DOCUMENTS FOR SCANNING

- ☐ Decision Notice
- ☐ Application Form
- ☐ Officer Report
- ☐ Conditions
- ☐ Plans
- ☑ Other
- ☐ Confidential

APPLICATION NUMBER: F/2001/3255

SITE ADDRESS: formerly Fluidrive Engineering
Molly Millars Lane Wokingham

Stuart Michael Associates
CONSULTING CIVIL ENGINEERS
PLANNING • DESIGN • PROJECT CO-ORDINATION

29 Kingfisher Court, Hambridge Road
Newbury, Berkshire RG14 5SJ

Newbury Tel: 01635 551511
Fax: 01635 550405

Egham Tel: 01784 471923
Fax: 01784 432319

e-mail: stuartmichael@btinternet.com

Fluidrive Site, Molly Millars Lane
Wokingham

Proposed Redevelopment by
Albion Land (UK) Ltd and T I Group Plc
B1(a) & (b) Uses

Transportation Considerations

January 2001

Report prepared by Stuart Michael Associates on behalf of
Albion Land (UK) Ltd and T I Group Plc

SMA Ref: 1283/SMA/sb

WP Ref: 1283.rep.trans

Circulation: Albion Land Plc
Wood Frampton
Cornish Architects
Wokingham District Council

Partners: S. M. Atkinson B.Sc (Hons), C. Eng., M.I.C.E., M.I.H.T., M.A.P.M.
R. M. E. Hewitt B.Sc (Hons), C. Eng., M.I.C.E., M.I.H.T.

Associates: S. W. Andrews M.I.H.T
J. S. Muscroft B. Eng. (Hons), C. Eng., M.I.C.E., M.C.I.W.E.M., M.I.H.T.

CONTENTS

		Page No.
1.0	Introduction	1
2.0	Location and Former Uses of the Site	2
3.0	The Development Proposals	5
4.0	Travel Demand Management	9
5.0	Summary and Conclusions	13
	FIGURES	
	APPENDICES	
	DRAWINGS	

1.0 INTRODUCTION

1.1 **Stuart Michael Associates (SMA)** has been appointed by Albion Land (UK) Limited and the T I Group Plc (the Applicants) to provide advice upon access, car parking provision and the broader transportation issues in relation to its proposals for redeveloping the existing employment site at Fluidrive, Molly Millars Lane, Wokingham. SMA is also instructed to act on behalf of the Applicant in respect of the consultations and subsequent negotiations with the Council with regard to any transportation planning obligations.

1.2 A preliminary meeting was held with the Council (Mr Tom Callaghan – Highways Development Control) on 13 September to discuss the principal issues of access, travel demand management and the material considerations for further research and agreement upon (car parking provision, Green Travel Plan and potential contributions towards local schemes to widen transport choices (cycling and public transport). It was agreed that a useful starting point for the overview on travel demand management would be a comparison of the site's trip generation potential under its former industrial/manufacture use with that of the proposed B1 a & b uses. This comparative assessment, inter alia, is provided in this report (discussed later).

1.3 This report is submitted in support of the planning application and demonstrates that the travel demand generated by the proposed development would not be excessive, when compared to the former uses, and can be satisfactorily accommodated by a range of multi-modal transport choices. A package of integrated transport measures are proposed in association with a site based green travel plan. It is therefore concluded that the development proposals would comply with central and local government transport policy objectives.

1.4 It is recommended that this report forms the basis for reaching agreement upon a package of integrated transport measures to be secured by an appropriate legal agreement and/or planning conditions.

2.0 LOCATION AND FORMER USES OF THE SITE

Site location

2.1 The Application Site known as the Fluidrive site, is located in a designated Core Employment Area (deposit Draft Local Plan). It is situated some 150 metres from the junction of Molly Millars Lane with the B3349 Barkham Road at Wokingham (**Figure SMA1** refers). Access to the site is currently available via a wide gated access towards its south eastern boundary.

2.2 The site is approximately 0.4 miles (640 metres) from the railway station, 0.5 miles (800m) from the Tesco foodstore on the A321 Finchampstead Road and within reasonable walking and cycling distances of the town centre, other local facilities and the adjoining residential areas (and potential workforce catchment) at, for example, Oaklands Drive, Barkham Road and Woosehill Lane.

2.3 Molly Millars Lane (MML) forms part of the local bus route, Service 193, which provides an hourly service (Mon – Sat) between Reading, Wokingham, Crowthorne and Camberley. There are bus stops on either side of MML and nearby on Barkham Road. There is also a free lunchtime shuttle bus service from nearby Fishponds Road that runs every 30 minutes along the south eastern end of MML to and from the town centre and railway station.

2.4 The Council is proposing (current Local Transport Plan 2001/6) to introduce a designated cycleway along Molly Millars Lane as part of the Finchampstead to Wokingham cycle route and similarly to improve pedestrian facilities. The junctions of MML with the A321 and B3349 are also to be improved.

Former Uses

2.5 Fluidrive's operations at Molly Millars Lane amounted to manufacturing and assembly (B2) with substantial office provision (B1(a)). The breakdown of the commercial operations were as follows:

a)	Assembly/Manufacture	2740.5
	Ancillary Offices	292.0
		3032.5 sq.m GFA (32,630 sq. ft)
b)	Additional Leased Offices (adjoining site)	611 sq.m*

* net internal floor area.

2.6 The external areas of the site's curtilage were used for parking and open storage. The principal industrial operations were machining, welding and assembly of rotating equipment (fluid couplings and joints). Some 20 to 25 car spaces were provided for the office employees. Other operative/visitors parking informally took place around the industrial buildings.

2.7 SMA is advised (Mr G Scott of the T I Group Plc – the holding company) that in 1992 some 60 persons were employed within the Application Site with another 20 to 30 or so office based employees at adjoining leased offices. The manufacturing workforce reduced to 40 in 1998. The vast majority of the staff/operatives lived within a 10 mile radius of Wokingham.

2.8 The business hours of operation were daily from 6 am to 10 pm (weekdays) with half shifts at weekends (Saturday and Sunday). On average the site received 10 to 12 HGV deliveries per day and 2 to 3 articulated goods vehicles per month.

2.9 Typically, the number of visitors to the site would have been of the order of 6 per day.

Trip Generation Potential

2.10 The Fluidrive company's operations at Wokingham involved both manufacture (B2) and substantial office support facilities (B1a). Up to 30 staff were at one stage employed in the offices with circa 60 operatives engaged in the industrial processes. There are no traffic surveys available. However the former operations and employee numbers generated both light and heavy goods traffic.

2.11 SMA is advised that the respective operational areas were as follows:

Main Offices:	611 sq.m gross internal floor area
Manufacture/Assembly:	2740.5 sq.m gross external floor area
Ancillary Offices:	292 sq.m gross external floor area.

2.12 It is likely that the offices would have had the potential to have generated circa 2.0 to 2.5 trips (2 way) per 100 sq.m GFA in the peak hour based on typical rates (TRICS) for out of town centre locations with no restrictions on parking. This corresponds to a potential peak hour generation of 13 to 16 vph for the main offices and 6 to 8 vph for the ancillary offices.

2.13 The potential trip generation to the industrial processes (B2 uses) can be estimated using typical rates shown on the TRICS datacard although it should be noted that the TRICS range for B2 varies considerably. For example, inspection of the TRICS database (**Appendix 1 refers**) under the **B2 Industrial Estate** category for London and the South East yields the following broad **trip rate ranges:**

AM Peak (0800 – 0900 Hrs)	0.64 – 3.38
PM Peak (1700 – 1800 Hrs)	0.37 – 3.87

2.14 The corresponding **85th percentile trip rates** for the 43 site sample were:

AM Peak	1.77	(2 Way Trips per 100 sq.m GFA)
PM Peak	1.55	(2 Way Trips per 100 sq.m GFA)

and were based upon Winnersh Triangle which lies within the Council's administrative boundary and like, Molly Millars Lane, is a designated Core Employment Area.

