



FEBRUARY
2025

Transport Statement

Shinfield Park, Reading

Iceni Projects Limited on behalf of
Wrenbridge (FRELD Reading) LLP

February 2025

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ON BEHALF OF
WRENBRIDGE (FRELD
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Transport Statement
SHINFIELD PARK, READING

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1. INTRODUCTION

- 1.1 Icen Projects Ltd has been appointed by Wrenbridge (FRELD Reading) LLP to provide a Transport Statement (TS) in support of the proposed redevelopment of existing office development at Shinfield Park, Reading, RG2 9FW – henceforth referred to as “the Site”. The Site falls within the boundary of Wokingham Borough Council (WBC) as the local planning and highway authority.
- 1.2 This Transport Statement has been prepared to support an application for construction of 5 buildings with a combined floor area of 20,102m² GIA, with Unit 3 being designed so it could be one or 2 units. Each unit will have dedicated parking and service yards, with an element of parking also being provided within the existing car park to the north of the site under a flexible employment use for Class E(g)(ii), E(g)(iii), B2 and B8 uses.
- 1.3 The site is located on the southern edge of Reading to the north of the M4, as shown at **Figure 1.1**. It is currently occupied by a large office development and sits adjacent to an area of designated ancient woodland to the north and local wildlife site to the north, west and south. The site is also bounded by the B3270 and Whitley Wood Lane to the south east and the Shinfield Park residential area to the north. A site location plan is included at **Appendix A1**.

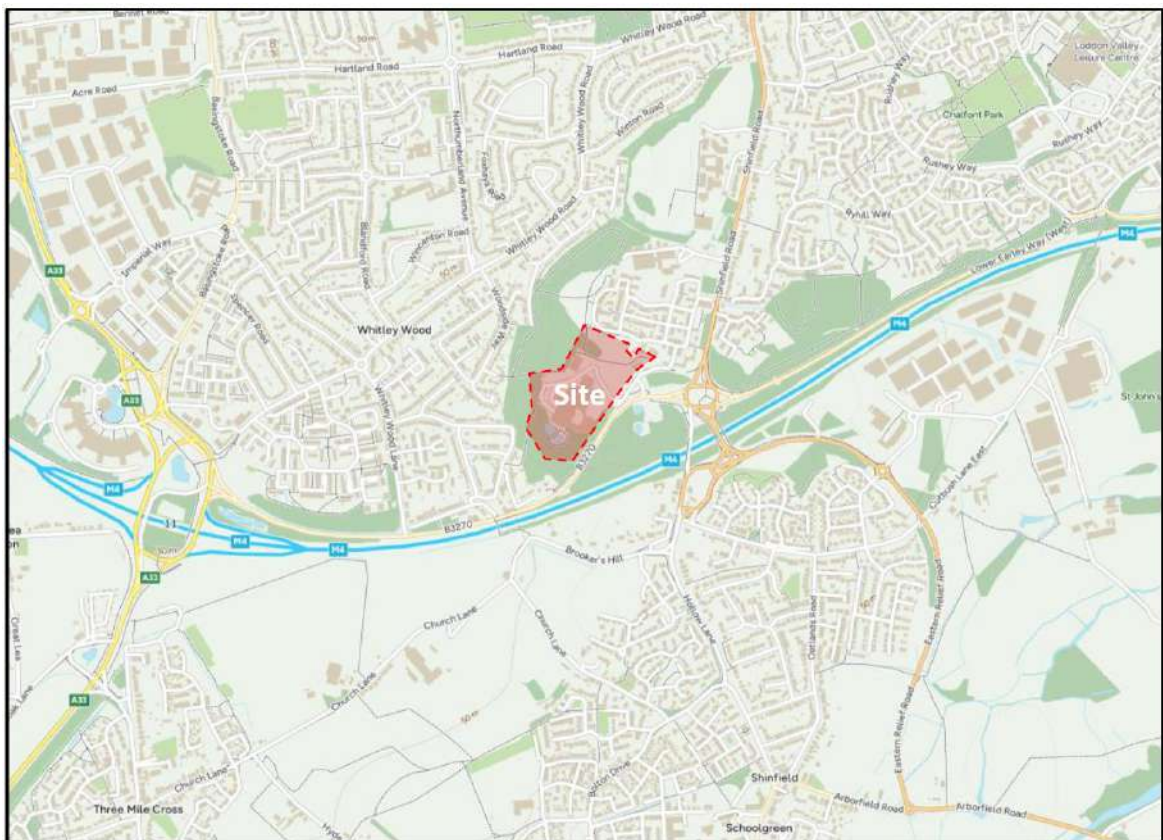


Figure 1.1 Site Location

1.4 Scoping discussions were held with Wokingham Borough Council highways and it was agreed that a Transport Statement and Travel Plan was sufficient to consider the impact of the proposed development. The following were also agreed:

- The existing and proposed trip rates, which are outlined in **Section 5**;
- Use of the existing accesses is acceptable;
- Car parking based on the average of the B2/B8 parking standards is acceptable; and
- No junction capacity assessments are required on the basis that the proposed peak hour trips are lower than what could be generated by the existing development.

Approach

1.5 This TS intends to demonstrate that even with the proposed site built out, there will be no uplift in terms of the overall consented development trips for the Site.

1.6 The full description of the planning application will be contained within the following sections and in the planning application submission documents.

Methodology

1.7 The methodology used in preparation of this Transport Statement principally follows the Travel Plans, Transport Assessment and Statements on Decision Taking (October 2014), which forms part of the Planning Practice Guidance.

1.8 This document assesses the impact of the change on the local highway network and public transport services in the vicinity of the site relative to the overall development site traffic generation agreed upon under the existing use of the site.

1.9 This report summarises all transport related matters for consideration as part of the planning application.

1.10 Following this introductory chapter, the remainder of the TS is structured as follows:

- **Chapter 2: Existing Situation** – provides an outline review of the local area, existing transport conditions prevailing at the site and in the immediate surrounding area.
- **Chapter 3: Policy** – provides a review of national, regional and local development and transport planning policy relevant to the location, scale and type of the proposal;

- **Chapter 4: Development Proposals** – sets out the development proposals including extant and proposed land uses along with consented access arrangements;
- **Chapter 5: Trip Generation** – presents the results of the vehicle trip generation relative to the existing use trip generation; and
- **Chapter 6: Summary and Conclusions** – provides a summary and conclusion by highlighting the key points raised within this TS report.

1.11 All technical appendices are included at the end of the TA for information.

2. THE SITE AND SURROUNDING AREA

Introduction

- 2.1 This chapter considers the existing transport conditions, including public transport, walking, cycling, highways and traffic. A high-level review of road safety statistics has also been undertaken.

Site Description

- 2.2 The Site is located to the north west of the junction with the B3270 and Whitley Wood Lane and is bounded by the B3270 and Whitley Wood Lane to the south east and a residential area to the north. The B3270 provides direct access to the M4 J11 junction to the west and the A329(M) to the north east, which also links to the M4 at J10. Routes into the centre of Reading are also provided via the A33 at J11 and the A327 Shinfield Road at the Black Boy Roundabout. The Site is therefore strategically placed between the local and Strategic Road Network and is easily accessible from the surrounding area.

Access Arrangements

- 2.3 The Site is accessed via two accesses, with a left turn ingress provided on the B3270 and an all movements signalised junction at Whitley Wood Lane. Whitley Wood Lane provides a segregated ingress and egress priority junction arrangement at its western end to provide access into the site and the arrangement is shown in **Figures 2.1 and 2.2**. **Figure 2.1** shows the access arrangement for the whole site, with **Figure 2.2** showing the main site access junction in more detail.



Figure 2.1 Site Access Arrangements

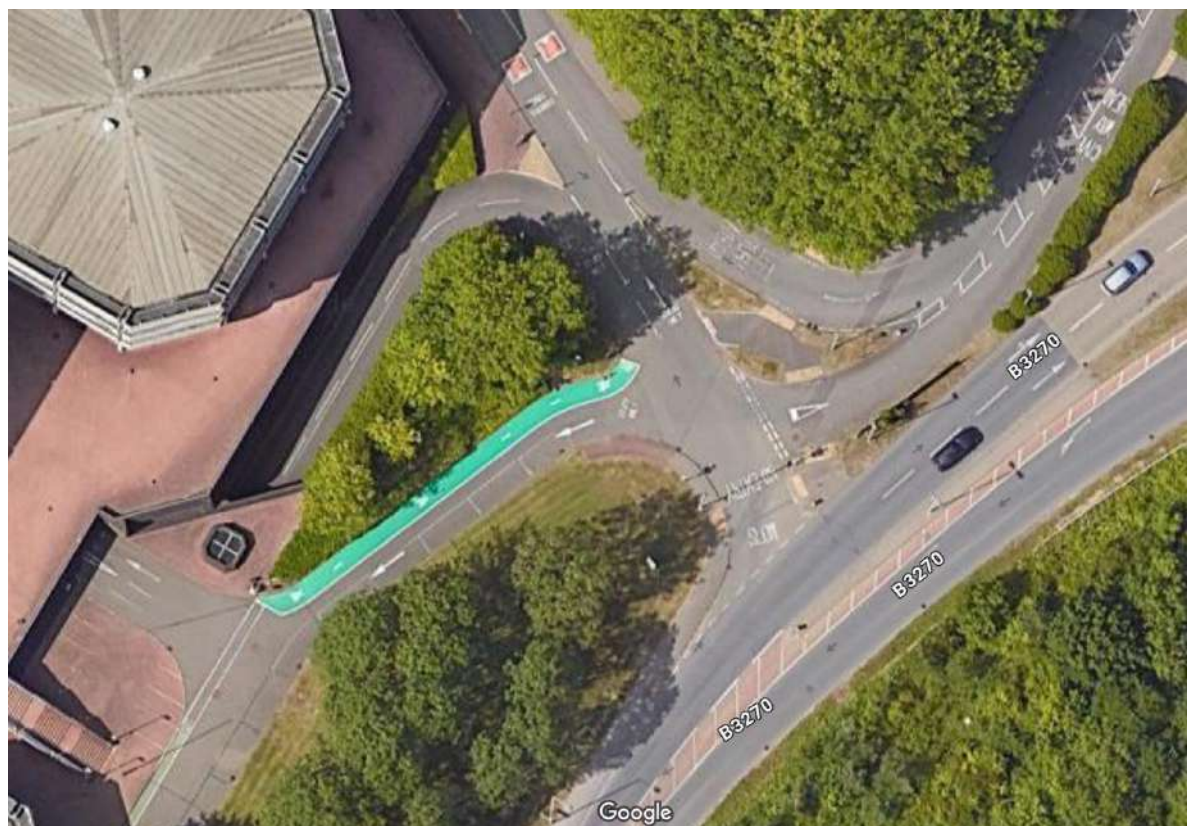


Figure 2.2 Internal Site Access Arrangements

Local Highway Network

- 2.4 At the junction of Britannia Road and the A121 Roundabout, Station Approach runs in a north/south alignment connecting via a short (250m) section of highway. The link to the A10 is made via a 3-arm roundabout, with the A10 running north to south. The A121 is a dual carriageway having two running lanes in either direction and on approach to and exit from the roundabout. This provides a link between the employment area and with the A10/M25 junctions.
- 2.5 **Figure 2.2** shows the site location in relation to the local highway network.

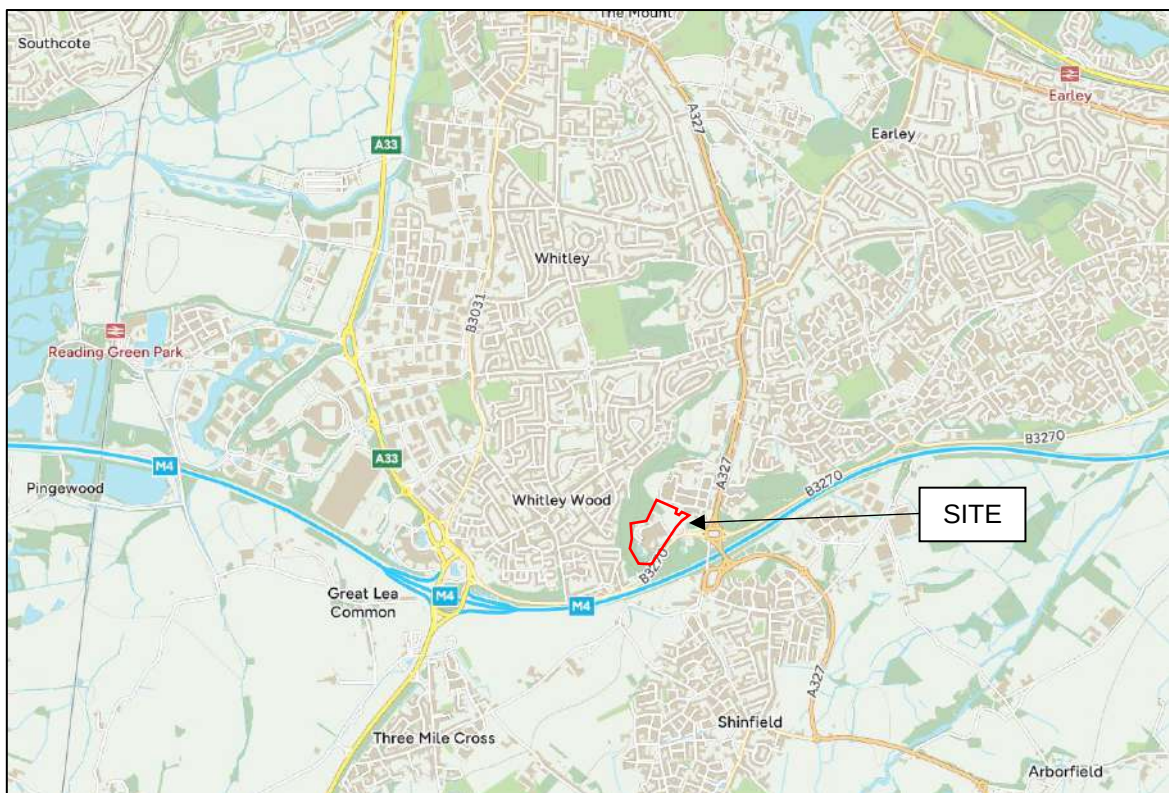


Figure 2.3 Local Highway Network

B3270

- 2.6 The B3270 runs from M4 J11 to the west to the Showcase Roundabout in Winnersh to the east. In the vicinity of the site it is a single carriageway road on the section between M4 J11 and the Black Boy Roundabout. Along this section the road is subject to a 40mph speed limit and there is a well-lit footway on the northern side of the road only, which enters the site at the left turn slip lane into the site and pedestrians are then required to continue along Whitley Wood Lane as no footway is provided on B3270 between the slip lane and the signalised junction.
- 2.7 To the west of the slip lane the carriageway is c.6.5m wide, but widens to two lanes in each direction with a central reservation on the approach to the signalised junction, before widening again on the

approach to the roundabout, where there are four westbound lanes and two westbound lanes, widening to three lanes at the signal junction.

- 2.8 The road forms a signalised junction with Whitley Wood Lane and then slightly further west forms a roundabout with the A327 Shinfield Road, which provides a route into Reading to the north and Shinfield to the south.

Whitley Wood Lane

- 2.9 Whitley Wood Lane is a single carriageway road running from the internal site access road to the south west, changing to Greenwich Road to the north east, before forming a priority junction with Cirrus Drive. There is a mini roundabout part way along the road, which provides a southern arm which forms part of the A3270 signalised junction and serves as the main site access road. Whitley Wood Lane is subject to a 30mph speed limit and has well-lit footways on both sides of the road.

