Vectio Consulting
TRANSPORT PLANNING

TRANSPORT NOTE:

PROPOSED COMMERCIAL DEVELOPMENT

SITE:	Taylor House, Taylor Lane, Loscoe
CLIENT:	Fair Square Self Storage
DATE:	30th October 2025
REFERENCE:	VC0577 R1.1
PREPARED BY:	LC
CHECKED BY:	MC

This note has been produced on behalf of Fair Square Self Storage. No responsibility is accepted to any Third Party for all or any part. This report may be relied upon or transferred to any other parties only with the expressed written authorisation of Vectio Consulting Limited, such consent not to be unreasonably withheld or delayed. If any unauthorised Third Party comes into possession of this report, they rely on it at their own risk and the authors owe them no duty of care or skill.

1 INTRODUCTION

Vectio Consulting Limited have been appointed by Fair Square Self Storage to prepare a Transport Note (TN) to assess transportation and highways impacts associated with a small-scale commercial development located at Taylor House, Taylor Lane Loscoe.

The site was consented sub-division as part of planning application reference AVA/2024/0821, granted on the 23rd January 2025.

The Transport Note submitted in support of that application has been slightly updated, herein, to take account of modifications to the self-storage loading dock area to include an additional dock, which has required minor changes to the parking layout associated with the consented self-storage facility.

1.1 Site Location

The site is accessed from Taylor Lane in Loscoe. The site is to the northwest of Heanor and the southeast of Loscoe. The location of the site is illustrated in Figure 1.

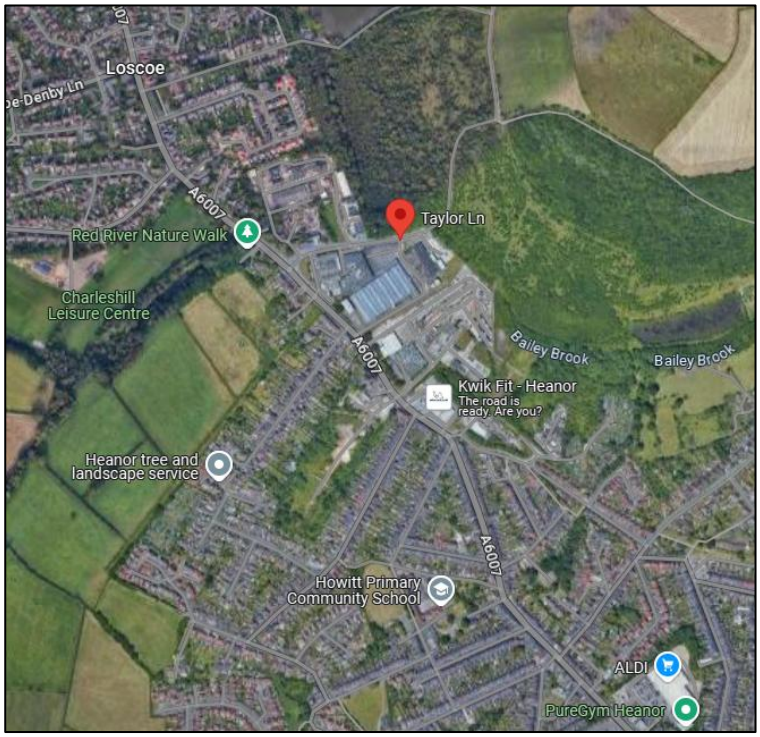


Figure 1: Site Location

1.2 Recent Planning History AVA/2024/0821

Planning permission was granted on the site for: Sub-division of the existing building into three commercial units (Planning Use Classes E g) iii), B2) and a Self-Storage facility (Planning Use Class B8) with associated development works to facilitate the proposal to include increasing the eaves and ridge height, erection of palisade fencing and laying of tarmac surface to create a level access, awarded in January 2025.

An extract of the consented layout is presented in Figure 2 overleaf.



Figure 2: AVA/2024/0821 Approved Site Layout

2 EXISTING SITE AND HIGHWAY CONTEXT

2.1 Existing Site

The current site comprises of a single commercial unit with two points of vehicular access, parking, external storage and turning / layover areas. The layout of the current site is shown in Figure 3.

