

TRANSPORT STATEMENT

UBS Triton Property Fund

Unit A, Finlan Road,
Stakehill Industrial Estate, Middleton

April 2023

VN232605

Transport Statement

Report control

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Project: Unit A, Finlan Road, Stakehill Industrial Estate

Client: UBS Triton Property Fund

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1 Introduction

Background

1.1 Vectos has been commissioned by UBS Triton Property Fund to provide a Transport Statement to accompany a planning application for a proposed development within the Stakehill Industrial Estate in Middleton, Rochdale. The site location in the wider context is shown in **Plan 1** while the site location in the local context is shown in **Plan 2**.

1.2 The proposed development seeks to provide an extension (2,016 sqm) to their existing B2/B8 Industrial/Distribution unit at Unit A, Finlan Road, accompanied with new parking and servicing arrangements. Further details of the development proposals are covered in Section 4 of this report. The planning application description includes the following:

‘Demolition of existing single storey extension and service yard canopy, erection of extension and alterations to existing building, change of use to allow a flexible use within Classes B2, B8 and / or E(g)(iii) and a series of physical works to reconfigure the site including an extension to the service yard, new hard and soft landscaping and associated infrastructure’

Report Structure

1.3 This Transport Statement provides information on the traffic and transportation planning aspects of the development proposals and forms supplementary information to assist in the determination of the planning application.

1.4 Following this introduction, the report provides the following information:

- **Baseline Conditions:** Describes the site location, existing use, the surrounding local highway infrastructure and an analysis of accident statistics;
- **Sustainable Accessibility Review:** Reviews the accessibility of the site by sustainable transport modes;
- **Development Proposal:** Describes the development proposals, including proposed parking, along with service vehicle access arrangements and provides a comparison between existing and proposed levels of traffic generation; and
- **Conclusion:** Provides a summary and conclusions to the report.

2 Baseline Conditions

Site Location

- 2.1 The Stakehill Industrial Estate consists of numerous businesses that are accessed primarily from the Slattocks Roundabout between Middleton to the south and Rochdale to the north. Slattocks Roundabout provides an efficient movement of vehicles between the estate and the A627(M) to the east, which links the M60 motorway to the south with the M62 motorway to the north.
- 2.2 Rochdale is approximately 6 km away from the site while Middleton and Oldham are around 4 km and 8 km respectively.
- 2.3 The proposed site is located within the north-eastern segment of the industrial estate. The site is bounded by Finlan Road to the north and west, by woodland to the north and other business properties to the south.
- 2.4 The **Figure 2.1** shows the aerial imagery of the site with its boundary highlighted in red.



Figure 2.1: Site location

Existing Site Layout

- 2.5 The site is currently vacant although the existing building has planning consent for either B2 or B8 Industrial/ Distribution floorspace, accessed via Finlan Road to the south and west. The existing building has a gross internal floor area of 7,655 sqm excluding a covered service yard veranda. A more detailed plan of the existing site layout can be found at **Appendix A**.
- 2.6 The southern access leads to a service yard to the south-east and an area of car parking to the south-west. This car park consists of 54 car parking spaces, with an access linking to another car park of 54 spaces which accesses onto Finlan Road to the north-west. This access onto Finlan Road also serves a second service yard to the north.
- 2.7 Both access junctions onto Finlan Road are priority-controlled junctions.

Local Highway Network

- 2.8 The Stakehill Industrial Estate is accessed from the Slattocks Roundabout junction to the north-west. Northern businesses within the estate are accessed from Bentley Avenue which runs along the boundary and turns into Stakehill Lane to the east.
- 2.9 The primary route into the estate is via Whitbrook Way which runs south from the Stattocks Roundabout and forms junctions with Finlans Road and Touchet Hall Road, which link together via Boswell Way to create a network of distributor roads that serve the remainder of the estate.
- 2.10 Finlan Road, which directly serves the application site, forms the minor arm of a priority-controlled junction with Whitbrook Way before heading east. Finlan Road has a 30mph speed limit, is lit and has footpaths along either side of the carriageway. It is a minimum of 7m in width and is already used by a wide range of vehicles including 16.5m articulated lorries.
- 2.11 A minor access road, also known as Finlan Road, passes along the north-western boundary of the site, provides access into the northern car park and service yard before terminating at closed gates, meaning that there is no through route to Stakehill Lane.

Highway Safety Records Review

- 2.12 Personal injury accident records have been examined using the most recently available data in the vicinity of the site over the latest five-year period (2017 – 2021). The data has been extracted from Crashmap's database. **Figure 2.2** illustrates the accidents recorded in the surrounding area for the past five years, categorised based on severity.

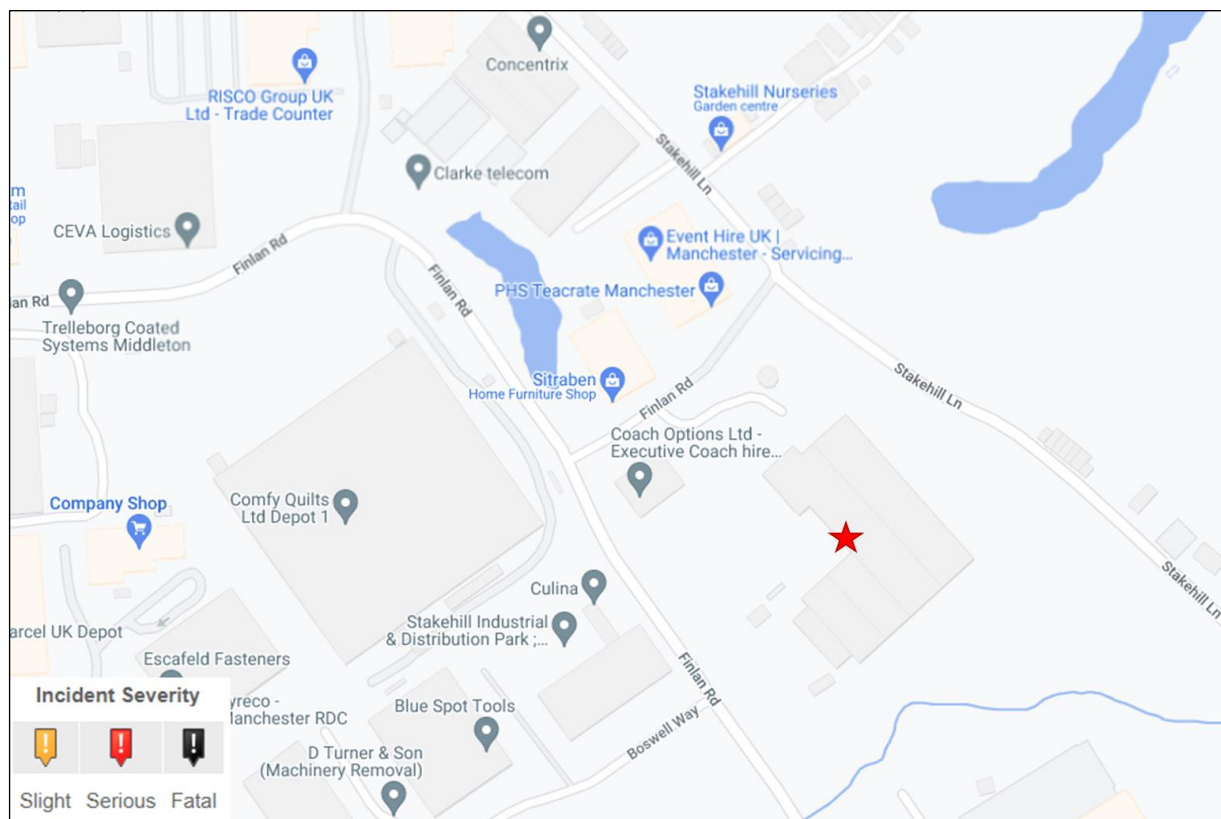


Figure 2.2: Local Accident Records

- 2.13 The figure above highlights that there have been no accidents recorded over the past five years. This suggests that there are no material prevailing road safety issues in the vicinity of the site that would call into question the suitability of the proposed development in terms of road safety.
- 2.14 Having considered the site and surrounding highway network, the following section of this report provides an assessment of the site by sustainable modes of transport.

3 Sustainable Accessibility Review

On Foot

- 3.1 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common journey types. The guidelines suggest that an acceptable walking distance for commuting is 1 kilometre, with a preferred maximum distance of 2 kilometres. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 3.2 The more recent CIHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6 kilometres) are made wholly on foot.
- 3.3 An analysis of the pedestrian routes in the area has been completed to identify areas situated within 1- and 2-kilometre catchments. This is presented in **Plan 3**. This confirms that the site's walking catchment covers the entire industrial estate and a part of Stanycliffe to the west as well as Slattocks to the north.
- 3.4 Pedestrian movements in the industrial park are supported by a network of street lit footways on both sides of the carriageway and there is a network of public footpaths across the local rural catchment.

By Cycle

- 3.5 Cycling is an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's (DfT) Local Transport Note 1/20 identifies that many utility cycle journeys are under 3 miles (5 km) although for commuters a trip distance of over 5 miles (8 km) is not uncommon.
- 3.6 **Plan 4** presents an initial 5 km catchment which incorporates parts of Middleton, Chadderton, Royton and Castleton. The plan also illustrates the nearest available national cycle route. The route no. 66 runs through Castleton connecting to Rochdale and Littleborough.

