SCP TRANSPORT PLANNING
an RSK company

A.K Garments Limited

Transport Statement

Bradstone Rd, Cheetham Hill

250097

FEBRUARY 2025

SCP GENERAL NOTES

Project No.: 250097-TA (0.0)

Title: Transport Statement, Bradstone Rd, Cheetham Hill

Client: A.K Garments Limited

Date: 01 February 2025

Office: Manchester

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

Overview

1.1 SCP have been instructed by A.K Garments Limited to produce a Transport Statement (TS) in relation to a planning application for the construction of a new storage unit (B8 use) on land to the west of Bradstone Road, Cheetham Hill, Manchester.

1.2 The applicant currently owns and operates a business to the south of the application site, where the rear of the existing unit is currently being used for storage. The proposed new storage unit will be used by the applicants existing business, freeing up space within the existing unit, allowing it to operate more efficiently. On this basis, the proposed development is not anticipated to generate a material increase in staff numbers, servicing movements or parking demand when compared to the existing situation, which is discussed in more detail later.

1.3 This report has been prepared to accompany the planning application and provides an assessment of the transport implications associated with the development proposals to inform Manchester City Council, as the local highway and planning authority, regarding the nature and magnitude of their impact.

1.4 This TS has been produced in accordance with the National Planning Practice Guidance (NPPG) and the now archived Department for Transport's *"Guidance on Transport Assessment"* document.

Background

1.5 A pre-application enquiry was submitted to Manchester City Council in November 2024. Whilst detailed comments were not received from the highway officer, the planning officer raised initial concerns with the proposed parking and servicing arrangements for the development and how the scheme would impact on the adjacent units.

1.6 The proposed development has been revised from that submitted with the original pre-application enquiry and positively responds to the City Council's pre-application comments. The proposed scheme and parking / servicing arrangements are discussed in more detail later in this report.

Structure of This Report

1.7 The structure of this report is as follows: -

- Chapter 2 - describes in detail the site location, local highway network and existing use of the site.
- Chapter 3 - defines the development proposals including servicing and parking arrangements.
- Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure.
- Chapter 5– presents a summary of the impact of the development on the local highway network; and,
- Chapter 6 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

General

2.1 This chapter provides a detailed description of the location of the site, the local highway network, and the road safety record.

Site Location / Composition

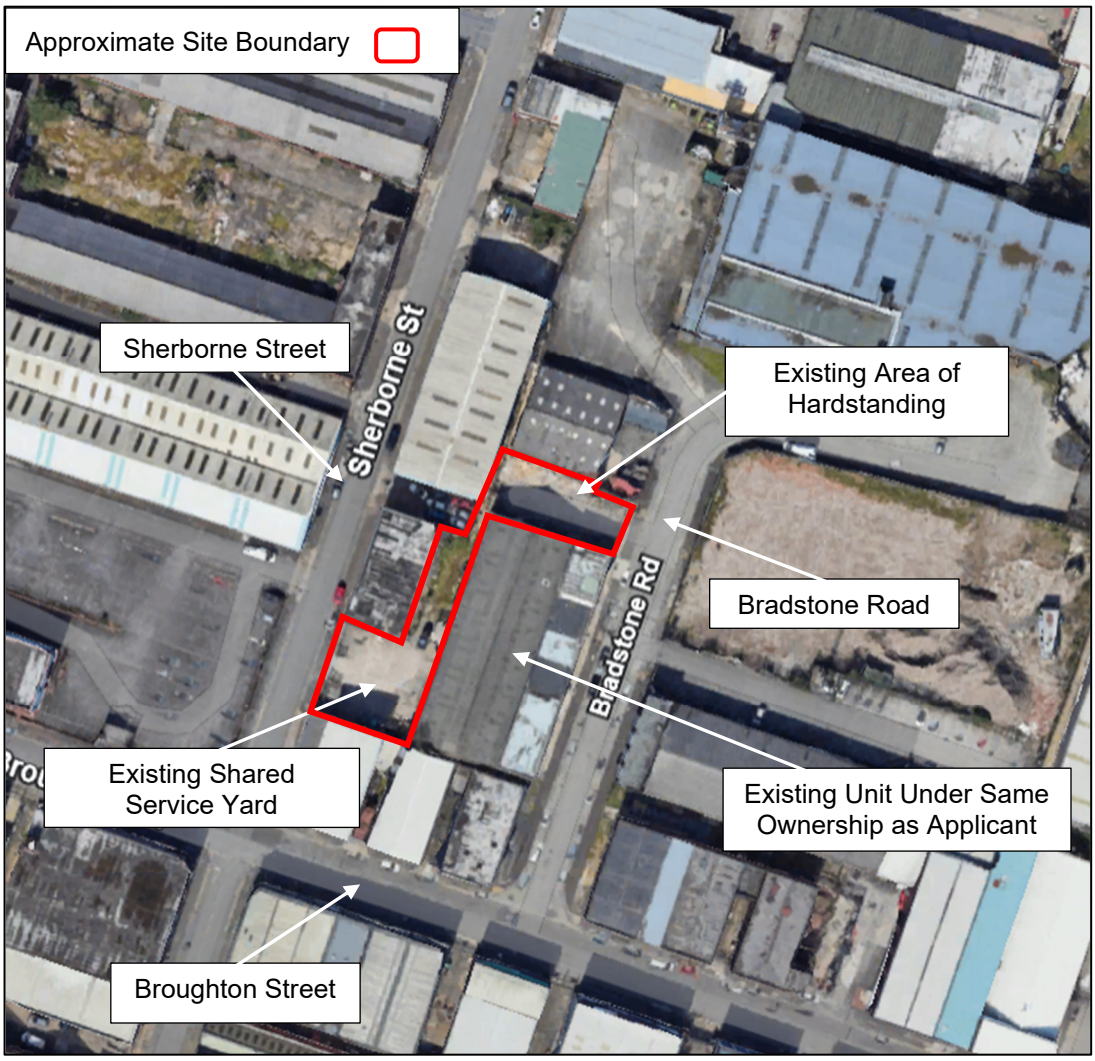
2.2 The application site comprises an existing area of hardstanding which is currently accessed off Bradstone Road, along with a shared service yard accessed off Sherbourne Street.

2.3 The site is located approximately 2km to the north of Manchester City Centre, with the location of the site in relation to the wider highway network shown on **Figure 2.1** below.

Figure 2.1: Site Location Plan- Wider View

2.4 The application site boundary is shown in relation to the local highway network in red on **Figure 2.2** below, along with the location of the applicants existing business.

Figure 2.2 – Site Location Plan – Local View



2.5 The section of the site which is accessed off Bradstone Road is currently gated and is not used by any of the surrounding units for servicing or vehicle parking. The proposed development on this section of the site will not therefore impact on the existing servicing or parking arrangements for the adjacent uses.

2.6 Access to the site is currently provided via a gated dropped kerbs priority-controlled access from Bradstone Road at the eastern site boundary. See **Figure 2.3** below showing the photos of the existing access.

Figure 2.3: Existing Access off Bradstone Road

2.7 The existing servicing area which falls within the application site is accessed off Sherborne Street via a gated dropped kerbs priority-controlled access, as shown in **Figure 2.4 below.**

Figure 2.4: Existing Access off Sherborne Street

2.8 The site is predominantly surrounded by commercial areas which provides a mix of cash and carry stores and wholesale retail and food outlets, including the neighbouring properties.

Local Highway Network

Bradstone Road

2.9 Bradstone Road is located along the sites eastern site boundary and is a cul de sac, taking access from Broughton Street to the south. Bradstone Road has an approximate 10m wide carriageway which benefits from street lighting columns as well as footways on both sides of the road. Bradstone Road is subject to a 20mph speed limit with no parking restrictions in place.

2.10 To the south of the site, Bradstone Road forms the minor arm of a simple major / minor priority-controlled junction with Broughton Street. Broughton Street has a speed limit of 20mph and benefits from street lighting and footways along both sides of the carriageway, with on-street parking observed to occur. Broughton Street provides a connection between the A665 Cheetham Hill Road and Sherbourne Street.

Sherborne Street

2.11 Sherborne Street is located along the sites western site boundary and provides a connection to Broughton Street to the south, and the A6010 Elizabeth Street to the north. Sherborne Street has an approximate 7m wide carriageway which benefits from street lighting columns as well as footways on both sides of the road. Sherborne Street is subject to a 20mph speed limit with no parking restrictions in place.

Existing Road Safety Record

2.12 The NPPG states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.

2.13 In order to identify critical locations on the network with a poor accident record, a review of accident data covering the most recently available five-year period has been undertaken using the Department for Transport (DfT) data. The study area analysed the current site access, including Bradstone Road, are shown in **Figure 2.5** below.

Figure 2.5 – Road Safety Record

2.14 The analysis shows that no accidents were recorded in the immediate vicinity of the site, on Bradstone Road or at the junction with Broughton Street. No accidents were recorded in the vicinity of the existing access of Sherborne Street however, only 5 accidents were recorded at the Sherborne Street/ Broughton Street junction, four of which were classed as slight and one as serious. This is an average of one accident a year which is not considered to be an unusual frequency for a junction of this nature, particualty as the majority of the accidents were of slight severity. Therefore, the evidence presented above and illustrated in **Figure 2.5,** demonstrates that the area in the vicinity of the site does not have any recorded highway safety problems that could be affected by the development proposals. A full accident report can be seen in **Appendix A**.

