

TRANSPORT & INFRASTRUCTURE PLANNING

Wilson Bowden Developments
Plot J2, Kingsway Business Park,
Rochdale, Greater Manchester
Transport Statement

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1. INTRODUCTION

Instruction

- 1.1 BWB Consulting Ltd (BWB) has been appointed by Wilson Bowden Developments (The Applicant) to provide highways and transportation advice in support of a full planning application for 'The erection of two employment buildings (Classes E(g)(iii), B2 and B8) with ancillary office space, new access, car parking, servicing, boundary treatments, hard and soft landscaping and other associated works' located in Rochdale, Greater Manchester. It should be noted that outline planning permission exists for development on Plot J2 (application reference 14/00542/OUT) and the approved parameters allow for development across the site in accordance with the approved parameters plan shown at drawing number 2013-233/102 Revision A, a copy of which is included at **Appendix 1**. The only reason that a full planning application is being submitted is because the height of buildings J2-1 and J2-2 have been increased compared to the approved parameters. **Appendix 2** includes a copy of the proposed site masterplan, which shows that Plot J2 seeks permission for the following:

- Unit J2-1 – B2/B8 unit of 10,824sqm GFA.
- Unit J2-2 – B2/B8 unit of 8,083sqm GFA.

Objective

- 1.2 The objective of this Transport Statement is to demonstrate whether the proposed development could generate a significant increase in vehicle trips, above what was assessed as part of the 2014 outline application. It also details the proposed access arrangements for vehicles, pedestrians and cyclists and seeks to demonstrate whether a suitable internal layout could be achieved that provides a satisfactory level of parking and allows for servicing vehicles to enter and depart without conflict.

Report Structure

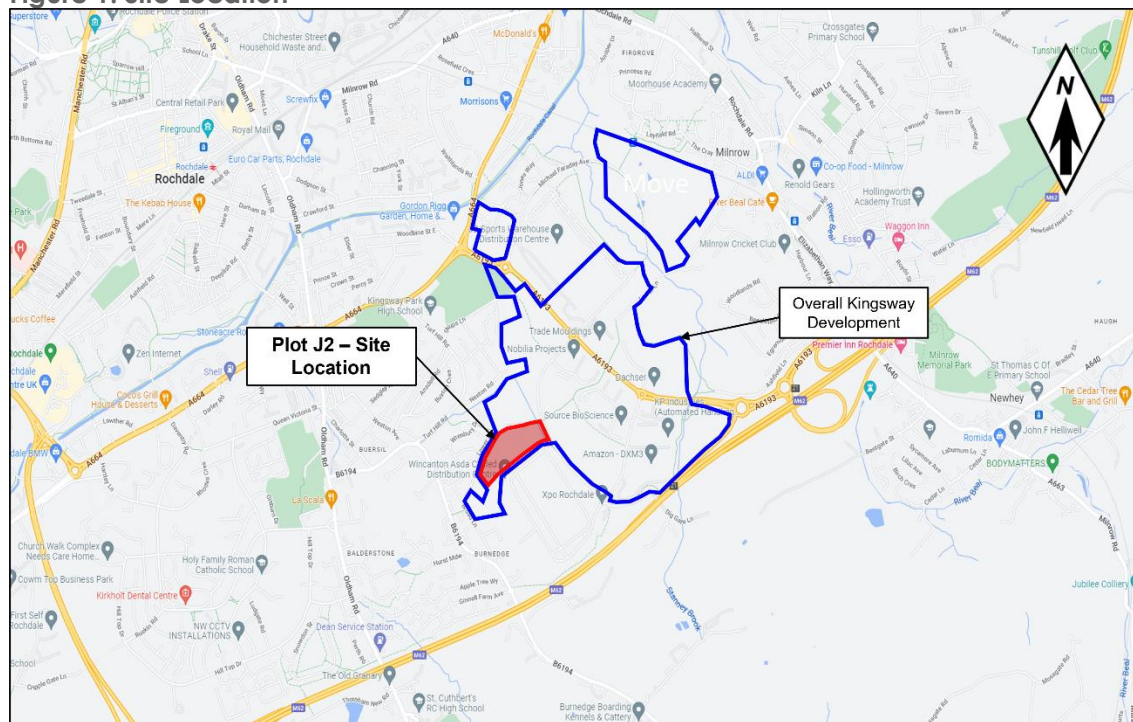
- 1.3 This Transport Statement is structured as follows:
- **Section 2** sets out brief details of the existing conditions including the site details and highway layout as well as providing a brief overview of current opportunities to travel using sustainable modes;
 - **Section 3** outlines the development proposals, including the scale of development across Plot J2, the access strategy, parking requirements and servicing strategy;
 - **Section 4** sets out the proposed development trip generation and how this compares against the total permitted trips under the 2014 outline; and
 - **Section 5** summarises and concludes the report.

2. EXISTING CONDITIONS

Site Details

- 2.1 **Figure 1** shows the location of Plot J2 within the wider Kingsway Business Park. Plot J2 comprises an irregular shaped parcel of land with an area of 4.377 hectares and is bound by disused fields to the north which will provide space for further development at Kingsway Business Park (Plot L on the Parameters Plan in **Appendix 1**), to the east by John Milne Avenue, to the south by James Kearns Avenue and the west by an existing residential area. Junction 21 of the M62 (M62 J21) is located approximately 1.1 kilometres to the east of the site and can be accessed via the A6193.

Figure 1. Site Location



Highway Network

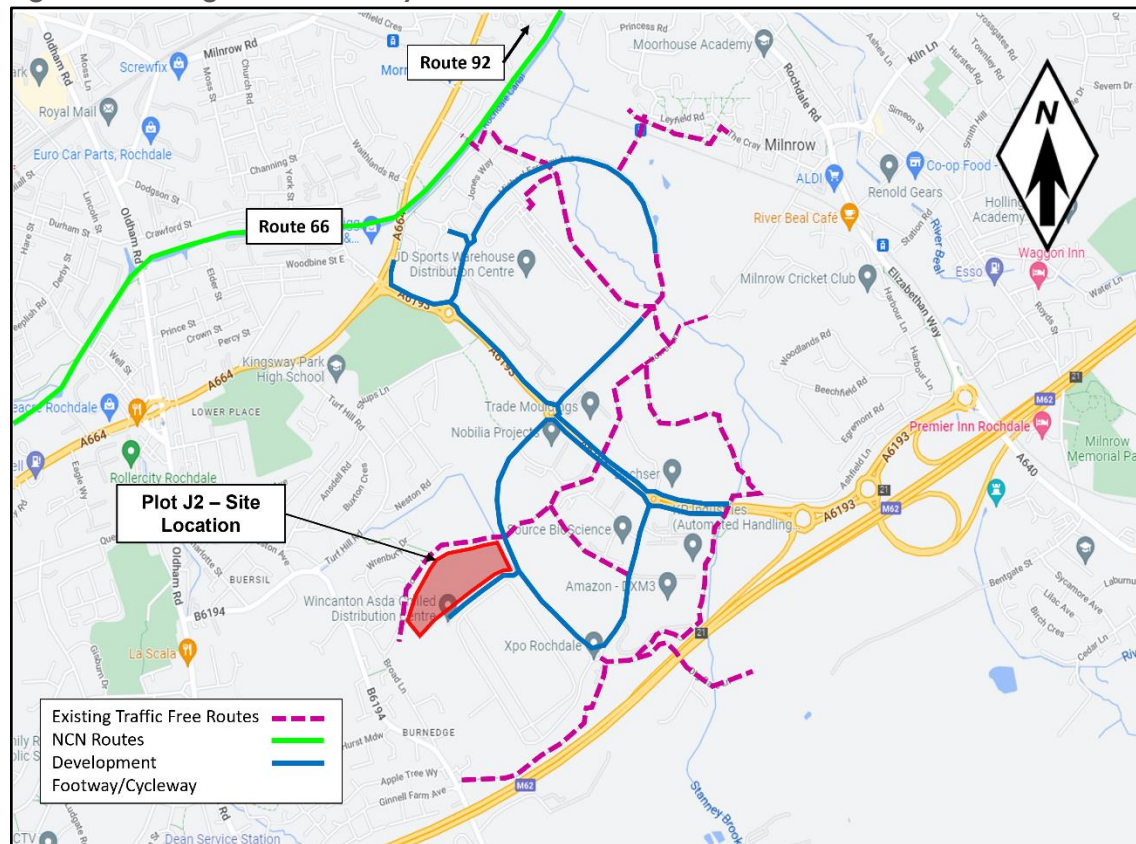
- 2.2 Access to the proposed development will be taken from the northern side of James Kearns Avenue which currently provides access to the large distribution unit to the south of the proposed development site (located at Plot J1 on the parameters plan at **Appendix 1**). James Kearns Way measures 7.3 metres wide and provides street lighting along both sides of the carriageway. There is a 2 metres wide footway on the northern edge of the carriageway and a 3 metres wide shared footway/cycleway on the southern edge of the carriageway. At its junction with John Milne Avenue a drop kerb pedestrian crossing is provided, which includes a central pedestrian refuge and tactile paving. There are currently double yellow lines on both sides of the carriageway throughout, which ensures HGVs and employees of Kingsway Business Park do not park on either side of the carriageway. At its eastern end James Kearns Avenue meets John Milne Avenue via a priority-controlled T-junction.

- 2.3 John Milne Avenue routes from the A6193 to the north, continuing southbound to meet Dig Gate Lane at a priority-controlled roundabout where John Milne Avenue forms two of the arms, the carriageway continues northeast. In the vicinity of the site, John Milne Avenue measures 7.3 metres wide and features double yellow lines on both sides of the carriageway. It is well lit and subject to a 30mph speed limit. There is a shared footway/cycleway on the eastern side of the carriageway which measures 4 metres wide. On the western side of the carriageway there is a footway which measures 2 metres wide. There are a number of dropped kerb pedestrian crossings with tactile paving along its length and the cycle facilities connect with those on James Kearns Avenue. At a distance of 90 metres to the north of the James Kearns Avenue/John Milne Avenue junction, access is provided onto an off-road pedestrian bridleway which is lightly trafficked at its western end.

Pedestrian and Cycle Facilities

- 2.4 There are a number of pedestrian/cycle routes in the vicinity of the site that are easily accessible using the existing facilities. This includes National Cycle Network (NCN) Route 92 and Route 66. **Figure 2** below shows the existing Public Right of Ways (PROWs) and cycle routes which surround the site and could be used for future employees to access the development from local residential areas. The figure also shows the shared footway/cycleways which are being provided within the wider Kingsway development.

Figure 2. Existing PROWs and Cycle Facilities



- 2.5 **Figure 2** shows that National Cycle Network (NCN) Route 66 is attainable from the site utilising the traffic free routes near to the development. NCN Route 92 is accessible from Route 66 continuing northbound. It also shows that extensive segregated pedestrian and cycle facilities have been provided within the development.

Public Transport

- 2.6 The nearest bus stops are located on John Milne Avenue, 250 metres to the southeast from the centre of the site. The bus stops can be accessed using the existing pedestrian infrastructure along John Milne Avenue detailed above. Currently there are no bus stops present on the road however, this is likely to be completed as the development progresses. The stops are served by one public bus routes (R7 'Rochdale Runners'). The bus is a circular and hence only one direction of travel is available from these stops (northbound). There are further stops located on Turf Hill Road which is approximately 700 metres to the northwest of the site, where bus routes R9 and R10 can be accessed.
- 2.7 **Tables 1** and **2** set out a summary of the weekday and weekend bus service frequencies at the local bus stops on John Milne Avenue and Turf Hill Road.

Table 1. Summary of Weekday Bus Services

Service number and route	First Service		Last Service		Daytime Frequency
	'Northbound' Route	'Southbound' Route	'Northbound' Route	'Southbound' Route	
R7	0735	0704	1804	1821	60 mins
R9	0644	x	1914	x	60 mins
R10	X	0710	x	1910	60 mins

Note: Timetable information obtained (June 2022), First/ last service based on time service arrives/leaves the nearest bus stop to the development site.

Table 2. Summary of Saturday Bus Services

Service number and route	First Service		Last Service		Daytime Frequency
	'Northbound' Route	'Southbound' Route	'Northbound' Route	'Southbound' Route	
R7	0542	0614	2142	2231	60 mins
R9	0809	x	1914	x	60 mins
R10	X	0811	x	1911	60 mins

Note: Timetable information obtained (June 2022), First/ last service based on time service arrives/leaves the nearest bus stop to the development site.

- 2.8 There is a tram stop located 1.5km to the northeast of the development, which operates a frequent service between Rochdale Town Centre and East Didsbury (Pink Line). Both the eastbound and westbound stops operate at a regular frequency of one service every 10 minutes between 0600 and 0100 Monday – Saturday and 0700 – 0000 Sunday. This stop falls outside of the typical walk distance to a bus stop. However, the high frequency may encourage future employees to utilise the tram provision.

3. PROPOSED DEVELOPMENT

Introduction

- 3.1 The proposed development seeks full planning permission for two industrial units located on Plot J2 of the wider Kingsway Business Park development. The two units would operate with flexible B2/B8 use and would have the following gross floor areas. A copy of the proposed site masterplan is included at **Appendix 2**.

