SCP

Transportation Planning : Infrastructure Design

Transport Statement

Proposed Development

Bretton Street, Dewsbury

Sueno Beds Ltd

January 2023

Doc Ref: SCP/210576/TS/0

Prepared by:	CGQ
Checked by:	TH

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
0	12/01/2023	Draft issue to client	CGQ	TH

10 South Parade
Leeds
LS1 5QS

T: 0113 887 3323
E: info@scptransport.co.uk
W: www. scptransport.co.uk

CONTENTS

APPENDICES

1.0 INTRODUCTION

1.1 SCP has been commissioned by Sueno Beds Ltd. to produce a Transport Statement in support of an outline planning application seeking to secure approval for a development comprising of approximately 3,900m^2 of B2 General Industrial use with dedicated car parking and servicing facilities to accommodate an articulated HGV.

1.2 Sueno Beds Ltd. are a luxury online retailer for beds, bedroom furniture and mattress having operated as an independent, family run company for over 30 years in West Yorkshire. All of their products are made-to-order with sales provided the public online with minimal showroom visits arranged on an appointment only basis. Sueno Beds Ltd.'s former site is located at Bretton Park Industrial Estate on Bretton Park Way, approximately 450m to the south-east of the site.

1.3 The site is located approximately 1.8km to the south of Dewsbury town centre. The site is bound to the north by industrial units off Bretfield Court, to the east by a railway line, to the south by Bretton Street, and to the west by Brettfield Court. The location of the proposed site is shown on the architect's plan attached in **Appendix 1**.

1.4 An outline planning application was previously submitted for the development of a 5,550m^2 B2 General Industrial use unit (planning reference: 2022/62/90189/E). This application was withdrawn as of December 2022. This Transport Statement (TS) has been produced to accompany a new planning application for a revised layout which reduces the scale of the development to 3,900m^2, provides an additional 20 car parking spaces and amends the layout of the service yard.

1.5 The purpose of this TS is to demonstrate that the development is satisfactory from a highway safety, traffic and sustainable access perspective. Previous submissions have been issued to Kirklees Highways who have provided comments which have fed into the revisions to the site layout and subsequently this TS.

1.6 This report is prepared in alignment with the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG), especially "Travel Plans, Transport Assessments and Statements"[1].

[1] https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements

1.7 Due regard has also been given to Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment"[2] document which whilst officially withdrawn, has not been replaced and its guidance on the detail of a Transport Statement still has relevance.

1.8 This report is structured as follows:

- Section 2 includes an appraisal of national and local policy;
- Section 3 describes the existing context of the site;
- Section 4 describes the proposed development;
- Section 5 provides an overview of the accessibility of the site;
- Section 6 provides an estimate the multi-modal trip generation for the proposed development; and
- Section 7 provides a summary and conclusions.

[2] https://www.gov.uk/government/publications/guidance-on-transport-assessment

2.0 POLICY CONTEXT

National Planning Policy Framework

2.1 On 20th July 2021, the Ministry of Housing, Communities and Local Government published a new National Planning Policy Framework (NPPF), which replaced the document that was first published on 27th March 2012 and updated in July 2018 and February 2019 respectively.

2.2 The new NPPF in paragraph 105 states that "significant development should be focused in locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision making."

2.3 In paragraph 110 the NPPF states that when considering planning applications, it should be ensured that:

- Appropriate opportunities to promote sustainable transport can be or have been taken up, given the location and type of development;
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.4 NPPF paragraph 111 states that "Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

2.5 In relation to paragraph 111, developments should be in accordance with paragraph 112, which states:

- Give priority first to pedestrians and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduce mobility in relation to all modes of transport;

- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.6 Paragraph 113 of the NPPF states that 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.

West Yorkshire Local Transport Plan

2.7 The West Yorkshire Local Transport Plan (LTP) provides the statutory framework for transport strategy and plans across West Yorkshire. It was produced by CMBC, in partnership with other West Yorkshire transport authorities

2.8 Within the document, it states the following vision:

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

2.9 In order to achieve the transport vision, LTP sets out three objectives, which are as follows:

- Economy –
  - To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region;
  - Key transport issues in West Yorkshire include: increasing road congestion, severe rail overcrowding, concerns for high bus fares, poor access to airports, and maintenance works induced delays. It is recognised that transport has a vital role to play in supporting economic growth and without interventions, the former will constrain future economic growth in West Yorkshire.
- Low Carbon –
  - To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans;
  - Key transport issues in West Yorkshire include: people are travelling further; car use is high car use but low car occupancy; most freight is moved by road, few cycling and walking

trips; and transport assets generate emissions. There is a need to reduce greenhouse gas emissions to reduce effects on weather, economy and health, yet, road transport carbon emissions are predicted to increase in West Yorkshire without interventions due to increased vehicular use, declining bus patronage and no increase in low emissions vehicles, cycling and walking.

- Quality of Life –
  - To enhance the quality of life of people living in, working in, and visiting West Yorkshire.
  - Key transport issues in West Yorkshire: high road casualty rates; high rates of inactivity; high air quality emissions; high noise pollution; low car ownership and; poor access to bus stops. Transport provides access to jobs, education, leisure opportunities and the natural environment. Without interventions, the future quality of life will reduce in West Yorkshire due to an increase in the use of cars, lorries and van, reduced bus routes and declining bus patronage and no increase in cycling and walking.

Kirklees Local Plan

2.10 The Kirklees Local Plan was adopted on 27 February 2019. It is now the statutory development plan for Kirklees and has superseded the Kirklees Unitary Development Plan. The Local Plan is the statutory development plan and its purpose is to set out the policies necessary to achieve the strategy and how much new development there should be in the district and where it will go. The Plan covers the period 2013 – 2031.

2.11 As part of the Local Plan, it is critical that there is an integrated approach to transport, climate change, environmental objectives and development across the district to facilitate sustainable communities and ensure the future economic ambitions for Kirklees. The current transport plan has three main objectives:

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

2.12 The following policies are considered relevant to this TS:

- Policy LP20: Sustainable Travel –

- 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.

- Policy LP21: Highways and Access –
  - Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.
- Policy LP22: Parking –
  - 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;
  - 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;
  - provision will be made to meet the needs of cyclists for cycling parking in new developments; and
  - provision will be made to accommodate the needs of disabled people for the parking of vehicles.

Summary

2.13 Given the above, it is considered that the proposals are in compliance with relevant national and local transport policy.

