

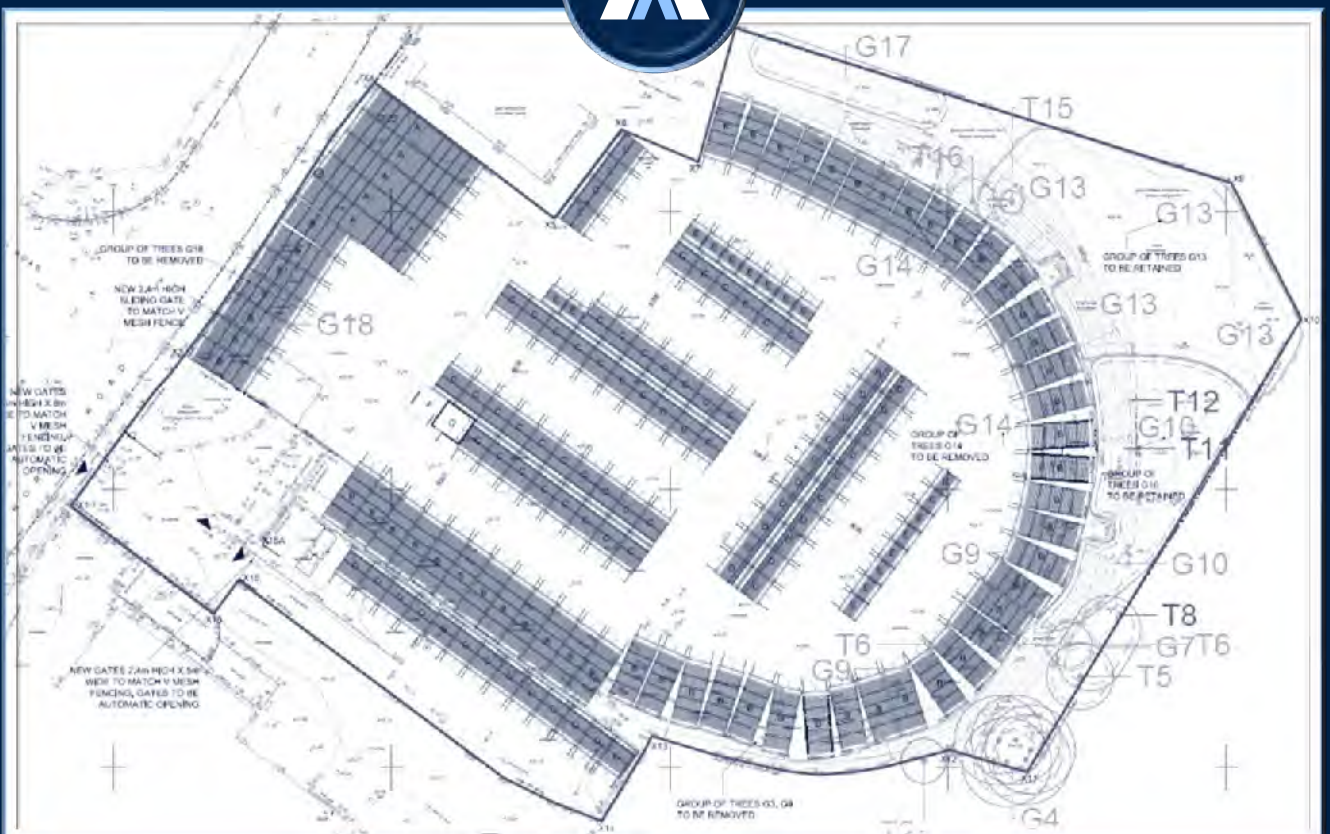
Horton Road, Gloucester

Transport Statement

Client: Blue Self Storage Ltd

10 March 2023

Document Reference: C23011/TS01



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QUALITY MANAGEMENT

REPORT DETAILS

Issued by	Apex Transport Planning Ltd 11-13 Penhill Road Cardiff CF11 9PQ	 
Client	Blue Self Storage Ltd	
Project Name	Horton Road, Gloucester	
Report Title	Transport Statement	
Report Ref.	TS01	
Project No.	C23011	
Date	10/03/2023	

ISSUE HISTORY

Issue No.	Status	Date	Produced by	Approved by	Revision Details
1	Draft	27/02/2023	SD	DC	First Issue
2	Final	10/03/2023	SD	DC	Second Issue

NOTICE

This report has been prepared for Blue Self Storage Ltd in accordance with the terms and conditions of appointment. Apex Transport Planning Ltd cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

The material presented in this report is confidential. This report has been prepared and is intended solely for Blue Self Storage Ltd for use in relation to the Horton Road, Gloucester project.

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1. INTRODUCTION

1.1 Overview

- 1.1.1 Apex Transport Planning Ltd ('Apex TP') has been commissioned by Blue Self Storage Ltd to produce a Transport Statement (TS) in relation to a proposed redevelopment of vacant land at Horton Road, Gloucester.
- 1.1.2 The proposals are for the siting of 156 storage containers for Use Class B8 for the creation of a self-storage facility and associated works. There would also be an office and one formal car parking space.
- 1.1.3 The site is located to the east of Horton Road and the south of Myers Road. It is a vacant brownfield site situated within an established industrial and commercial area. It is within close proximity to Triangle Park, Eastern Avenue Trading Estate and Gloucester Retail Park. As such, the proposals would be situated within an area suitable for the proposed use and its associated vehicle movements.
- 1.1.4 This TS provides an assessment of the transport impacts of the proposed development and sets out details of the proposed parking and access arrangements. This TS has been produced to inform Gloucester County Council (GCC) of the highways and transport implications of the proposals.

1.2 Scope of Report

- 1.2.1 The scope of the report considers comments made by the local highway authority and has been structured to include the following:
- Description of the existing site use, location and trip generation characteristics
 - Review of the existing conditions, highway network characteristics, and existing travel behaviour
 - Description of the development proposals
 - Demonstrating a safe and appropriate layout which can accommodate all vehicle movements
 - Details of car and cycle parking and servicing and delivery arrangements
 - Forecast of vehicle trip generation in the peak hours and net change from the existing use
 - Consideration of the impact of the proposals on the local highway network
- 1.2.2 It has considered policies and advice set out in the National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG), Gloucestershire's Local Transport Plan 2015 – 2041, Gloucester City Plan 2011 – 2031, as well as considering our previous experience of other similar sites.

2. EXISTING CONDITIONS

2.1 Site Location and Context

2.1.1 The site extends to approximately 0.53 hectares in area and is located within Gloucester to the east of Horton Road and south of Myers Road. It is approximately 700m to the east of Gloucester City Centre and Gloucester Rail Station.

2.1.2 The site is situated within an established industrial and commercial area and has a history of employment use. Directly to the north and east of the site are residential properties which front onto Horton Road and Myers Road. To the south of the site there is industrial and employment use, including Triangle Park.

