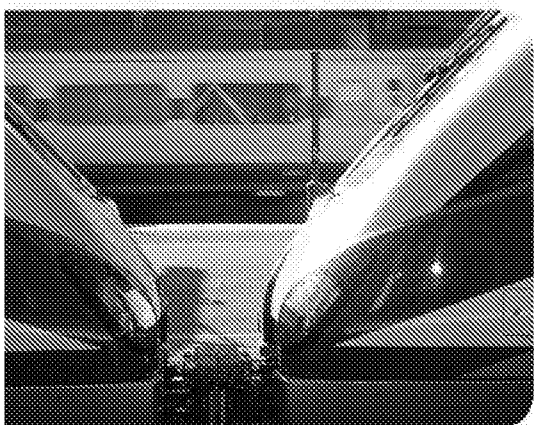




mode
transport planning

Mr M Langridge and Mrs A Langridge

Eastmere Stables,
Eastergate Lane,
Eastergate

Transport
Statement

January 2021



Mr M Langridge and Mrs A Langridge

Eastmere Stables, Eastergate Lane, Eastergate

Transport Statement

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PROJECT NO:

J325395

DATE:

January 2021

REPORT NO.	PREPARED	DATE ISSUE	STATUS	CHECKED	AUTHORISED
1.2	RM	08/01/2021	Final	CS	LF

CHANGE LOG

VERSION NO.	DATE:	CHECKED BY	REASON FOR CHANGE
Version 1.1	08/01/2021	LF	Updated Version for Planning
Version 1.2	26/01/2021	LF	Updated Version for Planning

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1 Introduction

1.1 Background

- 1.1.1 This Transport Statement (TS) has been prepared on behalf of Mr M Langridge and Mrs A Langridge. It accompanies a planning application for the retrospective permission for Use Class B8 of the existing buildings and an outside area at Eastmere Stables, Eastergate Lane, Eastergate, West Sussex.
- 1.1.2 The application site is currently used for self-storage purposes, including secure, internal storage and outdoor, open storage. The site access arrangement will remain as per existing conditions, as part of the regularisation of the application site from a stables and sand school to Use Class B8. The regularisation does not propose any intensification above its existing storage operation and a reduction in trips compared to its previous use.

1.2 Document Purpose

- 1.2.1 The purpose of this TS is to assess the implications of the regularisation of Use Class B8 at the application site on the surrounding highway and transport networks. The TS will demonstrate that in terms of traffic impact, the application site is capable of accommodating the scale of development proposed.

1.3 Report Structure

- 1.3.1 Following this introduction, the remainder of the TS is structured as follows:

Section 2 – Planning Policy Context

- This section reviews the relevant national and local transport related planning policies applicable to the development.

Section 3 – Existing Situation

- This section details the existing conditions of the application site and immediate area the operational and safety characteristics of the surrounding area.

Section 4 – Development Proposals

- This section provides an overview of the site operations and examines the movement and existing access strategy.

Section 5 – Development-Related Trip Generation

- This section considered the trip generational characteristics for the proposed regularisation of Use Class B8 using the TRICS database and a comparison against the previous permitted stables and sand school.

Section 6 – Summary & Conclusion

- This section provides a summary and conclusion of the information presented in the TS.

2 Planning Policy Context

2.1 Introduction

2.1.1 This section of the TS details the relevant policy for the proposed development at a national and local level.

2.2 National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was published in March 2012 and has since been revised, most recently in June 2019.

2.2.2 In terms of transport context, the NPPF states under para. 103 that *"the planning system should actively manage patterns of growth... Significant development should be focused in locations which are, or can be, made sustainable, through limiting the need to travel and offering a genuine choice of transport modes"*.

2.2.3 Paragraph 108 of the NPPF states that when assessing specific sites uses for development applications, it should be ensured that:

- *"Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.2.4 Paragraph 109 of the 2019 NPPF ultimately states the following for transport:

- *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe."*

2.3 Local Policy

2.3.1 The application site is located within the Arun District of West Sussex. Planning policies relevant to the local area are within the Arun Local Plan 2011-2031.

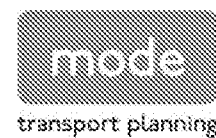
2.3.2 Section 6 relates to Sustainable Development. Policy SD SP1 states: *"When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work pro-actively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions south of the National Park through to the coast and its settlements (both coastal and inland)."*

2.3.3 Section 15 relates to Transport. Policy T SP1 relates to Transport and Development and looks to strengthen Arun's economic base, reduce congestion, work to tackle climate change and promote healthy lifestyles. It states: *"The Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport; including*

