

Proposed Industrial Estate
Land West of Garwood St
South Shields

Glossary.....	3
Speed Read	4
Road Map & Contents.....	5
1.0 Introduction	6
2.0 References & Guidelines.....	10
3.0 Existing Conditions.....	12
4.0 Development Proposals.....	21
5.0 Measures to Support Development.....	28
6.0 Summary & Conclusions	31

APPENDICES

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CIHT Chartered Consultancy
CIHT Diversity & Inclusion Charter
The Fisher Cassie Award 1998
The Royal Academy of Engineering Leadership Award 1997

TERM	DEFINITION
AADT	Annual Average Daily Traffic.
AM / PM / IP Peak	Denoting the morning, afternoon or inter peak period
Analysis	This report – a Transport Assessment or Statement as applicable
ATC	Automatic Traffic Count
GFA	Gross Floor Area
CIHT	Chartered Institution of Highways and Transportation
CERS / PERS	Cycling Environment Review System / Pedestrian Environment Review System
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
FTP / TP / TPS	Framework Travel Plan / Travel Plan / Travel Plan Statement
HGV / LGV	Heavy Goods Vehicle / Light Goods Vehicle
LHA / LPA / LP	Local Highway Authority / Local Planning Authority / Local Plan
MfS	Manual for Streets
NMU	Non-Motorised User
NPPF	National Planning Policy Framework
OGV	Other Goods Vehicle
PCU	Passenger Car Unit
PIC / PII	Personal Injury Collisions / Incidents
SPD	Supplementary Planning Document
SRN	Strategic Road Network
TA / TIA / TS	Transport Assessment / Traffic Impact Assessment / Transport Statement
TEMPRO	Trip End Model Presentation Program, DfT software which provides forecast data on trips for transport planning purposes.
VPD	Vehicles Per Day
STC / NH	South Tyneside Council / National Highways

- i. The proposals comprise 9no. industrial / commercial units, Use Class B2/B8 & E (ancillary to B2/B8) on the land west of Garwood St, South Shields, NE33 2QA, link <https://bit.ly/46xmhuN>.
- ii. The development is in the heart of a well-established commercial and industrial zone of South Shields; it is sustainable and accessible by public transport, on foot and cycle hence, the development proposals are in line with the NPPF and the relevant national, regional and local transport policies.
- iii. It is anticipated that the development would attract the usual servicing requirements such as deliveries / collections and post the details of which will be part of a Deliveries and Servicing Management Plan submitted in accordance with any planning conditions imposed.
- iv. Car and cycle parking is provided having regards to STC SPD6 Parking Standards.
- v. An Integrated Sustainable Framework Travel Plan (including an offer for Personalised Travel Planning) will be produced to promote the sustainability and accessibility of the site and encourage sustainable travel.
- vi. Detailed analysis was undertaken based on the latest Guidance concluded that:
 - The total sustainable person trips can be accommodated within the existing infrastructure. Non-Motorised Users (NMUs) connectivity is maintained.
 - The development proposals will have no material impact on the adjoining roads network.
 - Measures to support development, i.e. an ISFTP is produced
 - Taking into consideration the location of the development and its previous use, the proposals residual cumulative impact is not severe.
- vii. In summary, the proposed development will meet all safety and Planning Policy requirements and will have no material impact on the highway network.

table of contents

1. Introduction

Development Proposals, Site Location

☐

2. Scoping, References & Guidelines

☐

3. Existing Conditions

Highways and Infrastructure, Sustainable Travel,
Local Amenities, Committed Developments,
Personal Injury Incidents

☐

4. Development Proposals

Movement and Accessibility Strategy, Access &
Visibility Splays, Parking Provision, Servicing, Trip
Generation, Multi Modal Trips Analysis

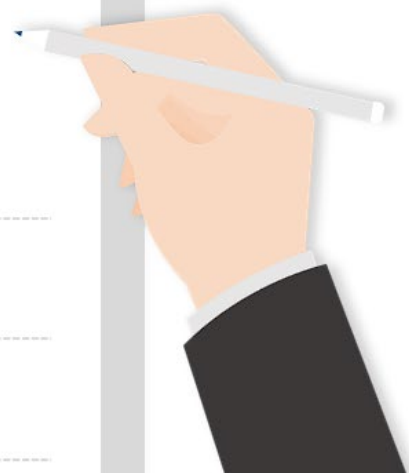
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5. Measures to Support Development

Preliminary Proposals (if any), Junction Capacity
Assessment (if required), Travel Plan / Welcome
Pack Recommendations, Residual Impact, CTMP

☐

6. Summary & Conclusions

☐


chapter contents**1. Introduction**
Development Proposals, Site Location**2. Scoping, References & Guidelines****3. Existing Conditions**Highways and Infrastructure, Sustainable Travel,
Local Amenities, Committed Developments,
Personal Injury Incidents**4. Development Proposals**Movement and Accessibility Strategy, Access &
Visibility Splays, Parking Provision, Servicing, Trip
Generation, Multi Modal Trips Analysis**5. Measures to Support Development**Preliminary Proposals (if any), Junction Capacity
Assessment (if required), Travel Plan / Welcome
Pack Recommendations, Residual Impact, CTMP**6. Summary & Conclusions**

- 1.1 iTransport Planning, a specialist member of iPRT Group of companies, has been commissioned by South Tyneside Building Supplies to provide a Transport Statement Analysis (Analysis) for the proposed 9no. commercial / industrial units totalling 31,600 sqft / 2936m² Use Class B2/B8 & E (ancillary to B2/B8) on the land west of Garwood St, South Shields, NE33 2QA, link <https://bit.ly/46xmhuN>.

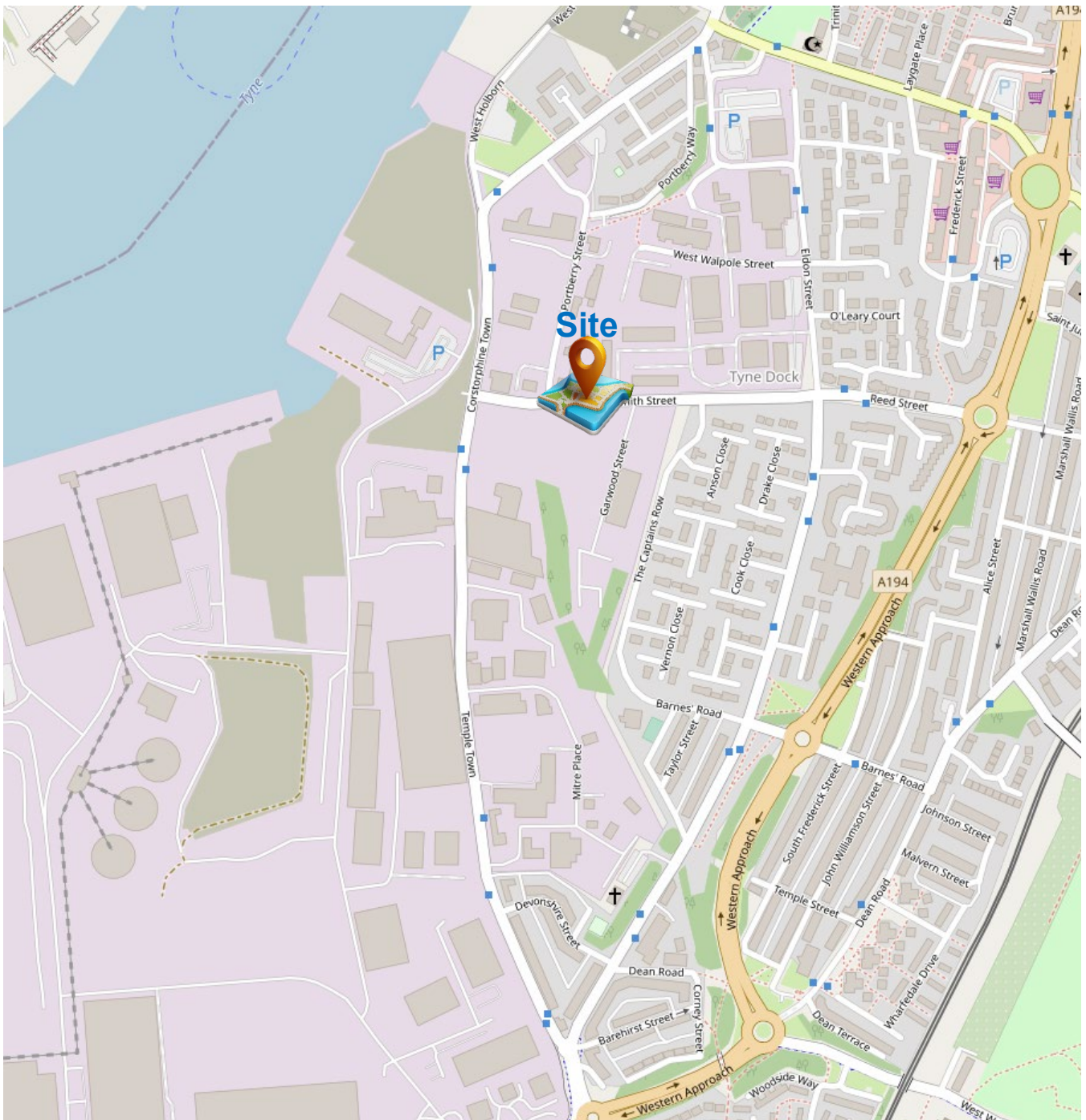


Figure 1.1
Illustrative Site Location

POLICY-FOCUSED ETHICAL APPROACH

- 1.2 Where applicable, iTP sought to provide an assessment of the impacts of the proposed development on the local highway network by utilising industry accepted techniques to present the Local Highway Authority (LHA) with a robust assessment.

PRIORITIES

- Bring services to people to reduce the need to travel
- Give people and goods the opportunity to move from door to door by accessible and sustainable transport
- Encourage people to make the change to more sustainable transport



VISION

- An Accessible, sustainable & efficient development in line with MfS, NPPF and other national, regional and local ethos
- Impact minimised and mitigated
- Safe for all road users

WELLBEING

- Good for people and communities
- Good for the environment
- Good for places and the economy

- 1.3 In support of the above Vision, this Analysis will address:

Facts and Evidence Known in the Present

- Information about the local area such as neighbouring uses, local amenities and character, and the existing nearby road network (**Chapter 3**)
- Existing public transport provision, including provision/ frequency of services and, if any, committed public transport changes (**Chapter 3**)
- Consideration of trips from directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next 3 years) (**Chapter 3**)

Evidence About The Future

- Information about the proposed development and site layout (**Chapter 4**)
- The travel characteristics of the proposed development, including movements across all modes of transport that could result from the development and in the vicinity of the site (**Chapter 4**)

- Measures to support development necessary to make the development acceptable in planning terms **(Chapters 4 and 5)**
- Parking strategy of the development taking into consideration any nearby public parking that may support the development **(Chapter 4)**
- Ways of encouraging environmental sustainability by reducing the need to travel and, if necessary, mitigate the residual impacts of development **(ISFTP)**

1.4 Further, in line with Circular 01/2022 requirements:

Vision: For the trips generated by this site, walking, wheeling, cycling and public transport will be the natural first choice for all who can take it.

Evidence: In line with the Government's second cycling and walking investment strategy (CWIS2) and Circular 01/2022, the Applicant is committed through the ISFTP to promote and encourage walking, wheeling, cycling and public transport as the natural choices for travel.

Vision: Electric Vehicle charge points installed to support the government's objective to end the sale of new conventional petrol and diesel cars/vans by 2035 and HGVs by 2040, and its commitment to decarbonise transport by 2050.

