



ttp consulting
transport planning specialists

Cinch Self Storage

Duddery Hill, Haverhill

Transport Statement

September 2022

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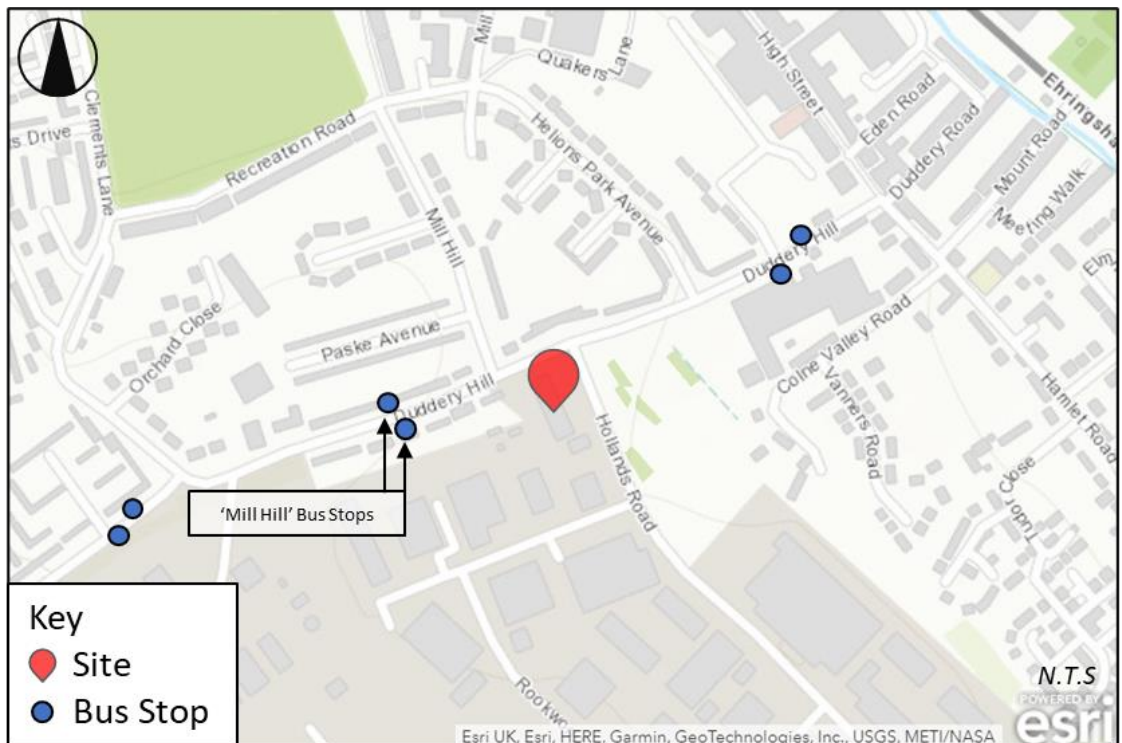
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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by Cinch Self Storage to provide traffic and transport advice in relation to the proposed development at Duddery Hill, Haverhill in the county of Suffolk. A site location plan is provided at **Figure 1.1**.

Figure 1.1 – Site Location Plan



- 1.2 The site is located on the corner of the junction of Duddery Hill with Hollands Road. At present it contains a 929 square metre car showroom and garage with external display/storage/parking areas located to the north, east and west of the building.
- 1.3 The development proposals seek to extend the existing building and change its use to enable it to be used for self storage. The extended building would have a gross floor area of 5,963 square metres and would be operated by Cinch Self Storage.
- 1.4 This report considers the effect of the development in transport terms including trip generation, access, car parking, cycle parking, deliveries and servicing. The remainder of the report is structured as follows:
- Section 2 summarises the existing situation;
 - Section 3 reviews relevant transport policies;

- Section 4 details the development proposals and considers any potential effects; and
- Section 5 provides a summary and conclusion.

2 THE EXISTING SITUATION

Site and Surrounding Area

- 2.1 The site is located to the immediate south west of the junction of Hollands Road with Duddery Hill. The site is bound by Hollands Road to the east and Duddery Hill to the north. Housing is located to the north and west of the site, whilst commercial and industrial units occupy land to the south. Land to the east of the site is undeveloped but used to be allotments.
- 2.2 Access to the site can be taken from three points, two from Duddery Hill and one from Hollands Road. An existing site plan is provided at **Appendix A**.

Local Highway Network

- 2.3 Hollands Road bounds the site to the east. The road operates in a broadly north to south east direction between Duddery Hill to the north and Bumpstead Road (the B1057) to the south east. In the vicinity of the site, Hollands Road is a single carriageway two way road that is not subject to any parking or loading restrictions.
- 2.4 Duddery Hill is a single carriageway two-way road that bounds the site to the north. It meets Hollands Road by way of a mini roundabout. In the vicinity of the site, there are no parking or loading restrictions in operation.

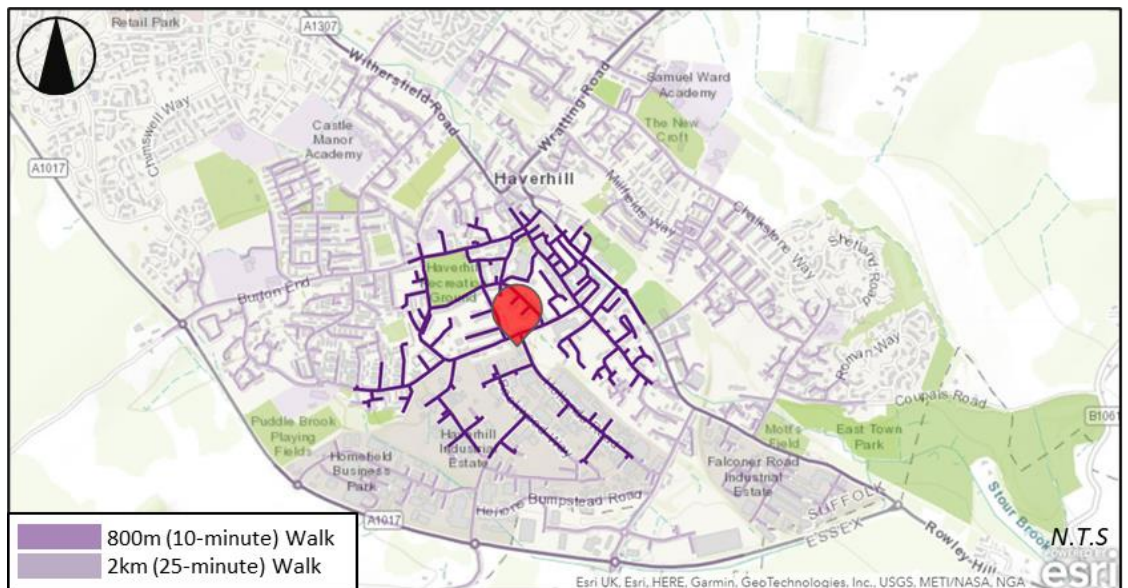
Accessibility

- 2.5 The site is accessible by a range of transport modes and is located within walking distance of residential areas and local public transport services.

