



**Town & Country Planning Act 1990 (As Amended)**

**Proposed Erection of 7 Number Industrial Units at  
Ramsgreave Business Park, Pleckgate Road, Blackburn,  
BB1 8RP**

# **Transport Statement**

April 2024



iRIS Sustainable Planning ▪ 37 Sycamore Drive ▪ Penwortham ▪ Preston ▪ PR1 9NQ ▪ [REDACTED]

## **Transport Statement**

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## **Transport Statement**

### **1. Introduction**

1.1. This Transport Statement (TS), has been prepared to accompany the planning application for proposed erection of 7 number industrial units at Ramsgreave Business Park, Pleckgate Road, Blackburn, BB1 8RP. The proposed layout shows 992 sq m of new industrial floor space. The proposed development will be on a site which is currently allocated for industrial use.

1.2. During the preparation of the TS, the following investigations have been carried out :

- i. an examination of the existing site and the local highway network,
- ii. an examination of the road safety records for the existing highway network,
- iii. an examination of the proposed development plans,
- iv. an assessment of the traffic generation of the proposed development and the traffic impact on the existing highway network, and
- v. consideration of the accessibility of the proposed extension by sustainable transport, as required by the National Planning Policy Framework (NPPF – Ref. 1) – walking, cycling and public transport.

1.3. The following sections describe these investigations.

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### **2. Site Location and Previous Use**

- 2.1. The proposed development site is located at Ramsgreave Business Park, Pleckgate Road, Blackburn, BB1 8RP, approximately 4 kilometers north east of Blackburn Town centre as shown in Figure 1.
- 2.2. Pleckgate Road is a quiet two way road with a 30 mph speed limit and takes its access from A6119 Ramsgreave Drive. To its north eastern extremity Pleckgate Road is a one way street, taking its access from the A6119 Ramsgreave Drive.
- 2.3. The site has frontage onto Pleckgate Road and into the current business park.

### **3. Existing Highway Network**

- 3.1. In the vicinity of the site, Pleckgate Road is a two way no through road with a carriageway width of 8.3 meters, footways measuring in excess of 2 meters on both sides of the road and a good system of street lighting. The road is built to modern standards using modern materials.
- 3.2. Pleckgate Road terminates to the north east of the site at its junction with the A6119 Ramsgreave Drive. 50 meters from its termination, Pleckgate Road becomes a one way street with no access for motorized vehicles to the A6119 Ramsgreave Drive.
- 3.3. Pleckgate Road terminates to the south west of the site at the signalised junction with the A6119 Ramsgreave Drive.
- 3.4. To the north of the site, Pleckgate Road has a junction with Broadway. Broadway provides access to the A6119 Ramsgreave Drive, however this road is unsuitable for HGVs.
- 3.5. An examination of the road safety records that are held on CrashMap shows 0 injury accidents on Pleckgate Road or Broadway in the most recent complete 5 year period 2018-2022 inclusive (Appendix 1). At their junctions with A6119 Ramsgreave Drive there have been 11 injury accidents, 2 of which were serious.
- 3.6. Of the 9 slight injury accidents, 9 involved cars, 1 involved a pedestrian and 1 involved a motorcycle. 4 took place during darkness, with 2 of these night-time accidents taking place in dry conditions, 1 taking place in wet conditions and 1

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occurring during snow. All of the 5 accidents occurring during daylight hours took place in dry conditions.

- 3.7. Of the 2 serious injury accidents, 1 involved 2 cars and the other was a collision between a motorcycle and car.
- 3.8. The first of these incidents occurred on 3<sup>rd</sup> October 2020 at 19:25. This incident occurred at the junction of Whalley New Road, Pleckgate Road and Ramsgreave Drive. The incident occurred when a vehicle hit the offside of another vehicle and the vehicle behind hit the first vehicle, slightly injuring the driver of the first vehicle and seriously injuring the driver of the second vehicle.
- 3.9. The second of these incidents occurred on 17<sup>th</sup> March 2022 at 19:10. This incident occurred at the junction of Whalley New Road, Pleckgate Road and Ramsgreave Drive. The incident occurred when a car pulled off in front of a motorcycle, seriously injuring the rider of the motorcycle.
- 3.10. These incidents do not show any pattern, therefore road safety data shows that the highway network in the vicinity of the site does not have any road safety problems.
- 3.11. There are 17 number parking spaces associated with the proposed site. Additionally a motorcycle shed housing 2 number vehicles is proposed. This is in excess of the parking standard required by Blackburn Council for B2 use of 1 space per 60 sq m.

## **4. Proposed Development**

- 4.1. The proposed development is shown on the Proposed Site Plan in Appendix 2. The proposed layout shows 7 number industrial units totaling 992 sq. m.
- 4.2. 17 no. off road parking spaces and 2 no. motorcycle parking spaces will be provided in conjunction with the development, in excess of with the standards outlined by Blackburn Council.
- 4.3. Servicing and refuse collection will take place from within the service yard. There is enough room for a 12 meter refuse lorry and a 16.5 meter articulated lorry to enter and exit the site in forward gear.

## **5. Traffic Impact of the Proposed Development**

- 5.1. In order to predict the traffic generation for the proposed development, the Trip Rate Information Computer System (TRICS – Ref. 2), has been examined.

### Transport Statement

5.2. In order to satisfy the requirement to examine the effect of the current site on the highway network, the current site was examined under the category – Employment: Industrial Units. Sites in England, excluding Greater London, have been chosen from the database. The resulting TRICS output is included in Appendix 3 and summarised below in Table 1.

Time Period	Traffic Generation Rate (Arrivals)	Traffic Generation Rate (Departures)	Total Traffic Generation Rate
Weekday A.M. Peak (0800 - 0900 hrs) All Vehicles	0.334	0.063	0.397
Weekday P.M. Peak (1700 - 1800 hrs) All Vehicles	0.057	0.353	0.41
Weekday (0700 - 1900 hrs.) All Vehicles	1.779	2.024	3.803

Table 1 - Traffic Generation Rates for Proposed Land Use (per 100 sq m Industrial Unit)

Time Period	Vehicles In	Vehicles Out	Total
Weekday A.M. Peak (0800 - 0900 hrs) All Vehicles	3	1	4
Weekday P.M. Peak (1700 - 1800 hrs) All Vehicles	1	4	4*
Weekday (0700 - 1900 hrs.) All Vehicles	18	20	38

Table 2 - Traffic Generation for Proposed Land Use (Industrial Units totalling 992 sq m)  
\*discrepancy due to rounding

5.3. It can be seen from Table 2 that the proposed development is estimated to create up to 4 vehicle movements during each of the weekday peak hours and 38 vehicle movements during a typical weekday (7 a.m. – 7 p.m. The former Department for Transport ‘Guidance on Transport Assessment’ (Ref. 3), quotes a threshold of 30 two-way trips in the peak hours below which a detailed traffic assessment of the highway network should not be required.

5.4. The predicted traffic generation during the weekday peak hours is, clearly, below this 30 trips figure and, therefore, no detailed traffic analysis of the existing highway network should be required. Therefore, the traffic generation during the weekday peak hours will have a low impact on the existing highway network which does not have any traffic capacity problems. The proposed development is unlikely to have a significant traffic

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impact on the existing highway network.

### **6. Accessibility of the Proposed Development by Sustainable Transport (Walking, Cycling & Public Transport)**

- 6.1. The proposed development will be located within a convenient walking, and cycling, distance of a range of services, shops and employment opportunities including Nisa, the Knowles Arms public house, the Brownhill Arms public House, Brownhills Chippy, Turkish Barbers, Numark Pharmacy, Brownhill Newsagents, Wood's Craft Bakery and Brownhill Surgery.
- 6.2. Regular bus services run 500 meters from the site with the closest bus stop for general (non-school) services being at the A6119 Brownhill Drive. This stop is served by the 22 Valley Line service running between Clitheroe and Shadworth via Blackburn and Blackburn Hospital. Services to, and from this stop run at between 30 minute intervals Mon-Sat and 60 minutes on Sundays.
- 6.3. The closest train station is Ramsgreave and Wilpshire, 1 kilometer from the site. This is sited on the Clitheroe Line and provides services to Rochdale and Clitheroe at 60 minute intervals and stops at stations including Blackburn, Bolton, Salford and Manchester providing connections to the wider national railway network.
- 6.4. The 15 minute and 30 minute walking, cycling and public transport isochrones from the site are shown in Appendix 4. These show that the site is in sustainable travel distance from Blackburn town centre. It is, therefore, considered that the site is in a sustainable transport location.
- 6.5. The site has is well appointed for cycling and shared footway / cycleways are available along the A6119 Ramsgreave Drive.

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### **7. Conclusions and Recommendations**

- 7.1. This Transport Statement (TS), has been prepared to accompany the planning application for the redevelopment at Ramsgreave Business Park, Pleckgate Road, Blackburn, BB1 8RP to comprise 7 number industrial units totalling 992 sq m GFA.
- 7.2. The report shows that the proposed development will have a low traffic impact on the existing highway network and will not have a material impact on the operation, or safety, of the local highway network. The TS shows that the existing highway network that serves the site does not have any significant road safety problems.
- 7.3. The proposed development is located in an accessible location, close to the existing bus routes on the A6119 Brownhill Drive, 500 meters from the site. The proposed development will also be within a walking and cycling distance of local facilities and residencies. Therefore, the proposed development will be sustainable in transport terms.
- 7.4. Overall, the proposed development is unlikely to have a significant or adverse traffic impact on the local highway network and will be in a sustainable transport location.

