Wokingham Borough Council

LAND TO THE NORTH OF MEREOAK PARK AND RIDE

Transport Assessment



TA003A
OCTOBER 2026

PUBLIC

Wokingham Borough Council

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Transport Assessment

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DATE: OCTOBER 2026

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Transport Assessment

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1 INTRODUCTION

1.1 CONTEXT

1.1.1. WSP are instructed on behalf of Wokingham Borough Council to provide transport and highways advice and prepare this Transport Assessment (TA) in support of the planning application for development of the Site on land to the north of Mereoak Park & Ride.

1.1.2. The development proposals include an open storage use (use class B8) on the Council owned vacant land adjacent to Park and Ride facility, Mereoak Lane, Grazeley, in the Borough of Wokingham. The application site comprises proposals in 1.77 ha of relatively flat, currently unused greenfield land within an approximately 1.83 ha red-line boundary.

1.2 SCOPE OF TA

1.2.1. This Transport Assessment has been prepared in accordance with national and local planning policy and reflects the scale and expected transport impacts of the proposed development. The level of assessment has therefore been proportionate to the nature of the proposals.

1.2.2. The sections of this TA are set out as follows:

- Section 2 – Planning Policy Context
- Section 3 – Existing Conditions
- Section 4 – Proposed Development
- Section 5 – Trip Assessment Methodology
- Section 6 – Development Impact
- Section 7 – Summary and Conclusions

2 PLANNING POLICY CONTEXT

2.1.1. This section summarises the national and local planning policy and guidance relevant to transport, access, servicing and highway safety matters associated with the Proposed Development. It does not seek to replicate the full planning policy assessment contained within the accompanying Planning Statement.

2.2 NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK

2.2.1. The latest National Planning Policy Framework was published in August 2026 and replaces the previous paragraph-based structure with plan-making policies and national decision-making policies. The transport policies are now principally contained within Policy TR1 to Policy TR8, with Policy TR6 setting out the key development management tests for transport impacts.

2.2.2. The NPPF is clear that there is a presumption in favour of sustainable development. This is highlighted in national decision-making policy S3:

1. *Decisions on development proposals should apply a presumption in favour of sustainable development. This means:*
    a. *Policy S4 in this Framework should be applied when considering development proposals within settlements;*
    b. *Outside settlements, policy S5 should be applied; and*
    c. *In all locations, development proposals that accord with both an up-to-date development plan and the decision-making policies in this Framework should be approved without delay.*
2. *Where a development proposal falls partly within and partly outside a settlement, policies S4 and S5 should be applied to the relevant parts which are inside or outside of the settlement boundary (as appropriate), before coming to an overall view on the proposal.*

2.2.3. Annex B of the NPPF defines “settlement” as follows:

> *“Includes cities, towns, villages and other predominantly built-up areas, including land which is allocated or has permission for development which will form part of the built-up area once the development is complete. This includes areas defined as a settlement in the development plan (whether using defined settlement boundaries or equivalent terms, or criteria for identifying settlement extents where boundaries have yet to be defined). Settlements do not include hamlets and scattered groups of houses located outside predominantly built-up areas, unless specifically defined as a settlement in the development plan. For the purpose of this Framework they also exclude villages which lie within and are defined as part of the Green Belt in the development plan.”*

2.2.4. Policy S5 applies to development proposals located outside defined settlements. Policy S5 applies to the Proposed Development as the Site is located outside a defined settlement. The policy establishes that only certain forms of development should be approved outside settlements, with proposals not falling within the prescribed categories requiring exceptional circumstances to justify approval. The

acceptability of the Proposed Development therefore depends on whether it accords with one of the categories identified in Policy S5 and, if not, whether the benefits of the proposal substantially outweigh any adverse effects, including those relating to the character of the countryside.

2.2.5. When applying Policy S5, in all locations, where development proposals accord with up-to-date development plans and the NPPF, they should be approved without delay.

2.2.6. Policy TR4 states that:

1. *To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:*
    a. *Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;*
    b. *Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;*
    c. *Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:*
        i. *Minimise the scope for conflict between pedestrians, cyclists and vehicles;*
        ii. *Meet the needs of disabled people, older people and children in relation to all modes of transport, and*
        iii. *Avoid unnecessary street clutter.*
    d. *Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and*
    e. *Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.*
2. *The principles set out in national design guidance should be used to inform how this policy is applied.*

2.2.7. Section 7 of the NPPF sets out an over-arching objective to enable businesses to invest, expand and adapt in a way that reflects the opportunities, challenges and characteristics of different areas and supports long term economic growth. Additionally, Policy E2 gives substantial positive weight to the economic benefits of commercial development which allow businesses to invest especially where they support wider vision or strategy for an area.

2.2.8. In summary, the NPPF supports a presumption in favour of sustainable development and requires proposals to be assessed against both the development plan and relevant national policies. Whilst the Proposed Development is located outside a defined settlement and is therefore subject to Policy S5, the Framework also places significant weight on supporting sustainable economic growth and enabling businesses to invest, expand and adapt.

2.2.9. Policy TR6 confirms that development should only be prevented or refused on transport grounds where the Proposed Development would result in a severe adverse impact on the transport network, or an unacceptable impact on highway safety, having regard to proportionate mitigation and all reasonable future scenarios. The assessment in this TA has therefore been prepared to consider whether the Proposed Development can be accommodated without giving rise to those impacts.

2.2.10. As demonstrated within this TA, the Proposed Development would provide a suitable and safe means of access, accommodate the efficient movement of goods and vehicles, and would not give rise to any unacceptable highway safety or transport impacts. Therefore, it is considered to be consistent with the transport and economic objectives of the NPPF.

PLANNING PRACTICE GUIDANCE

2.2.11. The Planning Practice Guidance (PPG) is a web-based guidance document that accompanies the NPPF and sets out the broad assessment methodology for reviewing the transport impacts of new developments.

2.2.12. In this case, a Transport Assessment has been prepared to provide a robust assessment of the Proposed Development, including trip generation and access arrangements.

2.2.13. The TA considers the ability of the site layout and access arrangements to accommodate operational vehicle movements safely and efficiently. Given the nature of the Proposed Development as an open storage facility, the assessment focuses principally on access, vehicle routing and highway safety.

2.2.14. The proposed open storage development is expected to generate a modest level of vehicle movements associated with deliveries and collections by heavy goods vehicles (HGVs) and staff car trips, the TA will estimate anticipated trip generation and provide details of access arrangements and a review of junction capacity of the proposed access

2.2.15. This approach aligns with PPG principles by ensuring that transport impacts are proportionate to the scale of development while embedding sustainable practices without imposing unnecessary requirements.

2.3 LOCAL POLICY

WOKINGHAM BOROUGH'S CORE STRATEGY (2010) & MANAGING DEVELOPMENT DELIVERY PLAN (2014)

2.3.1. WBC's Core Strategy includes a number of key policies. CP6, CP10, CP19, and SAL09, are directly relevant to the proposed Site. The Site lies within an allocated transport site under Managing Development Delivery (MDD) Chapter 4 and Policy SAL09, though the explicit allocation for a Park & Ride extension has been removed in the Local Plan Update. Instead, the Site has now been promoted in the Local Plan Update as suitable for "transport and/or ancillary commercial" uses, opening the possibility for non-transport land use development.

2.3.2. The above Policies emphasise sustainable development, infrastructure investment, and employment-focused growth. These policies expect that new sites support local employment, align with infrastructure capacity, and respect environmental and community objectives.

2.3.3. From a transport perspective, the relevant local policy considerations are whether the Proposed Development provides safe and suitable access, supports sustainable travel opportunities where reasonably available, and avoids unacceptable impacts on highway safety or the operation of the local highway network.

2.3.4. SAL09 (MDD Chapter 4) specifically allocates the land for transport-related use, recognising the strategic role of the Site. The removal of Park & Ride in the Local Plan Update does not negate this; it rather broadens the Site's potential "transport and/or ancillary commercial" uses in future planning considerations.

2.3.5. The emerging Wokingham Borough Local Plan Update is also a material consideration, subject to the weight that can be afforded to it having regard to its stage of preparation and any unresolved objections. The emerging plan is relevant insofar as it provides the Council's latest position on the future role of the Site and the potential for transport and/or ancillary commercial uses in this location.

THE WOKINGHAM LOCAL TRANSPORT PLAN (LTP 2025)

2.3.6. The Local Transport Plan (LTP): Connecting People and Places, provides the current transport strategy. Its policies support sustainable site access, inclusive movement, and efficient freight and passenger connectivity. These principles are relevant to evaluating whether the open storage use aligns with strategic transport aims.

2.3.7. The LTP prioritises a transport hierarchy that places walking and cycling first, public transport second, and private vehicles last. It emphasises layouts that maximise connectivity for active travel and public transport catchments, with inclusive design that meets the needs of people with disabilities and reduced mobility. Developments are expected to create safe, attractive public spaces that minimise conflicts and street clutter.

2.3.8. For commercial uses, the LTP requires efficient freight and servicing access as a means to reduce environmental impacts and support local economic activity. In line with its commitment to cleaner air and net zero, the Plan also calls for provision of plug-in and ultra-low emission vehicle charging infrastructure in safe, accessible, and convenient locations.

2.3.9. Overall, the transport policy context establishes that the Proposed Development should be assessed against the ability to provide safe and suitable access and proportionate mitigation where necessary, which are considered within this TA.

3 EXISTING CONDITIONS

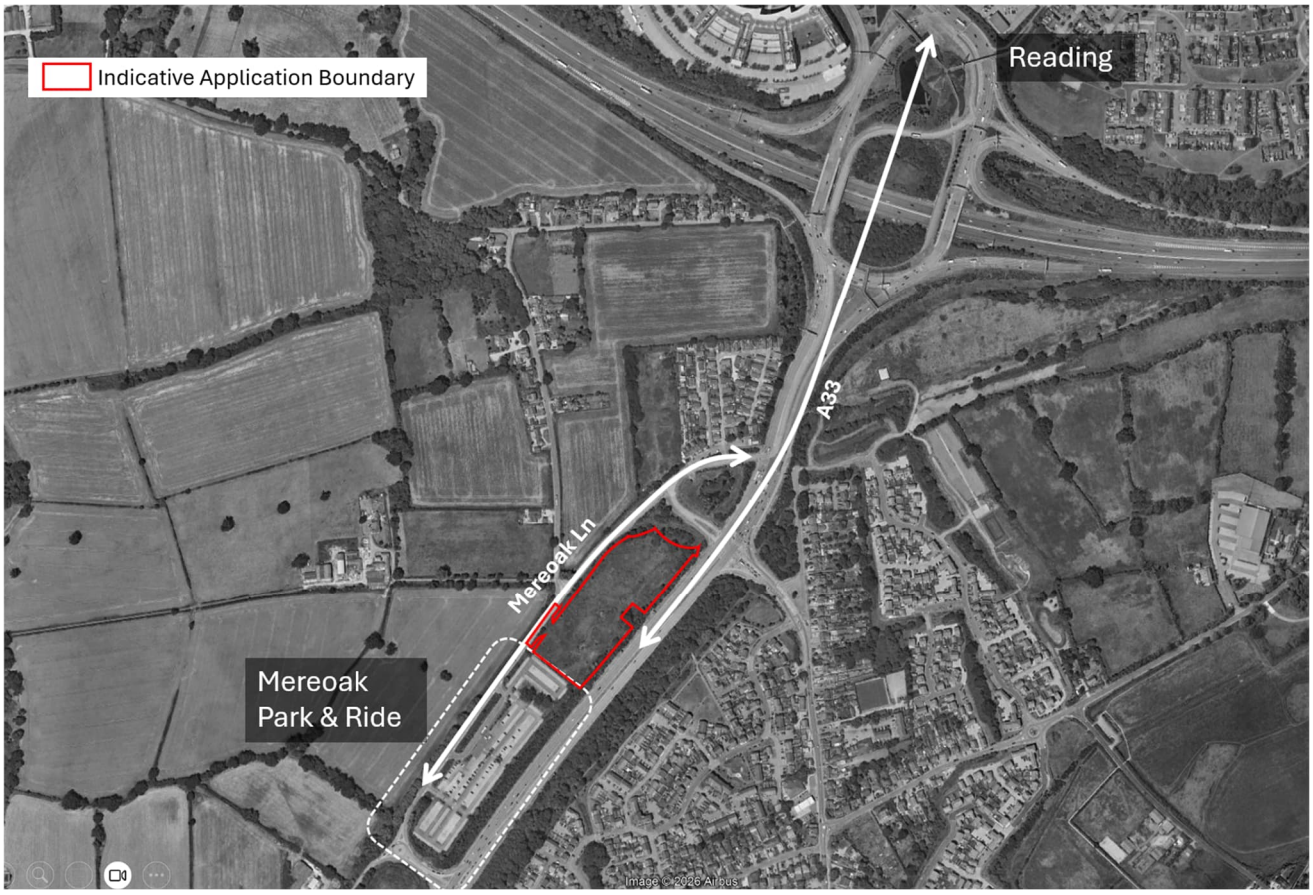
3.1.1. This Section describes the existing accessibility of the Site for all modes and the baseline conditions of the local and strategic highway network.

3.1.2. Site visits were undertaken to review the Site and the surrounding area. Observations and photographic evidence from these visits have been used to inform this Section.

3.2 SITE LOCATION

3.2.1. The Site is located on the land adjacent to Mereoak Park and Ride on Mereoak Lane, 5.3km south of Reading city centre (NGR 471195, 168104: Figure 3-1). The Site is bounded by Mereoak Lane to the north and west, the A33 carriage and Three Mile Cross to the east, and Mereoak Park and Ride to the south. Further south and west of the Site lies agricultural countryside, whereas to the east this is interspersed with suburban development of the wider Reading metropolitan area.

Figure 3-1 - Site Location



3.3 HIGHWAY NETWORK

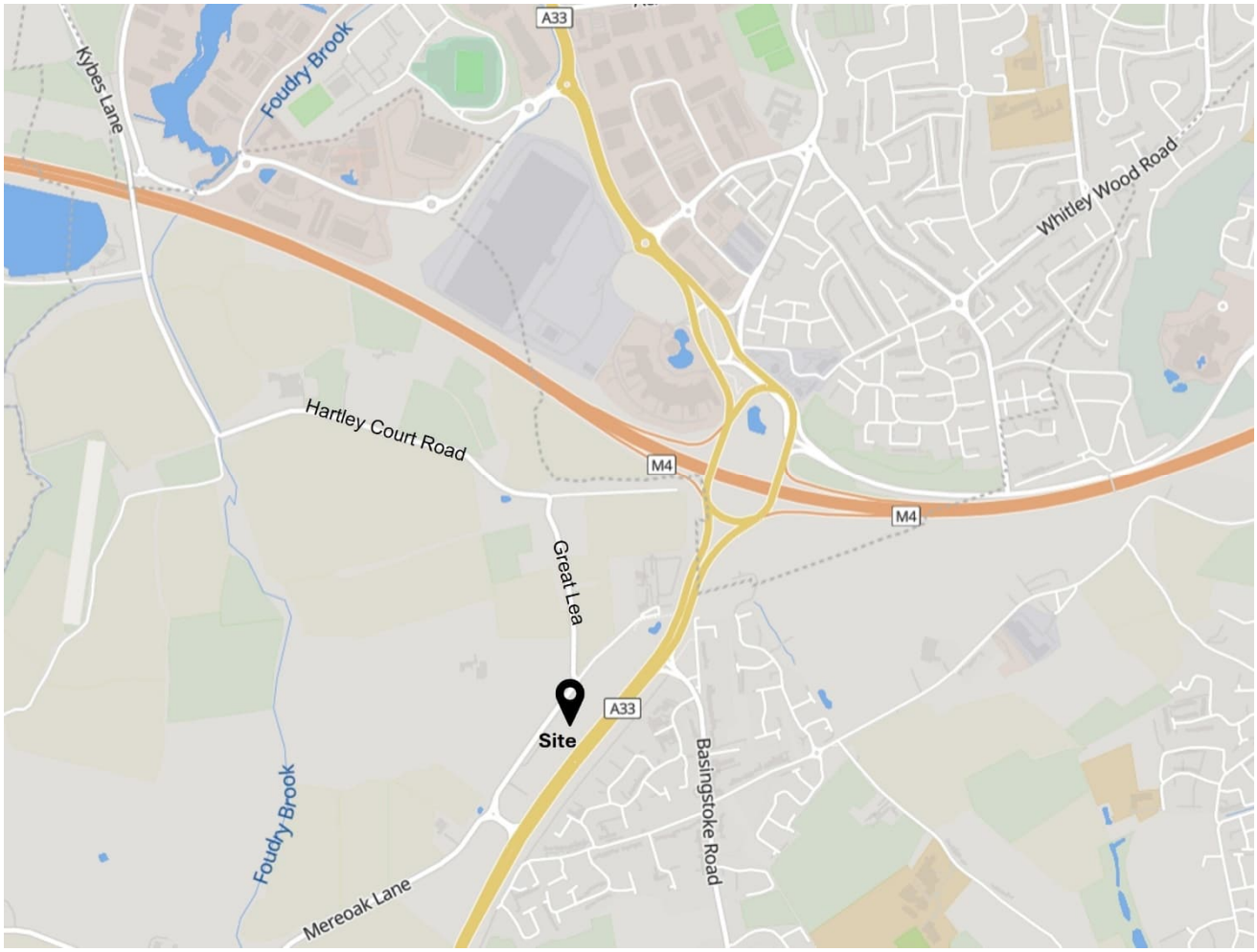
3.3.1. The local highway network surrounding the Site is illustrated in **Figure 3-2** and primarily comprises the A33, Mereoak Lane, and adjacent local roads. Mereoak Lane forms the main access route to the Site from the A33 and is a two-way single carriageway. The lane serves the Park & Ride facility and a small number of residential and agricultural properties. Beyond the Site access, Mereoak Lane continues westward, narrowing in places and providing connections to local rural roads.