Walking

- 2.6 The site benefits from being within walking distance of public transport links and residential areas where future staff of the self-storage facility may travel from. **Figure 2.1** shows an 800m and 2km walk distance from the site.

Figure 2.1 Walking Isochrone Map

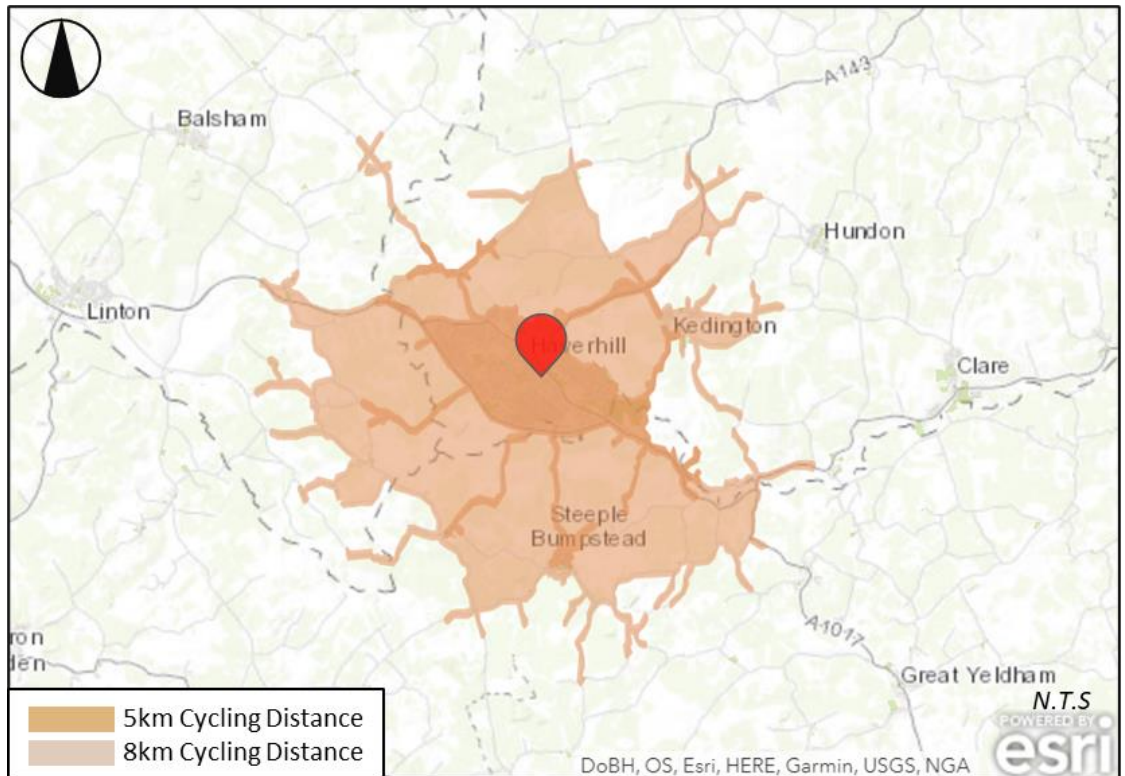


- 2.7 Footways are provided on both sides of Hollands Road and Duddery Hill. These provide access through surrounding residential areas and industrial areas to the south. The closest bus stops to the site are located on Duddery Hill approximately 1 minutes walk to the west of the site.

Cycling

- 2.8 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length. **Figure 2.2** shows a 5km and 8km cycling distance from the site. It shows that Withersfield, Kedington, Steeple Bumpstead, Drapers Green and Sturmer are accessible from the site within these distances.

Figure 2.2 – Cycling Isochrone Map



Public Transport Accessibility

Bus

- 2.9 The closest bus stops are located on Duddery Hill to the west of the site. **Table 2.2** provides detail of the services calling at these stops.

Bus Stop	Route		Frequency (every 'x' minutes)		
	No.	Destination	Mon-Fri	Saturday	Sunday
Duddery Hill 'Mill Hill'	13, 13A, 13B, X13	Cambridge - Haverhill	30	30	60
Duddery Hill 'Mill Hill'	14A, 15A	Bury St Edmunds - Chedburgh - Haverhill	60	120	-

- 2.10 Further bus services stop at Haverhill bus station, which is accessible within a 10 minute walk to the north east.

Rail

- 2.11 The nearest train station is Audley End, located approximately 18km south west of the site. Audley End station offers regular Greater Anglia services to London Liverpool Street, Norwich, Cambridge North, and Stanstead Airport. The station can be accessed using bus service 319 from the Haverhill Bus Station.

3 POLICY

National Policy

National Planning Policy Framework

3.1 The National Planning Policy Framework (NPPF) was most recently updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied.

3.2 When considering the transport effects of a development, NPPF states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

3.3 Paragraph 111 advises 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."

3.4 Paragraph 112 states that:

"Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating 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;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) 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;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

Regional Policy

Suffolk Guidance for Parking

- 3.5 The Suffolk Guidance for Parking was adopted in 2014 and most recently updated in May 2019. The document offers guidance on parking for planning authorities in the county and reflects the latest edition of the National Planning Policy Framework.
- 3.6 The guidance document contains parking standards for development. The car parking standard for storage and distribution uses is 1 space per 150 square metres of gross floor area (GFA) with 5% of spaces being wider bays suitable for use by blue badge holders. The guidance goes on to note;
- "Destination car parking guidance is identified as advised figures i.e. the amount that that the Highway Authority would expect. Any Highway Authority approval of a reduction or increase would be subject to site conditions. A lower provision may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities."*
- 3.7 Chapter 7 of the guidance advises on requirements for electric vehicle charging. For storage and distribution development, it advises that;
- "20% of all parking spaces to be fitted with a charging system, with an additional 20% of parking spaces with the infrastructure in place for future connectivity"*
- 3.8 Cycle parking should be provided at a rate of 2 spaces per 400 square metres. The guidance advises that;
- "Cycle parking provision should be secure, overlooked, covered and lit where appropriate to improve security and encourage use by staff and visitors. Standards for cycle parking are described as "spaces"."*
- 3.9 With regard to HGV parking, the guidance advises that provision should be based on operational requirements and notes that;
- "In all cases adequate provision shall be made for the parking and turning of service vehicles servicing the site, off the highway. Consideration should be given to the requirement for any overnight parking and facilities."*

Local Policy

- 3.10 The West Sussex Local Plan includes a range of documents comprising the former Forest Heath area (FHDC) and former St Edmundsbury area (SEBC) Local Plan documents.

The Haverhill Vision 2031

- 3.11 The Haverhill Vision was adopted in 2014 and provides a framework for managing the continued growth in the town over the next two decades. Chapter 4: 'Haverhill Objectives' sets the context for delivering the spatial vision and policies in the Haverhill Vision and provide a framework for monitoring performance.