3 PROPOSED DEVELOPMENT

General

3.1 The development proposals involve the construction of a new storage unit (B8 use) to the west of Bradstone Road. The unit will have a gross floor area of approximately 514sqm., with the proposed site layout plan presented in **Appendix B.**

3.2 The development will provide three parking spaces to the front of the unit, accessed directly off Bradstone Road. Servicing to the proposed unit will take place off road, from the existing service yard accessed off Sherbourne Street in the west.

3.3 As detailed earlier, the applicant currently owns and operates a business to the south of the application site, where the rear of the existing unit is currently being used for storage. The proposed new storage unit will be used by the applicants existing business, freeing up space within the existing unit, allowing it to operate more efficiently. On this basis, the proposed development is not anticipated to generate a material increase in staff numbers, servicing movements or parking demand when compared to the existing situation.

Proposed Access Arrangement

3.4 Vehicular access to the parking spaces will be provided off Bradstone Road at the location of the existing access. This arrangement is consistent with existing parking on Bradstone Road which, from a review of the existing accident record, is not resulting in any highway safety issues.

3.5 Vehicle access to the service yard will be provided from Sherbourne Street, with no amendments proposed to the existing arrangement.

3.6 Pedestrian and cycle access will be provided from the same location as the vehicle access from Bradstone Road. An additional pedestrian route and footway is proposed internally, providing a connection between the servicing area and rear of the unit.

Servicing

3.7 The existing service yard off Sherbourne Street will remain unchanged as a result of the development and be utilised for off road servicing for the development.

3.8 As detailed earlier, the section of the site which is accessed off Bradstone Road is currently gated and is not used by any of the surrounding units for servicing or vehicle parking. The proposed development will not therefore impact on the existing servicing or parking arrangements for the adjacent uses.

Parking

3.9 Manchester City Council's parking standards are set out in Appendix B of their Manchester Core Strategy 2012 to 2027. For Storage and Distribution use, vehicle parking is set at maximum standards, as follows:

- A maximum of 1 space per 100sqm
- Minimum number of spaces required for:-
  - Individual bays for each disabled employee plus 2 bays for 5% of total capacity whichever is greater.
- Cycles:
  - 1 space per 850sqm minimum of 2 spaces

3.10 As shown in **Appendix B**, the scheme has been amended from that submitted with the pre-application enquiry and provides for 3 off-road parking spaces. Therefore, the proposed development provides a level of parking broadly in accordance with the Council's parking standards detailed above.

3.11 The proposed car parking provision addresses initial queries raised in the pre-application consultation response and are considered acceptable for the following reasons:

- The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed redevelopment takes full advantage of this accessible location, and the proposed level of parking provides a balance between providing sufficient off-road parking for the operational requirements of the site, whilst at the same time not providing an overprovision and heling to reduce the reliance on the use of the private car and meet these policy objectives.
- The site benefits from good levels of accessibility, being within a reasonable walk distance of a range of residential areas, along with local facilities, such as food stores and cafes, as well as numerous transport links including several bus services and Manchester Victoria Railway Station.
- The site is currently gated and therefore not accessible to neighbouring sites, therefore unaffecting their current and existing parking or servicing provisions and manoeuvres.

- There is anticipated to be no material increase in proposed staff, with the proposed development being an additional unit for the existing business to the south of the site and used for additional storage.
- There is a precedent in the local area for existing units not to provide any dedicated parking, with these units operating satisfactorily given the sustainable location of the site.
- The junctions in the vicinity of the site are protected by traffic regulation orders restricting parking. In the unlikely event that overspill parking does occur from the development this should not result in any highway safety issued, given the key locations on the local highway network are protected.

4 ACCESSIBILITY

General

4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

4.2 MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

4.3 The site is within an acceptable walk distance of the nearby residential areas of Smedley, Blackfriars and Cheetwood which provides a catchment for prospective staff members. Furthermore, there are numerous facilities within an acceptable walking distance which staff can access on foot during their lunchbreaks, including a supermarket and various convenience stores, takeaways, and cafes etc.

4.4 The site is also within a reasonable walk distance of numerous transport links including several bus services and Manchester Victoria Railway Station, as detailed later, to encourage prospective staff to travel via sustainable modes. Queens Road tram stop is also within walking distance.

4.5 Overall, the site benefits from good levels of accessibility by foot with several residential areas nearby, which provide a catchment for prospective staff members, as well as public transport options and local facilities which staff can access on foot during their lunchbreaks, including a supermarket and various convenience stores, takeaways and cafes etc., reducing the need for staff to travel by car.

Cycle Accessibility

4.6 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

4.7 The nearby areas of Manchester City Centre, Old Trafford, Salford, Prestwich, and Monsall, amongst others, are all located within the 5km catchment area from the development site.

4.8 There is a large network of National Cycle Routes (NCR) surrounding the site. NCR 6 is located to the west of the site and provides a route from Bury in the north to Manchester City centre south of the site. NCR 55 locally provides a connection from Eccles in Salford to the west with NCR 6 to the east. NCR 60 connects NCR 66 with NCR 6 to the south. Locally, NCR 66 provides a route from Manchester City Centre to Failsworth in the east.

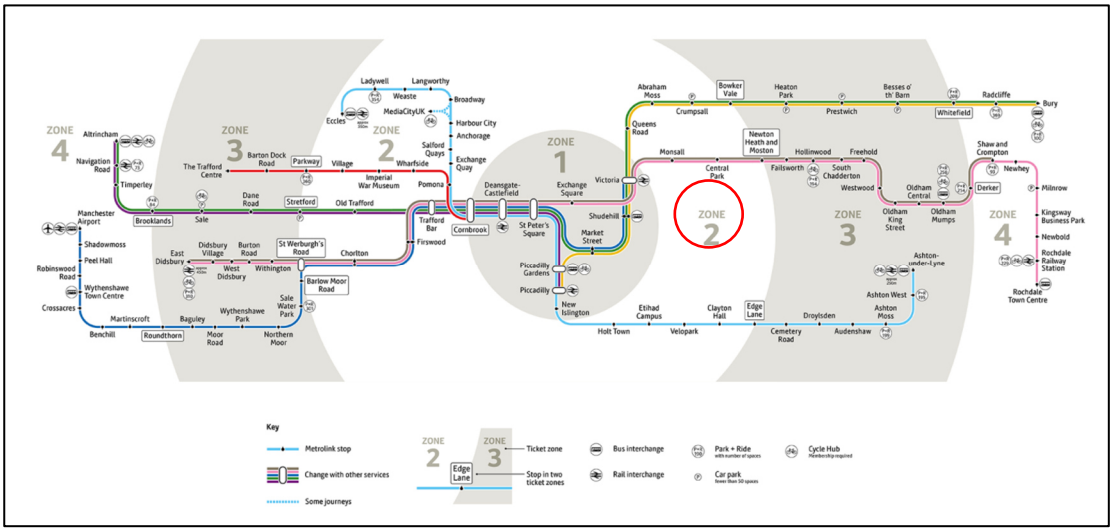
4.9 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective staff.

Public Transport

4.10 The closest bus stops are located on both sides of the A665 Cheetham Hill Road, approximately 500m (NB) and 800m (SB) from the site and therefore well within a reasonable walk distance of the site. These bus stops are served by the number 41 and 135 bus which provides regular services, seven days a week, to numerous locations including Bury and Middleton, amongst others. Therefore, prospective staff of the site will have access to bus services stopping reasonably close to the site which provide access to key destinations at a high frequency. Approximately 650m south-west of the site, bus stops are located on Waterloo Road and provide additional bus services to destination such as, Piccadilly Gardens amongst others. There additional bus services also provide regular services, seven days a week.

4.11 Victoria tram stop is located approximately 1.6km south of the site and therefore within an acceptable walking and cycle distance. Victoria Road tram stop is part of the Greater Manchester Tram Network, located on the blue, pink, green, purple and yellow line within zone 1, as shown in **Figure 4.1** below. This tram stop provides services every 12 minutes, Monday-Saturday 06:00-00:00 and on Sundays 07:00-00:00, to destinations including Altrincham, Rochdale, Manchester Airport, Bury, and Piccadilly.

Figure 4.1: Greater Manchester Tram Network Map



Source: Transport for Greater Manchester

4.12 In terms of railway services, Manchester Victoria Train Station is located circa 1.5km south of the site. This station provides services to destinations across the north including Stalybridge, Huddersfield, Leeds, Wigan, Blackburn, Chester, Liverpool Lime Street, Manchester Airport, York, Newcastle, and Redcar Central, amongst others.

Summary

4.13 Having regard to the above, it is considered that the site benefits from good levels of accessibility by sustainable modes. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for to work.

5 TRIP GENERATION

General

5.1 This chapter provides an estimate of the trips generated by the proposed warehouse development use during typical weekday AM (08:00-09:00) and PM peak hours (17:00-18:00).

