



Proposed Commercial Development
Colne Valley Business Park, Manchester
Road, Linthwaite

Transport Statement

For

Primezone Ltd

Document Control Sheet

Proposed Commercial Development

Colne Valley Business Park, Manchester Road, Linthwaite

Primezone Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
11/06/2021	1 st Draft	JE	DM
24/06/2021	Final	JE	DM
09/07/2021	Final V2	JE	DM
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1.0 Introduction

- 1.1 Primezone Ltd has instructed Motion to prepare this Transport Statement (TS) to accompany a planning submission for the erection of six industrial units to be used for storage and distribution, alongside associated parking/loading at Colne Valley Business Park, in Linthwaite. Five of the units will have a floor area of 92sqm, with the remaining unit having a floor area of 120sqm. Access will be via an existing crossover onto Manchester Road.
- 1.2 This TS provides detail in respect to the accessibility of the site to public transport, vehicle/pedestrian access and parking. It then sets out levels of additional traffic flow/parking demand likely to materialise.
- 1.3 In highways terms, this site and proposal would be compliant with national and local policies.
- 1.4 The Scoping Report is set out as follows:
 - ▶ Section 2 – Policy context;
 - ▶ Section 3 – Baseline conditions;
 - ▶ Section 4 – Development proposals;
 - ▶ Section 5 – Trip generation/traffic impact; and
 - ▶ Section 6 – Summary and conclusions.

2.0 Policy Context

- 2.1 There are documents that contain planning policies relevant to transport at national and local levels. The key policy documents that set the context for the development proposals, and are outlined in this section, include:

- ▶ National Planning Policy Framework – July 2021; and
- ▶ Kirklees Local Plan Strategy and Policies – February 2019.

National Policy

- 2.2 The National Planning Policy Framework (NPPF) July 2021 sets out the Government's planning policies for England and how they are expected to be applied.

- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 104 says that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

- 2.4 Off-street parking provision is referred to by Paragraph 107, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

- 2.5 Paragraph 108 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

- 2.6 Paragraph 110 addresses the relationship between development and sustainable transport as follows:

"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."

- 2.7 Paragraph 111 says that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Local Policy

- 2.8 Local policy is provided by the Kirklees Local Plan Strategy and Policies, adopted February 2019. The document also presumes in favour of sustainable development in line with the NPPF. The Plan sets out the policies to guide development in the borough until 2031.

- 2.9 Policy LP20 relates to sustainable travel and states:

"New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area.

The council will support demand management measures which discourage single occupancy car travel within new development and encourage the use of low emission vehicles to improve areas with low levels of air quality. Proposals should include measures to encourage the use of sustainable travel options, including public transport, the promotion of personal journey planning, walking, cycling, car sharing, electronic communication and home working.

Travel plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans should include agreed and defined outcomes related to a package of specified measures to be implemented including an approach to lower carbon emissions where applicable.

The requirement of a travel plan will also be considered on case by case basis where the proposed development falls below the major application category where it has the potential to generate significant transport movements and/or has insufficient off-street parking within the vicinity of a stressed part of the highway network

Proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity. Proposals will be required to facilitate the needs of the following user hierarchy:

- a. pedestrians*
- b. cyclists*
- c. public transport*
- d. private vehicles"*

- 2.10 Policy LP21 relates to highways and access and states:

"Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.

Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.

All proposals shall:

- a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*
- c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*
- d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
- e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*
- f. take into account access for emergency, service and refuse collection vehicles;*
- g. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes."*

- 2.11 Kirklees Council does not provide specific parking standards for residential or non-residential development, but offers clarity in Policy LP22, which states:

"The provision of parking will be based on the following principles:

- a. in town, district and local centres, car parks close to the main shopping area will be for short-stay use and peripheral car parks for long stay use;*
- b. long stay parking in town centres will be reduced progressively in conjunction with improvements to sustainable transport opportunities, where appropriate;*
- c. provision of private non-residential parking in town centres will not be permitted unless it can be demonstrated that it is required for operational reasons. Where such provision is permitted appropriate arrangements will need to be put in place to provide management arrangements consistent with public parking in the centre;*
- d. provision of residential parking schemes within town centres for private vehicles/motorcycles/and cycles will be permitted; where appropriate and where schemes can be shown to enhance residential developments in the town centre;*
- e. car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development;*
- f. new developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off street parking in accordance with current guidance;*
- g. provision will be made to meet the needs of cyclists for cycling parking in new developments;*
- h. provision will be made to accommodate the needs of disabled people for the parking of vehicles.*

All proposals shall provide full details of the design and levels of proposed parking provision. They should demonstrate how the design and amount of parking proposed is the most efficient use of land within the development as part of encouraging sustainable travel.”

