



COTSWOLD
TRANSPORT
PLANNING

Anmat Holdings

Proposed B8 Self-Storage Units & Offices
New Road, Great Barford

Transport Statement

March 2022





DOCUMENT REGISTER

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| CLIENT: | ANNMAT HOLDINGS |
| PROJECT: | PROPOSED B8 SELF-STORAGE UNITS & OFFICES, NEW ROAD, GREAT BARFORD |
| PROJECT CODE: | 22-0163 |

| | | | |
|----------------------|----------------------------|--------------|-------------------|
| REPORT TITLE: | TRANSPORT STATEMENT | | |
| PREPARED BY: | CHRIS ELLIOTT | DATE: | MARCH 2022 |
| CHECKED BY: | KEVIN SYKES | DATE: | MARCH 2022 |

| | |
|-----------------------|-----------------------|
| REPORT STATUS: | V1 DRAFT ISSUE |
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1 Introduction

- 1.1 Cotswold Transport Planning Ltd (CTP) has been instructed by Annmat Holdings on behalf of the applicant to provide highways and transport advice in relation to a planning application on land at New Road, Great Barford.
- 1.2 The site is located approximately 2km from Great Barford village centre and abuts a tool hire business. New Road is to the east and to the west and north there is farmland. The site is currently occupied by a range of uses including a waste transfer station and bus storage.
- 1.3 It is now proposed to submit a planning application for B8 self-storage together with office space. This Transport Statement (TS) is submitted as a supporting document to this planning application and should be read alongside other application documents. This TS will demonstrate that safe and suitable access to the site can be provided with no adverse impact on the existing highway network. As such, there are no transport reasons why any of the development proposals should not be granted permission.

Report Structure

- 1.4 The remainder of this report is structured as follows:
- Section Two- Site Location and Local Transport Network;
 - Section Three- Development Proposals; and
 - Section Four- Summary and Conclusions.



2 Site Location and Local Transport Network

Site Location

- 2.1 The application site is located to the west of New Road and to the south of a tool hire business. Farmland borders the site to the north and west. The site is located approximately 2km from Great Barford village centre.
- 2.2 The site location is shown in **Figure 2.1**.

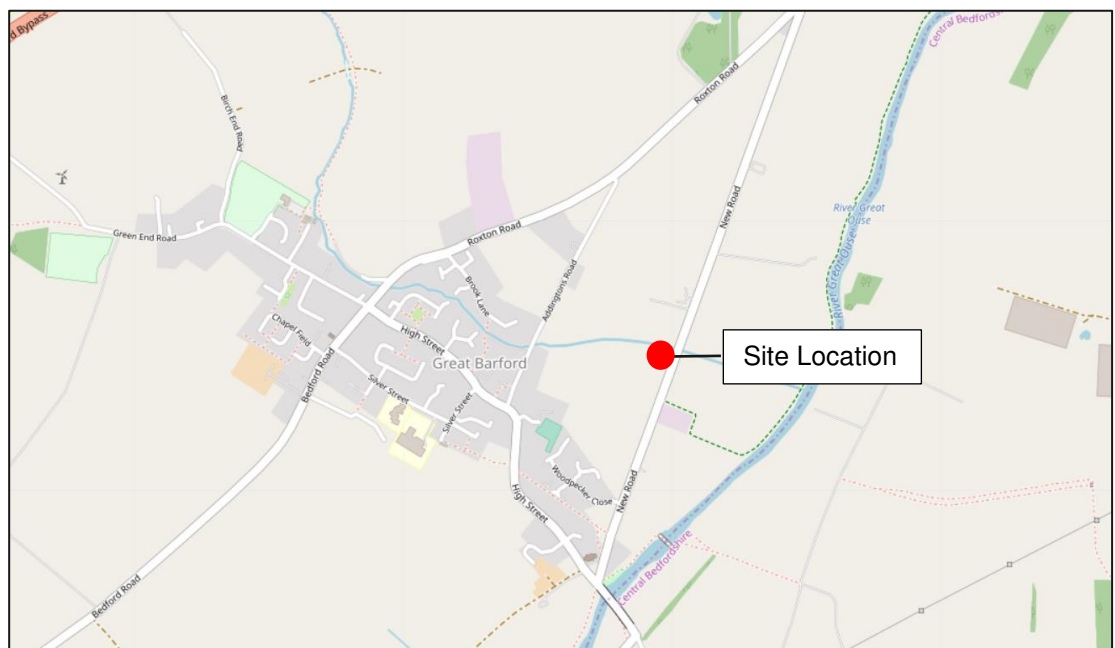


Figure 2.1: Site Location (source: openstreetmap.org)

Local Highway Network

- 2.3 Located to the east of the Site, New Road is a two-way single carriageway road providing a north-south connection between Bedford Road and Barford Road.
- 2.4 At its southern end, New Road provides access to two small residential areas which are respectively accessed via its junctions with Woodpecker Close and High Street. Parking for local residents is provided on the western side of the carriageway as no on-street parking restrictions are in place.
- 2.5 No cycling and pedestrian crossing facilities are observed in the vicinity of the Site, however, the local road network is considered suitable for use by cyclists.



- 2.6 To the north of the Site, New Road links with Roxton Road via a priority junction. Roxton Road is a single carriageway road which is provided with bus stops, footways, dropped kerbs and street lighting on either side of the road, local residents park in off-street locations.
- 2.7 To the south, New Road links with High Street and Barford Road. High Street is an east-west route connecting New Road to Roxton Road and runs through the Great Barford Town Centre. Priority and signalised junctions are currently provided along the High Street. Access is restricted to vehicles exceeding the weight limit of 3.5tonnes.
- 2.8 High Street is provided with bus stops, footways and dropped kerbs on either side of the road; although some on-street parking bays are provided along the road, local residents generally park off-street.
- 2.9 Barford Road connects the Civil Parish of Blunham to the east to New Road in the west and has a 3.5 tonne vehicle weight restriction in place. Barford Road is a two-way single carriageway road.
- 2.10 In close proximity to its junction with New Road, Barford road extends on a single-way working bridge over the River Great Ouse which is signal controlled due to the restricted width of the bridge. Along its eastern end, Barford Road is fronted by residential properties on both sides which are accessed via priority junctions along its length. At this location, Barford Road is provided with bus stops, footways and dropped kerbs on either side of the road; parking for local residents is provided off-street.

Local Highway Safety

- 2.11 Personal Injury Collision (PIC) data has been obtained from the Crashmap website for the highway network in the vicinity of the Site for the most recent five-year period available.
- 2.12 The search area includes New Road in the vicinity of the Site. An extract from Crashmap is provided below in **Figure 2.2** and indicates that four collisions were recorded during the five-year period, one of which was classified as serious and the remainder slight.