Evidence: The Applicant is committed to provide Electric Vehicle charge points to meet the Local Highway Authority standards.

chapter contents**1. Introduction**

Development Proposals, Site Location

**2. Scoping, References & Guidelines****3. Existing Conditions**

Highways and Infrastructure, Sustainable Travel, Local Amenities, Committed Developments, Personal Injury Incidents

**4. Development Proposals**

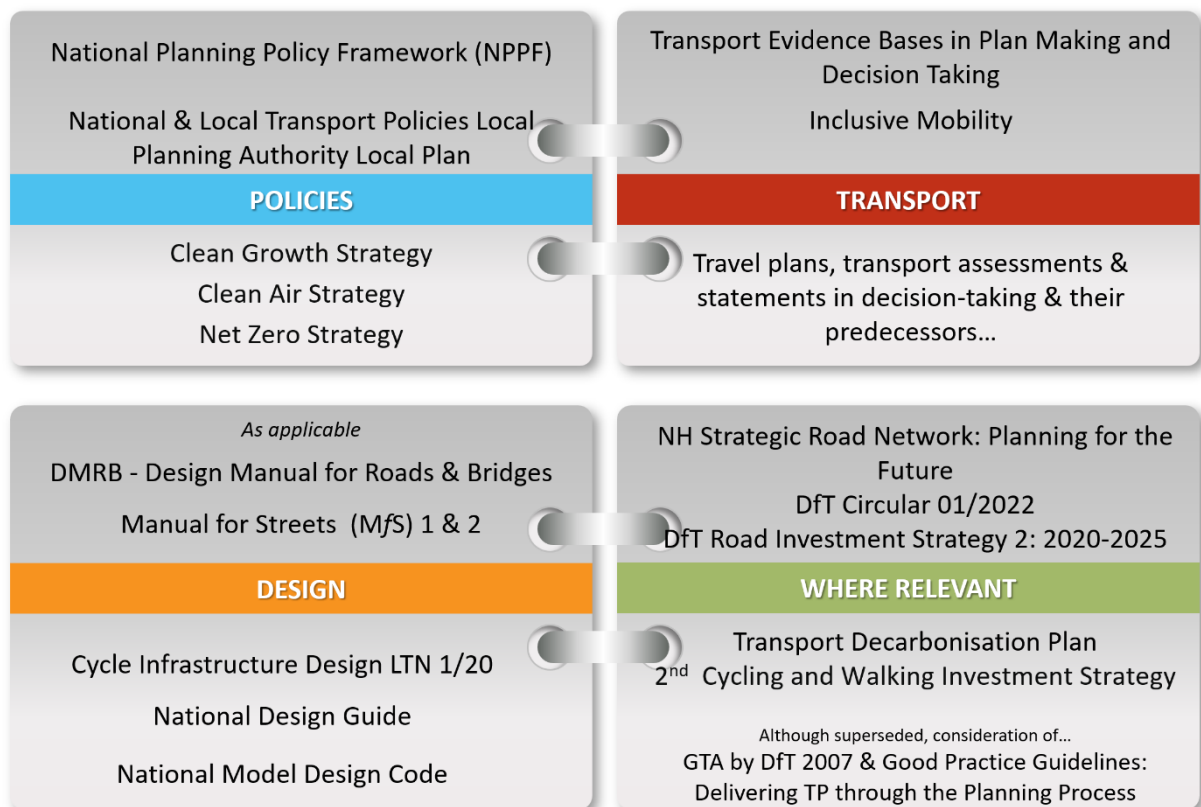
Movement and Accessibility Strategy, Access & Visibility Splays, Parking Provision, Servicing Arrangements, Trip Generation, Multi Modal Trips Analysis

**5. Measures to Support Development**

Preliminary Proposals (if any), Junction Capacity Assessment (if required), Travel Plan / Welcome Pack Recommendations, Residual Impact

**6. Summary & Conclusions**

- 2.1 This TS is in line with the Road Map and Contents on Page 5.
- 2.2 Technical References are annotated as **Ref:** and for simplicity, a summary is included in the Appendices with full details available upon request.
- 2.3 Where relevant, the Analysis will be in line with NE Transport Plan, STC Local Cycling and Walking Infrastructure Plan 2021-2036, SPD6 Parking Standards and:



 chapter contents**1. Introduction**

Development Proposals, Site Location

**2. Scoping, References & Guidelines****3. Existing Conditions**Highways and Infrastructure, Sustainable Travel,
Local Amenities, Committed Developments,
Personal Injury Incidents**4. Development Proposals**Movement and Accessibility Strategy, Access &
Visibility Splays, Parking Provision, Servicing, Trip
Generation, Multi Modal Trips Analysis**5. Measures to Support Development**Preliminary Proposals (if any), Junction Capacity
Assessment (if required), Travel Plan / Welcome
Pack Recommendations, Residual Impact, CTMP**6. Summary & Conclusions**

APPLICATION SITE

- 3.1 As demonstrated in Figure 3.1, the Application site is located to the west of Garwood St which is a two-way single carriageway, c. 6.5m wide with street lighting and paved footways on its eastern flank **1**.
- 3.2 To the north of the Application site is Smith St which is also a two-way single carriageway with street lighting and paved footway along its southern side **2**; between Potberry St and Temple Town / Corstorphine Town paved footways are provided on both sides of Smith St **3**.
- 3.3 Temple Town / Corstorphine Town forms a simple priority junction with Smith St with paved footways generally on both sides **4**.

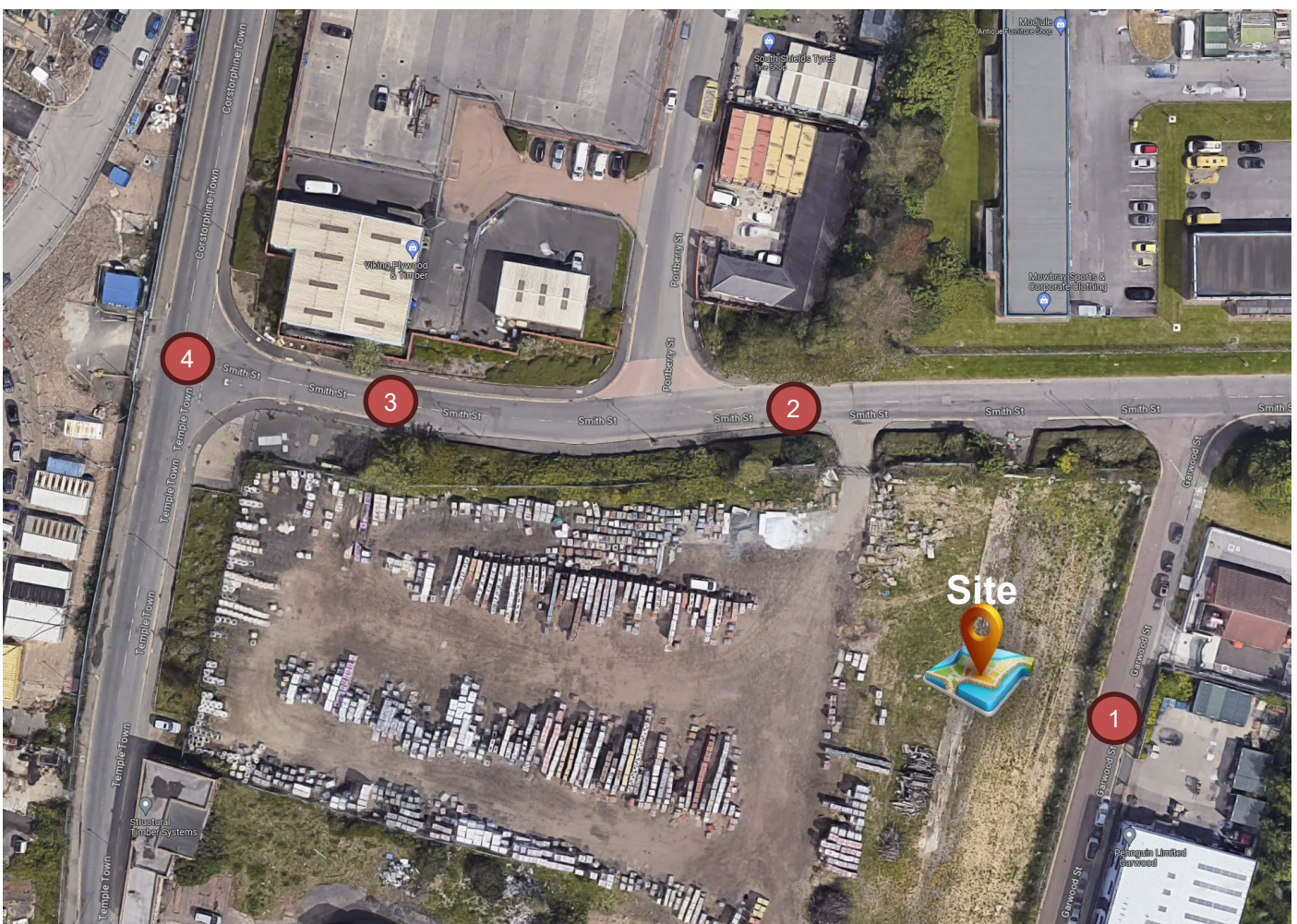


Figure 3.1
Site location relative to highway network

SUSTAINABLE MODES OF TRAVEL

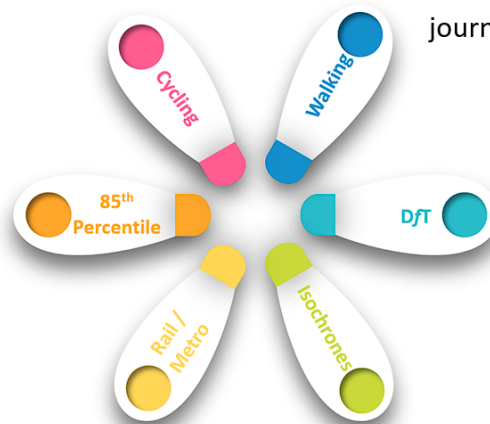
NTS, CIHT & Sustrans

Cycling substitute for short car trips, particularly under 5km **Ref: 6** forms part of a longer journey by public transport

NTS & CIHT

Walking is a viable travel choice up to 2000 m (25 mins) where short journeys are required **Ref: 4 & 5**

Bus	580-800m	Ref: 4
Walking	1.95 km	Ref: 5
Cycling	7.25 km	Ref: 6
Rail	1.61 km	Ref: 4



Cycling & walking the norm by 2040 **Ref: 6**

Reasonable walking distances to "Rail" is 1000m with 85th percentile **1.61km**

400m, 800m, 2km & 5km isochrones available upon request

Bus Services **Ref: 4**

3.4 As would be expected from a well-established commercial and industrial zone, there are a number of bus services to the immediate west of the site along Temple Town and within 400m and additional services within 800m as demonstrated in Figure 3.2. An indicative sample of bus services is attached in Figure 3.3 with a full list and full timetables available at www.nexus.org.uk.

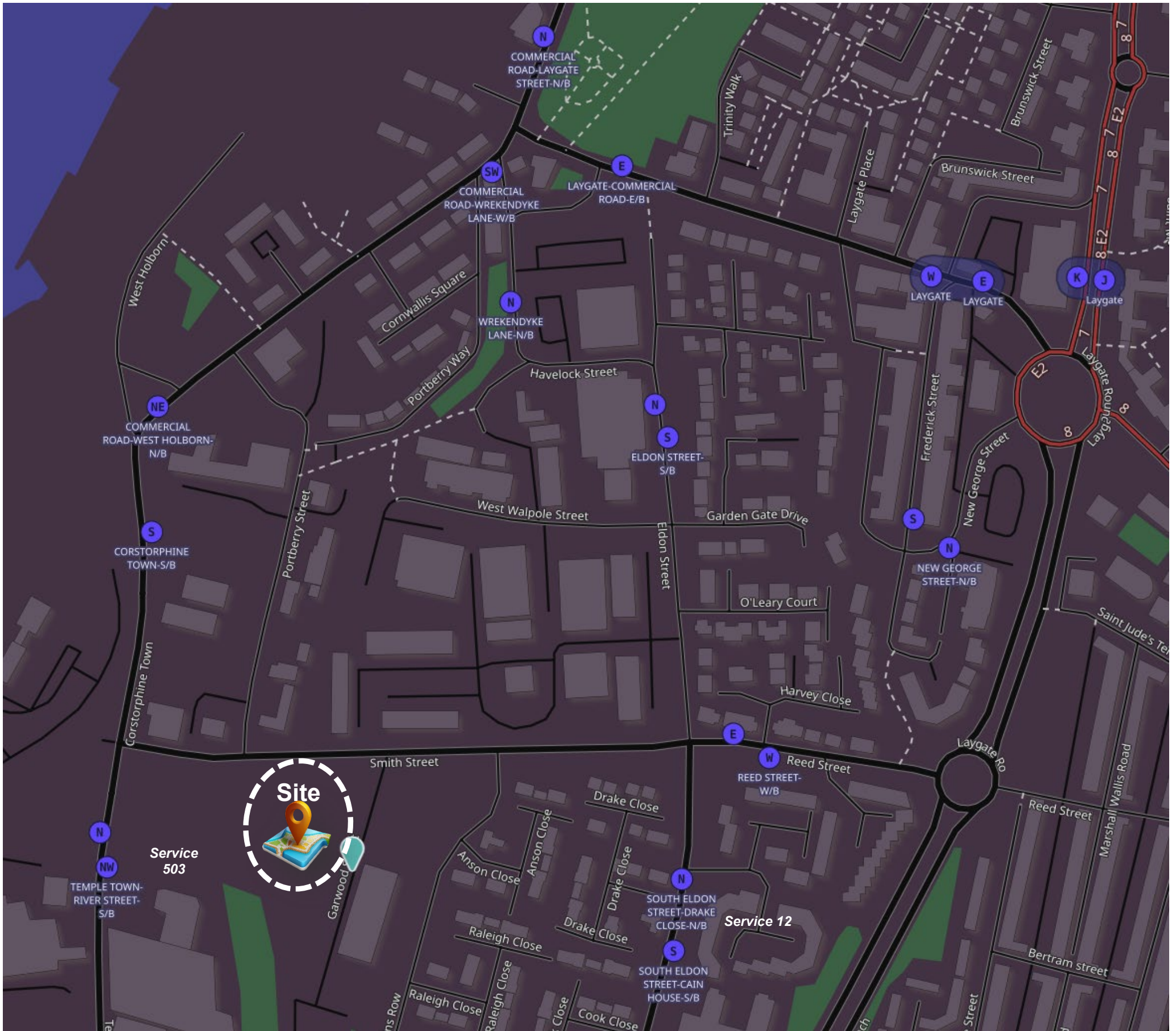


Figure 3.2
ILLUSTRATIVE Bus stops and services relative to the site

SERVICE	ROUTE	*APPROX. DAYTIME FREQUENCY (MINS)		
		M-F	SAT	SUN
12	South Shields - South Tyneside Hospital - The Lonnen	30	30	60
T503	South Shields - Chichester - Tyne Dock - Cotswolds Estate - Asda	60		-
Within 800m				
X20	South Shields - Fellgate Estate - South Shields	60	60	60
7	South Shields - Marsden - South Shields	12		30
8	South Shields - Westoe - Marsden - Chichester - South Shields	12		30
E2	Sunderland - Whitburn - Horsley Hill - South Shields	30		
27	Newcastle - Heworth - South Shields	15		20
50	South Shields - Washington - Durham	30		60

Figure 3.3
SAMPLE Bus services and frequencies (Dec 2023)

- 3.5 Figures 3.2 and 3.3 demonstrate the accessible and sustainable location of the proposals by public transport which supports the vision of the Applicant for a sustainable development.

