

TRANSPORT STATEMENT

# Knowsley (Image Business Park (Ltd)

Unit 2, Image Business Park, Knowsley

October 2021

Transport Statement

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## Contents

|   |                              |    |
|---|------------------------------|----|
| 1 | Introduction .....           | 1  |
| 2 | Existing Conditions.....     | 2  |
| 3 | Policy Context.....          | 6  |
| 4 | Development Proposals .....  | 10 |
| 5 | Trip Generation.....         | 12 |
| 6 | Summary and Conclusions..... | 17 |

## Figures

|          |                           |
|----------|---------------------------|
| Figure 1 | – Strategic Site Location |
| Figure 2 | – Local Site Location     |
| Figure 3 | – Local Amenities Plan    |
| Figure 4 | – Cycling Routes          |
| Figure 5 | – Bus Routes              |
| Figure 6 | – Local Highway Network   |

## Appendices

|            |                         |
|------------|-------------------------|
| Appendix A | – Site Masterplan       |
| Appendix B | – Site Access Layout    |
| Appendix C | – Swept path Analysis   |
| Appendix D | – Framework Travel Plan |
| Appendix E | – TRICS Output          |

# 1 Introduction

- 1.1 Vectos have been appointed by Knowsley (Image Business Park) Ltd to provide transport advice for the proposed commercial development at Unit 2 of Image Business Park, Knowsley.
- 1.2 The application site is located approximately 14.5km northeast of Liverpool and 11km northwest of St. Helens. Locally, the site is located to the east of Acornfield Road and extend too circa. 3.340 acres.
- 1.3 The site is bound to the north by industrial uses, to the east by another unit within Image Business Park (IBP), to the south by an internal road within IBP and to the west by Acornfield Road. The area surrounding the site comprises of a mix of industrial uses. The site is shown in its strategic context in **Figure 1** and its local context in **Figure 2**.
- 1.4 The planning application seeks to provide approximately 5,574 sqm (GIA) of flexible E(g)(iii) (previously B1c) /B2/B8 land with ancillary office, car parking, service yard and associated works. A plan of the proposed development can be viewed at **Appendix A**.
- 1.5 This Transport Statement (TS) has been prepared to accompany the planning application for the proposed development. The statement describes the existing transport conditions of the site, describes the proposed development, and considers the effect of it on the local transport network. It concludes that the proposed development is acceptable in transport terms.

## Report Structure

- 1.6 The remainder of this report is structured as follows:
- **Section 2: Existing Conditions** – describes the site, its public transport accessibility and surrounding road network;
  - **Section 3: Policy Context** – discusses relevant transport policy;
  - **Section 4: Development Proposals** – summaries the proposed development;
  - **Section 5: Trip Generation and Traffic Impact** – consider the effects of the proposed development in transport terms; and
  - **Section 6: Summary and Conclusions** – provides the summary and conclusion.

## 2 Existing Conditions

### Introduction

- 2.1 This section provides a review of the existing conditions at the site and its local surroundings including accessibility to sustainable modes of transport.

### Site Location

- 2.2 The site is located approximately 14.5km northeast of Liverpool and 11km northwest of St. Helens. The strategic location of the site can be seen in **Figure 1**.
- 2.3 Locally, the site is located within the Image Business Park which itself is located within the Knowsley Industrial Park. The site in its local context can be seen in **Figure 2**.
- 2.4 Access to Knowsley Industrial Park is provided by three roundabouts on South Boundary Road. The first to the east of the Business Park is in the form of a longabout which provides direct access to Acornfield Road which provides access to Image Business Park. To the west of the Business Park two roundabouts in close proximity to each other (approximately 250m apart) provide direct access to Lees Road and Arbour Road, whereby Acornfield Road can be accessed by traversing the internal road network.
- 2.5 From South Boundary Road, the A580 can be accessed to the south which links with the M57 Junction 6 to the west of the Business Park. To the east of the Business Park, the A2508 connects with the A580. From here vehicles can travel towards St. Helens to the east and Liverpool to the west.
- 2.6 Direct access to Image Business Park is provided from Acornfield Road. The access to the Business Park is currently controlled by a Gate House which is manned during operating hours.

### Walking and Cycling Accessibility

#### Walking

- 2.7 Acornfield Road provides footways along either side of the carriageway with a good effective width. The footways along Acornfield Road provide access to the nearby bus stops and the rest of the surrounding Knowsley Industrial Park. Good quality footways are also present in the surrounding Industrial Park linking the proposed development with the surrounding residential areas. Street lighting is provided throughout the Industrial Park, but no dedicated crossing facilities are provided in the immediate vicinity of the development.
- 2.8 Good footway provision continues outside of the Industrial Park on main access roads such as South Boundary Road. From here, bus stops can be accessed as well as Perimeter Road where a footway runs along the northern side of the road.

## Cycling

- 2.9 Within the immediate vicinity of the site, cyclists are expected to travel on road throughout the Industrial Park. From the road signs at the entrance to Knowsley Industrial Park the speed limit is noted as 30mph which is conducive to cycling. The nearest dedicated cycle route to the site is National Cycle Network (NCN) Route 862 which runs from Kirkby Train Station to Deysbrook Lane in West Derby, Liverpool. This route allows future employees to travel to and from the site and the surrounding residential areas. NCN 862 will allow future employees to travel to the site via a multi modal trip via walking/cycling and the train. The route can be seen in **Figure 3**.
- 2.10 There are clear footway and cycleway connections between the site, the surrounding areas and key transport hubs and it is, therefore, considered to be accessible by walking and cycling.

## Public Transport Accessibility

### Bus Services

- 2.11 The nearest bus stop to the site is approximately 150m south of the site access on Acornfield Road. The stop, 'Ashcroft Road', is served by seven bus routes with frequencies of approximately one to two per hour to locations including Liverpool and Page Moss. A summary of the services is provided in **Table 2.2**.

**Table 2.2: Summary of Bus Services and Frequencies**

| Service | Route                             | Weekday                             | Saturday                  | Sunday     |
|---------|-----------------------------------|-------------------------------------|---------------------------|------------|
| 14X     | Liverpool - Kirby Admin           | 4 per hour (morning only)           | 4 per hour (morning only) | N/A        |
| 97A     | Kirkby Circular                   | 2 per hour (mornings/evenings only) | N/A                       | N/A        |
| 98A     | Kirkby Circular                   | 2 per hour (mornings/evenings only) | N/A                       | N/A        |
| 827     | Old Swan – Kirby                  | 1 service during the morning        | N/A                       | N/A        |
| 898     | Page Moss - Kirkby Admin Circular | 1 per hour                          | 1 per hour                | 1 per hour |
| 899     | Page Moss - Kirkby Admin Circular | 1 per hour                          | N/A                       | N/A        |

| Service | Route                                       | Weekday    | Saturday | Sunday |
|---------|---------------------------------------------|------------|----------|--------|
| X3      | Liverpool – Kirkby/Knowsley Industrial Park | 1 per hour | N/A      | N/A    |

## Rail Services

- 2.12 The nearest train station is Kirkby (shown in **Figure 1**) which is located approximately 4km to the west of the site, which is within cycling distance of the site. The station, managed by Merseyrail, has trains running to both Liverpool Central and Manchester Victoria. The station can be reached by approximately a 15-minute cycle on NCN Route 862 or by both the 97A and 98A buses.
- 2.13 Kirkby Train Station has step free access to all platforms and ramps available with staff assistance to allow physically and visually impaired users to access the services.
- 2.14 **Table 2.3** summarises the services available from Kirkby Train Station.

**Table 2.3: Summary of Rail Services**

| Destination         | Weekday    | Saturday   | Sunday     |
|---------------------|------------|------------|------------|
| Liverpool Central   | 4 per hour | 4 per hour | 2 per hour |
| Manchester Victoria | 1 per hour | 1 per hour | N/A        |

## Local Highway Network

### Acornfield Road

- 2.15 Acornfield Road runs on a north-south alignment between Woodward Road in the north and Gores Road in the south. South of Ashcroft Road, it is a two-lane one-way road flowing southbound. Approximately 100m south of Ashcroft Road, the key access point to Image Business Park is provided. Acornfield Road provides direct access to all three main access points from the proposed development.
- 2.16 The road is fronted onto by other commercial properties which are part of the surrounding Knowsley Industrial Park. Along its length, the road has a 30mph speed limit. Footways are provided along either side of the carriageway with street lighting. Along the eastern edge of the road, double yellow lines are provided which restrict parking.

### South Boundary Road (A5208)

- 2.17 The South Boundary Road section of the A5208 runs from east to west. The road runs between the Perimeter Road / Molly's Lane / Coopers Lane roundabout in the east and the Moorgate Road North / Lees Road / County Road roundabout in the west. The road is a two-lane dual carriageway with a

40mph speed limit and footways running along both sides of the road. The road is fronted by commercial properties, although these are set back by sizeable verge areas.

- 2.18 Beyond the South Boundary Road section of the A5208, the A5208 is a key distributor road providing a link from the proposed development to the surrounding residential areas. Furthermore, it provides a link between the proposed development and the strategic road network of the M58.

### **A580**

- 2.19 The A580 runs between Salford and Liverpool on an east-west alignment. The road, which lies to the south of the site, is a two-lane dual carriageway with a 50mph speed limit. In proximity to the site, there is a footway running along the westbound carriageway and a two-way cycle lane running eastbound, both with street lighting.
- 2.20 The A580 can be accessed from two of the main access points and provides a key connection between the proposed development and the strategic road network.

### **M57**

- 2.21 The M57, also known as the Liverpool Outer Ring Road, links various towns to the east of Liverpool including Knowsley and Huyton. The two-lane motorway is national speed limit and runs to the west of the site.
- 2.22 Travelling west along South Boundary Road and then south on Moorgate Road North, Junction 4 can be reached which acts as the closest point to the site at which the M57 can be accessed.

### **Collision Data**

- 2.23 Accident data for the most recent five-year period up to 2019 has been accessed via CrashMap.co.uk. A review shows within the proximity of the site access on Acornfield Road there have been no accidents in the last five-year period.

### **Summary**

- 2.24 In summary, the site is accessible on foot as the nearby roads all have footways that are of reasonable width and lit. In addition, the site is accessible on bicycle from residential areas nearby and Kirkby Train Station. Numerous bus services are accessible from bus stops nearby the proposed development.
- 2.25 The site is, therefore, considered accessible by sustainable modes of transport as well as benefitting from good access to the strategic road network

### 3 Policy Context

- 3.1 This section of the Transport Statement addresses the relevant national and local policy, in the context of the site and the development proposals.

#### National Policy

##### National Planning Policy Framework (July 2021)

- 3.2 The revised National Policy Planning Framework (NPPF) (July 2021) refers to the promotion of sustainable transport, with section 9 stating that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Paragraph 110 states that:

*“In assessing site that may be allocated for development in plans, or specific application for development, it should be ensured 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 design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code; and*
- 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.”*

- 3.3 Paragraph 105 states that:

*“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”.*

- 3.4 Paragraph 111 states that:

*“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”.*

- 3.5 Paragraph 112 states that:

*“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.”

## Regional Policy

### The Third Local Transport Plan for Merseyside (LTP3)

- 3.6 The Third Local Transport Plan (LTP) for Merseyside has the vision of creating *“a low carbon future which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice.”*
- 3.7 The plan recognises the importance of finding *“better ways of matching our transport network with new developments, new and smarter ways of travelling around and delivering transport services that ensure the efficient movement of people and goods.”*
- 3.8 The concept of creating a new Mobility Culture is presented as a key way to meet the area’s current challenges and maximise future opportunities. As set out in Section 2: Our Vision and Goals, it is stated that *“a new mobility culture means developing a transport system which supports the objectives and aspirations of all communities and organisations across Merseyside. It is about developing a transport system that provides real sustainable mobility options and which supports the continuing regeneration and economic development of the city region.”*
- 3.9 Paragraph 4.32 discusses the future prospects of Knowsley Industrial Park with the Council undertaking a review to *“identify to what extent the Park can be remodelled to meet some of the identified need for employment land.”* Table 13 in the report notes requirements for *“improvements to freight facilities and selected highways investment to improve freight access.”*
- 3.10 Part two of the LTP focusses on how the goals will be delivered. Paragraph 2.23 highlights Knowsley Industrial Park as an area where a significant number of short trips (less than 5 miles) could be made by bike and discusses ways this could be achieved.

## Local Policy

### Knowsley Local Plan Core Strategy (2016)

- 3.11 The Knowsley Local Plan Core Strategy sets out how growth and development in both the regional and local area will take place to 2028 and beyond. It sets out how and where new development and regeneration should take place and, therefore, a guide for future development of the borough.
- 3.12 Policy CS2 Principle 3 focusses on reducing the need to travel and increasing accessibility by:
- *“Selecting locations that reduce the need to travel, especially by car, and enable people as far as possible to meet their needs locally;*
  - *Assisting the Council in achieving a shift towards more sustainable modes of transport for people, goods, and freight;*
  - *Encouraging safe and sustainable access for all, particularly by promoting the use of public transport, walking, and cycling between homes and employment; and*
  - *Supporting the provision and retention of shared space, community facilities and other local services (such as local shops, health facilities, education provision, meeting places, sports venues, cultural buildings, public houses and places of worship).”*
- 3.13 Paragraph 5.69 notes that:
- “A key aspect of the Knowsley Local Plan will be to support a sustainable transport system and geographical pattern of development which minimises the need to travel and will help grow the borough’s economy, ensuring that jobs, shops and services are accessible to all, leading to a lesser reliance on the car for travel. This will help to improve the environment and the health and wellbeing of residents.”*
- 3.14 The section of Policy CS7 that focusses on the location, design and management of new developments states *“New development will be required to be:*
- *Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location;*
  - *Located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations;*
  - *Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;*
  - *In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;*

- Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate; and
- Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport.”

3.15 Supplementary to the Knowsley Local Plan is the ‘Ensuring a Choice of Travel’ SPD which outlines guidance on transport issues as well as local parking standards for each type and size of development. **Table 3.1** sets out the parking standards relevant to the proposed development.

**Table 3.1: ‘Ensuring a Choice of Travel’ SPD Parking Standards**

| Land Use            | Car Parking (Maximum) | Disabled Parking (Minimum) (up to 200 bays)                                                         | Cycle Parking (minimum)                  | Motorcycle Parking                         |
|---------------------|-----------------------|-----------------------------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------|
| B1c/B2 (other area) | 1 space per 45sqm     | Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater | 1 space per 450sqm (minimum of 2 spaces) | 1 space per 1,000sqm (minimum of 2 spaces) |
| B8 (other area)     | 1 space per 100sqm    | Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater | 1 space per 850sqm (minimum of 2 spaces) | 1 space per 2,000sqm (minimum of 2 spaces) |

## Summary

- 3.16 A key aim of local and national transport policy is to integrate land use planning and transport for new development and to promote accessibility by non-car modes of transport wherever possible.
- 3.17 As noted above, the proposed site is well served by sustainable transport modes including an extensive pedestrian network, local cycle routes and several bus routes linking the site to Kirkby Train Station. The development proposals will also be supported by a Workplace Travel Plan which will aim to increase the use of sustainable modes and reduce single occupancy vehicle movements from the proposed development.
- 3.18 As a result, the proposed development is considered to comply with local and national policy objectives.

## 4 Development Proposals

- 4.1 This section of the report sets out the development proposals for the site including access, parking and servicing.

### Overview

- 4.2 The planning application seeks to provide approximately 5,574 sqm (GIA) of flexible E(g)(iii) (previously B1c) /B2/B8 land with ancillary office, car parking, service yard and associated works. A plan of the proposed development can be viewed at **Appendix A**.

### Vehicle Access

- 4.3 The proposed primary vehicle access to the site is via the existing access from Acornfield Road. To facilitate the proposals two additional accesses will be provided from the existing internal access road, one primarily for standard vehicles and one primarily for HGVs/ A plan of the proposed access layout can be viewed at **Appendix B**.
- 4.4 Swept path analysis, shown at **Appendix C** of the proposed access arrangement has been undertaken, which demonstrates that a 16.5m articulated vehicle can safely access and egress the site without issue.

### Pedestrian and Cycle Access

- 4.5 Pedestrian and cycle access to the proposed development will be via the access with the internal site access road.

### Parking

- 4.6 The proposed development will provide 86 car parking spaces including 5 disabled parking spaces, 5 motorcycle parking and 14 cycle parking.
- 4.7 Using **Table 3.1** in **Section 3** the level of car parking, disabled parking, cycle parking, and motorcycle parking has to be provided at the development is in line with local policy. The proposals for the site at this stage are for flexible use and as such the parking levels provided fall between the maximum standards for each separate land use proposed (see **Table 4.1**). As the final occupier is unknown further detail can be provided on exact car parking levels when known.
- 4.8 A summary of the parking levels in terms of policy is provided in **Table 4.1** below.

**Table 4.1: Summary of Development Applicable Parking Standards**

| Land Use                              | Car Parking | Disabled Parking | Cycle Parking | Motorcycle Parking |
|---------------------------------------|-------------|------------------|---------------|--------------------|
| <b>E(g)(iii) (previously B1c) /B2</b> | 123         | 7                | 13            | 6                  |
| <b>B8</b>                             | 56          | 3                | 7             | 3                  |

- 4.9 The parking standards adopted are expressed as maximum standards, which allows for flexibility when considering the different transport characteristics of development sites. As set out above, the site is accessible by sustainable modes of transport. A Workplace Travel Plan, cycle parking and the infrastructure for the future occupier to install showers and changing facilities will all be delivered as part of the proposed development with the aim of encouraging sustainable transport. One shower cubicle will be included in the design to accompany an accessible toilet on the ground floor.
- 4.10 Overall, the site is accessible via sustainable modes and the site will be accompanied with a Workplace Travel Plan to encourage sustainable modes of travel to the site and reduce the number of single occupancy vehicle movements to the site.
- 4.11 A total of 10 of the car parking bays will have electric vehicle charging capacity.

### Servicing

- 4.12 The development will provide loading docks for HGVs. Swept path analysis is included at **Appendix C** which demonstrates that the unit can be serviced safely.

### Workplace Travel Plan

- 4.13 As part of the proposed development, a Workplace Travel Plan will be submitted in support of the planning application and is contained at **Appendix D**. A Workplace Travel Plan is primarily aimed at reducing the proportion of employees travelling to work as single occupancy car drivers. A series of measures will be developed in order to encourage a reduction in vehicle trips generated by employees.

## 5 Trip Generation

- 5.1 This section estimates the likely change in traffic generation of the site as a result of the proposed development and considers what effect it might have on the proposed site access junction.

### Proposed Development

- 5.2 The current proposals include for 5,574 sqm (GIA) of flexible E(g)(iii) (previously B1c) /B2/B8 land. Trip rates for E(g)(iii) (previously B1c) /B2/B8 land use have been derived from the TRICS database. Due to the flexible land use proposals, we have assessed the development as 100% E(g)(iii) (previously B1c) land use and 100% B8 land use, this is to assess the worst-case scenario and present a robust trip generation assessment.

### E(g)(iii) (previously B1c) /B2 Land Use

- 5.3 It should be noted that the TRICS database does not distinguish between B1c (Light Industrial) and B2 (General Industrial) as it is deemed their likely trip generation are similar. Therefore, one trip rate for B1c/B2 has been used in our assessment.
- 5.4 The following parameters were selected:
- Land Use: Employment;
  - Sub Land Use: Industrial Estate;
  - Regions: England, excluding Greater London;
  - Floor Area Range:
    - Range Selected by User: 708 to 974,528 sqm;
    - Actual Range: 1,776 to 974,528 sqm;
  - Date Range: 01/01/13 to 21/10/20;
  - Location: Suburban Area, Edge of Town;
  - Sub Location: Industrial Zone;
- 5.5 A sample of 23 sites were selected that were deemed comparable to the proposed development. A copy of the TRICS output is provided in **Appendix E**.
- 5.6 The resulting total vehicle and OGV trip rates are provided in **Table 5.1** and **Table 5.2** for the AM (08:00-09:00) and PM (17:00-18:00) peak hours, respectively.

**Table 5.1: E(g)(iii) (previously B1c) /B2 Vehicle Trip Rates**

| Period                  | Arrival | Departure | Two-Way |
|-------------------------|---------|-----------|---------|
| <b>AM (08:00-09:00)</b> | 0.103   | 0.045     | 0.148   |
| <b>PM (17:00-18:00)</b> | 0.029   | 0.085     | 0.114   |
| <b>Daily</b>            | 1.020   | 0.924     | 1.944   |

**Table 5.2: E(g)(iii) (previously B1c) /B2 OGV Trip Rates**

| Period                  | Arrival | Departure | Two-Way |
|-------------------------|---------|-----------|---------|
| <b>AM (08:00-09:00)</b> | 0.008   | 0.008     | 0.016   |
| <b>PM (17:00-18:00)</b> | 0.005   | 0.004     | 0.009   |
| <b>daily</b>            | 0.088   | 0.086     | 0.174   |

- 5.7 From these trip rates, the resulting total vehicle and OGV movements are shown in **Table 5.3** and **Table 5.4**, respectively.

**Table 5.3: E(g)(iii) (previously B1c) /B2 Total Vehicle Trips**

| Period                  | Arrival | Departure | Two-Way |
|-------------------------|---------|-----------|---------|
| <b>AM (08:00-09:00)</b> | 6       | 3         | 8       |
| <b>PM (17:00-18:00)</b> | 2       | 5         | 6       |
| <b>Daily</b>            | 57      | 52        | 108     |

**Table 5.4: E(g)(iii) (previously B1c) /B2 Total OGV Trips**

| Period                  | Arrival | Departure | Two-Way |
|-------------------------|---------|-----------|---------|
| <b>AM (08:00-09:00)</b> | 0       | 0         | 1       |
| <b>PM (17:00-18:00)</b> | 0       | 0         | 1       |
| <b>Daily</b>            | 5       | 5         | 10      |

- 5.8 **Table 5.3** and **Table 5.4** demonstrate that if the proposed development was 100% Eg(iii)/B2 it would result in a small increase in the number of vehicles on the road network. Considering the site has up until recently been operating as a B8 Warehouse it is unlikely the small increase in trips will have a significant impact on the surrounding road network.
- 5.9 During the AM peak there will be an increase in total vehicle trips of 8 two-way trips and during the PM peak there will be an increase of 6 two-way trips. During the daily period there would be an increase of 108 two-way vehicles. It should be noted that, if the proposed Eg(iii)/B2 would result in an additional 1 two-way OGV trips during the AM peak and 1 two-way during the PM peak. During the daily period there would be an increase of 10 two-way OGV trips.
- 5.10 When considered in terms of the wider industrial estate this would equate to an additional vehicle at the site accesses every 8-10 minutes during the peak hours. This is not considered a material impact.