Mr M Langridge and Mrs A Langridge

Eastmere Stables, Eastergate Lane, Eastergate

Transport Statement



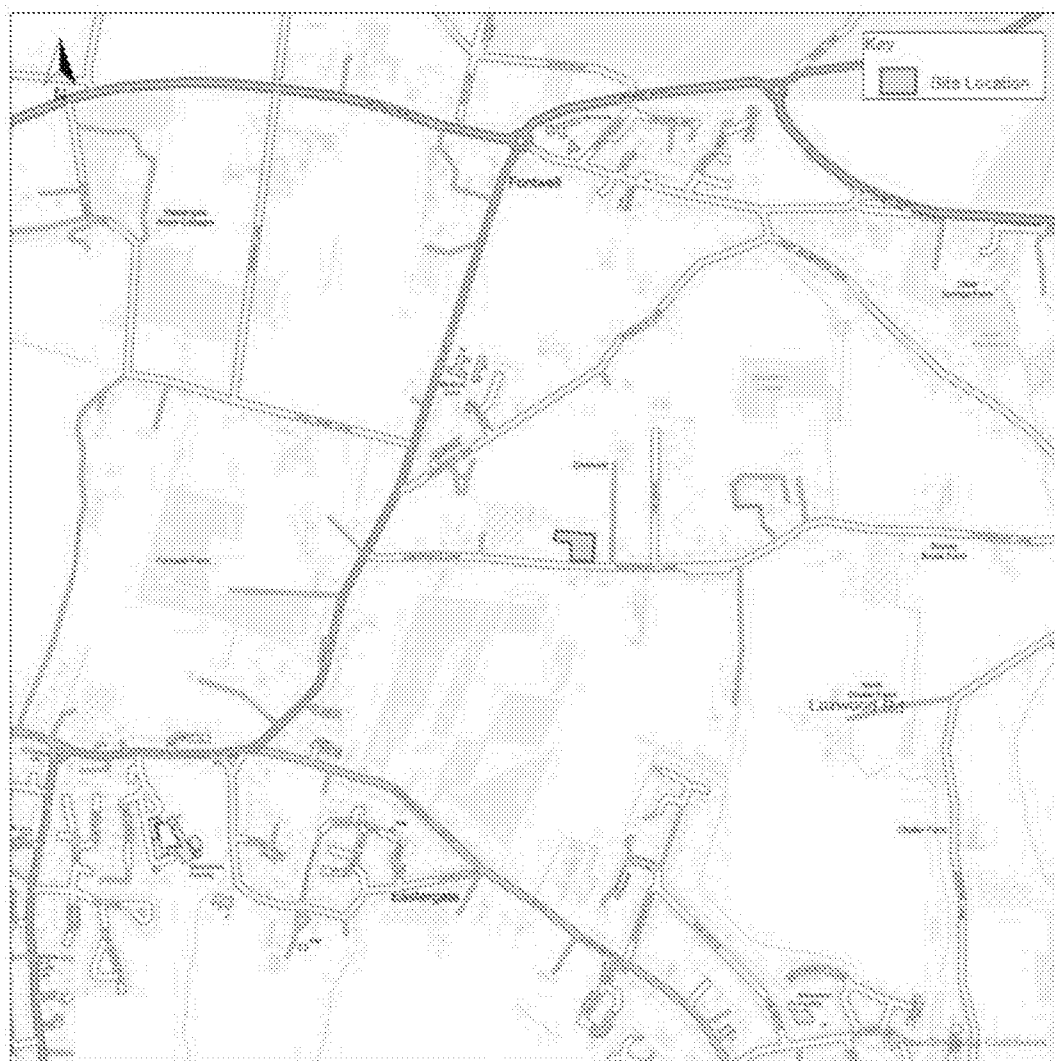
the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network."

3 Existing Situation

3.1 Site Location

- 3.1.1 The application site, known as Eastmere Stables, is currently used for private storage purposes, having historically been a working stables and sand school.
- 3.1.2 The site comprises a number of secure, internal storage units, converted from the stables and existing buildings on site. In addition, an open area of outdoor storage is also available on site, converted from the horse training yard.
- 3.1.3 The site is neighboured by an industrial yard to the west, which includes private storage capabilities. Farmland is located to the north and south with some residential properties to the east. The centre of the village of Eastergate is located to the south west of the site.
- 3.1.4 The location of the application site is illustrated in Figure 3.1.

Figure 3.1: Site Location Plan



3.2 Local Highway Network & Sustainable Access

- 3.2.1 Eastmere Stables is accessed from Eastergate Lane via an all-movement priority access junction.
- 3.2.2 Eastergate Lane is a two-way single carriageway road, subject to a 40mph speed limit. The A29 is located to the west of the application site and leads to the A27, to the north. The A27 provides onward access to the strategic highway network and towns and cities such as Worthing to the east and Chichester to the west.
- 3.2.3 There are no existing footways within the vicinity of the site, along Eastergate Lane. However, a Public Footpath is positioned directly opposite the application site, on the southern side of Eastergate Lane. This footpath links Eastergate Lane to the B2233 Barnham Road to the south, over a distance of approximately 800m. Barnham Road has a footway connection on the northern side of the carriageway. This footway provides access to the centre of Eastergate to the west. In addition, local bus services can be accessed from Barnham Road.

3.3 Highway Safety Analysis

- 3.3.1 A review of the latest available five-year (2015-2019) Personal Injury Collision (PIC) data has been undertaken using Crashmap Pro. The section of Eastergate Lane along the site frontage has been assessed, encompassing a search radius of approximately 500m from the site.
- 3.3.2 No collisions were recorded at the site access or within the immediate vicinity of the site.
- 3.3.3 Whilst there were no collisions near the access to the site, a collision causing a slight injury occurred approximately 400m to the west of the site. An additional collision occurred at the junction between Eastergate Lane and Fontwell Avenue which caused a slight injury. One of these collisions involved a motorcyclist but no other vulnerable road users were involved in either collision.
- 3.3.4 There is no reason to suggest that either of these accidents were related to the application site. The analysis of the Crashmap Pro data demonstrates that the number of collisions occurring within the study area are not significant and no patterns in the collisions have been identified.
- 3.3.5 The review of highway safety in the area local to site demonstrates that the proposed regularisation of the application site will have no adverse impact on highway safety.

4 Development Proposals

4.1 Overview

4.1.1 This chapter of the report provides details and a description of the site operation, including access arrangements.

4.2 Existing Operations

4.2.1 The application site is currently used for private storage purposes, with each of the stables offering a unit available for self-storage. A total of 16 units that were formerly individual stables are available for storage alongside three other storage buildings across the area. The approximate floor area of the individual units is provided in Table 4.1.

Table 4.1: Storage Unit Floorspace

Unit Number	Approximate Floor Area
0	10.24 sqm
1	12.25 sqm
2	12.25 sqm
3	12.25 sqm
4	12.25 sqm
5	12.25 sqm
6	12.25 sqm
7	12.25 sqm
8	16.82 sqm
9	16.82 sqm
10	16.82 sqm
11	15.91 sqm
12	15.91 sqm
13	15.91 sqm
14	12.80 sqm
15	14.4 sqm
16	48.5 sqm
Front Barn Storage	142.6 sqm
Brown Container Storage	12 sqm
Log Cabin Storage	37.45 sqm
Brown Portacabin	43.7 sqm
Tractor Barn	37.05 sqm
Workshop	46.98 sqm

Unit Number	Approximate Floor Area
TOTAL	590.36 sqm

4.2.2 A copy of the site layout plan is included as Appendix A.

4.2.3 In addition, the outdoor area measuring 806 square metres (previously the sand school) is used for the storage of boats, caravans and motorhomes, so has a seasonal demand element. At maximum occupancy, this could accommodate up to 19 vehicles, although the size of the vehicles will limit the capacity of this area. An onsite photograph of this storage area is shown in Figure 4.1 below.