Metro

- 3.6 The nearest Metro station is Chichester which is 10 mins walk / 3 mins cycle ride (814) from the site. Chichester is on direct link to Newcastle City Centre, Newcastle Central Railway Station, Newcastle Airport, Sunderland, North Tyneside and all stations in between. The metro frequency is **every 12** minutes in the daytime and 15 minutes in the evening.
- 3.7 There is a drive by Nexus to encourage multi-modal sustainable travel and Chichester includes 5 cycle pods / 10 spaces which are located on the paved area, 20 metres outside the station entrance.

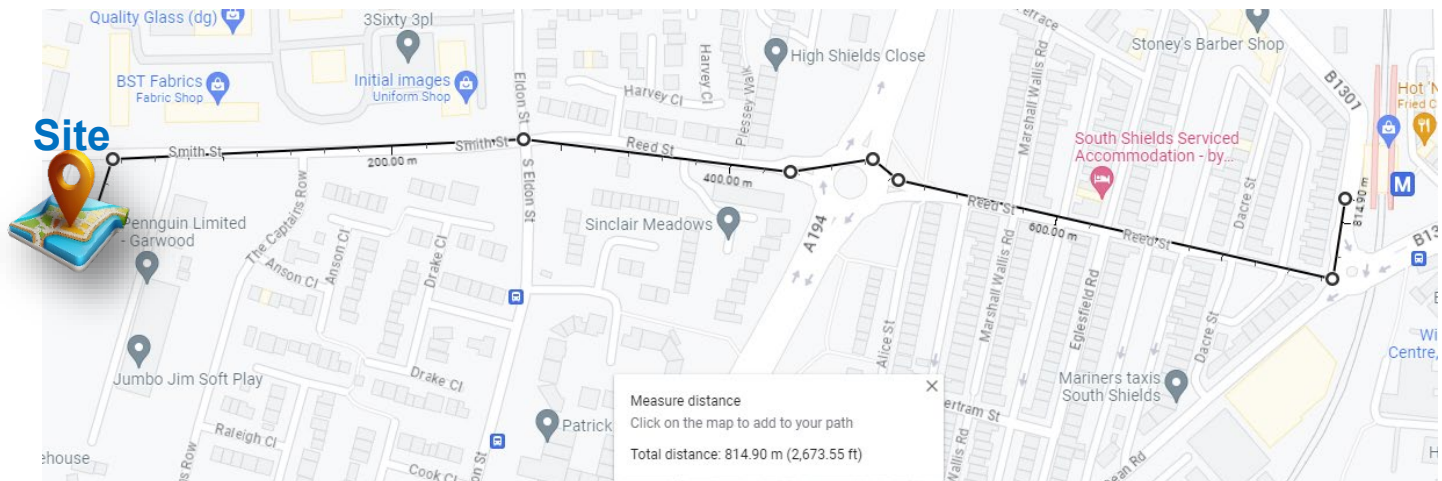


Figure 3.4
Metro station relative to the site

Car Sharing

- 3.8 Liftshare.com and taxi.co.uk are examples of many car-sharing platforms operating throughout the UK. The programmes allow staff to sign up and view any car-sharing opportunities within their place of residence or working in the vicinity of the development.
- 3.9 The ISFTP which includes Personalised Travel Planning will be key to supporting car-sharing sign up to deliver the sustainable ethos of the development.

NON-MOTORISED ACCESSIBILITY

Walking & Cycling

- 3.10 As would be expected from a well-established commercial / industrial zone, footways are provided throughout the adjoining roads network with controlled and uncontrolled crossings incorporating tactile paving and dropped kerbs.
- 3.11 The cycle network in South Shields is well established with the nearest posted cycle route (NR14) running along Eldon St just east of the site linking to NR1 and other local cycle routes (Figure 3.5)

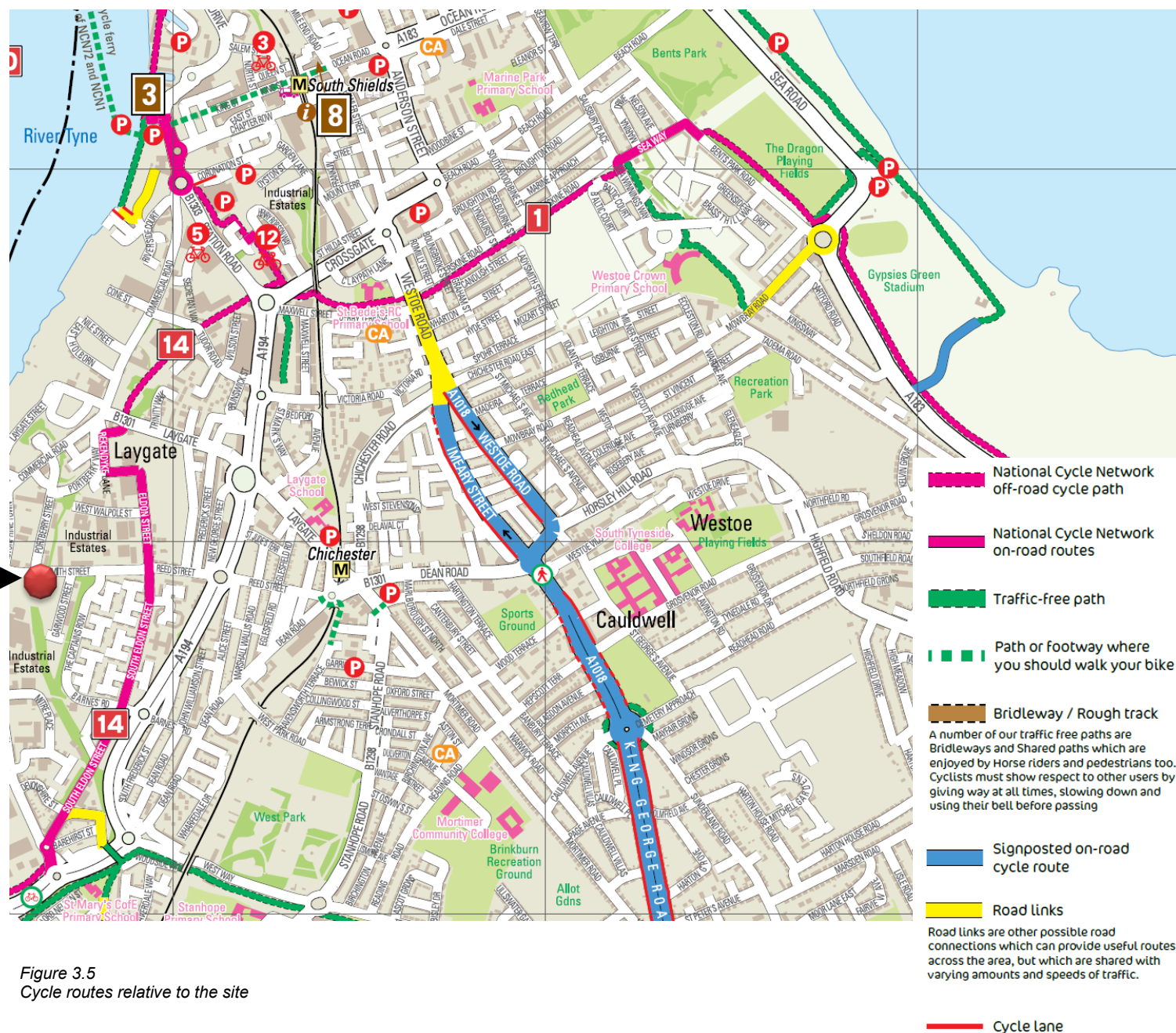


Figure 3.5
Cycle routes relative to the site

LOCAL AMENITIES

- 3.12 Key to a commercial development is its proximity to residential areas from where staff may originate and sustenance amenities (takeaway shops, sandwich shops, convenience stores, restaurants, pub, etc).
- 3.13 Within up to 800m there are a number of local amenities including food and non-food retail, cafés and restaurants, convenience and 'full' food retail stores, post office and doctor surgery as illustrated in Figure 3.6. In addition, as typical of commercial / industrial estates, a 'takeaway van' typically visit the estate to provide sandwiches, cold and hot drinks

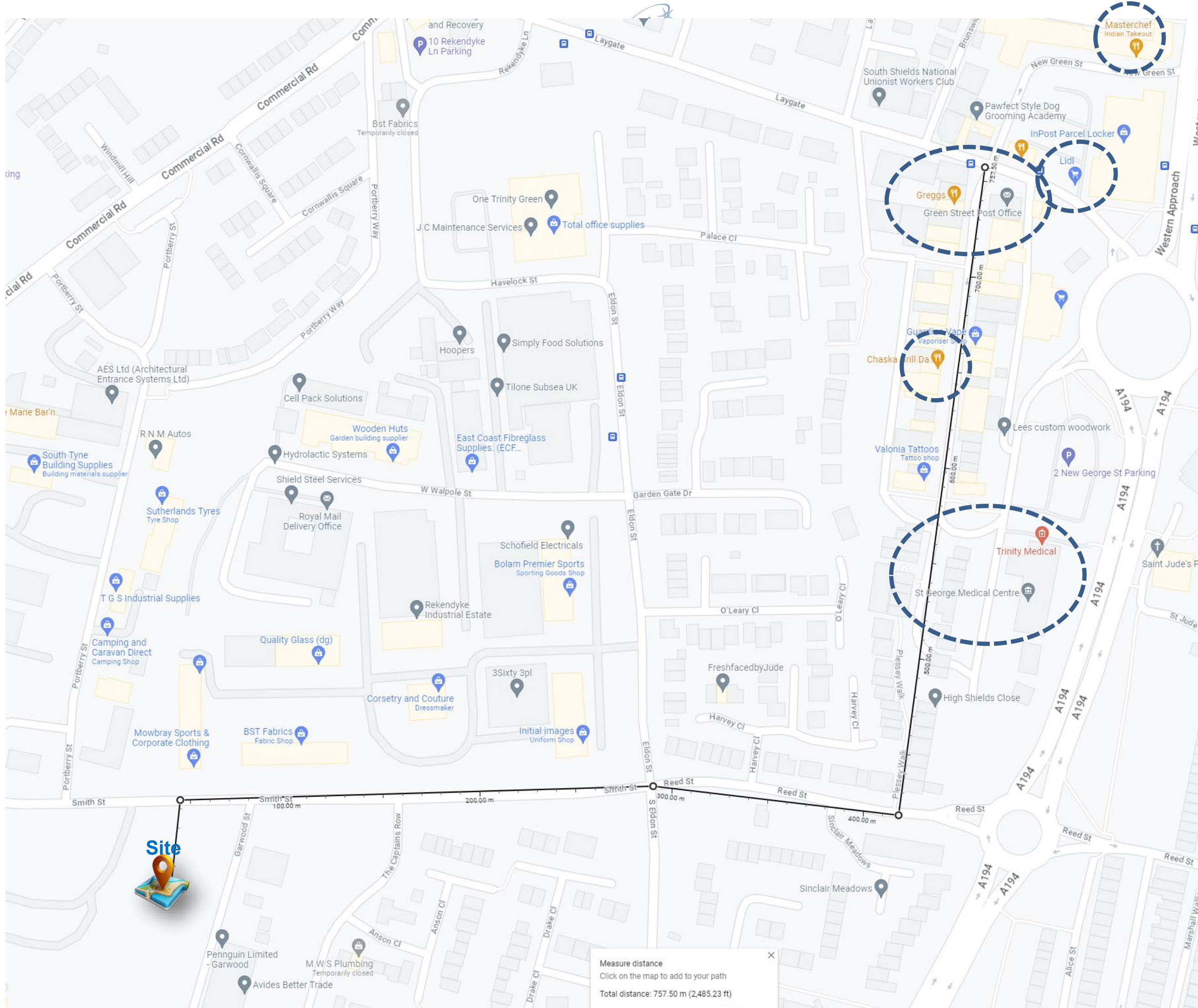


Figure 3.6
Illustrative local amenities relative to the site

ACCESSIBILITY SUMMARY & COMPLIANCE WITH POLICY

- 3.14 In line with the NPPF, it has been demonstrated that the development is situated in a sustainable location offering staff of the development access to public transport, local amenities and residential areas from 400m walking up to 5km cycling distance from the site.