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**REFERENCES :**

1. National Planning Policy Framework (NPPF)

Ministry of Housing, Communities & Local Government February, 2019

ISBN : 978 1 5286 1033 9

2. Trip Rate Information Computer System (TRICS)

JMP Consultants, London (on behalf of the TRICS Consortium)

3. Guidance on Transport Assessment Department for Transport, 2007

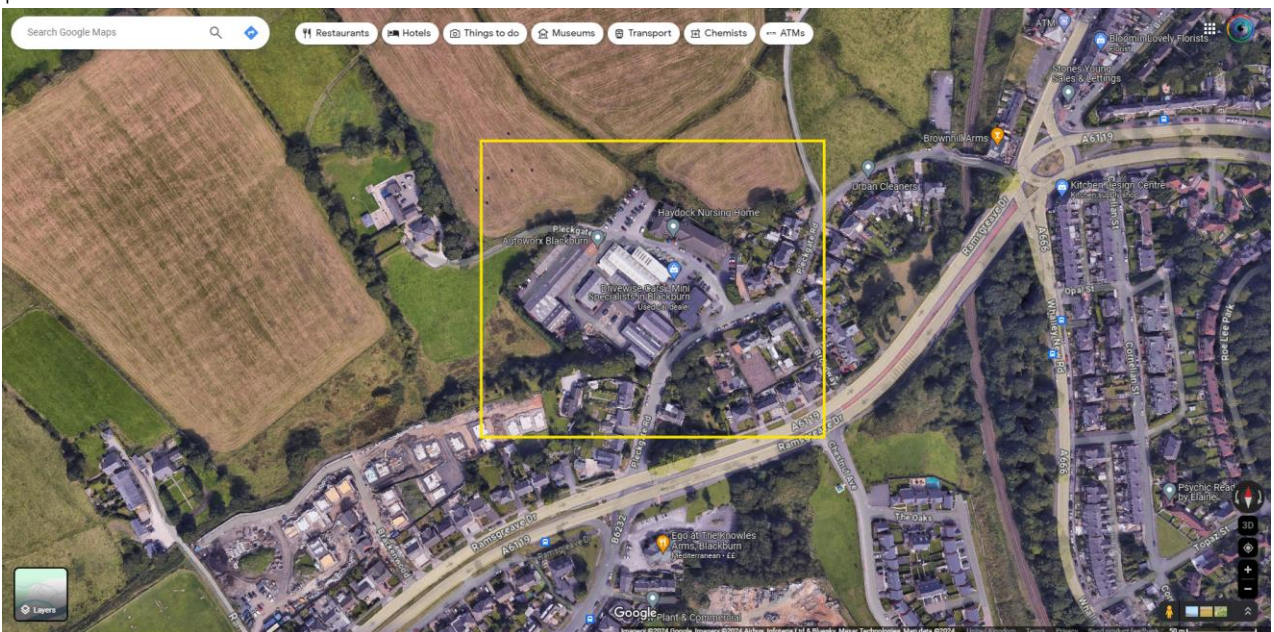
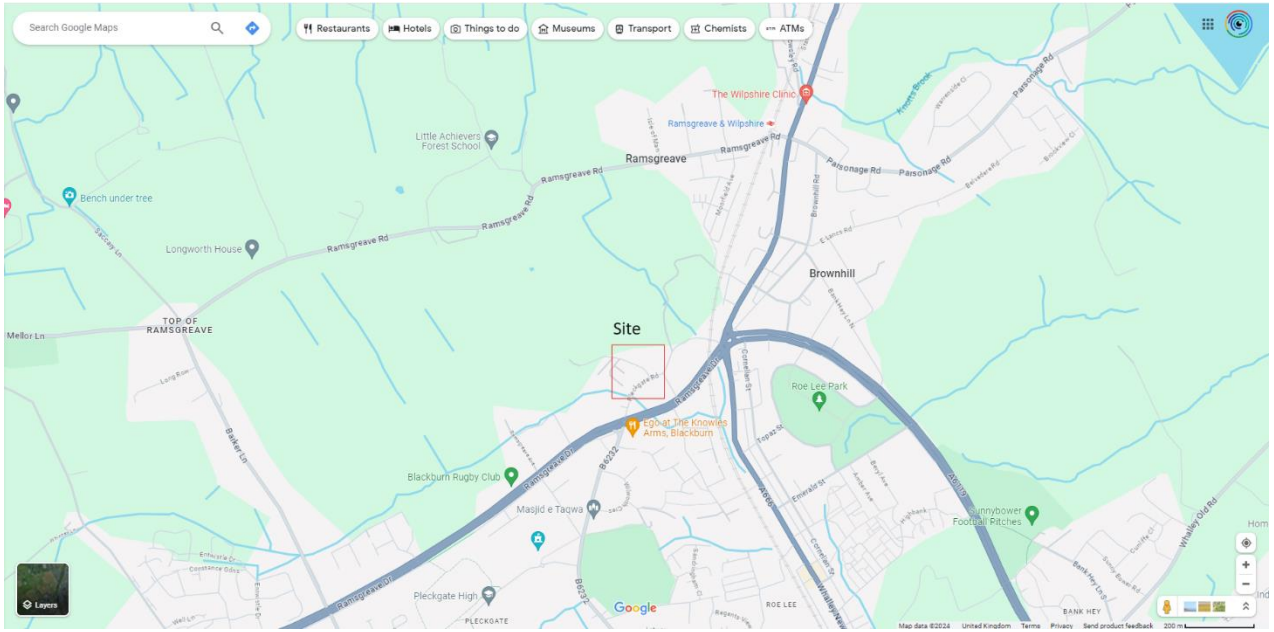
ISBN : 978 0 11 552856 9

(withdrawn in 2015 but still considered to be a suitable reference for this type and scale of development)

Proposed erection of 7 number industrial units at Ramsgreave Business Park, Pleckgate Road, Blackburn, BB1 8RP

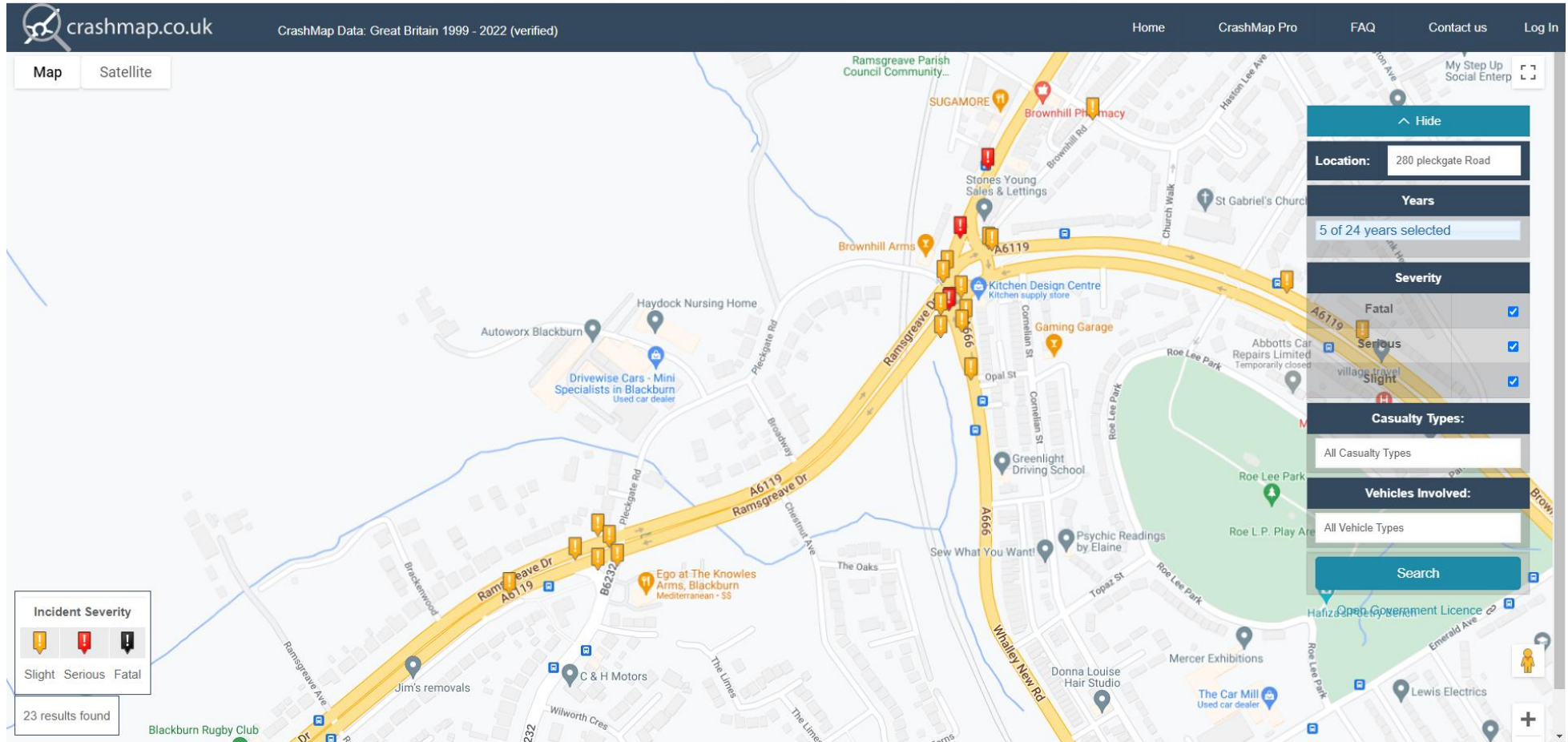
Transport Statement

Figure 1



**Proposed erection of 7 number industrial units at Ramsgreave Business Park, Pleckgate Road, Blackburn, BB1 8RP**  
Transport Statement

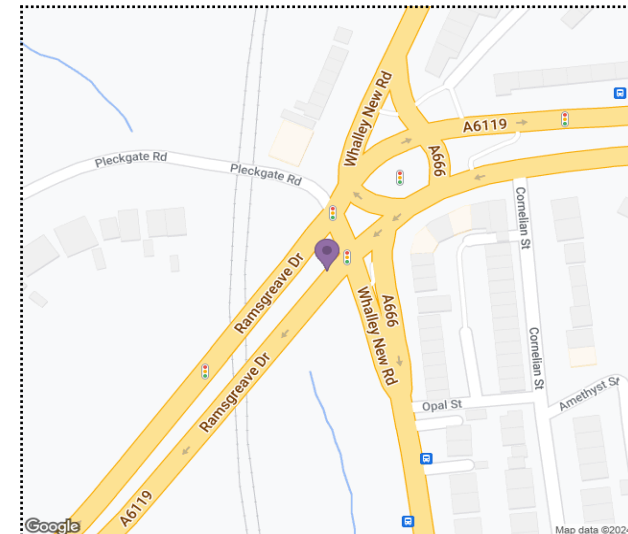
**Appendix 1 – Road Safety Information**





**Validated Data**

<b>Crash Date:</b>	Friday, June 8, 2018	<b>Time of Crash:</b>	17:00:00	<b>Crash Reference:</b>	201804ED18204
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A6119	<b>Casualties:</b>	1
<b>Highway Authority:</b>	Blackburn with Darwen	<b>Vehicles:</b>	2	<b>OS Grid Reference:</b>	368430 430940
<b>Local Authority:</b>	Blackburn with Darwen				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Other junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Auto traffic signal				



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Friday, June 8, 2018

Time of Crash:

17:00:00

Crash Reference: 201804ED18204

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 125cc and up to 500cc	24	Male	21 - 25	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Commuting to/from work	None	None
2	Car (excluding private hire)	11	Male	56 - 65	Vehicle proceeding normally along the carriageway, on a right hand bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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**Validated Data**

