STATION ROAD, MARKET BOSWORTH
PROPOSED INDUSTRIAL UNIT

Transport Statement

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Client

JJ Churchill

Job no 8663
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mjm Consulting Engineers Ltd

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Appendices

Appendix A – Site Layout

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1 Background and Context

1.1 Introduction

1.1.1 MJM Consulting Engineers Ltd (MJM) have been commissioned by JJ Churchill (the Applicant) to prepare a Transport Statement (TS) to accompany a planning application for the erection of an industrial / warehouse building (Use Class B2) on land to the south of the existing JJ Churchill site, at Station Road, Market Bosworth (the Site).

1.2 Site Location

1.2.1 The site is located approximately 1.2km to the west of Market Bosworth. Broadly, the site is bound to the north by existing industrial units, occupied by the Client, JJ Churchill, to the west by a railway line, and to the east and south by farmland.

1.2.2 The site location is demonstrated in **Figure 1-1** below.

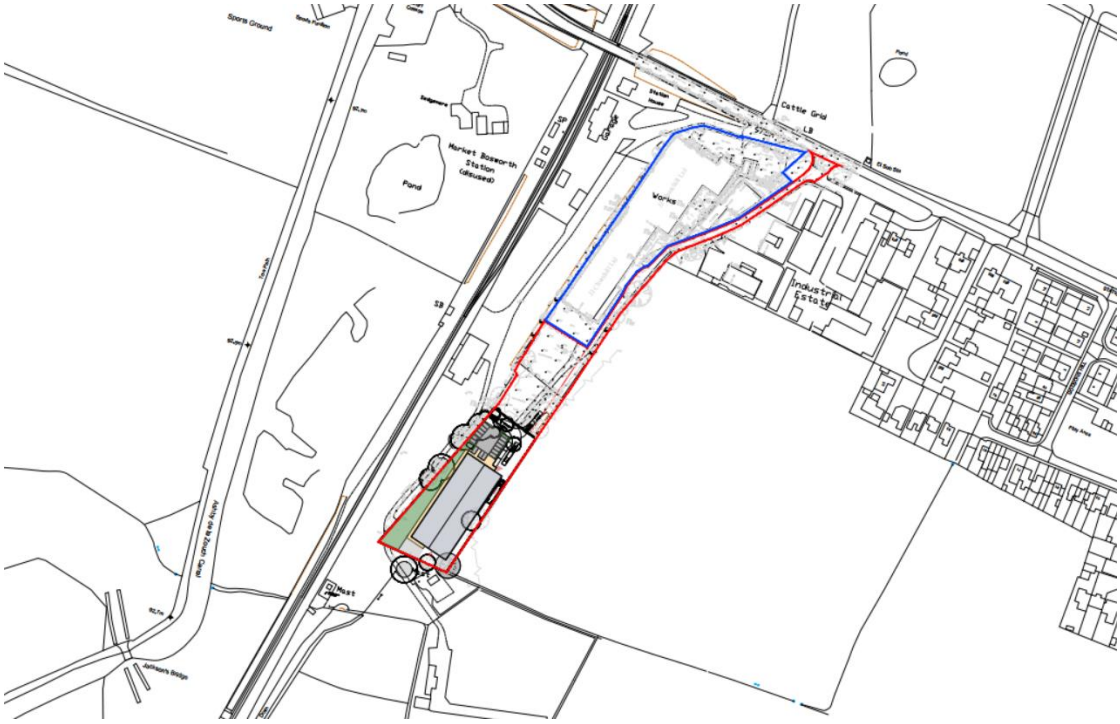

Figure 1-1 Site Location Plan

1.3 Development Proposals

1.3.1 The proposed development at Station Road comprise the erection of a 1,789 sqm B2 Industrial Unit and 18 car parking spaces.

1.4 Report Structure

1.4.1 Following this introduction, the TS is structured as follows:

- Section 2 describes the transport planning policy context within which the proposals will be assessed;
- Section 3 details the accessibility of the development site by non-car modes;
- Section 4 describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;
- Section 5 provides an overview of the development proposals, access arrangement parking and servicing;
- Section 6 provides detail on the likely traffic generation as a consequence of the proposals
- Section 7 offers a summary and conclusion.

2 Transport Planning Policy Context

2.1 National Planning Policy Framework (NPPF)

2.1.1 The revised National Planning Policy Framework was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development.

2.1.2 The NPPF states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe" (Paragraph 111). Paragraph 112 sets out that development proposals should seek to:

- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.1.3 This Transport Statement will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel, and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

2.2 Hinkley and Bosworth Local Plan

2.2.1 At the time of preparing this TA report, Hinckley and Bosworth Borough Council are consulting on a new Local Plan. Until the emerging Local Plan is adopted, relevant 'Saved' policies in the Hinckley and Bosworth Borough Council: Core Strategy (adopted December 2009) are a consideration in planning applications.