### **B8 Land Use**

- 5.11 Trip rates for B8 land use have been derived from the TRICS database. The following parameters were selected:
- Land Use: Employment;
  - Sub Land Use: Warehousing Commercial;
  - Regions: England, excluding Greater London;
  - Floor Area Range:
    - Range Selected by User: 190 to 80,066 sqm;
    - Actual Range: 11,200 to 31,000 sqm;
  - Date Range: 01/01/13 to 15/10/20;
  - Location: Edge of Town, Suburban Area;
  - Sub Location: Industrial Zone;
- 5.12 A sample of 3 sites were selected that were deemed comparable to the proposed development. Additional surveys were removed from the selection due to a number of reasons including the survey being carried out due to Covid and incomparable site locations. A copy of the TRICS output is provided in **Appendix E**.
- 5.13 The resulting total vehicle and OGV trip rates are provided in **Table 5.5** and **Table 5.6** for the AM (08:00-09:00) and PM (17:00-18:00) peak hours.

**Table 5.5: B8 Vehicle Trip Rates**

| Period                  | Arrival | Departure | Two-Way |
|-------------------------|---------|-----------|---------|
| <b>AM (08:00-09:00)</b> | 0.068   | 0.057     | 0.125   |
| <b>PM (17:00-18:00)</b> | 0.028   | 0.062     | 0.090   |
| <b>Daily</b>            | 0.856   | 0.887     | 1.743   |

**Table 5.6: B8 OGV Trip Rates**

| Period                  | Arrival | Departure | Two-Way |
|-------------------------|---------|-----------|---------|
| <b>AM (08:00-09:00)</b> | 0.028   | 0.023     | 0.051   |
| <b>PM (17:00-18:00)</b> | 0.020   | 0.023     | 0.043   |
| <b>Daily</b>            | 0.407   | 0.437     | 0.844   |

- 5.14 From these trip rates, the resulting total vehicle and OGV movements are shown in **Table 5.7** and **Table 5.8**.

**Table 5.7: B8 Total Vehicle Trips**

| Period                  | Arrival | Departure | Two-Way |
|-------------------------|---------|-----------|---------|
| <b>AM (08:00-09:00)</b> | 4       | 3         | 7       |
| <b>PM (17:00-18:00)</b> | 2       | 3         | 5       |
| <b>Daily</b>            | 48      | 49        | 97      |

**Table 5.8: B8 Total OGV Trips**

| Period                  | Arrival | Departure | Two-Way |
|-------------------------|---------|-----------|---------|
| <b>AM (08:00-09:00)</b> | 2       | 1         | 3       |
| <b>PM (17:00-18:00)</b> | 1       | 1         | 2       |
| <b>Daily</b>            | 23      | 24        | 47      |

- 5.15 **Table 5.7** and **Table 5.8** demonstrate that if the proposed development was 100% B8 it would result in a small increase in the number of vehicles on the road network. Considering the site has up until recently been operating as a B8 Warehouse it is unlikely the small increase in trips will have a significant impact on the surrounding road network.
- 5.16 During the AM peak there will be an increase in total vehicle trips of 7 two-way trips and during the PM peak there will be an increase in 5 two-way trips. During the daily period there will be an increase of 97 two-way total vehicles. It should be noted that, if the proposed site was 100% B8 it would result in an additional 3 two-way OGV trips during the AM peak and 2 two-way during the PM peak. During the daily period there would be an additional 47 two-way trips.
- 5.17 When considered in terms of the wider industrial estate this would equate to an additional vehicle at the site accesses every 9-12 minutes during the peak hours. This is not considered a material impact.

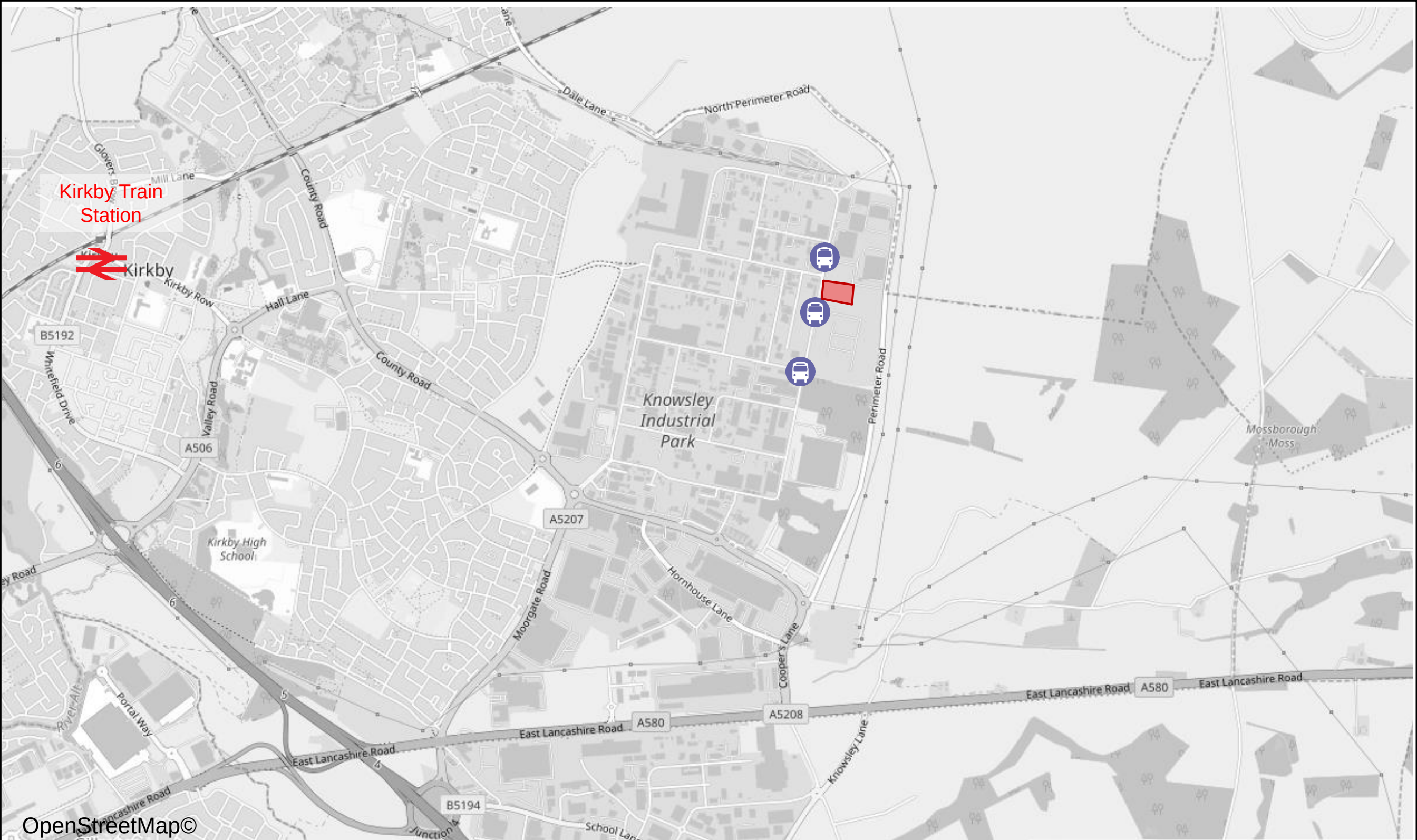
### Summary

- 5.18 In summary, as the site is currently undeveloped, all trips to the site generated as part of the proposed development will be new to the network. However, due to its size, the number of total vehicle and OGV trips forecasted to be generated by the site are not expected to have a significant impact on the highway network. It is also notable that there is a minimal difference in trip rates between E(g)(iii) (previously B1c) /B2/B8 land use, therefore, the land use chosen for the site will not make a significant difference to the number of trips generated.

## 6 Summary and Conclusions

- 6.1 Vectos have been appointed by Knowsley (Image Business Park) Ltd to provide transport advice for the proposed development at Site 2 within Image Business Park, Knowsley.
- 6.2 There are good walking and cycling facilities around the site, with a cycle route running to Kirkby Railway Station. It is observed that during the week, there are frequent public transport routes serving the site and the surrounding Industrial Park. There are bus routes running between the site and Kirkby Railway Station in the mornings and evenings. It is therefore considered that the site is located within a sustainable location regarding sustainable modes of travel and accessible to all.
- 6.3 The development proposals seek to apply for outline planning permission for flexible E(g)(iii) (previously B1c) /B2/B8 land floorspace of approximately 5,574sqm. It is proposed to create a new access to the site from the private road leading from the Gate House on Acornfield Road. This will take the form of a priority T-junction.
- 6.4 A total of 86 car parking spaces, 5 of which will be for blue badge holders will be provided at the development. Moreover, 10 car parking spaces will have the capacity for electric vehicle charging. It is considered that this level of car parking provides a reasonable balance between minimising the potential for overspill parking and encouraging future employees to travel by non-car modes of transport.
- 6.5 A total of 14 cycle spaces are proposed at the development as well as 5 motorcycle parking spaces.
- 6.6 Following a trip generation assessment of the development proposals it is seen that the number of total vehicle trips forecasted to be generated by the proposed development is minimal. Once these vehicle trips have been distributed over the surrounding local highway network the impact will be negligible.
- 6.7 A review has been undertaken of the relevant local and national policy. It is considered that the site complies with the transport tests set out in NPPF, i.e.
- The opportunities for sustainable transport modes have been taken up;
  - Safe and suitable access can be achieved for all people; and
  - The residual cumulative impacts of the development are not severe.
- 6.8 As a result of the above, there are no highway or transport reasons why the proposed development should not be permitted.

# Figures

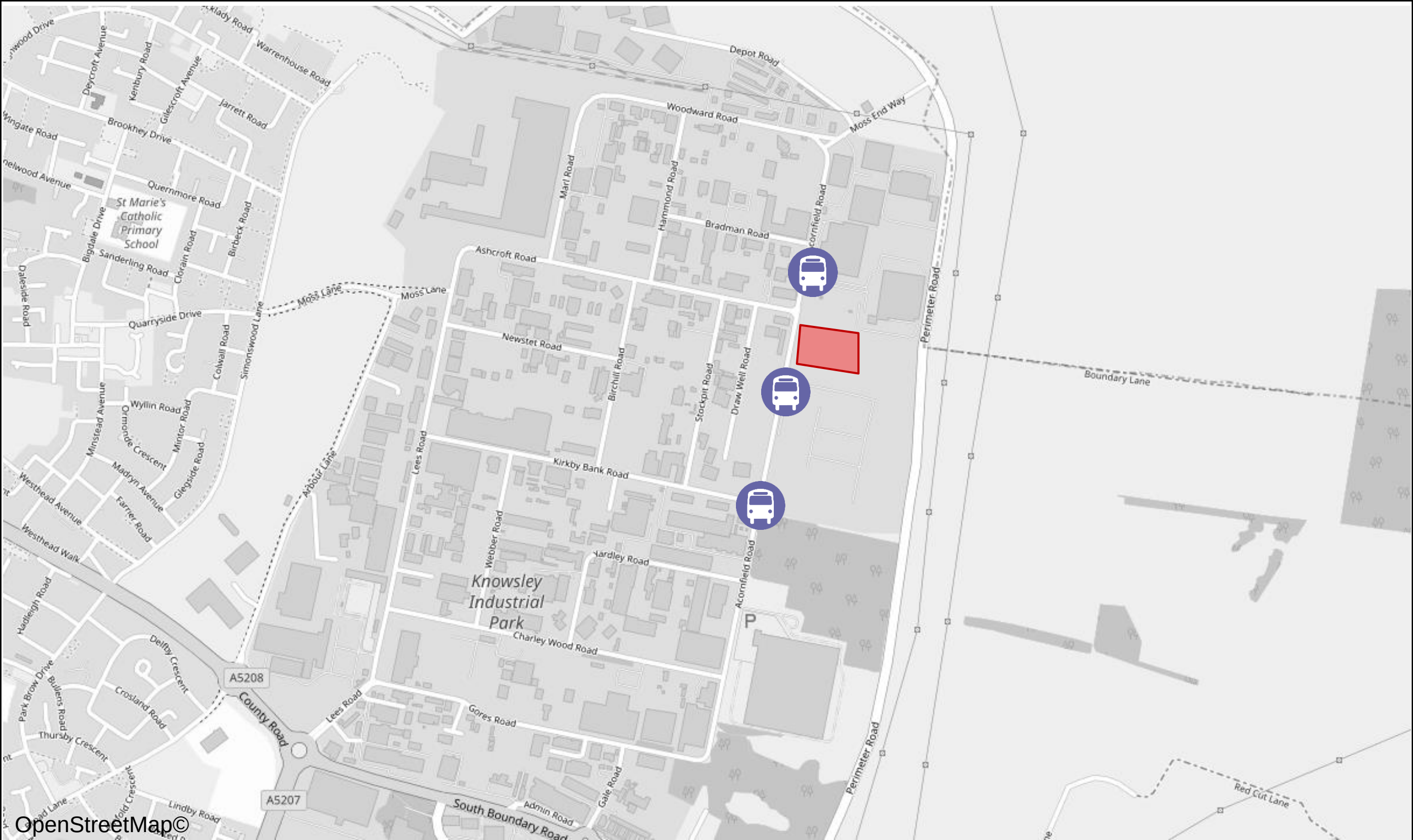


OpenStreetMap©

|                                                                                    |          |                               |                  |             |                                    |                                                                                                   |
|------------------------------------------------------------------------------------|----------|-------------------------------|------------------|-------------|------------------------------------|---------------------------------------------------------------------------------------------------|
| <b>Key:</b>                                                                        |          | Image Business Park, Knowsley |                  |             | Knowsley (Image Business Park) Ltd |                                                                                                   |
|  | Site     | Strategic Site Location       |                  |             |                                    |  Train Station |
|                                                                                    |          |                               |                  |             |                                    |                                                                                                   |
|  | Bus Stop |                               |                  |             |                                    |                |
| DRAWN: DW                                                                          |          | CHECKED: HA                   | DATE: 24/05/2021 | SCALES: NTS | DRAWING REFERENCE: Figure 1        |                                                                                                   |

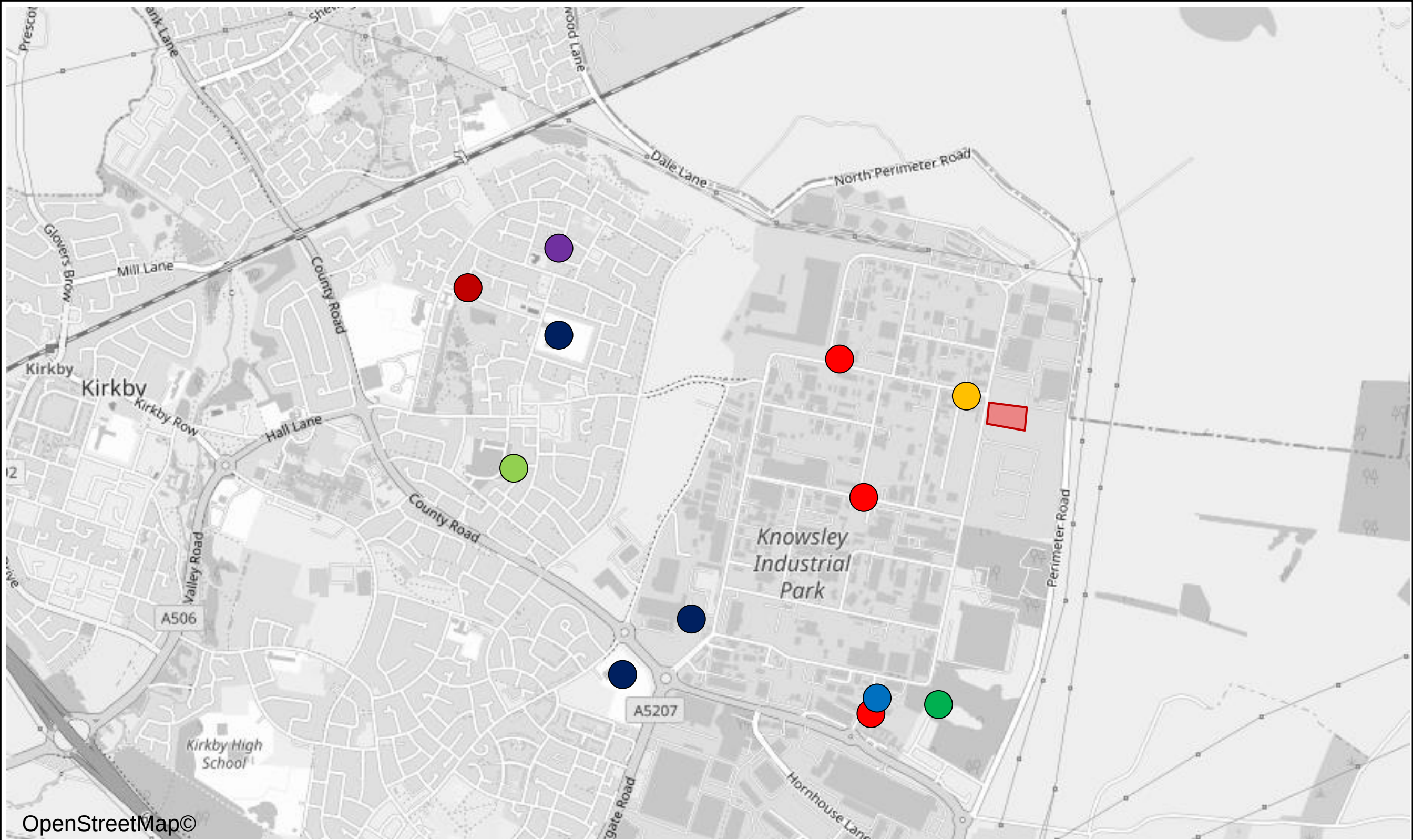
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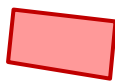
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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|--|-------------|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| <div>Key:</div> <div><div></div><div>Site</div></div> <div><div></div><div>Bus Stop</div></div> | Image Business Park, Knowsley |  |             |  | Knowsley (Image Business Park) Ltd                                                                                                                                                                                                       |             |
|                                                                                                                                                                                                                                                                     | Local Site Location           |  |             |  | <div></div> <div>Network Building, 97 Tottenham Court Road, London W1T 4TP<br/>Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk</div> |             |
|                                                                                                                                                                                                                                                                     | DRAWN: DW                     |  | CHECKED: HA |  | DATE: 24/05/2021                                                                                                                                                                                                                         | SCALES: NTS |



|                                                                                                                                                                                                                                                                                                                                                        |  |             |  |                               |  |             |  |                                                                                                                                                                      |  |  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------|--|-------------------------------|--|-------------|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| <u>Key:</u>                                                                                                                                                                                                                                                                                                                                            |  |             |  | Image Business Park, Knowsley |  |             |  | Knowsley (Image Business Park) Ltd                                                                                                                                   |  |  |  |
| <div><div></div>Site</div> <div><div></div>Food Outlet</div> <div><div></div>Access to Cash</div> <div><div></div>Open Space</div> <div><div></div>Recreation / Leisure Facility</div> <div><div></div>Postal Facility</div> <div><div></div>Community Facility</div> <div><div></div>Pharmacy</div> <div><div></div>Childcare Facility / School</div> |  |             |  | Local Amenities               |  |             |  | <div><div>vectos.</div><div>Network Building, 97 Tottenham Court Road, London W1T 4TP<br/>Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk</div></div> |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                        |  |             |  |                               |  |             |  |                                                                                                                                                                      |  |  |  |
| DRAWN: SB                                                                                                                                                                                                                                                                                                                                              |  | CHECKED: HA |  | DATE: 29/09/2020              |  | SCALES: NTS |  | DRAWING REFERENCE: Figure 3                                                                                                                                          |  |  |  |



Key:



Site



Train Station



NCN Route 862

Image Business Park, Knowsley

Knowsley (Image Business Park) Ltd

Cycling Routes

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DRAWN:

DW

CHECKED:

HA

DATE:

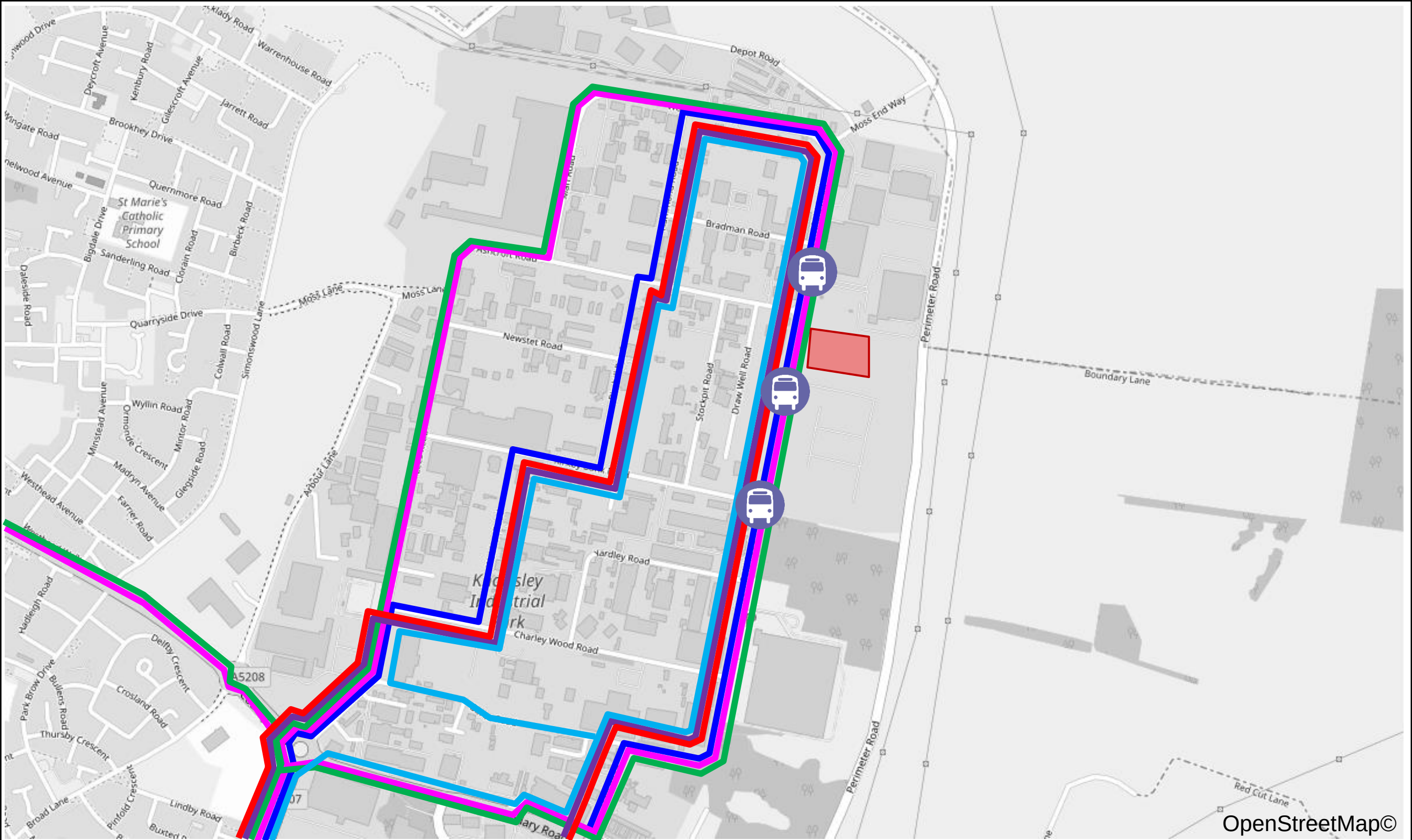
24/05/2021

SCALES:

NTS

DRAWING REFERENCE:

Figure 4



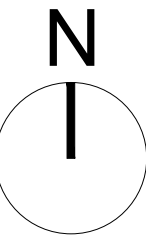
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|-------------------------------------------------------------------------------------|---------------|-------------------------------------------------------------|--|--|------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Key:                                                                                |               | Image Business Park, Knowsley                               |  |  | Knowsley (Image Business Park) Ltd |                                                                                                                                                                                                                      |
|   | Site          | Bus Routes                                                  |  |  |                                    | <br>Network Building, 97 Tottenham Court Road, London W1T 4TP<br>Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk |
|   | Bus Stop      |                                                             |  |  |                                    |                                                                                                                                                                                                                      |
|   | 14X Bus Route |                                                             |  |  |                                    |                                                                                                                                                                                                                      |
|   | 97A Bus Route |                                                             |  |  |                                    |                                                                                                                                                                                                                      |
|   | 98A Bus Route |                                                             |  |  |                                    |                                                                                                                                                                                                                      |
|  | 898 Bus Route | DRAWN: DW    CHECKED: HA    DATE: 24/05/2021    SCALES: NTS |  |  |                                    | DRAWING REFERENCE: Figure 5                                                                                                                                                                                          |
|  | 899 Bus Route |                                                             |  |  |                                    |                                                                                                                                                                                                                      |
|  | X3 Bus Route  |                                                             |  |  |                                    |                                                                                                                                                                                                                      |
|                                                                                     |               |                                                             |  |  |                                    |                                                                                                                                                                                                                      |



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|                                        |                               |             |  |                                                                                                                                                                      |  |
|----------------------------------------|-------------------------------|-------------|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <p>Key:</p> <div><div></div>Site</div> | Image Business Park, Knowsley |             |  | Knowsley (Image Business Park) Ltd                                                                                                                                   |  |
|                                        | Local Highway Network         |             |  | <div><div>vectos.</div><div>Network Building, 97 Tottenham Court Road, London W1T 4TP<br/>Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk</div></div> |  |
| DRAWN: SB                              |                               | CHECKED: HA |  | DATE: 24/07/19                                                                                                                                                       |  |
|                                        |                               | SCALES: NTS |  | DRAWING REFERENCE: Figure 6                                                                                                                                          |  |

# Appendix A



Disclaimer:  
Subject to survey.

Notes:

KEY

- Image Business Park
- Site Boundary Line  
(13,880m<sup>2</sup>/ 3.43acres/ 1.39ha)

AREA SCHEDULE(GIA)

|                                              |                       |
|----------------------------------------------|-----------------------|
| UNIT A (GIA)                                 | 60,000ft <sup>2</sup> |
| Warehouse (Incl. office Undercroft)          | 55,800ft <sup>2</sup> |
| Office (FF Only)                             | 4,200ft <sup>2</sup>  |
| Car parking spaces<br>(Incl 5 disabled bays) | 86                    |

EXTERNAL MATERIALS:

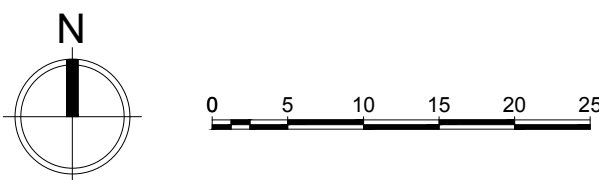
- In-situ concrete
- Concrete block paving
- Permeable paving
- In-situ concrete path
- Soft landscaping  
(See landscaping proposal by BEA)

- Existing Fence Line
- Proposed Fence Line  
2.1m Black paladin fence

- (R) Refuse
- (SS) Electrical Substation
- (1) Disabled Parking Bays
- (2) Cycle Parking
- (3) Motorcycle Parking
- (4) EV Charging Points
- (5) Water Meter

DRAFT

|      |                     |          |      |      |
|------|---------------------|----------|------|------|
| B    | Car Parking amended | 03.06.21 | HT   | HA   |
| A    | Substation included | 24.05.21 | HT   | HA   |
| -    | First issue         | 20.05.21 | HT   | HA   |
| Rev: | Notes:              | Date:    | Dwn: | Iss: |



Client:



hale

ARCHITECTURE | DESIGN MANAGEMENT

22c Leathermarket Street, London, SE1 3HP

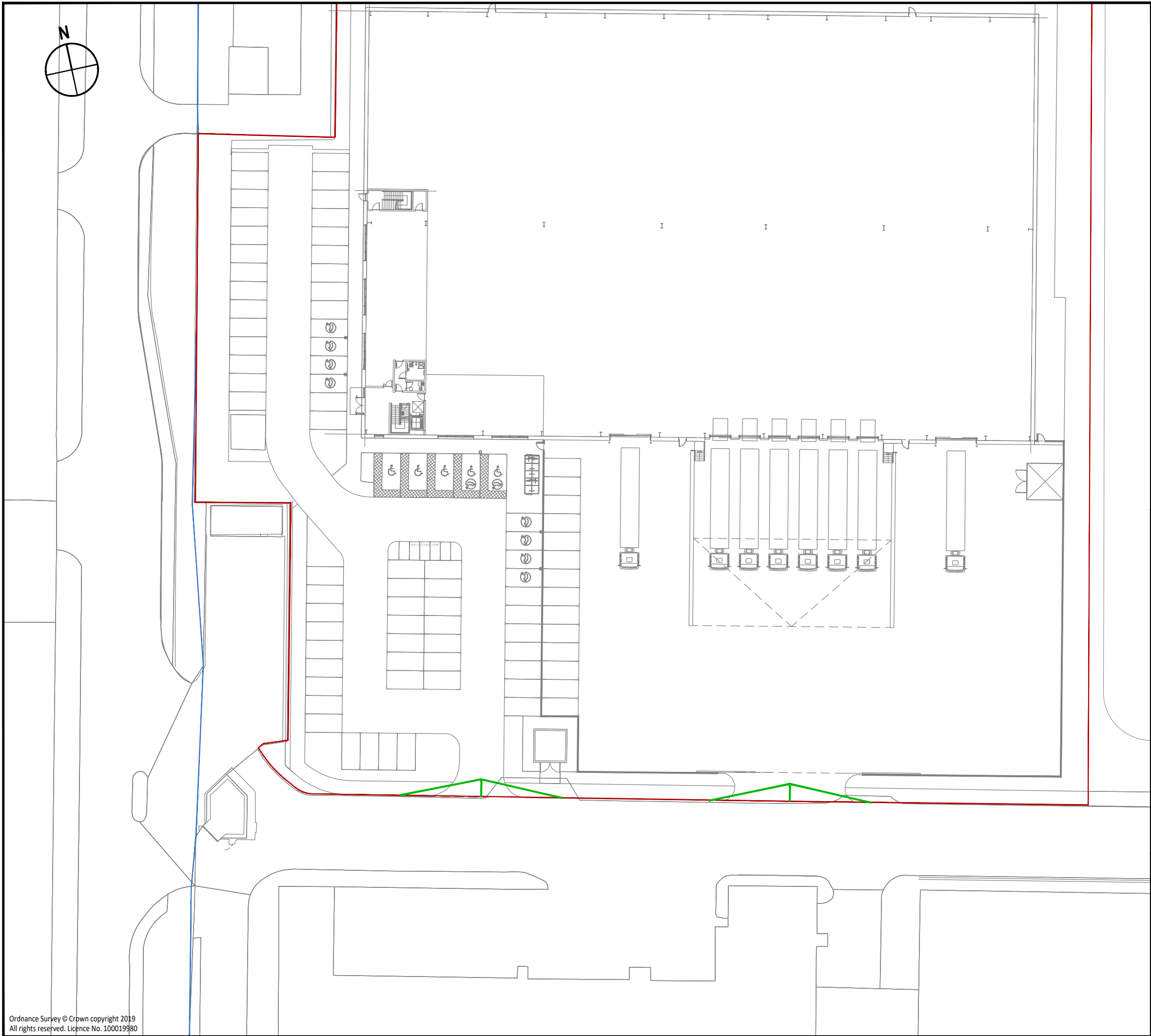
Project:  
Imagination 02  
Image Business Park, Knowsley

Drawing Title:  
Site 2  
Proposed Site Plan

|                      |                                  |
|----------------------|----------------------------------|
| Project No:<br>21065 | Scale @ A1/A3:<br>1:500 / 1:1000 |
|----------------------|----------------------------------|

|                               |                |
|-------------------------------|----------------|
| Drawing No:<br>21065 - PL1002 | Revision:<br>B |
|-------------------------------|----------------|

# Appendix B



- Notes:**
- 1. This is not a construction drawing and is intended for illustrative purposes only.
  - 2. White lining is indicative only.
  - 3. Based on the Site plan : 21065-PL1002B-Site 2 Proposed Site Plan

Visibility

— Junction Visibility - 2.4m x 11m (MfS 10mph)

|         |   |                                    |       |         |            |
|---------|---|------------------------------------|-------|---------|------------|
| REV.    | B | Architect layout vis splay updated | JB    | DW      | 04.06.2021 |
|         | A | New Site Plan                      | CP    | JM      | 26.05.2021 |
| DETAILS |   |                                    | DRAWN | CHECKED | DATE       |

CLIENT:

Image Business Park

PROJECT:

IBP Knowsley Site 2

DRAWING TITLE:

Visibility Splay

|         |    |          |             |       |            |
|---------|----|----------|-------------|-------|------------|
| SCALES: |    |          | 1:500 at A3 |       |            |
| DRAWN:  | CP | CHECKED: | JM          | DATE: | 14.05.2021 |

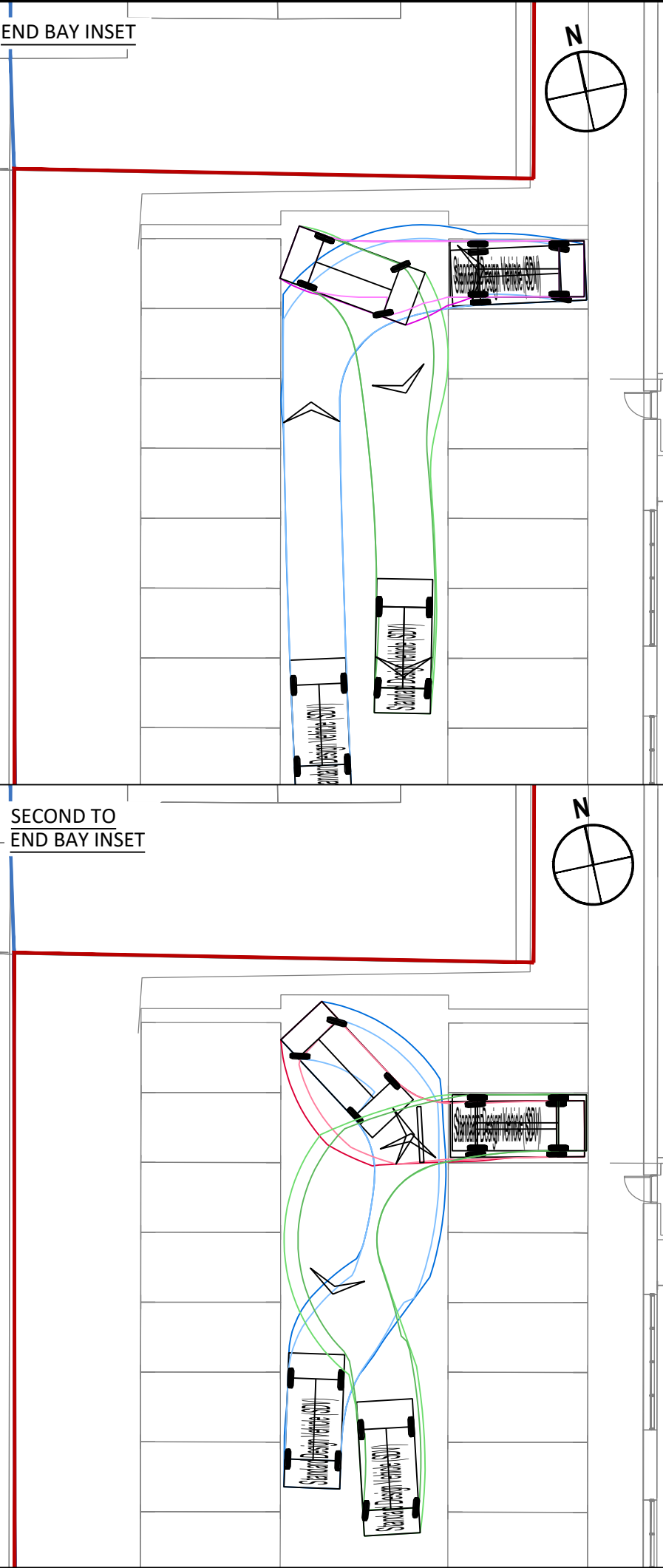
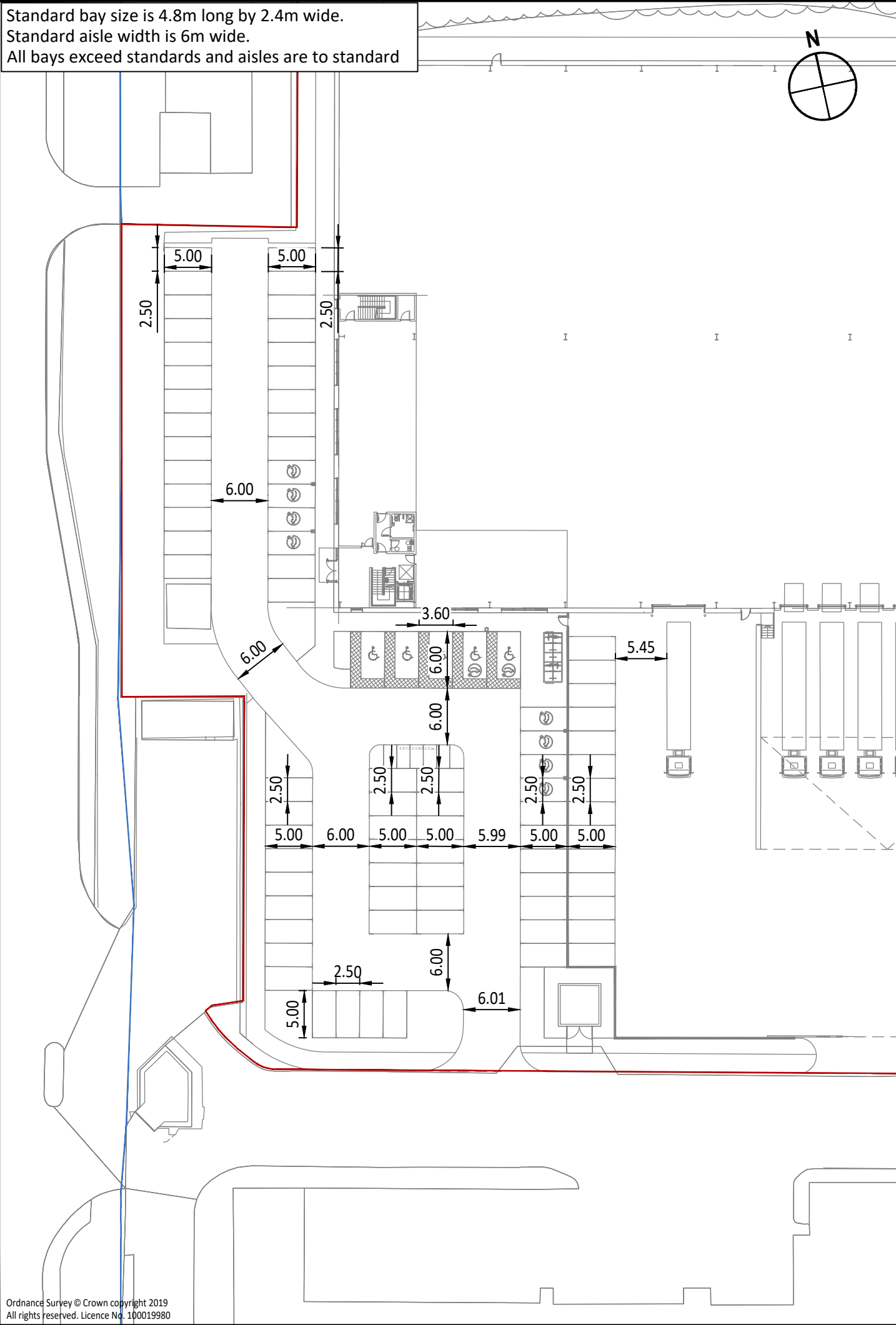
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|                 |              |           |   |
|-----------------|--------------|-----------|---|
| DRAWING NUMBER: | 194781B/AT01 | REVISION: | B |
|-----------------|--------------|-----------|---|

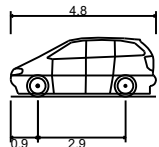
# Appendix C

Standard bay size is 4.8m long by 2.4m wide.  
Standard aisle width is 6m wide.  
All bays exceed standards and aisles are to standard



**Notes:**

- 1. This is not a construction drawing and is intended for illustrative purposes only.
- 2. White lining is indicative only.
- 3. Based on the Site plan : 21065-PL1002B-Site 2 Proposed Site Plan



Standard Design Vehicle (SDV)

|                             |        |
|-----------------------------|--------|
| Overall Length              | 4.800m |
| Overall Width               | 2.000m |
| Overall Body Height         | 1.950m |
| Min Body Ground Clearance   | 0.100m |
| Track Width                 | 2.000m |
| Lock to lock time           | 4.00s  |
| Wall to Wall Turning Radius | 6.000m |

|      |   |                           |       |         |            |
|------|---|---------------------------|-------|---------|------------|
| REV. | B | Architects layout updated | JB    | DW      | 04.06.2021 |
|      | A | New Site Plan             | CP    | JM      | 26.05.2021 |
|      |   | DETAILS                   | DRAWN | CHECKED | DATE       |

CLIENT:  
**Image Business Park**

PROJECT:  
**IBP Knowsley Site 2**

DRAWING TITLE:  
**Car Park Review**

SCALES:  
**1:200 & 1:500 at A3**

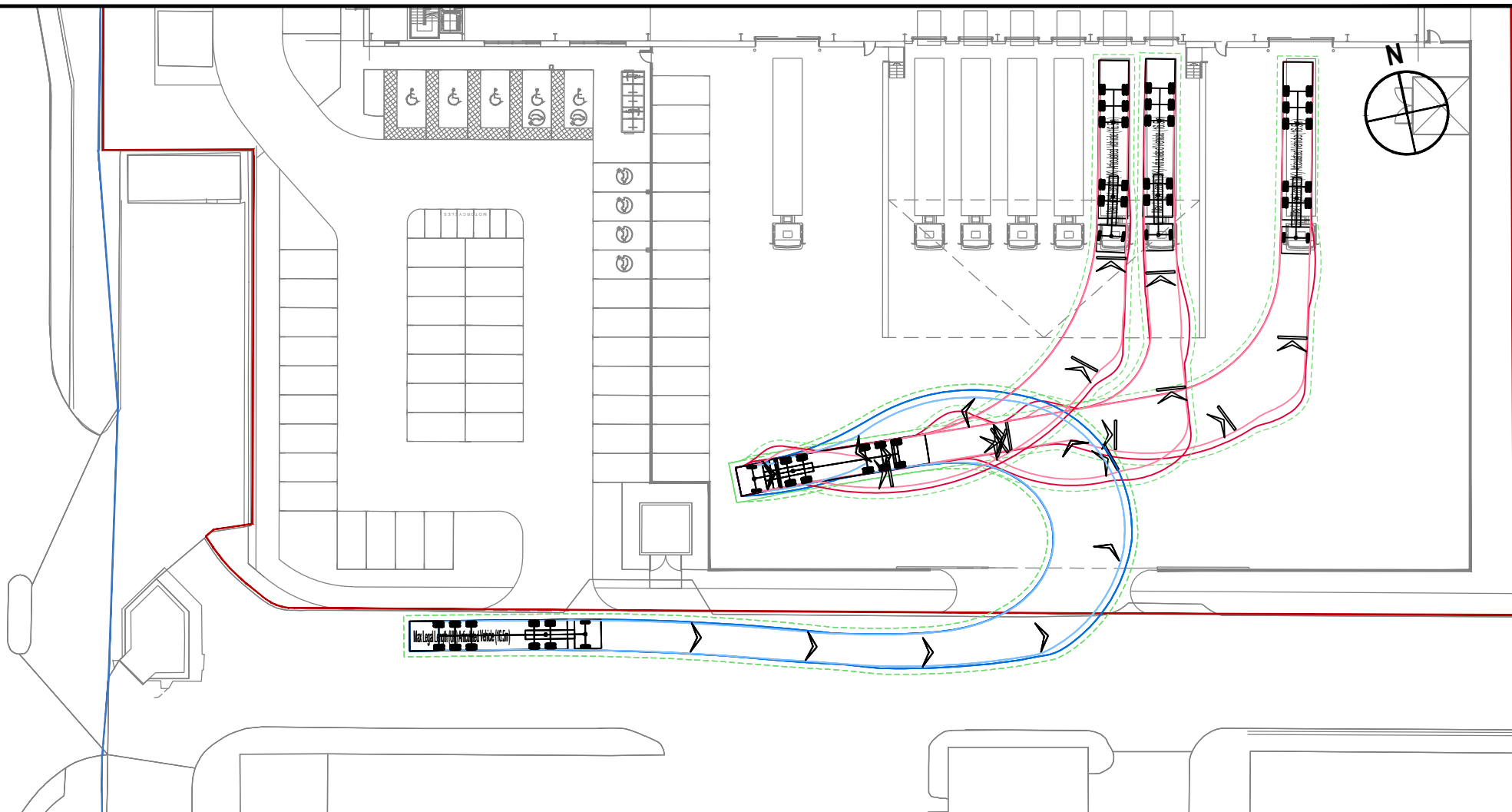
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|--------|----|----------|----|-------|------------|
| DRAWN: | CP | CHECKED: | JM | DATE: | 14.05.2021 |
|--------|----|----------|----|-------|------------|