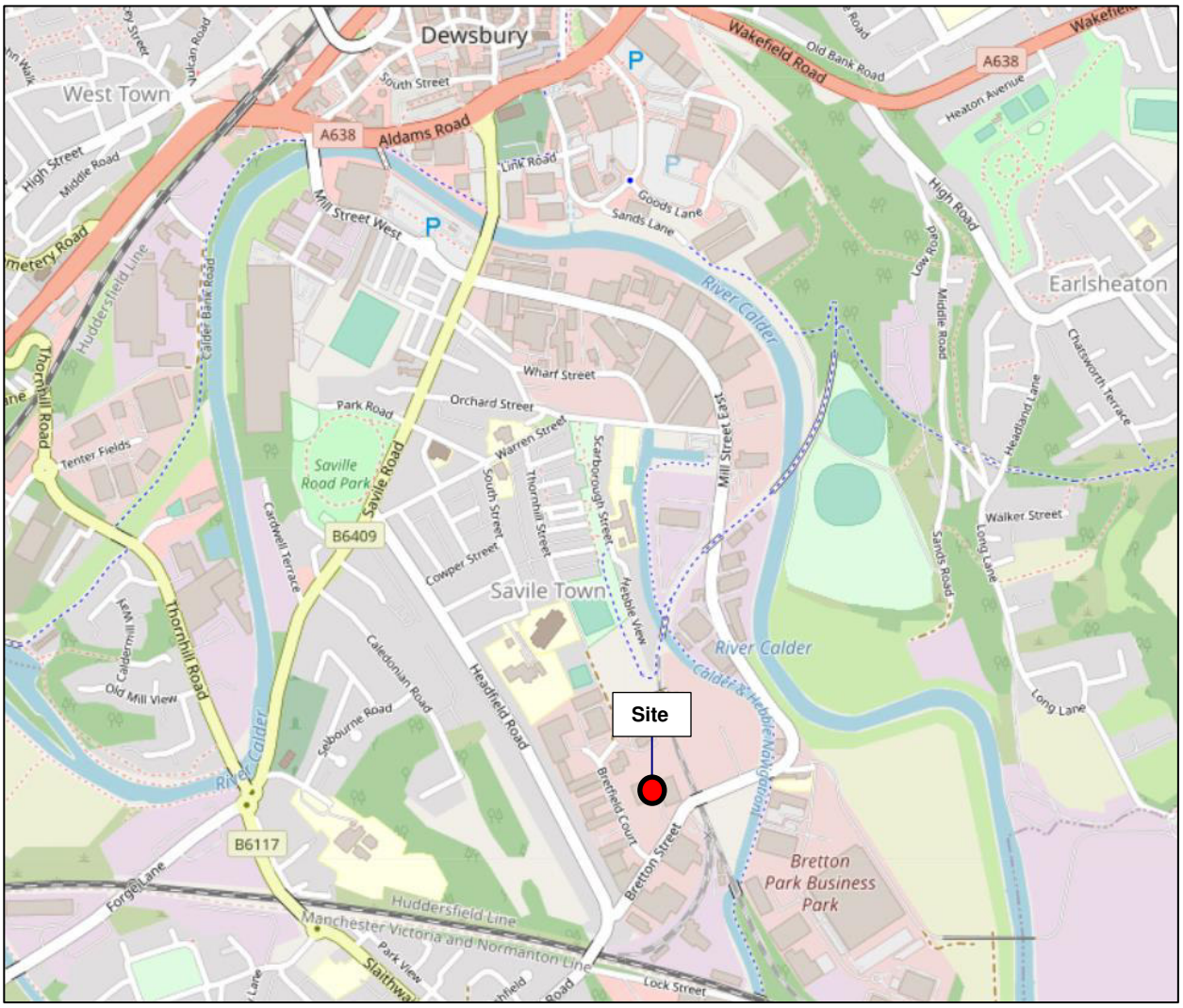
2.14 The commitment to designing the site to be accessible by sustainable modes is demonstrated by the provision for walking and cycling within the site and through the preparation of a Travel Plan, for the proposed development.

3.0 EXISTING CONDITIONS

Site Context

3.1 The site location in relation to the wider and local highway network can be seen in **Figure 3.1**.

Figure 3.1 – Site Location



Source: Basemap Viscography

3.2 The proposed development site is a roughly rectangular shaped area of industrial land and is bound to the north by industrial units off Bretfield Court, to the east by a railway line, to the south by Bretton Street, and to the west by Bretfield Court.

3.3 The site is located in the suburb of Savile Town in a strategic location being situated amongst existing industrial uses approximately 1.8km to the south of Dewsbury town centre.

3.4 The site currently comprises two existing industrial buildings which are occupied by Hotwork Combustion Technology and Highgate Beds. These two existing buildings amount to a combined total of approximately 2,200sqm GFA.

3.5 Vehicular access to the proposed development site is via an existing industrial access off Bretton Street. This access is proposed to be restricted to exit-only. It is proposed to provide an additional entry-only access off Bretfield Court which would allow a one-way system to be implemented in the service yard. The existing industrial estate road from Bretton Street is an unclassified single carriageway road of approximately 8m in width with a 2m wide footpath provided on either side of the carriageway on entry. The proposed service yard arrangements are outlined in greater detail below.

Surrounding Highway Network

3.6 Bretton Street, from which the development site will be accessed by all modes, is approximately 7.5m wide with a 2m footway on the southern side of the carriageway. The footway on the northern side of the carriageway varies in width with a 2m wide footway provided around the radii of the access. The 2m wide footway continues eastbound towards the railway bridge. The 2m wide footway continues on both sides of the carriageway after the railway bridge. Bretton Street is subject to a 30mph speed restriction and is lit.

3.7 Southbound, Bretton Street forms a priority T-junction with Headfield Road. Headfield Road is largely residential and serves dwellings on both sides of the carriageway.

3.8 Eastbound, Bretton Steet turns into Mill Street East after the Bretton Park Way priority T-Junction which provides direct access towards Dewsbury Town Centre, around 1.8km north of the site.

3.9 Bretfield Court is an unclassified single carriageway road of approximately 7.3m in width with a 2m wide footpath provided on either side of the carriageway. There are seven existing vehicular accesses off Bretfield Court which provide access to the car parks and service yards of industrial units. Site observations suggest that some on-street parking occurs kerbside on both sides of the carriageway on Bretfield Court and there are no traffic regulation orders in place to restrict this. There is no posted speed limit however the street lighting suggests a speed limit of 30mph. Bretfield Court is not a through road so traffic volumes are generally low.

Personal-Injury Collision (PIC) Review

3.10 The NPPG[3] states that, "*Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works, or traffic management measures will help to alleviate the problems*".

