

**Prepared on behalf of**

**Mohaddis-e-Azam Mission**

**Proposed Community Centre,  
Ravenshouse Road, Dewsbury Moor, Dewsbury**

**Transport Statement**

## Acknowledgements:

Google Earth (2020) has been used to generate figures

Accident data has been obtained from [www.crashmap.co.uk](http://www.crashmap.co.uk)

National Geographic Society's Interactive Mapmaker tool has been used to generate figures within this report.

The TRICS database has been used in this report to calculate traffic generations.

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## 1 Introduction

- 1.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by Mohaddis-e-Azam Mission to advise on the traffic and transportation issues relating to a proposed Community Centre development at Ravenshouse Road, Dewsbury Moor, Dewsbury. The location of the site is shown in **Figure 1** below.



**Figure 1 – Site Location Plan**

- 1.2 A planning application has been submitted (Ref: 2019/94147) for “*Demolition of the existing building and erection of a two-storey community centre*”. There is currently a convenience store which occupies the building on the site, which will be demolished as part of the proposals.
- 1.3 The Community Centre is intended for use by local residents and by its nature of being for the Community, it is expected that the majority of people using the centre will live locally, within walking distance of the site.

1.4 Kirklees Council Highways Development Management have provided a consultation response on the application, with a full copy attached at **Appendix A**. To summarise, the consultation response raised the following issues with the proposal in terms of highways and transportation:

- *Predicted trip generation of the development.*
- *No off street parking is proposed for the development, which is a highways concern. There are a number of complaints recorded with the council relating to parking and obstruction issues in the surrounding streets and the council would not like to see any development that will exacerbate this problem.*
- *Details regarding servicing of the development by refuse operatives.*

1.5 This Transport Statement has been prepared to address the comments from Kirklees Highways Development Management and demonstrate that the proposed development will not have a severe impact on the surrounding highway network.

1.6 The National Planning Policy Framework (NPPF) published on 27 March 2012 and last updated on the 19 February 2019 provides the most up to date national guidance on transport and its role within the planning system.

Paragraph 111 of the National Planning Policy Framework states:

*'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'*

Paragraph 108 and 109 of the National Planning Policy Framework states:

*'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*

*c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

1.7 In accordance with this guidance and in order to address the comments from the LHA, this Transport Statement considers the following aspects:

- The local highway network and its traffic collision record;
- The access arrangements to the proposed development;
- The proposed development and its operational characteristics;
- The impact of the development on the local highway network in terms of highway safety and parking amenity; and
- Accessibility of the site in relation to sustainable transport, access to local facilities and measures to encourage the use of sustainable transport.

1.8 This Transport Statement demonstrates that there would not be an unacceptable impact on highway safety associated with the development and that the residual cumulative impacts of the development are not severe. As such, there are no transport reasons why planning should not be granted.

## 2 Existing Situation

### 2.1 *The Site and the Surrounding Area*

2.1.1 The site is located in Dewsbury Moor, approximately 2.1 kilometres to the west of Dewsbury Town Centre. The existing site is occupied by a small convenience store, with a GFA of 130 sqm, which has direct frontage access onto Ravenshouse Road. There is a small yard to the rear of the building, where refuse is stored and can be accessed via a gate onto back Ravenshouse Road. The site has no dedicated parking facilities, however, vehicles using the site do park on the forecourt area to the front of the building, fronting Ravenshouse Road.

2.1.2 The site is bound by Ravenshouse Road to the east, a mosque and area of undeveloped land to the south and back Ravenshouse Road to the west and north.

2.1.3 The area of undeveloped land to the south of the mosque, is the subject of an existing planning application (Ref: 2018/62/92581/E). It is proposed to provide 30 parking spaces for use by the adjacent mosque and by users of the proposed development. There are however issues that need to be overcome regarding this application and therefore it is recognised that there is no guarantee this parking will be provided.

### 2.2 *Highway Network*

2.2.1 The proposed development will maintain the existing frontage, similar in nature to the existing convenience store onto Ravenshouse Road. Ravenshouse Road has an approximate carriageway width of 10.2m in the vicinity of the site, including an area of central hatching of approximately 2.5m.

2.2.2 On-street car parking currently takes place to both sides of the carriageway, with vehicles associated with the surrounding residential dwellings, the adjacent mosque and the existing convenience store. With vehicles parking to both sides, there is still a usable carriageway width in the region of 5.0m, as vehicles can use the central hatching, given the absence of any refuge island.

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- 2.2.3 Ravenshouse Road is subject to a 30mph speed limit and has street lighting to both sides of the carriageway. The majority of the dwellings to the eastern side of Ravenshouse Road have private drives, capable of accommodating at least one vehicle per household, which reduces the demand for on-street car parking.
- 2.2.4 There are some on-street parking restrictions in the vicinity of the site, with H-markings preserving access to properties and a disabled parking space associated with a property to the opposite side of Ravenshouse Road.
- 2.2.5 At the northern boundary of the site, Ravenshouse Road and back Ravenshouse Road form a priority T-junction. From this point to the north, Ravenshouse Road becomes Low Road. Approximately 25m north of the site, there is a zebra crossing facility on Low Road to assist with pedestrian movement from east to west across Ravenshouse Road. Further north, Low Road continues providing access towards Dewsbury Moor. It is bound by residential properties to both sides of the carriageway for the majority of its length.
- 2.2.6 To the south of the site, Ravenshouse Road provides direct frontage access to residential properties and continues south towards the A644 Huddersfield Road which provides a route north east towards Dewsbury and south west towards Ravensthorpe.
- 2.2.7 The existing convenience store has a servicing access from back Ravenshouse Road, via a gate to the northern boundary of the site. Back Ravenshouse Road has an approximate carriageway width of 5.0m along the northern and western boundary of the site, is subject to a 30mph speed limit and has a footway to the west of the carriageway, separated by a wide grass verge. It provides access to residential properties to the west of the carriageway and operates in a loop arrangement. It connects with Ravenshouse Road immediately adjacent the proposed development in the form of a priority T-junction and via a crossroads junction with Ravenshouse Road / Pilgrim Avenue, approximately 100m to the south of the site.

2.2.8 It is recognised that there is existing on-street parking pressure associated with the adjacent mosque and the surrounding residential dwellings. The application, mentioned previously, for a car park to the south of the site is proposed to alleviate some of this pressure.

2.2.9 Notwithstanding the above, it is deemed that Ravenshouse Road is wide enough to accommodate parked vehicles to both sides of the carriageway, whilst maintaining two-way traffic. Therefore, any additional on-street parking demand associated with the proposed development will not have a severe impact on the operation of the local highway network.

### 2.3 Road Traffic Collision Data

2.3.1 Road traffic collision data has been obtained from the Crashmap database for the most recent five year period available (2015-2019). The incident plot diagram within the vicinity of the site is shown in **Figure 2** below.



**Figure 2 – Crashmap Personal Injury Collision Record**

2.3.2 **Figure 2** demonstrates that there have been no personal injury collisions in the vicinity of the site or on the highway network surrounding the site in the latest five year period. During this period, the mosque adjacent to the proposed development and the convenience store, the proposal will replace, have been fully operational. It can be seen that any existing parking capacity problems, as highlighted by HDM officers are not resulting in a detrimental impact to highway safety.

- 2.3.3 It can, therefore, be concluded that the local highway network is operating safely and there are no patterns or trends that indicate any other specific highway safety problems along the local highway network. Given the proposed development is primarily expected to be used by local residents, who will access the site on foot, it is not expected that the proposed development will result in a detrimental impact on the existing highway safety record.