M4 Junction 11

The B3270 forms the eastern arm of the M4 Junction 11 grade separated signalised roundabout, which also provides access to the A33 to the north and south, with the northern arm running into Reading and the southern arm providing access to Basingstoke.

Public Transport

Rail Services

- 2.10 Reading Green Park station is the closest to the site, but at 4.7km away is not within a reasonable walking distance, however, it is within a reasonable cycling distance. The station is on the GWR Reading to Basingstoke line providing up to 2 services per hour in each direction. There are no direct buses serving this station so cycling would be the best option for a multimodal journey to the site.
- 2.11 Earley station is also c.4.8km from the site so is also within a reasonable cycling distance, but direct buses do not serve this station either. The station is on the South West Trains London Waterloo to Reading line and provides up to 2 journey per hour in each direction.
- 2.12 Reading station is c.5.7km from the site, but is accessible by a direct bus service from the nearby stops in Shinfield Road. The station is served by trains on the Elizabeth Line, GWR, South West Trains and Cross Country providing a higher frequency of services to a wider range of destinations than the other stations.

Bus Services

- 2.13 In terms of sustainable travel, there used to be an internal bus stop within the site which until recently had a limited service on one of the park and ride routes (603), with four buses in the morning towards the park and ride (7:10-8:40) and 4 in the evening (15:05-16:05) towards Reading. Following the

previous occupier vacating the site the bus operator decided to amend the service so it no longer serves the site.

- 2.14 There is another bus stop with additional services located c.500m from the Site on Shinfield Road which provides 3 to 4 buses per hour in each direction, with Leopard 3 running between 05:58 and 23:57. The Leopard 3 route also provides services to the town centre and Reading railway station providing an opportunity for links to other bus services and multi modal trips combining bus and train. A plan showing the bus routes to the south of Reading is provided at **Figure 2.4**.

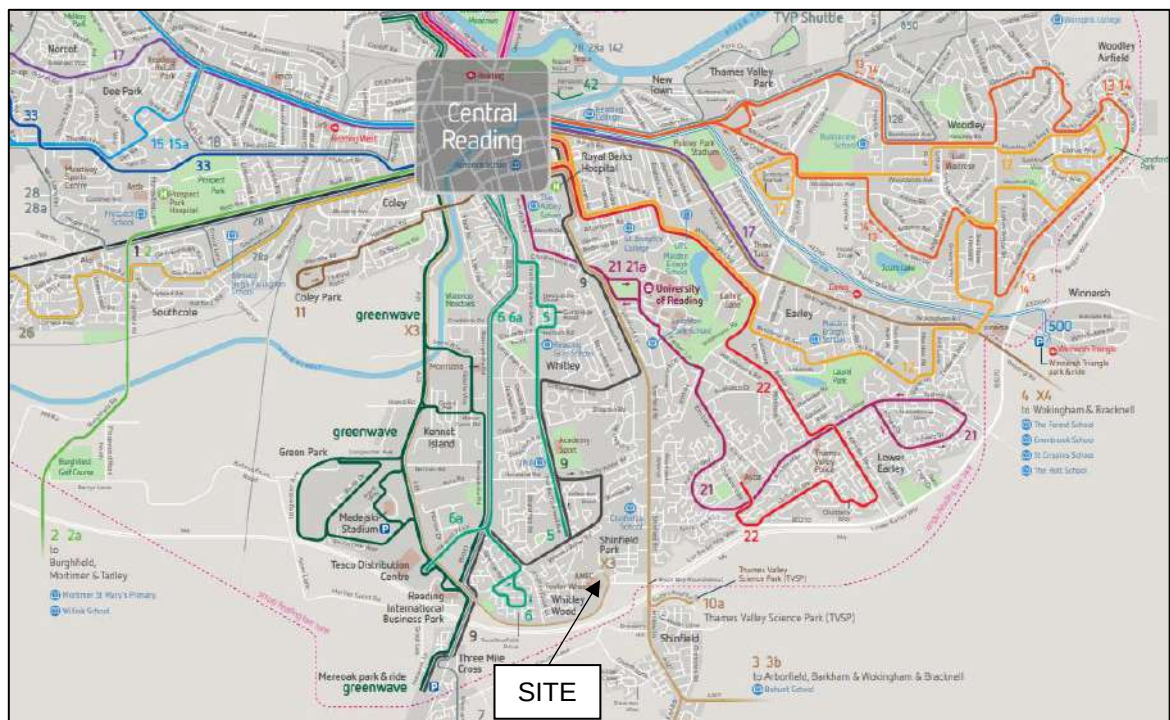


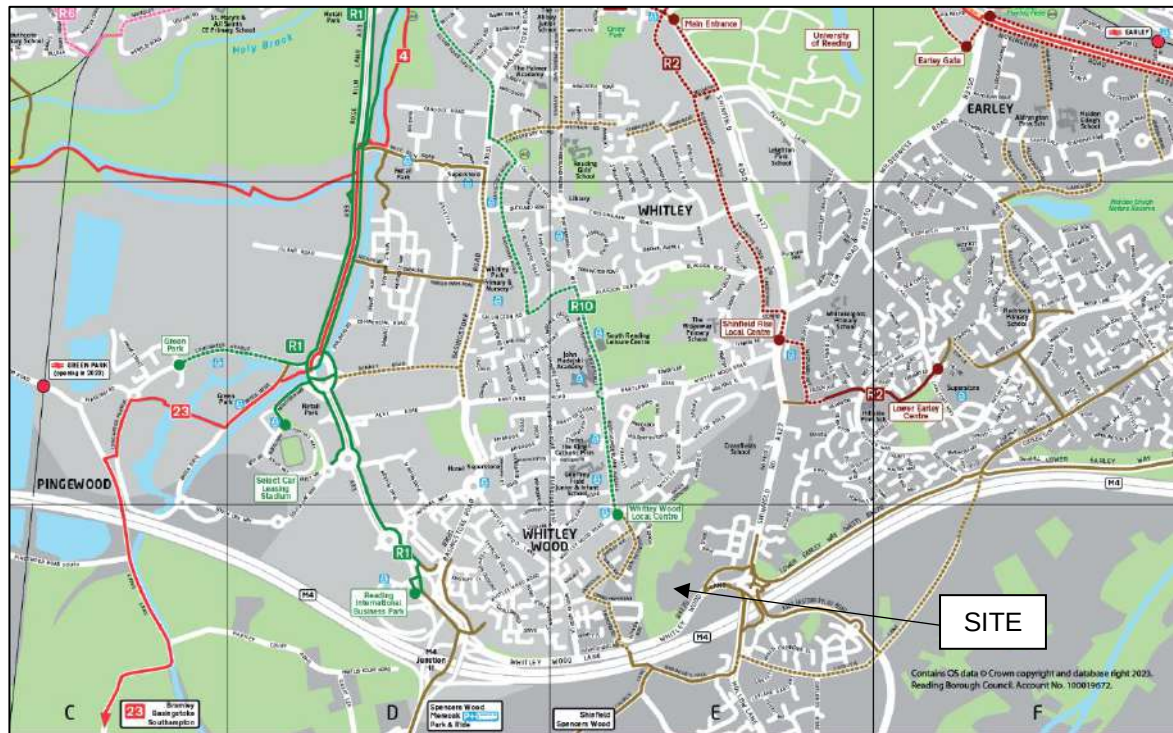
Figure 2.4 Reading Bus Map

Cycling

- 2.15 The Chartered Institution of Highways and Transportation (CIHT) published a document in October 2014 titled 'Planning for Cycling' which states that the majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. The majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a).
- 2.16 Electric bicycles are becoming increasingly popular and have the advantage of extending the range that can be cycled comfortably by a wider range of people, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips.

- 2.17 There is a good network of cycle routes close to the site as shown in **Figure 2.5** and at **Appendix A2**, which show the location of a traffic-free cycle route that runs along Whitley Wood Lane and Lower Earley Way which link to other traffic free routes (solid lines) and on-road routes (dashed lines) that connect the site to the surrounding area.

Figure 2.5 Cycling Map for Reading



Walking

Walking

- 2.18 The Chartered Institution of Highways and Transportation (CIHT) published a document in April 2015 titled 'Planning for Walking' which states that after driving and being driven, walking is the most common form of travel in Britain. It accounted for 22% of all journeys in 2012 (National Travel Survey, Department for Transport, annual). Furthermore, across Britain it was considered that about 80% of journeys shorter than 1 mile were made wholly on foot (DfT, Annual).
- 2.19 There are shared footway/cycleways connecting the Site with the wider area, including residential areas to the north east and south and there are good pedestrian links to residential areas in all directions. The site access junction has signalised crossings on the northern and eastern arms and a signalised crossing is also provided to the north of the Black Boy Roundabout providing safe crossings to access bus services on the A327 in both directions. Overall, sustainable travel access is considered to be very good for an edge of town location.

- 2.20 There is also an existing public footpath (SHIN10) running through and adjacent to the site, providing a route from Whitley Wood Lane to Railton Close. This will need to be retained and be unaffected by the proposals. The route is shown in **Figure 2.6**.
- 2.21 While it is proposed to utilise the northern car parking area and the access crosses this route, it is an existing access and there are no proposals to amend this arrangement. However, consideration will be given to potential enhancements to the PRow to encourage more use of this to access the site and to benefit existing users.

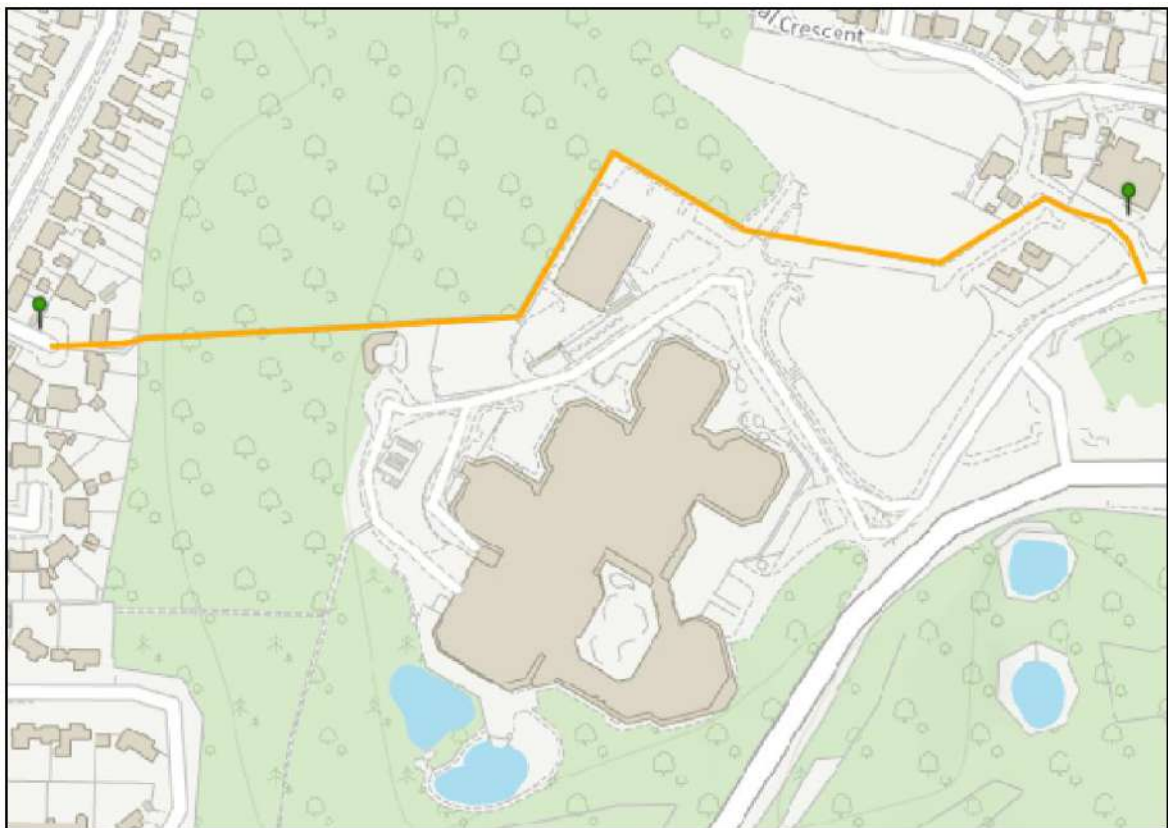


Figure 2.6 Footpath SHIN10

2011 Census Data Method of Journey to Work

- 2.22 In order to predict how future staff would travel to the Site, reference has been made to 2011 Census for Method of Journeys to Work data. The “*Wokingham 012*’ Middle Super Output Area, which is where the Site is located. **Table 2.1** summarises the results. This data demonstrates how people who currently work in the area travel to work and is therefore a good prediction as to how future staff will travel to the Site.
- 2.23 Due to the timing of the 2021 Census, method of Travel to Work data is not reliable as people were asked to complete the questionnaire based on their current situation, which was during a period when everyone who could work from home was required to do so. As such, the work from home share in

the 2021 census data increased to over 30%, which does not correlate with typical working habits. As such, 2011 census data is considered to provide a more realistic estimate of how people travel to work, especially for a development such as this where home working is not possible apart from for a few office staff.

Table 2.1 2011 Census Data Method of Journey to Work

Mode	Percentage (%)
Train	5.2%
Bus, minibus or coach	7.6%
Taxi	0.2%
Motorcycle, scooter or moped	0.8%
Driving a car or van	73.0%
Passenger in a car or van	4.0%
Bicycle	2.3%
On foot	7.0%
Total	100%

- 2.24 The method of journey to work modal share is applied to the expected staff numbers which is provided later within this report.

Summary

- 2.25 It has been shown that the Site is located in a sustainable location with good footway and cycle links, and is close to frequent bus services, which supply good area coverage. There are three railway stations accessible within a reasonable cycling distance and Reading station can also be accessed by bus.
- 2.26 In conclusion, the proposed development provides opportunities to use modes other than the car and will provide staff and visitors with a good level of access to all alternative modes of travel.

3. TRANSPORTATION POLICY

3.1 This section summarises the relevant transport policies as they relate to the development site on both a National, Regional and Local level.

3.2 Relevant policy guidance relating to this area comprises the following documents:

- National Planning Policy Framework (NPPF) – December 2024;
- National Planning Practice Guidance (NPPG) – February 2024;
- Wokingham Core Strategy – January 2010
- Wokingham Managing Development Delivery – February 2014
- Shinfield Neighbourhood Plan – January 2017
- Emerging Local Plan Update 2023 - 2040 – Proposed Submission Plan September 2024

National Planning Policy Framework (NPPF)

3.3 The National Planning Policy Framework (NPPF, December 2024) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with local development plans and that the NPPF must be considered when preparing the development plan, and is therefore a material consideration in planning decisions. The main objective of the NPPF is to achieve sustainable development.

3.4 The 2012 NPPF superseded PPG13 (Transport), which was formerly used as a basis for national transport policy. Whilst no longer policy, there are two key aspects within PPG13 which are still of relevance when determining a site's level of sustainable travel access, as stated below:

"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and car."

"Cycling also has potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport"

3.5 It is considered that the walking and cycling distances referred to in PPG13 remain valid and should not be overlooked when determining the walking and cycling accessibility of development sites.

- 3.6 With regard to transport policy, the NPPF (2024) includes a chapter on ‘Promoting sustainable transport’ which includes the following text, relevant to this proposal:

Paragraph 109

“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, making transport considerations an important part of early engagement with local communities;

- a) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- b) understanding and addressing the potential impacts of development on transport networks;*
- c) 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;*
- d) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- e) 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.”*

Paragraph 110

“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.”

