

Transport Statement

Title	Nottingham City Storage, Little Tennis Street, Nottingham
Client	T/A Radford Properties (Burley)
Location	Little Tennis Street, Nottingham
Project number	22-0465
BIM reference	LTSN-BSP-ZZ-XX-RP-D-0001-P01_Transport_Statement
Date	February 2023

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Authorisation Sheet & Revisions Record

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Office Address:	BSP Consulting, 12 Oxford Street, Nottingham, NG1 5BG
Telephone No:	0115 704 3300

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P01	February 2023	Initial Issue	TB	JAD	MWR

TB	Tom Bowey BSc (Hons)	t.bowey@bsp-consulting.co.uk Senior Transport Planner
JAD	Jason Davenport BEng (Hons) MCIHT	j.davenport@bsp-consulting.co.uk Associate Director
MWR	Mark Rayers BSc (Hons) FCILT MCIHT	m.rayers@bsp-consulting.co.uk Director

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1 Introduction

1.1 Background

1.1.1 This Transport Statement (TS) has been prepared by BSP Consulting on behalf of T/A Radford Properties (Burley), in support of a Planning Application for a proposed change of use at an existing industrial unit located on Little Tennis Street, Nottingham.

1.1.2 A pre-application enquiry was sent to Nottingham City Council (NCC), and a response was subsequently provided by NCC. In their response, NCC suggested that a TS should be provided by the applicant, and the comments provided by NCC have been addressed in this document.

1.1.3 NCC referred to the Local Plan Policy TR1: Parking and Travel Planning as being relevant to this application. The following extract is from Policy TR1, and this TS has been prepared accordingly;

“Proposals will be expected to include a sufficient package of measures to ensure that journeys by private car are minimised and journeys by sustainable modes are supported in line with the transport hierarchy within Policy 14 of the Core Strategy. Where necessary, planning obligations will be sought to support appropriate sustainable transport measures including walking, cycling, public transport and Smarter Choices packages”.

1.2 Scope of Transport Statement

1.2.1 Following this introduction, the TS will include the following Chapters:

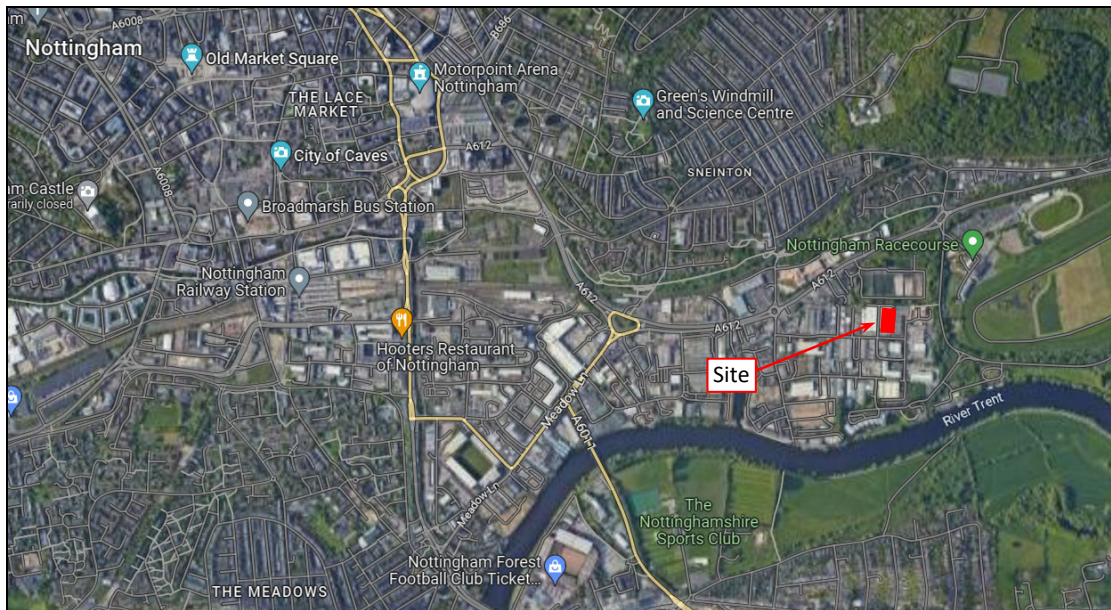
- Chapter 2 describes the baseline situation with reference to the development site’s location, the highway network and sustainable travel facilities available in its proximity.
- Chapter 3 details the development proposals including arrangements for site access, car and cycle parking provision, and servicing arrangements.
- Chapter 4 includes a Car Park Management Plan.
- Chapter 5 calculates the vehicle trip generation associated with the proposed development, compared with the existing and previous uses on the site.
- Chapter 6 assesses highway safety and provides details of the accident data in the vicinity of the site for a recent 5 year period.
- Chapter 7 summarises and concludes the TS.

2 Existing Conditions

2.1 Site Location

- 2.1.1 The site is located on Little Tennis Street, within the Waterside Regeneration Zone of Nottingham, which is a recognised business / industrial estate with a wide mix of primarily B1, B2 and B8 uses operating alongside each other. The site is located approximately 1 mile East of Nottingham city centre. The site location is shown in Figure 1 below.

Figure 1: Site Location



- 2.1.2 The indicative site boundary is shown in Appendix A, and the view of the site from Little Tennis Street is shown in Figure 2 below.

Figure 2: View of Site from Little Tennis Street



2.2 Sustainable Transport Facilities

2.2.1 Paragraph 112 of the National Planning Policy Framework (NPPF), July 2021, states that “applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use”.

2.2.2 Accessibility to the site by sustainable modes of transport is discussed below.

2.3 Walking

2.3.1 Typically, a distance of 2.0km would be considered as a threshold distance below which a sustainable approach to transport planning would seek to replace car trips for walking trips. Figure 3 below shows the areas within a 2.0km walking distance of the site.

Figure 3: 2.0km Isochrone from the Site



- 2.3.2 Figure 3 shows that the area within 2.0km of the site is predominantly urban, including a large residential population of Nottingham, allowing the potential for a number of trips to and from the site to be made by this mode of transport.
- 2.3.3 The existing pedestrian infrastructure will encourage people to walk to and from the site. There are existing footways on both sides of Little Tennis Street, as shown in Figure 4 below. These footways connect with the existing footways on Trent Lane, shown in Figure 5 below, which lead onto the footways on Daleside Road, which is a main route connecting with Nottingham city centre. The footways and pedestrian crossing facilities are shown in Figure 6 overleaf.

Figure 4: Footways on Little Tennis Street



Figure 5: Footways on Trent Lane



Figure 6: Footways and Pedestrian Crossing on Daleside Road



- 2.3.4 The existing footways would enable and encourage pedestrian trips to and from the site.
- 2.3.5 In light of the above, it would be expected that a number of trips to and from the site would be made using this mode of transport.