- Unit J2-1 – 10,824sqm GFA.
- Unit J2-2 – 8,083sqm GFA.

Vehicular Access

- 3.2 Both units within Plot J2 would be served via new access points from the existing James Kearns Avenue which currently provides vehicular access to the large distribution unit to the south of the site. Both of the units proposed provides one access point for HGVs to a servicing yard and one point of access to the staff car park. In total four points of access are to be taken from the northern edge of James Kearns Avenue.
- 3.3 Drawing **KPJ2-BWB-HML-00-DR-TR-101 S2-P3** (unit J2-1) and **KPJ2-BWB-HML-00-DR-TR-102 S2-P3** (Unit J2-2) show the proposed access arrangements from James Kearns Avenue. The HGV access for unit J2-1 runs perpendicular to main carriageway, the access measures 8.7 metres wide and 16 metres kerb radius is provided on the eastern side of the access with a 1:20 taper. On the western side of the access the radius measures 10 metres. The HGV access for unit J2-2 has a slight curve upon entering the site and hence is wider than the access for unit J2-1, it measures approximately 13.0 metres wide immediately upon entering the site, the width then reduces over the next 28 metres to 8.7 metres. 16 metres kerb radius with 1:20 taper is provided on the eastern side of the access junction, whilst a 10 metres kerb radius is provided on the western side, which is based on the direction that traffic generated from the site would arrive/depart.
- 3.4 The car park access for unit J2-1 measures 6.0 metres wide with 6 metres kerb radii provided on both sides of the carriageway. The car park access for unit J2.2 is located at the western end of James Kearns Avenue and is provided by extending the existing carriageway to the west providing a 9.6 metres wide carriageway as it enters the site boundary which then reduces in width to 6.0 metres. to Drawing **KPJ2-BWB-HML-00-DR-TR-101 S2-P3** (Unit J2-1) and **KPJ2-BWB-HML-00-DR-TR-102 S2-P3** (Unit J2-2) demonstrate how visibility splays of 2.4 x 43 metres are achievable in both directions of the proposed points of access for the HGV service yards and the staff car parks, in accordance with the 30mph speed limit. The visibility splay to the east of the staff carpark is provided at 25 metres which is appropriate for vehicle speeds of 20 mph. This speed would be representative of the speed of vehicles approaching the car park access from the west as vehicles would be turning into James Kearns Avenue.

Pedestrian/Cyclist Access

- 3.5 Pedestrian access to unit J2-1 is provided via the staff car park, where a pedestrian footway is provided along the outside edge of the unit. This footway would provide access for staff parked within the car park. However, there is another pedestrian footway provided which links the entrance of the unit with the existing facilities on James Kearns Avenue. This route is 2.0 metres wide and is provided on the eastern side of the car park access guiding pedestrian across the car park and to the unit. Cycles are guided from the western edge of the vehicle access, through a zig zag path which provides access to cycle parking before continuing across the car park to the unit. Similarly, there are two pedestrian access provisions within unit J2-2, one provided from the car park and the other which extends to the unit from James Kearns Avenue. The footway from James Kearns Avenue measures 2 metres wide and provides access for cyclists to the cycle parking area. The proposed site masterplan at **Appendix 2** shows the proposed pedestrian access for both units.
- 3.6 Cyclists would access the site using the existing shared footway/cycleway which routes along the southern edge of James Kearns Avenue and joins the segregated footway/cycleway on John Milne Avenue to the east.

Parking Provision

- 3.7 The local parking standards are outlined within Appendix 5 of the Rochdale Core Strategy document, which was adopted in October 2016. **Table 3** outlines the parking standards for both B2 and B8 uses.

Table 3. Rochdale Borough Council Adopted Parking Standards

	B2 Land Use	B8 Land Use
Car (maximum)	1 space per 60sqm	1 space per 100sqm
Disabled (minimum)	6% of car parking spaces	
Motorcycle (maximum)	1 space per 2,800sqm	1 space per 4,000sqm
Bicycle (minimum)	1 space per 700sqm	1 space per 850sqm

- 3.8 Using the standards in **Table 3**, **Tables 4** and **5** calculate the maximum/minimum parking requirements for each unit respectively for both B2 and B8 uses. The tables also highlight the parking provision being proposed at each unit and how this compares to the standards.

Table 4. Parking Requirements for Unit J2-1 (10,824sqm)

	Requirements based on Standards		Proposed Parking		Difference	
	B2	B8	B2	B8	B2	B8
Car	180	109	181	109	+1	0
Disabled	11	6	6	6	-5	0
Motorcycle	4	3	3	3	-1	0
Bicycle	15	13	18	18	+3	+5

Table 5. Parking Requirements for Unit J2-2 (8,083sqm)

	Requirements based on Standards		Proposed Parking Provision		Difference	
	B2	B8	B2	B8	B2	B8
Car	135	81	135	82	0	0
Disabled	8	5	5	5	-3	0
Motorcycle	3	2	2	2	-1	0
Bicycle	12	10	14	14	+2	+4

- 3.9 The details in **Tables 4** and **5** show that the number of car parking spaces for each unit is in accordance with the maximum requirements set out for B2 use in the Rochdale Core Strategy. At this stage it is not known if the end user will be B2 or B8 and thus the additional parking proposed within the service yard, will be only be provided if a B2 use was to come forward. The number of cycle parking spaces are above the minimum requirements for both B2 and B8 occupiers.
- 3.10 Each car parking space would comprise dimensions of 2.4 x 4.8 metres, which meets the minimum requirements set out in Figure 8.19 of Manual for Streets. The disabled parking spaces would comprise 2.4 x 4.8 metres, plus an additional 1.2 metres on the length and width. The motorcycle parking spaces would comprise dimensions of 1.5 x 2.5m.
- 3.11 In terms of HGV parking, the Rochdale Core Strategy does not provide any minimum/maximum standards. RBC has confirmed that they do not adopt any specific HGV parking standards on the basis that the actual demand often differs between various end occupiers. All end users have specific operational requirements and would only occupy a site if the level of HGV parking is sufficient, hence RBC require details confirming what level of HGV parking would be provided.
- 3.12 The proposed site masterplan at **Appendix 1** shows the locations of each dock loading bay/level access bay (which would count towards the overall HGV parking provision). However, each plot would provide the following number of HGV spaces (approximate) within the servicing yards:
- Unit J2-1 = 20 spaces including 12 loading bays (equating to one space per 504sqm GFA).
 - Unit J2-2 = 15 spaces including 10 loading bays (equating to one space per 502sqm GFA).
- 3.13 The above HGV parking levels are considered suitable and in line with typical national standards for B2 and B8 uses. However, the size of the servicing yards would

accommodate the additional car parking required for a B2 end occupier. The final provision will reflect the operational requirements of the end user who occupies each unit.

Servicing

- 3.14 To understand whether the internal road layout through Plot J2 and the servicing yards within Units J2-1 and J2-2 are suitable in accommodating the largest vehicle types, swept path assessments have been undertaken. Drawing **KPJ2-BWB-HGN-00-DR-TR-110 S2-P3** and drawing **KPJ2-BWB-HGN-00-DR-TR-111 S2-P3** show various swept paths of a 16.5 metres long articulated HGV travelling along the internal access road, entering the access to the service areas of both units, manoeuvring into the parking bays, and exiting the service areas and departing both sites. The site accesses have been designed to accommodate two HGVs travelling in opposite directions at the same time.
- 3.15 Drawing **KPJ2-BWB-HGN-00-DR-TR-112 S2-P3** and **KPJ2-BWB-HGN-00-DR-TR-113 S2-P3** show how a 4 axled refuse collection vehicle could satisfactorily manoeuvre within each of the servicing yards and reverse towards the bin storage points for units J2-1 and J2-2 respectively. This would allow refuse collection workers to travel to within 10 metres of the bin storage points, which is a suitable carrying distance for 4-wheeled containers. Hence, the internal road layout and servicing yards should be suitable in accommodating all vehicle types. Vehicle tracking of the staff car parks are also included within these drawings.

4. TRIP GENERATION & HIGHWAY IMPACT

Introduction

- 4.1 The following section of this Transport Statement calculates the forecast peak hour traffic generation from the proposed development at Plot J. However, it should be noted that the total traffic generation from the wider Kingsway development has been assessed, mitigated and accepted by RBC as part of the outline planning application (14/00542/OUT). **Table 6** shows the total permitted peak hour traffic generation from the entire Kingsway Business Park development.

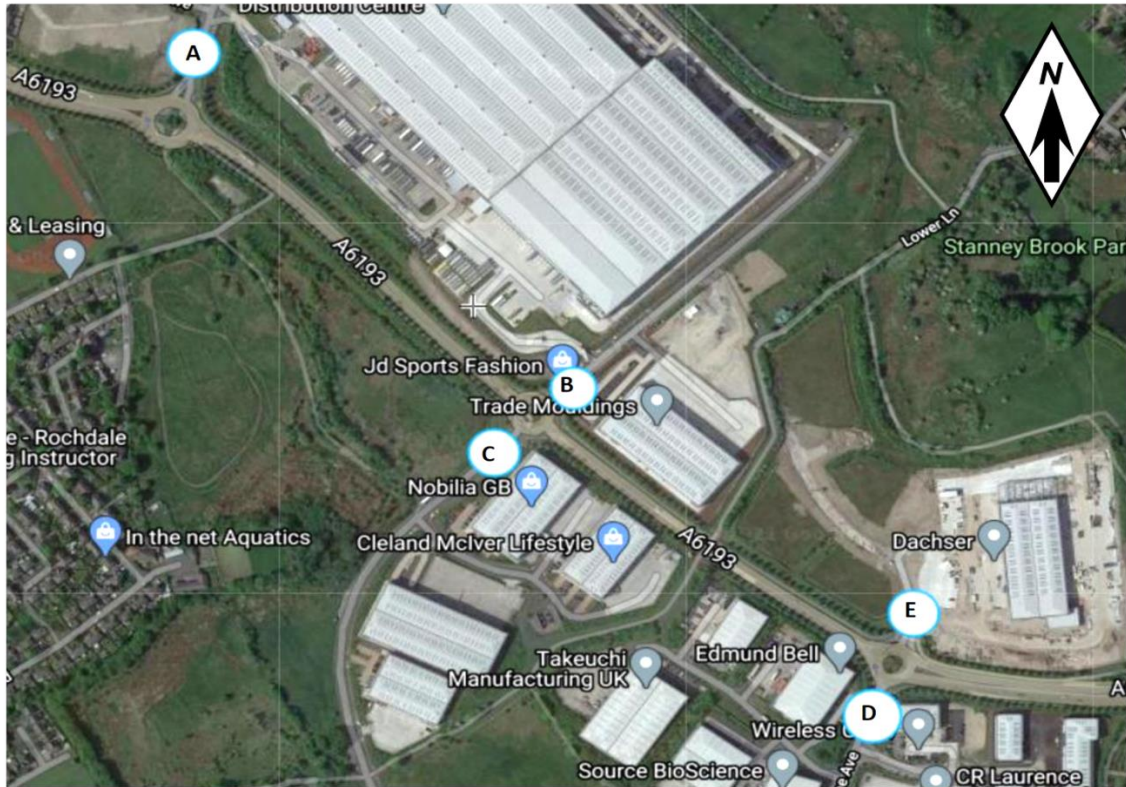
Table 6: Total Permitted Peak Hour Traffic Generation from 2014 Outline Application

	Arrive	Depart	Total
Morning Peak Hour	3,286	1,298	4,584
Evening Peak Hour	1,695	2,898	4,593

Existing Traffic Generation

- 4.2 Since development started at Kingsway Business Park, five traffic counters have been installed at various locations along the access roads. The locations of the five counters (labelled as A-E) are shown in **Figure 3**.

Figure 3. Locations of Traffic Counters in Kingsway Business Park



- 4.3 The traffic counters in **Figure 3** record two-way traffic flows to/from the business park providing empirical data of peak hour arrivals and departures. Weekday morning and evening peak hour data from Counters A, B and C has been extracted for a week in September 2019, November 2019 and December 2019, prior to the Covid-19 pandemic. Weekday morning and evening peak hour data from Counters D and E has been extracted for a week in December 2019 and November 2020 (as these counters were only installed in December 2019). Whilst the data is slightly outdated, new 2022 data was obtained and found to be lower than the 2019 results overall. Hence, the 2019 data has been retained in this Transport Statement for robustness. **Table 7** provides a summary of the data.