2.15 Due to the diverse nature of B2 uses and the broad range of trip rates, it would be reasonable to assess both the average and 85th percentile trip generation potential. The average rates based upon the above sample are as follows (**Appendix 1 refers**):

AM	1.19	(2 Way Trips per 100 sq.m GFA)
PM	1.03	(2 Way Trips per 100 sq.m GFA)

2.16 On this basis the corresponding B2 uses could have generated between 33 – 49 vph in the AM period and 28 – 43 vph in the PM period.

2.17 Taking all of the foregoing into account, the resultant estimates for the former uses at the Fluidrive site is as follows (Table 1 below):

EXISTING FLUIDRIVE OPERATIONS
(611 sq.m Main Offices, 3032.5 sq.m Manufacture/ Assembly/Ancillary Offices)

Peak Hour Traffic Generation Potential

		AM Peak	PM Peak
a)	**Application Site**		
	Manufacture	33 – 49	28 – 43
	Ancillary Offices	6 – 8	6 – 8
		39 – 57 vph	**34 – 51 vph**
b)	**Leased Offices**	**13 – 16 vph**	**13 – 16 vph**
c)	**Total Operations:**	**52 – 73 vph**	**47 – 67 vph**

TABLE 1

2.18 The above estimates of trip generation are taken forward for comparison with the corresponding estimates for the proposed uses (next Section).

3.0 THE DEVELOPMENT PROPOSALS

General Layout

3.1 It is proposed that the existing buildings would be demolished and three separate commercial buildings (1045, 1190 and 1478 sq.m GFA) would be constructed with separate facilities although share the existing, albeit improved, access onto Molly Millars Lane. Each building would have an allocation of car (including disabled) and cycle parking. Shower and changing facilities would be provided to encourage employees to travel to work by bicycle or on foot.

3.2 Drawings prepared by Cornish Architects illustrate the buildings and external areas encompassing car parking, cycle storage and landscaping. The on-site circulation enables service vehicles to enter and leave in forward gear.

3.3 **Access** will be improved and sightlines will be enhanced (refer to SMA **Drawing No. 2000.1283.001**).

Car Parking Provision

3.4 The Council's current car parking standards are set out in the draft Deposit Local Plan (Appendix 7 of the dDLP refers) and are generally based upon the guidelines published by Berkshire County Council in the guidance document: "Highway Aspects of Development Control".

3.5 **Policy WT6** of the **draft Deposit Local Plan** (dDLP) seeks, inter alia, to limit on-site parking in the town centre to operational needs only. Outside of the town centre, such as at Molly Millars Lane, the Council will apply its adopted standards which are as follows: (reference Appendix 7 of the dDLP):

Business (Use Class B1): (reference Table 2)		1 car space per 25 sq.m GFA; lorry parking considered on the individual merit of the proposal.
Disabled Parking	:	1 space per 25 car spaces up to 100 car spaces and thereafter 1 for every additional 100 car spaces.
Cycle Parking	:	1 space per 250 sq.m of gross floor area.

3.6 Whilst the standards are set as maxima the Council will, it has stated, consider each new development on its merits. Caution is raised in the dDLP about the implications of a shortfall in adequate provision vis-à-vis overspill parking onto local roads.

3.7 The **Berkshire Design Guide** upon which the above adopted standards are based follows the general themes, advice and objectives of **the extant PPG13 (March 1994)**. These seek to reduce parking requirements where there is good access by means other than the private car. An example of this approach is evident in the Council's consideration of a recent planning application for a mixed B1 (a) offices and B2 development at the neighbouring C F Taylor site on Molly Millars Lane (planning application reference 0/1999/00247). The provision set and agreed for the offices (8361 sq.m GFA) was 294 spaces equating to a car parking standard of 1:28.44; a reduction below the maximum of 1:25.

3.8 The Applicants have been advised by SMA that a similar level of provision, broadly based upon a ratio of 1 car space per 30 sq.m GFA, would be appropriate in terms of achieving a balance between sustainable travel objectives and avoiding the risk of an on-site shortfall which could otherwise result in parking in nearby residential areas.

3.9 It is therefore considered that the proposed car parking provision set at 1:31.73 would more than meet and comply with the Council's maximum standard (1:25). The proposed provision compares favourably with the recently approved C F Taylor site development (1:31.73 versus 1:28.44). Along with other possible green travel plan measures, the overall development's proposals could significantly assist with achieving an improved trip modal split as sought under dDLP Policy WT3 and PPG13.

Cycle Parking

3.10 The proposals are to incorporate suitable secure and under cover parking facilities for each of the three buildings. These are shown on the Architects' drawings accompanying the planning application (site Layout 10202/TP/020).

Trip Generation Potential

3.11 There are several factors which will influence peak period and daily trip generation (and modal choice) to an employment site, for example:

- type of employment and employee density
- availability of transport choices
- pattern of working (shifts etc)
- extent of car parking provision
- employee catchment area and site location.

3.12 Employment density and the type of business will clearly influence the total number of trips made (by whatever mode). Transport choices and accessibility to the Application Site by foot, cycle and public transport are also major factors and these are considered later in Section 4.0 of this report. It is also widely accepted that car parking provision can significantly affect modal choice.

3.13 It is proposed to restrict the on-site parking provision to a corresponding provision of 1:31.73. This effectively represents a 21% reduction below the Council's adopted maximum parking standard of 1:25 (Appendix 7 of the dDLP refers).

3.14 Prior to considering other measures (Section 4.0) to assist with travel demand management, the potential for trip generation by car has been assessed by firstly examining the influences of employment density and car parking provision, then similarly taking into account geographic location.

3.15 Recent evidence at regional (South East outside London) and county levels ("Source Employment Densities in Berkshire Review" – May 1998) suggest that average densities for B1 development are now around 1:22 or 23 sq.m gross. It is understood that these figures have been used by the Council in the context of out of town centre offices.

3.16 SMA has therefore examined the data contained in the TRICS database for the land use category: Employment/Office. By a method of screening and elimination, SMA has identified a representative sample which near matches both the likely employment density (paragraph 3.15 above), the proposed level of car parking provision (1:31.73) and the site's accessibility to public transport.

3.17 The output from this iterative process was the subsequent selection of following representative sample of sites:

TRICS Ref	Location	Employment Density	Car Parking Provision
GL-02-A-01	London	1:21.6	1:33.67
HC-02-A-06	Hampshire	1:19.67	1:31.47
HC-02-A-07	Hampshire	1:22.56	1:31.59
WS-02-A-01	West Sussex	1:26.66	1:30.66
SAMPLE AVERAGE		1:22.6*	1:31.85**

* Compares favourably to regional statistics (1:22/23 as per para. 3.15 above)

** Compares favourably to the proposed car parking (1:31.73)

3.18 The corresponding TRICS trip generation rates (**Appendix 2** refers) have been deduced from the above representative sample and are as follows:

AM Peak	1.66	(2 Way per 100 sq.m GFA)
PM Peak	1.28	(2 Way per 100 sq.m GFA)

3.19 As a **sensitivity test**, the West Sussex site (with its slightly lower employment density) was omitted and the averages were recomputed:

Emp. Density	:	1:21.28
Car Parking	:	1:32.24
AM Peak Trip Rate	:	1.70
PM Peak Trip Rate	:	1.30

3.20 It can be seen that the effect upon the prediction of trip generation was not overly sensitive to this change in the sample make up. Notwithstanding this, the higher rates (para. 3.19 above) have been taken forward.