Paragraph 112

“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.”*

Paragraph 113

“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.”

Paragraph 115

“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 Code⁴⁸; 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.”*

Paragraph 116

“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.”

Paragraph 117

“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.”*

Paragraph 118

“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 and monitored.”

National Planning Practice Guidance (NPPG)

- 3.11 The NPPG provides advice for travel plans, transport assessments and statements in decision-making.

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.”

- 3.12 This report follows the advice within the guidance and accords with providing the information which should be included as part of a Transport Statement. A Framework Travel Plan (FTP) accompanies this TS to support the wider planning submission.
- 3.13 The site is located in an area with good public transport accessibility providing good opportunities for residents and employees to use modes other than the car.
- 3.14 Furthermore, the proposed use will generate a low number of new vehicular movements on the highway network and, as such, any impact on the surrounding highway network will be negligible. This is discussed in more detail in **Section 6** of this report.

Wokingham Core Strategy

- 3.15 The Council's Core Strategy explains how land in the Borough of Wokingham will be used and developed. It contains policies which the Council uses to determine planning applications and was adopted on 29th January 2010.
- 3.16 The relevant transport policy contained within the document has been reviewed in line with the proposals and are detailed below as necessary.

CP6 - Managing Travel Demand

Planning permission will be granted for schemes that:

- a) Provide for sustainable forms of transport to allow choice;
- b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;
- c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;
- d) Provide appropriate vehicular parking, having regard to car ownership;
- e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;
- f) Enhance road safety; and
- g) Do not cause highway problems or lead to traffic related environmental problems.

- 3.17 The site is located in an area with good public transport accessibility providing good opportunities for residents and employees to use modes other than the car.

- 3.18 This TS, along with a Travel Plan, have been provided to demonstrate that the transport impacts of development will not have a severe impact on the local transport network. It will be shown that the proposed trips will be lower than the existing traffic movements from the Site and therefore not severe to ensure movement corridors are not compromised, this is shown in **Section 5** of the TS.

Wokingham Managing Development Delivery Local Plan

- 3.19 The Council's Managing Development Delivery document adds extra detail to the policies within the Core Strategy. It contains policies which the Council uses to determine planning applications and was adopted on 21st February 2014.
- 3.20 The relevant transport policies contained within the document have been reviewed in line with the proposals and are detailed below as necessary.

Policy CC07: Parking

1. Planning permission will only be granted where the proposal demonstrates the following:
 - a) How the proposed parking provision meets the standards set out in Appendix 2 of the MDD
 - b) That the new scheme retains an appropriate overall level of off-street parking.

- 3.21 Parking will be provided in accordance with the standards in the MDD and this is outlined in detail within **Section 4** of this TS.

Wokingham Local Plan Update 2023 - 2040

- 3.22 Wokingham are currently developing an updated local plan, with the planned submission document being subject to a consultation ending in November 2024. While not currently adopted, the emerging policies have been considered as they more closely align with the Council's current strategies. The relevant transport policies are outlined below.

Policy SS1: Sustainable development principles

1. As appropriate to their nature, development proposals will be expected to:
 - b) Be located so as to offer the choice of active means of travel and/or public transport, reducing the need to travel by private car for day-to-day activities;

Policy C1: Active and sustainable transport and accessibility

1. Development proposals must support the delivery of active and sustainable transport measures.
2. Development proposals should prioritise travel by active means (including walking, cycling and wheeling), public transport, and incorporate inclusive infrastructure which provides connections to and within the development. This should focus on making the most efficient use of existing highway, including, where appropriate, reallocation of space to more sustainable modes.
3. Development proposals should support the increased uptake of electric and zero emissions vehicles, in accordance with Policies C4 and C5.
4. Development proposals must contribute to the delivery of an integrated transport system that is safe and accessible to all by implementing a proportionate package of measures that:
 - a) Ensure development is located where people of all ages and level of physical ability are able, or will be able, to access a wide range of essential social, community, and cultural facilities;
 - b) Optimise accessibility and connectivity both within the proposed development and in the surrounding area, which includes having regard to schemes identified in cycling and walking strategies;
 - c) Make active travel (including walking, cycling and wheeling) the mode of choice for shorter journeys, both within and outside the site, including safe and attractive links to new and existing facilities, services, bus stops, train stations and existing nonmotorised routes;
 - d) Ensure buildings and spaces are inclusively designed to be legible and permeable for all, and provide for the delivery of, and improvement to, walking and cycling routes that serve the site, the wider area and adjoining development parcels;
 - e) Reduce reliance on single occupancy car trips and prioritise and increase the use of sustainable transport modes;
 - f) Maximise opportunities to provide improved and viable public and community transport and other mobility services and routes, including through active engagement with providers as appropriate;
 - g) Maximise integration of, and interchange between, sustainable transport modes;
 - h) Embrace opportunities to minimise congestion and delay, as part of an effective strategy to manage harmful emissions and improve air quality; and
 - i) Facilitate transport innovations and solutions which reduce greenhouse gas emissions.

Development proposals should show how they have met criteria 4a) to 4i) above and, where appropriate, demonstrate how they support the objectives and policies of the most up to Local Transport Plan (and its supplementary and supporting strategies) or any successor strategy.

- 3.23 The site is well located to provide access by all modes of travel. A Travel Plan will be provided to encourage all users of the site to reduce the number of single occupancy car trips associated with the site.

Policy C2: Mitigation of transport impacts and highways safety and design

1. Development proposals must fully assess the transport impacts of the development and provide for appropriate mitigation to minimise the adverse effects. Specifically, development proposals are required to:
 - a) Ensure that any material adverse impacts on existing and forecast traffic conditions are mitigated;
 - b) Provide, or make reasonable contributions towards providing, the transport infrastructure necessary to address the needs arising from the proposal, having regard to the cumulative impacts of development, secured either as a requirement of planning conditions or by the payment of financial contributions through planning obligations, and/or the Community Infrastructure Levy;
 - c) Prepare and submit Transport Assessments or Statements alongside development proposals in accordance with the council's Local Validation requirements; and
 - d) Implement measures to promote and improve sustainable travel through agreed travel plans or through making an appropriate contribution to the borough wide My Journey initiative or any successor scheme. Travel plans should include appropriate monitoring to ensure targets are met.
2. With regards to highways safety and design, all development proposals must implement a proportionate package of measures that:
 - a) Ensure safe and suitable access to the site for all users;
 - b) Contribute towards a high quality public realm designed in accordance with Living Streets (or any successor document), user access hierarchy and demonstrate how the relevant principles of Healthy Streets have been incorporated;
 - c) Prioritise pedestrian, cycling and sustainable transport in accordance with Policy C1;
 - d) Design roads to optimise traffic flows to avoid adverse environmental impacts; and
 - e) Provide effective, convenient and safe delivery, collection, servicing and refuse, and recycling collection arrangements.

Proposals for new roads should be tracked for larger vehicles and, if served by bus routes, would need to accommodate bus stop infrastructure to an agreed standard with the local highway authority.

- 3.24 As above, the proposed development will generate fewer trips than the existing office use so no mitigation is required to accommodate road traffic.

Policy C3: Active travel

1. Development proposals must promote sustainable transport by prioritising active travel, including walking, wheeling, and cycling.

Walking and Wheeling

2. Development proposals should:
 - a) Prioritise and improve the pedestrian environment and contribute towards achieving a high-quality public realm, including the provision of facilities for pedestrians to rest and relax (including seating) and high-quality and safe road environment (including safe crossings, where needed).
 - b) Be permeable, easy and safe to walk and wheel through, and enhance existing routes which are adequately lit, create step-free legible access and entrance points whilst providing direct links to other pedestrian movement corridors.
 - c) Avoid severance and, where necessary, provide for routes and crossings close to desire lines, particularly those to everyday facilities.
 - d) Maintain and enhance walking and wheeling routes identified in the most up to date walking and cycling strategy and create high quality links to connect to these routes where appropriate.
 - e) Provide or contribute towards improved wayfinding, including signposted links to key infrastructure, public transport hubs, green spaces, Green Routes and Greenways networks, where appropriate.
 - f) Consider the needs of all users through inclusive design.

Cycling

3. Development proposals should:
 - a) Contribute towards the improvement of the public realm to support cycling, including the provision of facilities to support cyclists. Care should be taken to ensure the safety of cyclists and avoid conflict with other users of the public realm;
 - b) Maintain and enhance the quality of cycle routes as appropriate, including those identified in the most up-to-date walking and cycling strategy, as well as maximising opportunities to add to or extend these, in order to support a high quality integrated cycle network;
 - c) Provide supporting facilities including pick-up points, secure and sheltered cycle parking (for both occupiers and visitors), electric bike charging facilities, and shower, changing and storage facilities to support target mode shares as appropriate;
 - d) Provide or contribute towards, improved wayfinding, including signposted links to key infrastructure, public transport hubs, green spaces, Green Routes and Greenways networks, where appropriate; and
 - e) Consider the needs of all users through inclusive design.

- 3.25 Safe access can be gained by all users and the internal layout of the site has been designed to provide safe and convenient routes for pedestrians and cyclists. Showers and changing facilities will also be provided in all units to further encourage cycling and running to the site.

Policy C5: Parking and electric vehicle charging

1. Development proposals should provide and retain vehicle parking (including motorcycles) and cycle parking that caters for the needs of all users (including people with disabilities and visitors) that is appropriate to the location and the scale of development. The assessment of requirements will have particular regard to the following factors:
 - a) The accessibility of the proposed development;
 - b) The type, mix, occupancy and use of the proposed development;
 - c) The availability of and opportunities for public transport;
 - d) The level of car ownership in the area; and
 - e) Other locally specific issues including availability of parking and enforcement nearby.

Electric vehicle charging

2. All development proposals should provide electric vehicle charging points in line with adopted standards.
3. Proposals to retrofit charging points into existing areas will be encouraged providing this would not result in any adverse impact on highway, pedestrian or cycle safety.
4. All charging points should be appropriately located to allow for easy and convenient access from the charge point to the parking space(s), and be designed and located in a way which:
 - a) Minimises the intrusion of the charge point on the wider use and access of the land;
 - b) Minimises the risk of vehicle collision with the charge point; and
 - c) Has ease of access for maintenance and replacement of electric vehicle charging infrastructure.
5. Residential development proposals of 10 dwellings or more, or non-residential development proposals of 1,000 m² or greater gross internal area will be required to submit an Electric Vehicle Charging Strategy to demonstrate that the provision of electric vehicle charging facilities in developments are in a safe, convenient and accessible location, in accordance with requirements 4a) – c) above.

- 3.26 Parking will be provided in accordance with the current adopted parking standards and the level of parking has been agreed with WBC during scoping discussions.

Shinfield Neighbourhood Plan

- 3.27 Neighbourhood development plans are plans where their preparation is led by the community through the parish or town council. Producing a neighbourhood development plan is optional. They enable the community to influence how their local area should develop and grow. Neighbourhood development plans must be in general conformity with strategic policies in a local plans.
- 3.28 The Shinfield Neighbourhood Plan was adopted on 26th January 2017 and the relevant transport policies are outlined below.

Policy 3 (Sustainable Development)

All development within the parish should seek to achieve the highest standards of sustainability. Development must meet the strategic sustainability priorities set out by Wokingham Borough Council.

Shinfield Parish Council positively encourages the use of:

- 3) Steps to encourage the use of sustainable modes of transport – including walking, cycling and public transport.

Policy 4 (Accessibility and Highways Safety)

All development proposals should demonstrate appropriate levels of accessibility and highway safety. The following issues should be considered:

- 1) Restricting traffic speed through traffic calming measures such as the use of chicanes within residential streets, restricted speed limits within development roads and pedestrian priority zones.
- 2) Make the fullest possible use of public transport, walking and cycling to schools, work places and local amenities, through measures such as (but not limited to):
 - The provision of additional pedestrian footpaths and cycle routes
 - Accessibility improvements to bus stops from existing developments,
 - Real time travel information at bus stops
 - Practical walking routes from developments to public transport, schools, work places and local amenities with proper footpaths, street lighting and safe crossing points.
- 3) Steps to actively encourage the integration of walking and cycling routes and facilities into key destinations within the parish
- 4) Provision of safe routes for equestrians

3.29 The site has been designed to encourage walking and cycling by providing high quality routes through the site, with a section of segregated footway/cycleway provided. The existing PRow running through the site will also be retained with some improvements on the section through the site and there will be shower and changing facilities provided in all units. The site is located close to existing bus stops in Shinfield Road that can be easily accessed on foot.

3.30 A Travel Plan will also be implemented requiring all occupiers to encourage staff to travel by sustainable modes of travel.

4. PROPOSED DEVELOPMENT

- 4.1 This section of the TS introduces and outlines the development proposals for the Site. It includes a description of the proposed land use, access arrangements by all modes and the internal design requirements.

Development Details

- 4.2 The proposals comprise demolition of the existing buildings on site and construction of 5 buildings with a combined floor area of 20,102m² GIA, with Unit 3 being designed so it could be one or 2 units. Each unit will have dedicated parking and service yards, with an element of parking also being provided within the existing car park to the north of the site. A site layout plan is shown at **Figure 4.1** and included at **Appendix A3**.



Figure 2.1 Site Layout

Proposed Access Arrangements

- 4.3 is proposed to retain the existing access arrangements, however, some changes will be required to the layout of Whitley Wood Lane at its junction with the site access road to accommodate articulated lorries exiting the site.
- 4.4 A swept path analysis has also been undertaken to demonstrate that the service yards can be accessed by 16.5m articulated lorries, drawings showing this are included at **Appendix A4**. Given that a maximum legal articulated lorry can access the required parts of the Site, it follows that all other vehicles can do so as well, including refuse vehicles and fire tenders, however, tracking for both standard and high reach fire tenders has also been undertaken.
- 4.5 Each unit will have a bin store located within the service yard with the final strategy for collection to be determined by occupiers. It is anticipated that some occupiers will look to manage their own waste through private collection rather than using council collections.

Pedestrian and Cycle Access

- 4.6 Pedestrian and cycle access will continue to be via the existing access as well as pedestrian access being available via the PRow. This route will be retained in its current form and alignment where it runs through the site.

Parking

Car Parking

- 4.7 With regard to car parking, it is proposed to provide 226 allocated parking spaces with each unit having assigned spaces. In addition, there is the potential for an additional 24 spaces which could be allocated to certain units depending on their requirements, this would take the total parking provision to 250 spaces. The total number of spaces permitted having regard to Wokingham's parking standards are set out in **Table 4.1**, along with how the proposed provision compares to these.