2.1.3 The site location is shown indicatively in Figure 2-1.

Figure 2-1: Indicative Site Location



Source: Google Maps

2.2 Local Highway Network

- 2.2.1 The carriageway on Horton Road is approximately 7m wide and benefits from footways on both sides of at least 2m in width. It has street lighting and is subject to a 30mph speed limit, and already accommodates all movements associated with industrial uses, as does the surrounding highway network. The site has a historic industrial and employment use and as such the local roads are suitable for accommodating vehicles associated with this type of use.
- 2.2.2 Adjacent to the site, there are double yellow line parking restrictions on the nearside of Horton Road. However, there are no restrictions on the west side of Horton Road, which can accommodate approximately 11 vehicles. Directly north of the site is Myers Road which forms the minor arm of a priority junction with Horton Road.
- 2.2.3 Horton Road forms the minor arm of a priority junction with London Road (B4063) at its northern extent which is a single carriageway road with a width of c. 8m which includes cycle lanes on both sides of the carriageway. London Road is subject to a 20mph speed limit and is the key route linking to the A38.

2.3 Modal Share

- 2.3.1 The site is located within the Gloucester 002 middle layer super output area (MSOA). Census 2011 data has been analysed for the Gloucester 002 MSOA to establish the journey to work modal split for the workplace population. This has been compared with the data for the entire of Gloucester. This analysis is shown in Table 2-1.

Table 2-1: Journey to Work Mode Split (Census 2011)

Mode	Gloucester	Gloucester 002
Public Transport	9%	11%
Car Driver	68%	67%
Motorcycle	1%	1%
Car Passenger	5%	5%
Bicycle	5%	4%
On Foot	11%	11%
Other	0%	0%
Total	100%	100%

- 2.3.2 Table 2-1 shows that 11% of existing employees travel to work to this MSOA by public transport, 11% travel on foot, 4% by cycle and 5% as a car passenger. A total of 67% travel as a car driver and 1% by motorcycle.
- 2.3.3 The data shows that the method of travel is similar in Gloucester 002 and across the wider Gloucester area.
- 2.3.4 The data shows that employees in this area have a good level of travel by sustainable modes, particularly by public transport, which is reflective of the sustainable location of the site. As such, this demonstrates that there is good potential for walking, cycling and public transport trips to be made to and from the site and that these movements already occur.

3. DEVELOPMENT PROPOSALS

3.1 Overview

3.1.1 The proposals are for the change of use from the existing brownfield land to B8 use, for the siting of 156 self-storage containers. A small site office is also included within the proposals, in order to facilitate the daily management of the site.

3.1.2 The storage self-storage containers are of varying sizes and have been labelled from A to E. A summary of the scheme has been set out as follows:

Number of units	Container Type	Length (m)	Width (m)	Height (m)	Total GFA (sqm)
1	Office	3.0	2.4	2.6	7
5	A	12	2.4	2.6	144
55	B	6.1	2.4	2.6	805
59	C	3.0	2.4	2.6	425
20	D	2.4	2.2	2.26	106
17	E	2.0	2.0	2.0	68
Total Floorspace					1,555

3.1.3 The units have been arranged sporadically, with the largest 40ft long units to be provided along the western boundary. The smaller units will be interspersed throughout the site.

3.1.4 The proposed site layout is provided within Appendix A.

3.2 Site Layout and Access

3.2.1 The layout of the units has been arranged with the larger units around the outer boundary of the site with the smaller units in the centre. The largest containers (type A) are located along the western boundary facing into the centre of the site, and type B containers line the northern, eastern, and southern boundary. The smaller containers have been arranged in aisles with adequate space between them allowing for vehicle movements.

3.2.2 The office unit and cycle storage are located near to the site access. One formal parking bay is provided in the southern part of the site close to the site access gates.

3.2.3 The layout of the site allows vehicles to circulate around the site, turn and enter and exit in forward gear. The site would be accessed from the existing access point onto Horton Road and this would remain as per the existing arrangements. This is considered appropriate to accommodate all vehicle movements associated with the proposals.

3.2.4 The operator restricts vehicles on the site to a maximum of 3.5tonne gross weight. Typically, a 3.5tonne box van is the largest vehicle type that accesses the site and these would measure c. 6.5m in length and c.2.2m in width.

3.2.5 The layout is appropriate for this largest vehicle type manoeuvring throughout the site to access all containers and allows all vehicles to enter and exit the site in forward gear. This vehicle can also be accommodated appropriately at the site access. Swept paths are provided in Appendix B to show these movements.

3.2.6 The smallest containers along the southern boundary are accessed through separate gates which would only be accessible to a car / light vehicle. This allows cars to pull up next to each container, turn and then leave the site. The turning movements are also shown in Appendix B.

3.3 Parking

Car Parking

- 3.3.1 The car parking standards are provided within the Stroud District Local Plan (2015). This sets out that for B8 sites with a floorspace of 10,000 sqm, 1 space per 100sqm should be provided. Based on the floorspace across the containers shown on the site, this equates to a standard of 16 car parking spaces.
- 3.3.2 However, the proposed development would not create any 'buildings' with floorspace, so this standard is not considered to be applicable as say for a B8 storage and distribution use. There would be just one member of staff on the site at any time for security purposes. Visits from those storing goods within the containers are likely to be infrequent. When visitors are accessing their containers, they would park informally within the site adjacent to or close to their container to enable easy loading and unloading of goods. There is significant space and capacity surrounding the containers to allow for informal parking (and associated drop off / collection). The layout of the site would allow appropriate distances for cars between containers which would ensure users could park cars safely close to or adjoining their container. Space is also available for these vehicles to manoeuvre and turn within the site. This is shown in the swept path analysis in Appendix B.
- 3.3.3 The proposals would also provide one formal car parking space, which would accommodate staff appropriately (if these are not parked adjacent to the office unit). The staff parking would therefore not block any through vehicle movements. If not in use, the space can also be occupied by those using the C Units along the southern boundary.
- 3.3.4 Although self-storage falls within the B8 use class, it does not operate as a 'typical' B8 site. Self-storage sites would require substantially less staff on site and less operational vehicle movements, therefore minimising the demand for car parking. The Self-Storage Association UK Annual Industry Report 2022 (produced by Cushman & Wakefield) shows the average number of staff where there are less than 200 self-storage units on a site would be 1.5, so the proposals having one staff member is in line with other operators and reflects the minimal car parking provision required on the site. Indeed there are numerous new sites which have no staff as these are using mobile technology for access control.
- 3.3.5 The Industry Report outlines that 75% of customers visit their unit once a month or less, and 20% visit fewer than three times per year, which demonstrates that on a typical day there will be a minimal level of vehicle movements to and from the site. As such, the demand for car parking on the site will be low and parking informally adjacent to units would be appropriate and these vehicles would be unlikely to block access to adjacent containers.
- 3.3.6 The Industry Report also shows that 75% of users travel less than a 20 minute drive to their storage unit and 38% travel less than a 10 minute drive. The site is in close proximity to residential areas and some of these journeys could therefore be made by sustainable modes, further reducing the demand for car parking.
- 3.3.7 As such, the provision of one formal car parking space and informal parking throughout the site is considered appropriate to accommodate the likely demand for parking on the site.
- 3.3.8 The car parking space on the site has a dimension of 4.5m x 5m, enabling a vehicle to manoeuvre in and out appropriately. Swept path analysis is provided in Appendix B showing vehicles turning in and out of the car parking space, as well as turning within the site.

