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Prepared on behalf of

Rybrook Cars Limited

Unit 2, (Plot A), Lindley Moor Road
Lindley, Huddersfield

Transport Statement

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ISO 9001 REGISTERED FIRM

Acknowledgements:

The TRICS database has been used in this report to calculate trip rates for the employment and residential land uses and then traffic generations for these uses.

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates (Consulting Engineers) Ltd, unless otherwise expressly stated within this report.

This report was checked and approved on the 15 December 2017 and the Report is therefore valid on this date, circumstances, regulations and professional standards do change which could subsequently affect the validity of this Report.

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1 Introduction

1.1 Sanderson Associates (Consulting Engineers) Ltd have been appointed by Rybrook Cars Ltd to provide a Transport Statement in support of a full planning application for the Erection of a motor vehicle dealership comprising car showrooms, workshops & MOT, ancillary offices, car parking & display, new vehicular access to the A643 and landscaping on Plot A, Unit 2, located on land off Lindley Moor Road, Lindley, Huddersfield. A site location plan can be found at **Appendix A (Figure 1)** together with **Figure 2** showing the wider relationship to the highway network. A Travel Plan has also been prepared to support the planning application which should be read in conjunction with this Transport Statement.

1.2 Plot A has the benefit of planning permission as part of a wider planning application which was supported by a Transport Assessment reference 7038-001-03 submitted as part of application (2014/62/93136/W) in September 2014. The proposal detailed in the September 2014 assessment consisted of a large production and warehouse facility with ancillary office accommodation for a company with existing premise in Huddersfield and an overall gross internal floor area of 220,000 sqft (20,439 sqm), a further B2/B8 employment unit of 50,000 sqft (4,645 sqm) floor area (Plot B) together with up to 253 new dwellings (Plot C), which would be constructed on circa 18.48 Hectares of land allocated by Kirklees Council's UDP for employment opportunities. The site is allocated under Policy B8.1 in conjunction with residential allocation reference H8.17 located off Weatherhill Road/Cowrakes Road, Lindley. Furthermore, it is allocated for mixed development on the Policies Map (accepted options) Publication Draft Local Plan reference MX1911.

1.3 The large production and warehouse facility with ancillary office accommodation on Plot A was not pursued and the revised proposals for Plot A consisted of an alternative B2/B8 mixed development comprising of a total employment floor area of 14,864sqm. These proposals have Outline Planning Consent under application number 2014/62/93136/W.

1.4 An Addendum Transport Assessment (7038/006/01) was prepared drawing on the information contained in the Transport Assessment submitted with the application (2014/62/93136/W) in September 2014 and assessed the change in proposals for Plot A.

1.5 This Transport Statement draws on the information contained in the Addendum Transport Assessment (7038/006/01) submitted in 2015 and assesses the change in proposals for Unit 2, Plot A. As part of the Transport Assessment (reference 7038-001-03) trip rates for B2 and B8 employment were included and these were used in the Addendum assessment and have been used in this Transport Statement for comparison to the new proposals.

1.6 The planning application comprises of a car showroom development on Unit 2, which is situated on the eastern part of Plot A. The Car Show proposals on the plot include a building of 4,254 sqm footprint and the site area is 21,870 sqm. The facility will be circa two storeys in height with a mezzanine level. The ground floor comprising the car showroom area, service reception, waiting area, manager's offices, parts storage, toilets, workshop bays and MOT bays. The first-floor mezzanine comprises of ancillary office, meeting room, staff canteen area, staff changing and toilets, plant / comms / stairs and circulation.

National Policy

1.7 The National Planning Policy Framework is the relevant planning policy on which this proposal should be judged was published on the 27 March 2012 and the following sections relating to highways/transportation are considered to be the most relevant.

At paragraph 14 it is stated that: -

'At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.'

Paragraph 4 Promoting Sustainable Transport - whose key objectives are:-

- Balancing the transport system in favour of sustainable transport modes, giving people a real choice about how they travel.
- Locating developments which generate significant movements in areas where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- Protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.
- Promote a mix of uses to provide opportunities to undertake day-to-day activities on site by locating key facilities such as primary schools and local shops within walking distance of most properties.
- If setting parking standards LPA's should take into account, accessibility of the site; type, mix and use; availability of public transport; car ownership levels and an overall need to reduce the use of high-emission vehicles.

Paragraph 32.

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".*

Local Policy

1.8 With respect to Local Policy the main sources of information that are relevant to this development proposal in terms of transport are set out in the West Yorkshire Local Transport Plan (WYLTP) and the Unitary Development Plan of Kirklees

Council together with the emerging Local Development Plan. Each document has identified a number of key objectives which have been formulated to promote sustainable economic growth within the local area and the region as a whole.

WYLTP

1.9 This summary relates to the West Yorkshire Local Transport Plan 3 which provides objectives and targets for the next 15 years up until 2026. A 'vision statement' for transport in West Yorkshire has been developed:

"Working together to ensure that West Yorkshire's transport system connects people and places in ways that support the economy, the environment and quality of life"

1.10 In order for the Local Authorities to meet with this statement the following objectives are to be utilised:

- Economy: To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region.
- Low Carbon: To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans.
- Quality of Life: To enhance the quality of life of people living in, working in and visiting West Yorkshire.

1.11 From the strategy, six big ideas have been developed to help achieve the objectives listed above:

1. Enhance travel information
2. Fully integrate ticketing
3. Investment in low carbon modes of travel
4. A new approach to buses
5. Phasing in stronger demand management

6. New approach to network management

1.12 These 'big ideas' will be subject to extensive investment over the next 15 years, and works will be undertaken in the first 3 years to progress each of the ideas along with the first objective which relates to the economy. This will help maintain and where possible enhance the existing infrastructure and local highway assets which represent half of the estimated budget allocated to the proposed Local Transport Plan. New developments will be expected to be located within sustainable areas which are accessible via public and active travel arrangements.

Kirklees Unitary Development Plan

1.13 The common themes of the Kirklees UDP can be summarised as follows:

- deliver a more sustainable transport system, with growth in the use of alternatives to the private car including bus and train use;
- provide improved accessibility to employment areas and key facilities;
- improve road safety and reduce road casualties;
- reduce vehicle emissions and improve air quality in those areas worst affected by pollution;
- improve journey safety and security;
- deliver better travel information through the use of modern technology;
- provide better facilities for pedestrians and cyclists; and
- improve the condition of the local highways and bridges.

Kirklees Local Plan

1.14 The Kirklees Local Plan was submitted to the Secretary of State for Communities and Local Government on 25 April 2017, so that it can be examined by an independent Inspector. The application site is part of an allocation for mixed development on the Policies Map (accepted options) Publication Draft Local Plan reference MX1911.

2 Existing Site & Local Highway Network

2.1 The Application site is situated off the A643 between Junctions 23 and 24 of the M62. The Application site is currently undeveloped and the overall Plot A has Outline Planning Consent under application number 2014/62/93136/W B2/B8 for a mixed development comprising of a total employment floor area of 14,864sqm of which 9,290 sqm was on the area of Unit 2.

2.2 At present the application site does not benefit from an adopted access and the area was previously used largely for agricultural purposes. The application site is located just to the east of the 'Wappy Springs Inn & Bistro' situated on the opposite side of Lindley Moor Road. The Application site has been the subject of an earthworks 'cut and fill exercise' to create a development plateau associated with the construction of Unit 1 which is now occupied (Lesjöfors Springs (UK) Ltd) and operational.

2.3 The A643 Lindley Moor Road is a single all-purpose carriageway subject to a speed limit which has been reduced from 50mph to 40mph. The road is relatively straight and runs parallel to the M62 between junctions 23 and 24. The road is lit to the relevant standards and there are no Traffic Regulation Orders.

2.4 Between the junctions of Lindley Moor Road / Haigh House Hill and Lindley Moor Road / Crosland Road the road ascends to form a crest which reduces forward visibility on the crest.

2.5 Highway improvements have been undertaken by the Council to specifically deal with this issue which incorporated new white line markings, signage and pedestrian refuge islands. The latter are located between the aforementioned junctions. The refuge islands provide bollards, signage and beacon lighting. The beacon lighting is elevated to maximise visibility over the crest of the hill and also prevent overtaking near to the adjacent junctions.

2.6 Within the immediate vicinity of the Application site, lane widths along the A643 are typically between 3.0 and 3.2m. The central hatching/dedicated turning lanes vary in width but are typically between 2.5 and 2.75m.

2.7 A footway exists along the entire length of the northern flank of the A643 carriageway. The footway is approximately 1.7m wide.

2.8 An informal gravelled verge exists along the southern flank of the carriageway and extends approximately between the junction of Crosland Road / Lindley Moor Road through to the beginning of the residential area situated to the west, upon which a formal footway has been provided. The verge is of varying widths and widens from 1.3m to the east to a maximum of 3.0m in the west.

2.9 As part of the outline planning permission, improvements are proposed to incorporate the accesses into Unit 1 and Unit 2 with the access to Unit 1 already constructed.

2.10 A definitive public footpath (FP No. HUD/408/10) exists to the north-east of Unit 2 which has been improved as part of the outline permission to provide footway and cycle provision. the public footpath is accessed opposite Haigh House Hill and joins onto Crosland Road to the south east. The foot path continues across the adjacent field (FP No. HUD/408/20) onto Weatherhill Road and allows access to the surrounding residential area known locally as Birchencliffe. Numerous other signed footpaths are also available to the north of the M62 and provide access to local villages within 2km of the site.

2.11 Cycle lanes are present within the wider area, the nearest being located along New Hey Road to the south west of the Application site. There are bus stops within the surrounding residential areas situated to the west and east of the Application site.

Personal Injury Accident Data

2.12 Personal injury accidents within the vicinity of the site have been obtained from Accident Study Centre at Leeds City Council for the most recent period available covering from 2013 to the 1st December 2017.

2.13 The area of interest was selected to provide a comprehensive picture of recorded injury accidents in the locality and the data sheets, accident location and area of interest plans are included in **Appendix B**.

2.14 A total of 12 accidents have been recorded during the period from 2013, 11 of which were slight in severity and the other was fatal. The search area covers Lindley Moor Road from its junctions with Laund Road in the west and Crosland Road in the east. Seven of the accidents occurred at the Lindley Moor Road / Crosland Road junction, one accident occurred at the Lindley Moor Road / Haigh House Hill junction, two incidents occurred at the junction of Old Lindley Road one of which was fatal, and two accidents occurred on Lindley Moor Road between the Old Lindley Road and the Haigh House Hill junctions.

2.15 For ease of reference the type of accident that have occurred are summarised in the table below:

	2013		2014		2015		2016			2017		Total
	SL	SE	SL	SE	SL	SE	SL	SE	FA	SL	SE	
Turning Right Collision									1	1		2
Rear Shunt												0
Failed to Give way	2				1		3					6
Loss of Control										1		1
Overtaking	1											1
Driver Error			1									1
Collision Involving Ped												0
Collision Involving Cyclist												0
Miscellaneous	1											1
Total	**4**	**0**	**1**	**0**	**1**	**0**	**3**	**0**	**1**	**2**	**0**	12

Table 2.15: Accident Summary

2.16 As can be seen from the above table the most frequent accidents are of drivers failing to give way and five out of these six accidents occurred at the Lindley Moor Road / Crosland Road junction. Details of the Fatal accident that occurred is provided below:

2.17 Fatal accident ref: 3440458 occurred on Lindley Moor Road within the vicinity of its junction with Old Lindley Road on 7th July 2016 at 10:02. The accident involved two vehicles travelling along Lindley Moor Road in opposite directions, one of the vehicles turned right across the other causing a collision. From the contributory factors provided it is very likely that the driver failed to judge the other persons path or speed and performed a poor turn or manoeuvre.

2.18 Only one accident has occurred along the application site frontage and involved a driver moving of from the side of the carriageway and in doing so causing a collision with an approaching motorcyclist. The number, type and severity of the accidents do not indicate any significant clusters or trends.

3 Development Proposals

3.1 The planning application comprises of a car showroom development on Unit 2, which is situated on the eastern part of Plot A. The Car Show proposals on the plot include a building of 4,254 sqm footprint and the site area is 21,870 sqm. The facility will be circa two storeys in height with a mezzanine level. The ground floor comprising the car showroom area, service reception, waiting area, manager's offices, parts storage, toilets, workshop bays and MOT bays. The first-floor mezzanine comprises of ancillary office, meeting room, staff canteen area, staff changing and toilets, plant / comms / stairs and circulation. The proposals also include a large external area for the display of used Land Rover and Jaguar cars and car and service storage areas. The proposed site layout is included at **Appendix C**.

3.2 Rybrook Cars Limited have an existing Land Rover dealership at Leeds Road Huddersfield and a Jaguar dealership at Northgate Huddersfield. There is also a Land Rover dealership in Halifax.

3.3 As part of the development the formation of a new access off the A643 is proposed with associated security gates and barriers together with new footway/cycleway links. The access point is in the same position as previously proposed.

3.4 Typical opening hours for the development are as follows:

Monday - Fri:	07:00 - 19:00
Saturday:	08:00 - 17:00
Sunday:	11:00 - 16:00

3.4.1 There are likely to be approximately 87 staff in total, but because of the nature of the business not all will be at work at any one time and because of the business hours a large proportion of staff will arrive / depart outside the highway network peak hours. Approximately 35 staff have company cars. The split of staff is as follows:

25 Technicians
15 service team including car cleaning / valeting and preparation
21 sales executives
6 sales managers
10 sales support
5 accounts
5 fleet department

3.5 It is envisaged that there would be vehicle transporters visiting the site on 6 days of the week and parts transport on 5 days of the week.

3.6 The existing public footpath cutting diagonally across the application site's eastern boundary has recently been improved to provide pedestrian and cycle facilities and forms the division between Plot A and Plot B. This provides a link between Lindley Moor Road and Crosland Road and there is a proposed shared pedestrian / cycle along Lindley Moor Road to link to the Unit 2 site access.

Parking Provision

3.7 Reference was made to the parking standards contained in Appendix A of the Kirklees Council's UDP and revealed that there is no standard for a car showroom use.

3.8 The layout provides parking for 30 customer parking inclusive of 4 disabled spaces on the front of the plot together with a further 71 spaces for staff and visitors in the secure area on the plot. Two electric vehicle charging points are provided in the customer parking area together with 1 each in the Land Rover and Jaguar used car display areas as well as others in the building.

3.9 There is no specific standard for cycle parking, but a small number of cycle parking spaces will be provided within the plot for staff.

Wider Highway Improvements

3.10 As part of the Outline Planning Application ref 2014/62/93136/W highway improvements were agreed as part of the overall development proposals, these include the following:-

- Improvement of the existing public footpath along the division between Plot A and Plot B. This includes the provision of shared cycle and footway facilities that links between the Unit 2 access on Lindley Moor Road and Crosland Road. This has been constructed.
- Proposals for Plot C include for a reduction of speed limit along Crosland Road. The speed limit on Crosland Road has now been reduced to 30mph from derestricted as part of highway improvements that have been constructed.
- The speed limit along A643 Lindley Moor Road has been reduced from 50mph to 40mph.
- As part of the access proposals for Plot C widening of Crosland Road to form a right turn lane and a footway from adjacent to Romsey Close to the northern boundary of Plot C. These works have now been constructed
- Improvements to the Crosland Road / Lindley Moor Road junction.
- Improvements along Lindley Moor Road including accesses to Units 1 and 2 of Plot A. The implementation of these works is being progressed with the Highway Authority.

4 Sustainable Travel

4.1 This section comprises an assessment of accessibility for the proposed development which relates to the following categories

- Walking
- Cycling
- Public Transport, by bus or rail

4.2 Walking

4.2.1 Walking is an important mode of transport in the urban area; it can replace a large number of short car journeys which contribute to congestion and pollution, and the need for car parking. Walking is the most sustainable form of transport and provides one way of reducing pressure on the environment. People walking are also travelling at a pace that gives them a greater connection with their surroundings and can have positive benefits in relation to a community's security through increased surveillance.