- 3.12 The relevant objectives in relation to transport are as follows;

"Objective 3: To ensure that the necessary infrastructure required to meet the needs of new development is provided at the appropriate time";

"Objective 6: To ensure development is accessible to the town centre, employment locations and other services and facilities to help reduce the need to travel by unsustainable means";

"Objective 7: To support and encourage all means of sustainable and safe transport, public transport improvements, and cycleway and footway improvements";

Joint Development Management Policies Document

- 3.13 The 2015 Joint Development Management Policies Document (JDMPD) contains development policies relevant to development in West Sussex, formerly Forest Heath District Council and St Edmundsbury Borough Council. Chapter 8 of the document relates to transport and contains policy DM46 "Parking Standards". The policy advises that;

"The authority will seek to reduce over-reliance on the car and to promote more sustainable forms of transport. All proposals for redevelopment, including changes of use, will be required to provide appropriately designed and sited car and cycle parking, plus make provision for emergency, delivery and service vehicles, in accordance with the adopted standards current at the time of the application."

- 3.14 The JDMPD refers to Suffolk parking standards and also notes that;

"The availability of parking at a destination can significantly affect the choice of travel mode, and proposals for all types of town centre development and developments in locations with good accessibility to services and facilities and/or well served by public transport will be expected to minimise the number of car parking spaces provided and to demonstrate this in Transport Assessments and/or Travel Plans."

4 DEVELOPMENT PROPOSALS AND EFFECTS

Proposal Overview

- 4.1 The development proposal seeks to extend the building on site to the east and west and add two floors resulting in the gross floor area increasing to 5,963 square metres. The area surrounding the building will be reconfigured to provide bays for parking/loading and new and improved landscaping. The architect's proposed site layout plan is attached at **Appendix B**.
- 4.2 The self storage reception will be open Monday to Friday from 0800 to 1800, Saturday from 0900 to 1600 and from 1000 to 1400 on a Sunday. The site access gates will be open during these hours. Storage customers must apply to the store for approval to gain entry when the reception is not manned. These customers will be provided with an access code to gain access to the loading/unloading area and the storage building.

Access

- 4.3 It is proposed that two existing point of access will be used to serve the site, one from Hollands Road and the Duddery Hill access adjacent to the site's western boundary. The other point of access on Duddery Hill, close to the junction of Duddery Hill with Hollands Road, will be closed and reinstated as footway. The closure of this point of access is a benefit of the development as it will improve the pedestrian environment and close an access close to a junction. The Hollands Road access will be used as an entrance only, whilst vehicles will be able to enter and exit the site from Duddery Hill.

Parking

- 4.4 A total of 12 bays will be provided on site to accommodate parking and loading/unloading activity. The bays will comprise the following;
- Two bays for large vehicles;
 - Five bays for vans;
 - Two disabled car parking bays; and
 - Three standard car parking bays.
- 4.5 A total of three spaces will have electric vehicle charging points and 20% of spaces will be capable of being upgraded to provide vehicle charging in future.

- 4.6 The parking /loading provision is lower than the quantity permitted in accordance with the Suffolk Guidance for Parking, but is sufficient given the level of activity associated with self storage facilities, which attract low levels of traffic given that customers often store items for long periods and visit the site infrequently. It is envisaged that a condition would be attached to planning permission restricting use of the building to self storage only with no other use permitted within use class B8.
- 4.7 The self storage facility would have two or three members of staff and customers will be typically travelling by car or van given the need to transport bulky items to and from the site. It is proposed that a total of four cycle parking spaces will be provided, two within the building for staff and two near the storage reception area for customers. This is below the level of cycle parking required by standards specified in the Suffolk Guidance for parking, but is ample to accommodate demand given the nature of the proposed site use.

Deliveries and Servicing

- 4.8 The site has been designed to accommodate customer vehicles up to the size of a 7.5 tonne box van. This size of vehicle can be accommodated using the two large vehicle bays located on the northern frontage of the building. Refuse will be stored within the building adjacent to these loading bays allowing a refuse vehicle to stop directly outside the storage area when collecting waste and recycling material.
- 4.9 Swept path analysis showing vehicles manoeuvring to and from unloading areas on site is provided at **Appendix C**.

Development Trips

- 4.10 To enable the net effect of the development to be identified, consideration has been given to the trip generation of the proposed site use compared to the existing use of the site as a car showroom/garage.
- 4.11 The number of vehicle trips from the current site has been estimated based upon survey data for similar size car showroom sites with garage facilities in England (excluding London) obtained from the TRICS database. A copy of the TRICS data is provided at **Appendix D**, whilst **Table 4.1** provides a breakdown of vehicle trips per hour during the typical morning and peak periods and over the course of a 12 hour day.

Table 4.1 – Total Car Showroom Vehicle Trip Rates and Trip Generation (929 sq.m)

Time Period	Trip Rates per 100 sqm		Total Vehicle Trips*		
	In	Out	In	Out	Total
7am – 8am	0.530	0.064	5	1	6
8am – 9am	1.557	0.530	15	5	20
9am – 10am	1.156	1.236	11	12	23
4pm – 5pm	1.059	1.220	10	12	22
5pm – 6pm	0.562	0.995	6	10	16
6pm – 7pm	0.177	0.594	2	6	8
7am – 7pm	12.313	12.103	115	113	228

4.12 The assessment shows that the development could attract up to 23 vehicle movements per hour during the typical network peak periods and that over the course of a day, up to 115 vehicles could visit the site.

4.13 Cinch Self Storage has recorded vehicle movement to and from their 3,770 square metre (GFA) store in Leighton Buzzard from Monday 5th September 2022 to Saturday 10th September 2022. The store recorded vehicle movement during the hours that the store’s reception is manned, which is the same as proposed at Haverhill other than weekday mornings, when the store opens at 8:30am, half an hour later than proposed at Haverhill. **Table 4.2** details the number of vehicles accessing the site by type on the days recorded.

Table 4.2 – Recorded Vehicle Access Cinch Self Storage Leighton Buzzard

Date	Bicycle	Motorbike	Car	Van	Rigid HGV	Articulated HGV	Total
Mon 5 th Sept	0	0	9	7	2	0	18
Tue 6 th Sept	0	0	12	4	0	0	16
Wed 7 th Sept	0	0	6	3	0	0	9
Thu 8 th Sept	0	0	17	2	0	0	19
Fri 9 th Sept	0	0	15	2	2	0	19
Sat 10 th Sept	0	0	11	6	0	0	17

4.14 The data shows that a maximum of 19 vehicles visited the site during the period that activity was recorded. **Table 4.3** provides a profile of vehicle movement throughout the day on Thursday 8th September and an estimated profile of movement at Haverhill assuming vehicle activity increases proportionally with floor area.

Period	Leighton Buzzard recorded vehicle arrivals 08/09/2022	Haverhill predicted vehicle arrivals
8am – 9am	3	5
9am – 10am	1	2
10am – 11am	6	10
11am – 12pm	3	5
12pm to 1pm	2	4
1pm to 2pm	2	4
2pm – 3pm	1	2
3pm – 4pm	0	0
4pm – 5pm	1	2
5pm – 6pm	0	0
Daily	19	34

- 4.15 To ensure that the assessment of vehicle trip attraction of the proposed site use is robust, reference has also been made to the TRICS database to obtain survey data for comparably sized self storage warehouses in England (excluding London). A copy of this TRICS data is provided at **Appendix E**, whilst **Table 4.4** provides a breakdown of vehicle trips per hour during the typical morning and peak periods and over the course of a 12 hour day.