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|                 |              |           |   |
|-----------------|--------------|-----------|---|
| DRAWING NUMBER: | 194781B/AT04 | REVISION: | B |
|-----------------|--------------|-----------|---|

REVERSING FROM THE LEFT  
SIDE TO RIGHT SIDE BAYS



**Notes:**

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.
- Based on the Site plan : 21065-PL1002B-Site 2 Proposed Site Plan

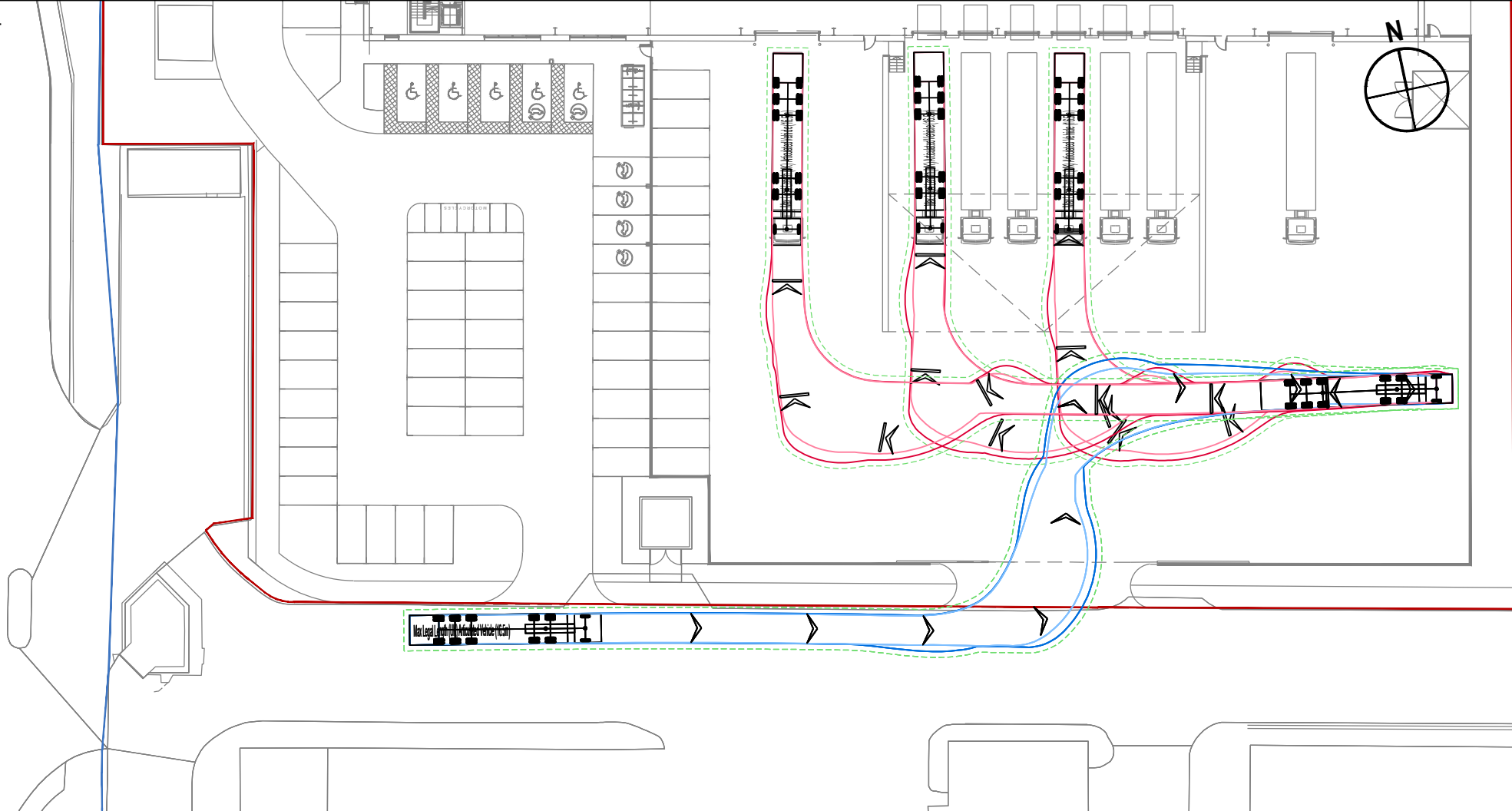
0.5m Articulated Vehicle offset

Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.530m

0.5m offset is displayed around body of vehicle within the service yard in accordance with FTA recommendations

|      |                                      |       |         |            |
|------|--------------------------------------|-------|---------|------------|
| REV. | DETAILS                              | DRAWN | CHECKED | DATE       |
|      |                                      |       |         |            |
| B    | Architects layout & tracking updated | JB    | DW      | 04.06.2021 |
| A    | New Site Plan                        | CP    | JM      | 26.05.2021 |

REVERSING FROM THE RIGHT  
SIDE TO LEFT SIDE BAYS



CLIENT:  
**Image Business Park**

PROJECT:  
**IBP Knowsley Site 2**

DRAWING TITLE:  
**Swept Path Analysis  
16.5m Articulated Vehicle  
Inbound**

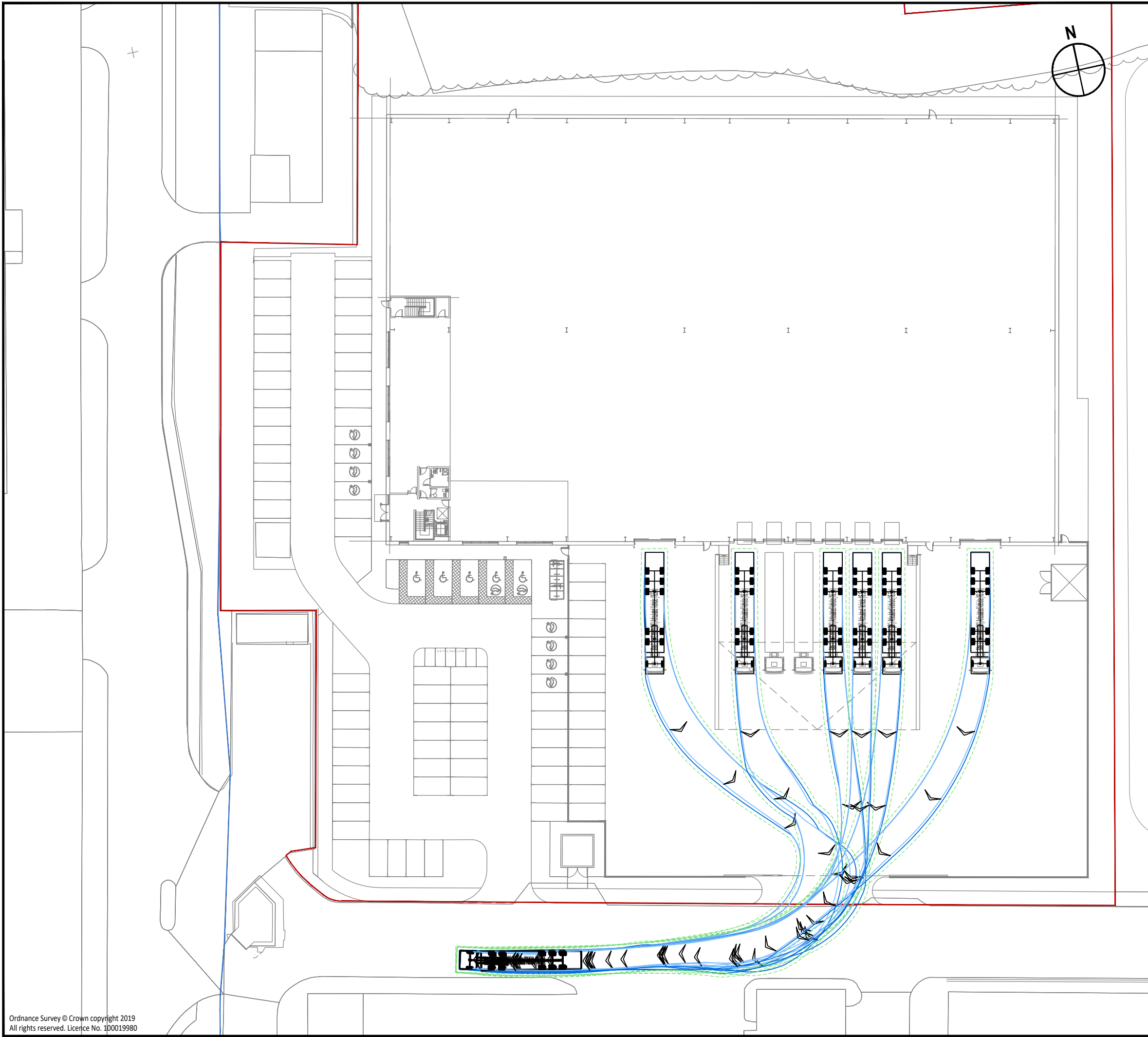
SCALES:  
**1:500 at A3**

DRAWN: CP CHECKED: JM DATE: 14.05.2021

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DRAWING NUMBER: **194781B/AT02** REVISION: **B**



**Notes:**

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- 2. White lining is indicative only.
- 3. Based on the Site plan : 21065-PL1002B-Site 2 Proposed Site Plan

----- 0.5m Articulated Vehicle offset

Max Legal Length (UK) Articulated Vehicle (16.5m)

|                             |         |
|-----------------------------|---------|
| Overall Length              | 16.500m |
| Overall Width               | 2.550m  |
| Overall Body Height         | 3.681m  |
| Min Body Ground Clearance   | 0.411m  |
| Max Track Width             | 2.500m  |
| Lock to lock time           | 6.00s   |
| Kerb to Kerb Turning Radius | 6.530m  |

0.5m offset is displayed around body of vehicle within the service yard in accordance with FTA recommendations

|                             |         |       |         |            |
|-----------------------------|---------|-------|---------|------------|
| B Architects layout updated |         | JB    | DW      | 04.06.2021 |
| A New Site Plan             |         | CP    | JM      | 26.05.2021 |
| REV.                        | DETAILS | DRAWN | CHECKED | DATE       |

CLIENT:

Image Business Park

PROJECT:

IBP Knowsley Site 2

DRAWING TITLE:

Swept Path Analysis  
16.5m Articulated Vehicle  
Outbound

SCALES:

1:500 at A3

|        |    |          |    |       |            |
|--------|----|----------|----|-------|------------|
| DRAWN: | CP | CHECKED: | JM | DATE: | 14.05.2021 |
|--------|----|----------|----|-------|------------|

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|-----------------|--------------|-----------|---|
| DRAWING NUMBER: | 194781B/AT03 | REVISION: | B |
|-----------------|--------------|-----------|---|

# Appendix D

WORKPLACE TRAVEL PLAN

# Knowsley (Image Business Park) Ltd

Unit 2, Image Business Park, Knowsley

October 2021

---

Workplace Travel Plan

Contents

1 Introduction ..... 1

2 Existing Conditions..... 3

3 Policy Context..... 10

4 Baseline Travel Patterns..... 14

5 Objective and Targets ..... 16

6 Travel Plan Strategy..... 19

7 Measures and Initiatives..... 22

8 Monitoring and Review ..... 25

9 BREEAM Credits..... 26

10 Action Plan ..... 30

Figures

Figure 1 – Strategic Site Location

Figure 2 – Local Site Location

Figure 3 – Cycling Routes

Figure 4 – Bus Routes

Figure 5 – Local Highway Network

Figure 6 – 500m Walking Isochrone (in text)

Appendices

Appendix A – Accessibility Index Calculator

## 1 Introduction

- 1.1 Vectos have been appointed by Knowsley (Image Business Park) Ltd to provide transport advice for the proposed commercial development at Site 2 of Image Business Park, Knowsley.
- 1.2 The application site is located approximately 14.5km northeast of Liverpool and 11km northwest of St. Helens. Locally, the site is located to the east of Acornfield Road and extend too circa. 3.340 acres.
- 1.3 The site is bound to the north by industrial uses, to the east by another unit within Image Business Park (IBP), to the south by an internal road within IBP and to the west by Acornfield Road. The area surrounding the site comprises of a mix of industrial uses. The site is shown in its strategic context in **Figure 1** and its local context in **Figure 2**.
- 1.4 The planning application seeks to provide approximately 5,574 sqm (GIA) of flexible E(g)(iii) (previously B1c) /B2/B8 land with ancillary office, car parking, service yard and associated works. A plan of the proposed development can be viewed at **Appendix A**.
- 1.5 The purpose of this Travel Plan (TP) is for planning purposes and also to gain a BREEAM certification for the site. Specifically, this report will provide information relating to BREEAM 2018 focusing on sections TRA01 and TRA02.
- 1.6 The final occupants of the site are not yet known.

### Mission Statement

- 1.7 The predominate aim of this TP is to put in place the management tools deemed necessary to enable users of the development to make more informed decisions about their travel, which minimises the adverse effects of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping users from using sustainable modes which, in effect, self manages single-occupancy vehicle use.

### Scope

- 1.8 This TP has been written as a standalone document and contains all the relevant information needed to effectively implement and monitor the Travel Plan itself.
- 1.9 The remainder of this document is structured as follows:
  - **Section 2** – Outlines the site location and accessibility by non-car modes
  - **Section 3** – Outlines the relevant national, regional, and local policy context;
  - **Section 4** – Outlines the baseline travel patterns for employees at the site;
  - **Section 5** – Sets out the objectives and targets of the Travel Plan;
  - **Section 6** – Outlines the Travel Plan strategy;

- **Section 7** – Sets out the measures that will be implemented to help achieve the objectives and targets of the Travel Plan;
- **Section 8** – Outlines the monitoring and review programme which will ensure the Travel Plan continues to develop;
- **Section 9** – Outline how the Travel Plan accords with the BREEAM guidance; and
- **Section 10** – Sets out the Action Plan for the site.

## 2 Existing Conditions

### Introduction

- 2.1 This section provides a review of the existing conditions at the site and its local surroundings including accessibility to sustainable modes of transport.

### Site Location

- 2.2 The site is located approximately 14.5km northeast of Liverpool and 11km northwest of St. Helens. The strategic location of the site can be seen in **Figure 1**.
- 2.3 Locally, the site is located within the Image Business Park which itself is located within the Knowsley Industrial Park. The site in its local context can be seen in **Figure 2**.
- 2.4 Access to Knowsley Industrial Park is provided by three roundabouts on South Boundary Road. The first to the east of the Business Park is in the form of a longabout which provides direct access to Acornfield Road which provides access to Image Business Park. To the west of the Business Park two roundabouts in close proximity to each other (approximately 250m apart) provide direct access to Lees Road and Arbour Road, whereby Acornfield Road can be accessed by traversing the internal road network.
- 2.5 From South Boundary Road, the A580 can be accessed to the south which links with the M57 Junction 6 to the west of the Business Park. To the east of the Business Park, the A2508 connects with the A580. From here vehicles can travel towards St. Helens to the east and Liverpool to the west.
- 2.6 Direct access to Image Business Park is provided from Acornfield Road. The access to the Business Park is currently controlled by a Gate House which is manned during operating hours.

### Walking, Cycling and Disabled User Accessibility

#### Walking

- 2.7 Acornfield Road provides footways along either side of the carriageway with a good effective width. The footways along Acornfield Road provide access to the nearby bus stops and the rest of the surrounding Knowsley Industrial Park. Good quality footways are also present in the surrounding Industrial Park linking the proposed development with the surrounding residential areas. Street lighting is provided throughout the Industrial Park, but no dedicated crossing facilities are provided in the immediate vicinity of the development.
- 2.8 Good footway provision continues outside of the Industrial Park on main access roads such as South Boundary Road. From here, bus stops can be accessed as well as Perimeter Road where a footway runs along the northern side of the road.

## Cycling

- 2.9 Within the immediate vicinity of the site, cyclists are expected to travel on road throughout the Industrial Park. From the road signs at the entrance to Knowsley Industrial Park the speed limit is noted as 30mph which is conducive to cycling. The nearest dedicated cycle route to the site is National Cycle Network (NCN) Route 862 which runs from Kirkby Train Station to Deysbrook Lane in West Derby, Liverpool. This route allows future employees to travel to and from the site and the surrounding residential areas. NCN 862 will allow future employees to travel to the site via a multi modal trip via walking/cycling and the train. The route can be seen in **Figure 3**.
- 2.10 There are clear footway and cycleway connections between the site, the surrounding areas and key transport hubs and it is, therefore, considered to be accessible by walking and cycling.
- 2.11 There are no cycle facilities currently provided on site.

## Disabled Users

- 2.12 Due to the nature of the local industrial environment access for disabled users within the wider Knowsley Business Park is limited. No tactile paving or dropped kerbs exist at the Image Business Park Entrance. As referred to in paragraph 2.7, lighting is provided however no formal crossings are provided.
- 2.13 Access to the site within Image Business Park will be accessible for disabled users with tactile paving and dropped kerbs at each access and pedestrian crossover.

## Public Transport Accessibility

### Bus Services

- 2.14 The nearest bus stop to the site is approximately 150m south of the site access on Acornfield Road. The stop, 'Ashcroft Road', is served by seven bus routes with frequencies of approximately one to two per hour to locations including Liverpool and Page Moss. A summary of the services is provided in **Table 2.2** and also shown in **Figure 4**.

**Table 2.2: Summary of Bus Services and Frequencies**

| Service | Route                                       | Weekday                             | Saturday                  | Sunday     |
|---------|---------------------------------------------|-------------------------------------|---------------------------|------------|
| 14X     | Liverpool - Kirby Admin                     | 4 per hour (morning only)           | 4 per hour (morning only) | N/A        |
| 97A     | Kirkby Circular                             | 2 per hour (mornings/evenings only) | N/A                       | N/A        |
| 98A     | Kirkby Circular                             | 2 per hour (mornings/evenings only) | N/A                       | N/A        |
| 827     | Old Swan – Kirby                            | 1 service during the morning        | N/A                       | N/A        |
| 898     | Page Moss - Kirkby Admin Circular           | 1 per hour                          | 1 per hour                | 1 per hour |
| 899     | Page Moss - Kirkby Admin Circular           | 1 per hour                          | N/A                       | N/A        |
| X3      | Liverpool – Kirkby/Knowsley Industrial Park | 1 per hour                          | N/A                       | N/A        |

## Rail Services

- 2.15 The nearest train station is Kirkby (shown in **Figure 1**) which is located approximately 4km to the west of the site, which is within cycling distance of the site. The station, managed by Merseyrail, has trains running to both Liverpool Central and Manchester Victoria. The station can be reached by approximately a 15-minute cycle on NCN Route 862 or by both the 97A and 98A buses.
- 2.16 Kirkby Train Station has step free access to all platforms and ramps available with staff assistance to allow physically and visually impaired users to access the services.
- 2.17 **Table 2.3** summarises the services available from Kirkby Train Station.

**Table 2.3: Summary of Rail Services**

| Destination         | Weekday    | Saturday   | Sunday     |
|---------------------|------------|------------|------------|
| Liverpool Central   | 4 per hour | 4 per hour | 2 per hour |
| Manchester Victoria | 1 per hour | 1 per hour | N/A        |

## Local Highway Network

### Acornfield Road

- 2.18 Acornfield Road runs on a north-south alignment between Woodward Road in the north and Gores Road in the south. South of Ashcroft Road, it is a two-lane one-way road flowing southbound. Approximately 100m south of Ashcroft Road, the key access point to Image Business Park is provided. Acornfield Road provides direct access to all three main access points from the proposed development.
- 2.19 The road is fronted onto by other commercial properties which are part of the surrounding Knowsley Industrial Park. Along its length, the road has a 30mph speed limit. Footways are provided along either side of the carriageway with street lighting. Along the eastern edge of the road, double yellow lines are provided which restrict parking.

### South Boundary Road (A5208)

- 2.20 The South Boundary Road section of the A5208 runs from east to west. The road runs between the Perimeter Road / Molly's Lane / Coopers Lane roundabout in the east and the Moorgate Road North / Lees Road / County Road roundabout in the west. The road is a two-lane dual carriageway with a 40mph speed limit and footways running along both sides of the road. The road is fronted by commercial properties, although these are set back by sizeable verge areas.
- 2.21 Beyond the South Boundary Road section of the A5208, the A5208 is a key distributor road providing a link from the proposed development to the surrounding residential areas. Furthermore, it provides a link between the proposed development and the strategic road network of the M58.

### A580

- 2.22 The A580 runs between Salford and Liverpool on an east-west alignment. The road, which lies to the south of the site, is a two-lane dual carriageway with a 50mph speed limit. In proximity to the site, there is a footway running along the westbound carriageway and a two-way cycle lane running eastbound, both with street lighting.
- 2.23 The A580 can be accessed from two of the main access points and provides a key connection between the proposed development and the strategic road network.

## M57

- 2.24 The M57, also known as the Liverpool Outer Ring Road, links various towns to the east of Liverpool including Knowsley and Huyton. The two-lane motorway is national speed limit and runs to the west of the site.
- 2.25 Travelling west along South Boundary Road and then south on Moorgate Road North, Junction 4 can be reached which acts as the closest point to the site at which the M57 can be accessed.
- 2.26 A summary of the local roads is shown in **Figure 5**.

## Collision Data

- 2.27 Accident data for the most recent five-year period up to 2019 has been accessed via CrashMap.co.uk. A review shows within the proximity of the site access on Acornfield Road there have been no accidents in the last five-year period.

## Local Facilities

- 2.28 As part of the BREEAM document, it is a requirement to show facilities within 500m of the site. **Figure 6** shows a 500m walking isochrone from the site taking into account the proposed layout shown in **Appendix A**.

**Figure 6: 500m Walking Isochrone**



- 2.29 **Figure 6** above demonstrates that although there are no walkable local facilities. However, local facilities can be accessed via cycle or using the bus services provided at the bus stops which are within a short walk of the site.