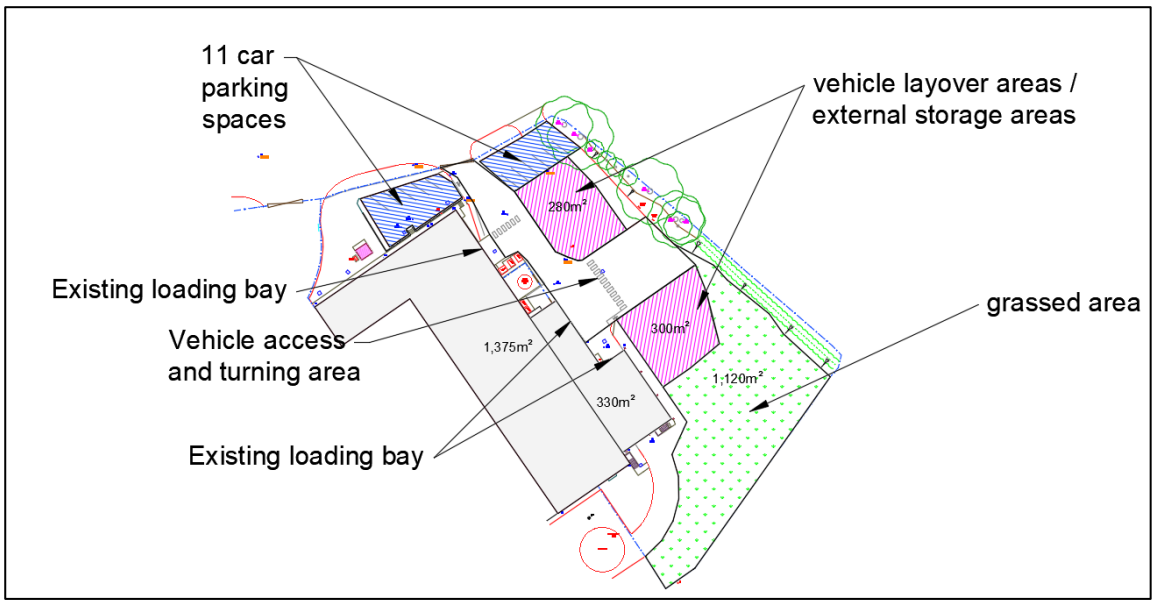


Figure 3: Current Site Layout

2.2 Highway Context

The site is located at the eastern end of Taylor Lane in Loscoe. The site has two vehicular accesses as shown in Plate 1.



Eastern Access



Western Access

Plate 1: Existing Rights of Access from Taylor Lane

Access to Taylor Lane beyond the site to the east is restricted to motor vehicles by the form of a gate as shown in Plate 2.



Plate 2: Taylor Lane Restricted Access

On the southern side of Taylor Lane, east of the development site, the Heanor and Loscoe FP 19 runs between Taylor Lane and Longbridge Lane to the southeast.

With regard to parking provision within the existing site, formalised parking for approximately 11 vehicles is available, with further hardstanding for additional parking provision when required.

2.3 Highway Safety

To gain an indication of accident trends and patterns adjacent to the site, an interrogation of the www.crashmap.co.uk website has been undertaken considering the last 5 year period between 2018 and 2022.

The search undertaken has identified that no recorded road traffic accidents have occurred adjacent to the site on Taylor Lane, suggesting that the existing engineering layout of the Lane does not carry any foreseen highway safety risks. A screen shop from the Crashmap Website search area is shown in Figure 4.

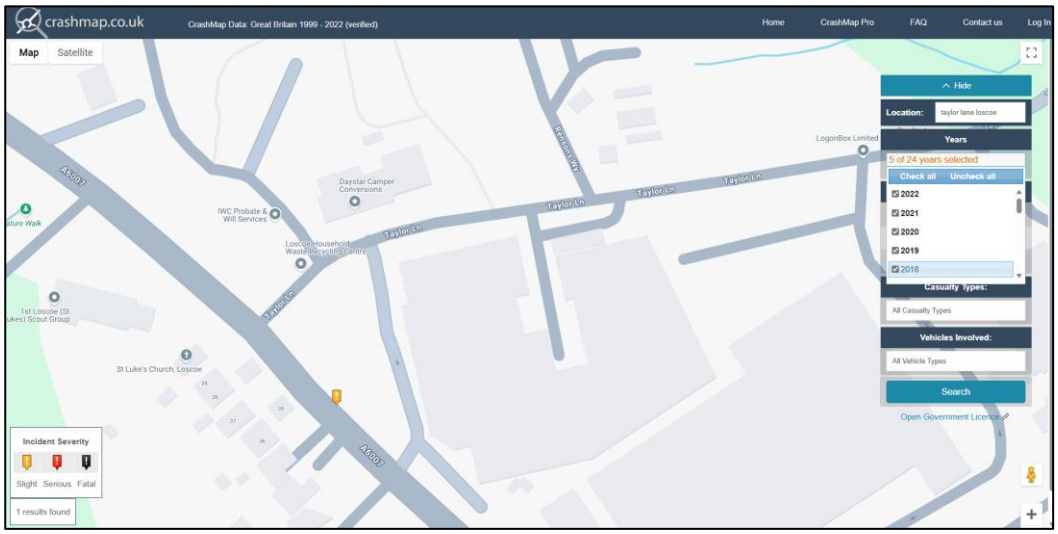


Figure 4: Extract from Crashmap Search (5 years)

In conclusion to the evidence available, there are no trends or patterns that exist to corroborate a view that the current operations of the highway in this location are unsafe in engineering terms.

3 PROPOSED DEVELOPMENT

3.1 Building Layout

The proposed development includes the subdivision of the existing building into 4 units. An extract from the proposed site layout is presented in Appendix A, whilst an extract is shown in Figure 5.



Figure 5: Updated site layout (parking and loading area serving Self Storage area)

The existing building is to be subdivided to include three smaller B2 class units, coloured yellow, blue and orange as shown in Figure 2. The proposed self-storage unit is shown in green. The height of unit 4, as part of the proposals is to facilitate 2 further mezzanine floors for self-storage in Zone 2. Gross Floor Areas of the units are listed below:

- Unit 1: 357m^2 GFA
- Unit 2: 163m^2 GFA
- Unit 3: 362m^2 GFA
- Unit 4: 1,653m^2 (GFA)

  [Consisting of: GF 851m^2 GFA, FF Mezzanine 401m^2 (excluding stairs (10% reduction applied)), and SF Mezzanine 401m² (excluding stairs (10% reduction applied))]

3.2 Access Arrangements

Access Arrangements serving the site are to remain as existing.