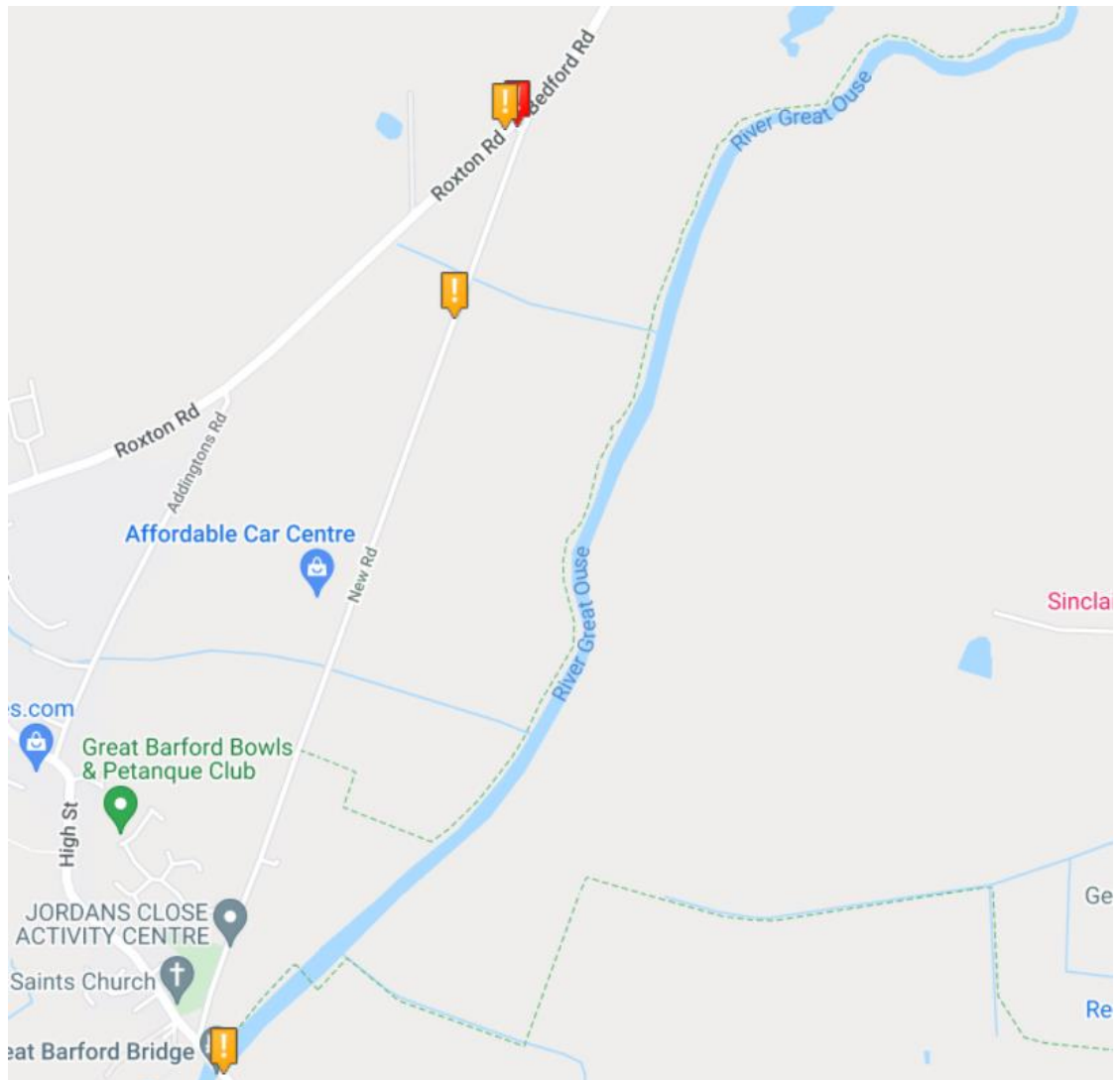


Figure 2.2: Crashmap Extract (most recent five-year period)

- 2.13 The serious collision and one slight collision occurred at the junction of Bedford Road with New Road. Of the remaining slight collisions, one occurred on Barford Road to the south of the junction with New Road.
- 2.14 It is considered that there are no existing highway safety patterns or concerns on the existing local highway network within the vicinity of the site, and with the low level of traffic generation resulting from the development this is expected to continue.

Opportunities for Sustainable Travel

- 2.15 Great Barford village centre is located approximately 2km to the southwest of the Site, where there are a number of retail and commercial services (such as local shops, surgery, schools, local businesses and restaurants) that are likely to be frequent



destinations. In addition, Blunham and Roxton are located within an acceptable walking/cycling distance of the application site.

- 2.16 Roxton Road and the High Street have footways in generally good condition and dropped kerbs at the majority of access points as well as adequate provision of street lighting. Additionally, roads in Great Barford are likely to be relatively quiet in terms of traffic flows and are considered suitable for on-road cycling.
- 2.17 There are a number of bus services available in the vicinity of the Site. The closest bus stops are located on High Street in the vicinity of the junction with New Road, 900m from the Site (equivalent to an 11 minute walk). Bus service 27 operates from this bus stop and provides a connection between Bedford and Willington.
- 2.18 In addition, there are more bus stops located on Roxton Road and Barford Road, at a distance of 1.2km and 2.5km from Site, equivalent to a walking distance of 14 minutes and 30 minutes respectively.



3 Development Proposals

- 3.1 The site is currently occupied by a number of uses including a waste transfer station and bus storage. It is now proposed to submit a planning application for B8 self-storage and office use. The proposed site layout is provided at **Appendix A**.
- 3.2 The self-storage use would be provided in two formats. Firstly, three buildings are proposed that would each provide individually accessed storage facilities. Within each building there would also be a single office suite.
- 3.3 Additional self-storage would also be provided in the form of individual containers along the western boundary of the site. A total of 16 containers are proposed.
- 3.4 In addition to the buildings and container storage, a further office building is proposed to the east of the site.
- 3.5 The total quantum of floorspace proposed is as follows:
- Self-storage buildings- 1,641sqm
 - Container storage- 554sqm
 - Office- 166sqm

Access

- 3.6 Access to the site from New Road will be taken from an improved priority junction access. The layout of the proposed site access junction is shown in CTP drawing number 22-0163 SK01, which is contained at **Appendix B**. To allow access by larger vehicles, the access road has a width of 7.3m, with 15m and 12.5m kerb radii to the north and south respectively.
- 3.7 To accord with BBC requirements of previous planning permissions, visibility splays of 4.5m x 215m are to be provided at the access. These visibility splays can be provided within the existing adopted highway, and are shown in CTP drawing 22-0163 SK02, which is provided at **Appendix B**.
- 3.8 Swept path analysis of vehicles accessing the site has been undertaken and is presented at **Appendix C**. CTP drawings 22-0163 SP01 and SP02 show the swept path of a 16.5m articulated HGV, the largest vehicle that would require access to the site. This swept path analysis demonstrates that the vehicle can satisfactorily enter and exit the site in forward gear. It is noted that when the HGV exits the site to the



north, there is some minor over-run of the centreline on New Road, however, this is not considered to present any highway safety concerns since the proposed self-storage use would only generate very occasional HGV movements.