### Public Transport Accessibility Index (AI)

- 2.30 As part of this Travel Plan the public transport Accessibility Index (AI) has been used to assess the accessibility of the site from a public transport perspective. This has been undertaken for BREEAM purposes and represents a simplistic calculation of the accessibility of the site. It should be noted that the AI value alone does not indicate the full propensity for staff and visitors to use public transport to access the site.
- 2.31 Using the local services, the site achieves an AI of **3.71**. The full AI Calculator is included at **Appendix A**.

### Summary

- 2.32 In summary, the site is accessible on foot as the nearby roads all have footways that are of reasonable width and lit. In addition, the site is accessible on bicycle from residential areas nearby

and Kirkby Train Station. Numerous bus services are accessible from bus stops nearby the proposed development.

- 2.33 The site is, therefore, considered accessible by sustainable modes of transport as well as benefitting from good access to the strategic road network

### 3 Policy Context

- 3.1 This section of the Transport Statement addresses the relevant national and local policy, in the context of the site and the development proposals.

#### National Policy

##### National Planning Policy Framework (July 2021)

- 3.2 The revised National Policy Planning Framework (NPPF) (July 2021) refers to the promotion of sustainable transport, with section 9 stating that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Paragraph 110 states that:

*“In assessing site that may be allocated for development in plans, or specific application for development, it should be ensured 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 design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code; and*
- 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.”*

- 3.3 Paragraph 105 states that:

*“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”.*

- 3.4 Paragraph 111 states that:

*“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”.*

- 3.5 Paragraph 112 states that:

*“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.”*

## Regional Policy

### The Third Local Transport Plan for Merseyside (LTP3)

- 3.6 The Third Local Transport Plan (LTP) for Merseyside has the vision of creating *“a low carbon future which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice.”*
- 3.7 The plan recognises the importance of finding *“better ways of matching our transport network with new developments, new and smarter ways of travelling around and delivering transport services that ensure the efficient movement of people and goods.”*
- 3.8 The concept of creating a new Mobility Culture is presented as a key way to meet the area’s current challenges and maximise future opportunities. As set out in Section 2: Our Vision and Goals, it is stated that *“a new mobility culture means developing a transport system which supports the objectives and aspirations of all communities and organisations across Merseyside. It is about developing a transport system that provides real sustainable mobility options and which supports the continuing regeneration and economic development of the city region.”*
- 3.9 Paragraph 4.32 discusses the future prospects of Knowsley Industrial Park with the Council undertaking a review to *“identify to what extent the Park can be remodelled to meet some of the identified need for employment land.”* Table 13 in the report notes requirements for *“improvements to freight facilities and selected highways investment to improve freight access.”*
- 3.10 Part two of the LTP focusses on how the goals will be delivered. Paragraph 2.23 highlights Knowsley Industrial Park as an area where a significant number of short trips (less than 5 miles) could be made by bike and discusses ways this could be achieved.

## Local Policy

### Knowsley Local Plan Core Strategy (2016)

- 3.11 The Knowsley Local Plan Core Strategy sets out how growth and development in both the regional and local area will take place to 2028 and beyond. It sets out how and where new development and regeneration should take place and, therefore, a guide for future development of the borough.
- 3.12 Policy CS2 Principle 3 focusses on reducing the need to travel and increasing accessibility by:
- *“Selecting locations that reduce the need to travel, especially by car, and enable people as far as possible to meet their needs locally;*
  - *Assisting the Council in achieving a shift towards more sustainable modes of transport for people, goods, and freight;*
  - *Encouraging safe and sustainable access for all, particularly by promoting the use of public transport, walking, and cycling between homes and employment; and*
  - *Supporting the provision and retention of shared space, community facilities and other local services (such as local shops, health facilities, education provision, meeting places, sports venues, cultural buildings, public houses and places of worship).”*
- 3.13 Paragraph 5.69 notes that:
- “A key aspect of the Knowsley Local Plan will be to support a sustainable transport system and geographical pattern of development which minimises the need to travel and will help grow the borough’s economy, ensuring that jobs, shops and services are accessible to all, leading to a lesser reliance on the car for travel. This will help to improve the environment and the health and wellbeing of residents.”*
- 3.14 The section of Policy CS7 that focusses on the location, design and management of new developments states *“New development will be required to be:*
- *Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location;*
  - *Located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations;*
  - *Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;*
  - *In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;*
  - *Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate; and*

- *Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport.”*

- 3.15 Supplementary to the Knowsley Local Plan is the ‘Ensuring a Choice of Travel’ SPD which outlines guidance on transport issues as well as local parking standards for each type and size of development. **Table 3.1** sets out the parking standards relevant to the proposed development.

**Table 3.1: ‘Ensuring a Choice of Travel’ SPD Parking Standards**

| Land use            | Car parking (maximum) | Disabled parking (minimum) (up to 200 bays)                                                         | Cycle parking (minimum)                  | Motorcycle parking                         |
|---------------------|-----------------------|-----------------------------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------|
| B1c/B2 (other area) | 1 space per 45sqm     | Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater | 1 space per 450sqm (minimum of 2 spaces) | 1 space per 1,000sqm (minimum of 2 spaces) |
| B8 (other area)     | 1 space per 100sqm    | Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater | 1 space per 850sqm (minimum of 2 spaces) | 1 space per 2,000sqm (minimum of 2 spaces) |

## Summary

- 3.16 A key aim of local and national transport policy is to integrate land use planning and transport for new development and to promote accessibility by non-car modes of transport wherever possible.
- 3.17 As noted above, the proposed site is well served by sustainable transport modes including an extensive pedestrian network, local cycle routes and several bus routes linking the site to Kirkby Train Station. The development proposals will also be supported by a Workplace Travel Plan which will aim to increase the use of sustainable modes and reduce single occupancy vehicle movements from the proposed development.
- 3.18 As a result, the proposed development is considered to comply with local and national policy objectives.

## 4 Baseline Travel Patterns

### Introduction

- 4.1 This section will set out the baseline mode split information for users of the development. This will be used as a basis for setting future targets in this TP.

### Mode Share

- 4.2 Within the first six months of occupation of the development, employee travel surveys will be completed which will accurately identify the travel patterns of employees to the site. These will be carried out in the form of travel survey questionnaires and will identify an employee's main mode of travel to work.
- 4.3 In the interim, as no existing travel data is available, the baseline modal split will be derived using Census 2011 origin-destination travel to work data. The WTP will set out a range of targets based on this data and outlines the commitment of the travel plan to undertake a range of surveys over a five-year period to monitor achievement of the targets set.
- 4.4 This WTP recognises that it is not possible to set out accurate targets based on generic census data. Given this, it should be acknowledged that the mode share will change over time as a result of the baseline travel surveys and future monitoring year surveys. This will be discussed with the Knowsley Metropolitan Borough Council (KMBC) Business Travel Plan Advisor.
- 4.5 **Table 4.1** below shows the interim baseline modal split for journeys made to and from the site for employees. The expected modal split has been taken from the 2011 Census, from method of travel to work (workplace population) for Knowsley Middle Super Output Areas Knowsley 001 and Knowsley 005.

**Table 4.1: Existing Journey to Work Mode Share**

| Mode                                   | Average Mode Split (%) |
|----------------------------------------|------------------------|
| Underground, metro, light rail or tram | 0%                     |
| Train                                  | 1%                     |
| Bus, minibus or coach                  | 8%                     |
| Taxi                                   | 2%                     |
| Motorcycle, scooter or moped           | 1%                     |
| Driving a car or van                   | 71%                    |
| Passenger in a car or van              | 9%                     |
| Bicycle                                | 2%                     |
| On foot                                | 5%                     |
| Total                                  | <b>100%</b>            |

Details: Mode categories 'working from home' and 'other' have been removed.

- 4.6 **Table 4.1** indicates that 16% of future employees are anticipated to travel by public transport modes and by active modes, while a further 71% are anticipated to travel by private vehicle.
- 4.7 Based on the mode share presented in **Table 4.1**, the TP will set out a range of targets and outline the commitment of the TP to undertake surveys over a five-year period to monitor achievement of these targets.

### Baseline Travel Survey

- 4.8 As mentioned above, within the first six months of occupation of the development, the occupier will undertake employee travel surveys which will accurately identify travel patterns to the site. These will be undertaken in the form of questionnaires which will identify an employee's main mode of travel to work. The content of the travel survey will be discussed with the KMBC Business Travel Plan Advisor prior to the surveys being undertaken. The undertaking of the baseline surveys represents the start of the WTP for monitoring purposes.
- 4.9 The results of the baseline travel surveys will provide information on the established travel choices of employees, and hence will provide a basis for ratifying and adjusting the targets as set out in this WTP.

## 5 Objective and Targets

### Introduction

- 5.1 This section of the report sets out the overarching objectives for the WTP, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the WTP can be found in **Section 7**.

### Objectives

- 5.2 Objectives are the high-level aims of the WTP. They help to give the WTP direction and provide a clear focus.
- 5.3 The objectives of this WTP are two-fold. Firstly, to increase awareness of sustainable travel modes available to staff and secondly to reduce the dependence of staff on travelling by vehicle.
- 5.4 The WTP's overriding objective is to *reduce* the number of single occupancy vehicle movements at the site, by facilitating the use of more sustainable alternative forms of transport.
- 5.5 The sub-objectives are:
- To increase the awareness of choice of travel modes and promote social inclusion;
  - To promote the health and environmental benefits of walking, cycling and public transport use; and
  - To provide clear information to all employees and visitors on the sustainable modes of transport available at the site.
- 5.6 These objectives will be achieved by introducing a package of physical and management measures that will facilitate employee travel by sustainable modes.

### Targets

- 5.7 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring (outlined in **Section 7**) to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).
- 5.8 Targets come in two forms – Action Targets and Aim Targets:
- **Action Targets** are non-quantifiable actions that need to be achieved by a certain time.
  - **Aim Targets** are quantifiable and in the case of this WTP relate to the degree of modal shift the plan is seeking to achieve.

### Action Targets

- 5.9 The Action Targets for this Travel Plan in the short term are:

- To appoint a Travel Plan Co-Ordinator prior to occupation.
- To coordinate baseline travel surveys (see **Monitoring and Review, Section 7**)

5.10 A further action plan has been completed within **Section 8** of this WTP, this provides the key actions required before and within the first six months of occupation.

### Aim Targets

- 5.11 The aim targets of this WTP are focused on employee travel to the site.
- 5.12 The 2011 Census Data (as shown in **Table 4.1**) shows the established travel patterns for those traveling within the Knowsley MSOAs for employment. This forms the interim baseline travel patterns of the site until travel surveys can be carried out by future occupiers. These will be carried out within six months of first occupation.
- 5.13 The data demonstrates that approximately 71% of employees travel to work as the driver of a vehicle. These results suggest that there is scope to shift modal choice towards more sustainable modes of transport.
- 5.14 Based on this census data, targets for the overall modal shift of the site have been established. This WTP recognises that it is not possible to set out accurate targets far in the future, even when based on actual modal share data (i.e., after the baseline surveys have been undertaken). Given this, it should be acknowledged that the target will change over time as results from on-going monitoring become available. This will be discussed with the KMBC Business Travel Plan Advisor.
- 5.15 For this WTP, targets are set over a five-year period from the time of the initial baseline travel survey. The final target for this WTP should be achieved by the fifth anniversary of the first travel survey. There will be an interim review of the progress towards targets on the third anniversary of the initial baseline travel surveys. If the targets are not met by year five, the lifecycle of this WTP will be extended to a date agreeable with both KMBC and the occupiers.
- 5.16 **Table 5.1** below summarises target for employees at the site.

**Table 5.1: Travel Plan Aim Target**

| Target                                                                                             | Indicator      | Mode Split |        |        |
|----------------------------------------------------------------------------------------------------|----------------|------------|--------|--------|
|                                                                                                    |                | Year 1     | Year 3 | Year 5 |
| Achieve a 5-percentage point decrease in single occupancy vehicle movements                        | Travel Surveys | 71%        | 68.5%  | 66%    |
| Achieve a 5-percentage point increase in sustainable transport mode share (including active modes) | Travel Surveys | 16%        | 18.5%  | 21%    |

- 5.17 The targets listed in **Table 5.1** are based on preliminary data and therefore may need to be adjusted once an accurate baseline mode share has been established from the baseline travel surveys. Any adjustments to the targets will be discussed and agreed with KMBC.
- 5.18 Indicators are the elements which will be measured in order to assess progress towards meeting the final target. For the most part this will be the main mode listed by employees of the site in the monitoring surveys conducted annually up to and including year five.
- 5.19 This target will be achieved by introducing a package of physical and management measures that will facilitate employee travel by sustainable modes. A description of these measures is set out in **Section 6**.
- 5.20 Details on the review and monitoring of these targets are set out in **Section 7**.

## 6 Travel Plan Strategy

### Management

- 6.1 The role of the TPC will be part-time and will vary throughout the year in response to campaigns / sustainable transport events / monitoring surveys taking place. The TPC will be allocated enough time to effectively manage and implement the WTP as agreed.

### Funding

- 6.2 The WTP, its accompanying measures and initiatives, and the TPC role will be funded by the owner throughout the five-year period. The owner will ensure that the TPC has sufficient funding to effectively implement the Plan.

### TPC Responsibilities

- 6.3 The TPC will be responsible for the administration of the WTP, the implementation of measures, and for the on-going monitoring and review of the Travel Plan. They will have overall responsibility for ensuring that the measures are successfully delivered on time and to budget.
- 6.4 The TPC will report to the management company or owner and other involved stakeholders such as staff associations (if applicable) and KMBC regarding the implementation and progression of the WTP.
- 6.5 The TPC will also liaise with, as set out under the WTP Measures (**Section 7**), local bus and rail operators to discuss the potential for discounted ticketing and walking / cycling retail outlets to discuss initiatives to encourage the use of these sustainable modes.
- 6.6 The duties of the TPC will therefore include:
- To provide guidance to, and be the main point of contact for staff and issue travel information to staff;
  - To liaise with staff to inform them of upcoming promotions and to gather feedback on the day-to-day operations of the travel plan;
  - To communicate information to staff regarding relevant national and local initiatives related to the promotion of sustainable travel;
  - Undertake the travel surveys over the five-year period and supply evidence of this to KMBC;
  - Take responsibility for data collection and review of the WTP;
  - Design and implement effective marketing and awareness-raising campaigns to promote the WTP;
  - Liaise with external organisations, e.g., local authorities and retailers;

- Co-ordinate the monitoring programme for the WTP, including target setting (in agreement with KMBC) and make necessary changes if the targets are not being met; and
- Establish and maintain a filing system for recording all correspondence relating to the WTP.

## **Reporting**

- 6.7 The TPC will prepare a monitoring report on an annual basis on the progress of the WTP. The reports will include the following:
- Progress on the implementation of measures and initiatives to promote sustainable transport use;
  - Latest survey results; and
  - Any revisions to targets and measures.
- 6.8 The report will be provided to KMBC Business Travel Plan Advisor within three months of completion of the survey. Any revisions to targets or measures will be agreed with KMBC.

## **Marketing Strategy**

- 6.9 An essential element of the strategy identified in this WTP, and one which largely determines its success, is the promotion of the WTP. In order to promote and increase awareness of the WTP, the following measures will be adopted:
- Display of key WTP information on public notice boards, company websites, including posters and / or leaflets;
  - Arrange Q&A sessions and offer a personalised travel planning service if demand is identified;
  - Promote national travel initiatives and organise site-wide events such as organised cycle rides;
  - The TPC will arrange for the display and distribution of sustainable travel information at the development's marketing suite and on the marketing website; and
  - The provision of Information Packs containing the following information:
    - Local taxi numbers;
    - Walking and cycling routes;
    - Public transport timetabled information and journey planning websites;
    - Car sharing opportunities;
    - TPC contact information;

- Community guides about facilities and services near to the development; and
- A brief overview of the WTP.

6.10 The Information Packs will be distributed to all staff at the commencement of their employment. The content of the Information Packs will be agreed with KMBC prior to distribution.

## 7 Measures and Initiatives

### Introduction

- 7.1 This section of the WTP outlines the specific physical and management measures to be implemented as part of the WTP. The implementation of these measures includes both 'hard' and 'soft' measures and is considered to be the core of the WTP.
- 7.2 The measures outlined below will be agreed with KMBC as being suitable for the situation at the site. However, this list is not exhaustive and the TPC will be free to investigate other potential initiatives.
- 7.3 An Action Plan is also included in this report, at **Section 10**, which shows the measures / initiatives and a possible timescale for implementation.

### Hard Measures

- 7.4 The site accesses will be built with the appropriate tactile paving surfaces and the site will be well-lit. Step-free access to the development will also be integrated into the design.

### Car Parking/EV Charging

- 7.5 The development will provide 86 standard spaces of which 5 will be blue-badge spaces. Moreover, 10 electric charging parking bays will be provided.

### Cycle Parking

- 7.6 It is proposed that 14 cycle spaces are provided on site. These will be located in secured and covered areas. Moreover, the infrastructure for the future occupier to install showers and changing facilities will all be delivered as part of the proposed development with the aim of encouraging sustainable transport. One shower cubicle will be included in the design to accompany an accessible toilet on the ground floor

### Soft Measures

#### Management and Promotion

- 7.7 A Travel Plan Coordinator (TPC) will be appointed to manage the WTP for the site. The developer will assist the TPC where possible and provide guidance where necessary.
- 7.8 The TPC will be responsible for overseeing the implementation of the WTP. The TPC will oversee the promotion and management of the travel plans and offer advice to staff. They will also provide the Information Pack at the commencement of their employment.
- 7.9 The TPC will investigate the possibility of providing incentives within the Information Pack such as discount vouchers for local bicycle retailers or a cycle to work scheme. The TPC will be required to liaise with local retailers and KMBC regarding these incentives.

- 7.10 In addition to providing travel information in the Information Packs, the same information will be provided on noticeboards located in prominent locations throughout the units and on the company websites. The TPC will be responsible for ensuring these noticeboards and the website remain up-to-date and will replace information which is no longer accurate.
- 7.11 The TPC will continuously promote the WTP and its initiatives and will be responsible for investigating new ways for staff to become involved. The TPC will also publicise the on-going progress and successes of the WTP in order to encourage staff to start to travel or continue to travel sustainably.

### **Walking**

- 7.12 The TPC will be responsible for promoting the benefits of walking to staff of the site. As well as providing information regarding local walking routes on the notice boards, company websites and in the Information Packs. The TPC will promote public health campaigns such as Change 4 Life (NHS programme) and walking challenges such as the 10,000 steps a day campaign. These highlight the health benefits associated with active travel.
- 7.13 In addition, the WALKIT.com website will be promoted to employees which provides urban walking route planning.
- 7.14 The TPC will regularly check local walking routes to ensure they are properly maintained and will liaise with KMBC should the need for maintenance be required. They will also assess the provision of way-finding to ensure this is appropriate.

### **Cycling**

- 7.15 Secure and covered cycle parking will be provided on site to accord with KMBC's parking standards. Moreover, shower and changing facilities will also be provided.
- 7.16 As described previously, information regarding local cycle routes will be provided on public notice boards, on the company websites and within the Information Packs provided to staff upon employment.
- 7.17 The TPC will regularly check local routes to ensure that they are properly maintained and will liaise with KMBC should any issues be identified.
- 7.18 The TPC will also liaise with KMBC to discuss ideas for awareness raising events and initiatives. Participation in national and local events for specific campaigns will also form a central role in raising awareness of travel options such as National Bike Week.
- 7.19 The TPC will investigate cycle training for staff, including local training schemes through the local council. The aim is to make cyclists more confident and comfortable cycling on the road, therefore encouraging them to cycle to/ from the site on a regular basis. The training sessions will either be organised on an individual or group basis, depending on the number and ability of participants and the availability of trainers.

- 7.20 The provision of bicycle maintenance and repair events on-site will also be investigated. These could be provided on a quarterly basis to ensure that employees are able to access these services, therefore encouraging them to cycle on a regular basis.
- 7.21 As described previously, the TPC will liaise with local bicycle retailers regarding the potential for providing staff with discounts for cycle equipment.

### **Public Transport**

- 7.22 Up-to-date timetables of bus and rail services, including route information and service frequencies, will be permanently on display for the information of staff and included on company websites. In addition, links to National Rail and Travel information websites and enquiry phone numbers will be advertised through all relevant means.

### **Car Sharing**

- 7.23 Car sharing represents a relatively convenient alternative form of travel and significant potential exists to reduce the use of private cars by employees by implementing and publicising a formal 'scheme'.

### **Other Measures**

- 7.24 Travel Awareness measures should play a key part of the WTP, for example:
- Car-free days accompanied by small incentives to leave the car at home and personalised travel information provided beforehand for those that request it;
  - Team participation in National Bike Week events; and
  - Commuter Challenges – finding the quickest mode for the journey to work with a number of staff using various modes leaving from one or more common destinations.

## 8 Monitoring and Review

### Introduction

- 8.1 The WTP is part of a continuous process for improvement, requiring monitoring review and revision to ensure it remains relevant to the commercial units. This section sets out the proposals for monitoring and review of the Travel Plan.

### Monitoring

- 8.2 All monitoring will follow the most up to date DfT best practice guidance and will be the responsibility of the TPC to ensure compliance with these guidance documents.
- 8.3 The monitoring programme will begin with the initial baseline travel survey, to be undertaken within six months of the first occupation.
- 8.4 The WTP will be monitored on a five-year cycle. Monitoring surveys will be undertaken annually on the anniversary of the initial baseline travel survey. The baseline survey represents the start of the travel plan for monitoring purposes.
- 8.5 The interim (Year 3) targets set out in this WTP may be revised on the results of the initial baseline travel survey if the modal split is found to be considerably different from the expected modal split. The targets will be discussed with KMBC before being finalised.
- 8.6 Additional monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored on a constant basis:
- Demand for additional cycle parking facilities; and
  - Comments received from employees relating to the operation and implications of the Travel Plan.
- 8.7 Information gathered through the monitoring process will be recorded for input to the annual review (outlined below). The information will be made available to the KMBC Business Travel Plan Advisor.