3.11 In order to establish the current road safety record on the local highway network surrounding the site, the collision data available on the Crash Map website, which details collisions that have occurred over the last five years, has been interrogated for the period of 2017-2021. This is a current and accurate record of road collisions in the locality. A plan showing the accidents and study area can be found in **Appendix 2**.

3.12 The accident study area on the network entails the highway link between Bretton Street / Headfield Road junction to the south of the site access to the Bretton Park Way / Mill Street East junction to the north of the site access, as well as Bretfield Court.

3.13 There were no collisions recorded on Bretfield Court.

3.14 One collision was recorded at the Headfield Road junction. The collision occurred in February 2018 and was recorded as serious in severity. The collision involved one vehicle and resulted in two casualties.

3.15 A slight collision was recorded in September 2019 adjacent to the Bed Craft unit off Bretton Street. This collision involved two vehicles and resulted in one slight casualty.

3.16 A slight collision occurred at the proposed site access in April 2018. This collision involved two vehicles and resulted in one slight casualty.

3.17 Four collisions have been recorded at the Bretton Park Way / Mill Street East junction to the north of the site access. The first collision occurred in April 2018 and involved two vehicles and resulted in one slight casualty. The second collision occurred in February 2019 and involved two vehicles and resulted in one slight casualty. The third collision occurred in September 2019, involved two vehicles and resulted in one serious casualty. This collision involved a goods vehicle. The fourth collision occurred in November 2020, involved one vehicle and resulted in two serious casualties.

[3] https://www.gov.uk/guidance/transport-evidence-bases-in-plan-making-and-decision-taking

Collision Summary

3.18 The number of collisions recorded when assessed against the background traffic flows at each junction is not considered to be significant in number or severity within the five-year timescale considered, therefore this does not highlight any abnormal road safety issues.

3.19 The spread and severity of PICs across the study area indicates that there are no material concerns relating to the operation of the junctions within this assessment in terms of highway safety.

3.20 None of the recorded collisions involved pedestrian or pedal cycle casualties.

3.21 It is therefore considered that there is no existing safety problems associated with the road network in the immediate vicinity of the development site. It is not anticipated that the traffic associated with the proposed development would result in any significant safety implications on the adjacent highway network.

4.0 DEVELOPMENT PROPOSALS

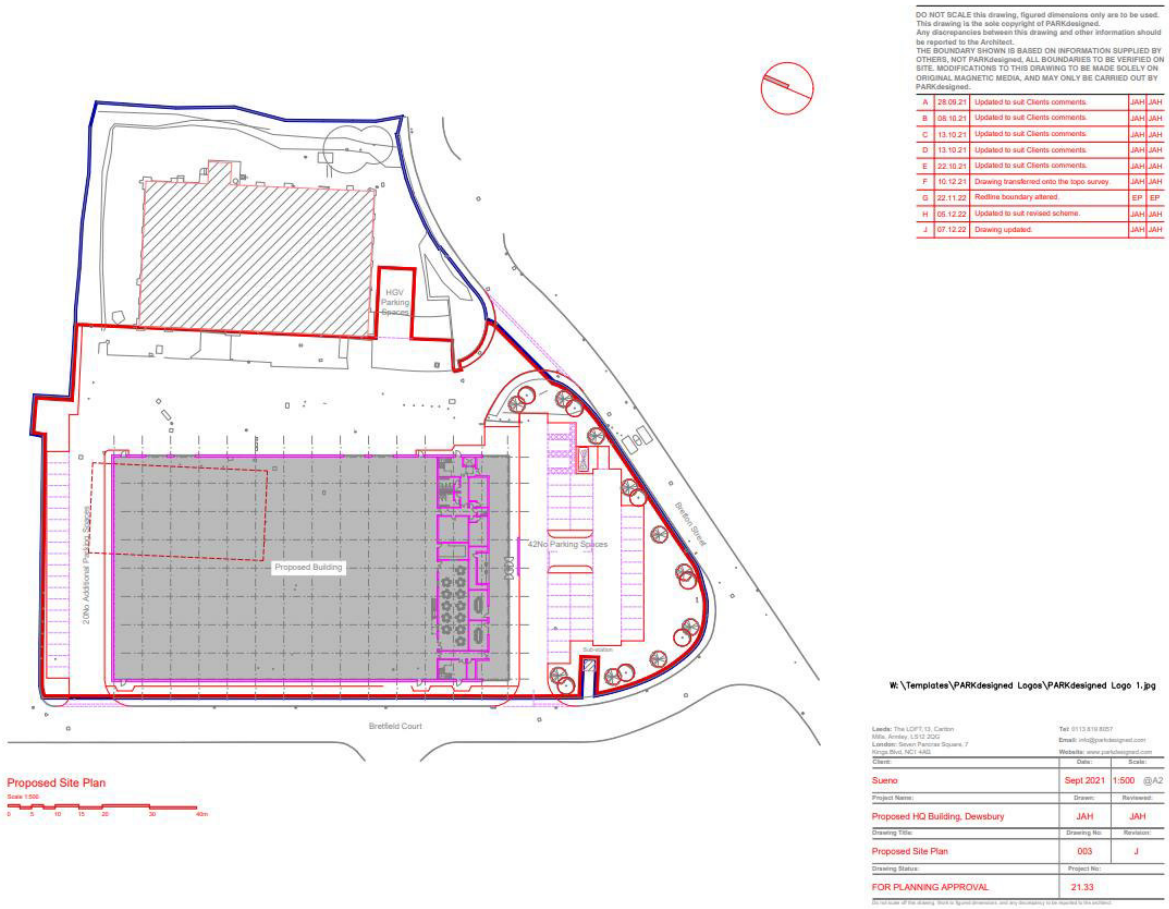
4.1 The proposals for the application site include the construction of an industrial unit for the manufacture of beds. The main building will comprise a Gross Internal Area (GIA) of 3,900m^2.

4.2 The unit is required to enable Sueno to trade and remain within Kirklees local authority area. The site will enable the storage of product to the sale to the open market, largely within the UK. A unit of 3,900m^2 is essential to enable the firm to meet consumer demand and deliver growth of up to an additional 50 employees.

4.3 Sueno is an independent, family run company that has been handcrafting beds and mattress in the heart of West Yorkshire for over 30 years. Remaining within the Kirklees local authority area is essential to the operation of the business, as staff are locally sourced. The firm also has a historic connection to the area; having operated locally for many years.

4.4 The site layout can be seen over in **Figure 4.1** and is provided to scale in **Appendix 1**.

Figure 4.1: Proposed Site Layout



Source: Park Design

Access Arrangement

4.5 The proposed access arrangement is for a new priority T-junction to the car park and a new entry-only priority T-junction to the service yard and additional car park access - both of which to be provided off Bretfield Court, and to retain the existing access off Bretton Street which will become an exit-only access.