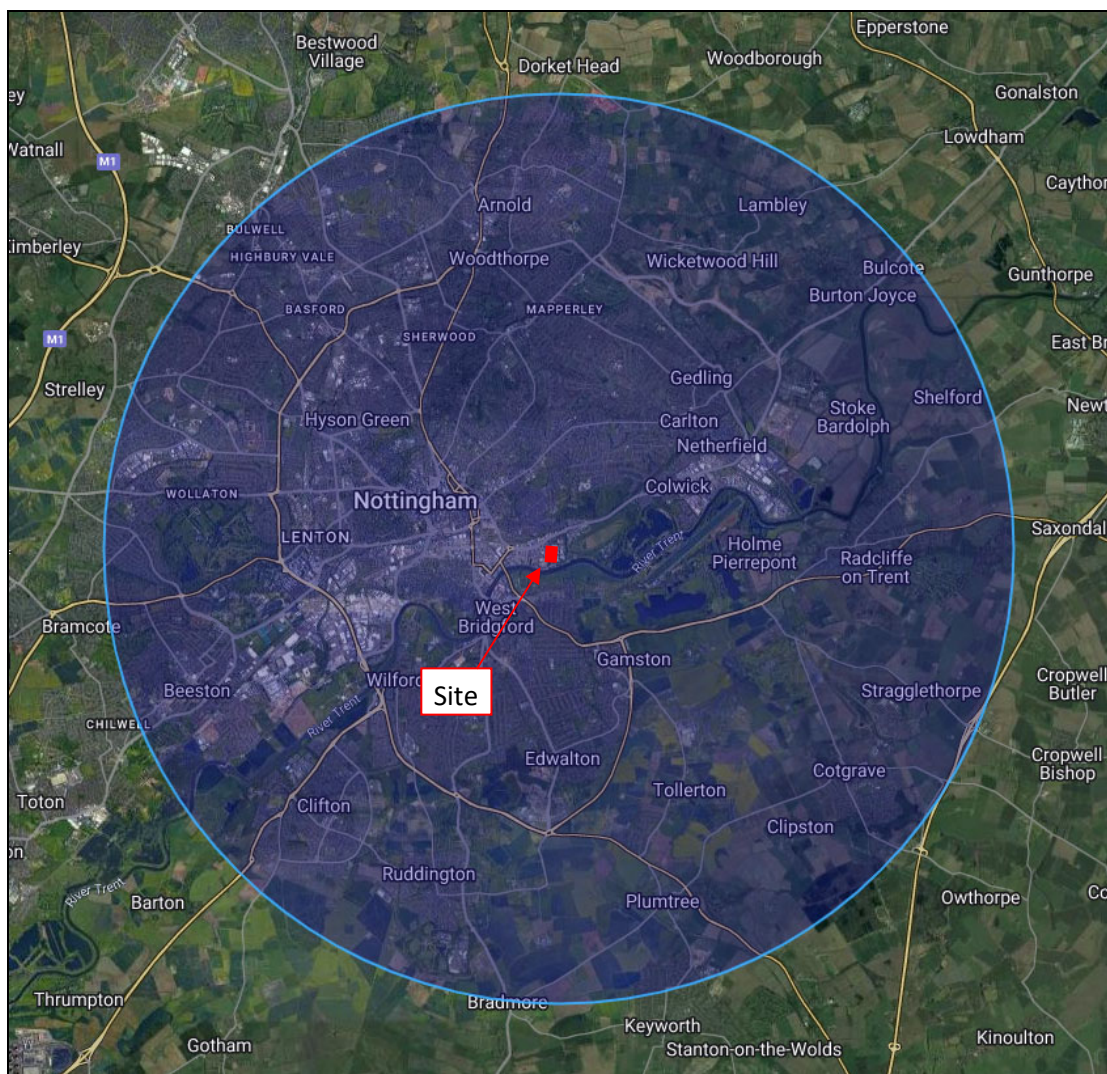
2.4 Cycling

2.4.1 It is expected that a number of staff and visitors at the site will choose to access the site by cycling, as this is a very cheap and fast option for accessing amenities at short to medium distances.

2.4.2 Typically, cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles (8km). While some confident and experienced cyclists will cycle longer distances, 8km represents a reasonable maximum cycling distance.

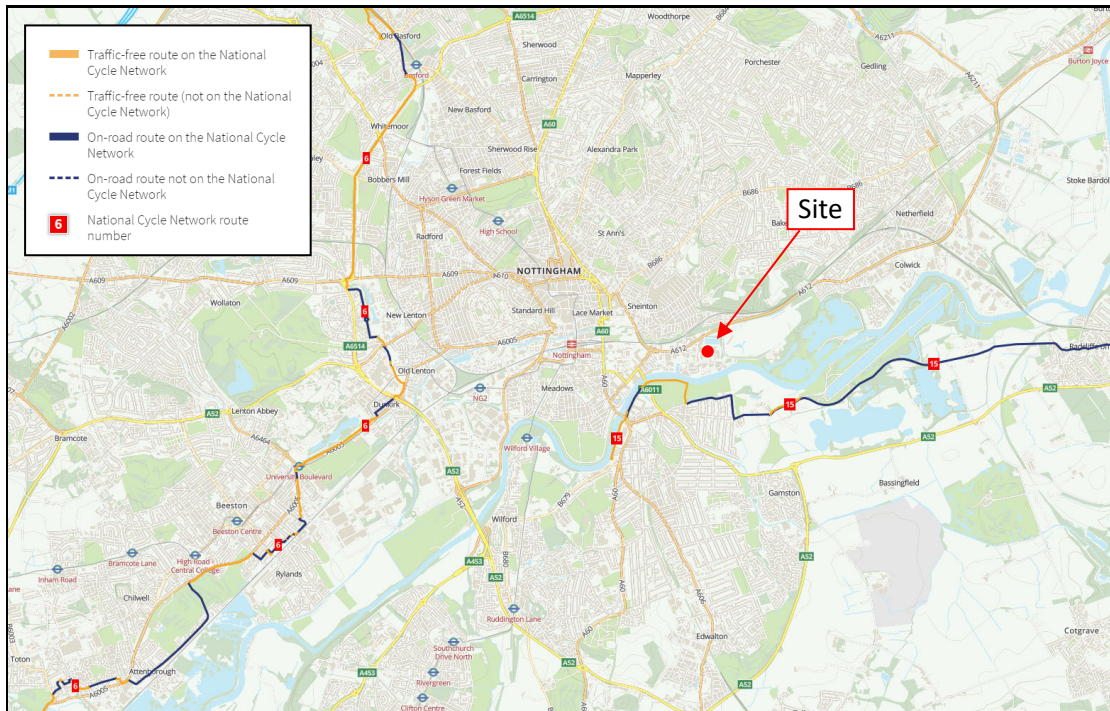
2.4.3 Figure 7 below shows that the area within 8km includes a mix of urban and rural land, and includes the whole of Nottingham and a number of surrounding villages.

Figure 7: 8.0km Isochrone from the Site



2.4.4 Route 6 and Route 15 of the National Cycle Network run in close proximity to the site, as shown below in Figure 8. These routes may be of benefit to some cyclists entering and departing the site.

Figure 8: Map of Cycle Routes in Vicinity of Site



2.4.5 Additionally, there are local cycleways that would be beneficial in accessing the site, such as the off-road cycleway on Daleside Road, shown on Figure 9 below.

Figure 9: Cycle Lane on Daleside Road



2.4.6 It would therefore be expected that a number of trips to and from the site would be made by cycling.

2.5 Public Transport

Bus Services

- 2.5.1 The site is well located for ease of access to existing bus services. The nearest bus stops to the site are located on Daleside Road, at a walking distance of within 500metres east of the site access, as shown in Figure 10 below.

Figure 10: Bus Stop Location Plan



- 2.5.2 The bus stops on Daleside Road benefit from shelters, benches and real time bus information, as shown in Figure 11 below.

Figure 11: Bus Stop on Daleside Road



2.5.3 The bus stops shown in Figure 10 are served by bus services 50 and N26, summarised in Table 1 below.

Table 1: Summary of Bus Services

Service No	Route	Days	Times	Frequency
50	Nottingham – Sneinton – Colwick – Netherfield	Mon – Fri	05:39 – 18:26	30 minutes
		Saturday	06:55 – 18:24	30 minutes
	Netherfield – Colwick – Sneinton – Nottingham	Mon – Fri	06:06 – 19:12	30 minutes
		Saturday	07:35 – 19:12	30 minutes
N26	Nottingham – Sneinton – Colwick – Netherfield – Gedling – Burton Joyce – Lowdham – Southwell	Fri – Sat	00:06 01:36 03:06	3 services

2.5.4 Table 1 shows that there are frequent bus services available from the local bus stops, with a range of services running throughout the day, and connecting with a wide range of destinations.

