Prime
Transport Planning
Together for Progress

Technical Note

Ridley Wood,
Wrexham Industrial Estate

Client: FI Property Group Ltd



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1 INTRODUCTION

1.1 Purpose of Report

1.1.1 Prime Transport Planning (Prime) has prepared this Technical Note (TN) on behalf of FI Property Group Ltd (FI) to support its retrospective application for the:

> *'Change of use of land to form open and containerised self-storage and associated works.'*

1.1.2 Following submission of the application, Wrexham County Borough Council (WCBC), acting as the Local Highway Authority, provided comments dated 1st July 2026, which stated that they require the following before being able to conclude its response:

> *'1. Access proposal showing visibility splays, kerbing, tactiles (cycling and pedestrian) and swept path analysis for the proposed HGVs likely to be using the site. Coordination with WCBC Active Travel department is required to agree the crossing detail in accordance with Active Travel requirements in Wales. Contact gwen.thomas@wrexham.gov.uk.*
>
> *2. Swept path analysis for HGVs within the site, deciphering the HGV vehicle sizes, that would be referred to in any approval.*
>
> *3. Pedestrian access, separated from vehicular access at the entrance and around site.*
>
> *4. Demonstration that the boundary is coordinated with the highway's adoptable boundary, together with confirmation that the purposed hedgerow falls outside the adoptable boundary. For example, the adoptable boundary adjacent to the entrance is approx. 4.3m back from the kerb line.*
>
> *5. A flat-topped edging or similar is required to define the relative boundaries.*
>
> *6. Explanation on likely future trip generation, compared with the previous use. This should also consider neighbours trip rates who share the access into account within any calculations.*
>
> *7. Calculation of the proposed parking provision using the use classification in LPG16.*
>
> *8. A construction Traffic Management Plan condition would be requested.'*

1.1.3 This TN has therefore been prepared in response to WCBC's comments, providing clarification and supporting evidence where needed. The WCBC comments are provided in Appendix A.

2 EXISTING SITUATION

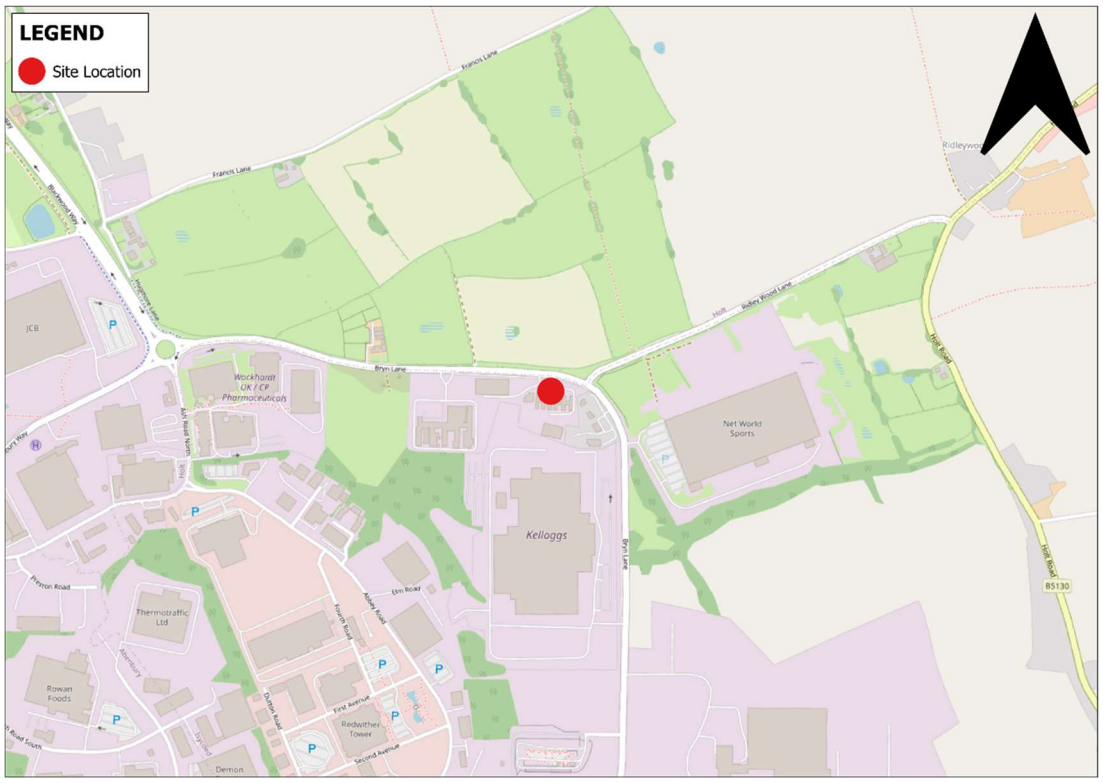
2.1 Site Location

2.1.1 The Site comprises the former Ridley Wood Industrial Complex, located on the southern side of Bryn Lane, to the west of its junction with Ridley Wood Road, within Wrexham Industrial Estate.