Table 7: Weekday Morning and Evening Peak Hour Traffic Flows (two-way) at Kingsway Business Park (taken from the existing traffic counters)

Dates		Counter										Total	
		A		B		C		D		E			
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
16.09.19 20.09.19	-	244	394	59	290	47	71	-	-	-	-	350	755
11.11.19 15.11.19	-	259	438	61	371	43	72	-	-	-	-	363	881
09.12.19 13.12.19	-	252	507	63	426	39	82	171	206	33	45	558	1266
09.11.20 13.11.20	-	-	-	-	-	-	-	165	155	44	56	209	211

- 4.4 The data at **Table 7** confirms that two-way traffic flows in the morning peak hour across Counters A, B and C were relatively consistent during September 2019, November 2019 and December 2019. However, in the evening peak hour traffic flows were higher in December 2019. Traffic flows at Counter D were higher in December 2019 compared to November 2020, whilst traffic flows at Counter E were slightly higher in November 2020 compared to December 2019, although total flows are low.
- 4.5 Overall, the data confirms that traffic flows were highest in December 2019. Data is also available at all five counters during this time period, meaning the total traffic generation reflects the entire Kingsway Business Park built and occupied during this time. This dataset has therefore been used for the purposes of the forthcoming assessments and should provide a robust assessment because some of the B8 plots in particular have peak distribution at this time of the year in the lead up to Christmas.
- 4.6 The data confirms that in December 2019 the existing plots at Kingsway Business Park generated 558 two-way movements in the morning peak hour and 1,266 two-way movements in the evening peak hour. **Table 8** shows how this compares to the total traffic generation permitted under the 2014 outline application (from **Table 6**) and what the remaining headroom traffic is.

Table 8: Total Permitted Traffic Generation vs Existing Traffic Generation

	Total Permitted Traffic Generation	Existing Kingsway Business Park Traffic Generation	Remaining Headroom Traffic no. (%)
Morning Peak Hour	4,584	558	4,026 (87.8%)
Evening Peak Hour	4,593	1,266	3,327 (72.4%)

- 4.7 The details confirm that the level of traffic being generated by the existing plots at Kingsway Business Park is way below the total traffic permitted under the 2014 outline application. In the morning peak hour, there is 87.8% of the total permitted traffic available, whilst in the evening peak hour there is 72.4% of the total permitted traffic available.

Proposed Development Traffic Generation

- 4.8 To understand the level of traffic that could be generated by the two units at Plot J2, suitable trip rates have been obtained from the TRICS database. Separate searches have been undertaken for both B2 and B8 uses, given the flexibility the units are seeking permission for. **Appendix 3** includes the TRICS output data, whilst a summary of the filtering parameters is shown in **Table 9**.

Table 9: TRICS Filtering Criteria

Parameter	B2 Search	B8 Search
Land use	Employment – Industrial Estate	Employment – Warehousing (commercial)
Gross floor area	10,000 to 50,000	5,000 to 50,000
Date selection	01.01.13 to 21.10.20 (default)	01.01.13 to 14.10.20 (default)
Days	Weekday only	Weekday only
Locations	Suburban and Edge of Town only	Suburban and Edge of Town only

- 4.9 **Table 10** shows the trip rates obtained from the above TRICS search and calculates the peak hour traffic generation from both units at Plot J2 (combined gross floor area of 18,907sqm) for both B2 and B8 uses.

Table 10. Proposed Development Traffic Generation Calculations

	Morning Peak Hour (0800 to 0900)			Evening Peak Hour (1700 to 1800)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
All Vehicles (B2 use)						
Trip Rates (per 100sqm GFA)	0.451	0.179	0.630	0.147	0.411	0.558
Traffic Generation	85	34	119	28	78	106
HGVs (B2 use)						
Trip Rates (per 100sqm GFA)	0.020	0.017	0.037	0.001	0.005	0.006
Traffic Generation	4	3	7	0	1	1
All Vehicles (B8 use)						
Trip Rates (per 100sqm GFA)	0.156	0.081	0.237	0.068	0.163	0.231
Traffic Generation	29	15	44	13	31	44
HGVs (B8 use)						
Trip Rates (per 100sqm GFA)	0.030	0.042	0.072	0.045	0.028	0.073
Traffic Generation	5	7	12	7	5	12

- 4.10 The calculations in **Table 10** show that B2 uses would generate a higher volume of traffic compared to a B8 use with 119 movements in the morning peak hour and 106 movements in the evening peak hour. This is based on both units operating with B2 use. However, the calculations show that the number of HGVs would likely be higher if the units operate with B8 use.
- 4.11 Taking into account the higher B2 traffic generation, **Table 11** shows the total traffic generation across Kingsway Business Park with the proposed development in place and also Plot M (a full planning application was recently submitted for this plot at Kingsway

Business Park) and how this compares against the total permitted traffic generation from the 2014 outline application shown in **Table 7**.

Table 11: Total Permitted Traffic Generation vs Total Kingsway Business Park Traffic Generation

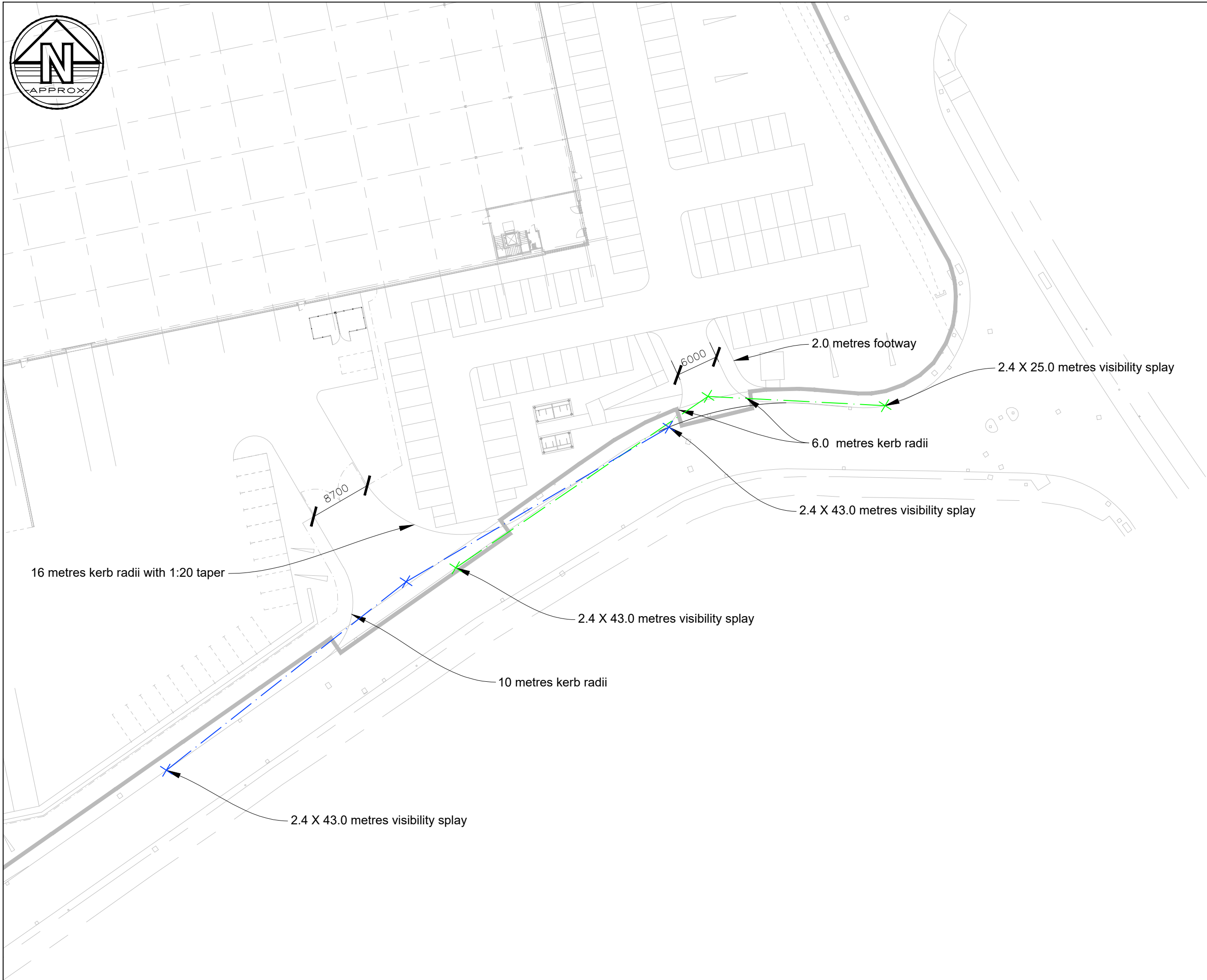
	Total Permitted Traffic Generation (2014 outline application)	Traffic Generation from Existing Plots	Traffic Generation from Proposed Plot M	Traffic Generation from Proposed Plot J2	Total Traffic Generation with Proposed Development	Remaining Headroom Traffic no. (%)
AM Peak Hour	4,584	558	168	119	845	3,739 (81.6%)
PM Peak Hour	4,593	1,266	149	106	1,521	3,071 (66.9%)

- 4.12 The results in **Table 11** show that with the proposed development at Plot J2 and Plot M being occupied, total traffic levels across Kingsway Business Park would not exceed what was approved as part of the 2014 outline application and there would be ample headroom traffic available, 81.4% in the morning peak and 66.9% in the evening peak. Hence, no further assessment should be necessary. This table will therefore be continuously updated as further development plots come forward.

5. SUMMARY AND CONCLUSIONS

- 5.1 BWB Consulting Ltd has been appointed by Wilson Bowden Developments to provide highways and transportation advice in support of a full planning application for 'The erection of two employment buildings (Classes (E (g) (iii), B2 and B8) with ancillary office space, new access, car parking, servicing. Boundary treatments, hard and soft landscaping and other associated works' at Plot J2 of the Kingsway Business Park development located in Rochdale, Greater Manchester. Whilst outline planning permission exists for development on Plot J2 (application reference 14/00542/OUT), full planning permission is being sought because the heights of Units J2-1 and J2-2 would be larger than the approved parameters plan.
- 5.2 The proposed development is forecast to generate up to 119 movements in the morning peak hour and 106 movements in the evening peak hour, based on each unit operating as a worst-case B2 use. However, when adding this additional traffic on top of existing traffic flows generated by the wider Kingsway Business Park, there would be ample headroom traffic available compared to what was approved under the 2014 outline application. Hence, the proposed development would not lead to any significant impacts.
- 5.3 The proposed development would be served by a number of new accesses to the north of James Kearns Avenue which would be extended into the site. James Kearns Avenue is an existing industrial road which complies with general standards for this road type. The individual accesses serving both of the plots would also be suitable and provide sufficient visibility for the existing 30mph speed limit or at a suitable level depending on expected vehicle speeds.
- 5.4 The level of car parking being proposed at both units complies with Rochdale Borough Council's maximum standards for B2 use. However, if the unit was to come forward as B8 use, then a reduced level of parking would be provided. There is adequate space within the service areas of both units to reallocate some land to extending the staff car park. Both units are also providing in excess of the minimum cycle parking requirement for both B2 and B8 use.
- 5.5 Various swept paths have been undertaken to test the internal site layout using the typical vehicle types that would visit the development on a regular basis. This includes a 16.5 metres long articulated HGV and refuse collection vehicles. The swept paths would all be achievable and hence the internal highway layout and servicing yards should be suitable. Swept paths have also been undertaken of a large car demonstrating how the car park layouts would be suitable.
- 5.6 In summary, this Transport Statement has demonstrated how the proposed development would not lead to any significant traffic impacts, how suitable access could be achieved and how the internal layout would be suitable, in terms of both parking provision and accommodating servicing vehicles. Hence, it is considered that Rochdale Borough Council should be able to provide its support towards the planning application from a highways perspective.