### 3 Accessibility by Sustainable Travel Modes

#### 3.1 Introduction

- 3.1.1 This section includes an assessment of the accessibility of the site by non-car modes, to review the opportunities that will exist for staff and visitors to travel by sustainable modes, which is a core objective of local and national policy.

#### 3.2 Accessibility on Foot

- 3.2.1 Walking is the most important mode of transport at the local level and can replace short car trips for journeys under 2km, 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 give them greater connection with their surroundings and can have positive benefits in relation to a community's security through increased surveillance. 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.

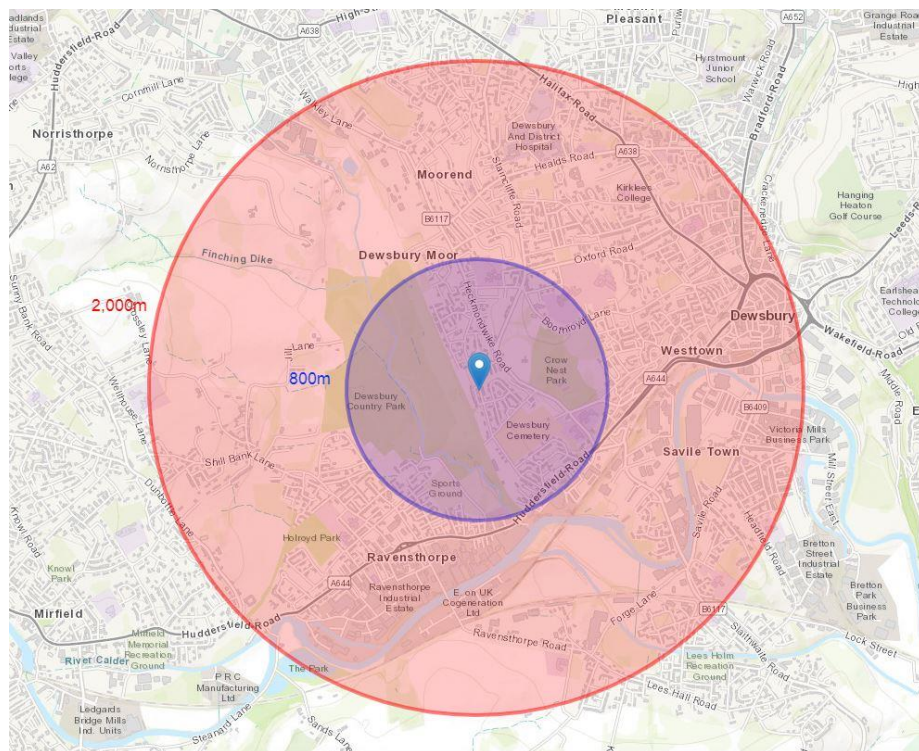
- 3.2.2 In relation to acceptable walking distances, Manual for Streets (MfS) offers the following guidance in Section 4.4 "The Walkable Neighbourhood".

*"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips. Particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."*

3.2.3 The IHT publication “Providing for Journeys on Foot” identifies suggested walking distances for commuting, school and sight-seeing as follows, with times based on a walking speed of (1.4m/s).

- Desirable 500m 6 minutes
- Acceptable 1000m 12 minutes
- Preferred maximum 2000m 24 minutes

3.2.4 **Figure 3**, below, indicates destinations that lie within 800m and 2000m radius of the application site. It is noted that walking routes will not follow the simple radii shown on this plan, which is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot.



**Figure 3 – Indicative walking thresholds**

**(NatGeo Society Mapmaker)**

3.2.5 It can be seen from Figure 3, that there is a large residential area located within 800m walking distance of the site. Therefore, it is expected that local residents will walk to the site to use the proposed Community Centre. The facility is proposed to serve the local residents and it has been demonstrated that it is well located for the majority of these residents to walk to the site.

3.2.6 It is recognised that the existing site is occupied by a convenience store, which is to be demolished as part of the proposals. It has been highlighted that this results in the loss of a facility to the local community. It should be noted that there is another similar convenience store located 650m walking distance to the south of the site on Ravenshouse Road which could be utilised by people living in the surrounding residential area. This facility is within an acceptable walking distance of the existing site and therefore it is expected that people living in the vicinity of the site, particularly to the south, can utilise this alternative facility.

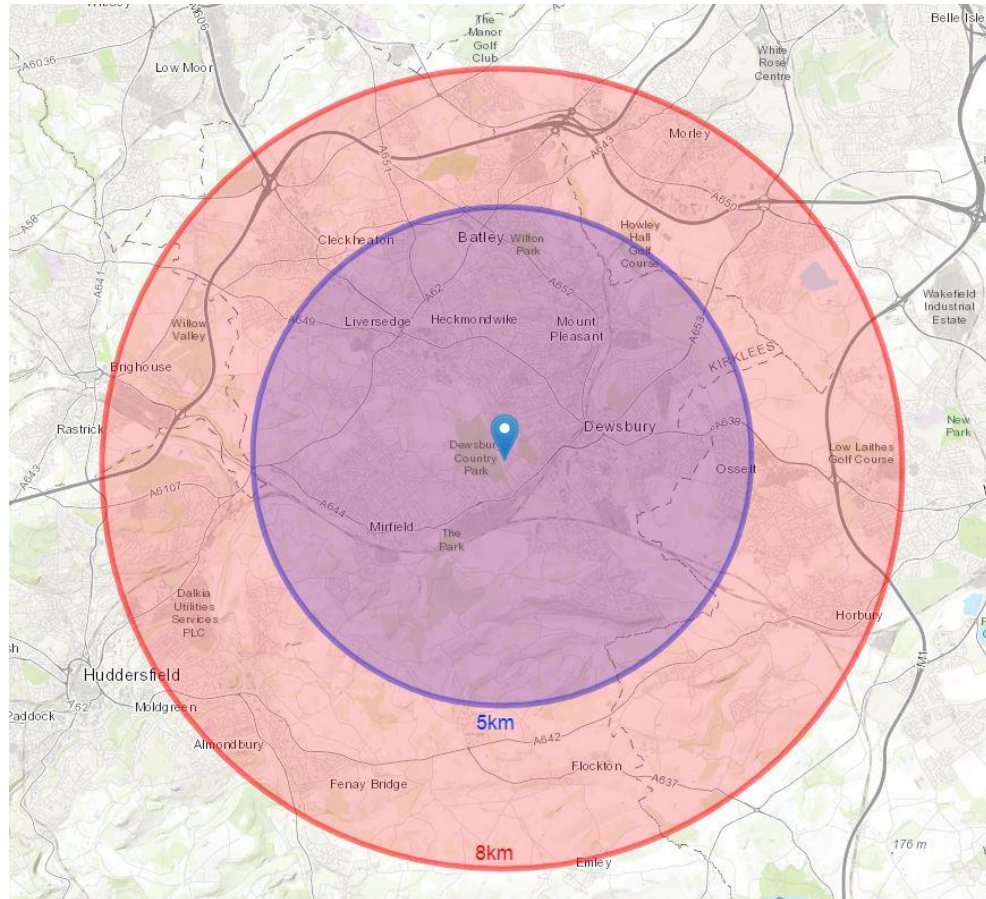
3.2.7 As well as considering the location of the site in relation to the residential catchment to which it will serve, it is also important to consider the quality of the pedestrian infrastructure when determining accessibility. To this end, all roads in the vicinity of the site are street-lit with footways to at least one side of the carriageway. There are dropped kerbs at priority junctions and there is a zebra crossing facility to the north of the site to assist with pedestrian movement across Ravenshouse Road/Low Road. Given the above, it is expected that the majority of trips to/from the site will be undertaken on foot.