2.1.2 The Site is situated within an established employment area characterised by industrial and commercial uses. Vehicular access is currently provided from Bryn Lane, with the Proposed Development retaining and upgrading this existing access arrangement. Bryn Lane is subject to a 30mph speed limit in the vicinity of the Site.

2.1.3 Image 2.1 illustrates the location of the Site in the context of the surrounding highway network, with the Site identified by a red dot.

Image 2.1: Site Location



Source: https://www.openstreetmap.org/

2.1.4 A shared pedestrian and cycle path is provided along the southern side of Bryn Lane in the vicinity of the Site, with the path being approximately 2.0m wide. Tactile paving is provided across the existing Site access.

2.2 Previous Land Use & Existing Uses

2.2.1 The Site formerly formed part of the Ridley Wood Industrial Complex and contained nine small industrial and commercial buildings. These buildings were subsequently demolished under planning permission P/2024/0321. The existing vehicular access from Bryn Lane was retained.

2.2.2 A number of existing units remain operational within the wider Site and continue to utilise the existing access from Bryn Lane. These units do not form part of the Proposed Development; however, their associated vehicle movements have been taken into account within the assessments presented in this TN.

3 PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 The Proposed Development comprises the change of use of land at the former Ridley Wood Industrial Complex to provide containerised self-storage and open storage, together with associated customer parking, cycle parking and servicing areas.

3.1.2 The Site would be divided into five principal yard areas, comprising Yards 01, 02, 06 and 07, together with the larger combined yard formed by Yards 03-05. Yards 02, 06 and 07 are anticipated to accommodate approximately 2,200m² of open vehicle storage, while Yard 01 would provide approximately 688m² of yard space for smaller-scale storage associated with individual traders and businesses.

3.1.3 Yards 03-05 would be combined to form a single larger yard accommodating the proposed Gas Direct operation. A small ancillary cabin would also be provided within the Site.

3.1.4 The precise occupiers of the remaining yard areas are not fixed; however, based on information provided by the Applicant and current market demand, these areas are most likely to accommodate low-intensity uses such as vehicle storage or individual trader businesses requiring external storage space. The associated operational characteristics and anticipated vehicle activity are considered further within Section 4.

3.2 Vehicular Access

3.2.1 Vehicular access would continue to be taken from Bryn Lane via the existing active access, which currently serves the Site and has historically accommodated traffic associated with the industrial and commercial uses. The proposals therefore retain an established point of access rather than introducing a new access onto Bryn Lane.

3.2.2 The existing access would be upgraded to provide a more conventional highway arrangement, incorporating a 6.0m carriageway width, a 6.0m kerb radius on the western side and an 8.0m kerb radius on the eastern side, together with a 2.0m wide segregated pedestrian footway and 2.4m × 43m visibility splays in both directions.

3.2.3 These works represent a material improvement over the existing arrangement, providing improved geometry, formalised visibility and enhanced pedestrian provision. Swept path analysis using a 16.5m articulated HGV has been undertaken to demonstrate that the improved access can safely accommodate the largest anticipated vehicle, rather than the access geometry being dictated solely by HGV movements.

3.2.4 The proposed access is provided at Appendix B of this TN.

3.3 Pedestrian and Cycle Access

3.3.1 Pedestrian and cycle access will be provided via the upgraded Site access onto Bryn Lane, which is served by an existing shared footway/cycleway. Dropped kerbs and tactile paving will be provided across the Site access to maintain continuity for pedestrians and cyclists travelling along Bryn Lane, while also facilitating safe and convenient access into and out of the development. Immediately upon entering the Site, a 2.0m wide segregated footway will be provided alongside the access carriageway, physically separating pedestrians from vehicular movements at the principal point of access.

3.3.2 The pedestrian route will continue internally to provide connections to the key access points serving the proposed yards and customer areas. Internal footways will generally reduce to a width of 1.5m. This is considered appropriate having regard to the low pedestrian flows anticipated within the Site, reflecting the limited staffing levels and low level of customer and visitor activity associated with the proposed storage uses. The internal pedestrian network will therefore provide a clear and continuous route through the Site while remaining proportionate to the scale and operation of the proposal.

3.3.3 The proposed pedestrian and cycle access arrangements represent an improvement over the existing situation, providing a clearer connection between the shared footway/cycleway on Bryn Lane and the internal areas of the Site. The provision of dropped kerbs, tactile paving and dedicated internal footways will help provide a more defined and convenient route for pedestrians and cyclists accessing the development.

3.3.4 The WCBC Active Travel Team has been contacted for comment on the proposed crossing arrangements.

3.4 Parking Provision

3.4.1 WCBC has requested that the proposed parking provision be considered against the standards contained within LPG16. The most relevant benchmark for the proposed storage uses is B8 Storage and Distribution, for a maximum of one car parking space per 100sqm of gross floor space.

3.4.2 In relation to car parking, LPG16 states that '*the Council has no minimum parking requirement*' and that provision below the maximum must be '*appropriate for the likely level of demand, without undermining requirements for inclusive access*'.

3.4.3 The Proposed Development comprises external open storage yards, for which conventional floorspace-based parking standards are not considered directly representative of the likely parking demand.