Trip Generation

5.2 In order to estimate the trip generating potential of the proposed development, average trip rates from the industry standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:

i) Employment.

ii) Warehousing (commercial).

iii) Multi modal surveys.

iv) Selection by Gross Floor Area;

v) Weekday surveys only; and

vi) Only sites in 'Suburban Area' and 'Edge of Town' locations have been selected.

5.3 The multi modal TRICS outputs for the existing development are presented in **Appendix C** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates (Per 100m^2) Associated with the Proposed Development

Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicle	0.111	0.066	0.07	0.118

5.4 The estimated trip generation associated with the Proposed Development (514m²), is therefore as summarised in **Table 5.2** below.

Table 5.2- Estimated Trip Generation – Proposed Development

Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicle	1	0	0	1

5.5 The applicant currently owns and operates a business to the south of the application site, where the rear of the existing unit is currently being used for storage. The proposed new storage unit will be used by the applicants existing business, freeing up space within the existing unit, allowing it to operate more efficiently. On this basis, the proposed development is not anticipated to generate a material increase in staff numbers, servicing movements or parking demand when compared to the existing situation.

5.6 Notwithstanding this, even when assessed as a standalone storage facility it is clear that the scale of the development will not generate a material number of vehicle trips and will not have an impact on the operation of the local highway network.

6 SUMMARY AND CONCLUSIONS

6.1 SCP have been instructed by A.K Garments Limited to produce a Transport Statement (TS) in relation to a planning application for the construction of a new storage unit (B8 use) on land to the west of Bradstone Road, Cheetham Hill, Manchester.

6.2 The development will provide three parking spaces to the front of the unit, accessed directly off Bradstone Road. Servicing to the proposed unit will take place off road, from the existing service yard accessed off Sherbourne Street in the west.

6.3 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

6.4 The car parking proposed provision is considered adequate for the expected demand at the site and is appropriate in the context of the sites sustainable location.

6.5 It has been demonstrated that the development benefits from good levels of accessibility by sustainable modes. These findings demonstrate that prospective staff will not be reliant on the private car to travel for to work.

6.6 The applicant currently owns and operates a business to the south of the application site, where the rear of the existing unit is currently being used for storage. The proposed new storage unit will be used by the applicants existing business, freeing up space within the existing unit, allowing it to operate more efficiently. On this basis, the proposed development is not anticipated to generate a material increase in staff numbers, servicing movements or parking demand when compared to the existing situation

6.7 Notwithstanding the above, even when assessed as a standalone storage facility it is clear that the scale of the development will not generate a material number of vehicle trips and will not have an impact on the operation of the local highway network.

6.8 It is therefore concluded that the redevelopment proposals for the site are acceptable with regard to transport.

S|C|P

APPENDIX A

Department for Transport - Road Safety Data - STATS19

Area of Interest (AOI) Information

Length : 792.78 m

Feb 10 2025 10:20:12 Greenwich Mean Time

Accidents - Last 5 Years

- Serious
- Slight

1:1,128

0 0.01 0.01 0.03 mi

0 0.01 0.03 0.05 km

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Summary

Name	Count	Area(m²)	Length(m)
Accidents	6	N/A	N/A
Vehicles	12	N/A	N/A
Casualties	11	N/A	N/A

Accidents

#	Accident year	Accident reference	Location easting osgr	Location northing osgr	Longitude	Latitude	Police force	Accident severity
1	2019	06A164799	383909	400012	-2.244020	53.496576	Greater Manchester	Slight
2	2019	06A255745	383909	400012	-2.244020	53.496576	Greater Manchester	Slight
3	2019	06A261506	383910	400016	-2.244005	53.496612	Greater Manchester	Slight
4	2020	06A169867	383905	400013	-2.244081	53.496585	Greater Manchester	Slight
5	2022	61193552	383907	400016	-2.244053	53.496597	Greater Manchester	Serious
6	2023	61337771	383909	400016	-2.244023	53.496598	Greater Manchester	Slight

#	Number of vehicles	Number of casualties	Day of week	Local authority district	Local authority ons district	Local authority highway	First road class	First road number
1	2	1	Saturday	Manchester	Manchester	Manchester	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero
2	2	3	Thursday	Manchester	Manchester	Manchester	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero
3	2	2	Friday	Manchester	Manchester	Manchester	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero
4	2	2	Tuesday	Manchester	Manchester	Manchester	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero
5	2	1	Sunday	Code deprecated	Manchester	Manchester	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero
6	2	2	Wednesday	Code deprecated	Manchester	Manchester	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero

#	Road type	Speed limit	Junction detail	Junction control	Second road class	Second road number	Pedestrian crossing human control	Pedestrian crossing physical facilities
1	Single carriageway	30	Crossroads	Give way or uncontrolled	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres	No physical crossing facilities within 50 metres
2	Single carriageway	30	Crossroads	Give way or uncontrolled	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres	No physical crossing facilities within 50 metres
3	Single carriageway	30	Crossroads	Give way or uncontrolled	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres	No physical crossing facilities within 50 metres
4	Single carriageway	30	Crossroads	Give way or uncontrolled	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres	No physical crossing facilities within 50 metres
5	Single carriageway	30	Other junction	Give way or uncontrolled	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres	No physical crossing facilities within 50 metres
6	Single carriageway	30	Crossroads	Give way or uncontrolled	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres	No physical crossing facilities within 50 metres

#	Light conditions	Weather conditions	Road surface conditions	Special conditions at site	Carriageway hazards	Urban or rural area	Did police officer attend scene of collision?	Trunk road flag
1	Daylight	Fine no high winds	Dry	Road sign or marking defective or obscured	None	Urban	Yes	Non-trunk
2	Darkness - lighting unknown	Fine no high winds	Dry	None	None	Urban	Yes	Non-trunk
3	Daylight	Fine no high winds	Dry	None	None	Urban	Yes	Non-trunk
4	Darkness - lights lit	Fine no high winds	Wet or damp	None	None	Urban	Yes	Non-trunk
5	Daylight	Fine no high winds	Dry	None	None	Urban	No	Non-trunk
6	Daylight	Fine no high winds	Dry	None	None	Urban	Yes	Non-trunk

#	LSOA of accident location	Enhanced severity collision	Count
1	E01005147	Data missing or out of range	1
2	E01005147	Data missing or out of range	1
3	E01005147	Data missing or out of range	1
4	E01033674	Data missing or out of range	1
5	E01005147	Less Serious	1
6	E01005147	Slight	1

Vehicles

#	Accident index	Accident year	Accident reference	Vehicle reference	Vehicle type	Towing and articulation	Vehicle manoeuvre	Vehicle direction from
1	201906A164799	2019	06A164799	1	Car	No tow/articulation	Going ahead other	North East
2	201906A164799	2019	06A164799	2	Car	No tow/articulation	Going ahead other	South East
3	201906A255745	2019	06A255745	1	Car	No tow/articulation	Moving off	North East
4	201906A255745	2019	06A255745	2	Car	No tow/articulation	Going ahead other	South East
5	201906A261506	2019	06A261506	1	Car	No tow/articulation	Going ahead other	North East
6	201906A261506	2019	06A261506	2	Car	No tow/articulation	Going ahead other	North West
7	202006A169867	2020	06A169867	1	Car	No tow/articulation	Going ahead other	South
8	202006A169867	2020	06A169867	2	Car	No tow/articulation	Going ahead other	East
9	2022061193552	2022	61193552	1	Car	No tow/articulation	Going ahead other	South
10	2022061193552	2022	61193552	2	Car	No tow/articulation	Going ahead other	West
11	2023061337771	2023	61337771	1	Car	No tow/articulation	Turning right	East
12	2023061337771	2023	61337771	2	Car	No tow/articulation	Going ahead other	South

#	Vehicle direction to	Vehicle location restricted lane	Junction location	Skidding and overturning	Hit object in carriageway	Vehicle leaving carriageway	Hit object off carriageway	First point of impact
1	South West	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	Skidded	None	Did not leave carriageway	None	Nearside
2	North West	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	Skidded	None	Did not leave carriageway	None	Front
3	South West	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None	Did not leave carriageway	None	Front
4	North West	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None	Did not leave carriageway	None	Offside
5	South West	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None	Did not leave carriageway	None	Offside
6	South East	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None	Did not leave carriageway	None	Front
7	North	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None	Did not leave carriageway	None	Front
8	West	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None	Did not leave carriageway	None	Nearside
9	North	On main c'way - not in restricted lane	Entering main road	None	None	Straight ahead at junction	None	Front
10	East	On main c'way - not in restricted lane	Entering main road	None	None	Did not leave carriageway	None	Offside
11	West	On main c'way - not in restricted lane	Entering main road	None	None	Did not leave carriageway	None	Nearside
12	West	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None	Did not leave carriageway	None	Front