2.3 Hinckley and Bosworth Borough Council: Core Strategy (December 2009)

2.3.1 The Hinckley and Bosworth Borough Council: Core Strategy is a development plan document, in the Hinckley and Bosworth Local Plan 2006 to 2026.

2.3.2 The Hinckley and Bosworth Borough Council: Core Strategy, forms part of the Local Development Framework and sets out the vision and spatial strategy for the borough up to 2026.

2.3.3 Spatial Objective 3: Strong and Vibrant Rural Communities of the Core Strategy states:

"To ensure rural communities have access to a range of shops, education, community, leisure facilities and employment opportunities in the Key Rural Centres to support, enhance and improve the sustainability, vibrancy and vitality of our rural areas."

2.3.4 Spatial Objective 6: Infrastructure Provision identifies enhancements to infrastructure coinciding with new development:

"To ensure that development contributes to the necessary infrastructure required by new development, through provision of new, or where appropriate, enhancement of existing infrastructure (for example through appropriate developer contributions)."

2.3.5 Policy 14 outlines strategy regarding transport in rural areas of the borough:

"To support accessibility within the rural areas, the council will:

- *...Support the delivery of a viable, high quality public transport network between the Key Rural Centres and their nearest urban centre...*
- *Support the provision of accessible transport services for mobility impaired and rurally isolated residents*
- *Support further development of quality and reach of accessible transport services,...*
- *Support the continuation of the Leicestershire hourly services network (this network provides access within 800 metres to a service of at least hourly daytime frequency for 95% of Leicestershire people) and improving access at other times of the day...*
- *...deliver safe cycle paths...to school, to residential and employment areas, Key Rural Centres/ urban areas, community and leisure facilities and into the countryside*

Developers will be required to contribute towards these initiatives through developer contributions and/or land where they meet the tests set out in national guidance. New development that would prejudice their implementation will not be permitted."

2.4 Leicestershire Local Transport Plan (LTP)

2.4.1 Leicestershire County Council is the local highway authority, and has responsibility for the development and delivery of the Local Transport Plan (LTP). LTP3 covers the period 2011-2026, and the third LTP was published in April 2011.

2.4.2 The Leicestershire TP3 sets out a number of goals for transport in Leicestershire. LTP3 sets out that the Leicestershire transport system should:

- Support a prosperous economy and respond to population growth,
- Offer efficient, resilient and sustainable travel that is well managed and maintained,
- Reduce the carbon footprint of Leicestershire,
- Provide an accessible and integrated system that offers equal opportunity for all its residents,
- Improve health and safety for residents,
- Improve the quality of life for Leicestershire residents and make the County a more attractive place to live, work and visit.

2.4.3 The underlying theme of the LTP is to promote policies and measures to foster and achieve improved opportunities for travel choices by non-car modes. This provides the context for specific local measures to be considered, promoted and introduced.

2.5 Policy Compliance

2.5.1 The proposals have been found to comply with all levels of transport planning policy. The site is located within close proximity to the local road network and is therefore eminently suitably accessible by the proposed users. The site is also located sustainably, with good quality walking and cycling infrastructure enabling active travel to the site, and regular bus services routeing within close proximity to the site enabling travel by public transport for much of the day.

2.5.2 As will be set out within the following sections of this report, it is not considered that the proposals will result in a significant increase in vehicle movements on the local road network.

2.5.3 Given the above, it is not considered that the development proposals will result in 'severe' residual highway impacts, in accordance with Paragraph 111 of the NPPF.

3 Site Accessibility

3.1 Introduction

3.1.1 This section of the Transport Statement describes the existing infrastructure that will facilitate and encourage site users to walk, cycle or use public transport, rather than to travel by car.

3.2 Active Travel Options

Pedestrian Access

3.2.1 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1** below.

Table 3-1 Walking Distances by Journey Type

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

3.2.2 As **Table 3.1** shows, 2km is considered the preferred maximum walking distance for 'Commuting / School', for staff. A 2km walking catchment from the site, would, therefore, include Market Bosworth in its entirety. **Figure 3.1**, illustrates a 2km walking catchment from the site.