DRAWINGS



- Notes**
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Key Plan

Legend

P3	20.07.22	NEW MASTERPLAN	SF	MC
P2	11.07.22	AMMENDED HGV ACCESS	SF	MC
P1	16.06.22	PRELIMINARY ISSUE	SF	MC
Rev	Date	Details of issue / revision	Dnw	Rev

Issues & Revisions



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Client
WILSON BOWDEN DEVELOPMENTS

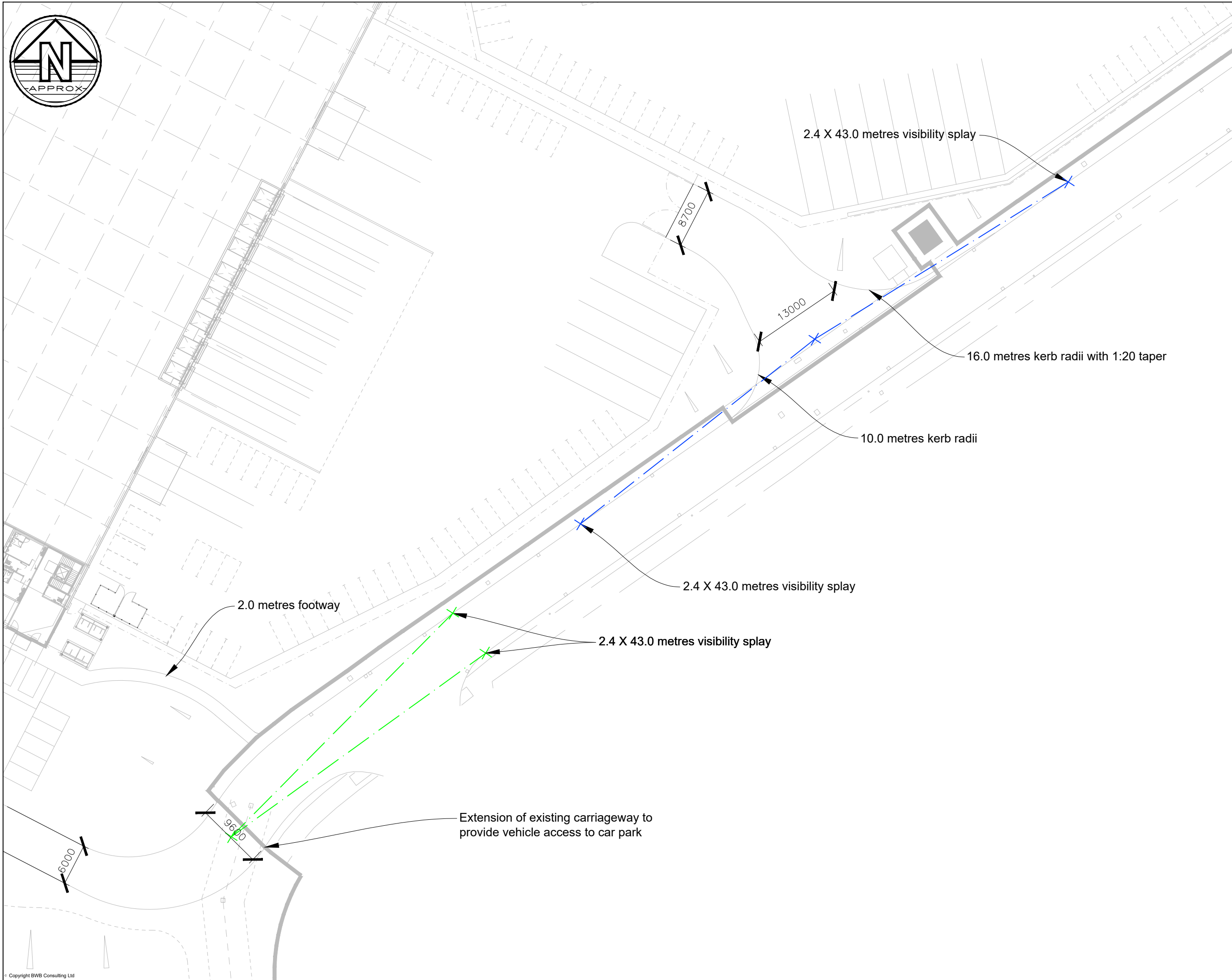
Project Title
PLOT J2 KINGWAY BUSINESS PARK, ROCHDALE, GREATER MANCHESTER

Drawing Title
PROPOSED ACCESS ARRANGEMENT - UNIT J2-1

Drawn:	S. Franklin	Reviewed:	M. Corner
BWB Ref:	220810	Date:	16.06.22
Scale@A3:	1:500		

Drawing Status
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
KPJ2-BWB-HGN-00-DR-TR-101	S2	P1



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Key Plan

Legend

P3	20.07.22	NEW MASTERPLAN	SF	MC
P2	11.07.22	AMMENDED HGV ACCESS	SF	MC
P1	16.06.22	PRELIMINARY ISSUE	SF	MC
Rev	Date	Details of issue / revision	Dwn	Rev

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Project Title

PLOT J2 KINGWAY BUSINESS PARK, ROCHDALE, GREATER MANCHESTER

Drawing Title

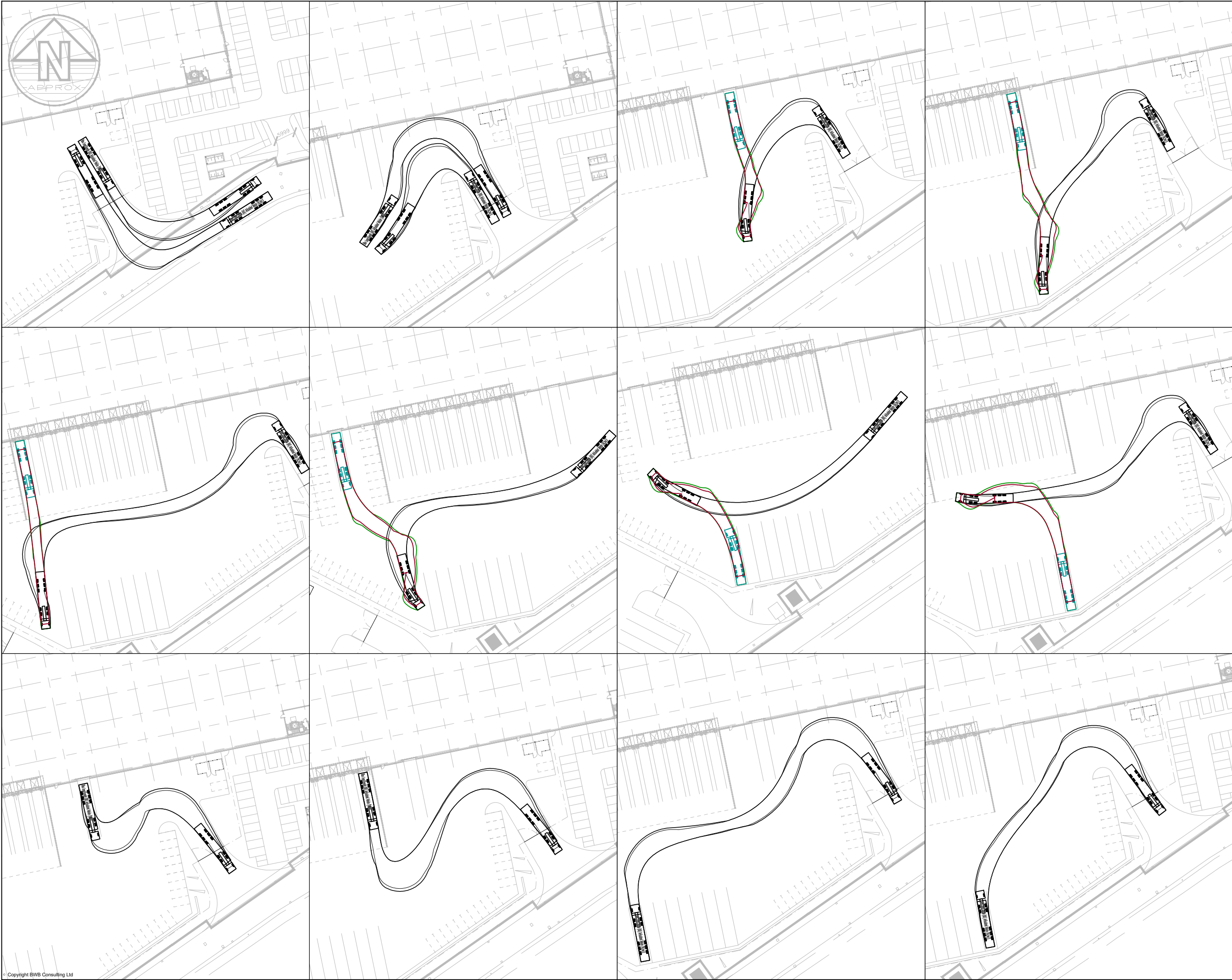
PROPOSED ACCESS ARRANGEMENT - UNIT J2-2

Drawn:	S. Franklin	Reviewed:	M. Corner
BWB Ref:	220810	Date:	16.06.22
Scale@A3:	1:500		

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
KPJ2-BWB-HGN-00-DR-TR-102	S2	P1



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4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan

Legend

Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.651m
Min Body Ground Clearance 0.41m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

P3	19.07.22	NEW MASTERPLAN	SF	MC
P2	11.07.22	AMMENDED HGV ACCESS	SF	MC
P1	16.06.22	PRELIMINARY ISSUE	SF	MC
Rev	Date	Details of issue / revision	Dnw	Rev

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WILSON BOWDEN DEVELOPMENTS

Project Title

PLOT J2 KINGWAY BUSINESS PARK, ROCHDALE, GREATER MANCHESTER

Drawing Title

HGV SERVICE YARD VEHICLE TRACKING - UNIT J2-1

Drawn: S. Franklin

Reviewed: M. Corner

BWB Ref: 220810

Date: 16.06.22

Scale@A3: 1:1000

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number

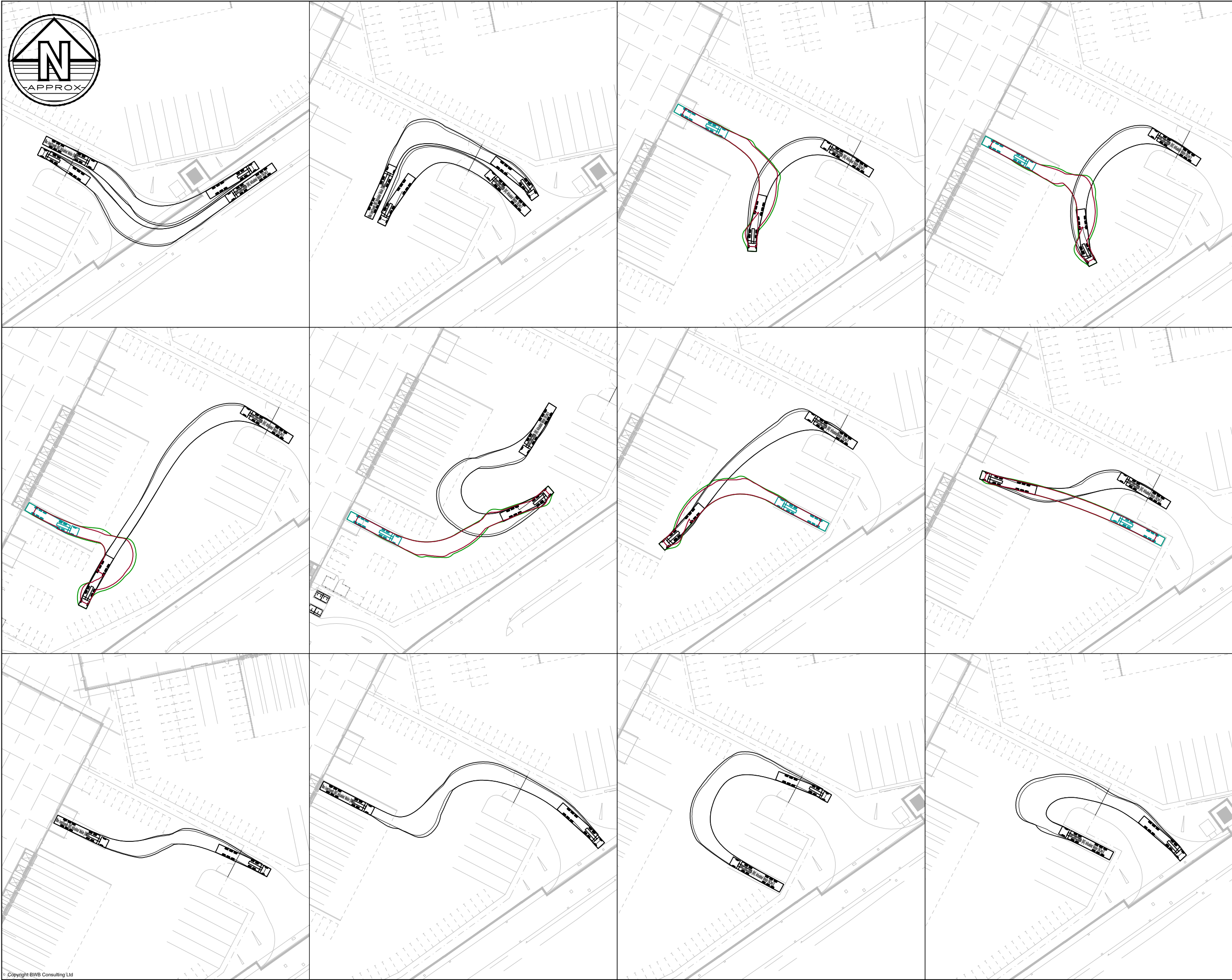
KPJ2-BWB-HGN-00-DR-TR-110

Status

S2

Rev

P1



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Key Plan

Legend

6.53

13.6

1.37

4.78

5

4

6.4

1.4

1.4

2.52

Max 90° Horiz

Max 10° Vert

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length

16.500m

Overall Width

2.550m

Overall Body Height

3.651m

Min Body Ground Clearance

0.41m

Max Track Width

2.500m

Lock to lock time

6.00s

Kerb to Kerb Turning Radius

6.530m

P3	19.07.22	NEW MASTERPLAN	SF	MC
P2	11.07.22	AMMENDED HGV ACCESS	SF	MC
P1	16.06.22	PRELIMINARY ISSUE	SF	MC
Rev	Date	Details of issue / revision	Dnw	Rev