3.3.2. The A33 runs immediately east of the Site and provides strategic north-south connectivity between Reading and Basingstoke. Within the vicinity of Mereoak Lane, the A33 is a dual carriageway subject to a 50mph posted speed limit, reducing to 40mph on approaches to junctions and roundabouts. The A33 offers onward links to the M4 motorway to the north and the A339/M3 corridor to the south, forming a key route for regional traffic movements.

3.3.3. To the west of the Site, local roads such as Great Lea and Hartley Court Road provide access to surrounding villages and rural areas. These roads are generally two-way single carriageways with constrained widths and are subject to 40mph speed limits. These routes primarily serve local traffic and agricultural movements rather than through traffic.

3.3.4. Basingstoke Road connects to the A33 corridor and provides an alternative route towards Reading. This road is a two-way single carriageway with a 30mph posted speed limit through residential areas, increasing to 40mph beyond the built-up sections. The route accommodates local bus services and forms part of the wider network supporting access to the Park & Ride facility;

Figure 3-2 – Local and Strategic Road Network in relation to the Site



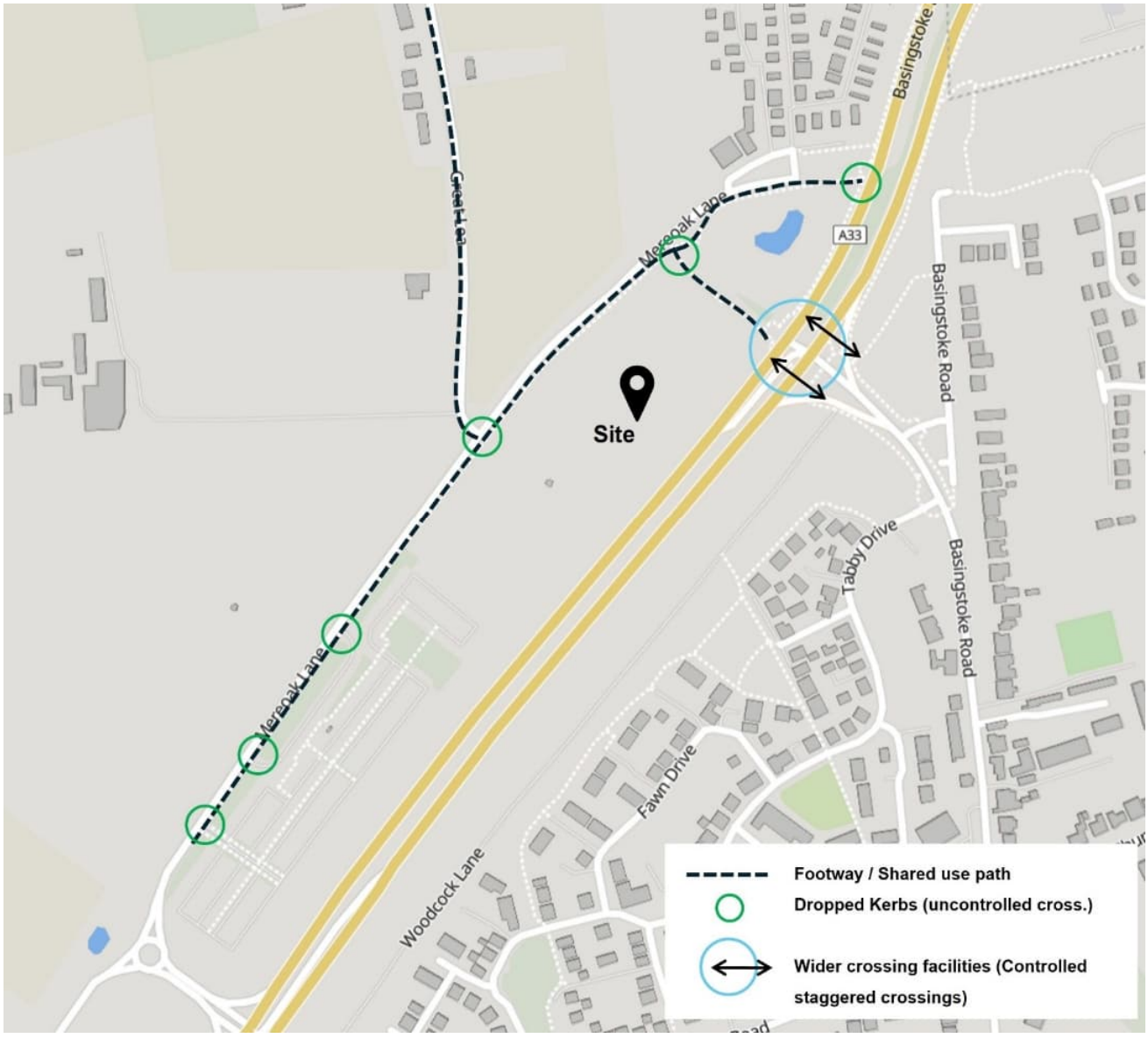
3.4 WALKING AND CYCLING NETWORK

3.4.1. The Site benefits from existing walking and cycling infrastructure along Mereoak Lane. A shared footway/cycleway is provided adjacent to the Site's northern and western boundaries, as shown on

Figure 3-3. The route is served by street lighting along Mereoak Lane, providing a well-lit environment for pedestrians and cyclists.

3.4.2. This facility provides a direct connection between the Site, the Mereoak Park & Ride and the controlled crossing facilities on the A33, enabling access to Three Mile Cross and the wider local area.

Figure 3-3 - Pedestrian Infrastructure in the vicinity of the Site



3.4.3. The shared footway/cycleway extends for approximately 660m along Mereoak Lane, as shown on Figure 3-4. The route incorporates dropped kerbs and tactile paving at key crossing points and junctions, including the Mereoak Park & Ride access, the junction serving Great Lea, and the connections to the Toucan signal-controlled crossing facilities associated with A33. These facilities provide continuity for pedestrians and cyclists travelling between the Site and surrounding destinations.

Figure 3-4 - Footways and dropped kerbs on Mereoak Lane



3.4.4. To the east of the Site, signal-controlled toucan crossings provide connections between Mereoak Lane, Basingstoke Road and the A33 corridor, as illustrated on Figure 3-5. The staggered crossing arrangement enables pedestrians and cyclists to cross these roads in a controlled manner, with associated dropped kerbs, tactile paving and signing provided throughout the route. These facilitate access between the Site, Three Mile Cross and destinations beyond.

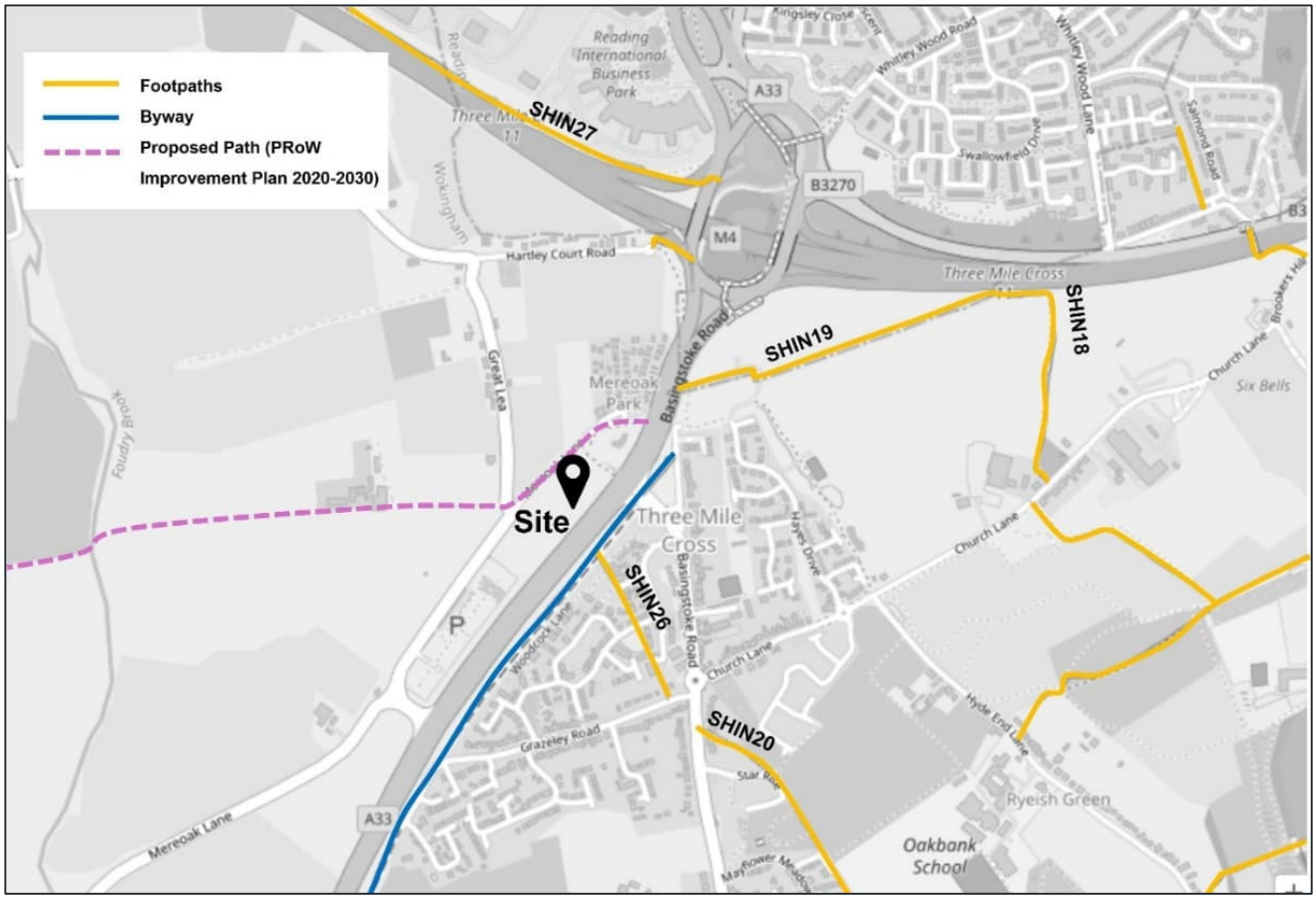
Figure 3-5 – Toucan crossings on A33 (Left) and adjacent to the A33/Mereoak Lane (Right)



PUBLIC RIGHTS OF WAY NETWORK AND PROMOTED ROUTES

3.4.5. There are a number of PROW in the vicinity of the Site, as illustrated in Figure 3-6, including footpath SHIN19 approaching from A33 to the north of the Site and SHIN 26 connecting to the Byway, which goes alongside A33. The PROW network supports active travel access to the wider surrounding area.

Figure 3-6 – ProW in the vicinity of the Site



3.5 PUBLIC TRANSPORT

BUS NETWORK

3.5.1. The Site benefits from proximity to two sets of bus stops: ‘Park & Ride’ and ‘Hartley Court Turn’ both on Mereoak Lane and within a five-minute walk from the centre of the Site, as shown in Figure 3-7. These bus stops are served by routes operated by Reading Buses, the main provider serving the Mereoak Lane Park & Ride site.

3.5.2. Figure 3-8 shows the existing provisions at bus stops near the Site. The ‘Park & Ride’ stops (left image) offer a shelter with route information and bus marking. The ‘Hartley Court Turn’ stops (right image) offer basic infrastructure including bus flags, marking, and footway for queuing.