4.2.4 The majority of vehicles requiring access to the site include private cars and LGVs. The storage buildings are divided into small, individual units which determines a lack of a requirement for access to the site by HGVs.

4.2.5 The outdoor storage area is allocated for use by caravans and boat storage. This area of the site represents fewer movements than the internal storage due to the seasonal nature of the use of caravans and boats. However, the outdoor storage demonstrates that there is demand for vehicles towing trailers and caravans to access the site. The outdoor storage area has been in operation and no issues have arisen from towing vehicles accessing the site. The vehicles towing trailers and caravans represent similar requirements to those of towed horse boxes, accessing the site prior to the change of land use.

4.2.6 Due to the private nature of the storage facility, visits to the site are generally sporadic, infrequent and irregular. However, there are some regular, weekly visits by builders using the storage facilities.

4.3 Access Arrangements

4.3.1 As detailed in Section 3, the site is accessed from a priority access junction on Eastergate Lane. These access arrangements will be retained as per existing conditions.

4.3.2 The existing access is currently being used by the tenants of the storage units and will continue to accommodate the type and volume of vehicles requiring access. The proposals seek no intensification to the site use, which is detailed further in Section 5.

4.3.3 The site layout allows for turning manoeuvres of vehicles entering to the site to be able to safely turn and exit. The fundamental layout of the site has not changed since it was being used as a stables and sand school, which allowed for vehicles up to the size of a horse box to access and egress the site.

4.4 Parking Arrangements

4.4.1 Parking is provided informally on site. It is not envisaged that there will be a particular demand for a significant amount of parking at any one time.

4.4.2 Visits to the site are not anticipated to last for longer than 1-2 hours, once the storage facilities have been loaded or unloaded. This reduces parking demand and demonstrates that the current arrangement is sufficient for the current use.

4.4.3 The 'West Sussex County Council: Guidance on Parking at New Developments' document provides advice for developers to determine the level of parking that should be provided on sites within West Sussex County.

4.4.4 The proposed regularisation of the application site falls under the Use Class 'B8 Storage'. The guidance states that 1 space should be provided per 100sqm which results in a total requirement for the site of 5 parking spaces, with a total gross floor area (GFA) of 590 sqm.

4.4.5 The informal parking area within the site and the additional residual space within the site that may be used for parking provides sufficient space for the demand for parking at the site.

5 Development-Related Trip Generation

5.1 Overview

- 5.1.1 Prior to the use to self-storage units on the site, the existing permitted use is for stables and sand school. To demonstrate that the regularisation of Use Class B8 will have no adverse impact on the operation of the local highway network, TRICS assessments have been undertaken for both the existing permitted use and Use Class B8.

5.2 TRICS Analysis - Stables Use

- 5.2.1 The TRICS database (7.7.3) has been examined to determine the trip generational characteristic of the application site under the permitted land use. In order to do this, sites within the land use category '16 - Mixed Use/C - Farm Diversification' have been compared against the characteristics of the application site.
- 5.2.2 It should be acknowledged that the land use category '07 - Leisure/J - Equestrian Centres has been discounted from the analysis for the purposes of this assessment. Whilst there are similarities between the previous function of the application site and the land use noted above, the number of staff working part time and full time at the sites listed under Equestrian Centres are in excess of what would be a true representation of the site under its previous use. The scale of the sites surveyed within TRICS under this land use category are not representative of the previous use of the application site.
- 5.2.3 The result of the comparison identified a site, Penewin Riding Stables, within South West Cornwall, PL12 5DA (CW-16-C-01). This site is similar to the application site due to its location in a rural area, with access to the wider highway network via the A38, which is positioned within a short distance to the site. This compares well with the proximity of the application site to the A27.
- 5.2.4 The operation of Penewin Riding Stables is also similar to that of the previous land use of the application site. Penewin Riding Stables covers an area of approximately 0.9 hectares and contains a number of stables and a sand school, which fits the description of the application site. Penewin Riding Stables contains 7 parking bays and additional space within the site for informal parking which provides a reasonable representation of the parking situation on the application site.
- 5.2.5 An additional site within the land use category '16 - Mixed Use/C - Farm Diversification' was identified as a possible site with similar characteristics to the previous use of the application site, Hardwick Lodge Stables (LE-16-C-01). However, on further investigation of the site, differences between the sites were identified. The riding school arrangement at Hardwick Lodge Stables is more formalised than was in place at the application site and it is noted that there are 40 parking spaces available on site which exceeds the parking available for the previous use of the application site. In addition, the number of stables exceed those that were in use at the application site by over 50%. For these reasons, this site has been excluded from the trip generational analysis of the previous land use of the application site.
- 5.2.6 The TRICS survey of Penewin Riding Stables was undertaken using an Automatic Traffic Counter (ATC) over the course of a week. For the purposes of this assessment, we will analyse the demand for access to the site on a Saturday, which represented the busiest day of the week for the Stables; in addition to an analysis of the demand for access to the site on a Friday, which represented the busiest weekday. This will allow a robust interpretation of the results and a clear picture of the operation of the site under its previous land use. It should be noted that the 'peak hours' for access to Penewin Riding Stables were

10:00 - 11:00 and 16:00 - 17:00 on both the assessed Friday and Saturday. However, for the purposes of this analysis, the generally accepted 'network peak' hours of 08:00 - 09:00 and 17:00 - 18:00 have been assessed. The full TRICS report for Penewin Riding Stables is included as Appendix B. An outline of traffic demand on Penewin Riding Stables over the course of the identified days and the peak hours within them are shown on Table 5.1.