2.5.5 Given the close proximity of the bus stops to the site, and the frequency of bus services available, it would be expected that a number of trips to and from the site will be made using this mode of transport.

Rail and Tram Services

2.5.6 Nottingham station is located approximately 1.5 miles from the site, as shown in Figure 12 below.

Figure 12: Location of Nottingham Station



- 2.5.7 Nottingham station is owned by Network Rail and managed by East Midlands Railway (EMR). The station is served by EMR, Crosscountry, Northern Trains and Nottingham Express Transit (NET) trams.
- 2.5.8 There are regular train services throughout the day to a range of destinations nationwide.
- 2.5.9 Nottingham station is on the common section of the NET, where line 1, between Hucknall and Toton Lane, and line 2, between Phoenix Park and Clifton South, operate together. The two branches to Toton Lane and Clifton South split to the south of the station, while sharing track to the north into the city centre. Trams on each line run at a frequency of between four and eight trams per hour, depending on the day and time of day, combining to provide up to 16 trams per hour on the common section.
- 2.5.10 In light of the above, it would be expected that the train and tram services available from Nottingham station would be of benefit to some people accessing the proposed development.

3 Development Proposals

3.1 Development Schedule

- 3.1.1 The site is operational as a warehouse use, currently occupied by Vision Express.
- 3.1.2 The development proposals include forming a mezzanine floor in the existing warehouse, and a change of use to 'self-storage' warehousing. It is proposed that there will be an element of office use within the unit, and the proposed gross floor areas (GFAs) are as follows;

Proposed self-storage warehouse: 4245sqm

Proposed office: 387sqm

- 3.1.3 The proposed site layout is shown in Appendix A.

3.2 Site Access

- 3.2.1 Vehicular access to the site is currently via a simple priority access from Little Tennis Street, shown in Figure 13 below. It is proposed that the access arrangements will remain as existing.

Figure 13: Site Access Arrangements



3.3 Car Parking Provision

3.3.1 The existing and proposed car parking spaces at the site are shown on the layout plans in Appendix A. As shown, there is currently capacity for 18 parked cars at the front of the site, with an informal car parking area at the rear of the site. It is proposed that the 18 spaces at the front of the site will be maintained, and an additional 7 car parking spaces will be provided at the rear of the site.

3.3.2 The car parking provision on the site will be in accordance with the car parking standards set out in NCC's document 'Land and Planning Policies – Local Plan Part 2' dated January 2020. The car parking standards are summarised in Table 2 below. The maximum car parking provision for the proposed development has been calculated and compared with the proposed number of spaces for each site use.

Table 2: Summary of Car Parking Standards

Site Use	Parking Standard (Maximum)	Extent of Proposed Development	Maximum Number of Spaces	Proposed Number of Spaces
Office	1 space per 40sqm	387sqm	10	10
Self-Storage	1 space per 215sqm	4245sqm	20	15
Totals			30	25

3.3.3 It is important that the level of car parking provided at a development is appropriate so as not to adversely encourage car use, whilst being sufficient to prevent the need for undesirable on-street parking.

3.3.4 Table 2 shows that the maximum acceptable car parking provision on the site is 30 spaces. The proposed provision of 25 spaces therefore represents 83% of the maximum.

3.3.5 The storage space is proposed to be self-storage and will employ 3 members of staff. Users will arrive on an ad hoc basis throughout the day, typically in cars and small vans, and hence it is considered that 15 spaces will be sufficient for the day-to-day operation for staff and users. The proposed parking provision of over 80% of the maximum parking provision for these uses which is considered to be acceptable.

3.3.6 The on-site car parking spaces are currently an informal arrangement, and it is proposed that the car parking spaces will be marked out with white lining, with spaces of 2.4 x 5m with additional 0.5m width for adjacent hard boundaries, in accordance with NCC guidance.

3.3.7 It is proposed that car parking facilities will be provided on the site for people with disabilities, in accordance with NCC's document 'Land and Planning Policies – Local Plan Part 2'. The document states that for an employment use with up to 200 car parking spaces, individual spaces should be provided for each disabled employee, plus 2 spaces or 5% of total capacity, whichever is greater. It is therefore considered appropriate to provide 2 spaces with facilities for people with disabilities.

3.3.8 Electric vehicle (EV) charging points will be provided on the site, in accordance with Nottinghamshire County Council's Commercial Parking guidance. For business uses, EV charging infrastructure should be provided at a minimum of 1 space plus 10% of spaces thereafter, totalling 4 spaces at the site.

3.3.9 On-street car parking is available on some of Little Tennis Street and Trent Lane, however some sections of the road have parking restrictions preventing car parking at certain times of day. There are single / double yellow lines on sections of the road, and signage advising of the parking restrictions, shown in Figures 14 and 15 below.

Figure 14: Parking Restrictions Sign on Little Tennis Street



Figure 15: Parking Restrictions Sign on Trent Lane



3.3.10 On-street parking was observed during the late morning period of Tuesday 7th February 2023. It was noted that there were a significant number of vehicles parked on street, however the parking restrictions were being respected, and the vehicles parked on-street were not obstructing accesses or the operation of the highway network. Examples of the observations are shown in Figures 16 and 17 below.

Figure 16: Double Yellow Lines and On-Street Parking on Little Tennis Street



Figure 17: Double Yellow Lines and On-Street Parking on Little Tennis Street



- 3.3.11 Further information relating to the expected trip generation for the site is included in section 5 of this TS. In summary, the proposed car parking provision is expected to be sufficient to accommodate the planned staff levels and expected numbers of daily visitors at the site, without resulting in the need for on-street parking or the need for alterations to the existing TROs locally.
- 3.3.12 In light of the above, the development proposals are not expected to result in a detrimental impact on the surrounding road network in terms of on-street car parking, and the proposed car parking provision on the site is considered appropriate. A car parking management plan is included in section 4 below.

3.4 Cycle Parking Provision

- 3.4.1 It is anticipated that a number of trips to and from the site will be made by cycling, as was outlined in section 2.4 above.
- 3.4.2 As cycle theft deters greater cycle use, the type of cycle parking provision is important. ‘Sheffield’ stands are appropriate for short-term cycle parking. The required level of cycle parking is specified within the same NCC guidance used to establish an appropriate level of car parking, titled ‘Land and Planning Policies – Local Plan Part 2’.
- 3.4.3 The cycle parking standard for each site use is specified in in Table 3 below, along with the minimum number of cycle spaces to be provided.

Table 3: Summary of Cycle Parking Standards

Site Use	Parking Standard (Minimum)	Extent of Proposed Development	Minimum Number of Spaces
Office	1 space per 120sqm	387sqm	4
Self-Storage	1 space per 250sqm	4245sqm	17
Totals			21

- 3.4.4 It is recommended that cycle parking provision is provided in accordance with the provision shown in Table 3. Cycle parking should be located in a secure location, in close proximity to the site access.

3.5 Servicing Arrangements

- 3.5.1 Service vehicles will enter the site from Little Tennis Street as they do currently. Service vehicles need to enter the site and reverse into the loading bays shown in Figure 18 below, and then leave the site in a forward gear.

Figure 18: Loading Bays



- 3.5.2 A vehicle swept path drawing is included in Appendix B. The drawing shows a pantechicon arriving at the site, entering and departing each of the loading bays, and departing the site in a forward gear.
- 3.5.3 The swept path drawing demonstrates that the required movements can be carried out, without conflict with any parked vehicles associated with the neighbouring unit currently occupied by Alan Tully Cars.