#	Vehicle left hand drive	Journey purpose of driver	Sex of driver	Age of driver	Age band of driver	Engine capacity cc	Propulsion code	Age of vehicle
1	No	Not known	Female	56	56 - 65	Data missing or out of range	Undefined	Data missing or out of range
2	No	Not known	Male	32	26 - 35	1498	Petrol	3
3	No	Not known	Male	21	21 - 25	998	Petrol	1
4	No	Not known	Male	42	36 - 45	1598	Heavy oil	4
5	No	Not known	Male	39	36 - 45	1339	Petrol	10
6	No	Not known	Male	50	46 - 55	4999	Petrol	0
7	No	Not known	Male	31	26 - 35	1242	Petrol	14
8	No	Not known	Male	42	36 - 45	2987	Heavy oil	15
9	No	Other	Male	26	26 - 35	1968	Heavy oil	7
10	No	Not known	Male	54	46 - 55	1246	Petrol	15
11	No	Not known	Female	26	26 - 35	1598	Heavy oil	9
12	No	Not known	Female	27	26 - 35	998	Petrol	17

#	Generic make model	Driver IMD decile	Driver home area type	LSOA of driver	e-scooter flag	Driver distance banding	Dir from e	Dir from n
1	Data missing	More deprived 10-20%	Urban area	E01025032	Vehicle was not an e-scooter	Collision occurred between 20.001 and 100km of drivers home postcode	*No Data*	*No Data*
2	FORD ECOSPORT	More deprived 20-30%	Urban area	E01005297	Vehicle was not an e-scooter	Collision occurred between 5.001 and 10km of drivers home postcode	*No Data*	*No Data*
3	FORD FIESTA	More deprived 10-20%	Urban area	E01005671	Vehicle was not an e-scooter	Collision occurred between 5.001 and 10km of drivers home postcode	*No Data*	*No Data*
4	AUDI A3	Most deprived 10%	Urban area	E01005692	Vehicle was not an e-scooter	Collision occurred between 5.001 and 10km of drivers home postcode	*No Data*	*No Data*
5	HONDA CIVIC	Most deprived 10%	Urban area	E01005147	Vehicle was not an e-scooter	Collision occurred within 5km of drivers home postcode	*No Data*	*No Data*
6	LAND ROVER RANGE ROVER SPORT	More deprived 40-50%	Rural	E01018648	Vehicle was not an e-scooter	Collision occurred between 10.001 and 20km of drivers home postcode	*No Data*	*No Data*
7	FORD FIESTA	Most deprived 10%	Urban area	E01005063	Vehicle was not an e-scooter	Collision occurred within 5km of drivers home postcode	*No Data*	*No Data*
8	MERCEDES CLK CLASS	More deprived 10-20%	Urban area	E01005105	Vehicle was not an e-scooter	Collision occurred within 5km of drivers home postcode	*No Data*	*No Data*
9	VOLKSWAGEN PASSAT	More deprived 40-50%	Urban area	E01010849	Vehicle was not an e-scooter	Collision occurred between 20.001 and 100km of drivers home postcode	*No Data*	*No Data*
10	HONDA JAZZ	More deprived 10-20%	Urban area	E01033675	Vehicle was not an e-scooter	Collision occurred within 5km of drivers home postcode	*No Data*	*No Data*
11	BMW 1 SERIES	More deprived 10-20%	Urban area	E01025385	Vehicle was not an e-scooter	Collision occurred between 20.001 and 100km of drivers home postcode	*No Data*	*No Data*

12	TOYOTA YARIS	More deprived 10-20%	Urban area	E01005199	Vehicle was not an e-scooter	Collision occurred between 5.001 and 10km of drivers home postcode	*No Data*	*No Data*

#	Dir to e	Dir to n	Location easting osgr	Location northing osgr	Count
1	*No Data*	*No Data*	383909	400012	1
2	*No Data*	*No Data*	383909	400012	1
3	*No Data*	*No Data*	383909	400012	1
4	*No Data*	*No Data*	383909	400012	1
5	*No Data*	*No Data*	383910	400016	1
6	*No Data*	*No Data*	383910	400016	1
7	*No Data*	*No Data*	383905	400013	1
8	*No Data*	*No Data*	383905	400013	1
9	*No Data*	*No Data*	383907	400016	1
10	*No Data*	*No Data*	383907	400016	1
11	*No Data*	*No Data*	383909	400016	1
12	*No Data*	*No Data*	383909	400016	1

Casualties

#	Accident index	Accident year	Accident reference	Vehicle reference	Casualty reference	Casualty class	Sex of casualty	Age of casualty
1	201906A164799	2019	06A164799	2	1	Driver or rider	Male	32
2	201906A255745	2019	06A255745	1	1	Driver or rider	Male	21
3	201906A255745	2019	06A255745	1	3	Passenger	Male	24
4	201906A255745	2019	06A255745	2	2	Driver or rider	Male	42
5	201906A261506	2019	06A261506	1	1	Passenger	Male	39
6	201906A261506	2019	06A261506	2	2	Driver or rider	Male	50
7	202006A169867	2020	06A169867	1	1	Driver or rider	Male	31
8	202006A169867	2020	06A169867	2	2	Driver or rider	Male	42
9	2022061193552	2022	61193552	2	1	Driver or rider	Male	54
10	2023061337771	2023	61337771	2	1	Driver or rider	Female	27
11	2023061337771	2023	61337771	2	2	Passenger	Male	28

#	Age band of casualty	Casualty severity	Pedestrian location	Pedestrian movement	Car passenger	Bus or coach passenger	Pedestrian road maintenance worker	Casualty type
1	26 - 35	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant
2	21 - 25	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant
3	21 - 25	Slight	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant
4	36 - 45	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant
5	36 - 45	Slight	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant
6	46 - 55	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant
7	26 - 35	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant
8	36 - 45	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant
9	46 - 55	Serious	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant
10	26 - 35	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant
11	26 - 35	Slight	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant

#	Casualty home area type	Casualty IMD decile	LSOA of casualty	Enhanced casualty severity	Casualty distance banding	Location easting osgr	Location northing osgr	Count
1	Urban area	More deprived 20-30%	E01005297	Data missing or out of range	Collision occurred between 5.001 and 10km of casualties home postcode	383909	400012	1
2	Urban area	More deprived 10-20%	E01005671	Data missing or out of range	Collision occurred between 5.001 and 10km of casualties home postcode	383909	400012	1
3	Urban area	More deprived 20-30%	E01005589	Data missing or out of range	Collision occurred between 10.001 and 20km of casualties home postcode	383909	400012	1
4	Urban area	Most deprived 10%	E01005692	Data missing or out of range	Collision occurred between 5.001 and 10km of casualties home postcode	383909	400012	1
5	Urban area	Most deprived 10%	E01005147	Data missing or out of range	Collision occurred within 5km of casualties home postcode	383910	400016	1
6	Rural	More deprived 40-50%	E01018648	Data missing or out of range	Collision occurred between 10.001 and 20km of casualties home postcode	383910	400016	1
7	Urban area	Most deprived 10%	E01005063	Data missing or out of range	Collision occurred within 5km of casualties home postcode	383905	400013	1
8	Data missing or out of range	Data missing or out of range	Data missing	Data missing or out of range	Data missing or out of range	383905	400013	1
9	Data missing or out of range	Data missing or out of range	Data missing	Less Serious	Data missing or out of range	383907	400016	1
10	Urban area	More deprived 10-20%	E01005199	Slight	Collision occurred between 5.001 and 10km of casualties home postcode	383909	400016	1
11	Data missing or out of range	Data missing or out of range	Data missing	Slight	Data missing or out of range	383909	400016	1