By Public Transport

- 3.7 The closest bus stop to the site is the Stakehill Industrial Estate Stop on Finlan Road, located approximately 160 meters away to the south of the site. The bus stop contains a flagpost indicating service information.
- 3.8 The service no. R7 runs from Middleton to Rochdale via Boarshaw, Stakehill and Kirkholt from this bus stop, passing around the estate. The service frequency is 1 service per hour between 05:00 and 21:00 from Mon-Sat.
- 3.9 The nearest available railway station to the proposed development is Mills Hill, located approximately 4 km to the south of the site. Major destinations which are accessible from this station are Clitheroe, Rochdale and Blackburn.
- 3.10 The station is equipped with sheltered cycle storage spaces which would make cycling a viable option for multi-modal journeys.

Framework Travel Plan

- 3.11 Whilst the site is accessible by a range of modes of transport, a Framework Travel Plan is proposed that provides a strategy to reduce the need for employees to travel to the site by car.
- 3.12 This document, which includes a clear set of measures as well as a programme of monitoring and review, is included at **Appendix B**. Once the unit is occupied, the Framework Travel Plan proposes the collection of travel survey data to establish employee travel patterns before a more detailed Travel Plan with specific targets can be produced.

4 Development Proposal

Development Scale and Access

- 4.1 The proposed development seeks to provide an extension (2,016 sqm) to their existing B2/B8 Industrial/Distribution unit at Unit A, Finlan Road, accompanied with new parking and servicing arrangements. The planning application description includes the following:

‘Demolition of existing single storey extension and service yard canopy, erection of extension and alterations to existing building, change of use to allow a flexible use within Classes B2, B8 and / or E(g)(iii) and a series of physical works to reconfigure the site including an extension to the service yard, new hard and soft landscaping and associated infrastructure’

- 4.2 The proposal maintains the permitted use of the site for B2 Industrial and B8 Storage and Distribution uses whilst introducing E(g)(iii) use which consists of Industrial Processes.
- 4.3 Vehicle access to the site will be achieved from the two existing priority junctions with Finlan Road. These junctions will remain unchanged.
- 4.4 However, the layout of the site would be reconfigured to provide a single, expanded service yard to the south and a single car parking area to the north. It would no longer be possible to drive between the two accesses onto Finlan Road using the internal road network.
- 4.5 The proposed site layout is illustrated in **Plan 5**.

Parking

- 4.6 The development proposals will see a slight decrease in car parking provision, from 108 car parking spaces to a total of 97 spaces including 82 standard bays, 6 blue badge spaces and 9 EV charging bays (about 10% provision).
- 4.7 The Council’s car parking standards, taken from the 2016 Core Strategy, allow for a maximum provision of 1 space per 60 sqm for B2 development and 1 space per 100 sqm for B8 development. Applying these standards to the proposed floor area would result in there being between 97 and 161 car parking spaces being provided as a maximum provision.
- 4.8 It is considered therefore that the volume of car parking is sufficient to cater for the mix of uses proposed, noting that further car parking could safely occur within the service yard were the site to come forward as B2 development and require additional car parking.
- 4.9 The proposed layout also contains provision for 8 cycle parking spaces and 3 motor bike spaces which are in alignment as per the council’s parking standards.

Service Vehicle Access

- 4.10 **Plan 5** highlights a proposed extension to the service yard that is accessed via the southern Finlan Road access. This will provide a single yard, catering for all delivery vehicles that access the site.

- 4.11 An Autotrack assessment has been completed to demonstrate that a 16.5m articulated lorry can enter the site, manoeuvre within the service yard and exit again onto Finlan Road. Vectos Plan VN232605-TR100, included at **Appendix C**, shows a lorry entering the site via the existing junction and accessing a number of loading bays safely and efficiently.

Trip Generation Impact

- 4.12 As has already been noted, the site is currently vacant although the existing building benefits from B2 and B8 permitted land uses. Therefore, in order to understand the traffic impacts of the proposals, it has been necessary to compare the levels of traffic that could be generated based upon the existing and future floor areas.
- 4.13 To achieve this the TRICS database, which contains traffic data for a wide range of development types, has been interrogated. The proposals have been examined using the 'Employment/C – Industrial Unit' and 'Employment/F – Warehouse Commercial' categories and a range for sites with similar scale and location characteristics.
- 4.14 The **Table 4.1** summarises the total vehicle trips generated by the existing and proposed development for the weekday AM and PM peak periods. The full TRICS outputs for the proposed use are also included in **Appendix D**.

Table 4.1: Indicative Vehicle Trip Generation for Existing and Proposed Development

Peak Hour	Trip Rate		Vehicle Trips			
			Existing (7655 sqm)		Proposed (9671 sqm)	
	Arr	Dep	Arr	Dep	Arr	Dep
B2 Industrial Use						
AM (08:00 - 09:00)	0.58	0.051	44	4	56	5
PM (17:00 - 18:00)	0.114	0.43	9	33	11	42
B8 Storage and Distribution						
AM (08:00 - 09:00)	0.102	0.043	8	3	10	4
PM (17:00 - 18:00)	0.057	0.067	4	5	6	6

- 4.15 The results of the traffic assessment outlined in **Table 4.1** predict that the future use of the extended site for B2 Industrial uses would result in traffic increasing by 13 vehicles during the weekday morning peak hour and by 11 vehicles during the evening peak hour. Were the site to be used for B8 Storage and Distribution uses, the extended floor area would result in 3 additional vehicles in the morning peak hour and 3 additional vehicles in the evening peak hour.

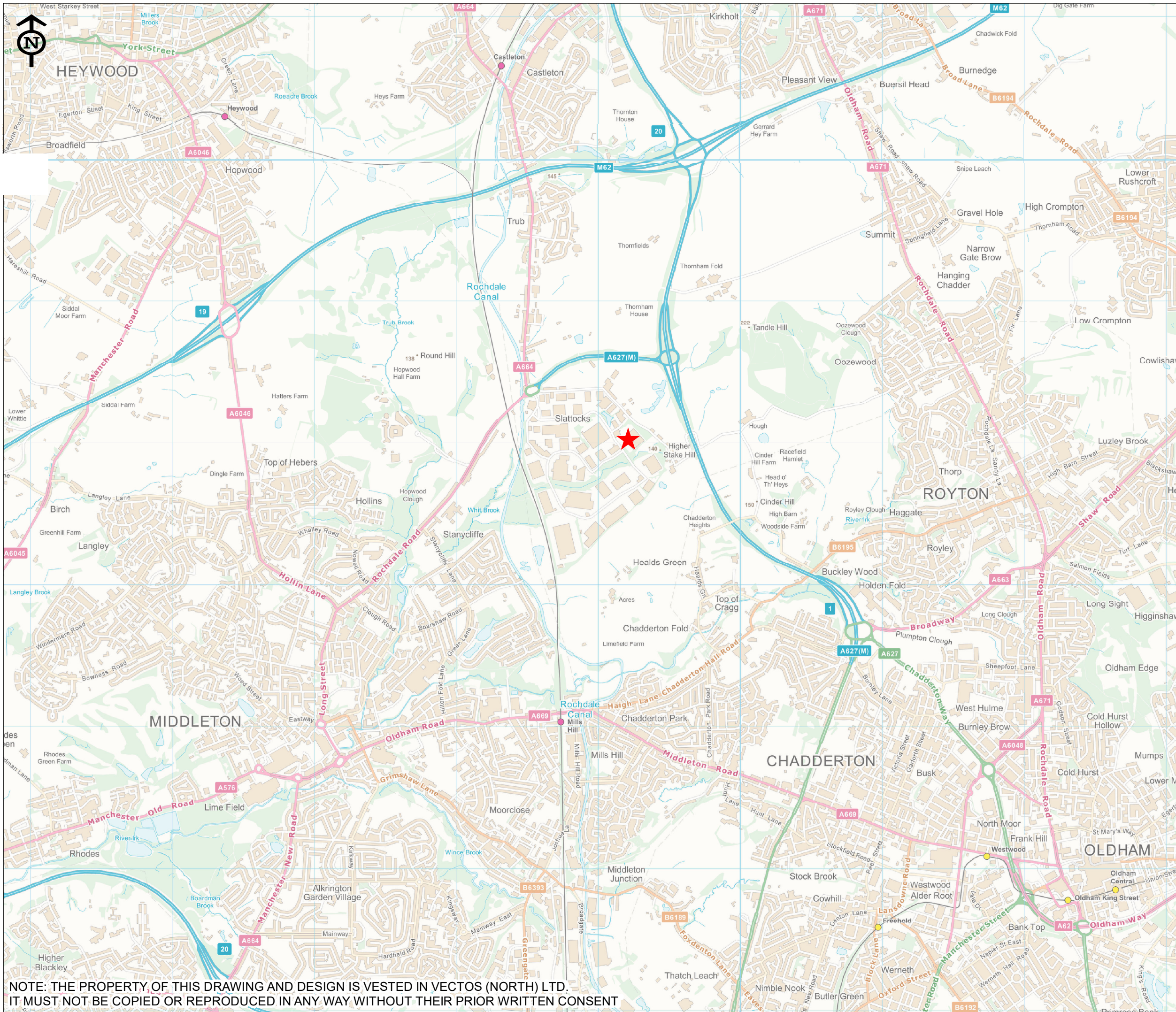
- 4.16 Based on the predicted small increase in trip movements, it is considered that the additional traffic generated by the development proposals can be fully accommodated on the road network with no operational or road safety concerns.