 chapter contents

- | | |
|--|-------------------------------------|
| 1. Introduction
Development Proposals, Site Location | ☒ |
| <hr/> | |
| 2. Scoping, References & Guidelines | ☒ |
| <hr/> | |
| 3. Existing Conditions
Highways and Infrastructure, Sustainable Travel,
Local Amenities, Committed Developments,
Personal Injury Incidents | ☒ |
| <hr/> | |
| 4. Development Proposals
Movement and Accessibility Strategy, Access &
Visibility Splays, Parking Provision, Servicing, Trip
Generation, Multi Modal Trips Analysis | ☒ |
| <hr/> | |
| 5. Measures to Support Development
Preliminary Proposals (if any), Junction Capacity
Assessment (if required), Travel Plan / Welcome
Pack Recommendations, Residual Impact, CTMP | ☐ |
| <hr/> | |
| 6. Summary & Conclusions | ☐ |

4.1 The development proposals comprise 9no. commercial units, 2,936m² Use Class B2/B8 & E (ancillary to B2/B8) on the land west of Garwood St, South Shields.

4.2 There is no end user identified at this stage.

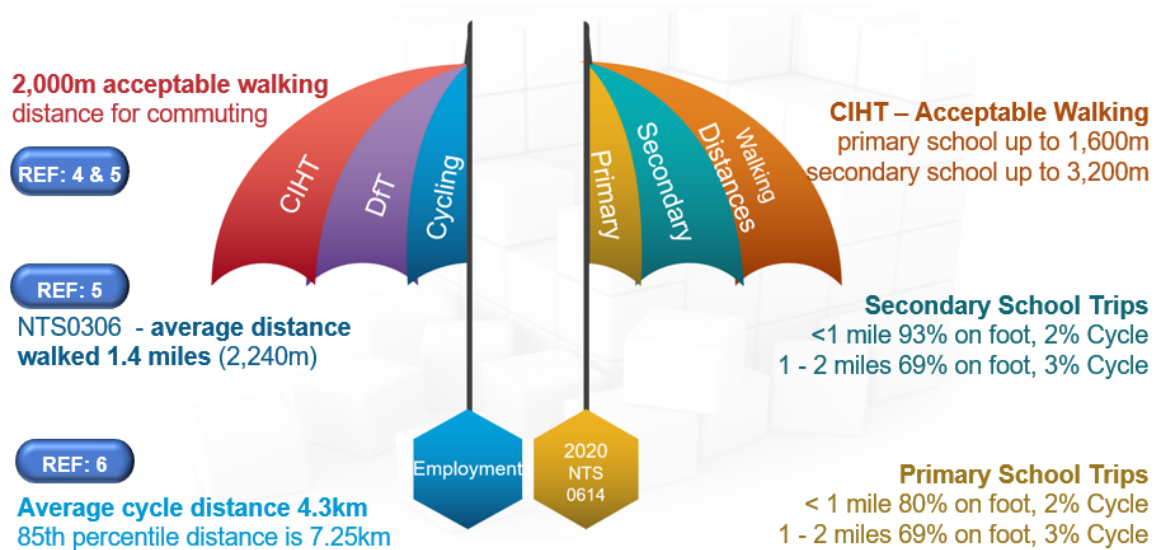
MOVEMENT AND ACCESSIBILITY STRATEGY

4.3 iTPs movement and access strategy provides a balanced approach between the various road user functions, taking account of constraints and opportunities and informed by key guiding principles, including:



- The promotion of road safety.
- Sustainability - minimising impact on the environment.
- Integration with the local community, promoting accessibility by non-car modes of travel; and
- The operational efficiency of the local and strategic networks.

Accessibility Audit



Note: The above walking and cycling distances referenced by research, the DfT (NTS), Sustrans and the CIHT are considered in the following analysis.

4.4 Chapter 3 demonstrated at length that:

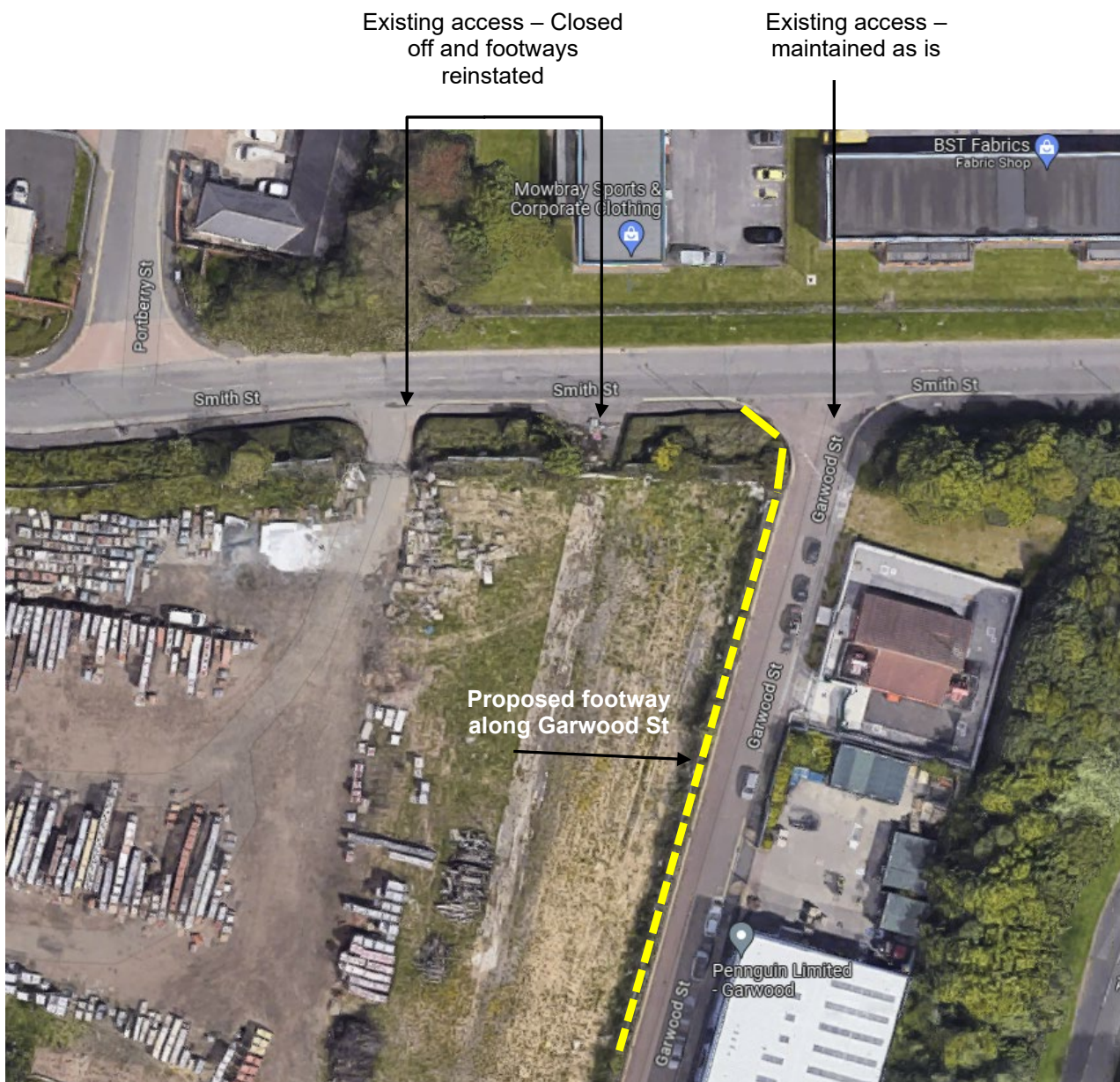
- Paved footways are generally provided throughout the adjoining roads network towards public transport, local amenities and residential areas with controlled and uncontrolled crossing facilities incorporating dropped kerbs and tactile paving.
- Cycle routes are in close proximity to the site providing linkages within the local and wider areas.
- Comprehensive public transport services (Metro and bus) are within walking and cycling distances from the site providing opportunities to staff with access to a range of local amenities and residential areas.
- The site is within walking and cycling distances of a number of local amenities as would be expected from a significant commercial zone.
- There are several residential catchment areas within walking and cycling distance from the site (Appendices 3 and 4).

4.5 It is therefore **concluded** that:

- The development site is integrated with existing pedestrian, cycle public transport infrastructure in the area.
- The proximity of the site to the surrounding local amenities, public transport and residential areas provides an excellent opportunity to encourage walking, cycling and public transport as an alternative to the use of the private car for journeys.

ACCESS ARRANGEMENTS

- 4.6 The development proposals will make use of the existing accesses off Smith Street.
- The two northern accesses to the west of Garwood St junction with Smith St will be closed off and kerbs reinstated.
 - The main access road leading to the development is Garwood St.
 - 2m paved footway will be introduced along the western flank of Garwood St continuous along the bellmouth junction of Garwood St / Smith Street linking to those along Smith St.
- 4.7 The above including geometry, layout and swept path analysis are provided on the Civil Engineer drawings.



CAR & CYCLE PARKING

4.8 As annotated on the architectural plans, and subject to the end users Use Class requirements (or the planning application Form), car and cycle parking will be provided having regards to STC SPD which requires:

Car Parking (75% of Standard due to urban location of the site)

Use Class B2 (General Industrial)

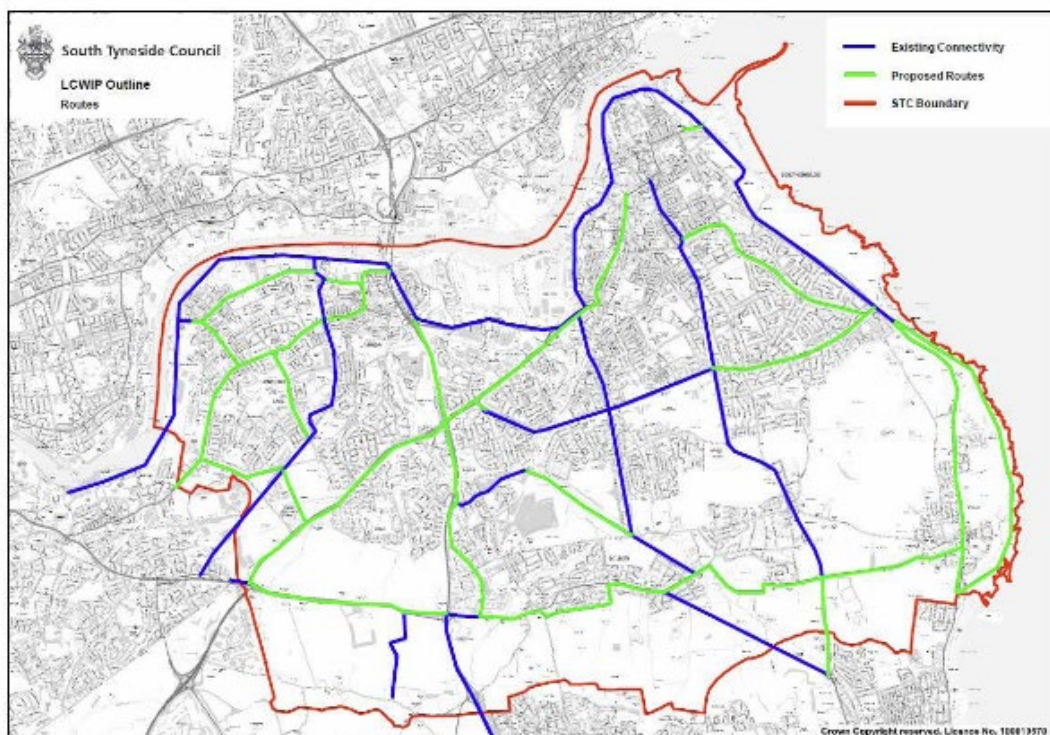
TYPE OF DEVELOPMENT	PARKING STANDARDS GFA = gross floor area (measured externally)	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
General industrial	1 space per 45m ² GFA	10% of standard	25% of standard	75% of standard	As standard

Use Class B8 (Storage and Distribution)

TYPE OF DEVELOPMENT	PARKING STANDARDS GFA = gross floor area (measured externally)	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Storage or distribution	1 space per 180m ² GFA	10% of standard	25% of standard	75% of standard	As standard

Cycle Parking

B2 Industrial	General industrial use	2 spaces per 50m ²
	Vehicle Repair Garage	1 space per 2 staff
B8 Storage and Distribution		1 space per 500m ²



EV Charging

- 4.9 EV charging will be provided in line with Building Regulations Approved Document S: Infrastructure for Charging Electric Vehicles and annotated on the architectural plans.