4.2.2 Walking stimulates both personal health and the health of communities and local economies. Government health improvement advice states that just 30 minutes brisk walking 5 times a week can bring about significant reductions in the risk of coronary heart disease, high blood pressure and diabetes.

4.2.3 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips in journeys under 2km. **Figure 3 (Appendix A)** provides a 2km walking radius from the site. It is noted that walking routes will not follow the simple radius of this plan and the plan is provided as an indication of where destinations lie and the general extent to which the local area could be accessed on foot.

4.2.4 Amenities available within a 2km walking distance include:

- Sainsbury's (Salandine Nook)

- Fisheries
- Post Office
- Library
- Public Park
- Beauty Salon
- Barbers
- Petrol filling station

4.2.5 In addition, a local shopping centre (Lindley) which comprises a super market, opticians, DVD rental store and a florist etc are located approximately 1.7km to the south east of the application site.

4.2.6 The application site is served by Lindley Moor Road. Since the local area is currently undergoing development there is no footway present along the southern flank of Lindley Moor Road (although there is one on the northern side) or fully along the western flank of Crosland Road although this has now been extended from adjacent to Romsey Close to just north of the residential development (Harron Homes / Taylor Wimpey) with proposals for this to be extended further, to join the improved public footpath (Ref HUD/410/10) and Lindley Moor Road as part of the overall proposals. New footways will be introduced on the south side of Lindley Moor Road to join to Plot A. The footway present along the entire northern flank of Lindley Moor Road provides a link between the Ainley Top Roundabout to the east and the New Hey Road Roundabout to the west.

4.2.7 The existing definitive public footpath Ref HUD/410/10 that runs diagonally from Crosland Road to Lindley Moor Road to the East of Plot A and has now been surfaced and upgraded to provide a combined footway cycle facility as part of the overall outline proposals. In addition to this public footpath Ref HUD/408/20 runs from Crosland Road, through the Miller Homes residential development to the south east and provides a further link between Crosland Road and Weatherhill Road. Weatherhill Road provides footways along both sides of the carriageway to the south which tie in with the wider local footway network. There are existing

footways along the southern part of Crosland Road from Romsey Close to Cowrakes Road.

4.2.8 Access to Cowrakes Road can be gained from Crosland Road and Weatherhill Road, which provides access to well established residential areas and local services and facilities. Bus stops are located on Cowrakes Road, Crosland Road (south of Cowrakes Road) and Weatherhill Road.

4.3 Cycling

4.3.1 In relation to the site; cycling distances from local residential centres within 5km, along with the corresponding cycle time based on 12 km per hour are as follows. A 5km radius of possible destinations can be found on **Figure 4 (Appendix A)** at the rear of this report. It is recognised that cycling routes will not follow the simple radius of this plan and the plan is provided as an indication of where destinations lie and the general extent to which the local area can be accessed by cycle.

4.3.2 A list of nearby destinations within 5km, along with the corresponding cycle time based on 12 km per hour is summarised below:

Origin/Destination	Distance	Time
Lindley	1.8km	9 minutes
Greetland	3.6km	18 minutes
Elland	4.3km	21.5 minutes
Golcar	3.3km	16.5 minutes
Stainland	4.4km	22 minutes
Huddersfield	4.3km	21.5 minutes

4.3.3 With respect to the above it is noted that the surrounding topography can be less than accommodating for cycle use. Employees wishing to cycle to work will be advised of the available routes and the type of topography expected.

4.3.4 Cycle lanes are present within the wider area, the nearest being located along New Hey Road to the south west of the site. There is also the new combined footway / cycleway between Lindley Moor Road and Crosland Road situated to the east of the application site.

4.3.5 Cycle parking for 12 bicycles will be provided within the application site and will therefore provide a sheltered, lit and secure parking for bicycles. Shower and changing facilities will also be provided in the proposed units to cater for the requirements of employees and will be available from first occupation.

4.4 Bus facilities

4.4.1 The closest bus stop (45026982) to the application site is located on Lindley Moor Road adjacent to the Wappy Springs, approximately 120m west of the application site, which offers the limited E5 service. The next nearest stops are on Lindley Moor Road / Laund Lane some 500m (westbound on Lindley Moor Road) and 617m (southbound on Laund Lane) where the 378 service is available. There are also bus stops along Crosland Road (south of Cowrakes Road) some 860m to 930m (southbound) from the main access to the site which offers the 377 and 378 services. The location of bus stops is shown on Figure 5.

4.4.2 Further stops are also located on Cowrakes Road approximately 860 to 930 m from the application site access which offers the 370 and 371 services. Additional bus stops on Weatherhill Road offer the 343 (Calder Cub) and 501 services which could be accessed through the Miller Homes residential allocation using the public footpath network, (approximately 950m distant).

4.4.3 The nearest bus stop on Lindley Moor Road is unmarked in both directions. The bus stops on Laund Lane provide for a pole stop with timetable information for both southbound & northbound services. The bus stops on Crosland Road provide for a southbound shelter and a northbound pole. The bus stops on Cowrakes Road provide shelters in both directions. The bus stops on Weatherhill Road provide for

a pole northbound and a shelter southbound with accompanying timetables and are located around the junction of Weatherhill Road and Briarlyn Avenue.

4.4.4 Details of the facilities provided at each of the stops identified above are indicated below.

Lindley Moor Road

Distance to stop:	Approximately 120m from the site access
Direction of travel:	South-West
Facilities:	Not marked
Bus Services	E5

Distance to stop:	Approximately 120m from the site access
Direction of travel:	North-East
Facilities:	Not marked
Bus Services	E5

Lindley Moor Road / Laund Road

Distance to stop:	Approximately 500m from the site access (45022739)
Direction of travel:	West
Facilities:	Pole stop raised kerbs
Bus Services	378

Distance to stop:	Approximately 617m from the site access (45022742)
Direction of travel:	South
Facilities:	Pole Stop, timetable information
Bus Services	378

Weatherhill Road

Distance to stop:	Approximately 950m from the site access (45022778)
Direction of travel:	North
Facilities:	Shelter, pole, timetable
Bus Services	343, 501

Distance to stop:	Approximately 950m from the site access (45022779)
Direction of travel:	South
Facilities:	Shelter, pole, timetable
Bus Services	343, 501

Crosland Road (south of Cowrakes Road)

Distance to stop:	Approximately 930m from the site access (45022769)
Direction of travel:	South
Facilities:	Shelter, pole, timetable
Bus Services	377, 378

Distance to stop:	Approximately 860m from the site access (45022768)
Direction of travel:	North
Facilities:	Pole, timetable
Bus Services	377, 378

4.4.5 A summary of the existing available services from these stops is set out as follows:-

Service No.	Operates Along:	Route	Frequency (mins)	
			Mon – Sat Daytime	Sundays & Evenings
E5	Lindley Moor Road	Elland - Blackley – Jagger Green - Elland – Elland	2 services	No Service
378	Laund Road, Moor Hill Road, Crosland Road	Huddersfield – Marsh – Oakes – Lindley – Mount	60	No Service
343	Weatherhill Road	Huddersfield - Marsh – HRI – Lindley – Blackley – Elland – Barkisland - Halifax	60	No Service
501	Weatherhill Road / Lindley Moor Road	Huddersfield – Marsh – Lindley – Ainley Top – Elland – West Vale - Halifax	No Service	60

4.4.6 As can be seen from the above there is an hourly service available at the stops adjacent to Laund Road and those on Weatherhill Road.

4.4.7 There are a number of other bus stop facilities and main bus routes operating throughout the local area. These include Moor Hill Road / Cowrakes Road to the south of the site and Crosland Road (to the south of the Moor Hill Road / Cowrakes Road junction). A summary of these services is provided in the table below:-

Service No.	Operates Along:	Route	Frequency (mins)	
			Mon – Sat Daytime	Sundays & Evenings
377	Moor Hill Road, Crosland Road	Huddersfield – Marsh – Oakes – Outlane	60	No Service
378	Laund Road, Moor Hill Road, Crosland Road	Huddersfield – Marsh – Oakes – Lindley – Mount	60	No Service
370	Moor Hill Road, Cowrakes Road	Rawthorpe – Huddersfield – Lindley Circular	15	60
371	Moor Hill Road, Cowrakes Road	Dalton – Huddersfield – Lindley Circular	15	60

4.4.8 As can be seen from the above there is 15 minute frequency service available on Cowrakes Road / Moor Hill Road.

4.5 Access to rail facilities

4.5.1 The closest train station to the application site is Huddersfield Railway Station, which is a fully staffed facility located approximately 5.4km to the south-east, and provides the following facilities. Figure 6 shows the location of the railway station and bus station.

- Canopies and seating
- Car park - 150 spaces
- CCTV in car park
- Cycle racks - 24
- Newsagent
- Passenger information displays
- Public address system
- Public telephones
- Station buffet
- Taxi rank

- Ticket office
- Toilets
- Waiting rooms

4.5.2 The station is operated by both Northern Rail and First Trans Pennine and is serviced by the Caldervale, Huddersfield and Penistone Lines which provide numerous links to both local and main line destinations. A summary of the available destinations and frequencies are detailed below:

Caldervale Line

Leeds - Bramley - New Pudsey - Bradford Interchange - Halifax - Brighouse - Huddersfield / Sowerby Bridge - Mytholmroyd - Hebden Bridge - Burnley - Preston - Blackpool North / Todmorden - Walsden - Rochdale - Manchester Victoria.

Route	Frequency (minutes)		
	Monday - Saturday		Sunday
	Daytime	Evenings	Daytime
	(0800 - 1800)	(1800 - 2300)	(0900 - 2200)
Leeds - Bradford Interchange - Halifax - Huddersfield	60 mins	60 mins	120 mins

Operator: Northern

Huddersfield Line

Leeds - Cottingley - Morley - Batley - Dewsbury - Ravensthorpe / Wakefield Westgate - Wakefield Kirkgate - Mirfield - Deighton - Huddersfield - Slaithwaite - Marsden - Stalybridge - Manchester Victoria / Manchester Piccadilly - Manchester Airport / Warrington - Liverpool Lime Street.

Route	Frequency (minutes)		
	Monday - Saturday		Sunday
	Daytime	Evenings	Daytime
	(0800 - 1800)	(1800 - 2300)	(0900 - 2200)
Leeds - Dewsbury - Mirfield - Huddersfield (local)	60 mins	60 mins	120 mins
Leeds - Huddersfield - Manchester Piccadilly	4 per hour	30 mins	20 mins
Wakefield Westgate - Wakefield Kirkgate - Mirfield - Huddersfield	60 mins	60 mins	No service
Huddersfield - Ashton-under-Lyne - Manchester Victoria	60 mins	60 mins	60 mins

Operators: First Trans Pennine Express and Northern

First Trans Pennine Express services extend hourly from Manchester Piccadilly to Liverpool, and half-hourly to Manchester Airport.

Penistone Line

Huddersfield - Lockwood - Berry Brow - Honley - Brockholes - Stocksmoor - Shepley - Denby Dale - Penistone - Barnsley - Meadowhall – Sheffield

Route	Frequency (minutes)		
	Monday - Saturday		Sunday
	Daytime	Evenings	Daytime
	(0800 - 1800)	(1800 - 2300)	(0900 - 2200)
Huddersfield - Denby Dale - Barnsley - Sheffield	60 mins	60 mins	60/120 mins

Operator: Northern

Summary of Approximate First and Last Train Times at Huddersfield Train Station				
Line	Route	Mon - Fri	Saturday	Sunday
Caldervale	Huddersfield - Leeds	0829-0008	0831-2359	1017-2304
	Leeds - Huddersfield	0729-2225	0729-2225	0829-2108
Huddersfield	Leeds - Manchester	0001-2355	0256-0010	0305-2320
	Manchester - Leeds	0012-2353	0009-2352	0025-2313
	Wakefield - Huddersfield	0659-2315	0803-2315	-
	Huddersfield - Wakefield	0532-2135	0637-2135	-
Penistone	Huddersfield - Sheffield	0610-2218	0610-2218	0919-1919
	Sheffield - Huddersfield	0649-2355	0749-2359	1053-2053

4.5.3 As can be seen from the above, there are numerous frequent and varied train services that allow access to the town centre. All bus services provide access into the town centre and either stop at the bus station or adjacent to Huddersfield Railway Station. Huddersfield Bus Station is approximately 240m from the Train Station.

5 Multi Modal Assessment

5.1 In line with National guidance, the potential multi-modal trip generation for the proposals has been assessed. It is considered that there is insufficient Multimodal data available within the TRICS database for car showroom development uses. Given this, Multimodal Method of Travel to Work (QS701EW) information has been obtained from the 2011 Census and has been used to determine the likely modal split of staff travelling to their place of work. The following table summarises data for the Lindley ward in which the site is situated together with the Kirklees local authority area and England. A copy of the 2011 census data is included in **Appendix E**.

5.2 The modal split from the Census data is summarised in the table below:

	Lindley Ward	Kirklees	England
Method of Travel to Work	**% working**	**% working**	**% working**
Train (inc underground Metro, Light Rail, Tram)	3.3%	3.0%	10.0%
Bus, Minibus or Coach	8.8%	8.2%	7.9%
Taxi	0.6%	0.9%	0.6%
Motorcycle, Scooter or Moped	0.5%	0.7%	0.9%
Driving a Car or Van	67.5%	68.4%	60.2%
Passenger in a Car or Van	6.5%	6.8%	5.3%
Bicycle	0.8%	1.0%	3.1%
On Foot	11.4%	10.4%	11.3%
Other Method of Travel to Work	0.4%	0.5%	0.7%

Table 5.2 – 2011 Census Data Method of Travel to Work

5.3 The data in the table above indicates that in the Lindley ward, 74.6% of people travel to work in a car or van (as either the driver, passenger or taxi). This is less than the travel pattern for Kirklees which has 76.1% of people travelling to work in a car or van (including taxi). It can be seen that Lindley has 24.3% of people travelling by active or public transport modes (excluding taxi and motorcycle). It is noted that cycling (0.8%) is slightly lower than Kirklees as a whole and also

England and it is recognised that use of the train as a mode of travel to the site would be unlikely.

5.4 For assessment purposes it is assumed that staff at the development will travel to work in a similar pattern to the Census Data for the Lindley ward. Based on a proposed staff number of 87 the following modal split could be expected:

Method of Travel to Work	Lindley	Development 87 Staff
Train	3.3%	3
Bus	8.8%	8
Taxi	0.6%	1
Motorcycle	0.5%	0
Driving a Car or Van	67.5%	59
Passenger in a Car or Van	6.5%	6
Bicycle	0.8%	1
On Foot	11.4%	10
Other Method of Travel to Work	0.4%	0

Table 5.4 – Estimated Modal Split for Staff Travel to Work

5.5 An assessment of the developments potential multimodal traffic generations has shown that the level of pedestrian, cyclist and public passenger travel movements are predicted to be modest and at a level which is unlikely to have a detrimental impact within the existing infrastructure provision. It is envisaged that the main modes of travel will be car, car as passenger, bus, walk and cycle. It is likely that several staff will have company cars given the nature of the development and a small number of staff may travel on foot, with cycling or obtaining a lift more likely for those without a car considering also the disposition of residential areas.