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APPENDIX B

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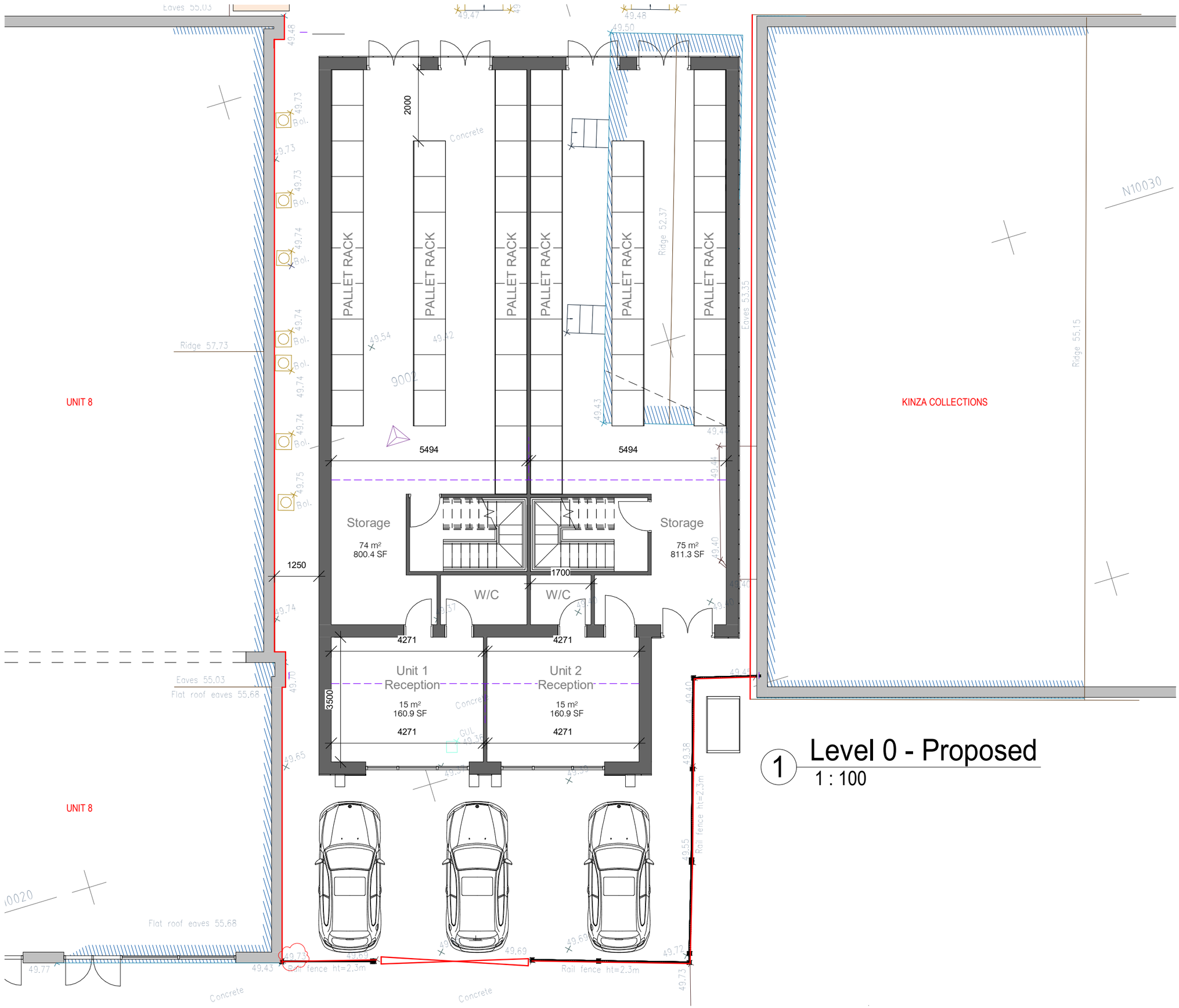

1 Level 0 - Proposed
1 : 100

1 0 1 2 3 4 5
SCALE m
1:100

Status
- ☐ FEASIBILITY
- ■ PLANNING APPROVAL
- BUILDING REGULATIONS
- ☐ TENDER
- ☐ CONSTRUCTION

Project: Land at Bradstone Road, M8 8WA

Client: Mr A

Drawing title: Proposed GF Plan

Project No	Drawing No	Rev No	Scale	Date
MAPXXX	005		1 : 100	02.25

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■ Preston
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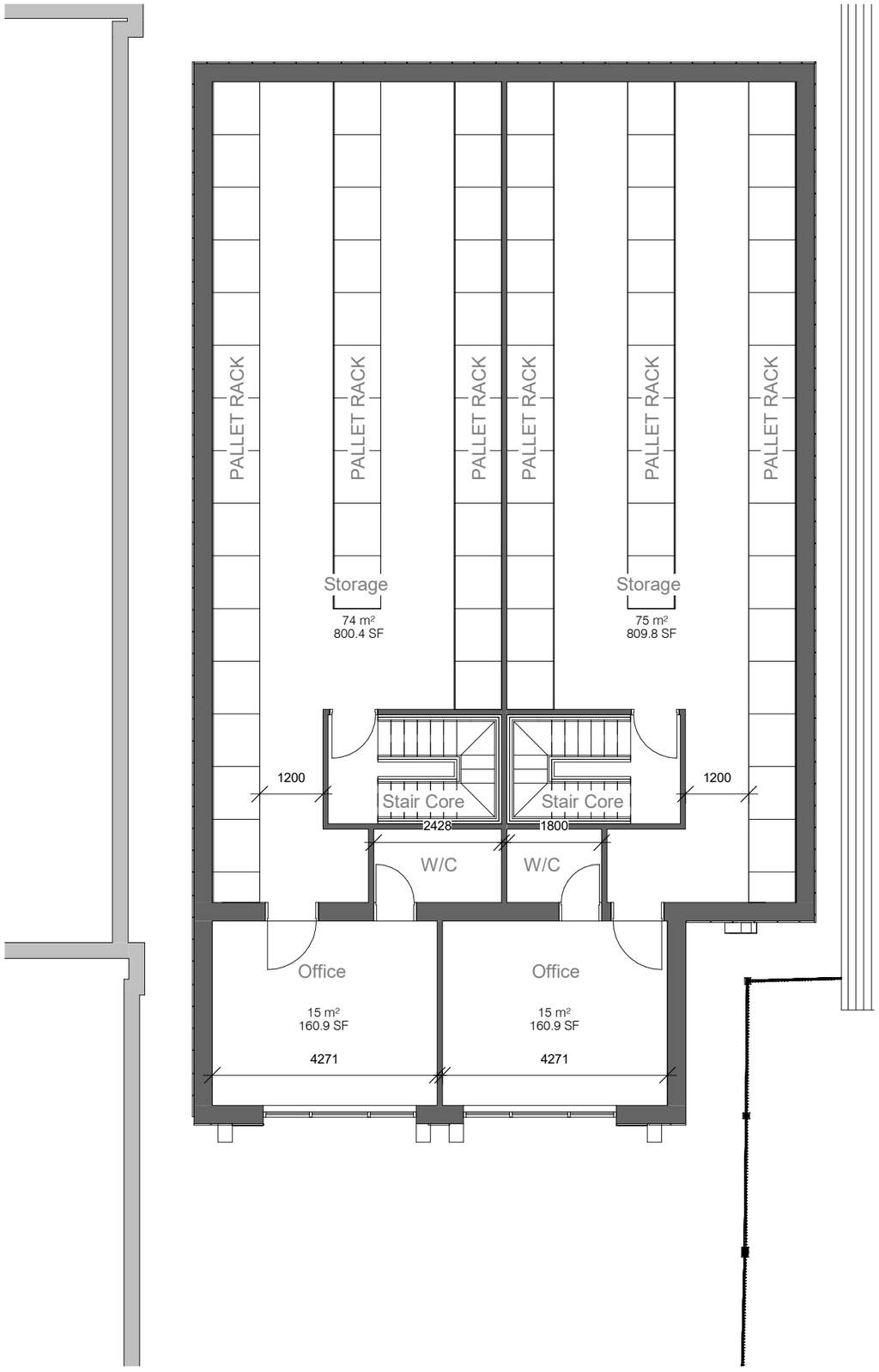
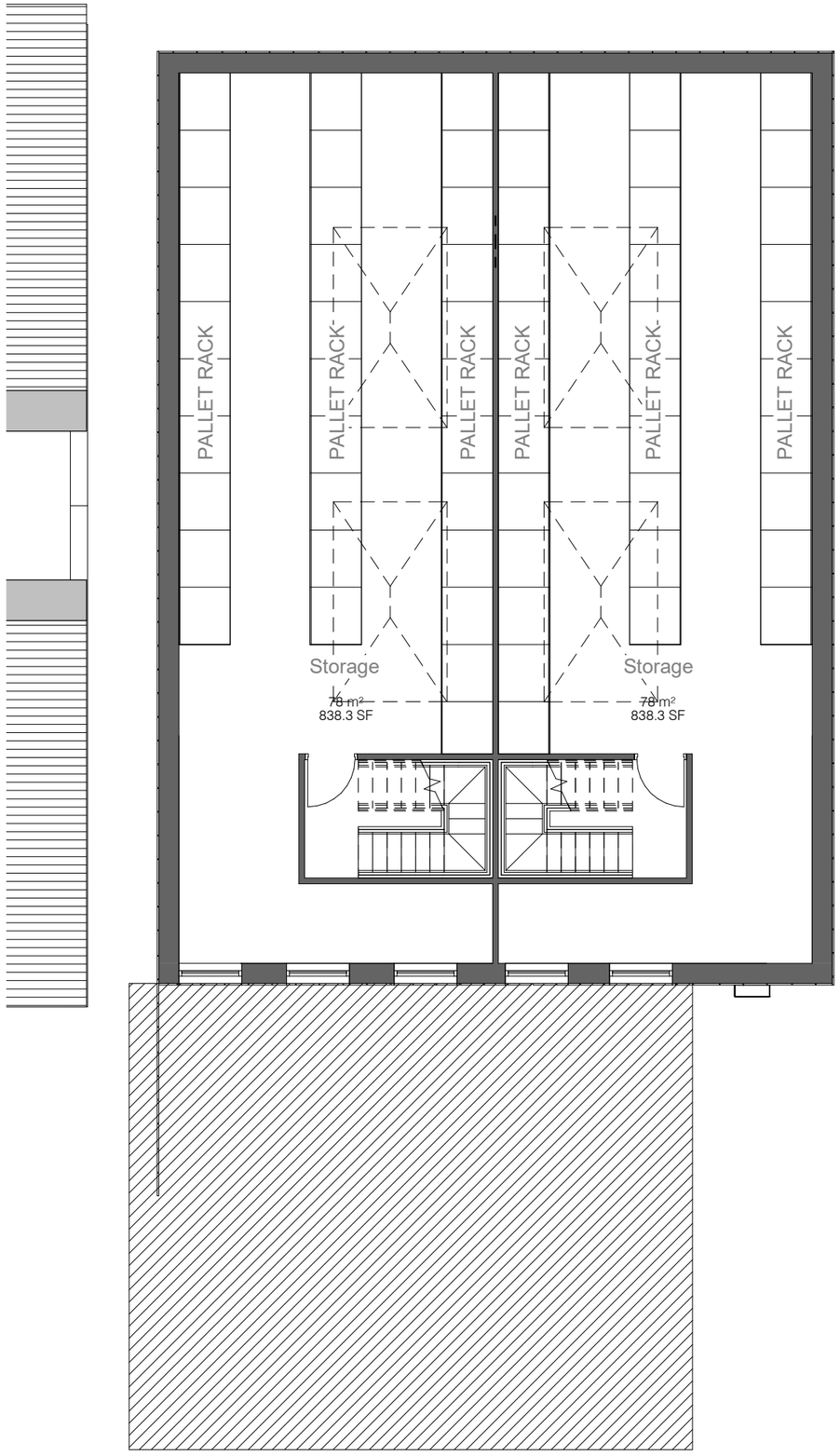


