

Ribble Valley Properties Ltd

# **Land at Higher College Farm, Longridge**

## **Transport Statement**

Ref: T3675 Rev 0

May 2022

**PSA Design Limited**  
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Document Control Sheet

## Land at Higher College Farm, Longridge

### Transport Assessment

Job	Date	Issue	Copy
T3675	May 2022		
<i>Originator.....PB.....</i>			
<i>Checker..... DW.....</i>			
<i>Approver..... DW.....</i>			

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## 1.0 Introduction

1.0.1 PSA Design Ltd has been commissioned to prepare this Transport Statement (TS), to support a Planning Application for proposed commercial units on land at Higher College Farm in Longridge.

1.0.2 The purpose of this TS is to appraise the Local Planning Authority (LPA) and the Local Highway Authority (LHA), of the highway and transport implications of the proposed development of the site.

1.0.3 The structure of this TA report is as follows:

- A description of the site location and its existing use;
- A description of the local highway network in the vicinity of the site and its accessibility by non-car modes;
- A description of the development proposals, including parking, trip generation and servicing;
- A review of the transport implications of the development proposals; and
- Summary and conclusions.

1.0.4 It should be noted that the site received planning approval in 2017, subject to conditions, under planning reference 3/2017/0602 for:

**Outline planning permission for industrial units (use classes B1, B2, B8) and associated access, parking, landscaping and services infrastructure with all matters reserved except access. Change of use of farmhouse to office (B1).**

1.0.5 In addition, pre-application advice was sought from the LHA with respect to the current proposals. The LHA made the following comments.

- The previously approved access arrangements on application 3/2017/0602 are required for this application and the agreed off-site highway works listed on the decision.

- The internal layout should direct all vehicle, pedestrian and cycle movements to the new access.
- The intensification of vehicle and pedestrian movements of the existing lane is not supported due to the sub-standard geometry.
- The improvement of the existing lane is not necessarily supported unless a potential in/out arrangement is formed but this requires a full re-design of both points of access and visibility splays are likely to be problematic to achieve on Lower Lane to the east side of the lane.
- The previous approval was for B1, 2 and 8 and I note a nursery (1.5 per 2 staff plus 10 drop off spaces), gym (1:22sqm), health care (4 per consulting room) and café (1:8sqm) are mentioned on the site layout concept which would be the new class E in the most part – I have attached the parking standards for all these uses (class E is not included so use the former A, B and D classes) and these need to provide to the maximum standards because we cannot have any overspill of car parking onto Lower Lane. Secure covered cycle parking should be of high quality and can be a shared provision in areas of high natural surveillance. Electric vehicle charging is essential.
- Tracking for a 11.2m refuse wagon, as a minimum, internally to allow all vehicles to enter and exit Lower Lane in forward gear. Any larger vehicles anticipated subject to the end users must be anticipated and designed accordingly.
- Separate footways internally are required to connect the site to the wider highway network to support staff and potentially customers arriving on foot. The concept layout does not show this and this is not supported.

1.0.6 It is confirmed that the above comments have been taken into account when preparing the submitted application.

## **2.0 Existing Conditions**

### **Site Location**

- 2.0.1 The location of the site is shown in **Figure 1**. It is located to the east of Longridge town centre and approximately 10 kilometres to the north west of Preston city centre.
- 2.0.2 The site is shown in more detail in **Figure 2** and consists of the field to the south of Lower Road with an existing detached three storey farmhouse to the southern side of the site with single storey extensions, an existing detached single storey garage/ carport lies to the western side of the house.
- 2.0.3 The site is defined by mature existing hedgerows to the northern and eastern boundaries, with the existing access track running from Lower Road to the house along the western site boundary. The site contains some existing trees and there are existing trees adjacent to the western boundary and within the site. The overall site is approximately rectangular on plan and on a north to south axis, with Lower Road being to the northern side. There is gradual slope in ground level from north to south.
- 2.0.4 There is an existing access to the site from Lower Road in the form of a simple priority T junction that serves the existing farm house and some third party land to the west.

### **Local Highway Network**

- 2.0.5 As previously stated the site has frontage onto Lower Road which routes from Longridge to the west of the site to the A59 to the east of the site. Along the site frontage Lower Road is a single carriageway road, with a footway on its northern side and is subject to a 30mph speed limit. It is also a bus route.
- 2.0.6 Taking the above into account it is considered that the site has very good connections to the local and regional road network.

### **Accessibility by Non-Car Modes**

- 2.0.7 Although the site has previously received planning approval for commercial development and is therefore considered suitable for such a land use, a review of its accessibility by non-car modes has been undertaken to ensure a robust assessment is undertaken.

**Public Transport – Bus**

2.0.8 The Institution of Highways and Transportation Document “Guidelines for Planning for Public Transport in Developments” states that the acceptable walking distance for access to a bus facility from new development is 400m. The nearest bus stops to the site are located on Lower Road, with the eastbound stop being approximately 60m east of the site access and the westbound bus stop approximately 240m west of the site access, therefore both within the acceptable walking distance.

2.0.9 These bus stops served by the routes and frequencies as shown in **Table 1**.

Bus Service	Route	Frequency		
		Mon - Fri	Saturday	Sunday
5	Clitheroe - Chipping	60mins	60mins	120mins
5A	Clitheroe - Chipping	2 per day	2 per day	-
45	Preston - Blackburn	60mins	60mins	120mins

**Table 1 – Bus Routes on Lower Road**

2.0.10 It is evident therefore, that the site is served by good frequency bus services which will give future employees of the proposed development the opportunity to travel to the site by bus.

**Pedestrians**

2.0.11 As previously stated, there is a footway on the northern side of Lower Road which enables pedestrians to access the site from the residential areas of Longridge to the west of the site. The proposed site access arrangements also provide a pedestrian refuge on Lower Road to enable safe crossing by pedestrians.

2.0.12 With consideration of walking distances, the Institute of Highways and Transportation (IHT) produced their ‘Guidelines for Journeys on Foot’ in 2000 which suggests that around 80% of walk journeys and walk stages in urban areas are less than 1 mile with the average length of a walk journey being just 1km (0.6 miles). The former Planning Policy Guidance Note 13 ‘Transport’ (PPG13) also recognises that walking is the most important mode of travel at the local level and has the greatest potential to replace car trips for distances up to 2 kilometres. Therefore, the 1 and 2km walking catchment areas are shown in **Figure 3** and demonstrate most of Longridge is within a convenient walking distance of the proposed development.

**Cycle**

- 2.0.13 By reference to the LCC Mario on-line mapping it is evident that Lower Road is part of the Ribble Valley Northern Loop cycle route, which connects to other cycle routes in the area ensuring that the proposed development is readily accessible by those future employees wishing to cycle to work.
- 2.0.14 In relation to cycling, the former PPG13 recognises that cycling can be a substitute for car trips, particularly for journeys under 5km. Such a catchment area for the site is shown in **Figure 4**. It is evident that the site is readily accessible by cycle from many residential areas surrounding the site.
- 2.0.15 Taking the above into account it is considered that there is potential for cycling trips to replace some car trips to, and from, the proposed development for commuting purposes.