3.4.4 The parking requirement has therefore been considered on a first-principles basis, having regard to the identified and anticipated occupiers, staffing levels, customer activity and the vehicle trip-generation characteristics established within Section 4 of this TN. This also accords with LPG16, which

states at page two, under Parking Provision point iii), that changes of use should be *'assessed on their own merits'*.

3.4.5 A total of 15 communal car parking spaces will be provided (including one accessible bay).

Gas Direct: Yards 03-05

3.4.6 Yards 03-05 will be combined to accommodate the proposed Gas Direct operation. The operator has confirmed that all staff associated with Gas Direct will park internally within the combined yard and will therefore not generate demand for the communal parking area.

3.4.7 Information provided by the operator indicates that Gas Direct would typically generate between five and 15 customer visits per day, with activity generally towards the lower end of this range. For the highway impact assessment, an average of seven customer visits per day has been adopted.

3.4.8 These visits would be spread across the working day and would not represent long-stay parking demand. Nevertheless, for robustness, it has been assumed that up to four customer vehicles could be present simultaneously. An allowance of four spaces is therefore considered sufficient to accommodate the anticipated customer demand and parking turnover associated with Gas Direct.

3.4.9 HGVs and other servicing vehicles associated with Gas Direct would be accommodated within Yards 03-05 and do not generate a requirement for conventional car parking provision.

Yards 01, 02, 06 & 07

3.4.10 The remaining yards would comprise relatively low-intensity storage uses. Section 4 demonstrates that the anticipated traffic characteristics of these uses are materially different from conventional industrial or warehouse development and are characterised by relatively infrequent vehicle movements.

3.4.11 In particular, the approximately 2,200m² of open vehicle storage within Yards 02, 06 and 07 is forecast to generate fewer than one vehicle movement during either network peak hour. This reflects the nature of open vehicle storage, whereby vehicles remain stored for extended periods and there is no regular customer-related activity associated with the use.

3.4.12 The stored vehicles themselves do not represent a conventional parking demand, as their storage is the purpose of the yard use. Parking demand would instead arise only from the limited number of visitors attending the operation, with staff vehicles accommodated internally within the respective yards.

3.4.13 Yard 01 is anticipated to accommodate smaller-scale storage associated with individual traders and businesses. The corresponding trip-generation assessment forecasts only two vehicle movements during the AM peak hour and one during the PM peak hour, further demonstrating the low level of activity anticipated from this element of the development.

Overall Parking Provision

3.4.14 Staff associated with the Proposed Development are assumed to park internally within their respective operational yards and would therefore not generate demand for the communal parking area. The formal parking provision can consequently be considered principally in relation to customer and visitor demand.

3.4.15 For Gas Direct, a robust allowance of four spaces has been made for simultaneous customer demand. This would leave 11 of the 15 proposed spaces available for customer and visitor activity associated with Yards 01, 02, 06 and 07.

3.4.16 As demonstrated within Section 4, the anticipated activity associated with these remaining yards is inherently low. Yards 02, 06 and 07 are forecast to generate negligible peak-hour traffic and no regular customer activity, while Yard 01 is forecast to generate only limited movements associated with individual traders and storage users.

3.4.17 Against this operational profile, an allowance of 11 spaces for the remaining customer and visitor demand is considered more than sufficient. The overall provision of 15 spaces is therefore considered appropriate and proportionate to the bespoke operational characteristics of the Proposed Development.

4 HIGHWAY IMPACT

4.1 Introduction

4.1.1 This section of the TN details the methodology used to predict the vehicle demand associated with the Proposed Development and provides an assessment of the likely impact on the surrounding highway network.

4.1.2 The assessment first considers the existing trip generation associated with the retained units, which continue to use the Bryn Lane access, before considering the trip generation associated with the former uses of the development Site.

4.1.3 The anticipated trip generation of the Proposed Development is then assessed separately for the Gas Direct operation within Yards 03-05 and the open/containerised storage uses within Yards 01, 02, 06 and 07.

4.2 Previous Units and Remaining Units Trip Generation

Previous Units

4.2.1 The buildings previously occupying the development area are no longer present on Site. Historical aerial imagery has therefore been reviewed to establish their approximate footprint, with the former floorspace estimated at approximately 490m².

4.2.2 Having regard to the nature of the former development, the previous units have been assumed to operate as a B2 General Industrial land use. Representative B2 trip rates have therefore been derived and applied to the estimated 490m² GFA, with the previous trip generation summarised in Table 4.1.