### **3.3 Accessibility by Cycle**

3.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

*"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."*

3.3.2 **Figure 4**, below, identifies destinations that lie within an 8km (5 miles) radii of the application site. Again, it is noted that cycling will not follow the simple radius shown on this plan, it is provided to give an indication of where destinations lie and the general extent to which the site is accessible by cycle.



**Figure 4 – Indicative cycling thresholds** (NatGeo Society Mapmaker)

3.3.3 Although it is expected that the proposed Community Centre will serve residents in the immediate vicinity of the site, who will walk to the site, Figure 4 demonstrates that there is a large residential catchment located within an acceptable cycling distance of the site and therefore it could be expected that some trips to the site by those living further afield could be undertaken by bike.

### **3.4 Accessibility by Bus**

3.4.1 As set out previously, the proposed development is to serve the local community, in the immediate vicinity of the site, however, it is important to understand the alternative methods of travel which can be utilised to access the site, should staff or visitors travel from further afield.

3.4.2 To this end, the closest bus stops to the site are situated on Ravenshouse Road/Low Road with stops located approximately 150m to the north of the site and 180m to the south of the site, providing access to northbound and southbound services.

3.4.3 Details of the facilities provided at the stops to the north of the site are as follows:

#### **Low Road**

|                  |                                  |
|------------------|----------------------------------|
| Reference:       | Low Rd / Beckett Lane (45016287) |
| Direction        | Northbound                       |
| Distance to Stop | 140m from site access            |
| Facilities       | Flag with timetable information  |
| Bus Services     | 254, 254A                        |

|                  |                                  |
|------------------|----------------------------------|
| Reference:       | Low Rd / Beckett Lane (45016286) |
| Direction        | Southbound                       |
| Distance to Stop | 140m from site access            |
| Facilities       | Flag with timetable information  |
| Bus Services     | 254, 254A                        |

3.4.4 The no. 254 bus service provides a route between Dewsbury Bus Station and Leeds City Centre Bus Station, providing access along the route to destinations such as Dewsbury Moor, Cleckheaton, Gomersal, Heckmondwike and Liversedge. It provides a 30 minute service frequency Mon-Sat between 06:00-19:00 (approx.) and a 60 minute service frequency on a Sunday.

- 3.4.5 Given the above, it could be expected that staff and visitors who live further afield could travel to the site by bus, given the proximity of a 30 minute service frequency bus service.

### **3.5 *Accessibility Summary***

- 3.5.1 The proposed facility is to serve the residential area that surrounds the site and therefore it is expected that the majority of trips to the site will be undertaken on foot. It has been demonstrated that a large residential area is located within an 800m walking distance of the site. In addition, should staff and visitors travel from further afield, the site is well located to encourage trips by cycle, for those who are able and by public transport given the proximity of bus stops to the site. It is therefore expected that the proportion of vehicular movements to/from the site will make up only a small percentage of the overall trips generated by the site.

## 4 Development Proposals

### 4.1 Overview

- 4.1.1 Planning permission is sought for a proposed Community Centre to replace the existing 'Quality Food Store' Convenience store. The proposed Community Centre will be a two-storey building, providing approximately 331 sqm of floorspace. The proposed development will be for use by residents of the local area.
- 4.1.2 The proposed development will have no dedicated car parking given that it is expected that the development will serve the immediate local community and therefore the majority of trips to the site will be undertaken on foot.
- 4.1.3 The proposed community centre will operate between 09:00-15:00 and therefore will not be open at the same times as the Madrassa next door (opening times of 16:30-19:30 Monday to Friday). Therefore, should visitors to the community centre travel by car, these will not clash with visitors to the Madrassa next door.
- 4.1.4 In addition to the above, in order to avoid conflict with Friday prayer at the mosque next door, the community centre will be closed between 12:30-14:00 on a Friday. This will reduce the impact of vehicular traffic associated with the development, should visitors choose to drive to the site.

### 4.2 Access

- 4.2.1 The proposed development will have a pedestrian access into the site on the site frontage onto Ravenshouse Road. There will be a small yard to the rear of the building where refuse will be stored for collection by refuse operatives.
- 4.2.2 There will be gates to the refuse store which will open inwards so as not to obstruct any part of the adopted highway on back Ravenshouse Road. A copy of the revised site layout demonstrating the proposed refuse storage is attached at **Appendix B**.

#### **4.3      *Parking***

4.3.1      The proposed development is to be classified as D1(c) Non-Residential Institution (Public halls, community centre, places of worship). Given this, the following parking standards as set out in the Kirklees Council Unitary Development Plan (UDP) apply to the development:

- Visitor Parking – 1 space per 5 seats or per 25 sqm
- Staff Parking – 1 space per 3 staff
- Cycle Parking – 1 space per 40 sqm

4.3.2      Given the above, the following parking should be provided as part of the development proposals:

- Visitor Parking – 14 spaces based on GFA of 331sqm
- Staff Parking – Only expected to be 3 staff, therefore 1 space
- Cycle Parking – 9 cycle parking spaces

4.3.3      It can be seen that the development should provide up to 15 parking spaces as part of the proposed development. The proposed development is not providing any dedicated off-street parking. However, it has been demonstrated and set out previously, that the proposed development is to serve the nearby residential area and it is not expected that visitors to the site will travel by car. The majority of users of the site will live locally and will visit the Community Centre on foot. To provide parking would only lead to the promotion of the use of the private car to the access the site.

4.3.4      This is similar nature to the existing convenience store which has no dedicated off-street parking and therefore in situations where visitors/staff drive to the site by car they have to park on the local highway network. The predicted trip of the proposed development, when considered against the existing trip generation of the convenience store is set out in Section 5.0. This demonstrates that the proposed development is likely to have a limited impact over and above the impact of the existing convenience store.

#### **4.4      *Servicing***

- 4.4.1      It is expected that servicing will take place from back Ravenshouse Road to the west of the site. Refuse collection operatives will be able to access the refuse store to the rear of the property, wheel bins to the vehicle and empty them. The gates to the refuse store will open inwards in order to avoid them obstructing any part of the adopted highway network.

## 5 Trip Generation and Impact

5.1 Although it has been explained that the proposed development is to be predominately used by those living locally to the site and will therefore walk to the development, it is important to understand the vehicular trip generation of the site based on industry standard methodologies.

5.2 In order to estimate the predicted trip generation of the proposed development, trip rates have been derived using the TRICS database. To ensure that the forecast generations are representative of the development proposals, the search requirements have been refined to include sites with similar characteristics to the proposed development. Full copies of the TRICS outputs are contained at **Appendix C**.