Cycle Parking

- 3.3.9 The Stroud District Local Plan (2015) also sets out minimum cycle parking standards by use. For B8 uses, this states a minimum provision of one space per 330 sqm. This would equate to a total provision of five cycle spaces. Three Sheffield Stands will be provided in a secure and covered storage unit located adjacent to the office within the site. These will provide parking for six cycles. This level of provision is considered appropriate for the proposals and would accommodate the likely demand from staff and visitors.

4. TRIP GENERATION

4.1 Introduction

4.1.1 This section considers the forecast vehicle trip generation and impact of the proposals k.

4.1.2 The vehicle trip generation analysis has been undertaken using the Trip Rate Information Computer System (TRICS). The TRICS database predicts the likely numbers of arrivals and departures by utilising surveys of existing sites. The database has been analysed for sites with similar characteristics in terms of use, scale, location and accessibility. The analysis considers the trip generation during network peak hours on a weekday and over a daily period. These have been assumed as 07:00 to 08:00 / 08:00 to 09:00 in the AM peak and 16:00 to 17:00 / 17:00 to 18:00 in the PM peak.

4.1.3 The trip generation has utilised the floorspace of the units to forecast the generation, albeit the containers are not fixed buildings. As the site is currently vacant, no deduction for existing movements has been applied. However, it is noted that the site has a historic use which would have generated movements onto the network to and from the site access.

4.2 Proposed Trip Generation

4.2.1 The following filters have been applied in TRICS to obtain surveys of similar sites to the existing use:

- 02 – Employment/E – Warehousing (Self Storage)
- Located in England and Wales (excluding London)
- Surveys from Monday to Friday
- Sites with up to 5,000 sqm GFA
- Surveys carried out since 2010
- Removal of sites with offices for hire on the site
- Removal of surveys undertaken during pandemic

4.2.2 The above search criteria resulted in the identification of two similar sites. The estimated vehicle trip rates per 100sqm GFA and trip generation for the existing site uses assuming a 1,555 sqm GFA are set out in Table 4-1. The full TRICS reports are included within Appendix C.

Table 4-1: Proposed Self Storage Use – Vehicle Trip Generation

Time Period	Trip Rates (per 100 sqm GFA)			Trip Generation (1,555 sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
07:00-08:00	0.090	0.045	0.135	1	1	2
08:00-09:00	0.134	0.134	0.268	2	2	4
16:00-17:00	0.194	0.159	0.353	3	2	5
17:00-18:00	0.134	0.229	0.363	2	4	6
12 Hour (07:00 – 19:00)	1.941	1.932	3.873	30	30	60

4.2.3 The proposed use is forecast to generate 2-4 two-way vehicle movements in the AM peak hours and 5-6 two-way vehicle movements in the PM network peak hours. Across a 12 hour period, it is forecast to generate 60 two-way vehicle movements.

4.2.4 This equates to approximately one vehicle on the local highway network every 10 to 30 minutes, on average, during the network peak hours. This level of forecast vehicle generation would not have a severe impact on the operation of the surrounding highway network, particularly as vehicles will distribute in different directions from the site access and across the wider network.

4.2.5 As the Cushman & Wakefield Industry Report shows, 75% of customers visit their unit once a month or less. As such, for a site with 155 container units, assuming an average visitation of once per month

(some would visit more and some less), this would equate to just 310 two-way movements a month. This would be around 14 movements per day if assuming visitation occurs on a weekday only, which is unlikely. It is recognised that some users would generate multiple trips in a day through loading and unloading and then not visit the site again for some time.

- 4.2.6 As such, the generation in Table 4-1 is considered to be robust and vehicle movements would not result in a severe impact on the operation of the highway or an unacceptable impact on road safety given that vehicles are using an existing access point.

5. SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 Apex Transport Planning has been commissioned to produce a Transport Statement (TS) in relation to a proposed redevelopment of vacant land at Horton Road, Gloucester.
- 5.1.2 The proposals are for the siting of 156 storage containers for Use Class B8 for the creation of a self-storage facility and associated works. There would also be an office and one formal car parking space.
- 5.1.3 This TS has been produced to inform the local highway authority, Gloucester County Council (GCC) of the highways and transport implications of the proposals.
- 5.1.4 The site is located to the east of Horton Road and the south of Myers Road. It is a vacant brownfield site situated within an established industrial and commercial area. It is within close proximity to Triangle Park, Eastern Avenue Trading Estate and Gloucester Retail Park. As such, the proposals would be situated within an area suitable for the proposed use and its associated vehicle movements.
- 5.1.5 The site is located within an area which accommodates travel by sustainable travel. As such, for some movements to and from the site, visitors and employees could travel by walking, cycling or public transport, as per the surrounding land uses.
- 5.1.6 The layout of the site allows vehicles to circulate around the site, turn and enter and exit in forward gear. The smallest containers along the southern boundary are accessed through separate gates which would only be accessible to a car / light vehicle. This allows cars to pull up next to each container, turn and then leave the site.
- 5.1.7 The existing access point onto Horton Road would be used and remain as per the existing arrangements. This is appropriate to accommodate all vehicles associated with the proposals.
- 5.1.8 The proposals would also provide one formal car parking space, which would accommodate staff appropriately (if these are not parked adjacent to the office unit). When visitors are accessing their containers, they would park informally within the site adjacent to or close to their container to enable easy loading and unloading of goods.
- 5.1.9 The proposals are forecast to generate a low level of vehicle movements in the peak hours with one vehicle every 10 to 30 minutes during the network peak hours based on TRICS analysis. This also forecasts 60 two-way movements over a daily period. This is considered a high forecast based on a comparison with data in a Cushman & Wakefield Industry Report which suggests around 14 two-way movements a day would be generated, on average, from site users.
- 5.1.10 The forecast level of vehicle movements would not have a severe impact on highway capacity or an unacceptable impact on highway safety.

5.2 Conclusions

- 5.2.1 The site location offers a choice of travel options and therefore represents sustainable development in line with the requirements of the NPPF.
- 5.2.2 The proposed development will not have a severe impact on the operation of the surrounding highway network or an unacceptable impact on road safety and is therefore in accordance with the NPPF.
- 5.2.3 The information within this TN should allow the highway authority to provide a positive recommendation on the application.