4.2.3 The TRICS outputs are provided in Appendix C of this TN.

Table 4.1: Previous Units Trip Generation

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.651	0.103	0.754	3	1	4
08:00-09:00	**0.514**	**0.377**	**0.891**	**3**	**2**	**5**
09:00-10:00	0.514	0.342	0.856	3	2	5
10:00-11:00	0.514	0.445	0.959	3	2	5
11:00-12:00	0.445	0.411	0.856	2	2	4
12:00-13:00	0.445	0.445	0.89	2	2	4
13:00-14:00	0.274	0.377	0.651	1	2	3
14:00-15:00	0.479	0.377	0.856	2	2	4
15:00-16:00	0.411	0.685	1.096	2	3	5
16:00-17:00	0.205	0.445	0.65	1	2	3
17:00-18:00	**0.205**	**0.582**	**0.787**	**1**	**3**	**4**
18:00-19:00	0.068	0.171	0.239	0	1	1
Daily (12hr)	**4.725**	**4.760**	**9.485**	**23**	**24**	**47**

Existing Units

4.2.4 Four existing structures remain in operational use within the wider Ridley Wood Industrial Complex and continue to utilise the existing Bryn Lane access. These units do not form part of the Proposed Development but have been accounted for within this assessment.

4.2.5 The retained structures have approximate GFAs of 120m², 850m², 1,800m² and 250m², providing a combined GFA of approximately 3,020m².

4.2.6 For the purposes of estimating their existing trip generation, the retained units have been assessed as a B8 Commercial Warehousing land use, which is considered representative of their existing operation.

4.2.7 The resulting trip rates have been applied to the combined 3,020m² GFA, with the estimated existing trip generation summarised in Table 4.2.

4.2.8 The TRICS outputs are provided in Appendix C of this TN.

Table 4.2: Existing Units Trip Generation

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.282	0.16	0.442	9	5	14
08:00-09:00	**0.411**	**0.163**	**0.574**	**12**	**5**	**17**
09:00-10:00	0.203	0.181	0.384	6	5	11
10:00-11:00	0.19	0.169	0.359	6	5	11
11:00-12:00	0.132	0.15	0.282	4	5	9
12:00-13:00	0.181	0.15	0.331	5	5	10
13:00-14:00	0.279	0.261	0.54	8	8	16
14:00-15:00	0.246	0.221	0.467	7	7	14
15:00-16:00	0.19	0.298	0.488	6	9	15
16:00-17:00	0.178	0.279	0.457	5	8	13
17:00-18:00	**0.126**	**0.405**	**0.531**	**4**	**12**	**16**
18:00-19:00	0.046	0.16	0.206	1	5	6
Daily (12hr)	**2.464**	**2.597**	**5.061**	**73**	**79**	**152**

Combined Peak Hour

4.2.9 Table 4.3 below provides a comparison of the combined peak-hour vehicle movements associated with the previous units on the Site and the combined movements associated with the existing units.

Table 4.3: Combined Trip Generation for Previous Units and Existing Units

Time	Trip Generation		
	Arrivals	Departures	Totals
08:00-09:00	15	7	22
17:00-18:00	5	15	20

4.3 Proposed Development Trip Generation

Gas Direct - Yards 03-05

4.3.1 Yards 03-05 would be combined to form a single operational yard occupied by Gas Direct, which is the identified future occupier of this part of the Proposed Development. The operation would generate customer movements together with HGV activity associated with the delivery and distribution of gas products.

4.3.2 As the future occupier is known, the anticipated trip generation has been based on operational information provided directly by Gas Direct rather than TRICS trip rates. This is considered to provide a more representative assessment of the likely vehicle activity associated with the proposed use.

4.3.3 The operator has provided information on anticipated customer activity and the typical HGV delivery schedule, including both daily and weekly movements, over the course of an average week.

4.3.4 Table 4.4 provides a summary of these movements

Table 4.4: Gas Direct Trip Generation

HGV Activity	Frequency
AP deliveries into Gas Direct	1 per week
GDC deliveries into Gas Direct	2 per week
Calor deliveries into Gas Direct	1 per week
Total inbound deliveries	4 per week
GDC deliveries from the Site	24 per week
Total HGV visits	28 per week
Customer Movements	**Frequency**
Customers	5-15 per day
Anticipated staff	**Frequency**
Staff	4 staff on site per day

4.3.5 As shown in Table 4.4, the Gas Direct operation is anticipated to generate approximately 28 HGV visits per week. If distributed across a typical five-day working week, this would equate to approximately six HGV visits per day, comprising around six arrivals and six departures, or 12 two-way HGV movements.

4.3.6 Customer activity is anticipated to comprise between five and 15 visits per day, with the operator advising that demand would generally be towards the lower end of this range. For the purposes of this assessment, an average of seven customer visits per day has therefore been assumed. This would equate to approximately seven arrivals and seven departures, or 14 two-way customer vehicle movements per day.

4.3.7 A total of four staff are anticipated to be based on Site. Assuming each member of staff travels by car, this would equate to four arrivals and four departures, or eight two-way staff vehicle movements per day. Staff arrivals and departures are anticipated to occur shortly before the AM network peak and shortly after the PM network peak, respectively.

4.3.8 On this basis, Gas Direct would generate approximately 34 two-way vehicle movements on a typical day, comprising around 12 HGV movements, 14 customer vehicle movements and eight staff movements.

4.3.9 Excluding staff movements, which would principally occur around the start and end of the working day, the anticipated HGV and customer activity equates to approximately 26 vehicle movements across a typical eight-hour working day. This equates to approximately three vehicle movements per hour. For robustness, four Gas Direct movements have therefore been allowed for within each network peak hour.