Table 4.1 Wokingham Parking Standards and Proposed Provision

Use	Parking Standards		Maximum Permitted			Proposed	% of Max	Plus overflow	% of Max
	Up to 250m ²	Over 250m ²	Up to 250m ²	Over 250m ²	Total				
B1 – now E(g)	-	1:30m ²	-	670	670	226	34%	250	37%
B2	1:25m ²	1:50m ²	10	397	407	226	56%	250	61%
B8	1:25m ²	1:200m ²	10	99	109	226	207%	250	229%
Average	-	-	10	389	395	226	57%	250	63%
Average B2/B8	-	-	10	248	258	226	88%	250	97%

- 4.8 As is typical for a flexible employment site the parking provision is low for 100% light industrial use and is over 2 times the B8 standard if all units had B8 occupiers. In reality, the Site is likely to attract a range of occupiers across the flexible use classes for which permission is being sought, therefore a blended trip rate is considered to be appropriate. Providing parking in accordance with the Class E(g) standards would result in any B8 occupiers having parking far in excess of the requirements and would undermine efforts to promote sustainable travel.
- 4.9 The inclusion of the overflow spaces is still below what would be expected for 100% E(g) use, acceptable for 100% B2 and more than 2 times the maximum permitted for B8.
- 4.10 If parking provision is based on the average of the three standards then the proposed level of provision equates to 57% of the maximum permitted level of parking or 63% including the overflow parking. If Class E(g) standards are discounted (on the basis that this standard is more geared towards office use) then the proposed parking equates to 88% of the B2/B8 average or 97% including the overflow. This is considered to be appropriate as it will continue to promote sustainable travel and is also in line with the level of parking provided at the applicant's other sites across England. Inclusion of the overflow parking will take the provision over the B2/B8 average.
- 4.11 As such, the overflow parking would need to be managed in such a way that it would only be used to meet the demands of specific occupants of the site.
- 4.12 Should additional parking be required for E(g) occupiers, then there would be the potential for providing more parking within the service yards as these types of occupier do not need access to as many loading doors.
- 4.13 The parking provision for each unit is shown in **Table 4.2**.

Table 4.2 Proposed Parking Provision

Unit	GIA (sqm)	Total spaces	Blue badge	Electric Charging	Bikes	Motorbikes
1	8,030	84	4	17	40	6
2	3,799	45	3	9	20	3
3A	1,106	12	1	2	6	1
3B	1,106	15	1	3	6	1
4	2,593	37	3	7	14	2
5	3,468	33	2	7	18	2
Total	20,102	226	14	45	104	15

HGV Parking

- 4.14 It should be noted that there are no local HGV standards, with regards to B use classes specified within the parking guidance.
- 4.15 However, if a more evidence led approach were to be applied to lorry parking (based on the intended operators' requirements), then the use of the loading docks as parking would be acceptable. As such, given that this application is not for any specific occupier this approach is considered to be acceptable.
- 4.16 Although there are no specific standards, the size and number of HGV docking bays is appropriate for the development and will ensure that the Site does not turn into a lorry park.
- 4.17 It is unlikely that a Unit of the sizes being provided will attract occupiers who have a large fleet of their own vehicles that will need to park at the site overnight, however, in order to provide comfort regarding the potential for overspill parking onto Whitley Wood Lane consideration has been given to the theoretical number of lorries that could park within each Unit overnight if the site is not operational (i.e.. it does not operate 24//7).
- 4.18 It should be noted that where standards apply within England they typically require lorry parking at a ratio of 1 space per 500m². This would mean that 40 spaces would be required in total. The potential requirement for each unit is shown in **Table 4.3**, along with the loading doors provided, where lorries could park if required under a managed system. Overall, there are 26 loading doors/docks meaning that there may be additional demand for 14 lorries across the site, with half of the being for Unit 1. Units 3A and 3B would not need any separate lorry parking and would also be very unlikely to need any due to their size. It is therefore considered that, should any occupiers have lorry parking requirements, there is ample space provided within the service yards to accommodate this through management of the use of loading doors and utilising spare space within the yards.

Table 4.3 Potential Lorry Parking Requirements

Unit	Target Lorry Spaces	Loading Doors Proposed	Potential Parking Requirement
1	16	9	7
2	8	4	4
3A	2	2	0
3B	2	2	0
4	5	3	2
5	7	6	1
Total	40	26	14

Disabled Parking

- 4.19 Blue badge parking will be provided in accordance with the standards, calculated separately for each unit rather than for the total parking provision as each unit will have allocated parking. Provision will therefore be based on car parks of 10-50 bays, which requires 2 bays + 3% of the total to be for blue badge holders.
- 4.20 The only exceptions from this are Units 3A and 3B, which both have one blue badge bay, which is considered sufficient in the context of the size of the units and the number of spaces provided for these units.

Electric Vehicle Charging Points (EVCPs)

- 4.21 The requirement of the Site is that 20% of the car parking spaces should have the capacity to take EVCP infrastructure. This is in accordance with BBC standards. Based on this, the development proposes 45 active and 205 passive EVCPs within the Site.

Cycle Parking

- 4.22 With regard to cycle parking, it is noted that the standards are quite high, requiring 159 spaces based on B1 (now Class E(g)) standards and 99 based on B2/B8 standards. Again, as the Class E(g) standards encompass office use, which would have significantly more staff than the proposed industrial/R&D uses, it is considered that the B2/B8 standards are most relevant. It is therefore proposed that cycle parking provision will be based on 1:200m² for B2/B8. Again, this has been calculated for each individual unit rather than the Site as a whole and there will be a total of 104 spaces as outlined in **Table 4.2**.

Motorcycle Parking

- 4.23 The parking standards also include motorbike parking standards, which require 1 space per 20 car spaces up to 100 spaces and 1 per 40 spaces over 100 for B1 and B2 and 1 per 40 spaces for B8. For the whole site this would equate to 7 spaces for B2/B8 and 5 for B8 only. This should also be worked out on a unit-by-unit basis and as with cycle parking the B2/B8 standards may be more appropriate. Calculated for each unit it is likely 1 or 2 spaces would be provided for each dependent on the final car parking provision, with the exception of Unit 1 which would require 6 spaces and Unit 2 which will have 3 spaces. Again, the breakdown of spaces per unit is shown in **Table 4.2**.

5. TRIP GENERATION

Introduction

- 5.1 This section of the TS provides an overview of the projected traffic generation associated with the proposed development.

Existing Trip Generation

- 5.2 In order to estimate the number of vehicle trips associated with the proposed use, trip rates have been calculated based on similar sites available on the TRICS database. Suitable office sites of a comparable size and location type have been used for the existing use and the sites provide vehicular trip rates for a typical weekday for the existing use. The TRICS outputs are included in **Appendix A5**.
- 5.3 The AM peak (08:00-09:00) and PM Peak (17:00-18:00) periods have been assessed and the trips rates and resulting vehicle trips estimated are summaries in **Table 5.1**.

Table 5.1 Existing Office Trips

Period	Trip Rate per 100m ²			Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00 – 09:00)	1.091	0.103	1.194	259	24	283
PM Peak (17:00 – 18:00)	0.055	0.953	1.008	13	226	239

Note: Based on floor area of 23,730m² Numbers may not calculate due to rounding

- 5.4 As shown, the existing office use would generate an estimated 283 two-way trips in the AM peak and 239 in the PM peak.
- 5.5 It should be noted that the area that this assessment is based on is considerably lower than the total floor area of the building. For robustness, this assessment is based on the useable office space only, and excludes the basement levels and other areas that would not occupy desk spaces.

Proposed Vehicle Trip Generation

- 5.6 In order to estimate the number of vehicle trips associated with the proposed use, trip rates have been calculated based on similar sites available on the TRICS database. Suitable sites of a comparable size and location type have been used for the industrial estate category, which is the

category that is most suited to the proposed development. The sites provide vehicular trip rates for a typical weekday for the proposed use and the TRICS outputs are included in **Appendix A5**.

5.7 **Table 5.2** summarises the vehicle trip rate and resultant flows based on 20,102m² GIA.

Table 5.2 Proposed Industrial Unit

Period	Trip Rate			Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00 – 09:00)	0.444	0.210	0.654	89	42	131
PM Peak (17:00 – 18:00)	0.159	0.397	0.556	32	80	112

Note: Based on floor area of 20,102m² Numbers may not calculate due to rounding

5.8 This assessment has demonstrated that the proposed development would have the potential to generate up to 131 two-way trips in the AM peak and 112 two-way trips in the PM peak.

Table 5.3 Change in Trips

	Existing			Proposed			Difference		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak	259	24	283	89	42	131	-170	18	-152
PM Peak	13	226	239	32	80	112	19	-146	-127

5.9 The assessment has shown that the proposed development will have a reduced number of vehicle movements when compared with the extant trips for the AM peak and PM peak due largely to the proposed uses being likely to operate a number of different shift patterns and have operating hours that do not tie in with traditional office working hours. **Table 5.3** shows that there will be an estimated reduction in trips of 152 two-way in the AM peak and 127 in the PM. As such, the proposals are not expected to have a detrimental impact on the local highway network when compared to an office use on the site.

5.10 It should also be noted that the existing site provides 1,025 car parking spaces and it is proposed to reduce this to 250 spaces. This is reflected in the trip generation data which shows there will be a large reduction in trips as a lower level of car parking will naturally result in lower car trips. With the proposed provision equating to just under a quarter of the existing parking provision it follows that fewer trips will be generated.

Multi-modal Trip Assessment

- 5.11 **Table 5.7** provides an estimation on how future employees would travel to the Site. The data is based on the 2011 Census Method of Travel to Work data for the employees of the 'Wokingham 012' Middle Super Output Area, which incorporates the Site. This data should only be taken as a guideline as surveys of the actual employees will be undertaken once the development is occupied.
- 5.12 As shown, the majority of people will drive to the site, accounting for 72% of journeys. Public transport is the next highest proportion, with 11% travelling by train or bus and 8% are predicted to walk to work. A further 4 % will cycle and be car passengers.
- 5.13 Based on the number of public transport services outlined within Section 2 of this report, the additional 14 bus passengers in the AM peak equates to 3 people per journey arriving and 1 departing (3 journeys per hour in each direction). Regarding the impact on rail services, it is expected that there will be 1 or 2 people per journey. The potential impact on public transport services is therefore expected to be negligible and will not have an impact on the levels of service for existing users. Furthermore, the extant office use could have generated significantly more trips across all modes, so the impact will be lower than would be associated with a continued office use of the site
- 5.14 The people walking and cycling to/from the Site will be able to be accommodated on the existing local walking and cycling network.

Table 5.4 Potential Person Trips

Mode	Share	AM Peak			PM Peak		
		Arrive	Depart	Total	Arrive	Depart	Total
Train	3.6%	4	2	6	2	4	6
Bus, minibus or coach	7.6%	9	4	14	3	8	12
Taxi	0.4%	1	0	1	0	0	1
Motorcycle, scooter or moped	0.4%	1	0	1	0	0	1
Driving a car or van	72.2%	89	42	131	32	80	112
Passenger in a car or van	4.1%	5	2	7	2	5	6
Bicycle	3.7%	5	2	7	2	4	6
On foot	8.0%	10	5	15	4	9	12
Total	100%	124	58	182	44	111	155

- 5.15 It should also be note that this data is based on 2011 Census, over which time the mode share of private car use has reduced locally meaning that this likely overestimates the number of car trips made by staff. Furthermore, a Travel Plan will be implemented for occupiers of the site meaning that

sustainable travel will be promoted and encouraged, with cycling in particular likely to be higher than suggested by the data in **Table 5.4**.

- 5.16 As such, the data should be viewed as the worst-case situation with the mode share of sustainable travel likely to be higher than shown and the number of employees lower than assumed when the site opens.

Parking Accumulation Assessment

- 5.17 In order to consider whether the level of car parking and the number of loading docks provided on site are sufficient to minimise the risk of overspill onto surrounding roads a parking accumulation assessment has been undertaken.
- 5.18 The TRICS data has been used to calculate the number of arrivals and departures throughout the day to enable an estimation to be made of the maximum parking demand. Two scenarios have been considered, one assuming 10% of spaces are occupied at the start of the day and another showing the number of cars that would need to be parked at the start of the day for the car parking and loading docks to reach full capacity. The TRICS data is included at **Appendix A5** and the results are summarised in **Table 5.5**.

Table 5.5 Parking Accumulation Assessment – Whole Development

Time	Cars				HGVs			
	In	Out	Accumulation	Sensitivity	In	Out	Accumulation	Sensitivity
Start			23	124			5	21
07:00	43	5	61	162	3	2	6	22
08:00	59	17	103	204	6	4	8	24
09:00	42	26	119	220	6	6	8	24
10:00	35	30	125	226	6	5	8	24
11:00	35	35	125	226	6	5	9	25
12:00	39	46	118	219	6	6	9	25
13:00	38	44	111	212	5	5	10	26
14:00	31	41	101	202	5	6	9	25
15:00	24	37	88	189	4	5	8	24
16:00	36	56	68	169	3	3	8	24
17:00	24	67	25	126	1	2	7	23
18:00	13	25	12	113	1	1	7	23

- 5.19 As shown, assuming that a few cars would be parked at the site overnight (i.e.. some staff arrive before 07:00) the maximum accumulation of cars parked would be 125 between 10:00 and 12:00. As this is considerably below the proposed parking provision of 226 spaces (250 including the overflow parking), consideration has been given to how many vehicles would need to be parked

overnight in order for the full allocated capacity to be reached. The 'Sensitivity' column shows that there would need to be 124 cars parked at 07:00 for the parking to reach full capacity, which equates to 55% of the proposed employment unit spaces being occupied. On this basis it is considered that the level of parking should be sufficient to meet demand.

- 5.20 The same exercise has been undertaken for HGV movements to determine whether the number of loading docks will be sufficient to meet demand, however, it has been assumed that 1 lorry is serving each unit at 07:00. **Table 5.5** shows that if five lorries were in the docks at the start of the day then the maximum accumulation would reach an estimated 10 vehicles, with this number of vehicles on site between 13:00 and 14:00. Given there are 26 loading docks in total there would need to be 21 docks in use at 07:00 for there to potentially be an issue with overspill onto surrounding roads.
- 5.21 While it is accepted that the trip rates are based on industrial estate use, which covers all potential uses for which permission is being sought, there may be higher HGV demand than this, but the data above demonstrates that there should be sufficient capacity to accommodate the likely number of car and HGV movements associated with the development, even based on the sensitivity test that there is already a high level of occupation across the whole site at 07:00, which will not lead to operational issues either on site or on Whitley Wood Lane.
- 5.22 As outlined in **Section 4**, there is the potential to allocate some of the overflow spaces or increase the parking provision in service yards should they be needed by a specific occupier.

Summary

- 5.23 The proposed development will result in a net benefit on the local highway network in the AM and PM peak periods in comparison to the existing office use.