5 Summary and Conclusion

- 5.1 Vectos has been commissioned by UBS Triton Property Fund to provide a Transport Statement to accompany a planning application for a proposed development within the Stakehill Industrial Estate in Middleton, Rochdale.
- 5.2 The proposed development seeks to provide an extension (2,016 sqm) to their existing B2/B8 Industrial/Distribution unit at Unit A, Finlan Road, accompanied with new parking and servicing arrangements. The planning application description includes the following:

‘Demolition of existing single storey extension and service yard canopy, erection of extension and alterations to existing building, change of use to allow a flexible use within Classes B2, B8 and / or E(g)(iii) and a series of physical works to reconfigure the site including an extension to the service yard, new hard and soft landscaping and associated infrastructure’
- 5.3 The proposals create a single, extended service yard that is accessed via an existing junction to the south onto Finlan Road. An AUTOTRACK assessment of the revised layout has shown that 16.5m articulated lorries can enter and exit the service yard safely.
- 5.4 The car parks have also been reconfigured to create a single car park with a small reduction in spaces, taking the total provision from 108 car parking spaces to 97 spaces including blue badge and electric vehicle charging spaces. A comparison against the Council’s car parking standards for B2 and B8 development has concluded that this level of car parking is sufficient, based upon their maximum standards.
- 5.5 Whilst the site is already accessible by non-car modes of transport, particularly by cyclists and public transport passengers, a Framework Travel Plan is attached which aims to minimise the number of people travelling to the site by car.
- 5.6 An assessment of future traffic generation has concluded that the development would result in a small (maximum of 13 additional vehicles) increase in traffic movements during the weekday morning and evening peak periods. This would not be sufficient to result in any negative impacts upon the operation of the local road network or road safety.
- 5.7 It can therefore be concluded that there are no transport reasons why the current planning application should be refused.

Plans



Legend

 Site Location

PLAN 1

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CLIENT:

UBS Triton Property Fund

PROJECT TITLE:

Unit A, Finlan Road,
Stakehill Industrial Estate

DRAWING TITLE:

Site Location (Wider Context)

SCALE: 0 0.5 1 km

DRAWN: CJ	CHECKED: AS	DATE: 11/04/2023
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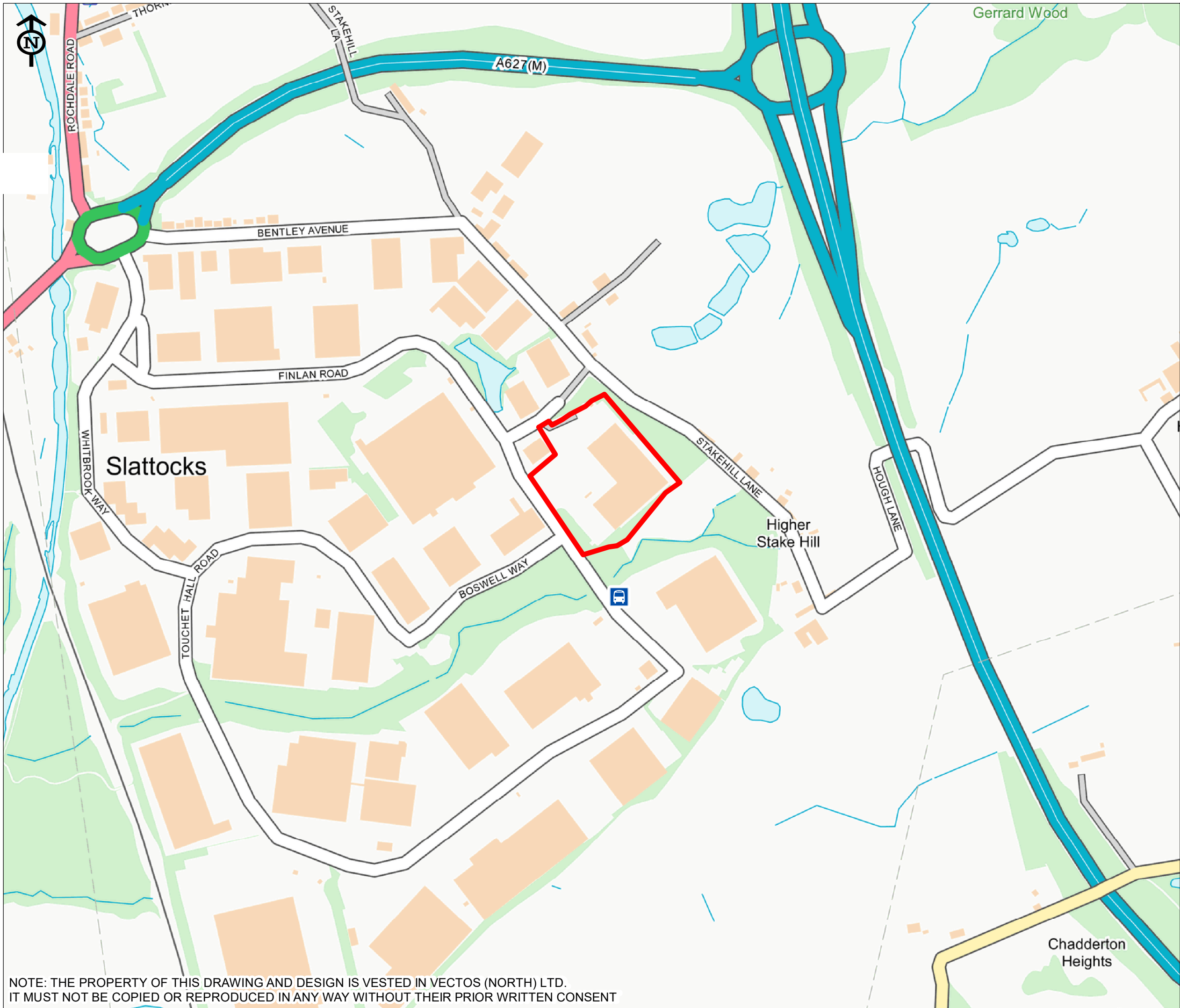
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Legend

- Site Boundary
- Bus Stop

PLAN 2

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CLIENT:

UBS Triton Property Fund

PROJECT TITLE:

Unit A, Finlan Road,
Stakehill Industrial Estate

DRAWING TITLE:

Site Location
(Local Context)

SCALE: 0 0.1 0.2
km

DRAWN:	CHECKED:	DATE:
CJ	AS	04/05/2023

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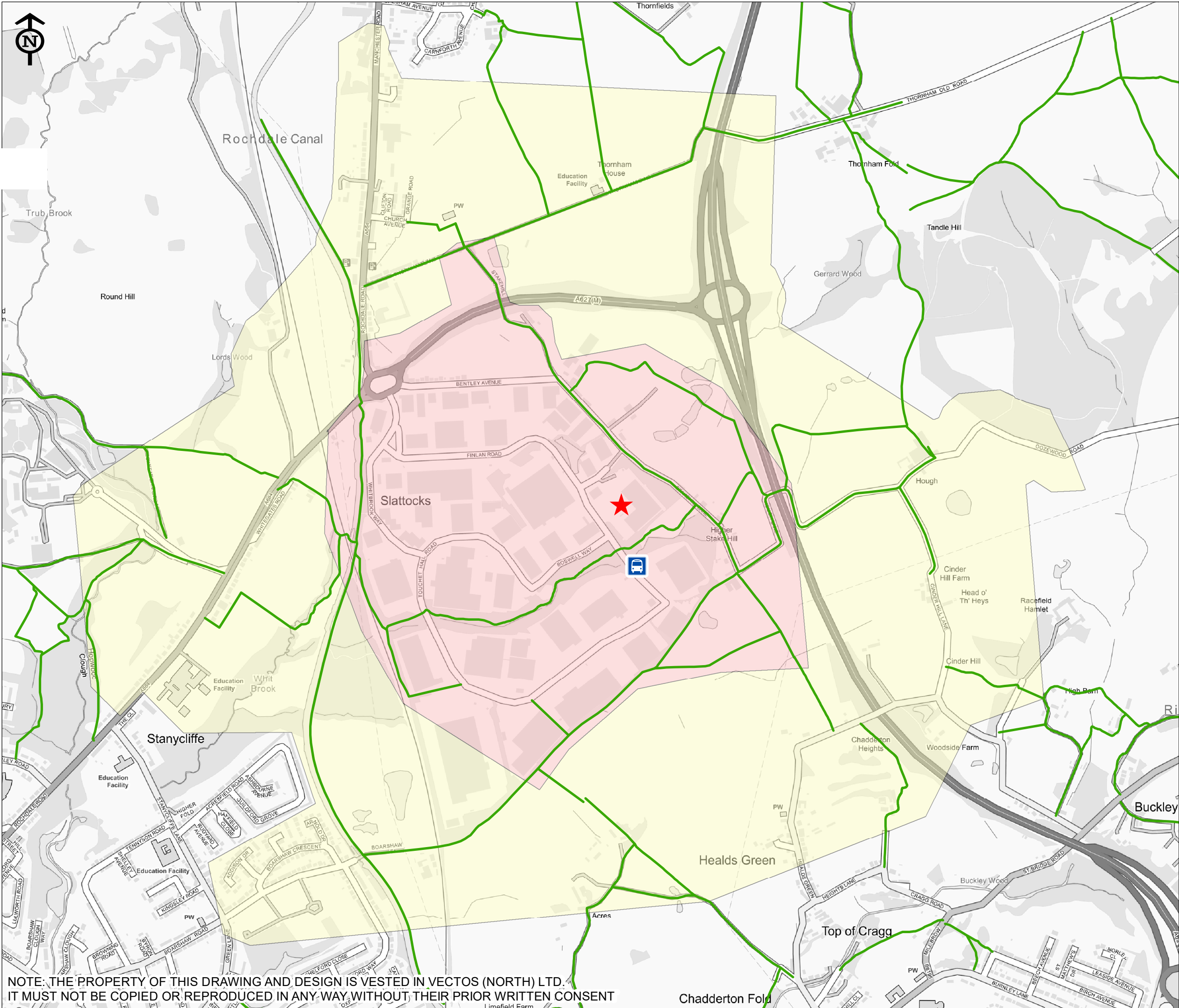
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PLAN 3

Legend

Site Location

Bus Stop

Public Right of Way

Walking Catchment

0 - 1km

1 - 2km

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CLIENT:

UBS Triton Property Fund

PROJECT TITLE:

Unit A, Finlan Road,
Stakehill Industrial Estate

DRAWING TITLE:

Walking Catchment

SCALE: 0 0.2 0.4 km

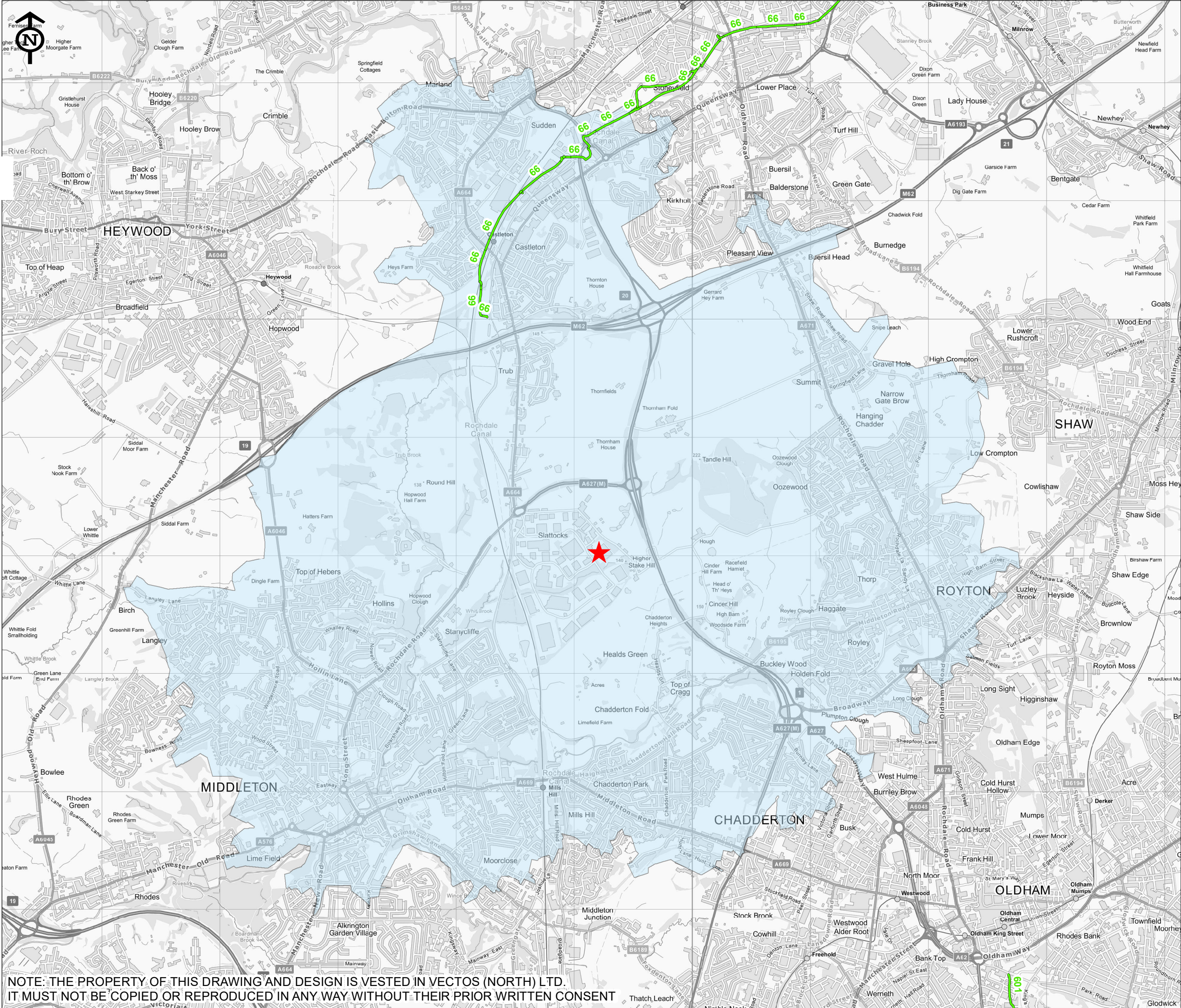
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Legend

★ Site Location

— National Cycle Network

Cycling Catchment

0 - 5km

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UBS Triton Property Fund

PROJECT TITLE:

**Unit A, Finlan Road,
Stakehill Industrial Estate**

DRAWING TITLE:

Cycling Catchment

SCALE: 0 0.5 1 km

DRAWN:	CHECKED:	DATE:
CJ	AS	11/04/2023



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DRAWING NO:	REVISION:
VN232605-G103	

PLAN 5

KEY

THE SITE

Location: Unit A Finlan Rd, Stakehill Industrial Estate

Outline of existing service yard & existing car park

LOADING DOORS	EXISTING	PROPOSED
Euro Dock Leveller	0	1
Dock Leveller	2	3
Level Access Doors	4	6

PARKING	EXISTING	PROPOSED
Total Staff Parking	108	97
Total EV Charging Bays	0	9
HGV Parking Spaces	0	11

GROSS INTERNAL FLOOR AREA		
WAREHOUSE -	8,910 sqm	95,906 sqft
OFFICE AREA -	761 sqm	8,191 sqft
TOTAL -	9,671 sqm	104,097 sqft

GROSS EXTERNAL FLOOR AREA		
TOTAL -	9,833 sqm	105,842 sqft

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LOCATION
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Finlan Road
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Middleton
M24 2SJ

UNIT A - Partial Demolition, Proposed Extension
& Site Landscape Alterations.

UBS Triton Property Fund

DRAWING TITLE

Proposed Site Plan

PURPOSE OF ISSUE

PLANNING

DRAWN BY MO	CHECKED BY PN	DATE APR 2023
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SCALE (@ A1)	PROJECT NUMBER
AS SHOWN	0127

DRAWING NUMBER	REV
P100	E

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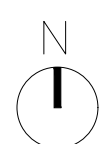
- Existing fence repositioned around proposed bin store

- Existing office block to be demolished and new office created to the northern corner of the building.

Additional planting added to expand existing woodland & replace existing car park entrance

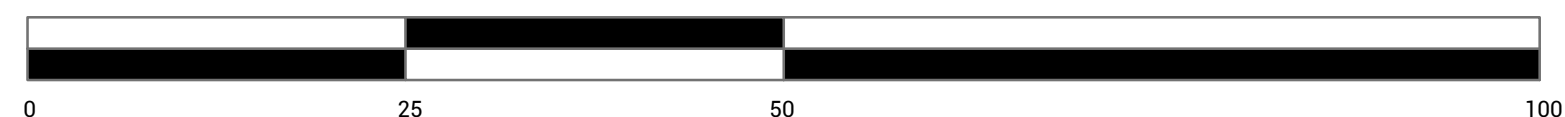
The proposal involves the creation of one large service yard - ground leveling works and the removal of dividing vegetation, to achieve the gradient slopes indicated.

The proposal involves the addition of vegetation/ landscaping to block the the existing northern access ramp.

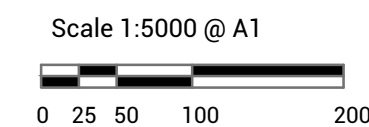
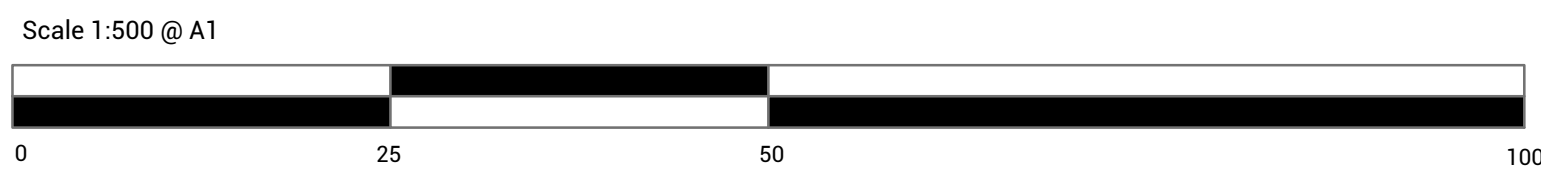


PROPOSED SITE PLAN

Scale 1 : 500 @ A1



Appendix A - Existing Site Layout Plan



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Appendix B - Framework Travel Plan

FRAMEWORK TRAVEL PLAN

UBS Triton Property Fund

Unit A, Finlan Road,
Stakehill Industrial Estate, Middleton

April 2023

VN232605

Framework Travel Plan

Report control

Document: Framework Travel Plan

Project: Unit A, Finlan Road, Stakehill Industrial Estate

Client: UBS Triton Property Fund

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Document checking

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Review by: Adam Smith Initialled: AS

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1 Introduction

Background

- 1.1 Vectos has been commissioned by UBS Triton Property Fund to provide a Framework Travel Plan to accompany a planning application for a proposed development within the Stakehill Industrial Estate in Middleton, Rochdale. The purpose of this document is to clearly outline an initial strategy to encourage future employees to travel by alternatives modes of transport other than the car.
- 1.2 The proposed development seeks to provide an extension (2,016 sqm) to their existing B2/B8 Industrial/Distribution unit at Unit A, Finlan Road, accompanied with new parking and servicing arrangements. The planning application description includes the following:

‘Demolition of existing single storey extension and service yard canopy, erection of extension and alterations to existing building, change of use to allow a flexible use within Classes B2, B8 and / or E(g)(iii) and a series of physical works to reconfigure the site including an extension to the service yard, new hard and soft landscaping and associated infrastructure’

Site Location

- 1.3 The Stakehill Industrial Estate consists of numerous businesses that are accessed primarily from the Slattocks Roundabout between Middleton to the south and Rochdale to the north. Slattocks Roundabout provides an efficient movement of vehicles between the estate and the A627(M) to the east, which links the M60 motorway to the south with the M62 motorway to the north.
- 1.4 Rochdale is approximately 6 km away from the site while Middleton and Oldham are around 4 km and 8 km respectively.
- 1.5 The proposed site is located within the north-eastern segment of the industrial estate. The site is bounded by Finlan Road to the north and west, by woodland to the north and other business properties to the south.
- 1.6 The **Figure 1.1** shows the aerial imagery of the site with its boundary highlighted in red.