4.6 The site will retain the existing site access point off Bretton Street as existing rather than reduce the size of the access to ensure that it remains usable for possible future uses on the site. However, road markings and signage will be provided (subject to agreement at detailed design with Kirklees highways) to prohibit entry from Bretton Street and to show it as an exit-only junction. The one-way system has been added to the scheme in order to limit the number of vehicles required to execute a three-point turn in the service yard, to remove right turning vehicles from Bretton Street into the site and to improve safety for all users of the service yard.

4.7 The entry to the service yard from Bretfield Court is 6m wide and has a 10m kerb radius on the east side which is specifically large to allow rigid lorries and articulated lorries to access the site. All vehicles will access the site by turning right from Bretfield Court having arrived from Bretton Street. The new junction will also provide access to the additional car parking area provided along the western extent of the site, a 2m wide footway is provided on the east side of the access road to enable safe connection the building entrance.

4.8 A new simple priority T-junction will be provided off Bretfield Court providing access to the site's parking area for staff and visitors. The proposed access into the parking area will be a 5.5m wide carriageway with 2.0m wide footway on both sides.

4.9 This site accesses onto both Bretton Street and Bretfield Court accommodate visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 43m in both directions which is in accordance with the visibility requirements set out in the Design Manual for Roads and Bridges (DMRB) CD123 for a 30mph road and is in accordance with the conditions along the site frontages as shown at **Appendix 3**. The area within the visibility splays will be laid out as hard standing and the boundary fence set back.

4.10 Pedestrian and cycle access to the site will be provided at the same location as the vehicular access points. A new 2.0m wide footway will be provided along the site frontage, connecting the existing footway provision on Bretton Street to Bretfield Court.

Servicing

4.11 The internal forecourt is designed to ensure that the movements of service and refuse vehicles can be appropriately accommodated, with a one-system implemented to ensure reversing distances are kept to a minimum. Refuse collections, servicing and delivery vehicles will access the site access via Bretfield Court and exit via Bretton Street.

4.12 Two HGV parking spaces are provided to allow vehicles to wait without interfering with the operation of the rest of the service yard.

4.13 Servicing at the site is divided into incoming and outgoing.

4.14 The incoming delivery is either in the form of one 12m rigid lorry delivery or two/three van deliveries each operational day. Operational days exclude Sundays and holidays (e.g. bank holidays). The delivery vehicles have a maximum stay of 1 hour enforced by the suppliers and they typically take 20 minutes maximum to unload. The delivery vehicles arrive during the day when the outgoing vehicles are away from the site.

4.15 Outgoing deliveries are undertaken by vans, on average this will be a maximum of 10 vans per day. These van deliveries will be loaded up during the "loading shift" which is during the evening after any incoming deliveries have been completed. The drivers return in the morning to deliver the goods and do not return until the end of the day, at which point no more incoming deliveries will take place.

4.16 In the previous outline application, it was requested that the service yard was made to be fit for use of articulated lorries should a future redevelopment of the site require this. Although Sueno have confirmed that no articulated lorries will use the site whilst they are the occupiers.

4.17 Swept path assessments have been undertaken to ensure that a 7.5tn box van, a 12m rigid truck and a 16.5m articulated lorry are able to access the site via Bretfield Court, park parallel to both buildings and in the HGV parking spaces to undertake servicing and then to exit the service yard via Bretton Street. The swept path assessments are attached at **Appendix 4.**

4.18 The swept paths show that all vehicles are able to access, egress and service the site within the service yard. The HGV parking spaces enable the site to be serviced by multiple vehicles without interfering with the operation of the rest of the service yard. The swept paths demonstrate that there is sufficient width in the main servicing area of the yard for vehicles to service both buildings at the same time while other vehicles manoeuvre the yard.

4.19 The service yard is a more formalised and rationalised version of the existing service yard. Additionally, it now serves only one business, albeit two buildings, rather than three separate businesses which will make it much easier to manage and will likely result in a safer and more organised servicing environment.

Parking

4.20 The site will provide a total of 62 parking spaces. 42 spaces are located in the main car park with an additional 20 spaces provided at the western extent of the site. Of the 62 spaces, three will be DDA compliant which equates to a provision of 5%. DDA compliant spaces will be clearly marked and positioned close to the building entrance.

4.21 The parking arrangements are illustrated on the site layout proposal drawing shown in Figure 4.1.

4.22 There are no parking standards or guidance provided by Kirkless. The Leeds parking standards, contained within the Leeds Parking SPD document (January 2016) provides guidance on parking provision.

4.23 The proposed development is a B2 general industrial unit. The development is assumed to be located in the “Remaining”, rather than “Core” or “Fringe”, as it is slightly beyond the fringe of the core of Dewsbury.

4.24 Any developments in the remaining category have an “expected” parking provision. This is a grey area that allows for variety of sites within a large range of geographies. Within the core and fringe areas it is much more necessary to control due to the location of sites, and therefore these areas do not have an ”expected” but a “maximum” provision. The guidance uses the word “expected” to account for an increase or reduction in parking provision as suited based on levels of accessibility, car ownership and the type of development amongst other factors.

4.25 Sueno have clarified that the maximum number of staff to be on site at any one time will be 80. Although it will typically be circa 50 staff. This includes van drivers.

4.26 Sueno has a culture for hiring families and provides jobs to local people. As a result, car sharing at Sueno is very high and a lot of staff either walk, take public transport or a taxi to work due to being unable to afford a car and not requiring one when they live and work in close proximity.

4.27 Of the staff working in any one day, 20 are van drivers split into 10 vans. operationally it works that 10 van drivers will pick up the other 10 in their private car and then head out from site in the van together and leave their car in the car park.

4.28 The site is well located to nearby residential areas so staff are able to walk or cycle to work.

4.29 Additionally, a Travel Plan will be implemented which will further encourage car sharing amongst staff as well as sustainable modes such as walking, cycling and travelling by public transport. As part of the Travel Plan, a Welcome Pack will be provided to every member of staff as part of their induction and this will continue for any new members of staff.

4.30 It is therefore considered that as a result of the good level of accessibility of the site, car ownership, and values held within the business that the proposed parking is sufficient.

5.0 SUSTAINABLE TRANSPORT APPRAISAL

General

5.1 The Government's objectives set out in the National Planning Policy Framework (NPPF) are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.

5.2 The site has a good level of accessibility by sustainable modes of transport and as outlined in the later in this section. A Travel Plan will be developed for the site which will encourage the use of alternative modes of travel. Furthermore, the site will benefit from a design that will help encourage sustainable travel behaviours from the outset.