Summary

- 2.12 It is evident that the location of an application site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Proposals for development should include appropriate provision for parking having regard to local circumstances and to include provision for electric vehicles, where appropriate. Furthermore, development proposals should seek to protect the safety of highway users and reduce the impact of traffic.
- 2.13 The next section of this report provides information on the site and accessibility to more sustainable forms of travel. Information on parking provision and access arrangements is provided in section 4 and section 5 considers the number of vehicle movements likely to be generated by the proposals. In this regard, it is considered that the proposed development accords with the guiding principles of the transport planning policies introduced in this section.

3.0 Baseline Conditions

Site Details

- 3.1 The site is currently occupied by a vacant area of hardstanding within the existing Colne Valley Business Park. The site is located in Laithwaite and is approximately 5.5 kilometres west of Huddersfield town centre and falls within the administrative boundary of Kirklees Council. The location of the site is illustrated below in Figure 3.1.



Figure 3.1: Site Location Plan

Highway Network

- 3.2 The site is located to the south of Manchester Road, which forms a section of the A62. The A62 links Manchester and Leeds, passing through towns such as Huddersfield and Oldham. The majority of other local roads link to surrounding residential areas and neighbouring towns and villages. Junction 23 of the M62 Motorway is located approximately 6.4 kilometres drive to the north. The M62 links Liverpool to Hull, via Manchester and Leeds and provides many connections to the strategic highway network.

Sustainable Transport Accessibility

Walking and Cycling

- 3.3 Walking and cycling are generally considered sustainable alternative methods of transport to the private car. Furthermore, such modes of transport are also considered for longer journeys as ways of accessing other methods of travel such as the bus or train. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:

- ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015).
 - ▶ "Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014).
- 3.4 The NPPF recognises that people should have a "a genuine choice of transport modes". Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as "having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot".
- 3.5 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2015 (NTS) also noted that "76% of all trips under one mile are walks", making it the most frequent mode of travel for very short distances.
- 3.6 There are lit footways located along both sides of Manchester Road, with a signalised crossing provided approximately 30 metres west of the site access. These footways provides access to the bus stops located on Manchester Road and local amenities.
- 3.7 Although no on-road cycle facilities are provided within the immediate vicinity of the site, it is considered that the local highway network is suitable for cycling, with roads connecting the site to local residential areas as well as to Slaithwaite railway station.

Public Transport

- 3.8 The nearest bus stops to the site are located on Manchester Road, along the site frontage for westbound trips and opposite the site for eastbound trips. The stops serve bus routes 183, 184 and 185, which are summarised in Table 3.1.

Service	Route	Approximate Frequency Mon-Fri
183	Marsden – Slaithwaite – Linthwaite – Huddersfield	Hourly
184	Oldham – Lees – Grotton – Slaithwaite – Linthwaite – Cowlersley – Huddersfield	Hourly
185	Marsden – Slaithwaite – Linthwaite – Cowlersley – Huddersfield	Every 30 minutes

Table 3.1 – Local Bus Services

- 3.9 The site is located circa 2 kilometres (approximately a 9 minute cycle) east of Slaithwaite railway station, which benefits from 10 sheltered stands for cycle parking with CCTV protection and a 15 space car park.
- 3.10 Slaithwaite railway station sits on two TransPennine Express lines from Manchester Piccadilly, one to Huddersfield and one to Hull. The services are hourly in each direction. Rail services from Slaithwaite are summarised in Table 3.2.

Service	Route	Approximate Frequency Mon-Fri
Huddersfield	Slaithwaite – Huddersfield	Hourly
Hull	Slaithwaite – Huddersfield – Leeds – Selby – Brough – Hull	Hourly
Manchester Piccadilly	Slaithwaite – Marsden – Greenfield – Mossley – Stalybridge – Manchester Piccadilly	2 services per hour

Table 3.2: Rail Services from Slaithwaite

Summary of Baseline Conditions

- 3.11 The above review demonstrates that the site is accessible by transport modes that have the potential to reduce reliance upon the private car, in particular regular bus services from stops directly outside the site. In this regard, it is considered that the location of the site accords with paragraph 102 of the National Planning Policy Framework as set out in Section 2 and as such gives future users a genuine choice about how they travel.