**Crash Date:** Wednesday, July 18, 2018

**Time of Crash:** 23:15:00

**Crash Reference:** 201804ED18262

**Highest Injury Severity:** Slight

**Road Number:** A6119

**Casualties:** 2

**Highway Authority:** Blackburn with Darwen

**Vehicles:** 2

**Local Authority:** Blackburn with Darwen

**OS Grid Reference:** 368140 430740

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 50

**Light Conditions:** Darkness: street lights present and lit

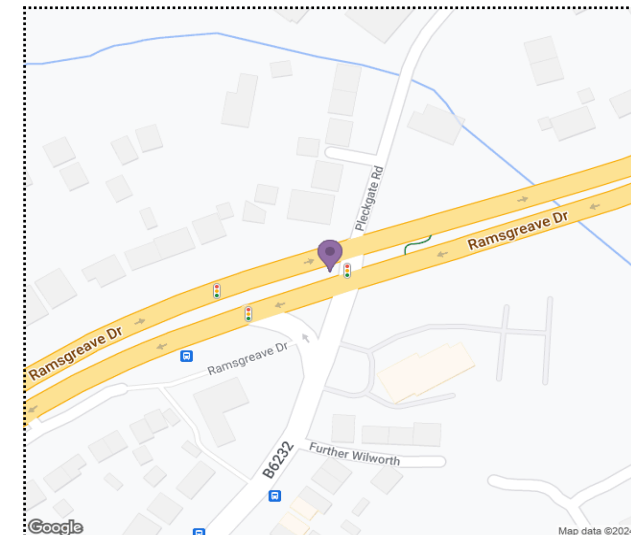
**Carriageway Hazards:** None

**Junction Detail:** Crossroads

**Junction Pedestrian Crossing:** Pelican, puffin, toucan or similar non-junction pedestrian light crossing

**Road Type:** Dual carriageway

**Junction Control:** Auto traffic signal



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Crash Date:

Wednesday, July 18, 2018

Time of Crash: 23:15:00

Crash Reference: 201804ED18262

## Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	46 - 55	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire)	15	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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**Validated Data**

**Crash Date:** Sunday, August 12, 2018

**Time of Crash:** 11:10:00

**Crash Reference:** 201804ED18299

**Highest Injury Severity:** Slight

**Road Number:** A6119

**Casualties:** 1

**Highway Authority:** Blackburn with Darwen

**Vehicles:** 2

**Local Authority:** Blackburn with Darwen

**OS Grid Reference:** 368110 430730

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 50

**Light Conditions:** Daylight: regardless of presence of streetlights

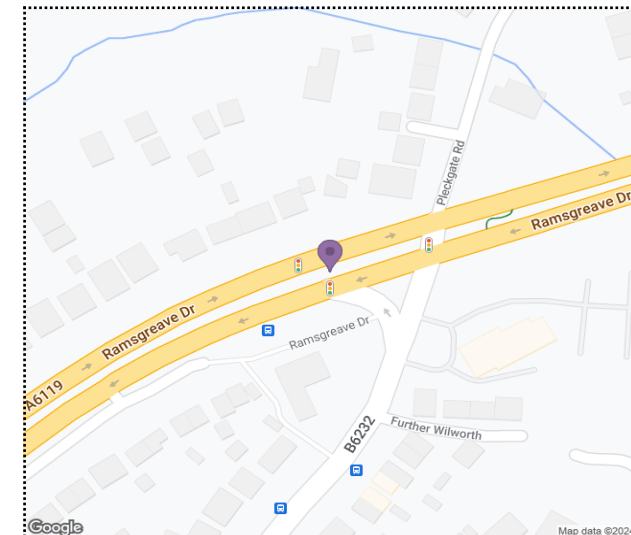
**Carriageway Hazards:** None

**Junction Detail:** Other junction

**Junction Pedestrian Crossing:** Pedestrian phase at traffic signal junction

**Road Type:** Dual carriageway

**Junction Control:** Auto traffic signal



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Sunday, August 12, 2018

Time of Crash: 11:10:00

Crash Reference: 201804ED18299

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	46 - 55	Vehicle is in the act of turning right	Nearside	Unknown	None	None
2	Car (excluding private hire)	8	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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**Validated Data**

**Crash Date:** Tuesday, September 18, 2018

**Time of Crash:** 17:00:00

**Crash Reference:** 201804ED18336

**Highest Injury Severity:** Slight

**Road Number:** A6119

**Casualties:** 2

**Highway Authority:** Blackburn with Darwen

**Vehicles:** 2

**Local Authority:** Blackburn with Darwen

**OS Grid Reference:** 368130 430750

**Weather Description:** Fine with high winds

**Road Surface Description:** Dry

**Speed Limit:** 50

**Light Conditions:** Daylight: regardless of presence of streetlights

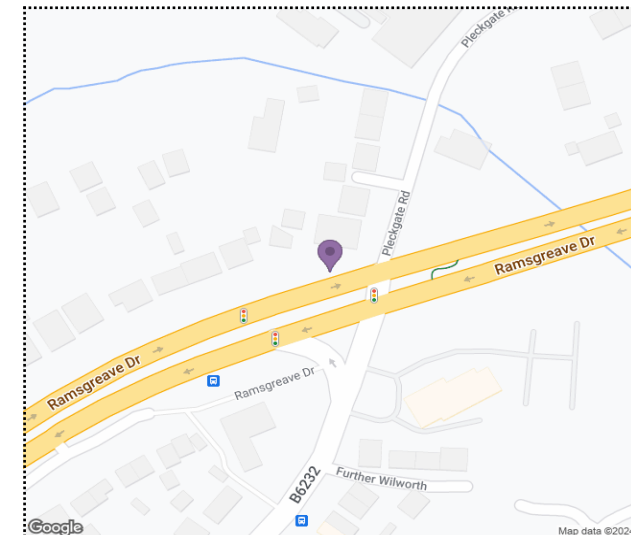
**Carriageway Hazards:** None

**Junction Detail:** Crossroads

**Junction Pedestrian Crossing:** Pedestrian phase at traffic signal junction

**Road Type:** Dual carriageway

**Junction Control:** Auto traffic signal



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Validated Data

Crash Date:

Tuesday, September 18, 2018

Time of Crash:

17:00:00

Crash Reference: 201804ED18336

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Female	56 - 65	Vehicle is moving off	Back	Unknown	None	None
2	Car (excluding private hire)	1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

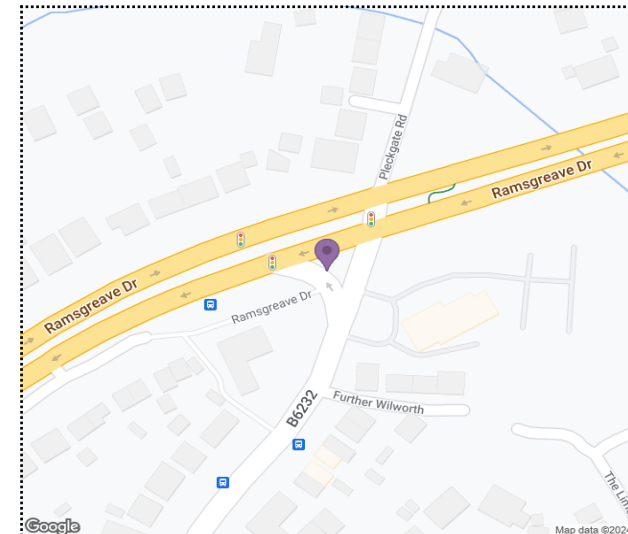
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Validated Data

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A6119	<b>Casualties:</b>	1
<b>Highway Authority:</b>	Blackburn with Darwen			<b>Vehicles:</b>	2
<b>Local Authority:</b>	Blackburn with Darwen			<b>OS Grid Reference:</b>	368130 430720
<b>Weather Description:</b>	Unknown				
<b>Road Surface Description:</b>	Unknown				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Crossroads				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Auto traffic signal				



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Female	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
2	Car (excluding private hire)	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

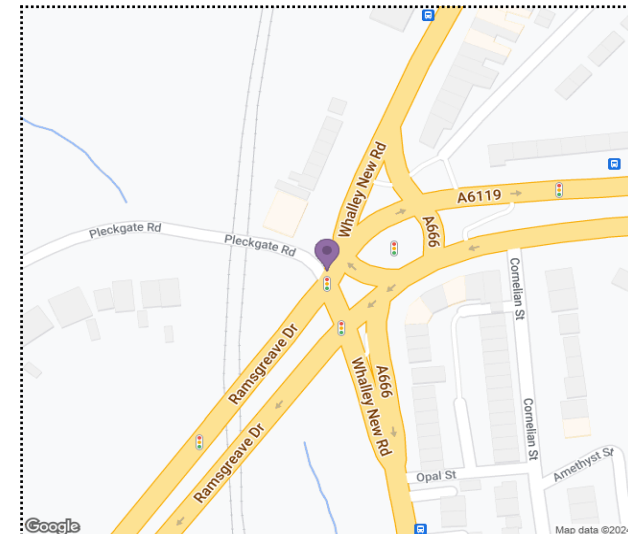
For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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**Validated Data**

<b>Crash Date:</b>	Friday, March 22, 2019	<b>Time of Crash:</b>	23:10:00	<b>Crash Reference:</b>	2019040844542
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A6119	<b>Casualties:</b>	1
<b>Highway Authority:</b>	Blackburn with Darwen	<b>Vehicles:</b>	2	<b>OS Grid Reference:</b>	368432 430968
<b>Local Authority:</b>	Blackburn with Darwen				
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Other junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Auto traffic signal				



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Friday, March 22, 2019

Time of Crash:

23:10:00

Crash Reference: 2019040844542

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	2	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	66 - 75	Unknown or other	Unknown or other

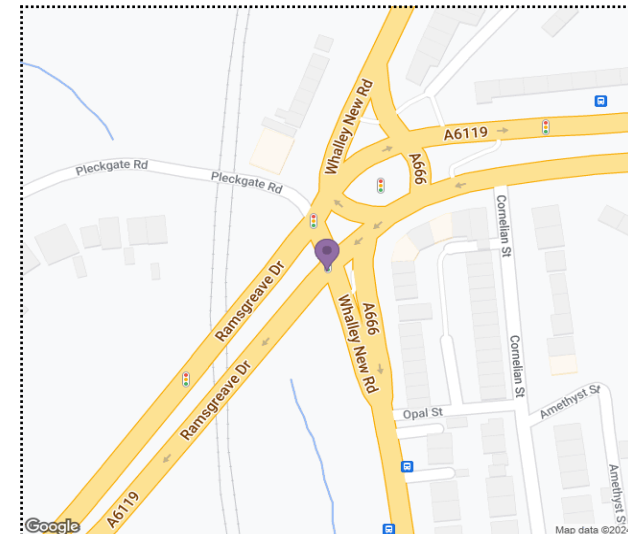
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**Validated Data**