5.3 The TRICS rates obtained have been based on 'Leisure/Q – Community Centre', in suburban, edge of town and neighbourhood centres, in order to obtain a good sample of comparative sites.

|                                    | Morning Peak (09:00-10:00) |       |       | Evening Peak (18:00-19:00) |       |       | Daily Trip Generation (07:00-22:00) |        |        |
|------------------------------------|----------------------------|-------|-------|----------------------------|-------|-------|-------------------------------------|--------|--------|
|                                    | Arr                        | Dep   | 2-way | Arr                        | Dep   | 2-way | Arr                                 | Dep    | 2-way  |
| Trip Rate                          | 1.126                      | 0.636 | 1.762 | 1.486                      | 0.630 | 2.116 | 10.823                              | 10.720 | 21.543 |
| Trip Generation (based on 331 sqm) | 4                          | 2     | 6     | 5                          | 2     | 7     | 36                                  | 35     | 71     |

**Table 5/1 –Vehicular Trip Generation – Community Centre**

5.4 As can be seen in Table 5/1, the proposed development could be expected to generate in the region of six two-way trips in the morning peak hour and approximately 71 vehicular trips across the day. It should be noted that the proposed development is only expected to be open 09:00-15:00 and therefore the vehicular trip generation will be considerably less than the above and will not impact upon the evening peak period whatsoever.

- 5.5 It is expected, that if the development generated 6 two-way trips in the morning peak hour, this would not have a detrimental impact on the operation of the local highway network. These vehicles would be able to be accommodated on-street within a short walking distance of the site.
- 5.6 Given that the proposed development is to replace an existing facility, which is still operating, the net trip generation of the proposed development can be assessed against the existing land use. It is recognised that the existing convenience store is likely to be predominately used by residents local to the site, however given that an assessment of the predicted vehicular trip generation of the proposed Community Centre has been presented, the vehicular trip generation of the existing convenience store should be used for comparative purposes.
- 5.7 In the absence of any trip generation information relating to the existing convenience store, trip rates have been obtained from the TRICS database. To ensure that the forecast generations are representative of the development proposals, the search requirements have been refined to include sites with similar characteristics to the proposed development. Full copies of the TRICS outputs are contained at **Appendix C**.
- 5.8 The TRICS rates obtained have been based on 'Retail – Convenience Store', in suburban, edge of town and neighbourhood centres, in order to obtain a good sample of comparative sites. The net tradable area of the existing convenience store has been taken from the application form, as submitted as part of the planning application. The peak operating times of the Community Centre as set out in Table 5/2 have been used for the convenience store, in order to provide a direct comparison.

|                                                           | Morning Peak (09:00-10:00) |       |        | Evening Peak (18:00-19:00) |       |        | Daily Trip Generation (07:00-22:00) |             |             |
|-----------------------------------------------------------|----------------------------|-------|--------|----------------------------|-------|--------|-------------------------------------|-------------|-------------|
|                                                           | Arr                        | Dep   | 2-way  | Arr                        | Dep   | 2-way  | Arr                                 | Dep         | 2-way       |
| Trip Rate                                                 | 6.095                      | 5.840 | 11.935 | 9.471                      | 9.981 | 19.452 | 104.71<br>6                         | 104.35<br>7 | 209.07<br>3 |
| Trip Generation<br>(based on 84 sqm<br>net tradable area) | 5                          | 5     | 10     | 8                          | 8     | 16     | 88                                  | 88          | 176         |

**Table 5/2 –Vehicular Trip Generation – Convenience Store**

- 
- 5.9 As can be seen above, the convenience store could be expected to generate 10 and 16 two-way trips in the morning and evening peak hours respectively and 176 vehicular trips daily. As set out previously, the Community Centre is predicted to generate 6 two-way trips in the morning peak hour and would not generate any trips in the evening peak hour and therefore will have less of an impact than the existing convenience, should the users of the development travel by car.
- 5.10 Across the whole day, it can be seen that the proposed Community Centre is predicted to generation 105 less two-way trips than the convenience store and therefore it is considered that the Community Centre will have a negligible impact on the operation of the local highway network.
- 5.11 Notwithstanding the above, it is recognised that the existing convenience store is most likely used by those residents living in close proximity and, therefore, the majority of trips to the site will be undertaken foot. It is expected that the proposed Community Centre will operate in a similar manner. However, the information set out in this section demonstrates that, even if the site as existing and proposed were to generate vehicular traffic, the proposed development will generate less than the existing land use and therefore it will have a negligible impact on the surrounding highway network.
- 5.12 In addition to the above, it is recognised that the proposed development is not proposing to provide any dedicated off-street parking. However, the existing convenience store similarly does not provide any off-street parking and therefore should the trip generation of the existing site be as expected, as set out in Table 5/2, visitors to the site will have to park on the highway network, similar to how it is expected visitors to the proposed development will have to do, should they choose to drive.

## 6 Summary and Conclusions

- 6.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by Mohaddis-e-Azam Mission to advise on the traffic and transportation issues relating to a proposed Community Centre development at Ravenshouse Road, Dewsbury Moor, Dewsbury.
- 6.2 The proposed development is for a Community Centre to replace the existing convenience store situated on the site. The development will primarily be for use by local residents and therefore it is expected that the majority of trips will be undertaken on foot to/from the site.
- 6.3 The proposed development is the subject of a current planning application. A consultation response has been provided by Kirklees Council Highways Development Management Services. This Transport Statement has been provided in order to provide the requested evidence to demonstrate that the proposed development will not have as severe impact on the operation of the local highway network.
- 6.4 A review of the personal injury collision data in the vicinity of the site has demonstrated that there are no existing highway safety concerns in the vicinity of the site that would be exacerbated by the proposed development.
- 6.5 It has been demonstrated that the site is well located to encourage trips on foot from the surrounding residential area.
- 6.6 A trip generation assessment has been undertaken which demonstrates the proposed development, should it generate vehicular traffic, would actually generate less than the existing convenience store and therefore will have a negligible impact on the operation of the local highway network.
- 6.7 It is concluded that there are no highway safety or capacity reasons why this development should not be acceptable in transport terms.

## ***APPENDIX A***

### ***Kirklees Highways Development Management – Consultation Response***

**Consultation Response from KC,  
Highways Development Management**
**2019/94147 Quality Food Store, Ravenshouse Road, Dewsbury Moor, Dewsbury, WF13 3QU**
**Demolition of existing building and erection of two storey community centre**
**Date Responded:11/06/20    Responding Officer:CNB    Responding Ref:K14-5SE/4**

This application is for the demolition of an existing building (A1 retail) and the erection of a two storey community centre fronting on to Ravenshouse Road. Ravenshouse Road is a 30mph, two way, single carriageway, unclassified, distributor road of approximately 9m width with a hatched central reserve to protect right turn lanes, a pedestrian refuge, footways on both sides and street lighting present. It hosts a medium frequency bus route with stops within 130m of the proposal site. To the north of the proposal site the main road turns in to Low Road while the narrow estate road to the rear of the site takes up the name Ravenshouse Road. This Back Ravenshouse Road is a narrow (4.75m to 5.5m) estate road that serves a small number of residential properties. There have been a number of recorded complaints regarding car parking and obstruction issues in the area.

No details of trip generation were provided with the application and so a full assessment of the impacts of the proposals on the operation and efficiency of the local highway network and demand for parking cannot be undertaken. However, it is considered that the proposals will create an increase in trips on the local highway network due to both the trip generation of the proposed community centre and the need for local residents to travel to the next closest convenience store. This is located approximately 1km from the proposal site and this is above the recommended 400m walking distance proposed by the Institute of Highways and Transport and so it is assumed that a large proportion of trips for convenience shopping would then be made by private car.

