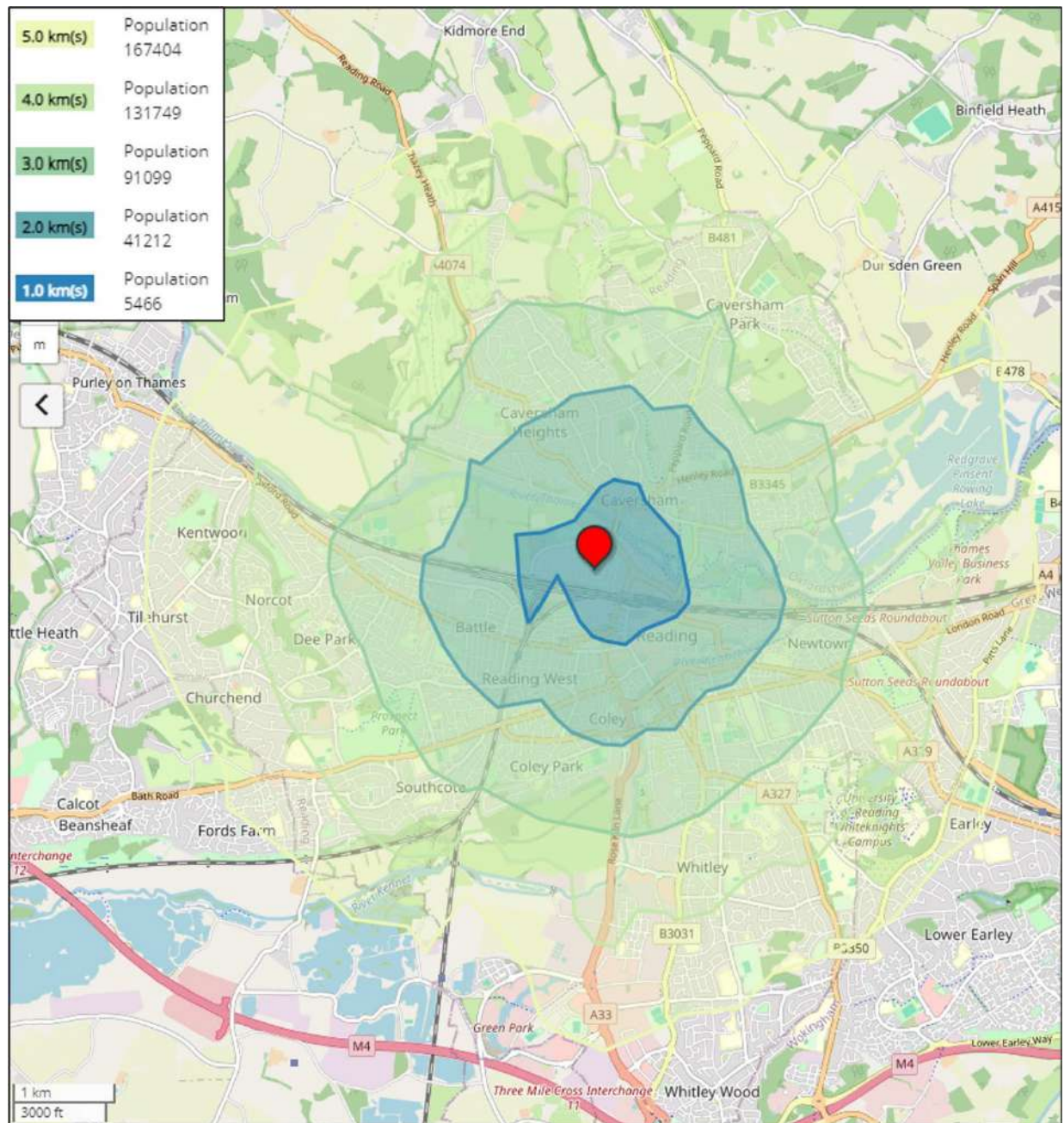


Figure 7 – 5km Cycle Catchment (Source: maps.openrouteservice.org)

3.9 Accessible Amenities

3.9.1 There are several local amenities located within 500 metres walk distance of the site, including at two main locations: The Station Shopping Park (500 metres walk distance) and the Caversham Local Centre (300 metres walk distance). The local amenities within 500 metres walk distance are therefore as listed below.

The Station Shopping Park

- » Aldi Supermarket
- » TGI Fridays
- » One Beyond Reading (Discount Shop)

- » Majestic Wine
- » The Range

Caversham Local Centre

- » Caversham Road Post Office
- » Nisa Local Convenience Store
- » Your Local Convenience Store
- » Mr Cod Fish & Chips Takeaway
- » Marmaris Kebab Shop
- » Bladez Barber Shop
- » Istanbul Barbers
- » D&A Barber Lounge
- » Paprika Indian Takeaway
- » Golden Bridge Chinese Take Away
- » Flavour of Mauritius Restaurant
- » Richfields Deli & Grill
- » Masakali Indian Restaurant
- » Kamal's Kitchen Nepalese Restaurant
- » The Moderation Gastro Pub

- 3.9.2 All the local amenities listed above are accessible using safe pedestrian friendly routes, including use of the existing footways along both sides of the local residential roads that surround the site., as well as dropped kerbs and tactile paving provided across local road junctions. In addition, the local residential roads surrounding the site all have a 20mph speed limit which increases the level of safety for pedestrians and the attractiveness of walking to / from the site. Furthermore, there is a dedicated signalised pedestrian crossing facility on Caversham Road on the key pedestrian route between the site and The Station Shopping Park / Reading Railway Station to the east of the site.

3.10 Public Transport

Local Bus Services

- 3.10.1 The site is situated within a well-established Richfield Avenue employment area. The local area therefore benefits from numerous transport links, including several nearby bus routes that provide convenient access to surrounding areas within Reading and other destinations further afield on the outskirts of Reading, and Oxford. The closest bus stops to the site are on the A4155 Caversham Road, approximately 305 metres walk distance to the east of the site. These bus stops are served by a total of five different bus routes. **Table 3.1** summarises the frequency and routing of the five local bus routes serving the site.

Bus Service No	Bus Service Route	Average Weekday Frequency
18 Buzz	Kenavon Drive – Central Reading – Tilehurst Triangle (via Forbury Retail Park, Rivermead, Portman Road & Kentwood Hill)	Every 40 minutes
22 pink	Central Reading – Caversham Heights (via Caversham Bridge, Caversham Centre & Albert Road)	Every 30 minutes
23/24 berry	Reading – Caversham Park – Emmer Green – Reading (via Reading Bridge, Henley Road, Kiln Road & Caversham Library)	Every 30 minutes
28 aqua	Henley – Shiplake – Caversham – Reading (via Lower Shiplake, Binfield Heath, Henley Road & Lower Caversham)	Every 30 minutes
Little berry 27/29	Lower Caversham (Amersham Road) - Central Reading via Caversham Centre, Caversham Bridge	Every 30 minutes
X40 River Rapids	Reading – Oxford (via Caversham, Woodcote, Wallingford & Berinsfield)	Every 30 minutes

Table 3.4 – Existing Local Bus Services (excluding school services)

- 3.10.2 The above table suggests bus travel forms a realistic and viable option for people accessing the site and with the town centre and Reading railway station located within such close proximity, a wide variety of buses can be accessed within a short walk from the site.

Rail Provision

- 3.10.3 Reading railway station lies within a walking distance of approximately 865 metres from the site, exceeding the generally accepted walking distance for commuting travel, but still falling within the distance many would be willing to walk (a walk time of approximately 12 minutes).
- 3.10.4 Reading railway station is managed by Network Rail and is served by four train operating companies (Great Western Railway, CrossCountry, South Western Railway and the Elizabeth line).
- 3.10.5 Reading railway station plays a key role in serving the Great Western Main Line, the line which runs between London Paddington station and Reading. There are typically 12 Great Western Railway trains an hour in each direction with a journey time of approximately 23 – 28 minutes, plus 2 Elizabeth Line trains an hour in each direction.
- 3.10.6 To the west of Reading, the Great Western Main Line splits into two branches, allowing it to serve a variety of communities in the West and South West of England and onward into South Wales. Other main lines connect Reading with Birmingham New Street, Birmingham International and northern England, and with Basingstoke, Winchester, Southampton Central and Bournemouth to the south. Through services from north to south on these lines are operated by CrossCountry, and all services stop at Reading, which requires the trains to reverse in the station. The main routes offered by CrossCountry are to Newcastle and Manchester Piccadilly to the north and Southampton Central and Bournemouth in the south.