<b>Crash Date:</b>	Saturday, October 3, 2020	<b>Time of Crash:</b>	19:25:00	<b>Crash Reference:</b>	2020040991471
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A6119	<b>Casualties:</b>	2
<b>Highway Authority:</b>	Blackburn with Darwen	<b>Vehicles:</b>	3	<b>OS Grid Reference:</b>	368437 430943
<b>Local Authority:</b>	Blackburn with Darwen				
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Crossroads				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Auto traffic signal				



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Saturday, October 3, 2020

Time of Crash:

19:25:00

Crash Reference: 2020040991471

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	17	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
3	Car (excluding private hire)	0	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

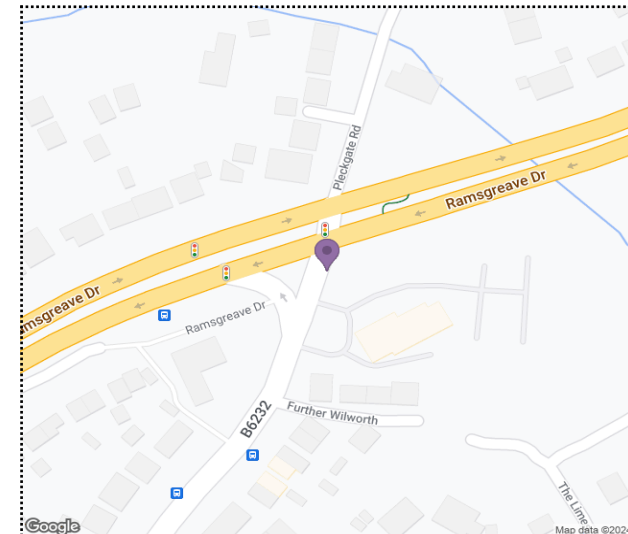
For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)



### Validated Data

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	B6232	<b>Casualties:</b>	2
<b>Highway Authority:</b>	Blackburn with Darwen			<b>Vehicles:</b>	2
<b>Local Authority:</b>	Blackburn with Darwen			<b>OS Grid Reference:</b>	368147 430724
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Crossroads				
<b>Junction Pedestrian Crossing:</b>	Pedestrian phase at traffic signal junction				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Auto traffic signal				



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

**Vehicles Involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	21 - 25	Vehicle is in the act of turning left	Offside	Other	None	None
2	Car (excluding private hire)	11	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)



**Validated Data**

**Crash Date:** Thursday, March 17, 2022

**Time of Crash:** 19:10:00

**Crash Reference:** 2022041154820

**Highest Injury Severity:** Serious

**Road Number:** A6119

**Casualties:** 1

**Highway Authority:** Blackburn with Darwen

**Vehicles:** 2

**Local Authority:** Blackburn with Darwen

**OS Grid Reference:** 368438 430946

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 30

**Light Conditions:** Darkness: street lights present and lit

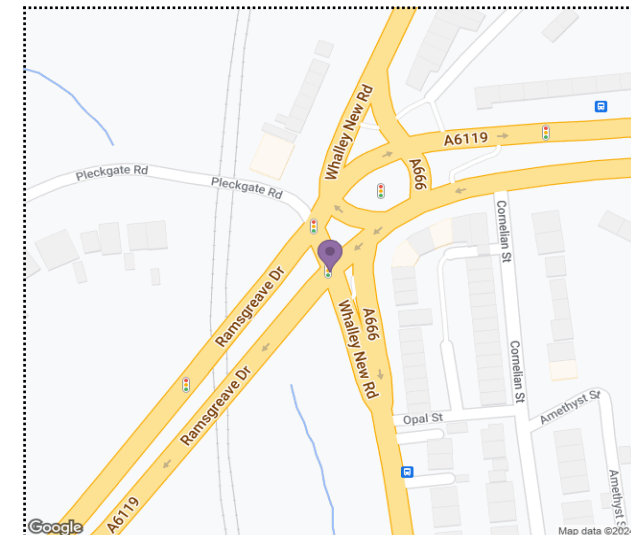
**Carriageway Hazards:** None

**Junction Detail:** Other junction

**Junction Pedestrian Crossing:** Zebra crossing

**Road Type:** Dual carriageway

**Junction Control:** Auto traffic signal



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)



Validated Data

Crash Date:

Thursday, March 17, 2022

Time of Crash:

19:10:00

Crash Reference: 2022041154820

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	3	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	6	Female	36 - 45	Vehicle is moving off	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)



### Validated Data

**Crash Date:** Wednesday, May 11, 2022

**Time of Crash:** 11:45:00

**Crash Reference:** 2022041176432

**Highest Injury Severity:** Slight

**Road Number:** A666

**Casualties:** 1

**Highway Authority:** Blackburn with Darwen

**Vehicles:** 1

**Local Authority:** Blackburn with Darwen

**OS Grid Reference:** 368436 430978

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 30

**Light Conditions:** Daylight: regardless of presence of streetlights

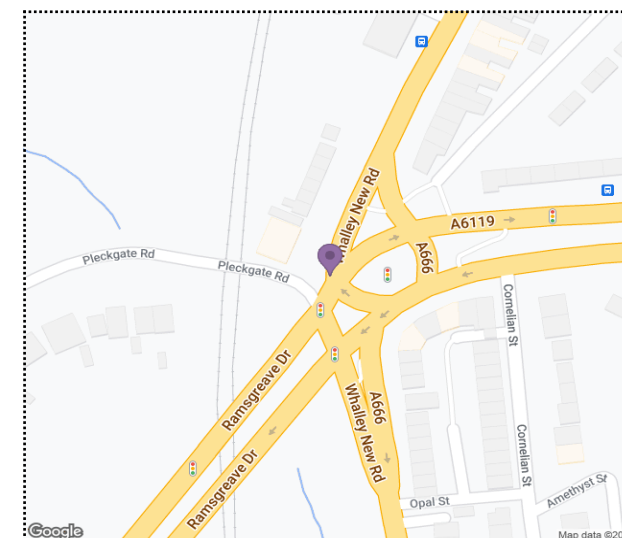
**Carriageway Hazards:** None

**Junction Detail:** Other junction

**Junction Pedestrian Crossing:** Zebra crossing

**Road Type:** Single carriageway

**Junction Control:** Give way or uncontrolled



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)



**Validated Data**

**Crash Date:**

Wednesday, May 11, 2022

**Time of Crash:** 11:45:00

**Crash Reference:** 2022041176432

**Vehicles Involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	0	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	0 - 5	In centre of carriageway, not on refuge, central island or central reservation	Walking along in carriageway - facing traffic

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)



**Validated Data**

**Crash Date:** Tuesday, December 13, 2022  
**Highest Injury Severity:** Slight  
**Highway Authority:** Blackburn with Darwen  
**Local Authority:** Blackburn with Darwen  
**Weather Description:** Snowing without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 30  
**Light Conditions:** Darkness: street lights present and lit  
**Carriageway Hazards:** None  
**Junction Detail:** Crossroads  
**Junction Pedestrian Crossing:** Pedestrian phase at traffic signal junction  
**Road Type:** Dual carriageway  
**Junction Control:** Auto traffic signal

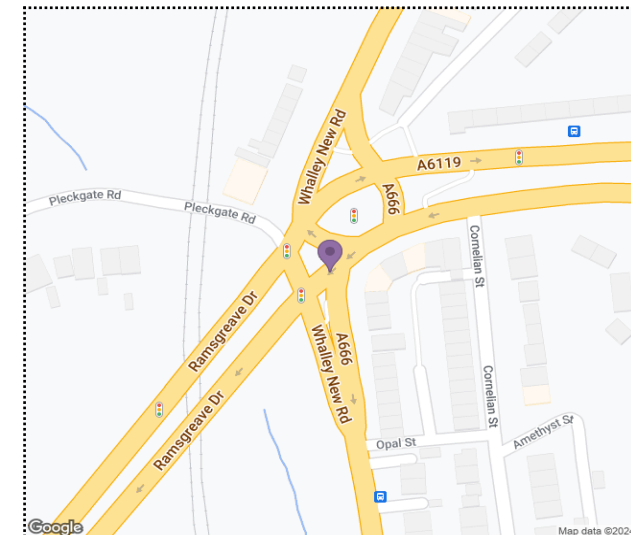
**Time of Crash:** 20:30:00  
**Road Number:** A6119

**Crash Reference:** 2022041253750

**Casualties:** 3

**Vehicles:** 2

**OS Grid Reference:** 368448 430956



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Tuesday, December 13, 2022

Time of Crash:

20:30:00

Crash Reference: 2022041253750

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None
2	Car (excluding private hire)	7	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