## 3.0 Development Proposals

### Proposed Development

- 3.0.1 The proposed development of the site will provide new commercial buildings to satisfy the demand for small to medium size business units that can be used to cater for a wide range of individual requirements, with the buildings having flexibility designed to allow them to respond to individual needs which would include commercial, business and service as well as light industrial and to be suitable for storage.
- 3.0.2 The main central courtyard accommodates vehicular and pedestrian circulation through the site with parking and forecourts arranged off this. Each unit has its own designated parking and forecourt area, with additional car and bicycle parking spread around the whole site as shown in the proposed site plan included at **Appendix A**. The total building footprint of the proposed site occupies 22.2% of the overall 1.53ha site area
- 3.0.3 As shown on the proposed site plan, the proposed development will be accessed from Lower Road via a new simple priority T junction approved as part of the previous planning application and included at **Appendix B**. The access location provides visibility splays in both directions in accordance with the 85<sup>th</sup> percentile speeds, thereby ensuring no safety concern in this regard.
- 3.0.4 The proposed access will provide a 7.3 metre wide access road into the site and appropriate bellmouth radii to accommodate the vehicles likely to access the site. Footways will be provided around the access bellmouth, with dropped kerbs and tactile paving provided to enable safe crossing of the site access road.
- 3.0.5 In addition, and as shown on the proposed site layout, pedestrian access to the proposed development will be provided from the existing footway on the northern side of Lower Road by means of a pedestrian refuge. This will ensure that the site is readily accessible by foot from nearby residential properties to the west of the site and the bus stop to the east.
- 3.0.6 The existing access off Lower Road is to be retained to maintain existing access arrangements for the farmer on to adjacent fields only. A new gateway is to be installed to separate this with the new roads serving the main development and the southern part of the site including the house conversion.

- 3.0.7 Pedestrian access throughout the site will be available via a network of footways that connect to the proposed footways at the site access. This will ensure safe and convenient access for future staff and visitors to the site.
- 3.0.8 With regards to car parking provision, the total Gross Internal Floor area is 5,265sqm it is understood that the relevant parking standards are 1 space per 35sqm for Light Industry which is considered to be the most appropriate land use for the proposed development. Therefore, using these parking standards the required parking provision for the site is 151 spaces and it is confirmed that this number is proposed and includes 15 accessible spaces. This will also include electric vehicle charging spaces with the number and location to be agreed with the LHA.
- 3.0.9 15 cycle parking spaces are also which will be lockable, secure and enclosed. It should also be noted that 6 motorcycle parking spaces are also to be provided.
- 3.0.10 Suitable turning facilities are also provided within the site to ensure that large articulated vehicles, including refuse vehicles, can satisfactorily manoeuvre within the site without conflicting with parking spaces. Swept path analysis drawings are enclosed at **Appendix C**.
- 3.0.11 It should also be noted that the previously approved improvement to the Corporation Arms junction will also be undertaken as part of this current application.
- 3.0.12 Taking the above into account it is considered that access to the proposed development can be satisfactorily achieved and would not create unsafe conditions on the local road network.

## 4.0 Transport Impact of the Proposed Development

### Introduction

- 4.0.1 It is considered that the additional development proposed over that previously approved would not result in a significant impact on the operation of the site access or the wider road network. However, in order to quantify the potential trip generation attributable to the proposed development, the TRICS database has been interrogated for the categories of 'Employment – Industrial Estate'. Sites in England, excluding Greater London, and with a GFA of up to 10,000sqm have been chosen from the database. The resulting TRICS output is included at **Appendix D** and the trip rates are summarised below in **Table 2**.

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Industrial Estate	0.614	0.329	0.943	0.204	0.455	0.659

**Table 2 – Weekday Trip Generation Rates (per 100sqm GFA)**

- 4.0.2 Using the trip generation rates shown in **Table 2** the resulting trip generation of the proposed uses are as shown in **Table 3**.

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Industrial Estate (5,265sqm)	32	17	49	11	24	35

**Table 3 – Trip Generation for Proposed Development**

- 4.0.3 **Table 3** shows that the proposed development would generate 49 two-way vehicle trips during the weekday AM peak hour and 35 two-way vehicle trips during the weekday PM peak hour.
- 4.0.4 It is considered that given the location of the proposed development the predicted generated traffic flows are not significant and would not have a severe impact on the operation of the local road network in the vicinity of the site.

**Construction Phase**

- 4.0.6 The site is located on a route that is suitable for HGVs and, therefore, the construction phase is unlikely to have a significant impact on the operation of the transport network.

**Accident Data**

- 2.0.16 By reference to the LCC Mario online mapping it has been established that there has been 1 recorded personal injury accident on the road network in the vicinity of the site within the period shown on the mapping.
- 2.0.1 This PIA occurred on 7<sup>th</sup> May 2018 at the junction of Lower Road and Hollin Hall Drive to the west of the site. The incident involved 2 cars and resulted in slight injuries to 3 of the occupants.
- 2.0.2 Taking this into account it is considered that there are no inherent road safety issues in the vicinity of the site.