6 Traffic Generations

6.1 Approved Trip Rates for Outline Permission

6.1.1 Trip rates for B2 and B8 uses were derived using the TRICS 2011(b) Database, both average and 85th percentile data have been obtained from the previous Transport Assessment. The traffic generation derived from average trip rates was used for the assessment of local road junctions and 85% percentile trip rates were used on the assessment of the Ainley Top Roundabout and strategic road network. From the traffic counts the highway peak hours were considered to be 0730-0830 and 1645- 1745. The following tables provide a summary of the trip rate data:

Vehicle Trips Rates	B2 Industrial Estate			B8 Warehouse		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
AM (0730 – 0830)	0.450	0.186	0.636	0.227	0.084	0.311
AM (0800 – 0900)	0.477	0.201	0.678	0.224	0.096	0.320
PM (1645 – 1745)	0.147	0.462	0.609	0.092	0.209	0.301
PM (1700 – 1800)	0.117	0.418	0.535	0.092	0.218	0.310

Table 6.1.1 (a): Average Trip Rates

Vehicle Trips Rates	B2 Industrial Estate			B8 Warehouse		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
AM (0730 – 0830)	0.531	0.200	0.731	0.750	0.333	1.083
AM (0800 – 0900)	0.677	0.223	0.900	0.417	0.333	0.750
PM (1645 – 1745)	0.118	0.751	0.869	0.294	0.337	0.631
PM (1700 – 1800)	0.094	0.787	0.881	0.333	0.333	0.666

Table 6.1.1 (b): 85th Percentile Trip Rates

6.1.2 The 85th percentile two-way trip rate for the B2 use is higher than the B8 use for time periods 0800 – 0900, 1645 – 1745 and 1700 – 1800 but lower than the B8 trip rate for the period 0730 – 0830. To address this the 85th percentile B8 trip rate for the time period 0730 – 0830 was used together with the 85th percentile B2 for the other 3 time periods for assessment purposes. With regard to the average trip rates the B2 trip rate is higher than the B8 trip rate for all time periods and were used for average traffic generation assessments.

6.2 Traffic Generations Plot A

6.2.1 The vehicular trips and generation for the outline proposals for Plot A, total employment floor area of 160,000sft (14,864sqm), have been taken from Addendum Transport Assessment ref 7038-006-01. The traffic generations are summarised in the table below:-

Vehicle Traffic Generation	B2 Industrial Estate 85th percentile			B2 Industrial Estate Average		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
AM (0730 – 0830)	79	30	109	67	28	95
AM (0800 – 0900)	101	33	134	71	30	101
PM (1645 – 1745)	18	111	129	21	69	90
PM (1700 – 1800)	14	117	131	17	62	80

Table 6.2.1a: B2 Traffic Generations

Vehicle Traffic Generation	B8 Industrial Estate 85th percentile			B8 Industrial Estate Average		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
AM (0730 – 0830)	111	50	161	34	12	46
AM (0800 – 0900)	62	50	112	33	14	48
PM (1645 – 1745)	44	50	94	14	31	45
PM (1700 – 1800)	50	50	99	14	32	46

Table 6.2.1b: B8 Traffic Generations

6.2.2 The resultant traffic generation for the outline proposals on Plot A is summarised in the table below for average and 85th percentile trip rates. As indicated above the 85th percentile trip rate for the B2 use for the period 0730 – 0830 was substituted with the B8 trip rate.

Vehicle Traffic Generation	85th percentile			Average		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
AM (0730 – 0830) *	111	50	161	67	28	95
AM (0800 – 0900)	101	33	134	71	30	101
PM (1645 – 1745)	18	111	129	21	69	90
PM (1700 – 1800)	14	117	131	17	62	80

Table 6.2.2: Summary of Plot A Traffic Generation.

**** Note. Uses 85th percentile B8 trip rates for this time period.***

6.3 Outline proposals for Unit 2, Plot A

6.3.1 The vehicular trips generation for the outline proposals for Unit 2, Plot A, total employment floor area of 9,290sqm, are summarised below and are based on the trip rates for the employment uses derived in Section 6.1 above. As indicated the trip rates for the B2 use (average and 85th percentile) were used for assessment purposes, but with the 85th Percentile B2 trip rate substituted with the B8 trip rate for the time period the period 0730 – 0830. The unit 2 traffic generations are summarised in the table below.

Vehicle Traffic Generation	85th percentile			Average		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
AM (0730 – 0830) *	70	31	101	42	17	59
AM (0800 – 0900)	63	21	84	44	19	63
PM (1645 – 1745)	11	70	81	14	43	57
PM (1700 – 1800)	9	73	82	11	39	50

Table 6.3.1: Unit 2 Traffic Generations Outline for Proposals

**** Note. Uses 85th percentile B8 trip rates for this time period.***

6.4 Car Showroom Proposals for Unit 2, Plot A

6.4.1 Vehicle trip rates for the car showroom development have been estimated using the TRICS database v7.4.3. The TRICS search parameters are as follows:

- London and Ireland surveys excluded.
- Weekday Surveys (insufficient data for weekend periods) in the period 01/01/2009 to 15/09/2016
- Trip rate per Hectare
- Site area 0.4 to 1.34 Hectare

6.4.2 A copy of the TRICS data output is contained at **Appendix D**. The TRICS data for this use class is given in whole hours only and therefore the highway peak hour traffic generations (AM 0730-0830 and PM 1645 – 1745) have been calculated using a portion of the hourly trip rates either side of the highway peak hours. Based on a site area of 2.187 hectares, the following typical network peak hours (AM

0800-0900 and PM 1700-1800), development peak (1400-1500) and daily vehicle traffic rates and traffic generations could be expected.

	Average Trip Rate per Hectare			Development Trips (2.187 Hectares)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
0700-0800	10.963	1.993	12.956	24	4	28
0730-0830	17.0200	6.5655	23.5855	37	14	51
0800-0900	23.077	11.138	34.215	50	24	74
1600-1700	14.343	18.75	33.093	31	41	72
1645-1745	11.6385	16.767	28.4055	25	37	62
1700-1800	10.737	16.106	26.843	23	35	58

Table 6.4.2 (a) – Car Showroom Traffic Generations (Average)

	85th Percentile Trip Rate per Hectare			Development Trips (2.187 Hectares)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
0700-0800	12.903	3.226	16.129	28	7	35
0730-0830	23.5245	7.7105	31.235	52	17	69
0800-0900	34.146	12.195	46.341	75	27	102
1600-1700	19.091	30.909	50.000	42	68	110
1645-1745	18.1063	21.0608	39.1671	40	46	86
1700-1800	17.778	17.778	35.556	39	39	78

Table 6.4.2 (b) – Car Showroom Traffic Generations (85th percentile)

6.4.3 As can be seen from a comparison of the traffic generation for the highway network peak hours for the unit 2 outline proposals (Table 6.3.1) and Tables 6.4.2 (a) and (b) it shows a reduction for the average two-way flow (59 to 51) in the AM peak but a slight increase of 5 trips (57 to 62) in the PM peak. For the 85th percentile traffic generation flows there is a decrease of 32 trips (101 to 69) in the AM peak and a slight increase of 5 trips in the PM peak (81 to 86). It is noted that there are small increases in the average traffic generations in the typical peak hours of 0800-0900 and 1700-1800. However, this is in conjunction with lower background network flows since the peak hours are slightly earlier. In addition, reference to the individual details of the 17 surveys shows that only two sites opened before 0800 (although the surveys recorded trips before this) and only 6 were open until 1900 with 6 closing at 1800. These hours would have the effect of increasing trips in the typical highway peaks. In comparison the proposed weekday hours of operation are 0700 to 1900 which would have the propensity to reduce trip generation in the

network peak hour periods. Only one site was for a Land Rover dealership and in terms of the 85th percentile ranking this survey produced lower trip rates in all time periods.

6.4.4 There are multiple route opportunities for traffic travelling to/from the site and it is reasonable to assume that development traffic will split between these routes.

6.4.5 It is considered that the differences in traffic generation for the proposed car showroom in comparison to the approved outline proposals is not material and the effect of any increases would be diluted on the highway network considering also the distribution of traffic and daily fluctuations in traffic flows. No junction assessments have been carried out as part of this Transport Statement, as the traffic associated with the proposed use has already been accounted for on the surrounding road network within the approved outline planning consent.

7 Conclusion

7.1 Sanderson Associates (Consulting Engineers) have been appointed by Rybrook Cars Ltd to provide a Transport Statement in support of a full planning application for a car showroom at Unit 2, Plot A as part a mixed use development including employment and residential uses located on land off Lindley Moor Road and Crosland Road, Lindley, Huddersfield.

7.2 Plot A has the benefit of planning permission as part of a wider planning application reference 2014/62/93136/W from May 2015. The Application site is currently undeveloped and as part of the Outline Planning Consent Plot A was assessed on the basis of a total employment floor area of 14,864sqm of which 9,290 sqm was on the area of Unit 2. The land is allocated by Kirklees Council's UDP for employment opportunities. The site is allocated under Policy B8.1 in conjunction with residential allocation reference H8.17 located off Weatherhill Road/Cowrakes Road, Lindley. Furthermore, it is allocated for mixed development on the Policies Map (accepted options) Publication Draft Local Plan MX1911.

7.3 The planning permission was supported by a Transport Assessment reference 7038-001-03 submitted in September 2014 and supplemented by an Addendum Transport Assessment (7038/006/01) drawing on the information contained in the Transport Assessment to assess the change in proposals for Plot A that occurred during it's determination.

7.4 This Transport Statement draws on the information contained in the Addendum Transport Assessment (7038/006/01) submitted in 2015 and assesses the change in proposals for Unit 2, Plot A. As part of the Transport Assessment (reference 7038-001-03) trip rates for B2 and B8 employment were included and these were used in the Addendum assessment and have been used in this Transport Statement for comparison to the new proposals.

7.5 Unit 2, Plot A proposals will be the subject of a Travel Plan. A Travel Plan has been prepared which aims to restrain vehicular traffic and encourage the use of

alternative forms of travel. Employees and visitors will be advised of alternative travel modes that are available and bus travel will be encouraged together with other measures included in the Travel Plans.

7.6 The level of proposed traffic generation for the car showroom proposals has been identified within this Transport Statement. It is considered that the differences in traffic generation for the proposed car showroom in comparison to the approved outline proposals is not material and the effect of any increases would be diluted on the highway network considering also the distribution of traffic and daily fluctuations in traffic flows. No junction assessments have been carried out as part of this Transport Statement, as the traffic associated with the proposed use has already been accounted for on the surrounding road network within the approved outline planning consent.

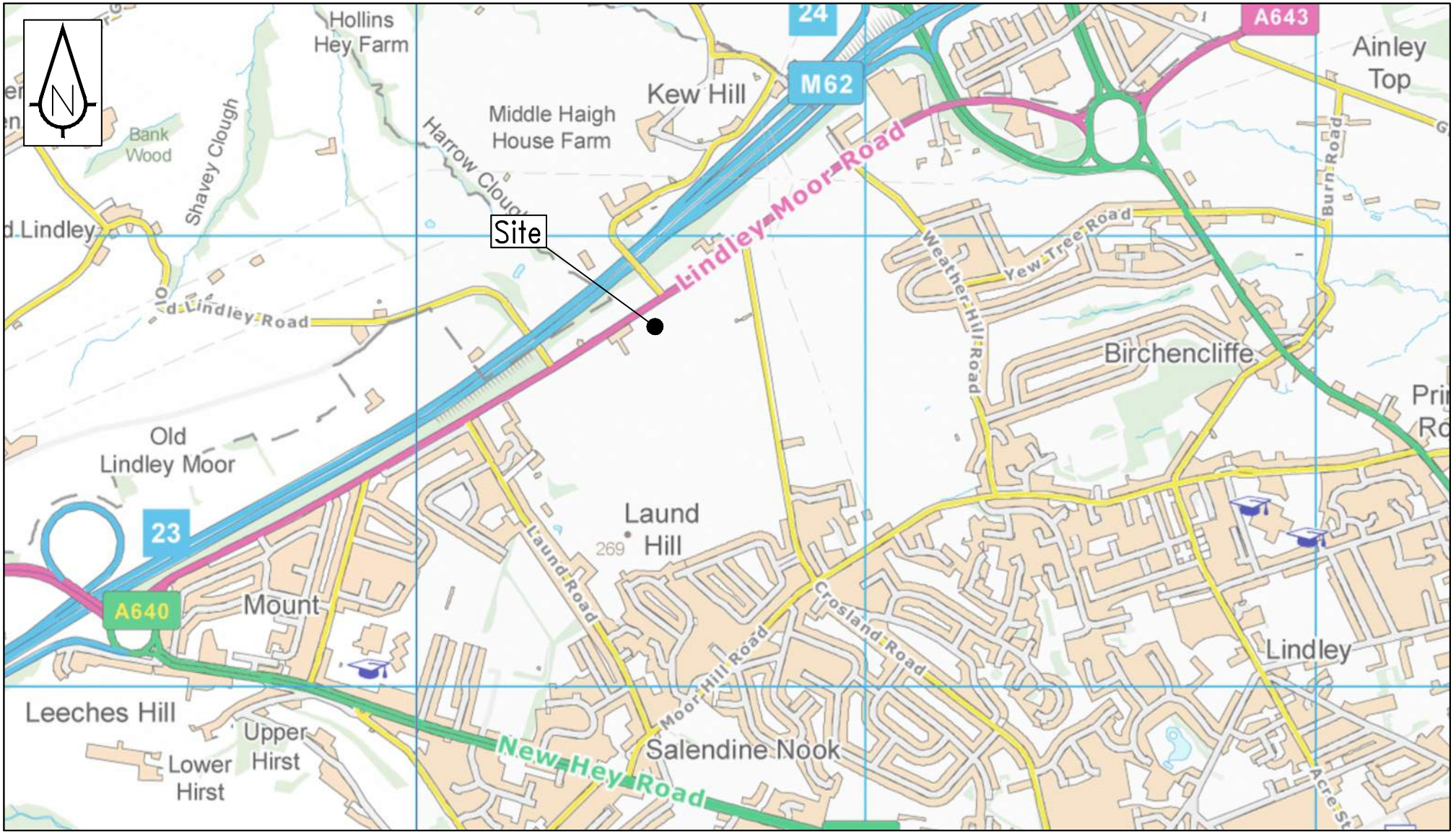
7.7 It is considered that the additional demand for walking, cycling and public transport generated by the proposed development can be readily accommodated by the existing highway infrastructure.

7.8 Having regard to NPPF the site is allocated in the Council's UDP and emerging local plan for development and is located such that it can be accessed by sustainable transport modes and safe and suitable accesses to the development site can be achieved for all people. Junction capacity assessments have previously been undertaken as part of the outline approval and improvements are proposed where needed so that they will operate satisfactorily. It is therefore considered that the effect of traffic from the application development has been robustly analysed taking into account committed development and the remaining areas of the allocation so that this is not prejudiced and consequently the residual cumulative impacts of development are not severe having regard to the NPPF Paragraph 32.

7.9 With respect to the contents of this report Sanderson Associates considers that the development proposals for unit 2, Plot A will not have a detrimental impact on the

local highway network, highway safety and the adjacent motorway and would ask the Local Highway Authority and Highway England to confirm its findings.