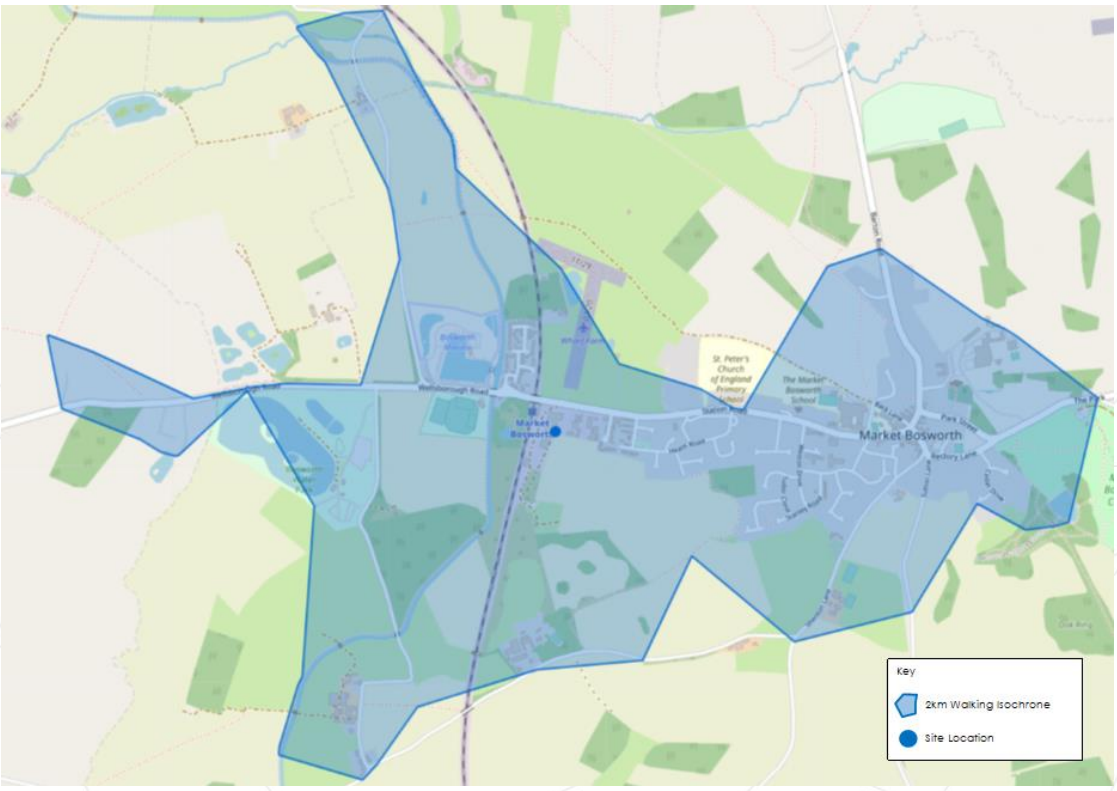

Figure 3-1 2km Walking Catchment

3.2.3 Pedestrian access to the site is provided from Station Road, which runs parallel to the northern boundary of the existing JJ Churchill site. A footway is provided on the northern side of the carriageway, while street lighting is provided on both sides.

3.2.4 To the east, Station Road provides a direct route to Market Bosworth and its associated town centre amenities.

3.2.5 Tactile paving and / or dropped kerbs are provided at most adjoining junctions with Station Road.

3.2.6 It is anticipated that walking would be an attractive travel choice for users of the site, particularly those living nearby.

Cycle Access

3.2.7 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment of the site includes Market Bosworth, Cadeby and Osbaston.

3.2.8 **Figure 3.2** illustrates a 5km cycle catchment from the site.