4.0 Development Proposals

- 4.1 The development proposals involve the erection of six storage and distribution units and associated parking/loading at the Colne Valley Business Park, Linthwaite. Five of the units will have a floor area of 92sqm, with the remaining unit having a floor area of 120sqm. The total floorspace will measure 580sqm. An indicative site layout plan is attached at **Appendix A**.

Access Arrangements

- 4.2 The site benefits from an existing vehicular crossover onto Manchester in the north-eastern corner of the site. The existing crossover will be retained and will serve as an access for all vehicles. Pedestrian access will be shared with the vehicular access. The provision of a crossover is considered appropriate when taking account of the quantum of development proposed.
- 4.3 During pre-application discussions with Kirklees Council it was noted that improvements to the access may be required to enable the development proposals to be brought forward, although it is apparent that the existing access is of a sufficient width to safely accommodate all demand associated with the site. Therefore no alteration are proposed.

Parking Provision

- 4.4 As summarised in Section 2 of this TS, Kirklees Council does not provide specific parking standards, but the local policy aims to reduce the number of trips made by single occupancy vehicles, especially in areas that are well connected by public transport.
- 4.5 It is proposed that the site will have nine car parking spaces and two loading bays for LGVs. The proposed units are small and the site is well connected to local residential areas on foot and by public transport, especially bus services. It is therefore considered that this level of car parking is appropriate and does not represent an over-provision that would lead to reliance on the private car. Consideration of parking accumulation is set out within Section 5 of this report.
- 4.6 The parking layout accounts for existing pedestrian and vehicular access points to the existing industrial buildings bordering the application site to the east and south to ensure that access is maintained at all times.

Servicing and Deliveries

- 4.7 General deliveries will take place either using the two dedicated servicing bays or with vehicles entering the units. These deliveries will generally be undertaken using LGV vehicles. **Appendix B** also includes drawings illustrating an 8m long van entering and exiting the six units.
- 4.8 Due to the size of units proposed, it is considered unlikely that larger vehicles will require regular access to the site. However, it is acknowledged that the proposed use could lead to occasional larger deliveries. A swept path analysis drawing (included within **Appendix B**) illustrates that a 16.5m articulated lorry is able to access the site in forward gear, turn within the site and then exit in a forward gear.

5.0 Trip Generation

Overview

- 5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of commercial development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Proposed Traffic Movements

- 5.2 The trip generation potential of the site has been assessed based on trip rates derived from the TRICS database using the category '02 - Employment; F Warehousing (Commercial)', with the following criteria:
- ▶ Site located in England, excluding Greater London;
 - ▶ Surveys undertaken after 01/01/13; and
 - ▶ Sites in areas classed as edge of town centre/Suburban.
- 5.3 A summary of the peak hour vehicular trip rates for the 580 sqm development are provided in Table 5.1 below and the full TRICS output included at **Appendix C**.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicular Trip Rates	0.110	0.054	0.035	0.093	0.937	0.942
Vehicular Trips	1	0	0	1	6	6
HGV Trip Rates	0.040	0.035	0.020	0.020	0.472	0.450
Vehicular Trips	0	0	0	0	3	3

Figure 5.1: Trip Rates and Traffic Generation

- 5.4 Table 5.1 indicates that the proposed development could generate 12 vehicular trips over a daily profile, with up to three HGVs on site. The TRICS analysis indicates that there will be no HGV movements during the weekday peak hours, and indeed very few vehicular movements.
- 5.5 These slight increases are negligible and will be imperceptible to users of the local highway network. The level of HGV trips is also low and will be negligible.
- 5.6 The above serves to show how infrequent vehicle movements will be to the site, thus serving to demonstrate how the level of car parking and number of loading bays will more than cater for the likely demand associated with the proposals.

Previous Planning Consent

- 5.7 Planning consent was granted in August 2012 (planning application reference: 2012/92593) for a food convenience store (Tesco). Whilst the retail unit has not been developed and the planning consent has lapsed, the principle of a more intensive trip generating proposal has been accepted on this site. The above serves to show how a warehousing proposal for storage would generate substantially fewer trips than a food store, and would have a negligible impact on surrounding roads.

Summary

- 5.8 With regard to information obtained from an interrogation of the TRICS database, it is considered that the proposed development will lead to a slight increase in vehicle movements on the local road network. This small increase is unlikely to result in a significant impact on the local road network. As such, the proposals should be supported on the basis they will not be detrimental to the free-flow of traffic on the local highway network.