4 Car Park Management Plan

4.1 Pre-building Occupation

- 4.1.1 At present, there is currently capacity for 18 parked cars at the front of the site, with an informal car parking area at the rear of the site. It is proposed that the 18 spaces at the front of the site will be maintained, and an additional 7 car parking spaces will be provided at the rear of the site.
- 4.1.2 The on-site car parking spaces are currently an informal arrangement, and it is proposed that the car parking spaces will be marked out with white lining, with spaces of 2.4 x 5m with additional 0.5m width for adjacent hard boundaries, in accordance with NCC guidance.
- 4.1.3 The proposed improvements to the car park, including the provision of white lining to formalise the car parking spaces, will be implemented prior to the redevelopment and occupation of the unit.
- 4.1.4 The car parking provision on the site will be in accordance with the car parking standards set out in NCC's document 'Land and Planning Policies – Local Plan Part 2' dated January 2020. It is important that the level of car parking provided at a development is appropriate so as not to adversely encourage car use, whilst being sufficient to prevent the need for undesirable on-street parking.
- 4.1.5 The proposed provision of 25 spaces represents 83% of the maximum standard set out in NCC guidance. The storage space is proposed to be self-storage and will employ 3 members of staff. Users will arrive on an ad hoc basis throughout the day, typically in cars and small vans, and hence the proposed provision of over 80% of the maximum parking provision for these uses is considered to be acceptable.
- 4.1.6 NCC guidance states that for an employment use with up to 200 car parking spaces, individual spaces should be provided for each disabled employee, plus 2 spaces or 5% of total capacity, whichever is greater. It is therefore considered appropriate to provide 2 spaces with facilities for people with disabilities.
- 4.1.7 Electric vehicle (EV) charging points will be provided on the site, in accordance with Nottinghamshire County Council's Commercial Parking guidance. For business uses, EV charging infrastructure should be provided at a minimum of 1 space plus 10% of spaces thereafter, totalling 4 spaces at the site.
- 4.1.8 The proposals will improve the operation of the site in a number of ways;
- The car parking improvements will formalise on-site car parking, ensuring that vehicles are parked as efficiently as possible within the space available, thus reducing the likelihood of on-street parking.
 - The proposed car parking arrangements have been planned to allow sufficient room to enable delivery vehicles to manoeuvre through the site, when the car parking spaces are occupied.
 - The demarcation of parking spaces will allow the occupier a greater level of control over the use and supervision of the car park.

4.2 Parking Use

- 4.2.1 This Car Park Management Plan (CPMP) will be introduced to control the appropriate use of the car park and will be administered by T/A Radford Properties (Burley), who will oversee the day to day running of the car park, monitor usage of the car park, ensure appropriate security measures are provided within the car park and liaise with staff and NCC. CCTV will be used within the proposed car park to monitor use, offer security and help to enforce appropriate use of the car park.
- 4.2.2 Signs specifying that the car park is private and only for use by staff and visitors to the facility will be erected on the entrance to the car park. Unallocated parking offers a more efficient use of land than allocated parking as it takes better account of fluctuations in occupancy and patterns of car use.
- 4.2.3 All new staff will be made aware of the car parking arrangement as part of their induction process.
- 4.2.4 To enable effective monitoring of car park usage, staff and visitors will be asked to supply their car registration numbers.
- 4.2.5 It is vital to the car park management plan that parking is monitored and enforced where any misuse of the parking area is observed, to ensure that no vehicles are parked outside of the designated parking bays and that staff / visitors who regularly park outside the parking bays will be informed of any observed infractions and warned about use of the car parks.
- 4.2.6 If there are continual parking issues / conflicts which need to be resolved, the management plan will be reviewed and alternative measures considered and implemented, subject to agreement of any new measures with NCC Highways.

4.3 Summary

- 4.3.1 A summary of the Car Park Management Plan, as discussed, is set out as follows:
- The Car Park Management Plan will be overseen by T/A Radford Properties (Burley).
 - The Car Park Management Plan will provide a method to prevent unauthorised car parking.
 - CCTV cameras will be installed within the proposed car park.
 - Signs will be erected at the entry stating that the car park is only for the use of staff and visitors.
 - All car parking spaces will be unallocated.
 - Information relating to the use of the car parking spaces will be provided to new staff as part of their induction process.
 - Staff and visitors will be asked to supply car registration numbers to enable effective monitoring of car park use.
 - If cars are parked outside of designated bays the matter will initially be discussed with the vehicle owner / driver, with a warning about future use.
 - Discussions will be held with staff and/or NCC with regards to the observed issues / conflicts with a view to resolution, which may involve amendment to the car park management plan, subject to agreement with NCC Highways.

5 Traffic Generation

5.1 Trip Generation

5.1.1 This section of the TS aims to quantify the number of vehicle trips generated by the proposals to develop the site. As the site has an existing use and a prior use, these can be compared with the proposed site use in terms of trip generation.

5.2 Existing Use – Trip Generation

5.2.1 In terms of traffic generation, the existing and previous occupiers have provided details relating to staff numbers and shift patterns, as summarised below.

Current Occupier (Vision Express)

- 150 employees. Approximately 35% travel by car.
- Approximately 2-4 people arrive between 8-9am, and 1-2 depart between 5-6pm.
- 10-15 HGVs arrivals / departures per week.
- 30 LGVs arrivals / departures per week

Previous Occupier (Radford Supplies, 2005 – 2017)

- 40 employees. Approximately 80% would travel by car.
- 95% arrive between 8-9am and depart 5-6pm.
- 20 HGV arrivals / departures per week.
- 60 LGVs arrivals / departures per week

5.2.2 The details above indicate that in its existing and prior uses, the site has generated a number of vehicle trips, which can be offset against the trips generated by the proposed use. The trip generation for the proposed use is established in section 5.3 below.

5.3 Proposed Use – Trip Generation

- 5.3.1 Trip rates for the proposed site use have been determined from the TRICS database, and the TRICS data is included for reference in Appendix C.
- 5.3.2 The development proposals include a self-storage warehouse and associated office space. The TRICS categories “Employment-Office” and “Employment – Warehousing (Self Storage)” were selected, and unsuitable survey sites were filtered out according to survey location and the size of the developments surveyed. The TRICS survey data is summarised in Table 4 below.

Table 4: Trip Rates and Trip Generation for Proposed Use

	8-9am			5-6pm			Daily Total		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Office – Trip Rate (per 100sqm)	2.402	0.000	2.402	0.073	2.183	2.256	6.115	6.113	12.228
Office – Trip Generation (387sqm)	9	0	9	1	8	9	24	24	48
Self-Storage – Trip Rate (per 100sqm)	0.000	0.000	0.000	0.032	0.097	0.129	0.871	0.871	1.742
Self-Storage – Trip Generation (4245sqm)	0	0	0	1	4	5	37	37	74
Total Trip Generation	9	0	9	2	12	14	61	61	122

- 5.3.3 Table 4 shows that the current proposals would be expected to generate approximately 9 trips in the AM peak hour and approximately 14 trips in the PM peak hour, with a daily total of approximately 122 trips.
- 5.3.4 NCC guidance refers to 30 two way trips as being the threshold number of trips that would be considered as a material number of trips. The number of trips generated is not therefore considered to be significant and would not be expected to result in a material impact on the surrounding highway network.
- 5.3.5 Given the specific use of the site, the trip generation shown in Table 4 is expected to be robust. The site will employ 3 members of staff, and people visiting their storage may visit as infrequently as once per month, with no set pattern to times of day, with arrivals and departures spread evenly through the week.
- 5.3.6 Furthermore, the trip generation for the proposed use can be compared with the trip generation for the existing use, to determine a net trip generation, as shown in section 5.4 below.

5.4 Net Trip Generation

5.4.1 The trip generation for the proposed use can be compared with the trip generation for the existing and prior uses, to determine a net trip generation for the proposed development.