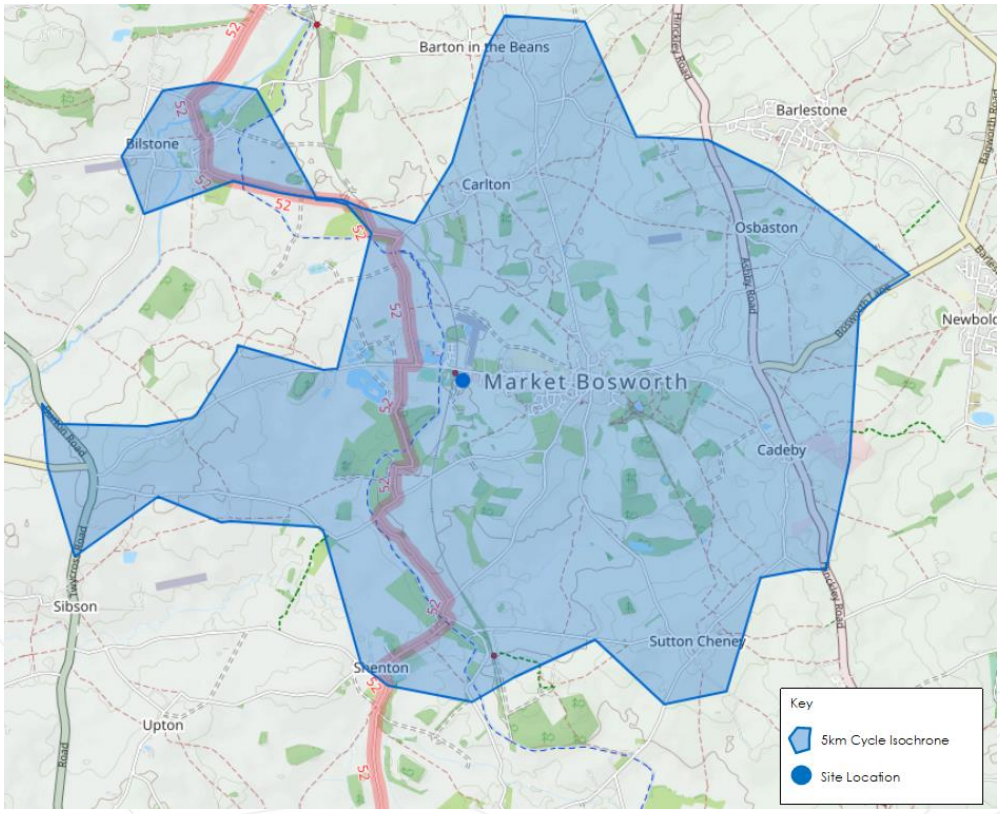

Figure 3-2 5km Cycle Catchment

3.2.9 As can be seen in **Figure 3.2**, the closest formal cycle route to the site is National Cycle Network Route 52, located along Carlton Road (shown in red), which can be accessed from the Market Bosworth / Wellsborough Road junction, approximately 500m (2-minute cycle) to the west of the site.

3.2.10 Route 52 runs north from Warwick through Coventry, Nuneaton and Coalville, linking with National Route 6 just west of Loughborough.

3.2.11 In the vicinity of the site, the route from Shenton to the south west and continues north towards Market Bosworth, continuing to Bilstone.

3.2.12 It is considered that cycling would represent an attractive travel option for users of the proposed site, particularly due to the close proximity of NCN Route 52 which is within a short cycle from the site.

3.3 Public Transport

Bus Services

3.3.1 The closest bus stops to the site are located on Market Place in Market Bosworth, approximately 1.3km to the east of the site access and benefits from timetable information and bus shelter. The bus stop provides access to an hourly service to Leicester.

4 Existing Highway Network

4.1 Introduction

4.1.1 This section of the Transport Statement considers the nature of the existing highway network, including analysis of historic personal injury collision data.

4.2 Local Highway Network

4.2.1 A description is provided below of the local highway network in the immediate vicinity of the site, along with the sites approximate location; for ease, it is also shown in **Figure 4.1**.

Figure 4-1 Local Highway Network

4.2.2 Access to the site is provided from Station Road, located to the north of the site, accessed via an internal access road. Station Road is a single lane, two-way carriageway, providing access to industrial units and residential dwellings along both sides of the carriageway and is approximately 1.4km in length. It is subject to a 30mph speed limit and benefits from street lighting on both sides of the carriageway and a footway on the northern side only. The carriageway is approximately 6m wide, with unrestricted parking along its lengths along its length.

4.3 Road Safety

4.3.1 Accident data was sought for the area immediately surrounding the site for the most recent 5-year period (2017 – 2021) from www.crashmap.co.uk. Crashmap offers a definitive map of the official road collision statistics. **Figure 4.2,** overleaf, illustrates the accidents recorded within this 5-year period in the vicinity of the site.

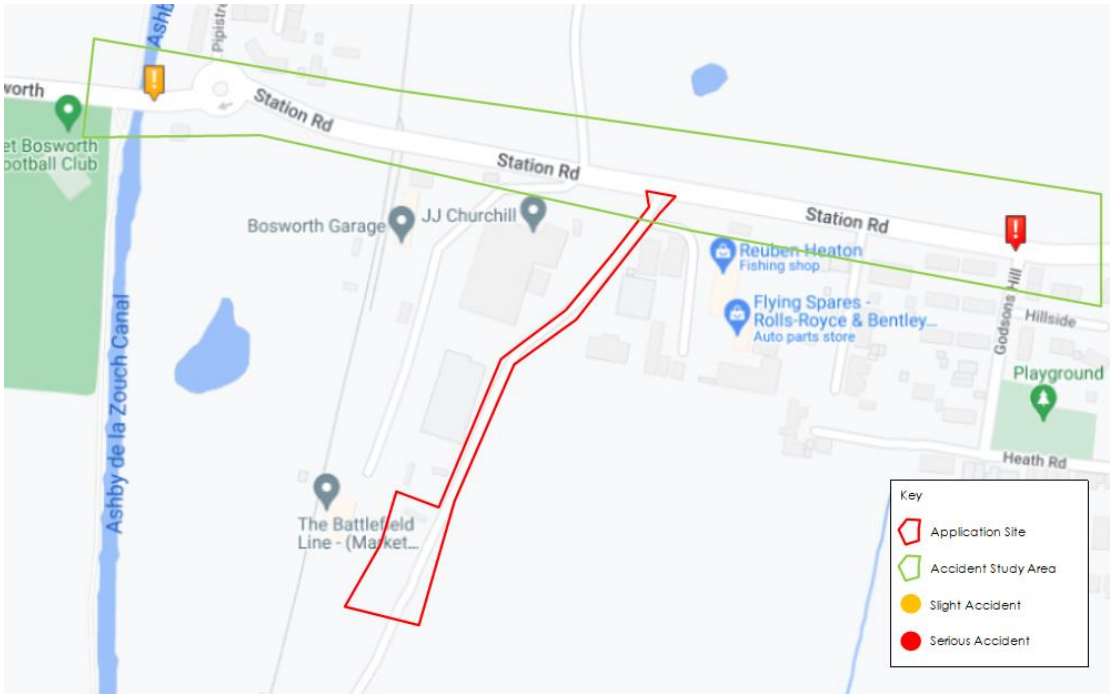

Figure 4-2 Accident Study Area

4.3.2 As can be seen from **Figure 4.2**, a total of 2 accidents have been recorded within the most recent 5-year period, which equates to an average of 1 accident every 2.5 years.