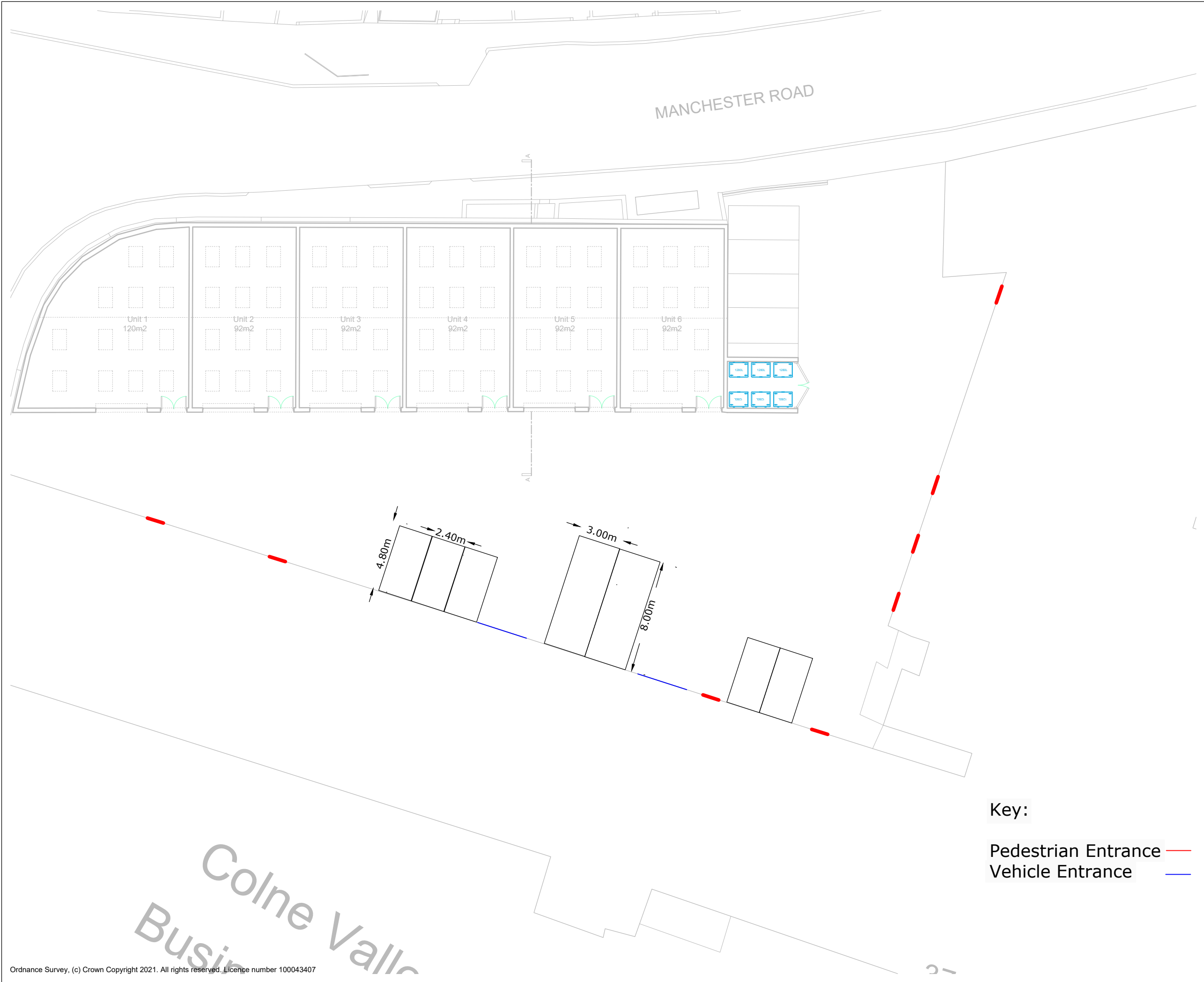
6.0 Summary and Conclusion

- 6.1 Primezone Ltd has instructed Motion to prepare this TS to accompany a planning submission for the erection of six commercial units and associated parking at the Colne Valley Business Park, Linthwaite. Five of the units will have a floor area of 92sqm, with the remaining unit having a floor area of 120sqm. Access will be via Manchester Road as existing.
- 6.2 The report demonstrates that:
- ▶ The site is immediately adjacent to bus services to a variety of destinations and within acceptable cycle distance of rail services;
 - ▶ The site benefits from good access on foot and by cycle to various public transport modes;
 - ▶ Safe vehicular and pedestrian access to the site would be achieved from Manchester Road, without any alterations required to the access;
 - ▶ The site layout is designed to accommodate vehicle tracking of LGVs as well as a 16.5m articulated vehicle, which may need to access the site occasionally;
 - ▶ Appropriate levels of car parking will be provided on site; and
 - ▶ The proposals would likely result in an immaterial increase in traffic generation on the surrounding road network in the weekday peak hours and over a typical weekday, for all vehicles and HGVs.
- 6.3 Taking into account the above, it is considered that there are no transport or highways reasons why the proposals should not be granted planning permission.

Appendix A

Indicative Site Layout Plan

C:\Users\georgeratcliffe\OneDrive - Motion\bolint 2105019\Drawings\2105019-02A.dwg



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Project:
Colne Valley Business Park, Manchester Road, Linthwaite

Title:
Site Layout With Pedestrian and Vehicle Access

Scale: 1:250 (@ A3)