3.21 The corresponding potential peak hour generation by car for the Application Site is therefore computed and shown below (Table 2):

PROPOSED REDEVELOPMENT OF FLUIDRIVE SITE
(3 Office Blocks: Sum Total GFA 3713 sq.m)

Peak Hour Traffic Generation Potential

	AM Peak	PM Peak
Building One (1045 sq.m GFA)	18	14
Building Two (1190 sq.m GFA)	20	15
Building Three (1478 sq.m GFA)	25	19
Totals:	**63 vph**	**48 vph**

TABLE 2

3.22 The comparison of the foregoing land use trip generation predictions (Tables 1 & 2) indicates that the proposed redevelopment of the site would not, in absolute terms, result in a major increase in peak period journeys to work by car.

3.23 This is corroborated by the fact that the scale of the former Fluidrive Company's total operations at Molly Millars Lane (3643.5 sq.m – para 2.11 earlier) would be replaced by a B1(a) & (b) commercial operation of similar size (3713 sq.m) with its car parking provision reduced by 21% below the Council's maximum parking standard.

3.24 **It is important to note** that the proposed **change of use** from B2 to B1 is likely to result in a less intensive use of the site (potentially fewer daily and weekly hours of operation) there would be a substantial reduction in the number of HGV movements visiting the site and no external activity (fork lift trucks). This will be **beneficial to the amenity of the nearby residential neighbourhood.**

4.0 TRAVEL DEMAND MANAGEMENT

4.1 The Council is adopting a "stick and carrot" approach to its proposed district wide travel demand management strategy (reference the current Local Transport Plan). Particular emphasis is to be placed upon targeting journeys to work and to school. Through the development control process it will seek to secure controls over car parking provision and measures to enhance the attractiveness of trip making by modes other than the car. This will be achieved by a range of measures including reallocation of highway corridor space in favour of pedestrians, cyclists and buses and the improvement of public transport generally. The policy proposals in the draft Deposit Local Plan reflect this approach.

4.2 The foregoing sections of this report have demonstrated that the likely effect of redeveloping the Application Site for B1 (a) and (b) could result in an increase in journeys to work by car in the morning peak period by some 6 to 24 car trips. However within the evening peak period the application site would only generate 48 car trips compared to that of the existing situation of 34 to 51 trips. The comparison of the whole of the former Fluidrive Company's operations (Table 1, row c versus Table 2) indicates a potential nett reduction in traffic on Molly Millars Lane. The analysis has taken into account the "stick" approach of restricting car parking provision to 1:31.73. This represents a 21% reduction below the Council's adopted maximum parking standard.

4.3 In terms of considering measures to target a further modal shift to walking, cycling and public transport it is important to take account of the site's accessibility, both in the context of location and with regard to the level of existing and proposed infrastructure.

4.4 The site lies within a designated Core Employment Area adjacent to a bus route and is within reasonable walking and cycling distance to and from local facilities, the railway station and residential areas.

4.5 The Council is committed to improving facilities for cyclists and, in particular, proposes to construct a 3 metre wide cycleway along the eastern side of Molly Millars Lane. This is of particular relevance to the Application Site and to other existing and proposed developments along Molly Millars Lane. It is noted that the Council has secured partial funding for the implementation of sections of the proposed cycleway as a result of the proposed redevelopment of the C F Taylor site and from the proposed development of the site adjoining the Fluidrive site.

4.6 A similar provision across the Application Site's frontage would appear to be appropriate in terms of contributing towards the timely provision of the cycle lanes and attracting more trips by cycle. This would be consistent with the principles agreed by the Council with the prospective developers of the neighbouring commercial sites.

4.7 The Applicants acknowledge the benefits that increased cycling can offer both in terms of travel demand management and with regard to the general health of employees. The Applicants have therefore instructed SMA to come to agreement with the Council with regard to the provision of funds to secure the implementation of effectively 80 metres of the proposed Molly Millars Lane cycleway where it passes the site's frontage.

4.8 To complement the above contribution and to ensure that the opportunity to cycle to the Application Site is further encouraged, the Applicants are proposing to provide secure under cover cycle parking for each of the proposed buildings and to provide changing room and shower facilities as part of the development's building specification.

4.9 With regard to public transport, the site lies within a 640m walk from the railway station. This distance falls well within the desired national target of 800m (Source: Planning for Sustainable Development – A Guide to Better Practice) and compares favourably to the national average walking distance of 965 metres (0.6 miles) recorded in the most recent National Travel Survey.

4.10 Along the site's frontage there are bus stops on either side of Molly Millars Lane. As reported earlier (Section 2.0) the existing 193 bus service passes the site on an hourly basis (Monday to Saturdays) running from Reading through to Crowthorne and Camberley. Other services are provided on Barkham Road less than 250 metres from the site.

4.11 It is understood that the Council has secured funding, by way of a planning obligation from the C F Taylor site, to provide an additional weekday bus, subsidised for a period of two years. The contribution also includes for improved bus waiting facilities and improvements for minor modes such as walking/cycling.

4.12 It is however important and relevant to note that the C F Taylor site development is considerably larger than the proposal being applied for by Albion Land and T I Group (10812 sq.m versus 3713 sq.m). Notwithstanding this, the Applicant is willing to consider a commensurate and fair contribution (subject to the guidelines of Circular 1/97) towards improvements to the local bus service; certainly with regard to waiting facilities and travel information. This will be a matter for further discussion with the Council in due course.

4.13 Taking all of the foregoing into account, it is considered that the site is well located to the existing and proposed transport infrastructure and that the Applicants' willingness to come to agreement upon a package of travel demand management measures will more than off-set and mitigate against the otherwise, albeit modest, potential increase in journeys to work resulting from the proposed redevelopment. These measures could be incorporated into a site based Green Travel Plan.

Green Travel Plan

4.14 The proposed development will consist of three commercial buildings (B1 a/b) of 1045, 1190 and 1478 sq. metres (GFA) respectively, cumulatively amounting to 3713 sq.m GFA. The existing Fluidrive site operation (Section 2.0 earlier) amounted to the 3032.5 sq.m GFA (offices and industrial processes) with a further 611 sq.m offices on adjoining land. Although the proposed redevelopment of the site would result in an increase in gross floor area, the proposed uses would involve a less intensive mode of operation (shorter working hours and fewer HGV movements).

4.15 The Applicants wish to lease or sell the three units separately. Each unit falls below the indicative threshold proposed in the draft revision PPG13 (Annex B) relating, inter alia, to transport assessments and the requirements for green travel plan (draft revision PPG13, para. 68 refers).

4.16 Notwithstanding the above, the Applicants acknowledge the importance of reducing reliance upon the private car for journeys to work and is willing to come to agreement upon a suitable set of measures that reflect the scale and nature of development proposed.

4.17 Since the Applicants wish to dispose of the units to separate occupiers (not known at present), time dependant measures are not considered feasible or appropriate. Consequently the Applicants wish to agree the reduced level of car parking provision at the outset and provide this before occupation. The provision of on-site cycle parking and shower/changing facilities would similarly be provided at the outset.

4.18 Consequently, given the small scale nature of the proposed development and, more specifically, the potentially small net increase in the estimated number of journeys to work (para. 4.2 earlier refers), it is considered that the principal elements of a site based green travel plan could be as follows.

1) **On-Site Car Parking Provision**

   This shall be set at a maximum of 1:32 GFA and be provided at the outset before first occupations; this represents a considerable reduction below the Council's maximum standard provision (1:25).

2) **Cycle Parking Facilities**

   Secure, covered and lit cycle parking facilities shall be provided for each Office Building at a minimum standard of 1 space per 250 sq.m GFA.