3.11 Accessibility Index

- 3.11.1 The BREEAM sustainability assessment method requires that a public transport Accessibility Index (AI) is calculated for the site. The AI is calculated in a process similar to Transport for London's (TfL) Public Transport Accessibility Level (PTAL). It considers the proximity of local public transport nodes and the number of services that accessible via these nodes during the site's typical operating hours. Each of the

transport nodes included within the AI assessment are 'compliant nodes' in accordance with the following BREEAM guidance:

- 3.11.2 "A compliant node includes any bus service with a stop within 650m and any railway station within 1000m of the assessed building's main entrance, measured via a safe pedestrian route (not 'as the crow flies'), but along the actual route. The service stopping at each node must provide transport from, or onward travel to, either an urban centre, major transport node or a community focal point, e.g. doctor's surgery, library, school or village centre. Only local services should be assessed and any national public transport services should be excluded from the analysis, unless such a service can be said to provide a local commuter service..."
- 3.11.3 The site achieves an AI of 8.61, as demonstrated by the BREEAM 2018 Tra01/02 Accessibility Index Calculator included at **Appendix C**. (The bus timetables which validate the calculation are also included.) Notwithstanding the relatively low AI score, the existing bus and rail accessibility provides a feasible alternative to car travel for staff and visitors associated with the proposed development site.

3.12 Summary

- 3.12.1 This section of the TS demonstrates that the site lies within an established industrial area close to Reading Town Centre and there are good opportunities to travel to / from the site using public transport for those willing to walk 865km to / from Reading train station or 305 metres to / from the local bus stops (with a total of five different bus routes available). The site is also readily accessible on foot and by bicycle using the existing pedestrian / cycling infrastructure in the vicinity of the site.

4.1.6 When compared to the existing site, the proposals result in a decrease in floor area of 1,207sq.m. The full proposed site layout has been provided at **Appendix D**.

4.2 Proposed Access Arrangements

4.2.1 Swept Path Analysis (SPA) of the proposed site access and internal site layout has been undertaken within the drawings provided at **Appendix E**. Articulated vehicles measuring up to 16.5m have been tracked both internally and from the site access onto the external road network. All on street parking bays have been marked on the site plan and included within the SPA.

4.2.2 Double yellow lines will be provided throughout the site to prevent any parking outside of the allocated parking bays.

4.3 Car Parking

4.3.1 In accordance with comments provided by RBC through the Pre Application, the proposals will provide a total of 40 car parking spaces (including 11 disabled car parking spaces) which is in accordance with RBC's Parking Standards SPD and the maximum car parking standard for the proposed land uses within a 'Zone 2' location which are as follows:

- B1(a) Office = 1 space per 100sq.m GFA
- B1(b) Research & High Tech = 1 space per 100sq.m GFA
- B1(c) Light Industrial = 1 space per 125sq.m GFA
- B2 – B7 General & Specific Industrial = 1 space per 125sq.m GFA
- B8 Storage & Distribution = 1 space per 200sq.m GFA

4.3.2 Approximately 10% of car parking spaces will provide an active charging point in accordance with the Local Plan policy 'TR5: CAR AND CYCLE PARKING AND ELECTRIC VEHICLE CHARGING'.

4.3.3 Whilst the amount of car parking provided for the proposed land uses will be in accordance with RBC's parking standards SPD, a degree of flexibility is also applied to reflect different trip-generating characteristics of the proposed occupier(s). A trip generation assessment is undertaken in Section 5.

4.4 Cycle Parking

4.4.1 It is proposed that cycle parking will also be provided in line with RBC's parking standards SPD which requires a minimum of:

- B1(a) Office = 1 space per 200sq.m GFA
- B1(b) Research & High Tech = 1 space per 250sq.m GFA
- B1(c) Light Industrial = 1 space per 250sq.m GFA
- B2 – B7 General & Specific Industrial = 1 space per 350sq.m GFA
- B8 Storage & Distribution = 1 space per 450sq.m GFA

4.4.2 Cycle parking will take the form of Sheffield stands located within a suitable shelter. The cycle parking will be located conveniently close to building entrances in areas considered overlooked.

4.4.3 Provision will also be made for the parking of motorcycles/ mopeds in accordance with the RBC parking standards SPD. Like cycle parking, motorcycle parking provision will be visible, well lit and located close to pedestrian access points.

4.5 Electric Vehicle Charging Points

4.5.1 A total of 11 dual EV charging points will be provided (enabling 22 vehicles to charge). These will be located conveniently close to the building entrances to provide preferable parking locations to those using electric vehicles. The locations of the EV points will be shown on the proposed site layout plan included in the Transport Assessment.

4.6 Travel Plan

4.6.1 A Travel Plan will be prepared in relation to the redevelopment proposals which will seek a reduction in car movements over its lifetime through the implementation of a package of measures and incentives to encourage travel on foot, by bike and public transport. The Travel Plan will be implemented over a five-year period and its success will be monitored against a set of agreed targets.

5. TRIP IMPACT

5.1 Trip Implications

5.1.1 To assess the implications of the trips associated with the proposals, the TRICS database has been utilised. The proposals comprise a number of small units with a range between 165 – 882sq.m (GIA) and as such smaller units have been used as the primary selection criteria along with proximity to public transport access and surrounding residential areas. It is worth noting that comments provided by RBC requested an assessment using just office sites. This would be wholly unrepresentative of the proposals given the office element of the units is ancillary and this is reflected within the TRICS sites.

5.1.2 The search criteria has been re-summarised below.

- » Land Use: 02 – Employment
- » Category: C - Industrial Unit
- » Unit size – 150 – 1,500sq.m
- » Location – Suburban / Edge of Town
- » Sub Category – Industrial Zone

5.1.3 The trip rates have been re-provided below with the full TRICS output report provided at **Appendix F**.

Time	Total Vehicles			Goods Vehicles		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
0800 - 0900	0.37	0.213	0.583	0.036	0.036	0.072
1700 - 1800	0.034	0.275	0.309	0	0	0

Table 6.1 – Industrial Units – Trip Rates (per 100sqm)

5.1.4 The corresponding trips associated with the proposed use has been shown below.

Time	Total Vehicles			Goods Vehicles		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
0800 - 0900	15	8	23	1	1	2
1700 - 1800	1	11	12	0	0	0

Table 6.2 – Industrial Units – Trips (3,985sqm GIA)

5.1.5 The above table suggests that the proposed site would generate in the order of 23 two way vehicle movements during the AM peak hour of 0800-1900. A further 12 two way vehicle movements would be generated during the PM peak hour of 1700-1800.

5.2 Net Change

5.2.1 A net change exercise has been undertaken which looks at the existing / former and proposed trip attraction. This has been summarised below.

Time	Total Vehicles			Goods Vehicles		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
0800 - 0900	-17	5	-13	1	1	2
1700 - 1800	1	-15	-14	0	0	0

Table 6.3 – Net Change – Trips

- 5.2.2 The above table shows that the redevelopment proposals will result in a decrease of circa 13 two way trips during the AM peak hour of 0800 – 0900. A further decrease of 14 two way movements is expected during the PM peak hour of 17.00 – 18.00.

6. SUMMARY AND CONCLUSION

- 6.1.1 This Transport Scoping Note (TSN) has been prepared on behalf of CBRE Investment Management and V7 Asset Management in relation to their proposal to redevelop the existing industrial site at Meadow Road, Reading, RG1 8LB. The local planning authority is Reading Borough Council (RBC).
- 6.1.2 The purpose of this report is to set out the initial transport considerations of the proposed redevelopment as well as provide an initial overview of any transport and highways impacts associated with the development. Scoping Advice is sought from Reading Borough Council (RBC) to the content of a Transport Assessment and Travel Plan to be submitted alongside the planning application.
- 6.1.3 Based on the initial analysis presented in this report, it is concluded that the proposed development would provide modern commercial facilities at an existing commercial site in circumstances in which:
- Genuine opportunities to travel to and from the Application Site by non-car modes are available;
 - Safe and suitable access can be achieved at the Application Site for all modes;
 - Results in a decrease in vehicle trips compared to the former / consented land use offering localised benefits on the surrounding network;
- 6.1.4 When applied to the National Planning Policy Framework (NPPF), updated in December 2023, it sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances, it is considered the proposals meets these requirements. To summarize;
- 6.1.5 Paragraph 114 of the NPPF states:
- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48 ; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*
- 6.1.6 Paragraph 115 sets out the test that a determining authority should apply when determining the suitability of a planning application in terms of transport and highways stating that:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- 6.1.7 These criteria (paragraph 114) and subsequent tests (paragraph 115) have been applied to this initial assessment presented in this Scoping Report in order to determine if the Proposed Development is acceptable in transport terms. On this basis, it is considered that the proposals are policy compliant.

Appendix A Pre Application Highways Response

Subject:

FW: PL/24/1389 Land At Meadow Road PREAPP

Planning Application Ref: PL/24/1389

Officer: Matthew Burns

Application Type: Pre-Application enquiry

Address: Land at Meadow Road, Reading

Proposal: Demolition of existing commercial buildings and provision of circa 4,300sqm flexible commercial floorspace (Class E(g)i-ii)) and/or B8 Storage and Distribution uses, offering employment

Pre-application Comments

The pre-application proposal is for the demolition of the existing buildings on site and the development of 4 buildings split into 11 units of varying sizes totalling 3,985sq.m GIA / 4,297sq.m GEA of modern flexible floor space. A flexible planning consent for use class E(g)(i) office, E(g)(ii) research and development, E(g)(iii) industrial process and B8 Storage and Distribution is sought.