## 5.0 Summary and Conclusions

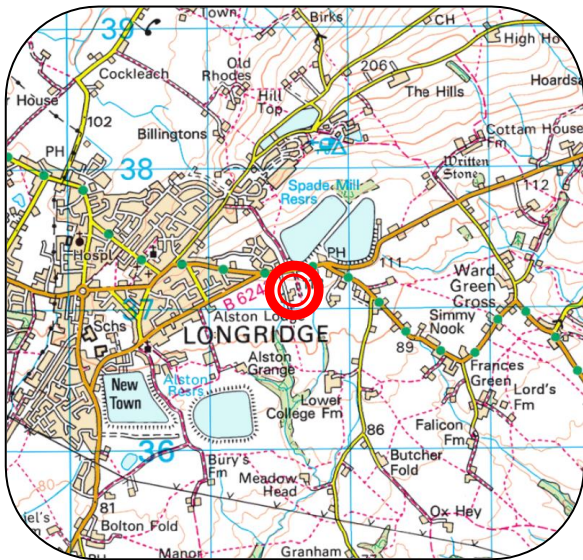
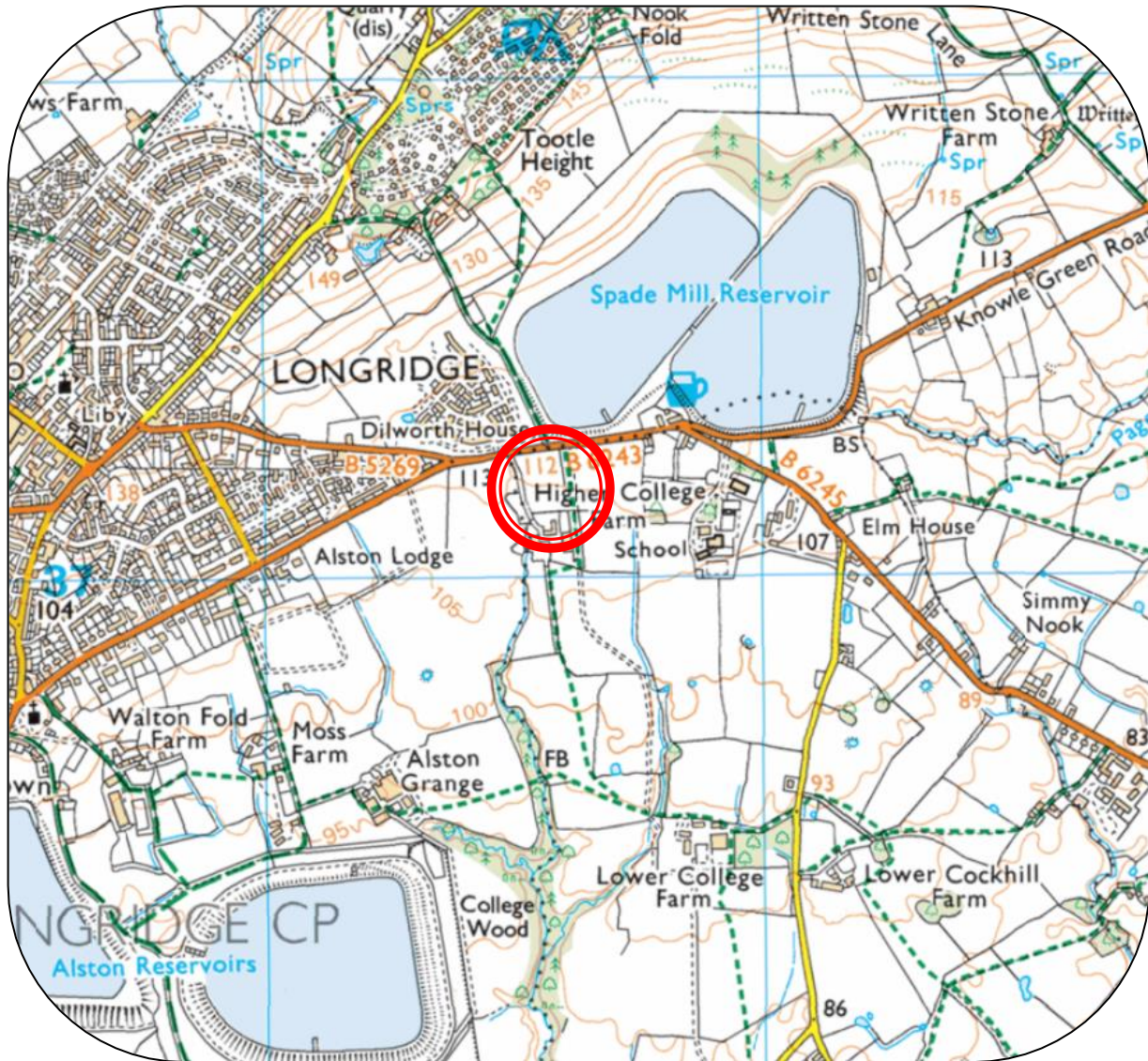
5.0.1 This Transport Statement has considered the transport implications of a proposed commercial development at Higher College Farm in Longridge. The information presented can be summarised as follows:

- **Site Description** – The site is located to the east of Longridge town centre and approximately 10 kilometres to the north west of Preston city centre. The overall site is approximately rectangular on plan and on a north to south axis, with Lower Road being to the northern side. There is gradual slope in ground level from north to south. There is an existing access to the site from Lower Road. The site is accessible by sustainable transport as bus services operate close to the site and there is also existing cycle and pedestrian facilities adjacent to the site. This provides potential for future employees to walk, cycle or use public transport to travel to the proposed development.
- **Proposed Development** – The proposed development of the site will provide new commercial buildings to satisfy the demand for small to medium size business units that can be used to cater for a wide range of individual requirements. The development will be accessed via a new priority T junction with Lower Road, which was approved as part of a previous planning application and provide car parking spaces within the site in accordance with the appropriate parking standards. Accessible and electric vehicle parking will be included within the site. Parking facilities will also be provided for cycles and motorcycles within the site.
- **Transport Impact** – The traffic that is likely to be generated by the proposal has been established and is considered is unlikely to result in the proposed development having a severe impact on the operation of the local road network. An examination of the road safety data for the local highway network shows that there is no evidence of a significant road safety problem in the vicinity of the proposed site access or on the local road network.

5.0.2 **In light of the above, it is concluded that the proposed development should not have a material impact in terms of highway operation and safety.**

## FIGURES





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**PSA**  
DESIGN

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Client  
Job  
Title

**Ribble Valley Properties Ltd**  
**Higher College Farm, Longridge**  
**Site Location Plan (indicative site boundaries shown)**

Drawn  
Checked  
Approved

HP  
DLW  
DLW

Date  
Scale

**May 2022**  
**NTS**

Drawing No.  
**Figure 1**  
Rev

engineering your environment  
CIVIL, STRUCTURAL, GEOTECHNICAL, TRANSPORT





**Site Location**

Client	Ribble Valley Properties Ltd
Job	Higher College Farm, Longridge
Title	Site Area Plan