Figure 1.1: Site Location

- 1.7 The primary route into the estate is via Whitbrook Way which runs south from the Slattocks Roundabout and forms junctions with Finlan Road and Touchet Hall Road, which link together via Boswell Way to create a network of distributor roads that serve the remainder of the estate.
- 1.8 Finlan Road, which directly serves the application site, forms the minor arm of a priority-controlled junction with Whitbrook Way before heading east. Finlan Road has a 30mph speed limit, is lit and has footpaths along either side of the carriageway. It is a minimum of 7m in width and is already used by a wide range of vehicles including 16.5m articulated lorries.

Purpose of a Travel Plan

- 1.9 A Travel Plan can be thought of as a pyramid of measures. The plan is built from the bottom up, with decisions and actions at each level creating the conditions that provide the foundation for success at the next level up. A diagrammatical explanation of this is provided in **Figure 1.2**.

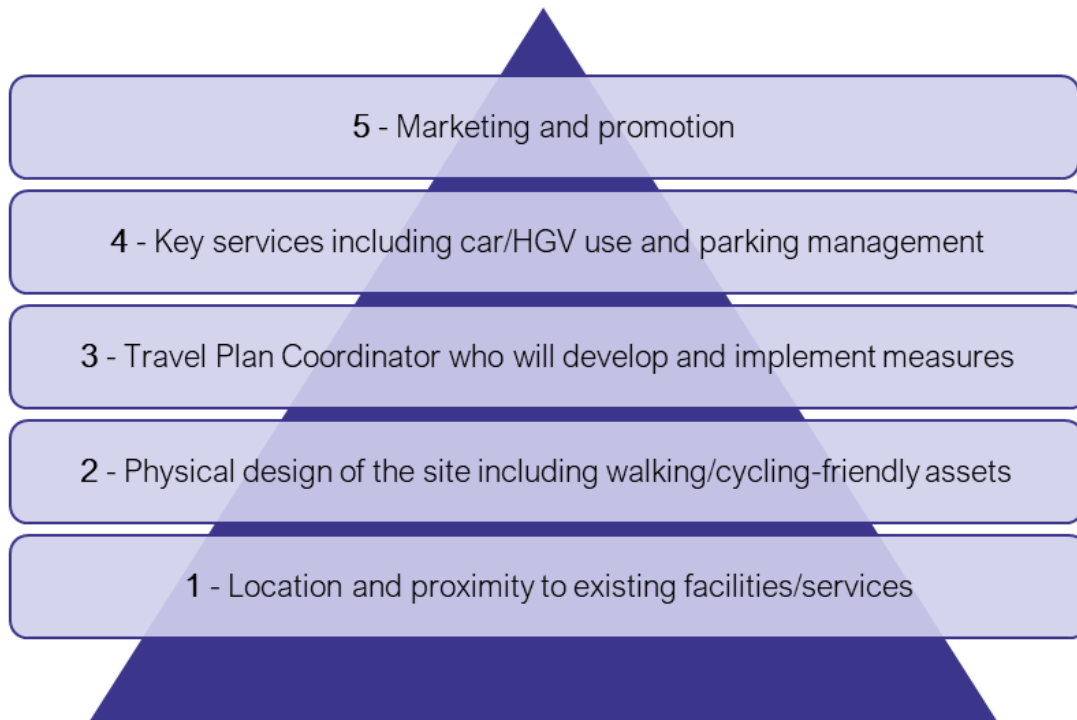


Figure 1.2: Travel Plan Pyramid

- 1.10 A Travel Plan addresses all types of trips to and from the development. It sets out the implementation, marketing, monitoring, and a variety of travel measures to meet pre-agreed travel targets which are then reviewed on a regular basis. They also offer many benefits such as increasing safety and creating healthier working environments.
- 1.11 The travel planning process should be site-specific, taking into account the characteristics of the site such as its location, surrounding transport infrastructure and the nature of its operation. It should also be a flexible document which can and will be adapted to suit changes in the site's characteristics over time.
- 1.12 This Framework Travel Plan document provides an initial strategy to reduce the potential traffic impacts on the local environment, improve the management of transport to and from the site and promote sustainable travel modes where possible. It will focus on the following measures:
- Encouraging the use of more sustainable travel choices amongst staff; and
 - Reducing the overall need for travel to the site amongst staff;
- 1.13 It should be read in conjunction with the Transport Statement which has been prepared to accompany the planning application for the site.

2 Accessibility by Sustainable Modes of Travel

Walking

- 2.1 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting is 1 kilometre, with a preferred maximum distance of 2 kilometres. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 2.2 The more recent CIHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6 kilometres) are made wholly on foot.
- 2.3 An analysis of the pedestrian routes in the area has been completed to identify areas situated within 1- and 2-kilometre catchments; this is presented in **Figure 2.1**. This confirms that the site's walking catchment covers the entire industrial estate and a part of Stanycliffe to the west as well as Slattocks to the north.

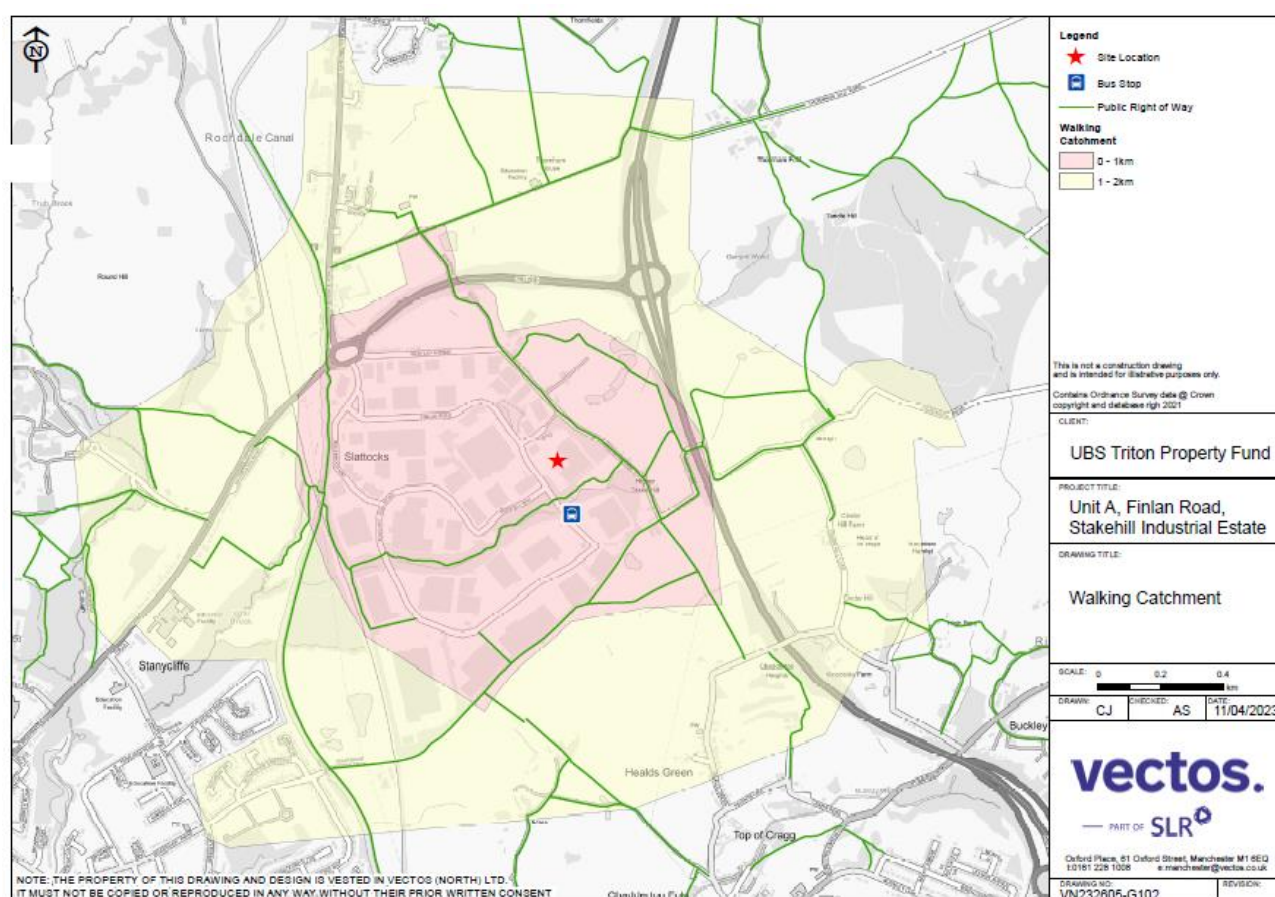


Figure 2.1: Walking Catchment Plan

- 2.4 Pedestrian movements in the industrial park are supported by a network of street lit footways on both sides of the carriageway and there is a network of public footpaths across the local rural catchment.

Cycling

- 2.5 Cycling is an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's (DfT) Local Transport Note 1/20 identifies that many utility cycle journeys are under 3 miles (5 km) although for commuters a trip distance of over 5 miles (8 km) is not uncommon.
- 2.6 **Figure 2.2** presents an initial 5 km catchment which incorporates parts of Middleton, Chadderton, Royton and Castleton. The plan also illustrates the nearest available national cycle route. The route no. 66 runs through Castleton connecting to Rochdale and Little Borough.