Appendix A Proposed Site Layout

notes

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING ARCHITECTS DRAWINGS:

STORAGE CONTAINERS UNITS

- A 40ft: 5No UNITS
- B 20ft: 55No UNITS
- C 10ft: 58No UNITS
- D 8ft: 20No UNITS
- E 6ft: No 17 UNITS
- F: OFFICE
- G: BICYCLE STORE
- H: 1 NO CAR PARKING SPACE

TOTAL UNITS: 155

BOUNDARY TREATMENT
2.4m HIGH BLACK V MESH FENCE WITH MATCHING STEEL POSTS ALL COLOUR COATED

TREES

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH TREE REPORT.

- DENOTES EXISTING TREES/GROUPS OF TREES TO BE RETAINED
- DENOTES EXISTING TREES/GROUPS OF TREES TO BE REMOVED

BOUNDARY TREATMENT

- X1-X2 EXISTING PALISADE FENCE AND GATE TO BE REMOVED. PROVIDE NEW V MESH GATES 2.4m HIGH X 8m WIDE (CLEAR OPENING SIZE)
- X2-X3 EXISTING PALISADE FENCE TO BE REMOVED REPLACE WITH 2.4m HIGH V MESH FENCE WITH MATCHING STEEL POSTS. COLOUR BLACK
- X3-X4 EXISTING CHAINLINK FENCE WITH CONC. POSTS TO BE REMOVED. REPLACE WITH 2.4m HIGH V MESH FENCE WITH MATCHING STEEL POSTS. COLOUR BLACK
- X4-X5 NEW 2.4m HIGH BLACK V MESH FENCE WITH MATCHING STEEL POSTS. COLOUR BLACK
- X5-X6 X6-X7 X7-X8 EXISTING CHAINLINK FENCE ON CONC. POSTS TO BE REMOVED. REPLACE WITH 2.4m HIGH V MESH FENCE WITH STEEL POSTS.
- X8-X9 EXISTING CHAINLINK FENCE ON CONC. POSTS TO BE REMOVED. REPLACE WITH 2.4m HIGH V MESH FENCE WITH STEEL POSTS.
- X9-X10 EXISTING CHAINLINK
- X10-X11 FENCE ON CONC. POSTS TO BE REMOVED AND REPLACED WITH 2.4m HIGH V MESH FENCE
- X11-X12 EXISTING CHAINLINK FENCE ON CONC. POSTS. TO BE REMOVED AND REPLACED WITH 2.4m HIGH V MESH FENCE WITH MATCHING STEEL POSTS
- X12-X13 X13-X14 NEW 2.4m HIGH BLACK V MESH FENCE WITH MATCHING STEEL POSTS. COLOUR BLACK
- X14-X15 NEW 2.4m HIGH BLACK V MESH FENCE WITH MATCHING STEEL POSTS
- X15-X16 NEW 2.4m HIGH BLACK V MESH FENCE WITH MATCHING STEEL POSTS
- X16-X17 NEW 2.4m HIGH GATES TO MATCH V MESH FENCE
- X17-X18 NEW 2.4m HIGH BLACK V MESH FENCE

Rev	Date	Description
1	18.08.2023	PROPOSED STORAGE AREA
2	23.08.2023	2 CAR SPACES ADDED
3	24.08.2023	2 CAR SPACES RELOCATED
4	24.08.2023	2 CAR SPACES RELOCATED
5	18.10.2023	EXISTING TREES TO BE REMOVED ADDED REPORT
6	09.03.2023	EXISTING TREES TO BE REMOVED ADDED REPORT
7	10.03.2023	NEW GATES X1-X2 ADDED

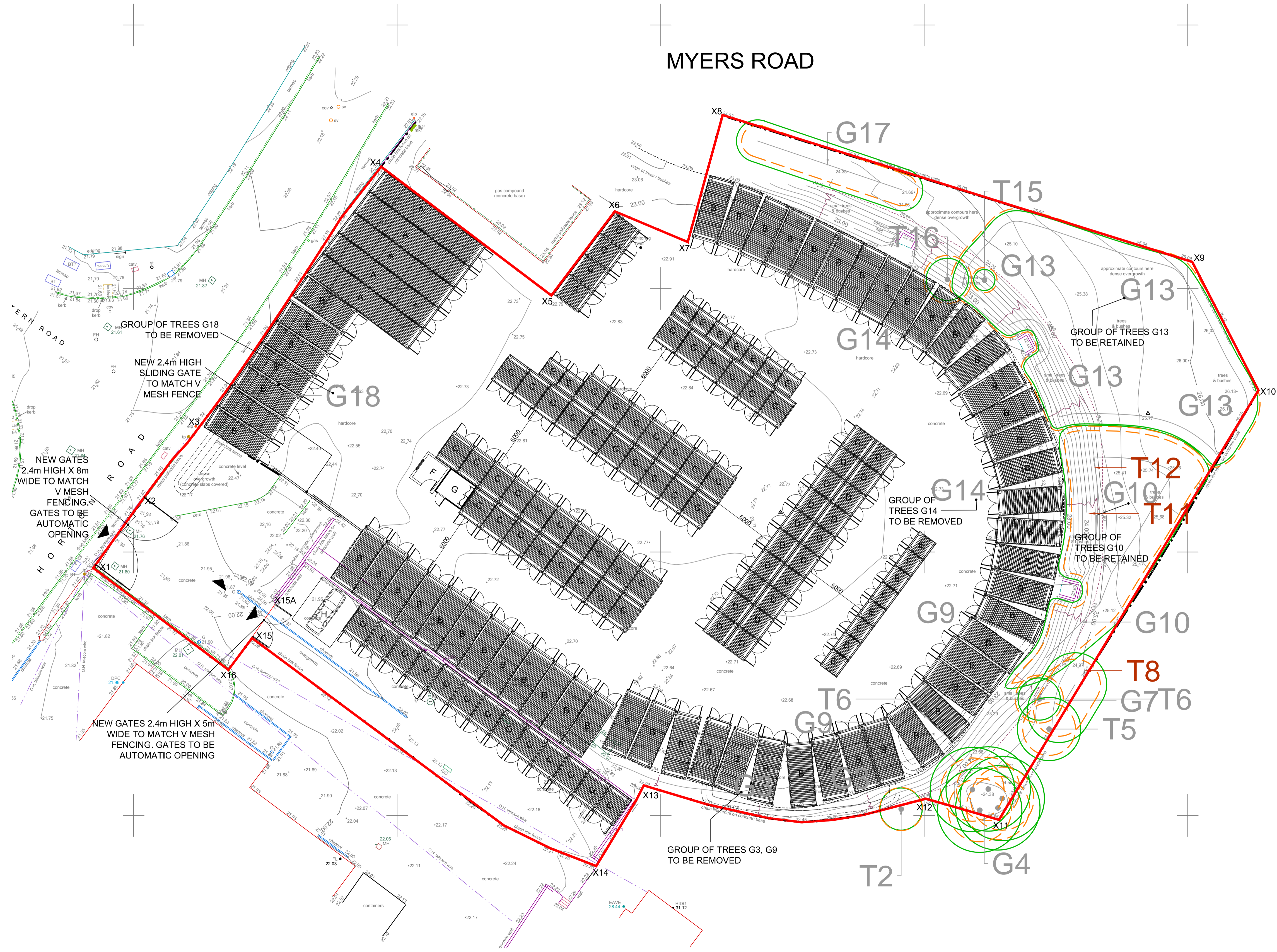
Rev	Date	Description
1	18.08.2023	PROPOSED STORAGE AREA
2	23.08.2023	2 CAR SPACES ADDED
3	24.08.2023	2 CAR SPACES RELOCATED
4	24.08.2023	2 CAR SPACES RELOCATED
5	18.10.2023	EXISTING TREES TO BE REMOVED ADDED REPORT
6	09.03.2023	EXISTING TREES TO BE REMOVED ADDED REPORT
7	10.03.2023	NEW GATES X1-X2 ADDED