VEHICULAR TRIP GENERATION

- 4.10 To establish the Total People trips rates generated by the proposed development, estimates were provided to iTP by TRICS consortium as summarised in Figure 4.2 and a full set of printout included in Appendix 5.

	AM PEAK (08:00 – 09:00)				PM PEAK (16:00 – 17:00)			
	ARRIVAL		DEPARTURE		ARRIVAL		DEPARTURE	
	RATE	TRIPS	RATE	TRIPS	RATE	TRIPS	RATE	TRIPS
2,936m ²	0.554	16	0.117	4	0.073	2	0.554	16
	20				18			

Figure 4.1
TRICS trips summary

- 4.11 Figure 4.1 indicates that the development proposals may generate 20 and 18 vehicular movements in the busiest AM and PM peak hour respectively at the site access; at the junction of Garwood St with Smith Street, development trips will be split east and west and diluted further the other further away junctions.
- 4.12 Therefore, since no junction will experience more than 30 movements, and in line with [Ref: 9](#) no further analysis is required.

MULTI-MODAL TRIPS

- 4.13 Figure 4.2 summarises the percentage modal split based on Workplace and usual residence by method of travel to work (area E33001208 where the site is located) and indicates that public transport, walking and car-sharing and the predominant modes of travel.
- 4.14 This would assist the Travel Plan Co-ordinator in focusing Actions and Measures to improve accessibility by non-motorised vehicles and represent the preliminary modal split upon which the ISFTP is based.

WP7103EW - Workplace and usual residence by method of travel to work (2001 specification) (Workplace population)

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population All usual residents aged 16 and over in employment in the area the week before the census
units Persons
date 2011
area type 2011 census workplace zones
area name E33001208

Method of travel to work	All categories: Usual residence	Lives in the workplace zone	Lives outside the workplace zone but within the middle layer super output area	Lives outside the middle layer super output area but within the local authority	Lives outside the local authority but within the region	
All categories: Method of travel	285	42	29	158	56	
Work mainly at or from home	18	18	0	0	0	6.3%
Underground, metro, light rail o	7	0	0	3	4	2.5%
Train	0	0	0	0	0	0.0%
Bus, minibus or coach	17	0	0	15	2	6.0%
Taxi	3	2	0	0	1	1.1%
Motorcycle, scooter or moped	3	0	0	2	1	1.1%
Driving a car or van	171	14	11	102	44	60.0%
Passenger in a car or van	23	3	0	17	3	8.1%
Bicycle	9	1	1	7	0	3.2%
On foot	33	3	17	12	1	11.6%
Other method of travel to work	1	1	0	0	0	0.4%

Figure 4.2
Modal Split – Workplace and Usual Residence by Method of Travel

SERVICING & DELIVERIES

- 4.15 It is anticipated that the development would attract the usual servicing requirements such as refuse collection, stock deliveries / collection and online orders. Preliminary swept path analysis is provided by the Civil Engineers.
- 4.16 In accordance with any planning conditions imposed, a Servicing and Deliveries Management Plan will be produced which details how each unit is serviced particularly if the final occupier is known.

i*chapter contents

- | | |
|--|-------------------------------------|
| 1. Introduction
Development Proposals, Site Location | ☒ |
| <hr/> | |
| 2. Scoping, References & Guidelines | ☒ |
| <hr/> | |
| 3. Existing Conditions
Highways and Infrastructure, Sustainable Travel,
Local Amenities, Committed Developments,
Personal Injury Incidents | ☒ |
| <hr/> | |
| 4. Development Proposals
Movement and Accessibility Strategy, Access &
Visibility Splays, Parking Provision, Servicing, Trip
Generation, Multi Modal Trips Analysis | ☒ |
| <hr/> | |
| 5. Measures to Support Development
Preliminary Proposals (if any), Junction Capacity
Assessment (if required), Travel Plan / Welcome
Pack Recommendations, Residual Impact, CTMP | ☒ |
| <hr/> | |
| 6. Summary & Conclusions | ☐ |

MEASURES TO SUPPORT DEVELOPMENT

- 5.1 Figure 4.2 summarises the percentage modal split based on Workplace and usual residence by method of travel to work (area E33001208 where the site is located) and indicates that public transport, walking and car-sharing and the predominant modes of travel.

Walking, Cycling & Public transport

- 5.2 Personalised Travel Planning will be provided to every member of staff to maximise opportunities for sustainable travel uptake and get staff in the habit of travelling sustainably from the outset.

Car-share

- 5.3 Further, as part of the TP, the Applicant will introduce a 'site specific' LiftShare where staff will be encouraged to (a) register on the national LiftShare scheme and if possible (b) form a 'area specific' social media group that encourage local staff to carshare.

Travel Plan

- 5.4 An ISFTP has been produced which in high-level terms sets out the overall outcomes, targets and indicators for the entire development. The Travel Plan key elements include:



EXTENT OF IMPACT

Sustainable Modal Impact Assessment

- 5.5 Taking into consideration the well-established commercial location of the site, the level of sustainable People Trips will be easily accommodated within the existing public transport services and the existing infrastructure.

Vehicular

- 5.6 Figure 4.1 indicated that the development proposals may generate 20 and 18 vehicular movements in the busiest AM and PM peak hour respectively at the site access; at the junction of Garwood St with Smith Street, development trips will be split east and west and diluted further the other further away junctions.
- 5.7 Therefore, since no junction will experience more than 30 movements, and in line with [Ref: 9](#) no further analysis is required.

Construction Traffic Management Plan

- 5.8 A CTMP will be produced in satisfaction of any planning conditions imposed and pre-commencement. Local site conditions will dictate the range of considerations for inclusion in a CEMP, but a non-exhaustive list includes:
- Duration of build.
 - Hours of operation.
 - Number and size of delivery vehicles (average day).
 - Location of the site compound for storage and parking.
 - A condition survey of surrounding roads.
 - Wheel cleaning facilities.
 - A strategy to inform the local community of activities, including the provision of complaints procedures.
 - Any temporary access arrangements.
 - Likely temporary traffic management arrangements; and
 - HGV routing.

chapter contents**1. Introduction**

Development Proposals, Site Location

**2. Scoping, References & Guidelines****3. Existing Conditions**Highways and Infrastructure, Sustainable Travel,
Local Amenities, Committed Developments,
Personal Injury Incidents**4. Development Proposals**Movement and Accessibility Strategy, Access &
Visibility Splays, Parking Provision, Servicing, Trip
Generation, Multi Modal Trips Analysis**5. Measures to Support Development**Preliminary Proposals (if any), Junction Capacity
Assessment (if required), Travel Plan / Welcome
Pack Recommendations, Residual Impact, CTMP**6. Summary & Conclusions**

- 6.1 This Analysis assessed the impact of the proposed development on the highway network and concluded that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
 - Safe and suitable access to the site can be achieved for all users.
 - The highway network in the area can accommodate the anticipated trip generation; and
 - The highway remains unobstructed for the safe passage of all users of the highway and that any development does not have an adverse impact on the safety of all users of the highway.
- 6.2 The Analysis described the development proposals and surrounding existing residential catchment areas, commuter destinations and facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrate that the development proposal complies with the local and national guidelines and policies.
- 6.3 Additionally, the Analysis tests the impact of the development on the highway network to establish the extent of any significant highway impacts and evaluates compliance with the NPPF transport planning ‘test’ which prevents refusal on transport grounds unless the impacts of development are ‘severe’.
- 6.4 Detailed analysis was undertaken based on the latest Guidance concluded that:
- The total sustainable person trips can be accommodated within the existing infrastructure. Non-Motorised Users (NMUs) connectivity is maintained.
 - The development proposals will have no material impact on the adjoining roads network.
 - Measures to support development, i.e. an ISFTP is produced
 - Taking into consideration the location of the development and its previous use, the proposals residual cumulative impact is not severe.
- 6.5 In summary, the proposed development will meet all safety and Planning Policy requirements and will have no material impact on the highway network.

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Sites Appraisal & Feasibility Assessments

Transport Assessments Transport Statements Green Sustainable Travel Plans



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APPENDIX	CONTENT	PAGE
	Technical References	3
1	Key National Transport Policies	5
2	Development Proposals	10
3	Walk Isochrones	11
4	Cycle Isochrones	12
5	TRICS Data	13

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 CIHT Chartered Consultancy
 CIHT Diversity & Inclusion Charter
 The Fisher Cassie Award 1998
 The Royal Academy of Engineering Leadership Award 1997



The following is an extract summary for ease of reference, however, we would only be pleased to send full technical pack if requested

Ref: 1	MfS & MfS2	MfS2 paras 1.3.3 – 1.3.7												
Ref: 2	Visibility Splays	MfS paras 1.3.2, 1.3.6, 10.5.2 & Table 7.1												
Ref: 3	Pedestrian Visibility Splays	2m x 2m x 2m at a height not exceeding 600 mm												
Ref: 4	Acceptable Walking Distances to Public Transport	CIHT publication “Guidelines for Planning for Public Transport in Developments” iTP NTS 2002 - 2012 Analysis <table><tr><td></td><td>Median</td><td>Mean</td><td>85th Percentile</td></tr><tr><td>Bus Stops</td><td>480</td><td>580</td><td>810</td></tr><tr><td>Rail Stations</td><td>810</td><td>1010</td><td>1610</td></tr></table> CIHT 2018 Buses In Urban Development publications		Median	Mean	85 th Percentile	Bus Stops	480	580	810	Rail Stations	810	1010	1610
	Median	Mean	85 th Percentile											
Bus Stops	480	580	810											
Rail Stations	810	1010	1610											
Ref: 5	Acceptable Walking Distances	MfS s4.4, para 6.3.1 CIHT Providing for Journeys on Foot Table 3.2												
Ref: 6	Acceptable Cycling Distances	Sustrans 2004 Travel Behaviour Research Baseline Survey												
Ref: 7	Form of Access	CD123												
Ref: 8	TRICS	Paras 6.9, 6.10, Table 4.1												
Ref: 9	DfT and HE Guidance on Development Impact	GTA para 2.11 CIHT Guidelines for Traffic Impact Assessment National Highways Network Analysis Tool (NAT)												
Ref: 10	Environmental Impact	Guidelines for the Environmental Assessment of Road Traffic												
Ref: 11	Car Parking – NPPF	Paras 111, 112												

	<i>Car Parking – MfS</i>	Paras 8.3.2, 8.3.6, 8.3.13, 8.3.15																
Ref: 12	<i>Setting of Local Speed Limits</i>	Department for Transport Circular 01/2013 - Setting of Local Speed Limits																
Ref: 13	<i>Construction Traffic Guidance</i>	Available upon request																
Ref: 14	<i>Swept Path Analysis</i>	Based on largest vehicle likely to access the site such as refuse vehicle (for residential) or artic for commercial																
Ref: 15	<i>Centreline Radii & Widening on Bends (informal generic advice, always consult the LHA standards)</i>	<table><tr><td>Centre line radius (m)</td><td>20</td><td>30</td><td>40</td><td>50</td><td>60</td><td>80-400</td><td>400 +</td></tr><tr><td>Minimum widening (m)</td><td>0.60</td><td>0.40</td><td>0.35</td><td>0.25</td><td>0.20</td><td>0.15</td><td>0.00</td></tr></table>	Centre line radius (m)	20	30	40	50	60	80-400	400 +	Minimum widening (m)	0.60	0.40	0.35	0.25	0.20	0.15	0.00
Centre line radius (m)	20	30	40	50	60	80-400	400 +											
Minimum widening (m)	0.60	0.40	0.35	0.25	0.20	0.15	0.00											
Ref: 16	<i>Welcome Pack Links</i>	http://iprtgroup.com/links or scan the QR code 																
Ref: 17	<i>PIIs Analysis Criteria</i>																	

TRANSPORT POLICY CONTEXT

National Planning Policy Framework [NPPF] – para numbering reflects that in the NPPF

Promoting sustainable transport

108. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- the potential impacts of development on transport networks can be addressed.
 - opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated.
 - opportunities to promote walking, cycling and public transport use are identified and pursued.
 - the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
109. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
110. Planning policies should:
- support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
 - be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned.
 - identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.
 - provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).
 - provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider

economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

- f. recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

111. If setting local parking standards for residential and non-residential development, policies should take into account:
- a. the accessibility of the development.
 - b. the type, mix and use of development.
 - c. the availability of and opportunities for public transport.
 - d. local car ownership levels; and
 - e. the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
112. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.
113. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

114. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- a. appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
 - b. safe and suitable access to the site can be achieved for all users; and
 - c. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
115. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

116. Within this context, 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.
 - address the needs of people with disabilities and reduced mobility in relation to all modes of transport.
 - create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.
 - allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
117. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

MANUAL FOR STREETS (MfS1)

- Guidance for the design of residential roads set out in Design Bulletin 32 and its companion guide Places Streets and Movement was superseded in March 2007 by the publication of the Departments for Transport and Communities and Local Government publication 'Manual for Streets' (MfS). The document sets out that:

"It is therefore strongly recommended that local authorities review their standards and guidance to embrace the principles of MfS."
- The aims of the document are to bring about a transformation in the quality of streets and represent a fundamental culture change in the way streets are designed and adopted. MfS provides guidance in order that streets can be designed to:
 - Help to build and strengthen the communities they serve.
 - Meet the needs of all users, by embodying the principles of inclusive design.
 - Form part of a well-connected network.
 - Be attractive and have their own distinctive identity.
 - Be cost-effective to construct and maintain; and
 - Be safe.
- Manual for Streets advocates inclusive design and its principles which are to:
 - Place people at the heart of the design process.