Figure 3-7 - Bus stops within walking distance from the Site

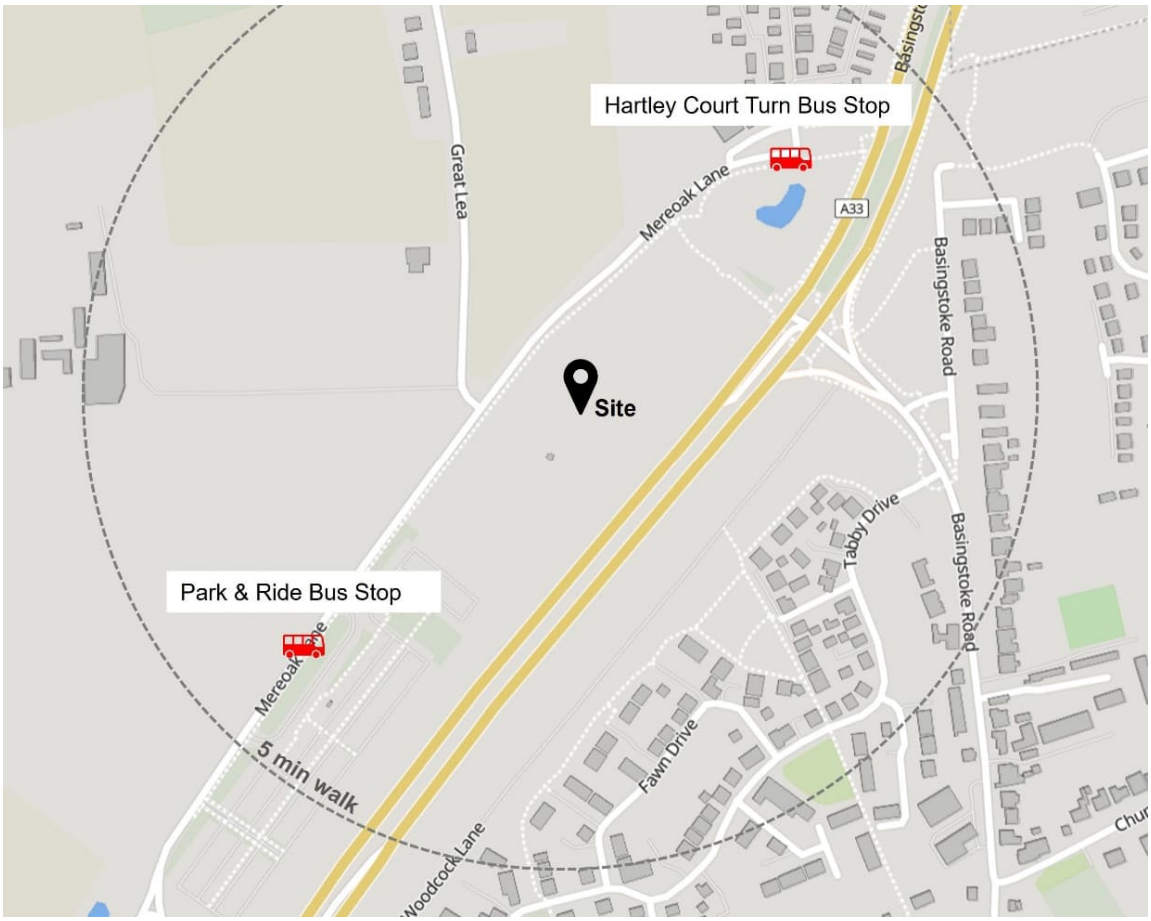


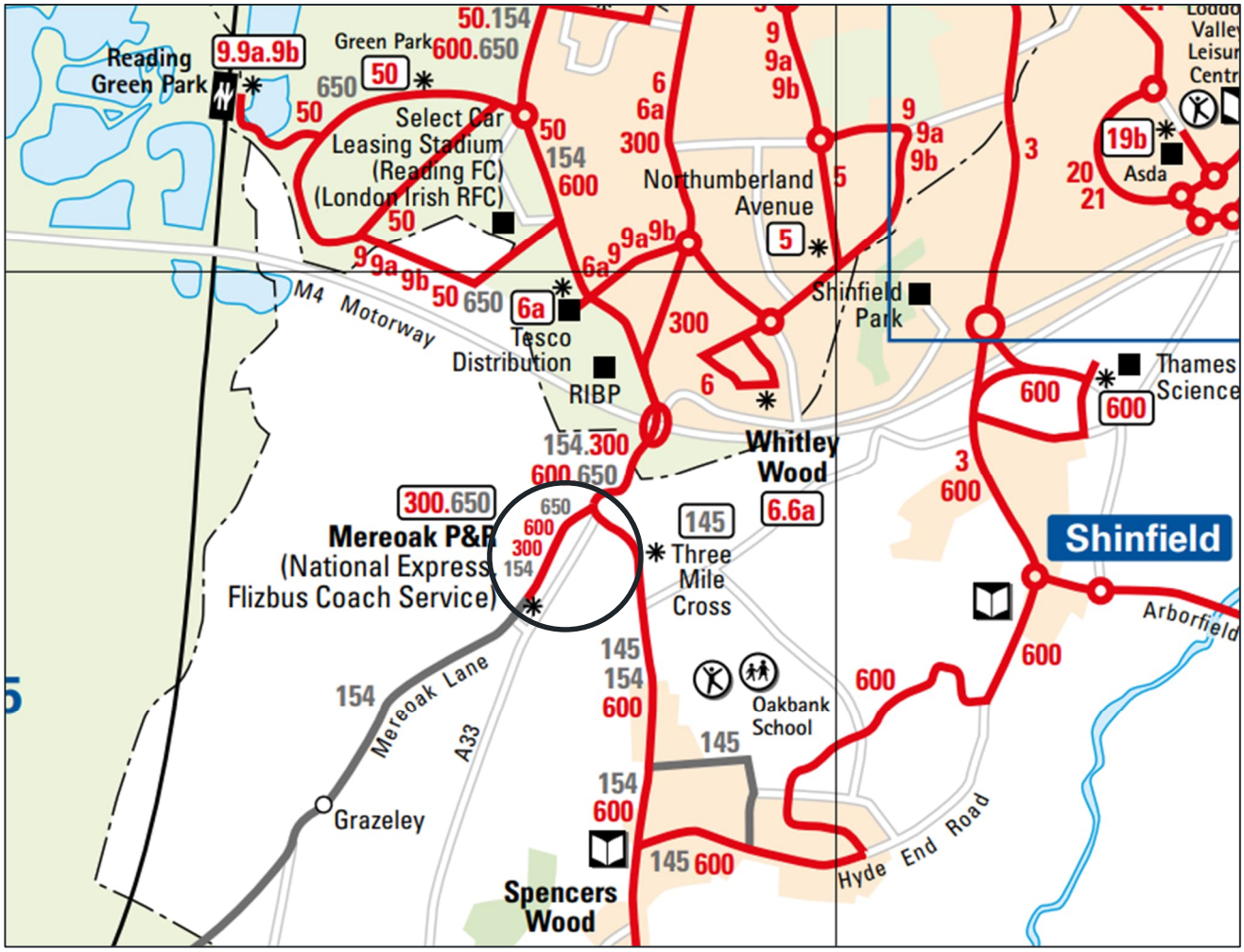
Figure 3-8 – Bus stops near the Site



3.5.3. Mereoak Park & Ride provides a frequent bus connection from and to the Site including the 300, 600, and 650 services as illustrated in Figure 3-9, these connect to Reading town centre and major destinations such as the Royal Berkshire Hospital and Green Park including a stop adjacent to Reading Railway Station on Station Road. Services typically operate every 20 minutes during peak periods, with reduced frequencies in the evenings and on Sundays.

3.5.4. The bus service provision close to the Site therefore offers a convenient interchange with local, regional and national rail services, enhancing the accessibility of the Site by sustainable modes.

Figure 3-9 – Public Transport in the vicinity of the Site[1]



3.5.5. The bus network within the vicinity of the Site is described below with a summary of weekday services shown in Table 3-1.

3.5.6. Route 300 links Mereoak Lane Park & Ride with the Royal Berkshire Hospital (RBH), the University of Reading Christchurch Green campus, and Thames Valley Park & Ride, operating Monday through Friday from approximately 06:25 to 19:30. Buses run at frequent 20-minute intervals during peak hours and every half an hour between 11 am–2:40 pm, offering a reliable connection for functional trips to the hospital, students, and commuters aiming to avoid city centre driving. The route is wheelchair-accessible, features real-time info, and provides a sustainable alternative to hospital parking.

3.5.7. Operating Monday to Saturday, Route 600 connects Mereoak Park & Ride with Central Reading, Reading Station, and suburban areas including Spencers Wood, Riseley, Three Mile Cross, and Worton Grange. Services run up to every 15 minutes during the day, typically starting around 05:18 and concluding just after 23:00, offering strong commuter links into the town centre. Key stops include Reading St Mary's Butts, Reading Station Road, and Campus Reading International.

[1] Extract from wider network as shown in https://www.myjourneywokingham.com/media/4753/wokingham-borough-public-transport-map-guide-2024.pdf

3.5.8. Route 650 operates Sundays only, providing an hourly (approx.) service between Mereoak Park & Ride and Central Reading (St Mary's Butts), routing via the Green Park business area (including Longwater Avenue, Costco, Lime Square). The service runs from around 07:26 to 19:58, completing the connection when Route 600 is unavailable, ensuring consistent weekend access to the town centre and Green Park commerce.

3.5.9. In addition to the above, National Express and Flixbus operate from Mereoak Park & Ride, offering routes to other town and cities throughout the country.

Table 3-1 - Bus Service Summary (Weekday)

Service (Route)	Closest Bus Stop to the Site	Weekday Frequency (no. of services)			Total Buses per Day
		Before 0900	0900-1700	After 1700	
300 (Mereoak P&R - Thames Valley P&R)	Mereoak P&R	8	18	5	31
300 (Thames Valley P&R - Mereoak P&R)		8	15	5	28
600 (Mereoak P&R – Central Reading)	Mereoak P&R	11	31	18	60
600 (Central Reading – Mereoak P&R)		13	33	16	62
650 (Mereoak P&R – Green Park – Reading)	Mereoak P&R	1	8	4	13
650 (Reading – Green Park – Mereoak P&R)		2	8	3	13

RAIL AND BRT NETWORK

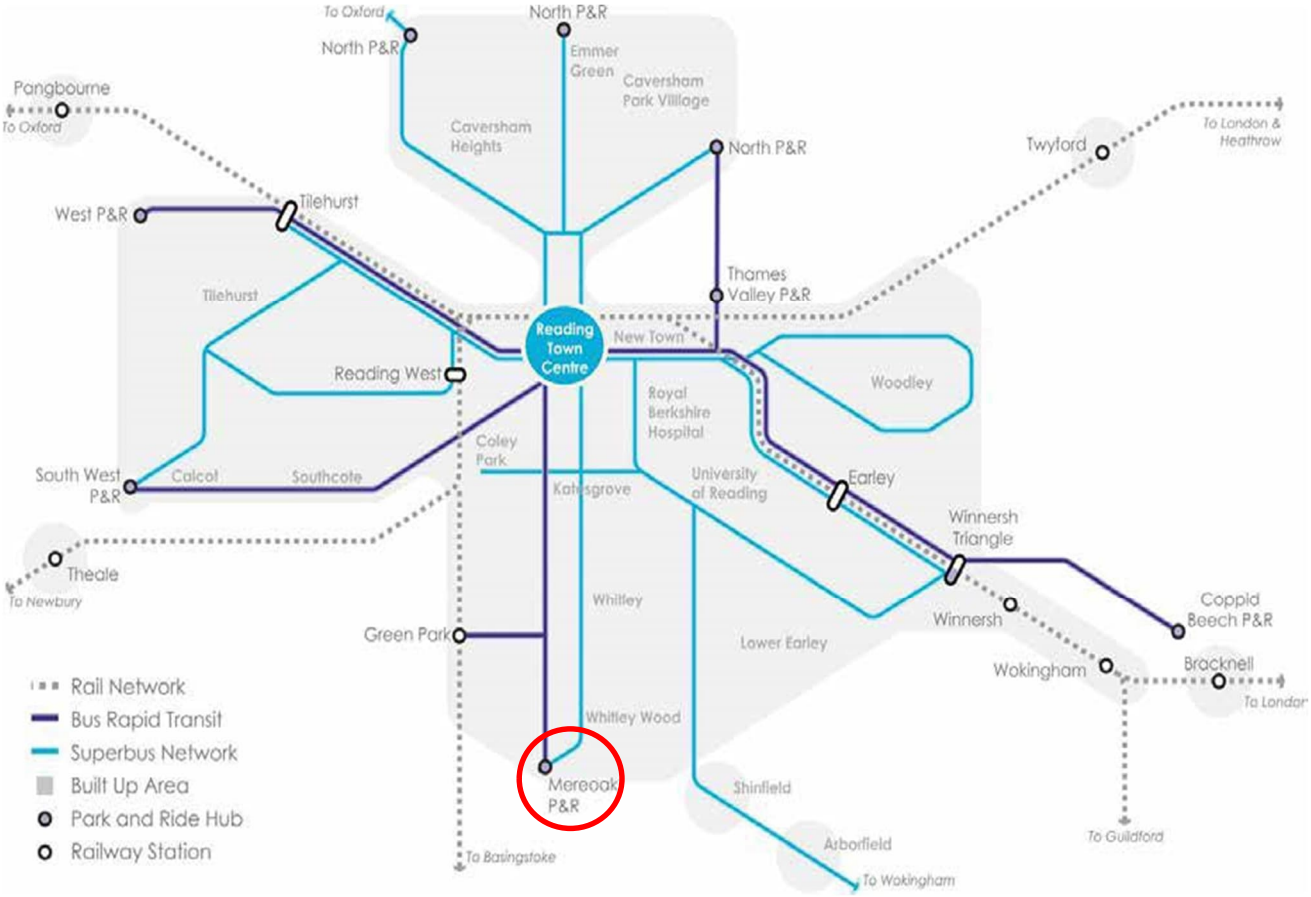
3.5.10. The closest railway station to the Site is approximately 4km to the northwest in Reading. Reading Green Park Station opened on 27 May 2023 with services running every 30 minutes in each direction connecting Reading to Basingstoke. It has step-free access to all platforms and is supported by a car park with 54 spaces. There are 344 bicycle storage spaces at the station, there is also a 600-space cycle hub on the north side of the station.

3.5.11. At Reading town Centre, Reading Station offers step-free access to all platforms and is supported by a multi storey car park with 1387 spaces, including 8 accessible spaces. There is bicycle storage with 344 spaces. During weekdays, GWR alone runs stocked departures every 10 to 15 minutes to London Paddington, Bristol, Wales (Swansea, Cardiff), South West England (Penzance, Plymouth), and Gatwick Airport, with core services to Newbury, Bedwyn, Hereford, Basingstoke and Heathrow RailAir onward link. The Elizabeth line adds a frequency of about every 15 minutes off-peak to Heathrow and London.

3.5.12. Table 3-2 below summarises key services from Reading Green Park Station and Reading Station. Mereoak Park & Ride (which is less than 300m from the centre of the Site), is well connected to Reading Station, offering smooth integration between bus and rail travel. The 600 bus service

operates between Mereoak Lane and Station Road at Reading Station, with a journey time of approximately 19–23 minutes, depending on service variation. Buses run every 15 minutes on weekdays and Saturdays, with a reduced frequency (every 30 minutes) on Sundays via the 650 service. This direct link enables passengers to park at Mereoak, board a bus, and transfer to trains at Reading Station with minimal interchange delay, promoting efficient and sustainable travel.

Figure 3-10 – Local Railway Network along with BRT and Superbus links in Reading[2]



[2] https://www.reading.gov.uk/vehicles-roads-and-transport/transport-strategy/reading-transport-strategy-2040/public-transport/schemes-and-initiatives/bus-rapid-transit-corridors/

Table 3-2 - Weekday Rail Services from Reading Green Park Station and Reading Station

Route	Journey time (fastest)	Frequency
Reading Green Park - Reading	9 minutes	Every 30 minutes
Reading Green Park - Basingstoke	20 minutes	Every 30 minutes
Reading - Paddington	23 minutes	Every 10-15 minutes
Reading - Oxford	23 minutes	Every 30 minutes
Reading - Southampton	50 minutes	Hourly
Reading - Bristol	1 hour	Hourly or every 30 minutes
Reading - Cardiff	1 hour 20 minutes	Hourly or every 30 minutes

3.5.13. As part of the Reading Transport Strategy 2040, Mereoak Park & Ride will continue to be a key public transport connector in the South of Reading, with planned networks as shown in Figure 3-10.

3.5.14. The South Reading Bus Rapid Transit Corridor along the A33 is meant to provide direct, frequent and reliable bus travel between Mereoak Park and Ride, other key local destinations, and Reading town centre. The corridor has been progressively delivered since 2016, and the latest (fifth) phase was opened in November 2025, completing further bus lanes and pinch-point removal specifically to improve journeys to Mereoak Park & Ride, benefiting routes 600, 650 and 300. The strategy had the northbound section of A33 between Mereoak Park and Ride and Reading town centre as a particular focus of BRT infrastructure implementation. The BRT infrastructure is built on the section of A33 north of the jucntion with M4, but the reduction of congestion should be seen along the A33 corridor south of the M4 junction (in the vicinity of the Site) if congestion is improved near Reading.

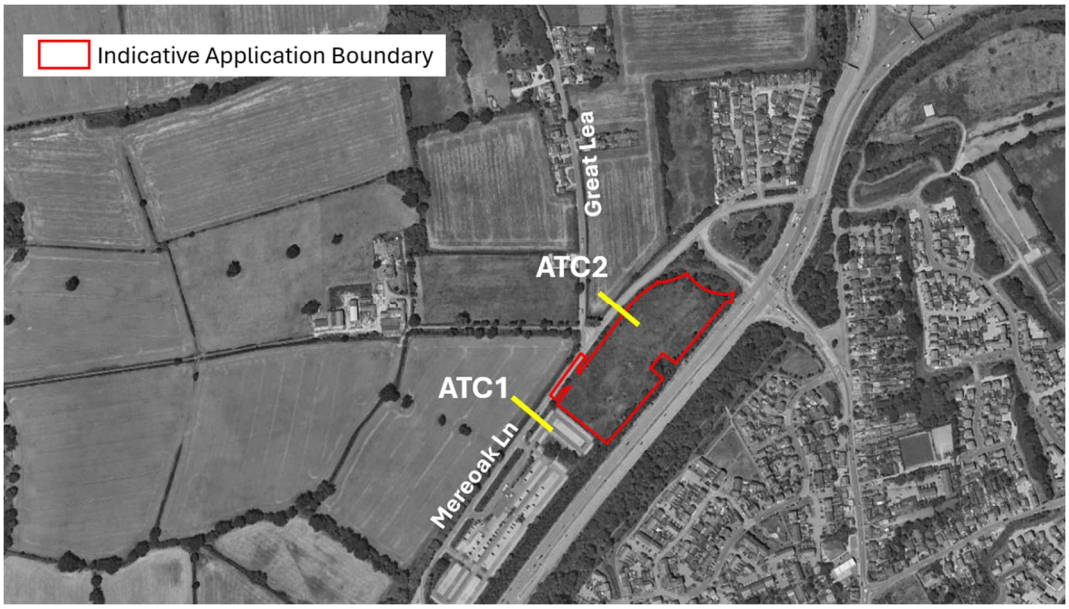
3.5.15. Further improved bus service and its attractiveness (superbus network) is expected to provide a high quality viable alternative to the private car which encourages modal shift, hence reducing congestion levels of the A33 corridor towards and from Reading.