4.3.3 Given the above, it is considered that the level of accidents recorded over the most recent 5-year period does not indicate that there is an existing road safety issue within the vicinity of the site, which could be exacerbated by the addition of development trips.

5 Development Proposals

5.1 Introduction

5.1.1 As set out in the preceding sections of this report, the development proposals comprise the erection of an industrial unit. The proposed site layout is included at **Appendix A**.

5.2 Access

5.2.1 Vehicle access and egress to the site is located to the north of the site, at an existing priority junction with Station Road. This access will be used by all vehicles using the existing JJ Churchill site and the proposed site.

5.2.2 A turning facility is provided for HGVs, along the frontage of the proposed car park.

5.3 Parking

5.3.1 Parking standards are set by Leicestershire County Council and are published in the Leicestershire Highway Design Guide.

5.3.2 For B2 use, the above guidance states that 1 space is required per 50 sqm. As shown on the site layout, a total of 18 spaces are to be provided. The end user operates with approximately 12 members of staff on-site at any one time, across the whole site. Consequently, the quantum of parking provided is in line with the operational requirements of the site.

5.3.3 Observations, provided by the end user, suggest that on a typical day, occupation levels of the existing car park is generally low, with approximately 20 spaces available at all times.

5.3.4 Moreover, a total of 4 covered, secure cycle spaces should be provided (1 space per 400sqm). The proposals seek to provide 10 cycle spaces. The cycle spaces will be secure with weather protection, conveniently located at the entrance to the buildings, will enjoy good natural observation, well-lit and located so it does not obstruct pedestrian and cycle routes.

5.3.5 Level access doors for HGVs is provided on the north and eastern elevations, while loading access for LGVs only is provided on the southern elevation. It is anticipated that the majority of deliveries will be carried out by LGVs (transit van or similar).

5.3.6 Given the bespoke nature of the development, designed specifically to needs of the end user, it is not anticipated that full sized articulated vehicles will require access to the site and, consequently, dedicated HGV parking is not proposed. An area of hardstanding, located to the north of the site provides overspill parking and turning area for larger vehicles in the event that access is required.

5.4 General Servicing and Refuse Collection

5.4.1 General servicing and refuse collection will be undertaken by a private contractor within the site, where direct access to bin stores will be provided.

5.5 Fire Vehicle Access

5.5.1 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Consulting national guidance, The Building Regulations 2010 'Fire Safety' (2013) Approved Document B Section 5 'Access and Facilities for the Fire and Rescue Service', Table 8 sets out that 'Typical Fire and Rescue Service Vehicle Access Route Specification' which stipulates that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more that 20m long. Access for fire tenders will be provided from Station Road.

6 Trip Assessment

6.1 Introduction

6.1.1 This section of the Transport Statement sets out the likely vehicle trip generation associated with the proposed industrial unit.

6.2 Trip Generation

6.2.1 In order to determine the likely level of vehicle trip generation, associated with the proposed 1,789sqm industrial unit, the TRICS database has been interrogated, the following TRICS parameters have been selected:

- Land Use: Employment – Industrial Unit
- GFA: 500 to 3,300sqm;
- Date Range: 01/01/14 to 21/04/22; and
- Location: Suburban Area, Edge of Town, Neighbourhood Centre

6.2.2 **Table 6.1** summarises the vehicle trip rates and resultant trip generation, whilst the full TRICS output is provided at **Appendix B**.

Table 6.1: Vehicle Trip Generation

	AM			PM		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	0.620	0.141	0.761	0.110	0.521	0.631
Trip Generation	11	3	14	2	9	11

6.2.3 As can be seen in **Table 6.1**, the proposed industrial unit is anticipated to generate some 14 two-way vehicle trips in the AM peak hour and 11 two-way vehicle trips in the PM peak hour.

6.2.4 Considering the above, it is considered that the development proposals will not have a material impact on the operation of the site access junction or local highway network. As such, no further assessments have been undertaken.

7 Summary and Conclusions

7.1 Summary

7.1.1 This Transport Statement has been prepared on behalf of JJ Churchill (the Applicant) to accompany a planning application for the erection of an industrial / warehouse building (Use Class B2) on land to the south of the existing JJ Churchill site, at Station Road, Market Bosworth (the Site).