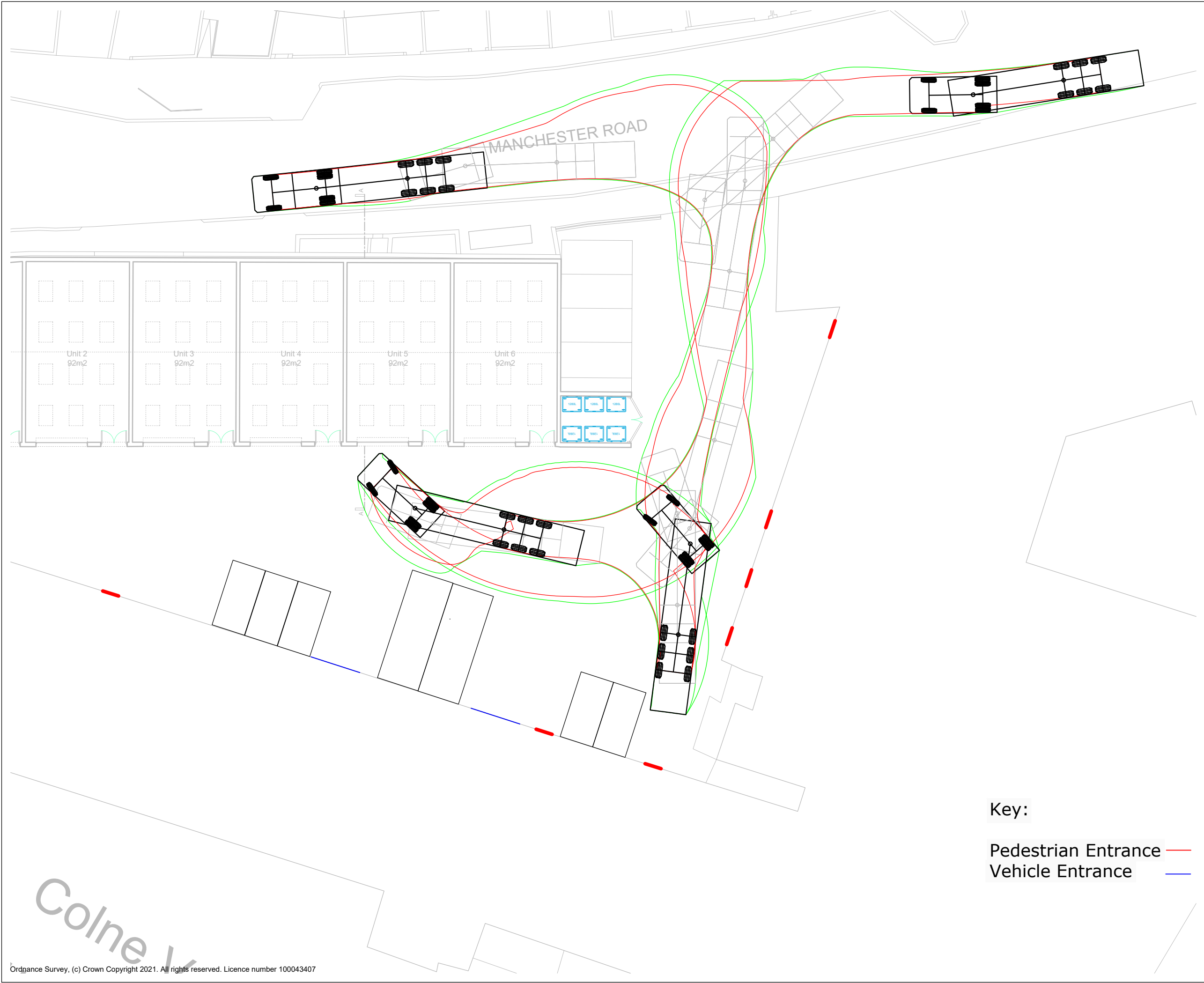
Drawing:
2105019-02

Revision:
A

Appendix B

Swept Path Analysis

C:\Users\georgeratcliffe\OneDrive - Motion\bolint 2105019\Drawings\2105019-TK01B.dwg