- Acknowledge diversity and difference.
- Offer choice where a single solution cannot accommodate all users.
- Provide for flexibility in use; and
- Provide buildings and environments that are convenient and enjoyable to use for everyone.

iv. Manual for Streets defines a 'street' as ...



a highway that has important public realm functions beyond the movement of traffic. *Streets have a sense of place and are distinctive and are lined with and provide direct access to buildings and public spaces. Most highways in built-up areas can be considered as streets. The Manual does not define an upper limit in terms of traffic flow to define a 'street' as that was considered to be too prescriptive but as a general guide suggests a threshold of about 10,000 vehicles per day or about 1,000 vehicles per hour at peak times.*

v. Scope of MfS:

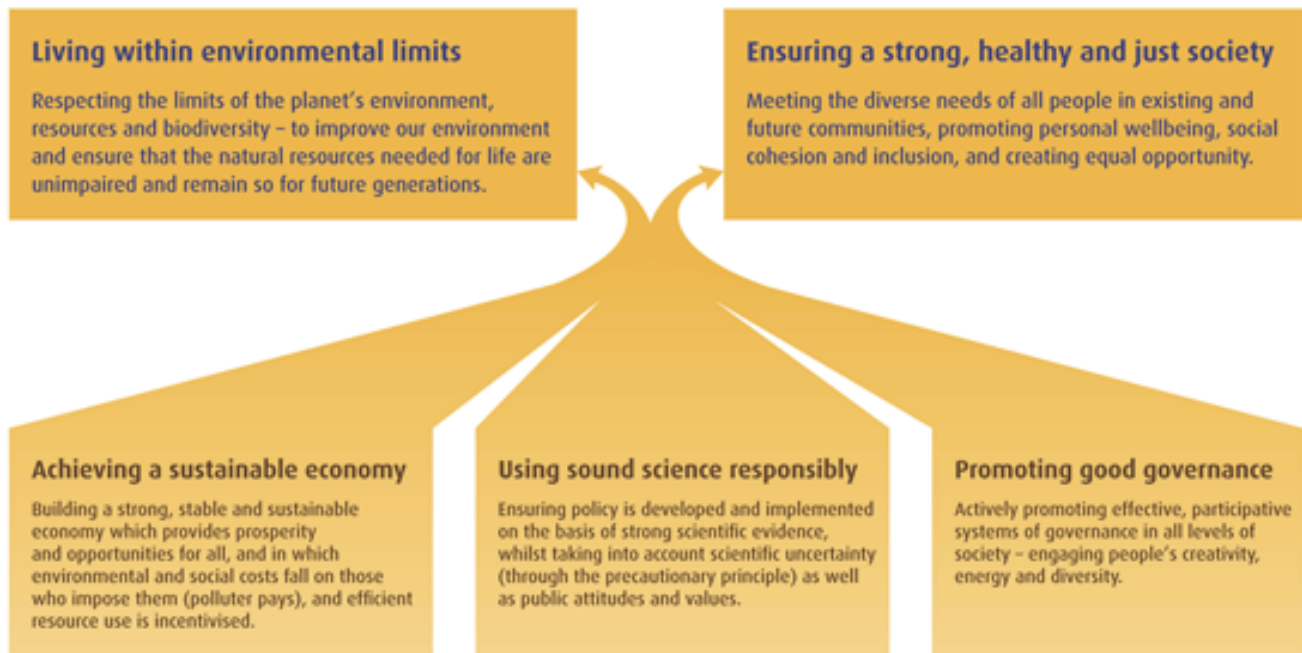
Speed Limit	20mph	30mph	40mph	50+mph
User Hierarchy	●	●	●	●
Team Working	●	●	●	●
Community Function	●	●	●	●
Inclusive Design	●	●	●	●
Ped/Cycle Support	●	●	●	●
Master Plans/Design Codes	●	●	●	●
Stopping Sight Distance	●	●	●	●
Frontage Access	●	●	●	●
Minimise Signs and Street Furniture	●	●	●	●
Quality Audits	●	●	●	●
Connectivity/Permeability	●	●	●	●

Table 1.1 Application of key areas of MfS advice

Note: ● yes ● subject to local context

SUSTAINABLE DEVELOPMENTS

- In order for the UK to become more sustainable, it is important to have an agreed set of principles that can be used as a basis for co-ordinated national policies, strategies and action plans.
- The UK Government published its 'Five Principles of Sustainable Development' in its Shared Framework for Sustainable Development, released in March 2005.



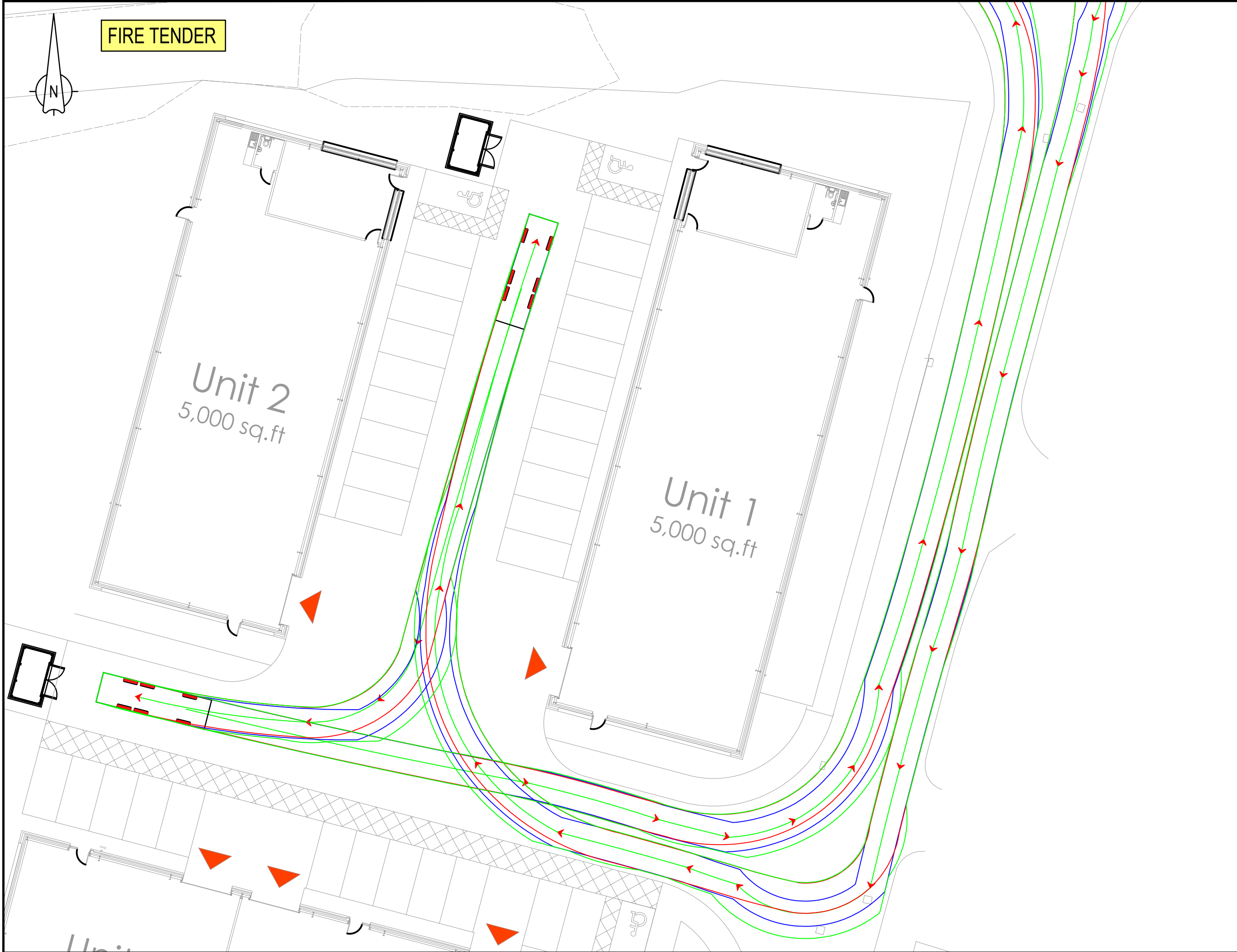
CYCLE INFRASTRUCTURE DESIGN LTN 1/20

- viii. The guidance has been developed closely with stakeholders so that it reflects the latest developments in cycle infrastructure design, including proven design elements pioneered by Transport for London and by the Cycle Ambition Cities and in Wales under the Welsh Active Travel Design Guidance.
- ix. It reflects current best practice, standards and legal requirements. Inclusive cycling is an underlying theme throughout so that people cycling of all ages and abilities are considered. The design options include segregation from traffic, measures for cycling at junctions and roundabouts, and updated guidance on crossings, signal design and the associated traffic signs and road markings.
- x. In Summary, the requirements are:
 - Local authorities are responsible for setting design standards for their roads.
 - The guidance contains tools which give local authorities flexibility on infrastructure design and sets a measurable quality threshold to achieve when designing cycling schemes. The Cycling Level of Service (CLoS) and the Junction Assessment tools (JAT) are new mechanisms introduced to set minimum quality criteria.