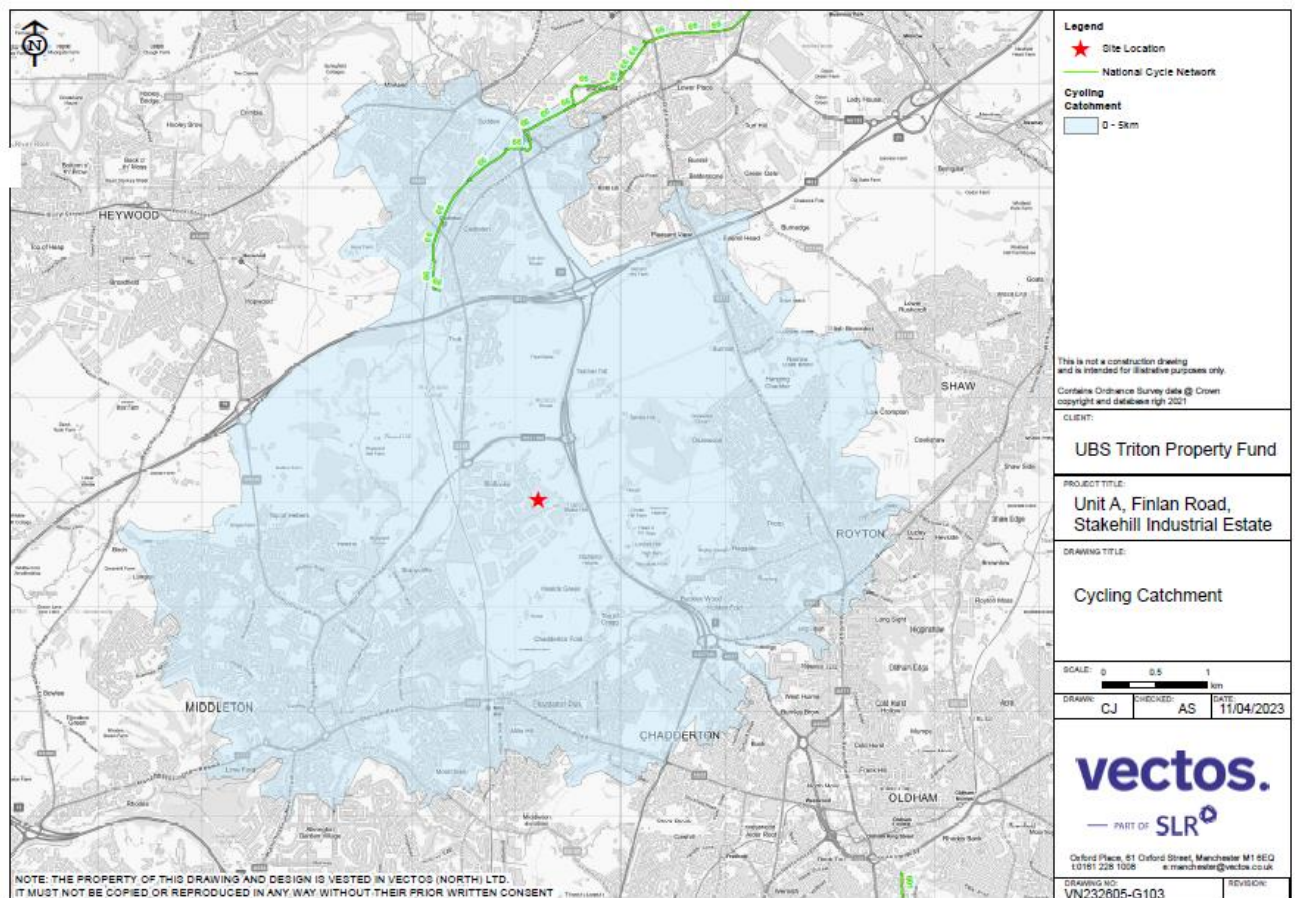


Figure 2.2: Cycling Catchment Plan

Public Transport

- 2.7 The closest bus stop to the site is the Stakehill Industrial Estate Stop on Finlan Road, located approximately 160 meters away to the south of the site. The bus stop contains a flagpost indicating service information.
- 2.8 The service no. R7 runs from Middleton to Rochdale via Boarshaw, Stakehill and Kirkholt from this bus stop, passing around the estate. The service frequency is 1 service per hour between 05:00 and 21:00 from Mon-Sat.

- 2.9 The nearest available railway station to the proposed development is Mills Hill, located approximately 4 km to the south of the site. Major destinations which are accessible from this station are Clitheroe, Rochdale and Blackburn.
- 2.10 The station is equipped with sheltered cycle storage spaces which would make cycling a viable option for multi-modal journeys.

3 Travel Plan Management Strategy

Travel Plan Objectives

- 3.1 This Framework Travel Plan aims to reduce the impacts of transport on the local environment and increase methods of access to the site. It will include measures to increase travel choice and reduce dependency on the car by way of the following:
- Reducing the need for travel;
 - Reducing single-occupancy car travel; and
 - Encouraging the use of more sustainable travel choices, such as walking, cycling, public transport, and car sharing.

Travel Plan Coordinator

- 3.2 In order to review and monitor the Travel Plan objectives, the occupier will appoint a Travel Plan Coordinator (TPC). Details will be provided to the Council in due course.
- 3.3 Day-to-day operation and management of the Travel Plan will be carried out by the TPC who will promote, maintain, monitor, and review it. The TPC will be the focal point and point of contact for all travel-related issues amongst staff.
- 3.4 The role of the TPC will include (but not be limited to):
- Coordination of travel surveys;
 - Preparation and distribution of travel information and marketing material;
 - Engaging with staff on site on travel and transport related issues;
 - Responding to travel issues/questions;
 - Implementation of the Travel Plan Action Plan; and
 - Monitoring of the Travel Plan.
- 3.5 The Travel Plan will be fully supported by the occupier with their staff providing the resource for the Travel Plan implementation. Financial measures will be considered at an appropriate time and a suitable budget will be set aside for the Full Site Travel Plan and its initiatives, if these require funding.

Baseline Travel Surveys

- 3.6 Travel surveys will be conducted once the building has been occupied as travel surveys will be useful to gain an understanding of site-specific travel patterns amongst staff. This will also help to assist in setting the Travel Plan targets and objectives.

- 3.7 Upon completion of the baseline travel surveys, and analysis of the data, a Travel Plan update will be prepared with suggested targets to encourage travel by more sustainable modes.

Travel Plan Measures

- 3.8 The objectives of the Travel Plan will be supported by a series of physical and behavioural measures for the site. These are to encourage greater use of public transport, cycling and walking for trips to and from the site, and to minimise the level of single occupancy private car trips.
- 3.9 The measures included in this Framework Travel Plan are intended to encourage and promote travel by sustainable modes amongst staff. As far as possible, the measures set out are designed to be suitable for review and monitoring.
- 3.10 The selection of measures is not exhaustive and additional measures can be added to the list in the future as the Travel Plan develops. A sample is included below:

General Information Provision

- Information on sustainable travel will be provided to staff in the form of information on flyers and posters in the staff room.
- The production of a simple Travel Plan Information Pack which could be made available as a reference document for staff.
- Internal postings (for example with payslips for staff or site newsletter) could also be used as appropriate to disseminate information such as regarding the National Cycle to Work Week.
- There are many mobile phone apps which are relevant to travel activity, and which can help to influence travel behaviour. Relevant mobile phone travel apps/websites will be investigated by the TPC and circulated to staff and visitors.

Walking

- Travel Plan Coordinator liaison with the Highway Authority to ensure that potential pedestrian walking routes are appropriately maintained.
- Staff and visitors informed of Active Travel through the use of information sheets which provide evidence of the benefits of walking for better health.
- A promotional poster highlighting the benefits of walking to be displayed within reception areas and on staff notice boards.
- Staff at the development could be provided with information on a WalkBUDi scheme (or similar) with details contained within the Travel Plan Information Pack. The key principle of this is to match individuals with others walking the same way so they can walk together.

Cycling

- Monitoring of cycle parking facilities with additional cycle parking provided should demand warrant it.
- Consideration of a Cycle to Work scheme for staff.
- Promotional material on bicycle maintenance to be available to staff via notice boards or email as appropriate (available via www.sustrans.org.uk).
- Promotion of a local bicycle user group and health benefits to staff and visitors.
- Special travel events could be promoted at the site, which could include a Dr Bike style event for the site.
- Staff at the development could be provided with information on a CycleBUDi scheme (or similar) with details contained within the Travel Plan Information Pack. The key principle of this is to match individuals with others cycling the same way so they can cycle together.

Public Transport

- Up to date information provided on bus and train services, including route information and service frequencies, available to staff and visitors via notice boards or leaflets as appropriate.
- The Travel Plan Co-ordinator to liaise with the Local Authority and the public transport operators to ensure that information remains valid.
- The Travel Plan Co-ordinator to bring to the bus and rail operators attention any issues raised by staff/visitors to ensure that the potential for the use of these services to the site is maximised.
- Potential guarantee of a lift home for public transport users in the case of an emergency.

Taxi and Car Sharing

- A list of suitably regulated local taxi and private hire operator contact details will be available at the site.
- The benefits of car sharing will be promoted to staff. This will outline the environmental and cost saving benefits of travelling with other people and will include information on details of websites such as www.liftshare.com or www.blablacar.com which provides a database of people wishing to car share on certain journeys.
- Potential to investigate the provision of car share only parking spaces within the site.

Reducing Travel Demand

- There are several ways employers could assist in reducing travel demands at the site. This could be through conference calling rather than requiring in-person meetings and the introduction of flexible working patterns (including working from home). This would be specific to each shift and can be investigated further by the Travel Plan Coordinator.