Time Period	Trip Rates per 100 sqm		Total Vehicle Trips*		
	In	Out	In	Out	Total
7am – 8am	0.059	0.022	4	2	6
8am – 9am	0.059	0.030	4	2	6
9am – 10am	0.192	0.155	12	10	22
4pm – 5pm	0.081	0.096	5	6	11
5pm – 6pm	0.044	0.111	3	7	10
6pm – 7pm	0.007	0.022	1	2	3
7am – 7pm	1.159	1.160	70	70	140

- 4.16 The TRICS assessment shows a greater level of activity than recorded at the Cinch store in Leighton Buzzard and therefore, for assessment purposes, the TRICS data has been used to assess the effect of the development proposals.
- 4.17 The TRICS assessment indicates that up to 12 vehicles could arrive at the site during the busiest peak hour and that some 70 vehicles would access the site per day. The majority of vehicles would be on site for less than half an hour to load/unload and the provision of 12 parking/loading bays on site is therefore ample to accommodate predicted levels of activity.

4.18 **Table 4.4** shows the net change in vehicle movement to and from the site as a result of the development proposals.

Table 4.4 – Net Change in Vehicle Trip Generation as a Result of Development			
Time Period	In	Out	Total
7am – 8am	-1	1	0
8am – 9am	-11	-3	-14
9am – 10am	1	-2	-1
4pm – 5pm	-5	-6	-11
5pm – 6pm	-3	-3	-6
6pm – 7pm	-1	-4	-5
7am – 7pm	-45	-43	-88

4.19 This assessment indicates that use of the proposed extended building for self storage would result in a reduction in vehicle movement to and from the site compared to use of the existing building as a car showroom/garage. As such, it is considered that the development proposals would not be detrimental to the operation of the local road network and would deliver some benefit through the reduction in the number of vehicular points of access to the site.

5 SUMMARY AND CONCLUSION

5.1 TTP Consulting has been appointed by Cinch Self Storage to provide transport advice in relation to the proposed development at Duddery Hill, Haverhill, Suffolk. The proposal seeks to extend the current building to provide a total GFA of 5,963 square metres which would operate as a self-storage facility.

5.2 In summary it is considered that:

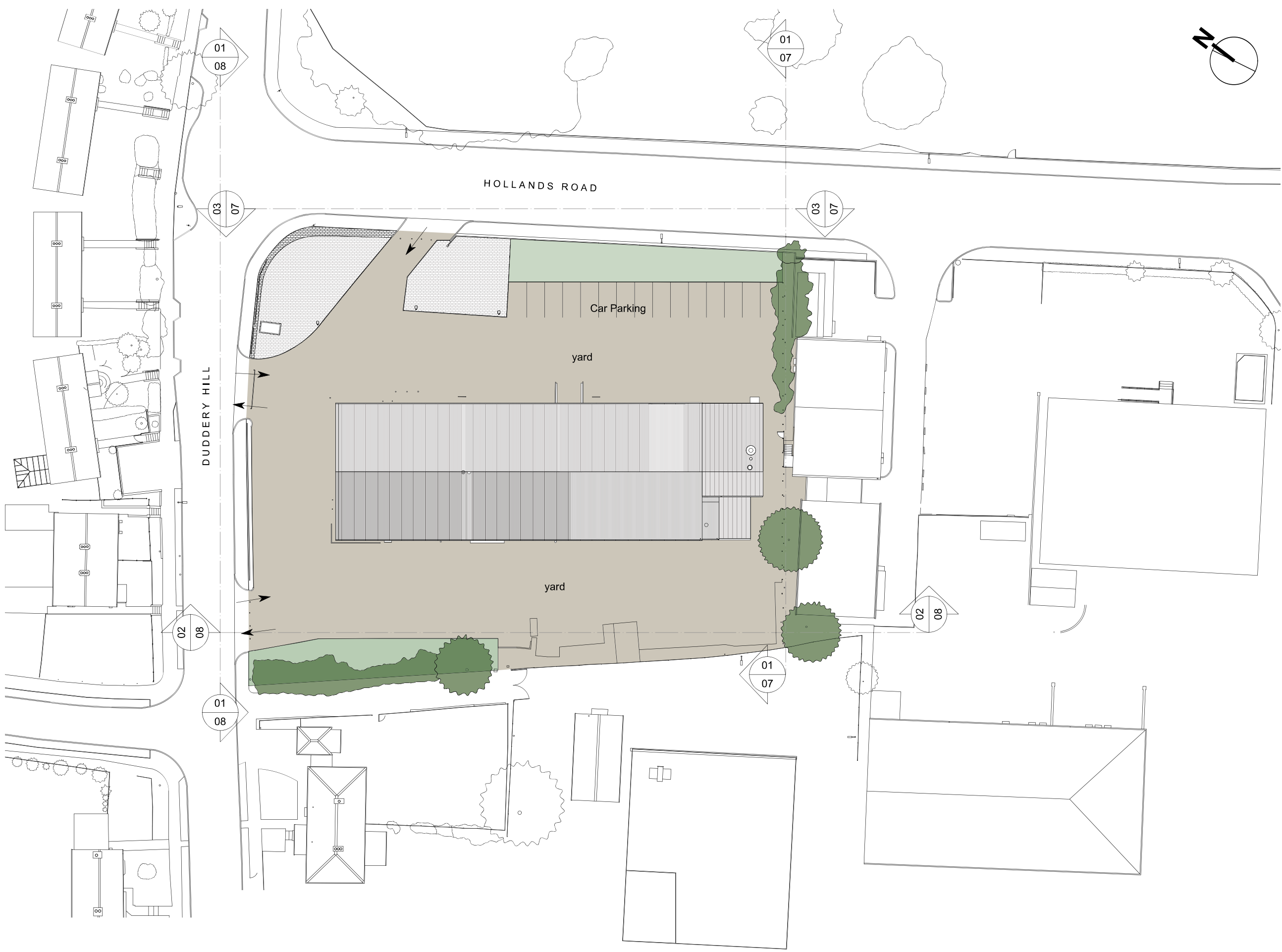
- The site is located in an established industrial area;
- The proposals will reduce the number of vehicular access points to the site from three to two;
- Ample parking/loading space has been provided to accommodate predicted levels of activity;
- The site layout enables all customer, delivery, and service vehicles to manoeuvre to and from the site in forward gear; and
- The level of vehicle trips to and from the site will be lower than the existing site use and would not affect the operation of the local road network.

5.3 The proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and paragraph 111, which 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."