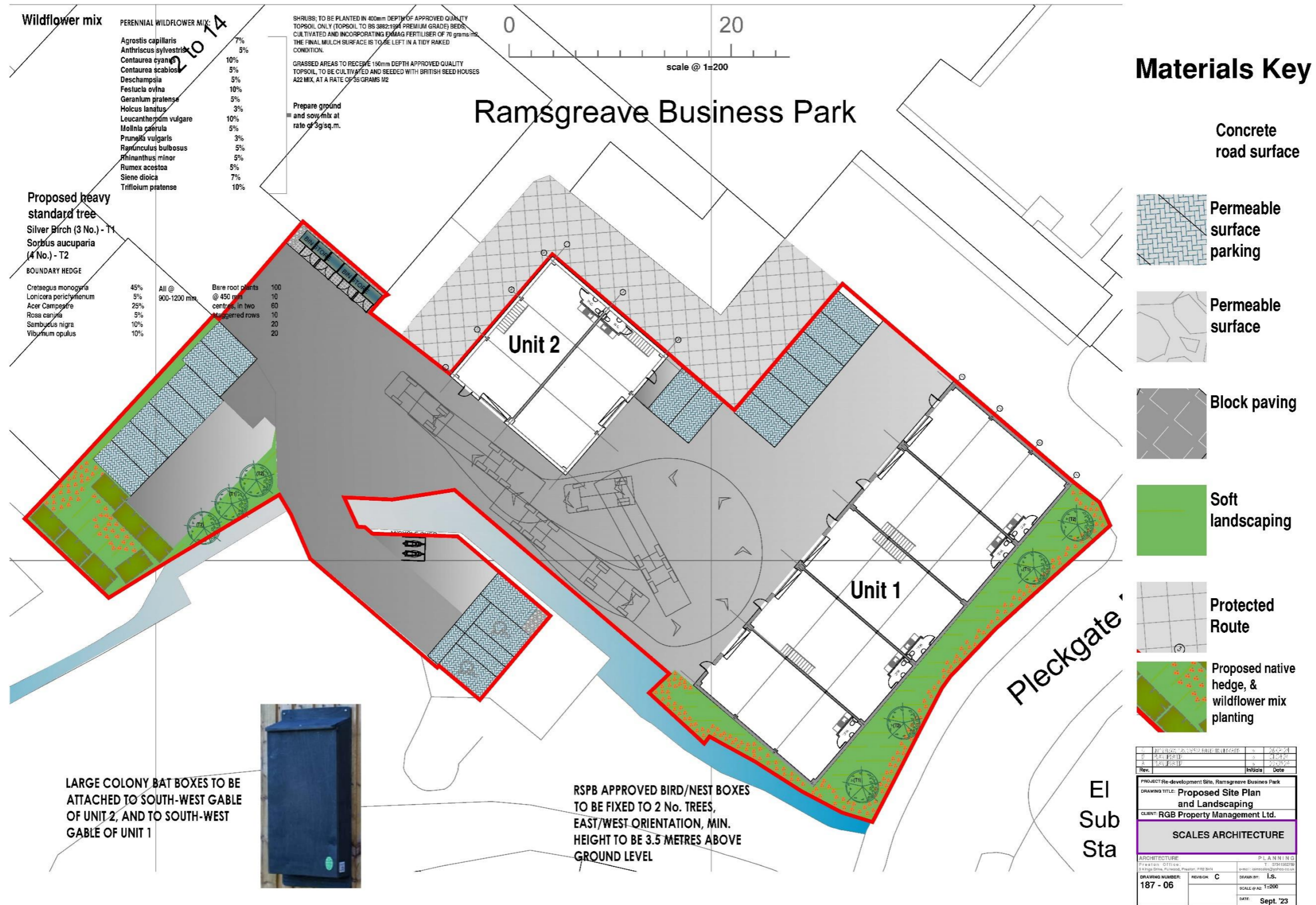
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

Appendix 2 – Proposed Site Layout Drawing



***Proposed erection of 7 number industrial units at Ramsgreave Business Park,  
Pleckgate Road, Blackburn, BB1 8RP***

## **Appendix 3 - Traffic Generation Information (TRICS)**

Calculation Reference: AUDIT-756701-240429-0456

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	2 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	EC CHESHIRE EAST	2 days
	LC LANCASHIRE	3 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FI FIFE	1 days
13	MUNSTER	
	KE KERRY	1 days
14	LEINSTER	
	KK KILKENNY	2 days
	WX WEXFORD	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	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: 150 to 67459 (units: sqm)  
Range Selected by User: 150 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 03/05/23

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	6 days
Thursday	13 days
Friday	4 days

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

Selected survey types:

Manual count	26 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)	5
Edge of Town	18
Neighbourhood Centre (PPS6 Local Centre)	3

*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	20
Development Zone	1
Village	3
Out of Town	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.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	35 days - Selected

## Secondary Filtering selection:

Use Class:

Not Known	26 days
-----------	---------

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	10 days
10,001 to 15,000	8 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	4 days
50,001 to 75,000	4 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	12 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	16 days

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

Travel Plan:

Yes	1 days
No	25 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	26 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BO-02-C-01 POSTLEY ROAD BEDFORD KEMPSTON Edge of Town Industrial Zone Total Gross floor area: 1045 sqm <i>Survey date: THURSDAY 15/10/20</i>	PUMPS, MOTORS & FANS	BEDFORD	<i>Survey Type: MANUAL</i>
2	BP-02-C-01 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Total Gross floor area: 1010 sqm <i>Survey date: THURSDAY 20/06/19</i>	POWDER COATINGS	BLACKPOOL	<i>Survey Type: MANUAL</i>
3	DV-02-C-02 GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST. Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3513 sqm <i>Survey date: THURSDAY 06/07/17</i>	ENERGY RECOVERY FACILITY	DEVON	<i>Survey Type: MANUAL</i>
4	EC-02-C-01 BRUNEL ROAD MACCLESFIELD LYME GREEN BUS. PARK Edge of Town Development Zone Total Gross floor area: 6658 sqm <i>Survey date: MONDAY 19/09/16</i>	OFFICE FURNITURE	CHESHIRE EAST	<i>Survey Type: MANUAL</i>
5	EC-02-C-02 CHARTER WAY MACCLESFIELD HURDSFIELD Edge of Town Industrial Zone Total Gross floor area: 3200 sqm <i>Survey date: FRIDAY 07/05/21</i>	FABRICS MANUFACTURE	CHESHIRE EAST	<i>Survey Type: MANUAL</i>
6	FI-02-C-02 DICKSON STREET DUNFERMLINE  Edge of Town Industrial Zone Total Gross floor area: 1240 sqm <i>Survey date: THURSDAY 20/04/23</i>	GLASS SPECIALISTS	FIFE	<i>Survey Type: MANUAL</i>
7	GS-02-C-02 DAVY WAY GLOUCESTER HARDWICKE Edge of Town Industrial Zone Total Gross floor area: 1630 sqm <i>Survey date: FRIDAY 23/04/21</i>	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE	<i>Survey Type: MANUAL</i>
8	GS-02-C-03 HURRICANE ROAD NEAR GLOUCESTER BROCKWORTH Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 1565 sqm <i>Survey date: WEDNESDAY 03/05/23</i>	EXTRUSION DIE MANUFACTURER	GLOUCESTERSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-02-C-01 JAYS CLOSE BASINGSTOKE	ENGINEERING COMPANY	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3000 sqm <i>Survey date: THURSDAY 16/06/16</i>		<i>Survey Type: MANUAL</i>
10	KE-02-C-01 WOODLANDS ROAD KILLARNEY	PRINT & GRAPHIC DESIGN	KERRY
	Edge of Town Industrial Zone Total Gross floor area: 600 sqm <i>Survey date: THURSDAY 17/10/19</i>		<i>Survey Type: MANUAL</i>
11	KK-02-C-01 HEBRON IND. ESTATE KILKENNY	VEHICLE UPHOLSTERY CENTRE	KILKENNY
	Edge of Town Industrial Zone Total Gross floor area: 1772 sqm <i>Survey date: THURSDAY 26/10/17</i>		<i>Survey Type: MANUAL</i>
12	KK-02-C-02 HEBRON ROAD KILKENNY	COOLING SYSTEMS COMPANY	KILKENNY
	Edge of Town Industrial Zone Total Gross floor area: 3572 sqm <i>Survey date: FRIDAY 04/10/19</i>		<i>Survey Type: MANUAL</i>
13	KS-02-C-01 INMOOR ROAD NEAR BRADFORD BIRKENSHAW Neighbourhood Centre (PPS6 Local Centre) Village	COMPUTER MANUFACTURER	KIRKLEES
	Total Gross floor area: 1890 sqm <i>Survey date: WEDNESDAY 10/10/18</i>		<i>Survey Type: MANUAL</i>
14	LC-02-C-03 GOLDEN HILL LANE LEYLAND	TIMBER SUPPLIES	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 150 sqm <i>Survey date: TUESDAY 06/11/18</i>		<i>Survey Type: MANUAL</i>
15	LC-02-C-05 FURNESS DRIVE POULTON-LE-FYLDE	NUTRITION MANUFACTURE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 775 sqm <i>Survey date: WEDNESDAY 30/06/21</i>		<i>Survey Type: MANUAL</i>
16	LC-02-C-06 TOLLGATE ROAD BURSCOUGH	STEEL FABRICATION	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 700 sqm <i>Survey date: THURSDAY 21/04/22</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	MG-02-C-03 N2 MONAGHAN ANNAHAGH Edge of Town Out of Town Total Gross floor area: 46100 sqm <i>Survey date: TUESDAY 12/10/21</i>	LIFTING VEHICLES HQ	MONAGHAN	<i>Survey Type: MANUAL</i>
18	NF-02-C-03 ELVIN WAY NORWICH HELLESDON Edge of Town Industrial Zone Total Gross floor area: 260 sqm <i>Survey date: THURSDAY 07/11/19</i>	SHEET METAL CONTRACTOR	NORFOLK	<i>Survey Type: MANUAL</i>
19	NF-02-C-04 FLETCHER WAY NORWICH UPPER HELLESDON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 690 sqm <i>Survey date: THURSDAY 14/11/19</i>	EXHIBITION DESIGN & MANUF.	NORFOLK	<i>Survey Type: MANUAL</i>
20	PB-02-C-01 NEWARK ROAD PETERBOROUGH FENGATE Edge of Town Industrial Zone Total Gross floor area: 1772 sqm <i>Survey date: THURSDAY 29/09/22</i>	STEEL FABRICATOR	PETERBOROUGH	<i>Survey Type: MANUAL</i>
21	SM-02-C-01 ROBINS DRIVE BRIDGWATER  Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 2300 sqm <i>Survey date: WEDNESDAY 14/09/22</i>	WET BLASTING EQUIPMENT	SOMERSET	<i>Survey Type: MANUAL</i>
22	TV-02-C-02 PARKVIEW ROAD WEST HARTLEPOOL  Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1050 sqm <i>Survey date: FRIDAY 04/09/20</i>	FLUID ENGINEERING	TEES VALLEY	<i>Survey Type: MANUAL</i>
23	VG-02-C-01 VERLON CLOSE BARRY  Edge of Town Industrial Zone Total Gross floor area: 1500 sqm <i>Survey date: THURSDAY 06/05/21</i>	ALCOHOL ANALYSIS PRODUCTS	VALE OF GLAMORGAN	<i>Survey Type: MANUAL</i>
24	WK-02-C-01 CASTLE MOUND WAY RUGBY  Edge of Town Industrial Zone Total Gross floor area: 9216 sqm <i>Survey date: WEDNESDAY 10/11/21</i>	MACHINE ENGINEERING	WARWICKSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

25	WS-02-C-04	ROLLS-ROYCE HQ & PLANT	WEST SUSSEX
	STANE STREET		
	NEAR CHICHESTER		
	WESTHAMPNETT		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	67459 sqm	
	Survey date: WEDNESDAY	29/06/22	Survey Type: MANUAL
26	WX-02-C-01	WHOLESALE BAKERY	WEXFORD
	CLONARD ROAD		
	WEXFORD		
	WHITEMILL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2466 sqm	
	Survey date: THURSDAY	20/04/23	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