3) **Changing Facilities and Showers**

   These shall be provided within each of the proposed Office Buildings and be available at first occupations.

4) **Walking**

Employees who live within reasonable walking distance of the site (1.6km) shall be encouraged to walk to work. A scheme, so far as it is practicable, shall be considered for guaranteeing lifts home in the case of emergencies and in severe weather conditions.

5) **Public Transport Travel Information**

The current publicly available travel information with regard to public transport (bus/rail) shall be displayed in the Reception Areas of each of the office blocks.

6) **Car Sharing**

A scheme, so far as it is practicable and consistent with the staff profile and operational needs of the site based companies. To encourage car sharing and reduce the number of single occupancy car trips to work shall be considered and implemented where feasible.

7) **Implementation and Monitoring**

An appropriate time shall be agreed with the local Planning Authority and site based companies to enable the above measures to be implemented and monitored.

4.19 In essence, it is considered that any site based green travel plan should strike a balance between compulsory measures/planning obligations that can be implemented and fulfilled by the Applicants at the outset followed by flexible voluntary measures that the future occupiers would be willing to sign up to and make reasonable efforts to implement and monitor.

5.0 SUMMARY AND CONCLUSIONS

5.1 The Application Site lies within a designated Core Employment Area adjacent to a public transport corridor and within reasonable walking distance of the railway station, residential areas (potential workforce catchment) and other local facilities.

5.2 The Council has secured funding towards the provision of improved cycleway, pedestrian and public transport infrastructure on Molly Millars Lane.

5.3 The Application Site was occupied until 1998 by Fluidrive, a subsidiary company of T I Group Plc, which employed up to 90 persons in offices and factories associated with the manufacture of rotating equipment (fluid couplings and joints). Fluidrive also leased offices on the adjoining site. It is estimated that the Application Site could have, under its former uses, generated circa 40 – 60 peak hour movements (morning period) and the company's operations, in total, circa 50 – 75 peak hour trips onto the local highway network. The industrial processes would have involved a greater level of on-site activity (storage, forklift truck manoeuvres, general circulation and parking) and would have attracted circa 12 HGV movements per day and 2 to 3 articulated goods vehicles per month.

5.4 The redevelopment of the Application Site would result in a less intensive use of the site and overall scale of operation when compared to its former uses (shorter working hours, restricted parking and considerably fewer HGV attractions). There could be a modest increase in the number of journeys to work although the nett change at peak times would be less than 24 trips in the morning and less than 14 in the evening.

5.5 A package of integrated transport measures, in association with a site based green travel plan, are proposed to enhance the prospects of a further modal shift to walking, cycling and public transport.

5.6 Taking all the foregoing into account it is concluded that the development proposals would comply with central and local government transport policy objectives and sustainable development criteria.

5.7 It is recommended that this report forms the basis for reaching agreement with the local planning authority upon a suitable package of integrated transport measures. These can be secured by an appropriate legal agreement and/or planning conditions.

FIGURES



SCALE 1:2500

FLUIDRIVE SITE, MOLLY MILLARS LANE WOKINGHAM	SITE LOCATION PLAN	FIGURE SMA1

APPENDICES

APPENDIX 1

LIST OF SITES relevant to selection parameters

1 **BC-02-D-01** **IND.EST,READING** **BERKSHIRE**
BASINGSTOKE ROAD
WHITLEY
READING
Total Gross Floor Area: 167416 sqm

2 **BC-02-D-03** **IND.EST,READING** **BERKSHIRE**
WHARFDALE ROAD
WINNERSH
READING
Total Gross Floor Area: 69375 sqm

3 **BC-02-D-07** **IND.EST,READING** **BERKSHIRE**
LONDON ROAD
WOODLEY
READING
Total Gross Floor Area: 79040 sqm

4 **BC-02-D-08** **IND.EST,READING** **BERKSHIRE**
WHARFDALE ROAD
WINNERSH
READING
Total Gross Floor Area: 81874 sqm

5 **ES-02-D-01** **IND.EST,BRIGHTON** **EAST SUSSEX**
STEVENSON ROAD
QUEENS PARK
BRIGHTON
Total Gross Floor Area: 13300 sqm

6 **ES-02-D-02** **IND.EST,LEWES** **EAST SUSSEX**
SOUTH STREET

LEWES
Total Gross Floor Area: 7500 sqm

7 **ES-02-D-03** **IND.EST,BRIGHTON** **EAST SUSSEX**
HUGHES ROAD, HOLLINGDEAN ROAD

BRIGHTON
Total Gross Floor Area: 2866 sqm

8 **GL-02-D-01** **LINEN SUPPLIERS** **GREATER LONDON**
JACKSON WAY
SOUTHALL
EALING
Total Gross Floor Area: 6434 sqm

9 **GL-02-D-02** **IND.EST,HAYES** **GREATER LONDON**
DAWLEY ROAD

HAYES
Total Gross Floor Area: 3880 sqm

10 **HC-02-D-01** **IND.EST,FAREHAM** **HAMPSHIRE**
PINKS HILL
WALLINGTON
FAREHAM
Total Gross Floor Area: 21091 sqm

11 **HC-02-D-02** **IND.EST,FAREHAM** **HAMPSHIRE**
EAST STREET
PORTCHESTER
FAREHAM
Total Gross Floor Area: 9691 sqm

12 **KC-02-D-01** **IND.EST,WHITSTABLE** **KENT**
OFF MILLSTROOD ROAD

WHITSTABLE
Total Gross Floor Area: 12689 sqm

Sheet 1 of 5

APPENDIX 1

LIST OF SITES relevant to selection parameters (Cont.)

13 WS-02-D-01 IND.EST,LITTLEHAMPTON WEST SUSSEX

RUSTINGTON
LITTLEHAMPTON
Total Gross Floor Area: 19900 sqm

14 WS-02-D-02 IND.EST,PARTRIDGE GREEN WEST SUSSEX

STAR ROAD

PARTRIDGE GREEN
Total Gross Floor Area: 20484 sqm

15 WS-02-D-03 IND.EST,HORSHAM WEST SUSSEX

BROADBRIDGE HEATH
HORSHAM
Total Gross Floor Area: 10538 sqm

Sheet 2 of 5

APPENDIX 1

TRIP RATE for Land Use EMPLOYMENT/INDUSTRIAL ESTATE
Calculation Factor: 100 sqm
BOLD print indicates peak (busiest) period