5.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations

5.4 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking and cycling:

"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Para 74)

and

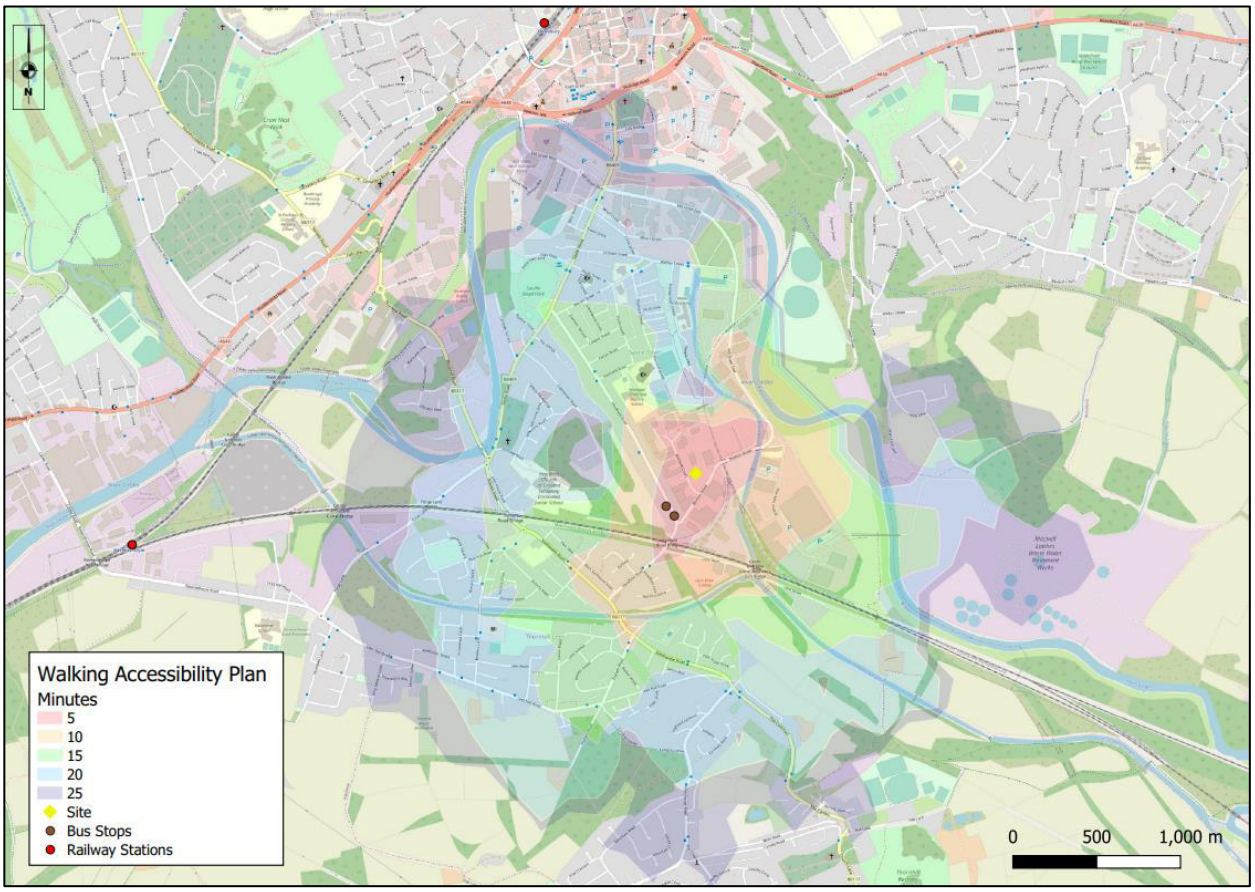
"Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport" (Para 77).

Pedestrians

5.5 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly under two kilometres. As such, consideration has been given to the existing pedestrian facilities in the vicinity of the proposed development.

5.6 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrone mapping. The purpose of the isochrones is to demonstrate the areas and facilities within an acceptable 2km walk distance of the site based on the existing infrastructure, as shown on **Figure 5.1**.

Figure 5.1: 2km Pedestrian Accessibility



Source: Basemap Visography

5.7 The above demonstrates that the site is within acceptable walking distance of a large residential area. The isochrones are measured from the centre of the site and only uses fully accessible routes.

5.8 As demonstrated on the pedestrian accessibility plan, Savile Town and Thornhill Lees are within an acceptable walking distance of the site. Within the 2km acceptable walking distance a range of facilities are accessible. Bus stops are also located within 400m on Headfield Road.

5.9 Well-lit, segregated pedestrian footways are provided along the majority of routes that surround the site due to the site being located in an urban setting and connect the site to local services. It is proposed to provide a 2m wide footway along the site frontage on Bretton Street which will improve connectivity to the site and in the local area for pedestrians. Tactile paving and dropped kerbs are located at appropriate junctions. These pedestrian facilities link the site to the town centre, local residential areas and a number of bus stops.