Yards 01, 02, 06 & 07

4.3.10 The remaining elements of the Proposed Development comprise Yards 01, 02, 06 and 07. The precise future occupiers of these areas are not fixed; however, based on information provided by the Applicant and current market demand, Yards 02, 06 and 07 are considered most likely to accommodate open vehicle storage, while Yard 01 is more likely to accommodate smaller-scale storage uses associated with individual traders and businesses.

4.3.11 Given the differing operational characteristics of these uses, the anticipated trip generation has been considered separately. This follows the approach previously adopted by Prime for comparable open-storage development, whereby trip generation was established using a combination of observed traffic surveys and representative storage trip rates.

4.3.12 Open vehicle storage is not directly represented within the TRICS database. Accordingly, the assessment has been informed by traffic survey data previously collected at a Ford vehicle storage facility off Speke Road, Liverpool. The survey recorded car, LGV and HGV arrivals and departures during the weekday network peak periods, from which representative trip rates were derived.

4.3.13 Table 4.5 below highlights the derived trip rates and the subsequent trip generation.

Table 4.5: Yards 02, 06 & 07 Open Car Storage (2,200sqm)

Time	Trip Rates (Total Vehicles)			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.011	0.007	0.018	0	0	0
17:00-18:00	0.002	0.012	0.014	0	0	0

4.3.14 As shown in Table 4.5, application of the observed trip rates to the approximately 2,200m² of proposed open vehicle storage results in fewer than one vehicle movement during either network peak hour. When rounded to the nearest whole vehicle, this equates to no forecast movements during the 08:00-09:00 or 17:00-18:00 periods.

4.3.15 This reflects the inherently low-intensity nature of open vehicle storage, where vehicles are generally stored for extended periods and there is no regular customer-related activity associated with the use. Vehicle movements would therefore be limited to the occasional arrival or removal of stored vehicles, with the resulting peak-hour traffic associated with Yards 02, 06 and 07 considered negligible.

4.3.16 Yard 01 is anticipated to accommodate smaller-scale storage activity associated with independent traders and businesses. While the precise future occupier is not fixed, the anticipated operation is considered to have characteristics most closely aligned with self-storage, with relatively low levels of staffing and customer activity.

4.3.17 Self-storage is represented within the TRICS database and has therefore been assessed using trip rates derived for the Warehousing (Self-Storage) land use. This approach is consistent with that previously adopted for comparable storage development.

4.3.18 The resulting trip rates have been applied to the approximate 688m² area of Yard 01, with the forecast trip generation summarised in Table 4.6.

4.3.19 The TRICS outputs are provided in Appendix C of this TN.

Table 4.6: Yard 01 Self Storage (688sqm)

Time	Trip Rates (Total Vehicles)			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.118	0.085	0.203	1	1	2
17:00-18:00	0.062	0.141	0.203	0	1	1

4.3.20 As shown in Table 4.6, the forecast trip generation associated with Yard 01 is very low, equating to approximately two vehicle movements in the AM peak and one in the PM peak.

4.3.21 This reflects the low-intensity nature of the proposed storage use, with vehicle activity principally associated with occasional access by individual traders rather than continuous day-to-day movements. The level of traffic generated by Yard 01 would therefore have a negligible impact on the operation of the surrounding highway network.

Combined Peak Hour

4.3.22 Table 4.7 summarises the combined peak-hour vehicle movements associated with the retained existing units and the Proposed Development.

Table 4.7: Combined Future Trip Generation

Time	Trip Generation		
	Arrivals	Departures	Totals
08:00-09:00	15	8	23
17:00-18:00	6	15	21

4.4 Summary

4.4.1 The assessment demonstrates that the Proposed Development would generate a low level of vehicle activity. The identified and anticipated occupiers comprise low-intensity uses, including open vehicle storage, self-storage/trader storage and the Gas Direct operation, with movements generally spread across the working day rather than concentrated within the network peak periods.

4.4.2 When compared with the historic operation of the Site, the forecast future peak-hour traffic is broadly comparable. The historic use of the shared access is estimated to have generated approximately 22 vehicle movements during the AM peak and 20 during the PM peak, compared with 23 and 21 movements respectively under the future scenario. This represents only one additional vehicle movement during each network peak hour and would not constitute a material intensification of traffic using the access.

4.4.3 Furthermore, the Proposed Development would provide a more formalised access arrangement, together with improved pedestrian provision and defined parking areas. The proposals would therefore improve the operation of the Site compared with the existing arrangement, particularly in terms of pedestrian safety, vehicle circulation and parking management.

5 WCBC COMMENTS

5.1 Introduction

5.1.1 Comments quoted from WCBC Highways are shown in blue italics with Prime's response provided below in black standard font.

5.1.2 The response is provided in the order that comments appear in WCBC's response document.

5.2 WCBC Comments

'The access proposal should show visibility splays, kerbing, tactile paving, a safe crossing arrangement and swept path analysis. The crossing detail should be coordinated with WCBC Active Travel.'