3.6 BASELINE TRAFFIC DATA

3.6.1. To establish baseline traffic conditions in the vicinity of the Site, two Automatic Traffic Counts (ATCs) were undertaken on Mereoak Lane adjacent to the proposed Site access, as shown on Figure 3-11. The surveys were undertaken over a continuous seven-day period commencing on Thursday 27 November 2025 and recorded classified traffic flows and vehicle speeds.

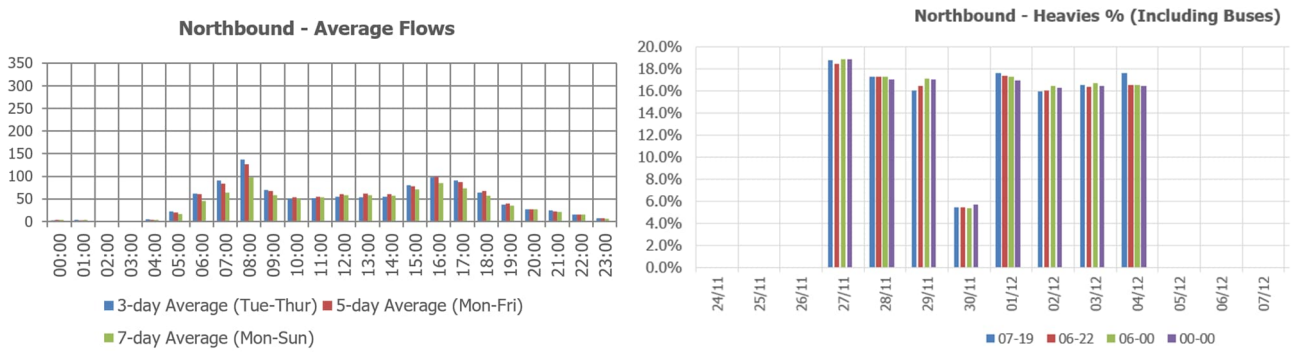
3.6.2. The ATC surveys provide a robust dataset from which existing traffic characteristics can be assessed, including Average Daily Traffic (ADT), 24-hour traffic flows, peak-hour traffic volumes, vehicle composition and prevailing vehicle speeds. The survey results have been used to inform the baseline assessment presented within this Transport Assessment.

Figure 3-11 - ATC locations within the vicinity of the Site



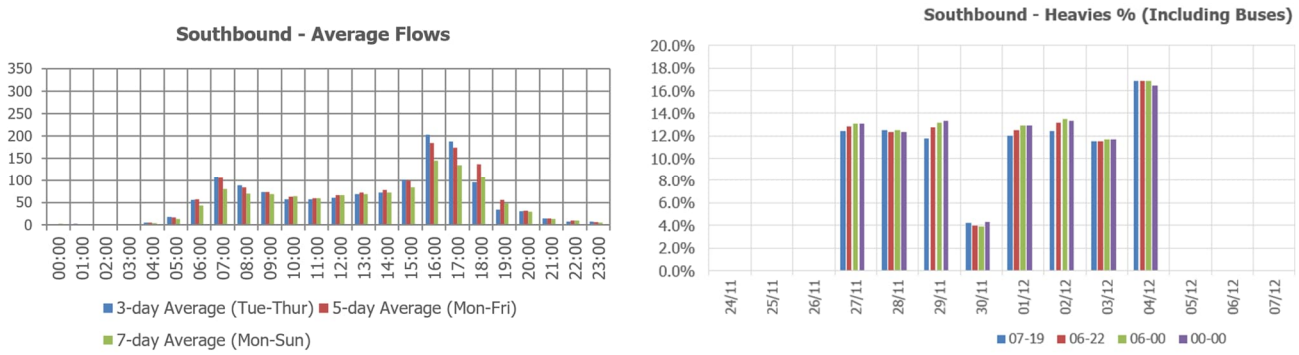
3.6.3. At ATC1, which is situated between the Mereoak Park and Ride access and the Proposed Development access, Figure 3-12 indicates a weekday morning peak (8:00–9:00) average of 127 vehicles head northbound. In the PM peak (16:00–17:00), an average of 100 vehicles head northbound per hour are recorded on weekdays. Of these vehicle flows, OGVs (including buses) account for between 16% and 19% on weekdays.

Figure 3-12 - ATC1 - Mereoak Lane (Northbound Flows)



3.6.4. Figure 3-13 indicates that ATC1 southbound traffic averages 84 vehicles during the weekday AM period (08:00–09:00), and 185 vehicles in the PM peak (16:00–17:00). OGVs (including buses) account for 12% to 17% of weekday southbound flows. Most of the hgv vehicles counted were two-axle rigid vehicles.

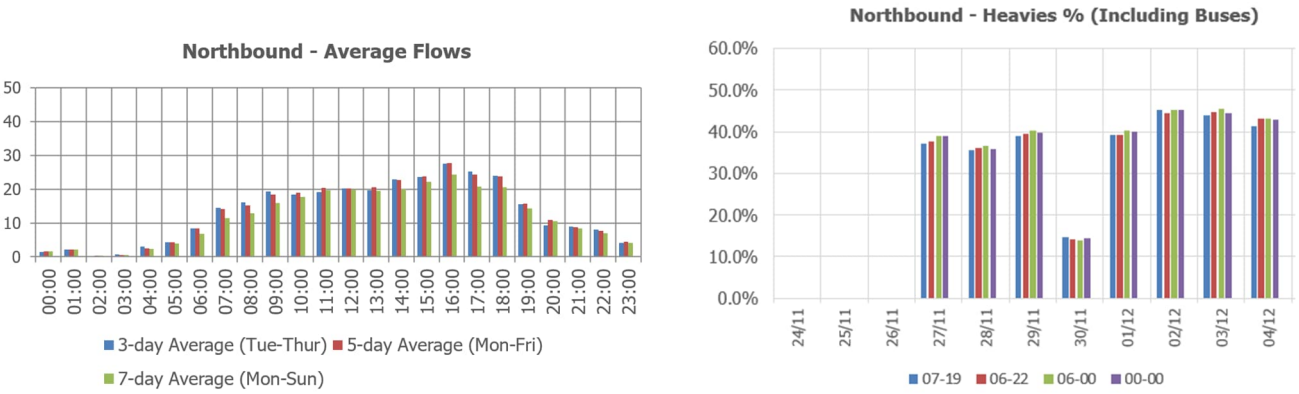
Figure 3-13 - ATC1 - Mereoak Lane (Southbound Flows)



3.6.5. The average speed recorded at the specified location was 33.7 mph for northbound traffic and 30.2 mph for southbound traffic, with 85th percentile speeds of 39.2 mph and 35.6mph respectively. Converting these to 85th percentile wet weather speeds provides 35.2 mph for northbound traffic and 31.6 mph for southbound traffic.

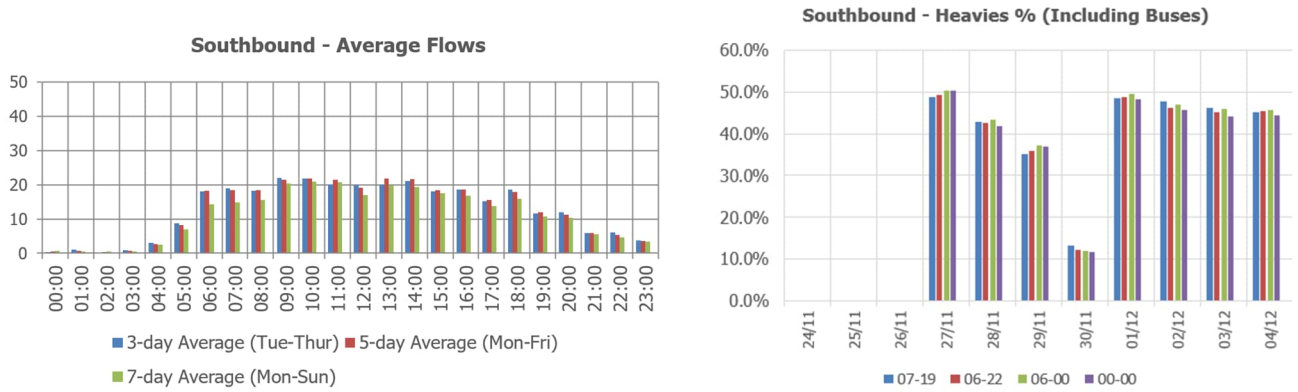
3.6.6. At ATC2, situated between the access to the Proposed Development and the Bus-Only access to Mereoak Lane on the northern side of the Site, weekday AM peak traffic averages approximately 19 vehicles going north during the AM peak (08:00–09:00). During the PM peak (16:00–17:00), an average flow 28 vehicles per hour is recorded, as shown in Figure 3-14. On weekdays, northbound traffic of OGVs (including buses) account for 36% to 45% of these flows.

Figure 3-14 - ATC2 - Mereoak Lane (Northbound Flows)



3.6.7. Figure 3-15 shows that southbound flows have a weekday AM peak (08:00 – 09:00) average of 22 vehicles. In the PM peak, there was an average flow of 19 vehicles per hour during the period 16:00 to 17:00. From these flows, OGVs (including buses) represent between 42% and 50% on a weekday.

Figure 3-15 - ATC2 - Mereoak Lane (Southbound Flows)



3.6.8. In general, traffic at this location is less than what was measured at ATC1, because the 'Bus Only' lanes to and from the A33 reduce overall vehicle movement, increasing the share of heavy vehicles (including buses).

3.6.9. The weekday mean speed for the above location was 29.4 mph northbound and 30.2 southbound with 85th percentile speeds of 35.3 mph and 36.2mph respectively. Converting these to 85th percentile wet weather speeds provides 31.3 mph for northbound traffic and 32.2 mph for southbound traffic.

3.7 GOOGLE TRAFFIC REVIEW

3.7.1. The ‘typical traffic’ feature within Google Maps has been used to provide an indication of the existing average weekday traffic conditions on the local highway network during the anticipated AM peak hour and PM peak hour.

3.7.2. Google Traffic data is derived from mobile phone and GPS data from thousands of vehicles travelling on the road network in real time. That data is then combined across a number of weeks/months to represent the typical conditions on a stretch of road at a given time of the day. Whilst Google traffic is not a statistical traffic flow validation method, it is highly regarded as a robust representation of typical conditions on the local and strategic road network.

3.7.3. The Google ‘typical traffic’ data plots are provided below in Figure 3-16 and Figure 3-17, illustrating:

- Free-flow traffic conditions in green;
- Low levels of congestion in yellow and orange;
- Medium levels of congestion in red; and
- High levels of congestion in dark red/brown.

3.7.4. Low levels of congestion (orange) do not mean that there is a static queue, but that traffic speeds may be lower than free-flow conditions. At medium levels of congestion (red) some queuing can occur and traffic speeds are likely to be considerably lower than free-flow conditions. With high levels of congestion (dark red/brown) queueing will occur and will likely include some static queues.

3.7.5. Traffic conditions along Mereoak Lane in the vicinity of the Site are generally characterised by relatively low traffic flows outside the immediate influence of the A33/M4 Junction 11 corridor. During peak commuting periods, some intermittent queuing can occur on the southern arm of the Mereoak

Lane roundabout to the south of the Site and on approaches to the junction with A33 in this location, reflecting the operation of the wider junction network and demand associated with M4 Junction 11. In addition, it is also noted that queueing back from M4 Junction 11 can occur on the northbound A33 arm and on other approach arms (including the M4 slip roads) at peak times.

3.7.6. The following paragraphs describe the conditions observed and typical conditions at the time of the traffic surveys and provide context for the operation of the local highway network during the survey period.

3.7.7. During the traffic surveys the immediate local highway network in the vicinity of the Site on Mereoak Lane and its junction with A33 to the south generally experienced free flow traffic conditions in both peak periods as shown in Figure 3-16.

3.7.8. The section of A33 to the eastern edge of the Site, leading to the M4 Roundabout, shows intermittent medium levels of congestion during the AM peak and queueing shown on the approaches to the M4 roundabout.

3.7.9. At PM peak time, general free flow is observed, with free flow to low levels of congestion in both approaches to the Mereoak Lane mini roundabout as shown in Figure 3-17. This does not necessarily indicate static queueing, but that traffic speeds may be lower than free-flow conditions

3.7.10. Given the limited number of vehicle movements anticipated to be generated by the Proposed Development, the additional traffic is not expected to result in any material change to existing traffic conditions or have a detrimental effect on the operation of the local highway network.

Figure 3-16 - Typical Traffic Conditions in the vicinity of the Site (AM Peak)



Figure 3-17 - Typical Traffic Conditions in the vicinity of the Site (PM Peak)



3.8 PERSONAL INJURY COLLISION (PIC) DATA

3.8.1. To inform an initial review of safety on the local highway network within the vicinity of the Site, reference has been made to the CrashMap website3. Personal injury collisions which have occurred in the vicinity of the Site during the latest available five-year period (1st January 2021 – 31st December 2025) are shown in

3.8.2. Figure 3-18.

3.8.3. Each collision is categorised within the data provided based on the severity of reported injuries using the following classifications, taken from the DfT guidance[4]:

- 'Slight' injuries - an injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment;

- 'Serious' injuries - an injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the collision; or

- Fatal injury - injury which results in fatality within 30 days of the collision occurring.

[3] www.crashmap.co.uk
[4] DfT, September 2022, Guidance: Reported Road Casualties in Great Britain: notes, definitions, symbols and conventions

Figure 3-18 - PIC in the vicinity of the Site (2021-2025)





3.8.4. During the five-year study period, three personal injury collisions were recorded on the A33 in the vicinity of the Site. All three were classified as slight in severity, with two involving northbound vehicles and one involving southbound vehicles.

3.8.5. At the signal-controlled A33/Mereoak Lane junction to the south of the Site, one northbound collision involved four vehicles and resulted in slight injury to one person. A southbound collision at the junction involved two vehicles and also resulted in slight injury to one person. Both were indicated to be rear-end (shunt) collisions.

3.8.6. The third collision was recorded at the signal-controlled junction of Mereoak Lane, Basingstoke Road and the A33. It involved a single motorcycle, with no other vehicles or road users involved. The manoeuvre and cause of the collision was not recorded, and the rider sustained a slight injury.

3.8.7. No personal injury collisions were recorded on Mereoak Lane in the immediate vicinity of the Site during the five-year study period.

3.8.8. The wider review identified a number of slight collisions at Three Mile Cross Interchange. These occurred within a signal-controlled junction environment, where braking and stopping movements are expected. The only serious collision was recorded on the westbound off-slip from the M4 and involved three vehicles and three casualties. Two vehicles were stationary when they were struck from behind by the third vehicle, indicating a rear-end (shunt) type collision.

3.8.9. The recorded collisions were concentrated at signal-controlled junctions along the A33 corridor and at the M4 junction, rather than on Mereoak Lane adjacent to the Site. Their locations and recorded circumstances do not indicate a recurring pattern attributable to the geometry or operation of the highway in the immediate vicinity of the proposed access.