3.9 Swept path analysis of the internal site layout has been undertaken and is presented in CTP drawings 22-0163 SP03 and SP04.

3.10 This swept path analysis demonstrates that all anticipated vehicles can satisfactorily enter and exit the site in forward gear and undertake the required parking and turning manoeuvres safely within their identified areas or common areas of the site.

Parking

3.11 Bedford Borough Council parking standards specify the following maximum car parking provision:

- Office- 1 space per 20sqm
- B8 Storage & Distribution- 1 space per 70sqm

3.12 When applied to the proposed development, this equates to a maximum of 39 car parking spaces. The site plan indicates that it is proposed to provide a total of 39 car parking spaces and therefore the parking provision accords with the requirements of the parking standards.

3.13 Bedford Borough Council cycle parking standards require the following minimum provision:

- Office- 1 short stay space per 500sqm and 1 long stay space per 200sqm
- B8 Storage- 1 short stay space per 1000sqm and 1 long stay space per 500sqm.

3.14 When applied to the proposed development, this equates to a minimum of four short stay spaces and five long stay spaces. The site plan indicates that it is proposed to provide parking for 10 cycles within a secure cycle store. As such, this provision would meet the requirements of the Council's Cycle Parking Standards.

Trip Generation

3.15 Self-storage facilities such as that proposed will typically attract a range of customers including private householders and businesses. In terms of vehicle movements, householders would typically travel to and from the site via private car, and on an infrequent basis. Business customers could visit the site on a more regular basis but would typically do so in car or vans. There would be no regular vehicle movements by



HGVs since a business seeking to move such large volumes of goods in and out of storage containers would be unlikely to use a self-storage facility such as that proposed. If a business was transporting items of such size, they would typically have their own warehouse. Business use of self-storage facilities is typically by small businesses that need limited quantities of storage space such that these can be transported by car or van.

3.16 In addition, self-storage facilities need very few staff to operate, since they are only required to manage the site and ensure customers can access their individual storage units, and not to assist in moving items to and from storage. As such, there would be very few staff trips to and from the site on a daily basis.

3.17 To provide an indication as to the number of trips that could potentially be generated by the proposed use, data has been extracted from the TRICS database for self-storage use. For the purposes of estimating trip generation, the area of the containers will also be included as self-storage floorspace. This will present a robust approach since the self-storage sites within TRICS are buildings constructed specifically for self-storage use and not individual containers. The trip rates extracted from TRICS and the resulting trip generation at the proposed development are presented in **Table 3.1** below. The full TRICS outputs are provided at **Appendix D**.

| Time Period | Trip Rate per 100sq.m | | | Trip Generation (2,123sqm) | | |
|---------------------------------|-----------------------|------------|-------|----------------------------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| Weekday AM Peak (08:00 – 09:00) | 0.130 | 0.093 | 0.223 | 3 | 2 | 5 |
| Weekday PM Peak (17:00 – 18:00) | 0.062 | 0.142 | 0.204 | 2 | 3 | 5 |
| Total Weekday (24hr) | 1.633 | 1.626 | 3.259 | 35 | 35 | 70 |

Table 3.1: Estimated Trip Generation- B8 Self Storage

3.18 Table 1 indicates that the proposed self-storage use is estimated to generate a total of five vehicle trips in the AM and PM peak hours. Over a typical weekday, the use is estimated to generate 70 two-way vehicle movements. Based on a 12-hour day, this equates to an average of 5-6 vehicle movements per hour.

3.19 This level of vehicle trips would have no adverse impact on the operation of the local highway network.

3.20 The TRICS data also provides an estimate of the number of OGVs generated. This suggests that only three OGV movements are forecast on a weekday, which would



equate to 1-2 vehicles arriving and departing the site each day. As such, the proposal would not generate a significant quantum of HGV movements.

- 3.21 To estimate the number of trips generated by the proposed office use, again sites from within the TRICS database have been used. The trip rates extracted from TRICS and the resulting trip generation at the proposed development are presented in **Table 3.2** below. The full TRICS outputs are provided at **Appendix D**.

| Time Period | Trip Rate per 100sq.m | | | Trip Generation (175sqm) | | |
|---------------------------------|-----------------------|------------|--------|--------------------------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| Weekday AM Peak (08:00 – 09:00) | 2.0423 | 0.202 | 4.593 | 5 | 0 | 5 |
| Weekday PM Peak (17:00 – 18:00) | 0.538 | 3.499 | 7.066 | 1 | 6 | 7 |
| Total Weekday (24hr) | 11.442 | 11.911 | 23.353 | 20 | 21 | 41 |

Table 3.2: Estimated Trip Generation- Office

- 3.22 Table 3.2 indicates that the proposed office use is forecast to generate five vehicle movements during the AM peak and seven during the PM peak. During the 12-hour weekday, a total of 41 vehicle movements are predicted. This equates to an average of 3-4 vehicle movements per hour on average across the day.
- 3.23 Again, this level of additional traffic would have no adverse impact on the operation of the local highway network. Vehicle movements associated with the office use would be predominantly cars, with occasional servicing trips by smaller transit type vans. The office use would not generate any HGV movements.



4 Summary and Conclusions

- 4.1 Cotswold Transport Planning Ltd (CTP) has been instructed by Annmat Holdings and Planning Ltd on behalf of the applicant to provide highways and transport advice in relation to a planning application on land at New Road, Great Barford.
- 4.2 The site is located approximately 2km from Great Barford village centre and abuts a tool hire business. New Road is to the east and to the west and north there is farmland. The site is currently occupied by a range of uses including a waste transfer station and bus storage.
- 4.3 It is proposed to submit a planning application for B8 self-storage together with office space.
- 4.4 Alongside these proposed uses, the site will also continue to be occupied by current uses including a waste transfer station and bus storage.
- 4.5 This Transport Statement has considered the proposed developments and has demonstrated the following:
- The local highway network currently operates safely;
 - Safe and suitable access to the site can be provided, and all anticipated vehicles can enter and exit the site in forward gear.
 - The proposed development will generate a limited number of vehicle movements on a daily basis, which would not materially impact the operation of the local highway network;