Table 5.1: Penewin Riding Stables Surveyed Vehicular Trips

Survey Day	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily Total		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Friday (02/11/01)	6	5	11	8	12	20	84	85	169
Saturday (03/11/01)	11	13	24	15	13	28	111	119	230

5.2.7 Table 5.1 provides an indication of what a stables could generate in terms of vehicular trips. It indicates that based on this example, the use could generate in the order of 11 two-way vehicle trips in the weekday AM peak hour and 20 two-way vehicle trips in the weekday PM peak hour. During the Saturday AM peak hour, this increases to 24 two-way vehicle trips and 28 two-way vehicle trips during the Saturday PM peak hour. Over the course of a weekday this equate to 169 two-way vehicle trips and 230 two-way vehicle trips on a Saturday.

5.2.8 The maximum demand represented by the peak hours in Table 5.1 show that during a typical weekday, a stables operation could generate approximately 1 two-way trip every 4-5 minutes during the AM peak hour and 1 two-way trip every 3 minutes in the PM peak hour. On a Saturday this increases to approximately 1 two-way trip every 2-3 minutes in the AM peak hour and approximately 1 two-way trip every 2-3 minutes during the PM peak hour.

5.3 TRICS Analysis – Proposed Use

5.3.1 The application site is currently operating as a private storage facility (Use Class B8). It is proposed that the facilities on site will remain the same and the operation of the site will continue in this manner, with no proposed intensification of the use of the facilities.

5.3.2 In order to determine the demand for vehicles to access the site as a storage facility, the TRICS database (7.3.3) has been examined by assessing sites within the land use category '02 – Employment/E – Warehousing (Self Storage)'. The following refinements have been made to the examination, to enhance the suitability of the output:

- Region – England, excluding Greater London.
- Locations – Sites from categories 'Town Centre' and 'Edge of Town Centre' have been excluded.
- Date Range – 01/01/01 – 17/11/16
- Gross Floor Area (GFA) – 2,500sqm to 8,000sqm
- No. Survey Sites – 16 surveys have been included within the assessment.

5.3.3 The time period in which surveys have been obtained from has been set from 2001, in order to include surveys undertaken during a similar time period as the survey assessed for the stables land use. Using

this timeframe is considered to improve the output of the assessment as the use of self-storage facilities is unlikely to have changed significantly over the last 20 years and the additional sites included in the assessment allow for a more robust average trip rate. A copy of the TRICS output is attached at Appendix C.

- 5.3.4 Table 5.2 summarises the TRICS output for the site, based on a Trip Rate per 100sqm of GFA and number of trips based on built-form gross floor area (GFA) of 590 sqm and the outdoor storage of 806 sqm, which combines to 1,396 sqm. The application site built-form is made up of numerous individual units (identified in Table 4.1, which have been combined to determine the total building GFA.
- 5.3.5 The outdoor storage area is anticipated to generate fewer trips than the internal storage units due to the seasonal nature of the property kept within it. However, for robustness, it is included within this assessment.
- 5.3.6 Peak Arrivals occurred during the hour between 12:00 – 13:00 whilst peak Departures occurred between 19:00 – 20:00. However, for the purposes of this analysis, the generally accepted 'network peak' hours of 08:00 – 09:00 and 17:00 – 18:00 have been assessed. It should be noted that a small proportion of the total trips generated by the site may be undertaken by vehicles towing caravans or trailers carrying a boat.

Table 5.2: Self-Storage TRICS Trip Rates and Associated Vehicular Trips

	AM Peak			PM Peak			Daily Total		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Vehicular Trip Rates	0.129	0.125	0.254	0.037	0.168	0.205	1.168	1.285	2.453
Vehicular Trips	2	2	4	1	2	3	16	18	34

- 5.3.7 Table 5.2 shows that the existing land use of the application site, as a self-storage facility, could generate 2 two-way vehicle trips in the AM peak hour and 1 two-way vehicle trips in the PM peak hour. Over the course of a weekday, the existing land use of the application site could generate 11 two-way vehicle trips.

5.4 Net Change of Change of Land Use

- 5.4.1 The TRICS analysis carried out to determine the impact on the local highway network of the application site under both its previous use as a stables and sand school, and its existing use as a B8 self-storage facility has demonstrated a reduction in traffic movements as a result of the change of land use. Table 5.3 shows the net reduction in trips during the peak hours of 08:00 – 09:00 and 17:00 – 18:00, and over the course of a typical weekday.

Table 5.3: Net Change in Weekday Vehicular Trips

	AM Peak			PM Peak			Daily Total		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Stables Use	6	5	11	8	12	20	84	85	169
B8 Vehicular Trips	2	2	4	1	2	3	16	18	34
Net Change	-4	-3	-7	-7	-10	-17	-68	-67	-135

5.4.2 Overall Table 5.3 highlights the difference between a stable use, which requires multiple daily trips by horse owners to look after the animals on the site versus a less intense self-storage use of the buildings. The resulting output is a less intensive use of the buildings on site and therefore a net reduction in overall vehicular trips across a weekday period. The table indicates that this reduction could be in the order of 7 fewer trips in the weekday AM peak, 17 fewer vehicular trips in the PM peak and 135 fewer vehicular trips across the daily profile.

6 Summary & Conclusion

6.1 Summary

6.1.1 This TS has been prepared on behalf of Mr M Langridge and Mrs A Langridge. It accompanies a planning application for the retrospective permission for Use Class B8 at the application site, Eastergate Stables, Eastergate Lane, Eastergate.

6.1.2 In summary, this TS has identified the following:

- The site will continue to be accessed as per existing arrangements, utilising the access junction on Eastergate Lane.
- The site access arrangements currently accommodate LGV movements and vehicles towing caravans or trailers with no noted operational issues.
- Examination of the PIC data reveals that the regularisation of Use Class B8 will have no adverse highway safety impact on the local highway network.
- The existing vehicle trips generated by the application site will remain unchanged and have been demonstrated as having no significant impact on the operation of the local highway network.
- The previous operation of the site, as a stables and sand school, has also been shown to have no significant impact on the operation of the local highway network. However, the existing land use has been shown to reduce the trip generation of the site and any impact on the local highway network. This represents an improvement of conditions.
- The net change in total number of trips during the AM peak hour of 08:00 - 09:00 is a reduction of 7 trips. During the PM peak hour of 17:00 - 18:00, the total number of trips is reduced by 17. Over the course of a full day, the total number of trips generated by the site, as a result of the change of land use, is reduced by 135 two-way trips.