Appendix A

(Existing Site Layout Plan)



Notes

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Revisions

Cinch Haverhill
 Duddery Hill, Haverhill, Suffolk CB9 8DR

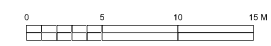
Existing
 Site Plan

ROGER MEARS ARCHITECTS LLP
 2 Compton Terrace London N1 2UN

rma@rogermears.co.uk tel 020 7359 8222
 www.rmears.co.uk fax 020 7354 5208

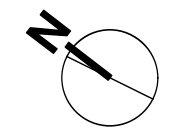
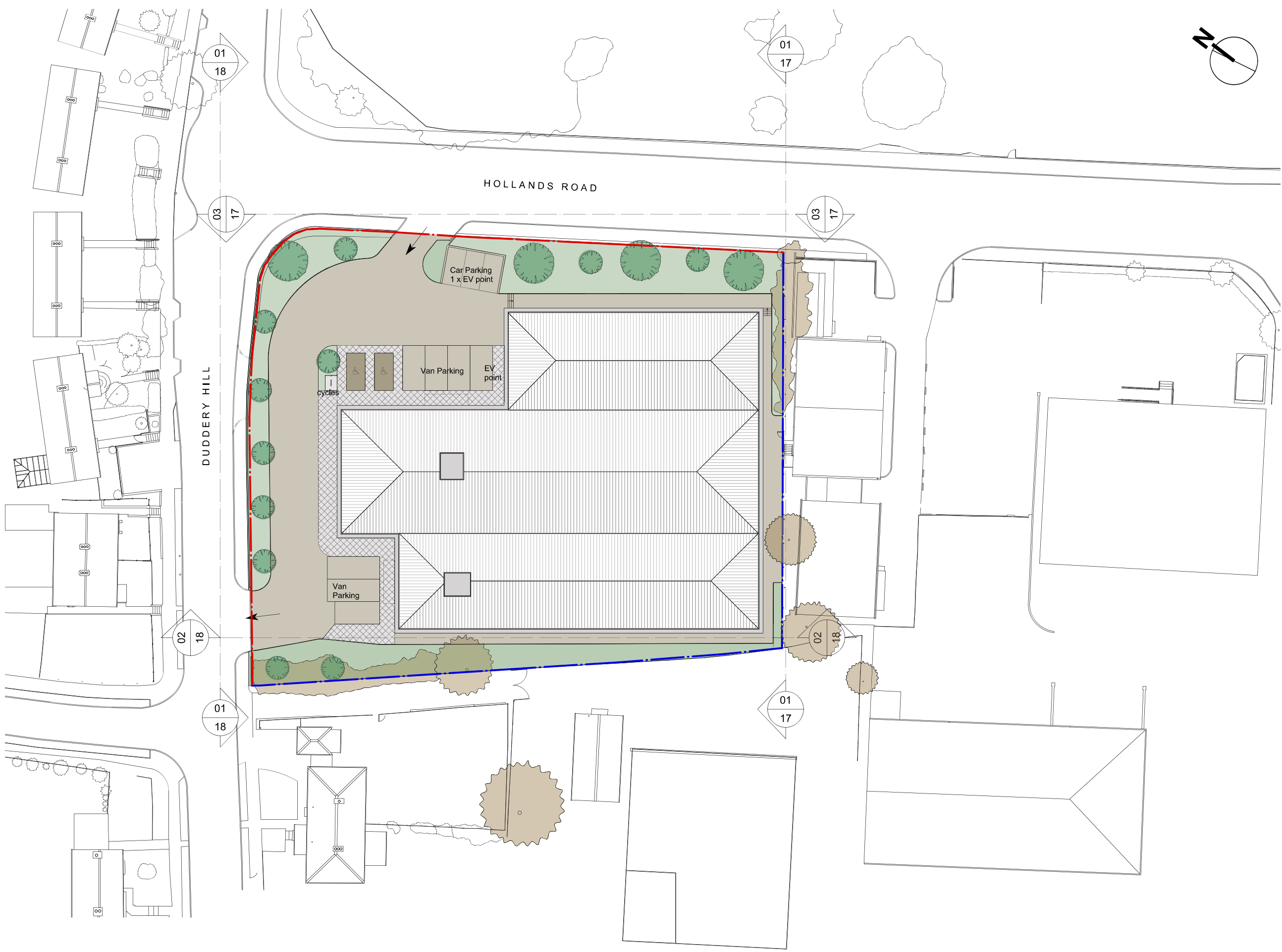
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01 Existing Site Plan
 01 1:500@A3; 1:250@A1



Appendix B

(Proposed Site Layout Plan)



Notes

FENCING
 Red dashed line indicates painted steel railings with sliding gates at entrances
 Blue dashed line indicates galvanised pallisade

A Site Layout updated 09/09/22

Revisions

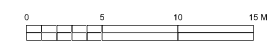
Cinch Haverhill
 Duddery Hill, Haverhill, Suffolk CB9 8DR

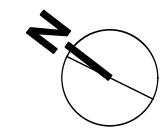
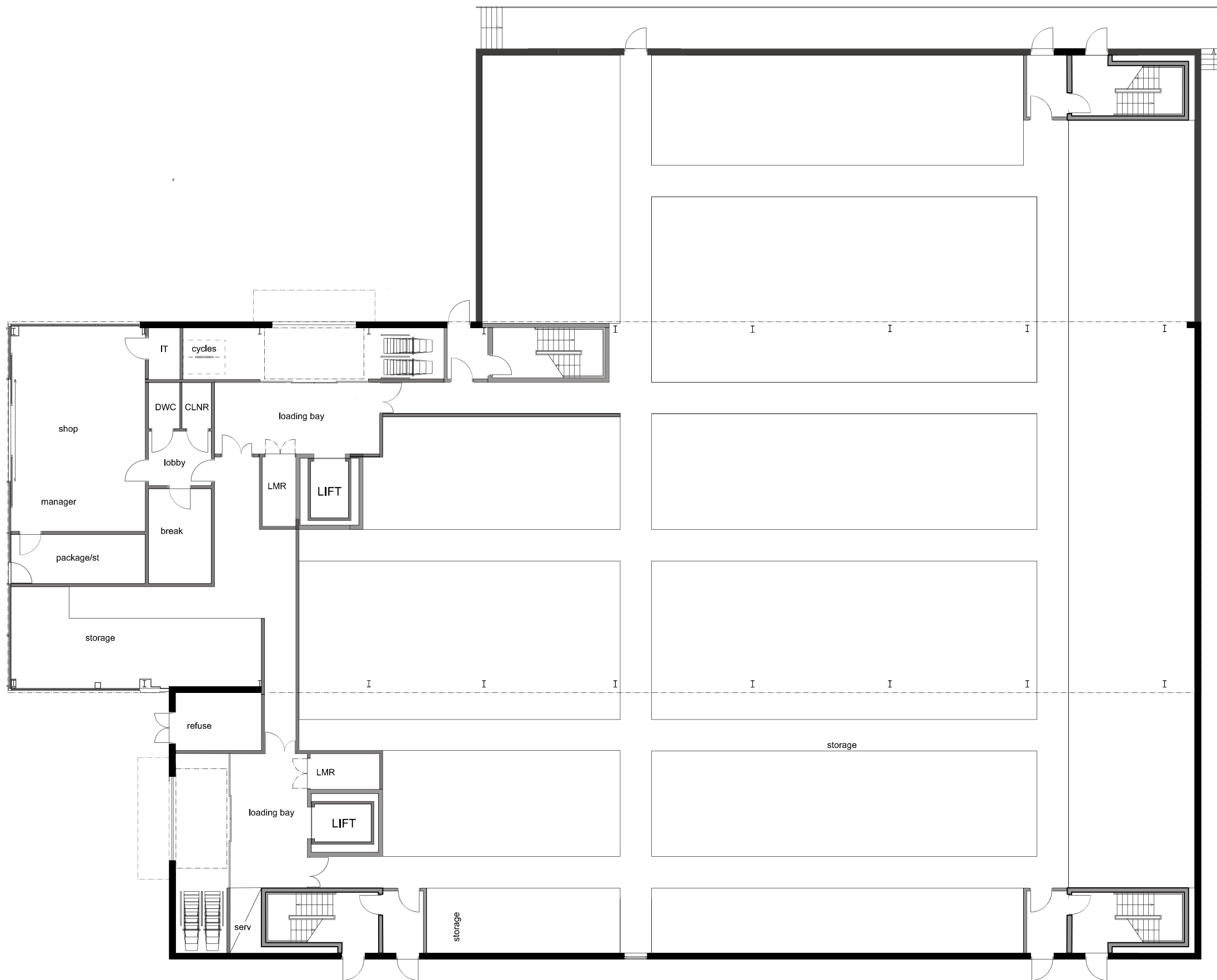
Proposed Site Plan