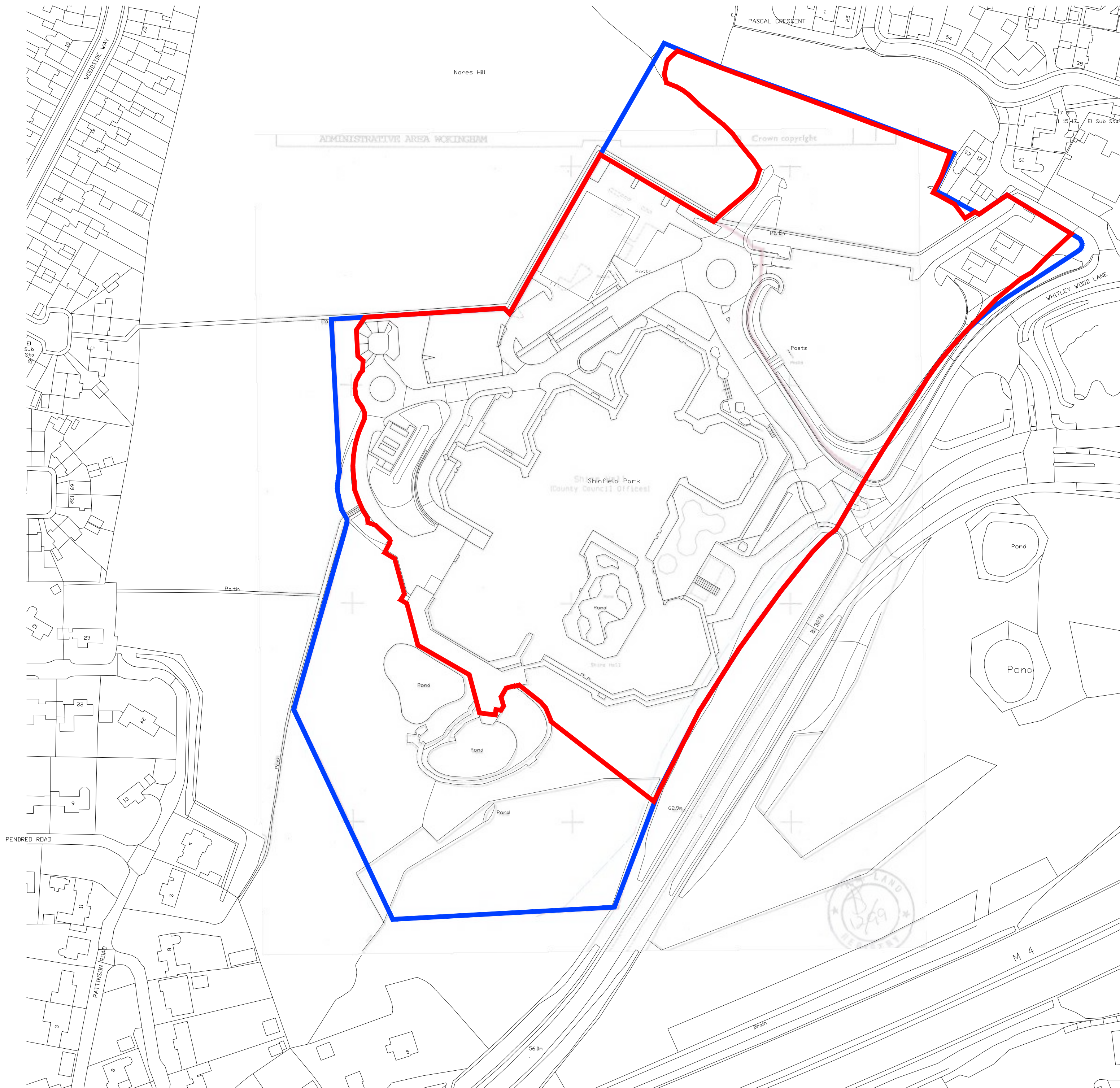
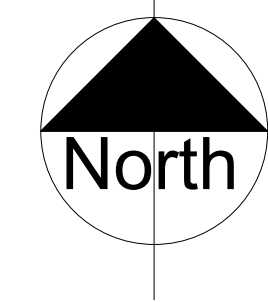
6. SUMMARY AND CONCLUSION

- 6.1 Icen Projects Ltd has been appointed by Wrenbridge (FRELD Reading) LLP to provide a Transport Statement (TS) in support of the proposed redevelopment of existing office development at Shinfield Park, Reading to support an application for the demolition of the existing buildings on the site and development of five units with a combined floor area of 20,102m² with self-contained yards and associated parking under a flexible employment use for Class E(g)(iii), B2 and B8 uses.
- 6.2 The site is located within a sustainable location with good access to bus services which also provide a link to Reading station. There is also a good network of pedestrian and cycle routes linking to the surrounding residential areas. A Travel Plan for the proposed development accompanies the submission which will encourage travel by sustainable modes.
- 6.3 It is proposed that the site will make use of the existing accesses on B3270 and Whitley Wood Lane, with a minor amendment to the Whitley Wood Lane/internal access junction to better accommodate articulated lorries.
- 6.4 Car parking has been provided in accordance with the Wokingham Borough Council parking standards for cars, blue badge parking, bikes and motorbikes, with the car parking according with the average of the B2 and B8 standards. EVCP infrastructure will be provided, with 20% active and 80% passive coverage.
- 6.5 Cycle parking is also provided in accordance with the adopted standards for long stay parking with 104 spaces provided within the site. Shower and changing facilities will also be provided within each unit to encourage cycling to the site.
- 6.6 A trip generation assessment has been undertaken comparing the expected vehicular movements associated with the trip generation associated with the consented development. This assessment has shown that the proposals will have a reduced number of vehicle movements when compared with the extant trips for the AM peak and PM peak. As such, the proposals are not expected to have a detrimental impact on the local highway network.
- 6.7 It has also been demonstrated through a parking accumulation assessment that the proposed parking and loading dock provision should be sufficient to accommodate demand and the maximum accumulation likely to arise is lower than the number of car parking spaces and total loading docks to be provided on site. As such, there should be no overspill onto the surrounding highway network as a result of this.

- 6.8 Based on the content of this TS, it is clear that the proposed development will not have a severe impact on the local highway network when compared to the permitted scheme and as such, it is considered that there are no grounds to object to the application on highways and transportation grounds.

A1. SITE LOCATION PLAN

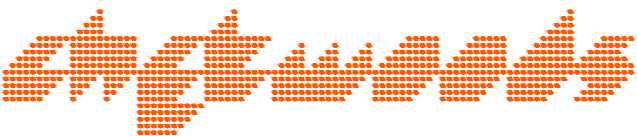
NOTES:
Copyright Chetwoods (Birmingham) Limited. No implied licence exists.
Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.
Subject to statutory approvals and survey.
Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.
Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.
The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design teams comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.



P1 PLANNING ISSUE 18/12/24 SKT

Rev	Revision Description	Date	Author/Reviewer
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PLANNING	
32 Frederick Street, Birmingham, B1 3HH	+44 (0)121 234 7500 www.chetwoods.com



Project

SHINFIELD PARK
READING

Client

WRENBRIDGE

Drawing Title

SITE LOCATION PLAN

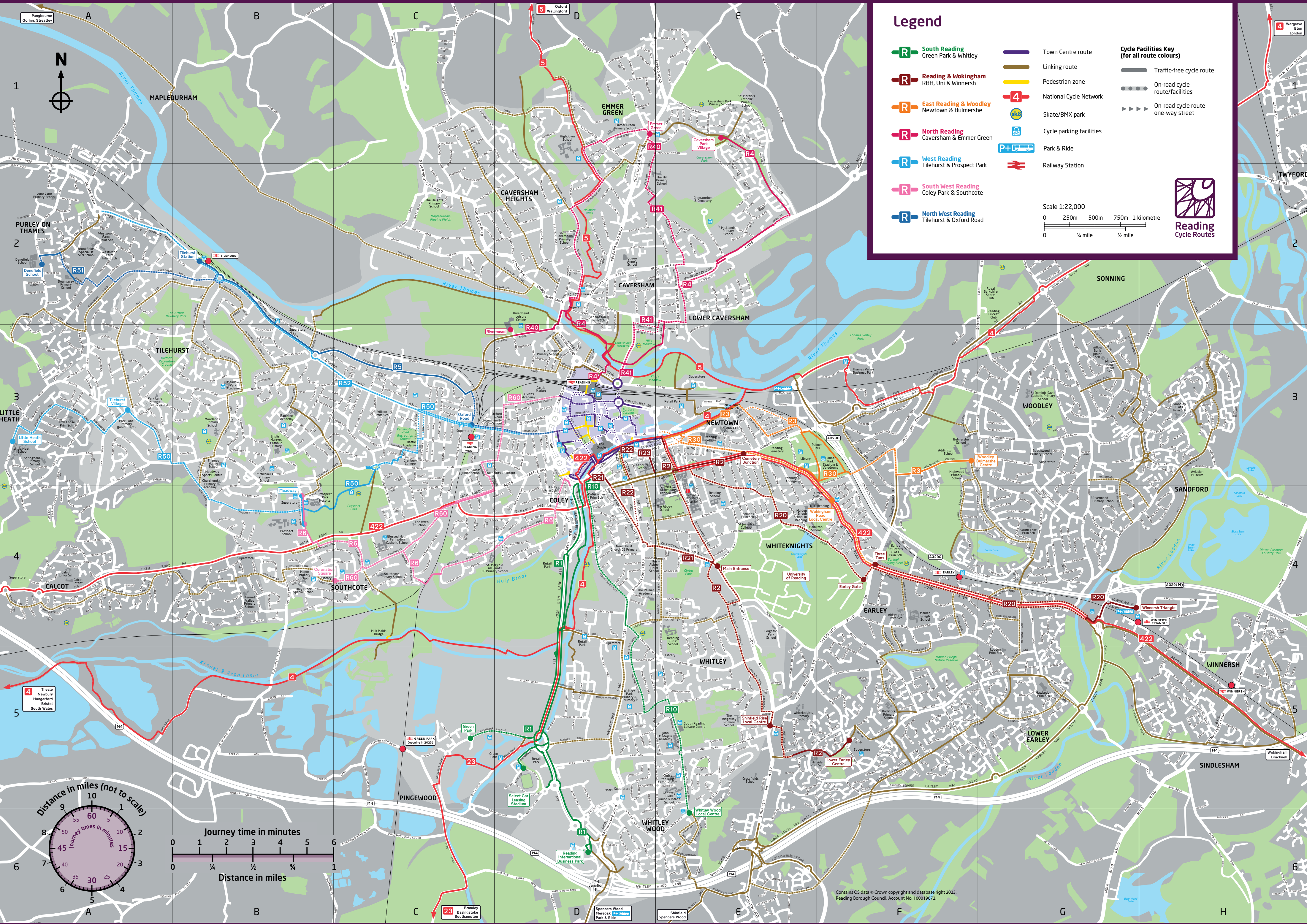
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Project	Originator	Zone	Level	Type	Rate	Number	Rev
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A2. CYCLE ROUTE MAP



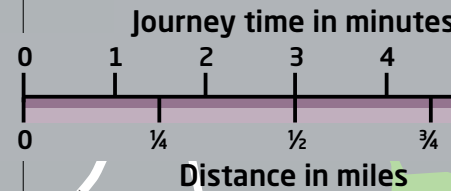
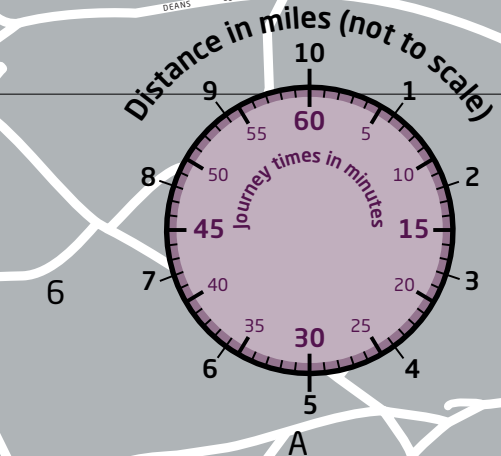
Legend

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

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



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



A3. SITE LAYOUT PLAN



ACCOMMODATION SCHEDULE

	%	GIA sqm	GIA sqft	GEA sqm	GEA sqft
Unit 1 Warehouse	85.5%	6,862	73,863	7,238	77,910
GF Entrance & Core	2.3%	188	2,024		
FF Office	12.2%	980	10,549	1,120	12,056
Total	100.0%	8,030	86,435	8,358	89,966

	%	GIA sqm	GIA sqft	GEA sqm	GEA sqft
Unit 2 Warehouse	76.8%	2,917	31,399	3,192	34,359
GF Entrance & Core	4.2%	158	1,701		
FF Office	19.1%	724	7,793	835	8,988
Total	100.0%	3,799	40,892	4,027	43,347

	%	GIA sqm	GIA sqft	GEA sqm	GEA sqft
Unit 3A Warehouse	79.8%	883	9,505	982	10,570
GF Entrance & Core	3.8%	42	452		
FF Office	16.4%	181	1,948	205	2,207
Total	100.0%	1,106	11,905	1,187	12,777

	%	GIA sqm	GIA sqft	GEA sqm	GEA sqft
Unit 3B Warehouse	79.8%	883	9,505	982	10,570
GF Entrance & Core	3.8%	42	452		
FF Office	16.4%	181	1,948	205	2,207
Total	100.0%	1,106	11,905	1,187	12,777

	%	GIA sqm	GIA sqft	GEA sqm	GEA sqft
Unit 4 Warehouse	76.0%	1,970	21,205	2,205	23,735
GF Entrance & Core	5.3%	137	1,475		
FF Office	18.7%	486	5,231	587	6,318
Total	100.0%	2,593	27,911	2,792	30,053

	%	GIA sqm	GIA sqft	GEA sqm	GEA sqft
Unit 5 Warehouse	83.3%	2,889	31,097	3,140	33,799
GF Entrance & Core	3.6%	124	1,335		
FF Office	13.1%	455	4,898	556	5,985
Total	100.0%	3,468	37,330	3,696	39,784

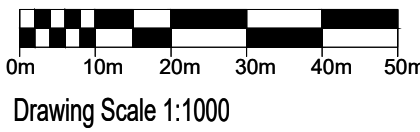
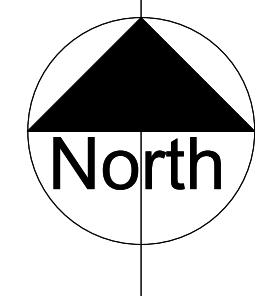
	GIA sqm	GIA sqft	GEA sqm	GEA sqft
Total Development	20,102	216,378	21,247	228,703

Total Site Area: 5.5ha
Note - Unit 1 haunch height of 12m, all other units 10m

LEGEND:

- Unit 1 remote parking
- Unit 5 remote parking
- Ancient Woodland
- 15m Buffer to Ancient Woodland
- Existing Public Right of Way
- Proposed Retaining Structure
- Refer to engineer's drawings for details

NOTES:
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Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.
Subject to statutory approvals and survey.
Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.
Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.
The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design teams comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.