APPENDIX A



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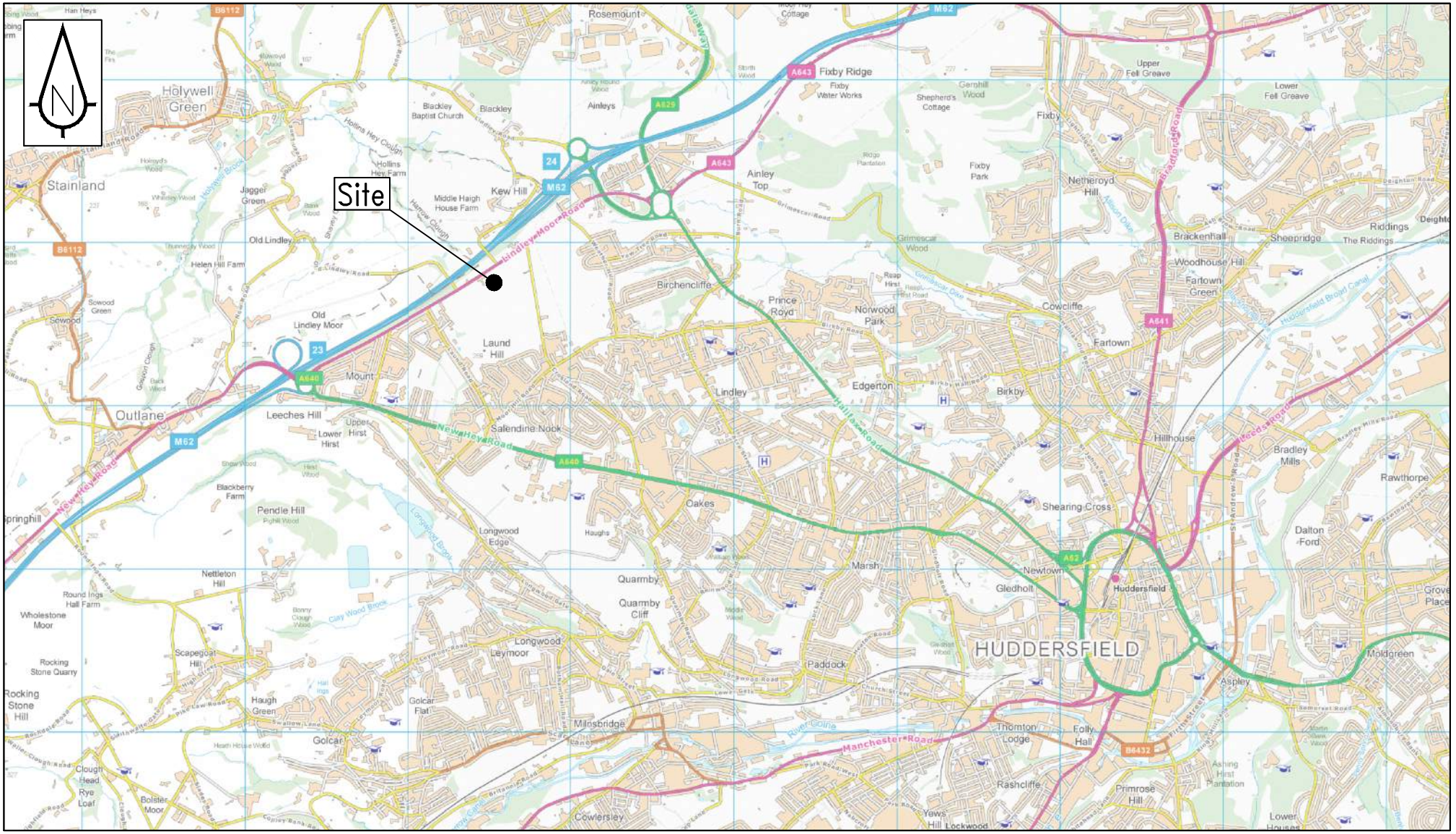
Proposed Car Showroom
Unit 2 Plot A, Lindley Moor Road,
Huddersfield

Site Location Plan

Drawn AA	Scale NTS	QIM S ISO 9001 REGISTERED FIRM
Checked DJC	Date December 2017	
Approved DJC	Drawing Number Figure 1	Size A4



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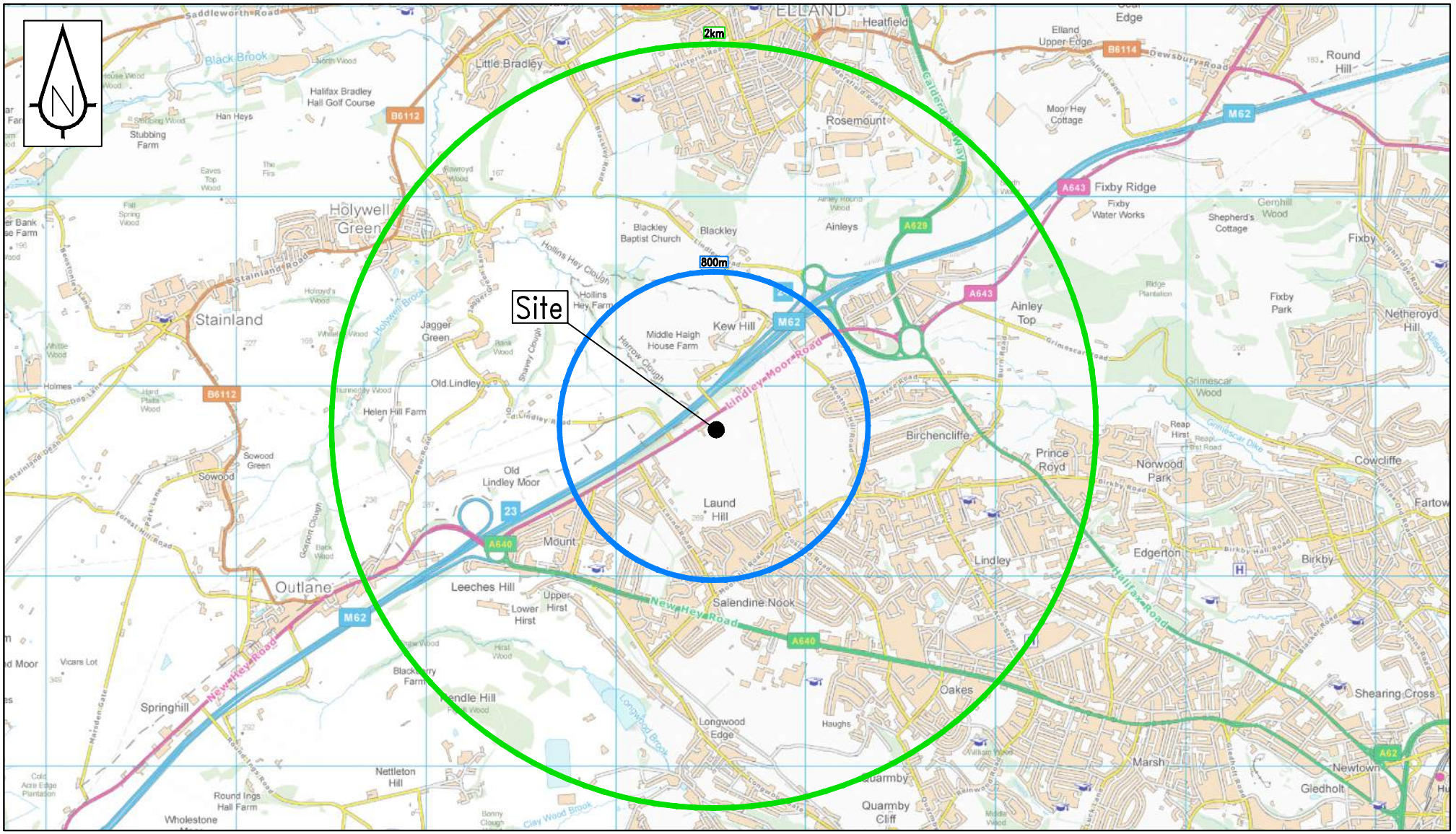
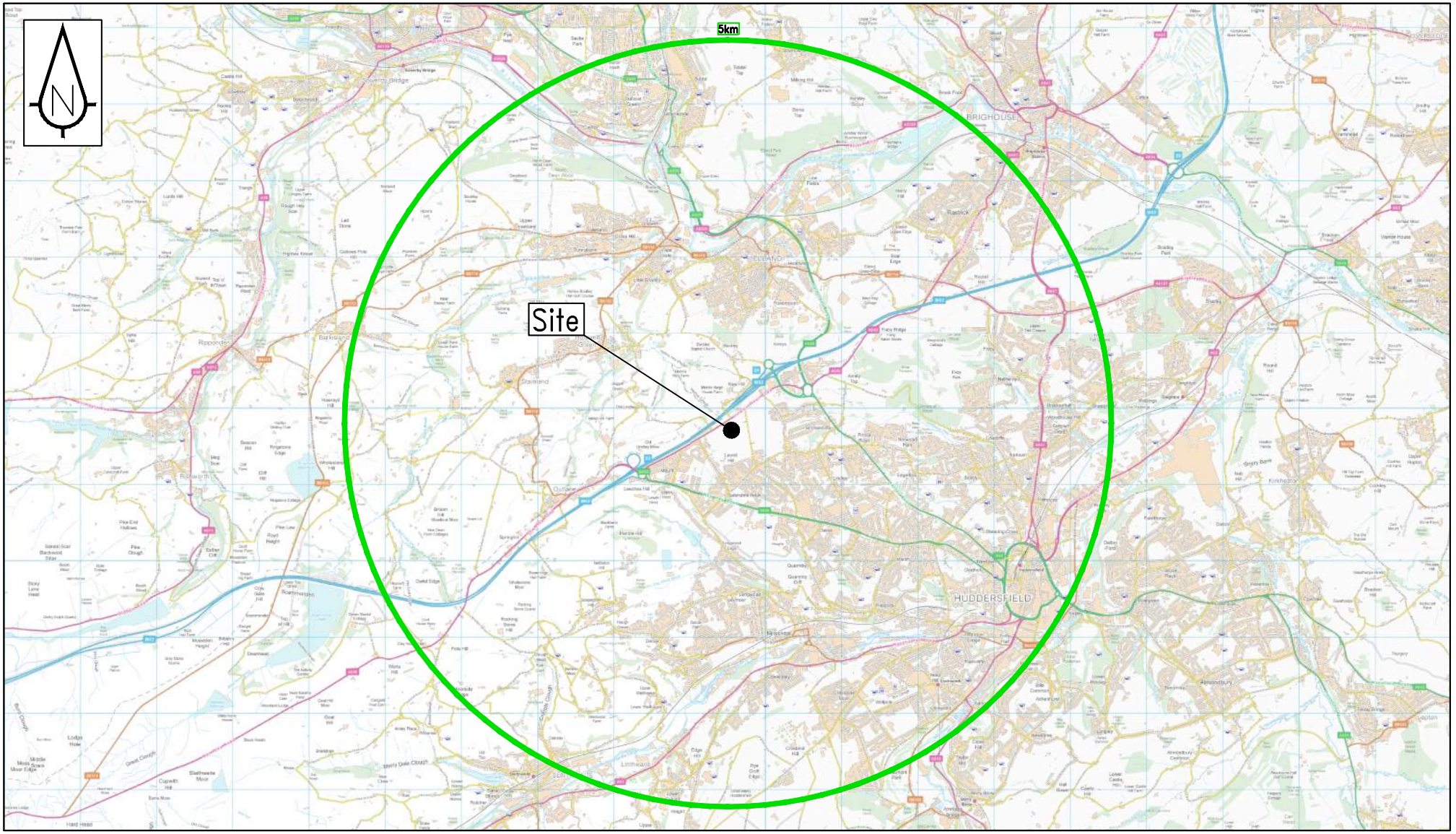
Proposed Car Showroom
Unit 2 Plot A, Lindley Moor Road, Huddersfield

Wider Highway Network

Drawn: AA	Scale: NTS	QIM S ISO 9001 REGISTERED FIRM
Checked: DJC	Date: December 2017	
Approved: DJC	Drawing Number: Figure 2	Size: A4



sanderson associates (consulting engineers) ltd Highways | Traffic | Transportation | Water T 01924 844080 mail@sandersonassociates.co.uk F 01924 844081 www.sandersonassociates.co.uk	Proposed Car Showroom Unit 2 Plot A, Lindley Moor Road, Huddersfield	800m & 2km Walking Radii	Drawn: AA	Scale: NTS	QIM S ISO 9001 REGISTERED FIRM
			Checked: DJC	Date: December 2017	
			Approved: DJC	Drawing Number: Figure 3	Size: A4



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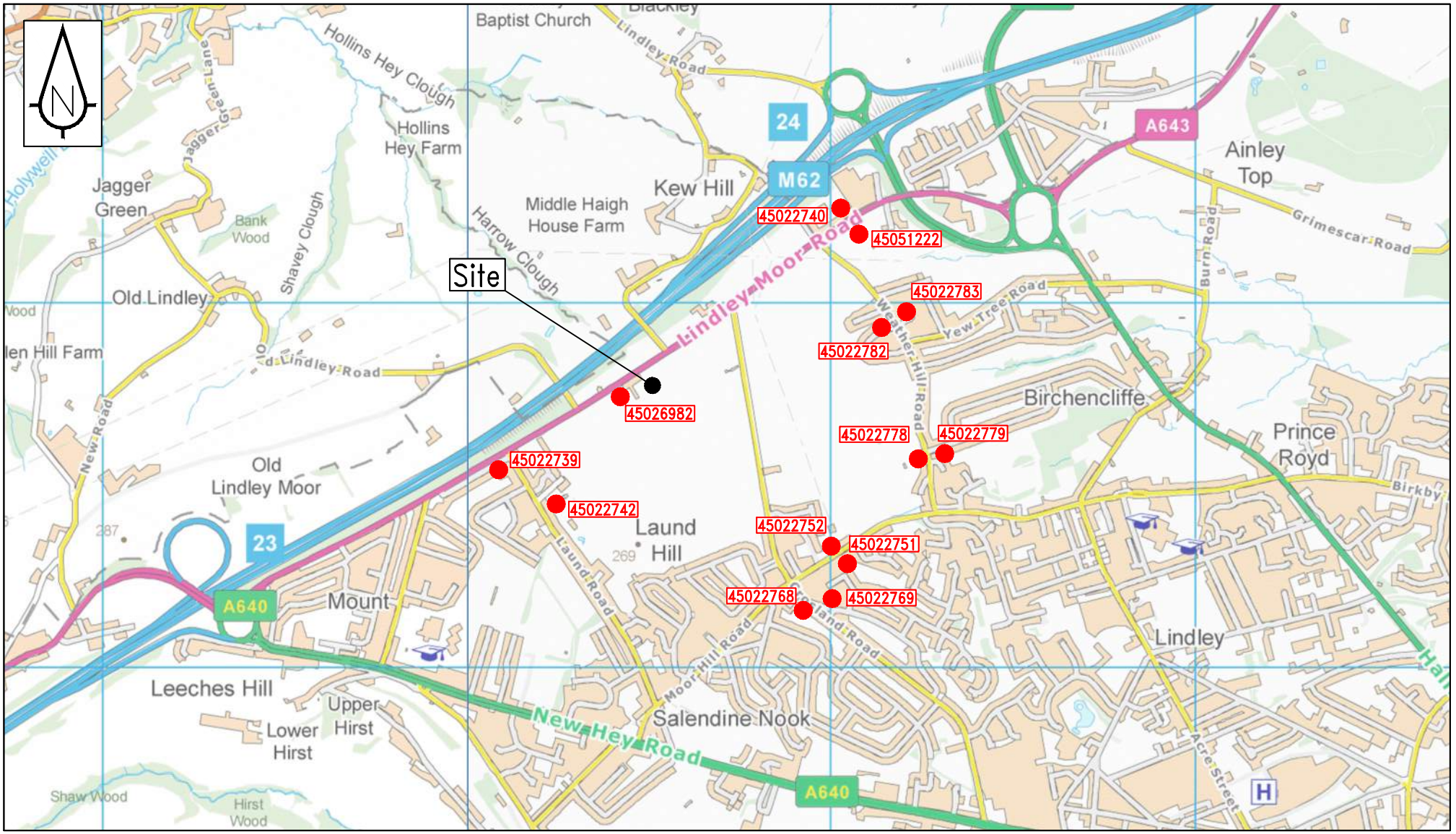
Proposed Car Showroom
Unit 2 Plot A, Lindley Moor Road,
Huddersfield

5km Cycling Radius

Drawn AA	Scale NTS	QIM S ISO 9001 REGISTERED FIRM
Checked DJC	Date December 2017	
Approved DJC	Drawing Number Figure 4	Size A4