It is proposed to utilise the western most vehicular access on Taylor Lane for the B2 units, with the sole use of the eastern vehicular access for use of the self-storage unit.

Vehicle tracking is presented in Appendix D which demonstrates suitability for the reuse of the accesses.

Internal to the site a shared drive is provided serving units 1-3 with a pedestrian route on its southern side. The access road is 6m wide at its narrowest point.

The access parking and turning areas between units 1-3 and the self-storage site will be segregated by palisade or similar fencing as indicated in the access and parking layout drawing presented in Appendix C.

3.3 Parking and Turning Provision

3.3.1 B2 Units

Each unit includes its own segregated car parking provision as shown in Figure 2 whereby the building colour coding is adopted where parking spaces are also shown.

The quantum of parking provision has been based on the application of AVDC's parking standards for 'out of Town' areas for each of the B2 units as listed below:

- Unit 1 (357m^2) @ 1 space per 55m^2 GFA: 7 parking spaces
- Unit 2 (163m^2) @ 1 space per 55m^2 GFA: 3 parking spaces
- Unit 3 (362m^2) @ 1 space per 55m^2 GFA: 7 parking spaces

All parking space geometries have been oversized to be 2.5m wide, by 5.0m in length.

In addition to the car parking provision, each unit benefits from a loading bay with minimum lengths of 7.0m to enable access for long wheelbase vans to load and unload deliveries / shipments.

To illustrate the viability of the proposed parking / loading areas, a vehicle tracking exercise has been undertaken. A drawing presenting the viability of the manoeuvres is presented in Appendix B.

3.3.2 B8 Self Storage Unit

Similar to the B2 units, parking provision associated with the self-storage unit is shown in Figure 2.

The quantum of parking provision has been based on the application of AVDC's parking standards for 'out of Town' areas. The parking standards highlight the need for the following provision to be made:

- Unit 4 (1,653m²) @ 1 space per 120m² GFA: 14 parking spaces

The proposed layout provides 14 parking spaces. It is noted that 4 of the parking spaces, fronting the unit, south of the loading bay, have been oversized to enable large vans / small lorries to park. These parking

spaces have geometries of 3.8m wide by 6.5m long. All other parking space geometries have been oversized to be 2.5m wide, by 5.0m in length.

In the event that a rigid vehicle, such as a pantechnicon, frequents the site, no formal parking provision has been made. However, it is clear there would be space for such a vehicle to lay over on the access drive, opposite the proposed layby parking spaces.

The loading dock has been designed to facilitate a pantechnicon access in the southernmost dock, and large (long wheel based or similar vans / lorries) in the northern most dock.

To ensure the viability of the site layout, a vehicle tracking exercise has been undertaken demonstrating the viability for cars to manoeuvre into and out of parking spaces, and exit the site in a forward gear. Similarly entering, turning, and exiting the site in a forward gear, along with parking in the loading docks for a large van and pantechnicon has been demonstrated. The vehicle tracking drawing is presented in Appendix B.

3.4 Traffic Impact

In terms of vehicle trip generation, a high-level interrogation of the TRICS database has been undertaken to compare the former B2 land to that of the proposed use. This has not changed from the approved application reference: AVA/2024/0821.

The former and proposed floor areas, in terms of land use are listed below:

- Former B2 Land use GFA: 1,733m²
- Proposed:
    - B2 Land Use GFA: 882m²
    - B8 Lane Use GFA: 1,653m²

The TRICS database has been interrogated to forecast high level peak hour vehicular trips that could be generated by land uses akin to that of the current and proposed use. The interrogation assumptions are listed as follows:

Table 1: TRICS Interrogation Parameters

Parameter	**B2 Industrial Unit Land Use**	**B8 Self Storage Land Use**
Main Land Use	02 – Employment	02 – Employment
Sub Land Use	C – Industrial Unit	E – Warehousing (Self Storage)
Calculate Trip Rates for:	Vehicles	Vehicles
Regions	All excluding Greater London	All excluding Greater London
Trip Rate Parameter	Gross Floor Area	Gross Floor Area
Parameter Range	150 to 1,000 sqm	1,350 to 5,500 (range selected to maximise number of TRICS survey datasets)
Week days	Monday-Friday	Monday-Friday

Location Type	Suburban Area, Edge of Town, Neighbourhood Centre	Suburban Area, Edge of Town (default)
Sites Removed	Surveys recorded during Covid restrictions periods	Surveys recorded during Covid restrictions periods

A copy of the TRICS reports derived from the above are presented in Appendix D, whilst a summary of the rates are presented in Table 2.

Table 2: Forecast Vehicular Trip Generation Rates

Land Use	AM Peak			PM Peak		
	Arrival	Departure	Total	Arrival	Departure	Total
B2 Industrial Unit	0.578	0.379	0.957	0.152	0.380	0.532
B8 Self Storage	0.118	0.085	0.203	0.062	0.141	0.203

Adopting the Gross Floor Areas of the current and proposed land uses, as discussed previously, the change in vehicular trip generation has been estimated as shown in Table 3.