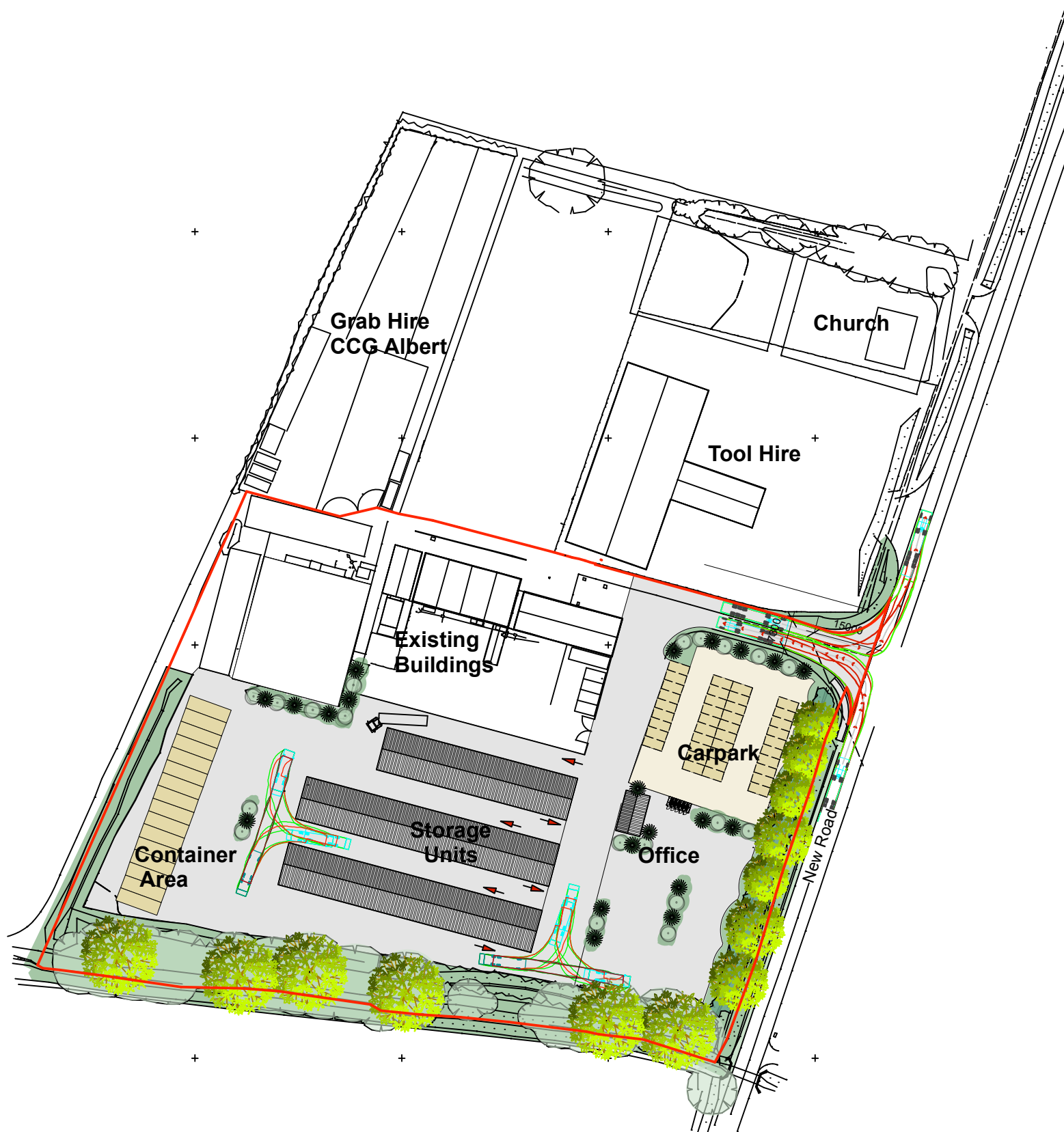
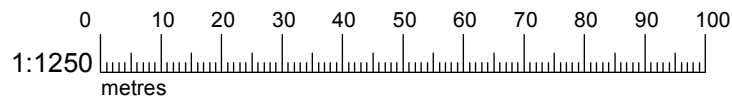
Conclusion

- 4.1 In conclusion, it is considered that the proposed development is acceptable in transport and traffic terms and meets the policy requirements as set out in paragraph 110 of the NPPF as:
- Appropriate opportunities for travel by sustainable transport modes can be taken up;
 - Safe and suitable access to the site can be achieved;
 - The design of the access and parking areas reflects current national guidance; and
 - There will be no significant impacts from the development on the transport network in terms of both capacity and congestion or highway safety.



- 4.2 As such, the development will not result in an unacceptable impact on highway safety and the residual cumulative impact on the road network will not be severe. Therefore, the development proposal should not be refused on highways grounds as it satisfies the requirements of paragraph 111 of the NPPF.

APPENDIX A: Site Layout Plan



Rev D 29.03.22 Updated
 Rev C 15.11.21 Sketch layout amended
 Rev B 10.11.21 Sketch layout amended
 Rev A 05.11.21 Sketch layout amended

ALP
aragon | LAND AND PLANNING Ltd
 The Old Coalhouse
 28a Rosamond Road
 Bedford
 Bedfordshire
 MK40 3SS

Contact: Francis Caldwell
 t: 01234 360655
 e: francis@aragonland.co.uk
 w: aragonland.co.uk