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WILSON BOWDEN DEVELOPMENTS

Project Title

PLOT J2 KINGWAY BUSINESS PARK, ROCHDALE, GREATER MANCHESTER

Drawing Title

HGV SERVICE YARD VEHICLE TRACKING - UNIT J2-2

Drawn: S. Franklin

Reviewed: M. Corner

BWB Ref: 220810

Date: 16.06.22

Scale@A3: 1:1000

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number

KPJ2-BWB-HGN-00-DR-TR-111

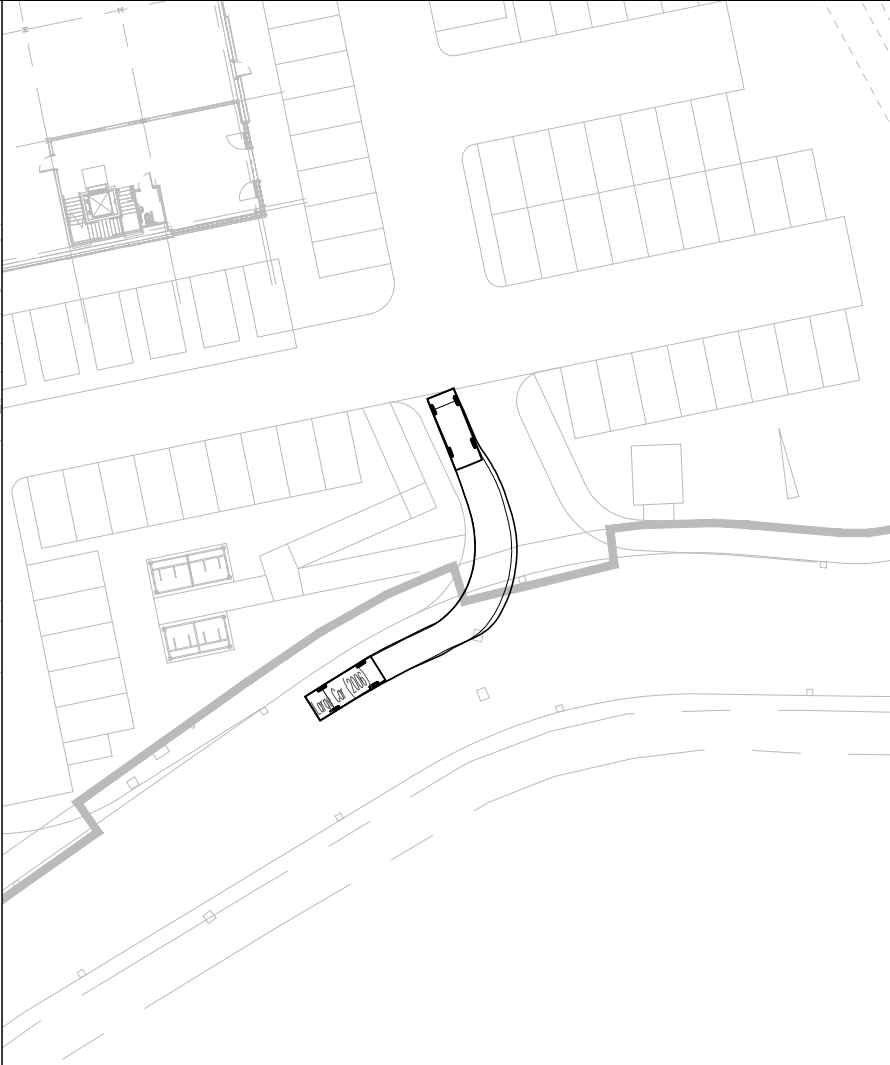
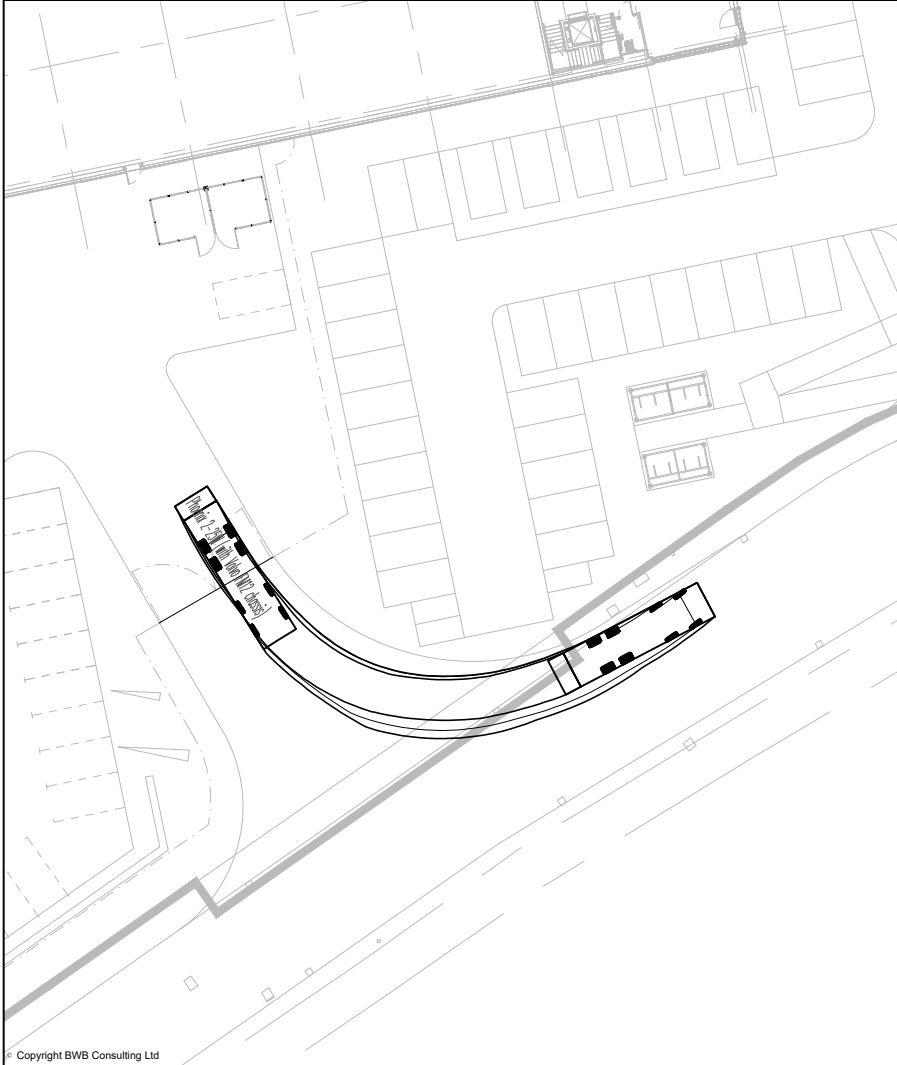
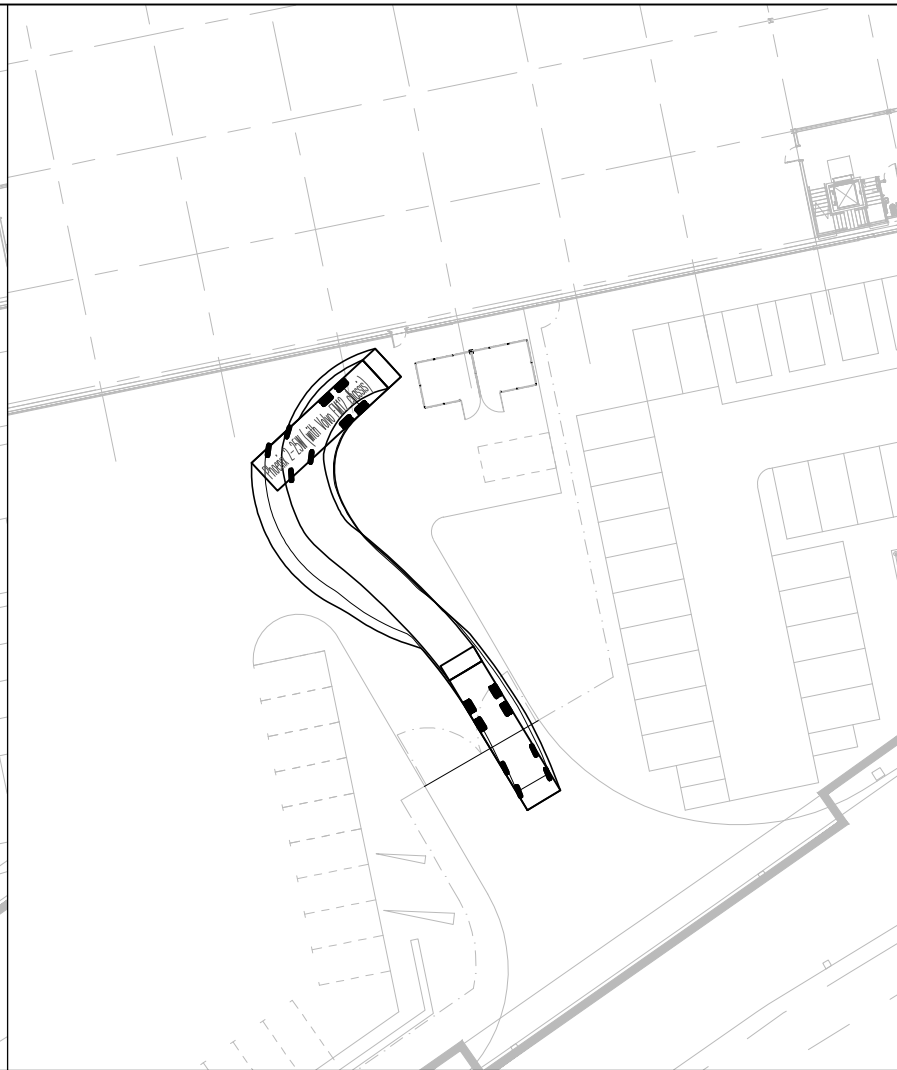
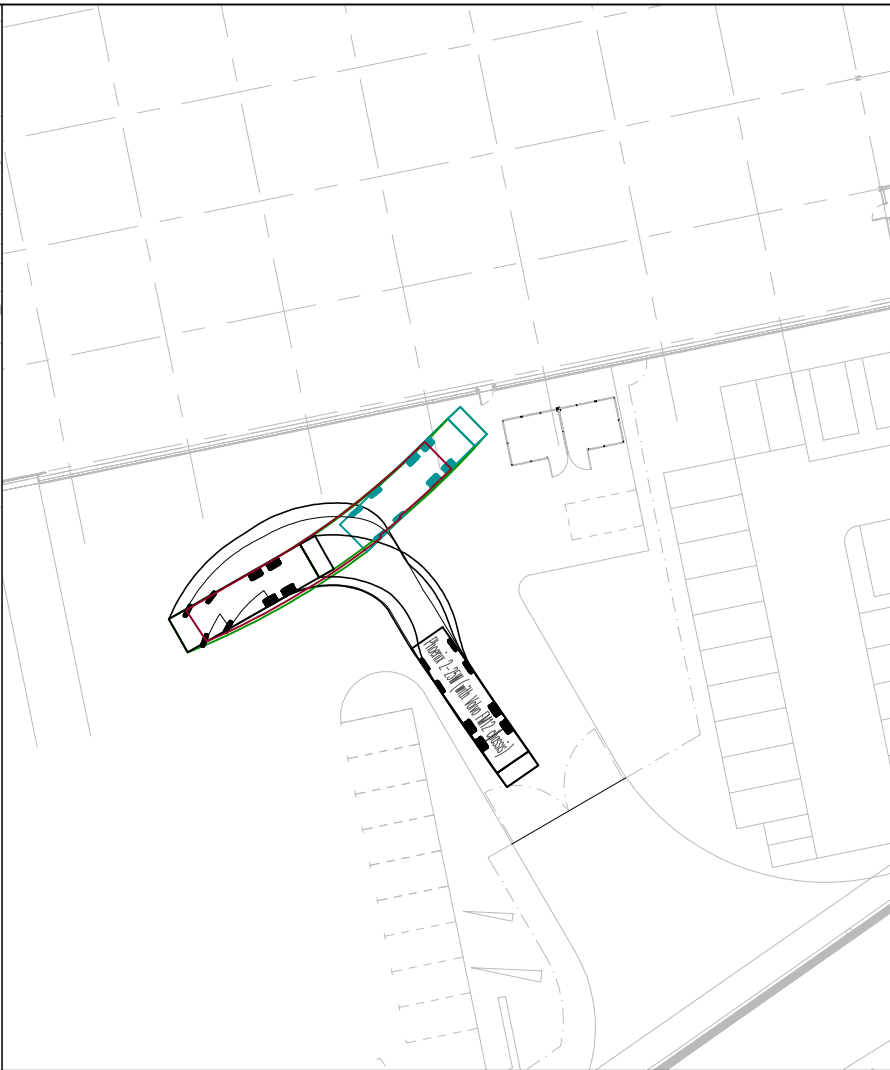
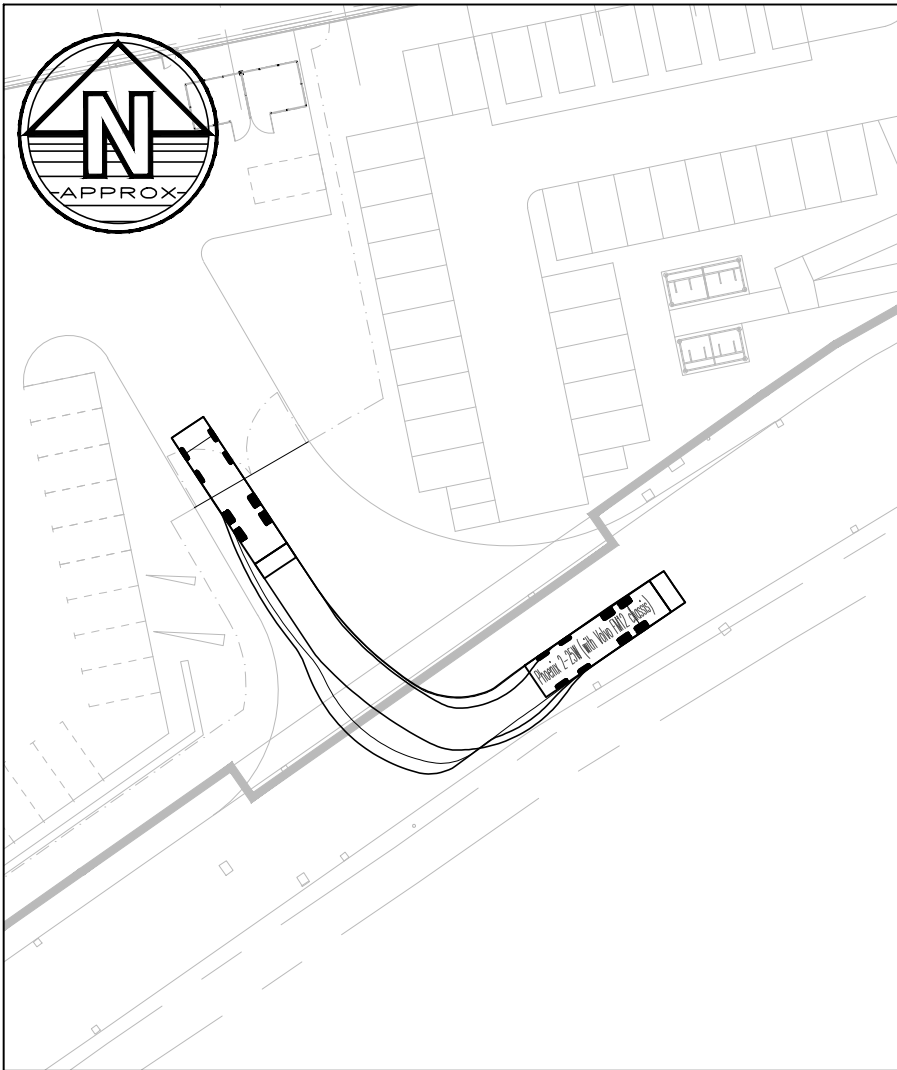
Status