This site is part located within a Core Employment Area (EM2g: Richfield Avenue) and part within an area allocated for residential development (WR3b: 2 ROSS ROAD & PART OF MEADOW ROAD) as identified in the Reading Local Plan as illustrated in the extract below. The site is located adjacent to the recent residential development on the FORMER COX & WYMAN SITE.

*Existing Site*

The site currently accommodates two existing employment buildings (one of which is vacant) with an approximate footprint of circa 2,100sq.m and 1,000sq.m respectively. The occupied building is currently split into multiple units occupied by a brewery and tap house, and a card manufacturing company. The site previously included a third industrial building in the southeast corner of the site which was demolished in 2019. This building provided a further 2,400sq.m of employment floorspace. Prior to its demolition the entire site provided a total footprint of 5,500sq.m.

The site is located within a Core Employment Area (CEA) which are the main location for industrial and warehouse uses. Access to the occupied units is provided from Meadow Road leading into service yard and car

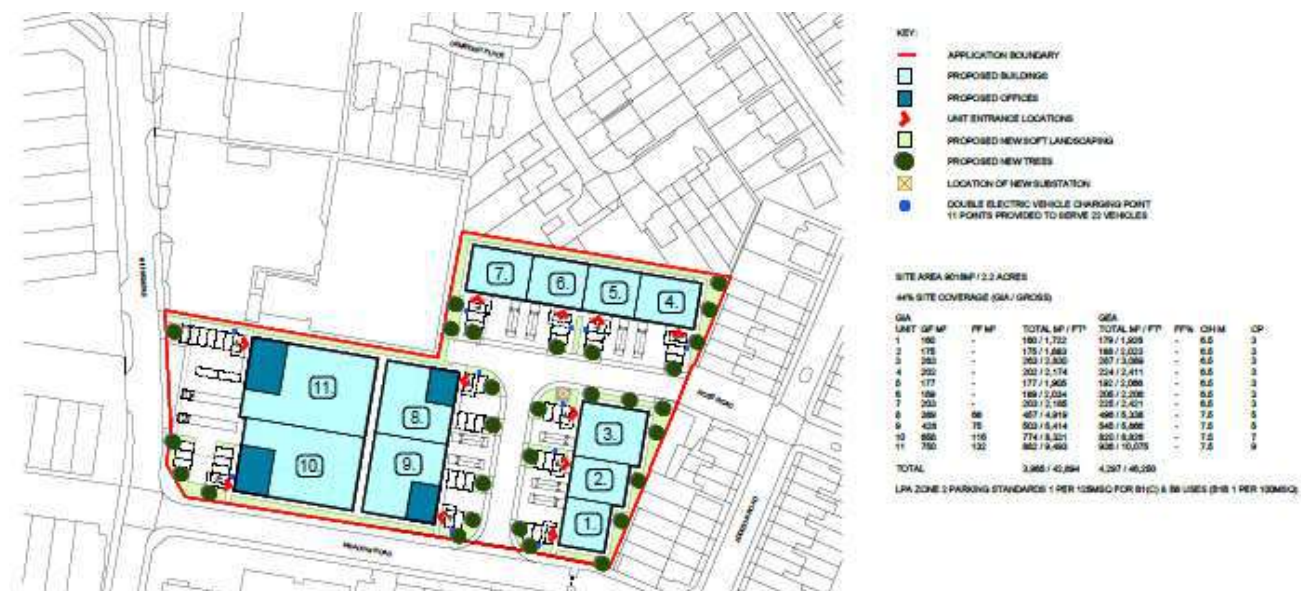
parking areas. The unoccupied building is accessed to the east, from Ross Road, and consists of concrete hard standing which until recently served as service yards and car parking areas.

Proposed Development

The proposal would comprise four buildings which would accommodate a total of eleven self-contained units of varying sizes for flexible planning class uses.

Access to the site (Units 1-9) will be retained from Meadow Road on its southern side, and a new point of access from Milford Road on its western side would serve the larger units (Units 10-11). It also appears a vehicular access point will also be retained from Ross Road. An extract of the latest proposed site layout plan is provided below.

Meadow Road is subject to a 'no entry' restriction on it's eastern end, at its junction with Addison Road. Any development must take account of access restrictions on surrounding streets and ensure that residential access is generally separated from accesses to commercial areas. There are concerns that the proposed layout will result in rat running through the site, providing an alternative route between Meadow Road and Addison Road which does not comply with Local Plan policies. Therefore, Highway Authority would object to any proposal which facilitates traffic movement through the site. The existing access from Ross Road should be formally closed to prevent commercial traffic from accessing residential areas.



The proposed access layouts must comply with the Borough's adopted guidance for accesses to commercial developments. The Geometric Design Guidance and required parameters are available to view online at <https://www.reading.gov.uk/planning-and-building-control/transport-development-control/> Commercial developments accessed from an adopted road, will be required to be provided with an adequate turning area to enable service vehicles including refuge vehicles and articulated vehicles the ability to enter and leave the site in a forward gear.

Units 10-11 would be served from an altered access and forecourt area adjacent to Milford Road. I am concerned that the proposed access appear to be excessively wide, the total continual length of a dropped kerb ideally should not exceed 10m. Swept Path Analysis of the proposed site access and internal site layout has been undertaken of the pre-application site layout. It is stated that articulated vehicles measuring up to 16.5m will be tracked both internally and from the site access onto the external road network. Articulated vehicles would have to utilise the full carriageway width in order to reverse into the loading bay and exit in forward gear. However, the public highway should not be used to facilitate turning movements. It should also be noted that the tracked manoeuvre is not possible due to the location of the limited waiting bay

providing formalised on-street parking bays on Milford Road. The Highway Authority would not support any loss of on-street parking bays, therefore, this must be addressed if a full application is submitted. Visibility splays should also comply with the Geometric Design Guidance and must be submitted as part of the Transport Assessment.

Units 1-9 would be served from a new bellmouth access from Meadow Road. However, swept path analysis has only been undertaken for a 10m long rigid vehicle for Units 1-9. Given that this application seeks a flexible class use, it must be demonstrated that the layout can accommodate all commercial traffic entering and exiting the development via Meadow Road including articulated vehicles. The Vehicular Swept Paths Analysis does not take into account the on-street parking bays on Meadow Road. The applicant is also requested to address how parking will be prevented within the internal layout as this will impact on commercial vehicles accessing the loading bays.

Policy TR5 states that development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. Local parking standards are set out in the RBC, Revised Parking Standards and Design Supplementary Planning Document (SPD) which takes into account the accessibility of the site. The site is located in Zone 2, Primary Core Area, which directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading.

The proposals will provide a total of 47 car parking spaces (including 11 disabled car parking spaces) which is in excess of the Parking Standards SPD. Given that the application seeks a flexible consent, the number of parking spaces should be based on the “worst case” scenario, however, the proposed provision would still provide 7 spaces above adopted standards. It is stated that the level of parking proposed will provide a degree of flexibility to reflect different trip-generating characteristics of the proposed occupier(s). However, an over-provision of car parking, particularly at places of work, can lead to less sustainable travel choices. The Council’s adopted parking standards are to be imposed as maximums unless the developer can prove that their development requires parking at a higher level for exceptional circumstances.

It is indicated that approximately 10% of car parking spaces will provide an active charging point in accordance with the Local Plan policy ‘TR5: CAR AND CYCLE PARKING AND ELECTRIC VEHICLE CHARGING’. The layout and specification will be accessed at full application stage.

It is proposed that cycle parking will also be provided in line with RBC’s parking standards SPD which is acceptable. Cycle parking will take the form of Sheffield stands located within a suitable shelter, located conveniently close to building entrances. The layout and specification must comply with Revised Parking Standards and Design Supplementary Planning Document (SPD) which will be accessed at full application stage.

When compared to the existing site, the proposals result in a decrease in floor area of 1,200sq.m. A preliminary assessment of the trips associated with the proposals has been undertaken. However, given that the application seeks a flexible consent, the assessment should be based on the “worst case” scenario. The preliminary assessment has utilised TRICs data for Industrial Units. The Transport Assessment must also assess the impact from class E(g)(i) office and E(g)(ii) research and development uses if a full application is submitted.

I trust you will find this advice useful but please be aware that this is an officer response and is made without prejudice to the formal determination of any subsequent planning application by this Council, as the local Planning Authority.