Site
 New Road
 Great Barford
 MK44 3LH

Title
 Proposed Site Plan

dwg. no... 21 009 2000 rev... D

scale... 1:1250 @ A3

drawn by... AG date... Nov 2021

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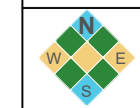
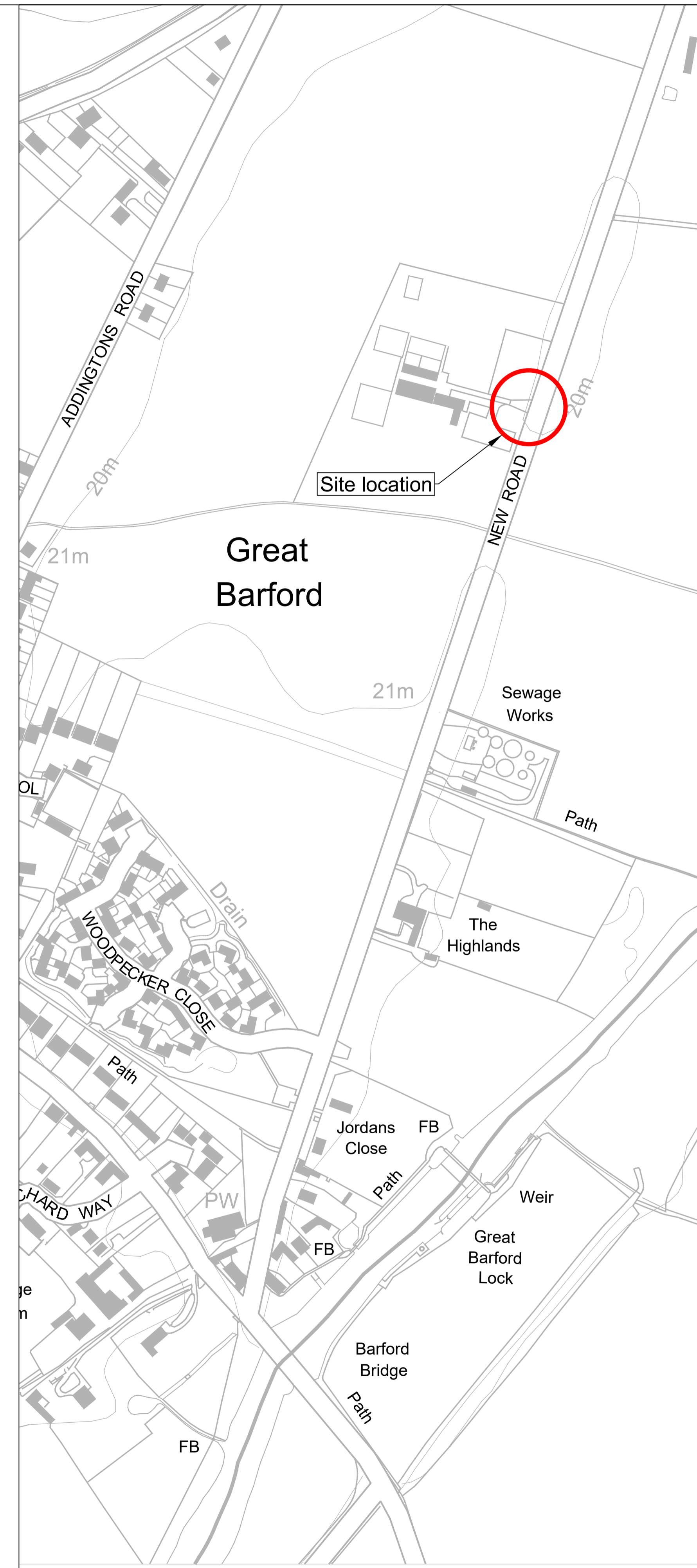
SITE PLAN. (1:1250)

APPENDIX B: Site Access Junction



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VISIBILITY ASSESSMENT - SCALE 1:1000



SITE LOCATION PLAN - SCALE 1:2500

| Rev | Date | Drawn By | Checked By |
|-----|------|----------|------------|
| | | | |



CLIENT:
Anmat Holdings

PROJECT:
New Road, Great Barford

TITLE:
**Site Location Plan and
Visibility Assessment**

STATUS:
INFORMATION

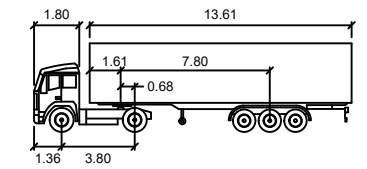
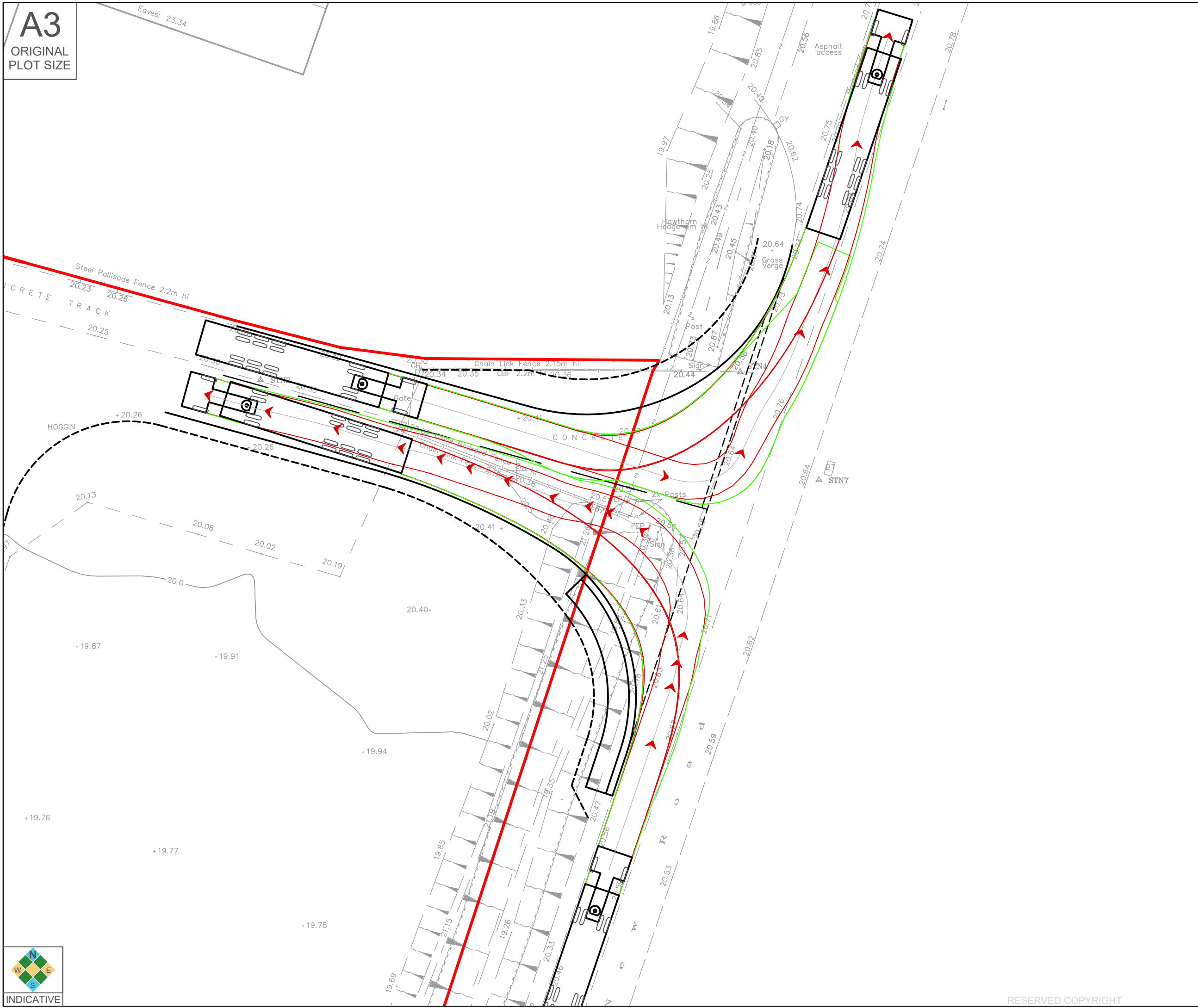
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| As shown | 15.03.22 | KPS | CE | CE |
| JOB NO: | DRAWING NO: | REVISION: | | |
| 22-0163 | SK02 | - | | |