3.8.10. Overall, the five-year collision record indicates a low incidence of personal injury collisions on the local highway network reviewed, with no evidence of a cluster or common causation factor that would indicate an inherent highway design or road-safety issue relevant to the Proposed Development.

3.8.11. The Proposed Development is forecast to generate a limited number of additional vehicle movements. In the context of the collision record, this level of traffic is not expected to materially alter the existing risk profile of Mereoak Lane or the adjoining A33 corridor.

3.8.12. Accordingly, the collision data does not indicate that the Proposed Development would create or materially exacerbate an existing highway-safety problem. The development is therefore not anticipated to result in an unacceptable impact on highway safety.

4 PROPOSED DEVELOPMENT

4.1 DEVELOPMENT USES

4.1.1. The proposed development comprises the creation of an open storage facility (Use Class B8) within a red line application boundary of approximately 1.83ha, including an operational site area of approximately 1.77ha, located immediately north of the existing Mereoak Park & Ride facility.

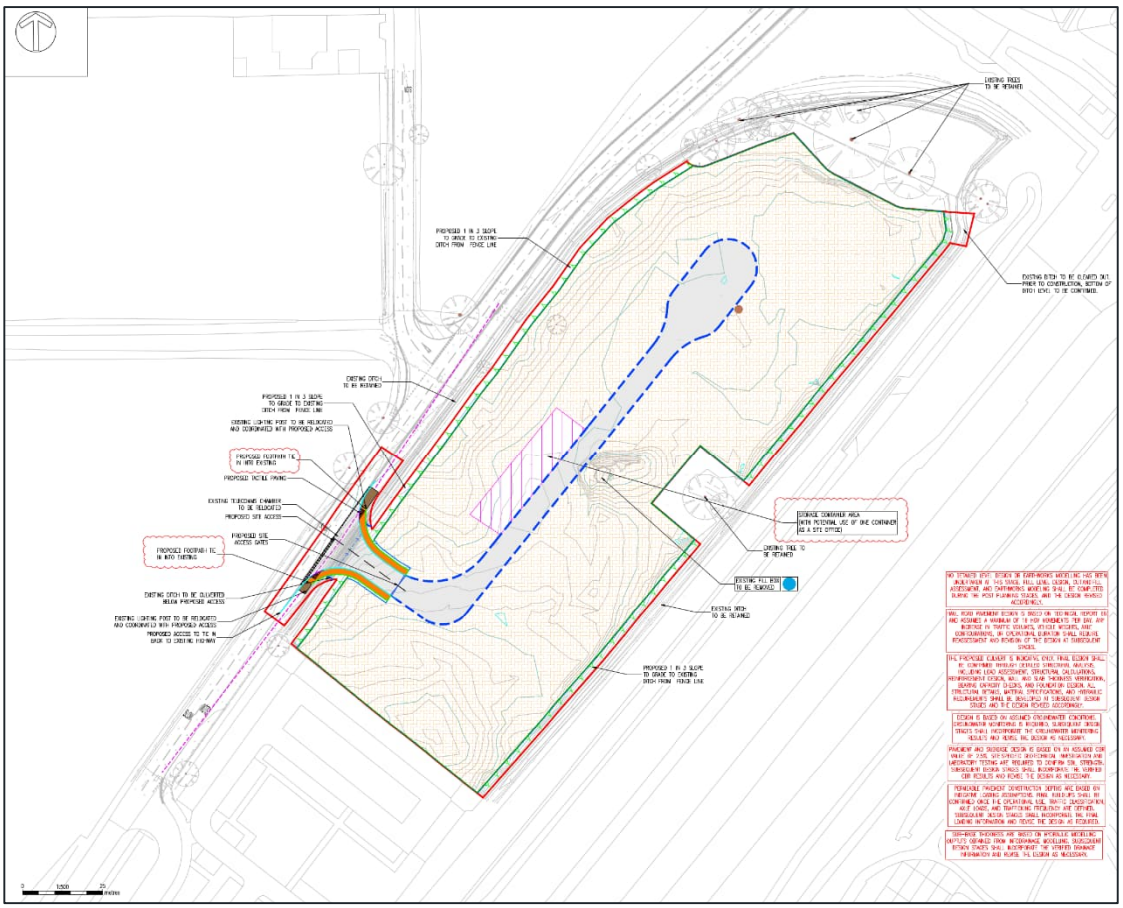
4.1.2. The proposals include the provision of a new vehicular access from Mereoak Lane, internal circulation route, levelled storage areas and drainage infrastructure.

4.1.3. The Site currently comprises an undeveloped parcel of land located between Mereoak Lane and the A33. The development will bring this currently unused land into beneficial employment use through the provision of a commercial open storage facility in a location with direct access to the strategic highway network and close proximity to Junction 11 of the M4.

4.1.4. The proposed facility will accommodate a range of open storage activities, including the storage of containers and other external storage uses. The Site layout includes provision for stacked storage containers, one of which is anticipated to provide ancillary office and welfare facilities for site staff. Associated infrastructure will comprise 2.4m high perimeter security fencing with secure access gates, CCTV, lighting, drainage infrastructure and landscaping to support the operation of the Site.

4.1.5. The proposed layout of the site is included in WSP drawing 2171-WSP-XX-XX-DR-C-01 and also below in Figure 4-1.

Figure 4-1 – Proposed Site Layout



4.2 PUBLIC TRANSPORT CONNECTIONS

4.2.1. The Site benefits from excellent access to public transport services owing to its immediate proximity to the Mereoak Park & Ride facility. Existing pedestrian and cycle infrastructure along Mereoak Lane provides direct access between the Site and the Park & Ride.

4.2.2. Mereoak Park & Ride is served by the Reading Buses 600 service, which provides frequent connections to Reading Town Centre at intervals of up to every 15 minutes during the daytime. The service also serves Station Road adjacent to Reading Railway Station, providing connections to the wider rail network.

4.2.3. The Park & Ride is also served by the Reading Buses 300 service, which provides connections to the University of Reading and Royal Berkshire Hospital, operating at frequencies of up to every 20 minutes during the day.

4.2.4. Whilst the proposed development is expected to be predominantly served by vehicle movements associated with the storage use, the proximity of the Site to the Mereoak Park & Ride facility provides staff and visitors with access to a range of public transport services connecting the Site to Reading Town Centre, Reading Railway Station and other key destinations within the local area.

4.3 VEHICLE ACCESS

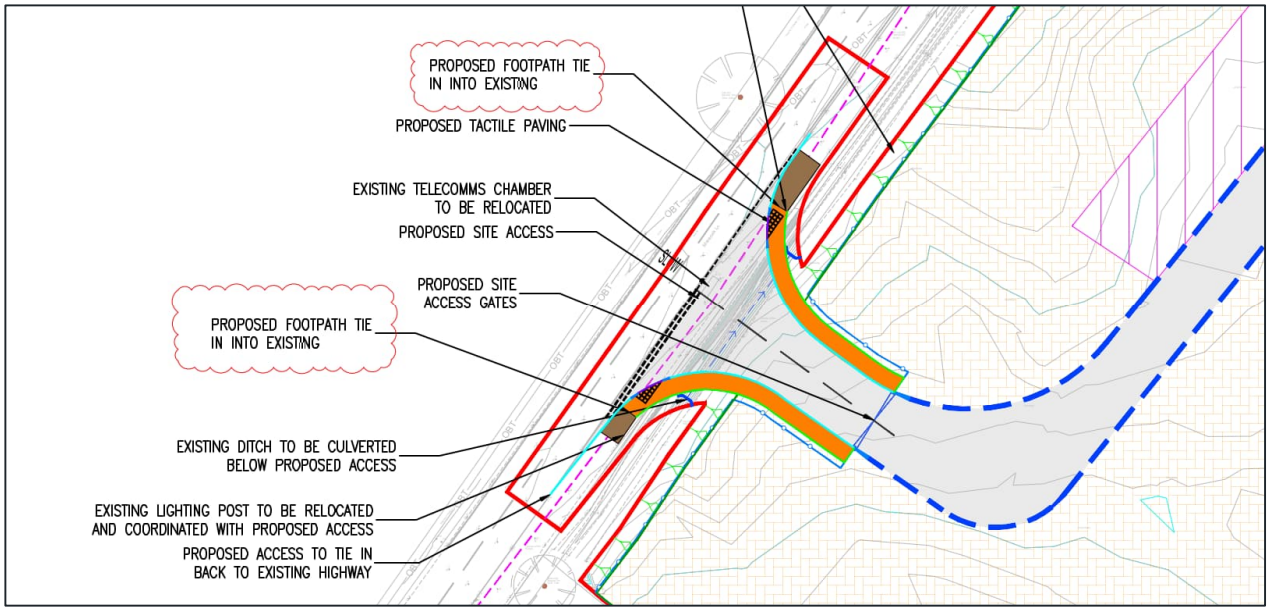
4.3.1. Vehicular access to the Site will be provided via a new priority-controlled bellmouth junction onto Mereoak Lane, as shown on Figure 4-2. The proposed access has been designed to accommodate the operational requirements of the development and will provide a safe and convenient means of access for vehicles entering and leaving the Site.

4.3.2. A shared footway/cycleway is located along Mereoak Lane adjacent to the Site frontage. The proposed access has been designed to maintain continuity of this route, with dropped kerbs provided either side of the bellmouth to facilitate pedestrian and cyclist movements across the access. The arrangement enables pedestrians and cyclists to continue along the route without diversion whilst providing clear visibility between accessing vehicles and non-motorised users.

4.3.3. The access incorporates a gated entrance to provide an appropriate level of security for the operation of the Site. The gates are set back from the highway to allow vehicles to enter the Site clear of Mereoak Lane before stopping, thereby avoiding any obstruction to through traffic on the local highway network.

4.3.4. The proposed access arrangement has been designed to provide suitable access for all anticipated vehicle types associated with the proposed development, including larger commercial vehicles. Internal circulation and turning facilities have been incorporated within the Site layout to ensure vehicles can enter, manoeuvre and exit in a forward gear. The arrangement provides a safe and efficient means of access commensurate with the scale and operational characteristics of the proposed open storage use.

Figure 4-2 – Proposed Access onto Mereoak Lane



5 TRIP ASSESSMENT METHODOLOGY

5.1 INTRODUCTION

5.1.1. The TRICS database has been used to derive forecast vehicle and OGV trip rates for the Proposed Development. The review has been undertaken in accordance with the TRICS Good Practice Guide (2025) to identify an appropriate evidence base for assessing the likely transport effects of the development.

5.1.2. As TRICS does not contain a specific land use category for open storage facilities, a review of comparable land uses has been undertaken to identify the most appropriate proxy for the proposed development.

5.2 TRIP RATES

5.2.1. The proposed development comprises an open storage facility involving the storage of materials and containers, associated goods, vehicle activity and a limited level of staff movements. Having regard to these operational characteristics, the Warehousing (Commercial) land use category is considered to provide the closest available representation of the anticipated travel characteristics of the development.

5.2.2. Warehousing (Commercial) sites are principally characterised by staff movements and the storage, handling and distribution of goods, which are considered broadly comparable to the proposed operation. Trip rates derived from this category have therefore been adopted as the basis for forecasting vehicle movements associated with the development and assessing its impact on the local highway network.

5.2.3. The Warehousing (Commercial) selection criteria used within TRICS to derive the trip rates for the Proposed Development are set out below.

- Land Use: 02 Employment;
- Category: F - Warehousing (Commercial);
- Selected Parameter Range: 15060 to 23060 sqm GFA;
- Any day of the week; and
- Location Types: Edge of town

5.2.4. This criterion presented sites which were considered comparable, although it should be noted that the TRICS trip rates are derived using Gross Floor Area (GFA) as the principal assessment parameter. In the absence of a proposed building footprint, the assessment has been based on the overall developable area of the Site. This approach is considered robust and is likely to overstate the level of trip generation associated with the proposed open storage use, as a significant proportion of the Site would comprise external storage areas, circulation space and operational yard areas rather than built floorspace. Consequently, the trip forecasts presented within this assessment should be regarded as a realistic worst-case estimate of the potential traffic generation associated with the development. The trip rates (per 100sqm) are set out in **Table 5-1** for total vehicle trips and **Table 5-2** for OGV trips that make up the proportion of the total vehicle trips. The full TRICS output report is contained in Appendix A.

Table 5-1 - TRICS Vehicle Trip Rates – Warehousing Commercial (per 100sqm of GFA)

Time Period	Arrivals	Departures
AM Peak	0.185	0.079
PM Peak	0.107	0.197

Table 5-2 – TRICS Warehousing (Commercial) OGV Trip Rates (per 100 m² GFA)

Time Period	Arrivals	Departures
AM Peak	0.012	0.04
PM Peak	0.046	0.026

5.2.5. The selected Warehousing (Commercial) sites provide the closest available comparators within the TRICS database and are considered representative of the likely operational characteristics of the proposed development. As indicated, this approach is considered robust and is likely to overstate the level of trip generation associated with the proposed open storage use, as a significant proportion of the Site would comprise external storage areas, circulation space and operational yard areas rather than built floorspace and should be regarded as a realistic worst-case estimate of the potential traffic generation associated with the development.

5.2.6. However, a sensitivity assessment has also been undertaken using TRICS Builders' Merchant trip rates. The Builder's Merchants selection criteria is presented below;

- Land Use: 01 Retail;
- Category: L – Builder's Merchants;
- Selected Parameter Range: 2000 to 13051 sqm GFA;
- Any day of the week; and
- Location Types: Edge of town

The above criteria identified a range of sites considered comparable and suitable for trip generation purposes. Sites were selected to enable the derivation of vehicle, modal and OGV trip characteristics relevant to the proposed development. The resultant trip rates are set out in Table 5-2 and

5.2.7. Table 5-3 for vehicle trips and OGV trips respectively. The full TRICS output report is contained in Appendix A.

Table 5-2 - TRICS Vehicle Trip Rates – Builder's Merchants

Time Period	Arrivals	Departures
AM Peak	0.302	0.266
PM Peak	0	0.08

Table 5-3 - TRICS OGV Trip Rates – Builder's Merchants

Time Period	Arrivals	Departures
AM Peak	0.027	0.018
PM Peak	0	0.018

5.2.8. The trip rates shown in **Table 5-3** are higher than the Warehousing (Commercial) land use trip rates. This represents a materially more intensive scenario than the open storage proposed for the site, incorporating customer trips and higher activity. Furthermore, a Builders' Merchant operation would almost always require a building or warehouse, whereas no buildings are proposed as part of the current application.

5.2.9. Any future building would require a separate planning application and assessment. As such, these trip rates are not considered representative of the proposed development.

5.2.10. The comparison of the available TRICS categories indicates that the Warehousing (Commercial) land use provides the most appropriate proxy for the proposed development. This approach is considered robust and is likely to overstate the level of trip generation associated with the proposed open storage use, as a significant proportion of the Site would comprise external storage areas, circulation space and operational yard areas rather than built floorspace. Consequently, the trip forecasts using these trip rates should be regarded as a realistic worst-case estimate of the potential traffic generation associated with the development.

5.3 TRIP GENERATION

5.3.1. The vehicle trip generation identified from the Warehousing (Commercial) assessment has been taken forward for the purposes of the trip distribution and highway impact assessment. As set out in Section 5.1, this land-use category is considered to provide the closest available representation of the proposed open storage use within the TRICS database and therefore represents the most appropriate basis upon which to assess the transport effects of the development.

5.3.2. It is also recognised that the application of Warehousing (Commercial) trip rates to the proposed development is likely to represent a robust assessment, as the Site would comprise predominantly external storage and operational areas rather than conventional warehouse floorspace. Consequently, the forecast vehicle movements taken forward within this assessment are considered to provide a reasonable worst-case estimate of the traffic likely to be generated by the proposed development.

5.3.3. Based on a development area of 17,720 sqm GFA, the Proposed Development could generate 33 vehicle trip arrivals and 14 departures in the AM peak once in full operation and 19 arrivals and 35 departures in the PM peak, as shown in Table 5-4.