1 Level 1 - Proposed
1 : 100



2 Level 2 - Proposed
1 : 100

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1 0 1 2 3 4 5
SCALE m
1: 100

Status
- ☐ FEASIBILITY
- ■ PLANNING APPROVAL
  BUILDING REGULATIONS
- ☐ TENDER
- ☐ CONSTRUCTION

Project Land at Bradstone Road
M8 8WA

Client Mr A

Drawing title Proposed FF & SF Plan

Project No	Drawing No	Rev No	Scale	Date
MAPXXX	006		1 : 100	02.25

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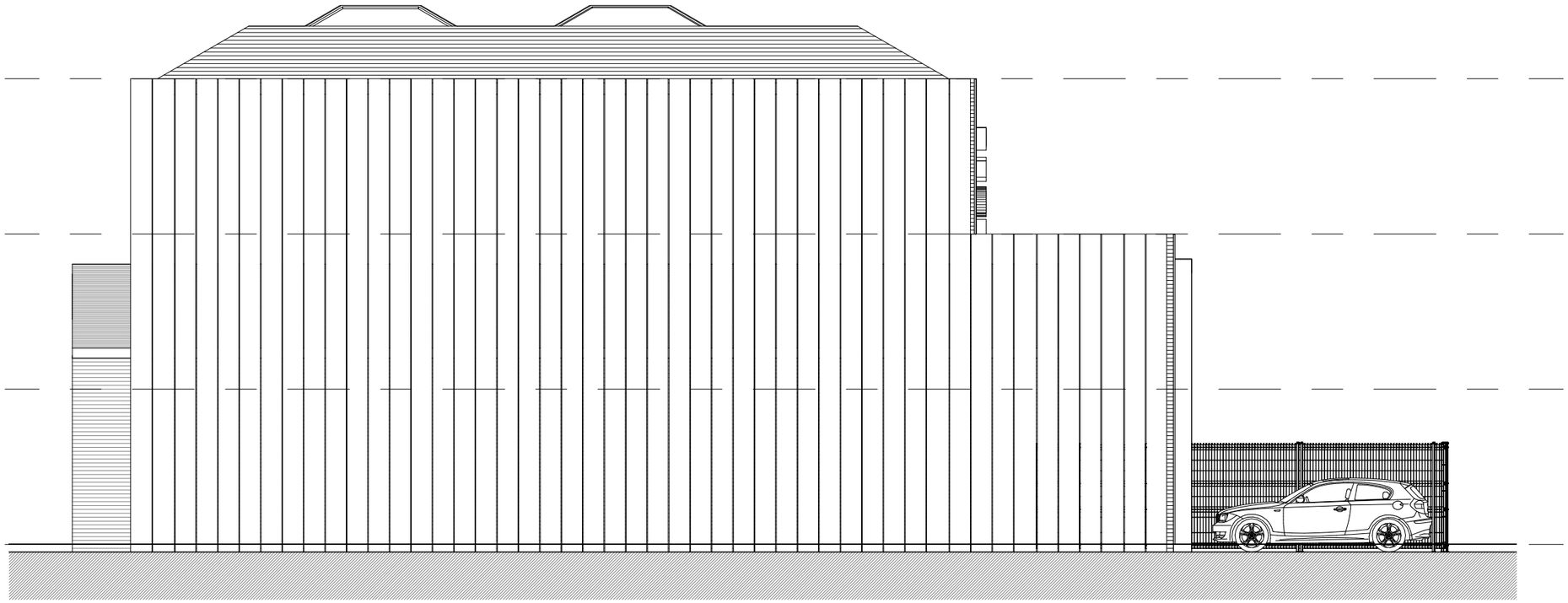
1 Front - Proposed
1 : 100



2 Left Side - Proposed
1 : 100

1 0 1 2 3 4 5
SCALE m
1: 100

Status
- ☐ FEASIBILITY
- ■ PLANNING APPROVAL
- BUILDING REGULATIONS
- ☐ TENDER
- ☐ CONSTRUCTION

Project: Land at Bradstone Road, M8 8WA

Client: Mr A

Drawing title: Proposed Front Elevation

Project No	Drawing No	Rev No	Scale	Date
MAPXXX	007		1 : 100	02.25

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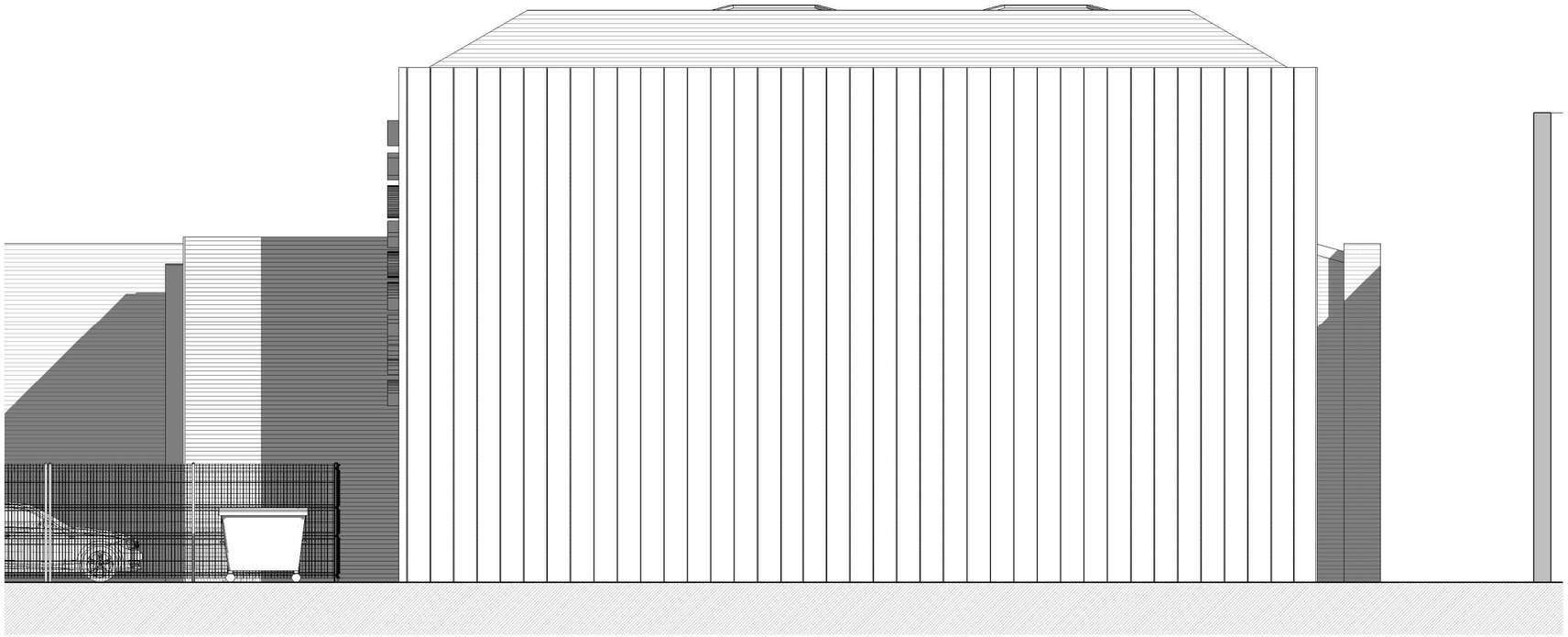
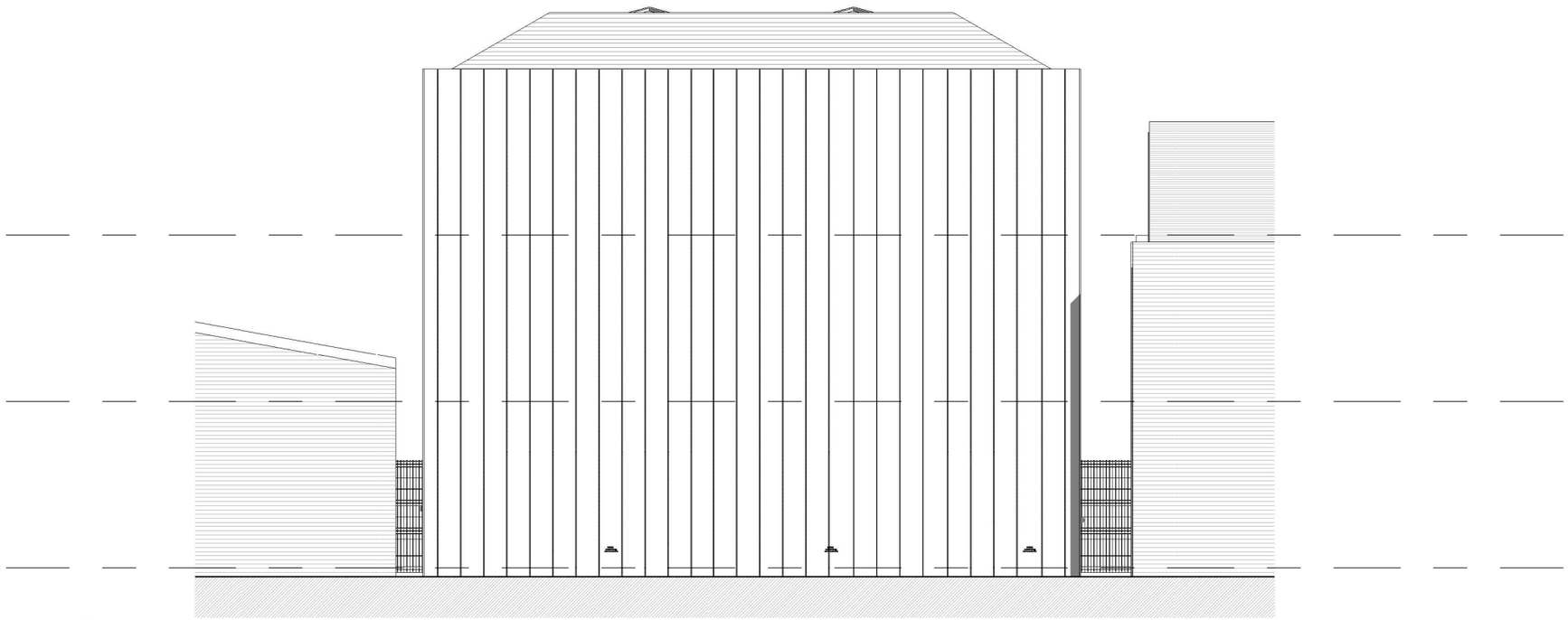