RESERVED COPYRIGHT



APPENDIX C: Swept Path Analysis

A3
ORIGINAL
PLOT SIZE



Artic

| | Tractor Width | Trailer Width | Tractor Track | Trailer Track | Lock to Lock Time | Steering Angle | Articulating Angle |
|--------|---------------|---------------|---------------|---------------|-------------------|----------------|--------------------|
| units | : meters | : meters | : meters | : meters | : seconds | : degrees | : degrees |
| values | : 2.55 | : 2.55 | : 2.55 | : 2.55 | : 6.0 | : 42.7 | : 70.0 |

| Rev | Date | Details | Drawn by | Checked by |
|-----|------|---------|----------|------------|
| | | | | |



CLIENT:
Anmat Holdings

PROJECT:
**New Road
Great Barford**

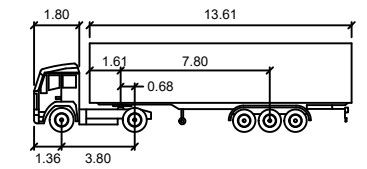
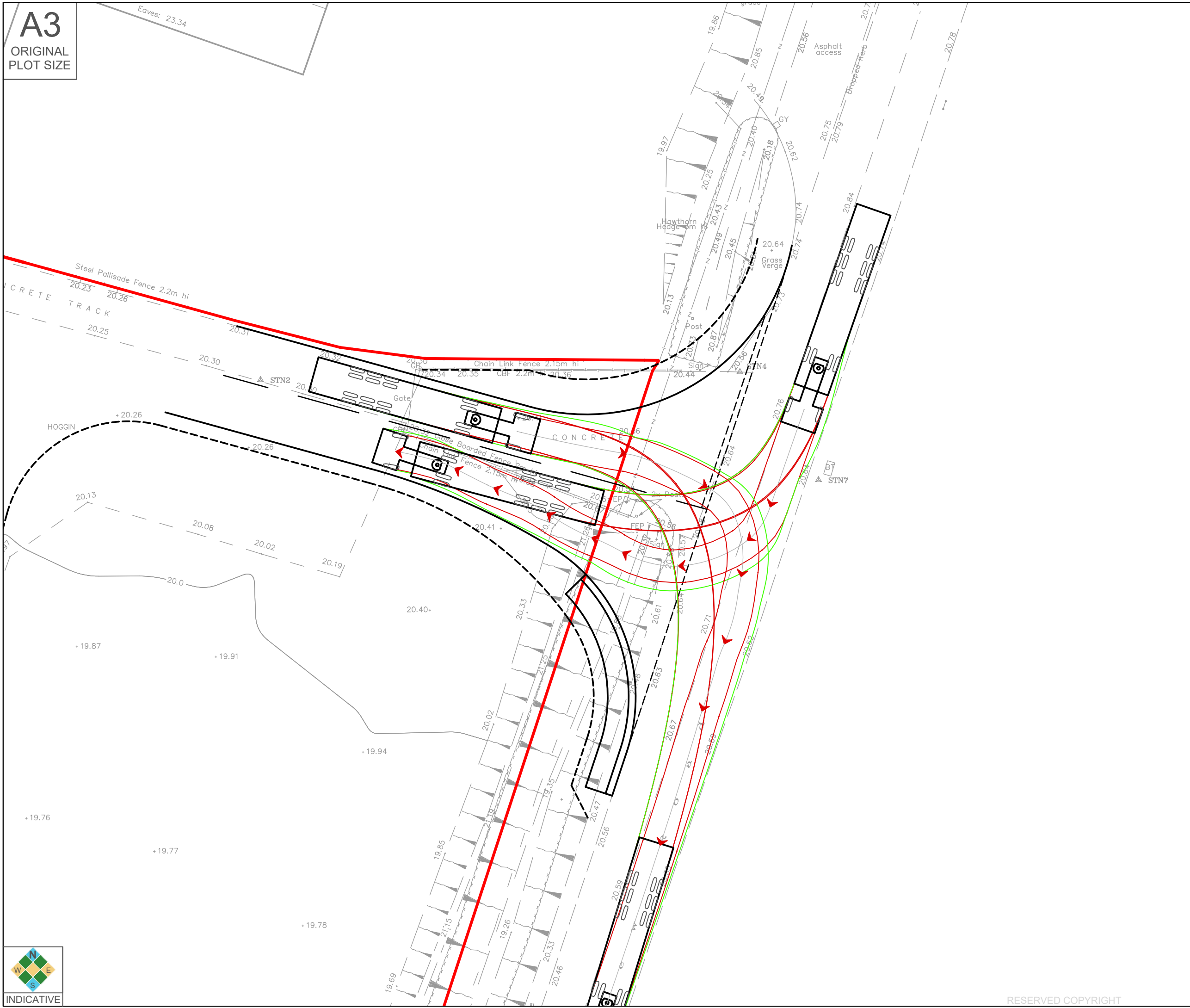
TITLE:
**Swept Path Analysis
16.5m Articulated Vehicle
Access Junction Sheet 1 of 2**

STATUS:
INFORMATION

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| JOB NO: 22-0163 | DRAWING NO: SP01 | REVISION: - | | |



A3
ORIGINAL
PLOT SIZE



Artic

| | Tractor Width | Trailer Width | Tractor Track | Trailer Track | Lock to Lock Time | Steering Angle | Articulating Angle |
|-------|---------------|---------------|---------------|---------------|-------------------|----------------|--------------------|
| units | : 2.55 | : 2.55 | : 2.55 | : 2.55 | : 6.0 | : 42.7 | : 70.0 |
| | | | | | | | |

| Rev | Date | Details | Drawn by | Checked by |
|-----|------|---------|----------|------------|
| | | | | |



CLIENT:
Anmat Holdings

PROJECT:
**New Road
Great Barford**

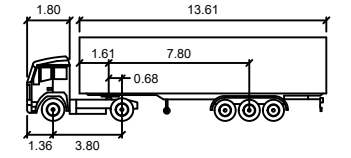
TITLE:
**Swept Path Analysis
16.5m Articulated Vehicle
Access Junction Sheet 2 of 2**

STATUS:
INFORMATION

| SCALE: | DATE: | DRAWN: | CHECKED: | APPROVED: |
|---------|-------------|-----------|----------|-----------|
| 1:250 | 15/03/22 | KPS | CE | CE |
| JOB NO: | DRAWING NO: | REVISION: | | |
| 22-0163 | SP02 | - | | |