7.1.2 The following summarises the key findings:

- The proposals have been demonstrated to accord with both national and local transport policy, being in a sustainable and accessible location, that is well connected with regards to opportunities for walking and cycling;
- An analysis of historic accident data suggests that there are no historic accident trends that might be exacerbated by the addition of development traffic;
- Once operational, it is anticipated that the development would generate a maximum of 14 two-way vehicle trips in the AM peak hour and 11 two-way vehicle trips in the PM peak hour; and
- It has been demonstrated that the proposed parking provision at the development is sufficient to cater for the forecast demand associated with the proposals and meets local parking standards.

7.2 Conclusion

7.2.1 Given the above, it is considered that the proposals will by no means result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.

Appendix A – Site Layout

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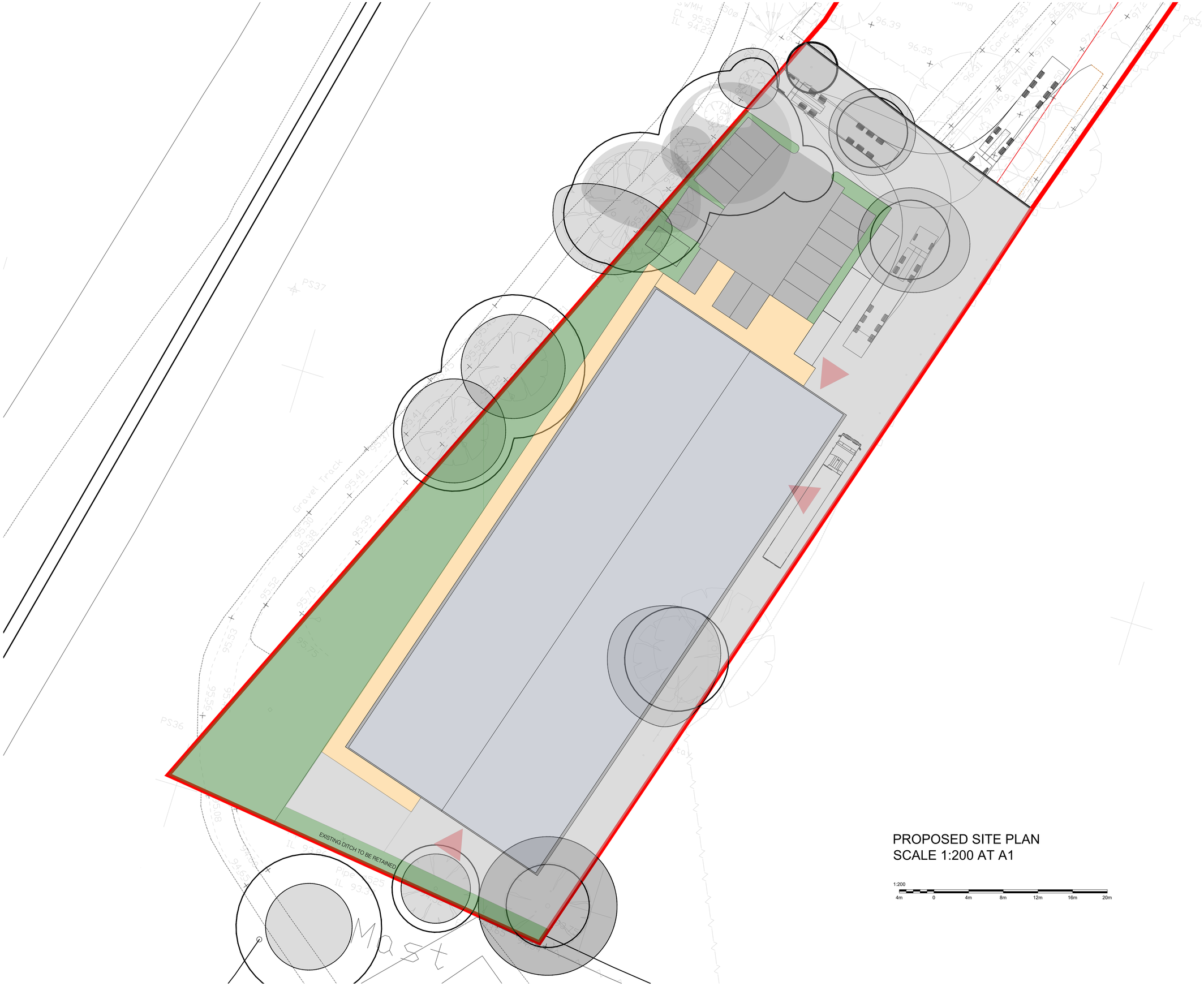
ELECTRONIC DATA IS NOT TO BE AMENDED/DELETED WITHOUT IMA ARCHITECTS PERMISSION
ALL FIXINGS, TO BE DESIGNED BY APPROPRIATE SPECIALIST SUB-CONTRACTOR
DETAIL DRAWINGS AT LARGER SCALE TAKE PRECEDENCE OVER GENERAL ARRANGEMENT DRAWINGS