AVERAGE

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	34	61670	0.01	34	61670	0.01	34	61670	0.01
00:30 - 01:00	34	61670	0.00	34	61670	0.01	34	61670	0.01
01:00 - 01:30	34	61670	0.00	34	61670	0.01	34	61670	0.01
01:30 - 02:00	34	61670	0.00	34	61670	0.01	34	61670	0.01
02:00 - 02:30	34	61670	0.00	34	61670	0.01	34	61670	0.01
02:30 - 03:00	34	61670	0.00	34	61670	0.01	34	61670	0.01
03:00 - 03:30	34	61670	0.00	34	61670	0.00	34	61670	0.01
03:30 - 04:00	34	61670	0.00	34	61670	0.00	34	61670	0.01
04:00 - 04:30	34	61670	0.01	34	61670	0.00	34	61670	0.01
04:30 - 05:00	34	61670	0.01	34	61670	0.00	34	61670	0.01
05:00 - 05:30	34	61670	0.06	34	61670	0.02	34	61670	0.07
05:30 - 06:00	34	61670	0.06	34	61670	0.02	34	61670	0.07
06:00 - 06:30	34	61670	0.07	34	61670	0.04	34	61670	0.11
06:30 - 07:00	34	61670	0.07	34	61670	0.04	34	61670	0.10
07:00 - 07:30	42	53945	0.21	42	53945	0.07	42	53945	0.28
07:30 - 08:00	42	53945	0.22	42	53945	0.07	42	53945	0.29
08:00 - 08:30	43	52780	0.50	43	52780	0.09	43	52780	0.59
08:30 - 09:00	**43**	**52780**	**0.51**	43	52780	0.09	**43**	**52780**	**0.60**
09:00 - 09:30	43	52780	0.22	43	52780	0.09	43	52780	0.31
09:30 - 10:00	43	52780	0.21	43	52780	0.09	43	52780	0.30
10:00 - 10:30	43	52780	0.11	43	52780	0.10	43	52780	0.20
10:30 - 11:00	43	52780	0.11	43	52780	0.10	43	52780	0.20
11:00 - 11:30	43	52780	0.10	43	52780	0.11	43	52780	0.20
11:30 - 12:00	43	52780	0.10	43	52780	0.11	43	52780	0.20
12:00 - 12:30	43	52780	0.13	43	52780	0.21	43	52780	0.34
12:30 - 13:00	43	52780	0.13	43	52780	0.21	43	52780	0.34
13:00 - 13:30	43	52780	0.21	43	52780	0.17	43	52780	0.38
13:30 - 14:00	43	52780	0.21	43	52780	0.16	43	52780	0.37
14:00 - 14:30	43	52780	0.14	43	52780	0.13	43	52780	0.27
14:30 - 15:00	43	52780	0.14	43	52780	0.13	43	52780	0.27
15:00 - 15:30	43	52780	0.09	43	52780	0.12	43	52780	0.22
15:30 - 16:00	43	52780	0.09	43	52780	0.13	43	52780	0.22
16:00 - 16:30	43	52780	0.09	43	52780	0.21	43	52780	0.30
16:30 - 17:00	43	52780	0.09	43	52780	0.21	43	52780	0.30
17:00 - 17:30	43	52780	0.10	43	52780	0.41	43	52780	0.51
17:30 - 18:00	43	52780	0.10	**43**	**52780**	**0.43**	43	52780	0.52
18:00 - 18:30	41	54775	0.05	41	54775	0.20	41	54775	0.25
18:30 - 19:00	41	54775	0.05	41	54775	0.20	41	54775	0.25
19:00 - 19:30	35	60270	0.03	35	60270	0.09	35	60270	0.11
19:30 - 20:00	35	60270	0.03	35	60270	0.09	35	60270	0.11
20:00 - 20:30	34	61670	0.02	34	61670	0.04	34	61670	0.05
20:30 - 21:00	34	61670	0.02	34	61670	0.04	34	61670	0.05
21:00 - 21:30	34	61670	0.03	34	61670	0.02	34	61670	0.05
21:30 - 22:00	34	61670	0.03	34	61670	0.02	34	61670	0.05
22:00 - 22:30	34	61670	0.01	34	61670	0.04	34	61670	0.05
22:30 - 23:00	34	61670	0.01	34	61670	0.04	34	61670	0.05
23:00 - 23:30	34	61670	0.01	34	61670	0.01	34	61670	0.02
23:30 - 24:00	34	61670	0.01	34	61670	0.01	34	61670	0.02
Daily Trip Rates:			4.37			4.38			8.75

} 1.19

} 1.03

Sheet 3 of 5

APPENDIX 1

RANK ORDER for Land Use EMPLOYMENT/INDUSTRIAL ESTATE
Ranking Type: **TOTALS** Time Range: 08:00-09:00
85th Percentile = No. **7** (*)

Rank	Site-Ref	Description	Area	Day	Date	Trip Rate
1	ES-02-D-03	IND.EST,BRIGHTON	EAST SUSSEX	Thu	07/05/87	3.38
2	WS-02-D-01	IND.EST,LITTLEHAMPTON	WEST SUSSEX	Tue	16/10/90	1.95
3	BC-02-D-08	IND.EST,READING	BERKSHIRE	Tue	21/11/95	1.95
4	BC-02-D-08	IND.EST,READING	BERKSHIRE	Fri	24/11/95	1.90
5	BC-02-D-08	IND.EST,READING	BERKSHIRE	Thu	23/11/95	1.88
6	BC-02-D-08	IND.EST,READING	BERKSHIRE	Wed	22/11/95	1.84
7 **	**BC-02-D-08**	**IND.EST,READING**	**BERKSHIRE**	**Tue**	**05/12/95**	**1.77**
8	ES-02-D-02	IND.EST,LEWES	EAST SUSSEX	Wed	20/05/87	1.75
9	BC-02-D-08	IND.EST,READING	BERKSHIRE	Mon	20/11/95	1.71
10	HC-02-D-02	IND.EST,FAREHAM	HAMPSHIRE	Tue	13/06/89	1.69
11	KC-02-D-01	IND.EST,WHITSTABLE	KENT	Thu	03/12/92	1.68
12	GL-02-D-02	IND.EST,HAYES	GREATER LONDON	Thu	07/07/88	1.62
13	BC-02-D-03	IND.EST,READING	BERKSHIRE	Thu	05/06/86	1.51
14	BC-02-D-03	IND.EST,READING	BERKSHIRE	Fri	06/06/86	1.50
15	BC-02-D-03	IND.EST,READING	BERKSHIRE	Tue	03/06/86	1.50
16	BC-02-D-03	IND.EST,READING	BERKSHIRE	Wed	04/06/86	1.49
17	BC-02-D-03	IND.EST,READING	BERKSHIRE	Mon	02/06/86	1.46
18	WS-02-D-02	IND.EST,PARTRIDGE GREEN	WEST SUSSEX	Thu	14/05/92	1.28
19	WS-02-D-02	IND.EST,PARTRIDGE GREEN	WEST SUSSEX	Mon	11/05/92	1.25
20	WS-02-D-02	IND.EST,PARTRIDGE GREEN	WEST SUSSEX	Tue	12/05/92	1.21
21	ES-02-D-01	IND.EST,BRIGHTON	EAST SUSSEX	Tue	01/05/84	1.14
22	BC-02-D-07	IND.EST,READING	BERKSHIRE	Fri	17/11/95	1.13
23	BC-02-D-07	IND.EST,READING	BERKSHIRE	Tue	28/11/95	1.12
24	WS-02-D-02	IND.EST,PARTRIDGE GREEN	WEST SUSSEX	Wed	13/05/92	1.11
25	BC-02-D-07	IND.EST,READING	BERKSHIRE	Wed	29/11/95	1.09
26	BC-02-D-07	IND.EST,READING	BERKSHIRE	Mon	27/11/95	1.09
27	WS-02-D-02	IND.EST,PARTRIDGE GREEN	WEST SUSSEX	Fri	15/05/92	1.07
28	WS-02-D-03	IND.EST,HORSHAM	WEST SUSSEX	Fri	15/05/92	1.02
29	WS-02-D-03	IND.EST,HORSHAM	WEST SUSSEX	Thu	14/05/92	1.02
30	WS-02-D-03	IND.EST,HORSHAM	WEST SUSSEX	Wed	13/05/92	1.02
31	WS-02-D-03	IND.EST,HORSHAM	WEST SUSSEX	Tue	12/05/92	1.02
32	WS-02-D-03	IND.EST,HORSHAM	WEST SUSSEX	Mon	11/05/92	1.02
33	HC-02-D-01	IND.EST,FAREHAM	HAMPSHIRE	Wed	08/04/87	0.92
34	GL-02-D-01	LINEN SUPPLIERS	GREATER LONDON	Tue	03/12/91	0.78
35	GL-02-D-01	LINEN SUPPLIERS	GREATER LONDON	Wed	04/12/91	0.76
36	GL-02-D-01	LINEN SUPPLIERS	GREATER LONDON	Fri	29/11/91	0.73
37	BC-02-D-01	IND.EST,READING	BERKSHIRE	Fri	06/06/86	0.71
38	BC-02-D-01	IND.EST,READING	BERKSHIRE	Mon	02/06/86	0.71
39	GL-02-D-01	LINEN SUPPLIERS	GREATER LONDON	Mon	02/12/91	0.70
40	BC-02-D-01	IND.EST,READING	BERKSHIRE	Thu	05/06/86	0.70
41	BC-02-D-01	IND.EST,READING	BERKSHIRE	Wed	04/06/86	0.70
42	BC-02-D-01	IND.EST,READING	BERKSHIRE	Tue	03/06/86	0.69
43	GL-02-D-01	LINEN SUPPLIERS	GREATER LONDON	Thu	05/12/91	0.64