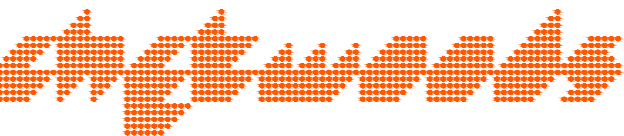
P3	Further co-ordination with Civils and	22.01.25	JC
P2	Landscape drawings.	20.01.25	SKT
P1	ISSUED FOR COMMENTS.	18/12/24	SKT

Rev	Revision Description	Date	Author/Reviewer
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PLANNING

32 Frederick Street,
Birmingham, B1 3HH

+44 (0)121 234 7500
www.chetwoods.com



Project

SHINFIELD PARK
READING

Client

WRENBRIDGE

Drawing Title

PROPOSED SITE LAYOUT MASTERPLAN

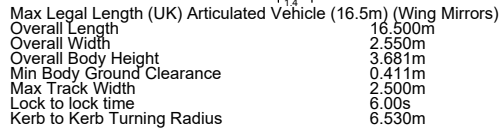
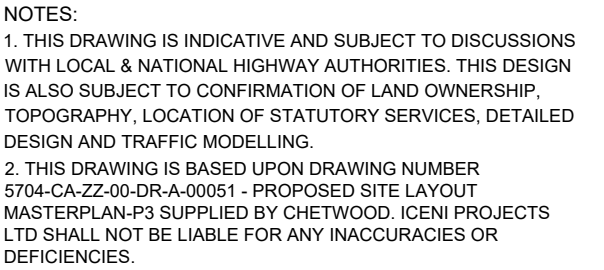
Scale	Size	Drawn	Checked	Date
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1:1000 A1 SKT TM 18/12/24

Project	Originator	Zone	Level	Type	Rate	Number	Rev.
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5704 CA ZZ 00 DR A 00051 P3

A4. SWEPT PATH ANALYSIS

[illegible]

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SHINFIELD PARK, READING

TITLE _____

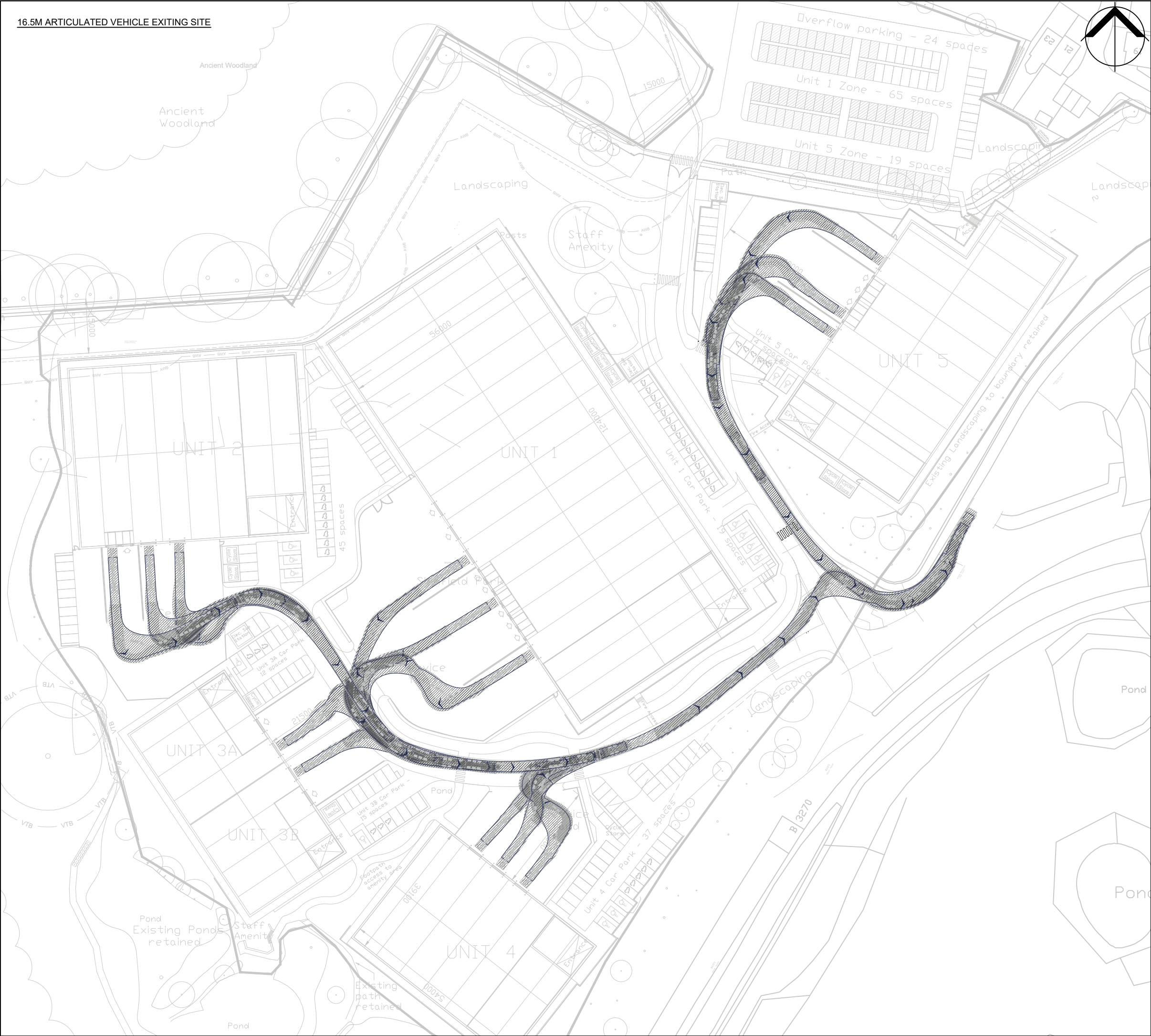
SITE LAYOUT REVIEW

(16.5M ARTICULATED VEHICLE)

SCALE @ A3	DATE
1:1000	01.10.2024

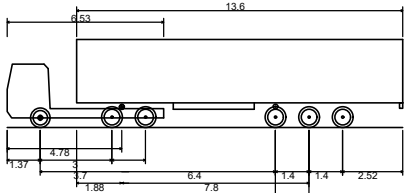
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16.5M ARTICULATED VEHICLE EXITING SITE



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VEHICLE PROFILE:



Max Legal Length (UK) Articulated Vehicle (16.5m) (Wing Mirrors)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

J	24.01.2025	REVISED LAYOUT AND TRACKING	AKC	SP	SP
H	21.01.2025	REVISED LAYOUT AND TRACKING	AKC	SP	SP
G	03.01.2025	REVISED LAYOUT	AKC	SP	SP
F	19.11.2024	REVISED LAYOUT	AKC	NM	SP
E	08.11.2024	UPDATED RADII	AKC	NM	SP
D	06.11.2024	UPDATED LAYOUT	NM	SP	SP
C	29.10.2024	UPDATED LAYOUT	AKC	SP	SP
B	10.10.2024	UPDATED LAYOUT	AKC	SP	SP
A	04.10.2024	UPDATED LAYOUT	AKC	SP	SP
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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CLIENT		
WRENBRIDGE		
PROJECT		
SHINFIELD PARK, READING		
TITLE		
SITE LAYOUT REVIEW (16.5M ARTICULATED VEHICLE)		
DRAWN BY AKC	CHECKED BY SP 01.10.2024	APPROVED BY SP 01.10.2024
SCALE @ A3 1:1000	DATE 01.10.2024	
PROJECT NO. I000363	DRAWING NO. 02.2	REV. J

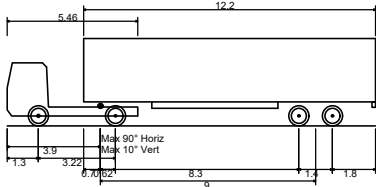
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15.4M ARTICULATED VEHICLE ENTERING SITE



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VEHICLE PROFILE:



Large Articulated Vehicle (Wing Mirrors)		15.400m
Overall Length		2.500m
Overall Width		3.652m
Overall Body Height		0.406m
Min Body Ground Clearance		2.377m
Max Track Width		6.00s
Lock to lock time		6.610m
Kerb to Kerb Turning Radius		

J	24.01.2025	REVISED LAYOUT AND TRACKING	AKC	SP	SP
H	21.01.2025	REVISED LAYOUT AND TRACKING	AKC	SP	SP
G	03.01.2025	REVISED LAYOUT	AKC	SP	SP
F	19.11.2024	REVISED LAYOUT	AKC	NM	SP
E	08.11.2024	UPDATED RADII	AKC	NM	SP
D	06.11.2024	UPDATED LAYOUT	NM	SP	SP
C	29.10.2024	UPDATED LAYOUT	AKC	SP	SP
B	10.10.2024	UPDATED LAYOUT	AKC	SP	SP
A	04.10.2024	UPDATED LAYOUT	AKC	SP	SP
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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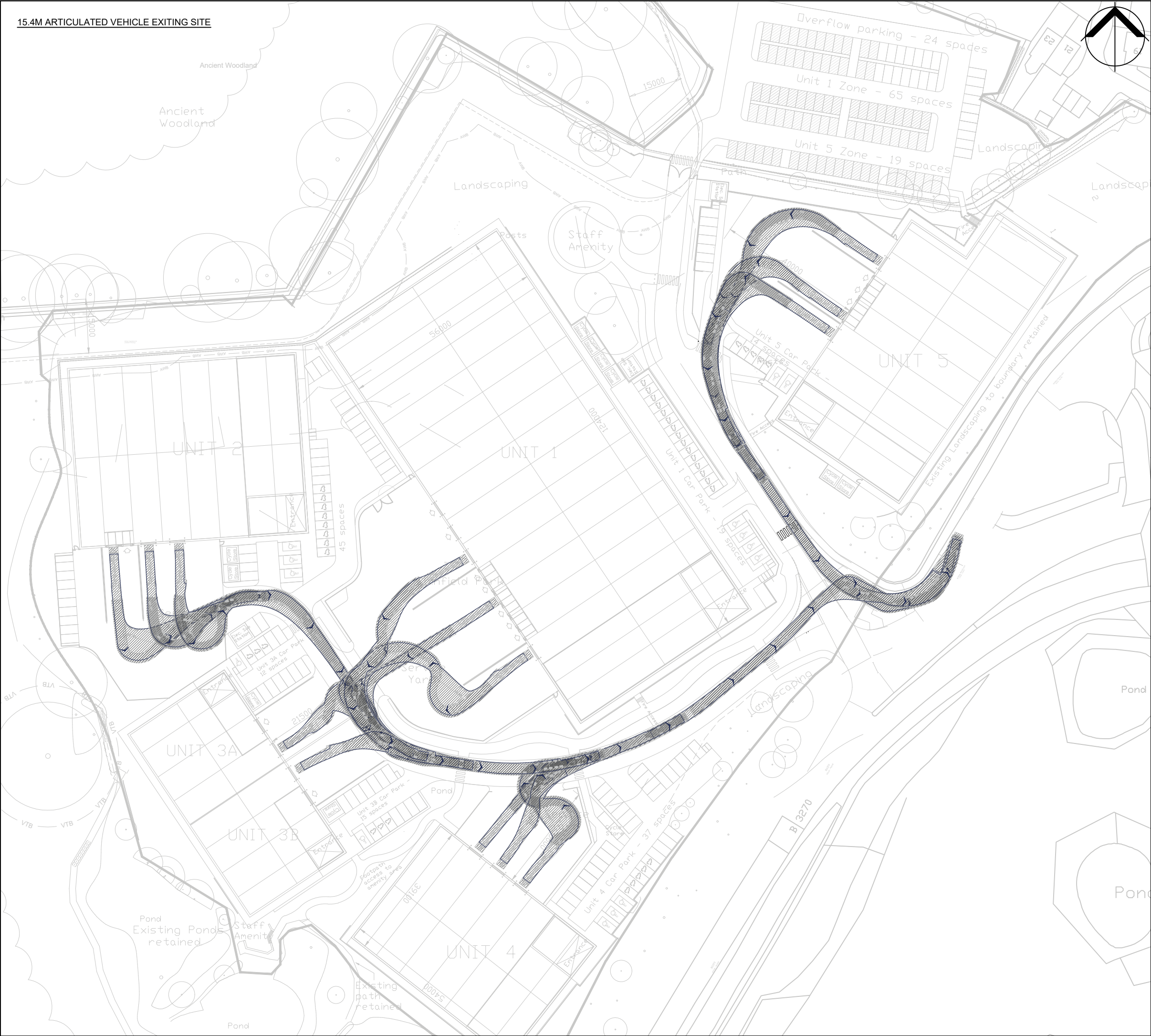
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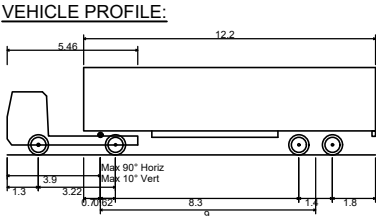
CLIENT			WRENBRIDGE		
PROJECT			SHINFIELD PARK, READING		
TITLE			SITE LAYOUT REVIEW (15.4M ARTICULATED VEHICLE)		
DRAWN BY	CHECKED BY	APPROVED BY			
AKC	SP	SP			
	01.10.2024	01.10.2024			
SCALE @ A3		DATE			
1:1000		01.10.2024			
PROJECT NO.	DRAWING NO.	REV.			
I000363	02.3	J			

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15.4M ARTICULATED VEHICLE EXITING SITE



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Large Articulated Vehicle (Wing Mirrors)	
Overall Length	15.400m
Overall Width	2.500m
Overall Body Height	3.652m
Min Body Ground Clearance	0.406m
Max Track Width	2.377m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.610m

J	24.01.2025	REVISED LAYOUT AND TRACKING	AKC	SP	SP
H	21.01.2025	REVISED LAYOUT AND TRACKING	AKC	SP	SP
G	03.01.2025	REVISED LAYOUT	AKC	SP	SP
F	19.11.2024	REVISED LAYOUT	AKC	NM	SP
E	08.11.2024	UPDATED RADII	AKC	NM	SP
D	06.11.2024	UPDATED LAYOUT	NM	SP	SP
C	29.10.2024	UPDATED LAYOUT	AKC	SP	SP
B	10.10.2024	UPDATED LAYOUT	AKC	SP	SP
A	04.10.2024	UPDATED LAYOUT	AKC	SP	SP
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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WRENBRIDGE		
PROJECT		
SHINFIELD PARK, READING		
TITLE		
SITE LAYOUT REVIEW (15.4M ARTICULATED VEHICLE)		
DRAWN BY AKC	CHECKED BY SP 01.10.2024	APPROVED BY SP 01.10.2024
SCALE @ A3 1:1000	DATE 01.10.2024	
PROJECT NO. I000363	DRAWING NO. 02.4	REV. J

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FIRE TENDER ENTERING SITE

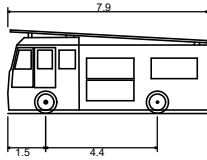


NOTES:

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2. THIS DRAWING IS BASED UPON DRAWING NUMBER 333101463-RG-LD-90C LANDSCAPE WORKING GA PLAN SUPPLIED BY STANTEC. ICENI PROJECTS LTD SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



Pumping Appliance (Wing Mirrors)	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

E	03.01.2025	REVISED LAYOUT	AKC	SP	SP
D	19.11.2024	REVISED LAYOUT	AKC	NM	SP
C	06.11.2024	REVISED TRACKING	NM	SP	SP
B	30.10.2024	REVISED TRACKING	AKC	SP	SP
A	30.10.2024	REVISED TRACKING	AKC	SP	SP
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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PROJECT

SHINFIELD PARK, READING

TITLE

SITE LAYOUT REVIEW
(FIRE TENDER)