Table 3: Forecast Vehicular Trip Generations

	Land Use	AM Peak			PM Peak		
		Arrival	Departure	Total	Arrival	Departure	Total
Current	B2 Industrial Unit	10	7	**17**	3	7	**9**
Proposed	B2 Industrial Unit	5	3	**8**	1	3	**5**
	B8 Self Storage	2	1	**3**	1	2	**3**
	Total	7	5	**12**	2	6	**8**
Difference		-3	-2	**-5**	0	-1	**-1**

Based on the high-level assessment results contained in Table 3, the proposed land uses are forecast to create a reduction in weekday peak hour vehicular movements by 5 and 1 movement during the AM and PM peak hours respectively.

Therefore, no material impact is expected.

4 SUMMARY AND CONCLUSIONS

Vectio Consulting Limited have been appointed by Fair Square Self Storage to prepare a Transport Note (TN) to assess transportation and highways impacts associated with a small-scale commercial development located at Taylor House, Taylor Lane Loscoe.

The site was consented sub-division as part of planning application reference AVA/2024/0821, granted on the 23rd January 2025.

The Transport Note submitted in support of that application has been slightly updated, herein, to take account of modifications to the self-storage loading dock area to include an additional dock, which has required minor changes to the parking layout associated with the self-storage facility.

4.1 Summary

The report discusses:

- The recent planning history of the site.
- The site in context with the existing highway.
- The development proposals including current and proposed land uses and areas.
- Suitability of reuse of the existing two accesses (no change to the existing arrangements as consented under PA AVA/2024/0821).
- A review of required parking provision in line with Amber Valley District Councils parking standards, demonstrating that compliant parking and turning provision has been made for each of the 4 units.
- Swept path analysis demonstrating the ability for vehicles to enter, park, turn and exit the site in a forward gear.
- Traffic impact forecasts demonstrating that the proposals are likely to result in a reduction of vehicular movements, compared to the former B2 land use (no change to the existing arrangements as consented under PA AVA/2024/0821).

4.2 Conclusions

Considering the proposals only include very minor alterations affecting an increased size of a loading dock, whilst also maintaining minimum parking standards, it is concluded that the proposals still conform with the NPPF in terms of Highways and transportation.

Specifically, in terms of Paragraph 116 of the NPPF, as the Development does not result in an unacceptable impact on highway safety, nor would there be a residual cumulative impact that could be classified as severe, there is no reason why the proposals **should not** be awarded planning consent.

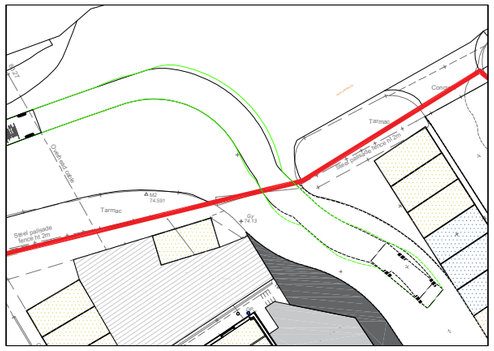
APPENDIX A: Proposed Site Layout Drawing (Green2K)

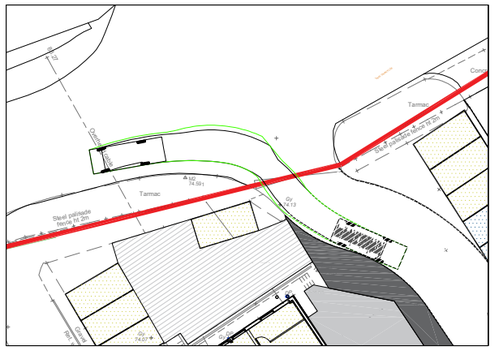
Refer to drawing submitted with the planning applciation