5.2.1 The access proposals have been amended to provide 2.4m x 43m visibility splays, radiused kerbing, dropped kerbs, tactile paving and continuation of the existing shared footway/cycleway across the access. Swept path analysis has also been undertaken using a 16.5m articulated HGV. The WCBC Active Travel Team has been contacted regarding the proposed crossing arrangement.

'Swept path analysis is required for HGVs within the site, identifying the vehicle sizes likely to use it.'

5.2.2 Swept path analysis has been undertaken using a 16.5m articulated HGV, demonstrating that the largest anticipated vehicle can enter, manoeuvre within and leave the Site in forward gear. The analysis is provided on Drawing P26065-001B in Appendix B.

'A pedestrian route separated from vehicular access is required at the entrance and around the site.'

5.2.3 A segregated pedestrian route is proposed from the Site entrance and continues internally to the key access points serving the yard areas. A 2.0m wide footway is provided at the entrance, reducing to 1.5m internally where pedestrian activity is expected to be low.

'The applicant should demonstrate that the site boundary is coordinated with the adopted highway boundary and confirm that the proposed hedgerow is outside it.'

5.2.4 The proposed hedgerow is setback from the adopted highway.

'A flat-topped edging or similar is required to define the relative boundaries.'

5.2.5 A kerbed edged will be provided to the front of the hedgerow to define the site boundaries and delineate from the adopted highway.

'The applicant should explain likely future trip generation compared with the previous use. The assessment should also include other users who share the access.'

5.2.6 Sections 4.2-4.4 provide a detailed assessment of the historic, retained and proposed trip generation, including the retained units, which continue to share the Bryn Lane access. The combined future use

is forecast to generate approximately 23 vehicle movements during the AM peak and 21 during the PM peak, compared with 22 and 20 movements respectively under the historic scenario. This represents only one additional movement during each peak hour and is therefore not considered material.

'The proposed parking provision should be calculated using the relevant use classification in LPG16.'

5.2.7 Section 3.4 considers the proposed parking provision against LPG16. B8 Storage and Distribution has been identified as the closest applicable benchmark, for which LPG16 specifies a maximum of one car parking space per 100m² of gross floorspace. LPG16 also confirms that there is no minimum parking requirement and that changes of use should be assessed on their own merits.

5.2.8 Given the predominantly external open-storage nature of the Proposed Development, a first-principles assessment has therefore been undertaken. A total of 15 communal spaces are proposed, with the assessment demonstrating that this provision is sufficient for the anticipated customer and visitor demand.

'A Construction Traffic Management Plan condition is requested.'

5.2.9 A Construction Traffic Management Plan can be secured by condition.

6 SUMMARY AND CONCLUSION

6.1.1 This TN has been prepared in response to the highway matters raised by WCBC in relation to the Proposed Development.

6.1.2 The existing Bryn Lane access would be upgraded to provide appropriate visibility, kerbing, pedestrian/cycle crossing provision and segregated pedestrian facilities, with swept path analysis demonstrating that a 16.5m articulated HGV can safely access and manoeuvre within the Site.

6.1.3 The Proposed Development comprises predominantly low-intensity self-storage and open storage uses. A total of 15 communal parking spaces would be provided, which is considered sufficient having regard to the anticipated staffing, customer activity and trip-generation characteristics of the proposed uses.

6.1.4 The combined future use of the shared access is forecast to generate approximately 23 vehicle movements during the AM peak and 21 during the PM peak, compared with 22 and 20 movements respectively under the historic scenario. The resulting change in traffic is therefore negligible.

6.1.5 Overall, the proposals would formalise the existing access arrangement, improve pedestrian provision and parking management, and are not anticipated to result in any material adverse impact upon the operation or safety of the surrounding highway network.

6.1.6 This TN has been prepared in response to the matters raised by WCBC. The assessment demonstrates that the highway matters identified have been appropriately addressed through the revised access arrangements, pedestrian provision, swept path analysis, parking assessment and consideration of future trip generation.

APPENDIX A: WCBC COMMENTS

APPENDIX B: TECHNICAL DRAWING

2.4x43m VISIBILITY SPLAYS

FLAT TOP EDGING TO DEFINE HIGHWAY TO BE DELIVERED

BRYN LANE

RIDLEY WOOD RD

Posts

BOUNDARY OF PUBLIC HIGHWAY

EXISTING SHARED SURFACE CYCLEWAY ACROSS SITE FRONTAGE TO CONTINUE ACROSS THE PROPOSED ACCESS

PROPOSED 1.5m WIDE INTERNAL FOOTWAYS

0022432

101

15

2

R6.0m

2.0m

1.5m

Cuboid/ Yard 06
366m² / 0.09 Acres

Yard 07
852m² / 0.210 Acres

Exg BT Box

Customer Car Park Area

Yards 03- 05 Combined
1678m² / 0.414 Acres

Yard 02
952m² / 0.235 Acres

Yard 01
688m² / 0.170 Acres

16.6m

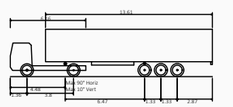
FTA Design Articulated Vehicle (16m)

Existing Boundary Fence Retained (outside of ownership/ boundary)

0m 10m 20m

SCALE BAR (1:500)