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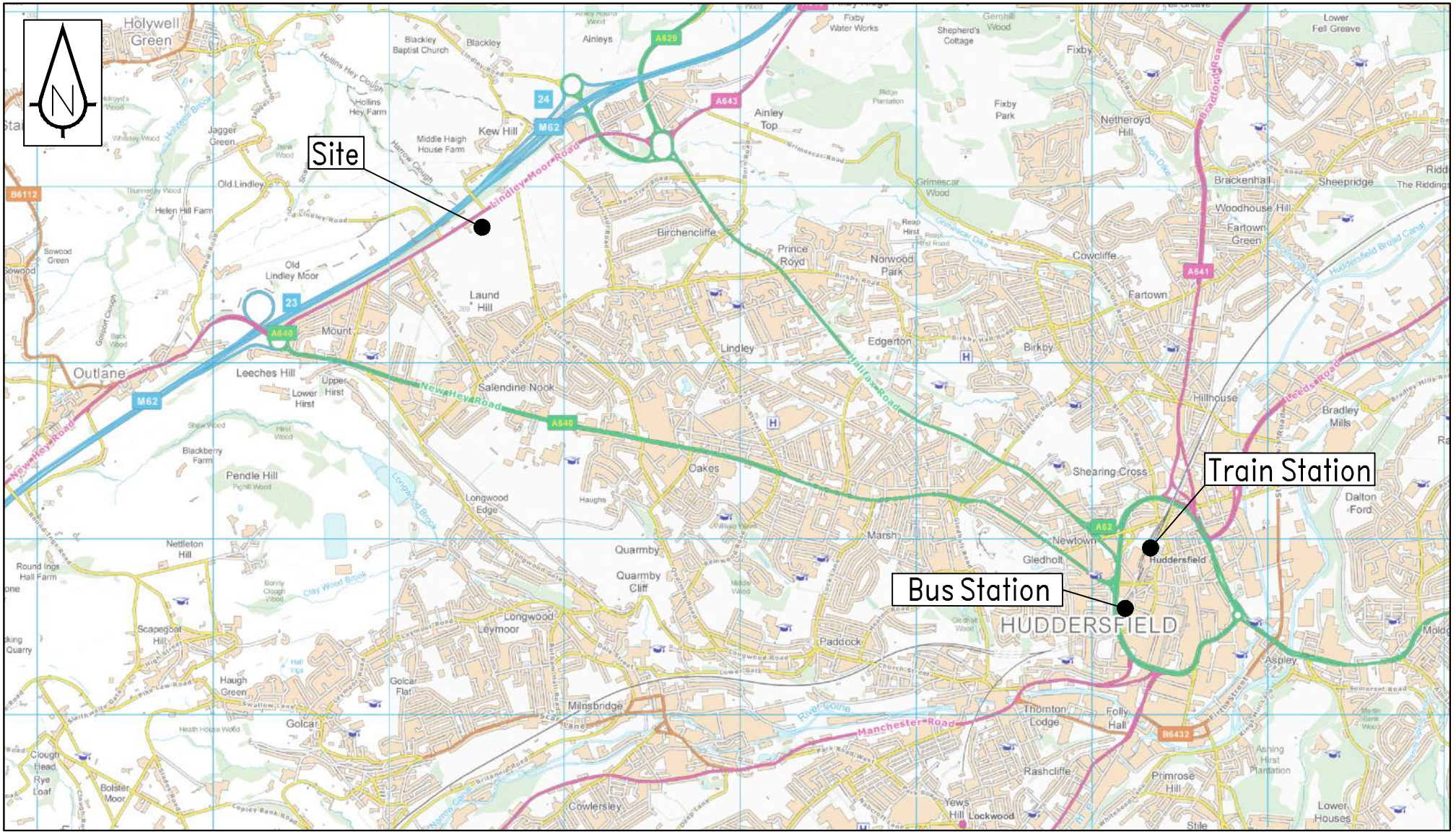
Proposed Car Showroom
Unit 2 Plot A, Lindley Moor Road,
Huddersfield

Bus Stop Locations

Drawn	Scale	
AA	NTS	QIM S ISO 9001 REGISTERED FIRM
Checked	Date	
DJC	December 2017	
Approved	Drawing Number	Size
DJC	Figure 5	A4



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Proposed Car Showroom
Unit 2 Plot A, Lindley Moor Road, Huddersfield

Huddersfield Railway and Bus Stops

Drawn	Scale	
AA	NTS	QIM S ISO 9001 REGISTERED FIRM
Checked	Date	
DJC	December 2017	
Approved	Drawing Number	Size
DJC	Figure 6	A4

APPENDIX B

Accident Data

Vicinity of Lindley Moor Road, Huddersfield

RTC five years prior to date (11.12.2017)

11.12.2017 N.T.S.

Fatal

Serious

Slight

P indicates pedestrian

For reference purposes only. No further copies may be made

1 0BB1 565

2 1300 16620

3 1301 94762

4 1302 53226

5 17H1 070

6 2C80 188

7 3120 492

8 32E1 203

9 3770 458

10 38N0 310

11 43D1 403

12 4C10 783

RTC in the vicinity of Lindley Moor Road, Huddersfield, Five years prior to date (11.12.2017)

ACCIDENT SEVERITY UPTO 2017

		2012	2013	2014	2015	2016	2017	Total
Fatal	8%	0	0	0	0	1	0	**1**
Serious	0%	0	0	0	0	0	0	**0**
Slight	92%	0	4	1	1	3	2	**11**
TOTAL		**0**	**4**	**1**	**1**	**4**	**2**	**12**

WEATHER

	No.	%
Fine	10	83
Fog Mist	1	8
Unknown	1	8
TOTAL	**12**	

ROAD SURFACE

	Number	%
Dry	7	58
Wet	4	33
Unknown	1	8
TOTAL	**12**	

LIGHT CONDITIONS

	Number	%
Light	8	67
Dark	4	33
TOTAL	**12**	

PEDESTRIAN ACCIDENTS	**No.**	**%**
	0	0

SKIDDING ACCIDENTS	**No.**	**%**
	2	17

ACCIDENTS BY DAY AND TIME

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
00.00 - 00:59	0	0	0	0	0	0	0	**0**
01:00 - 01:59	0	0	0	0	0	0	0	**0**
02:00 - 02:59	0	0	0	0	0	0	0	**0**
03:00 - 03:59	0	0	0	0	0	0	0	**0**
04:00 - 04:59	0	0	0	0	0	0	0	**0**
05:00 - 05:59	0	0	0	0	0	0	0	**0**
06:00 - 06:59	0	0	1	0	0	0	0	**1**
07:00 - 07:59	0	0	1	0	0	0	0	**1**
08:00 - 08:59	0	0	0	0	0	0	0	**0**
09:00 - 09:59	0	0	0	0	0	0	0	**0**
10:00 - 10:59	0	0	0	0	1	0	0	**1**
11:00 - 11:59	0	0	0	0	0	0	0	**0**
12:00 - 12:59	0	0	0	0	0	0	1	**1**
13:00 - 13:59	0	0	0	0	0	1	0	**1**
14:00 - 14:59	0	0	0	0	0	0	0	**0**
15:00 - 15:59	0	0	0	0	0	0	0	**0**
16:00 - 16:59	0	0	0	1	1	0	0	**2**
17:00 - 17:59	0	1	0	0	0	0	0	**1**
18:00 - 18:59	1	0	0	0	0	0	0	**1**
19:00 - 19:59	0	0	0	0	0	1	0	**1**
20:00 - 20:59	0	0	0	0	0	0	0	**0**
21:00 - 21:59	0	0	0	0	0	1	0	**1**
22:00 - 22:59	0	0	0	0	0	0	0	**0**
23:00 - 23:59	0	0	0	0	0	1	0	**1**
TOTAL	**1**	**1**	**2**	**1**	**2**	**4**	**1**	**12**
%	8%	8%	17%	8%	17%	33%	8%	100%

ACCIDENTS BY MONTH AND YEAR UPTO 2017

	2012	2013	2014	2015	2016	2017	Total
Jan	0	1	0	0	1	0	**2**
Feb	0	0	0	0	1	0	**1**
Mar	0	0	0	0	0	1	**1**
Apr	0	0	0	0	0	0	**0**
May	0	1	0	0	0	0	**1**
June	0	1	0	0	0	0	**1**
July	0	0	1	0	1	0	**2**
Aug	0	0	0	0	1	0	**1**
Sep	0	0	0	0	0	0	**0**
Oct	0	0	0	0	0	0	**0**
Nov	0	1	0	0	0	0	**1**
Dec	0	0	0	1	0	1	**2**
TOTAL	**0**	**4**	**1**	**1**	**4**	**2**	**12**
%	0%	33%	8%	8%	33%	17%	100%

RTC in the vicinity of Lindley Moor Road, Huddersfield, Five years prior to date (11.12.2017)

CASUALTY SEVERITY UPTO 2017

	2012	2013	2014	2015	2016	2017	Total
Fatal	0	0	0	0	1	0	**1**
Serious	0	0	0	0	1	0	**1**
Slight	0	10	1	1	5	4	**21**
TOTAL	**0**	**10**	**1**	**1**	**7**	**4**	**23**

JUNCTION DETAIL

	Number	%
T or staggered	11	92
Not at junction	1	8
TOTAL	**12**	

JUNCTION CONTROLS

	Number	%
Give way sign	11	92
Not at junction	1	8
TOTAL	**12**	

CASUALTIES BY TYPE AND AGE GROUPING

	0 to 4	5 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Total	%
PTW rider	0	0	0	0	2	0	**2**	9
Car driver	0	0	1	4	6	1	**12**	52
Car passenger	0	1	1	2	1	2	**7**	30
Goods driver	0	0	0	2	0	0	**2**	9
TOTAL	**0**	**1**	**2**	**8**	**9**	**3**	**23**	
%	0	4	9	35	39	13		

Number of Casualties with unknown age: 0

SPEED LIMIT

	Number	%
30 MPH	2	17
40 MPH	1	8
50 MPH	7	58
60 MPH	2	17
TOTAL	**12**	

ROAD CLASS

	Number	%
A	11	100
TOTAL	**11**	

VEHICLES INVOLVED BY TYPE AND AGE OF DRIVER

	0 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Unknown	Total	%
PTW	0	0	0	2	0	0	**2**	8
Car	0	1	4	8	4	2	**19**	79
Goods < 3.5T	0	0	1	0	0	0	**1**	4
Goods > 3.5T	0	0	1	1	0	0	**2**	8
TOTAL	**0**	**1**	**6**	**11**	**4**	**2**	**24**	
%	0	4	25	46	17	8		

VEHICLE MANOEUVRES

	Number	%
Parked	1	4
Starting	2	8
Turning right	7	29
Overtaking moving veh on its offside	1	4
Going ahead other	13	54
TOTAL	**24**	

BREATH TEST

	Number	%
Negative	13	54
Not requested	2	8
Refused to provide	1	4
Driver not contacted	5	21
Medical reasons	3	13
TOTAL	**24**	

RTC in the vicinity of Lindley Moor Road, Huddersfield, Five years prior to date (11.12.2017)

0BB1565 SLIGHT 15/11/2013 0019:25 410731 /418991 Junction of A643 Lindley Moor Road and Crosland Road

This is a 2 vehicle road traffic collision with 5 minor injuries. Veh 1 travelling along main road appraoching minor junction on nearside. Veh 2 is on minor road and approaches same junction intending to turn right. Driver of Veh 2 believes main road to be clear and begins right turn, failing to see Veh 1 which is unable to avoid collision. N/S front of Veh 1 collides with O/S front of Veh 2 causing extensive damage to both vehicles.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	NE	SW	Female	43	Negative	1	Driver/Rider	SLIGHT	1	Female	43	
2	Car	Turning right	S	NE	Male	58	Negative	2	Driver/Rider	SLIGHT	2	Male	58	
								3	Passenger	SLIGHT	1	Female	74	
								4	Passenger	SLIGHT	1	Female	73	
								5	Passenger	SLIGHT	1	Female	53	

Contributory Factors

Failed to look properly V002 V.likely

130016620 SLIGHT 11/01/2013 0021:14 410445 /418797 Lindley Moor Road at Junction with Mount Avenue, 0M from Peat Ponds Farm Huddersfield

V3 & V2 Takes 1St Exit of Roundabout onto Lindley Moor Road. V3 to the Front and V2 Following. as V1 Also Reached Lindley Moor Road,V1 Travels Immediately Behind V2 Weaving from Side to Side on Road, as They both Pass the Junction with Mount Avenue. as the Road Starts to Narrow V1 Starts to Overtake V2 on It's Offside. a Vehicle then Approaches from the Opposite Direction, and this Causes V2 to Brake Hard to Prevent a Collision. as V1 Swerves Back into Nearside it Collides with Front Offisde Wing of V2. V1 Speeds off from the Scene.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	O/T moving veh on its O/S	SW	NE	Not known	-1	Not contacted	1	Driver/Rider	SLIGHT	2	Male	28	
2	Car	Going ahead other	SW	NE	Male	28	Not contacted	2	Passenger	SLIGHT	2	Female	24	
3	Car	Going ahead other	SW	NE	Not known	-1	Not contacted							

Contributory Factors

130194762 SLIGHT 10/05/2013 0023:50 410731 /418990 Lindley Moor Road at Junction with Crosland Road, Huddersfield

V1 Travelling Along Lindley Moor Road, Approaching Crosland Road to Nearside. V1 Collides with Central Bollards, V1 Overturns, and Collides with Lampost.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	NE	SW	Male	44	Failed/Refused	1	Driver/Rider	SLIGHT	1	Male	44	

Contributory Factors

Impaired by alcohol V001 V.likely Careless, reckless or in a hurry V001 V.likely

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130253226 SLIGHT 19/06/2013 0016:30 410730 /418995 Lindley Moor Road at Junction with Crossland Road, Huddersfield

V2 is Driving Along Lindley Moor Road, in the Direction of Outlane Roundabout. V1 is Waiting at Junction of Crossland Road, with Lindley Moor Road. V1 Pulls out of the Junction and Collides with V2.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Turning right	S	NE	Male	23	Not contacted	1	Driver/Rider	SLIGHT	1	Male	23	
2	Goods 3.5 - 7.5t	Going ahead other	SW	NE	Male	25	Not contacted	2	Driver/Rider	SLIGHT	2	Male	25	

Contributory Factors

17H1070 SLIGHT 17/07/2014 0016:07 410351 /418744 A643 Lindley Moor Road

I did not witness this RTC but from attending the scene and speaking to all it would appear that there is 3 M/V involved in this collision, MV 1 is a motor cycle, MV 2 is a Toyota , and MV 3 is a broken down Rover, being recovered. all 3 M/V are on the same side of the road, all facing towards New Hey Road, directly outside the Wappy Springs Pub. MV 3 had broken down and was awaiting recovery, MV 2 has come to the scene to collect her brother, the driver of MV 3. MV1 comes over the hill down the straight long road, and for some reason MV 2 moves out from a nearside position and proceeds to move out into the road, in doing so reduces the amount of road MV3 has, and the rider clips the front off side of MV 2, the rider looses control and ends up sliding down the road.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Parked	P	P	Male	79	Negative	1	Driver/Rider	SLIGHT	3	Male	48	
2	Car	Starting	SE	NW	Female	78	Negative							
3	M/cycle > 500cc	Going ahead other	SE	NW	Male	48	Not provided							

Contributory Factors

Poor turn or manoeuvre V002 Possible

2C80188 SLIGHT 08/12/2015 006:50 410727 /418996 Junction of A643 Lindley Moor Road and Crosland Road

V1 TURNS RIGHT OUT OF CROSLAND RD INTO SIDE OF V2 THATS TRAVELLING ALONG LINDLEY MOOR RD FROM V1'S RIGHT TO LEFT. MINOR INJURY SUSTAINED BY PASSENGER IN V2.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Turning right	SE	NE	Male	48	Negative	1	Passenger	SLIGHT	2	Female	20	
2	Car	Going ahead other	NE	SW	Female	48	Negative							

Contributory Factors

Failed to look properly V001 V.likely

3120492 SLIGHT 02/01/2016 0012:21 410547 /418872 Junction of A643 Lindley Moor Road Huddersfield and Haigh House Hill

THIS COLLISION INVOLVES TWO VEHICLES , SLIGHT INJURY TO DRIVERS AND FSP V2.....V2 IS TRAVELLING ON LINDLEY MOOR ROAD HUDDERSFIELD TOWARDS AINLEY TOP ROUNDABOUT . .. V1 IS TRAVELLING ON HAIGH HOUSE HILL DRIVER INTENDING TO TURN RIGHT INTO LINDLEY MOOR ROAD ....V1 STOPS AT GIVE WAY JUNCTION ON HAIGH HOUSE HILL .....AS V2 APPROACHES V1 TURNS RIGHT INTO LINDLEY MOOR ROAD INTO THE PATH OF V2 .....DRIVER OF V2 UNSUCCESSFULLY ATTEMPTS TO AVOID V1 CROSSING INTO OPPOSITE CARRIAGEWAY .....NEARSIDE OF V2 COLLIDES WITH FRONT OF V1 .....