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Key:

Pedestrian Entrance
Vehicle Entrance

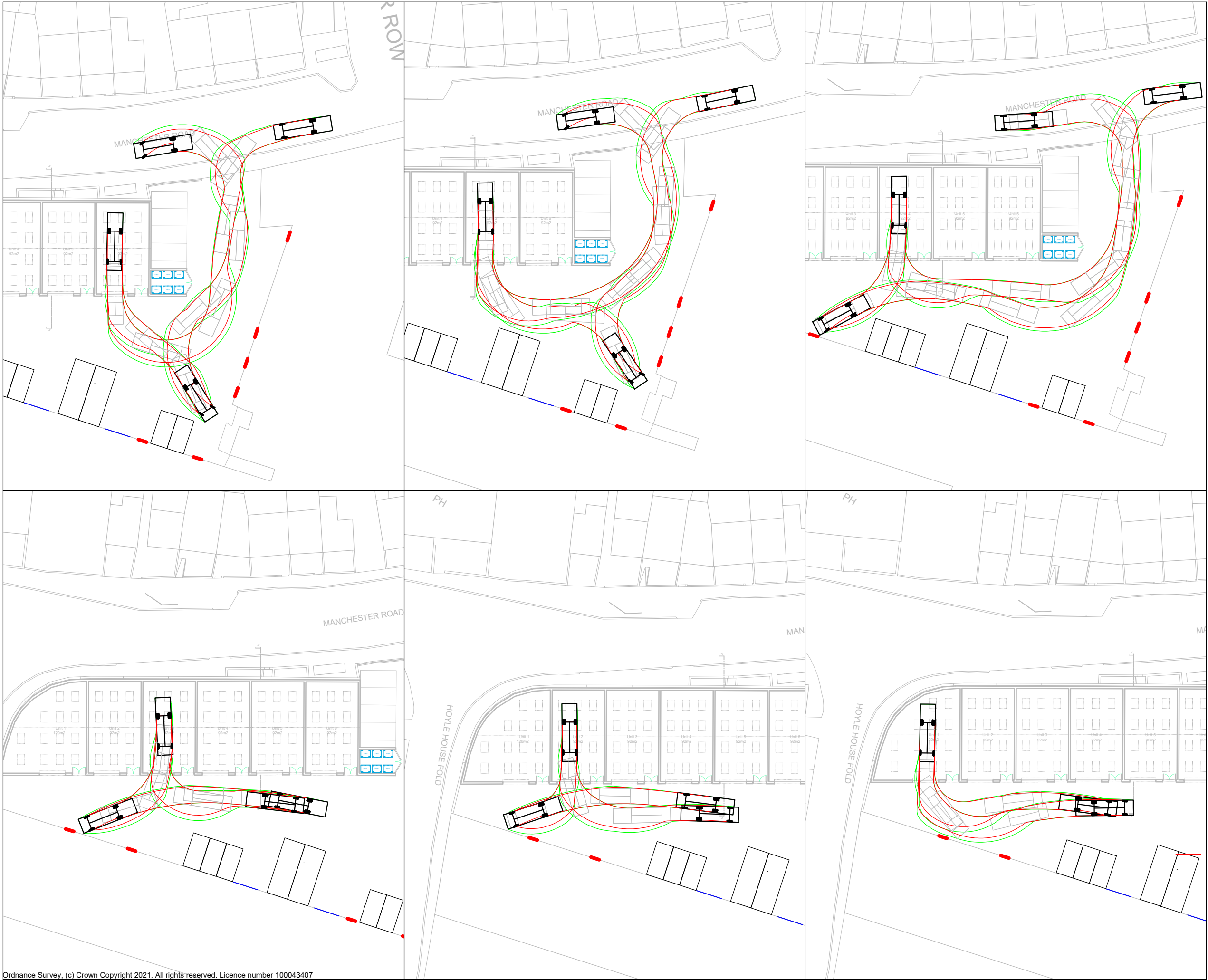
Project:
Colne Valley Business Park, Manchester Road, Linthwaite