Street	PROPOSED STORAGE AREA	Scale	Job No	Client
Street	(SK)001J	1:200		Client: BLUE SELF STORAGE LTD
Date	MAR 2023			Drawn/Checked
				CS/DD

Job	STORAGE AT HORTON ROAD, GLOUCESTER
Client	BLUE SELF STORAGE LTD

davies jlewelyn and jones
Chartered Architects
The Millings, East Tyndall Street, Cardiff Bay, Cardiff, CF24 5SE

MYERS ROAD



GROUP OF TREES G18 TO BE REMOVED

NEW 2.4m HIGH SLIDING GATE TO MATCH V MESH FENCE

NEW GATES 2.4m HIGH X 8m WIDE TO MATCH V MESH FENCING. GATES TO BE AUTOMATIC OPENING

NEW GATES 2.4m HIGH X 5m WIDE TO MATCH V MESH FENCING. GATES TO BE AUTOMATIC OPENING

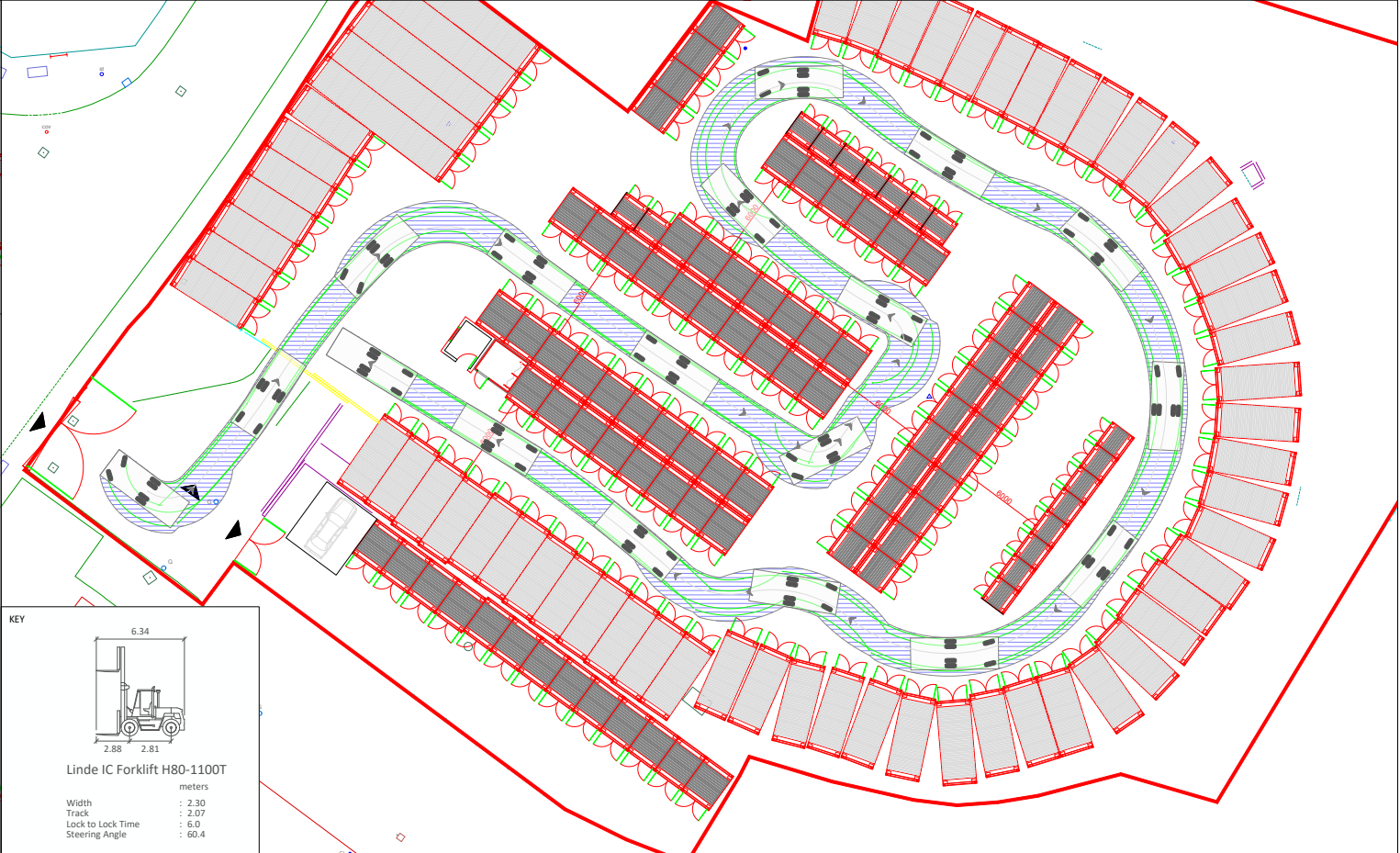
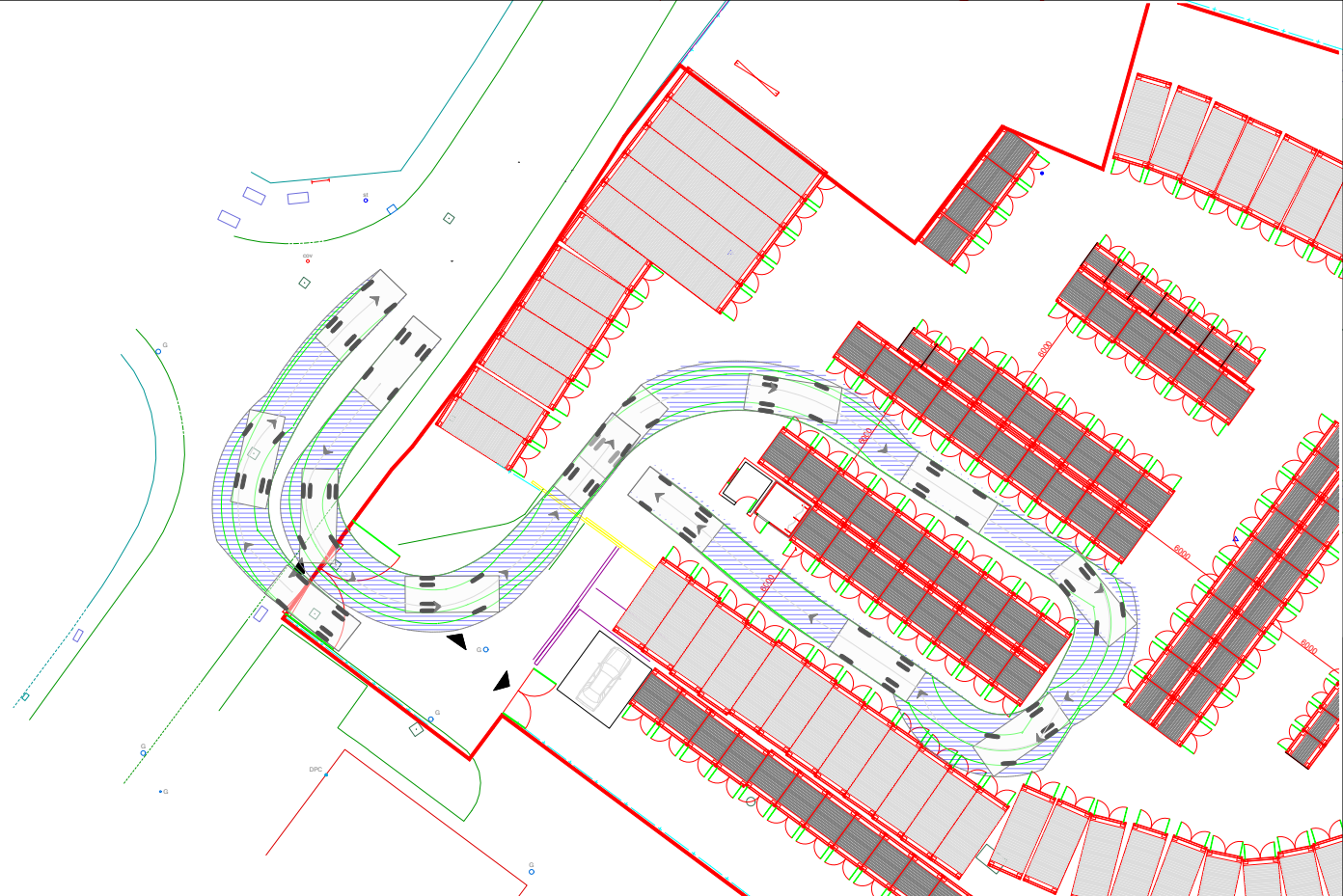
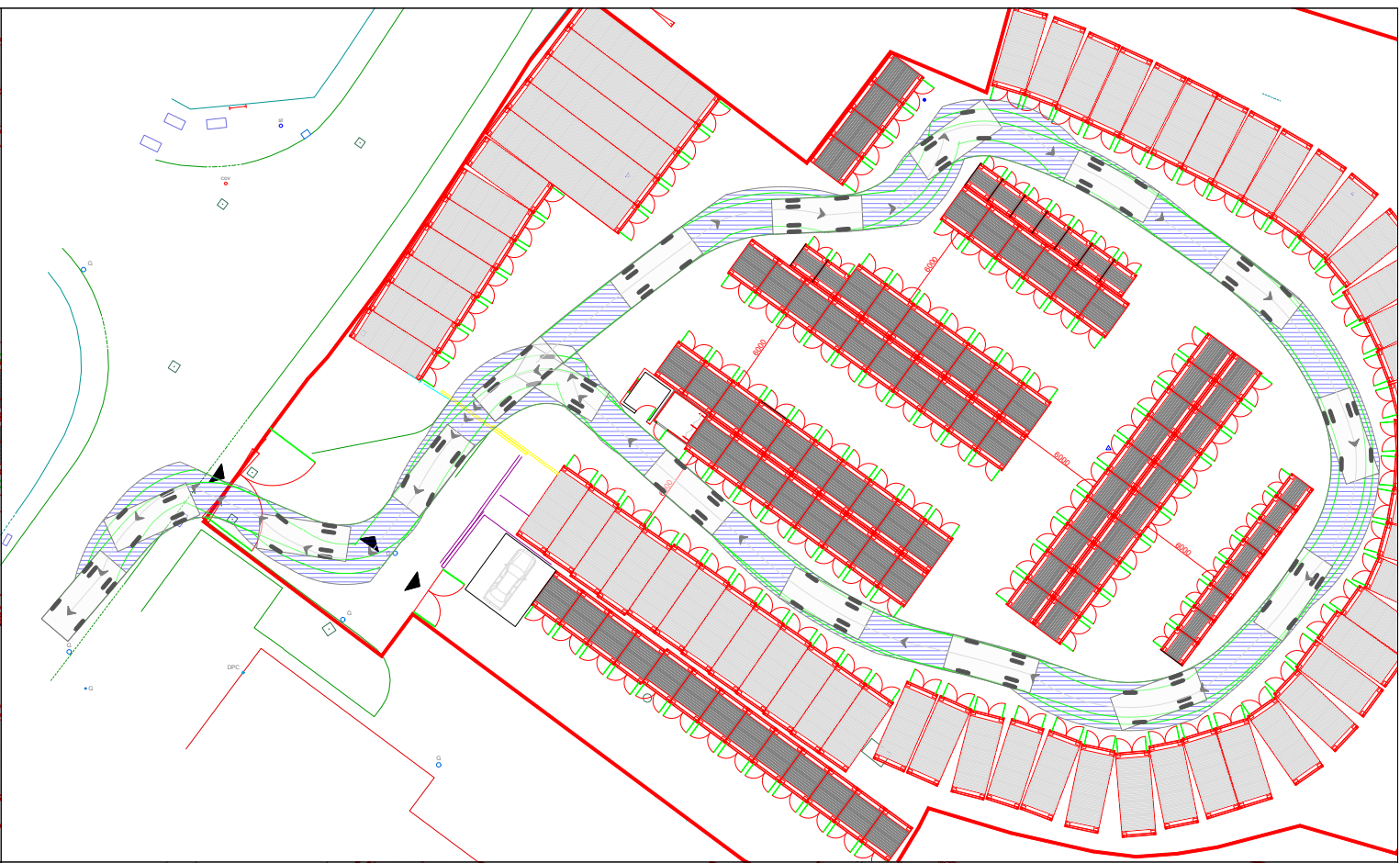
GROUP OF TREES G3, G9 TO BE REMOVED

GROUP OF TREES G14 TO BE REMOVED

GROUP OF TREES G13 TO BE RETAINED

GROUP OF TREES G10 TO BE RETAINED

Appendix B Swept Path Analysis



KEY

Linde IC Forklift H80-1100T

Length	6.34
Wheelbase	2.88
Width	2.30
Track	2.07
Lock to Lock Time	6.0
Steering Angle	60.4

SCALE BAR

SCALE BAR (1:500)