P01	17/02/2023	NO	FIRST ISSUE
P02	XX/XX/XXXX	NO	HARD LANDSCAPING AMENDED TO RETAIN EXISTING DITCH



PROPOSED SITE PLAN
SCALE 1:200 AT A1

1:200
4m 0 4m 8m 12m 16m 20m

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PRECISION ENGINEERING

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Project	JJ CHURCHILL WAREHOUSE EXTENSION STATION ROAD, MARKET BOSWORTH
IMA Project No.	223008
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Revision	P02
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Date	17/02/2023
Scale	1:200
Sheet Size	A1
Drawn By	NO
Checked By	AD

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Appendix B – TRICS Trip Rates

Calculation Reference: AUDIT-703001-230321-0330

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 days
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	GS	GLOUCESTERSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days
	EC	CHESHIRE EAST	1 days
	LC	LANCASHIRE	2 days
09	NORTH		
	CB	CUMBRIA	2 days
	TV	TEES VALLEY	1 days
10	WALES		
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	SR	STIRLING	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: 690 to 3200 (units: sqm)
Range Selected by User: 500 to 3300 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 21/04/22

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	2 days
Wednesday	2 days
Thursday	8 days
Friday	4 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	12
Neighbourhood Centre (PPS6 Local Centre)	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	16
Village	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	1 days - Selected
Servicing vehicles Excluded	16 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	17 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	2 days
5,001 to 10,000	5 days
10,001 to 15,000	5 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	7 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	9 days
1.1 to 1.5	8 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	17 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	17 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 BO-02-C-01 PUMPS, MOTORS & FANS BEDFORD
POSTLEY ROAD
BEDFORD
KEMPSTON
Edge of Town
Industrial Zone
Total Gross floor area: 1045 sqm
Survey date: THURSDAY 15/10/20 Survey Type: MANUAL

2 BP-02-C-01 POWDER COATINGS BLACKPOOL
CHORLEY ROAD
BLACKPOOL
LITTLE CARLETON
Edge of Town
Industrial Zone
Total Gross floor area: 1010 sqm
Survey date: THURSDAY 20/06/19 Survey Type: MANUAL

3 BR-02-C-02 STAINLESS FITTINGS BRISTOL CITY
SOUTH LIBERTY LANE
BRISTOL

Edge of Town
Industrial Zone
Total Gross floor area: 1475 sqm
Survey date: TUESDAY 22/09/15 Survey Type: MANUAL

4 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

5 CB-02-C-02 STEEL FABRICATION CUMBRIA
BLACKDYKE ROAD
CARLISLE
KINGSTOWN IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 715 sqm
Survey date: FRIDAY 15/10/21 Survey Type: MANUAL

6 DY-02-C-01 ENGINEERED PRODUCTS DERBY
PONTEFRACT STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 2600 sqm
Survey date: THURSDAY 25/06/15 Survey Type: MANUAL

7 EC-02-C-02 FABRICS MANUFACTURE CHESHIRE EAST
CHARTER WAY
MACCLESFIELD
HURDSFIELD
Edge of Town
Industrial Zone
Total Gross floor area: 3200 sqm
Survey date: FRIDAY 07/05/21 Survey Type: MANUAL

8 GS-02-C-02 MARINE ENGINE PRODUCTION GLOUCESTERSHIRE
DAVY WAY
GLOUCESTER
HARDWICKE
Edge of Town
Industrial Zone
Total Gross floor area: 1630 sqm
Survey date: FRIDAY 23/04/21 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 HC-02-C-01 ENGINEERING COMPANY HAMPSHIRE
JAYS CLOSE
BASINGSTOKE

Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: THURSDAY 16/06/16 *Survey Type: MANUAL*

10 LC-02-C-05 NUTRITION MANUFACTURE LANCASHIRE
FURNESS DRIVE
POULTON-LE-FYLDE

Edge of Town
Industrial Zone
Total Gross floor area: 775 sqm
Survey date: WEDNESDAY 30/06/21 *Survey Type: MANUAL*

11 LC-02-C-06 STEEL FABRICATION LANCASHIRE
TOLLGATE ROAD
BURSCOUGH

Edge of Town
Industrial Zone
Total Gross floor area: 700 sqm
Survey date: THURSDAY 21/04/22 *Survey Type: MANUAL*

12 NF-02-C-04 EXHIBITION DESIGN & MANUF. NORFOLK
FLETCHER WAY
NORWICH
UPPER HELLESDON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 690 sqm
Survey date: THURSDAY 14/11/19 *Survey Type: MANUAL*

13 NN-02-C-01 RENEWABLE ENGINEERING NORTH NORTHAMPTONSHIRE
TREVITHICK ROAD
CORBY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 702 sqm
Survey date: THURSDAY 22/10/20 *Survey Type: MANUAL*

14 SR-02-C-01 SPECIALIST MODEL MAKING STIRLING
BORROWMEADOW ROAD
STIRLING

Edge of Town
Industrial Zone
Total Gross floor area: 2350 sqm
Survey date: MONDAY 16/06/14 *Survey Type: MANUAL*