Drawn	HP
Checked	DLW
Approved	DLW

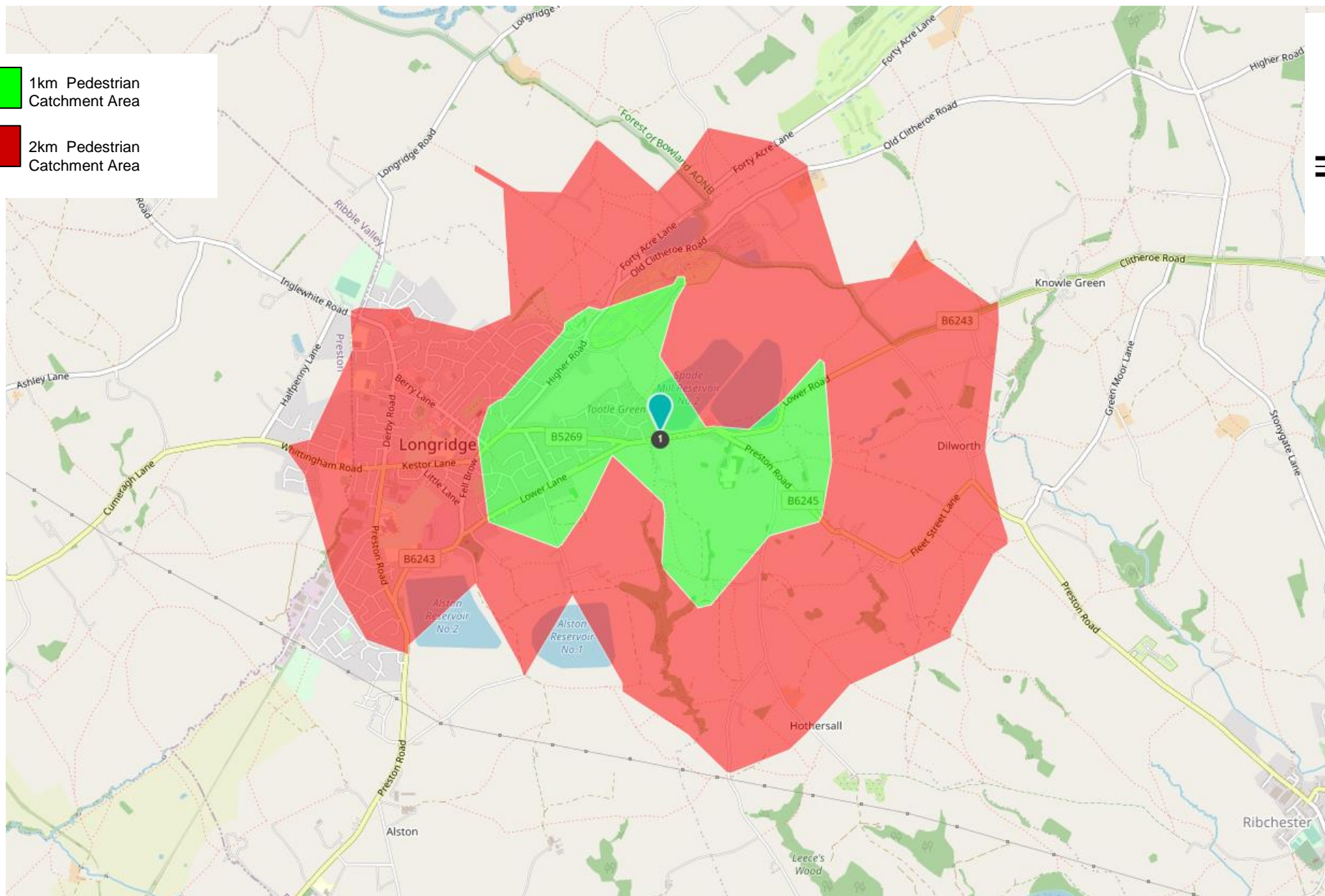
Date	May 2022
Scale	NTS

Drawing No.	Figure 2			
Rev				



1km Pedestrian  
Catchment Area

2km Pedestrian  
Catchment Area



**PSA**  
DESIGN

PSA Design  
The Old Bank House  
6 Berry Lane, Longridge  
Preston, PR3 3JA  
Tel. 01772 786066

Client

**Ribble Valley Properties Ltd**

Drawn

HP

Date

**May 2022**

Drawing No.

**Figure 3**

Job

**Higher College Farm, Longridge**

Checked

DLW

Scale

**NTS**

Rev

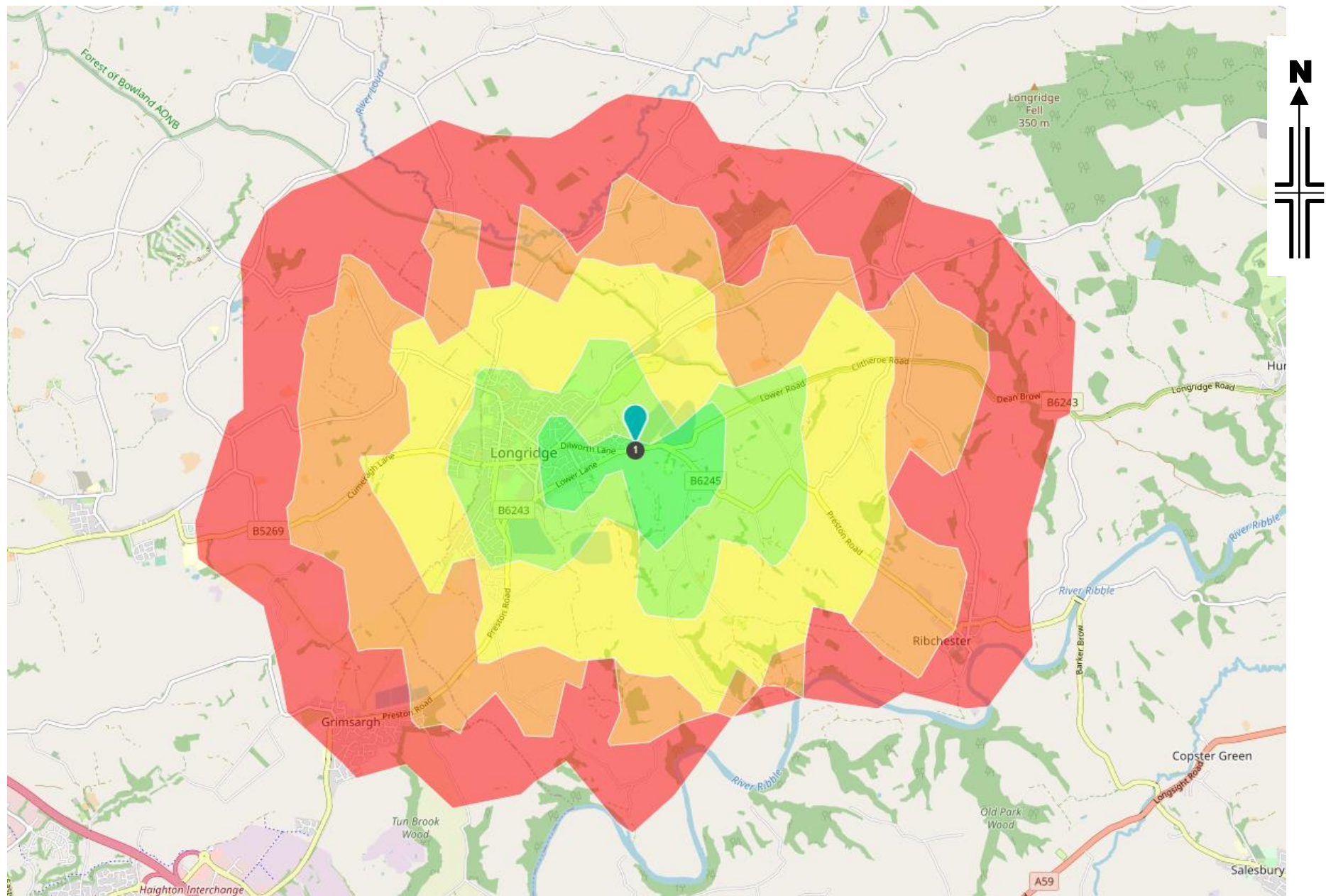
Title

**1km & 2km Walking Catchment Areas**

Approved

DLW

1 2 3 4 5 6 7 8 9 10



**PSA**  
DESIGN

PSA Design  
The Old Bank House  
6 Berry Lane, Longridge  
Preston, PR3 3JA  
Tel. 01772 786066

Client

**Ribble Valley Properties Ltd**

Job

**Higher College Farm, Longridge**

Title

**5km Cycling Catchment Area (1km increments)**

Drawn

HP

Checked

DLW

Approved

DLW

Date

**May 2022**

Scale

**NTS**

Drawing No.