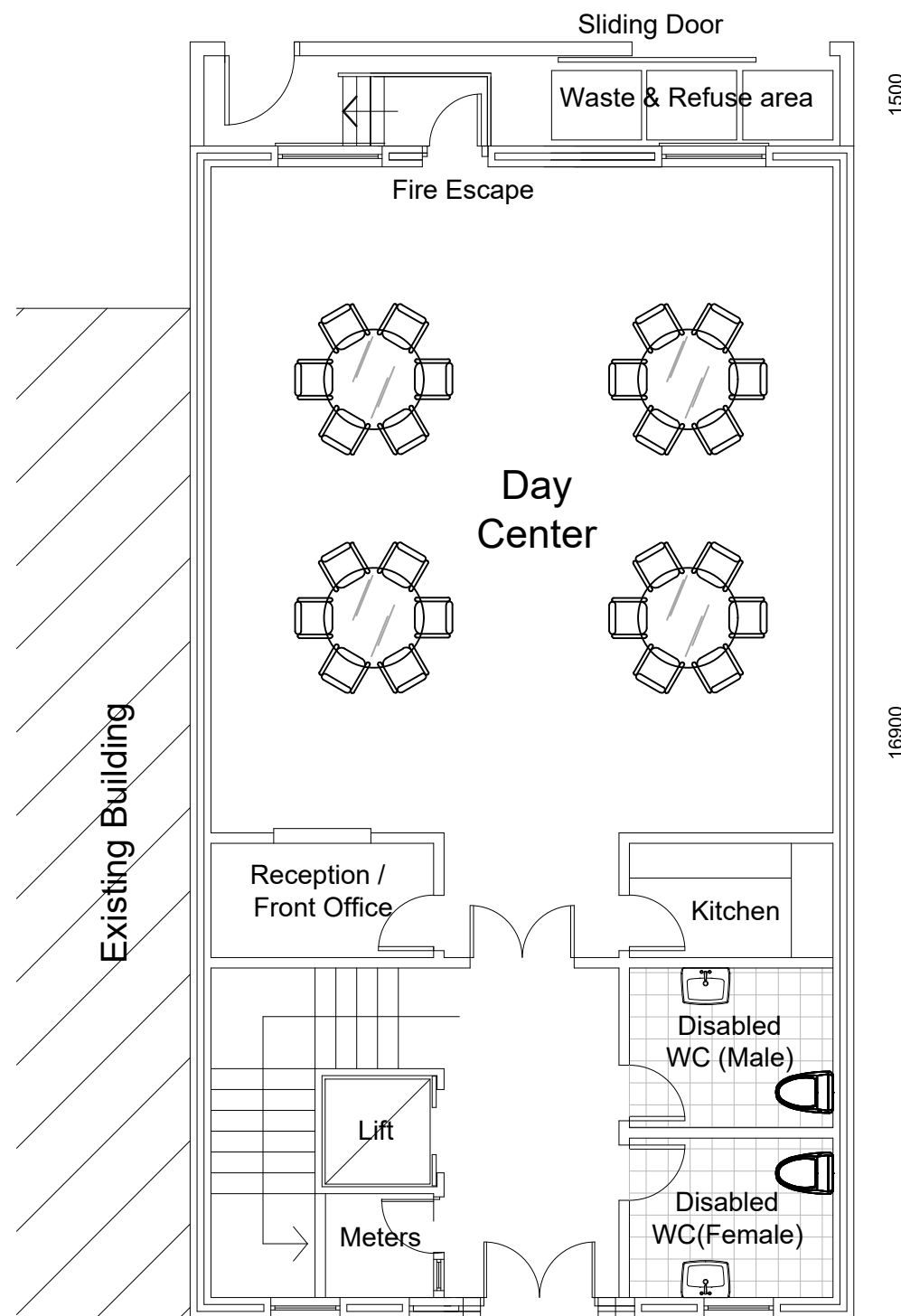
There is no off street parking proposed for the development and this is a highways concern. There are a number of complaints recorded with the council relating to parking and obstruction issues in the surrounding streets and we would not like to see any development that will exacerbate this problem. Kirklees HDC objected to a neighbouring development proposal on lack of parking and local traffic concerns and another adjacent application relating to a car park has yet to be resolved to the satisfaction of the HDM team.

Details provided on the application form suggest that waste storage will be in the rear yard, but no information if this will also be the collection presentation point have been provided. The presentation point should be in such a place that it is accessible to a cleansing operative but not where it will cause an obstruction of the footway or highway for road safety reasons. Further details of this should be provided.

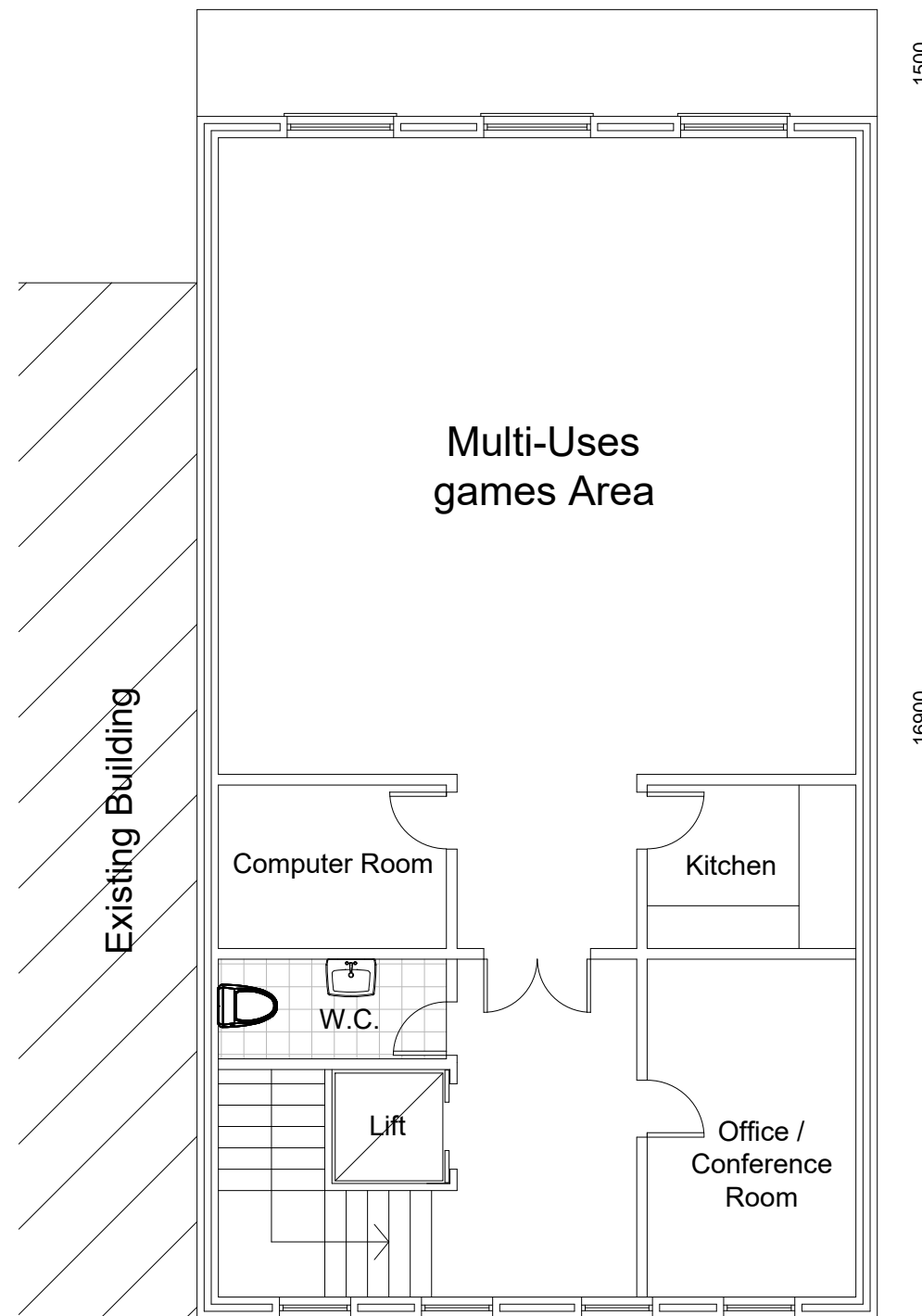
Unfortunately, because of the lack of trip information, parking provision and existing local traffic concerns we object to this application on highways and road safety grounds.