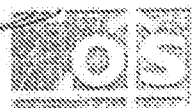
6.2 Conclusion

6.2.1 In view of the findings within this TS, it is considered that the regularisation of Use Class B8 from a riding stable use is acceptable in transport terms. The TS demonstrates that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding highway and transport networks and therefore planning permission should not be withheld on transport grounds.

APPENDICES

APPENDIX A – Site Layout Plan

EG/30/11/CLE



Ordnance
Survey



OS Sitemap²



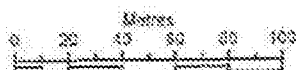
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The representation of a road, track or path is no evidence of a right of way

The representation of features as shown is no evidence of a property boundary



Scale 1:2500

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Serial number: 03800205
Centre coordinates: 495250 N 406220 E

Further information can be found on the OS Sitemap Information leaflet or the Ordnance Survey web site

= LAND OWNED

= STORAGE SITE AREA

ARUN DISTRICT COUNCIL LIC/04/11/001

APPENDIX B - TRICS Livery Output

SITE DETAILS FOR CW-16-C-01

Page 1

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

Site Reference: CW-16-C-01
 Latitude/Longitude: 50.41181, -4.35961
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION
 Region/Area: SOUTH WEST/CORNWALL

Description: STABLES
 Street: OFF THE A38
 District:
 Town: NEAR LISKEARD
 Post Code: PL12 5DA
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: D2

Population within 500m: 15
 Population within 1 Mile: 1,000 or Less
 Population within 5 Miles: 5,000 or Less
 Car ownership within 5 Miles: 1.1 to 1.5
 Buses/Trains per day (both directions): 0
 Is site associated with a travel plan:
 If not, are there any plans to implement a Travel Plan in the future?
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat:
 Urban Regeneration:

No. of developments for this Site: 1
 No. of survey Days for this Site: 7

Comments

This site is located in a remote rural location near Liskeard, just north of the A38(T), which heads north-west and south-east.

Surrounding the site is open land with scattered buildings. The site shares a driveway with 2 other properties, which generate insignificant traffic but are included in the survey.

This site was studied as part of a farm diversification project.

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There is no public transport provision. Most young people visiting the site are accompanied by parents by car or share lifts.

Design features encouraging non-car modes12. Pedestrians

Major surrounding roads (A38 etc.) are too busy for walking/cycling, although local lanes are quiet.

13. Pedal cycles

None

14. Public transport

None

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

Site reference:	CW-16-C-01
Trade name:	PENEWIN RIDING STABLES
Site area (h/a):	0.90
Open since	2000
Total Employees	2
Full Time Employees	
Part Time Employees	
Name of nearest site	
Distance to nearest similar site	19.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	00:00	to	00:00
Friday	00:00	to	00:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Total no. of parking spaces	7
Visitor/Customer spaces	7
Employee spaces	0
Disabled spaces	0
Cycle racks	0
OGV loading bays	0
OGV parking spaces	0
Mother & Toddler spaces	0

Parking charges	No
Surface parking	Yes

Off-Site parking available	No
----------------------------	----

Comments

Facilities at the site include a sand school, exercise area, and stabling facilities. The GFA of the site is 727m2, of which 251m2 is the sand school.

Of the 2 employees, 1 is full time and 1 is part time.

The site is open on demand. All riding lessons are arranged by telephone. The planning application stated that the site would be open for half a week, but there is obviously seasonal variation according to school holidays etc.

In addition to the parking spaces shown there is spare farmyard capacity available.

The nearest similar site is in Henwood.

This site is an example of farm site diversification.

Site reference: CW-16-C-01 Survey date: 02/11/01 Day of week: Friday

Survey type: Directional

AM weather:

PM weather:

Initial car park occupancy:

Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars

Motor cycles

Public service

Light goods

OGV (1)

OGV (2)

Servicing Vehicles count recorded No

Taxis are included as cars in this survey

Time	Arr 84	Dep 85	Totals 169	Parking Accum
00:00-01:00	1	0	1	(1)
01:00-02:00	0	0	0	(1)
02:00-03:00	0	0	0	(1)
03:00-04:00	0	0	0	(1)
04:00-05:00	0	0	0	(1)
05:00-06:00	0	0	0	(1)
06:00-07:00	0	0	0	(1)
07:00-08:00	2	1	3	(2)
08:00-09:00	6	5	11	(3)
09:00-10:00	8	7	15	(4)
10:00-11:00	8	10	18	(2)
11:00-12:00	4	6	10	(0)
12:00-13:00	4	6	10	(-2)
13:00-14:00	2	7	9	(-7)
14:00-15:00	8	2	10	(-1)
15:00-16:00	9	5	14	(3)
16:00-17:00	14	7	21	(10)
17:00-18:00	8	12	20	(6)
18:00-19:00	5	9	14	(2)
19:00-20:00	2	6	8	(-2)
20:00-21:00	1	0	1	(-1)
21:00-22:00	1	1	2	(-1)
22:00-23:00	0	1	1	(-2)
23:00-24:00	1	0	1	(-1)

Comments

The maximum parking accumulation exceeding the number of spaces available can be explained by the fact that spare capacity within the farm is available in addition to the car parking spaces shown.