**Figure 4**

Rev

1 2 3 4 5 6 7 8 9 10

## **Appendix A – Proposed Site Plan**





- Legend**
- A 30x15M building providing 5 No. units with potential for first floor / mezzanine
  - B 30x15M building providing 5 No. units with potential for first floor / mezzanine
  - C 54x12M building providing 9 No. units with potential for first floor / mezzanine
  - D 18x9M building providing 3 No. smaller units with spacious south / west external forecourt. (This could be ideal for use a gym, opposite to the proposed treatment rooms / offices, with a south facing external terrace and potential for first floor / mezzanine)
  - E 42x9M building providing 7 No. units with double frontages which are ideal for craft based artisan uses. The eastern units would benefit from a large south / east facing terrace and garden. This is close to the offices and with potential for first floor / mezzanine.
  - F 15x5M single storey extension wing to the existing house to provide additional office space
  - G 24x6M single storey extension to the existing house to provide additional office, or treatment rooms
  - H Existing house to be converted into offices
  - I Carport / garage to be converted into meeting room suite
  - J 18x9M building providing 3 No. units with potential for first floor / mezzanine.
  - K 18x10.5M building providing 3 No. units with potential for first floor / mezzanine
  - L 18x12M building providing 3 No. units with potential for first floor / mezzanine
  - M Retain existing access and drive off Lower Road to maintain existing access arrangements for farmer on to adjacent fields only. New gateway installed to separate this with the new roads serving the main development
  - N South facing central courtyard to organise the various new buildings and create a space and synergy for various uses to work together and attract visitors. This is an important part of the whole design concept, and a considered hard and soft landscaping scheme would encourage all year around use for the businesses to display / operate.
  - O Open grassed area to character and appearance of the attractive rural setting with Wildflower Meadow areas planted, to enhance wildlife and fauna
  - P Parking and forecourt areas with electric car charging points installed with PV solar panels on south facing roofs as part of the sustainable aims for this development. Designated secure bicycle parking areas are to be provided within the development site to encourage sustainable forms of transport.
  - Q New development roads to link with the existing drive to continue to serve the southern part of the site including the house conversion
  - R Existing hedgerow to be retained
  - S Pedestrian crossing
  - T Position for new tree planting
  - U New hedgerow planted
  - V Proposed new vehicular access serving the proposed development

REV A Ex. drive retained for access to the house and various associated layout changes. Schedule updated 18/10/2021 SGH

REV B Internal road altered and parking area adjacent Building E increased. Car charging points added and wild flower areas added 27/10/21

REV C Sedum roof added to Building I 24/11/2021

REV D Entrance arrangements updated 09/12/21

REV E Bin store compounds added 13/12/21 SGH

REV F Bin store / parking next to the house altered to suit swept path study 16/12/21 SGH

REV G Additional trees and green areas added as per pre-app comments 31/03/22 SGH