## ***APPENDIX B***

### ***Proposed site layout plan with refuse storage area***



Proposed Ground Floor



Proposed First Floor

|  |  |  |  |
|--|--|--|--|
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |

PROJECT :

PROPOSED NEW COMMUNITY CENTRE  
QUALITY FOOD STORE  
RAVENS HOUSE ROAD  
BEWSBURY  
WF13 3QU

DRAWING :

PROPOSED  
GR. FLOOR PLAN &  
1st. FLOOR PLAN

DWG  
No: AIB/CC/04a

REV :

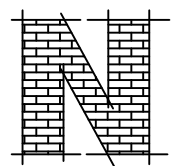
SCALE:  
1:100 on A3

DATE :

DRAWN :

CHECKED :

Design  
& Build



**N A Z**

33 Southern Parade.  
Preston.  
PR1 4NH.  
Mob. 07801499779.  
Email. nazconstruction@yahoo.co.uk.

## ***APPENDIX C***

### ***TRICS Data***

Calculation Reference: AUDIT-109307-201214-1226

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
Category : Q - COMMUNITY CENTRE  
TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 04 | EAST ANGLIA                    |        |
|    | CA CAMBRIDGESHIRE              | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | SH SHROPSHIRE                  | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
|    | WY WEST YORKSHIRE              | 1 days |
| 08 | NORTH WEST                     |        |
|    | CH CHESHIRE                    | 1 days |
| 09 | NORTH                          |        |
|    | TW TYNE & WEAR                 | 3 days |
| 11 | SCOTLAND                       |        |
|    | FA FALKIRK                     | 1 days |

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

Primary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 100 to 1486 (units: sqm)  
Range Selected by User: 100 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 24/05/19

*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   | 1 days |
| Wednesday | 1 days |
| Thursday  | 1 days |
| Friday    | 3 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 9 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|                                          |   |
|------------------------------------------|---|
| Suburban Area (PPS6 Out of Centre)       | 1 |
| Edge of Town                             | 2 |
| Neighbourhood Centre (PPS6 Local Centre) | 6 |

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 3 |
| Retail Zone      | 1 |
| Village          | 3 |
| No Sub Category  | 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:

|    |        |
|----|--------|
| D1 | 1 days |
| D2 | 8 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 500m Range:

All Surveys Included

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,000 or Less    | 1 days |
| 1,001 to 5,000   | 1 days |
| 5,001 to 10,000  | 2 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 1 days |
| 25,001 to 50,000 | 3 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 50,001 to 75,000   | 3 days |
| 75,001 to 100,000  | 2 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 | 7 days |
| 1.1 to 1.5 | 1 days |
| 1.6 to 2.0 | 1 days |

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

Travel Plan:

|    |        |
|----|--------|
| No | 9 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 | 9 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                                                                                          |                  |                     |
|---|------------------------------------------------------------------------------------------|------------------|---------------------|
| 1 | CA-07-Q-01<br>HIGH STREET<br>COTTENHAM                                                   | COMMUNITY CENTRE | CAMBRIDGESHIRE      |
|   | Neighbourhood Centre (PPS6 Local Centre)<br>Village                                      |                  |                     |
|   | Total Gross floor area:                                                                  | 500 sqm          |                     |
|   | Survey date: MONDAY                                                                      | 15/10/12         | Survey Type: MANUAL |
| 2 | CH-07-Q-01<br>WARRINGTON ROAD<br>MERE                                                    | COMMUNITY CENTRE | CHESHIRE            |
|   | Neighbourhood Centre (PPS6 Local Centre)<br>Village                                      |                  |                     |
|   | Total Gross floor area:                                                                  | 100 sqm          |                     |
|   | Survey date: TUESDAY                                                                     | 07/11/17         | Survey Type: MANUAL |
| 3 | FA-07-Q-02<br>PARKHALL DRIVE<br>FALKIRK<br>MADDISTON<br>Edge of Town<br>Residential Zone | COMMUNITY CENTRE | FALKIRK             |
|   | Total Gross floor area:                                                                  | 400 sqm          |                     |
|   | Survey date: MONDAY                                                                      | 03/06/13         | Survey Type: MANUAL |
| 4 | NY-07-Q-01<br>SHUTE ROAD<br>CATTERRICK GARRISON                                          | COMMUNITY CENTRE | NORTH YORKSHIRE     |
|   | Neighbourhood Centre (PPS6 Local Centre)<br>No Sub Category                              |                  |                     |
|   | Total Gross floor area:                                                                  | 316 sqm          |                     |
|   | Survey date: WEDNESDAY                                                                   | 10/05/17         | Survey Type: MANUAL |
| 5 | SH-07-Q-01<br>SOUTHGATE<br>TELFORD<br>SUTTON HILL<br>Edge of Town<br>Residential Zone    | COMMUNITY CENTRE | SHROPSHIRE          |
|   | Total Gross floor area:                                                                  | 1486 sqm         |                     |
|   | Survey date: THURSDAY                                                                    | 24/10/13         | Survey Type: MANUAL |
| 6 | TW-07-Q-01<br>HIGH STREET<br>GATESHEAD<br>WREKENTON                                      | COMMUNITY CENTRE | TYNE & WEAR         |
|   | Neighbourhood Centre (PPS6 Local Centre)<br>No Sub Category                              |                  |                     |
|   | Total Gross floor area:                                                                  | 450 sqm          |                     |
|   | Survey date: FRIDAY                                                                      | 04/10/13         | Survey Type: MANUAL |
| 7 | TW-07-Q-02<br>ROSEDON WAY<br>NEWCASTLE<br>BRUNTON                                        | COMMUNITY CENTRE | TYNE & WEAR         |
|   | Neighbourhood Centre (PPS6 Local Centre)<br>Village                                      |                  |                     |
|   | Total Gross floor area:                                                                  | 880 sqm          |                     |
|   | Survey date: FRIDAY                                                                      | 13/11/15         | Survey Type: MANUAL |
| 8 | TW-07-Q-03<br>ASKEW ROAD W<br>GATESHEAD<br>TEAMS                                         | COMMUNITY CENTRE | TYNE & WEAR         |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone                                   |                  |                     |
|   | Total Gross floor area:                                                                  | 750 sqm          |                     |
|   | Survey date: FRIDAY                                                                      | 24/05/19         | Survey Type: MANUAL |
| 9 | WY-07-Q-01<br>WATERLOO LANE<br>LEEDS<br>BRAMLEY                                          | COMMUNITY CENTRE | WEST YORKSHIRE      |
|   | Neighbourhood Centre (PPS6 Local Centre)<br>Retail Zone                                  |                  |                     |
|   | Total Gross floor area:                                                                  | 625 sqm          |                     |
|   | Survey date: MONDAY                                                                      | 19/10/15         | 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 07 - LEISURE/Q - COMMUNITY CENTRE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 4        | 373      | 0.201     | 4          | 373      | 0.000     | 4        | 373      | 0.201     |
| 08:00 - 09:00 | 9        | 612      | 1.071     | 9          | 612      | 0.563     | 9        | 612      | 1.634     |
| 09:00 - 10:00 | 9        | 612      | 1.126     | 9          | 612      | 0.636     | 9        | 612      | 1.762     |
| 10:00 - 11:00 | 9        | 612      | 0.472     | 9          | 612      | 0.690     | 9        | 612      | 1.162     |
| 11:00 - 12:00 | 9        | 612      | 0.490     | 9          | 612      | 0.781     | 9        | 612      | 1.271     |
| 12:00 - 13:00 | 9        | 612      | 1.108     | 9          | 612      | 1.090     | 9        | 612      | 2.198     |
| 13:00 - 14:00 | 9        | 612      | 0.508     | 9          | 612      | 0.726     | 9        | 612      | 1.234     |
| 14:00 - 15:00 | 9        | 612      | 0.436     | 9          | 612      | 0.272     | 9        | 612      | 0.708     |
| 15:00 - 16:00 | 9        | 612      | 1.235     | 9          | 612      | 1.017     | 9        | 612      | 2.252     |
| 16:00 - 17:00 | 8        | 649      | 0.578     | 8          | 649      | 0.848     | 8        | 649      | 1.426     |
| 17:00 - 18:00 | 8        | 649      | 0.694     | 8          | 649      | 1.002     | 8        | 649      | 1.696     |
| 18:00 - 19:00 | 7        | 634      | 1.486     | 7          | 634      | 0.630     | 7        | 634      | 2.116     |
| 19:00 - 20:00 | 7        | 634      | 1.013     | 7          | 634      | 1.058     | 7        | 634      | 2.071     |
| 20:00 - 21:00 | 7        | 634      | 0.405     | 7          | 634      | 0.743     | 7        | 634      | 1.148     |
| 21:00 - 22:00 | 5        | 632      | 0.000     | 5          | 632      | 0.664     | 5        | 632      | 0.664     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          | 10.823   |           |            | 10.720   |           |          | 21.543   |           |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected: 100 - 1486 (units: sqm)  
 Survey date range: 01/01/12 - 24/05/19  
 Number of weekdays (Monday-Friday): 9  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-109307-201214-1257