KEY

6.5m Box Van

Length	6.50
Wheelbase	2.50
Width	2.50
Track	2.50
Lock to Lock Time	6.0
Steering Angle	36.3

REVISIONS (CONTINUED)

Rev	Date	Description	By	App

REVISIONS

Rev	Date	Description	By	App
P04	10/03/23	Fourth Issue	DC	DC
P03	27/02/23	Third Issue	DC	DC
P02	13/02/23	Second Issue	SD	DC
P01	01/02/23	First Issue	SD	DC

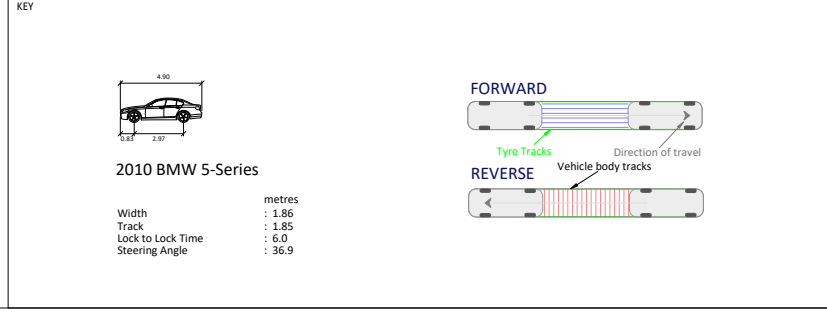
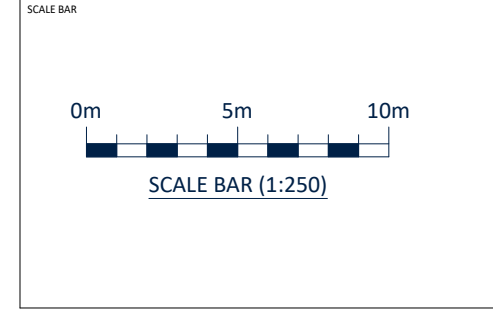
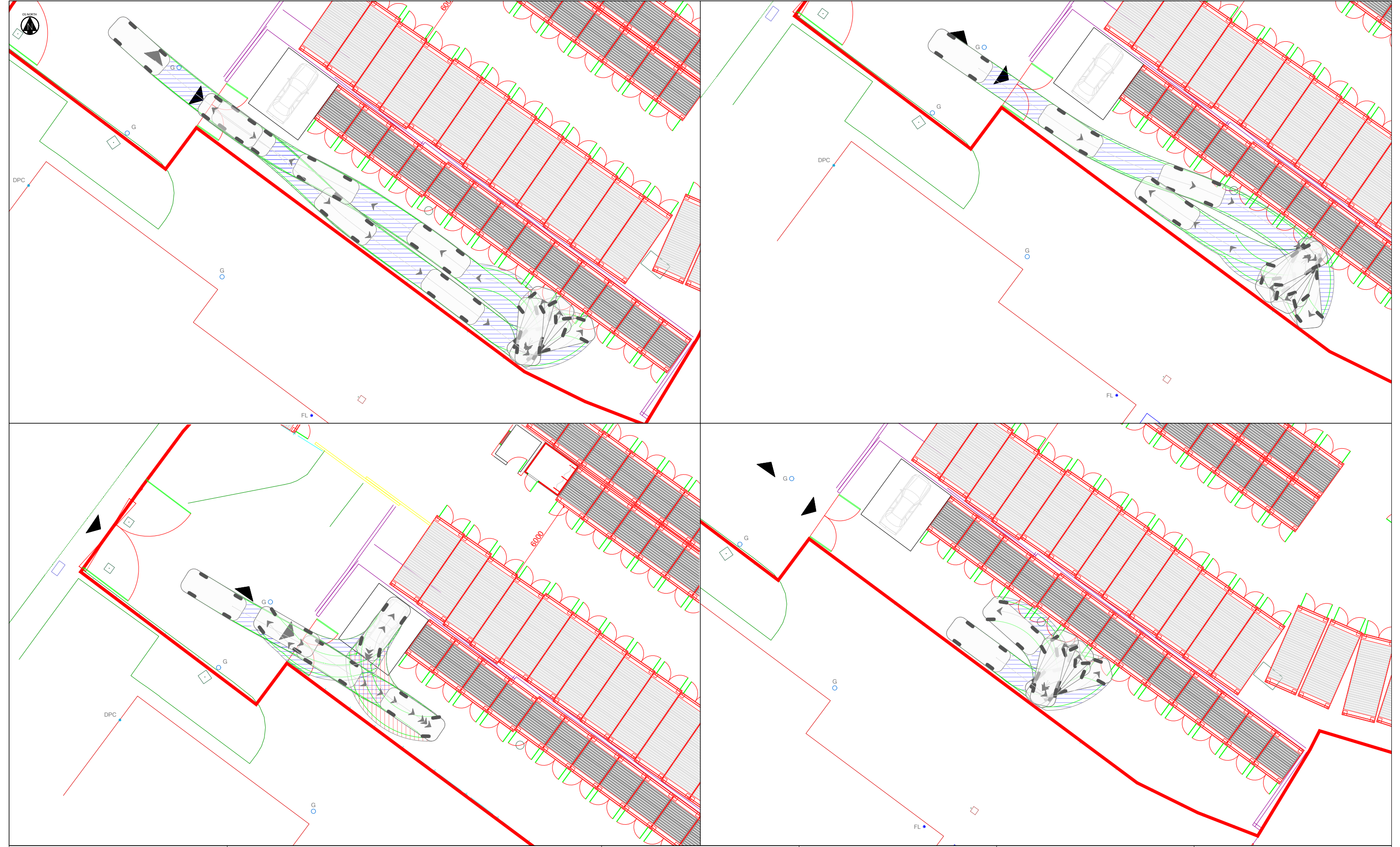
Apex
TRANSPORT PLANNING

CLIENT
BLUE SELF STORAGE

PROJECT
HORTON ROAD, GLOUCESTER

TITLE
SWEPT PATH ANALYSIS

PROJECT NO. C23-011	SCALE @ A3 1:500
STATUS DESCRIPTION INFORMATION	STATUS S2
DRAWING NO. C23011-ATP-DR-TP-001	



REVISIONS (CONTINUED)

Rev	Date	Description	By	App

REVISIONS

Rev	Date	Description	By	App
PO2	10/03/23	Second Issue.	SD	DC
PO1	27/02/23	First Issue.	SD	DC