Client  
Ribble Valley Property Ltd

Job Title  
Proposed Development of Land at Higher College Farm Longridge

Drawing Title  
Proposed Site Layout Plan

Scale 1/500 @ A1 Date Sept. 2021 Drawn SGH

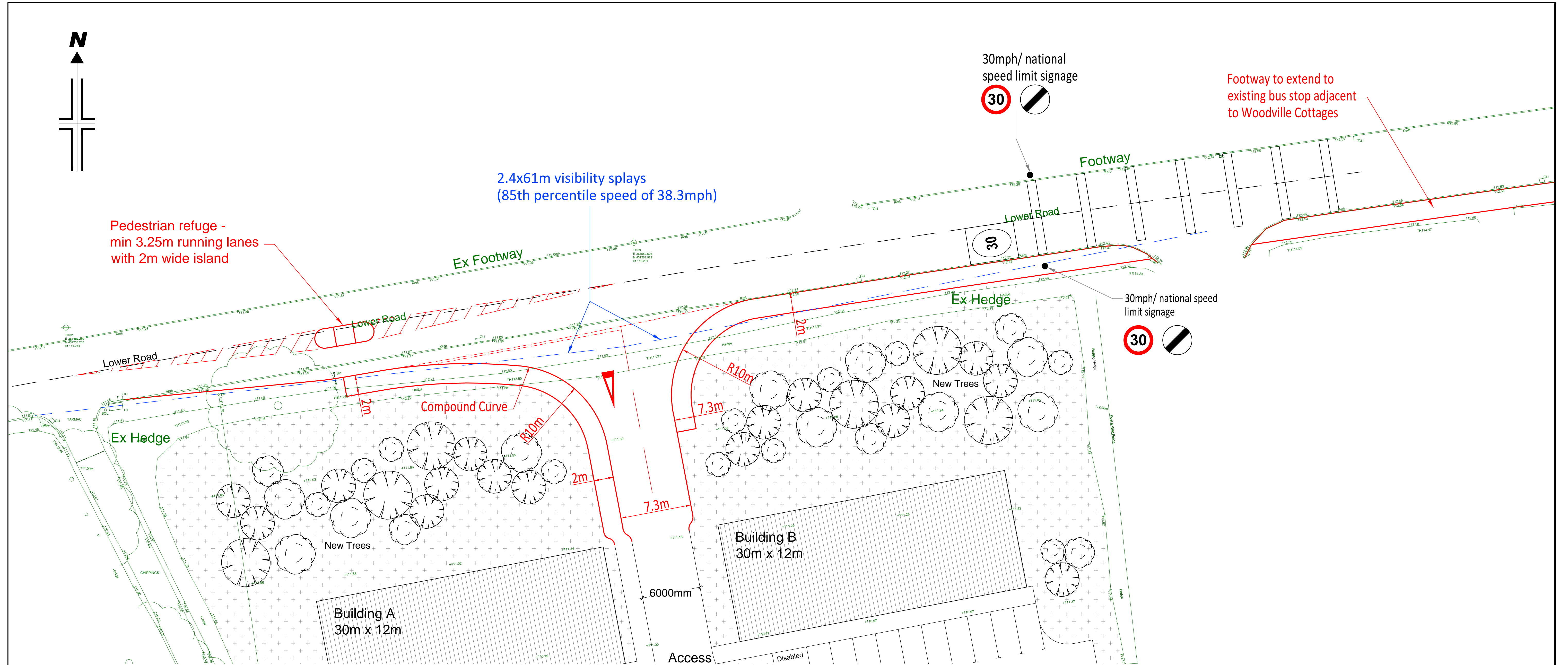
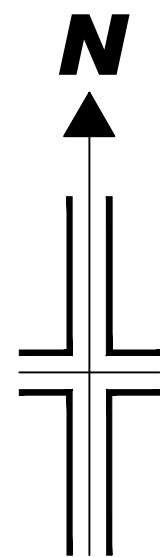
**spa**  
SUNDERLAND PEACOCK  
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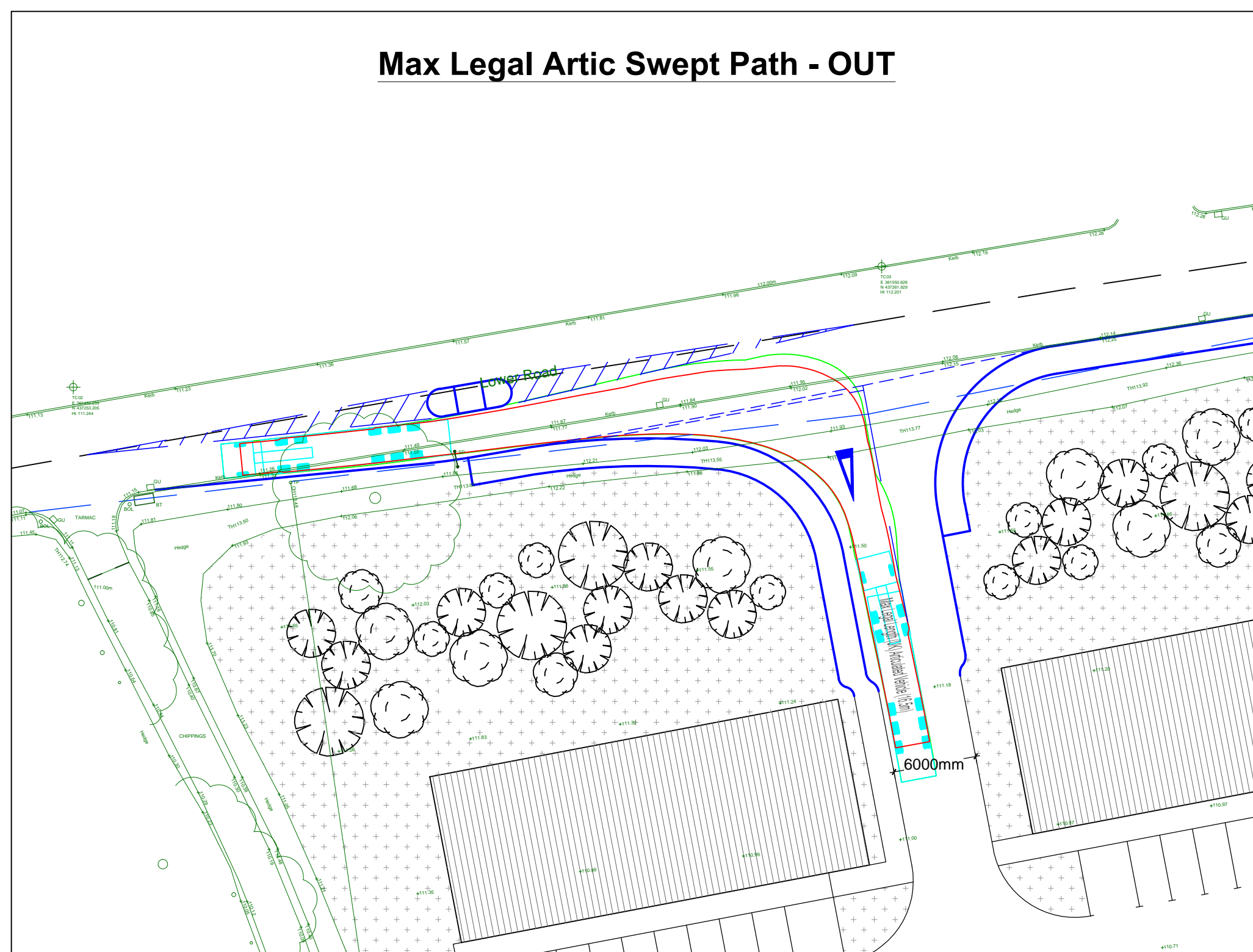