LOCAL POLICIES

- xi. Please refer to planning statement





DO NOT SCALE

8.10
1.60 3.80

FIRE TENDER

Meters
Width : 2.20
Track : 2.20

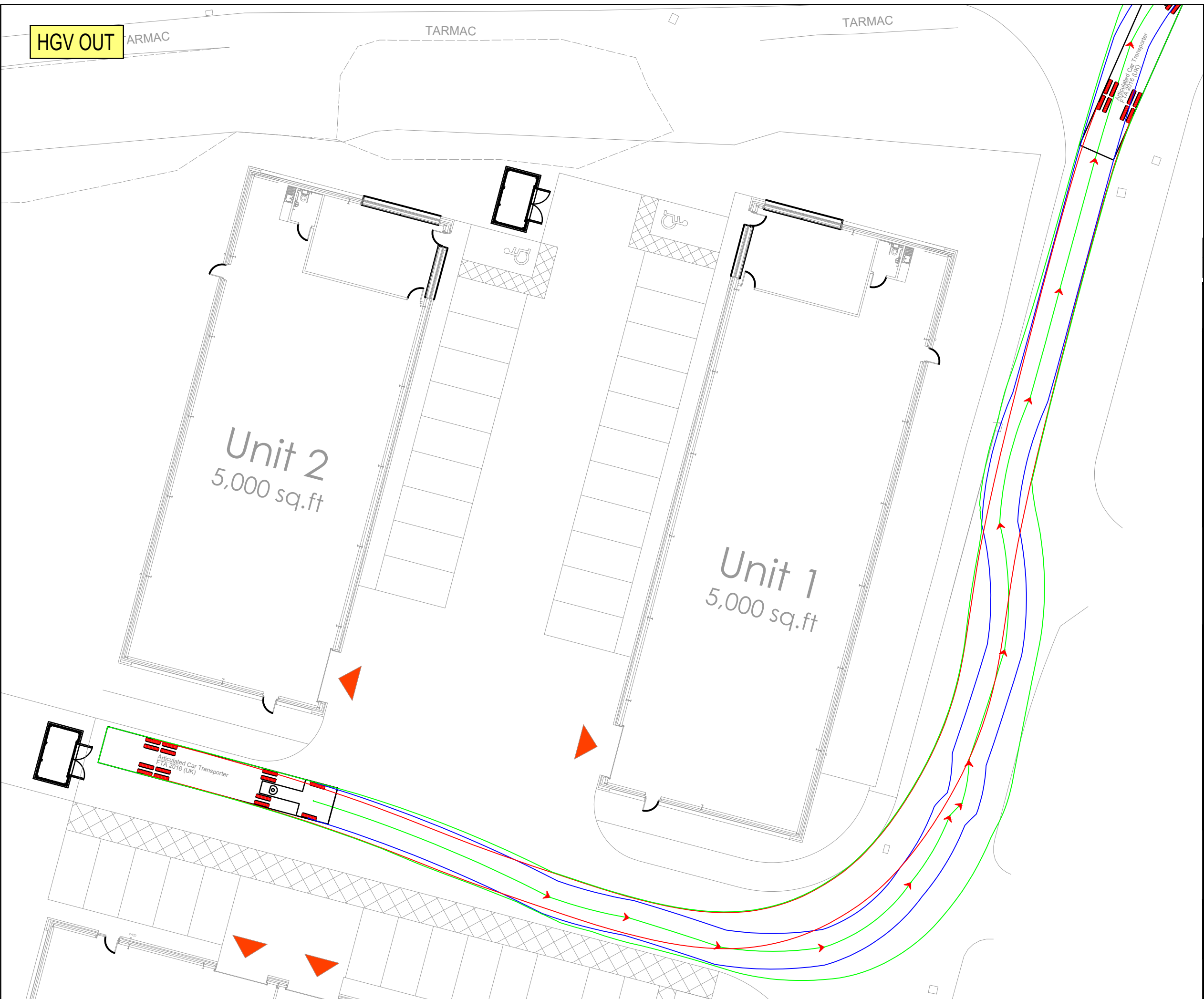
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1.40 3.40 0.50

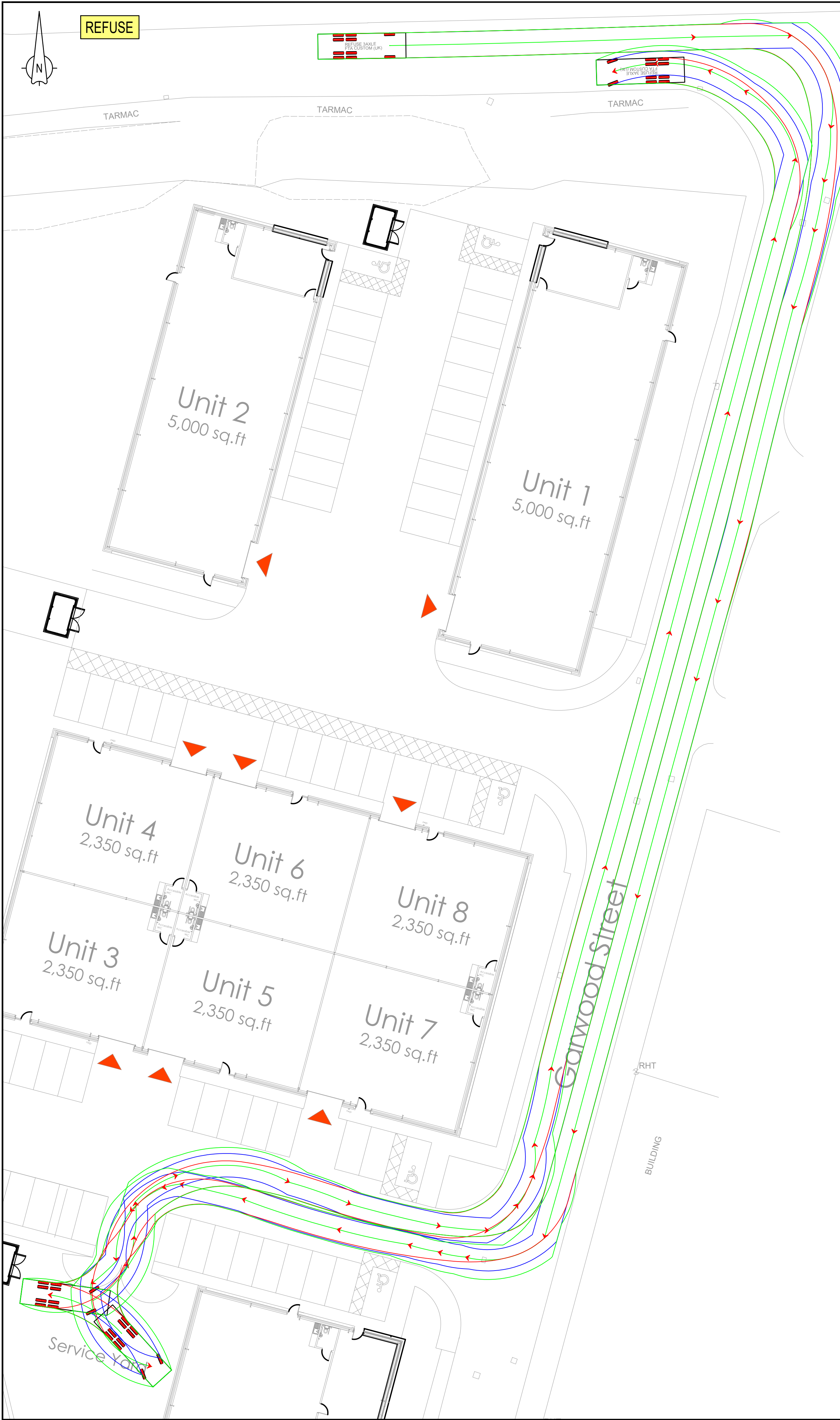
HGV

Meters
Tractor Width : 2.58
Trailer Width : 2.58
Tractor Track : 2.50
Trailer Track : 2.50

Lock to Lock Time : 6.0 s
Steering Angle : 21.2 deg
Articulating Angle : 70.0 deg



P01	07/02/24	OH	FIRST ISSUE	SB	SB
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Drawing Status					
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Project					
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Title					
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SK-004					P01
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DO NOT SCALE

REFUSE

Meters

Width : 2.50

Track : 2.50

Lock to Lock Time : 6.0 s

Steering Angle : 35.3 deg

FIRE TENDER

Meters

Width : 2.20

Track : 2.20

Lock to Lock Time : 6.0 s

Steering Angle : 33.3 deg

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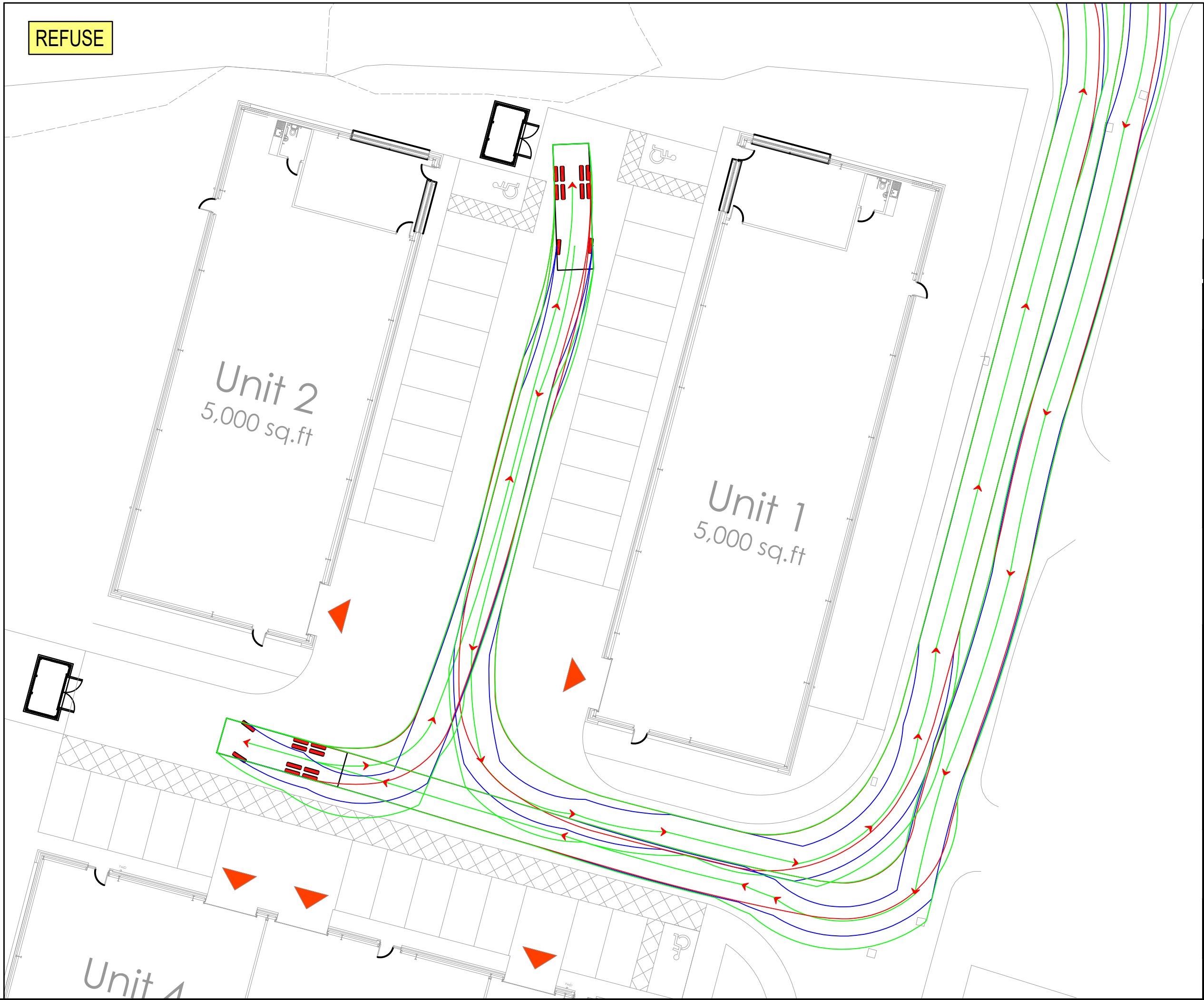
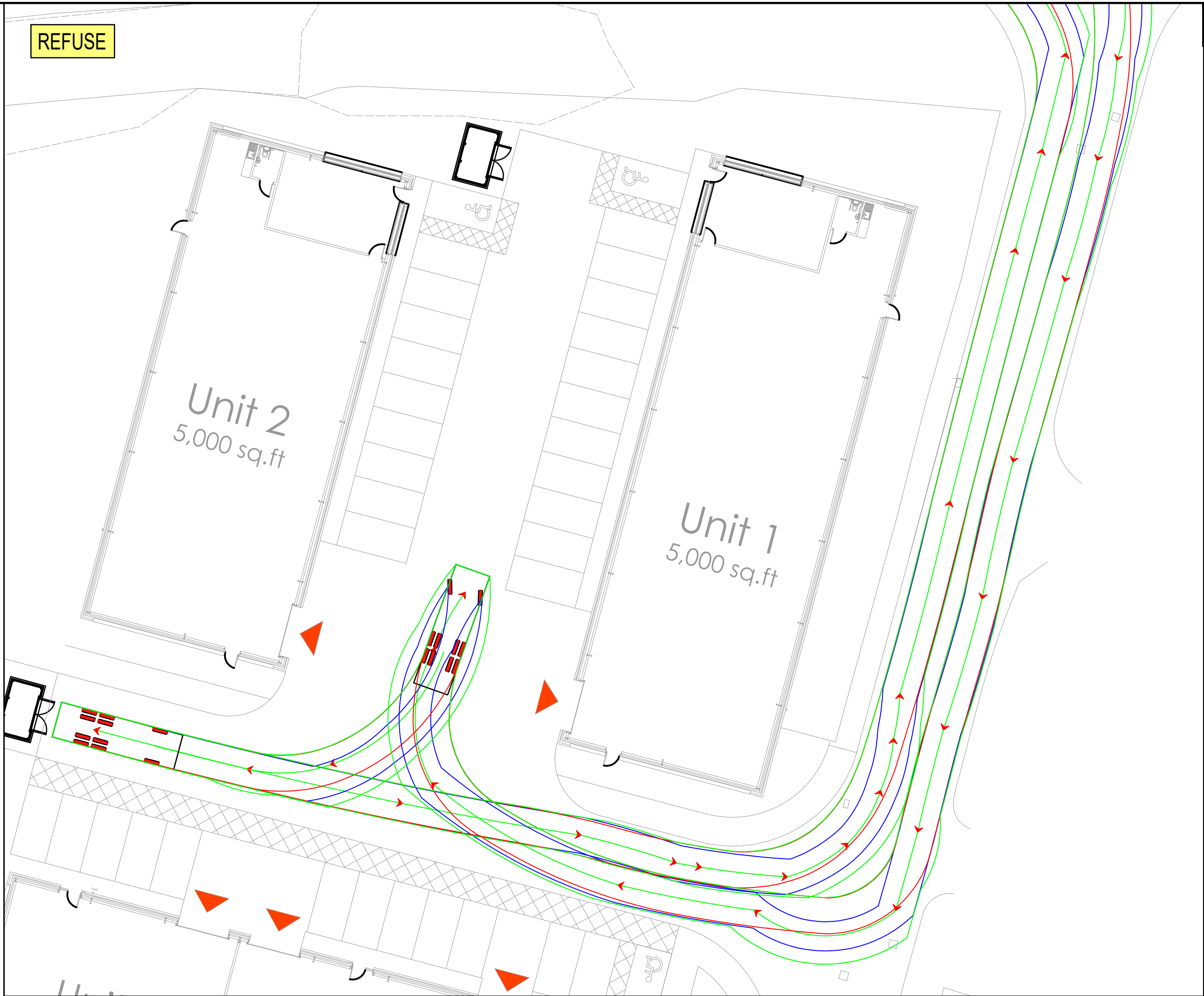
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DO NOT SCALE