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 www.mears.co.uk fax 020 7354 5208

Date	Scale	Job No.	Code	Dwg No.
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01 Proposed Site Plan
 11 1:500@A3; 1:250@A1





Notes

A	Plans revised	15.09.22

Revisions

Cinch Haverhill
 Duddery Hill, Haverhill, Suffolk CB9 8DR

Proposed
 Ground Floor Plan

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 www.rmears.co.uk fax 020 7354 5208

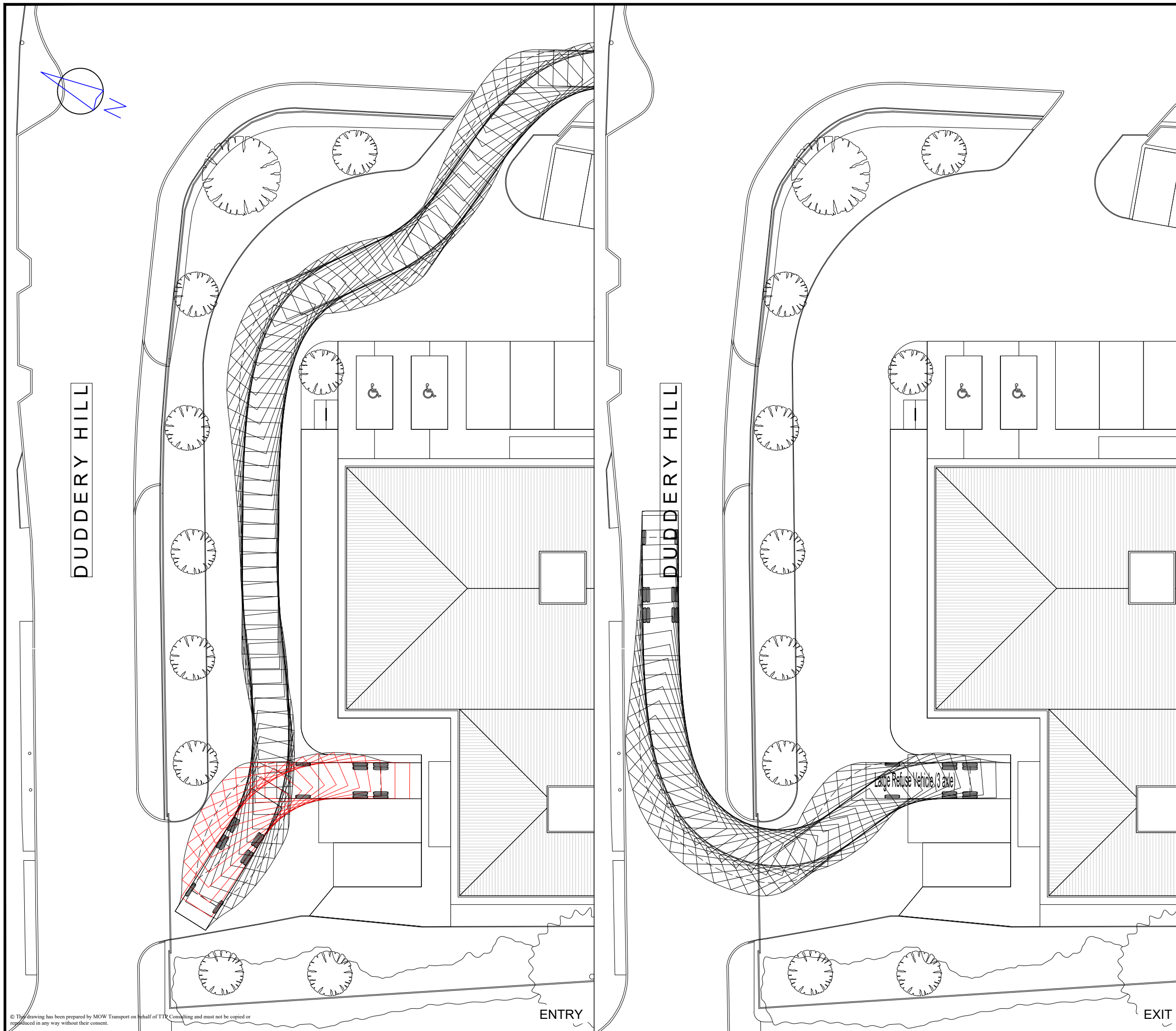
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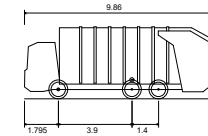


Appendix C

(Swept Path Analysis)



Rev	Details	Drawn	Checked	Date



Large Refuse Vehicle (3 axle)

Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.