APPENDIX B: Vehicle Tracking Drawing

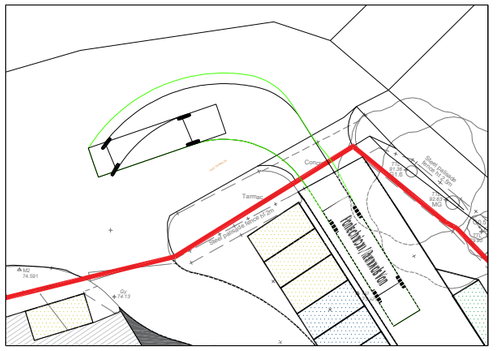
ACCESS JUNCTIONS

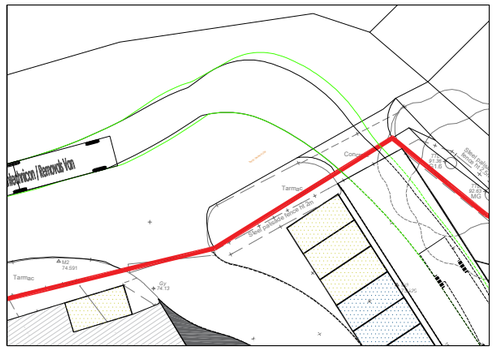
Northern access, large van





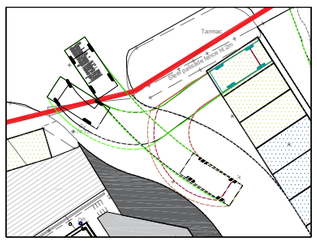
Southern access, pantechnicon

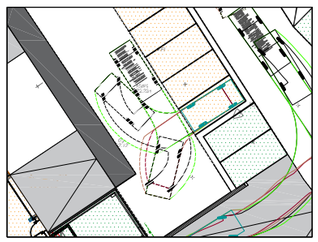


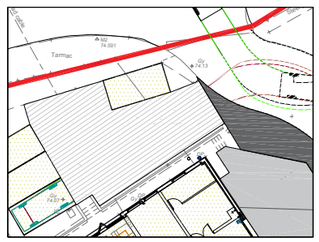


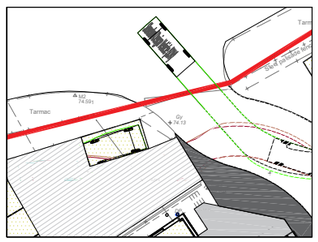
INDUSTRIAL UNITS PARKING AND LOADING MANOEUVRES

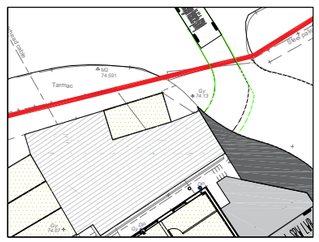
Industrial unit car park, parking



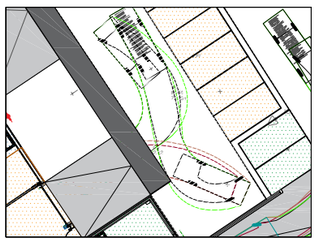


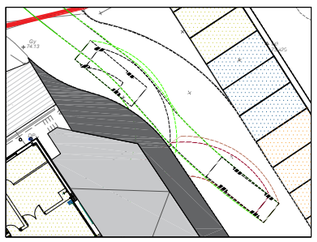






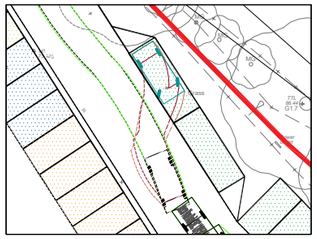
Industrial unit car park, loading

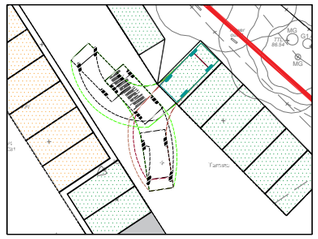


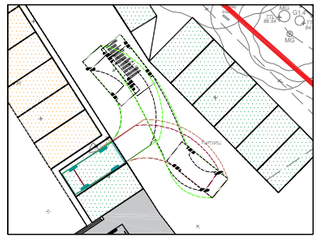


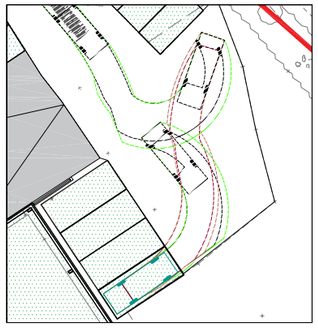
SELF STORAGE UNIT PARKING AND LOADING MANOEUVRES

Self storage car park, parking

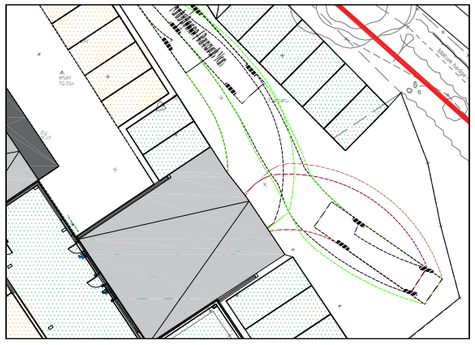


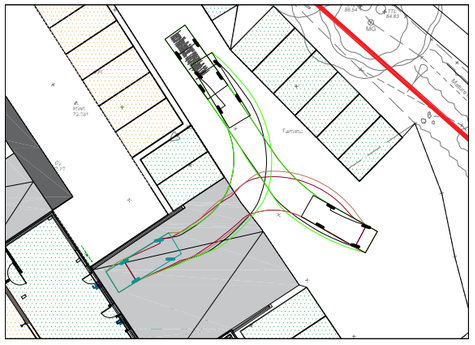






Self Storage loading & turning





0 10 20 30 40

Scale Bar (1:500)

Original Sheet Size A3

Revision	Amendment	Approved	Revision Date
A	Minor loading dock amendments	MC	30/10/2025