Table 5: Comparison of Trip Generation – Existing and Proposed Uses

Scenario	Number of Employees	Number of Vehicular Trips		
		AM Peak Hour	PM Peak Hour	Daily
<u>Existing Use:</u>				
Cars	150	4	2	105
Delivery vans & LGV's		2	2	12
HGV's		1	1	6
Total		7	5	123
<u>Previous Use:</u>				
Cars	40	30	30	130
Delivery vans & LGV's		3	3	24
HGV's		1	1	8
Total		34	34	162
<u>Proposed Use:</u>				
Office:	3			
Cars		9	9	48
Self-Storage:				
Cars and vans		0	4	66
HGV's		0	1	8
Total		9	14	122

5.4.2 Table 5 above shows that the proposed use would be expected to generate less trips during the peak hours than the previous use, and slightly more trips during the peak hours than the existing use.

5.4.3 Table 5 shows that the daily trips would decrease compared with the existing and previous uses. The daily trips for the proposed use have been determined from the TRICS database, which is considered to be robust. Based upon the planned number of staff and expected infrequency of people visiting their storage, it would be expected that the trip generation for the proposed use would be significantly less.

6 Highway Safety Assessment

- 6.1 An investigation has been carried out into highway safety in the vicinity of the proposed development. Figure 19 below shows the accidents that have occurred during the 5 year period from 2017 – 2021.

Figure 19: Accidents in the 5 year period (2017 – 2021)



- 6.2 Figure 19 shows that there have been a total of 13 accidents in the study area shown. All of these occurred on the A612 Daleside Road, which would be expected as this is a major traffic route. None of the accidents occurred on Trent Lane or Little Tennis Street.
- 6.3 The accidents shown in Figure 19 are categorised in Table 6 below.

Table 6: Summary of Accidents in 5 year period (2017 – 2021)

Accident No.	Severity	Date	Details
1	Serious	22 nd January 2017	2 vehicles and 1 casualty
2	Slight	24 th May 2017	3 vehicles and 1 casualty
3	Slight	9 th January 2019	2 vehicles and 1 casualty
4	Slight	5 th February 2019	2 vehicles and 2 casualties
5	Slight	12 th March 2019	2 vehicles and 2 casualties
6	Slight	20 th April 2019	3 vehicles and 1 casualty
7	Slight	2 nd May 2019	2 vehicles and 1 casualty
8	Serious	20 th September 2019	2 vehicles and 1 casualty
9	Slight	30 th December 2019	2 vehicles and 1 casualty
10	Slight	2 nd January 2020	2 vehicles and 1 casualty
11	Slight	4 th September 2020	2 vehicles and 2 casualties
12	Slight	24 th October 2020	3 vehicles and 1 casualty
13	Slight	5 th May 2021	2 vehicles and 1 casualty

- 6.4 Table 6 shows that of the 13 accidents recorded, 11 were classed as slight, 2 were classed as serious and none were classed as fatal. The number of accidents that have occurred is not considered to be high during a 5 year period.
- 6.5 As the trip generation for the site, established in section 4, is relatively low, and comparable with the trip generation for the existing and previous uses on the site, the development will not be expected to materially impact on highway safety.
- 6.6 Overall, the findings do not therefore indicate that there is a cause for concern regarding highway safety in the vicinity of the site.

7 Conclusions

- 7.1 This Transport Statement (TS) has been prepared by BSP Consulting on behalf of T/A Radford Properties (Burley), in support of a Planning Application for a proposed change of use at an existing industrial unit located on Little Tennis Street, Nottingham.
- 7.2 A pre-application enquiry was sent to Nottingham City Council (NCC), and a response was subsequently provided by NCC. In their response, NCC suggested that a TS should be provided by the applicant, and the comments provided by NCC have been addressed in this document.
- 7.3 The site is operational as a warehouse use, currently occupied by Vision Express. The development proposals include forming a mezzanine floor in the existing warehouse, and a change of use to 'self-storage' warehousing. It is proposed that there will be an element of office use within the unit.
- 7.4 Vehicular access to the site is currently via a simple priority access from Little Tennis Street, and It is proposed that the access arrangements will remain as existing.
- 7.5 The car parking provision on the site will be in accordance with the car parking standards set out in NCC's document 'Land and Planning Policies – Local Plan Part 2' dated January 2020. A total of 25 car parking spaces will be provided. The on-site car parking spaces are currently an informal arrangement, and it is proposed that the car parking spaces will be marked out with white lining, with spaces of 2.4 x 5m with additional 0.5m width for adjacent hard boundaries, in accordance with NCC guidance. The proposed car parking provision is expected to be suitable for the proposed development, and a Car Park Management Plan has been prepared setting out measures to prevent misuse of the car park.
- 7.6 Cycle parking will also be provided on the site in accordance with NCC guidance, to encourage cycle use and reduce car trips and car parking demand.
- 7.7 Service vehicles will enter the site from Little Tennis Street as they do currently. A vehicle swept path has been prepared, showing a pantechicon arriving at the site, entering and departing each of the loading bays, and departing the site in a forward gear.
- 7.8 The site is in a sustainable location, with access to public transport, walking and cycling facilities. This would reduce the dependency on car trips to and from the site.
- 7.9 An accident analysis has been carried out for the area surrounding the site. During a 5 year study period, there were a low number of accidents, the majority of which were classed as being slight accidents. All of these occurred on the A612 Daleside Road, which would be expected as this is a major traffic route. None of the accidents occurred on Trent Lane or Little Tennis Street. As the trip generation for the site is relatively low, and comparable with the trip generation for the existing and previous uses on the site, the development will not be expected to materially impact on highway safety.

- 7.10 An assessment has been prepared to compare the number of vehicle trips generated by the existing and previous site uses, with the proposed site use. The existing and previous occupiers have provided details relating to staff numbers and shift patterns, and the TRICS database was used to establish trip generation for the proposed use. It was found that the proposed use would be expected to generate less trips during the peak hours than the previous use, and slightly more trips during the peak hours than the existing use. It was found that the daily trips would decrease compared with the existing and previous uses. The trips for the proposed use have been determined from the TRICS database, which is considered to be robust. Based upon the planned number of staff and expected infrequency of people visiting their storage, it would be expected that the trip generation for the proposed use would be significantly less.