Sheet 4 of 5

APPENDIX 1

RANK ORDER for Land Use EMPLOYMENT/INDUSTRIAL ESTATE
Ranking Type: **TOTALS** Time Range: 17:00-18:00
85th Percentile = No. **7** (*)

Rank	Site-Ref	Description	Area	Day	Date	Trip Rate
1	ES-02-D-03	IND.EST,BRIGHTON	EAST SUSSEX	Thu	07/05/87	3.87
2	WS-02-D-01	IND.EST,LITTLEHAMPTON	WEST SUSSEX	Tue	16/10/90	1.91
3	BC-02-D-08	IND.EST,READING	BERKSHIRE	Tue	05/12/95	1.69
4	HC-02-D-02	IND.EST,FAREHAM	HAMPSHIRE	Tue	13/06/89	1.64
5	BC-02-D-08	IND.EST,READING	BERKSHIRE	Thu	23/11/95	1.59
6	BC-02-D-08	IND.EST,READING	BERKSHIRE	Tue	21/11/95	1.59
7 **	**BC-02-D-08**	**IND.EST,READING**	**BERKSHIRE**	**Wed**	**22/11/95**	**1.55**
8	BC-02-D-08	IND.EST,READING	BERKSHIRE	Mon	20/11/95	1.51
9	ES-02-D-01	IND.EST,BRIGHTON	EAST SUSSEX	Tue	01/05/84	1.49
10	BC-02-D-08	IND.EST,READING	BERKSHIRE	Fri	24/11/95	1.49
11	KC-02-D-01	IND.EST,WHITSTABLE	KENT	Thu	03/12/92	1.40
12	BC-02-D-07	IND.EST,READING	BERKSHIRE	Mon	27/11/95	1.31
13	WS-02-D-02	IND.EST,PARTRIDGE GREEN	WEST SUSSEX	Mon	11/05/92	1.27
14	ES-02-D-02	IND.EST,LEWES	EAST SUSSEX	Wed	20/05/87	1.25
15	WS-02-D-02	IND.EST,PARTRIDGE GREEN	WEST SUSSEX	Thu	14/05/92	1.23
16	WS-02-D-02	IND.EST,PARTRIDGE GREEN	WEST SUSSEX	Wed	13/05/92	1.19
17	BC-02-D-03	IND.EST,READING	BERKSHIRE	Thu	05/06/86	1.18
18	BC-02-D-03	IND.EST,READING	BERKSHIRE	Wed	04/06/86	1.17
19	BC-02-D-03	IND.EST,READING	BERKSHIRE	Tue	03/06/86	1.17
20	BC-02-D-03	IND.EST,READING	BERKSHIRE	Mon	02/06/86	1.17
21	WS-02-D-02	IND.EST,PARTRIDGE GREEN	WEST SUSSEX	Tue	12/05/92	1.16
22	WS-02-D-02	IND.EST,PARTRIDGE GREEN	WEST SUSSEX	Fri	15/05/92	1.13
23	BC-02-D-07	IND.EST,READING	BERKSHIRE	Tue	28/11/95	1.11
24	BC-02-D-07	IND.EST,READING	BERKSHIRE	Wed	29/11/95	1.09
25	WS-02-D-03	IND.EST,HORSHAM	WEST SUSSEX	Mon	11/05/92	1.07
26	BC-02-D-03	IND.EST,READING	BERKSHIRE	Fri	06/06/86	1.00
27	GL-02-D-02	IND.EST,HAYES	GREATER LONDON	Thu	07/07/88	0.93
28	BC-02-D-07	IND.EST,READING	BERKSHIRE	Fri	17/11/95	0.88
29	WS-02-D-03	IND.EST,HORSHAM	WEST SUSSEX	Thu	14/05/92	0.86
30	WS-02-D-03	IND.EST,HORSHAM	WEST SUSSEX	Tue	12/05/92	0.85
31	WS-02-D-03	IND.EST,HORSHAM	WEST SUSSEX	Wed	13/05/92	0.79
32	WS-02-D-03	IND.EST,HORSHAM	WEST SUSSEX	Fri	15/05/92	0.66
33	BC-02-D-01	IND.EST,READING	BERKSHIRE	Tue	03/06/86	0.64
34	BC-02-D-01	IND.EST,READING	BERKSHIRE	Mon	02/06/86	0.64
35	BC-02-D-01	IND.EST,READING	BERKSHIRE	Wed	04/06/86	0.63
36	BC-02-D-01	IND.EST,READING	BERKSHIRE	Thu	05/06/86	0.62
37	HC-02-D-01	IND.EST,FAREHAM	HAMPSHIRE	Wed	08/04/87	0.61
38	BC-02-D-01	IND.EST,READING	BERKSHIRE	Fri	06/06/86	0.57
39	GL-02-D-01	LINEN SUPPLIERS	GREATER LONDON	Mon	02/12/91	0.48
40	GL-02-D-01	LINEN SUPPLIERS	GREATER LONDON	Wed	04/12/91	0.40
41	GL-02-D-01	LINEN SUPPLIERS	GREATER LONDON	Thu	05/12/91	0.37
42	GL-02-D-01	LINEN SUPPLIERS	GREATER LONDON	Tue	03/12/91	0.37
43	GL-02-D-01	LINEN SUPPLIERS	GREATER LONDON	Fri	29/11/91	0.37

Sheet 5 of 5

APPENDIX 1

APPENDIX 2

LIST OF SITES relevant to selection parameters

1 **GL-02-A-01** **HARMAN HOUSE** **GREATER LONDON**
GEORGE STREET

UXBRIDGE
Total Gross Floor Area: 12528 sqm

2 **HC-02-A-06** **AA HEADQUARTERS** **HAMPSHIRE**
BASING VIEW

BASINGSTOKE
Total Gross Floor Area: 23600 sqm

3 **HC-02-A-07** **I.B.M.** **HAMPSHIRE**
NORTH HARBOUR
COSHAM
PORTSMOUTH
Total Gross Floor Area: 63174 sqm

4 **WS-02-A-01** **WOOLWICH ADMIN. CENTRE** **WEST SUSSEX**
A259
DURRINGTON
WORTHING
Total Gross Floor Area: 9200 sqm

SCREENING OF TRICS DATABASE

EMP. DENSITY AV. 1 : 22.6 (Site Ranges 19.67 - 26.66)

CAR PARKING PROV. AV. 1 : 31.85 (30.66 - 33.67)