11-13 PENHILL ROAD
CARDIFF
CF11 9PQ

CLIENT
BLUE SELF STORAGE

PROJECT
HORTON ROAD, GLOUCESTER

TITLE
SWEEP PATH ANALYSIS - LARGE CAR

PROJECT NO. C23-011	SCALE @ A3 1:250
STATUS DESCRIPTION INFORMATION	STATUS S2
DRAWING NO. C23011-ATP-DR-TP-002	

Appendix C TRICS Outputs

Apex Transport Planning Ltd 11-13 Penhill Road Cardiff

Licence No: 502501

Filtering Summary

Land Use	02/E	EMPLOYMENT/WAREHOUSING (SELF STORAGE)
Selected Trip Rate Calculation Parameter Range	1350-5000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1350-4925 sqm GFA	
Date Range	Minimum: 01/01/10	Maximum: 15/10/21
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	2
	Wednesday	1
	Thursday	2
	Friday	2
Main Location Types selected	Edge of Town Centre	2
	Suburban Area (PPS6 Out of Centre)	3
	Edge of Town	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	9 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	2
	10,001 to 15,000	2
	25,001 to 50,000	3
Population <5 Mile ranges selected	5,001 to 25,000	1
	75,001 to 100,000	1
	125,001 to 250,000	3
	250,001 to 500,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	4
PTAL Rating	No PTAL Present	7
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-502501-230227-0247

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1350 to 4925 (units: sqm)
 Range Selected by User: 1350 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Development Zone	1
Residential Zone	1
Retail Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

B8	7 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 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	7 days
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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	7 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-02-E-01 MILLBROOK ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 3100 sqm <i>Survey date: FRIDAY 15/10/21</i>	BOX CLEVER SELF STORAGE CUMBRIA	<i>Survey Type: MANUAL</i>
2	DY-02-E-01 FORRESTERS BUSINESS P. DERBY SINFIN LANE Edge of Town Centre Commercial Zone Total Gross floor area: 1900 sqm <i>Survey date: TUESDAY 05/07/11</i>	ARMADILLO S. STORAGE DERBY	<i>Survey Type: MANUAL</i>
3	NG-02-E-02 LENTON LANE NOTTINGHAM Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 2860 sqm <i>Survey date: THURSDAY 17/11/16</i>	BIG YELLOW SELF STORAGE NOTTINGHAM	<i>Survey Type: MANUAL</i>
4	NY-02-E-01 OAKNEY WOOD ROAD SELBY Edge of Town Industrial Zone Total Gross floor area: 1350 sqm <i>Survey date: TUESDAY 21/09/21</i>	SELF STORAGE NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
5	PB-02-E-02 WESTFIELD ROAD PETERBOROUGH NETHERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 3205 sqm <i>Survey date: THURSDAY 20/10/11</i>	ARMADILLO SELF STORAGE PETERBOROUGH	<i>Survey Type: MANUAL</i>
6	SD-02-E-01 DRAKES WAY SWINDON Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4925 sqm <i>Survey date: WEDNESDAY 21/09/16</i>	BIG YELLOW SELF STORAGE SWINDON	<i>Survey Type: MANUAL</i>
7	WK-02-E-02 145 FOLESHILL ROAD COVENTRY Edge of Town Centre Retail Zone Total Gross floor area: 2769 sqm <i>Survey date: FRIDAY 21/10/11</i>	STORAGE KING WARWICKSHIRE	<i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NW-02-E-01	offices for hire
SF-02-E-01	Covid

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2769	0.000	1	2769	0.000	1	2769	0.000
07:00 - 08:00	7	2873	0.090	7	2873	0.045	7	2873	0.135
08:00 - 09:00	7	2873	0.134	7	2873	0.134	7	2873	0.268
09:00 - 10:00	7	2873	0.174	7	2873	0.154	7	2873	0.328
10:00 - 11:00	7	2873	0.149	7	2873	0.139	7	2873	0.288
11:00 - 12:00	7	2873	0.144	7	2873	0.090	7	2873	0.234
12:00 - 13:00	7	2873	0.264	7	2873	0.234	7	2873	0.498
13:00 - 14:00	7	2873	0.224	7	2873	0.204	7	2873	0.428
14:00 - 15:00	7	2873	0.189	7	2873	0.234	7	2873	0.423
15:00 - 16:00	7	2873	0.154	7	2873	0.184	7	2873	0.338
16:00 - 17:00	7	2873	0.194	7	2873	0.159	7	2873	0.353
17:00 - 18:00	7	2873	0.134	7	2873	0.229	7	2873	0.363
18:00 - 19:00	7	2873	0.055	7	2873	0.090	7	2873	0.145
19:00 - 20:00	1	2769	0.036	1	2769	0.036	1	2769	0.072
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.941			1.932			3.873

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:	1350 - 4925 (units: sqm)
Survey date range:	01/01/10 - 15/10/21
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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.

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

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2769	0.000	1	2769	0.000	1	2769	0.000
07:00 - 08:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
08:00 - 09:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
09:00 - 10:00	7	2873	0.005	7	2873	0.005	7	2873	0.010
10:00 - 11:00	7	2873	0.010	7	2873	0.010	7	2873	0.020
11:00 - 12:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
12:00 - 13:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
13:00 - 14:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
14:00 - 15:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
15:00 - 16:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
16:00 - 17:00	7	2873	0.005	7	2873	0.000	7	2873	0.005
17:00 - 18:00	7	2873	0.000	7	2873	0.005	7	2873	0.005
18:00 - 19:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
19:00 - 20:00	1	2769	0.000	1	2769	0.000	1	2769	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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/E - WAREHOUSING (SELF STORAGE)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2769	0.000	1	2769	0.000	1	2769	0.000
07:00 - 08:00	7	2873	0.005	7	2873	0.005	7	2873	0.010
08:00 - 09:00	7	2873	0.020	7	2873	0.015	7	2873	0.035
09:00 - 10:00	7	2873	0.005	7	2873	0.015	7	2873	0.020
10:00 - 11:00	7	2873	0.010	7	2873	0.010	7	2873	0.020
11:00 - 12:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
12:00 - 13:00	7	2873	0.015	7	2873	0.015	7	2873	0.030
13:00 - 14:00	7	2873	0.015	7	2873	0.010	7	2873	0.025
14:00 - 15:00	7	2873	0.015	7	2873	0.015	7	2873	0.030
15:00 - 16:00	7	2873	0.015	7	2873	0.020	7	2873	0.035
16:00 - 17:00	7	2873	0.015	7	2873	0.015	7	2873	0.030
17:00 - 18:00	7	2873	0.015	7	2873	0.015	7	2873	0.030
18:00 - 19:00	7	2873	0.010	7	2873	0.005	7	2873	0.015
19:00 - 20:00	1	2769	0.000	1	2769	0.000	1	2769	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.140			0.140			0.280

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/E - WAREHOUSING (SELF STORAGE)

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2769	0.000	1	2769	0.000	1	2769	0.000
07:00 - 08:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
08:00 - 09:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
09:00 - 10:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
10:00 - 11:00	7	2873	0.005	7	2873	0.005	7	2873	0.010
11:00 - 12:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
12:00 - 13:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
13:00 - 14:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
14:00 - 15:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
15:00 - 16:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
16:00 - 17:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
17:00 - 18:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
18:00 - 19:00	7	2873	0.000	7	2873	0.000	7	2873	0.000
19:00 - 20:00	1	2769	0.000	1	2769	0.000	1	2769	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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.