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	9	14806	0.122	9	14806	0.005	9	14806	0.127
05:30 - 06:00	9	14806	0.192	9	14806	0.005	9	14806	0.197
06:00 - 06:30	11	12375	0.043	11	12375	0.012	11	12375	0.055
06:30 - 07:00	11	12375	0.285	11	12375	0.019	11	12375	0.304
07:00 - 07:30	25	6530	0.188	25	6530	0.017	25	6530	0.205
07:30 - 08:00	25	6530	0.160	25	6530	0.020	25	6530	0.180
08:00 - 08:30	26	6351	0.197	26	6351	0.025	26	6351	0.222
08:30 - 09:00	26	6351	0.137	26	6351	0.038	26	6351	0.175
09:00 - 09:30	26	6351	0.086	26	6351	0.030	26	6351	0.116
09:30 - 10:00	26	6351	0.062	26	6351	0.047	26	6351	0.109
10:00 - 10:30	26	6351	0.041	26	6351	0.036	26	6351	0.077
10:30 - 11:00	26	6351	0.058	26	6351	0.050	26	6351	0.108
11:00 - 11:30	26	6351	0.046	26	6351	0.047	26	6351	0.093
11:30 - 12:00	26	6351	0.048	26	6351	0.045	26	6351	0.093
12:00 - 12:30	26	6351	0.044	26	6351	0.057	26	6351	0.101
12:30 - 13:00	26	6351	0.051	26	6351	0.059	26	6351	0.110
13:00 - 13:30	26	6351	0.061	26	6351	0.074	26	6351	0.135
13:30 - 14:00	26	6351	0.081	26	6351	0.067	26	6351	0.148
14:00 - 14:30	26	6351	0.078	26	6351	0.065	26	6351	0.143
14:30 - 15:00	26	6351	0.173	26	6351	0.274	26	6351	0.447
15:00 - 15:30	26	6351	0.084	26	6351	0.087	26	6351	0.171
15:30 - 16:00	26	6351	0.040	26	6351	0.196	26	6351	0.236
16:00 - 16:30	26	6351	0.037	26	6351	0.145	26	6351	0.182
16:30 - 17:00	26	6351	0.023	26	6351	0.173	26	6351	0.196
17:00 - 17:30	26	6351	0.033	26	6351	0.177	26	6351	0.210
17:30 - 18:00	26	6351	0.024	26	6351	0.176	26	6351	0.200
18:00 - 18:30	25	6556	0.017	25	6556	0.076	25	6556	0.093
18:30 - 19:00	25	6556	0.010	25	6556	0.043	25	6556	0.053
19:00 - 19:30	8	8224	0.008	8	8224	0.026	8	8224	0.034
19:30 - 20:00	8	8224	0.002	8	8224	0.009	8	8224	0.011
20:00 - 20:30	8	8224	0.000	8	8224	0.002	8	8224	0.002
20:30 - 21:00	8	8224	0.000	8	8224	0.002	8	8224	0.002
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:			2.431			2.104			4.535

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:	150 - 67459 (units: sqm)
Survey date date range:	01/01/16 - 03/05/23
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

TAXIS

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	9	14806	0.000	9	14806	0.000	9	14806	0.000
05:30 - 06:00	9	14806	0.000	9	14806	0.000	9	14806	0.000
06:00 - 06:30	11	12375	0.000	11	12375	0.000	11	12375	0.000
06:30 - 07:00	11	12375	0.001	11	12375	0.001	11	12375	0.002
07:00 - 07:30	25	6530	0.000	25	6530	0.000	25	6530	0.000
07:30 - 08:00	25	6530	0.000	25	6530	0.000	25	6530	0.000
08:00 - 08:30	26	6351	0.000	26	6351	0.000	26	6351	0.000
08:30 - 09:00	26	6351	0.001	26	6351	0.001	26	6351	0.002
09:00 - 09:30	26	6351	0.001	26	6351	0.001	26	6351	0.002
09:30 - 10:00	26	6351	0.000	26	6351	0.000	26	6351	0.000
10:00 - 10:30	26	6351	0.000	26	6351	0.000	26	6351	0.000
10:30 - 11:00	26	6351	0.001	26	6351	0.001	26	6351	0.002
11:00 - 11:30	26	6351	0.001	26	6351	0.001	26	6351	0.002
11:30 - 12:00	26	6351	0.001	26	6351	0.001	26	6351	0.002
12:00 - 12:30	26	6351	0.000	26	6351	0.000	26	6351	0.000
12:30 - 13:00	26	6351	0.001	26	6351	0.001	26	6351	0.002
13:00 - 13:30	26	6351	0.000	26	6351	0.000	26	6351	0.000
13:30 - 14:00	26	6351	0.000	26	6351	0.000	26	6351	0.000
14:00 - 14:30	26	6351	0.001	26	6351	0.001	26	6351	0.002
14:30 - 15:00	26	6351	0.000	26	6351	0.000	26	6351	0.000
15:00 - 15:30	26	6351	0.000	26	6351	0.000	26	6351	0.000
15:30 - 16:00	26	6351	0.000	26	6351	0.000	26	6351	0.000
16:00 - 16:30	26	6351	0.000	26	6351	0.000	26	6351	0.000
16:30 - 17:00	26	6351	0.001	26	6351	0.001	26	6351	0.002
17:00 - 17:30	26	6351	0.001	26	6351	0.001	26	6351	0.002
17:30 - 18:00	26	6351	0.000	26	6351	0.000	26	6351	0.000
18:00 - 18:30	25	6556	0.000	25	6556	0.000	25	6556	0.000
18:30 - 19:00	25	6556	0.001	25	6556	0.001	25	6556	0.002
19:00 - 19:30	8	8224	0.000	8	8224	0.000	8	8224	0.000
19:30 - 20:00	8	8224	0.000	8	8224	0.000	8	8224	0.000
20:00 - 20:30	8	8224	0.000	8	8224	0.000	8	8224	0.000
20:30 - 21:00	8	8224	0.000	8	8224	0.000	8	8224	0.000
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:			0.011			0.011			0.022

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.

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

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 - 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	9	14806	0.000	9	14806	0.000	9	14806	0.000
05:30 - 06:00	9	14806	0.003	9	14806	0.000	9	14806	0.003
06:00 - 06:30	11	12375	0.001	11	12375	0.001	11	12375	0.002
06:30 - 07:00	11	12375	0.007	11	12375	0.003	11	12375	0.010
07:00 - 07:30	25	6530	0.007	25	6530	0.004	25	6530	0.011
07:30 - 08:00	25	6530	0.005	25	6530	0.007	25	6530	0.012
08:00 - 08:30	26	6351	0.008	26	6351	0.007	26	6351	0.015
08:30 - 09:00	26	6351	0.008	26	6351	0.008	26	6351	0.016
09:00 - 09:30	26	6351	0.008	26	6351	0.007	26	6351	0.015
09:30 - 10:00	26	6351	0.013	26	6351	0.009	26	6351	0.022
10:00 - 10:30	26	6351	0.008	26	6351	0.010	26	6351	0.018
10:30 - 11:00	26	6351	0.008	26	6351	0.008	26	6351	0.016
11:00 - 11:30	26	6351	0.004	26	6351	0.005	26	6351	0.009
11:30 - 12:00	26	6351	0.013	26	6351	0.009	26	6351	0.022
12:00 - 12:30	26	6351	0.012	26	6351	0.013	26	6351	0.025
12:30 - 13:00	26	6351	0.008	26	6351	0.012	26	6351	0.020
13:00 - 13:30	26	6351	0.010	26	6351	0.009	26	6351	0.019
13:30 - 14:00	26	6351	0.007	26	6351	0.007	26	6351	0.014
14:00 - 14:30	26	6351	0.006	26	6351	0.008	26	6351	0.014
14:30 - 15:00	26	6351	0.004	26	6351	0.005	26	6351	0.009
15:00 - 15:30	26	6351	0.008	26	6351	0.004	26	6351	0.012
15:30 - 16:00	26	6351	0.007	26	6351	0.005	26	6351	0.012
16:00 - 16:30	26	6351	0.005	26	6351	0.008	26	6351	0.013
16:30 - 17:00	26	6351	0.002	26	6351	0.007	26	6351	0.009
17:00 - 17:30	26	6351	0.007	26	6351	0.004	26	6351	0.011
17:30 - 18:00	26	6351	0.003	26	6351	0.004	26	6351	0.007
18:00 - 18:30	25	6556	0.002	25	6556	0.002	25	6556	0.004
18:30 - 19:00	25	6556	0.003	25	6556	0.004	25	6556	0.007
19:00 - 19:30	8	8224	0.005	8	8224	0.005	8	8224	0.010
19:30 - 20:00	8	8224	0.000	8	8224	0.000	8	8224	0.000
20:00 - 20:30	8	8224	0.000	8	8224	0.000	8	8224	0.000
20:30 - 21:00	8	8224	0.000	8	8224	0.002	8	8224	0.002
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:			0.182			0.177			0.359

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.