### Reporting

- 8.8 A Travel Plan review will be undertaken every year by the TPC to assess the progress of the WTP. This will outline the results of the survey, measures that have been implemented and any changes to targets and measures as a result of the survey data. The report will also incorporate the results of monitoring throughout the preceding period. The report will be issued to KMBC

## 9 BREEAM Credits

- 9.1 BREEAM UK New Construction consists of individual assessment issues across nine environmental categories, plus a tenth 'innovation' category. Each assessment issue addresses a specific building related environmental impact or issue (in this case Transport) and is assigned a number of credits.
- 9.2 In the case of Transport this relates to assessment issues:
- TRA01 – Transport Assessment and Travel Plan; and
  - TRA02 – Sustainable Transport Measures
- 9.3 In order to receive these credits a scope of work must be carried out for each issue.
- 9.4 For TRA01, a Transport Assessment and Travel Plan must be produced that contains specific information. For TRA02, the criteria set out in within TRA01 must be achieved, as well as presenting a number of sustainable transport measures which receive points, these points can then be awarded credits in line with the AI of the site.
- 9.5 **Table 9.1** summarises the scope of work which has been undertaken in order to comply with issues TRA01 and TRA02 and the associated number of credits achieved.

**Table 9.1: BREEAM Scope of Work**

| Scope of Work                                                                                                                                                                                                                                                                                                          | Reference                                                                                                                                               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TRA01 – Transport Assessment and Travel Plan – 2 credits (maximum)</b>                                                                                                                                                                                                                                              |                                                                                                                                                         |
| No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form                                                                                                   | This Travel Plan has been developed based on a site-specific Transport Statement which should be read alongside this document.                          |
| If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities                                                                                                                                        | As the final occupier of the site is not known, baseline travel patterns for workers in employment in the area have been included in <b>Section 4</b> . |
| Predicted travel patterns and transport impact of future building or site users.                                                                                                                                                                                                                                       | As the final occupier of the site is not known, baseline travel patterns for workers in employment in the area have been included in <b>Section 4</b> . |
| Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.                                                                                                                                                                                         | A review of the existing local environment is included at <b>Section 2</b> .                                                                            |
| Reporting of the number and type of existing accessible amenities, within 500m of the site.                                                                                                                                                                                                                            | A review of accessible amenities is included in <b>Section 2</b> .                                                                                      |
| Disabled access accounting for varying levels and types of disability, including visual impairment.                                                                                                                                                                                                                    | A review of local disabled access has been included in <b>Section 2</b> .                                                                               |
| Calculation of the existing public transport Accessibility Index (AI),                                                                                                                                                                                                                                                 | A summary has been provided in <b>Section 2</b> and the AI is available at <b>Appendix A</b> .                                                          |
| Current facilities for cyclists                                                                                                                                                                                                                                                                                        | A review of local cycle facilities is included in <b>Section 2</b> .                                                                                    |
| Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport | This Travel Plan has been developed in accordance with this guidance.                                                                                   |

| Scope of Work                                                                                                                                                                  | Reference                                                                                                                                                                                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| and movement of people and goods during the building's operation see Methodology.                                                                                              |                                                                                                                                                                                                                                                               |
| If the occupier is known, involve them in the development of the travel plan                                                                                                   | The final occupiers of the development are not known.                                                                                                                                                                                                         |
| Demonstrate that the travel plan will be implemented and supported by the building's management in operation                                                                   | When the final occupiers of each unit at the development are known they will be informed of the Travel Plan and be tasked with the management of it.                                                                                                          |
| <b>On the basis of the information set above, 2 credits should be awarded for TRA01.</b>                                                                                       |                                                                                                                                                                                                                                                               |
| <b>TRA02 – Sustainable Transport Measures – 10 credits (maximum)</b>                                                                                                           |                                                                                                                                                                                                                                                               |
| Achieve criteria 3 – 5 in TRA01 Transport Assessment and Travel Plan.                                                                                                          | These have been achieved as outlined above.                                                                                                                                                                                                                   |
| Identify the sustainable Transport Measures (see Table 7.4 BREEAM 2018)                                                                                                        | These measures are set out below in paragraphs 6.6-6.9.                                                                                                                                                                                                       |
| Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented. (see Table 7.3 BREEAM 2018) | The site achieves a rating of 3.33. Using the measures set out in paragraphs 9.6-9.8 of this document the site achieves 3 points. As such, using Table 7.3 BREEAM 2018, 3 credits can be awarded on the basis of an AI of less than 25 and with three points. |
| <b>On the basis of the information set above, 3 credits should be awarded for TRA02.</b>                                                                                       |                                                                                                                                                                                                                                                               |

- 9.6 As mentioned in **Section 7**, the proposed development will provide public transport information notice boards for building users/visitors. The public transport information will be kept up to date and contain information on local bus services, cycle and walking infrastructure as well as the location and distance of local amenities. This achieves 1 point.
- 9.7 It is proposed to provide electric recharging station of a minimum of 3kW for at least 10% of the total car parking capacity. This achieves 1 point.
- 9.8 As the occupant of the site is not known, the level of staff working at the site is also not known. Within the BREAAAM guidance it states that if staff numbers are not known, *“the number of building occupants in an existing development of similar type and size can be used (the assessor must justify or validate the number used in their certification report)”*. Vectos have advised previously on the site located to the east of the proposed site which is a 5,244 sqm unit. At this location, 12 cycle stands

were provided for a total of 65 staff members, as such the occupant density is  $65 / 5244 = 0.01239512$ .

- 9.9 Applying this to the proposed development,  $0.01239512 * 5,574 = 69$  staff members. BREEAM guidance 1 cycle per 10 staff members which would require 7 cycle spaces. However, to provide a robust number of spaces it is proposed to provide 14 spaces. This achieves 1 point.
- 9.10 Therefore, in total, 3 points are achieved.
- 9.11 Combining the credits achieved as part of TRA01 and TRA02, the site achieves 5 credits for BREEAM purposes.

## 10 Action Plan

- 10.1 The Action Plan outlined below in **Table 10.1** sets out the measures included within the WTP that are directed at influencing employee travel.

Table 10.1: Actional Plan for Workplace Travel Plan Measures

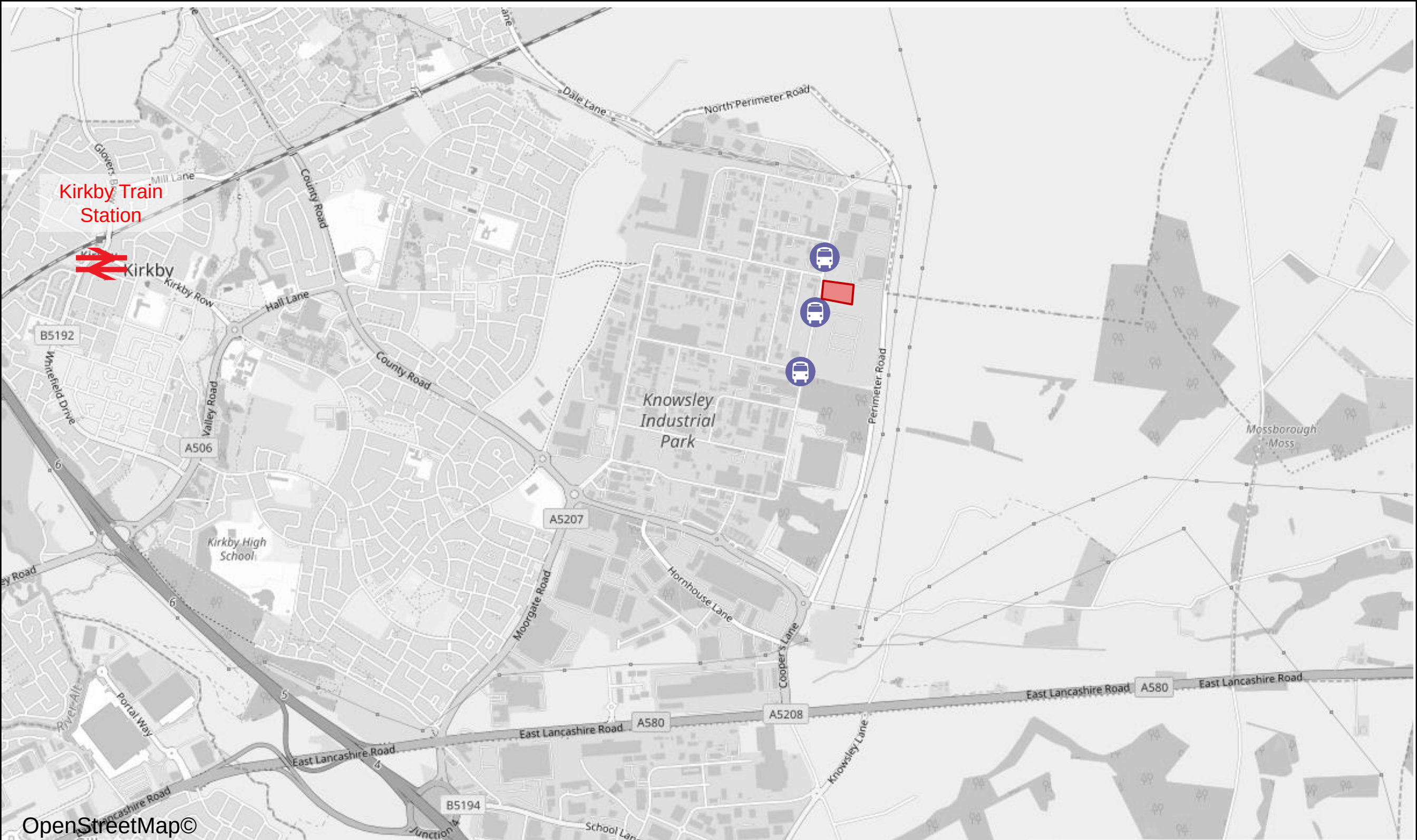
| Measures                               | Notes                                                                                                                                                                                                                                        | Status / Target Date         | Monitoring Method                            | Responsibility |
|----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|----------------------------------------------|----------------|
| <b>GENERAL</b>                         |                                                                                                                                                                                                                                              |                              |                                              |                |
| Appointment of Travel Plan Coordinator | To be employed by future occupiers                                                                                                                                                                                                           | Prior to occupation          | Commencement of employment                   | Developer      |
| Information Packs for all employees    | All employees will receive an Information Pack outlining the sustainable options for travelling to the site, any company policy related to transport, the existence and purpose of the Travel Plan and location of cycle parking and lockers | Commencement of employment   | TPC to monitor uptake through travel surveys | TPC            |
| <b>CYCLING</b>                         |                                                                                                                                                                                                                                              |                              |                                              |                |
| Provision of cycle racks / stands      | To accord with cycle parking levels set out in <b>Section 7.</b>                                                                                                                                                                             | As part of site construction | Spot checks as part of maintenance rounds    | TPC            |

| Measures                                                                                                         | Notes                                                                                                                                             | Status / Target Date                | Monitoring Method                            | Responsibility                 |
|------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|----------------------------------------------|--------------------------------|
| Shower, changing and locker facilities to be provided for employees – employees made aware of their availability | Developer will provide services to enable a future provision of these amenities at a later date should a tenant require them for their operations | Upon occupation                     | Maintenance to monitor quality               | Future Tenant's responsibility |
| Provide cycle route maps and other information relating to cycle facilities                                      | As part of Information Packs, displayed on notice boards and the company website.                                                                 | At commencement of employment       | TPC to monitor uptake through travel surveys | TPC                            |
| <b>WALKING</b>                                                                                                   |                                                                                                                                                   |                                     |                                              |                                |
| Promote the health benefits of walking to be promoted (10,000 Steps a Day)                                       | Promoted in conjunction with the organisation of social walks and walk to work days                                                               | Spring and Summer (annually)        | TPC to monitor uptake through travel surveys | TPC                            |
| Employees provided with information related to safe walking routes                                               | As part of Information Packs and notice boards                                                                                                    | Prior to commencement of employment | TPC to monitor uptake through travel surveys | TPC                            |
| <b>PUBLIC TRANSPORT</b>                                                                                          |                                                                                                                                                   |                                     |                                              |                                |
| Noticeboard with timetable information                                                                           | Located in employee communal areas                                                                                                                | First occupation                    | TPC to monitor uptake through travel surveys | TPC                            |
| <b>OTHER</b>                                                                                                     |                                                                                                                                                   |                                     |                                              |                                |

| Measures                                                                                                                                                                                                                  | Notes                                                                                | Status / Target Date                                                                                                         | Monitoring Method                                               | Responsibility |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|----------------|
| Car-free days                                                                                                                                                                                                             | Incentivised challenge to leave the car at home                                      | Annually – summer                                                                                                            | TPC to monitor uptake through travel surveys                    | TPC            |
| Car Sharing                                                                                                                                                                                                               | Investigate the creation of a car share scheme                                       | Ongoing                                                                                                                      | TPC to monitor uptake through travel surveys                    | TPC            |
| The TPC will also liaise with local bus and rail operators to discuss the potential for discounted ticketing and walking / cycling retail outlets to discuss initiatives to encourage the use of these sustainable modes. |                                                                                      | Prior to occupation/ongoing                                                                                                  | To provide update within the Information Pack/monitoring report | TPC            |
| MONITORING AND REVIEW                                                                                                                                                                                                     |                                                                                      |                                                                                                                              |                                                                 |                |
| Initial Baseline Travel Survey                                                                                                                                                                                            |                                                                                      | Carried out within 6 months of occupation                                                                                    | TPC to undertake Travel Surveys                                 | TPC            |
| Additional Travel Surveys                                                                                                                                                                                                 | The baseline survey represents the start of the travel plan for monitoring purposes. | Undertaken annually on the anniversary of the initial baseline travel survey (up to the end of the 5-year monitoring period) | TPC to undertake Travel Surveys                                 | TPC            |

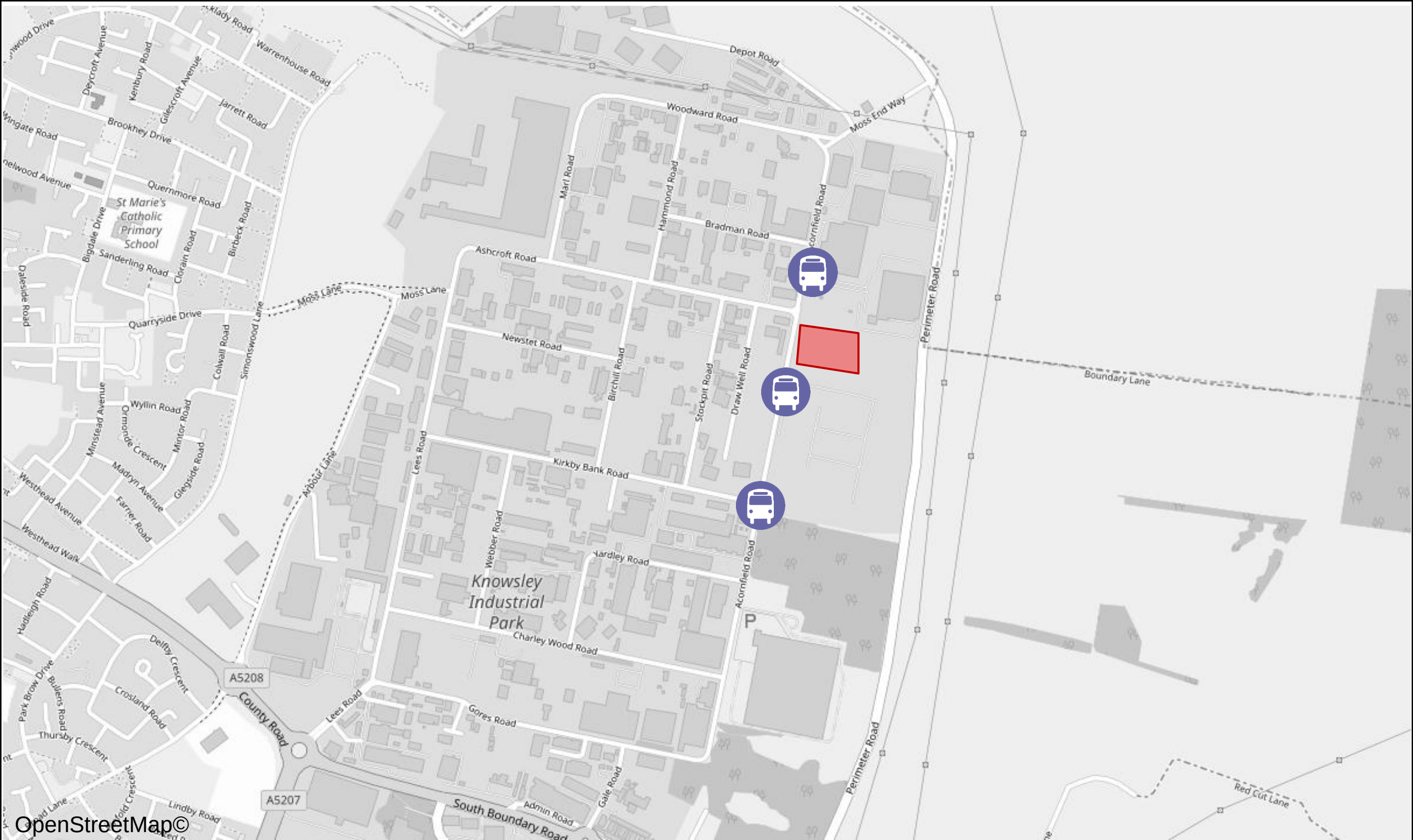
| Measures          | Notes | Status / Target Date                             | Monitoring Method                                                                                                                        | Responsibility |
|-------------------|-------|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| Monitoring Report |       | Within three months of completion of each survey | The report will be sent to the relevant KMBC Business Travel Plan Advisor. Any revisions to targets or measures will be agreed with KMBC | TPC            |

# Figures



OpenStreetMap©

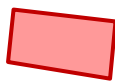
|                                                                                                                                                                                                                                                           |    |          |                               |       |                                                                                                                                                                                                                                          |         |     |                    |  |          |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----------|-------------------------------|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-----|--------------------|--|----------|--|
| <u>Key:</u>                                                                                                                                                                                                                                               |    |          | Image Business Park, Knowsley |       | Knowsley (Image Business Park) Ltd                                                                                                                                                                                                       |         |     |                    |  |          |  |
| <div><div></div><div>Site</div></div> <div><div></div><div>Train Station</div></div> |    |          | Strategic Site Location       |       | <div></div> <div>Network Building, 97 Tottenham Court Road, London W1T 4TP<br/>Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk</div> |         |     |                    |  |          |  |
| <div><div></div><div>Bus Stop</div></div>                                                                                                                               |    |          |                               |       |                                                                                                                                                                                                                                          |         |     |                    |  |          |  |
| DRAWN:                                                                                                                                                                                                                                                    | DW | CHECKED: | HA                            | DATE: | 24/05/2021                                                                                                                                                                                                                               | SCALES: | NTS | DRAWING REFERENCE: |  | Figure 1 |  |



|                                                                                                                                                                                                                                                     |  |                               |                  |             |                                                                                                                                                                                                                                          |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------|------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <u>Key:</u>                                                                                                                                                                                                                                         |  | Image Business Park, Knowsley |                  |             | Knowsley (Image Business Park) Ltd                                                                                                                                                                                                       |  |
| <div><div></div><div>Site</div></div> <div><div></div><div>Bus Stop</div></div> |  | Local Site Location           |                  |             | <div></div> <div>Network Building, 97 Tottenham Court Road, London W1T 4TP<br/>Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk</div> |  |
|                                                                                                                                                                                                                                                     |  |                               |                  |             |                                                                                                                                                                                                                                          |  |
| DRAWN: DW                                                                                                                                                                                                                                           |  | CHECKED: HA                   | DATE: 24/05/2021 | SCALES: NTS | DRAWING REFERENCE: Figure 2                                                                                                                                                                                                              |  |



Key:



Site



Train Station



NCN Route 862

Image Business Park, Knowsley

Knowsley (Image Business Park) Ltd

Cycling Routes

**vectos.**

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Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk

DRAWN:

DW

CHECKED:

HA

DATE:

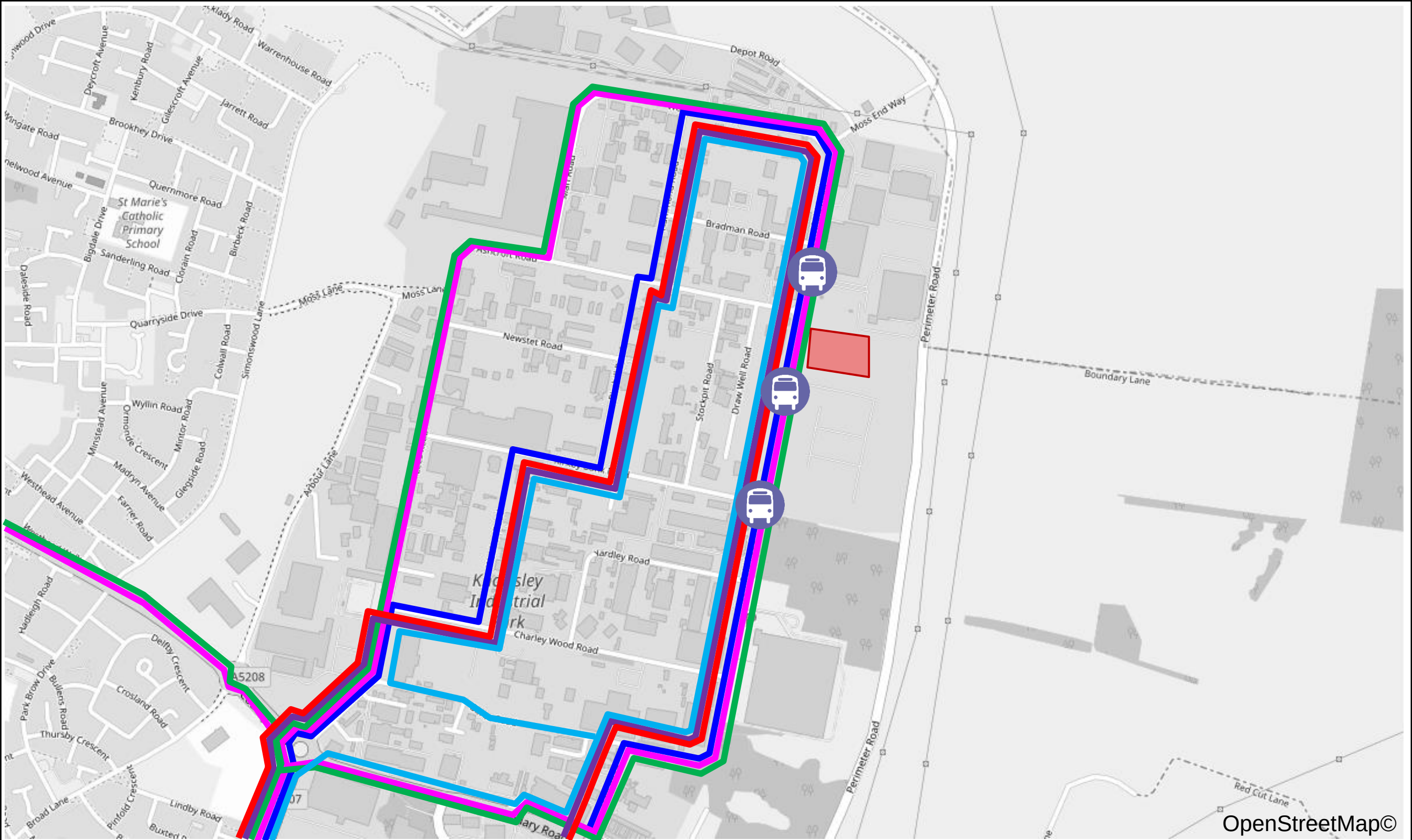
24/05/2021

SCALES:

NTS

DRAWING REFERENCE:

Figure 3



|                                                                                    |               |                                                                                     |               |
|------------------------------------------------------------------------------------|---------------|-------------------------------------------------------------------------------------|---------------|
| Key:                                                                               |               |                                                                                     |               |
|  | Site          |  | 898 Bus Route |
|  | Bus Stop      |  | 899 Bus Route |
|  | 14X Bus Route |  | X3 Bus Route  |
|  | 97A Bus Route |                                                                                     |               |
|  | 98A Bus Route |                                                                                     |               |

|                               |             |                  |             |
|-------------------------------|-------------|------------------|-------------|
| Image Business Park, Knowsley |             |                  |             |
| Bus Routes                    |             |                  |             |
| DRAWN: DW                     | CHECKED: HA | DATE: 24/05/2021 | SCALES: NTS |
| DRAWING REFERENCE:            |             |                  | Figure 4    |

|                                                                                                                                                                                                                           |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Knowsley (Image Business Park) Ltd                                                                                                                                                                                        |  |
|  <p>Network Building, 97 Tottenham Court Road, London W1T 4TP<br/>Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk</p> |  |
| DRAWING REFERENCE:                                                                                                                                                                                                        |  |
| Figure 4                                                                                                                                                                                                                  |  |



OpenStreetMap©

Key:



Site

Image Business Park, Knowsley

Knowsley (Image Business Park) Ltd

Local Highway Network

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Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk

DRAWN:

SB

CHECKED:

HA

DATE:

24/07/19

SCALES:

NTS

DRAWING REFERENCE:

Figure 5

# Appendix A

BREEAM 2018 Tra01/02 Accessibility Index calculator



Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

|                            |           |           |           |           |           |           |           |           |           |            |
|----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| Public transport type      | Bus       |           |           |           |           |           |           |           |           |            |
| Distance to node (m)       | 150       |           |           |           |           |           |           |           |           |            |
|                            | Service 1 | Service 2 | Service 3 | Service 4 | Service 5 | Service 6 | Service 7 | Service 8 | Service 9 | Service 10 |
| Average frequency per hour | 1         | 1         | 1         | 2         | 2         |           |           |           |           |            |

|                     |      |
|---------------------|------|
| Accessibility Index | 3.71 |
|---------------------|------|

## Contact

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Manchester M1 6EQ.  
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[www.vectos.eu](http://www.vectos.eu)

### **Registered Office**

**Vectos (South) Limited**  
**Network Building,**  
**97 Tottenham Court Road,**  
**London W1T 4TP**  
**Company no. 7591661**

# Appendix E

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

Calculation Reference: AUDIT-152301-210827-0856

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | ES EAST SUSSEX                 | 1 days |
|    | EX ESSEX                       | 3 days |
| 03 | SOUTH WEST                     |        |
|    | BR BRISTOL CITY                | 2 days |
|    | DV DEVON                       | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | LN LINCOLNSHIRE                | 1 days |
|    | NR NORTHAMPTONSHIRE            | 2 days |
| 06 | WEST MIDLANDS                  |        |
|    | HE HEREFORDSHIRE               | 1 days |
|    | WK WARWICKSHIRE                | 3 days |
|    | WO WORCESTERSHIRE              | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | WY WEST YORKSHIRE              | 4 days |
| 08 | NORTH WEST                     |        |
|    | LC LANCASHIRE                  | 3 days |
| 09 | NORTH                          |        |
|    | 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: 1776 to 974258 (units: sqm)  
 Range Selected by User: 708 to 974258 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 21/10/20

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 2 days |
| Tuesday   | 4 days |
| Wednesday | 3 days |
| Thursday  | 6 days |
| Friday    | 8 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 23 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:

|                                    |    |
|------------------------------------|----|
| Suburban Area (PPS6 Out of Centre) | 7  |
| Edge of Town                       | 16 |

*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 | 20 |
|-----------------|----|

*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.*

Secondary Filtering selection:

Use Class:

Not Known 23 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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:

|                   |        |
|-------------------|--------|
| 1,001 to 5,000    | 1 days |
| 5,001 to 10,000   | 6 days |
| 10,001 to 15,000  | 5 days |
| 15,001 to 20,000  | 3 days |
| 20,001 to 25,000  | 3 days |
| 25,001 to 50,000  | 4 days |
| 50,001 to 100,000 | 1 days |

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

Population within 5 miles:

|                    |         |
|--------------------|---------|
| 25,001 to 50,000   | 1 days  |
| 50,001 to 75,000   | 1 days  |
| 75,001 to 100,000  | 4 days  |
| 100,001 to 125,000 | 1 days  |
| 125,001 to 250,000 | 11 days |
| 250,001 to 500,000 | 3 days  |
| 500,001 or More    | 2 days  |

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

Car ownership within 5 miles:

|            |         |
|------------|---------|
| 0.6 to 1.0 | 10 days |
| 1.1 to 1.5 | 12 days |
| 1.6 to 2.0 | 1 days  |

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

Travel Plan:

No 23 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 23 days

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

|                       |     |                                                                                                    |
|-----------------------|-----|----------------------------------------------------------------------------------------------------|
| Covid-19 Restrictions | Yes | At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions |
|-----------------------|-----|----------------------------------------------------------------------------------------------------|

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters

|   |                                    |                   |                     |
|---|------------------------------------|-------------------|---------------------|
| 1 | BR-02-D-04                         | INDUSTRIAL ESTATE | BRISTOL CITY        |
|   | CROFTS END ROAD                    |                   |                     |
|   | BRISTOL                            |                   |                     |
|   | SPEEDWELL                          |                   |                     |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 18018 sqm         |                     |
|   | Survey date: FRIDAY                | 29/11/13          | Survey Type: MANUAL |
| 2 | BR-02-D-05                         | INDUSTRIAL ESTATE | BRISTOL CITY        |
|   | NOVERS HILL                        |                   |                     |
|   | BRISTOL                            |                   |                     |
|   | BEDMINSTER                         |                   |                     |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 18128 sqm         |                     |
|   | Survey date: FRIDAY                | 29/11/13          | Survey Type: MANUAL |
| 3 | DV-02-D-07                         | INDUSTRIAL ESTATE | DEVON               |
|   | BITTERN ROAD                       |                   |                     |
|   | EXETER                             |                   |                     |
|   | SOWTON IND. ESTATE                 |                   |                     |
|   | Edge of Town                       |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 3600 sqm          |                     |
|   | Survey date: MONDAY                | 03/07/17          | Survey Type: MANUAL |
| 4 | ES-02-D-07                         | INDUSTRIAL ESTATE | EAST SUSSEX         |
|   | HUGHES ROAD                        |                   |                     |
|   | BRIGHTON                           |                   |                     |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 6625 sqm          |                     |
|   | Survey date: THURSDAY              | 16/10/14          | Survey Type: MANUAL |
| 5 | EX-02-D-03                         | INDUSTRIAL ESTATE | ESSEX               |
|   | WYNCOLLS ROAD                      |                   |                     |
|   | COLCHESTER                         |                   |                     |
|   | SEVERALLS INDUSTRIAL PK            |                   |                     |
|   | Edge of Town                       |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 4876 sqm          |                     |
|   | Survey date: FRIDAY                | 18/05/18          | Survey Type: MANUAL |
| 6 | EX-02-D-04                         | INDUSTRIAL ESTATE | ESSEX               |
|   | PASTURE ROAD                       |                   |                     |
|   | WITHAM                             |                   |                     |
|   | Edge of Town                       |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 37130 sqm         |                     |
|   | Survey date: THURSDAY              | 10/05/18          | Survey Type: MANUAL |
| 7 | EX-02-D-05                         | INDUSTRIAL ESTATE | ESSEX               |
|   | HECKWORTH CLOSE                    |                   |                     |
|   | COLCHESTER                         |                   |                     |
|   | SEVERALLS INDUSTRIAL PK            |                   |                     |
|   | Edge of Town                       |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 7280 sqm          |                     |
|   | Survey date: FRIDAY                | 18/05/18          | Survey Type: MANUAL |
| 8 | HE-02-D-02                         | BUSINESS PARK     | HEREFORDSHIRE       |
|   | BURCOTT ROAD                       |                   |                     |
|   | HEREFORD                           |                   |                     |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 5214 sqm          |                     |
|   | Survey date: TUESDAY               | 22/10/13          | Survey Type: MANUAL |

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                    |                   |                     |
|----|------------------------------------|-------------------|---------------------|
| 9  | LC-02-D-06                         | INDUSTRIAL ESTATE | LANCASHIRE          |
|    | SMALLSHAW LANE                     |                   |                     |
|    | BURNLEY                            |                   |                     |
|    | Suburban Area (PPS6 Out of Centre) |                   |                     |
|    | Industrial Zone                    |                   |                     |
|    | Total Gross floor area:            | 7383 sqm          |                     |
|    | Survey date: THURSDAY              | 29/09/16          | Survey Type: MANUAL |
| 10 | LC-02-D-07                         | INDUSTRIAL ESTATE | LANCASHIRE          |
|    | CHAIN CAUL WAY                     |                   |                     |
|    | PRESTON                            |                   |                     |
|    | ASHTON-ON-RIBBLE                   |                   |                     |
|    | Edge of Town                       |                   |                     |
|    | Industrial Zone                    |                   |                     |
|    | Total Gross floor area:            | 4700 sqm          |                     |
|    | Survey date: FRIDAY                | 17/11/17          | Survey Type: MANUAL |
| 11 | LC-02-D-08                         | INDUSTRIAL ESTATE | LANCASHIRE          |
|    | NOOK LANE                          |                   |                     |
|    | BAMBER BRIDGE                      |                   |                     |
|    | Edge of Town                       |                   |                     |
|    | Industrial Zone                    |                   |                     |
|    | Total Gross floor area:            | 4000 sqm          |                     |
|    | Survey date: TUESDAY               | 06/11/18          | Survey Type: MANUAL |
| 12 | LN-02-D-03                         | INDUSTRIAL ESTATE | LINCOLNSHIRE        |
|    | DEACON ROAD                        |                   |                     |
|    | LINCOLN                            |                   |                     |
|    | Edge of Town                       |                   |                     |
|    | Industrial Zone                    |                   |                     |
|    | Total Gross floor area:            | 11265 sqm         |                     |
|    | Survey date: FRIDAY                | 28/06/19          | Survey Type: MANUAL |
| 13 | NR-02-D-01                         | INDUSTRIAL ESTATE | NORTHAMPTONSHIRE    |
|    | ROBINSON WAY                       |                   |                     |
|    | KETTERING                          |                   |                     |
|    | Edge of Town                       |                   |                     |
|    | Industrial Zone                    |                   |                     |
|    | Total Gross floor area:            | 12900 sqm         |                     |
|    | Survey date: THURSDAY              | 23/10/14          | Survey Type: MANUAL |
| 14 | NR-02-D-02                         | INDUSTRIAL ESTATE | NORTHAMPTONSHIRE    |
|    | CORNHILL CLOSE                     |                   |                     |
|    | NORTHAMPTON                        |                   |                     |
|    | LODGE FARM IND. ESTATE             |                   |                     |
|    | Edge of Town                       |                   |                     |
|    | Industrial Zone                    |                   |                     |
|    | Total Gross floor area:            | 12670 sqm         |                     |
|    | Survey date: WEDNESDAY             | 21/10/20          | Survey Type: MANUAL |
| 15 | TW-02-D-08                         | INDUSTRIAL ESTATE | TYNE & WEAR         |
|    | NORTH HYLTON ROAD                  |                   |                     |
|    | SUNDERLAND                         |                   |                     |
|    | SOUTHWICK                          |                   |                     |
|    | Suburban Area (PPS6 Out of Centre) |                   |                     |
|    | Development Zone                   |                   |                     |
|    | Total Gross floor area:            | 8310 sqm          |                     |
|    | Survey date: TUESDAY               | 04/04/17          | Survey Type: MANUAL |

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                    |                          |                     |
|----|------------------------------------|--------------------------|---------------------|
| 16 | WK-02-D-01                         | INDUSTRIAL ESTATE        | WARWICKSHIRE        |
|    | CASTLE MOUND WAY                   |                          |                     |
|    | RUGBY                              |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Industrial Zone                    |                          |                     |
|    | Total Gross floor area:            | 150564 sqm               |                     |
|    | Survey date: WEDNESDAY             | 27/06/18                 | Survey Type: MANUAL |
| 17 | WK-02-D-02                         | INDUSTRIAL ESTATE        | WARWICKSHIRE        |
|    | OVERVIEW WAY                       |                          |                     |
|    | RUGBY                              |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Industrial Zone                    |                          |                     |
|    | Total Gross floor area:            | 974258 sqm               |                     |
|    | Survey date: WEDNESDAY             | 27/06/18                 | Survey Type: MANUAL |
| 18 | WK-02-D-03                         | INDUSTRIAL ESTATE        | WARWICKSHIRE        |
|    | EASTBORO WAY                       |                          |                     |
|    | NUNEATON                           |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Industrial Zone                    |                          |                     |
|    | Total Gross floor area:            | 20860 sqm                |                     |
|    | Survey date: THURSDAY              | 26/09/19                 | Survey Type: MANUAL |
| 19 | WO-02-D-01                         | INDUSTRIAL ESTATE        | WORCESTERSHIRE      |
|    | SANDY LANE                         |                          |                     |
|    | STOURPORT-ON-SEVERN                |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Commercial Zone                    |                          |                     |
|    | Total Gross floor area:            | 2758 sqm                 |                     |
|    | Survey date: FRIDAY                | 23/05/14                 | Survey Type: MANUAL |
| 20 | WY-02-D-03                         | INDUSTRIAL ESTATE        | WEST YORKSHIRE      |
|    | ARMLEY ROAD                        |                          |                     |
|    | LEEDS                              |                          |                     |
|    | Suburban Area (PPS6 Out of Centre) |                          |                     |
|    | Industrial Zone                    |                          |                     |
|    | Total Gross floor area:            | 24980 sqm                |                     |
|    | Survey date: FRIDAY                | 20/09/13                 | Survey Type: MANUAL |
| 21 | WY-02-D-04                         | INDUSTRIAL ESTATE        | WEST YORKSHIRE      |
|    | LAW STREET                         |                          |                     |
|    | CLECKHEATON                        |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Industrial Zone                    |                          |                     |
|    | Total Gross floor area:            | 23226 sqm                |                     |
|    | Survey date: THURSDAY              | 15/09/16                 | Survey Type: MANUAL |
| 22 | WY-02-D-05                         | INDUSTRIAL ESTATE        | WEST YORKSHIRE      |
|    | CARR WOOD ROAD                     |                          |                     |
|    | CASTLEFORD                         |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Development Zone                   |                          |                     |
|    | Total Gross floor area:            | 1776 sqm                 |                     |
|    | Survey date: MONDAY                | 22/05/17                 | Survey Type: MANUAL |
| 23 | WY-02-D-06                         | INDUSTRIAL ESTATE (PART) | WEST YORKSHIRE      |
|    | PIONEER WAY                        |                          |                     |
|    | CASTLEFORD                         |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Industrial Zone                    |                          |                     |
|    | Total Gross floor area:            | 4328 sqm                 |                     |
|    | Survey date: TUESDAY               | 23/05/17                 | 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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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 | 2        | 14515    | 0.086     | 2          | 14515    | 0.014     | 2        | 14515    | 0.100     |
| 06:00 - 07:00 | 3        | 13432    | 0.099     | 3          | 13432    | 0.030     | 3        | 13432    | 0.129     |
| 07:00 - 08:00 | 23       | 57696    | 0.087     | 23         | 57696    | 0.025     | 23       | 57696    | 0.112     |
| 08:00 - 09:00 | 23       | 57696    | 0.103     | 23         | 57696    | 0.045     | 23       | 57696    | 0.148     |
| 09:00 - 10:00 | 23       | 57696    | 0.074     | 23         | 57696    | 0.046     | 23       | 57696    | 0.120     |
| 10:00 - 11:00 | 23       | 57696    | 0.058     | 23         | 57696    | 0.051     | 23       | 57696    | 0.109     |
| 11:00 - 12:00 | 23       | 57696    | 0.054     | 23         | 57696    | 0.056     | 23       | 57696    | 0.110     |
| 12:00 - 13:00 | 23       | 57696    | 0.060     | 23         | 57696    | 0.068     | 23       | 57696    | 0.128     |
| 13:00 - 14:00 | 23       | 57696    | 0.074     | 23         | 57696    | 0.064     | 23       | 57696    | 0.138     |
| 14:00 - 15:00 | 23       | 57696    | 0.051     | 23         | 57696    | 0.073     | 23       | 57696    | 0.124     |
| 15:00 - 16:00 | 23       | 57696    | 0.044     | 23         | 57696    | 0.065     | 23       | 57696    | 0.109     |
| 16:00 - 17:00 | 23       | 57696    | 0.039     | 23         | 57696    | 0.086     | 23       | 57696    | 0.125     |
| 17:00 - 18:00 | 23       | 57696    | 0.029     | 23         | 57696    | 0.085     | 23       | 57696    | 0.114     |
| 18:00 - 19:00 | 23       | 57696    | 0.021     | 23         | 57696    | 0.038     | 23       | 57696    | 0.059     |
| 19:00 - 20:00 | 3        | 13432    | 0.124     | 3          | 13432    | 0.109     | 3        | 13432    | 0.233     |
| 20:00 - 21:00 | 3        | 13432    | 0.017     | 3          | 13432    | 0.069     | 3        | 13432    | 0.086     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 1.020     |            |          | 0.924     |          |          | 1.944     |

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:           | 1776 - 974258 (units: sqm) |
| Survey date range:                            | 01/01/13 - 21/10/20        |
| Number of weekdays (Monday-Friday):           | 23                         |
| Number of Saturdays:                          | 0                          |
| Number of Sundays:                            | 0                          |
| Surveys automatically removed from selection: | 0                          |
| 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

TAXIS

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 | 2        | 14515    | 0.000     | 2          | 14515    | 0.000     | 2        | 14515    | 0.000     |
| 06:00 - 07:00 | 3        | 13432    | 0.000     | 3          | 13432    | 0.000     | 3        | 13432    | 0.000     |
| 07:00 - 08:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 08:00 - 09:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 09:00 - 10:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 10:00 - 11:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 11:00 - 12:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 12:00 - 13:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 13:00 - 14:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 14:00 - 15:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 15:00 - 16:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 16:00 - 17:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 17:00 - 18:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 18:00 - 19:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 19:00 - 20:00 | 3        | 13432    | 0.002     | 3          | 13432    | 0.002     | 3        | 13432    | 0.004     |
| 20:00 - 21:00 | 3        | 13432    | 0.000     | 3          | 13432    | 0.000     | 3        | 13432    | 0.000     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.002     |            |          | 0.002     |          |          | 0.004     |

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

OGVS

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 | 2        | 14515    | 0.000     | 2          | 14515    | 0.003     | 2        | 14515    | 0.003     |
| 06:00 - 07:00 | 3        | 13432    | 0.002     | 3          | 13432    | 0.000     | 3        | 13432    | 0.002     |
| 07:00 - 08:00 | 23       | 57696    | 0.006     | 23         | 57696    | 0.004     | 23       | 57696    | 0.010     |
| 08:00 - 09:00 | 23       | 57696    | 0.008     | 23         | 57696    | 0.008     | 23       | 57696    | 0.016     |
| 09:00 - 10:00 | 23       | 57696    | 0.011     | 23         | 57696    | 0.008     | 23       | 57696    | 0.019     |
| 10:00 - 11:00 | 23       | 57696    | 0.008     | 23         | 57696    | 0.009     | 23       | 57696    | 0.017     |
| 11:00 - 12:00 | 23       | 57696    | 0.008     | 23         | 57696    | 0.009     | 23       | 57696    | 0.017     |
| 12:00 - 13:00 | 23       | 57696    | 0.009     | 23         | 57696    | 0.009     | 23       | 57696    | 0.018     |
| 13:00 - 14:00 | 23       | 57696    | 0.008     | 23         | 57696    | 0.007     | 23       | 57696    | 0.015     |
| 14:00 - 15:00 | 23       | 57696    | 0.008     | 23         | 57696    | 0.008     | 23       | 57696    | 0.016     |
| 15:00 - 16:00 | 23       | 57696    | 0.008     | 23         | 57696    | 0.008     | 23       | 57696    | 0.016     |
| 16:00 - 17:00 | 23       | 57696    | 0.004     | 23         | 57696    | 0.006     | 23       | 57696    | 0.010     |
| 17:00 - 18:00 | 23       | 57696    | 0.005     | 23         | 57696    | 0.004     | 23       | 57696    | 0.009     |
| 18:00 - 19:00 | 23       | 57696    | 0.003     | 23         | 57696    | 0.003     | 23       | 57696    | 0.006     |
| 19:00 - 20:00 | 3        | 13432    | 0.000     | 3          | 13432    | 0.000     | 3        | 13432    | 0.000     |
| 20:00 - 21:00 | 3        | 13432    | 0.000     | 3          | 13432    | 0.000     | 3        | 13432    | 0.000     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.088     |            |          | 0.086     |          |          | 0.174     |

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

PSVS

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 | 2        | 14515    | 0.000     | 2          | 14515    | 0.000     | 2        | 14515    | 0.000     |
| 06:00 - 07:00 | 3        | 13432    | 0.000     | 3          | 13432    | 0.000     | 3        | 13432    | 0.000     |
| 07:00 - 08:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 08:00 - 09:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 09:00 - 10:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 10:00 - 11:00 | 23       | 57696    | 0.001     | 23         | 57696    | 0.000     | 23       | 57696    | 0.001     |
| 11:00 - 12:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 12:00 - 13:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 13:00 - 14:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 14:00 - 15:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 15:00 - 16:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 16:00 - 17:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 17:00 - 18:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 18:00 - 19:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 19:00 - 20:00 | 3        | 13432    | 0.000     | 3          | 13432    | 0.000     | 3        | 13432    | 0.000     |
| 20:00 - 21:00 | 3        | 13432    | 0.000     | 3          | 13432    | 0.000     | 3        | 13432    | 0.000     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.001     |            |          | 0.000     |          |          | 0.001     |