1 Right Side - Proposed
1 : 100



2 Rear - Proposed
1 : 100

1 0 1 2 3 4 5
SCALE m
1: 100

Status
- ☐ FEASIBILITY
- ■ PLANNING APPROVAL
- BUILDING REGULATIONS
- ☐ TENDER
- ☐ CONSTRUCTION

Project Land at Bradstone Road
M8 8WA

Client Mr A

Drawing title Proposed Rear & Right

Project No	Drawing No	Rev No	Scale	Date
MAPXXX	008		1 : 100	02.25

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APPENDIX C

Calculation Reference: AUDIT-726001-250131-0145

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 days
	CT	CENTRAL BEDFORDSHIRE	1 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	2 days
	HF	HERTFORDSHIRE	3 days
	MK	MILTON KEYNES	1 days
	MW	MEDWAY	2 days
	SC	SURREY	1 days
	SP	SOUTHAMPTON	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
	GS	GLOUCESTERSHIRE	1 days
	TB	TORBAY	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	BD	BRADFORD	1 days
	DR	DONCASTER	1 days
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
	TV	TEES VALLEY	3 days
	TW	TYNE & WEAR	1 days
10	WALES		
	BG	BRIDGEND	1 days
	NW	NEWPORT	1 days
11	SCOTLAND		
	GC	GLASGOW CITY	1 days
	LO	WEST LOTHIAN	2 days
	ML	MIDLOTHIAN	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	190 to 105335 (units: sqm)
Range Selected by User:	190 to 105335 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 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:

Monday	6 days
Tuesday	7 days
Wednesday	7 days
Thursday	12 days
Friday	9 days

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

Selected survey types:

Manual count	41 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	32

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	26
Commercial Zone	5
Development Zone	1
Residential Zone	3
No Sub Category	6

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	37 days - Selected

Secondary Filtering selection:

Use Class:

n/a	3 days
B8	38 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	13 days
5,001 to 10,000	6 days
10,001 to 15,000	13 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	4 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	4 days
125,001 to 250,000	15 days
250,001 to 500,000	6 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	12 days
1.1 to 1.5	28 days

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

Travel Plan:

Not Known	10 days
Yes	2 days
No	29 days

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

PTAL Rating:

No PTAL Present	41 days

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

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

LIST OF SITES relevant to selection parameters

1 BD-02-F-01 DISTRIBUTION COMPANY BRADFORD
STAITHGATE LANE
BRADFORD
NEWHALL
Edge of Town
Industrial Zone
Total Gross floor area: 10446 sqm
Survey date: THURSDAY 14/03/19 Survey Type: MANUAL

2 BG-02-F-01 LOGISTICS COMPANY BRIDGEND
PARC CRESCENT
BRIDGEND
WATERTON IND. EST.
Edge of Town
Industrial Zone
Total Gross floor area: 3050 sqm
Survey date: MONDAY 13/10/14 Survey Type: MANUAL

3 BO-02-F-01 DRINKS WHOLESALER BEDFORD
CAMBRIDGE ROAD
BEDFORD

Edge of Town
Industrial Zone
Total Gross floor area: 3500 sqm
Survey date: THURSDAY 15/10/20 Survey Type: MANUAL

4 CT-02-F-01 WAREHOUSING CENTRAL BEDFORDSHIRE
FRENCH'S AVENUE
DUNSTABLE

Edge of Town
Industrial Zone
Total Gross floor area: 6050 sqm
Survey date: THURSDAY 07/03/02 Survey Type: MANUAL

5 CU-02-F-01 WAREHOUSING & DISTRIBUTION CUMBERLAND
CARLISLE ROAD
BRAMPTON

Edge of Town
Industrial Zone
Total Gross floor area: 4007 sqm
Survey date: WEDNESDAY 19/06/24 Survey Type: MANUAL

6 CW-02-F-01 WAREHOUSING CORNWALL
A390
NEAR TRURO
THREEMILESTONE
Edge of Town
No Sub Category
Total Gross floor area: 5150 sqm
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

7 DR-02-F-01 TESCO DISTRIBUTION CENTRE DONCASTER
MIDDLE BANK
DONCASTER

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 80100 sqm
Survey date: TUESDAY 21/09/21 Survey Type: MANUAL

8 DS-02-F-01 LOGISTICS DEPOT DERBYSHIRE
PARK ROAD
HOLMEWOOD

Edge of Town
Industrial Zone
Total Gross floor area: 7000 sqm
Survey date: WEDNESDAY 04/10/23 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 EX-02-F-01 SPORTS SUPPLEMENTS ESSEX
BRUNEL WAY
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 6560 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

10 GC-02-F-01 DISTRIBUTION CEN. GLASGOW CITY
BARRACHNIE ROAD
GLASGOW
GARROWHILL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 11504 sqm
Survey date: MONDAY *10/09/01* *Survey Type: MANUAL*

11 GS-02-F-01 LOGISTICS WAREHOUSE GLOUCESTERSHIRE
GOLF CLUB LANE
NEAR GLOUCESTER
BROCKWORTH
Edge of Town
Commercial Zone
Total Gross floor area: 24500 sqm
Survey date: WEDNESDAY *03/05/23* *Survey Type: MANUAL*

12 HC-02-F-02 LOGISTICS HAMPSHIRE
RUTHERFORD ROAD
BASINGSTOKE

Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 13200 sqm
Survey date: THURSDAY *16/06/16* *Survey Type: MANUAL*

13 HC-02-F-03 PPE DISTRIBUTION HAMPSHIRE
WARSASH ROAD
PARK GATE

Edge of Town
Industrial Zone
Total Gross floor area: 3665 sqm
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

14 HF-02-F-01 SUPERSTORE DISTRIBUTION HERTFORDSHIRE
LONDON ROAD
BUNTINGFORD

Edge of Town
No Sub Category
Total Gross floor area: 47584 sqm
Survey date: WEDNESDAY *06/12/00* *Survey Type: MANUAL*

15 HF-02-F-02 SUPERSTORE DISTRIBUTION HERTFORDSHIRE
BLACK FAN ROAD
WELWYN GARDEN CITY
PANSHANGER
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 18600 sqm
Survey date: FRIDAY *06/09/02* *Survey Type: MANUAL*

16 HF-02-F-03 DISTRIBUTION CEN. HERTFORDSHIRE

HATFIELD
HATFIELD BUSINESS CEN.
Edge of Town
Commercial Zone
Total Gross floor area: 80000 sqm
Survey date: THURSDAY *10/07/08* *Survey Type: MANUAL*

17 LC-02-F-02 WAREHOUSING LANCASHIRE
CHORLEY ROAD
PRESTON
WALTON-LE-DALE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1200 sqm
Survey date: FRIDAY *22/06/07* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