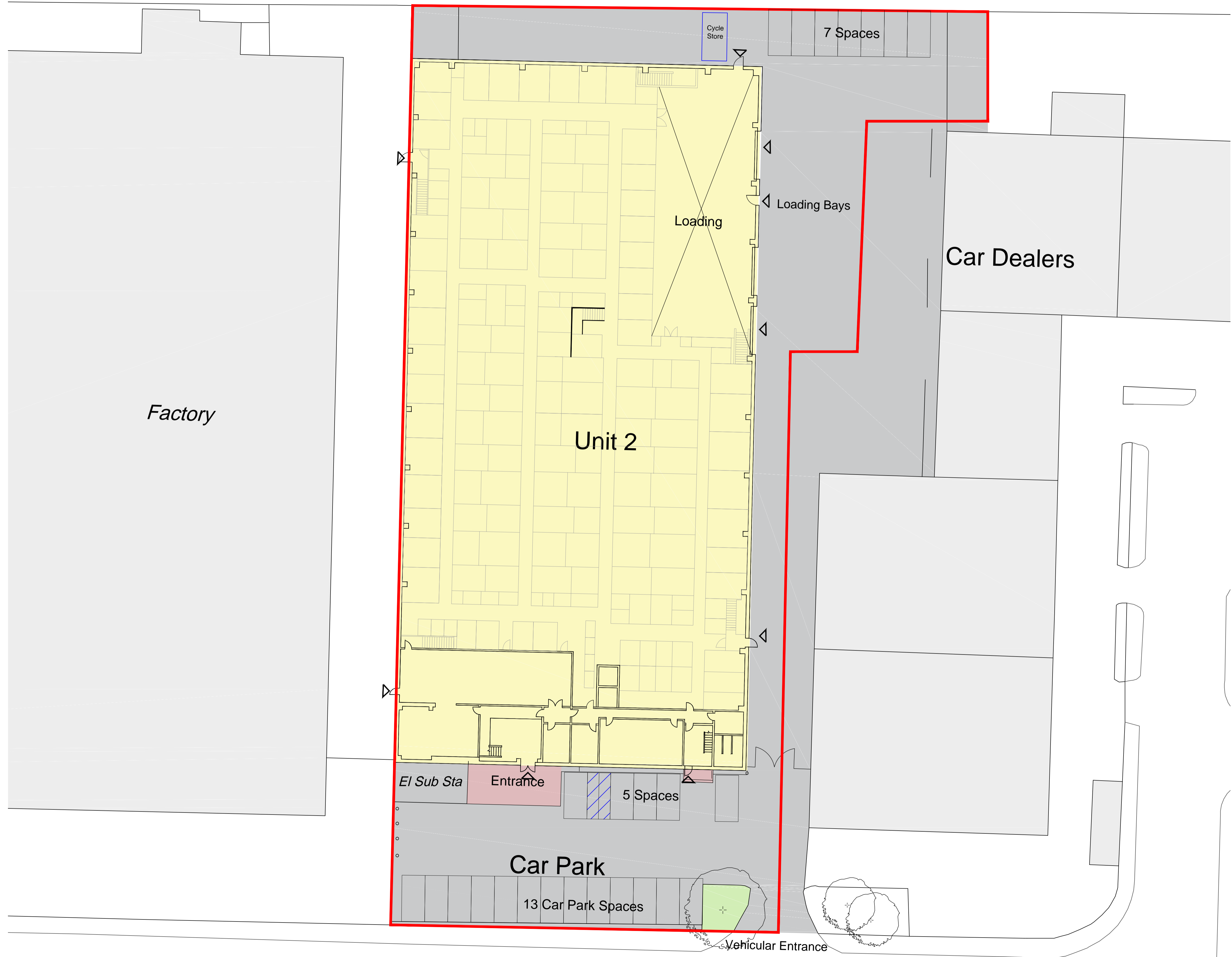
In light of the above, the proposed development is considered to be acceptable in Transport and Highway terms.

Project Number: 22-0465
Project Title: Nottingham City Storage, Little Tennis Street, Nottingham
Location: Little Tennis Street, Nottingham
BSP Document Ref: LTSN-BSP-ZZ-XX-RP-D-0001-P01_Transport_Statement



Appendix A

Proposed Site Layout



rev	date	by	description	chkd

cpmg CPMG Architects Ltd
 People.Purpose.Place

Nottingham 13 St. Peter's Gate, Nottingham, NG1 2JF 0115 958 9500
 London 31 / 35 Kirby Street, London EC1N 8TE 0207 492 1805
 Birmingham The Lewis Building, Bull Street, Birmingham B4 6EQ 0121 481 2092
 enquiries@cpmg-architects.com www.cpmg-architects.com

job title
Nottingham City Storage

drawing title
Proposed Site Plan

drawing status
WORK IN PROGRESS

drawn by	date	chk'd by	scale
RL	23.08.22	NG	1:200
job no.	drawing no.	revision	media
9357	G70-003	-	A1

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 Do not scale from drawing, use figured dimensions only.
 All dimensions to be checked on site.
 ISO 9001:2015 Quality Management
 ISO 14001:2015 Environmental Management
 BS EN ISO 19650:2018 Information Management

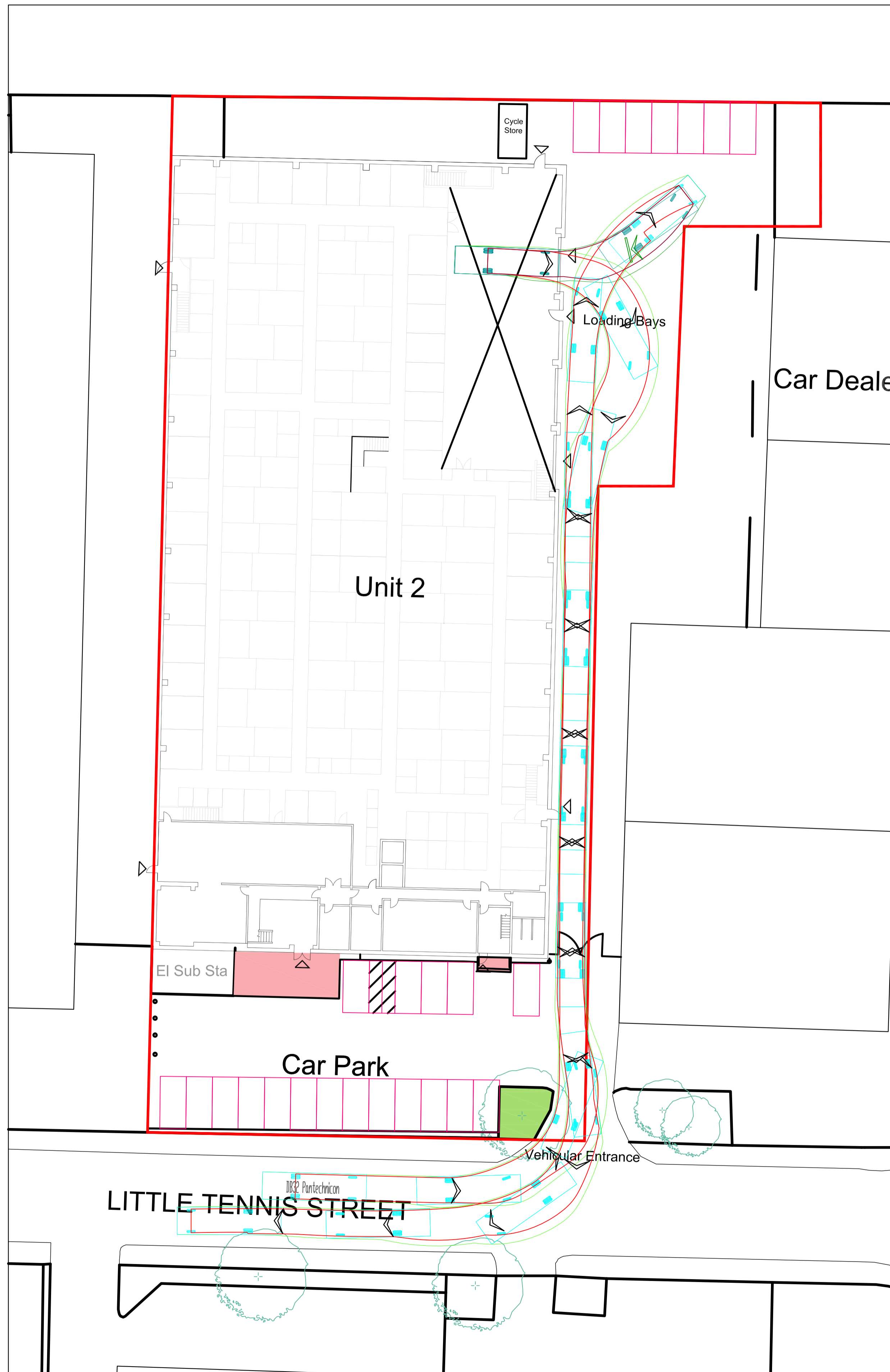
Project Number: 22-0465
Project Title: Nottingham City Storage, Little Tennis Street, Nottingham
Location: Little Tennis Street, Nottingham
BSP Document Ref: LTSN-BSP-ZZ-XX-RP-D-0001-P01_Transport_Statement