A3
ORIGINAL
PLOT SIZE



Artic

| | Tractor Width | Trailer Width | Tractor Track | Trailer Track | Lock to Lock Time | Steering Angle | Articulating Angle |
|--------|---------------|---------------|---------------|---------------|-------------------|----------------|--------------------|
| units | : meters | : meters | : meters | : meters | : seconds | : degrees | : degrees |
| values | : 2.55 | : 2.55 | : 2.55 | : 2.55 | : 6.0 | : 42.7 | : 70.0 |

| Rev | Date | Details | Drawn by | Checked by |
|-----|----------|---------------------|----------|------------|
| A | 31/03/22 | Site layout updated | CE | CE |



CLIENT:
Anmat Holdings

PROJECT:
**New Road
Great Barford**

TITLE:
**Swept Path Analysis
16.5m Articulated Vehicle
Internal Arrangements**

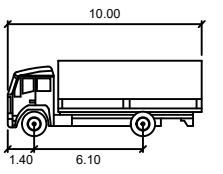
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| JOB NO: 22-0163 | DRAWING NO: SP03 | REVISION: A | | |



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A3
ORIGINAL
PLOT SIZE



Large Truck
meters
Width : 2.55
Track : 2.55
Lock to Lock Time : 6.0
Steering Angle : 37.7

| | | | | |
|-----|----------|---------------------|----------|------------|
| Rev | Date | Details | Drawn by | Checked by |
| A | 31/03/22 | Site layout updated | CE | CE |



CLIENT:
Anmat Holdings

PROJECT:
**New Road
Great Barford**

TITLE:
**Swept Path Analysis
10m Rigid Truck
Internal Arrangements**

STATUS:
INFORMATION

| | | | | |
|--------------------|---------------------|----------------|----------------|-----------------|
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| JOB NO: 22-0163 | DRAWING NO: SP04 | REVISION: A | | |



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APPENDIX D: TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

| | |
|--|--------|
| 03 SOUTH WEST | |
| WL WILTSHIRE | 1 days |
| 04 EAST ANGLIA | |
| SF SUFFOLK | 1 days |
| 05 EAST MIDLANDS | |
| NT NOTTINGHAMSHIRE | 1 days |
| 07 YORKSHIRE & NORTH LINCOLNSHIRE | |
| NY NORTH YORKSHIRE | 1 days |
| 09 NORTH | |
| TW TYNE & WEAR | 1 days |

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 1350 to 5500 (units: sqm)
 Range Selected by User: 1350 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 21/09/21

Selected survey days:

| | |
|-----------|--------|
| Monday | 1 days |
| Tuesday | 1 days |
| Wednesday | 1 days |
| Thursday | 2 days |

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 5 days |
| Directional ATC Count | 0 days |

Selected Locations:

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

Selected Location Sub Categories:

| | |
|------------------|---|
| Industrial Zone | 3 |
| Development Zone | 1 |
| No Sub Category | 1 |

Secondary Filtering selection:Use Class:

B8 5 days

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

| | |
|------------------|--------|
| 10,001 to 15,000 | 2 days |
| 15,001 to 20,000 | 1 days |
| 25,001 to 50,000 | 2 days |

Population within 5 miles:

| | |
|--------------------|--------|
| 5,001 to 25,000 | 1 days |
| 125,001 to 250,000 | 2 days |
| 250,001 to 500,000 | 1 days |
| 500,001 or More | 1 days |

Car ownership within 5 miles:

| | |
|------------|--------|
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 3 days |
| 1.6 to 2.0 | 1 days |

Travel Plan:

| | |
|----|--------|
| No | 5 days |
|----|--------|

PTAL Rating:

| | |
|-----------------|--------|
| No PTAL Present | 5 days |
|-----------------|--------|

| | |
|-----------------------|-----|
| 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 | NT-02-E-02 LENTON LANE NOTTINGHAM | BIG YELLOW SELF STORAGE | NOTTINGHAMSHIRE |
| | Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 2860 sqm Survey date: THURSDAY 17/11/16 | | Survey Type: MANUAL |
| 2 | NY-02-E-01 OAKNEY WOOD ROAD SELBY | SELF STORAGE | NORTH YORKSHIRE |
| | Edge of Town Industrial Zone Total Gross floor area: 1350 sqm Survey date: TUESDAY 21/09/21 | | Survey Type: MANUAL |
| 3 | SF-02-E-01 WHITE HOUSE ROAD IPSWICH | SELF STORAGE | SUFFOLK |
| | Edge of Town Industrial Zone Total Gross floor area: 1530 sqm Survey date: THURSDAY 24/06/21 | | Survey Type: MANUAL |
| 4 | TW-02-E-01 STONEYGATE CLOSE GATESHEAD | 1ST STORAGE | TYNE & WEAR |
| | Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 5500 sqm Survey date: MONDAY 13/06/16 | | Survey Type: MANUAL |
| 5 | WL-02-E-01 DRAKES WAY SWINDON | BIG YELLOW SELF STORAGE | WILTSHIRE |
| | Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4925 sqm Survey date: WEDNESDAY 21/09/16 | | Survey Type: MANUAL |