Table 5-4 - Estimated Vehicle Trip Generation

Time Period	Arrivals	Departures
AM Peak	33	14
PM Peak	19	35

5.3.4. Table 5-5 shows the HGV component of the total vehicle trip generation presented in Table 5-4. The Proposed Development is forecast to generate between 9 and 13 two-way HGV trips during the peak periods.

Table 5-5 - Estimated OGV Trip Generation

Time Period	Arrivals	Departures
AM Peak	2	7
PM Peak	8	5

5.3.5. The trip generation assessment demonstrates that the proposed open storage use would generate a relatively modest number of vehicle movements during the weekday peak periods. The Warehousing (Commercial) trip rates, which are considered the most representative proxy for the proposed development, indicate that the Site would generate a low number of additional trips on the surrounding highway network. As such, the forecast increase in vehicle movements would be unlikely to result in a perceptible change in the operation of the wider highway network and would be comfortably well within the level of normal day-to-day variation in traffic conditions experienced on A33.

5.3.6. Furthermore, the proposed development would generate substantially fewer peak-period vehicle movements than a potential expansion of the adjoining Mereoak Park & Ride facility, for which the land has historically been safeguarded. The proposed open storage use should therefore be viewed as a comparatively low-intensity traffic-generating use in this location. On this basis, the development is not anticipated to give rise to any material highway capacity or operational concerns and can be accommodated within the existing highway network.

5.4 TRIP DISTRIBUTION

5.4.1. The proposed development will be accessed via the new proposed priority junction with Mereoak Lane. To inform the access assessment, a robust trip distribution has been assumed based on the surrounding highway network, the operational characteristics of the site and the existing access restrictions associated with the Mereoak Park & Ride facility.

5.4.2. To the north of the Site, the connections between Mereoak Lane and the A33 are restricted to bus-only movements mainly associated with the Mereoak Park & Ride facility. Consequently, general traffic associated with the proposed development would not be able to utilise these connections to access the strategic highway network.

5.4.3. On this basis, and for the purposes of a robust assessment, all outbound vehicle movements have been assumed to turn left from the Site access onto Mereoak Lane and travel south towards the signalised junction with the A33. This junction provides direct access to the strategic highway network and is expected to accommodate the majority of Site-related traffic movements, including HGVs travelling to and from Reading, Basingstoke, Winchester and Junction 11 of the M4.

5.4.4. Similarly, all inbound vehicle movements have been assumed to approach the Site from the south via the signalised junction of Mereoak Lane and the A33 before travelling north along Mereoak Lane and turning right into the proposed Site access. The signalised junction of Mereoak Lane and the A33 is therefore anticipated to accommodate the majority of Site-related traffic movements and represents the principal connection between the Site and the strategic highway network.

5.4.5. The above assumptions have been adopted for the assessment of the proposed Site access and represent a robust approach, ensuring that the potential effects of development traffic on Mereoak Lane and the proposed access junction have been appropriately assessed.

6 JUNCTION CAPACITY ASSESSMENT

6.1.1. The purpose of this assessment is to consider the operational performance of the proposed site access and its interaction with Mereoak Lane. Given the scale of the proposed development and the level of vehicle trips forecast to be generated, it is not considered necessary or proportionate to undertake a wider junction capacity assessment of the surrounding highway network.

6.2 ASSESSMENT SCENARIO

6.2.1. The assessment has been undertaken using the forecast development traffic derived from the trip generation assessment presented in Section 5. The development traffic has been assigned to the proposed site access in accordance with the distribution assumptions set out previously.

6.2.2. On this basis, all outbound vehicle movements have been assumed to turn left from the Site access onto Mereoak Lane and travel south towards the signalised junction with the A33. Similarly, all inbound vehicle movements have been assumed to approach the Site from the south via the signalised junction of Mereoak Lane and the A33 before travelling north along Mereoak Lane and turning right into the proposed Site access.

6.3 JUNCTION MODELLING

6.3.1. The modelling of the proposed access has been completed using 'Junctions 11' modelling software to assess the AM and PM weakday peaks for the proposed access with Mereoak Lane as shown in **Figure 4-2,** using surveyed flows from the traffic survey detailed in section 3.6.

6.3.2. The capacity of priority junction is expressed in terms of RFC (ratio of flow to capacity) and 'Maximum queues'. An RFC of 85% is considered to be a theoretical threshold above which queues would start to form.

6.4 RESULTS

6.4.1. A summary of the modelling results for the proposed site access with Mereoak Lane are provided in Table 6-1 below for the AM (0800-0900) peak, PM peak period (1600-1700) as identified from the traffic surveys and the PM peak period (1700-1800) as highlighted from the TRICS assessment of the Site. The full modelling outputs are provided in Appendix B.

Table 6-1 - Mereoak Lane / Access Road Junction - Junctions modelling results

Arm	AM Peak			PM Peak (1600 -1700)			PM Peak (1700 -1800)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Site Access - Left Turn	0.0	7.83	0.02	0.0	6.19	0.03	0.1	6.42	0.06
Mereoak Ln SW - Right Turn	0.1	5.60	0.06	0.1	7.83	0.03	0.1	7.50	0.04

6.4.2. The assessment confirms that the proposed priority access junction is capable of accommodating the forecast development traffic associated with the proposed open storage facility. Given the level of flow on Mereoak Lane and the level of flow from the proposed development thejunction is

predicted to operate well within capacity during both the AM and PM peak periods, with negligible queues, limited delays and very low RFC values on all movements.

6.4.3. The modelling demonstrates that vehicles would be able to enter and exit the Site safely and efficiently without adversely affecting the operation of Mereoak Lane. Furthermore, the assessment identifies a substantial level of spare capacity at the proposed access junction, indicating that the forecast development traffic would represent only a small proportion of the junction's available capacity.

6.4.4. Accordingly, the proposed development would not give rise to any material impact on the operation of the local highway network. The proposed access arrangement is therefore considered suitable to serve the development.

6.5 CUMULATIVE IMPACT

6.5.1. This section considers whether there are any committed or allocated developments in the vicinity of the Site that, when considered alongside the proposed development, could result in a material cumulative impact on the operation of the local highway network.

6.5.2. In undertaking this assessment, regard has been had to the planning context surrounding the Site, including committed developments and strategic allocations within the wider area. Where developments are substantially completed and occupied, their traffic impacts are considered to be reflected within the observed baseline traffic conditions.

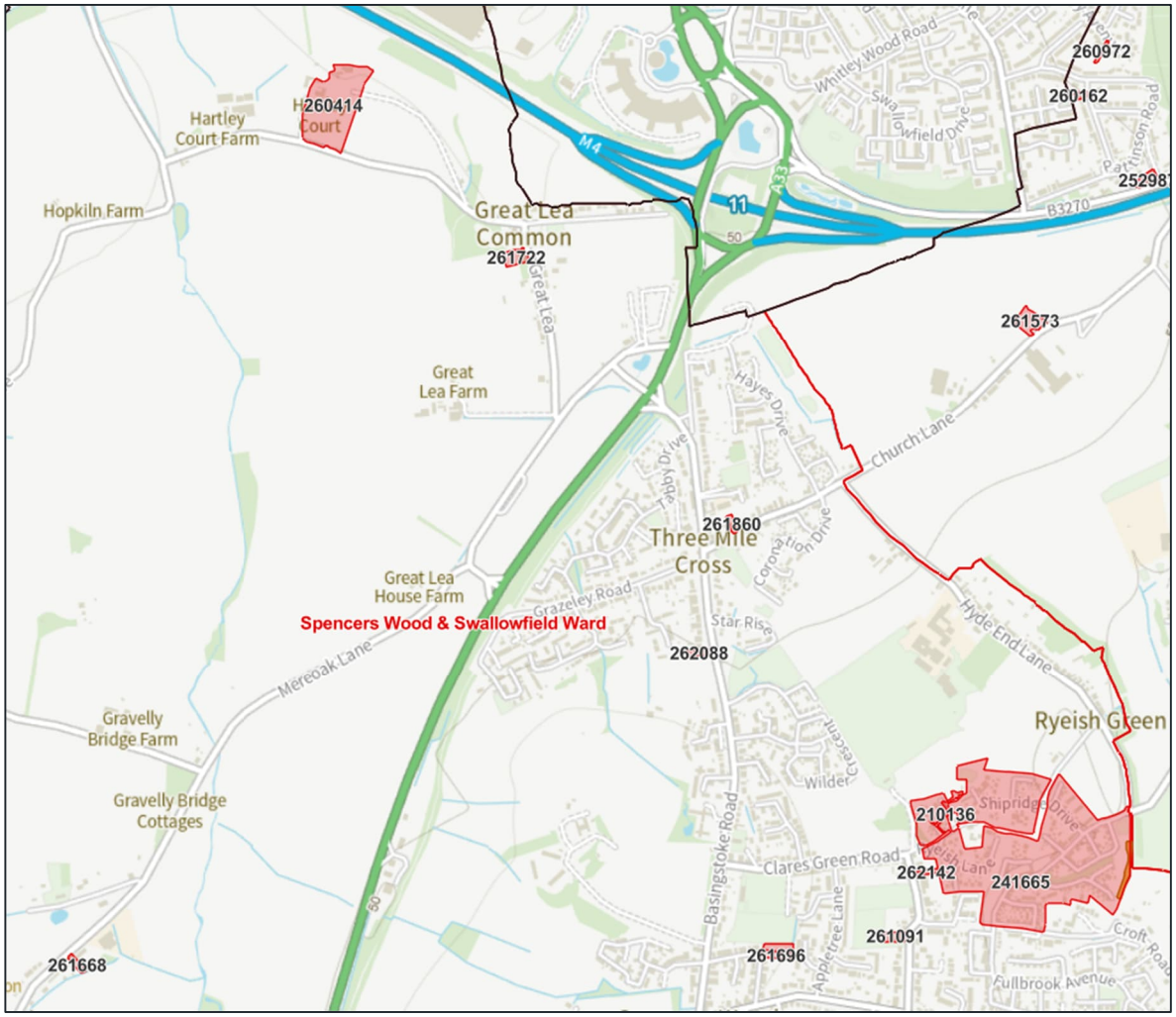
6.5.3. The Wokingham Borough Core Strategy identifies the South of the M4 Strategic Development Location under Policy CP19, comprising strategic development around Shinfield, Three Mile Cross and Spencers Wood. The SDL includes approximately 2,500 dwellings together with associated employment, retail, education and transport infrastructure. The Site is located within the wider South of the M4 Strategic Development Location (SDL)

6.5.4. However, the majority of the SDL has subsequently been delivered. Wokingham Borough Council identifies the development as largely complete, with approximately 3,000 dwellings either completed or at an advanced stage. Consequently, traffic associated with completed elements of the SDL will already be represented within the observed traffic flows used as the basis of this assessment.

6.5.5. The Wokingham Borough Local Plan Update (2023-2040) remains at an advanced stage of preparation but has not yet been adopted. The Proposed Submission Plan was submitted for examination in February 2025, with examination hearings taking place during 2025 and 2026. Following the hearings, the appointed Inspectors issued a post-hearings letter and the Council is currently preparing modifications to the Plan ahead of further consultation. As such, the emerging allocations and development quantum remain subject to ongoing review and may be amended prior to adoption. Consequently, the emerging Local Plan allocations have not been considered as part of the cumulative development assessment. Furthermore, given the limited traffic generation associated with the proposed open storage use, it is not anticipated that the development would give rise to a material cumulative impact on the local highway network when considered alongside future growth proposals within the Borough.

6.5.6. Figure 3-11 identifies current planning applications within the vicinity of the Site and surrounding Three Mile Cross area. These include sites located at Hartley Court, land adjacent to Church Lane and sites within the Ryeish Green area.

Figure 6-1 – Current Planning Applications shown on WBC interactive map



6.5.7. The Spencers Wood development (Refs. 210136 and 241665), comprising 363 dwellings, is geographically separated from the Site and is not considered to have a significant cumulative relationship with the proposals. In any event, the limited traffic generation associated with the proposed development would not be expected to give rise to a material cumulative impact on the local highway network.

6.5.8. Development 261722 comprises the provision of a single Gypsy and Traveller pitch with associated accommodation and ancillary works, whilst Development 2604141 relates solely to listed building consent for roof restoration and replacement works following fire damage. Given the limited scale of Development 261722 and the fact that Development 2604141 would not generate additional traffic movements, neither development is considered likely to give rise to a material cumulative impact on the local highway network.

6.5.9. The proposed development comprises a modest extension to the existing storage use and is anticipated to generate a limited number of vehicle movements. Consequently, the traffic associated with the proposals would represent a negligible addition to existing traffic flows on the surrounding highway network.

6.5.10. Having regard to the scale of the proposed development and the location of nearby planning applications, it is considered that the cumulative impact of the development, either in isolation or in combination with other committed and emerging developments within the area, would not be material. The operation of the local highway network, including the Mereoak Lane corridor and the A33 Junction 11 interchange, would therefore not be adversely affected.

7 SUMMARY AND CONCLUSIONS

7.1 SUMMARY

7.1.1. This Transport Assessment has been prepared in support of a planning application for the proposed open storage use at land adjacent to Mereoak Lane, Three Mile Cross.

7.1.2. The assessment has been undertaken having regard to the requirements of the National Planning Policy Framework (NPPF), which requires that:

- appropriate opportunities to promote sustainable transport modes are taken up;
- safe and suitable access to the site can be achieved for all users; and
- any significant impacts on the transport network or highway safety can be mitigated to an acceptable degree.

Sustainable Accessibility

7.1.3. The Site benefits from established walking, cycling and public transport connections. A shared footway/cycleway is provided along Mereoak Lane connecting the Site to the Mereoak Park & Ride, the A33 toucan crossing facilities and destinations within Three Mile Cross. The route is street lit and provides a continuous pedestrian and cycle connection to the surrounding area.

7.1.4. The Site also benefits from immediate proximity to the Mereoak Park & Ride facility, which is served by frequent bus services connecting Reading Town Centre, Reading Railway Station, the University of Reading and the Royal Berkshire Hospital. Whilst the proposed development is expected to be predominantly served by commercial vehicle and staff movements, genuine opportunities exist for staff and visitors to access the Site by sustainable modes.

Highway Safety

7.1.5. A review of Personal Injury Collision data identified a low number of recorded collisions within the study area, all of which were classified as slight in severity. The recorded incidents principally comprised rear-end (shunt) type collisions at signalised junctions on the A33 corridor. No collisions were recorded on Mereoak Lane in the immediate vicinity of the Site during the study period.

7.1.6. The collision record does not identify any recurring pattern or highway safety issue that would indicate an inherent deficiency in the design or operation of the local highway network.

Access Arrangements

7.1.7. Vehicular access will be taken from Mereoak Lane via a new priority junction. The proposed access has been designed to accommodate the operational requirements of the Site, including regular HGV movements associated with the open storage use.

7.1.8. Vehicle tracking assessments demonstrate that the proposed bellmouth geometry and internal layout can safely accommodate the anticipated vehicle types, enabling HGVs to enter and leave the Site in a safe and efficient manner.

Traffic Impact

7.1.9. Traffic generation associated with the proposed open storage use is anticipated to be modest and commensurate with the operational requirements of the Site.

7.1.10. For the purposes of assessment, a robust trip distribution has been adopted whereby all outbound traffic is assumed to travel south along Mereoak Lane towards the signalised junction with the A33. The assessment demonstrates that the proposed development would not materially affect the operation of the surrounding highway network.

7.1.11. Furthermore, the proposed open storage use would generate substantially fewer vehicle movements than a number of alternative commercial uses that could reasonably occupy the Site. In particular, the Site's location immediately adjacent to the Mereoak Park & Ride means that a future extension of the Park & Ride facility could potentially generate a significantly greater volume of daily vehicle movements than the proposed development. In this context, the traffic associated with the proposed open storage use is considered low.