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Turning right	W	E	Male	52	Negative	1	Driver/Rider	SLIGHT	1	Male	52	
2	Car	Going ahead other	N	W	Female	43	Negative	2	Driver/Rider	SLIGHT	2	Female	43	
								3	Passenger	SLIGHT	2	Female	13	

Contributory Factors

Poor turn or manoeuvre V001 V.likely

32E1203 SLIGHT 14/02/2016 0018:10 410726 /418996 Junction of A643 Lindley Moor Road and Crosland Road

V1 is a motor car being driven along CROSLAND ROAD towards the junction with LINDLEY MOOR ROAD. This is a 90 degree T junction that is controlled by a give way junction. Traffic on LINDLEY MOOR ROAD has priority. V2 is a motor cycle being ridden by the injured party along LINDLEY MOOR ROAD in the direction of AINLEY TOP. As V2 approached the junction of CROSLAND ROAD to the offside, V2 pulls out from the junction directly into the path of V2. V2 is forced to take evasive action in order to avoid a collision, but loses control of his front wheel due to heavy braking. The rider falls from V2 and lands on the carriageway causing injuries to his left hand.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Starting	SW	NE	Female	72	Negative	1	Driver/Rider	SLIGHT	2	Male	47	
2	M/cycle > 500cc	Going ahead other	SE	NW	Male	47	Negative							

Contributory Factors

Failed to look properly V001 Possible Fail to judge other person path or speed V001 Possible

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3770458 FATAL 07/07/2016 0010:02 410307 /418710 Junction of A643 Lindley Moor Road and Old Lindley Road

V1 IS TRAVELLING ALONG LINDLEY MOOR ROAD IN THE DIRECTION OF OUTLANE. V2 IS TRAVELLING ALONG LINDLEY MOOR ROAD IN THE OPPOSITE DIRECTION TOWARDS AINLEY TOP. V1 APPROACHED THE GIVE WAY 'T' JUNCTION OF OLD LINDLEY ROAD TO ITS OFFSIDE. V1 INDICATES RIGHT AND TURNS ACROSS THE PATH OF V2. BOTH VEHICLES COLLIDE CAUSING EXTENSIVE DAMAGE TO RESPECTIVE FRONT ENDS. V2 CONTINUES FORWARD INTO STREET FURNITURE, WHILST V1 REMAINS ON THE ROAD NEAR TO THE KERB EDGE.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Turning right	NE	NW	Male	80	Not provided	1	Driver/Rider	FATAL	1	Male	80	
2	Car	Going ahead other	SW	NE	Male	56	Not provided	2	Driver/Rider	SERIOUS	2	Male	56	

Contributory Factors

Fail to judge other person path or speed V001 V.likely Poor turn or manoeuvre V001 V.likely

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38N0310 SLIGHT 23/08/2016 0007:45 410731 /418997 Junction of A643 Lindley Moor Road and Crosland Road

I did not attend this collision and complete this report from the information provided by the involved parties. V1, an HGV, is travelling along the location, approaching the junction with Crosland Road to its nearside. As it gets to the junction, V2 pulls out from the give way, directly into the path of V1. Driver of V2 suffers slight injury

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Goods > 7.5t	Going ahead other	NE	SW	Male	41	Not requested	1	Driver/Rider	SLIGHT	2	Female	26	
2	Car	Turning right	SW	NE	Female	26	Not requested							

Contributory Factors

Fail to judge other person path or speed V002 V.likely

43D1403 SLIGHT 13/03/2017 0017:20 410307 /418710 Junction of A643 Lindley Moor Road Huddersfield and Old Lindley Road

THIS COLLISION INVOLVES TWO VEHICLES SLIGHT INJURY TO BOTH DRIVES ..... V1 IS TRAVELLING ON LINDLEY MOOR ROAD AWAY FROM AINLEY TOP .....V2 IS TRAVELLING ON LINDLEY MOOR ROAD IN THE OPPOSITE DIRECTION TOWARDS AINLEY TOP .....AS BOTH VEHICLES REACH THE JUNCTION WITH OLD LINDLEY ROAD DRIVER OF V1 TURNS RIGHT DIRECTLY INTO THE PATH OF V2 .....FRONT OF V2 COLLIDES WITH NEARSIDE OF V1 .....V1 IS PUSHED OFF ROAD TO ITS OFFSIDE AND INTO DRY STONE WALL .....V2 SPINS 90 DEGREES LEAVES THE ROAD AND COLLIDES WITH SAME DRY STONE WALL .....EXT DAMAGE TO BOTH VEHICLES .....

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Turning right	E	W	Male	21	Negative	1	Driver/Rider	SLIGHT	1	Male	21	
2	Van/Goods < 3.5t	Going ahead other	W	E	Male	21	Negative	2	Driver/Rider	SLIGHT	2	Male	21	

Contributory Factors

Fail to judge other person path or speed V001 V.likely

4C10783 SLIGHT 01/12/2017 013:13 410730 /418998 Junction of Crosland Road and A643 Lindley Moor Road

V1 is possibly travelling at excess speed, with two passengers, one front and one rear. The rear not wearing a seatbelt. V1 is approaching the junction of CROSLAND ROAD and LINDLEY MOOR ROAD when overtakes a vehicle, causing an approaching vehicle to slam on. V1 then moves back to the left hand side of the road, and while approaching the junction does not reduce speed. V1 loses control and ends up colliding with wall directly parallel to LINDLEY MOOR ROAD, V1 momentum does not stop when colliding with wall. V1 ends up in the farm field behind the wall, causing major damage to wall and vehicle. Driver and rear passenger injured.

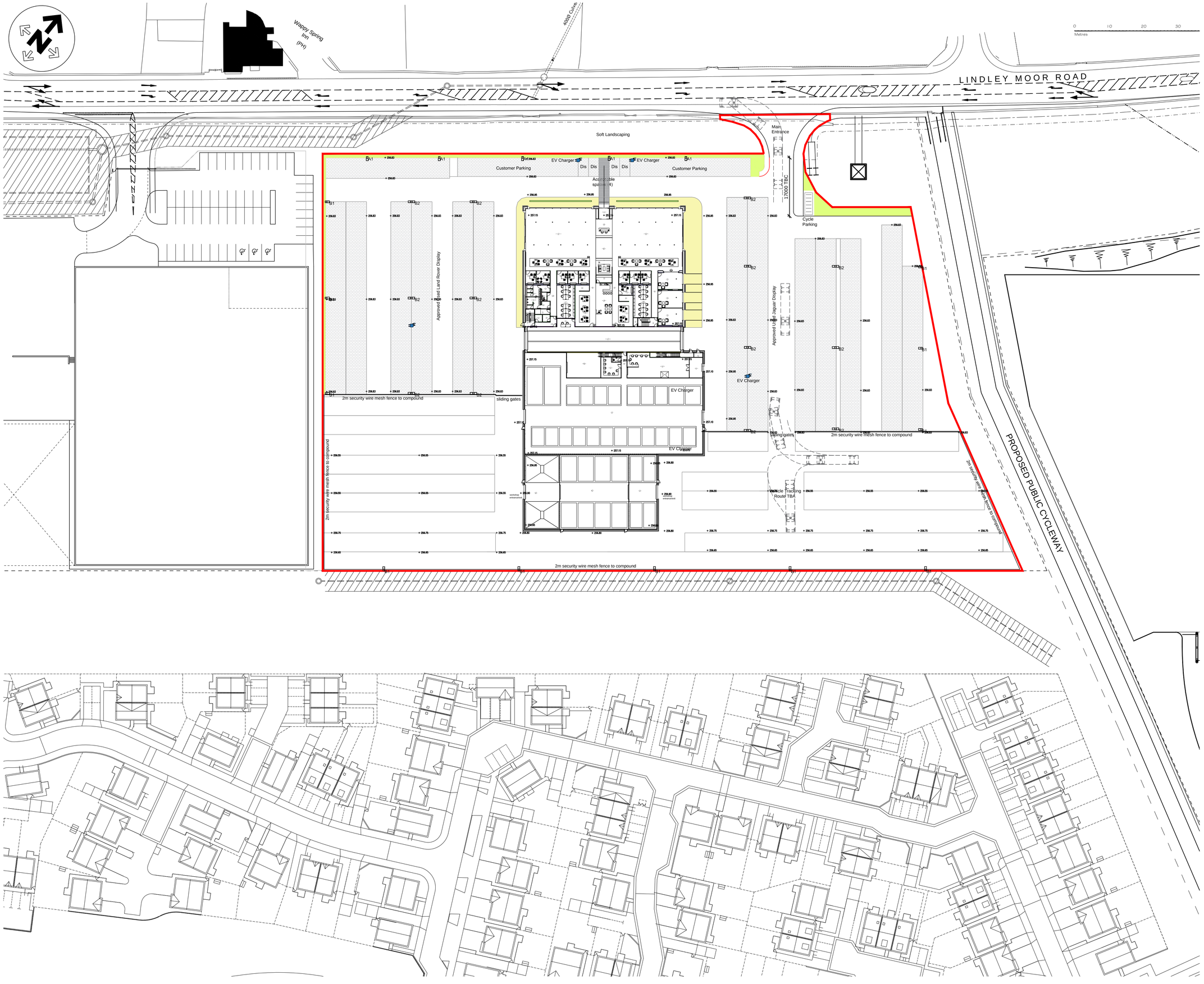
Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	S	N	Female	18	Negative	1	Driver/Rider	SLIGHT	1	Female	18	
								2	Passenger	SLIGHT	1	Female	18	

Contributory Factors

Junction overshoot	V001	V.likely	Careless, reckless or in a hurry	V001	V.likely	Learner or inexperienced driver / rider	V001 Possible

APPENDIX C

Site Layout



The Contractor is to check and verify all building and site dimensions, levels, sewer invert levels and positions of drains before works start. Any discrepancy to be notified to MDG Architects. **DO NOT SCALE FROM THIS DRAWING**

Rev.	Date	N	Revision

Red Line Application Area
21,870m2 (5.4 Acres)

Parking Numbers:

Customer Parking- 28 Spaces (inc 4 accessable spaces)
Staf and Visitor Spaces- 71 Spaces

Note: All other spaces indicated are for display or vehicle storage integral to the business operations

Black Aspalt to carpark ailses and storage areas

Customer Parking and Display areas in Contrasting charcole block, silver grey demarcation, herringbone

Soft landcscape areas - grass

Resin Bound gravel walkway - buff

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	Watts
	A1	5	Holophane DSX1,2,LA224,AY	Column Mounted @ 8m 0° Bracket Tilt	1 x 22,479 Lumens	208
	B1	11	Holophane DSX1,2,LA224,FW	Column Mounted @ 8m 5° Bracket Tilt	1 x 22,479 Lumens	208
	B2	13	Holophane DSX1,2,LA224,FW	Column Mounted @ 8m 5° Bracket Tilt	2 x 22,479 Lumens	416

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PROJECT

J.L.R. RYBROOK HUDDERSFIELD
LINDLEY MOOR ROAD

DRAWING

PROPOSED SITE PLAN
WITH SURFACE FINISHES

PLANNING

SCALE	1:500 @ A1	CHECKED	GP
DATE	SEPT 2017	DRAWN	MJ
DWG. No.	M1112.A.110	REVISION	–

APPENDIX D

TRICS Data for Car Showroom Use

Calculation Reference: AUDIT-109307-171209-1209

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	2 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days

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

Secondary 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: Site area
Actual Range: 0.40 to 1.34 (units: hect)
Range Selected by User: 0.3 to 2.00 (units: hect)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 15/09/16

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	3 days
Tuesday	3 days
Wednesday	2 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	8
Commercial Zone	4
Residential Zone	2

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:

Sui Generis	16 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®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	6 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	11 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	17 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	17 days

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

LIST OF SITES relevant to selection parameters

1 CA-14-A-03 FORD CAMBRIDGESHIRE
STUKELEY MEADOWS

HUNTINGDON
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Site area: 0.89 hect
Survey date: FRIDAY *21/10/11* *Survey Type: MANUAL*

2 CA-14-A-04 MERCEDES BENZ CAMBRIDGESHIRE
BARNWELL ROAD

CAMBRIDGE
Edge of Town
Commercial Zone
Total Site area: 0.80 hect
Survey date: THURSDAY *11/10/12* *Survey Type: MANUAL*

3 CB-14-A-03 PEUGEOT CUMBRIA
GILWILLY ROAD
GILWILLY IND. ESTATE
PENRITH
Edge of Town
Industrial Zone
Total Site area: 0.42 hect
Survey date: WEDNESDAY *11/06/14* *Survey Type: MANUAL*

4 CH-14-A-01 EVANS HALSHAW FORD CHESHIRE
STADIUM WAY
SEALAND IND. ESTATE
CHESTER
Edge of Town
Industrial Zone
Total Site area: 0.74 hect
Survey date: WEDNESDAY *12/11/14* *Survey Type: MANUAL*

5 DV-14-A-02 VAUXHALL DEVON
MARSH BARTON ROAD

EXETER
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Site area: 0.66 hect
Survey date: THURSDAY *28/11/13* *Survey Type: MANUAL*

6 HI-14-A-01 VOLKSWAGEN HIGHLAND
ARDGOUR ROAD
BANAVIE
FORT WILLIAM
Edge of Town
Residential Zone
Total Site area: 0.40 hect
Survey date: TUESDAY *17/06/14* *Survey Type: MANUAL*

7 LC-14-A-03 CAR SHOW ROOM LANCASHIRE
FYLDE ROAD
ASHTON-ON-RIBBLE
PRESTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Site area: 0.65 hect
Survey date: MONDAY *16/11/09* *Survey Type: MANUAL*

8 LE-14-A-04 BMW & MINI LEICESTERSHIRE
MERIDIAN EAST
BRAUNSTONE
LEICESTER
Edge of Town
Commercial Zone
Total Site area: 0.98 hect
Survey date: THURSDAY *25/06/09* *Survey Type: MANUAL*

9 LE-14-A-05 HONDA LEICESTERSHIRE
45-49 COVENTRY ROAD
NARBOROUGH
LEICESTER
Edge of Town
Industrial Zone
Total Site area: 0.65 hect
Survey date: TUESDAY *04/11/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 LN-14-A-01 HONDA LINCOLNSHIRE
TOLLEMACHE ROAD

GRANTHAM
Edge of Town
Commercial Zone
Total Site area: 0.62 hect
Survey date: MONDAY *15/11/10* *Survey Type: MANUAL*

11 NY-14-A-04 LAND ROVER NORTH YORKSHIRE
HUTTON BANK

RIPON
Edge of Town
Industrial Zone
Total Site area: 0.93 hect
Survey date: MONDAY *23/09/13* *Survey Type: MANUAL*

12 SY-14-A-01 HYUNDAI SOUTH YORKSHIRE
MIDDLE BANK
HYDE PARK
DONCASTER
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.40 hect
Survey date: FRIDAY *21/12/12* *Survey Type: MANUAL*

13 TW-14-A-02 RENAULT TYNE & WEAR
STONEYGATE CLOSE

GATESHEAD
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 1.10 hect
Survey date: FRIDAY *04/10/13* *Survey Type: MANUAL*

14 WM-14-A-04 VOLKSWAGEN WEST MIDLANDS
LAWLEY MIDDLEWAY

BIRMINGHAM
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 1.04 hect
Survey date: THURSDAY *25/10/12* *Survey Type: MANUAL*

15 WS-14-A-03 FORD WEST SUSSEX
BROUGHAM ROAD

WORTHING
Edge of Town
Residential Zone
Total Site area: 0.41 hect
Survey date: FRIDAY *17/10/14* *Survey Type: MANUAL*

16 WY-14-A-03 VOLKSWAGEN WEST YORKSHIRE
ELLAND ROAD

LEEDS
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 1.34 hect
Survey date: TUESDAY *24/09/13* *Survey Type: MANUAL*