S2

Rev

P1

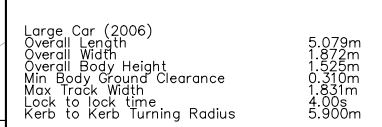
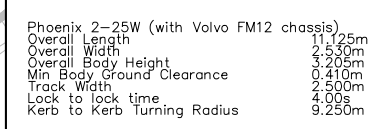
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Phoenix 2-25W (with Volvo FM12 chassis)	
Overall Length	11,125m
Overall Width	2,530m
Overall Body Height	3,205m
Min Body Ground Clearance	0,410m
Track Width	2,500m
Lock to lock time	4,00s
Kerb to Kerb Turning Radius	9,250m



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Project Title

**PLOT J2 KINGWAY
BUSINESS PARK,
ROCHDALE, GREATER
MANCHESTER**

Drawn: S. Franklin		Reviewed: M. Corner	
BWB Ref: 220810	Date: 16.06.22	Scale@A3: 1-500	
Drawing Status			
PRELIMINARY			
Project - Originator - Zone - Level - Type - Role - Number			Status Rev
KPJ2-BWB-HGN-00-DR-TR-112			S2 P1



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Key Plan

Legend

Phoenix 2-25W (with Volvo FM12 chassis)
Overall Length 11.125m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.250m

Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

P3	20.07.22	NEW MASTERPLAN	SF	MC
P2	11.07.22	AMMENDED HGV ACCESS	SF	MC
P1	16.06.22	PRELIMINARY ISSUE	SF	MC
Rev	Date	Details of issue / revision	Dwn	Rev

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WILSON BOWDEN DEVELOPMENTS

Project Title

PLOT J2 KINGWAY BUSINESS PARK, ROCHDALE, GREATER MANCHESTER

Drawing Title

REFUSE AND CARPARK VEHICLE TRACKING - UNIT J2-2

Drawn:	S. Franklin	Reviewed:	M. Corner
BWB Ref:	220810	Date:	16.06.22
Scale@A3:	1:500		

Drawing Status

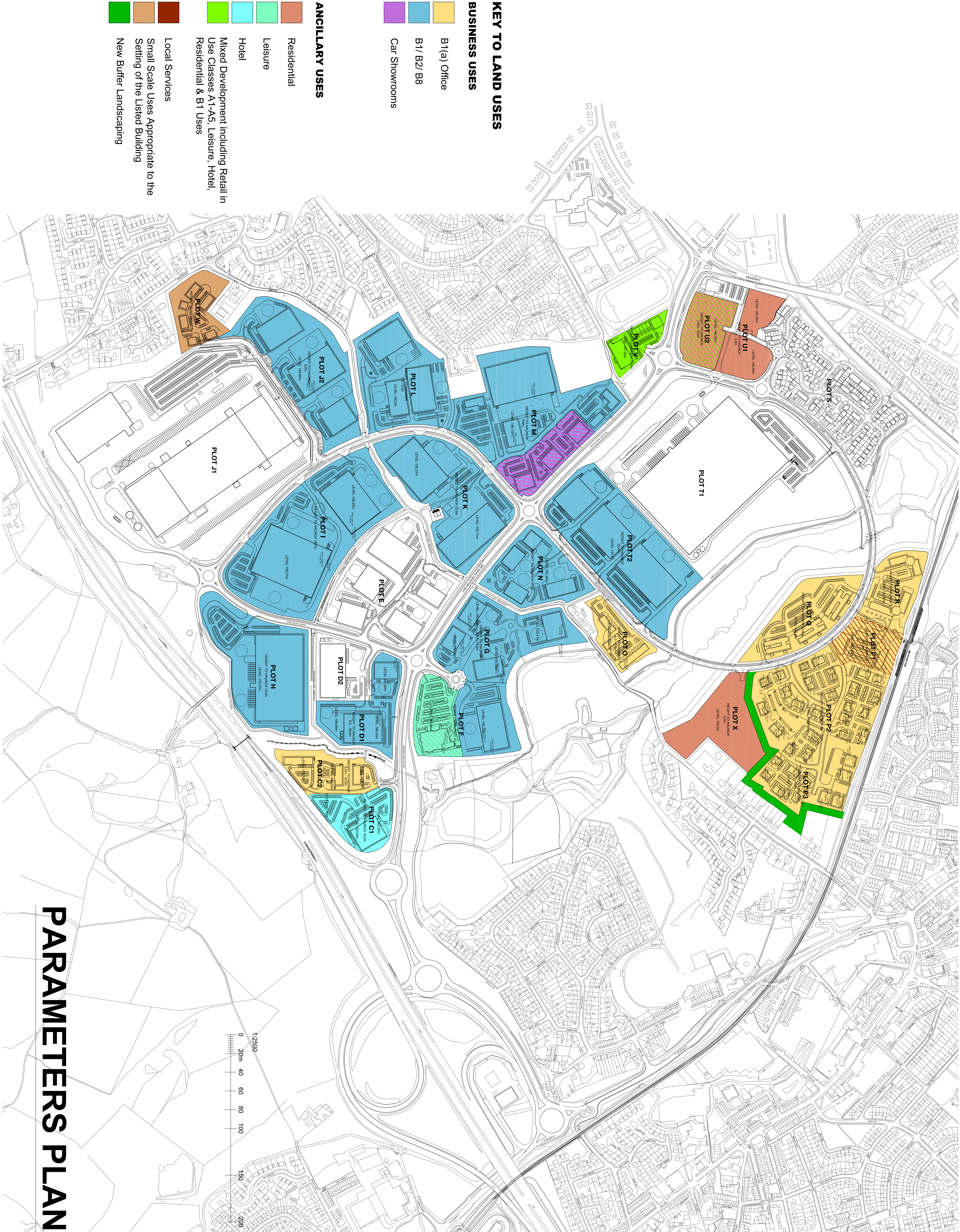
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
KPJ2-BWB-HGN-00-DR-TR-113	S2	P1

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APPENDICES

APPENDIX 1: Approved Parameters Plan from Outline Application (14/00542/OUT)



PARAMETERS PLAN

- B1(a) Office

B1/ B2/ B8

Car Showrooms
- Residential

Leisure

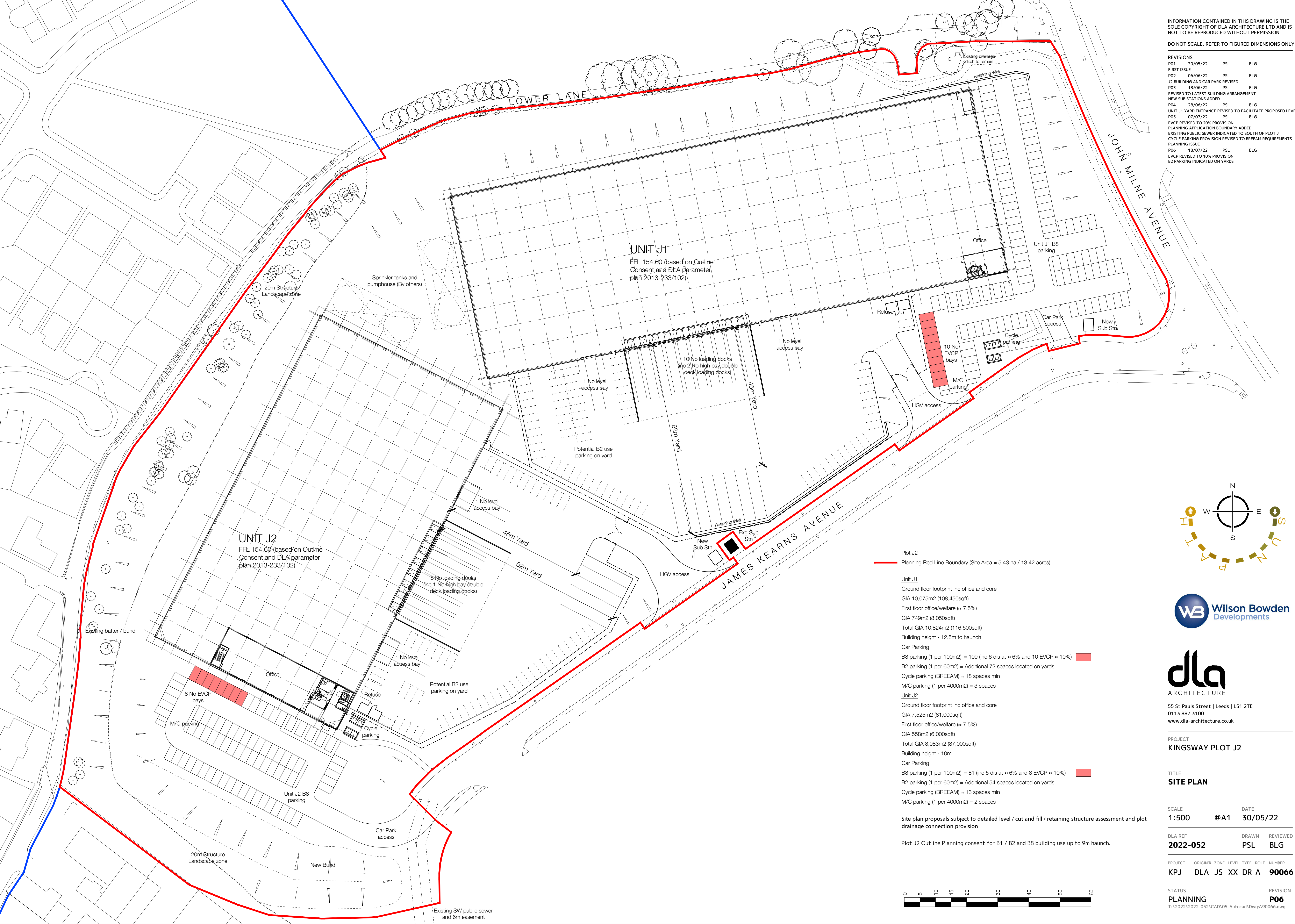
Hotel

Mixed Development including Retail in Use Classes A1-A5, Leisure, Hotel, Residential & B1 Uses
- Local Services