Regards

Natalie Lucas
Transport Development Control Officer

Appendix B TRICS Output Report - Existing

Calculation Reference: AUDIT-302901-241016-1035

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
09	NORTH	
	TV TEES VALLEY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1010 to 2300 (units: sqm)
Range Selected by User: 1000 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 29/06/23

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:

Wednesday 1 days
Thursday 3 days
Friday 2 days

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

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
Edge of Town 4

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 5
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 7 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 6 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	5 days

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

Travel Plan:

No	6 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

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

1	BO-02-C-01	PUMPS, MOTORS & FANS	BEDFORD
	POSTLEY ROAD		
	BEDFORD		
	KEMPSTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1045 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	BP-02-C-01	POWDER COATINGS	BLACKPOOL
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
3	GS-02-C-02	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE
	DAVY WAY		
	GLOUCESTER		
	HARDWICKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1630 sqm	
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL
4	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
	WETHERBY ROAD		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	29/06/23	Survey Type: MANUAL
5	SM-02-C-01	WET BLASTING EQUIPMENT	SOMERSET
	ROBINS DRIVE		
	BRIDGWATER		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	2300 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
6	TV-02-C-02	FLUID ENGINEERING	TEES VALLEY
	PARKVIEW ROAD WEST		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1050 sqm	
	Survey date: FRIDAY	04/09/20	Survey Type: MANUAL

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HC-02-C-01	50% offices
PB-02-C-01	Very low PT access

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

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
05:30 - 06:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:00 - 06:30	2	1338	0.037	2	1338	0.112	2	1338	0.149
06:30 - 07:00	2	1338	0.299	2	1338	0.000	2	1338	0.299
07:00 - 07:30	6	1423	0.152	6	1423	0.012	6	1423	0.164
07:30 - 08:00	6	1423	0.316	6	1423	0.023	6	1423	0.339
08:00 - 08:30	6	1423	0.305	6	1423	0.023	6	1423	0.328
08:30 - 09:00	6	1423	0.281	6	1423	0.047	6	1423	0.328
09:00 - 09:30	6	1423	0.129	6	1423	0.070	6	1423	0.199
09:30 - 10:00	6	1423	0.141	6	1423	0.164	6	1423	0.305
10:00 - 10:30	6	1423	0.070	6	1423	0.082	6	1423	0.152
10:30 - 11:00	6	1423	0.176	6	1423	0.141	6	1423	0.317
11:00 - 11:30	6	1423	0.105	6	1423	0.141	6	1423	0.246
11:30 - 12:00	6	1423	0.047	6	1423	0.105	6	1423	0.152
12:00 - 12:30	6	1423	0.070	6	1423	0.187	6	1423	0.257
12:30 - 13:00	6	1423	0.094	6	1423	0.129	6	1423	0.223
13:00 - 13:30	6	1423	0.082	6	1423	0.117	6	1423	0.199
13:30 - 14:00	6	1423	0.187	6	1423	0.082	6	1423	0.269
14:00 - 14:30	6	1423	0.105	6	1423	0.082	6	1423	0.187
14:30 - 15:00	6	1423	0.082	6	1423	0.082	6	1423	0.164
15:00 - 15:30	6	1423	0.094	6	1423	0.246	6	1423	0.340
15:30 - 16:00	6	1423	0.047	6	1423	0.141	6	1423	0.188
16:00 - 16:30	6	1423	0.070	6	1423	0.164	6	1423	0.234
16:30 - 17:00	6	1423	0.012	6	1423	0.164	6	1423	0.176
17:00 - 17:30	6	1423	0.000	6	1423	0.445	6	1423	0.445
17:30 - 18:00	6	1423	0.000	6	1423	0.035	6	1423	0.035
18:00 - 18:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
18:30 - 19:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
19:00 - 19:30	1	1045	0.096	1	1045	0.000	1	1045	0.096
19:30 - 20:00	1	1045	0.000	1	1045	0.191	1	1045	0.191
20:00 - 20:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:30 - 21:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.997			2.985			5.982

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:	1010 - 2300 (units: sqm)
Survey date date range:	01/01/16 - 29/06/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 show. 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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
05:30 - 06:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:00 - 06:30	2	1338	0.000	2	1338	0.000	2	1338	0.000
06:30 - 07:00	2	1338	0.000	2	1338	0.000	2	1338	0.000
07:00 - 07:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
07:30 - 08:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
08:00 - 08:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
08:30 - 09:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
09:00 - 09:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
09:30 - 10:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
10:00 - 10:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
10:30 - 11:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
11:00 - 11:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
11:30 - 12:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
12:00 - 12:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
12:30 - 13:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
13:00 - 13:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
13:30 - 14:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
14:00 - 14:30	6	1423	0.012	6	1423	0.012	6	1423	0.024
14:30 - 15:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
15:00 - 15:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
15:30 - 16:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
16:00 - 16:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
16:30 - 17:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
17:00 - 17:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
17:30 - 18:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
18:00 - 18:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
18:30 - 19:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
19:00 - 19:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
19:30 - 20:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:00 - 20:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:30 - 21:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.012			0.012			0.024

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
05:30 - 06:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:00 - 06:30	2	1338	0.000	2	1338	0.000	2	1338	0.000
06:30 - 07:00	2	1338	0.000	2	1338	0.000	2	1338	0.000
07:00 - 07:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
07:30 - 08:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
08:00 - 08:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
08:30 - 09:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
09:00 - 09:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
09:30 - 10:00	6	1423	0.047	6	1423	0.035	6	1423	0.082
10:00 - 10:30	6	1423	0.012	6	1423	0.023	6	1423	0.035
10:30 - 11:00	6	1423	0.023	6	1423	0.000	6	1423	0.023
11:00 - 11:30	6	1423	0.000	6	1423	0.023	6	1423	0.023
11:30 - 12:00	6	1423	0.012	6	1423	0.012	6	1423	0.024
12:00 - 12:30	6	1423	0.035	6	1423	0.023	6	1423	0.058
12:30 - 13:00	6	1423	0.012	6	1423	0.012	6	1423	0.024
13:00 - 13:30	6	1423	0.000	6	1423	0.012	6	1423	0.012
13:30 - 14:00	6	1423	0.023	6	1423	0.012	6	1423	0.035
14:00 - 14:30	6	1423	0.012	6	1423	0.012	6	1423	0.024
14:30 - 15:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
15:00 - 15:30	6	1423	0.000	6	1423	0.012	6	1423	0.012
15:30 - 16:00	6	1423	0.000	6	1423	0.012	6	1423	0.012
16:00 - 16:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
16:30 - 17:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
17:00 - 17:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
17:30 - 18:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
18:00 - 18:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
18:30 - 19:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
19:00 - 19:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
19:30 - 20:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:00 - 20:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:30 - 21:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.176			0.188			0.364

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
05:30 - 06:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:00 - 06:30	2	1338	0.000	2	1338	0.000	2	1338	0.000
06:30 - 07:00	2	1338	0.000	2	1338	0.000	2	1338	0.000
07:00 - 07:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
07:30 - 08:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
08:00 - 08:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
08:30 - 09:00	6	1423	0.012	6	1423	0.000	6	1423	0.012
09:00 - 09:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
09:30 - 10:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
10:00 - 10:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
10:30 - 11:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
11:00 - 11:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
11:30 - 12:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
12:00 - 12:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
12:30 - 13:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
13:00 - 13:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
13:30 - 14:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
14:00 - 14:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
14:30 - 15:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
15:00 - 15:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
15:30 - 16:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
16:00 - 16:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
16:30 - 17:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
17:00 - 17:30	6	1423	0.000	6	1423	0.012	6	1423	0.012
17:30 - 18:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
18:00 - 18:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
18:30 - 19:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
19:00 - 19:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
19:30 - 20:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:00 - 20:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:30 - 21:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.012			0.012			0.024

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
05:30 - 06:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:00 - 06:30	2	1338	0.037	2	1338	0.000	2	1338	0.037
06:30 - 07:00	2	1338	0.262	2	1338	0.000	2	1338	0.262
07:00 - 07:30	6	1423	0.117	6	1423	0.012	6	1423	0.129
07:30 - 08:00	6	1423	0.293	6	1423	0.012	6	1423	0.305
08:00 - 08:30	6	1423	0.269	6	1423	0.012	6	1423	0.281
08:30 - 09:00	6	1423	0.211	6	1423	0.000	6	1423	0.211
09:00 - 09:30	6	1423	0.094	6	1423	0.012	6	1423	0.106
09:30 - 10:00	6	1423	0.035	6	1423	0.070	6	1423	0.105
10:00 - 10:30	6	1423	0.059	6	1423	0.047	6	1423	0.106
10:30 - 11:00	6	1423	0.035	6	1423	0.047	6	1423	0.082
11:00 - 11:30	6	1423	0.047	6	1423	0.047	6	1423	0.094
11:30 - 12:00	6	1423	0.012	6	1423	0.070	6	1423	0.082
12:00 - 12:30	6	1423	0.012	6	1423	0.117	6	1423	0.129
12:30 - 13:00	6	1423	0.059	6	1423	0.082	6	1423	0.141
13:00 - 13:30	6	1423	0.059	6	1423	0.082	6	1423	0.141
13:30 - 14:00	6	1423	0.117	6	1423	0.035	6	1423	0.152
14:00 - 14:30	6	1423	0.047	6	1423	0.012	6	1423	0.059
14:30 - 15:00	6	1423	0.047	6	1423	0.059	6	1423	0.106
15:00 - 15:30	6	1423	0.047	6	1423	0.187	6	1423	0.234
15:30 - 16:00	6	1423	0.012	6	1423	0.070	6	1423	0.082
16:00 - 16:30	6	1423	0.023	6	1423	0.129	6	1423	0.152
16:30 - 17:00	6	1423	0.000	6	1423	0.129	6	1423	0.129
17:00 - 17:30	6	1423	0.000	6	1423	0.398	6	1423	0.398
17:30 - 18:00	6	1423	0.000	6	1423	0.035	6	1423	0.035
18:00 - 18:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
18:30 - 19:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
19:00 - 19:30	1	1045	0.096	1	1045	0.000	1	1045	0.096
19:30 - 20:00	1	1045	0.000	1	1045	0.191	1	1045	0.191
20:00 - 20:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:30 - 21:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.990			1.855			3.845