17 WY-14-A-04 PEUGEOT WEST YORKSHIRE
LEEDS ROAD
WOODKIRK
NEAR DEWSBURY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Site area: 0.45 hect
Survey date: THURSDAY *15/09/16* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	0.62	0.000	1	0.62	0.000	1	0.62	0.000
07:00 - 08:00	11	0.82	10.963	11	0.82	1.993	11	0.82	12.956
08:00 - 09:00	17	0.73	23.077	17	0.73	11.138	17	0.73	34.215
09:00 - 10:00	17	0.73	20.112	17	0.73	16.026	17	0.73	36.138
10:00 - 11:00	17	0.73	18.029	17	0.73	15.224	17	0.73	33.253
11:00 - 12:00	17	0.73	17.228	17	0.73	16.506	17	0.73	33.734
12:00 - 13:00	17	0.73	17.708	17	0.73	16.747	17	0.73	34.455
13:00 - 14:00	17	0.73	16.106	17	0.73	15.064	17	0.73	31.170
14:00 - 15:00	17	0.73	17.468	17	0.73	19.872	17	0.73	37.340
15:00 - 16:00	17	0.73	14.183	17	0.73	16.266	17	0.73	30.449
16:00 - 17:00	17	0.73	14.343	17	0.73	18.750	17	0.73	33.093
17:00 - 18:00	17	0.73	10.737	17	0.73	16.106	17	0.73	26.843
18:00 - 19:00	15	0.78	3.425	15	0.78	12.671	15	0.78	16.096
19:00 - 20:00	4	0.96	0.521	4	0.96	9.635	4	0.96	10.156
20:00 - 21:00	1	0.66	4.545	1	0.66	7.576	1	0.66	12.121
21:00 - 22:00	1	0.66	0.000	1	0.66	21.212	1	0.66	21.212
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			188.445			214.786			403.231

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.*

Parameter summary

Trip rate parameter range selected:	0.40 to 1.34 (units: hect)
Survey date date range:	01/01/09 - 15/09/16
Number of weekdays (Monday-Friday):	17
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
TAXIS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	0.62	0.000	1	0.62	0.000	1	0.62	0.000
07:00 - 08:00	11	0.82	0.000	11	0.82	0.000	11	0.82	0.000
08:00 - 09:00	17	0.73	0.000	17	0.73	0.000	17	0.73	0.000
09:00 - 10:00	17	0.73	0.000	17	0.73	0.000	17	0.73	0.000
10:00 - 11:00	17	0.73	0.080	17	0.73	0.160	17	0.73	0.240
11:00 - 12:00	17	0.73	0.000	17	0.73	0.160	17	0.73	0.160
12:00 - 13:00	17	0.73	0.160	17	0.73	0.080	17	0.73	0.240
13:00 - 14:00	17	0.73	0.240	17	0.73	0.321	17	0.73	0.561
14:00 - 15:00	17	0.73	0.080	17	0.73	0.080	17	0.73	0.160
15:00 - 16:00	17	0.73	0.080	17	0.73	0.080	17	0.73	0.160
16:00 - 17:00	17	0.73	0.160	17	0.73	0.160	17	0.73	0.320
17:00 - 18:00	17	0.73	0.000	17	0.73	0.000	17	0.73	0.000
18:00 - 19:00	15	0.78	0.000	15	0.78	0.000	15	0.78	0.000
19:00 - 20:00	4	0.96	0.000	4	0.96	0.000	4	0.96	0.000
20:00 - 21:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
21:00 - 22:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.800			1.041			1.841

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.*

Parameter summary

Trip rate parameter range selected:	0.40 to 1.34 (units: hect)
Survey date date range:	01/01/09 - 15/09/16
Number of weekdays (Monday-Friday):	17
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
OGVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	0.62	0.000	1	0.62	0.000	1	0.62	0.000
07:00 - 08:00	11	0.82	0.221	11	0.82	0.111	11	0.82	0.332
08:00 - 09:00	17	0.73	0.321	17	0.73	0.401	17	0.73	0.722
09:00 - 10:00	17	0.73	0.561	17	0.73	0.401	17	0.73	0.962
10:00 - 11:00	17	0.73	0.240	17	0.73	0.401	17	0.73	0.641
11:00 - 12:00	17	0.73	0.321	17	0.73	0.321	17	0.73	0.642
12:00 - 13:00	17	0.73	0.080	17	0.73	0.240	17	0.73	0.320
13:00 - 14:00	17	0.73	0.481	17	0.73	0.321	17	0.73	0.802
14:00 - 15:00	17	0.73	0.321	17	0.73	0.481	17	0.73	0.802
15:00 - 16:00	17	0.73	0.240	17	0.73	0.240	17	0.73	0.480
16:00 - 17:00	17	0.73	0.080	17	0.73	0.080	17	0.73	0.160
17:00 - 18:00	17	0.73	0.160	17	0.73	0.080	17	0.73	0.240
18:00 - 19:00	15	0.78	0.000	15	0.78	0.171	15	0.78	0.171
19:00 - 20:00	4	0.96	0.000	4	0.96	0.000	4	0.96	0.000
20:00 - 21:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
21:00 - 22:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.026			3.248			6.274

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.*

Parameter summary

Trip rate parameter range selected:	0.40 to 1.34 (units: hect)
Survey date date range:	01/01/09 - 15/09/16
Number of weekdays (Monday-Friday):	17
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
PSVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	0.62	0.000	1	0.62	0.000	1	0.62	0.000
07:00 - 08:00	11	0.82	0.000	11	0.82	0.000	11	0.82	0.000
08:00 - 09:00	17	0.73	0.000	17	0.73	0.000	17	0.73	0.000
09:00 - 10:00	17	0.73	0.160	17	0.73	0.080	17	0.73	0.240
10:00 - 11:00	17	0.73	0.000	17	0.73	0.000	17	0.73	0.000
11:00 - 12:00	17	0.73	0.000	17	0.73	0.000	17	0.73	0.000
12:00 - 13:00	17	0.73	0.000	17	0.73	0.000	17	0.73	0.000
13:00 - 14:00	17	0.73	0.000	17	0.73	0.000	17	0.73	0.000
14:00 - 15:00	17	0.73	0.000	17	0.73	0.080	17	0.73	0.080
15:00 - 16:00	17	0.73	0.000	17	0.73	0.000	17	0.73	0.000
16:00 - 17:00	17	0.73	0.080	17	0.73	0.160	17	0.73	0.240
17:00 - 18:00	17	0.73	0.000	17	0.73	0.000	17	0.73	0.000
18:00 - 19:00	15	0.78	0.000	15	0.78	0.000	15	0.78	0.000
19:00 - 20:00	4	0.96	0.000	4	0.96	0.000	4	0.96	0.000
20:00 - 21:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
21:00 - 22:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.240			0.320			0.560

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.*

Parameter summary

Trip rate parameter range selected:	0.40 to 1.34 (units: hect)
Survey date date range:	01/01/09 - 15/09/16
Number of weekdays (Monday-Friday):	17
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
CYCLISTS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	0.62	0.000	1	0.62	0.000	1	0.62	0.000
07:00 - 08:00	11	0.82	0.332	11	0.82	0.000	11	0.82	0.332
08:00 - 09:00	17	0.73	0.321	17	0.73	0.080	17	0.73	0.401
09:00 - 10:00	17	0.73	0.080	17	0.73	0.160	17	0.73	0.240
10:00 - 11:00	17	0.73	0.000	17	0.73	0.000	17	0.73	0.000
11:00 - 12:00	17	0.73	0.080	17	0.73	0.000	17	0.73	0.080
12:00 - 13:00	17	0.73	0.000	17	0.73	0.000	17	0.73	0.000
13:00 - 14:00	17	0.73	0.000	17	0.73	0.000	17	0.73	0.000
14:00 - 15:00	17	0.73	0.000	17	0.73	0.000	17	0.73	0.000
15:00 - 16:00	17	0.73	0.000	17	0.73	0.000	17	0.73	0.000
16:00 - 17:00	17	0.73	0.000	17	0.73	0.160	17	0.73	0.160
17:00 - 18:00	17	0.73	0.000	17	0.73	0.080	17	0.73	0.080
18:00 - 19:00	15	0.78	0.000	15	0.78	0.257	15	0.78	0.257
19:00 - 20:00	4	0.96	0.000	4	0.96	0.000	4	0.96	0.000
20:00 - 21:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
21:00 - 22:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.813			0.737			1.550

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.

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Parameter summary

Trip rate parameter range selected:	0.40 to 1.34 (units: hect)
Survey date date range:	01/01/09 - 15/09/16
Number of weekdays (Monday-Friday):	17
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	2 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days

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

Secondary 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: Site area
Actual Range: 0.40 to 1.34 (units: hect)
Range Selected by User: 0.3 to 2.00 (units: hect)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 15/09/16

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	3 days
Tuesday	3 days
Wednesday	2 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	8
Commercial Zone	4
Residential Zone	2
Retail Zone	1

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

Secondary Filtering selection:

Use Class:

Sui Generis	16 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®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	6 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	11 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	17 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	17 days

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

LIST OF SITES relevant to selection parameters

1 CA-14-A-03 FORD CAMBRIDGESHIRE
STUKELEY MEADOWS

HUNTINGDON
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Site area: 0.89 hect
Survey date: FRIDAY *21/10/11* *Survey Type: MANUAL*

2 CA-14-A-04 MERCEDES BENZ CAMBRIDGESHIRE
BARNWELL ROAD

CAMBRIDGE
Edge of Town
Commercial Zone
Total Site area: 0.80 hect
Survey date: THURSDAY *11/10/12* *Survey Type: MANUAL*

3 CB-14-A-03 PEUGEOT CUMBRIA
GILWILLY ROAD
GILWILLY IND. ESTATE
PENRITH
Edge of Town
Industrial Zone
Total Site area: 0.42 hect
Survey date: WEDNESDAY *11/06/14* *Survey Type: MANUAL*

4 CH-14-A-01 EVANS HALSHAW FORD CHESHIRE
STADIUM WAY
SEALAND IND. ESTATE
CHESTER
Edge of Town
Industrial Zone
Total Site area: 0.74 hect
Survey date: WEDNESDAY *12/11/14* *Survey Type: MANUAL*

5 DV-14-A-02 VAUXHALL DEVON
MARSH BARTON ROAD

EXETER
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Site area: 0.66 hect
Survey date: THURSDAY *28/11/13* *Survey Type: MANUAL*

6 HI-14-A-01 VOLKSWAGEN HIGHLAND
ARDGOUR ROAD
BANAVIE
FORT WILLIAM
Edge of Town
Residential Zone
Total Site area: 0.40 hect
Survey date: TUESDAY *17/06/14* *Survey Type: MANUAL*

7 LC-14-A-03 CAR SHOW ROOM LANCASHIRE
FYLDE ROAD
ASHTON-ON-RIBBLE
PRESTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Site area: 0.65 hect
Survey date: MONDAY *16/11/09* *Survey Type: MANUAL*

8 LE-14-A-04 BMW & MINI LEICESTERSHIRE
MERIDIAN EAST
BRAUNSTONE
LEICESTER
Edge of Town
Commercial Zone
Total Site area: 0.98 hect
Survey date: THURSDAY *25/06/09* *Survey Type: MANUAL*

9 LE-14-A-05 HONDA LEICESTERSHIRE
45-49 COVENTRY ROAD
NARBOROUGH
LEICESTER
Edge of Town
Industrial Zone
Total Site area: 0.65 hect
Survey date: TUESDAY *04/11/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 LN-14-A-01 HONDA LINCOLNSHIRE
TOLLEMACHE ROAD

GRANTHAM
Edge of Town
Commercial Zone
Total Site area: 0.62 hect
Survey date: MONDAY *15/11/10* *Survey Type: MANUAL*

11 NY-14-A-04 LAND ROVER NORTH YORKSHIRE
HUTTON BANK

RIPON
Edge of Town
Industrial Zone
Total Site area: 0.93 hect
Survey date: MONDAY *23/09/13* *Survey Type: MANUAL*

12 SY-14-A-01 HYUNDAI SOUTH YORKSHIRE
MIDDLE BANK
HYDE PARK
DONCASTER
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.40 hect
Survey date: FRIDAY *21/12/12* *Survey Type: MANUAL*

13 TW-14-A-02 RENAULT TYNE & WEAR
STONEYGATE CLOSE

GATESHEAD
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 1.10 hect
Survey date: FRIDAY *04/10/13* *Survey Type: MANUAL*

14 WM-14-A-04 VOLKSWAGEN WEST MIDLANDS
LAWLEY MIDDLEWAY

BIRMINGHAM
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 1.04 hect
Survey date: THURSDAY *25/10/12* *Survey Type: MANUAL*

15 WS-14-A-03 FORD WEST SUSSEX
BROUGHAM ROAD

WORTHING
Edge of Town
Residential Zone
Total Site area: 0.41 hect
Survey date: FRIDAY *17/10/14* *Survey Type: MANUAL*

16 WY-14-A-03 VOLKSWAGEN WEST YORKSHIRE
ELLAND ROAD

LEEDS
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 1.34 hect
Survey date: TUESDAY *24/09/13* *Survey Type: MANUAL*

17 WY-14-A-04 PEUGEOT WEST YORKSHIRE
LEEDS ROAD
WOODKIRK
NEAR DEWSBURY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Site area: 0.45 hect
Survey date: THURSDAY *15/09/16* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield Licence No: 109307

RANK ORDER for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 14 CA-14-A-03 Tot: 13.484
85th Percentile = No. 4 WS-14-A-03 Tot: 46.341

Median Values		Mean Values	
Arrivals:	18.182	Arrivals:	22.162
Departures:	15.152	Departures:	10.553
Totals:	33.334	Totals:	32.715

Rank	Site-Ref	Description	Town/City	Area	AREA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	LN-14-A-01	HONDA	GRANTHAM	LINCOLNSHIRE	0.62	Mon	15/11/10	37.097	38.710	75.807
2	LE-14-A-04	BMW & MINI	LEICESTER	LEICESTERSHIRE	0.98	Thu	25/06/09	41.837	14.286	56.123
3	WY-14-A-03	VOLKSWAGEN	LEEDS	WEST YORKSHIRE	1.34	Tue	24/09/13	32.090	17.164	49.254
4	WS-14-A-03	FORD	WORTHING	WEST SUSSEX	0.41	Fri	17/10/14	34.146	12.195	46.341
5	CA-14-A-04	MERCEDES BENZ	CAMBRIDGE	CAMBRIDGESHIRE	0.80	Thu	11/10/12	25.000	16.250	41.250
6	TW-14-A-02	RENAULT	GATESHEAD	TYNE & WEAR	1.10	Fri	04/10/13	27.273	12.727	40.000
7	CB-14-A-03	PEUGEOT	PENRITH	CUMBRIA	0.42	Wed	11/06/14	28.571	7.143	35.714
8	WM-14-A-04	VOLKSWAGEN	BIRMINGHAM	WEST MIDLANDS	1.04	Thu	25/10/12	24.038	9.615	33.653
9	DV-14-A-02	VAUXHALL	EXETER	DEVON	0.66	Thu	28/11/13	18.182	15.152	33.334
10	WY-14-A-04	PEUGEOT	NEAR DEWSBURY	WEST YORKSHIRE	0.45	Thu	15/09/16	20.000	11.111	31.111
11	LE-14-A-05	HONDA	LEICESTER	LEICESTERSHIRE	0.65	Tue	04/11/14	24.615	6.154	30.769
12	LC-14-A-03	CAR SHOW ROOM	PRESTON	LANCASHIRE	0.65	Mon	16/11/09	15.385	10.769	26.154
13	NY-14-A-04	LAND ROVER	RIPON	NORTH YORKSHIRE	0.93	Mon	23/09/13	10.753	4.301	15.054
14	CA-14-A-03	FORD	HUNTINGDON	CAMBRIDGESHIRE	0.89	Fri	21/10/11	12.360	1.124	13.484
15	HI-14-A-01	VOLKSWAGEN	FORT WILLIAM	HIGHLAND	0.40	Tue	17/06/14	12.500	0.000	12.500
16	CH-14-A-01	EVANS HALSHAW	CHESTER	CHESHIRE	0.74	Wed	12/11/14	5.405	2.703	8.108
17	SY-14-A-01	HYUNDAI	DONCASTER	SOUTH YORKSHIRE	0.40	Fri	21/12/12	7.500	0.000	7.500