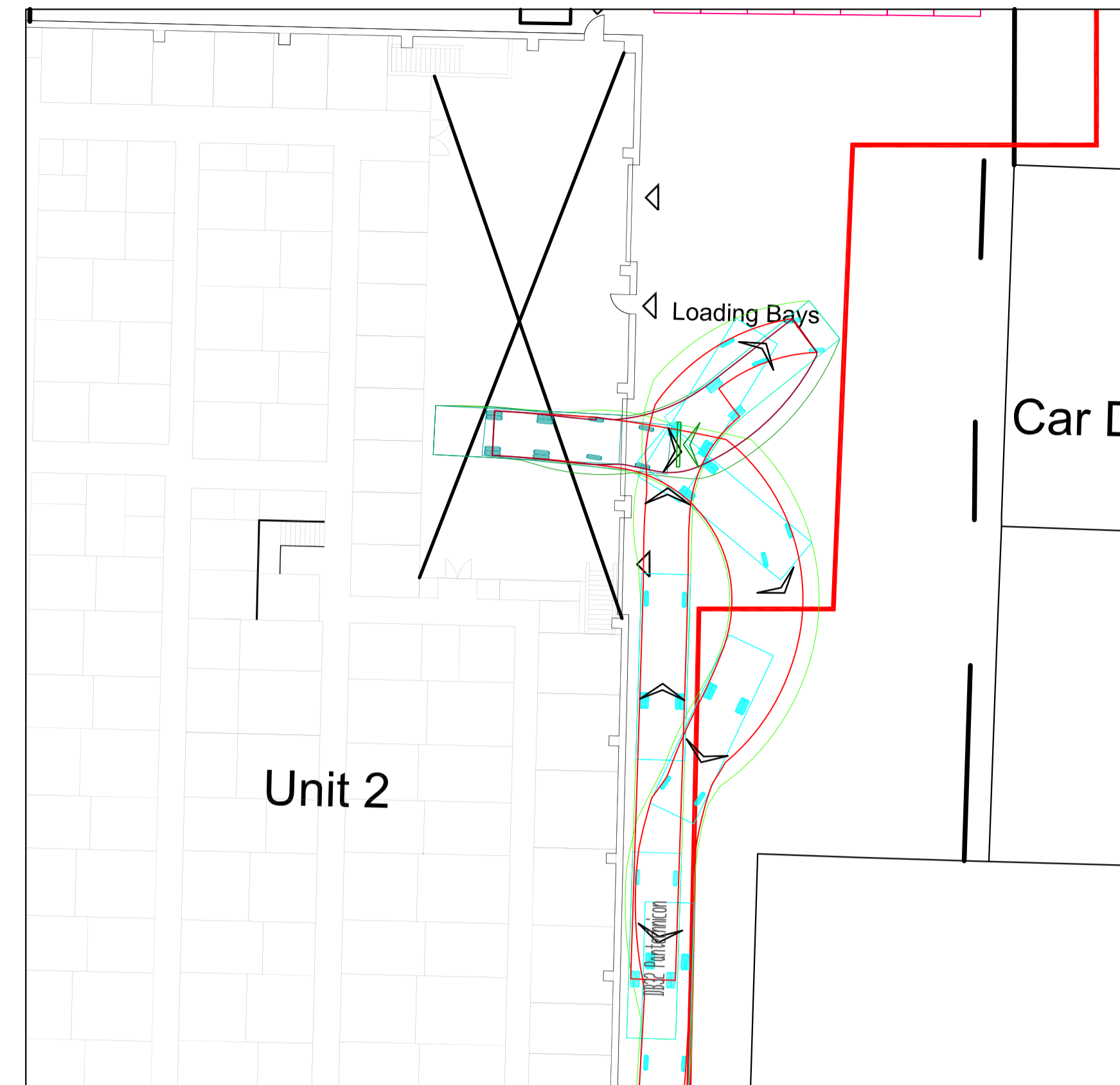
Appendix B

Vehicle Swept Path Drawings

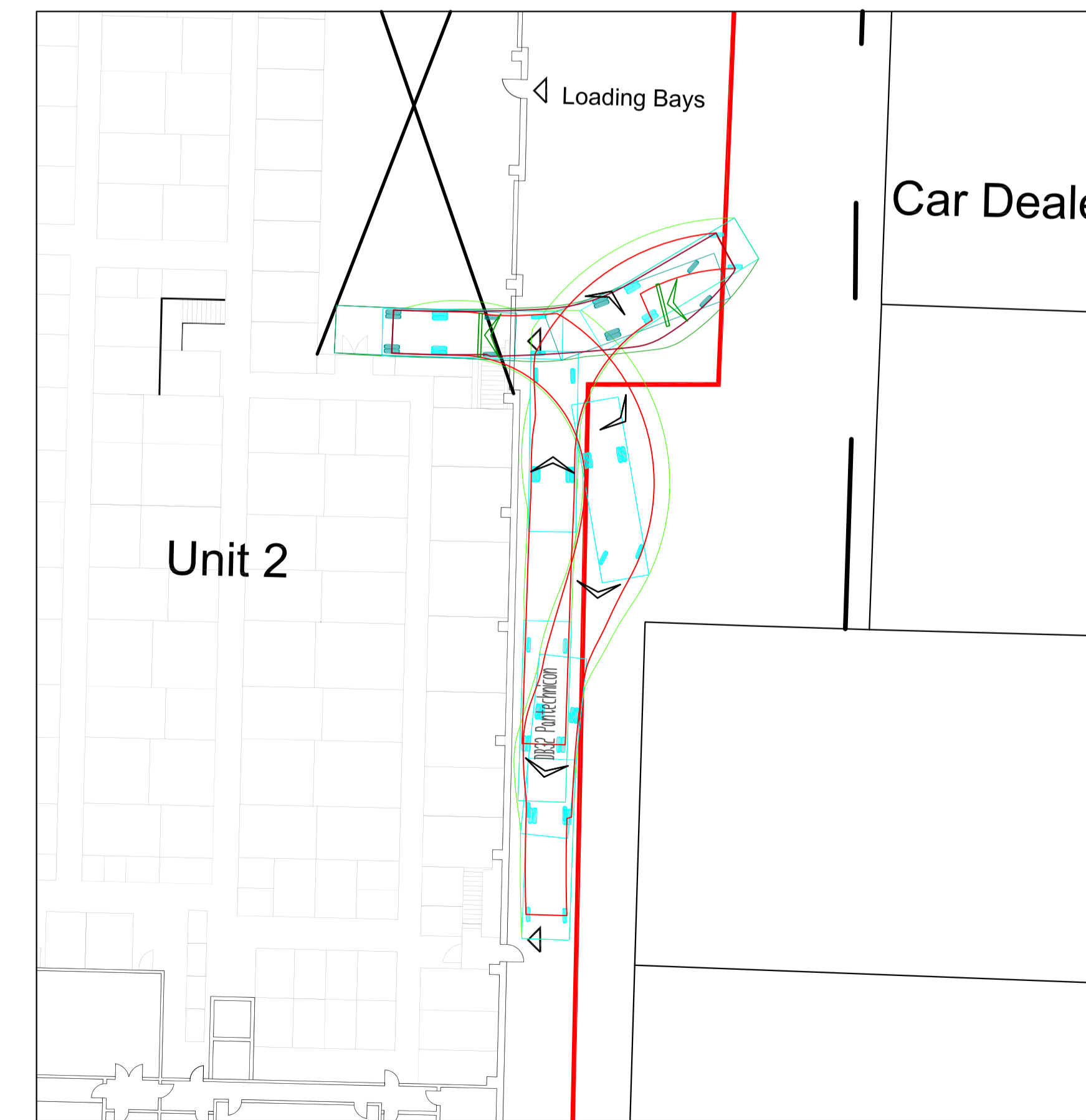
Pantechnicon arriving and departing - Loading Bay 1



Pantechnicon arriving and departing - Loading Bay 2



Pantechnicon arriving and departing - Loading Bay 3



KEY PLAN

DB32 Pantechnicon	9.570m
Overall Length	2.550m
Overall Width	4.571m
Overall Body Height	0.365m
Min. Body Ground Clearance	0.300m
Max. Track Width	5.305m
Lock to lock time	5.305m
Kerb to Kerb Turning Radius	10.450m