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
05:30 - 06:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:00 - 06:30	2	1338	0.000	2	1338	0.112	2	1338	0.112
06:30 - 07:00	2	1338	0.037	2	1338	0.000	2	1338	0.037
07:00 - 07:30	6	1423	0.035	6	1423	0.000	6	1423	0.035
07:30 - 08:00	6	1423	0.023	6	1423	0.012	6	1423	0.035
08:00 - 08:30	6	1423	0.023	6	1423	0.012	6	1423	0.035
08:30 - 09:00	6	1423	0.070	6	1423	0.047	6	1423	0.117
09:00 - 09:30	6	1423	0.035	6	1423	0.059	6	1423	0.094
09:30 - 10:00	6	1423	0.059	6	1423	0.059	6	1423	0.118
10:00 - 10:30	6	1423	0.000	6	1423	0.012	6	1423	0.012
10:30 - 11:00	6	1423	0.117	6	1423	0.094	6	1423	0.211
11:00 - 11:30	6	1423	0.059	6	1423	0.070	6	1423	0.129
11:30 - 12:00	6	1423	0.023	6	1423	0.023	6	1423	0.046
12:00 - 12:30	6	1423	0.023	6	1423	0.047	6	1423	0.070
12:30 - 13:00	6	1423	0.023	6	1423	0.035	6	1423	0.058
13:00 - 13:30	6	1423	0.023	6	1423	0.023	6	1423	0.046
13:30 - 14:00	6	1423	0.047	6	1423	0.035	6	1423	0.082
14:00 - 14:30	6	1423	0.035	6	1423	0.047	6	1423	0.082
14:30 - 15:00	6	1423	0.035	6	1423	0.023	6	1423	0.058
15:00 - 15:30	6	1423	0.047	6	1423	0.047	6	1423	0.094
15:30 - 16:00	6	1423	0.035	6	1423	0.059	6	1423	0.094
16:00 - 16:30	6	1423	0.047	6	1423	0.035	6	1423	0.082
16:30 - 17:00	6	1423	0.012	6	1423	0.035	6	1423	0.047
17:00 - 17:30	6	1423	0.000	6	1423	0.035	6	1423	0.035
17:30 - 18:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
18:00 - 18:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
18:30 - 19:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
19:00 - 19:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
19:30 - 20:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:00 - 20:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:30 - 21:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.808			0.921			1.729

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
05:30 - 06:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:00 - 06:30	2	1338	0.000	2	1338	0.000	2	1338	0.000
06:30 - 07:00	2	1338	0.000	2	1338	0.000	2	1338	0.000
07:00 - 07:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
07:30 - 08:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
08:00 - 08:30	6	1423	0.012	6	1423	0.000	6	1423	0.012
08:30 - 09:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
09:00 - 09:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
09:30 - 10:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
10:00 - 10:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
10:30 - 11:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
11:00 - 11:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
11:30 - 12:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
12:00 - 12:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
12:30 - 13:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
13:00 - 13:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
13:30 - 14:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
14:00 - 14:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
14:30 - 15:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
15:00 - 15:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
15:30 - 16:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
16:00 - 16:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
16:30 - 17:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
17:00 - 17:30	6	1423	0.000	6	1423	0.012	6	1423	0.012
17:30 - 18:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
18:00 - 18:30	6	1423	0.000	6	1423	0.000	6	1423	0.000
18:30 - 19:00	6	1423	0.000	6	1423	0.000	6	1423	0.000
19:00 - 19:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
19:30 - 20:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:00 - 20:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:30 - 21:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.012			0.012			0.024

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.

Appendix C Accessibility Index Calculation

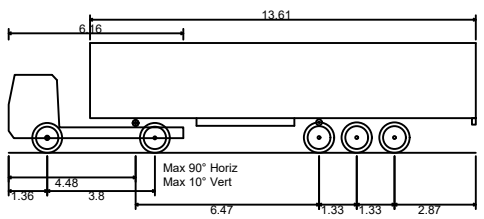
Appendix D Proposed Site Layout Plan

Appendix E Swept Path Analysis



- NOTES :**
- 1. Do not scale from this drawing.
 - 2. This drawing to be read & printed in colour.
 - 3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN ARTICULATED VEHICLE (1998)



Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

C	Site layout updated.	DW	LS	19.06.2025
B	Site layout updated.	DW	LS	21.05.2025
A	Site layout updated.	DW	LS	20.05.2025

REV	DETAILS	DRAWN	CHECKED	DATE
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Client
Hampshire Pension Fund

Project
Meadow Road, Reading

Drawing Title
Vehicular Swept Paths Analysis (Sheet 1 of 5)

Scale
1:500

Size
A3

Drawn By
DW

Checked By
LS

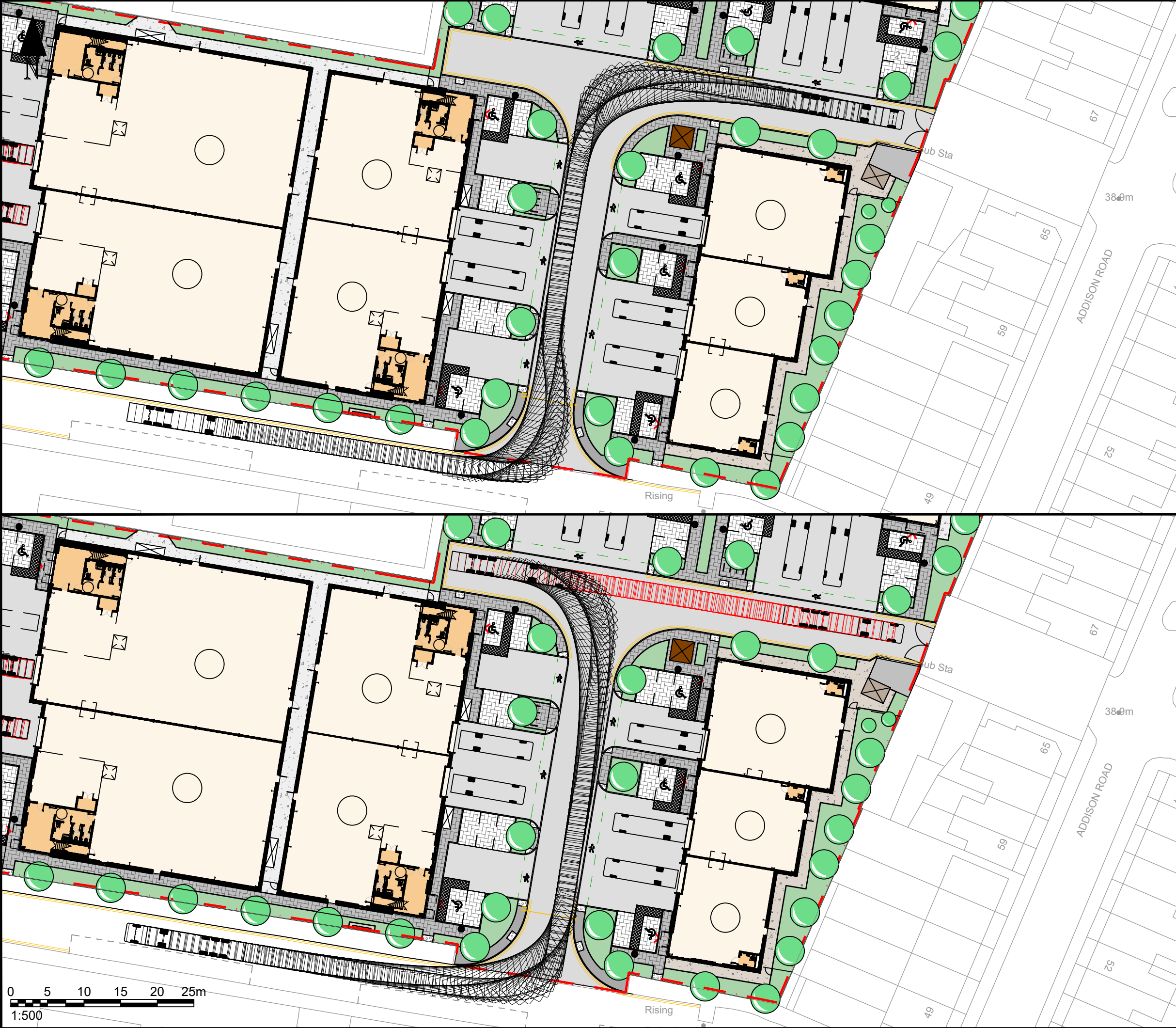
Date
15.10.2024

Stunt Consulting Ltd, 'Front Offices', Perchance, Ryehurst Lane, Binfield, Berkshire, RG42 5QY
Tel.: 01344 306294 Email: info@stuntconsulting.co.uk