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	2 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days

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

Secondary 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: Site area
Actual Range: 0.40 to 1.34 (units: hect)
Range Selected by User: 0.3 to 2.00 (units: hect)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 15/09/16

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	3 days
Tuesday	3 days
Wednesday	2 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	8
Commercial Zone	4
Residential Zone	2
Retail Zone	1
Village	1

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

Secondary Filtering selection:

Use Class:

Sui Generis	16 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®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	6 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	11 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	17 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	17 days

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

LIST OF SITES relevant to selection parameters

1 CA-14-A-03 FORD CAMBRIDGESHIRE
STUKELEY MEADOWS

HUNTINGDON
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Site area: 0.89 hect
Survey date: FRIDAY *21/10/11* *Survey Type: MANUAL*

2 CA-14-A-04 MERCEDES BENZ CAMBRIDGESHIRE
BARNWELL ROAD

CAMBRIDGE
Edge of Town
Commercial Zone
Total Site area: 0.80 hect
Survey date: THURSDAY *11/10/12* *Survey Type: MANUAL*

3 CB-14-A-03 PEUGEOT CUMBRIA
GILWILLY ROAD
GILWILLY IND. ESTATE
PENRITH
Edge of Town
Industrial Zone
Total Site area: 0.42 hect
Survey date: WEDNESDAY *11/06/14* *Survey Type: MANUAL*

4 CH-14-A-01 EVANS HALSHAW FORD CHESHIRE
STADIUM WAY
SEALAND IND. ESTATE
CHESTER
Edge of Town
Industrial Zone
Total Site area: 0.74 hect
Survey date: WEDNESDAY *12/11/14* *Survey Type: MANUAL*

5 DV-14-A-02 VAUXHALL DEVON
MARSH BARTON ROAD

EXETER
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Site area: 0.66 hect
Survey date: THURSDAY *28/11/13* *Survey Type: MANUAL*

6 HI-14-A-01 VOLKSWAGEN HIGHLAND
ARDGOUR ROAD
BANAVIE
FORT WILLIAM
Edge of Town
Residential Zone
Total Site area: 0.40 hect
Survey date: TUESDAY *17/06/14* *Survey Type: MANUAL*

7 LC-14-A-03 CAR SHOW ROOM LANCASHIRE
FYLDE ROAD
ASHTON-ON-RIBBLE
PRESTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Site area: 0.65 hect
Survey date: MONDAY *16/11/09* *Survey Type: MANUAL*

8 LE-14-A-04 BMW & MINI LEICESTERSHIRE
MERIDIAN EAST
BRAUNSTONE
LEICESTER
Edge of Town
Commercial Zone
Total Site area: 0.98 hect
Survey date: THURSDAY *25/06/09* *Survey Type: MANUAL*

9 LE-14-A-05 HONDA LEICESTERSHIRE
45-49 COVENTRY ROAD
NARBOROUGH
LEICESTER
Edge of Town
Industrial Zone
Total Site area: 0.65 hect
Survey date: TUESDAY *04/11/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 LN-14-A-01 HONDA LINCOLNSHIRE
TOLLEMACHE ROAD

GRANTHAM
Edge of Town
Commercial Zone
Total Site area: 0.62 hect
Survey date: MONDAY *15/11/10* *Survey Type: MANUAL*

11 NY-14-A-04 LAND ROVER NORTH YORKSHIRE
HUTTON BANK

RIPON
Edge of Town
Industrial Zone
Total Site area: 0.93 hect
Survey date: MONDAY *23/09/13* *Survey Type: MANUAL*

12 SY-14-A-01 HYUNDAI SOUTH YORKSHIRE
MIDDLE BANK
HYDE PARK
DONCASTER
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.40 hect
Survey date: FRIDAY *21/12/12* *Survey Type: MANUAL*

13 TW-14-A-02 RENAULT TYNE & WEAR
STONEYGATE CLOSE

GATESHEAD
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 1.10 hect
Survey date: FRIDAY *04/10/13* *Survey Type: MANUAL*

14 WM-14-A-04 VOLKSWAGEN WEST MIDLANDS
LAWLEY MIDDLEWAY

BIRMINGHAM
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 1.04 hect
Survey date: THURSDAY *25/10/12* *Survey Type: MANUAL*

15 WS-14-A-03 FORD WEST SUSSEX
BROUGHAM ROAD

WORTHING
Edge of Town
Residential Zone
Total Site area: 0.41 hect
Survey date: FRIDAY *17/10/14* *Survey Type: MANUAL*

16 WY-14-A-03 VOLKSWAGEN WEST YORKSHIRE
ELLAND ROAD

LEEDS
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 1.34 hect
Survey date: TUESDAY *24/09/13* *Survey Type: MANUAL*

17 WY-14-A-04 PEUGEOT WEST YORKSHIRE
LEEDS ROAD
WOODKIRK
NEAR DEWSBURY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Site area: 0.45 hect
Survey date: THURSDAY *15/09/16* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield Licence No: 109307

RANK ORDER for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 14 CH-14-A-01 Tot: 13.513
85th Percentile = No. 4 WY-14-A-04 Tot: 35.556

Median Values		Mean Values	
Arrivals:	7.692	Arrivals:	11.018
Departures:	18.269	Departures:	16.230
Totals:	25.961	Totals:	27.249

Rank	Site-Ref	Description	Town/City	Area	AREA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	WS-14-A-03	FORD	WORTHING	WEST SUSSEX	0.41	Fri	17/10/14	36.585	41.463	78.048
2	CB-14-A-03	PEUGEOT	PENRITH	CUMBRIA	0.42	Wed	11/06/14	16.667	30.952	47.619
3	WY-14-A-03	VOLKSWAGEN	LEEDS	WEST YORKSHIRE	1.34	Tue	24/09/13	17.910	20.149	38.059
4	WY-14-A-04	PEUGEOT	NEAR DEWSBURY	WEST YORKSHIRE	0.45	Thu	15/09/16	17.778	17.778	35.556
5	LE-14-A-04	BMW & MINI	LEICESTER	LEICESTERSHIRE	0.98	Thu	25/06/09	10.204	24.490	34.694
6	DV-14-A-02	VAUXHALL	EXETER	DEVON	0.66	Thu	28/11/13	24.242	7.576	31.818
7	CA-14-A-04	MERCEDES BENZ	CAMBRIDGE	CAMBRIDGESHIRE	0.80	Thu	11/10/12	13.750	15.000	28.750
8	CA-14-A-03	FORD	HUNTINGDON	CAMBRIDGESHIRE	0.89	Fri	21/10/11	11.236	16.854	28.090
9	WM-14-A-04	VOLKSWAGEN	BIRMINGHAM	WEST MIDLANDS	1.04	Thu	25/10/12	7.692	18.269	25.961
10	NY-14-A-04	LAND ROVER	RIPON	NORTH YORKSHIRE	0.93	Mon	23/09/13	7.527	15.054	22.581
11	LC-14-A-03	CAR SHOW ROOM	PRESTON	LANCASHIRE	0.65	Mon	16/11/09	4.615	13.846	18.461
12	TW-14-A-02	RENAULT	GATESHEAD	TYNE & WEAR	1.10	Fri	04/10/13	6.364	11.818	18.182
13	LN-14-A-01	HONDA	GRANTHAM	LINCOLNSHIRE	0.62	Mon	15/11/10	4.839	11.290	16.129
14	CH-14-A-01	EVANS HALSHAW	CHESTER	CHESHIRE	0.74	Wed	12/11/14	5.405	8.108	13.513
15	HI-14-A-01	VOLKSWAGEN	FORT WILLIAM	HIGHLAND	0.40	Tue	17/06/14	2.500	10.000	12.500
16	LE-14-A-05	HONDA	LEICESTER	LEICESTERSHIRE	0.65	Tue	04/11/14	0.000	10.769	10.769
17	SY-14-A-01	HYUNDAI	DONCASTER	SOUTH YORKSHIRE	0.40	Fri	21/12/12	0.000	2.500	2.500

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	2 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days

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

Secondary 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: Site area
Actual Range: 0.40 to 1.34 (units: hect)
Range Selected by User: 0.3 to 2.00 (units: hect)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 15/09/16

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	3 days
Tuesday	3 days
Wednesday	2 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	8
Commercial Zone	4
Residential Zone	2
Retail Zone	1
Village	1

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

Secondary Filtering selection:

Use Class:

Sui Generis	16 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®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	6 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	11 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	17 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	17 days

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

LIST OF SITES relevant to selection parameters

1 CA-14-A-03 FORD CAMBRIDGESHIRE
STUKELEY MEADOWS

HUNTINGDON
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Site area: 0.89 hect
Survey date: FRIDAY *21/10/11* *Survey Type: MANUAL*

2 CA-14-A-04 MERCEDES BENZ CAMBRIDGESHIRE
BARNWELL ROAD

CAMBRIDGE
Edge of Town
Commercial Zone
Total Site area: 0.80 hect
Survey date: THURSDAY *11/10/12* *Survey Type: MANUAL*

3 CB-14-A-03 PEUGEOT CUMBRIA
GILWILLY ROAD
GILWILLY IND. ESTATE
PENRITH
Edge of Town
Industrial Zone
Total Site area: 0.42 hect
Survey date: WEDNESDAY *11/06/14* *Survey Type: MANUAL*

4 CH-14-A-01 EVANS HALSHAW FORD CHESHIRE
STADIUM WAY
SEALAND IND. ESTATE
CHESTER
Edge of Town
Industrial Zone
Total Site area: 0.74 hect
Survey date: WEDNESDAY *12/11/14* *Survey Type: MANUAL*

5 DV-14-A-02 VAUXHALL DEVON
MARSH BARTON ROAD

EXETER
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Site area: 0.66 hect
Survey date: THURSDAY *28/11/13* *Survey Type: MANUAL*

6 HI-14-A-01 VOLKSWAGEN HIGHLAND
ARDGOUR ROAD
BANAVIE
FORT WILLIAM
Edge of Town
Residential Zone
Total Site area: 0.40 hect
Survey date: TUESDAY *17/06/14* *Survey Type: MANUAL*

7 LC-14-A-03 CAR SHOW ROOM LANCASHIRE
FYLDE ROAD
ASHTON-ON-RIBBLE
PRESTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Site area: 0.65 hect
Survey date: MONDAY *16/11/09* *Survey Type: MANUAL*

8 LE-14-A-04 BMW & MINI LEICESTERSHIRE
MERIDIAN EAST
BRAUNSTONE
LEICESTER
Edge of Town
Commercial Zone
Total Site area: 0.98 hect
Survey date: THURSDAY *25/06/09* *Survey Type: MANUAL*

9 LE-14-A-05 HONDA LEICESTERSHIRE
45-49 COVENTRY ROAD
NARBOROUGH
LEICESTER
Edge of Town
Industrial Zone
Total Site area: 0.65 hect
Survey date: TUESDAY *04/11/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 LN-14-A-01 HONDA LINCOLNSHIRE
TOLLEMACHE ROAD

GRANTHAM
Edge of Town
Commercial Zone
Total Site area: 0.62 hect
Survey date: MONDAY *15/11/10* *Survey Type: MANUAL*

11 NY-14-A-04 LAND ROVER NORTH YORKSHIRE
HUTTON BANK

RIPON
Edge of Town
Industrial Zone
Total Site area: 0.93 hect
Survey date: MONDAY *23/09/13* *Survey Type: MANUAL*

12 SY-14-A-01 HYUNDAI SOUTH YORKSHIRE
MIDDLE BANK
HYDE PARK
DONCASTER
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.40 hect
Survey date: FRIDAY *21/12/12* *Survey Type: MANUAL*

13 TW-14-A-02 RENAULT TYNE & WEAR
STONEYGATE CLOSE

GATESHEAD
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 1.10 hect
Survey date: FRIDAY *04/10/13* *Survey Type: MANUAL*

14 WM-14-A-04 VOLKSWAGEN WEST MIDLANDS
LAWLEY MIDDLEWAY

BIRMINGHAM
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 1.04 hect
Survey date: THURSDAY *25/10/12* *Survey Type: MANUAL*

15 WS-14-A-03 FORD WEST SUSSEX
BROUGHAM ROAD

WORTHING
Edge of Town
Residential Zone
Total Site area: 0.41 hect
Survey date: FRIDAY *17/10/14* *Survey Type: MANUAL*

16 WY-14-A-03 VOLKSWAGEN WEST YORKSHIRE
ELLAND ROAD

LEEDS
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 1.34 hect
Survey date: TUESDAY *24/09/13* *Survey Type: MANUAL*

17 WY-14-A-04 PEUGEOT WEST YORKSHIRE
LEEDS ROAD
WOODKIRK
NEAR DEWSBURY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Site area: 0.45 hect
Survey date: THURSDAY *15/09/16* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield Licence No: 109307

RANK ORDER for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
VEHICLES

Ranking Type: TOTALS Time Range: 07:00-08:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 9 LE-14-A-04 Tot: 9.184
85th Percentile = No. 3 LN-14-A-01 Tot: 16.129

Median Values		Mean Values	
Arrivals:	10.577	Arrivals:	10.567
Departures:	2.885	Departures:	2.030
Totals:	13.462	Totals:	12.597

Rank	Site-Ref	Description	Town/City	Area	AREA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	TW-14-A-02	RENAULT	GATESHEAD	TYNE & WEAR	1.10	Fri	04/10/13	23.636	0.000	23.636
2	CB-14-A-03	PEUGEOT	PENRITH	CUMBRIA	0.42	Wed	11/06/14	11.905	4.762	16.667
3	LN-14-A-01	HONDA	GRANTHAM	LINCOLNSHIRE	0.62	Mon	15/11/10	12.903	3.226	16.129
4	WY-14-A-03	VOLKSWAGEN	LEEDS	WEST YORKSHIRE	1.34	Tue	24/09/13	10.448	4.478	14.926
5	WS-14-A-03	FORD	WORTHING	WEST SUSSEX	0.41	Fri	17/10/14	12.195	2.439	14.634
6	WM-14-A-04	VOLKSWAGEN	BIRMINGHAM	WEST MIDLANDS	1.04	Thu	25/10/12	10.577	2.885	13.462
7	NY-14-A-04	LAND ROVER	RIPON	NORTH YORKSHIRE	0.93	Mon	23/09/13	12.903	0.000	12.903
8	CA-14-A-04	MERCEDES BENZ	CAMBRIDGE	CAMBRIDGESHIRE	0.80	Thu	11/10/12	8.750	2.500	11.250
9	LE-14-A-04	BMW & MINI	LEICESTER	LEICESTERSHIRE	0.98	Thu	25/06/09	7.143	2.041	9.184
10	LE-14-A-05	HONDA	LEICESTER	LEICESTERSHIRE	0.65	Tue	04/11/14	3.077	0.000	3.077
11	CH-14-A-01	EVANS HALSHAW	CHESTER	CHESHIRE	0.74	Wed	12/11/14	2.703	0.000	2.703

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

APPENDIX E

2011 Census Data

QS701EW - Method of travel to work

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	ward011qs:E05001407 : Lindley	ualad09:Kirklees	country:England
All categories: Method of tra	13,921	307,194	38,881,374
Work mainly at or from hom	424	8,564	1,349,568
Underground, metro, light ra	11	155	1,027,625
Train	290	5,421	1,343,684
Bus, minibus or coach	795	15,134	1,886,539
Taxi	57	1,727	131,465
Motorcycle, scooter or mope	48	1,280	206,550
Driving a car or van	6,079	125,678	14,345,882
Passenger in a car or van	582	12,566	1,264,553
Bicycle	74	1,829	742,675
On foot	1,029	19,083	2,701,453
Other method of travel to w	39	960	162,727
Not in employment	4,493	114,797	13,718,653

In order to protect against disclosure of personal information, records have been swapped between