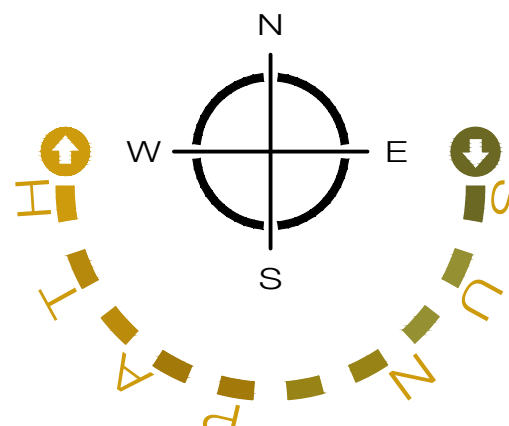
Small Scale Uses Appropriate to the Setting of the Listed Building

New Buffer Landscaping

APPENDIX 2: Proposed Site Masterplan



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DO NOT SCALE, REFER TO FIGURED DIMENSIONS ONLY			
REVISIONS			
P01	30/05/22	PSL	BLG
FIRST ISSUE			
P02	06/06/22	PSL	BLG
J2 BUILDING AND CAR PARK REVISED			
P03	13/06/22	PSL	BLG
REVISED TO LATEST BUILDING ARRANGEMENT			
NEW SUB STATIONS ADDED			
P04	28/06/22	PSL	BLG
UNIT J1 YARD ENTRANCE REVISED TO FACILITATE PROPOSED LEVELS			
P05	07/07/22	PSL	BLG
EVCP REVISED TO 20% PROVISION			
PLANNING APPLICATION BOUNDARY ADDED			
EXISTING PUBLIC SEWER INDICATED TO SOUTH OF PLOT J			
CYCLE PARKING PROVISION REVISED TO BREEAM REQUIREMENTS			
PLANNING ISSUE			
P06	18/07/22	PSL	BLG
EVCP REVISED TO 10% PROVISION			
B2 PARKING INDICATED ON YARDS			



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PROJECT
KINGSWAY PLOT J2

TITLE
SITE PLAN

SCALE	DATE
1:500	30/05/22

DLA REF	DRAWN	REVIEWED
2022-052	PSL	BLG

PROJECT	ORIGIN'R	ZONE	LEVEL	TYPE	ROLE	NUMBER
KPJ	DLA	JS	XX	DR	A	90066

STATUS	REVISION
PLANNING	P06

T:\2022\2022-052\CAD\05-Autocad\Drawgs\90066.dwg

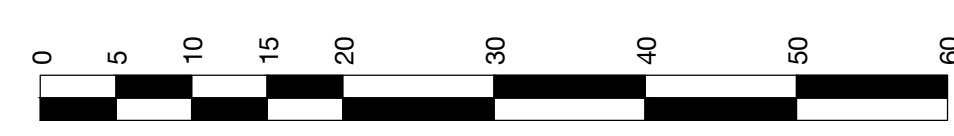
Plot J2
Planning Red Line Boundary (Site Area = 5.43 ha / 13.42 acres)

Unit J1
Ground floor footprint inc office and core
GIA 10,075m² (108,450sqft)
First floor office/welfare (≈ 7.5%)
GIA 749m² (8,050sqft)
Total GIA 10,824m² (116,500sqft)
Building height - 12.5m to haunch
Car Parking
B8 parking (1 per 100m²) = 109 (inc 6 dis at ≈ 6% and 10 EVCP ≈ 10%)
B2 parking (1 per 60m²) = Additional 72 spaces located on yards
Cycle parking (BREEAM) = 18 spaces min
M/C parking (1 per 4000m²) = 3 spaces

Unit J2
Ground floor footprint inc office and core
GIA 7,525m² (81,000sqft)
First floor office/welfare (≈ 7.5%)
GIA 558m² (6,000sqft)
Total GIA 8,083m² (87,000sqft)
Building height - 10m
Car Parking
B8 parking (1 per 100m²) = 81 (inc 5 dis at ≈ 6% and 8 EVCP ≈ 10%)
B2 parking (1 per 60m²) = Additional 54 spaces located on yards
Cycle parking (BREEAM) = 13 spaces min
M/C parking (1 per 4000m²) = 2 spaces

Site plan proposals subject to detailed level / cut and fill / retaining structure assessment and plot drainage connection provision

Plot J2 Outline Planning consent for B1 / B2 and B8 building use up to 9m haunch.



APPENDIX 3: TRICS Output Data

BWB CONSULTING STATION STREET NOTTINGHAM

Licence No: 714101

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	2 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	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: 12670 to 35183 (units: sqm)
 Range Selected by User: 10000 to 50000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 21/10/20

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5

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	4
Out of Town	1
No Sub Category	2

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.

Secondary Filtering selection:

Use Class:

Not Known

7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

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

Travel Plan:

No

7 days

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

PTAL Rating:

No PTAL Present

7 days

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

Covid-19 Restrictions

Yes

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

LIST OF SITES relevant to selection parameters

1	BR-02-D-04	INDUSTRIAL ESTATE	BRISTOL CITY
	CROFTS END ROAD		
	BRISTOL		
	SPEEDWELL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	18018 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
2	BR-02-D-05	INDUSTRIAL ESTATE	BRISTOL CITY
	NOVERS HILL		
	BRISTOL		
	BEDMINSTER		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	18128 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
3	NR-02-D-02	INDUSTRIAL ESTATE	NORTHAMPTONSHIRE
	CORNHILL CLOSE		
	NORTHAMPTON		
	LODGE FARM IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	12670 sqm	
	Survey date: WEDNESDAY	21/10/20	Survey Type: MANUAL
4	NY-02-D-02	INDUSTRIAL ESTATE	NORTH YORKSHIRE
	RACECOURSE ROAD		
	RICHMOND		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	35183 sqm	
	Survey date: TUESDAY	12/03/19	Survey Type: MANUAL
5	VG-02-D-01	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
6	WK-02-D-04	INDUSTRIAL ESTATE	WARWICKSHIRE
	ABELES WAY		
	ATHERSTONE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
7	WY-02-D-04	INDUSTRIAL ESTATE	WEST YORKSHIRE
	LAW STREET		
	CLECKHEATON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	23226 sqm	
	Survey date: THURSDAY	15/09/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EX-02-D-04	Not B2 use
LN-02-D-03	Not B2 use
NR-02-D-01	Not B2 use
WK-02-D-03	Not B2 use
WY-02-D-03	Not B2 use
WY-02-D-08	Not B2 use

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Licence No: 714101

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 6 NR-02-D-02 Tot: 0.181

85th Percentile = No. 2 VG-02-D-01 Tot: 0.947

Median Values

Arrivals: 0.215

Departures: 0.143

Totals: 0.358

Mean Values

Arrivals: 0.407

Departures: 0.153

Totals: 0.560

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NY-02-D-02	INDUSTRIAL EST	RICHMOND	NORTH YORKSHIRE	35183	Tue	12/03/19	0.875	0.404	1.279
2	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	13091	Mon	08/05/17	0.703	0.244	0.947
3	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	0.657	0.217	0.874
4	BR-02-D-05	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	18128	Fri	29/11/13	0.215	0.143	0.358
5	BR-02-D-04	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	18018	Fri	29/11/13	0.222	0.000	0.222
6	NR-02-D-02	INDUSTRIAL EST	NORTHAMPTON	NORTHAMPTONSHIRE	12670	Wed	21/10/20	0.134	0.047	0.181
7	WY-02-D-04	INDUSTRIAL EST	CLECKHEATON	WEST YORKSHIRE	23226	Thu	15/09/16	0.043	0.013	0.056

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

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RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 6 BR-02-D-05 Tot: 0.083

85th Percentile = No. 2 VG-02-D-01 Tot: 0.947

Median Values

Arrivals: 0.089

Departures: 0.339

Totals: 0.428

Mean Values

Arrivals: 0.136

Departures: 0.359

Totals: 0.495

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NY-02-D-02	INDUSTRIAL EST	RICHMOND	NORTH YORKSHIRE	35183	Tue	12/03/19	0.310	0.856	1.166
2	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	13091	Mon	08/05/17	0.412	0.535	0.947
3	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	0.091	0.531	0.622
4	BR-02-D-04	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	18018	Fri	29/11/13	0.089	0.339	0.428
5	NR-02-D-02	INDUSTRIAL EST	NORTHAMPTON	NORTHAMPTONSHIRE	12670	Wed	21/10/20	0.032	0.126	0.158
6	BR-02-D-05	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	18128	Fri	29/11/13	0.006	0.077	0.083
7	WY-02-D-04	INDUSTRIAL EST	CLECKHEATON	WEST YORKSHIRE	23226	Thu	15/09/16	0.013	0.047	0.060

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	2 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	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: 12670 to 35183 (units: sqm)
 Range Selected by User: 10000 to 50000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 21/10/20

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5

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	4
Out of Town	1
No Sub Category	2

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.

Secondary Filtering selection:

Use Class:

Not Known

7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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

Population within 1 mile:

5,001 to 10,000 2 days

10,001 to 15,000 2 days

20,001 to 25,000 1 days

25,001 to 50,000 2 days

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

Population within 5 miles:

25,001 to 50,000 1 days

50,001 to 75,000 2 days

100,001 to 125,000 1 days

125,001 to 250,000 1 days

250,001 to 500,000 1 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 4 days

1.1 to 1.5 3 days

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

Travel Plan:

No

7 days

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

PTAL Rating:

No PTAL Present

7 days

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

Covid-19 Restrictions

Yes

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

LIST OF SITES relevant to selection parameters

1	BR-02-D-04	INDUSTRIAL ESTATE	BRISTOL CITY
	CROFTS END ROAD		
	BRISTOL		
	SPEEDWELL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	18018 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
2	BR-02-D-05	INDUSTRIAL ESTATE	BRISTOL CITY
	NOVERS HILL		
	BRISTOL		
	BEDMINSTER		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	18128 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
3	NR-02-D-02	INDUSTRIAL ESTATE	NORTHAMPTONSHIRE
	CORNHILL CLOSE		
	NORTHAMPTON		
	LODGE FARM IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	12670 sqm	
	Survey date: WEDNESDAY	21/10/20	Survey Type: MANUAL
4	NY-02-D-02	INDUSTRIAL ESTATE	NORTH YORKSHIRE
	RACECOURSE ROAD		
	RICHMOND		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	35183 sqm	
	Survey date: TUESDAY	12/03/19	Survey Type: MANUAL
5	VG-02-D-01	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
6	WK-02-D-04	INDUSTRIAL ESTATE	WARWICKSHIRE
	ABELES WAY		
	ATHERSTONE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
7	WY-02-D-04	INDUSTRIAL ESTATE	WEST YORKSHIRE
	LAW STREET		
	CLECKHEATON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	23226 sqm	
	Survey date: THURSDAY	15/09/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EX-02-D-04	Not B2 use
LN-02-D-03	Not B2 use
NR-02-D-01	Not B2 use
WK-02-D-03	Not B2 use
WY-02-D-03	Not B2 use
WY-02-D-08	Not B2 use

BWB CONSULTING STATION STREET NOTTINGHAM

Licence No: 714101

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 07:00-19:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 6 NR-02-D-02 Tot: 1.531

85th Percentile = No. 2 VG-02-D-01 Tot: 9.296

Median Values

Arrivals: 1.611

Departures: 1.589

Totals: 3.200

Mean Values

Arrivals: 2.598

Departures: 2.612

Totals: 5.210

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NY-02-D-02	INDUSTRIAL EST	RICHMOND	NORTH YORKSHIRE	35183	Tue	12/03/19	5.869	5.966	11.835
2	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	13091	Mon	08/05/17	4.675	4.621	9.296
3	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	3.617	3.697	7.314
4	BR-02-D-05	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	18128	Fri	29/11/13	1.611	1.589	3.200
5	BR-02-D-04	INDUSTRIAL EST	BRISTOL	BRISTOL CITY	18018	Fri	29/11/13	1.293	1.282	2.575
6	NR-02-D-02	INDUSTRIAL EST	NORTHAMPTON	NORTHAMPTONSHIRE	12670	Wed	21/10/20	0.758	0.773	1.531
7	WY-02-D-04	INDUSTRIAL EST	CLECKHEATON	WEST YORKSHIRE	23226	Thu	15/09/16	0.366	0.353	0.719

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Calculation Reference: AUDIT-714101-211207-1228

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	2 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	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: 12670 to 35183 (units: sqm)
 Range Selected by User: 10000 to 50000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 21/10/20

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5

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	4
Out of Town	1
No Sub Category	2

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.