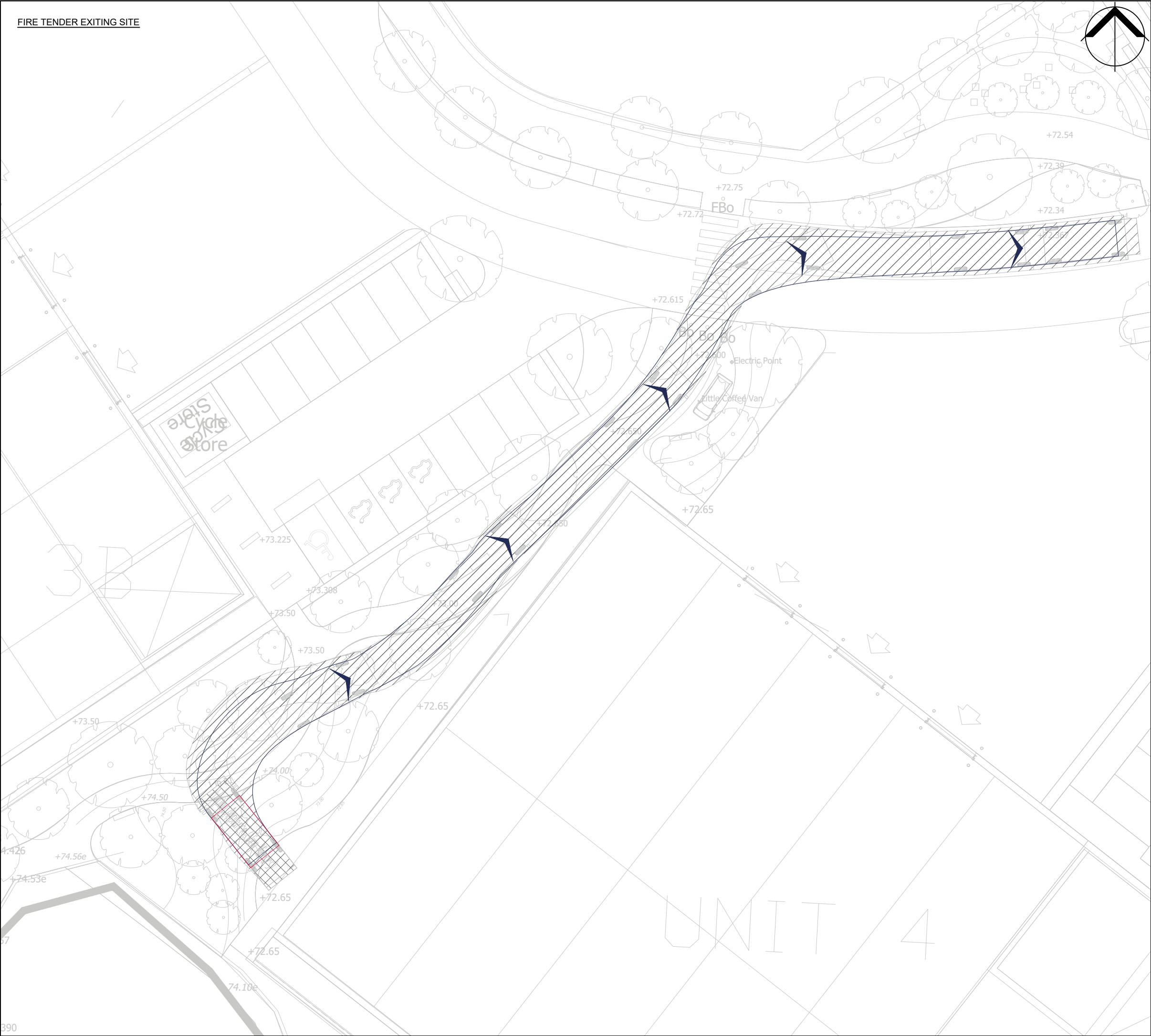
DRAWN BY AKC	CHECKED BY SP 29.10.2024	APPROVED BY SP 29.10.2024
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SCALE @ A3 1:250	DATE 29.10.2024
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PROJECT NO. I000363	DRAWING NO. 02.7	REV. E
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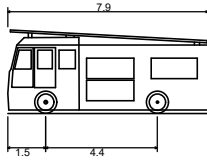
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VEHICLE PROFILE:



Pumping Appliance (Wing Mirrors)	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

E	03.01.2025	REVISED LAYOUT	AKC	SP	SP
D	19.11.2024	REVISED LAYOUT	AKC	NM	SP
C	06.11.2024	REVISED TRACKING	NM	SP	SP
B	30.10.2024	REVISED TRACKING	AKC	SP	SP
A	30.10.2024	REVISED TRACKING	AKC	SP	SP
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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TITLE

SITE LAYOUT REVIEW
(FIRE TENDER)

DRAWN BY	CHECKED BY	APPROVED BY
AKC	SP	SP
	29.10.2024	29.10.2024

SCALE @ A3	DATE
1:250	29.10.2024

PROJECT NO.	DRAWING NO.	REV.
I000363	02.8	E

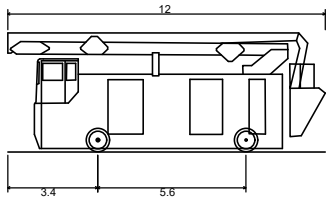
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VEHICLE PROFILE:



Aerial Platform/ Turntable Ladder/ Special Appliance WM
Overall Length 12.000m
Overall Width 2.550m
Overall Body Height 4.500m
Min Body Ground Clearance 0.130m
Track Width 2.550m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 13.750m

C	24.01.2025	REVISED LAYOUT	AKC	SP	SP
B	21.01.2025	REVISED LAYOUT	AKC	SP	SP
A	03.01.2025	REVISED LAYOUT	AKC	SP	SP
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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TITLE

SITE LAYOUT REVIEW

(HIGH REACH FIRE TENDER)

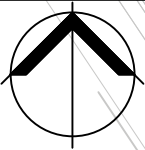
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SCALE @ A3 1:250	DATE 29.10.2024
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PROJECT NO. I000363	DRAWING NO. 02.9	REV. C
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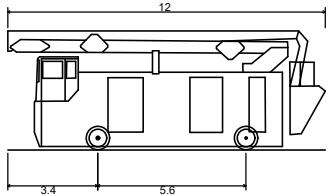
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VEHICLE PROFILE:



Aerial Platform/ Turntable Ladder/ Special Appliance WM
Overall Length 12.000m
Overall Width 2.550m
Overall Body Height 4.500m
Min Body Ground Clearance 0.130m
Track Width 2.550m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 13.750m

C	24.01.2025	REVISED LAYOUT	AKC	SP	SP
B	21.01.2025	REVISED LAYOUT	AKC	SP	SP
A	03.01.2025	REVISED LAYOUT	AKC	SP	SP
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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PROJECT

SHINFIELD PARK, READING

TITLE

SITE LAYOUT REVIEW

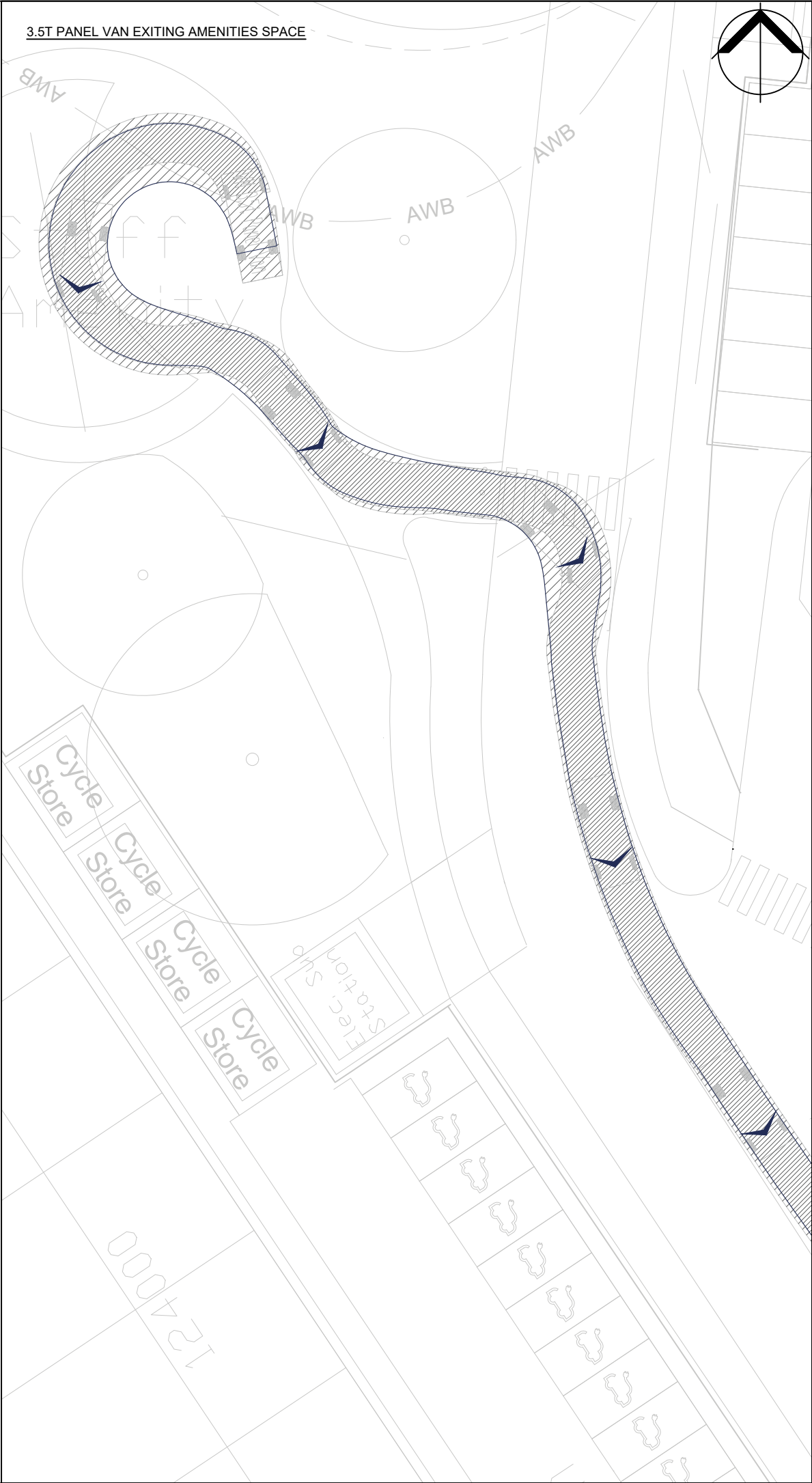
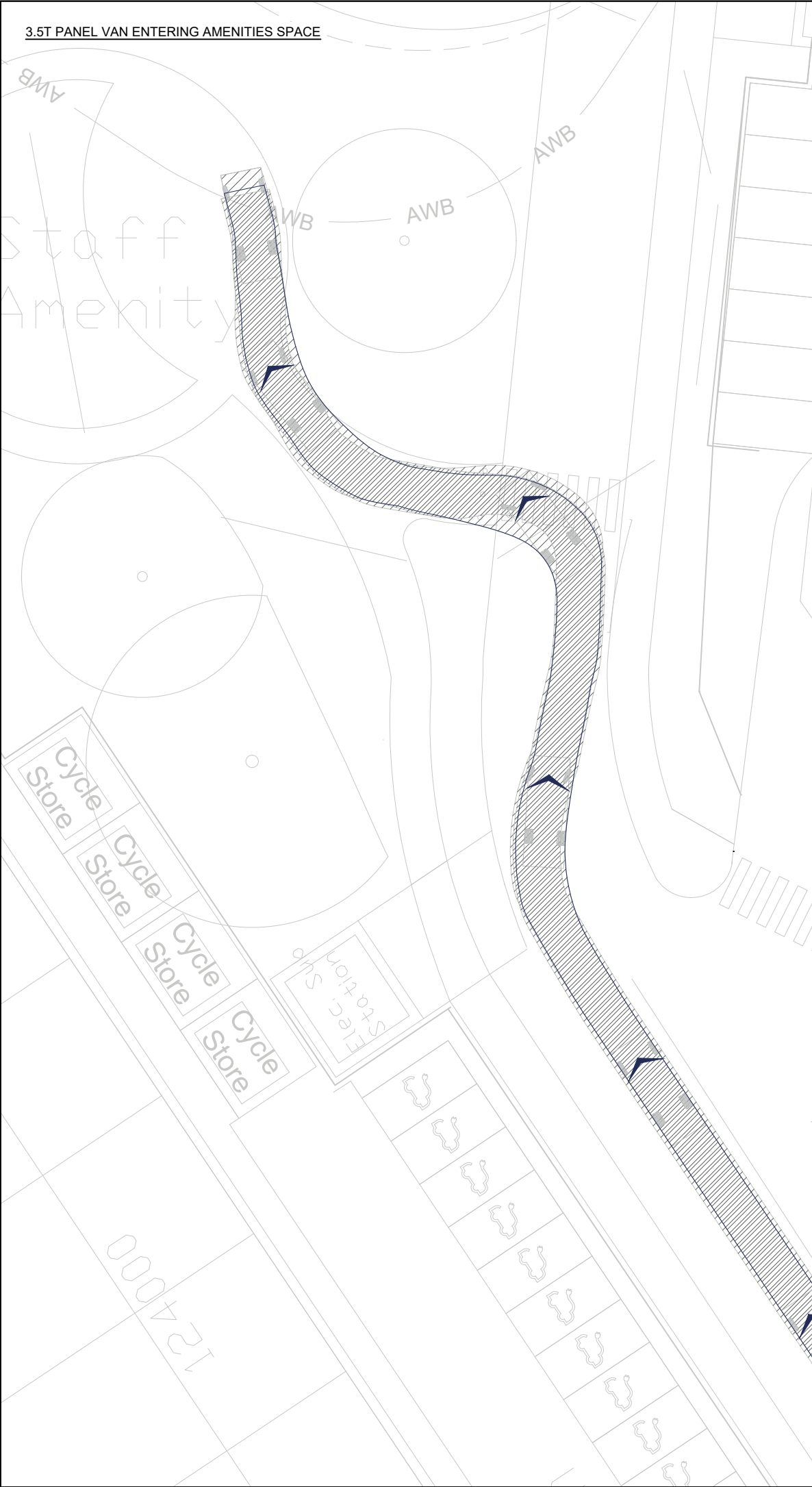
(HIGH REACH FIRE TENDER)

DRAWN BY AKC	CHECKED BY SP 12.11.2024	APPROVED BY SP 12.11.2024
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SCALE @ A3 1:250	DATE 12.11.2024
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PROJECT NO. I000363	DRAWING NO. 02.10	REV. C
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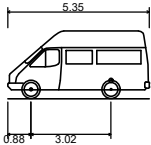


NOTES:

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VEHICLE PROFILE:



WM 3.5t Panel Van	
Overall Length	5.350m
Overall Width	1.970m
Overall Body Height	2.562m
Min Body Ground Clearance	0.335m
Track Width	1.970m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.850m

A	24.01.2025	REVISED LAYOUT	AKC	SP	SP
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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TITLE

SITE LAYOUT REVIEW

(3.5T PANEL VAN)

DRAWN BY AKC	CHECKED BY SP 03.01.2025	APPROVED BY SP 03.01.2025
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SCALE @ A3 1:250	DATE 03.01.2025
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PROJECT NO. I000363	DRAWING NO. 02.11	REV. A
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A5. TRICS OUTPUT

Calculation Reference: AUDIT-751001-240611-0633

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	NM WEST NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days

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

Iceni Projects 114-116 Charing Cross Road London

Licence No: 751001

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: 4040 to 9225 (units: sqm)
 Range Selected by User: 4000 to 40000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/05/22

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	1 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)	1
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Residential Zone	1
Village	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	6 days
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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:

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

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

Population within 5 miles:

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	4 days
1.1 to 1.5	2 days

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

Travel Plan:

No	6 days
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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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Iceni Projects 114-116 Charing Cross Road London