VEHICLE PROFILES



Standard Design Vehicle (SDV)		Iveco Van Daily 35C 12/15/18 (w/b 3.3m)		Pantechnicon / Removals Van	
Overall Length	4.800m	Overall Length	5.997m	Overall Length	11.000m
Overall Width	1.900m	Overall Width	2.559m	Overall Width	2.500m
Overall Body Height	2.000m	Overall Body Height	2.555m	Overall Body Height	4.250m
Min Body Ground Clearance	0.100m	Min Body Ground Clearance	0.134m	Min Body Ground Clearance	0.541m
Track Width	2.000m	Track Width	1.994m	Track Width	2.500m
Lock to lock time	4.00s	Lock to lock time	6.00s	Lock to lock time	6.00s
Wall to Wall Turning Radius	6.000m	Kerb to Kerb Turning Radius	5.600m	Kerb to Kerb Turning Radius	12.200m

Vectio Consulting

Drawn	Designed	Approved	Drawing Date
LC	LC	MC	04/11/2024

Project No. VC0577

Scale 1:500@A3

Project: PROPOSED B2 INDUSTRIAL UNITS AND SELF STORAGE SCHEME, TAYLOR LANE, LOSCOE

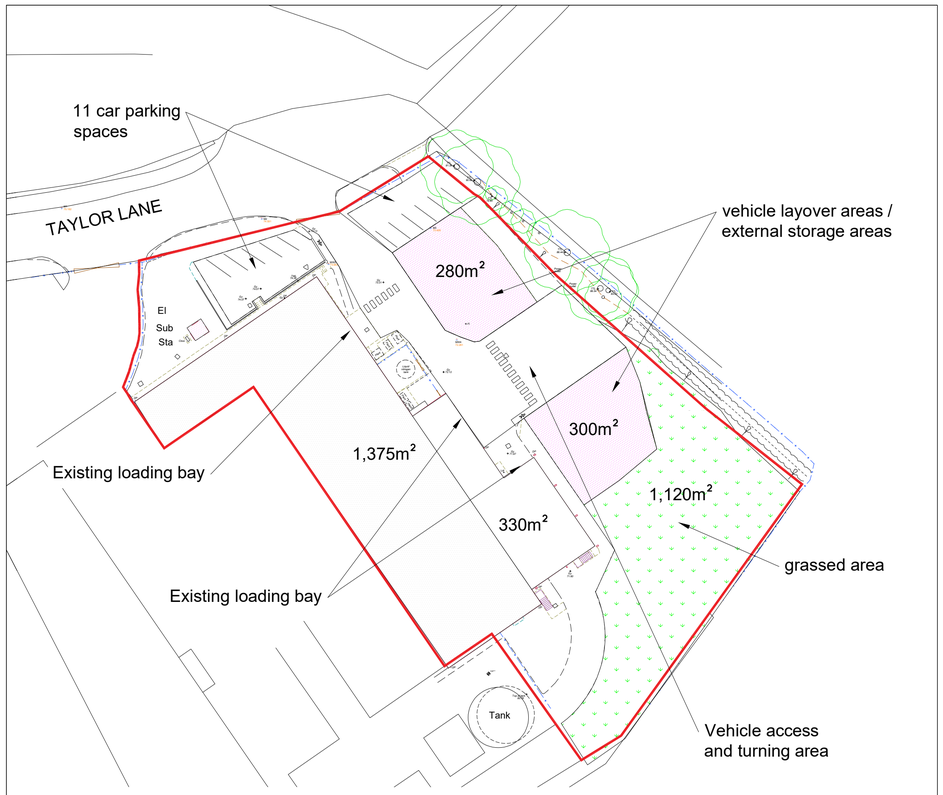
Sheet: SWEPT PATH ANALYSIS

Drawing No. 002

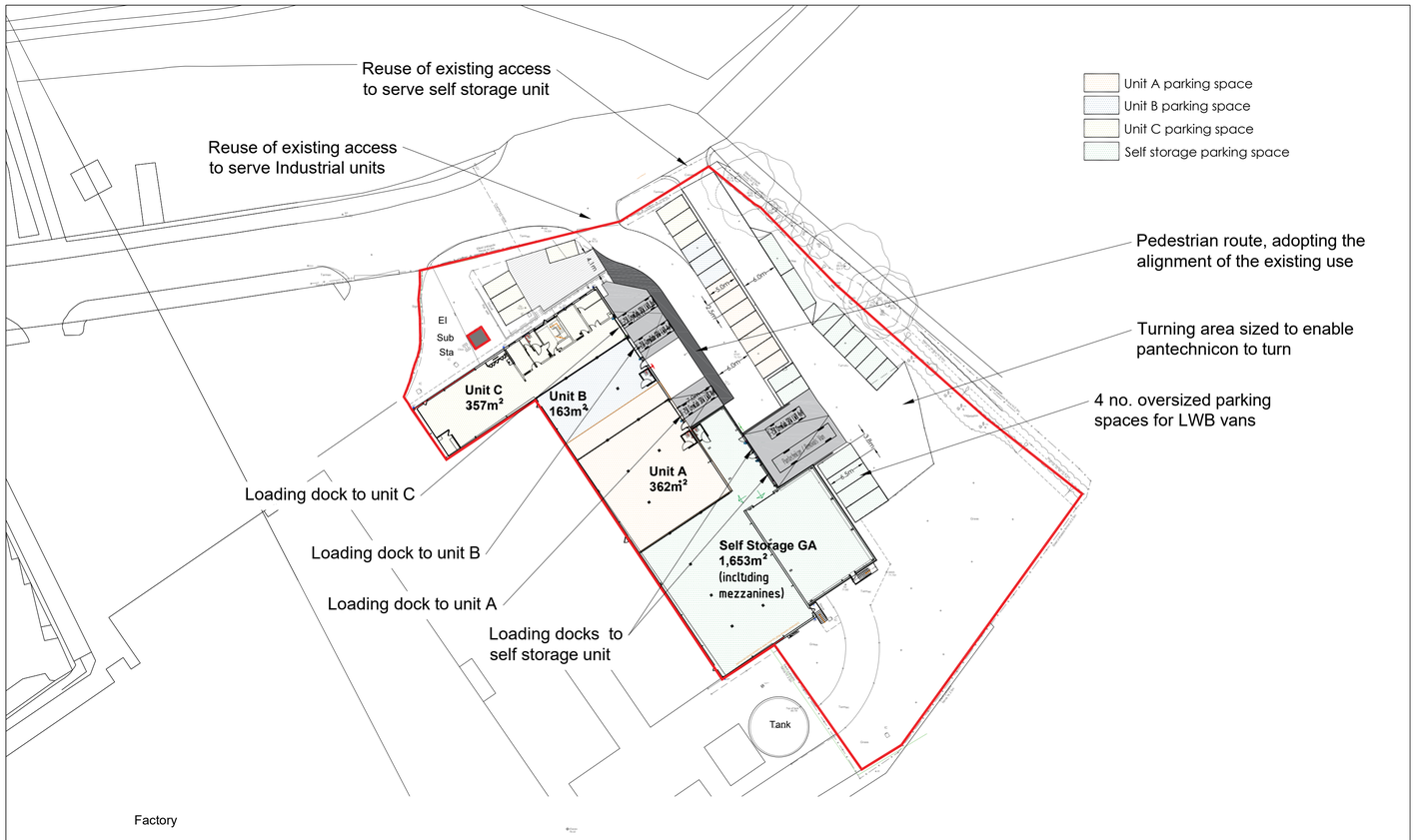
Sheet. No. 001

Revision A

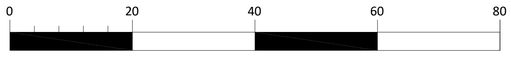
APPENDIX C: Parking and Internal Layout Drawing



EXISTING LAYOUT (SCALE: 1:500@A1)



PROPOSED LAYOUT (SCALE: 1:500@A1)



Scale Bar (1:500)

Revision	Amendment	Approved	Revision Date
A	Minor loading dock amendments	MC	30/10/2025
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Vectio Consulting

Drawn	Designed	Approved	Drawing Date
LC	LC	MC	4/11/2024

Project No.	Scale
VC0577	AS-SHOWN@A1

Project: PROPOSED B2 INDUSTRIAL UNITS AND SELF STORAGE SCHEME, TAYLOR LANE, LOSCOE

Sheet: PROPOSED ACCESS, PARKING AND TURNING ARRANGEMENTS

Drawing No.	Sheet. No.	Revision
001	001	A

Original Sheet Size A1

APPENDIX D: TRICS Reports

B2 Industrial Units TRICS Report

Calculation Reference: AUDIT-761101-241104-1115

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	2 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
08	NORTH WEST		
	LC	LANCASHIRE	2 days
09	NORTH		
	CU	CUMBERLAND	1 days
13	MUNSTER		
	KE	KERRY	1 days