VEHICLE MODEL USED IN SWEPT PATH ANALYSIS



FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Prime Transport Planning
Together for Progress

9 Hurricane Court
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL
www.primetp.co.uk | 0151 728 1860

Rev	Date	By	Revision notes
B	13/10/26	RO	SITE LAYOUT UPDATED
A	07/10/26	RO	VARIOUS AMENDMENTS

Status: **INFORMATION**

Project: **RIDLEY WOOD, WREXHAM INDUSTRIAL ESTATE**

Title: **SWEPT PATH ANALYSIS OF 16.5m ARTICULATED HGV**

Drawn by: RO

Issue date: 29 AUGUST 2026

Scale(s): 1:500 @ A3

Drawing No: P26065-001B

APPENDIX C: TRICS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 day
	SC	SURREY	1 day
	SP	SOUTHAMPTON	1 day
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 day
	WO	WORCESTERSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day
09	**NORTH**		
	CU	CUMBERLAND	1 day
10	**WALES**		
	BG	BRIDGEND	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AR	ARMAGH	1 day

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

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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:	GFA
Actual Range:	1393 to 4460 (units:sqm)
Range Selected by User:	1250 to 4500 (units:sqm)
Parking Spaces Range:	0 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/07/90 to 10/03/26

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	4 days
Tuesday	3 days
Wednesday	3 days

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

Selected survey types:

Manual count	10
Direction ATC Count	0

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:

Edge of Town	10 days

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

Selected Location Sub Categories:

Commercial Zone	1 days
Industrial Zone	8 days
No Sub Category	1 days

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	9 days

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Secondary Filtering Selection:

Use Class:

B8	9 surveys
N/A	1 surveys

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®.

Population within 500m Range:

50 - 3875

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	2 surveys
5,001 to 10,000	1 surveys
10,001 to 15,000	4 surveys
25,001 to 50,000	2 surveys

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 surveys
75,001 to 100,000	2 surveys
125,001 to 250,000	4 surveys
250,001 to 500,000	1 surveys
500,001 or More	2 surveys

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 surveys
1.1 to 1.5	7 surveys
1.6 to 2.0	1 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	10 surveys

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 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**AR-02-F-01**	**ELECTRICAL DIST.**	**ARMAGH**

MAHON ROAD
PORTADOWN
Edge of Town
Industrial Zone
Gross floor area: 1900.00 sqm
Survey date: Wednesday 11/11/2009 Survey Type: Manual

2	**BG-02-F-01**	**LOGISTICS COMPANY**	**BRIDGEND**

PARC CRESCENT
BRIDGEND
WATERTON IND. EST.
Edge of Town
Industrial Zone
Gross floor area: 3050.00 sqm
Survey date: Monday 13/10/2014 Survey Type: Manual

3	**CU-02-F-01**	**WAREHOUSING & DISTRIBUTION**	**CUMBERLAND**

CARLISLE ROAD
BRAMPTON
Edge of Town
Industrial Zone
Gross floor area: 4007.00 sqm
Survey date: Wednesday 19/06/2024 Survey Type: Manual

4	**DL-02-F-05**	**WAREHOUSING & DISTRIBUTION**	**DUBLIN**

PROMENADE ROAD
DUBLIN
DUBLIN PORT
Edge of Town
Industrial Zone
Gross floor area: 2300.00 sqm
Survey date: Tuesday 30/05/2023 Survey Type: Manual

5	**HC-02-F-03**	**PPE DISTRIBUTION**	**HAMPSHIRE**

WARSASH ROAD
PARK GATE
Edge of Town
Industrial Zone
Gross floor area: 3665.00 sqm
Survey date: Monday 27/09/2021 Survey Type: Manual

6	**NY-02-F-01**	**REMOVALS SERVICE**	**NORTH YORKSHIRE**

GRIMBALD CRAG CLOSE
KNARESBOROUGH
Edge of Town
Industrial Zone
Gross floor area: 1750.00 sqm
Survey date: Monday 19/06/2023 Survey Type: Manual

7	**SC-02-F-04**	**WAREHOUSING**	**SURREY**

PRETORIA ROAD
CHERTSEY
Edge of Town
No Sub Category
Gross floor area: 4460.00 sqm
Survey date: Tuesday 27/11/2007 Survey Type: Manual

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8	**SP-02-F-01**	**WAREHOUSING**	**SOUTHAMPTON**

MAURETANIA ROAD
SOUTHAMPTON
NURSLING INDUSTRIAL ESTATE
Edge of Town
Industrial Zone
Gross floor area: 4000.00 sqm
Survey date: Wednesday 21/11/2007 Survey Type: Manual

9	**WM-02-F-02**	**LOGISTICS FIRM**	**WEST MIDLANDS**

SOVEREIGN ROAD
BIRMINGHAM
KINGS NORTON
Edge of Town
Commercial Zone
Gross floor area: 3625.00 sqm
Survey date: Monday 09/11/2015 Survey Type: Manual