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

PSVS

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	9	14806	0.000	9	14806	0.000	9	14806	0.000
05:30 - 06:00	9	14806	0.002	9	14806	0.002	9	14806	0.004
06:00 - 06:30	11	12375	0.001	11	12375	0.001	11	12375	0.002
06:30 - 07:00	11	12375	0.001	11	12375	0.001	11	12375	0.002
07:00 - 07:30	25	6530	0.001	25	6530	0.001	25	6530	0.002
07:30 - 08:00	25	6530	0.001	25	6530	0.001	25	6530	0.002
08:00 - 08:30	26	6351	0.001	26	6351	0.001	26	6351	0.002
08:30 - 09:00	26	6351	0.001	26	6351	0.001	26	6351	0.002
09:00 - 09:30	26	6351	0.000	26	6351	0.000	26	6351	0.000
09:30 - 10:00	26	6351	0.001	26	6351	0.001	26	6351	0.002
10:00 - 10:30	26	6351	0.000	26	6351	0.000	26	6351	0.000
10:30 - 11:00	26	6351	0.001	26	6351	0.001	26	6351	0.002
11:00 - 11:30	26	6351	0.000	26	6351	0.000	26	6351	0.000
11:30 - 12:00	26	6351	0.001	26	6351	0.001	26	6351	0.002
12:00 - 12:30	26	6351	0.000	26	6351	0.000	26	6351	0.000
12:30 - 13:00	26	6351	0.001	26	6351	0.001	26	6351	0.002
13:00 - 13:30	26	6351	0.000	26	6351	0.000	26	6351	0.000
13:30 - 14:00	26	6351	0.001	26	6351	0.000	26	6351	0.001
14:00 - 14:30	26	6351	0.001	26	6351	0.000	26	6351	0.001
14:30 - 15:00	26	6351	0.001	26	6351	0.001	26	6351	0.002
15:00 - 15:30	26	6351	0.001	26	6351	0.001	26	6351	0.002
15:30 - 16:00	26	6351	0.000	26	6351	0.000	26	6351	0.000
16:00 - 16:30	26	6351	0.001	26	6351	0.001	26	6351	0.002
16:30 - 17:00	26	6351	0.000	26	6351	0.000	26	6351	0.000
17:00 - 17:30	26	6351	0.001	26	6351	0.001	26	6351	0.002
17:30 - 18:00	26	6351	0.000	26	6351	0.000	26	6351	0.000
18:00 - 18:30	25	6556	0.001	25	6556	0.001	25	6556	0.002
18:30 - 19:00	25	6556	0.000	25	6556	0.000	25	6556	0.000
19:00 - 19:30	8	8224	0.000	8	8224	0.000	8	8224	0.000
19:30 - 20:00	8	8224	0.000	8	8224	0.000	8	8224	0.000
20:00 - 20:30	8	8224	0.000	8	8224	0.000	8	8224	0.000
20:30 - 21:00	8	8224	0.000	8	8224	0.000	8	8224	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			0.019			0.017			0.036

*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.*

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

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 - 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	9	14806	0.005	9	14806	0.000	9	14806	0.005
05:30 - 06:00	9	14806	0.020	9	14806	0.000	9	14806	0.020
06:00 - 06:30	11	12375	0.004	11	12375	0.000	11	12375	0.004
06:30 - 07:00	11	12375	0.006	11	12375	0.000	11	12375	0.006
07:00 - 07:30	25	6530	0.007	25	6530	0.001	25	6530	0.008
07:30 - 08:00	25	6530	0.008	25	6530	0.000	25	6530	0.008
08:00 - 08:30	26	6351	0.002	26	6351	0.000	26	6351	0.002
08:30 - 09:00	26	6351	0.003	26	6351	0.000	26	6351	0.003
09:00 - 09:30	26	6351	0.000	26	6351	0.000	26	6351	0.000
09:30 - 10:00	26	6351	0.001	26	6351	0.000	26	6351	0.001
10:00 - 10:30	26	6351	0.001	26	6351	0.000	26	6351	0.001
10:30 - 11:00	26	6351	0.001	26	6351	0.000	26	6351	0.001
11:00 - 11:30	26	6351	0.000	26	6351	0.000	26	6351	0.000
11:30 - 12:00	26	6351	0.000	26	6351	0.000	26	6351	0.000
12:00 - 12:30	26	6351	0.001	26	6351	0.000	26	6351	0.001
12:30 - 13:00	26	6351	0.001	26	6351	0.001	26	6351	0.002
13:00 - 13:30	26	6351	0.001	26	6351	0.002	26	6351	0.003
13:30 - 14:00	26	6351	0.002	26	6351	0.001	26	6351	0.003
14:00 - 14:30	26	6351	0.005	26	6351	0.000	26	6351	0.005
14:30 - 15:00	26	6351	0.007	26	6351	0.019	26	6351	0.026
15:00 - 15:30	26	6351	0.013	26	6351	0.005	26	6351	0.018
15:30 - 16:00	26	6351	0.000	26	6351	0.005	26	6351	0.005
16:00 - 16:30	26	6351	0.000	26	6351	0.002	26	6351	0.002
16:30 - 17:00	26	6351	0.000	26	6351	0.005	26	6351	0.005
17:00 - 17:30	26	6351	0.000	26	6351	0.007	26	6351	0.007
17:30 - 18:00	26	6351	0.000	26	6351	0.004	26	6351	0.004
18:00 - 18:30	25	6556	0.000	25	6556	0.001	25	6556	0.001
18:30 - 19:00	25	6556	0.000	25	6556	0.000	25	6556	0.000
19:00 - 19:30	8	8224	0.000	8	8224	0.000	8	8224	0.000
19:30 - 20:00	8	8224	0.000	8	8224	0.002	8	8224	0.002
20:00 - 20:30	8	8224	0.000	8	8224	0.000	8	8224	0.000
20:30 - 21:00	8	8224	0.000	8	8224	0.000	8	8224	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			0.088			0.055			0.143

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.

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

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	9	14806	0.114	9	14806	0.005	9	14806	0.119
05:30 - 06:00	9	14806	0.170	9	14806	0.003	9	14806	0.173
06:00 - 06:30	11	12375	0.037	11	12375	0.008	11	12375	0.045
06:30 - 07:00	11	12375	0.253	11	12375	0.014	11	12375	0.267
07:00 - 07:30	25	6530	0.160	25	6530	0.009	25	6530	0.169
07:30 - 08:00	25	6530	0.132	25	6530	0.007	25	6530	0.139
08:00 - 08:30	26	6351	0.165	26	6351	0.008	26	6351	0.173
08:30 - 09:00	26	6351	0.105	26	6351	0.014	26	6351	0.119
09:00 - 09:30	26	6351	0.067	26	6351	0.015	26	6351	0.082
09:30 - 10:00	26	6351	0.033	26	6351	0.020	26	6351	0.053
10:00 - 10:30	26	6351	0.019	26	6351	0.016	26	6351	0.035
10:30 - 11:00	26	6351	0.028	26	6351	0.021	26	6351	0.049
11:00 - 11:30	26	6351	0.028	26	6351	0.022	26	6351	0.050
11:30 - 12:00	26	6351	0.021	26	6351	0.024	26	6351	0.045
12:00 - 12:30	26	6351	0.022	26	6351	0.030	26	6351	0.052
12:30 - 13:00	26	6351	0.024	26	6351	0.031	26	6351	0.055
13:00 - 13:30	26	6351	0.040	26	6351	0.053	26	6351	0.093
13:30 - 14:00	26	6351	0.061	26	6351	0.047	26	6351	0.108
14:00 - 14:30	26	6351	0.058	26	6351	0.045	26	6351	0.103
14:30 - 15:00	26	6351	0.147	26	6351	0.245	26	6351	0.392
15:00 - 15:30	26	6351	0.060	26	6351	0.065	26	6351	0.125
15:30 - 16:00	26	6351	0.024	26	6351	0.160	26	6351	0.184
16:00 - 16:30	26	6351	0.022	26	6351	0.111	26	6351	0.133
16:30 - 17:00	26	6351	0.015	26	6351	0.151	26	6351	0.166
17:00 - 17:30	26	6351	0.019	26	6351	0.152	26	6351	0.171
17:30 - 18:00	26	6351	0.017	26	6351	0.154	26	6351	0.171
18:00 - 18:30	25	6556	0.012	25	6556	0.065	25	6556	0.077
18:30 - 19:00	25	6556	0.004	25	6556	0.034	25	6556	0.038
19:00 - 19:30	8	8224	0.003	8	8224	0.020	8	8224	0.023
19:30 - 20:00	8	8224	0.002	8	8224	0.009	8	8224	0.011
20:00 - 20:30	8	8224	0.000	8	8224	0.002	8	8224	0.002
20:30 - 21:00	8	8224	0.000	8	8224	0.000	8	8224	0.000
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:			1.862			1.560			3.422

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.

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	9	14806	0.006	9	14806	0.000	9	14806	0.006
05:30 - 06:00	9	14806	0.006	9	14806	0.000	9	14806	0.006
06:00 - 06:30	11	12375	0.002	11	12375	0.002	11	12375	0.004
06:30 - 07:00	11	12375	0.019	11	12375	0.001	11	12375	0.020
07:00 - 07:30	25	6530	0.019	25	6530	0.003	25	6530	0.022
07:30 - 08:00	25	6530	0.020	25	6530	0.004	25	6530	0.024
08:00 - 08:30	26	6351	0.022	26	6351	0.009	26	6351	0.031
08:30 - 09:00	26	6351	0.022	26	6351	0.013	26	6351	0.035
09:00 - 09:30	26	6351	0.011	26	6351	0.008	26	6351	0.019
09:30 - 10:00	26	6351	0.015	26	6351	0.017	26	6351	0.032
10:00 - 10:30	26	6351	0.014	26	6351	0.010	26	6351	0.024
10:30 - 11:00	26	6351	0.021	26	6351	0.019	26	6351	0.040
11:00 - 11:30	26	6351	0.013	26	6351	0.018	26	6351	0.031
11:30 - 12:00	26	6351	0.012	26	6351	0.011	26	6351	0.023
12:00 - 12:30	26	6351	0.010	26	6351	0.013	26	6351	0.023
12:30 - 13:00	26	6351	0.017	26	6351	0.014	26	6351	0.031
13:00 - 13:30	26	6351	0.010	26	6351	0.012	26	6351	0.022
13:30 - 14:00	26	6351	0.010	26	6351	0.013	26	6351	0.023
14:00 - 14:30	26	6351	0.010	26	6351	0.010	26	6351	0.020
14:30 - 15:00	26	6351	0.013	26	6351	0.015	26	6351	0.028
15:00 - 15:30	26	6351	0.015	26	6351	0.013	26	6351	0.028
15:30 - 16:00	26	6351	0.009	26	6351	0.027	26	6351	0.036
16:00 - 16:30	26	6351	0.010	26	6351	0.024	26	6351	0.034
16:30 - 17:00	26	6351	0.005	26	6351	0.013	26	6351	0.018
17:00 - 17:30	26	6351	0.005	26	6351	0.018	26	6351	0.023
17:30 - 18:00	26	6351	0.004	26	6351	0.017	26	6351	0.021
18:00 - 18:30	25	6556	0.002	25	6556	0.008	25	6556	0.010
18:30 - 19:00	25	6556	0.002	25	6556	0.004	25	6556	0.006
19:00 - 19:30	8	8224	0.000	8	8224	0.002	8	8224	0.002
19:30 - 20:00	8	8224	0.000	8	8224	0.000	8	8224	0.000
20:00 - 20:30	8	8224	0.000	8	8224	0.000	8	8224	0.000
20:30 - 21:00	8	8224	0.000	8	8224	0.000	8	8224	0.000
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:			0.324			0.318			0.642

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT  
 MOTOR CYCLES  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