5.10 Pedestrian access will be provided access at the same location as the vehicular access points.

5.11 Generally, the area is conducive to walking with the surrounding footways being well surfaced and street-lit.

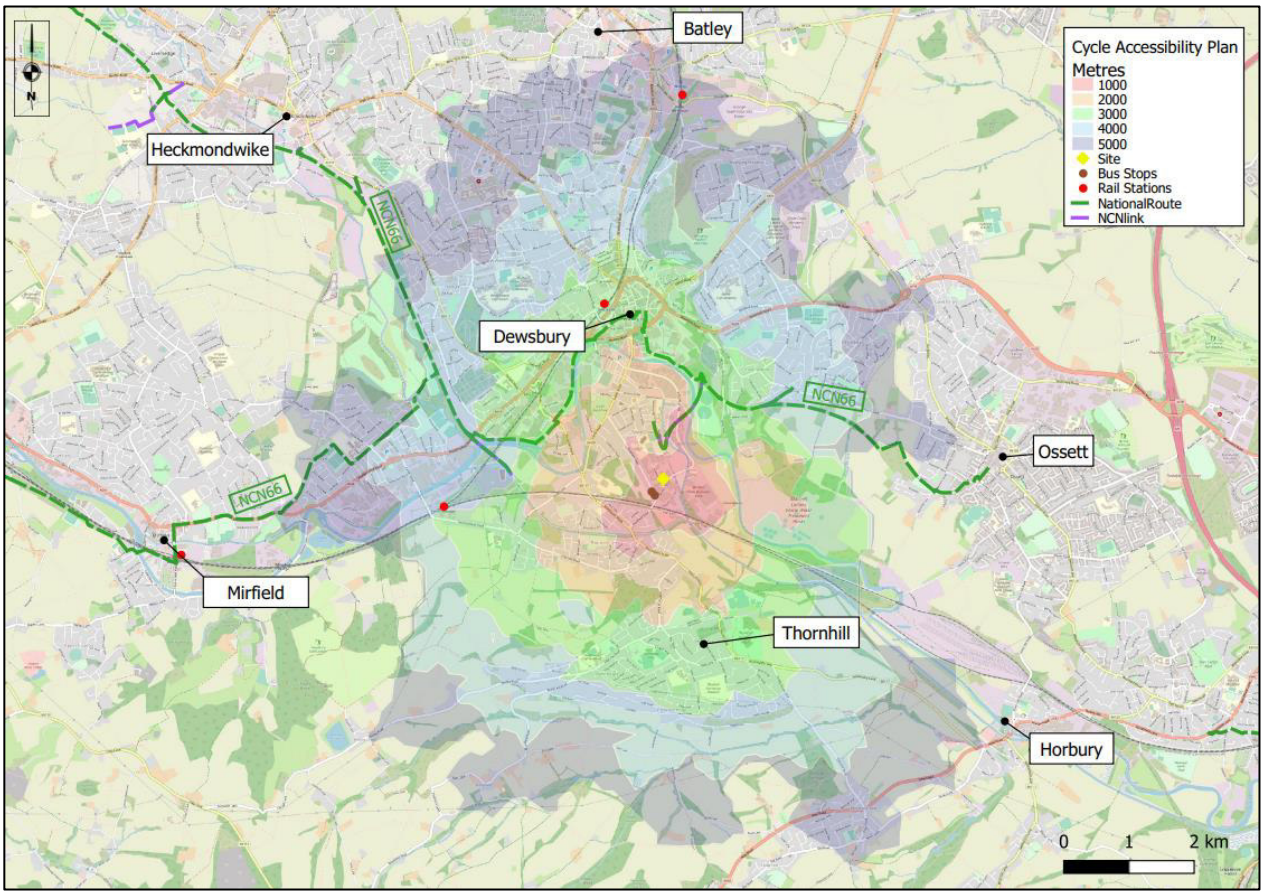
Cyclists

5.12 Cycling is a cheap, efficient and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer traffic and congestion delays.

5.13 Transport Policy identifies that cycling represents a realistic and healthy alternative to the use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

5.14 GIS software has been used to model a 5km cycle catchment from the site and is shown on **Figure 5.2**.

Figure 5.2: 5km Cycle Accessibility

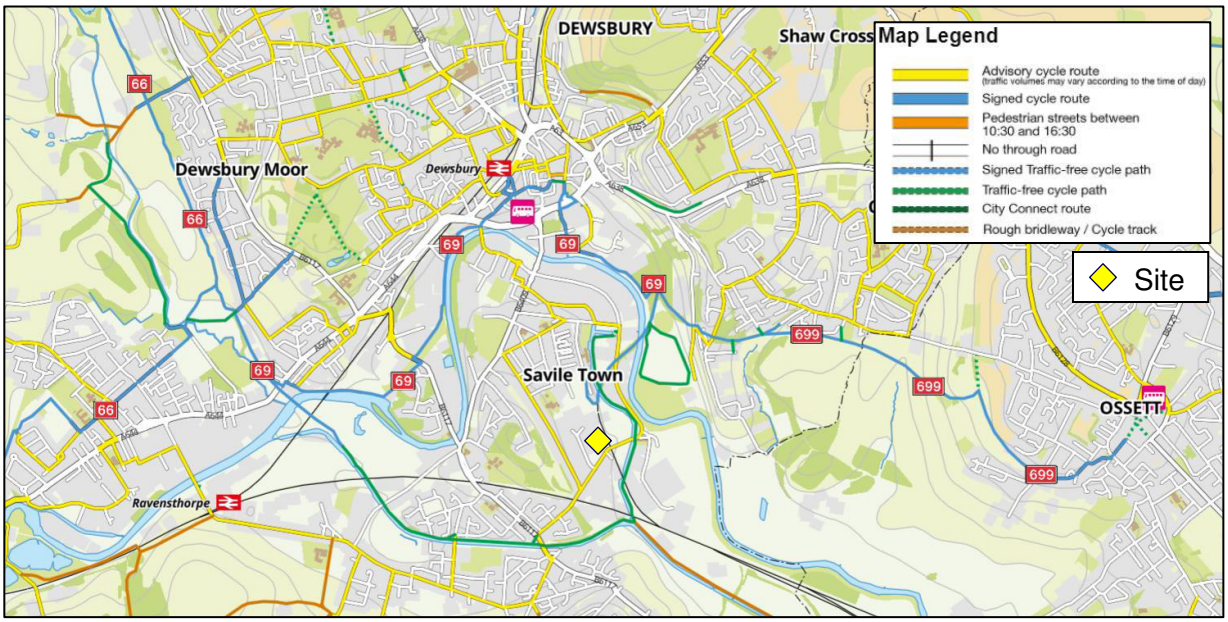


Source: Basemap Visography

5.15 The plan shows that the entirety of Dewsbury and its associated suburbs can be reached within a 5km cycle. As the application site is well located in relation to suggested cycle routes it provides an attractive alternative to private car use for employees.

5.16 Advisory cycle routes are highlighted yellow on West Yorkshire's Cycle Map, an extract of which is provided in **Figure 5.3**.

Figure 5.3: Extract from West Yorkshire Cycling Map



Source: https://fourpointmapping.sustrans.org.uk/westyorkshirecyclemap/westyorkshire.html

5.17 The National Cycle Route 66, 69 and 699 are present in the vicinity of the site. The National Cycle Route 66 runs from central Manchester to Spurn Head and is also known as the Calder Valley Greenway between Hebden Bridge and Brighouse.