10	**WO-02-F-02**	**DISTRIB. CENTRE**	**WORCESTERSHIRE**

COTSWOLD WAY
WORCESTER
Edge of Town
Industrial Zone
Gross floor area: 3824.00 sqm
Survey date: Tuesday 10/09/2002 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-02-F-01	15-10-2020	covid
DL-02-F-04	19-05-2021	covid

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	3154	0.285	0.143	0.428
06:00-07:00	2	3154	0.159	0.222	0.381
07:00-08:00	10	3258	0.282	0.160	0.442
08:00-09:00	10	3258	0.411	0.163	0.574
09:00-10:00	10	3258	0.203	0.181	0.384
10:00-11:00	10	3258	0.190	0.169	0.359
11:00-12:00	10	3258	0.132	0.150	0.282
12:00-13:00	10	3258	0.181	0.150	0.331
13:00-14:00	10	3258	0.279	0.261	0.540
14:00-15:00	10	3258	0.246	0.221	0.467
15:00-16:00	10	3258	0.190	0.298	0.488
16:00-17:00	10	3258	0.178	0.279	0.457
17:00-18:00	10	3258	0.126	0.405	0.531
18:00-19:00	10	3258	0.046	0.160	0.206
19:00-20:00	2	3154	0.048	0.048	0.096
20:00-21:00	2	3154	0.000	0.016	0.016
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.956	3.026	5.982

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:	1250 - 4500 (units: sqm)
Survey date date range:	10/09/2002 - 19/06/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	**SOUTH EAST**		
	RE	READING	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
08	**NORTH WEST**		
	LC	LANCASHIRE	1 day
09	**NORTH**		
	CU	CUMBERLAND	1 day
13	**MUNSTER**		
	KE	KERRY	1 day

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

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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:	GFA
Actual Range:	150 to 775 (units:sqm)
Range Selected by User:	150 to 800 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/88 to 03/06/25

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:

Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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:

Edge of Town	5 days

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	5 days

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 Vehicle Counts:

Servicing vehicles Unknown	5 days

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Secondary Filtering Selection:

Use Class:

Not Known	5 surveys

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®.

Population within 500m Range:

75 - 1497

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	2 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys
125,001 to 250,000	2 surveys

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	4 surveys
1.1 to 1.5	1 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 surveys

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 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**CU-02-C-01**	**STEEL FABRICATION**	**CUMBERLAND**

BLACKDYKE ROAD
CARLISLE
KINGSTOWN IND. ESTATE
Edge of Town
Industrial Zone
Gross floor area: 715.00 sqm
Survey date: Friday 15/10/2021 Survey Type: Unknown

2	**KE-02-C-01**	**PRINT & GRAPHIC DESIGN**	**KERRY**

WOODLANDS ROAD
KILLARNEY
Edge of Town
Industrial Zone
Gross floor area: 600.00 sqm
Survey date: Thursday 17/10/2019 Survey Type: Unknown

3	**LC-02-C-06**	**STEEL FABRICATION**	**LANCASHIRE**

TOLLGATE ROAD
BURSCOUGH
Edge of Town
Industrial Zone
Gross floor area: 700.00 sqm
Survey date: Thursday 21/04/2022 Survey Type: Unknown

4	**NF-02-C-03**	**SHEET METAL CONTRACTOR**	**NORFOLK**

ELVIN WAY
NORWICH
HELLESDON
Edge of Town
Industrial Zone
Gross floor area: 260.00 sqm
Survey date: Thursday 07/11/2019 Survey Type: Unknown

5	**RE-02-C-01**	**SHEET METAL FABRICATION**	**READING**

COMMERCIAL ROAD
READING
Edge of Town
Industrial Zone
Gross floor area: 645.00 sqm
Survey date: Thursday 22/11/2012 Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
LC-02-C-05	30-06-2021	covid

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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	700	0.000	0.000	0.000
06:00-07:00	1	700	0.429	0.143	0.572
07:00-08:00	5	584	0.651	0.103	0.754
08:00-09:00	5	584	0.514	0.377	0.891
09:00-10:00	5	584	0.514	0.342	0.856
10:00-11:00	5	584	0.514	0.445	0.959
11:00-12:00	5	584	0.445	0.411	0.856
12:00-13:00	5	584	0.445	0.445	0.890
13:00-14:00	5	584	0.274	0.377	0.651
14:00-15:00	5	584	0.479	0.377	0.856
15:00-16:00	5	584	0.411	0.685	1.096
16:00-17:00	5	584	0.205	0.445	0.650
17:00-18:00	5	584	0.205	0.582	0.787
18:00-19:00	5	584	0.068	0.171	0.239
19:00-20:00	1	700	0.000	0.143	0.143
20:00-21:00	1	700	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.154	5.046	10.200

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:	150 - 800 (units: sqm)
Survey date date range:	22/11/2012 - 21/04/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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Calculation Reference: AUDIT-753001-230922-0949

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 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 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	6 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

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 SURVEYS

Site Ref	Survey Date	Reason for Deselection
SF-02-E-01	24/06/21	Covid Survey

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.*

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Parameter summary

Trip rate parameter range selected:	1350 - 5500 (units: sqm)
Survey date date range:	01/01/15 - 15/10/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.