Cumulative Impact

7.1.12. A review of committed development within the surrounding area has been undertaken. Having regard to the scale of the proposed development and its limited traffic generation, no material cumulative impacts on the operation of the local highway network are anticipated.

7.2 CONCLUSIONS

7.2.1. The assessment demonstrates that the Site is accessible by a range of transport modes and benefits from established walking, cycling and public transport connections.

7.2.2. The proposed access arrangements provide a safe and suitable means of access for all anticipated vehicle types, including HGVs associated with the operation of the Site.

7.2.3. The proposed development would generate a limited number of vehicle movements and would not result in a material impact on the operation or safety of the surrounding highway network, either individually or cumulatively with other committed development.

7.2.4. Having regard to the scale and nature of the proposals, the assessment concludes that the development accords with the transport objectives of the NPPF. The proposals would not result in an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe.

7.2.5. There are therefore no transport or highway grounds upon which planning permission should be withheld.

Appendix A

TRICS OUTPUT REPORT

Confidential

Filtering Summary:

Land Use: 02/F EMPLOYMENT/WAREHOUSING (COMMERCIAL)

Selected Trip Rate Calculation Parameter Range: 15060 - 23060 sqm GFA

Actual Trip Rate Calculation Parameter Range: 17626 - 20400 sqm GFA

Date Range: Minimum: 01/01/2016 Maximum: 19/06/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 118 2193

Days of the week selected:

Thursday	3

Main Location Types selected:

Edge of Town	2
Suburban Area	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	1
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

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

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Population <5 Mile ranges selected:

25,001 to 50,000	1
250,001 to 500,000	1
50,001 to 75,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	1

PTAL Rating:

No PTAL Present	3

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	1 day
05	**EAST MIDLANDS**		
	NN	NORTH NORTHAMPTONSHIRE	1 day
11	**SCOTLAND**		
	LO	WEST LOTHIAN	1 day

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

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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:	GFA
Actual Range:	17626 to 20400 (units:sqm)
Range Selected by User:	15060 to 23060 (units:sqm)
Parking Spaces Range:	7 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 19/06/24

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:

Thursday	3 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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:

Edge of Town	2 days
Suburban Area	1 days

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	3 days

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 Vehicle Counts:

Servicing vehicles Included	2 days
Servicing vehicles Unknown	1 days

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Secondary Filtering Selection:

Use Class:

B8	3 surveys

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

Population within 500m Range:

118 - 2193

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
50,001 to 75,000	1 surveys

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	2 surveys
1.1 to 1.5	1 surveys

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.

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Petrol filling station:

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

Travel Plan:

No	3 surveys

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:

1a (Low) - Very poor	1 surveys
No PTAL Present	2 surveys

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

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:

Site 1:	BE-02-F-01	**Gross floor area:**	20400 sqm
Development Name:	FRESH FRUIT DISTRIBUTOR	**Number of employees:**	1 EMPLOY
Location:	CRAYFORD	**Parking Spaces:**	262.00
Postcode:	DA1 4QP	**Number of employees:**	380.00
Main Location Type:	Edge of Town	**Survey Date:**	20/09/2018
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	1A		

Site 2:	LO-02-F-02	**Gross floor area:**	17626 sqm
Development Name:	HAULAGE COMPANY	**Number of employees:**	2 EMPLOY
Location:	BATHGATE	**Parking Spaces:**	173.00
Postcode:	EH48 2EP	**Number of employees:**	40.00
Main Location Type:	Suburban Area	**Survey Date:**	11/11/2021
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	n/a		

Site 3:	NN-02-F-01	**Gross floor area:**	18790 sqm
Development Name:	WAREHOUSING & DISTRIBUTION CENTRE	**Number of employees:**	1 EMPLOY
		Parking Spaces:	190.00
Location:	CORBY	**Number of employees:**	687.00
Postcode:	NN17 5AN	**Survey Date:**	19/10/2023
Main Location Type:	Edge of Town	**Survey Day:**	Thursday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**18208**	**0.038**	**0.011**	**0.049**
06:00-07:00	**2**	**18208**	**0.121**	**0.044**	**0.165**
07:00-08:00	**3**	**18939**	**0.146**	**0.100**	**0.246**
08:00-09:00	**3**	**18939**	**0.185**	**0.079**	**0.264**
09:00-10:00	**3**	**18939**	**0.083**	**0.072**	**0.155**
10:00-11:00	**3**	**18939**	**0.065**	**0.055**	**0.120**
11:00-12:00	**3**	**18939**	**0.056**	**0.067**	**0.123**
12:00-13:00	**3**	**18939**	**0.053**	**0.076**	**0.129**
13:00-14:00	**3**	**18939**	**0.106**	**0.106**	**0.212**
14:00-15:00	**3**	**18939**	**0.067**	**0.081**	**0.148**
15:00-16:00	**3**	**18939**	**0.067**	**0.092**	**0.159**
16:00-17:00	**3**	**18939**	**0.097**	**0.121**	**0.218**
17:00-18:00	**3**	**18939**	**0.107**	**0.197**	**0.304**
18:00-19:00	**3**	**18939**	**0.109**	**0.118**	**0.227**
19:00-20:00	**3**	**18939**	**0.048**	**0.100**	**0.148**
20:00-21:00	**2**	**19595**	**0.036**	**0.043**	**0.079**
21:00-22:00	**1**	**18790**	**0.016**	**0.059**	**0.075**
22:00-23:00	**1**	**18790**	**0.005**	**0.043**	**0.048**
23:00-00:00	**1**	**18790**	**0.005**	**0.005**	**0.010**
Total Rates:			**1.410**	**1.469**	**2.879**

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:	15060 - 23060 (units: sqm)
Survey date date range:	20/09/2018 - 19/10/2023
Number of weekdays (Monday-Friday):	3
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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**18208**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**18208**	**0.000**	**0.000**	**0.000**
07:00-08:00	**3**	**18939**	**0.000**	**0.000**	**0.000**
08:00-09:00	**3**	**18939**	**0.000**	**0.000**	**0.000**
09:00-10:00	**3**	**18939**	**0.000**	**0.000**	**0.000**
10:00-11:00	**3**	**18939**	**0.000**	**0.000**	**0.000**
11:00-12:00	**3**	**18939**	**0.000**	**0.000**	**0.000**
12:00-13:00	**3**	**18939**	**0.000**	**0.000**	**0.000**
13:00-14:00	**3**	**18939**	**0.000**	**0.000**	**0.000**
14:00-15:00	**3**	**18939**	**0.000**	**0.000**	**0.000**
15:00-16:00	**3**	**18939**	**0.000**	**0.000**	**0.000**
16:00-17:00	**3**	**18939**	**0.000**	**0.000**	**0.000**
17:00-18:00	**3**	**18939**	**0.000**	**0.000**	**0.000**
18:00-19:00	**3**	**18939**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**18939**	**0.000**	**0.000**	**0.000**
20:00-21:00	**2**	**19595**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**18790**	**0.000**	**0.000**	**0.000**
22:00-23:00	**1**	**18790**	**0.000**	**0.000**	**0.000**
23:00-00:00	**1**	**18790**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.000**	**0.000**	**0.000**

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

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Parameter Summary:

Trip rate parameter range selected:	15060 - 23060 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**18208**	**0.005**	**0.003**	**0.008**
06:00-07:00	**2**	**18208**	**0.014**	**0.011**	**0.025**
07:00-08:00	**3**	**18939**	**0.016**	**0.051**	**0.067**
08:00-09:00	**3**	**18939**	**0.012**	**0.040**	**0.052**
09:00-10:00	**3**	**18939**	**0.012**	**0.044**	**0.056**
10:00-11:00	**3**	**18939**	**0.019**	**0.028**	**0.047**
11:00-12:00	**3**	**18939**	**0.025**	**0.016**	**0.041**
12:00-13:00	**3**	**18939**	**0.019**	**0.025**	**0.044**
13:00-14:00	**3**	**18939**	**0.030**	**0.021**	**0.051**
14:00-15:00	**3**	**18939**	**0.026**	**0.018**	**0.044**
15:00-16:00	**3**	**18939**	**0.026**	**0.019**	**0.045**
16:00-17:00	**3**	**18939**	**0.049**	**0.014**	**0.063**
17:00-18:00	**3**	**18939**	**0.046**	**0.026**	**0.072**
18:00-19:00	**3**	**18939**	**0.028**	**0.016**	**0.044**
19:00-20:00	**3**	**18939**	**0.011**	**0.012**	**0.023**
20:00-21:00	**2**	**19595**	**0.010**	**0.005**	**0.015**
21:00-22:00	**1**	**18790**	**0.000**	**0.000**	**0.000**
22:00-23:00	**1**	**18790**	**0.000**	**0.000**	**0.000**
23:00-00:00	**1**	**18790**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.348**	**0.349**	**0.697**

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

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Parameter Summary:

Trip rate parameter range selected:	15060 - 23060 (units: sqm)
Survey date date range:	20/09/2018 - 19/10/2023
Number of weekdays (Monday-Friday):	3
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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**18208**	**0.022**	**0.005**	**0.027**
06:00-07:00	**2**	**18208**	**0.096**	**0.019**	**0.115**
07:00-08:00	**3**	**18939**	**0.113**	**0.039**	**0.152**
08:00-09:00	**3**	**18939**	**0.157**	**0.026**	**0.183**
09:00-10:00	**3**	**18939**	**0.056**	**0.016**	**0.072**
10:00-11:00	**3**	**18939**	**0.032**	**0.012**	**0.044**
11:00-12:00	**3**	**18939**	**0.012**	**0.028**	**0.040**
12:00-13:00	**3**	**18939**	**0.021**	**0.039**	**0.060**
13:00-14:00	**3**	**18939**	**0.055**	**0.069**	**0.124**
14:00-15:00	**3**	**18939**	**0.035**	**0.051**	**0.086**
15:00-16:00	**3**	**18939**	**0.023**	**0.053**	**0.076**
16:00-17:00	**3**	**18939**	**0.037**	**0.092**	**0.129**
17:00-18:00	**3**	**18939**	**0.051**	**0.155**	**0.206**
18:00-19:00	**3**	**18939**	**0.074**	**0.100**	**0.174**
19:00-20:00	**3**	**18939**	**0.032**	**0.081**	**0.113**
20:00-21:00	**2**	**19595**	**0.026**	**0.038**	**0.064**
21:00-22:00	**1**	**18790**	**0.016**	**0.059**	**0.075**
22:00-23:00	**1**	**18790**	**0.005**	**0.043**	**0.048**
23:00-00:00	**1**	**18790**	**0.005**	**0.005**	**0.010**
Total Rates:			**0.868**	**0.930**	**1.798**

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:	15060 - 23060 (units: sqm)
Survey date date range:	20/09/2018 - 19/10/2023
Number of weekdays (Monday-Friday):	3
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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**18208**	**0.011**	**0.003**	**0.014**
06:00-07:00	**2**	**18208**	**0.005**	**0.011**	**0.016**
07:00-08:00	**3**	**18939**	**0.014**	**0.011**	**0.025**
08:00-09:00	**3**	**18939**	**0.012**	**0.009**	**0.021**
09:00-10:00	**3**	**18939**	**0.014**	**0.012**	**0.026**
10:00-11:00	**3**	**18939**	**0.014**	**0.014**	**0.028**
11:00-12:00	**3**	**18939**	**0.019**	**0.023**	**0.042**
12:00-13:00	**3**	**18939**	**0.012**	**0.012**	**0.024**
13:00-14:00	**3**	**18939**	**0.019**	**0.014**	**0.033**
14:00-15:00	**3**	**18939**	**0.005**	**0.011**	**0.016**
15:00-16:00	**3**	**18939**	**0.018**	**0.018**	**0.036**
16:00-17:00	**3**	**18939**	**0.011**	**0.016**	**0.027**
17:00-18:00	**3**	**18939**	**0.011**	**0.014**	**0.025**
18:00-19:00	**3**	**18939**	**0.005**	**0.002**	**0.007**
19:00-20:00	**3**	**18939**	**0.004**	**0.005**	**0.009**
20:00-21:00	**2**	**19595**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**18790**	**0.000**	**0.000**	**0.000**
22:00-23:00	**1**	**18790**	**0.000**	**0.000**	**0.000**
23:00-00:00	**1**	**18790**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.174**	**0.175**	**0.349**

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:	15060 - 23060 (units: sqm)
Survey date date range:	20/09/2018 - 19/10/2023
Number of weekdays (Monday-Friday):	3
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.

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Filtering Summary:

Land Use: 01/L RETAIL/BUILDER'S MERCHANTS

Selected Trip Rate Calculation Parameter Range: 600 - 13051 sqm GFA

Actual Trip Rate Calculation Parameter Range: 600 - 13051 sqm GFA

Date Range: Minimum: 24/10/1994 Maximum: 10/09/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 300 1014

Days of the week selected:

Monday	2

Main Location Types selected:

Edge of Town	2

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	2

Population <1 Mile ranges selected:

10,001 to 15,000	1
15,001 to 20,000	1

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Population <5 Mile ranges selected:

100,001 to 125,000	1
50,001 to 75,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	1

PTAL Rating:

No PTAL Present	2

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: L - BUILDER'S MERCHANTS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	KC	KENT	1 day
06	**WEST MIDLANDS**		
	WO	WORCESTERSHIRE	1 day

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

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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:	GFA
Actual Range:	600 to 13051 (units:sqm)
Range Selected by User:	600 to 13051 (units:sqm)
Parking Spaces Range:	3 - 72

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	24/10/94 to 10/09/24

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	2 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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:

Edge of Town	2 days

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

Selected Location Sub Categories:

Industrial Zone	2 days

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 Vehicle Counts:

Servicing vehicles Unknown	2 days

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Secondary Filtering Selection:

Use Class:

E(a)	2 surveys

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

Population within 500m Range:

300 - 2711

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys

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 surveys
50,001 to 75,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	1 surveys

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.