8.74
1.61 4.45

REFUSE

Meters

Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0 s
Steering Angle : 35.3 deg

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Drawing Status

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Architect

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Project

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TYNE BUILDING SUPPLIES

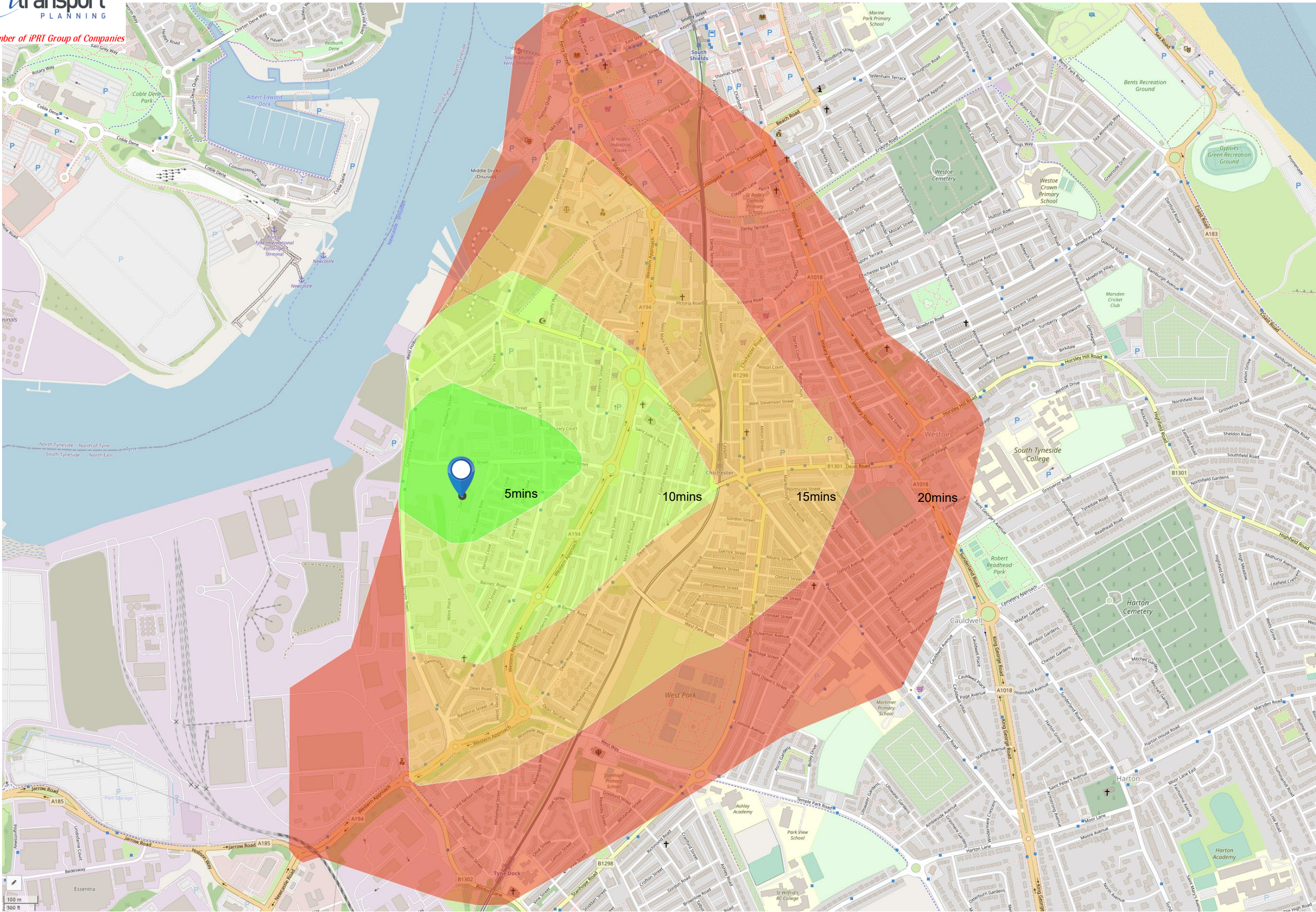
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TRACKING 1

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				Date	FEBRUARY 2024

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TITLE

Illustrative Walk Isochrones

NOTES

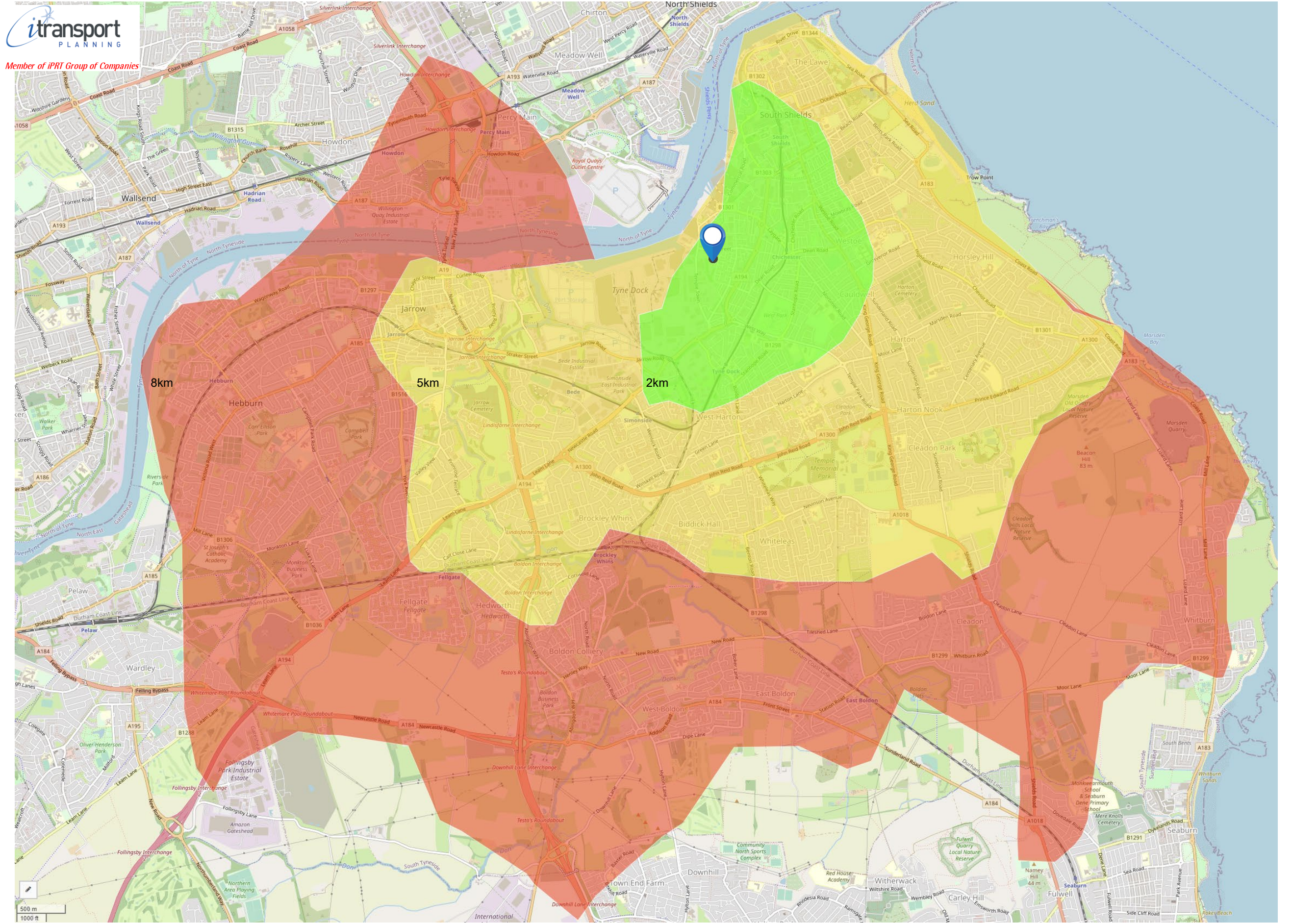
These isochrones are intended to provide an illustration of the potential extent of isochrones and not intended to be precise distances

DRAWN BY

RAH

DRAWING REF

W-001



TITLE <i>Illustrative Cycle Isochrones</i>	NOTES These isochrones are intended to provide an illustration of the potential extent of isochrones and not intended to be precise distances	DRAWN BY RAH	DRAWING REF C-001
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Calculation Reference: AUDIT-208601-240108-0137

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	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: 1138 to 4400 (units: sqm)
 Range Selected by User: 552 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/11/22

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

Selected survey days:

Tuesday 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 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 1
 Suburban Area (PPS6 Out of Centre) 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:

Residential Zone 2
 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 1 days - Selected
 Servicing vehicles Excluded 3 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

Secondary Filtering selection (Cont.):

<u>Population within 1 mile:</u>	
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

<u>Population within 5 miles:</u>	
250,001 to 500,000	3 days

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

<u>Car ownership within 5 miles:</u>	
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.

<u>Travel Plan:</u>	
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.

<u>PTAL Rating:</u>	
No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

1	GM-02-D-07	BUSINESS PARK	GREATER MANCHESTER
	VULCAN STREET		
	OLDHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:		4400 sqm
	Survey date: THURSDAY		22/10/15
			Survey Type: MANUAL
2	WM-02-D-03	INDUSTRIAL ESTATE	WEST MIDLANDS
	JUNCTION ROAD		
	STOURBRIDGE		
	AUDNAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:		1138 sqm
	Survey date: TUESDAY		28/11/17
			Survey Type: MANUAL
3	WM-02-D-04	INDUSTRIAL ESTATE	WEST MIDLANDS
	HORNCHURCH CLOSE		
	COVENTRY		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:		1320 sqm
	Survey date: FRIDAY		18/11/22
			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
SF-02-D-03	during covid

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
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	1	1320	0.152	1	1320	0.000	1	1320	0.152
06:00 - 07:00	1	1320	0.455	1	1320	0.000	1	1320	0.455
07:00 - 08:00	3	2286	0.204	3	2286	0.000	3	2286	0.204
08:00 - 09:00	3	2286	0.554	3	2286	0.117	3	2286	0.671
09:00 - 10:00	3	2286	0.379	3	2286	0.292	3	2286	0.671
10:00 - 11:00	3	2286	0.219	3	2286	0.248	3	2286	0.467
11:00 - 12:00	3	2286	0.277	3	2286	0.248	3	2286	0.525
12:00 - 13:00	3	2286	0.292	3	2286	0.321	3	2286	0.613
13:00 - 14:00	3	2286	0.350	3	2286	0.262	3	2286	0.612
14:00 - 15:00	3	2286	0.190	3	2286	0.292	3	2286	0.482
15:00 - 16:00	3	2286	0.204	3	2286	0.423	3	2286	0.627
16:00 - 17:00	3	2286	0.073	3	2286	0.554	3	2286	0.627
17:00 - 18:00	3	2286	0.044	3	2286	0.219	3	2286	0.263
18:00 - 19:00	3	2286	0.029	3	2286	0.102	3	2286	0.131
19:00 - 20:00	1	1320	0.076	1	1320	0.076	1	1320	0.152
20:00 - 21:00	1	1320	0.000	1	1320	0.076	1	1320	0.076
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.498			3.230			6.728

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:	1138 - 4400 (units: sqm)
Survey date range:	01/01/15 - 18/11/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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.



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