14	LEINSTER		
	WC	WICKLOW	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	150 to 968 (units: sqm)
Range Selected by User:	150 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 04/10/23

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	10 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	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	9
Village	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	1 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	10 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
500,001 or More	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	7 days
1.1 to 1.5	3 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	10 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	10 days

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

LIST OF SITES relevant to selection parameters

1 CU-02-C-01 STEEL FABRICATION CUMBERLAND
BLACKDYKE ROAD
CARLISLE
KINGSTOWN IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 715 sqm
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

2 DL-02-C-01 NAILS/STAPLES COMPANY DUBLIN
ROWAN AVENUE
DUBLIN
SANDYFORD
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 400 sqm
Survey date: THURSDAY *26/09/19* *Survey Type: MANUAL*

3 DS-02-C-02 GLASS SPECIALISTS DERBYSHIRE
STONEGRAVELS LANE
CHESTERFIELD

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 530 sqm
Survey date: WEDNESDAY *04/10/23* *Survey Type: MANUAL*

4 KE-02-C-01 PRINT & GRAPHIC DESIGN KERRY
WOODLANDS ROAD
KILLARNEY

Edge of Town
Industrial Zone
Total Gross floor area: 600 sqm
Survey date: THURSDAY *17/10/19* *Survey Type: MANUAL*

5 LC-02-C-03 TIMBER SUPPLIES LANCASHIRE
GOLDEN HILL LANE
LEYLAND

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 150 sqm
Survey date: TUESDAY *06/11/18* *Survey Type: MANUAL*

6 LC-02-C-06 STEEL FABRICATION LANCASHIRE
TOLLGATE ROAD
BURSCOUGH

Edge of Town
Industrial Zone
Total Gross floor area: 700 sqm
Survey date: THURSDAY *21/04/22* *Survey Type: MANUAL*