15 TV-02-C-02 FLUID ENGINEERING TEES VALLEY
PARKVIEW ROAD WEST
HARTLEPOOL

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1050 sqm
Survey date: FRIDAY 04/09/20 *Survey Type: MANUAL*

16 VG-02-C-01 ALCOHOL ANALYSIS PRODUCTS VALE OF GLAMORGAN
VERLON CLOSE
BARRY

Edge of Town
Industrial Zone
Total Gross floor area: 1500 sqm
Survey date: THURSDAY 06/05/21 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 WY-02-C-03 COMPUTER MANUFACTURER WEST YORKSHIRE
INMOOR ROAD
NEAR BRADFORD
BIRKENSHAW
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 1890 sqm
Survey date: WEDNESDAY 10/10/18 Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 1268 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	6	1521	0.055	0.695	6	1521	0.000	0.000	6	1521	0.055	0.695
06:00 - 07:00	8	1638	0.183	2.323	8	1638	0.038	0.484	8	1638	0.221	2.807
07:00 - 08:00	16	1526	0.471	5.972	16	1526	0.074	0.935	16	1526	0.545	6.907
08:00 - 09:00	17	1548	0.620	7.856	17	1548	0.141	1.783	17	1548	0.761	9.639
09:00 - 10:00	17	1548	0.357	4.531	17	1548	0.239	3.036	17	1548	0.596	7.567
10:00 - 11:00	17	1548	0.308	3.904	17	1548	0.277	3.518	17	1548	0.585	7.422
11:00 - 12:00	17	1548	0.205	2.603	17	1548	0.217	2.747	17	1548	0.422	5.350
12:00 - 13:00	17	1548	0.243	3.085	17	1548	0.262	3.326	17	1548	0.505	6.411
13:00 - 14:00	17	1548	0.300	3.808	17	1548	0.342	4.338	17	1548	0.642	8.146
14:00 - 15:00	17	1548	0.274	3.470	17	1548	0.285	3.615	17	1548	0.559	7.085
15:00 - 16:00	17	1548	0.171	2.169	17	1548	0.342	4.338	17	1548	0.513	6.507
16:00 - 17:00	17	1548	0.182	2.314	17	1548	0.407	5.157	17	1548	0.589	7.471
17:00 - 18:00	17	1548	0.110	1.398	17	1548	0.521	6.603	17	1548	0.631	8.001
18:00 - 19:00	17	1548	0.049	0.627	17	1548	0.209	2.651	17	1548	0.258	3.278
19:00 - 20:00	6	1521	0.088	1.112	6	1521	0.121	1.529	6	1521	0.209	2.641
20:00 - 21:00	6	1521	0.033	0.417	6	1521	0.066	0.834	6	1521	0.099	1.251
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.649	46.284			3.541	44.894			7.190	91.178

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:	690 - 3200 (units: sqm)
Survey date date range:	01/01/14 - 21/04/22
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1268 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	6	1521	0.000	0.000	6	1521	0.000	0.000	6	1521	0.000	0.000
06:00 - 07:00	8	1638	0.023	0.290	8	1638	0.008	0.097	8	1638	0.031	0.387
07:00 - 08:00	16	1526	0.020	0.260	16	1526	0.012	0.156	16	1526	0.032	0.416
08:00 - 09:00	17	1548	0.049	0.627	17	1548	0.030	0.386	17	1548	0.079	1.013
09:00 - 10:00	17	1548	0.034	0.434	17	1548	0.030	0.386	17	1548	0.064	0.820
10:00 - 11:00	17	1548	0.061	0.771	17	1548	0.061	0.771	17	1548	0.122	1.542
11:00 - 12:00	17	1548	0.038	0.482	17	1548	0.038	0.482	17	1548	0.076	0.964
12:00 - 13:00	17	1548	0.034	0.434	17	1548	0.030	0.386	17	1548	0.064	0.820
13:00 - 14:00	17	1548	0.034	0.434	17	1548	0.038	0.482	17	1548	0.072	0.916
14:00 - 15:00	17	1548	0.030	0.386	17	1548	0.023	0.289	17	1548	0.053	0.675
15:00 - 16:00	17	1548	0.015	0.193	17	1548	0.023	0.289	17	1548	0.038	0.482
16:00 - 17:00	17	1548	0.019	0.241	17	1548	0.019	0.241	17	1548	0.038	0.482
17:00 - 18:00	17	1548	0.015	0.193	17	1548	0.011	0.145	17	1548	0.026	0.338
18:00 - 19:00	17	1548	0.000	0.000	17	1548	0.008	0.096	17	1548	0.008	0.096
19:00 - 20:00	6	1521	0.000	0.000	6	1521	0.066	0.834	6	1521	0.066	0.834
20:00 - 21:00	6	1521	0.000	0.000	6	1521	0.044	0.556	6	1521	0.044	0.556
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.372	4.745			0.441	5.596			0.813	10.341

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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