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Petrol filling station:

PFS is present at the site but is excluded from the count	2 surveys

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

Travel Plan:

No	2 surveys

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

PTAL Rating:

No PTAL Present	2 surveys

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

COVID-19 Restrictions:

No

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LIST OF SITES relevant to selection parameters:

Site 1:	KC-01-L-01	**Gross floor area:**	6275 sqm
Development Name:	TRAVIS PERKINS	**Retail floor area:**	5200 sqm
Location:	MARGATE	**Parking Spaces:**	47.00
Postcode:	CT9 4JF	**Number of employees:**	11.00
Main Location Type:	Edge of Town	**Survey Date:**	07/12/2009
Sub Location Type:	Industrial Zone	**Survey Day:**	Monday
PTAL:	n/a		

Site 2:	WO-01-L-02	**Gross floor area:**	5000 sqm
Development Name:	JEWSON	**Retail floor area:**	4500 sqm
Location:	WORCESTER	**Parking Spaces:**	29.00
Postcode:	WR5 3EF	**Number of employees:**	24.00
Main Location Type:	Edge of Town	**Survey Date:**	15/06/2009
Sub Location Type:	Industrial Zone	**Survey Day:**	Monday
PTAL:	n/a		

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TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	**2**	**5638**	**0.160**	**0.089**	**0.249**
08:00-09:00	**2**	**5638**	**0.302**	**0.266**	**0.568**
09:00-10:00	**2**	**5638**	**0.284**	**0.293**	**0.577**
10:00-11:00	**2**	**5638**	**0.239**	**0.186**	**0.425**
11:00-12:00	**2**	**5638**	**0.293**	**0.213**	**0.506**
12:00-13:00	**2**	**5638**	**0.213**	**0.328**	**0.541**
13:00-14:00	**2**	**5638**	**0.186**	**0.248**	**0.434**
14:00-15:00	**2**	**5638**	**0.169**	**0.133**	**0.302**
15:00-16:00	**2**	**5638**	**0.186**	**0.195**	**0.381**
16:00-17:00	**2**	**5638**	**0.160**	**0.160**	**0.320**
17:00-18:00	**2**	**5638**	**0.000**	**0.080**	**0.080**
18:00-19:00	**1**	**5000**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.192**	**2.191**	**4.383**

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:	600 - 13051 (units: sqm)
Survey date date range:	15/06/2009 - 07/12/2009
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	**2**	**5638**	**0.018**	**0.035**	**0.053**
08:00-09:00	**2**	**5638**	**0.027**	**0.018**	**0.045**
09:00-10:00	**2**	**5638**	**0.035**	**0.035**	**0.070**
10:00-11:00	**2**	**5638**	**0.035**	**0.035**	**0.070**
11:00-12:00	**2**	**5638**	**0.053**	**0.009**	**0.062**
12:00-13:00	**2**	**5638**	**0.035**	**0.089**	**0.124**
13:00-14:00	**2**	**5638**	**0.009**	**0.009**	**0.018**
14:00-15:00	**2**	**5638**	**0.009**	**0.000**	**0.009**
15:00-16:00	**2**	**5638**	**0.009**	**0.009**	**0.018**
16:00-17:00	**2**	**5638**	**0.027**	**0.000**	**0.027**
17:00-18:00	**2**	**5638**	**0.000**	**0.018**	**0.018**
18:00-19:00	**1**	**5000**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.257**	**0.257**	**0.514**

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:	600 - 13051 (units: sqm)
Survey date date range:	15/06/2009 - 07/12/2009
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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Appendix B

JUNCTION MODEL

Confidential

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Mereoak Ln_Access Road Junction v2 updated flows.j11
Path: C:\Users\GBJN146738\OneDrive - WSP O365\Desktop
Report generation date: 29/09/2026 13:26:16

»D1 - | AM 0800-0900 | AM
»D2 - | PM 1600-1700 | PM 1
»D3 - | PM 1700-1800 | PM 2

Summary of junction performance

	AM						PM 1						PM 2					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	- AM 0800-0900																	
Stream B-AC	D1	0.0	7.83	0.02	A	532 % [Stream C-AB]												
Stream C-AB		0.1	5.60	0.06	A													
	- PM 1600-1700																	
Stream B-AC							D2	0.0	6.17	0.03	A	621 % [Stream C-AB]						
Stream C-AB								0.1	7.81	0.03	A							
	- PM 1700-1800																	
Stream B-AC													D3	0.1	6.44	0.06	A	576 % [Stream B-AC]
Stream C-AB														0.1	7.51	0.04	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

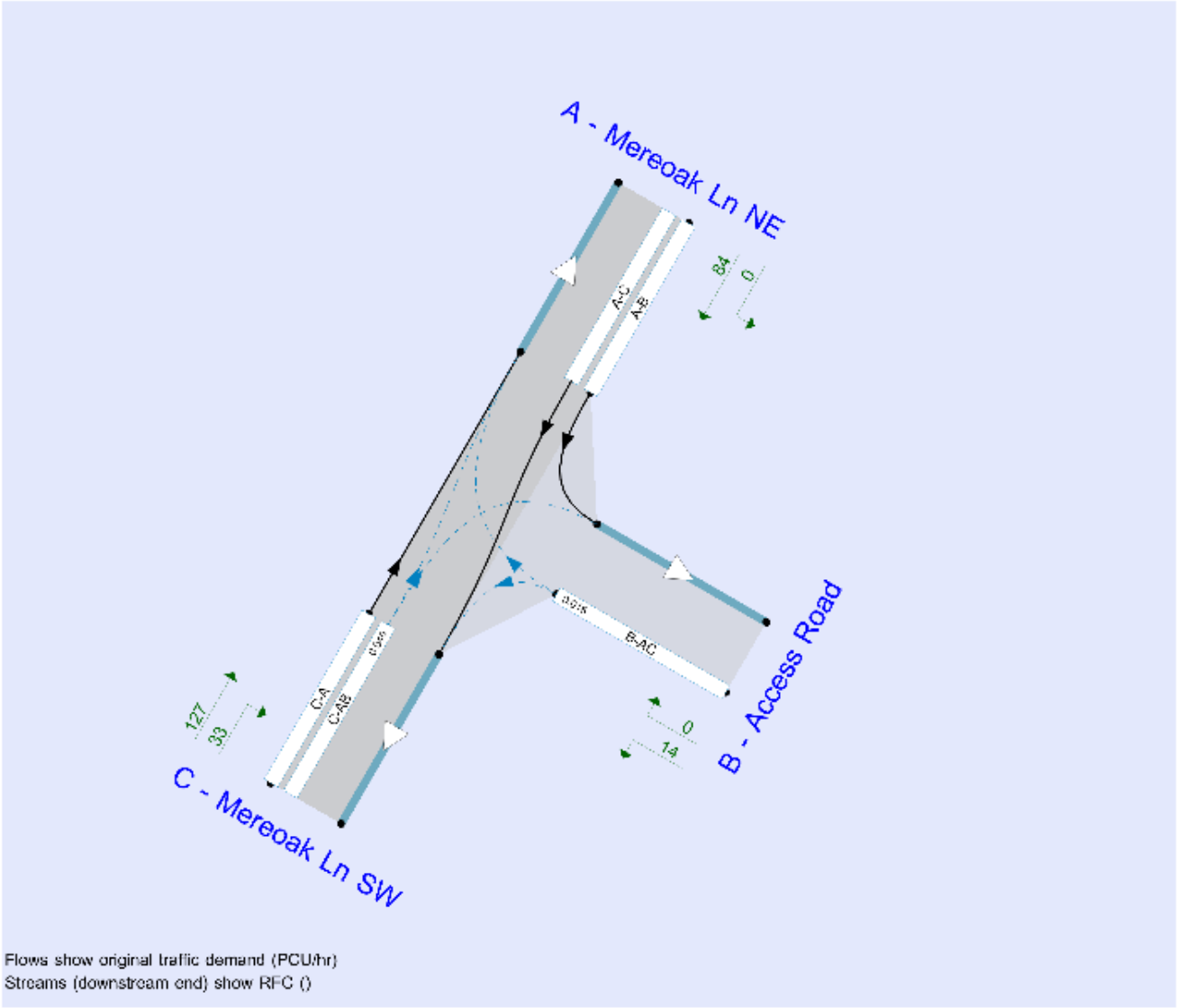
File summary

File Description

Title	
Location	
Site number	
Date	15/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INSP06202
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1		✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	AM 0800-0900	AM	ONE HOUR	08:00	09:30	15
D2	PM 1600-1700	PM 1	ONE HOUR	16:00	17:30	15
D3	PM 1700-1800	PM 2	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - | AM 0800-0900 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - | AM 0800-0900 | AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D2 - | PM 1600-1700 | PM 1	Demand Set 2: Scenario Name includes Time Period Name ('PM 1'). Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Mereoak Ln_Access Rd Junction	T-Junction	Two-way	Two-way	Two-way		1.28	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	532	Stream C-AB	1.28	A

Arms

Arms

Arm	Name	Description	Arm type
A	Mereoak Ln NE		Major
B	Access Road		Minor
C	Mereoak Ln SW		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Mereoak Ln SW	6.28			173.4	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Access Road	One lane	4.27	38	38

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574	0.105	0.264	0.166	0.378
B-C	730	0.109	0.276	-	-
C-B	674	0.258	0.258	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	AM 0800-0900	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Mereoak Ln NE		✓	84	100.000
B - Access Road		✓	14	100.000
C - Mereoak Ln SW		✓	160	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Mereoak Ln NE	B - Access Road	C - Mereoak Ln SW
From	A - Mereoak Ln NE	0	0	84
	B - Access Road	0	0	14
	C - Mereoak Ln SW	127	33	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Mereoak Ln NE	B - Access Road	C - Mereoak Ln SW
From	A - Mereoak Ln NE	0	0	12
	B - Access Road	0	0	50
	C - Mereoak Ln SW	16	6	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - Mereoak Ln NE	63	63
	B - Access Road	11	11
	C - Mereoak Ln SW	120	120
08:15-08:30	A - Mereoak Ln NE	76	76
	B - Access Road	13	13
	C - Mereoak Ln SW	144	144
08:30-08:45	A - Mereoak Ln NE	92	92
	B - Access Road	15	15
	C - Mereoak Ln SW	176	176
08:45-09:00	A - Mereoak Ln NE	92	92
	B - Access Road	15	15
	C - Mereoak Ln SW	176	176
09:00-09:15	A - Mereoak Ln NE	76	76
	B - Access Road	13	13
	C - Mereoak Ln SW	144	144
09:15-09:30	A - Mereoak Ln NE	63	63
	B - Access Road	11	11
	C - Mereoak Ln SW	120	120

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.83	0.0	A
C-AB	0.06	5.60	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	713	0.015	10	0.0	7.685	A
C-AB	29	0.00	719	0.040	28	0.1	5.594	A
C-A	92	0.00			92			
A-B	0	0.00			0			
A-C	63	0.00			63			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	710	0.018	13	0.0	7.747	A
C-AB	35	0.00	728	0.048	35	0.1	5.586	A
C-A	109	0.00			109			
A-B	0	0.00			0			
A-C	76	0.00			76			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	705	0.022	15	0.0	7.831	A
C-AB	45	0.00	740	0.061	45	0.1	5.576	A
C-A	131	0.00			131			
A-B	0	0.00			0			
A-C	92	0.00			92			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	705	0.022	15	0.0	7.831	A
C-AB	45	0.00	740	0.061	45	0.1	5.587	A
C-A	131	0.00			131			
A-B	0	0.00			0			
A-C	92	0.00			92			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	710	0.018	13	0.0	7.749	A
C-AB	35	0.00	728	0.048	35	0.1	5.601	A
C-A	109	0.00			109			
A-B	0	0.00			0			
A-C	76	0.00			76			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	713	0.015	11	0.0	7.687	A
C-AB	29	0.00	719	0.040	29	0.1	5.605	A
C-A	92	0.00			92			
A-B	0	0.00			0			
A-C	63	0.00			63			

D2 - | PM 1600-1700 | PM 1

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - | AM 0800-0900 | AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D2 - | PM 1600-1700 | PM 1	Demand Set 2: Scenario Name includes Time Period Name ('PM 1'). Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Mereoak Ln_Access Rd Junction	T-Junction	Two-way	Two-way	Two-way		0.88	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	621	Stream C-AB	0.88	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	PM 1600-1700	PM 1	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Mereoak Ln NE		✓	185	100.000
B - Access Road		✓	21	100.000
C - Mereoak Ln SW		✓	116	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Mereoak Ln NE	B - Access Road	C - Mereoak Ln SW
From	A - Mereoak Ln NE	0	0	185
	B - Access Road	0	0	21
	C - Mereoak Ln SW	99	17	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Mereoak Ln NE	B - Access Road	C - Mereoak Ln SW
From	A - Mereoak Ln NE	0	0	12
	B - Access Road	0	0	12
	C - Mereoak Ln SW	16	51	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:00-16:15	A - Mereoak Ln NE	139	139
	B - Access Road	16	16
	C - Mereoak Ln SW	87	87
16:15-16:30	A - Mereoak Ln NE	166	166
	B - Access Road	19	19
	C - Mereoak Ln SW	104	104
16:30-16:45	A - Mereoak Ln NE	204	204
	B - Access Road	23	23
	C - Mereoak Ln SW	128	128
16:45-17:00	A - Mereoak Ln NE	204	204
	B - Access Road	23	23
	C - Mereoak Ln SW	128	128
17:00-17:15	A - Mereoak Ln NE	166	166
	B - Access Road	19	19
	C - Mereoak Ln SW	104	104
17:15-17:30	A - Mereoak Ln NE	139	139
	B - Access Road	16	16
	C - Mereoak Ln SW	87	87

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	6.17	0.0	A
C-AB	0.03	7.81	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	0.00	692	0.023	16	0.0	5.939	A
C-AB	14	0.00	687	0.021	14	0.0	7.807	A
C-A	73	0.00			73			
A-B	0	0.00			0			
A-C	139	0.00			139			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	0.00	685	0.028	19	0.0	6.032	A
C-AB	18	0.00	689	0.025	18	0.0	7.788	A
C-A	87	0.00			87			
A-B	0	0.00			0			
A-C	166	0.00			166			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	0.00	674	0.034	23	0.0	6.167	A
C-AB	22	0.00	693	0.032	22	0.1	7.740	A
C-A	105	0.00			105			
A-B	0	0.00			0			
A-C	204	0.00			204			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	0.00	674	0.034	23	0.0	6.167	A
C-AB	22	0.00	693	0.032	22	0.1	7.713	A
C-A	105	0.00			105			
A-B	0	0.00			0			
A-C	204	0.00			204			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	0.00	685	0.028	19	0.0	6.035	A
C-AB	18	0.00	689	0.026	18	0.0	7.732	A
C-A	87	0.00			87			
A-B	0	0.00			0			
A-C	166	0.00			166			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	0.00	692	0.023	16	0.0	5.939	A
C-AB	14	0.00	687	0.021	14	0.0	7.782	A
C-A	73	0.00			73			
A-B	0	0.00			0			
A-C	139	0.00			139			

D3 - | PM 1700-1800 | PM 2

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - | AM 0800-0900 | AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D2 - | PM 1600-1700 | PM 1	Demand Set 2: Scenario Name includes Time Period Name ('PM 1'). Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Mereoak Ln_Access Rd Junction	T-Junction	Two-way	Two-way	Two-way		1.23	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	576	Stream B-AC	1.23	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	PM 1700-1800	PM 2	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Mereoak Ln NE		✓	174	100.000
B - Access Road		✓	35	100.000
C - Mereoak Ln SW		✓	106	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Mereoak Ln NE	B - Access Road	C - Mereoak Ln SW
From	A - Mereoak Ln NE	0	0	174
	B - Access Road	0	0	35
	C - Mereoak Ln SW	87	19	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Mereoak Ln NE	B - Access Road	C - Mereoak Ln SW
From	A - Mereoak Ln NE	0	0	12
	B - Access Road	0	0	14
	C - Mereoak Ln SW	16	42	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - Mereoak Ln NE	131	131
	B - Access Road	26	26
	C - Mereoak Ln SW	80	80
17:15-17:30	A - Mereoak Ln NE	156	156
	B - Access Road	31	31
	C - Mereoak Ln SW	95	95
17:30-17:45	A - Mereoak Ln NE	192	192
	B - Access Road	39	39
	C - Mereoak Ln SW	117	117
17:45-18:00	A - Mereoak Ln NE	192	192
	B - Access Road	39	39
	C - Mereoak Ln SW	117	117
18:00-18:15	A - Mereoak Ln NE	156	156
	B - Access Road	31	31
	C - Mereoak Ln SW	95	95
18:15-18:30	A - Mereoak Ln NE	131	131
	B - Access Road	26	26
	C - Mereoak Ln SW	80	80

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	6.44	0.1	A
C-AB	0.04	7.51	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	0.00	694	0.038	26	0.0	6.156	A
C-AB	16	0.00	683	0.023	16	0.0	7.507	A
C-A	64	0.00			64			
A-B	0	0.00			0			
A-C	131	0.00			131			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	687	0.046	31	0.1	6.272	A
C-AB	19	0.00	685	0.028	19	0.0	7.507	A
C-A	76	0.00			76			
A-B	0	0.00			0			
A-C	156	0.00			156			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	678	0.057	38	0.1	6.437	A
C-AB	24	0.00	687	0.035	24	0.1	7.496	A
C-A	92	0.00			92			
A-B	0	0.00			0			
A-C	192	0.00			192			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	678	0.057	39	0.1	6.437	A
C-AB	24	0.00	688	0.035	24	0.1	7.481	A
C-A	92	0.00			92			
A-B	0	0.00			0			
A-C	192	0.00			192			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	687	0.046	32	0.1	6.273	A
C-AB	19	0.00	685	0.028	19	0.1	7.474	A
C-A	76	0.00			76			
A-B	0	0.00			0			
A-C	156	0.00			156			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	0.00	694	0.038	26	0.0	6.161	A
C-AB	16	0.00	683	0.023	16	0.0	7.492	A
C-A	64	0.00			64			
A-B	0	0.00			0			
A-C	131	0.00			131			

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