SURVEY DAY DETAILS FOR CW-16-C-01 / 02

Page 4

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

Site reference: CW-16-C-01

Survey date: 03/11/01

Day of week: Saturday

Survey type: Directional

AM weather:

PM weather:

Initial car park occupancy:

Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars

Motor cycles

Public service

Light goods

OGV (1)

OGV (2)

Servicing Vehicles count recorded No

Taxis are included as cars in this survey

Time	Arr 111	Dep 119	Totals 230	Parking Accum
00:00-01:00	0	0	0	(0)
01:00-02:00	0	0	0	(0)
02:00-03:00	0	0	0	(0)
03:00-04:00	0	0	0	(0)
04:00-05:00	0	0	0	(0)
05:00-06:00	0	0	0	(0)
06:00-07:00	0	0	0	(0)
07:00-08:00	1	1	2	(0)
08:00-09:00	11	13	24	(-2)
09:00-10:00	15	5	20	(8)
10:00-11:00	12	15	27	(5)
11:00-12:00	6	11	17	(0)
12:00-13:00	10	10	20	(0)
13:00-14:00	11	17	28	(-6)
14:00-15:00	5	1	6	(-2)
15:00-16:00	8	4	12	(2)
16:00-17:00	14	22	36	(-6)
17:00-18:00	15	13	28	(-4)
18:00-19:00	0	2	2	(-6)
19:00-20:00	2	2	4	(-6)
20:00-21:00	1	2	3	(-7)
21:00-22:00	0	0	0	(-7)
22:00-23:00	0	1	1	(-8)
23:00-24:00	0	0	0	(-8)

Comments

The maximum parking accumulation exceeding the number of spaces available can be explained by the fact that spare capacity within the farm is available in addition to the car parking spaces shown.

SURVEY DAY DETAILS FOR CW-16-C-01 / 03

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

Site reference: CW-16-C-01

Survey date: 04/11/01

Day of week: Sunday

Survey type: Directional

AM weather:

PM weather:

Initial car park occupancy:

Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars

Motor cycles

Public service

Light goods

OGV (1)

OGV (2)

Servicing Vehicles count recorded No

Taxis are included as cars in this survey

Time	Arr 80	Dep 78	Totals 158	Parking Accum
00:00-01:00	2	0	2	(2)
01:00-02:00	0	0	0	(2)
02:00-03:00	0	0	0	(2)
03:00-04:00	0	0	0	(2)
04:00-05:00	0	0	0	(2)
05:00-06:00	0	0	0	(2)
06:00-07:00	0	0	0	(2)
07:00-08:00	3	1	4	(4)
08:00-09:00	6	7	13	(3)
09:00-10:00	10	5	15	(8)
10:00-11:00	8	2	10	(14)
11:00-12:00	11	13	24	(12)
12:00-13:00	0	6	6	(6)
13:00-14:00	5	9	14	(2)
14:00-15:00	5	1	6	(6)
15:00-16:00	5	6	11	(5)
16:00-17:00	15	17	32	(3)
17:00-18:00	4	5	9	(2)
18:00-19:00	3	4	7	(1)
19:00-20:00	1	0	1	(2)
20:00-21:00	1	1	2	(2)
21:00-22:00	0	1	1	(1)
22:00-23:00	0	0	0	(1)
23:00-24:00	1	0	1	(2)

Comments

The maximum parking accumulation exceeding the number of spaces available can be explained by the fact that spare capacity within the farm is available in addition to the car parking spaces shown.

Site reference: CW-16-C-01 Survey date: 05/11/01 Day of week: Monday

Survey type: Directional

AM weather:

PM weather:

Initial car park occupancy:

Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars

Motor cycles

Public service

Light goods

OGV (1)

OGV (2)

Servicing Vehicles count recorded No

Taxis are included as cars in this survey

Time	Arr 59	Dep 52	Totals 111	Parking Accum
00:00-01:00	0	0	0	(0)
01:00-02:00	0	0	0	(0)
02:00-03:00	0	0	0	(0)
03:00-04:00	0	0	0	(0)
04:00-05:00	0	0	0	(0)
05:00-06:00	0	0	0	(0)
06:00-07:00	0	0	0	(0)
07:00-08:00	1	1	2	(0)
08:00-09:00	3	3	6	(0)
09:00-10:00	7	4	11	(3)
10:00-11:00	4	3	7	(4)
11:00-12:00	6	8	14	(2)
12:00-13:00	2	3	5	(1)
13:00-14:00	2	1	3	(2)
14:00-15:00	2	2	4	(2)
15:00-16:00	3	1	4	(4)
16:00-17:00	6	1	7	(9)
17:00-18:00	11	15	26	(5)
18:00-19:00	7	5	12	(7)
19:00-20:00	3	4	7	(6)
20:00-21:00	0	0	0	(6)
21:00-22:00	1	0	1	(7)
22:00-23:00	0	1	1	(6)
23:00-24:00	1	0	1	(7)

Comments

The maximum parking accumulation exceeding the number of spaces available can be explained by the fact that spare capacity within the farm is available in addition to the car parking spaces shown.

SURVEY DAY DETAILS FOR CW-16-C-01 / 05

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mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

Site reference: CW-16-C-01

Survey date: 06/11/01

Day of week: Tuesday

Survey type: Directional

AM weather:

PM weather:

Initial car park occupancy:

Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars

Motor cycles

Public service

Light goods

OGV (1)

OGV (2)

Servicing Vehicles count recorded No

Taxis are included as cars in this survey

Time	Arr 55	Dep 47	Totals 102	Parking Accum
00:00-01:00	0	0	0	(0)
01:00-02:00	0	0	0	(0)
02:00-03:00	0	0	0	(0)
03:00-04:00	0	0	0	(0)
04:00-05:00	0	0	0	(0)
05:00-06:00	0	0	0	(0)
06:00-07:00	0	0	0	(0)
07:00-08:00	1	0	1	(1)
08:00-09:00	5	4	9	(2)
09:00-10:00	4	8	12	(-2)
10:00-11:00	3	5	8	(-4)
11:00-12:00	1	0	1	(-3)
12:00-13:00	0	2	2	(-5)
13:00-14:00	1	1	2	(-5)
14:00-15:00	7	1	8	(1)
15:00-16:00	4	3	7	(2)
16:00-17:00	4	3	7	(3)
17:00-18:00	6	3	9	(6)
18:00-19:00	11	6	17	(11)
19:00-20:00	2	5	7	(8)
20:00-21:00	3	1	4	(10)
21:00-22:00	1	0	1	(11)
22:00-23:00	1	1	2	(11)
23:00-24:00	1	4	5	(8)

Comments

The maximum parking accumulation exceeding the number of spaces available can be explained by the fact that spare capacity within the farm is available in addition to the car parking spaces shown.