Title:
Swept Path Analysis
16.5m Articulated Vehicle

Scale: 1:250 (@ A3)

Drawing:
2105019-TK01

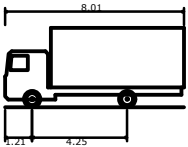
Revision:
C



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Key
Pedestrian Entrance ———
Vehicle Entrance ———



7.5t Box Van
Overall Length 8.01m
Overall Width 2.10m
Overall Body Height 3.56m
Min Body Ground Clearance 0.35m
Track Width 2.06m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.40m



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Project:
Colne Valley Business Park, Manchester Road, Linthwaite

Title:
Swept Path Analysis
8m Box Van

Scale: 1:500 (@ A3)

Drawing:
2105019-TK02

Revision:
C

Appendix C

TRICS Output

Calculation Reference: AUDIT-734001-210611-0639

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	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: 1507 to 50000 (units: sqm)
 Range Selected by User: 190 to 80066 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Free Standing (PPS6 Out of Town)	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	1
Commercial Zone	1
Built-Up Zone	1
Out of Town	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.

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Secondary Filtering selection:

Use Class:

B8 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 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 4 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 4 days

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

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LIST OF SITES relevant to selection parameters

1	DV-02-F-02	LIDL DISTRIBUTION CENTRE	DEVON
	CHILLPARK BRAKE		
	NEAR EXETER		
	CLYST HONITON		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	50000 sqm	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
2	HC-02-F-02	LOGISTICS	HAMPSHIRE
	RUTHERFORD ROAD		
	BASINGSTOKE		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	13200 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL
3	SF-02-F-02	WAREHOUSING	SUFFOLK
	WALTON ROAD		
	FELIXSTOWE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	22270 sqm	
	Survey date: THURSDAY	11/07/13	Survey Type: MANUAL
4	WY-02-F-01	ELECTRONICS DISTRIBUTION	WEST YORKSHIRE
	MORTIMER STREET		
	CLECKHEATON		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1507 sqm	
	Survey date: MONDAY	19/09/16	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.

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	36135	0.011	2	36135	0.012	2	36135	0.023
05:30 - 06:00	2	36135	0.011	2	36135	0.014	2	36135	0.025
06:00 - 06:30	2	36135	0.021	2	36135	0.022	2	36135	0.043
06:30 - 07:00	2	36135	0.029	2	36135	0.018	2	36135	0.047
07:00 - 07:30	4	21744	0.051	4	21744	0.020	4	21744	0.071
07:30 - 08:00	4	21744	0.056	4	21744	0.020	4	21744	0.076
08:00 - 08:30	4	21744	0.064	4	21744	0.024	4	21744	0.088
08:30 - 09:00	4	21744	0.046	4	21744	0.030	4	21744	0.076
09:00 - 09:30	4	21744	0.055	4	21744	0.033	4	21744	0.088
09:30 - 10:00	4	21744	0.046	4	21744	0.029	4	21744	0.075
10:00 - 10:30	4	21744	0.037	4	21744	0.031	4	21744	0.068
10:30 - 11:00	4	21744	0.037	4	21744	0.029	4	21744	0.066
11:00 - 11:30	4	21744	0.032	4	21744	0.030	4	21744	0.062
11:30 - 12:00	4	21744	0.026	4	21744	0.041	4	21744	0.067
12:00 - 12:30	4	21744	0.022	4	21744	0.037	4	21744	0.059
12:30 - 13:00	4	21744	0.030	4	21744	0.034	4	21744	0.064
13:00 - 13:30	4	21744	0.044	4	21744	0.029	4	21744	0.073
13:30 - 14:00	4	21744	0.051	4	21744	0.085	4	21744	0.136
14:00 - 14:30	4	21744	0.017	4	21744	0.039	4	21744	0.056
14:30 - 15:00	4	21744	0.023	4	21744	0.032	4	21744	0.055
15:00 - 15:30	4	21744	0.024	4	21744	0.037	4	21744	0.061
15:30 - 16:00	4	21744	0.018	4	21744	0.018	4	21744	0.036
16:00 - 16:30	4	21744	0.029	4	21744	0.029	4	21744	0.058
16:30 - 17:00	4	21744	0.020	4	21744	0.040	4	21744	0.060
17:00 - 17:30	4	21744	0.022	4	21744	0.055	4	21744	0.077
17:30 - 18:00	4	21744	0.013	4	21744	0.038	4	21744	0.051
18:00 - 18:30	3	28490	0.011	3	28490	0.029	3	28490	0.040
18:30 - 19:00	3	28490	0.015	3	28490	0.026	3	28490	0.041
19:00 - 19:30	2	36135	0.014	2	36135	0.012	2	36135	0.026
19:30 - 20:00	2	36135	0.007	2	36135	0.007	2	36135	0.014
20:00 - 20:30	2	36135	0.007	2	36135	0.012	2	36135	0.019
20:30 - 21:00	2	36135	0.017	2	36135	0.012	2	36135	0.029
21:00 - 21:30	1	22270	0.018	1	22270	0.009	1	22270	0.027
21:30 - 22:00	1	22270	0.013	1	22270	0.009	1	22270	0.022
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.937			0.942			1.879