Project Ref
22008

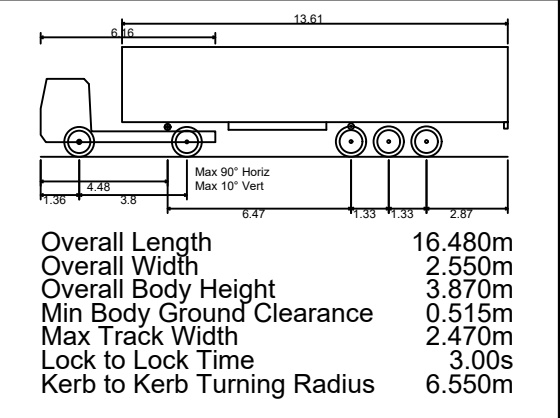
Drawing No
TR01 (1)

Rev
C



- NOTES :**
- 1. Do not scale from this drawing.
 - 2. This drawing to be read & printed in colour.
 - 3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN ARTICULATED VEHICLE (1998)



	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

C	Site layout updated.	DW	LS	19.06.2025
B	Site layout updated.	DW	LS	21.05.2025
A	Site layout updated.	DW	LS	20.05.2025
REV	DETAILS	DRAWN	CHECKED	DATE

Client
Hampshire Pension Fund

Project
Meadow Road, Reading

Drawing Title
**Vehicular Swept Paths Analysis
(Sheet 2 of 5)**

Scale
1:500

Size
A3

Drawn By
DW

Checked By
LS

Date
15.10.2024

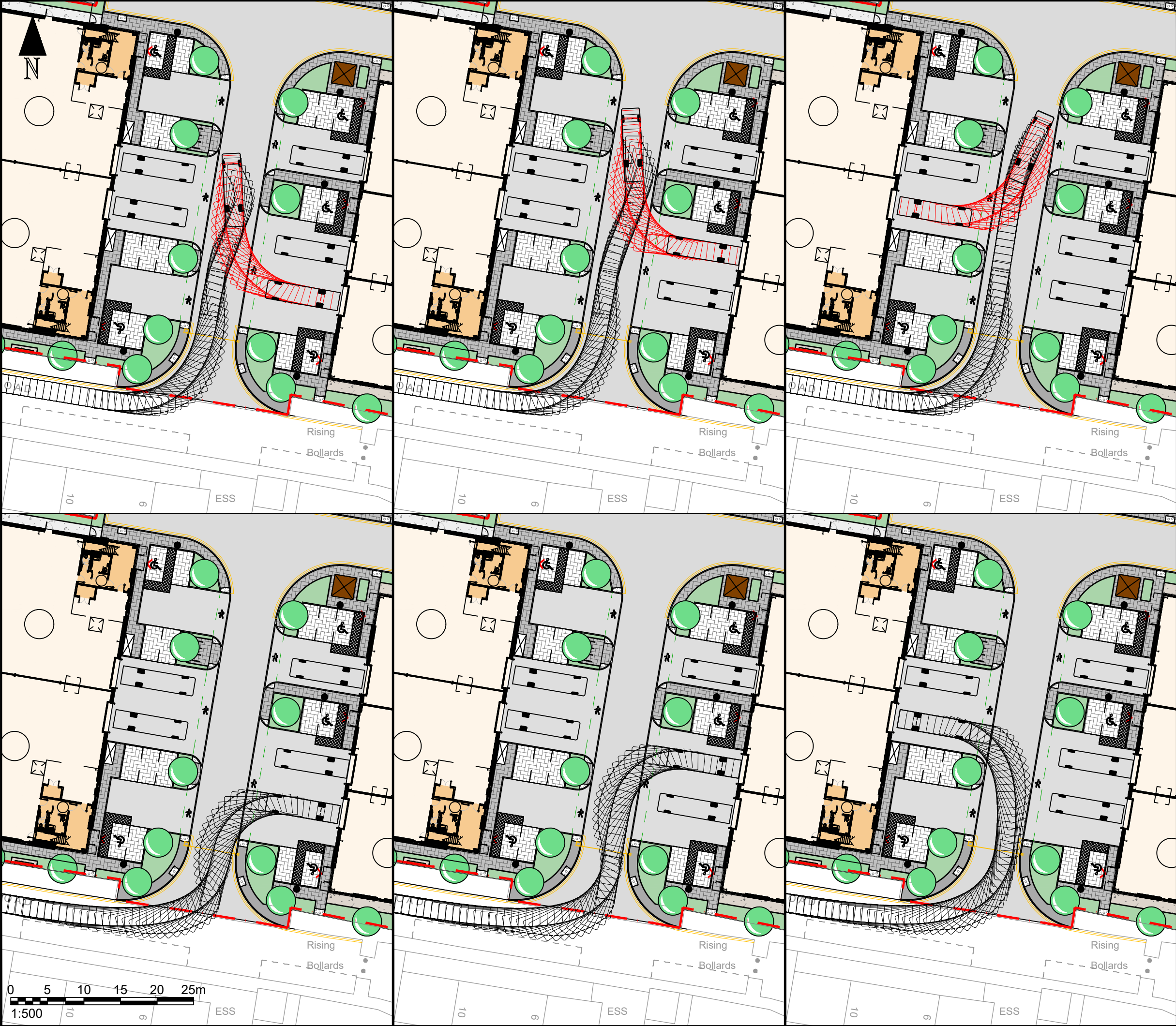

STUNT CONSULTING

Stunt Consulting Ltd, 'Front Offices', Perchance, Ryehurst Lane,
Binfield, Berkshire, RG42 5QY
Tel.: 01344 306294 Email: info@stuntconsulting.co.uk

Project Ref
22008

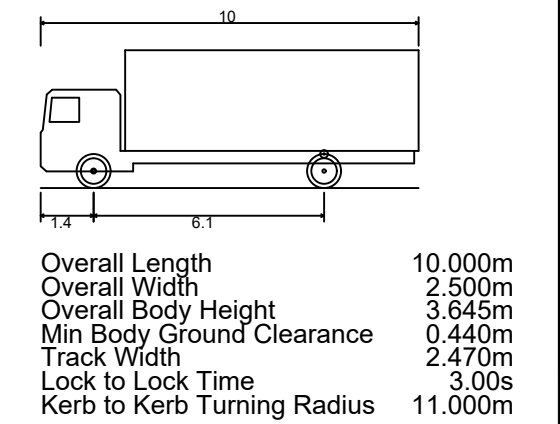
Drawing No
TR01 (2)

Rev
C



- NOTES :**
- 1. Do not scale from this drawing.
 - 2. This drawing to be read & printed in colour.
 - 3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN HG RIGID VEHICLE (1998)



- FORWARD MOVEMENTS
(design speed - 5kph)
- REVERSE MOVEMENTS
(design speed - 2.5kph)

C	Site layout updated.	DW	LS	19.06.2025
B	Site layout updated.	DW	LS	21.05.2025
A	Site layout updated.	DW	LS	20.05.2025
REV	DETAILS	DRAWN	CHECKED	DATE

Client
Hampshire Pension Fund

Project
Meadow Road, Reading

Drawing Title
**Vehicular Swept Paths Analysis
(Sheet 3 of 5)**

Scale	1:500	Size	A3
Drawn By	DW	Checked By	LS
		Date	15.10.2024



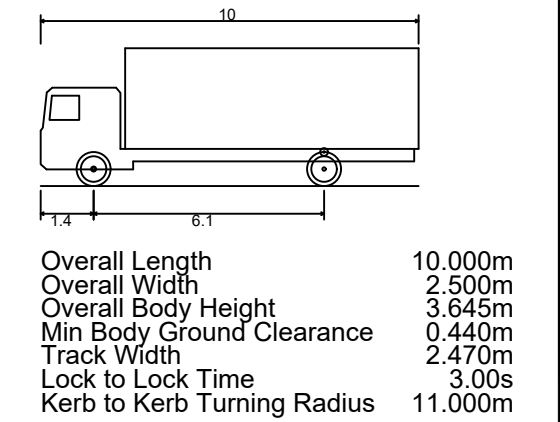
Stunt Consulting Ltd, 'Front Offices', Perchance, Ryehurst Lane,
Binfield, Berkshire, RG42 5QY
Tel.: 01344 306294 Email: info@stuntconsulting.co.uk

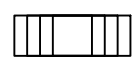
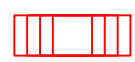
Project Ref	22008	Drawing No	TR01 (3)	Rev	C
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- NOTES :**
- 1. Do not scale from this drawing.
 - 2. This drawing to be read & printed in colour.
 - 3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN HG RIGID VEHICLE (1998)



-  **FORWARD MOVEMENTS**
(design speed - 5kph)
-  **REVERSE MOVEMENTS**
(design speed - 2.5kph)