## **Appendix B – Proposed Access Plan (as previously approved)**

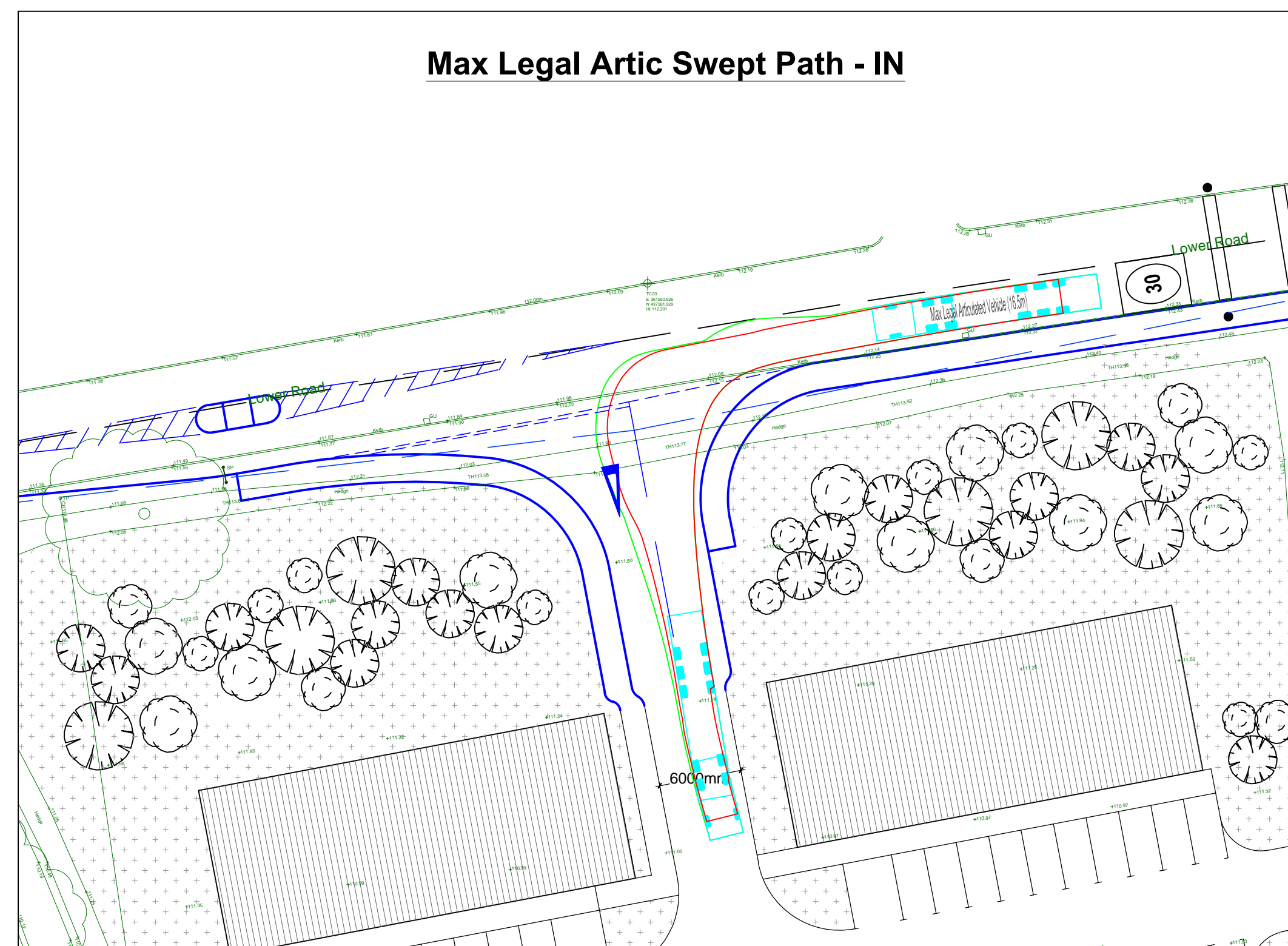




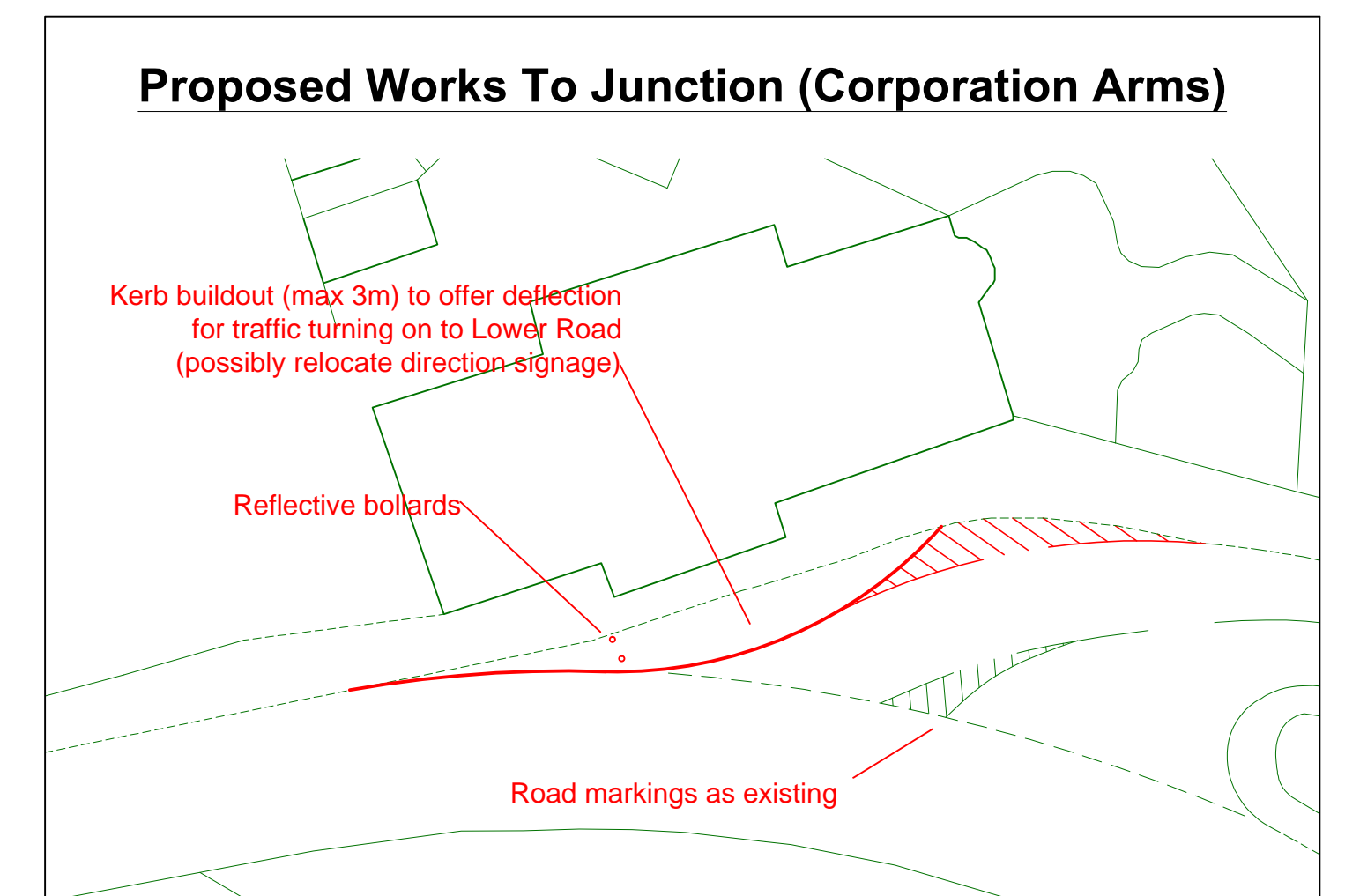
Max Legal Artic Swept Path - OUT



Max Legal Artic Swept Path - IN



Proposed Works To Junction (Corporation Arms)



Rev A - 15 Nov 2017		www.psadesign.co.uk mail@psadesign.co.uk		PSA DESIGN engineering your environment CIVIL, STRUCTURAL, GEOTECHNICAL, TRANSPORT		PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066 Fax. 01772 786265		Mr. M Hurst		Scale Plan 1:200 @ A1 Inserts N.T.S.	
Running lanes increased to 3.25m		Drawn AR		Checked DW		Approved DW		Drwg No. H2683-01		Date 08 Nov 2017	
		Rev.		A							



## **Appendix C – Swept Path Analysis Drawings**





## **Appendix D – TRICS Output Industrial Estate**

Calculation Reference: AUDIT-735101-220525-0515

# TRIP RATE CALCULATION SELECTION PARAMETERS:

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

## Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	3 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: 1138 to 9500 (units: sqm)  
Range Selected by User: 708 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 21/09/21

*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	4 days
Tuesday	7 days
Wednesday	1 days
Thursday	4 days
Friday	4 days

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

## Selected survey types:

Manual count	20 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)	10
Edge of Town	10

*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.*

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

Secondary Filtering selection:

Use Class:

Not Known 20 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	8 days
50,001 to 100,000	1 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	14 days
250,001 to 500,000	5 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	10 days
1.1 to 1.5	8 days
1.6 to 2.0	2 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 20 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 20 days

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

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

1	CA-02-D-04 INDUSTRIAL ESTATE LINCOLN ROAD PETERBOROUGH	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4133 sqm Survey date: TUESDAY 02/12/14	Survey Type: MANUAL
2	DS-02-D-02 INDUSTRIAL ESTATE SHAFTESBURY STREET DERBY ROSE HILL	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 5686 sqm Survey date: WEDNESDAY 25/09/19	Survey Type: MANUAL
3	DV-02-D-07 INDUSTRIAL ESTATE BITTERN ROAD EXETER SOWTON IND. ESTATE	DEVON
	Edge of Town Industrial Zone Total Gross floor area: 3600 sqm Survey date: MONDAY 03/07/17	Survey Type: MANUAL
4	ES-02-D-07 INDUSTRIAL ESTATE HUGHES ROAD BRIGHTON	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6625 sqm Survey date: THURSDAY 16/10/14	Survey Type: MANUAL
5	EX-02-D-03 INDUSTRIAL ESTATE WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 4876 sqm Survey date: FRIDAY 18/05/18	Survey Type: MANUAL
6	EX-02-D-05 INDUSTRIAL ESTATE HECKWORTH CLOSE COLCHESTER SEVERALLS INDUSTRIAL PK	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 7280 sqm Survey date: FRIDAY 18/05/18	Survey Type: MANUAL
7	GM-02-D-07 BUSINESS PARK VULCAN STREET OLDHAM	GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 4400 sqm Survey date: THURSDAY 22/10/15	Survey Type: MANUAL
8	LC-02-D-06 INDUSTRIAL ESTATE SMALLSHAW LANE BURNLEY	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 7383 sqm Survey date: THURSDAY 29/09/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
10	LC-02-D-08	INDUSTRIAL ESTATE	LANCASHIRE
	NOOK LANE		
	BAMBER BRIDGE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
11	SF-02-D-03	INDUSTRIAL ESTATE	SUFFOLK
	LANDSEER ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	3550 sqm	
	Survey date: THURSDAY	17/09/20	Survey Type: MANUAL
12	SY-02-D-04	INDUSTRIAL ESTATE	SOUTH YORKSHIRE
	MIDDLE BANK		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	6737 sqm	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
13	TW-02-D-08	INDUSTRIAL ESTATE	TYNE & WEAR
	NORTH HYLTON ROAD		
	SUNDERLAND		
	SOUTHWICK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	8310 sqm	
	Survey date: TUESDAY	04/04/17	Survey Type: MANUAL
14	WL-02-D-02	INDUSTRIAL ESTATE	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	10000 sqm	
	Survey date: TUESDAY	20/09/16	Survey Type: MANUAL
15	WM-02-D-03	INDUSTRIAL ESTATE	WEST MIDLANDS
	JUNCTION ROAD		
	STOURBRIDGE		
	AUDNAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1138 sqm	
	Survey date: TUESDAY	28/11/17	Survey Type: MANUAL
16	WO-02-D-01	INDUSTRIAL ESTATE	WORCESTERSHIRE
	SANDY LANE		
	STOURPORT-ON-SEVERN		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	2758 sqm	
	Survey date: FRIDAY	23/05/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	WO-02-D-02	INDUSTRIAL ESTATE	WORCESTERSHIRE
	WEIR LANE		
	WORCESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL
18	WY-02-D-05	INDUSTRIAL ESTATE	WEST YORKSHIRE
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
19	WY-02-D-06	INDUSTRIAL ESTATE (PART)	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
20	WY-02-D-07	INDUSTRIAL ESTATE	WEST YORKSHIRE
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	5817	0.120	2	5817	0.009	2	5817	0.129
05:30 - 06:00	2	5817	0.172	2	5817	0.000	2	5817	0.172
06:00 - 06:30	2	5817	0.043	2	5817	0.026	2	5817	0.069
06:30 - 07:00	2	5817	0.009	2	5817	0.009	2	5817	0.018
07:00 - 07:30	20	4944	0.153	20	4944	0.037	20	4944	0.190
07:30 - 08:00	20	4944	0.262	20	4944	0.081	20	4944	0.343
08:00 - 08:30	20	4944	0.325	20	4944	0.161	20	4944	0.486
08:30 - 09:00	20	4944	0.289	20	4944	0.168	20	4944	0.457
09:00 - 09:30	20	4944	0.283	20	4944	0.220	20	4944	0.503
09:30 - 10:00	20	4944	0.259	20	4944	0.207	20	4944	0.466
10:00 - 10:30	20	4944	0.234	20	4944	0.226	20	4944	0.460
10:30 - 11:00	20	4944	0.250	20	4944	0.227	20	4944	0.477
11:00 - 11:30	20	4944	0.243	20	4944	0.245	20	4944	0.488
11:30 - 12:00	20	4944	0.242	20	4944	0.280	20	4944	0.522
12:00 - 12:30	20	4944	0.229	20	4944	0.251	20	4944	0.480
12:30 - 13:00	20	4944	0.256	20	4944	0.288	20	4944	0.544
13:00 - 13:30	20	4944	0.242	20	4944	0.243	20	4944	0.485
13:30 - 14:00	20	4944	0.237	20	4944	0.234	20	4944	0.471
14:00 - 14:30	20	4944	0.213	20	4944	0.239	20	4944	0.452
14:30 - 15:00	20	4944	0.219	20	4944	0.255	20	4944	0.474
15:00 - 15:30	20	4944	0.184	20	4944	0.240	20	4944	0.424
15:30 - 16:00	20	4944	0.193	20	4944	0.223	20	4944	0.416
16:00 - 16:30	20	4944	0.190	20	4944	0.250	20	4944	0.440
16:30 - 17:00	20	4944	0.140	20	4944	0.292	20	4944	0.432
17:00 - 17:30	20	4944	0.118	20	4944	0.293	20	4944	0.411
17:30 - 18:00	20	4944	0.086	20	4944	0.162	20	4944	0.248
18:00 - 18:30	20	4944	0.038	20	4944	0.112	20	4944	0.150
18:30 - 19:00	20	4944	0.034	20	4944	0.055	20	4944	0.089
19:00 - 19:30	2	5817	0.026	2	5817	0.060	2	5817	0.086
19:30 - 20:00	2	5817	0.000	2	5817	0.052	2	5817	0.052
20:00 - 20:30	2	5817	0.000	2	5817	0.000	2	5817	0.000
20:30 - 21:00	2	5817	0.000	2	5817	0.009	2	5817	0.009
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.289			5.154			10.443

*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:	1138 - 9500 (units: sqm)
Survey date range:	01/01/14 - 21/09/21
Number of weekdays (Monday-Friday):	20
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.*