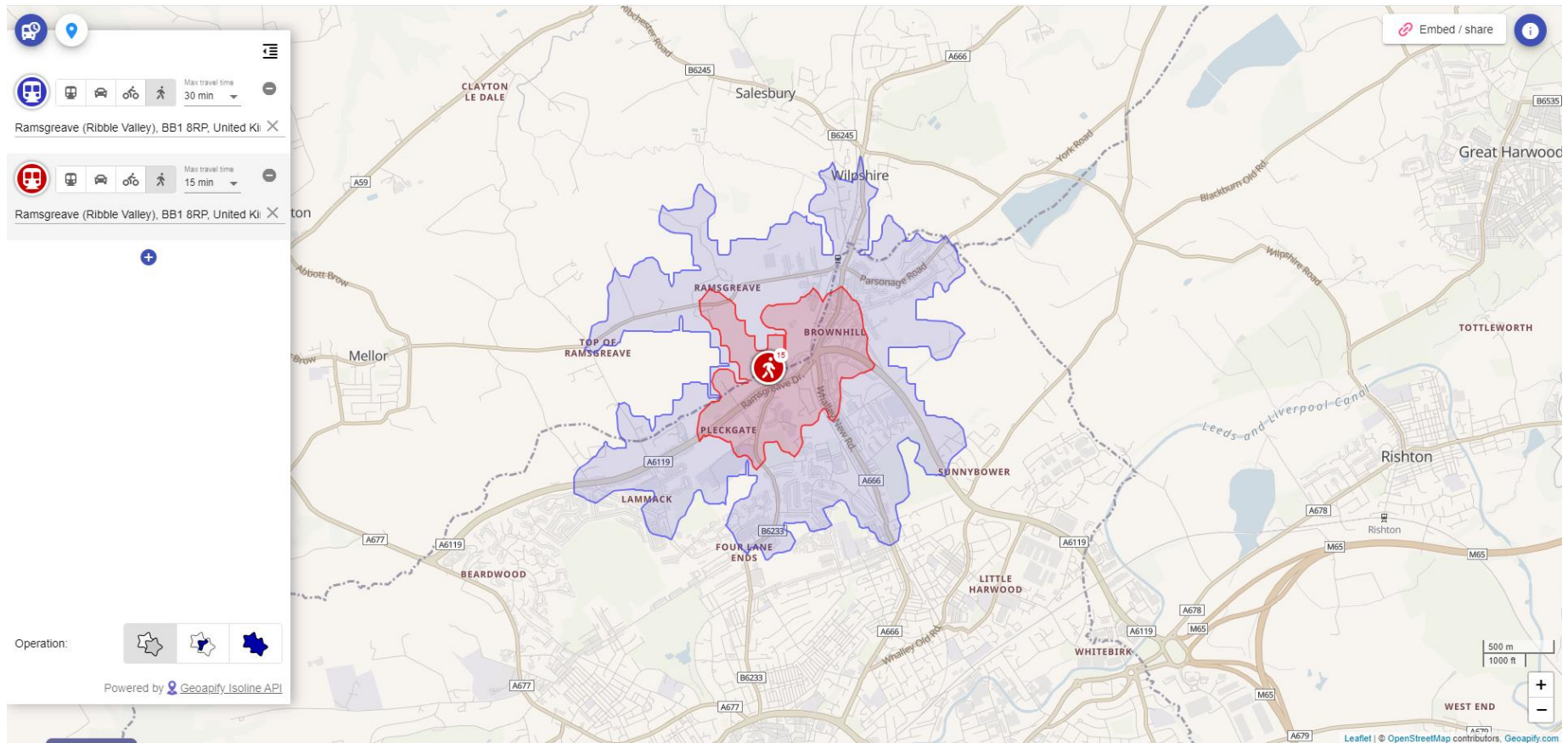
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	9	14806	0.002	9	14806	0.000	9	14806	0.002
05:30 - 06:00	9	14806	0.011	9	14806	0.000	9	14806	0.011
06:00 - 06:30	11	12375	0.002	11	12375	0.000	11	12375	0.002
06:30 - 07:00	11	12375	0.004	11	12375	0.000	11	12375	0.004
07:00 - 07:30	25	6530	0.002	25	6530	0.000	25	6530	0.002
07:30 - 08:00	25	6530	0.002	25	6530	0.000	25	6530	0.002
08:00 - 08:30	26	6351	0.001	26	6351	0.000	26	6351	0.001
08:30 - 09:00	26	6351	0.000	26	6351	0.001	26	6351	0.001
09:00 - 09:30	26	6351	0.000	26	6351	0.000	26	6351	0.000
09:30 - 10:00	26	6351	0.001	26	6351	0.000	26	6351	0.001
10:00 - 10:30	26	6351	0.000	26	6351	0.000	26	6351	0.000
10:30 - 11:00	26	6351	0.000	26	6351	0.000	26	6351	0.000
11:00 - 11:30	26	6351	0.000	26	6351	0.000	26	6351	0.000
11:30 - 12:00	26	6351	0.001	26	6351	0.000	26	6351	0.001
12:00 - 12:30	26	6351	0.000	26	6351	0.001	26	6351	0.001
12:30 - 13:00	26	6351	0.001	26	6351	0.001	26	6351	0.002
13:00 - 13:30	26	6351	0.000	26	6351	0.001	26	6351	0.001
13:30 - 14:00	26	6351	0.002	26	6351	0.000	26	6351	0.002
14:00 - 14:30	26	6351	0.002	26	6351	0.001	26	6351	0.003
14:30 - 15:00	26	6351	0.009	26	6351	0.008	26	6351	0.017
15:00 - 15:30	26	6351	0.001	26	6351	0.003	26	6351	0.004
15:30 - 16:00	26	6351	0.000	26	6351	0.003	26	6351	0.003
16:00 - 16:30	26	6351	0.000	26	6351	0.002	26	6351	0.002
16:30 - 17:00	26	6351	0.000	26	6351	0.001	26	6351	0.001
17:00 - 17:30	26	6351	0.000	26	6351	0.002	26	6351	0.002
17:30 - 18:00	26	6351	0.000	26	6351	0.001	26	6351	0.001
18:00 - 18:30	25	6556	0.000	25	6556	0.001	25	6556	0.001
18:30 - 19:00	25	6556	0.000	25	6556	0.001	25	6556	0.001
19:00 - 19:30	8	8224	0.000	8	8224	0.000	8	8224	0.000
19:30 - 20:00	8	8224	0.000	8	8224	0.000	8	8224	0.000
20:00 - 20:30	8	8224	0.000	8	8224	0.000	8	8224	0.000
20:30 - 21:00	8	8224	0.000	8	8224	0.000	8	8224	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			0.041			0.027			0.068

*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.*

## Appendix 4 – Sustainable Transport Information

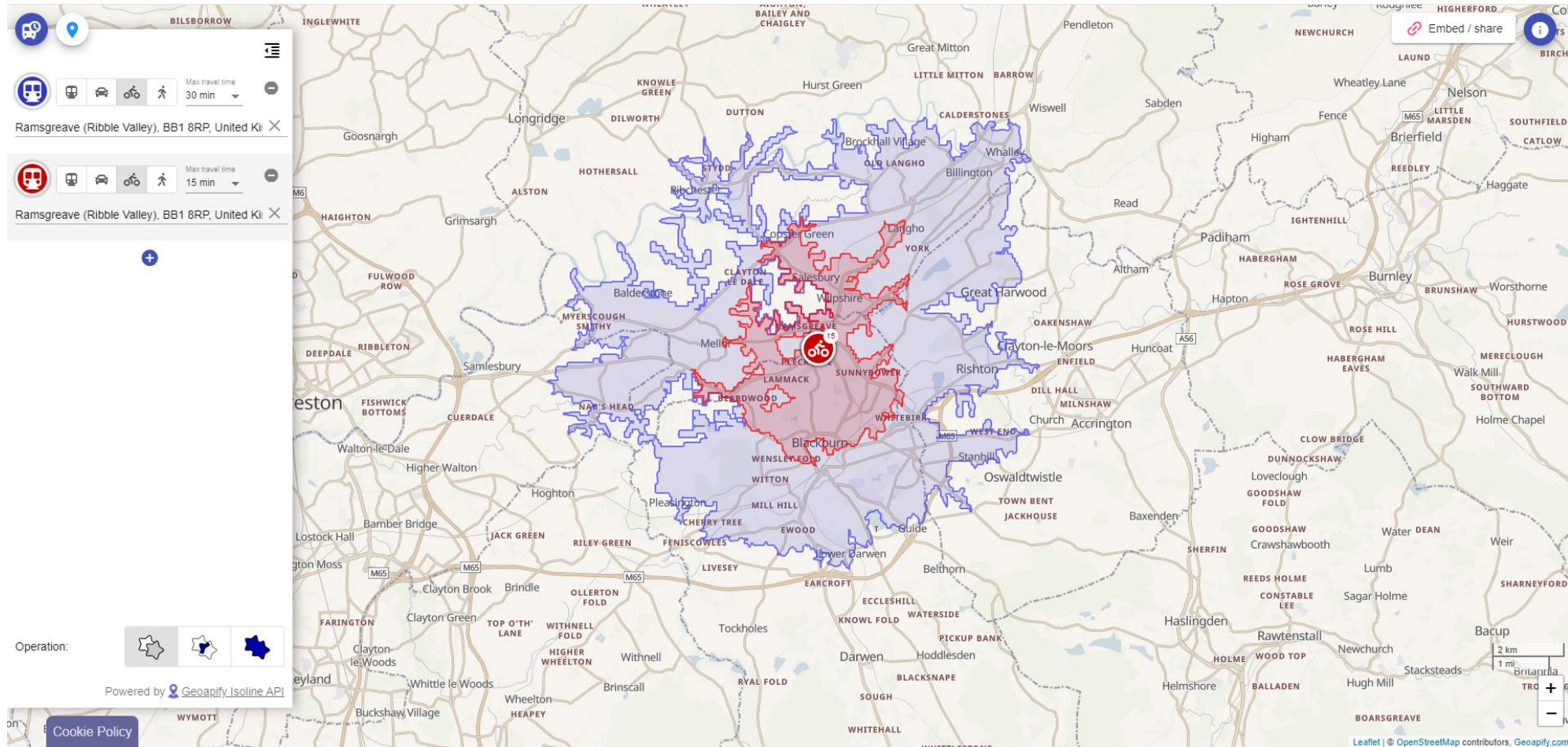
### 15 and 30 Minute Walking Isochrone



# Proposed erection of 7 number industrial units at Ramsgreave Business Park, Pleckgate Road, Blackburn, BB1 8RP

Transport Statement

## 15 and 30 Minute Cycling Isochrone



**Proposed erection of 7 number industrial units at Ramsgreave Business Park,  
Pleckgate Road, Blackburn, BB1 8RP**

Transport Statement

**15 and 30 Minute Public Transport Isochrone**