Monitoring and Review

- 3.11 A programme of monitoring and review will be designed to generate information by which the success of the Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Plan Coordinator and is envisaged to cover the following elements (as a minimum):
- Monitoring the use of car and cycle parking;
 - Monitoring the need for additional cycle parking;
 - Monitoring the take up of a potential car share scheme; and
 - Recording of comments/observations received on transport and travel to the site.
- 3.12 Monitoring will be conducted by annual travel surveys and counts to determine the effectiveness of the Travel Plan in achieving its targets and overall objectives.
- 3.13 A Travel Plan Review should be completed every 12 months and will include the production of a short review note. The review of the Plan might include:
- Analysis of the latest travel survey responses;
 - The latest bus, cycle, and walking route information;
 - Consideration of any subsequent development or new transport provision in the local area and its implications for the Plan;
 - Review of targets for the future year;
 - Any additional measures, any changes/refinements to existing measures; and
 - Evaluation of the success of the various measures implemented to date.

4 Action Plan

- 4.1 In terms of operation of the Travel Plan, a schedule of suggested actions is shown in **Table 4.1**. These actions will be designed to maximise the uptake of sustainable transport and represent an effective strategy for the first iteration of the Travel Plan in order to establish mode share targets.

Table 4.1: Draft Action Plan

Action	Timescale	Owner
Assign a Travel Plan Coordinator	Short term	Occupier
Conduct initial baseline travel surveys on occupation and provide revised Travel Plan document with fixed targets and detailed monitoring strategy		Travel Plan Coordinator
Provide details of TPC to the Council		Travel Plan Coordinator
Provide copy of travel information brochure to all staff members		Travel Plan Coordinator
Establish travel notice boards for providing cycle / walk / car sharing / public transport information		Travel Plan Coordinator
Provision of information and implementation of measures aimed at promoting walking, cycling, public transport and car sharing.		Travel Plan Coordinator
Provide car sharing scheme information to staff		Travel Plan Coordinator
Provide travel awareness mobile phone application details to help plan journeys on foot, cycle and public transport		Travel Plan Coordinator
Provide links to Traveline and similar website through information flyers or poster in staff room		Travel Plan Coordinator
TPC to consider a Cycle to Work scheme for all staff	Medium term	Travel Plan Coordinator
The provision of guaranteed parking spaces for car sharers within specific areas of the site.		Travel Plan Coordinator
Establishing a Bicycle Users Group.		Travel Plan Coordinator
Ongoing monitoring and review	Long term	Travel Plan Coordinator

Contact

London

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Registered Office

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61 Oxford Street
Manchester M1 6EQ.
Company no. 07794057

Appendix C - AUTOTRACK Assessment

Scale 1:1250



0 1.25 2.5 5 7.5
1:250 SCALE (m)

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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	AS	24.04.23

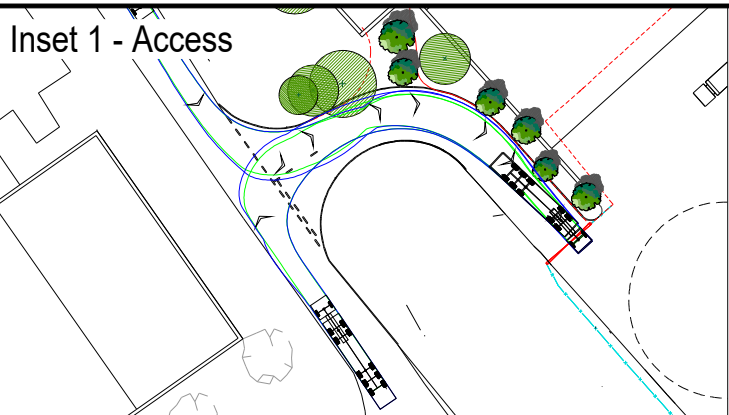
Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

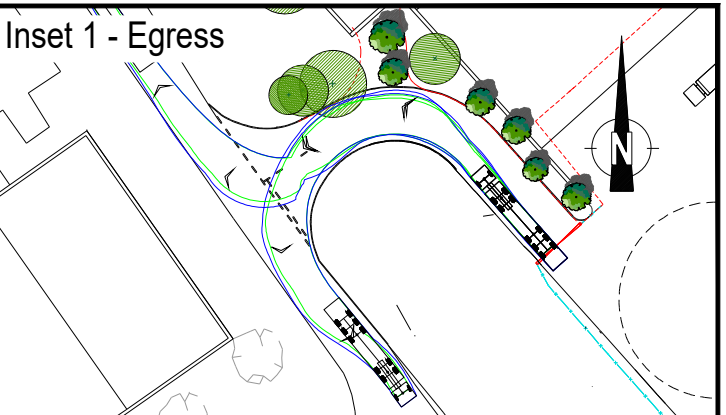
Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Inset 1 - Access



Inset 1 - Egress



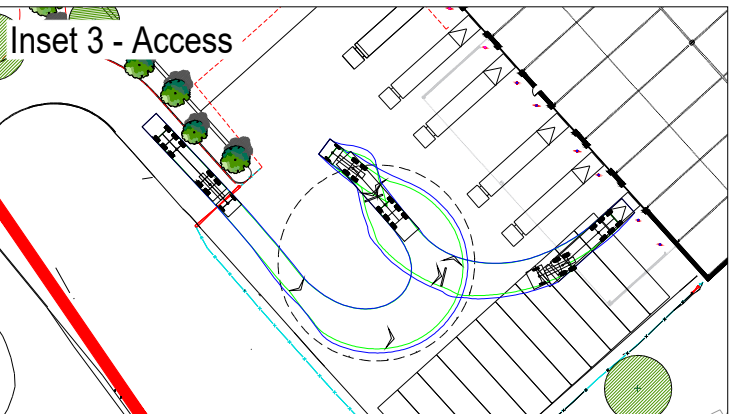
Inset 2 - Access



Inset 2 - Egress



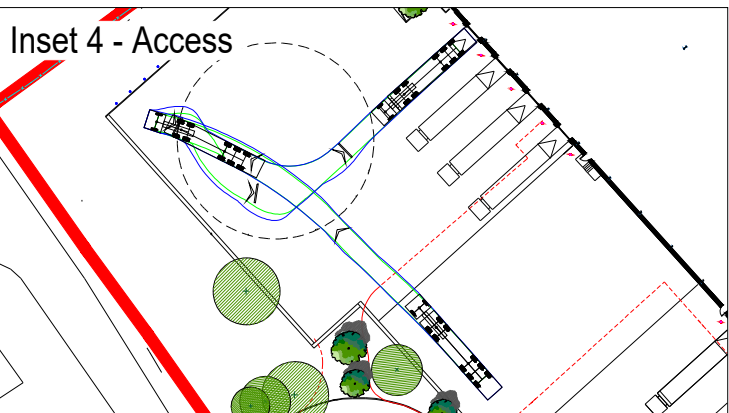
Inset 3 - Access



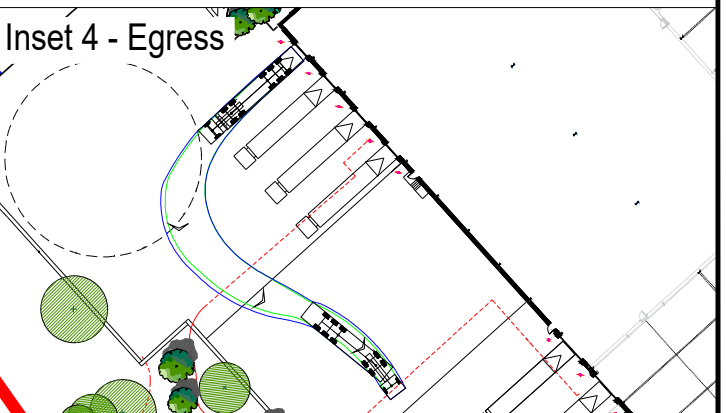
Inset 3 - Egress



Inset 4 - Access



Inset 4 - Egress



Unit A, Finlan Road, Stakehill Industrial Estate

UBS Triton Property Fund

Swept Path Analysis - 16.5m Articulated HGV

vector. | PART OF **SLR**

4th Floor Oxford Place
61 Oxford Street
Manchester
M1 6EQ

t: 0161 228 1008
e: manchester@vectos.co.uk

DRAWN: WD	CHECKED: AS	DATE: 05.04.23	SCALES: 1:1000 at A3 - Unless Shown	DRAWING NUMBER: VN232605-TR100	REVISION: A
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Appendix D - TRICS Output

Calculation Reference: AUDIT-715001-230327-0348

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CF CARDIFF	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: 2950 to 14125 (units: sqm)
 Range Selected by User: 2500 to 30000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 10/11/21

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	3 days

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

Selected survey types:

Manual count	5 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	2
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	4
Out of Town	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 5 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	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	1 days
1.1 to 1.5	3 days
1.6 to 2.0	1 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:

Yes	1 days
No	4 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CB-02-C-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD		
	PENRITH		
	GILWILLY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
2	CF-02-C-02	BAKERY	CARDIFF
	MAES-Y-COED ROAD		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	14125 sqm	
	Survey date: THURSDAY	06/10/16	Survey Type: MANUAL
3	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH		
	EXETER		
	MARSH BARTON TRAD. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL
4	WK-02-C-01	MACHINE ENGINEERING	WARWICKSHIRE
	CASTLE MOUND WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	9216 sqm	
	Survey date: WEDNESDAY	10/11/21	Survey Type: MANUAL
5	WS-02-C-02	AVIATION COMPANY	WEST SUSSEX
	MAYDWELL AVENUE		
	NEAR HORSHAM		
	SLINFOLD		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	11375 sqm	
	Survey date: THURSDAY	23/01/14	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.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.29