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

CYCLISTS

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 | 2        | 14515    | 0.000     | 2          | 14515    | 0.000     | 2        | 14515    | 0.000     |
| 06:00 - 07:00 | 3        | 13432    | 0.005     | 3          | 13432    | 0.000     | 3        | 13432    | 0.005     |
| 07:00 - 08:00 | 23       | 57696    | 0.002     | 23         | 57696    | 0.001     | 23       | 57696    | 0.003     |
| 08:00 - 09:00 | 23       | 57696    | 0.002     | 23         | 57696    | 0.000     | 23       | 57696    | 0.002     |
| 09:00 - 10:00 | 23       | 57696    | 0.001     | 23         | 57696    | 0.000     | 23       | 57696    | 0.001     |
| 10:00 - 11:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 11:00 - 12:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 12:00 - 13:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 13:00 - 14:00 | 23       | 57696    | 0.002     | 23         | 57696    | 0.001     | 23       | 57696    | 0.003     |
| 14:00 - 15:00 | 23       | 57696    | 0.001     | 23         | 57696    | 0.001     | 23       | 57696    | 0.002     |
| 15:00 - 16:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.001     | 23       | 57696    | 0.001     |
| 16:00 - 17:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.001     | 23       | 57696    | 0.001     |
| 17:00 - 18:00 | 23       | 57696    | 0.001     | 23         | 57696    | 0.002     | 23       | 57696    | 0.003     |
| 18:00 - 19:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 19:00 - 20:00 | 3        | 13432    | 0.000     | 3          | 13432    | 0.000     | 3        | 13432    | 0.000     |
| 20:00 - 21:00 | 3        | 13432    | 0.000     | 3          | 13432    | 0.000     | 3        | 13432    | 0.000     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.014     |            |          | 0.007     |          |          | 0.021     |

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

CARS

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 | 2        | 14515    | 0.072     | 2          | 14515    | 0.007     | 2        | 14515    | 0.079     |
| 06:00 - 07:00 | 3        | 13432    | 0.079     | 3          | 13432    | 0.020     | 3        | 13432    | 0.099     |
| 07:00 - 08:00 | 23       | 57696    | 0.057     | 23         | 57696    | 0.010     | 23       | 57696    | 0.067     |
| 08:00 - 09:00 | 23       | 57696    | 0.063     | 23         | 57696    | 0.013     | 23       | 57696    | 0.076     |
| 09:00 - 10:00 | 23       | 57696    | 0.039     | 23         | 57696    | 0.017     | 23       | 57696    | 0.056     |
| 10:00 - 11:00 | 23       | 57696    | 0.025     | 23         | 57696    | 0.020     | 23       | 57696    | 0.045     |
| 11:00 - 12:00 | 23       | 57696    | 0.023     | 23         | 57696    | 0.025     | 23       | 57696    | 0.048     |
| 12:00 - 13:00 | 23       | 57696    | 0.028     | 23         | 57696    | 0.036     | 23       | 57696    | 0.064     |
| 13:00 - 14:00 | 23       | 57696    | 0.043     | 23         | 57696    | 0.034     | 23       | 57696    | 0.077     |
| 14:00 - 15:00 | 23       | 57696    | 0.020     | 23         | 57696    | 0.042     | 23       | 57696    | 0.062     |
| 15:00 - 16:00 | 23       | 57696    | 0.017     | 23         | 57696    | 0.034     | 23       | 57696    | 0.051     |
| 16:00 - 17:00 | 23       | 57696    | 0.019     | 23         | 57696    | 0.055     | 23       | 57696    | 0.074     |
| 17:00 - 18:00 | 23       | 57696    | 0.017     | 23         | 57696    | 0.061     | 23       | 57696    | 0.078     |
| 18:00 - 19:00 | 23       | 57696    | 0.013     | 23         | 57696    | 0.027     | 23       | 57696    | 0.040     |
| 19:00 - 20:00 | 3        | 13432    | 0.117     | 3          | 13432    | 0.104     | 3        | 13432    | 0.221     |
| 20:00 - 21:00 | 3        | 13432    | 0.015     | 3          | 13432    | 0.062     | 3        | 13432    | 0.077     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.647     |            |          | 0.567     |          |          | 1.214     |

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

LGVS

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 | 2        | 14515    | 0.007     | 2          | 14515    | 0.003     | 2        | 14515    | 0.010     |
| 06:00 - 07:00 | 3        | 13432    | 0.017     | 3          | 13432    | 0.010     | 3        | 13432    | 0.027     |
| 07:00 - 08:00 | 23       | 57696    | 0.018     | 23         | 57696    | 0.009     | 23       | 57696    | 0.027     |
| 08:00 - 09:00 | 23       | 57696    | 0.021     | 23         | 57696    | 0.021     | 23       | 57696    | 0.042     |
| 09:00 - 10:00 | 23       | 57696    | 0.018     | 23         | 57696    | 0.019     | 23       | 57696    | 0.037     |
| 10:00 - 11:00 | 23       | 57696    | 0.020     | 23         | 57696    | 0.019     | 23       | 57696    | 0.039     |
| 11:00 - 12:00 | 23       | 57696    | 0.018     | 23         | 57696    | 0.019     | 23       | 57696    | 0.037     |
| 12:00 - 13:00 | 23       | 57696    | 0.017     | 23         | 57696    | 0.018     | 23       | 57696    | 0.035     |
| 13:00 - 14:00 | 23       | 57696    | 0.017     | 23         | 57696    | 0.017     | 23       | 57696    | 0.034     |
| 14:00 - 15:00 | 23       | 57696    | 0.017     | 23         | 57696    | 0.017     | 23       | 57696    | 0.034     |
| 15:00 - 16:00 | 23       | 57696    | 0.015     | 23         | 57696    | 0.015     | 23       | 57696    | 0.030     |
| 16:00 - 17:00 | 23       | 57696    | 0.012     | 23         | 57696    | 0.015     | 23       | 57696    | 0.027     |
| 17:00 - 18:00 | 23       | 57696    | 0.005     | 23         | 57696    | 0.010     | 23       | 57696    | 0.015     |
| 18:00 - 19:00 | 23       | 57696    | 0.002     | 23         | 57696    | 0.004     | 23       | 57696    | 0.006     |
| 19:00 - 20:00 | 3        | 13432    | 0.005     | 3          | 13432    | 0.000     | 3        | 13432    | 0.005     |
| 20:00 - 21:00 | 3        | 13432    | 0.002     | 3          | 13432    | 0.007     | 3        | 13432    | 0.009     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.211     |            |          | 0.203     |          |          | 0.414     |

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MOTOR CYCLES

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 | 2        | 14515    | 0.007     | 2          | 14515    | 0.000     | 2        | 14515    | 0.007     |
| 06:00 - 07:00 | 3        | 13432    | 0.000     | 3          | 13432    | 0.000     | 3        | 13432    | 0.000     |
| 07:00 - 08:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 08:00 - 09:00 | 23       | 57696    | 0.001     | 23         | 57696    | 0.000     | 23       | 57696    | 0.001     |
| 09:00 - 10:00 | 23       | 57696    | 0.001     | 23         | 57696    | 0.000     | 23       | 57696    | 0.001     |
| 10:00 - 11:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 11:00 - 12:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 12:00 - 13:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 13:00 - 14:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 14:00 - 15:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 15:00 - 16:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 16:00 - 17:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 17:00 - 18:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.001     | 23       | 57696    | 0.001     |
| 18:00 - 19:00 | 23       | 57696    | 0.000     | 23         | 57696    | 0.000     | 23       | 57696    | 0.000     |
| 19:00 - 20:00 | 3        | 13432    | 0.000     | 3          | 13432    | 0.002     | 3        | 13432    | 0.002     |
| 20:00 - 21:00 | 3        | 13432    | 0.000     | 3          | 13432    | 0.000     | 3        | 13432    | 0.000     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.009     |            |          | 0.003     |          |          | 0.012     |

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : F - WAREHOUSING (COMMERCIAL)  
**TOTAL VEHICLES**

Selected regions and areas:

|    |                |        |
|----|----------------|--------|
| 02 | SOUTH EAST     |        |
|    | KC KENT        | 1 days |
| 04 | EAST ANGLIA    |        |
|    | SF SUFFOLK     | 1 days |
| 09 | NORTH          |        |
|    | 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: 11200 to 31000 (units: sqm)  
 Range Selected by User: 190 to 80066 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 15/10/20

*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 | 1 days |
| Friday   | 2 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:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 1 |
| 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 |
|-----------------|---|

*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.*

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

Secondary Filtering selection:

Use Class:

B8

3 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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:

1,001 to 5,000

2 days

15,001 to 20,000

1 days

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

Population within 5 miles:

5,001 to 25,000

1 days

125,001 to 250,000

1 days

250,001 to 500,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

1 days

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

Travel Plan:

No

3 days

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

PTAL Rating:

No PTAL Present

3 days

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters

- |   |                                                                                                                                                                             |                          |             |                     |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------|---------------------|
| 1 | KC-02-F-02<br>MILLS ROAD<br>AYLESFORD<br>QUARRY WOOD<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 11200 sqm<br>Survey date: FRIDAY 22/09/17                | COMMERCIAL WAREHOUSING   | KENT        | Survey Type: MANUAL |
| 2 | SF-02-F-02<br>WALTON ROAD<br>FELIXSTOWE<br><br>Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 22270 sqm<br>Survey date: THURSDAY 11/07/13 | WAREHOUSING              | SUFFOLK     | Survey Type: MANUAL |
| 3 | TW-02-F-01<br>MANDARIN WAY<br>WASHINGTON<br>PATTISON IND. ESTATE<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 31000 sqm<br>Survey date: FRIDAY 13/11/15    | ASDA DISTRIBUTION CENTRE | TYNE & WEAR | 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            |
|------------|-----------------------------------|
| BD-02-F-02 | Survey undertaken during Covid-19 |
| DV-02-F-01 | Site Location inapplicable        |
| EX-02-F-01 | Use Class N/A                     |
| SF-02-F-03 | Size of development inapplicable  |
| WY-02-F-02 | Site Location inapplicable        |

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

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        | 22270    | 0.018     | 1          | 22270    | 0.040     | 1        | 22270    | 0.058     |
| 06:00 - 07:00 | 1        | 22270    | 0.058     | 1          | 22270    | 0.063     | 1        | 22270    | 0.121     |
| 07:00 - 08:00 | 3        | 21490    | 0.113     | 3          | 21490    | 0.040     | 3        | 21490    | 0.153     |
| 08:00 - 09:00 | 3        | 21490    | 0.068     | 3          | 21490    | 0.057     | 3        | 21490    | 0.125     |
| 09:00 - 10:00 | 3        | 21490    | 0.079     | 3          | 21490    | 0.065     | 3        | 21490    | 0.144     |
| 10:00 - 11:00 | 3        | 21490    | 0.065     | 3          | 21490    | 0.062     | 3        | 21490    | 0.127     |
| 11:00 - 12:00 | 3        | 21490    | 0.053     | 3          | 21490    | 0.054     | 3        | 21490    | 0.107     |
| 12:00 - 13:00 | 3        | 21490    | 0.051     | 3          | 21490    | 0.047     | 3        | 21490    | 0.098     |
| 13:00 - 14:00 | 3        | 21490    | 0.073     | 3          | 21490    | 0.065     | 3        | 21490    | 0.138     |
| 14:00 - 15:00 | 3        | 21490    | 0.053     | 3          | 21490    | 0.068     | 3        | 21490    | 0.121     |
| 15:00 - 16:00 | 3        | 21490    | 0.059     | 3          | 21490    | 0.064     | 3        | 21490    | 0.123     |
| 16:00 - 17:00 | 3        | 21490    | 0.039     | 3          | 21490    | 0.092     | 3        | 21490    | 0.131     |
| 17:00 - 18:00 | 3        | 21490    | 0.028     | 3          | 21490    | 0.062     | 3        | 21490    | 0.090     |
| 18:00 - 19:00 | 3        | 21490    | 0.019     | 3          | 21490    | 0.028     | 3        | 21490    | 0.047     |
| 19:00 - 20:00 | 1        | 22270    | 0.036     | 1          | 22270    | 0.031     | 1        | 22270    | 0.067     |
| 20:00 - 21:00 | 1        | 22270    | 0.013     | 1          | 22270    | 0.031     | 1        | 22270    | 0.044     |
| 21:00 - 22:00 | 1        | 22270    | 0.031     | 1          | 22270    | 0.018     | 1        | 22270    | 0.049     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.856     |            |          | 0.887     |          |          | 1.743     |

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:           | 11200 - 31000 (units: sqm) |
| Survey date range:                            | 01/01/13 - 15/10/20        |
| 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:      | 5                          |

*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.*

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

TAXIS

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        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 06:00 - 07:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 07:00 - 08:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 08:00 - 09:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 09:00 - 10:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 10:00 - 11:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 11:00 - 12:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 12:00 - 13:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 13:00 - 14:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 14:00 - 15:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 15:00 - 16:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 16:00 - 17:00 | 3        | 21490    | 0.002     | 3          | 21490    | 0.002     | 3        | 21490    | 0.004     |
| 17:00 - 18:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 18:00 - 19:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 19:00 - 20:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 20:00 - 21:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 21:00 - 22:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.002     |            |          | 0.002     |          |          | 0.004     |

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

OGVS

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        | 22270    | 0.013     | 1          | 22270    | 0.040     | 1        | 22270    | 0.053     |
| 06:00 - 07:00 | 1        | 22270    | 0.027     | 1          | 22270    | 0.063     | 1        | 22270    | 0.090     |
| 07:00 - 08:00 | 3        | 21490    | 0.028     | 3          | 21490    | 0.020     | 3        | 21490    | 0.048     |
| 08:00 - 09:00 | 3        | 21490    | 0.028     | 3          | 21490    | 0.023     | 3        | 21490    | 0.051     |
| 09:00 - 10:00 | 3        | 21490    | 0.037     | 3          | 21490    | 0.033     | 3        | 21490    | 0.070     |
| 10:00 - 11:00 | 3        | 21490    | 0.036     | 3          | 21490    | 0.033     | 3        | 21490    | 0.069     |
| 11:00 - 12:00 | 3        | 21490    | 0.019     | 3          | 21490    | 0.014     | 3        | 21490    | 0.033     |
| 12:00 - 13:00 | 3        | 21490    | 0.026     | 3          | 21490    | 0.025     | 3        | 21490    | 0.051     |
| 13:00 - 14:00 | 3        | 21490    | 0.033     | 3          | 21490    | 0.033     | 3        | 21490    | 0.066     |
| 14:00 - 15:00 | 3        | 21490    | 0.022     | 3          | 21490    | 0.022     | 3        | 21490    | 0.044     |
| 15:00 - 16:00 | 3        | 21490    | 0.029     | 3          | 21490    | 0.020     | 3        | 21490    | 0.049     |
| 16:00 - 17:00 | 3        | 21490    | 0.019     | 3          | 21490    | 0.023     | 3        | 21490    | 0.042     |
| 17:00 - 18:00 | 3        | 21490    | 0.020     | 3          | 21490    | 0.023     | 3        | 21490    | 0.043     |
| 18:00 - 19:00 | 3        | 21490    | 0.012     | 3          | 21490    | 0.012     | 3        | 21490    | 0.024     |
| 19:00 - 20:00 | 1        | 22270    | 0.018     | 1          | 22270    | 0.022     | 1        | 22270    | 0.040     |
| 20:00 - 21:00 | 1        | 22270    | 0.013     | 1          | 22270    | 0.027     | 1        | 22270    | 0.040     |
| 21:00 - 22:00 | 1        | 22270    | 0.027     | 1          | 22270    | 0.004     | 1        | 22270    | 0.031     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.407     |            |          | 0.437     |          |          | 0.844     |

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

CYCLISTS

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        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 06:00 - 07:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 07:00 - 08:00 | 3        | 21490    | 0.002     | 3          | 21490    | 0.000     | 3        | 21490    | 0.002     |
| 08:00 - 09:00 | 3        | 21490    | 0.009     | 3          | 21490    | 0.000     | 3        | 21490    | 0.009     |
| 09:00 - 10:00 | 3        | 21490    | 0.002     | 3          | 21490    | 0.000     | 3        | 21490    | 0.002     |
| 10:00 - 11:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 11:00 - 12:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 12:00 - 13:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 13:00 - 14:00 | 3        | 21490    | 0.005     | 3          | 21490    | 0.000     | 3        | 21490    | 0.005     |
| 14:00 - 15:00 | 3        | 21490    | 0.002     | 3          | 21490    | 0.003     | 3        | 21490    | 0.005     |
| 15:00 - 16:00 | 3        | 21490    | 0.009     | 3          | 21490    | 0.003     | 3        | 21490    | 0.012     |
| 16:00 - 17:00 | 3        | 21490    | 0.005     | 3          | 21490    | 0.003     | 3        | 21490    | 0.008     |
| 17:00 - 18:00 | 3        | 21490    | 0.002     | 3          | 21490    | 0.009     | 3        | 21490    | 0.011     |
| 18:00 - 19:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.005     | 3        | 21490    | 0.005     |
| 19:00 - 20:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 20:00 - 21:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 21:00 - 22:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.036     |            |          | 0.023     |          |          | 0.059     |

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

CARS

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        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 06:00 - 07:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 07:00 - 08:00 | 3        | 21490    | 0.056     | 3          | 21490    | 0.003     | 3        | 21490    | 0.059     |
| 08:00 - 09:00 | 3        | 21490    | 0.019     | 3          | 21490    | 0.008     | 3        | 21490    | 0.027     |
| 09:00 - 10:00 | 3        | 21490    | 0.019     | 3          | 21490    | 0.008     | 3        | 21490    | 0.027     |
| 10:00 - 11:00 | 3        | 21490    | 0.016     | 3          | 21490    | 0.012     | 3        | 21490    | 0.028     |
| 11:00 - 12:00 | 3        | 21490    | 0.012     | 3          | 21490    | 0.017     | 3        | 21490    | 0.029     |
| 12:00 - 13:00 | 3        | 21490    | 0.011     | 3          | 21490    | 0.012     | 3        | 21490    | 0.023     |
| 13:00 - 14:00 | 3        | 21490    | 0.022     | 3          | 21490    | 0.014     | 3        | 21490    | 0.036     |
| 14:00 - 15:00 | 3        | 21490    | 0.017     | 3          | 21490    | 0.037     | 3        | 21490    | 0.054     |
| 15:00 - 16:00 | 3        | 21490    | 0.014     | 3          | 21490    | 0.033     | 3        | 21490    | 0.047     |
| 16:00 - 17:00 | 3        | 21490    | 0.011     | 3          | 21490    | 0.051     | 3        | 21490    | 0.062     |
| 17:00 - 18:00 | 3        | 21490    | 0.002     | 3          | 21490    | 0.019     | 3        | 21490    | 0.021     |
| 18:00 - 19:00 | 3        | 21490    | 0.002     | 3          | 21490    | 0.011     | 3        | 21490    | 0.013     |
| 19:00 - 20:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 20:00 - 21:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 21:00 - 22:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.201     |            |          | 0.225     |          |          | 0.426     |

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

LGVS

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        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 06:00 - 07:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 07:00 - 08:00 | 3        | 21490    | 0.020     | 3          | 21490    | 0.016     | 3        | 21490    | 0.036     |
| 08:00 - 09:00 | 3        | 21490    | 0.017     | 3          | 21490    | 0.017     | 3        | 21490    | 0.034     |
| 09:00 - 10:00 | 3        | 21490    | 0.023     | 3          | 21490    | 0.023     | 3        | 21490    | 0.046     |
| 10:00 - 11:00 | 3        | 21490    | 0.011     | 3          | 21490    | 0.014     | 3        | 21490    | 0.025     |
| 11:00 - 12:00 | 3        | 21490    | 0.019     | 3          | 21490    | 0.022     | 3        | 21490    | 0.041     |
| 12:00 - 13:00 | 3        | 21490    | 0.008     | 3          | 21490    | 0.008     | 3        | 21490    | 0.016     |
| 13:00 - 14:00 | 3        | 21490    | 0.014     | 3          | 21490    | 0.017     | 3        | 21490    | 0.031     |
| 14:00 - 15:00 | 3        | 21490    | 0.009     | 3          | 21490    | 0.008     | 3        | 21490    | 0.017     |
| 15:00 - 16:00 | 3        | 21490    | 0.014     | 3          | 21490    | 0.011     | 3        | 21490    | 0.025     |
| 16:00 - 17:00 | 3        | 21490    | 0.008     | 3          | 21490    | 0.009     | 3        | 21490    | 0.017     |
| 17:00 - 18:00 | 3        | 21490    | 0.002     | 3          | 21490    | 0.005     | 3        | 21490    | 0.007     |
| 18:00 - 19:00 | 3        | 21490    | 0.002     | 3          | 21490    | 0.002     | 3        | 21490    | 0.004     |
| 19:00 - 20:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 20:00 - 21:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 21:00 - 22:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.147     |            |          | 0.152     |          |          | 0.299     |

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

MOTOR CYCLES

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        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 06:00 - 07:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 07:00 - 08:00 | 3        | 21490    | 0.002     | 3          | 21490    | 0.000     | 3        | 21490    | 0.002     |
| 08:00 - 09:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 09:00 - 10:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 10:00 - 11:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 11:00 - 12:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 12:00 - 13:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 13:00 - 14:00 | 3        | 21490    | 0.002     | 3          | 21490    | 0.000     | 3        | 21490    | 0.002     |
| 14:00 - 15:00 | 3        | 21490    | 0.002     | 3          | 21490    | 0.000     | 3        | 21490    | 0.002     |
| 15:00 - 16:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 16:00 - 17:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 17:00 - 18:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.003     | 3        | 21490    | 0.003     |
| 18:00 - 19:00 | 3        | 21490    | 0.000     | 3          | 21490    | 0.000     | 3        | 21490    | 0.000     |
| 19:00 - 20:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 20:00 - 21:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 21:00 - 22:00 | 1        | 22270    | 0.000     | 1          | 22270    | 0.000     | 1        | 22270    | 0.000     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.006     |            |          | 0.003     |          |          | 0.009     |

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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