Licence No: 751001

LIST OF SITES relevant to selection parameters

1	NM-02-A-01 THE LAKES NORTHAMPTON	OFFICES		WEST NORTHAMPTONSHIRE
	Edge of Town Commercial Zone Total Gross floor area:		9225 sqm	
	Survey date:	THURSDAY	22/10/20	Survey Type: MANUAL
2	PB-02-A-04 LYNCH WOOD PETERBOROUGH	OFFICES		PETERBOROUGH
	Edge of Town Commercial Zone Total Gross floor area:		4040 sqm	
	Survey date:	WEDNESDAY	19/10/16	Survey Type: MANUAL
3	TV-02-A-05 HANZARD DRIVE NEAR BILLINGHAM WYNYARD	CHEMICAL COMPANY		TEES VALLEY
	Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area:		5110 sqm	
	Survey date:	FRIDAY	04/09/20	Survey Type: MANUAL
4	TW-02-A-08 BENTON PARK ROAD NEWCASTLE UPON TYNE LONGBENTON	HOUSING ASSOCIATION OFFICE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		4800 sqm	
	Survey date:	FRIDAY	19/10/18	Survey Type: MANUAL
5	WO-02-A-03 STOURPORT ROAD KIDDERMINSTER	IT SERVICES		WORCESTERSHIRE
	Edge of Town Industrial Zone Total Gross floor area:		5945 sqm	
	Survey date:	TUESDAY	13/10/20	Survey Type: MANUAL
6	WS-02-A-06 YEOMAN ROAD WORTHING	SOUTHERN WATER OFFICES		WEST SUSSEX
	Edge of Town No Sub Category Total Gross floor area:		5700 sqm	
	Survey date:	WEDNESDAY	18/05/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	5775	0.603	5	5775	0.069	5	5775	0.672
08:00 - 09:00	6	5803	1.091	6	5803	0.103	6	5803	1.194
09:00 - 10:00	6	5803	0.531	6	5803	0.095	6	5803	0.626
10:00 - 11:00	6	5803	0.121	6	5803	0.086	6	5803	0.207
11:00 - 12:00	6	5803	0.115	6	5803	0.086	6	5803	0.201
12:00 - 13:00	6	5803	0.167	6	5803	0.316	6	5803	0.483
13:00 - 14:00	6	5803	0.241	6	5803	0.187	6	5803	0.428
14:00 - 15:00	6	5803	0.083	6	5803	0.169	6	5803	0.252
15:00 - 16:00	6	5803	0.060	6	5803	0.264	6	5803	0.324
16:00 - 17:00	6	5803	0.086	6	5803	0.612	6	5803	0.698
17:00 - 18:00	6	5803	0.055	6	5803	0.953	6	5803	1.008
18:00 - 19:00	6	5803	0.040	6	5803	0.258	6	5803	0.298
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.193			3.198			6.391

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:	4040 - 9225 (units: sqm)
Survey date date range:	01/01/16 - 18/05/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/A - OFFICE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	5775	0.000	5	5775	0.000	5	5775	0.000
08:00 - 09:00	6	5803	0.000	6	5803	0.000	6	5803	0.000
09:00 - 10:00	6	5803	0.009	6	5803	0.009	6	5803	0.018
10:00 - 11:00	6	5803	0.000	6	5803	0.000	6	5803	0.000
11:00 - 12:00	6	5803	0.003	6	5803	0.000	6	5803	0.003
12:00 - 13:00	6	5803	0.000	6	5803	0.003	6	5803	0.003
13:00 - 14:00	6	5803	0.003	6	5803	0.000	6	5803	0.003
14:00 - 15:00	6	5803	0.000	6	5803	0.003	6	5803	0.003
15:00 - 16:00	6	5803	0.000	6	5803	0.000	6	5803	0.000
16:00 - 17:00	6	5803	0.003	6	5803	0.003	6	5803	0.006
17:00 - 18:00	6	5803	0.000	6	5803	0.000	6	5803	0.000
18:00 - 19:00	6	5803	0.000	6	5803	0.000	6	5803	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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/A - OFFICE
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	5775	0.571	5	5775	0.045	5	5775	0.616
08:00 - 09:00	6	5803	1.025	6	5803	0.063	6	5803	1.088
09:00 - 10:00	6	5803	0.471	6	5803	0.052	6	5803	0.523
10:00 - 11:00	6	5803	0.098	6	5803	0.060	6	5803	0.158
11:00 - 12:00	6	5803	0.095	6	5803	0.072	6	5803	0.167
12:00 - 13:00	6	5803	0.141	6	5803	0.284	6	5803	0.425
13:00 - 14:00	6	5803	0.215	6	5803	0.158	6	5803	0.373
14:00 - 15:00	6	5803	0.063	6	5803	0.149	6	5803	0.212
15:00 - 16:00	6	5803	0.040	6	5803	0.218	6	5803	0.258
16:00 - 17:00	6	5803	0.066	6	5803	0.572	6	5803	0.638
17:00 - 18:00	6	5803	0.046	6	5803	0.928	6	5803	0.974
18:00 - 19:00	6	5803	0.029	6	5803	0.253	6	5803	0.282
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.860			2.854			5.714

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/A - OFFICE
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	5775	0.031	5	5775	0.024	5	5775	0.055
08:00 - 09:00	6	5803	0.055	6	5803	0.037	6	5803	0.092
09:00 - 10:00	6	5803	0.049	6	5803	0.032	6	5803	0.081
10:00 - 11:00	6	5803	0.020	6	5803	0.023	6	5803	0.043
11:00 - 12:00	6	5803	0.017	6	5803	0.014	6	5803	0.031
12:00 - 13:00	6	5803	0.020	6	5803	0.026	6	5803	0.046
13:00 - 14:00	6	5803	0.023	6	5803	0.026	6	5803	0.049
14:00 - 15:00	6	5803	0.017	6	5803	0.014	6	5803	0.031
15:00 - 16:00	6	5803	0.020	6	5803	0.046	6	5803	0.066
16:00 - 17:00	6	5803	0.011	6	5803	0.026	6	5803	0.037
17:00 - 18:00	6	5803	0.006	6	5803	0.020	6	5803	0.026
18:00 - 19:00	6	5803	0.011	6	5803	0.006	6	5803	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.280			0.294			0.574

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

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

Calculation Reference: AUDIT-751001-240611-0642

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use
: 02 - EMPLOYMENT

Category
: D - INDUSTRIAL ESTATE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	NS NORTH SOMERSET	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days
	DR DONCASTER	1 days
	KS KIRKLEES	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	3 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:

5686 to 27000 (units: sqm)

Range Selected by User:

5000 to 30000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 15/09/22

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

Selected survey days:

Monday

1 days

Tuesday

3 days

Wednesday

6 days

Thursday

4 days

Friday

4 days

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

Selected survey types:

Manual count

18 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)

5

Edge of Town

12

Neighbourhood Centre (PPS6 Local Centre)

1

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

Selected Location Sub Categories:

Industrial Zone

8

Development Zone

1

Residential Zone

3

No Sub Category

6

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

16 days - Selected

Secondary Filtering selection:

Use Class:

n/a

1 days

Not Known

17 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

Iceni Projects 114-116 Charing Cross Road London

Licence No: 751001

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	5 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	11 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	10 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	18 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	18 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	AL-02-D-01 MILL LANE HALIFAX	INDUSTRIAL ESTATE	CALDERDALE
	Edge of Town No Sub Category Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
2	DR-02-D-03 MIDDLE BANK DONCASTER	INDUSTRIAL ESTATE	DONCASTER
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	6737 sqm	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
3	DY-02-D-01 SHAFTESBURY STREET DERBY	INDUSTRIAL ESTATE	DERBY
	ROSE HILL Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	5686 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
4	EX-02-D-05 HECKWORTH CLOSE COLCHESTER	INDUSTRIAL ESTATE	ESSEX
	SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
5	GM-02-D-08 WINSTANLEY ROAD NEAR WIGAN	INDUSTRIAL ESTATE	GREATER MANCHESTER
	ORRELL Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:	7000 sqm	
	Survey date: FRIDAY	29/04/22	Survey Type: MANUAL
6	KS-02-D-02 LAW STREET CLECKHEATON	INDUSTRIAL ESTATE	KIRKLEES
	Edge of Town Industrial Zone Total Gross floor area:	23226 sqm	
	Survey date: THURSDAY	15/09/16	Survey Type: MANUAL
7	LC-02-D-06 SMALLSHAW LANE BURNLEY	INDUSTRIAL ESTATE	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	7383 sqm	
	Survey date: THURSDAY	29/09/16	Survey Type: MANUAL
8	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-02-D-04 INDUSTRIAL ESTATE DRAYTON HIGH ROAD NORWICH	NORFOLK
	Edge of Town No Sub Category Total Gross floor area: 10673 sqm Survey date: WEDNESDAY 14/09/22	Survey Type: MANUAL
10	NM-02-D-01 INDUSTRIAL ESTATE CORNHILL CLOSE NORTHAMPTON LODGE FARM IND. ESTATE	WEST NORTHAMPTONSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 12670 sqm Survey date: WEDNESDAY 21/10/20	Survey Type: MANUAL
11	NS-02-D-01 INDUSTRIAL ESTATE WINTERSTOKE ROAD WESTON-SUPER-MARE OLDMIXON	NORTH SOMERSET
	Edge of Town Industrial Zone Total Gross floor area: 27000 sqm Survey date: THURSDAY 15/09/22	Survey Type: MANUAL
12	SD-02-D-01 INDUSTRIAL ESTATE HEADLANDS GROVE SWINDON	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 10000 sqm Survey date: TUESDAY 20/09/16	Survey Type: MANUAL
13	TW-02-D-08 INDUSTRIAL ESTATE NORTH HYLTON ROAD SUNDERLAND SOUTHWICK	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 8310 sqm Survey date: TUESDAY 04/04/17	Survey Type: MANUAL
14	TW-02-D-09 INDUSTRIAL ESTATE ELEVENTH AVENUE GATESHEAD TEAM VALLEY	TYNE & WEAR
	Edge of Town No Sub Category Total Gross floor area: 6200 sqm Survey date: WEDNESDAY 18/05/22	Survey Type: MANUAL
15	TW-02-D-10 INDUSTRIAL ESTATE ELEVENTH AVENUE GATESHEAD TEAM VALLEY	TYNE & WEAR
	Edge of Town No Sub Category Total Gross floor area: 21500 sqm Survey date: WEDNESDAY 18/05/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	WK-02-D-03	INDUSTRIAL ESTATE	WARWICKSHIRE
	EASTBORO WAY		
	NUNEATON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	20860 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL
17	WK-02-D-04	INDUSTRIAL ESTATE	WARWICKSHIRE
	ABELES WAY		
	ATHERSTONE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
18	WO-02-D-02	INDUSTRIAL ESTATE	WORCESTERSHIRE
	WEIR LANE		
	WORCESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	9	14314	0.081	9	14314	0.020	9	14314	0.101
06:00 - 07:00	10	14009	0.120	10	14009	0.044	10	14009	0.164
07:00 - 08:00	18	12450	0.327	18	12450	0.097	18	12450	0.424
08:00 - 09:00	18	12450	0.444	18	12450	0.210	18	12450	0.654
09:00 - 10:00	18	12450	0.368	18	12450	0.304	18	12450	0.672
10:00 - 11:00	18	12450	0.328	18	12450	0.298	18	12450	0.626
11:00 - 12:00	18	12450	0.315	18	12450	0.315	18	12450	0.630
12:00 - 13:00	18	12450	0.328	18	12450	0.367	18	12450	0.695
13:00 - 14:00	18	12450	0.323	18	12450	0.353	18	12450	0.676
14:00 - 15:00	18	12450	0.285	18	12450	0.332	18	12450	0.617
15:00 - 16:00	18	12450	0.228	18	12450	0.295	18	12450	0.523
16:00 - 17:00	18	12450	0.268	18	12450	0.386	18	12450	0.654
17:00 - 18:00	18	12450	0.159	18	12450	0.397	18	12450	0.556
18:00 - 19:00	18	12450	0.083	18	12450	0.159	18	12450	0.242
19:00 - 20:00	10	14009	0.074	10	14009	0.097	10	14009	0.171
20:00 - 21:00	10	14009	0.024	10	14009	0.046	10	14009	0.070
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.755			3.720			7.475

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:	5686 - 27000 (units: sqm)
Survey date date range:	01/01/16 - 15/09/22
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/D - INDUSTRIAL ESTATE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	9	14314	0.005	9	14314	0.005	9	14314	0.010
06:00 - 07:00	10	14009	0.006	10	14009	0.009	10	14009	0.015
07:00 - 08:00	18	12450	0.013	18	12450	0.009	18	12450	0.022
08:00 - 09:00	18	12450	0.028	18	12450	0.019	18	12450	0.047
09:00 - 10:00	18	12450	0.030	18	12450	0.028	18	12450	0.058
10:00 - 11:00	18	12450	0.028	18	12450	0.027	18	12450	0.055
11:00 - 12:00	18	12450	0.030	18	12450	0.025	18	12450	0.055
12:00 - 13:00	18	12450	0.029	18	12450	0.028	18	12450	0.057
13:00 - 14:00	18	12450	0.027	18	12450	0.026	18	12450	0.053
14:00 - 15:00	18	12450	0.025	18	12450	0.029	18	12450	0.054
15:00 - 16:00	18	12450	0.021	18	12450	0.023	18	12450	0.044
16:00 - 17:00	18	12450	0.015	18	12450	0.017	18	12450	0.032
17:00 - 18:00	18	12450	0.005	18	12450	0.008	18	12450	0.013
18:00 - 19:00	18	12450	0.003	18	12450	0.004	18	12450	0.007
19:00 - 20:00	10	14009	0.003	10	14009	0.004	10	14009	0.007
20:00 - 21:00	10	14009	0.002	10	14009	0.001	10	14009	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.270			0.262			0.532

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/D - INDUSTRIAL ESTATE
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	9	14314	0.065	9	14314	0.006	9	14314	0.071
06:00 - 07:00	10	14009	0.084	10	14009	0.021	10	14009	0.105
07:00 - 08:00	18	12450	0.215	18	12450	0.026	18	12450	0.241
08:00 - 09:00	18	12450	0.295	18	12450	0.087	18	12450	0.382
09:00 - 10:00	18	12450	0.211	18	12450	0.131	18	12450	0.342
10:00 - 11:00	18	12450	0.176	18	12450	0.147	18	12450	0.323
11:00 - 12:00	18	12450	0.174	18	12450	0.173	18	12450	0.347
12:00 - 13:00	18	12450	0.195	18	12450	0.231	18	12450	0.426
13:00 - 14:00	18	12450	0.187	18	12450	0.219	18	12450	0.406
14:00 - 15:00	18	12450	0.155	18	12450	0.206	18	12450	0.361
15:00 - 16:00	18	12450	0.119	18	12450	0.185	18	12450	0.304
16:00 - 17:00	18	12450	0.179	18	12450	0.278	18	12450	0.457
17:00 - 18:00	18	12450	0.120	18	12450	0.335	18	12450	0.455
18:00 - 19:00	18	12450	0.064	18	12450	0.125	18	12450	0.189
19:00 - 20:00	10	14009	0.061	10	14009	0.082	10	14009	0.143
20:00 - 21:00	10	14009	0.016	10	14009	0.038	10	14009	0.054
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.316			2.290			4.606

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/D - INDUSTRIAL ESTATE
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	9	14314	0.008	9	14314	0.008	9	14314	0.016
06:00 - 07:00	10	14009	0.029	10	14009	0.013	10	14009	0.042
07:00 - 08:00	18	12450	0.098	18	12450	0.061	18	12450	0.159
08:00 - 09:00	18	12450	0.116	18	12450	0.100	18	12450	0.216
09:00 - 10:00	18	12450	0.120	18	12450	0.141	18	12450	0.261
10:00 - 11:00	18	12450	0.121	18	12450	0.120	18	12450	0.241
11:00 - 12:00	18	12450	0.108	18	12450	0.116	18	12450	0.224
12:00 - 13:00	18	12450	0.097	18	12450	0.102	18	12450	0.199
13:00 - 14:00	18	12450	0.107	18	12450	0.105	18	12450	0.212
14:00 - 15:00	18	12450	0.103	18	12450	0.094	18	12450	0.197
15:00 - 16:00	18	12450	0.084	18	12450	0.080	18	12450	0.164
16:00 - 17:00	18	12450	0.073	18	12450	0.088	18	12450	0.161
17:00 - 18:00	18	12450	0.033	18	12450	0.051	18	12450	0.084
18:00 - 19:00	18	12450	0.014	18	12450	0.025	18	12450	0.039
19:00 - 20:00	10	14009	0.007	10	14009	0.008	10	14009	0.015
20:00 - 21:00	10	14009	0.006	10	14009	0.008	10	14009	0.014
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.124			1.120			2.244

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.*