Sheet 1 of 4

APPENDIX 2

TRIP RATE for Land Use EMPLOYMENT/OFFICE
Calculation Factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	5	63174	0.00	5	63174	0.00	5	63174	0.00
00:30 - 01:00	5	63174	0.00	5	63174	0.00	5	63174	0.00
01:00 - 01:30	5	63174	0.00	5	63174	0.00	5	63174	0.00
01:30 - 02:00	5	63174	0.00	5	63174	0.00	5	63174	0.00
02:00 - 02:30	5	63174	0.00	5	63174	0.00	5	63174	0.01
02:30 - 03:00	5	63174	0.00	5	63174	0.00	5	63174	0.01
03:00 - 03:30	5	63174	0.00	5	63174	0.00	5	63174	0.00
03:30 - 04:00	5	63174	0.00	5	63174	0.00	5	63174	0.00
04:00 - 04:30	5	63174	0.01	5	63174	0.00	5	63174	0.01
04:30 - 05:00	5	63174	0.01	5	63174	0.00	5	63174	0.01
05:00 - 05:30	5	63174	0.03	5	63174	0.01	5	63174	0.04
05:30 - 06:00	5	63174	0.03	5	63174	0.01	5	63174	0.04
06:00 - 06:30	5	63174	0.21	5	63174	0.03	5	63174	0.23
06:30 - 07:00	5	63174	0.21	5	63174	0.03	5	63174	0.23
07:00 - 07:30	**7**	**49810**	**0.75**	7	49810	0.08	**7**	**49810**	**0.83** } 1.66
07:30 - 08:00	7	49810	0.75	7	49810	0.08	7	49810	0.83 }
08:00 - 08:30	8	45150	0.50	8	45150	0.07	8	45150	0.57 } 1.14
08:30 - 09:00	8	45150	0.50	8	45150	0.07	8	45150	0.57 }
09:00 - 09:30	8	45150	0.13	8	45150	0.06	8	45150	0.19 } 0.38
09:30 - 10:00	8	45150	0.13	8	45150	0.06	8	45150	0.19 }
10:00 - 10:30	8	45150	0.08	8	45150	0.10	8	45150	0.18
10:30 - 11:00	8	45150	0.08	8	45150	0.10	8	45150	0.18
11:00 - 11:30	8	45150	0.11	8	45150	0.24	8	45150	0.35
11:30 - 12:00	8	45150	0.11	8	45150	0.24	8	45150	0.35
12:00 - 12:30	8	45150	0.18	8	45150	0.13	8	45150	0.31
12:30 - 13:00	8	45150	0.18	8	45150	0.13	8	45150	0.31
13:00 - 13:30	8	45150	0.12	8	45150	0.10	8	45150	0.22
13:30 - 14:00	8	45150	0.12	8	45150	0.10	8	45150	0.22
14:00 - 14:30	8	45150	0.07	8	45150	0.12	8	45150	0.20
14:30 - 15:00	8	45150	0.07	8	45150	0.13	8	45150	0.20
15:00 - 15:30	8	45150	0.07	8	45150	0.41	8	45150	0.48
15:30 - 16:00	8	45150	0.07	8	45150	0.41	8	45150	0.48
16:00 - 16:30	8	45150	0.10	**8**	**45150**	**0.54**	8	45150	0.64
16:30 - 17:00	8	45150	0.10	8	45150	0.54	8	45150	0.64 1.28
17:00 - 17:30	8	45150	0.04	8	45150	0.31	8	45150	0.35
17:30 - 18:00	8	45150	0.04	8	45150	0.31	8	45150	0.35 0.70
18:00 - 18:30	7	49810	0.01	7	49810	0.08	7	49810	0.10
18:30 - 19:00	7	49810	0.01	7	49810	0.08	7	49810	0.10
19:00 - 19:30	5	63174	0.03	5	63174	0.07	5	63174	0.10
19:30 - 20:00	5	63174	0.03	5	63174	0.07	5	63174	0.10
20:00 - 20:30	5	63174	0.01	5	63174	0.02	5	63174	0.03
20:30 - 21:00	5	63174	0.00	5	63174	0.02	5	63174	0.03
21:00 - 21:30	5	63174	0.01	5	63174	0.01	5	63174	0.02
21:30 - 22:00	5	63174	0.01	5	63174	0.01	5	63174	0.02
22:00 - 22:30	5	63174	0.01	5	63174	0.01	5	63174	0.02
22:30 - 23:00	5	63174	0.01	5	63174	0.01	5	63174	0.02
23:00 - 23:30	5	63174	0.00	5	63174	0.01	5	63174	0.01
23:30 - 24:00	5	63174	0.00	5	63174	0.01	5	63174	0.01
Daily Trip Rates:			4.94			4.82			9.76

LIST OF SITES relevant to selection parameters

1 **GL-02-A-01** **HARMAN HOUSE** **GREATER LONDON**
GEORGE STREET

UXBRIDGE
Total Gross Floor Area: 12528 sqm

2 **HC-02-A-06** **AA HEADQUARTERS** **HAMPSHIRE**
BASING VIEW

BASINGSTOKE
Total Gross Floor Area: 23600 sqm

3 **HC-02-A-07** **I.B.M.** **HAMPSHIRE**
NORTH HARBOUR
COSHAM
PORTSMOUTH
Total Gross Floor Area: 63174 sqm