Construction Risks	Maintenance/Cleaning Risks	Demolition/Adaptation Risks
--------------------	----------------------------	-----------------------------

- SAFETY HEALTH AND ENVIRONMENTAL INFORMATION BOX
- NOTES
- DO NOT SCALE.
 - Should there be any conflict between the details indicated on this drawing and those indicated on other drawings the Engineer should be informed PRIOR to construction on site.
 - Until technical approval has been obtained from the relevant Authority, it should be understood that all drawings issued are Preliminary and NOT for construction. Should the contractor commence site work prior to such approval being given, it is entirely at his own risk.
 - All dimensions are in millimetres unless otherwise stated.
 - The BSP Hazard Identification and Risk Assessment information for this project must be reviewed and understood by the contractor PRIOR to the commencement of any works on site.
 - This drawing contains the following model files:
 - This drawing to be viewed in conjunction with:
 - The construction of the new roads shall be in accordance with LCC Design Guide and Specification, together with the Department of Transport, Specification for Highway Works.
 - Prior to commencing any works on site the contractor shall check all tie ins for line and level together with the inverts and sizes of all existing drainage and inform the engineer if there is any variation with the details indicated on this or any other relevant drawings.
 - Services diversions may be required to facilitate the proposed S278 works. Contractor to liaise with utility providers to confirm extent of diversions required.
 - NOTE - EXTENT OF SECTION 278 WORKS IS SUBJECT TO APPROVAL FROM THE HIGHWAY AUTHORITY AND COMPLETION OF THE TRANSPORT ASSESSMENT. ADDITIONAL WORKS MAY BE REQUESTED TO ACHIEVE SECTION 278 TECHNICAL APPROVAL.

Initial Draft Issue	TB	Feb 23	JAD	Feb 23	MWR	Feb 23
REV	DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE
SCALE @ A1	ISSUING OFFICE	PROJECT NUMBER				
1:250	NOTTINGHAM	22-0465				

CLIENT APPROVAL

A - APPROVED
B - APPROVED WITH COMMENTS
C - DO NOT USE

STATUS	PURPOSE OF ISSUE
S1	PRELIMINARY

• CIVIL • STRUCTURAL • TRANSPORTATION • GEOTECHNICAL • ENVIRONMENTAL

12 Oxford Street
Nottingham, NG1 5BG
Tel: 0115 7443300 - Fax: 0115 8402228
e-mail: info@bsp-consulting.co.uk
Also offices in Derby, Leicester and Sheffield

PROJECT

Nottingham City Storage,
Little Tennis Street, Nottingham

TITLE

Vehicle Swept Paths

CLIENT

T/A Radford Properties (Burley)

PROJECT ORIGINATOR	ZONE	LEVEL	TYPE	ROLE	NUMBER	REV
LTSN-BSP-ZZ-XX-DR-S-001						P01

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Project Number: 22-0465
Project Title: Nottingham City Storage, Little Tennis Street, Nottingham
Location: Little Tennis Street, Nottingham
BSP Document Ref: LTSN-BSP-ZZ-XX-RP-D-0001-P01_Transport_Statement



Appendix C

TRICS Data

Calculation Reference: AUDIT-724101-230118-0147

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	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: 280 to 594 (units: sqm)
 Range Selected by User: 200 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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:

Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Edge of Town	1

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

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

Not Known 3 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

Population within 1 mile:

15,001 to 20,000 1 days

20,001 to 25,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

125,001 to 250,000 1 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 2 days

1.1 to 1.5 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	BH-02-A-05 ROMAN ROAD HOVE	OFFICES		BRIGHTON & HOVE
	Edge of Town Centre Residential Zone			
	Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18		Survey Type: MANUAL
2	DY-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS		DERBY
	Edge of Town Centre No Sub Category			
	Total Gross floor area:	594 sqm		
	Survey date: THURSDAY	21/10/21		Survey Type: MANUAL
3	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT		NORFOLK
	Edge of Town Commercial Zone			
	Total Gross floor area:	500 sqm		
	Survey date: WEDNESDAY	13/11/19		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/A - OFFICE

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									
07:00 - 08:00	3	458	0.655	3	458	0.000	3	458	0.655
08:00 - 09:00	3	458	2.402	3	458	0.000	3	458	2.402
09:00 - 10:00	3	458	1.164	3	458	0.582	3	458	1.746
10:00 - 11:00	3	458	0.146	3	458	0.000	3	458	0.146
11:00 - 12:00	3	458	0.437	3	458	0.582	3	458	1.019
12:00 - 13:00	3	458	0.364	3	458	0.582	3	458	0.946
13:00 - 14:00	3	458	0.364	3	458	0.437	3	458	0.801
14:00 - 15:00	3	458	0.146	3	458	0.291	3	458	0.437
15:00 - 16:00	3	458	0.218	3	458	0.364	3	458	0.582
16:00 - 17:00	3	458	0.073	3	458	0.728	3	458	0.801
17:00 - 18:00	3	458	0.073	3	458	2.183	3	458	2.256
18:00 - 19:00	3	458	0.073	3	458	0.364	3	458	0.437
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.115			6.113			12.228

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:	280 - 594 (units: sqm)
Survey date date range:	01/01/14 - 21/10/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Calculation Reference: AUDIT-724101-230119-0158

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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: 3100 to 3100 (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: 01/01/14 to 15/10/21

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

Selected survey days:

Friday 1 days

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

Selected survey types:

Manual count 1 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 1

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

Selected Location Sub Categories:

Industrial Zone 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 3 days - Selected

Secondary Filtering selection:

Use Class:

B8 1 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

Population within 1 mile:

5,001 to 10,000 1 days

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

Population within 5 miles:

75,001 to 100,000 1 days

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 1 days

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

Travel Plan:

No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1 CB-02-E-01 BOX CLEVER SELF STORAGE CUMBRIA
 MILLBROOK ROAD
 CARLISLE
 KINGSTOWN IND. ESTATE
 Edge of Town
 Industrial Zone
 Total Gross floor area: 3100 sqm
 Survey date: FRIDAY 15/10/21 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NY-02-E-01	Site size - too small
SF-02-E-01	Site size - too small

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									
07:00 - 08:00	1	3100	0.000	1	3100	0.000	1	3100	0.000
08:00 - 09:00	1	3100	0.000	1	3100	0.000	1	3100	0.000
09:00 - 10:00	1	3100	0.226	1	3100	0.161	1	3100	0.387
10:00 - 11:00	1	3100	0.032	1	3100	0.065	1	3100	0.097
11:00 - 12:00	1	3100	0.032	1	3100	0.032	1	3100	0.064
12:00 - 13:00	1	3100	0.161	1	3100	0.097	1	3100	0.258
13:00 - 14:00	1	3100	0.065	1	3100	0.032	1	3100	0.097
14:00 - 15:00	1	3100	0.129	1	3100	0.194	1	3100	0.323
15:00 - 16:00	1	3100	0.129	1	3100	0.161	1	3100	0.290
16:00 - 17:00	1	3100	0.065	1	3100	0.032	1	3100	0.097
17:00 - 18:00	1	3100	0.032	1	3100	0.097	1	3100	0.129
18:00 - 19:00	1	3100	0.000	1	3100	0.000	1	3100	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.871			0.871			1.742

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	3100 - 3100 (units: sqm)
Survey date range:	01/01/14 - 15/10/21
Number of weekdays (Monday-Friday):	1
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.



Nottingham

12 Oxford Street
Nottingham
NG1 5BG

0115 704 3300

Derby

5 Pride Point Drive
Pride Park
Derby
DE24 8BX

01332 374 880

Leicester

Floor 4
24 De Montfort St
Leicester
LE1 7GB

0116 204 7766

Sheffield

Smithy Wood House
Smithy Wood Cres
Sheffield
S8 0NU

0114 272 1589

www.bsp-consulting.co.uk  