18 LN-02-F-01 BOOK SERVICE LINCOLNSHIRE
TRENT ROAD
GRANTHAM

Edge of Town
No Sub Category
Total Gross floor area: 32300 sqm
Survey date: MONDAY 29/11/10 Survey Type: MANUAL

19 LO-02-F-01 LOGISTICS SERVICE WEST LOTHIAN
BATHGATE ROAD
ARMADALE

Edge of Town
Residential Zone
Total Gross floor area: 5855 sqm
Survey date: TUESDAY 08/06/21 Survey Type: MANUAL

20 LO-02-F-02 HAULAGE COMPANY WEST LOTHIAN
INCHMUIR ROAD
BATHGATE
WHITEHILL IND. ESTATE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 17626 sqm
Survey date: THURSDAY 11/11/21 Survey Type: MANUAL

21 MK-02-F-01 SUPERSTORE DISTRIB. MILTON KEYNES
BLETCHAM WAY
MILTON KEYNES
BLETCHLEY
Edge of Town
Industrial Zone
Total Gross floor area: 52125 sqm
Survey date: THURSDAY 07/02/02 Survey Type: MANUAL

22 ML-02-F-01 WINDOWS MIDLOTHIAN
UNIT 53
DALKEITH
MAYFIELD IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 750 sqm
Survey date: WEDNESDAY 04/05/11 Survey Type: MANUAL

23 MW-02-F-01 FOOD DISTRIB. MEDWAY
HOLBOROUGH ROAD
SNODLAND

Edge of Town
No Sub Category
Total Gross floor area: 7500 sqm
Survey date: THURSDAY 20/06/02 Survey Type: MANUAL

24 MW-02-F-02 COMMERCIAL WAREHOUSING MEDWAY
MILLS ROAD
AYLESFORD
QUARRY WOOD
Edge of Town
Industrial Zone
Total Gross floor area: 11200 sqm
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

25 NN-02-F-01 WAREHOUSING & DISTRIBUTION CENTRE NORTH NORTHAMPTONSHIRE
HALLEY ROAD
CORBY

Edge of Town
Industrial Zone
Total Gross floor area: 18790 sqm
Survey date: THURSDAY 19/10/23 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26 NT-02-F-01 LOGISTICS WAREHOUSING PARK NOTTINGHAMSHIRE
NOOK FLATT ROAD
NEAR WORKSOP
BLYTH
Edge of Town
Development Zone
Total Gross floor area: 105335 sqm
Survey date: WEDNESDAY 18/10/23 Survey Type: MANUAL

27 NW-02-F-01 LOGISTICS CENTRE NEWPORT
TREDEGAR TERRACE
NEWPORT
CROSSKEYS
Edge of Town
No Sub Category
Total Gross floor area: 16275 sqm
Survey date: FRIDAY 12/10/07 Survey Type: MANUAL

28 NY-02-F-01 REMOVALS SERVICE NORTH YORKSHIRE
GRIMBALD CRAG CLOSE
KNARESBOROUGH

Edge of Town
Industrial Zone
Total Gross floor area: 1750 sqm
Survey date: MONDAY 19/06/23 Survey Type: MANUAL

29 SC-02-F-04 WAREHOUSING SURREY
PRETORIA ROAD
CHERTSEY

Edge of Town
No Sub Category
Total Gross floor area: 4460 sqm
Survey date: TUESDAY 27/11/07 Survey Type: MANUAL

30 SF-02-F-01 PHARMACY DISTRIB. SUFFOLK
BURRELL WAY
THETFORD
BARROW HILL
Edge of Town
Industrial Zone
Total Gross floor area: 4550 sqm
Survey date: FRIDAY 27/09/02 Survey Type: MANUAL

31 SF-02-F-02 WAREHOUSING SUFFOLK
WALTON ROAD
FELIXSTOWE

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 22270 sqm
Survey date: THURSDAY 11/07/13 Survey Type: MANUAL

32 SF-02-F-03 ROAD HAULAGE SUFFOLK
CENTRAL AVENUE
IPSWICH
WARREN HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm
Survey date: FRIDAY 18/09/15 Survey Type: MANUAL

33 SP-02-F-01 WAREHOUSING SOUTHAMPTON
MAURETANIA ROAD
SOUTHAMPTON
NURSLING INDUSTRIAL ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 4000 sqm
Survey date: WEDNESDAY 21/11/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

34 TB-02-F-01 OPTICS WAREHOUSE TORBAY
ALDERS WAY
PAIGNTON

Edge of Town
Industrial Zone
Total Gross floor area: 190 sqm
Survey date: FRIDAY *29/03/19* *Survey Type: MANUAL*

35 TV-02-F-01 SUPERSTORE DISTRIBUTION TEES VALLEY
MALLEABLE WAY
STOCKTON-ON-TEES

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 30187 sqm
Survey date: THURSDAY *04/10/01* *Survey Type: MANUAL*

36 TV-02-F-02 ARGOS WAREHOUSE TEES VALLEY
ROUNDHOUSE ROAD
DARLINGTON
FAVERDALE
Edge of Town
Industrial Zone
Total Gross floor area: 80066 sqm
Survey date: TUESDAY *07/10/08* *Survey Type: MANUAL*

37 TV-02-F-03 ELECTRICAL COMPONENTS TEES VALLEY
UNIT 8,NAVIGATOR COURT
STOCKTON-ON-TEES

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 634 sqm
Survey date: TUESDAY *28/06/11* *Survey Type: MANUAL*

38 TW-02-F-01 ASDA DISTRIBUTION CENTRE TYNE & WEAR
MANDARIN WAY
WASHINGTON
PATTISON IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 31000 sqm
Survey date: FRIDAY *13/11/15* *Survey Type: MANUAL*

39 WM-02-F-02 LOGISTICS FIRM WEST MIDLANDS
SOVEREIGN ROAD
BIRMINGHAM
KINGS NORTON
Edge of Town
Commercial Zone
Total Gross floor area: 3625 sqm
Survey date: MONDAY *09/11/15* *Survey Type: MANUAL*

40 WO-02-F-01 SUPERSTORE DIST. WORCESTERSHIRE
WAINWRIGHT ROAD
WORCESTER
SHIRE BUSINESS PARK
Edge of Town
Commercial Zone
Total Gross floor area: 31416 sqm
Survey date: THURSDAY *14/03/02* *Survey Type: MANUAL*

41 WO-02-F-02 DISTRIB. CENTRE WORCESTERSHIRE
COTSWOLD WAY
WORCESTER

Edge of Town
Industrial Zone
Total Gross floor area: 3824 sqm
Survey date: TUESDAY *10/09/02* *Survey Type: MANUAL*

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

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

TOTAL VEHICLES

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 - 01:00	1	7500	0.147	1	7500	0.147	1	7500	0.294
01:00 - 02:00	1	7500	0.053	1	7500	0.093	1	7500	0.146
02:00 - 03:00	1	7500	0.080	1	7500	0.093	1	7500	0.173
03:00 - 04:00	1	7500	0.093	1	7500	0.067	1	7500	0.160
04:00 - 05:00	1	7500	0.120	1	7500	0.107	1	7500	0.227
05:00 - 06:00	13	23625	0.082	13	23625	0.042	13	23625	0.124
06:00 - 07:00	14	24093	0.073	14	24093	0.076	14	24093	0.149
07:00 - 08:00	41	19916	0.115	41	19916	0.070	41	19916	0.185
08:00 - 09:00	41	19916	0.111	41	19916	0.066	41	19916	0.177
09:00 - 10:00	41	19916	0.099	41	19916	0.073	41	19916	0.172
10:00 - 11:00	41	19916	0.079	41	19916	0.074	41	19916	0.153
11:00 - 12:00	41	19916	0.080	41	19916	0.071	41	19916	0.151
12:00 - 13:00	41	19916	0.077	41	19916	0.083	41	19916	0.160
13:00 - 14:00	41	19916	0.144	41	19916	0.112	41	19916	0.256
14:00 - 15:00	41	19916	0.091	41	19916	0.134	41	19916	0.225
15:00 - 16:00	41	19916	0.082	41	19916	0.104	41	19916	0.186
16:00 - 17:00	41	19916	0.075	41	19916	0.118	41	19916	0.193
17:00 - 18:00	41	19916	0.070	41	19916	0.118	41	19916	0.188
18:00 - 19:00	39	19984	0.038	39	19984	0.071	39	19984	0.109
19:00 - 20:00	13	23551	0.027	13	23551	0.037	13	23551	0.064
20:00 - 21:00	11	25681	0.023	11	25681	0.028	11	25681	0.051
21:00 - 22:00	4	13604	0.029	4	13604	0.040	4	13604	0.069
22:00 - 23:00	3	10715	0.034	3	10715	0.047	3	10715	0.081
23:00 - 24:00	2	13145	0.027	2	13145	0.027	2	13145	0.054
Total Rates:			1.849			1.898			3.747

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:	190 - 105335 (units: sqm)
Survey date date range:	01/01/00 - 19/06/24
Number of weekdays (Monday-Friday):	41
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.