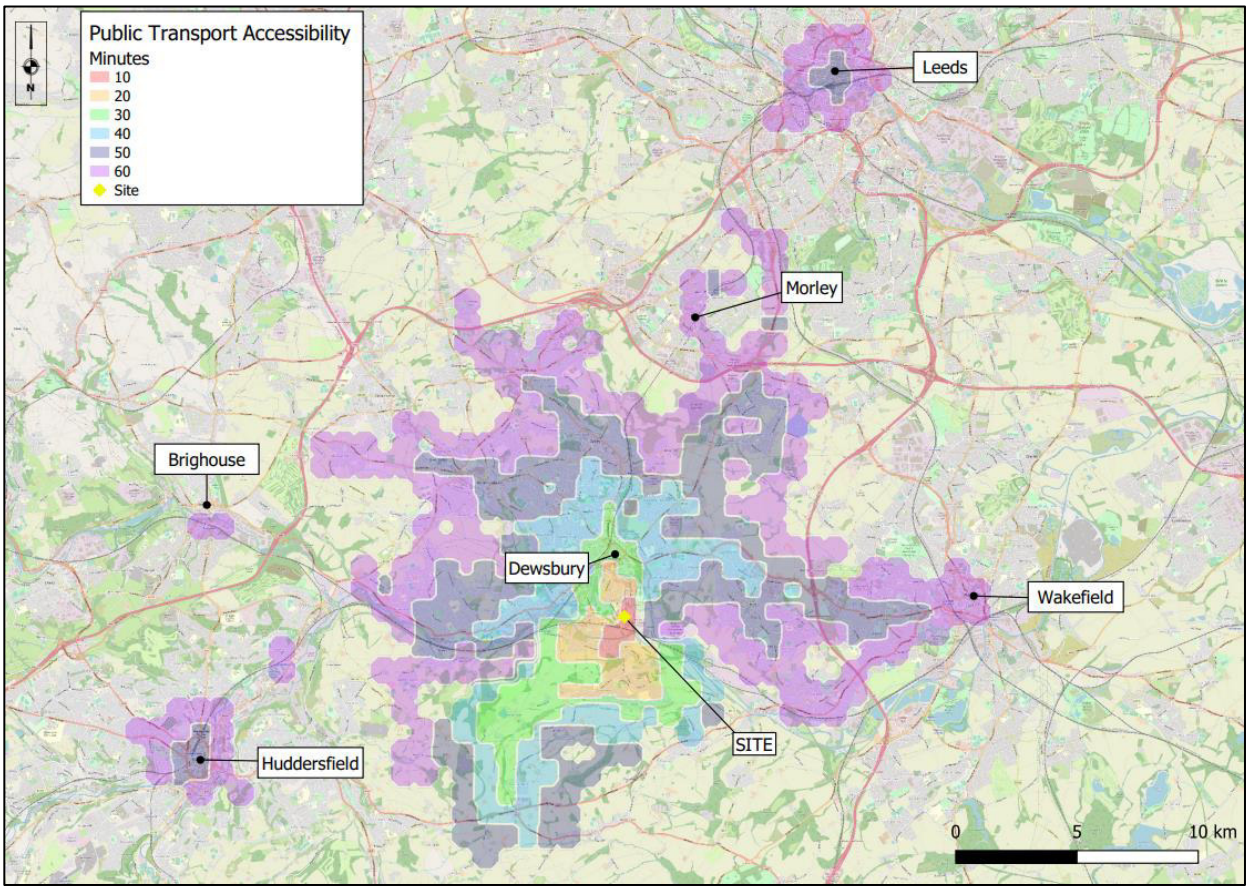
5.18 National Route 69 of the National Cycle Network connects Hest Bank by Morecambe Bay Nature Reserve with Cleethorpes Nature Reserve to the south of Grimsby via Settle, Skipton, Cullingworth, Huddersfield, Horbury, Pontefract, Althorpe, and Caistor.

5.19 National Route 699 provides a traffic-free connection along the side of the Calder Valley between the areas of Savile Town, Ossett and Earlsheaton and Dewsbury town centre. It also links to the Spen Valley Greenway, providing a direct route through Dewsbury between Bradford and Osset.

Public Transport

5.20 **Figure 5.4** indicates a 60-minute public transport journey from the centre of the site based on existing infrastructure. The time includes the walk to the bus stops, demonstrating that it is possible to reach areas such as Leeds, Huddersfield and Wakefield amongst others within an acceptable 60 minute commute time.

Figure 5.4: Public Transport Accessibility



Source: Basemap Visography

Bus

5.21 The CIHT publication "Providing for Journeys on Foot" recommends that the maximum walking distance from a residential development to a bus stop should be no more than 400m which is equivalent to a 5 minute walk time. However other research shows 800 metres is an acceptable distance for many people to walk to bus stops and is also the common guidance walk distance to other forms of public transport.

5.22 The nearest existing bus stop is located on Headfield Road, an approximate 300m walk from the centre of the site. Bus stops are provided on both sides of the carriageway and are indicated by a flag and pole with service information. Services from these bus stops are summarised in **Table 5.2** below.

Table 5.1: Bus Service Summary

Service Number	Operator	Route	Frequency		
			Mon-Fri	Sat	Sun
183	Station Coaches	Howden Clough – Brewery Lane after Brewery Lane Thornhill Lees Centre	1 service AM 1 service PM (Schooldays only)	No Service	No Service
230A	Arriva	Grange Moor – Dewsbury	Every 60 minutes (first service 9:04; last service 14:24)	Every 60 minutes (first service 9:04; last service 15:24)	No Service

Source: Individual operator websites (December 2022)

5.23 The above services provide reasonable access between Grange Moor and Dewsbury. Dewsbury town centre provides additional services throughout the region.

Rail

5.24 In terms of rail services, the nearest station is Dewsbury which is located approximately 2.4km to the north of the site.

5.25 Dewsbury East Railway Station is managed by Transpennine Express who provide trains to Leeds, Huddersfield, Manchester, York, Hull and Redcar Central. Northern Rail also serve the station with trains on the Calder Valley line. The station is served by four trains per hour to Leeds and four trains per hour to Manchester. The Northern Rail services do not run on Sundays.

Accessibility Summary

5.26 The site is within reasonable walk and cycle distance of a range of local amenities and facilities. There is also a good level of public transport access to local residential areas. This means that people are not dependent upon the car to travel to work. Therefore, it is clear that the site location is in accordance with national and local transport policies.

5.27 Prior to site occupation, each individual business would be required to produce a Travel Plan and appoint a Travel Plan Co-ordinator. Objectives and realistic targets should be set and monitored to reflect current best practice and encourage the use of sustainable transport. Travel Planning will help reduce the number of vehicles travelling to the site.

6.0 TRIP GENERATION AND ASSIGNMENT

Introduction

6.1 This chapter provides an estimate of the trips generated by the proposed use of the site, along with a comparison to the trip generating potential of the existing uses.

6.2 It must be noted that the existing site has two units which are established for general industrial uses and the proposed unit will be built to continue industrial processes at the site. Therefore, it is important to understand the impact of the net increase in floor space of approximately 1,700m^2 GFA.

6.3 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.

6.4 In order to establish the impact that the development will have on the network, trip rates based on the current industrial unit use for the site have been calculated, and off-set against the proposed unit to establish the net traffic impact. This is considered to be a robust analysis as Sueno have existed in the locality for a number of years and therefore traffic movements at the site are not newly generated and have existed on the local highway network previously.