Secondary Filtering selection:

Use Class:

Not Known

7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

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

Travel Plan:

No

7 days

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

PTAL Rating:

No PTAL Present

7 days

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

Covid-19 Restrictions

Yes

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

LIST OF SITES relevant to selection parameters

1	BR-02-D-04	INDUSTRIAL ESTATE	BRISTOL CITY
	CROFTS END ROAD		
	BRISTOL		
	SPEEDWELL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	18018 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
2	BR-02-D-05	INDUSTRIAL ESTATE	BRISTOL CITY
	NOVERS HILL		
	BRISTOL		
	BEDMINSTER		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	18128 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
3	NR-02-D-02	INDUSTRIAL ESTATE	NORTHAMPTONSHIRE
	CORNHILL CLOSE		
	NORTHAMPTON		
	LODGE FARM IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	12670 sqm	
	Survey date: WEDNESDAY	21/10/20	Survey Type: MANUAL
4	NY-02-D-02	INDUSTRIAL ESTATE	NORTH YORKSHIRE
	RACECOURSE ROAD		
	RICHMOND		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	35183 sqm	
	Survey date: TUESDAY	12/03/19	Survey Type: MANUAL
5	VG-02-D-01	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
6	WK-02-D-04	INDUSTRIAL ESTATE	WARWICKSHIRE
	ABELES WAY		
	ATHERSTONE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
7	WY-02-D-04	INDUSTRIAL ESTATE	WEST YORKSHIRE
	LAW STREET		
	CLECKHEATON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	23226 sqm	
	Survey date: THURSDAY	15/09/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EX-02-D-04	Not B2 use
LN-02-D-03	Not B2 use
NR-02-D-01	Not B2 use
WK-02-D-03	Not B2 use
WY-02-D-03	Not B2 use
WY-02-D-08	Not B2 use

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	15085	0.046	2	15085	0.007	2	15085	0.053
06:00 - 07:00	2	15085	0.119	2	15085	0.040	2	15085	0.159
07:00 - 08:00	7	19688	0.283	7	19688	0.082	7	19688	0.365
08:00 - 09:00	7	19688	0.451	7	19688	0.179	7	19688	0.630
09:00 - 10:00	7	19688	0.307	7	19688	0.215	7	19688	0.522
10:00 - 11:00	7	19688	0.231	7	19688	0.234	7	19688	0.465
11:00 - 12:00	7	19688	0.256	7	19688	0.247	7	19688	0.503
12:00 - 13:00	7	19688	0.227	7	19688	0.280	7	19688	0.507
13:00 - 14:00	7	19688	0.258	7	19688	0.242	7	19688	0.500
14:00 - 15:00	7	19688	0.242	7	19688	0.278	7	19688	0.520
15:00 - 16:00	7	19688	0.218	7	19688	0.277	7	19688	0.495
16:00 - 17:00	7	19688	0.218	7	19688	0.353	7	19688	0.571
17:00 - 18:00	7	19688	0.147	7	19688	0.411	7	19688	0.558
18:00 - 19:00	7	19688	0.076	7	19688	0.141	7	19688	0.217
19:00 - 20:00	2	15085	0.020	2	15085	0.027	2	15085	0.047
20:00 - 21:00	2	15085	0.017	2	15085	0.013	2	15085	0.030
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.116			3.026			6.142

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:	12670 - 35183 (units: sqm)
Survey date range:	01/01/13 - 21/10/20
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	15085	0.000	2	15085	0.000	2	15085	0.000
06:00 - 07:00	2	15085	0.003	2	15085	0.003	2	15085	0.006
07:00 - 08:00	7	19688	0.011	7	19688	0.014	7	19688	0.025
08:00 - 09:00	7	19688	0.020	7	19688	0.017	7	19688	0.037
09:00 - 10:00	7	19688	0.021	7	19688	0.019	7	19688	0.040
10:00 - 11:00	7	19688	0.024	7	19688	0.021	7	19688	0.045
11:00 - 12:00	7	19688	0.020	7	19688	0.022	7	19688	0.042
12:00 - 13:00	7	19688	0.020	7	19688	0.017	7	19688	0.037
13:00 - 14:00	7	19688	0.017	7	19688	0.019	7	19688	0.036
14:00 - 15:00	7	19688	0.015	7	19688	0.013	7	19688	0.028
15:00 - 16:00	7	19688	0.019	7	19688	0.016	7	19688	0.035
16:00 - 17:00	7	19688	0.012	7	19688	0.009	7	19688	0.021
17:00 - 18:00	7	19688	0.001	7	19688	0.005	7	19688	0.006
18:00 - 19:00	7	19688	0.001	7	19688	0.001	7	19688	0.002
19:00 - 20:00	2	15085	0.000	2	15085	0.000	2	15085	0.000
20:00 - 21:00	2	15085	0.007	2	15085	0.000	2	15085	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.191			0.176			0.367

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.

BWB CONSULTING STATION STREET NOTTINGHAM

Licence No: 714101

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	KC KENT	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 6560 to 37530 (units: sqm)
 Range Selected by User: 5000 to 50000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 14/10/20

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

Selected survey days:

Wednesday	1 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5

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	6
Commercial Zone	1

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

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	2 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	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

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

Travel Plan:

No	7 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
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This data displays the number of selected surveys with PTAL Ratings.

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

1	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18	SPORTS SUPPLEMENTS ESSEX	Survey Type: MANUAL
2	HC-02-F-02 RUTHERFORD ROAD BASINGSTOKE Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 13200 sqm Survey date: THURSDAY 16/06/16	LOGISTICS HAMPSHIRE	Survey Type: MANUAL
3	KC-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17	COMMERCIAL WAREHOUSING KENT	Survey Type: MANUAL
4	SF-02-F-02 WALTON ROAD FELIXSTOWE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 22270 sqm Survey date: THURSDAY 11/07/13	WAREHOUSING SUFFOLK	Survey Type: MANUAL
5	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15	ASDA DISTRIBUTION CENTRE TYNE & WEAR	Survey Type: MANUAL
6	WO-02-F-03 COTSWOLD WAY WORCESTER Edge of Town Industrial Zone Total Gross floor area: 37530 sqm Survey date: WEDNESDAY 14/10/20	THERMOTECHNOLOGY WORCESTERSHIRE	Survey Type: MANUAL
7	WY-02-F-02 STAITHGATE LANE BRADFORD NEWHALL Edge of Town Industrial Zone Total Gross floor area: 10446 sqm Survey date: THURSDAY 14/03/19	DISTRIBUTION COMPANY WEST YORKSHIRE	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.

BWB CONSULTING STATION STREET NOTTINGHAM

Licence No: 714101

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 6 SF-02-F-02 Tot: 0.085

85th Percentile = No. 2 EX-02-F-01 Tot: 0.381

Median Values

Arrivals: 0.258

Departures: 0.032

Totals: 0.290

Mean Values

Arrivals: 0.178

Departures: 0.114

Totals: 0.292

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	WY-02-F-02	DISTRIBUTION C	BRADFORD	WEST YORKSHIRE	10446	Thu	14/03/19	0.287	0.402	0.689
2	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	0.320	0.061	0.381
3	KC-02-F-02	COMMERCIAL WAR	AYLESFORD	KENT	11200	Fri	22/09/17	0.196	0.125	0.321
4	WO-02-F-03	THERMOTECNOLO	WORCESTER	WORCESTERSHIRE	37530	Wed	14/10/20	0.258	0.032	0.290
5	HC-02-F-02	LOGISTICS	BASINGSTOKE	HAMPSHIRE	13200	Thu	16/06/16	0.106	0.091	0.197
6	SF-02-F-02	WAREHOUSING	FELIXSTOWE	SUFFOLK	22270	Thu	11/07/13	0.036	0.049	0.085
7	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.045	0.039	0.084

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m² GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

BWB CONSULTING STATION STREET NOTTINGHAM

Licence No: 714101

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 6 SF-02-F-02 Tot: 0.130

85th Percentile = No. 2 EX-02-F-01 Tot: 0.259

Median Values

Arrivals: 0.091

Departures: 0.068

Totals: 0.159

Mean Values

Arrivals: 0.103

Departures: 0.205

Totals: 0.308

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	WY-02-F-02	DISTRIBUTION C	BRADFORD	WEST YORKSHIRE	10446	Thu	14/03/19	0.517	0.670	1.187
2	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	0.015	0.244	0.259
3	WO-02-F-03	THERMOTECNOLO	WORCESTER	WORCESTERSHIRE	37530	Wed	14/10/20	0.013	0.216	0.229
4	HC-02-F-02	LOGISTICS	BASINGSTOKE	HAMPSHIRE	13200	Thu	16/06/16	0.091	0.068	0.159
5	KC-02-F-02	COMMERCIAL WAR	AYLESFORD	KENT	11200	Fri	22/09/17	0.018	0.134	0.152
6	SF-02-F-02	WAREHOUSING	FELIXSTOWE	SUFFOLK	22270	Thu	11/07/13	0.045	0.085	0.130
7	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.019	0.019	0.038

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m² GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Calculation Reference: AUDIT-714101-211207-1208

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	KC KENT	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 6560 to 37530 (units: sqm)
 Range Selected by User: 5000 to 50000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 14/10/20

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

Selected survey days:

Wednesday	1 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5

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	6
Commercial Zone	1

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

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	2 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	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

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

Travel Plan:

No	7 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
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This data displays the number of selected surveys with PTAL Ratings.

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

1	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18	SPORTS SUPPLEMENTS ESSEX	Survey Type: MANUAL
2	HC-02-F-02 RUTHERFORD ROAD BASINGSTOKE Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 13200 sqm Survey date: THURSDAY 16/06/16	LOGISTICS HAMPSHIRE	Survey Type: MANUAL
3	KC-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17	COMMERCIAL WAREHOUSING KENT	Survey Type: MANUAL
4	SF-02-F-02 WALTON ROAD FELIXSTOWE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 22270 sqm Survey date: THURSDAY 11/07/13	WAREHOUSING SUFFOLK	Survey Type: MANUAL
5	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15	ASDA DISTRIBUTION CENTRE TYNE & WEAR	Survey Type: MANUAL
6	WO-02-F-03 COTSWOLD WAY WORCESTER Edge of Town Industrial Zone Total Gross floor area: 37530 sqm Survey date: WEDNESDAY 14/10/20	THERMOTECHNOLOGY WORCESTERSHIRE	Survey Type: MANUAL
7	WY-02-F-02 STAITHGATE LANE BRADFORD NEWHALL Edge of Town Industrial Zone Total Gross floor area: 10446 sqm Survey date: THURSDAY 14/03/19	DISTRIBUTION COMPANY WEST YORKSHIRE	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.

BWB CONSULTING STATION STREET NOTTINGHAM

Licence No: 714101

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	16358	0.125	2	16358	0.083	2	16358	0.208
06:00 - 07:00	3	23415	0.194	3	23415	0.060	3	23415	0.254
07:00 - 08:00	7	18887	0.185	7	18887	0.068	7	18887	0.253
08:00 - 09:00	7	18887	0.156	7	18887	0.081	7	18887	0.237
09:00 - 10:00	7	18887	0.138	7	18887	0.067	7	18887	0.205
10:00 - 11:00	7	18887	0.090	7	18887	0.073	7	18887	0.163
11:00 - 12:00	7	18887	0.081	7	18887	0.083	7	18887	0.164
12:00 - 13:00	7	18887	0.085	7	18887	0.085	7	18887	0.170
13:00 - 14:00	7	18887	0.097	7	18887	0.096	7	18887	0.193
14:00 - 15:00	7	18887	0.080	7	18887	0.101	7	18887	0.181
15:00 - 16:00	7	18887	0.080	7	18887	0.090	7	18887	0.170
16:00 - 17:00	7	18887	0.063	7	18887	0.139	7	18887	0.202
17:00 - 18:00	7	18887	0.068	7	18887	0.163	7	18887	0.231
18:00 - 19:00	7	18887	0.034	7	18887	0.123	7	18887	0.157
19:00 - 20:00	3	23415	0.036	3	23415	0.171	3	23415	0.207
20:00 - 21:00	3	23415	0.020	3	23415	0.114	3	23415	0.134
21:00 - 22:00	1	22270	0.031	1	22270	0.018	1	22270	0.049
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.563			1.615			3.178

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:	6560 - 37530 (units: sqm)
Survey date range:	01/01/13 - 14/10/20
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	16358	0.034	2	16358	0.064	2	16358	0.098
06:00 - 07:00	3	23415	0.027	3	23415	0.044	3	23415	0.071
07:00 - 08:00	7	18887	0.033	7	18887	0.036	7	18887	0.069
08:00 - 09:00	7	18887	0.030	7	18887	0.042	7	18887	0.072
09:00 - 10:00	7	18887	0.043	7	18887	0.030	7	18887	0.073
10:00 - 11:00	7	18887	0.046	7	18887	0.034	7	18887	0.080
11:00 - 12:00	7	18887	0.035	7	18887	0.029	7	18887	0.064
12:00 - 13:00	7	18887	0.036	7	18887	0.029	7	18887	0.065
13:00 - 14:00	7	18887	0.026	7	18887	0.039	7	18887	0.065
14:00 - 15:00	7	18887	0.023	7	18887	0.031	7	18887	0.054
15:00 - 16:00	7	18887	0.037	7	18887	0.030	7	18887	0.067
16:00 - 17:00	7	18887	0.035	7	18887	0.033	7	18887	0.068
17:00 - 18:00	7	18887	0.045	7	18887	0.028	7	18887	0.073
18:00 - 19:00	7	18887	0.023	7	18887	0.015	7	18887	0.038
19:00 - 20:00	3	23415	0.009	3	23415	0.016	3	23415	0.025
20:00 - 21:00	3	23415	0.009	3	23415	0.016	3	23415	0.025
21:00 - 22:00	1	22270	0.027	1	22270	0.004	1	22270	0.031
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.518			0.520			1.038

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.