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : O - CONVENIENCE STORE  
TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | ES EAST SUSSEX                 | 1 days |
| 03 | SOUTH WEST                     |        |
|    | DV DEVON                       | 1 days |
|    | WL WILTSHIRE                   | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | NF NORFOLK                     | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | LE LEICESTERSHIRE              | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
|    | SY SOUTH YORKSHIRE             | 1 days |
|    | WY WEST YORKSHIRE              | 2 days |
| 09 | NORTH                          |        |
|    | DH DURHAM                      | 1 days |
|    | TW TYNE & WEAR                 | 1 days |
| 10 | WALES                          |        |
|    | CF CARDIFF                     | 2 days |
| 11 | SCOTLAND                       |        |
|    | AD ABERDEEN CITY               | 1 days |

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

Primary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 70 to 539 (units: sqm)  
Range Selected by User: 70 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

*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 |
| Wednesday | 3 days |
| Thursday  | 2 days |
| Friday    | 6 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 14 days |
| Directional ATC Count | 0 days  |

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

Selected Locations:

|                                          |   |
|------------------------------------------|---|
| Suburban Area (PPS6 Out of Centre)       | 9 |
| Edge of Town                             | 1 |
| Neighbourhood Centre (PPS6 Local Centre) | 4 |

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

Selected Location Sub Categories:

|                  |    |
|------------------|----|
| Commercial Zone  | 1  |
| Residential Zone | 11 |
| Built-Up Zone    | 1  |
| High Street      | 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:

A1 14 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 500m Range:

All Surveys Included

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 2 days |
| 10,001 to 15,000 | 2 days |
| 15,001 to 20,000 | 4 days |
| 20,001 to 25,000 | 2 days |
| 25,001 to 50,000 | 4 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 25,001 to 50,000   | 1 days |
| 75,001 to 100,000  | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 5 days |
| 250,001 to 500,000 | 5 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 7 days |
| 1.1 to 1.5 | 7 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.*

Petrol filling station:

|                                           |         |
|-------------------------------------------|---------|
| Included in the survey count              | 0 days  |
| Excluded from count or no filling station | 14 days |

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

Travel Plan:

No 14 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 14 days

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

LIST OF SITES relevant to selection parameters

|   |                                          |                   |                     |
|---|------------------------------------------|-------------------|---------------------|
| 1 | AD-01-O-01                               | TESCO EXPRESS     | ABERDEEN CITY       |
|   | VICTORIA STREET                          |                   |                     |
|   | ABERDEEN                                 |                   |                     |
|   | DYCE                                     |                   |                     |
|   | Suburban Area (PPS6 Out of Centre)       |                   |                     |
|   | Built-Up Zone                            |                   |                     |
|   | Total Gross floor area:                  | 400 sqm           |                     |
|   | Survey date: FRIDAY                      | 18/05/12          | Survey Type: MANUAL |
| 2 | CF-01-O-01                               | TESCO EXPRESS     | CARDIFF             |
|   | BUTE STREET                              |                   |                     |
|   | CARDIFF                                  |                   |                     |
|   | CARDIFF BAY                              |                   |                     |
|   | Neighbourhood Centre (PPS6 Local Centre) |                   |                     |
|   | Commercial Zone                          |                   |                     |
|   | Total Gross floor area:                  | 450 sqm           |                     |
|   | Survey date: WEDNESDAY                   | 18/07/12          | Survey Type: MANUAL |
| 3 | CF-01-O-02                               | CO-OPERATIVE      | CARDIFF             |
|   | HEOL-Y-DERI                              |                   |                     |
|   | CARDIFF                                  |                   |                     |
|   | RHIWBINA                                 |                   |                     |
|   | Neighbourhood Centre (PPS6 Local Centre) |                   |                     |
|   | Residential Zone                         |                   |                     |
|   | Total Gross floor area:                  | 350 sqm           |                     |
|   | Survey date: FRIDAY                      | 07/10/16          | Survey Type: MANUAL |
| 4 | DH-01-O-01                               | SAINSBURY'S LOCAL | DURHAM              |
|   | 132 STATION LANE                         |                   |                     |
|   | HARTLEPOOL                               |                   |                     |
|   | SEATON CAREW                             |                   |                     |
|   | Suburban Area (PPS6 Out of Centre)       |                   |                     |
|   | Residential Zone                         |                   |                     |
|   | Total Gross floor area:                  | 469 sqm           |                     |
|   | Survey date: MONDAY                      | 26/11/12          | Survey Type: MANUAL |
| 5 | DV-01-O-01                               | PREMIER           | DEVON               |
|   | MELROSE AVENUE                           |                   |                     |
|   | PLYMOUTH                                 |                   |                     |
|   | Suburban Area (PPS6 Out of Centre)       |                   |                     |
|   | Residential Zone                         |                   |                     |
|   | Total Gross floor area:                  | 70 sqm            |                     |
|   | Survey date: WEDNESDAY                   | 18/07/12          | Survey Type: MANUAL |
| 6 | ES-01-O-01                               | ONE STOP          | EAST SUSSEX         |
|   | THE SIDINGS                              |                   |                     |
|   | HASTINGS                                 |                   |                     |
|   | ORE VALLEY                               |                   |                     |
|   | Suburban Area (PPS6 Out of Centre)       |                   |                     |
|   | Residential Zone                         |                   |                     |
|   | Total Gross floor area:                  | 280 sqm           |                     |
|   | Survey date: WEDNESDAY                   | 19/12/12          | Survey Type: MANUAL |
| 7 | LE-01-O-01                               | BEST ONE          | LEICESTERSHIRE      |
|   | THE FAIRWAY                              |                   |                     |
|   | LEICESTER                                |                   |                     |
|   | AYLESTONE PARK                           |                   |                     |
|   | Suburban Area (PPS6 Out of Centre)       |                   |                     |
|   | Residential Zone                         |                   |                     |
|   | Total Gross floor area:                  | 220 sqm           |                     |
|   | Survey date: THURSDAY                    | 27/09/12          | Survey Type: MANUAL |
| 8 | NF-01-O-01                               | TESCO EXPRESS     | NORFOLK             |
|   | DEREHAM ROAD                             |                   |                     |
|   | NORWICH                                  |                   |                     |
|   | Suburban Area (PPS6 Out of Centre)       |                   |                     |
|   | Residential Zone                         |                   |                     |
|   | Total Gross floor area:                  | 298 sqm           |                     |
|   | Survey date: FRIDAY                      | 26/10/12          | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                                                                                                 |                   |  |                     |
|----|---------------------------------------------------------------------------------------------------------------------------------|-------------------|--|---------------------|
| 9  | NY-01-O-03<br>FOREST ROAD<br>NORTHALLERTON                                                                                      | CO-OPERATIVE      |  | NORTH YORKSHIRE     |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 305 sqm<br>Survey date: MONDAY 19/09/16       |                   |  | Survey Type: MANUAL |
| 10 | SY-01-O-02<br>ECCLESALL ROAD<br>SHEFFIELD                                                                                       | SAINSBURY'S LOCAL |  | SOUTH YORKSHIRE     |
|    | Neighbourhood Centre (PPS6 Local Centre)<br>High Street<br>Total Gross floor area: 306 sqm<br>Survey date: FRIDAY 14/12/12      |                   |  | Survey Type: MANUAL |
| 11 | TW-01-O-02<br>ETHEL TERRACE<br>SUNDERLAND<br>CASTLETOWN                                                                         | CO-OPERATIVE      |  | TYNE & WEAR         |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 330 sqm<br>Survey date: FRIDAY 07/04/17       |                   |  | Survey Type: MANUAL |
| 12 | WL-01-O-01<br>THE CIRCLE<br>SWINDON                                                                                             | ONE STOP          |  | WILTSHIRE           |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 292 sqm<br>Survey date: FRIDAY 23/09/16       |                   |  | Survey Type: MANUAL |
| 13 | WY-01-O-01<br>KEIGHLEY ROAD<br>BRADFORD                                                                                         | SAINSBURY'S LOCAL |  | WEST YORKSHIRE      |
|    | Edge of Town<br>Residential Zone<br>Total Gross floor area: 400 sqm<br>Survey date: THURSDAY 06/12/12                           |                   |  | Survey Type: MANUAL |
| 14 | WY-01-O-02<br>AINSTY ROAD<br>WETHERBY                                                                                           | CO-OPERATIVE      |  | WEST YORKSHIRE      |
|    | Neighbourhood Centre (PPS6 Local Centre)<br>Residential Zone<br>Total Gross floor area: 539 sqm<br>Survey date: MONDAY 26/09/16 |                   |  | 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 01 - RETAIL/O - CONVENIENCE STORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |                | DEPARTURES |          |                | TOTALS   |          |                |
|---------------------|----------|----------|----------------|------------|----------|----------------|----------|----------|----------------|
|                     | No. Days | Ave. GFA | Trip Rate      | No. Days   | Ave. GFA | Trip Rate      | No. Days | Ave. GFA | Trip Rate      |
| 00:00 - 01:00       |          |          |                |            |          |                |          |          |                |
| 01:00 - 02:00       |          |          |                |            |          |                |          |          |                |
| 02:00 - 03:00       |          |          |                |            |          |                |          |          |                |
| 03:00 - 04:00       |          |          |                |            |          |                |          |          |                |
| 04:00 - 05:00       |          |          |                |            |          |                |          |          |                |
| 05:00 - 06:00       | 1        | 400      | 0.500          | 1          | 400      | 0.000          | 1        | 400      | 0.500          |
| 06:00 - 07:00       | 7        | 320      | 3.970          | 7          | 320      | 3.345          | 7        | 320      | 7.315          |
| 07:00 - 08:00       | 14       | 336      | 6.817          | 14         | 336      | 6.095          | 14       | 336      | 12.912         |
| 08:00 - 09:00       | 14       | 336      | 7.454          | 14         | 336      | 7.518          | 14       | 336      | 14.972         |
| 09:00 - 10:00       | 14       | 336      | 6.095          | 14         | 336      | 5.840          | 14       | 336      | 11.935         |
| 10:00 - 11:00       | 14       | 336      | 5.925          | 14         | 336      | 5.840          | 14       | 336      | 11.765         |
| 11:00 - 12:00       | 14       | 336      | 5.989          | 14         | 336      | 6.073          | 14       | 336      | 12.062         |
| 12:00 - 13:00       | 14       | 336      | 8.409          | 14         | 336      | 7.857          | 14       | 336      | 16.266         |
| 13:00 - 14:00       | 14       | 336      | 5.946          | 14         | 336      | 5.989          | 14       | 336      | 11.935         |
| 14:00 - 15:00       | 14       | 336      | 6.987          | 14         | 336      | 6.732          | 14       | 336      | 13.719         |
| 15:00 - 16:00       | 14       | 336      | 7.114          | 14         | 336      | 7.326          | 14       | 336      | 14.440         |
| 16:00 - 17:00       | 14       | 336      | 7.666          | 14         | 336      | 7.050          | 14       | 336      | 14.716         |
| 17:00 - 18:00       | 14       | 336      | 9.004          | 14         | 336      | 8.494          | 14       | 336      | 17.498         |
| 18:00 - 19:00       | 14       | 336      | 9.471          | 14         | 336      | 9.981          | 14       | 336      | 19.452         |
| 19:00 - 20:00       | 14       | 336      | 6.604          | 14         | 336      | 7.390          | 14       | 336      | 13.994         |
| 20:00 - 21:00       | 12       | 362      | 3.106          | 12         | 362      | 4.095          | 12       | 362      | 7.201          |
| 21:00 - 22:00       | 11       | 375      | 2.278          | 11         | 375      | 2.641          | 11       | 375      | 4.919          |
| 22:00 - 23:00       | 2        | 435      | 1.381          | 2          | 435      | 1.841          | 2        | 435      | 3.222          |
| 23:00 - 24:00       | 1        | 400      | 0.000          | 1          | 400      | 0.250          | 1        | 400      | 0.250          |
| <b>Total Rates:</b> |          |          | <b>104.716</b> |            |          | <b>104.357</b> |          |          | <b>209.073</b> |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected: 70 - 539 (units: sqm)  
Survey date range: 01/01/12 - 25/09/19  
Number of weekdays (Monday-Friday): 14  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 0  
Surveys manually removed from selection: 0

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