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

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 1600 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|---------------------|----------|-------------|--------------|---------------------|------------|-------------|--------------|---------------------|----------|-------------|--------------|---------------------|
| | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate |
| 00:00 - 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 | | | | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | | | | |
| 07:00 - 07:30 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.006 | 0.099 | 5 | 3233 | 0.006 | 0.099 |
| 07:30 - 08:00 | 5 | 3233 | 0.068 | 1.089 | 5 | 3233 | 0.031 | 0.495 | 5 | 3233 | 0.099 | 1.584 |
| 08:00 - 08:30 | 5 | 3233 | 0.068 | 1.089 | 5 | 3233 | 0.043 | 0.693 | 5 | 3233 | 0.111 | 1.782 |
| 08:30 - 09:00 | 5 | 3233 | 0.062 | 0.990 | 5 | 3233 | 0.049 | 0.792 | 5 | 3233 | 0.111 | 1.782 |
| 09:00 - 09:30 | 5 | 3233 | 0.080 | 1.287 | 5 | 3233 | 0.062 | 0.990 | 5 | 3233 | 0.142 | 2.277 |
| 09:30 - 10:00 | 5 | 3233 | 0.099 | 1.584 | 5 | 3233 | 0.087 | 1.386 | 5 | 3233 | 0.186 | 2.970 |
| 10:00 - 10:30 | 5 | 3233 | 0.124 | 1.980 | 5 | 3233 | 0.111 | 1.782 | 5 | 3233 | 0.235 | 3.762 |
| 10:30 - 11:00 | 5 | 3233 | 0.074 | 1.188 | 5 | 3233 | 0.087 | 1.386 | 5 | 3233 | 0.161 | 2.574 |
| 11:00 - 11:30 | 5 | 3233 | 0.074 | 1.188 | 5 | 3233 | 0.068 | 1.089 | 5 | 3233 | 0.142 | 2.277 |
| 11:30 - 12:00 | 5 | 3233 | 0.074 | 1.188 | 5 | 3233 | 0.056 | 0.891 | 5 | 3233 | 0.130 | 2.079 |
| 12:00 - 12:30 | 5 | 3233 | 0.130 | 2.079 | 5 | 3233 | 0.124 | 1.980 | 5 | 3233 | 0.254 | 4.059 |
| 12:30 - 13:00 | 5 | 3233 | 0.093 | 1.485 | 5 | 3233 | 0.118 | 1.881 | 5 | 3233 | 0.211 | 3.366 |
| 13:00 - 13:30 | 5 | 3233 | 0.074 | 1.188 | 5 | 3233 | 0.062 | 0.990 | 5 | 3233 | 0.136 | 2.178 |
| 13:30 - 14:00 | 5 | 3233 | 0.080 | 1.287 | 5 | 3233 | 0.074 | 1.188 | 5 | 3233 | 0.154 | 2.475 |
| 14:00 - 14:30 | 5 | 3233 | 0.074 | 1.188 | 5 | 3233 | 0.087 | 1.386 | 5 | 3233 | 0.161 | 2.574 |
| 14:30 - 15:00 | 5 | 3233 | 0.093 | 1.485 | 5 | 3233 | 0.087 | 1.386 | 5 | 3233 | 0.180 | 2.871 |
| 15:00 - 15:30 | 5 | 3233 | 0.062 | 0.990 | 5 | 3233 | 0.074 | 1.188 | 5 | 3233 | 0.136 | 2.178 |
| 15:30 - 16:00 | 5 | 3233 | 0.087 | 1.386 | 5 | 3233 | 0.087 | 1.386 | 5 | 3233 | 0.174 | 2.772 |
| 16:00 - 16:30 | 5 | 3233 | 0.074 | 1.188 | 5 | 3233 | 0.062 | 0.990 | 5 | 3233 | 0.136 | 2.178 |
| 16:30 - 17:00 | 5 | 3233 | 0.049 | 0.792 | 5 | 3233 | 0.074 | 1.188 | 5 | 3233 | 0.123 | 1.980 |
| 17:00 - 17:30 | 5 | 3233 | 0.049 | 0.792 | 5 | 3233 | 0.087 | 1.386 | 5 | 3233 | 0.136 | 2.178 |
| 17:30 - 18:00 | 5 | 3233 | 0.012 | 0.198 | 5 | 3233 | 0.056 | 0.891 | 5 | 3233 | 0.068 | 1.089 |
| 18:00 - 18:30 | 5 | 3233 | 0.012 | 0.198 | 5 | 3233 | 0.025 | 0.396 | 5 | 3233 | 0.037 | 0.594 |
| 18:30 - 19:00 | 5 | 3233 | 0.019 | 0.297 | 5 | 3233 | 0.012 | 0.198 | 5 | 3233 | 0.031 | 0.495 |
| 19:00 - 19:30 | | | | | | | | | | | | |
| 19:30 - 20:00 | | | | | | | | | | | | |
| 20:00 - 20:30 | | | | | | | | | | | | |
| 20:30 - 21:00 | | | | | | | | | | | | |
| 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: | | | 1.631 | 26.136 | | | 1.629 | 26.037 | | | 3.260 | 52.173 |

Parameter summary

Trip rate parameter range selected: 1350 - 5500 (units: sqm)
 Survey date date range: 01/01/13 - 21/09/21
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

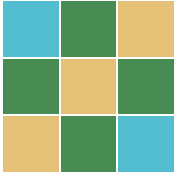
OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 1600 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|---------------------|----------|-------------|--------------|---------------------|------------|-------------|--------------|---------------------|----------|-------------|--------------|---------------------|
| | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate |
| 00:00 - 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 | | | | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | | | | |
| 07:00 - 07:30 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 |
| 07:30 - 08:00 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 |
| 08:00 - 08:30 | 5 | 3233 | 0.006 | 0.099 | 5 | 3233 | 0.006 | 0.099 | 5 | 3233 | 0.012 | 0.198 |
| 08:30 - 09:00 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 |
| 09:00 - 09:30 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.006 | 0.099 | 5 | 3233 | 0.006 | 0.099 |
| 09:30 - 10:00 | 5 | 3233 | 0.019 | 0.297 | 5 | 3233 | 0.012 | 0.198 | 5 | 3233 | 0.031 | 0.495 |
| 10:00 - 10:30 | 5 | 3233 | 0.006 | 0.099 | 5 | 3233 | 0.012 | 0.198 | 5 | 3233 | 0.018 | 0.297 |
| 10:30 - 11:00 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 |
| 11:00 - 11:30 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 |
| 11:30 - 12:00 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 |
| 12:00 - 12:30 | 5 | 3233 | 0.006 | 0.099 | 5 | 3233 | 0.006 | 0.099 | 5 | 3233 | 0.012 | 0.198 |
| 12:30 - 13:00 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 |
| 13:00 - 13:30 | 5 | 3233 | 0.006 | 0.099 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.006 | 0.099 |
| 13:30 - 14:00 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.006 | 0.099 | 5 | 3233 | 0.006 | 0.099 |
| 14:00 - 14:30 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 |
| 14:30 - 15:00 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 |
| 15:00 - 15:30 | 5 | 3233 | 0.006 | 0.099 | 5 | 3233 | 0.006 | 0.099 | 5 | 3233 | 0.012 | 0.198 |
| 15:30 - 16:00 | 5 | 3233 | 0.006 | 0.099 | 5 | 3233 | 0.006 | 0.099 | 5 | 3233 | 0.012 | 0.198 |
| 16:00 - 16:30 | 5 | 3233 | 0.006 | 0.099 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.006 | 0.099 |
| 16:30 - 17:00 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.006 | 0.099 | 5 | 3233 | 0.006 | 0.099 |
| 17:00 - 17:30 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 |
| 17:30 - 18:00 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 |
| 18:00 - 18:30 | 5 | 3233 | 0.006 | 0.099 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.006 | 0.099 |
| 18:30 - 19:00 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 | 5 | 3233 | 0.000 | 0.000 |
| 19:00 - 19:30 | | | | | | | | | | | | |
| 19:30 - 20:00 | | | | | | | | | | | | |
| 20:00 - 20:30 | | | | | | | | | | | | |
| 20:30 - 21:00 | | | | | | | | | | | | |
| 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: | | | 0.067 | 1.089 | | | 0.066 | 1.089 | | | 0.133 | 2.178 |



COTSWOLD
TRANSPORT
PLANNING

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