Client
Cinch Self Storage

Project
Duddery Hill, Haverhill

Drawing Title
Swept Path Analysis Using a Large Refuse Vehicle

Scale
1:250 at A3

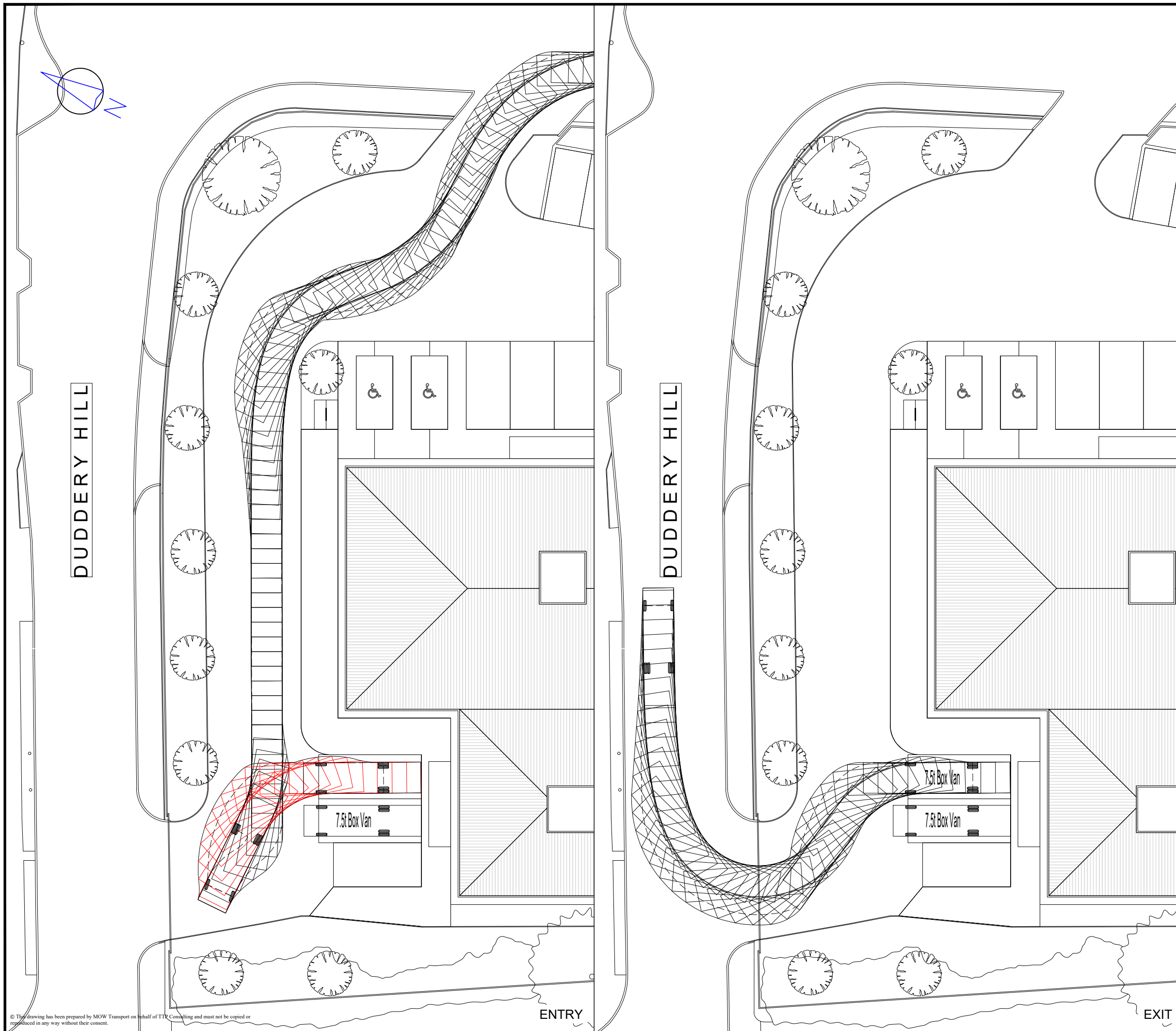
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Checked	PS	29.09.22



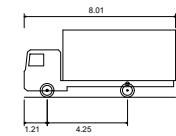
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 Tel. No. 0207 1000 753

Drawing Number	Rev
2022-4581-AT-110	•

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Rev	Details	Drawn	Checked	Date



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	7.400m

Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.

Client
Cinch Self Storage

Project
Duddery Hill, Haverhill

Drawing Title
Swept Path Analysis Using a 7.5t Box Van

Scale
1:250 at A3

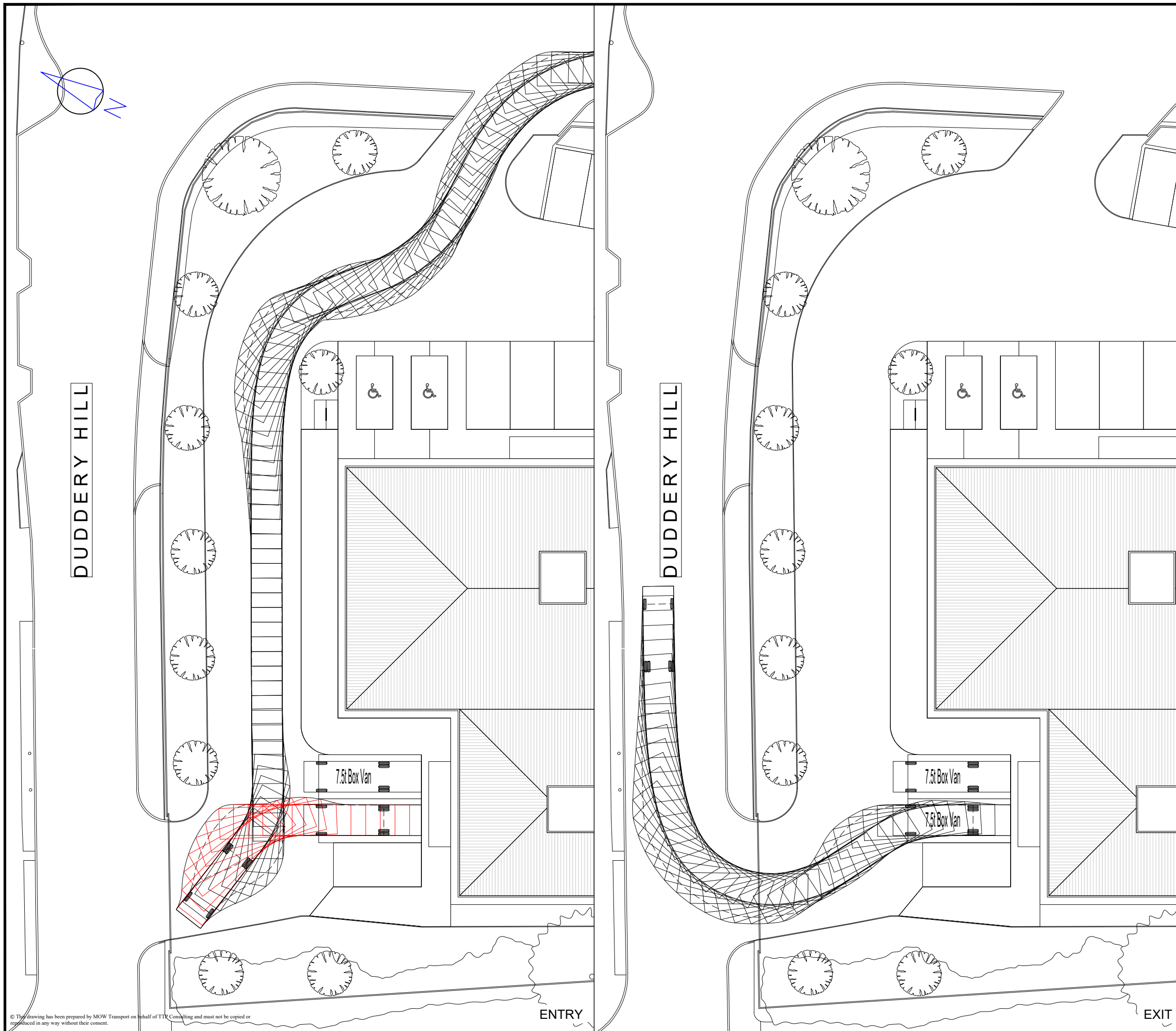
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Checked	PS	29.09.22



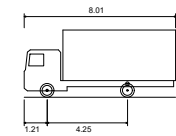
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Drawing Number	Rev
2022-4581-AT-108(1)	

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Rev	Details	Drawn	Checked	Date



7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	7.400m

Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.