C	Site layout updated.	DW	LS	19.06.2025
B	Site layout updated.	DW	LS	21.05.2025
A	Site layout updated.	DW	LS	20.05.2025
REV	DETAILS	DRAWN	CHECKED	DATE

Client
Hampshire Pension Fund

Project
Meadow Road, Reading

Drawing Title
**Vehicular Swept Paths Analysis
(Sheet 4 of 5)**

Scale	1:500	Size	A3
Drawn By	DW	Checked By	LS
		Date	15.10.2024



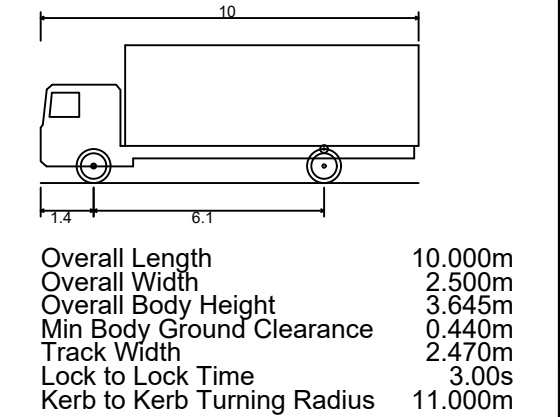
Stunt Consulting Ltd, 'Front Offices', Perchance, Ryehurst Lane,
Binfield, Berkshire, RG42 5QY
Tel.: 01344 306294 Email: info@stuntconsulting.co.uk

Project Ref	22008	Drawing No	TR01 (4)	Rev	C
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- NOTES :**
- 1. Do not scale from this drawing.
 - 2. This drawing to be read & printed in colour.
 - 3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN HG RIGID VEHICLE (1998)



- FORWARD MOVEMENTS
(design speed - 5kph)
- REVERSE MOVEMENTS
(design speed - 2.5kph)

C	Site layout updated.	DW	LS	19.06.2025
B	Site layout updated.	DW	LS	21.05.2025
A	Site layout updated.	DW	LS	20.05.2025
REV	DETAILS	DRAWN	CHECKED	DATE

Client
Hampshire Pension Fund

Project
Meadow Road, Reading

Drawing Title
**Vehicular Swept Paths Analysis
(Sheet 5 of 5)**

Scale	1:500	Size	A3
Drawn By	DW	Checked By	LS
		Date	15.10.2024

Stunt Consulting Ltd, 'Front Offices', Perchance, Ryehurst Lane,
Binfield, Berkshire, RG42 5QY
Tel.: 01344 306294 Email: info@stuntconsulting.co.uk

Project Ref	22008	Drawing No	TR01 (5)	Rev	C
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Appendix F Proposed Site - TRICS Output Reports

Calculation Reference: AUDIT-302901-241016-1002

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	BO BEDFORD	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	LC LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 256 to 1500 (units: sqm)
 Range Selected by User: 150 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 04/10/23

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

Selected survey days:

Monday 1 days
 Wednesday 2 days
 Thursday 4 days

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

Selected survey types:

Manual count 7 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3
 Edge of Town 4

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 7

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 2 days - Selected
 Servicing vehicles Excluded 11 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 7 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

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

Travel Plan:

No	7 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	7 days
-----------------	--------

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

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

Site Ref	Reason for Deselection
CU-02-C-01	Very low PT access
LC-02-C-03	Very low PT access
LC-02-C-06	This site is isolated with few residential areas around lowing walk / cycle poten
NF-02-C-03	No pt access
NN-02-C-01	Suburban
TV-02-C-02	Suburban

CROSBY TRANSPORT PLANNING LIMITED WILLOW HOUSE EAST HORSLEY

Licence No: 302901

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
05:30 - 06:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:00 - 06:30	1	1045	0.000	1	1045	0.287	1	1045	0.287
06:30 - 07:00	1	1045	0.096	1	1045	0.000	1	1045	0.096
07:00 - 07:30	6	925	0.144	6	925	0.000	6	925	0.144
07:30 - 08:00	6	925	0.144	6	925	0.018	6	925	0.162
08:00 - 08:30	6	925	0.414	6	925	0.108	6	925	0.522
08:30 - 09:00	6	925	0.198	6	925	0.144	6	925	0.342
09:00 - 09:30	7	829	0.172	7	829	0.069	7	829	0.241
09:30 - 10:00	7	829	0.103	7	829	0.155	7	829	0.258
10:00 - 10:30	7	829	0.121	7	829	0.103	7	829	0.224
10:30 - 11:00	7	829	0.189	7	829	0.155	7	829	0.344
11:00 - 11:30	7	829	0.121	7	829	0.172	7	829	0.293
11:30 - 12:00	7	829	0.052	7	829	0.121	7	829	0.173
12:00 - 12:30	7	829	0.172	7	829	0.189	7	829	0.361
12:30 - 13:00	7	829	0.121	7	829	0.172	7	829	0.293
13:00 - 13:30	7	829	0.207	7	829	0.189	7	829	0.396
13:30 - 14:00	7	829	0.103	7	829	0.086	7	829	0.189
14:00 - 14:30	7	829	0.172	7	829	0.086	7	829	0.258
14:30 - 15:00	7	829	0.103	7	829	0.103	7	829	0.206
15:00 - 15:30	7	829	0.172	7	829	0.121	7	829	0.293
15:30 - 16:00	7	829	0.086	7	829	0.189	7	829	0.275
16:00 - 16:30	7	829	0.052	7	829	0.224	7	829	0.276
16:30 - 17:00	7	829	0.034	7	829	0.241	7	829	0.275
17:00 - 17:30	7	829	0.017	7	829	0.258	7	829	0.275
17:30 - 18:00	7	829	0.017	7	829	0.017	7	829	0.034
18:00 - 18:30	6	879	0.000	6	879	0.019	6	879	0.019
18:30 - 19:00	6	879	0.000	6	879	0.000	6	879	0.000
19:00 - 19:30	2	651	0.077	2	651	0.000	2	651	0.077
19:30 - 20:00	2	651	0.000	2	651	0.154	2	651	0.154
20:00 - 20:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:30 - 21:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.087			3.380			6.467

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:	256 - 1500 (units: sqm)
Survey date range:	01/01/16 - 04/10/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
05:30 - 06:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:00 - 06:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:30 - 07:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
07:00 - 07:30	6	925	0.000	6	925	0.000	6	925	0.000
07:30 - 08:00	6	925	0.000	6	925	0.000	6	925	0.000
08:00 - 08:30	6	925	0.000	6	925	0.000	6	925	0.000
08:30 - 09:00	6	925	0.000	6	925	0.000	6	925	0.000
09:00 - 09:30	7	829	0.000	7	829	0.000	7	829	0.000
09:30 - 10:00	7	829	0.000	7	829	0.000	7	829	0.000
10:00 - 10:30	7	829	0.000	7	829	0.000	7	829	0.000
10:30 - 11:00	7	829	0.000	7	829	0.000	7	829	0.000
11:00 - 11:30	7	829	0.000	7	829	0.000	7	829	0.000
11:30 - 12:00	7	829	0.000	7	829	0.000	7	829	0.000
12:00 - 12:30	7	829	0.000	7	829	0.000	7	829	0.000
12:30 - 13:00	7	829	0.000	7	829	0.000	7	829	0.000
13:00 - 13:30	7	829	0.000	7	829	0.000	7	829	0.000
13:30 - 14:00	7	829	0.000	7	829	0.000	7	829	0.000
14:00 - 14:30	7	829	0.017	7	829	0.017	7	829	0.034
14:30 - 15:00	7	829	0.000	7	829	0.000	7	829	0.000
15:00 - 15:30	7	829	0.017	7	829	0.017	7	829	0.034
15:30 - 16:00	7	829	0.000	7	829	0.000	7	829	0.000
16:00 - 16:30	7	829	0.000	7	829	0.000	7	829	0.000
16:30 - 17:00	7	829	0.000	7	829	0.000	7	829	0.000
17:00 - 17:30	7	829	0.000	7	829	0.000	7	829	0.000
17:30 - 18:00	7	829	0.000	7	829	0.000	7	829	0.000
18:00 - 18:30	6	879	0.000	6	879	0.000	6	879	0.000
18:30 - 19:00	6	879	0.000	6	879	0.000	6	879	0.000
19:00 - 19:30	2	651	0.000	2	651	0.000	2	651	0.000
19:30 - 20:00	2	651	0.000	2	651	0.000	2	651	0.000
20:00 - 20:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:30 - 21:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.034			0.034			0.068