SURVEY DAY DETAILS FOR CW-16-C-01 / 06

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

Site reference: CW-16-C-01

Survey date: 07/11/01

Day of week: Wednesday

Survey type: Directional

AM weather:

PM weather:

Initial car park occupancy:

Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars

Motor cycles

Public service

Light goods

OGV (1)

OGV (2)

Servicing Vehicles count recorded No

Taxis are included as cars in this survey

Time	Arr 59	Dep 52	Totals 111	Parking Accum
00:00-01:00	0	0	0	(0)
01:00-02:00	0	0	0	(0)
02:00-03:00	0	0	0	(0)
03:00-04:00	0	0	0	(0)
04:00-05:00	0	0	0	(0)
05:00-06:00	0	0	0	(0)
06:00-07:00	0	0	0	(0)
07:00-08:00	2	1	3	(1)
08:00-09:00	6	5	11	(2)
09:00-10:00	7	7	14	(2)
10:00-11:00	2	3	5	(1)
11:00-12:00	1	3	4	(-1)
12:00-13:00	1	3	4	(-3)
13:00-14:00	3	3	6	(-3)
14:00-15:00	3	2	5	(-2)
15:00-16:00	7	5	12	(0)
16:00-17:00	13	2	15	(11)
17:00-18:00	7	9	16	(9)
18:00-19:00	2	3	5	(8)
19:00-20:00	3	3	6	(8)
20:00-21:00	2	3	5	(7)
21:00-22:00	0	0	0	(7)
22:00-23:00	0	0	0	(7)
23:00-24:00	0	0	0	(7)

Comments

The maximum parking accumulation exceeding the number of spaces available can be explained by the fact that spare capacity within the farm is available in addition to the car parking spaces shown.

SURVEY DAY DETAILS FOR CW-16-C-01 / 07

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mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

Site reference: CW-16-C-01

Survey date: 08/11/01

Day of week: Thursday

Survey type: Directional

AM weather:

PM weather:

Initial car park occupancy:

Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars

Motor cycles

Public service

Light goods

OGV (1)

OGV (2)

Servicing Vehicles count recorded No

Taxis are included as cars in this survey

Time	Arr 56	Dep 53	Totals 109	Parking Accum
00:00-01:00	0	0	0	(0)
01:00-02:00	0	0	0	(0)
02:00-03:00	0	0	0	(0)
03:00-04:00	0	0	0	(0)
04:00-05:00	0	0	0	(0)
05:00-06:00	0	0	0	(0)
06:00-07:00	0	0	0	(0)
07:00-08:00	1	0	1	(1)
08:00-09:00	1	3	4	(-1)
09:00-10:00	10	4	14	(5)
10:00-11:00	7	8	15	(4)
11:00-12:00	1	4	5	(1)
12:00-13:00	3	1	4	(3)
13:00-14:00	1	4	5	(0)
14:00-15:00	3	1	4	(2)
15:00-16:00	5	4	9	(3)
16:00-17:00	10	5	15	(8)
17:00-18:00	5	10	15	(3)
18:00-19:00	5	5	10	(3)
19:00-20:00	2	1	3	(4)
20:00-21:00	1	2	3	(3)
21:00-22:00	0	0	0	(3)
22:00-23:00	0	1	1	(2)
23:00-24:00	1	0	1	(3)

Comments

The maximum parking accumulation exceeding the number of spaces available can be explained by the fact that spare capacity within the farm is available in addition to the car parking spaces shown.

APPENDIX C - TRICS Self-Storage Output

Calculation Reference: AUDIT-754101-201216-1221

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
BU BUCKINGHAMSHIRE	1 days
EX ESSEX	1 days
KC KENT	2 days
WS WEST SUSSEX	1 days
03 SOUTH WEST	
WL WILTSHIRE	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	3 days
NF NORFOLK	2 days
05 EAST MIDLANDS	
NT NOTTINGHAMSHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	1 days
08 NORTH WEST	
MS MERSEYSIDE	1 days
09 NORTH	
TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 2500 to 8000 (units: sqm)
 Range Selected by User: 1000 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 17/11/16

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	3 days
Tuesday	4 days
Wednesday	3 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	16 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)	14
Edge of Town	2

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	9
Development Zone	2
Residential Zone	2
Retail Zone	1
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

B1	1 days
B8	15 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	4 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	10 days
250,001 to 500,000	2 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	4 days
1.1 to 1.5	10 days

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

Travel Plan:

Not Known	2 days
No	14 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	16 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BU-02-E-01	BIG YELLOW STORAGE	BUCKINGHAMSHIRE
	SNOWDON DRIVE		
	MILTON KEYNES		
	WINTERHILL		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	5700 sqm	
	Survey date: FRIDAY	08/03/02	Survey Type: MANUAL
2	CA-02-E-01	SELF STORAGE	CAMBRIDGESHIRE
	WESTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4400 sqm	
	Survey date: TUESDAY	22/07/03	Survey Type: MANUAL
3	CA-02-E-02	SELF STORAGE	CAMBRIDGESHIRE
	CLIFTON WAY		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	2675 sqm	
	Survey date: FRIDAY	16/10/09	Survey Type: MANUAL
4	CA-02-E-03	ARMADILLO SELF STORAGE	CAMBRIDGESHIRE
	WESTFIELD ROAD		
	PETERBOROUGH		
	NETHERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	3205 sqm	
	Survey date: THURSDAY	20/10/11	Survey Type: MANUAL
5	EX-02-E-02	BIG YELLOW STORAGE	ESSEX
	EASTERN AVENUE		
	ILFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	5350 sqm	
	Survey date: THURSDAY	11/07/02	Survey Type: MANUAL
6	KC-02-E-01	EASI STORE	KENT
	LONGFIELD ROAD		
	TUNBRIDGE WELLS		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5925 sqm	
	Survey date: TUESDAY	01/12/09	Survey Type: MANUAL
7	KC-02-E-03	BIG YELLOW STORAGE	KENT
	LONGFIELD ROAD		
	TUNBRIDGE WELLS		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5575 sqm	
	Survey date: TUESDAY	01/12/09	Survey Type: MANUAL
8	MS-02-E-01	BIG YELLOW	MERSEYSIDE
	MILL LANE		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	8000 sqm	
	Survey date: THURSDAY	09/09/10	Survey Type: MANUAL
9	NF-02-E-01	BIX BOX STORAGE	NORFOLK
	VULCAN ROAD NORTH		
	NORWICH		
	HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	2650 sqm	
	Survey date: WEDNESDAY	30/07/03	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	NF-02-E-02	BIG YELLOW STORAGE	NORFOLK
	CANARY WAY		
	NORWICH		
	RIVERSIDE		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	6830 sqm	
	Survey date: WEDNESDAY	21/09/05	Survey Type: MANUAL
11	NT-02-E-02	BIG YELLOW SELF STORAGE	NOTTINGHAMSHIRE
	LENTON LANE		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	2860 sqm	
	Survey date: THURSDAY	17/11/16	Survey Type: MANUAL
12	TW-02-E-01	1ST STORAGE	TYNE & WEAR
	STONEYGATE CLOSE		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	5500 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL
13	WL-02-E-01	BIG YELLOW SELF STORAGE	WILTSHIRE
	DRAKES WAY		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	4925 sqm	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
14	WM-02-E-02	EXTRASPACE	WEST MIDLANDS
	101 LOCKHURST LANE		
	COVENTRY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	7000 sqm	
	Survey date: TUESDAY	31/01/06	Survey Type: MANUAL
15	WS-02-E-01	SELF STORAGE	WEST SUSSEX
	DURBAN ROAD		
	BOGNOR REGIS		
	SOUTH BERSTED		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: MONDAY	06/11/06	Survey Type: MANUAL
16	WY-02-E-01	SELF STORAGE	WEST YORKSHIRE
	ST ANDREWS ROAD		
	HUDDERSFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	2500 sqm	
	Survey date: MONDAY	17/03/03	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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	4873	0.057	15	4873	0.015	15	4873	0.072
08:00 - 09:00	16	4756	0.104	16	4756	0.070	16	4756	0.174
09:00 - 10:00	16	4756	0.116	16	4756	0.093	16	4756	0.209
10:00 - 11:00	16	4756	0.103	16	4756	0.097	16	4756	0.200
11:00 - 12:00	16	4756	0.101	16	4756	0.104	16	4756	0.205
12:00 - 13:00	16	4756	0.129	16	4756	0.125	16	4756	0.254
13:00 - 14:00	16	4756	0.117	16	4756	0.129	16	4756	0.246
14:00 - 15:00	16	4756	0.106	16	4756	0.105	16	4756	0.211
15:00 - 16:00	16	4756	0.104	16	4756	0.108	16	4756	0.212
16:00 - 17:00	16	4756	0.100	16	4756	0.108	16	4756	0.208
17:00 - 18:00	16	4756	0.060	16	4756	0.104	16	4756	0.164
18:00 - 19:00	15	4873	0.034	15	4873	0.059	15	4873	0.093
19:00 - 20:00	1	5350	0.037	1	5350	0.168	1	5350	0.205
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.168				1.285	2.453	

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:	2500 - 8000 (units: sqm)
Survey date range:	01/01/01 - 17/11/16
Number of weekdays (Monday-Friday):	16
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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

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									
06:00 - 07:00									
07:00 - 08:00	15	4873	0.001	15	4873	0.001	15	4873	0.002
08:00 - 09:00	16	4756	0.014	16	4756	0.007	16	4756	0.021
09:00 - 10:00	16	4756	0.009	16	4756	0.011	16	4756	0.020
10:00 - 11:00	16	4756	0.003	16	4756	0.009	16	4756	0.012
11:00 - 12:00	16	4756	0.004	16	4756	0.005	16	4756	0.009
12:00 - 13:00	16	4756	0.003	16	4756	0.005	16	4756	0.008
13:00 - 14:00	16	4756	0.005	16	4756	0.003	16	4756	0.008
14:00 - 15:00	16	4756	0.011	16	4756	0.007	16	4756	0.018
15:00 - 16:00	16	4756	0.012	16	4756	0.012	16	4756	0.024
16:00 - 17:00	16	4756	0.008	16	4756	0.008	16	4756	0.016
17:00 - 18:00	16	4756	0.005	16	4756	0.005	16	4756	0.010
18:00 - 19:00	15	4873	0.003	15	4873	0.003	15	4873	0.006
19:00 - 20:00	1	5350	0.000	1	5350	0.000	1	5350	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.076			0.154

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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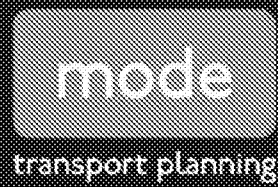
TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

CYCLISTS**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									
06:00 - 07:00									
07:00 - 08:00	15	4873	0.001	15	4873	0.000	15	4873	0.001
08:00 - 09:00	16	4756	0.000	16	4756	0.000	16	4756	0.000
09:00 - 10:00	16	4756	0.000	16	4756	0.000	16	4756	0.000
10:00 - 11:00	16	4756	0.001	16	4756	0.001	16	4756	0.002
11:00 - 12:00	16	4756	0.000	16	4756	0.000	16	4756	0.000
12:00 - 13:00	16	4756	0.001	16	4756	0.001	16	4756	0.002
13:00 - 14:00	16	4756	0.000	16	4756	0.000	16	4756	0.000
14:00 - 15:00	16	4756	0.000	16	4756	0.000	16	4756	0.000
15:00 - 16:00	16	4756	0.000	16	4756	0.000	16	4756	0.000
16:00 - 17:00	16	4756	0.001	16	4756	0.001	16	4756	0.002
17:00 - 18:00	16	4756	0.000	16	4756	0.000	16	4756	0.000
18:00 - 19:00	15	4873	0.000	15	4873	0.001	15	4873	0.001
19:00 - 20:00	1	5350	0.000	1	5350	0.000	1	5350	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004				0.004	0.008	

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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