Client
Cinch Self Storage

Project
Duddery Hill, Haverhill

Drawing Title
Swept Path Analysis Using a 7.5t Box Van

Scale
1:250 at A3

Drawn	MW	29.09.22
Checked	PS	29.09.22



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Drawing Number	Rev
2022-4581-AT-108(2)	

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Appendix D

(TRICS Data - Car Showrooms)

Calculation Reference: AUDIT-752101-220929-0901

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
 Category : A - CAR SHOW ROOMS
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	CB CUMBRIA	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: 500 to 1450 (units: sqm)
 Range Selected by User: 45 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 28/06/19

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Friday	3 days

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

Selected survey types:

Manual count	6 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:

Edge of Town	5
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	3
Development Zone	1
Residential Zone	1
No Sub Category	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:

Sui Generis 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	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
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5 6 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 6 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 6 days

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

LIST OF SITES relevant to selection parameters

1	CB-14-A-03 GILWILLY ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 500 sqm <i>Survey date: WEDNESDAY 11/06/14</i>	PEUGEOT	CUMBRIA	<i>Survey Type: MANUAL</i>
2	CH-14-A-01 STADIUM WAY CHESTER SEALAND IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 1050 sqm <i>Survey date: WEDNESDAY 12/11/14</i>	EVANS HALSHAW FORD	CHESHIRE	<i>Survey Type: MANUAL</i>
3	EX-14-A-02 BRAintree ROAD BRAintree Edge of Town Development Zone Total Gross floor area: 1275 sqm <i>Survey date: FRIDAY 08/07/16</i>	KIA	ESSEX	<i>Survey Type: MANUAL</i>
4	LE-14-A-05 45-49 COVENTRY ROAD LEICESTER NARBOROUGH Edge of Town Industrial Zone Total Gross floor area: 1300 sqm <i>Survey date: TUESDAY 04/11/14</i>	HONDA	LEICESTERSHIRE	<i>Survey Type: MANUAL</i>
5	WO-14-A-01 BROMYARD ROAD WORCESTER HENWICK Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: 655 sqm <i>Survey date: FRIDAY 23/05/14</i>	HONDA	WORCESTERSHIRE	<i>Survey Type: MANUAL</i>
6	WS-14-A-03 BROUGHAM ROAD WORTHING Edge of Town Residential Zone Total Gross floor area: 1450 sqm <i>Survey date: FRIDAY 17/10/14</i>	FORD	WEST SUSSEX	<i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
LN-14-A-03	No garage facilities
TW-14-A-03	No garage facilities
WY-14-A-04	No garage facilities

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 929 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	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												
06:00 - 07:00												
07:00 - 08:00	6	1038	0.530	4.921	6	1038	0.064	0.596	6	1038	0.594	5.517
08:00 - 09:00	6	1038	1.557	14.464	6	1038	0.530	4.921	6	1038	2.087	19.385
09:00 - 10:00	6	1038	1.156	10.736	6	1038	1.236	11.482	6	1038	2.392	22.218
10:00 - 11:00	6	1038	1.413	13.122	6	1038	1.124	10.438	6	1038	2.537	23.560
11:00 - 12:00	6	1038	1.348	12.526	6	1038	1.332	12.377	6	1038	2.680	24.903
12:00 - 13:00	6	1038	1.236	11.482	6	1038	1.268	11.780	6	1038	2.504	23.262
13:00 - 14:00	6	1038	1.172	10.886	6	1038	1.091	10.140	6	1038	2.263	21.026
14:00 - 15:00	6	1038	1.188	11.035	6	1038	1.445	13.421	6	1038	2.633	24.456
15:00 - 16:00	6	1038	0.915	8.500	6	1038	1.204	11.184	6	1038	2.119	19.684
16:00 - 17:00	6	1038	1.059	9.842	6	1038	1.220	11.333	6	1038	2.279	21.175
17:00 - 18:00	6	1038	0.562	5.219	6	1038	0.995	9.245	6	1038	1.557	14.464
18:00 - 19:00	6	1038	0.177	1.640	6	1038	0.594	5.517	6	1038	0.771	7.157
19:00 - 20:00	1	1050	0.000	0.000	1	1050	0.857	7.963	1	1050	0.857	7.963
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			12.313	114.373			12.960	120.397			25.273	234.770

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:	500 - 1450 (units: sqm)
Survey date date range:	01/01/14 - 28/06/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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.

Appendix E

(TRICS Data - Self Storage)

Calculation Reference: AUDIT-752101-220926-0943

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	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: 3100 to 5500 (units: sqm)
 Range Selected by User: 3000 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 15/10/21

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	2
No Sub Category	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:

B8 3 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0 2 days
1.1 to 1.5 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

- | | | | |
|---|--|-------------|----------------------------|
| 1 | CB-02-E-01 BOX CLEVER SELF STORAGE
MILLBROOK ROAD
CARLISLE
KINGSTOWN IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 3100 sqm
<i>Survey date: FRIDAY</i> <i>15/10/21</i> | CUMBRIA | <i>Survey Type: MANUAL</i> |
| 2 | TW-02-E-01 1ST STORAGE
STONEYGATE CLOSE
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 5500 sqm
<i>Survey date: MONDAY</i> <i>13/06/16</i> | TYNE & WEAR | <i>Survey Type: MANUAL</i> |
| 3 | WL-02-E-01 BIG YELLOW SELF STORAGE
DRAKES WAY
SWINDON

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 4925 sqm
<i>Survey date: WEDNESDAY</i> <i>21/09/16</i> | WILTSHIRE | <i>Survey Type: MANUAL</i> |

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/E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 5963 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	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												
06:00 - 07:00												
07:00 - 08:00	3	4508	0.059	3.527	3	4508	0.022	1.323	3	4508	0.081	4.850
08:00 - 09:00	3	4508	0.059	3.527	3	4508	0.030	1.764	3	4508	0.089	5.291
09:00 - 10:00	3	4508	0.192	11.463	3	4508	0.155	9.259	3	4508	0.347	20.722
10:00 - 11:00	3	4508	0.133	7.936	3	4508	0.126	7.495	3	4508	0.259	15.431
11:00 - 12:00	3	4508	0.074	4.409	3	4508	0.059	3.527	3	4508	0.133	7.936
12:00 - 13:00	3	4508	0.185	11.022	3	4508	0.192	11.463	3	4508	0.377	22.485
13:00 - 14:00	3	4508	0.118	7.054	3	4508	0.096	5.732	3	4508	0.214	12.786
14:00 - 15:00	3	4508	0.089	5.291	3	4508	0.133	7.936	3	4508	0.222	13.227
15:00 - 16:00	3	4508	0.118	7.054	3	4508	0.118	7.054	3	4508	0.236	14.108
16:00 - 17:00	3	4508	0.081	4.850	3	4508	0.096	5.732	3	4508	0.177	10.582
17:00 - 18:00	3	4508	0.044	2.645	3	4508	0.111	6.613	3	4508	0.155	9.258
18:00 - 19:00	3	4508	0.007	0.441	3	4508	0.022	1.323	3	4508	0.029	1.764
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.159	69.219			1.160	69.221			2.319	138.440

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:	3100 - 5500 (units: sqm)
Survey date range:	01/01/14 - 15/10/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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