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	6083	0.099	2	6083	0.000	2	6083	0.099
06:00 - 07:00	3	7847	0.093	3	7847	0.025	3	7847	0.118
07:00 - 08:00	5	8236	0.299	5	8236	0.034	5	8236	0.333
08:00 - 09:00	5	8236	0.580	5	8236	0.051	5	8236	0.631
09:00 - 10:00	5	8236	0.185	5	8236	0.100	5	8236	0.285
10:00 - 11:00	5	8236	0.146	5	8236	0.119	5	8236	0.265
11:00 - 12:00	5	8236	0.070	5	8236	0.117	5	8236	0.187
12:00 - 13:00	5	8236	0.138	5	8236	0.197	5	8236	0.335
13:00 - 14:00	5	8236	0.112	5	8236	0.112	5	8236	0.224
14:00 - 15:00	5	8236	0.078	5	8236	0.090	5	8236	0.168
15:00 - 16:00	5	8236	0.041	5	8236	0.141	5	8236	0.182
16:00 - 17:00	5	8236	0.056	5	8236	0.255	5	8236	0.311
17:00 - 18:00	5	8236	0.114	5	8236	0.430	5	8236	0.544
18:00 - 19:00	5	8236	0.078	5	8236	0.211	5	8236	0.289
19:00 - 20:00	3	7847	0.047	3	7847	0.089	3	7847	0.136
20:00 - 21:00	2	6083	0.025	2	6083	0.033	2	6083	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.161			2.004			4.165

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:	2950 - 14125 (units: sqm)
Survey date range:	01/01/14 - 10/11/21
Number of weekdays (Monday-Friday):	5
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.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL 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	6083	0.000	2	6083	0.000	2	6083	0.000
06:00 - 07:00	3	7847	0.008	3	7847	0.000	3	7847	0.008
07:00 - 08:00	5	8236	0.024	5	8236	0.017	5	8236	0.041
08:00 - 09:00	5	8236	0.051	5	8236	0.024	5	8236	0.075
09:00 - 10:00	5	8236	0.070	5	8236	0.036	5	8236	0.106
10:00 - 11:00	5	8236	0.066	5	8236	0.024	5	8236	0.090
11:00 - 12:00	5	8236	0.046	5	8236	0.039	5	8236	0.085
12:00 - 13:00	5	8236	0.053	5	8236	0.051	5	8236	0.104
13:00 - 14:00	5	8236	0.036	5	8236	0.022	5	8236	0.058
14:00 - 15:00	5	8236	0.017	5	8236	0.022	5	8236	0.039
15:00 - 16:00	5	8236	0.017	5	8236	0.022	5	8236	0.039
16:00 - 17:00	5	8236	0.017	5	8236	0.017	5	8236	0.034
17:00 - 18:00	5	8236	0.007	5	8236	0.005	5	8236	0.012
18:00 - 19:00	5	8236	0.000	5	8236	0.002	5	8236	0.002
19:00 - 20:00	3	7847	0.000	3	7847	0.025	3	7847	0.025
20:00 - 21:00	2	6083	0.000	2	6083	0.025	2	6083	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.412			0.331			0.743

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.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	6083	0.000	2	6083	0.000	2	6083	0.000
06:00 - 07:00	3	7847	0.004	3	7847	0.000	3	7847	0.004
07:00 - 08:00	5	8236	0.015	5	8236	0.002	5	8236	0.017
08:00 - 09:00	5	8236	0.010	5	8236	0.005	5	8236	0.015
09:00 - 10:00	5	8236	0.034	5	8236	0.022	5	8236	0.056
10:00 - 11:00	5	8236	0.036	5	8236	0.032	5	8236	0.068
11:00 - 12:00	5	8236	0.012	5	8236	0.017	5	8236	0.029
12:00 - 13:00	5	8236	0.034	5	8236	0.022	5	8236	0.056
13:00 - 14:00	5	8236	0.019	5	8236	0.027	5	8236	0.046
14:00 - 15:00	5	8236	0.027	5	8236	0.032	5	8236	0.059
15:00 - 16:00	5	8236	0.012	5	8236	0.012	5	8236	0.024
16:00 - 17:00	5	8236	0.022	5	8236	0.041	5	8236	0.063
17:00 - 18:00	5	8236	0.007	5	8236	0.022	5	8236	0.029
18:00 - 19:00	5	8236	0.005	5	8236	0.002	5	8236	0.007
19:00 - 20:00	3	7847	0.004	3	7847	0.000	3	7847	0.004
20:00 - 21:00	2	6083	0.000	2	6083	0.008	2	6083	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.241			0.244			0.485

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

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Calculation Reference: AUDIT-715001-230327-0300

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	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 80100 (units: sqm)
 Range Selected by User: 2500 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 22/11/21

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
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	2
Out of Town	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	2 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
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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	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DV-02-F-03 CHILLPARK BRAKE NEAR EXETER CLYST HONITON Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 49081 sqm Survey date: MONDAY 22/11/21	LIDL DISTRIBUTION CENTRE	DEVON	Survey Type: MANUAL
2	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
3	SY-02-F-01 MIDDLE BANK DONCASTER Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 80100 sqm Survey date: TUESDAY 21/09/21	TESCO DISTRIBUTION CENTRE	SOUTH 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.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.18

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	64591	0.142	2	64591	0.039	2	64591	0.181
06:00 - 07:00	2	64591	0.053	2	64591	0.098	2	64591	0.151
07:00 - 08:00	3	45247	0.062	3	45247	0.035	3	45247	0.097
08:00 - 09:00	3	45247	0.102	3	45247	0.043	3	45247	0.145
09:00 - 10:00	3	45247	0.091	3	45247	0.067	3	45247	0.158
10:00 - 11:00	3	45247	0.083	3	45247	0.074	3	45247	0.157
11:00 - 12:00	3	45247	0.079	3	45247	0.070	3	45247	0.149
12:00 - 13:00	3	45247	0.089	3	45247	0.112	3	45247	0.201
13:00 - 14:00	3	45247	0.086	3	45247	0.085	3	45247	0.171
14:00 - 15:00	3	45247	0.070	3	45247	0.141	3	45247	0.211
15:00 - 16:00	3	45247	0.061	3	45247	0.069	3	45247	0.130
16:00 - 17:00	3	45247	0.046	3	45247	0.051	3	45247	0.097
17:00 - 18:00	3	45247	0.057	3	45247	0.067	3	45247	0.124
18:00 - 19:00	3	45247	0.032	3	45247	0.076	3	45247	0.108
19:00 - 20:00	2	64591	0.032	2	64591	0.038	2	64591	0.070
20:00 - 21:00	2	64591	0.036	2	64591	0.039	2	64591	0.075
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.121			1.104			2.225

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

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Parameter summary

Trip rate parameter range selected:	6560 - 80100 (units: sqm)
Survey date range:	01/01/14 - 22/11/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL 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	64591	0.015	2	64591	0.008	2	64591	0.023
06:00 - 07:00	2	64591	0.021	2	64591	0.013	2	64591	0.034
07:00 - 08:00	3	45247	0.031	3	45247	0.026	3	45247	0.057
08:00 - 09:00	3	45247	0.034	3	45247	0.026	3	45247	0.060
09:00 - 10:00	3	45247	0.043	3	45247	0.032	3	45247	0.075
10:00 - 11:00	3	45247	0.044	3	45247	0.043	3	45247	0.087
11:00 - 12:00	3	45247	0.034	3	45247	0.027	3	45247	0.061
12:00 - 13:00	3	45247	0.032	3	45247	0.039	3	45247	0.071
13:00 - 14:00	3	45247	0.020	3	45247	0.033	3	45247	0.053
14:00 - 15:00	3	45247	0.028	3	45247	0.032	3	45247	0.060
15:00 - 16:00	3	45247	0.029	3	45247	0.026	3	45247	0.055
16:00 - 17:00	3	45247	0.019	3	45247	0.017	3	45247	0.036
17:00 - 18:00	3	45247	0.032	3	45247	0.024	3	45247	0.056
18:00 - 19:00	3	45247	0.015	3	45247	0.029	3	45247	0.044
19:00 - 20:00	2	64591	0.013	2	64591	0.022	2	64591	0.035
20:00 - 21:00	2	64591	0.015	2	64591	0.019	2	64591	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.425			0.416			0.841

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

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Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	64591	0.002	2	64591	0.000	2	64591	0.002
06:00 - 07:00	2	64591	0.002	2	64591	0.001	2	64591	0.003
07:00 - 08:00	3	45247	0.002	3	45247	0.000	3	45247	0.002
08:00 - 09:00	3	45247	0.015	3	45247	0.006	3	45247	0.021
09:00 - 10:00	3	45247	0.012	3	45247	0.006	3	45247	0.018
10:00 - 11:00	3	45247	0.007	3	45247	0.004	3	45247	0.011
11:00 - 12:00	3	45247	0.008	3	45247	0.007	3	45247	0.015
12:00 - 13:00	3	45247	0.007	3	45247	0.008	3	45247	0.015
13:00 - 14:00	3	45247	0.005	3	45247	0.006	3	45247	0.011
14:00 - 15:00	3	45247	0.007	3	45247	0.005	3	45247	0.012
15:00 - 16:00	3	45247	0.004	3	45247	0.008	3	45247	0.012
16:00 - 17:00	3	45247	0.003	3	45247	0.004	3	45247	0.007
17:00 - 18:00	3	45247	0.000	3	45247	0.003	3	45247	0.003
18:00 - 19:00	3	45247	0.001	3	45247	0.008	3	45247	0.009
19:00 - 20:00	2	64591	0.000	2	64591	0.002	2	64591	0.002
20:00 - 21:00	2	64591	0.001	2	64591	0.000	2	64591	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.068			0.144

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

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