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
05:30 - 06:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:00 - 06:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:30 - 07:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
07:00 - 07:30	6	925	0.000	6	925	0.000	6	925	0.000
07:30 - 08:00	6	925	0.000	6	925	0.000	6	925	0.000
08:00 - 08:30	6	925	0.036	6	925	0.018	6	925	0.054
08:30 - 09:00	6	925	0.000	6	925	0.018	6	925	0.018
09:00 - 09:30	7	829	0.000	7	829	0.000	7	829	0.000
09:30 - 10:00	7	829	0.052	7	829	0.052	7	829	0.104
10:00 - 10:30	7	829	0.017	7	829	0.017	7	829	0.034
10:30 - 11:00	7	829	0.000	7	829	0.000	7	829	0.000
11:00 - 11:30	7	829	0.052	7	829	0.017	7	829	0.069
11:30 - 12:00	7	829	0.000	7	829	0.017	7	829	0.017
12:00 - 12:30	7	829	0.052	7	829	0.034	7	829	0.086
12:30 - 13:00	7	829	0.000	7	829	0.017	7	829	0.017
13:00 - 13:30	7	829	0.017	7	829	0.017	7	829	0.034
13:30 - 14:00	7	829	0.017	7	829	0.017	7	829	0.034
14:00 - 14:30	7	829	0.000	7	829	0.000	7	829	0.000
14:30 - 15:00	7	829	0.017	7	829	0.000	7	829	0.017
15:00 - 15:30	7	829	0.000	7	829	0.017	7	829	0.017
15:30 - 16:00	7	829	0.000	7	829	0.034	7	829	0.034
16:00 - 16:30	7	829	0.000	7	829	0.000	7	829	0.000
16:30 - 17:00	7	829	0.000	7	829	0.000	7	829	0.000
17:00 - 17:30	7	829	0.000	7	829	0.000	7	829	0.000
17:30 - 18:00	7	829	0.000	7	829	0.000	7	829	0.000
18:00 - 18:30	6	879	0.000	6	879	0.000	6	879	0.000
18:30 - 19:00	6	879	0.000	6	879	0.000	6	879	0.000
19:00 - 19:30	2	651	0.000	2	651	0.000	2	651	0.000
19:30 - 20:00	2	651	0.000	2	651	0.000	2	651	0.000
20:00 - 20:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:30 - 21:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.260			0.275			0.535

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.

CROSBY TRANSPORT PLANNING LIMITED WILLOW HOUSE EAST HORSLEY

Licence No: 302901

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
05:30 - 06:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:00 - 06:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:30 - 07:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
07:00 - 07:30	6	925	0.018	6	925	0.000	6	925	0.018
07:30 - 08:00	6	925	0.000	6	925	0.000	6	925	0.000
08:00 - 08:30	6	925	0.018	6	925	0.000	6	925	0.018
08:30 - 09:00	6	925	0.018	6	925	0.000	6	925	0.018
09:00 - 09:30	7	829	0.000	7	829	0.000	7	829	0.000
09:30 - 10:00	7	829	0.000	7	829	0.000	7	829	0.000
10:00 - 10:30	7	829	0.000	7	829	0.000	7	829	0.000
10:30 - 11:00	7	829	0.000	7	829	0.000	7	829	0.000
11:00 - 11:30	7	829	0.000	7	829	0.000	7	829	0.000
11:30 - 12:00	7	829	0.000	7	829	0.000	7	829	0.000
12:00 - 12:30	7	829	0.000	7	829	0.000	7	829	0.000
12:30 - 13:00	7	829	0.000	7	829	0.000	7	829	0.000
13:00 - 13:30	7	829	0.000	7	829	0.000	7	829	0.000
13:30 - 14:00	7	829	0.000	7	829	0.000	7	829	0.000
14:00 - 14:30	7	829	0.000	7	829	0.000	7	829	0.000
14:30 - 15:00	7	829	0.000	7	829	0.017	7	829	0.017
15:00 - 15:30	7	829	0.000	7	829	0.000	7	829	0.000
15:30 - 16:00	7	829	0.000	7	829	0.017	7	829	0.017
16:00 - 16:30	7	829	0.000	7	829	0.000	7	829	0.000
16:30 - 17:00	7	829	0.000	7	829	0.017	7	829	0.017
17:00 - 17:30	7	829	0.000	7	829	0.000	7	829	0.000
17:30 - 18:00	7	829	0.000	7	829	0.000	7	829	0.000
18:00 - 18:30	6	879	0.000	6	879	0.000	6	879	0.000
18:30 - 19:00	6	879	0.000	6	879	0.000	6	879	0.000
19:00 - 19:30	2	651	0.000	2	651	0.000	2	651	0.000
19:30 - 20:00	2	651	0.000	2	651	0.000	2	651	0.000
20:00 - 20:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:30 - 21:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.054			0.051			0.105

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
05:30 - 06:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:00 - 06:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:30 - 07:00	1	1045	0.096	1	1045	0.000	1	1045	0.096
07:00 - 07:30	6	925	0.126	6	925	0.000	6	925	0.126
07:30 - 08:00	6	925	0.108	6	925	0.000	6	925	0.108
08:00 - 08:30	6	925	0.270	6	925	0.018	6	925	0.288
08:30 - 09:00	6	925	0.108	6	925	0.018	6	925	0.126
09:00 - 09:30	7	829	0.121	7	829	0.000	7	829	0.121
09:30 - 10:00	7	829	0.000	7	829	0.069	7	829	0.069
10:00 - 10:30	7	829	0.052	7	829	0.017	7	829	0.069
10:30 - 11:00	7	829	0.052	7	829	0.052	7	829	0.104
11:00 - 11:30	7	829	0.034	7	829	0.052	7	829	0.086
11:30 - 12:00	7	829	0.000	7	829	0.069	7	829	0.069
12:00 - 12:30	7	829	0.069	7	829	0.103	7	829	0.172
12:30 - 13:00	7	829	0.052	7	829	0.086	7	829	0.138
13:00 - 13:30	7	829	0.121	7	829	0.103	7	829	0.224
13:30 - 14:00	7	829	0.034	7	829	0.034	7	829	0.068
14:00 - 14:30	7	829	0.069	7	829	0.000	7	829	0.069
14:30 - 15:00	7	829	0.034	7	829	0.034	7	829	0.068
15:00 - 15:30	7	829	0.103	7	829	0.086	7	829	0.189
15:30 - 16:00	7	829	0.000	7	829	0.052	7	829	0.052
16:00 - 16:30	7	829	0.017	7	829	0.155	7	829	0.172
16:30 - 17:00	7	829	0.017	7	829	0.189	7	829	0.206
17:00 - 17:30	7	829	0.000	7	829	0.189	7	829	0.189
17:30 - 18:00	7	829	0.017	7	829	0.017	7	829	0.034
18:00 - 18:30	6	879	0.000	6	879	0.019	6	879	0.019
18:30 - 19:00	6	879	0.000	6	879	0.000	6	879	0.000
19:00 - 19:30	2	651	0.077	2	651	0.000	2	651	0.077
19:30 - 20:00	2	651	0.000	2	651	0.154	2	651	0.154
20:00 - 20:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:30 - 21:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.577			1.516			3.093

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.

CROSBY TRANSPORT PLANNING LIMITED WILLOW HOUSE EAST HORSLEY

Licence No: 302901

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

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
05:30 - 06:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:00 - 06:30	1	1045	0.000	1	1045	0.287	1	1045	0.287
06:30 - 07:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
07:00 - 07:30	6	925	0.018	6	925	0.000	6	925	0.018
07:30 - 08:00	6	925	0.036	6	925	0.018	6	925	0.054
08:00 - 08:30	6	925	0.108	6	925	0.072	6	925	0.180
08:30 - 09:00	6	925	0.090	6	925	0.108	6	925	0.198
09:00 - 09:30	7	829	0.052	7	829	0.069	7	829	0.121
09:30 - 10:00	7	829	0.052	7	829	0.034	7	829	0.086
10:00 - 10:30	7	829	0.052	7	829	0.069	7	829	0.121
10:30 - 11:00	7	829	0.138	7	829	0.103	7	829	0.241
11:00 - 11:30	7	829	0.034	7	829	0.103	7	829	0.137
11:30 - 12:00	7	829	0.052	7	829	0.034	7	829	0.086
12:00 - 12:30	7	829	0.052	7	829	0.052	7	829	0.104
12:30 - 13:00	7	829	0.069	7	829	0.069	7	829	0.138
13:00 - 13:30	7	829	0.069	7	829	0.069	7	829	0.138
13:30 - 14:00	7	829	0.052	7	829	0.034	7	829	0.086
14:00 - 14:30	7	829	0.086	7	829	0.069	7	829	0.155
14:30 - 15:00	7	829	0.052	7	829	0.069	7	829	0.121
15:00 - 15:30	7	829	0.052	7	829	0.000	7	829	0.052
15:30 - 16:00	7	829	0.086	7	829	0.103	7	829	0.189
16:00 - 16:30	7	829	0.034	7	829	0.069	7	829	0.103
16:30 - 17:00	7	829	0.017	7	829	0.052	7	829	0.069
17:00 - 17:30	7	829	0.017	7	829	0.069	7	829	0.086
17:30 - 18:00	7	829	0.000	7	829	0.000	7	829	0.000
18:00 - 18:30	6	879	0.000	6	879	0.000	6	879	0.000
18:30 - 19:00	6	879	0.000	6	879	0.000	6	879	0.000
19:00 - 19:30	2	651	0.000	2	651	0.000	2	651	0.000
19:30 - 20:00	2	651	0.000	2	651	0.000	2	651	0.000
20:00 - 20:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:30 - 21:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.218			1.552			2.770

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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