Sheet 3 of 4
APPENDIX 2

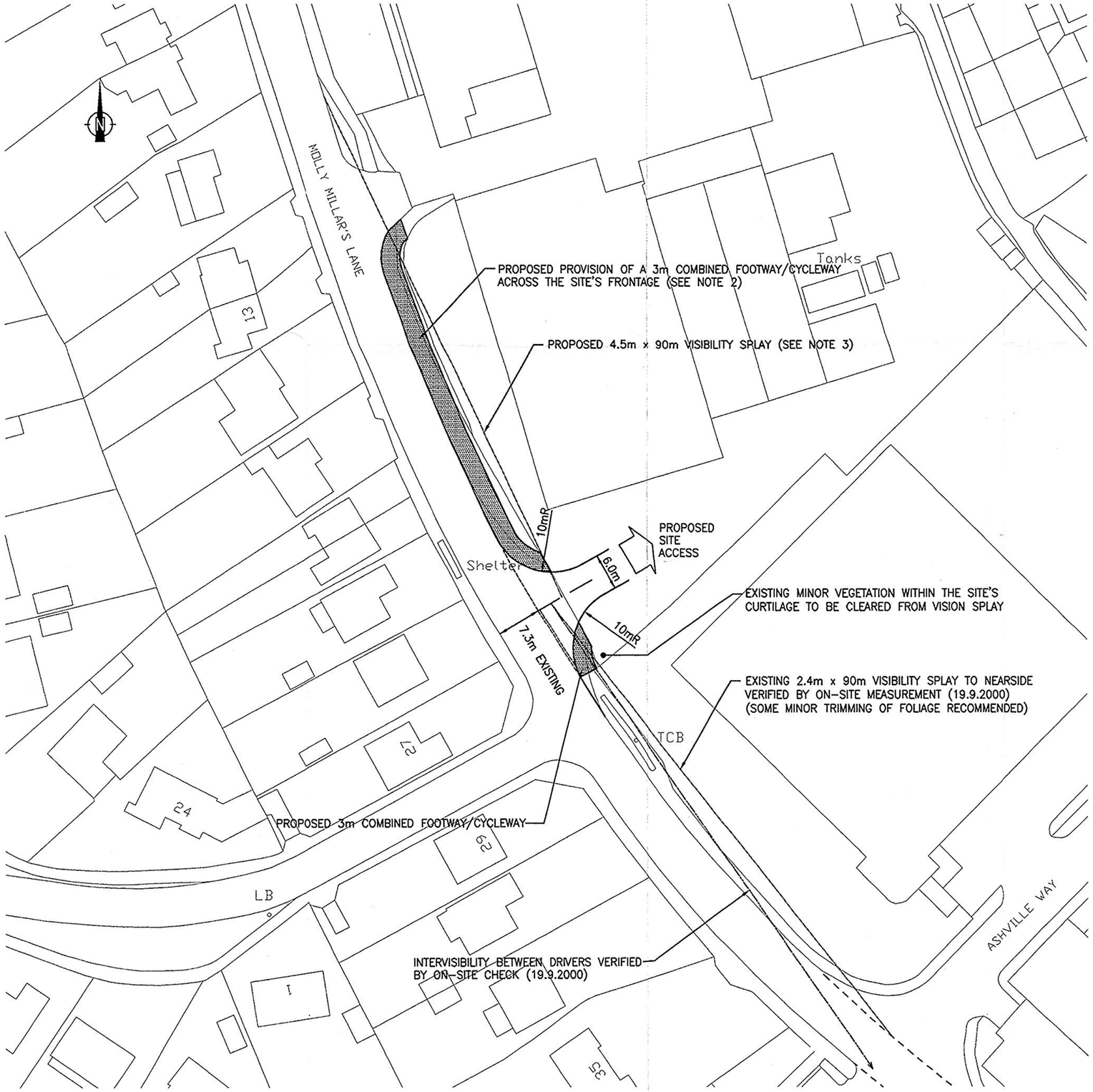
TRIP RATE for Land Use EMPLOYMENT/OFFICE
Calculation Factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	5	63174	0.00	5	63174	0.00	5	63174	0.00
00:30 - 01:00	5	63174	0.00	5	63174	0.00	5	63174	0.00
01:00 - 01:30	5	63174	0.00	5	63174	0.00	5	63174	0.00
01:30 - 02:00	5	63174	0.00	5	63174	0.00	5	63174	0.00
02:00 - 02:30	5	63174	0.00	5	63174	0.00	5	63174	0.01
02:30 - 03:00	5	63174	0.00	5	63174	0.00	5	63174	0.01
03:00 - 03:30	5	63174	0.00	5	63174	0.00	5	63174	0.00
03:30 - 04:00	5	63174	0.00	5	63174	0.00	5	63174	0.00
04:00 - 04:30	5	63174	0.01	5	63174	0.00	5	63174	0.01
04:30 - 05:00	5	63174	0.01	5	63174	0.00	5	63174	0.01
05:00 - 05:30	5	63174	0.03	5	63174	0.01	5	63174	0.04
05:30 - 06:00	5	63174	0.03	5	63174	0.01	5	63174	0.04
06:00 - 06:30	5	63174	0.21	5	63174	0.03	5	63174	0.23
06:30 - 07:00	5	63174	0.21	5	63174	0.03	5	63174	0.23
07:00 - 07:30	**6**	**56578**	**0.77**	6	56578	0.08	**6**	**56578**	**0.85**
07:30 - 08:00	6	56578	0.77	6	56578	0.08	6	56578	0.85
08:00 - 08:30	7	50285	0.50	7	50285	0.07	7	50285	0.57
08:30 - 09:00	7	50285	0.49	7	50285	0.07	7	50285	0.57
09:00 - 09:30	7	50285	0.13	7	50285	0.06	7	50285	0.19
09:30 - 10:00	7	50285	0.13	7	50285	0.06	7	50285	0.19
10:00 - 10:30	7	50285	0.08	7	50285	0.11	7	50285	0.18
10:30 - 11:00	7	50285	0.08	7	50285	0.11	7	50285	0.18
11:00 - 11:30	7	50285	0.12	7	50285	0.25	7	50285	0.36
11:30 - 12:00	7	50285	0.12	7	50285	0.25	7	50285	0.36
12:00 - 12:30	7	50285	0.18	7	50285	0.12	7	50285	0.30
12:30 - 13:00	7	50285	0.18	7	50285	0.12	7	50285	0.30
13:00 - 13:30	7	50285	0.12	7	50285	0.09	7	50285	0.21
13:30 - 14:00	7	50285	0.11	7	50285	0.09	7	50285	0.21
14:00 - 14:30	7	50285	0.07	7	50285	0.13	7	50285	0.20
14:30 - 15:00	7	50285	0.07	7	50285	0.13	7	50285	0.20
15:00 - 15:30	7	50285	0.07	7	50285	0.42	7	50285	0.49
15:30 - 16:00	7	50285	0.07	7	50285	0.42	7	50285	0.49
16:00 - 16:30	7	50285	0.10	**7**	**50285**	**0.55**	7	50285	0.65
16:30 - 17:00	7	50285	0.10	7	50285	0.55	7	50285	0.65
17:00 - 17:30	7	50285	0.04	7	50285	0.31	7	50285	0.35
17:30 - 18:00	7	50285	0.04	7	50285	0.31	7	50285	0.35
18:00 - 18:30	6	56578	0.01	6	56578	0.08	6	56578	0.10
18:30 - 19:00	6	56578	0.01	6	56578	0.08	6	56578	0.10
19:00 - 19:30	5	63174	0.03	5	63174	0.07	5	63174	0.10
19:30 - 20:00	5	63174	0.03	5	63174	0.07	5	63174	0.10
20:00 - 20:30	5	63174	0.01	5	63174	0.02	5	63174	0.03
20:30 - 21:00	5	63174	0.00	5	63174	0.02	5	63174	0.03
21:00 - 21:30	5	63174	0.01	5	63174	0.01	5	63174	0.02
21:30 - 22:00	5	63174	0.01	5	63174	0.01	5	63174	0.02
22:00 - 22:30	5	63174	0.01	5	63174	0.01	5	63174	0.02
22:30 - 23:00	5	63174	0.01	5	63174	0.01	5	63174	0.02
23:00 - 23:30	5	63174	0.00	5	63174	0.01	5	63174	0.01
23:30 - 24:00	5	63174	0.00	5	63174	0.01	5	63174	0.01
Daily Trip Rates:			4.97			4.86			9.83

1.70
1.14
1.3
0.7

Sheet 4 of 4
APPENDIX 2

DRAWINGS



NOTES:

1. REPRODUCED FROM ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HMSO UNDER LICENSE AL 545015 © CROWN COPYRIGHT
2. TACTILE PAVING SIGNAGE AND CONSTRUCTION DETAILS OF CYCLEWAY TO BE AGREED WITH WOKINGHAM DISTRICT COUNCIL.
3. VISION SPLAY TO BE KEPT CLEAR OF ANY OBSTRUCTION AND VEGETATION NOT TO EXCEED 600mm IN HEIGHT. EXISTING VEGETATION TO BE REMOVED AND ANY TREES TO BE PROVIDED BEHIND VISION SPLAY.
4. FOR DETAILS OF PROPOSED ON-SITE LAYOUT REFER TO CORNISH ARCHITECTS DRAWINGS.

AMENDMENT		DATE

Stuart Michael Associates
CONSULTING CIVIL ENGINEERS
PLANNING • DESIGN • PROJECT CO-ORDINATION
29 Kingfisher Court, Hambridge Road
Newbury, Berkshire RG14 5SJ.
Tel: (01635) 551511, Fax: (01635) 550405

JOB TITLE
FLUIDRIVE SITE
MOLLY MILLAR'S LANE
WOKINGHAM

DRAWING TITLE
PROPOSED ACCESS ARRANGEMENTS

CLIENT
ALBION LAND PLC

SCALE		
1:500		
DATE: SEPT 00	DRAWN: JGP	CHECKED: SMA
SHEET No.: 0F	DRAWING No.: 2000.1283.001	REV.

constructionline
UK REGISTER OF QUALIFIED CONSTRUCTION SERVICES

© This drawing is the copyright of Stuart Michael Associates consulting civil engineers. It may not be reproduced or amended without the written approval of Stuart Michael Associates