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:	1507 - 50000 (units: sqm)
Survey date range:	01/01/13 - 15/10/20
Number of weekdays (Monday-Friday):	4
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.

Motion High Street Guildford

Licence No: 734001

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	36135	0.007	2	36135	0.011	2	36135	0.018
05:30 - 06:00	2	36135	0.008	2	36135	0.011	2	36135	0.019
06:00 - 06:30	2	36135	0.011	2	36135	0.014	2	36135	0.025
06:30 - 07:00	2	36135	0.021	2	36135	0.018	2	36135	0.039
07:00 - 07:30	4	21744	0.028	4	21744	0.011	4	21744	0.039
07:30 - 08:00	4	21744	0.017	4	21744	0.017	4	21744	0.034
08:00 - 08:30	4	21744	0.023	4	21744	0.015	4	21744	0.038
08:30 - 09:00	4	21744	0.017	4	21744	0.020	4	21744	0.037
09:00 - 09:30	4	21744	0.036	4	21744	0.021	4	21744	0.057
09:30 - 10:00	4	21744	0.032	4	21744	0.018	4	21744	0.050
10:00 - 10:30	4	21744	0.026	4	21744	0.016	4	21744	0.042
10:30 - 11:00	4	21744	0.023	4	21744	0.014	4	21744	0.037
11:00 - 11:30	4	21744	0.020	4	21744	0.015	4	21744	0.035
11:30 - 12:00	4	21744	0.014	4	21744	0.022	4	21744	0.036
12:00 - 12:30	4	21744	0.011	4	21744	0.022	4	21744	0.033
12:30 - 13:00	4	21744	0.009	4	21744	0.016	4	21744	0.025
13:00 - 13:30	4	21744	0.013	4	21744	0.013	4	21744	0.026
13:30 - 14:00	4	21744	0.006	4	21744	0.032	4	21744	0.038
14:00 - 14:30	4	21744	0.006	4	21744	0.018	4	21744	0.024
14:30 - 15:00	4	21744	0.009	4	21744	0.010	4	21744	0.019
15:00 - 15:30	4	21744	0.014	4	21744	0.014	4	21744	0.028
15:30 - 16:00	4	21744	0.013	4	21744	0.006	4	21744	0.019
16:00 - 16:30	4	21744	0.014	4	21744	0.009	4	21744	0.023
16:30 - 17:00	4	21744	0.011	4	21744	0.010	4	21744	0.021
17:00 - 17:30	4	21744	0.014	4	21744	0.007	4	21744	0.021
17:30 - 18:00	4	21744	0.006	4	21744	0.013	4	21744	0.019
18:00 - 18:30	3	28490	0.006	3	28490	0.014	3	28490	0.020
18:30 - 19:00	3	28490	0.007	3	28490	0.011	3	28490	0.018
19:00 - 19:30	2	36135	0.007	2	36135	0.010	2	36135	0.017
19:30 - 20:00	2	36135	0.004	2	36135	0.004	2	36135	0.008
20:00 - 20:30	2	36135	0.006	2	36135	0.010	2	36135	0.016
20:30 - 21:00	2	36135	0.007	2	36135	0.004	2	36135	0.011
21:00 - 21:30	1	22270	0.013	1	22270	0.004	1	22270	0.017
21:30 - 22:00	1	22270	0.013	1	22270	0.000	1	22270	0.013
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.472			0.450			0.922

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.