7 NF-02-C-03 SHEET METAL CONTRACTOR NORFOLK
ELVIN WAY
NORWICH
HELLESDON
Edge of Town
Industrial Zone
Total Gross floor area: 260 sqm
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

8 NF-02-C-04 EXHIBITION DESIGN & MANUF. NORFOLK
FLETCHER WAY
NORWICH
UPPER HELLESDON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 690 sqm
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 WC-02-C-01 FOAM INSULATION WICKLOW
CHARVEY LANE
RÁTHNEW
COMMONS
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 968 sqm
Survey date: MONDAY *28/05/18* *Survey Type: MANUAL*

10 WM-02-C-05 INDIAN CATERING WEST MIDLANDS
ICKNIELD STREET
BIRMINGHAM
HOCKLEY
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 256 sqm
Survey date: MONDAY *22/11/21* *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
LC-02-C-05	COVID
NN-02-C-01	COVID

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	550	0.000	2	550	0.000	2	550	0.000
06:00 - 07:00	2	550	0.273	2	550	0.091	2	550	0.364
07:00 - 08:00	9	557	0.359	9	557	0.100	9	557	0.459
08:00 - 09:00	9	557	0.578	9	557	0.379	9	557	0.957
09:00 - 10:00	10	527	0.361	10	527	0.247	10	527	0.608
10:00 - 11:00	10	527	0.531	10	527	0.455	10	527	0.986
11:00 - 12:00	10	527	0.474	10	527	0.474	10	527	0.948
12:00 - 13:00	10	527	0.437	10	527	0.455	10	527	0.892
13:00 - 14:00	10	527	0.493	10	527	0.455	10	527	0.948
14:00 - 15:00	10	527	0.437	10	527	0.437	10	527	0.874
15:00 - 16:00	10	527	0.493	10	527	0.569	10	527	1.062
16:00 - 17:00	10	527	0.209	10	527	0.569	10	527	0.778
17:00 - 18:00	10	527	0.152	10	527	0.380	10	527	0.532
18:00 - 19:00	9	527	0.042	9	527	0.127	9	527	0.169
19:00 - 20:00	3	452	0.000	3	452	0.074	3	452	0.074
20:00 - 21:00	2	550	0.000	2	550	0.000	2	550	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.839			4.812			9.651

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	150 - 968 (units: sqm)
Survey date date range:	01/01/16 - 04/10/23
Number of weekdays (Monday-Friday):	10
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

B8 Self Storage TRICS Report

VECTIO CONSULTING LUTTERWORTH WARWICKSHIRE Licence No: 761101

Calculation Reference: AUDIT-761101-241104-1135

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
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 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:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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 undertaking using machines.

Selected Locations:

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	3
Development 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	7 days - Selected

Secondary Filtering selection:

Use Class:

B8	5 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
25,001 to 50,000	2 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	1 days
250,001 to 500,000	1 days
500,001 or More	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	2 days
1.1 to 1.5	3 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	5 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	5 days

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

LIST OF SITES relevant to selection parameters

1 CU-02-E-01 BOX CLEVER SELF STORAGE CUMBERLAND
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*

2 NG-02-E-02 BIG YELLOW SELF STORAGE NOTTINGHAM
LENTON LANE
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 2860 sqm
Survey date: THURSDAY *17/11/16* *Survey Type: MANUAL*

3 NY-02-E-01 SELF STORAGE NORTH YORKSHIRE
OAKNEY WOOD ROAD
SELBY

Edge of Town
Industrial Zone
Total Gross floor area: 1350 sqm
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

4 SD-02-E-01 BIG YELLOW SELF STORAGE SWINDON
DRAKES WAY
SWINDON

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 4925 sqm
Survey date: WEDNESDAY *21/09/16* *Survey Type: MANUAL*

5 TW-02-E-01 1ST STORAGE TYNE & WEAR
STONEYGATE CLOSE
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 5500 sqm
Survey date: MONDAY *13/06/16* *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
AN-02-E-01	Covid
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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	3547	0.045	5	3547	0.017	5	3547	0.062
08:00 - 09:00	5	3547	0.118	5	3547	0.085	5	3547	0.203
09:00 - 10:00	5	3547	0.186	5	3547	0.164	5	3547	0.350
10:00 - 11:00	5	3547	0.169	5	3547	0.158	5	3547	0.327
11:00 - 12:00	5	3547	0.118	5	3547	0.096	5	3547	0.214
12:00 - 13:00	5	3547	0.226	5	3547	0.231	5	3547	0.457
13:00 - 14:00	5	3547	0.147	5	3547	0.124	5	3547	0.271
14:00 - 15:00	5	3547	0.158	5	3547	0.186	5	3547	0.344
15:00 - 16:00	5	3547	0.147	5	3547	0.152	5	3547	0.299
16:00 - 17:00	5	3547	0.118	5	3547	0.124	5	3547	0.242
17:00 - 18:00	5	3547	0.062	5	3547	0.141	5	3547	0.203
18:00 - 19:00	5	3547	0.023	5	3547	0.028	5	3547	0.051
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.517			1.506			3.023

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	1350 - 5500 (units: sqm)
Survey date date range:	01/01/16 - 15/10/21
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:	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



vectio.co.uk

Registered in England & Wales
Company Reg No: 09703332