6.5 The Trip Generation Computer System (TRICS) is the transport planning industry standard software package used for calculating the trip generation potential of proposed developments. As use classes are not specifically broken down within the software the B2 use class description as General Industry was referenced as an industrial estate within TRICS and is considered to closely represent the operation of a B2 site.

Site Operation

6.6 Sueno Beds Ltd. Currently employ approximately 100 staff and the site operates 7 days a week operating on a 12-hour shift basis between the hours of 08:00-20:00.

6.7 Approximately 80 staff work an 8:00-16:00 shift with 20 staff working 16:00-20:00 therefore avoiding the traditional commuter peak periods.

Existing Use – Hotwork Combustion Technology and Highgate Beds Units

6.8 To estimate the trip generating potential of the existing commercial uses, the TRICS (version 7.8.1) database has been interrogated for surveys of industrial units. The selection criteria for the TRICS-based trip rates is as follows:

- Employment - Industrial Unit;
- Vehicle surveys;
- Sites in Greater London and Ireland excluded;
- Gross floor area between 1,000-7,000sqm; and
- Sites in suburban areas and edge of town.

6.9 Trip rates were calculated for the TS issued as part of the previous application and these we re-calculated with the same criteria for the current application. As the trip rates differ, both have been used as a sensitivity test.

6.10 Both sets of trip rates and trip generation for the weekday peak hours for the circa 2,200sqm units that currently exist at the site are shown at **Table 6.1**. The TRICS output files are included at **Appendix 5**.

Table 6.1: Vehicle Trip Rates & Trip Generation (per 100sqm) Existing Industrial Units

Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Previous Trip Rate (Vehicles)	0.401	0.061	0.018	0.362
Trip Generation (Vehicles)	9	1	0	8
New Trip Rate (Vehicles)	0.307	0.061	0.046	0.329
Trip Generation (Vehicles)	7	1	1	7

Proposed Use – New industrial unit

6.11 To estimate the trip generating potential of the proposed unit, the above trip rates have been applied to the proposed 3,900m^{2}unit.

6.12 Trip rates for the weekday peak hours were extracted and are shown at **Table 6.2**. The TRICS output file is included at **Appendix 4**.

Table 6.2: Vehicle Trip Rates (per 100sqm) based on TRICS surveys

Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Previous Trip Rate (Vehicles)	0.401	0.061	0.018	0.362

Trip Generation (Vehicles)	16	2	1	14
New Trip Rate (Vehicles)	0.307	0.061	0.046	0.329
Trip Generation (Vehicles)	12	2	2	13

6.13 As can be seen above, both trip rates are fairly similar and based on the higher trip rates the site is predicted to generate approximately 18 two-way trips during the AM peak hour and 15 two-way trips during the PM peak hour. This equates to approximately one additional vehicle every 3-4 minutes in the AM and PM peak hours should Sueno considered to be a new trip attractor and discounting its existing operation on Bretton Park Way.

Net Traffic Impact

6.14 The net traffic impact has been calculated to establish the difference between bringing the previous two units on the site back into use against the development of the proposed new unit of 3,900m^2 GFA in comparison to the existing 2,200m^2 GFA unit. This has been shown by **Table 6.4**.

Table 6.4 – Net Traffic Difference

Mode	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
Existing total	9	1	0	8
Proposed Total	16	2	1	14
Total Net Trips	**7**	**1**	**1**	**6**

6.15 As can be seen from the above the redevelopment of the site would result in 8 additional trips in the AM peak hour and an additional 7 trips in the PM peak hour, compared to the existing site.

6.16 Table 6.4 demonstrates that whilst the proposed development is expected to increase the two-way vehicle trips during the AM period and PM peak period, these would have a negligible impact on the highway network. Guidance suggests that under 30 trips in an hour is not noticeable.

6.17 There is also the fact that the proposals will replace two existing businesses on the site and therefore delivery and servicing trips will be rationalised.

6.18 Increases in vehicle trips of this magnitude would have an imperceptible impact on the operation of the local highway network. Severe, residual impacts on the operation of the highway network are therefore not expected to arise as a consequence of the proposed development.

7.0 SUMMARY AND CONCLUSION

7.1 SCP has been commissioned by Sueno Beds Ltd. to produce a Transport Statement in support of an outline planning application seeking to secure approval for a development comprising of approximately 3,900m^2 of B2 General Industrial use.

7.2 The site is located approximately 1.8km to the south of Dewsbury town centre. The site is bound to the north by industrial units off Brefield Court, to the east by a railway line, to the south by Bretton Street, and to the west by Bretfield Court.

7.3 The site will retain the existing site access off Bretton Street, however it will be amended to an exit-only junction. Two new priority T-junctions will be created off Bretfield Court to provide access to a proposed main staff parking area with 42 spaces and an entry-only access to the service yard as well as an additional 20 parking spaces.

7.4 The proposed amends to the existing service yard results in a safer and more organised environment for servicing to be undertaken on site than how it currently operates. The service yard is designed to be fit for purpose should the occupier change in the future.

7.5 The development is compliant with local, regional and national policy as it will promote sustainable modes of travel and does not rely on car trips for access.

7.6 The personal injury accident data for the most recently available five year period in the vicinity of the site has been reviewed and does not represent a material concern in the context of the proposed development. It is not anticipated that the traffic associated with the proposed development would result in any significant safety implications on the adjacent highway network. It is considered that by removing right turning vehicles from the higher trafficked Bretton Street to Bretfield Court this will likely result in a safety and congestion benefit.

7.7 It has been demonstrated that access to sustainable transport infrastructure from the site is well served with bus services well within 400m walk of the site entrance, as well as excellent cycle and pedestrian provision to a wide range of facilities and a local residential area.

7.8 The site is in a highly accessible location, with the existing business and proposed industrial unit, connecting people to opportunities for work and continued economic growth. The proposal is therefore compliant with local and national planning policies

7.9 A Travel Plan will be implemented as part of the development to further encourage travel by sustainable modes and this will include improvements for pedestrians, cyclists and public transport services and facilities.

7.10 When compared to the existing uses on the site, this development is expected to provide a net trip generation of approximately 8 additional trips during the AM peak hour, 7 additional trips during the PM peak hour.

7.11 The redevelopment of the site therefore represents a small net increase in terms of traffic movements on the local highway network and is assessed as having a negligible effect, is most unlikely to cause congestion and certainly will not have a severe impact.

7.12 In light of the above, it is concluded that the proposals are acceptable from a traffic and transport perspective and there should be no reasons to resist the grant of planning permission on these grounds.

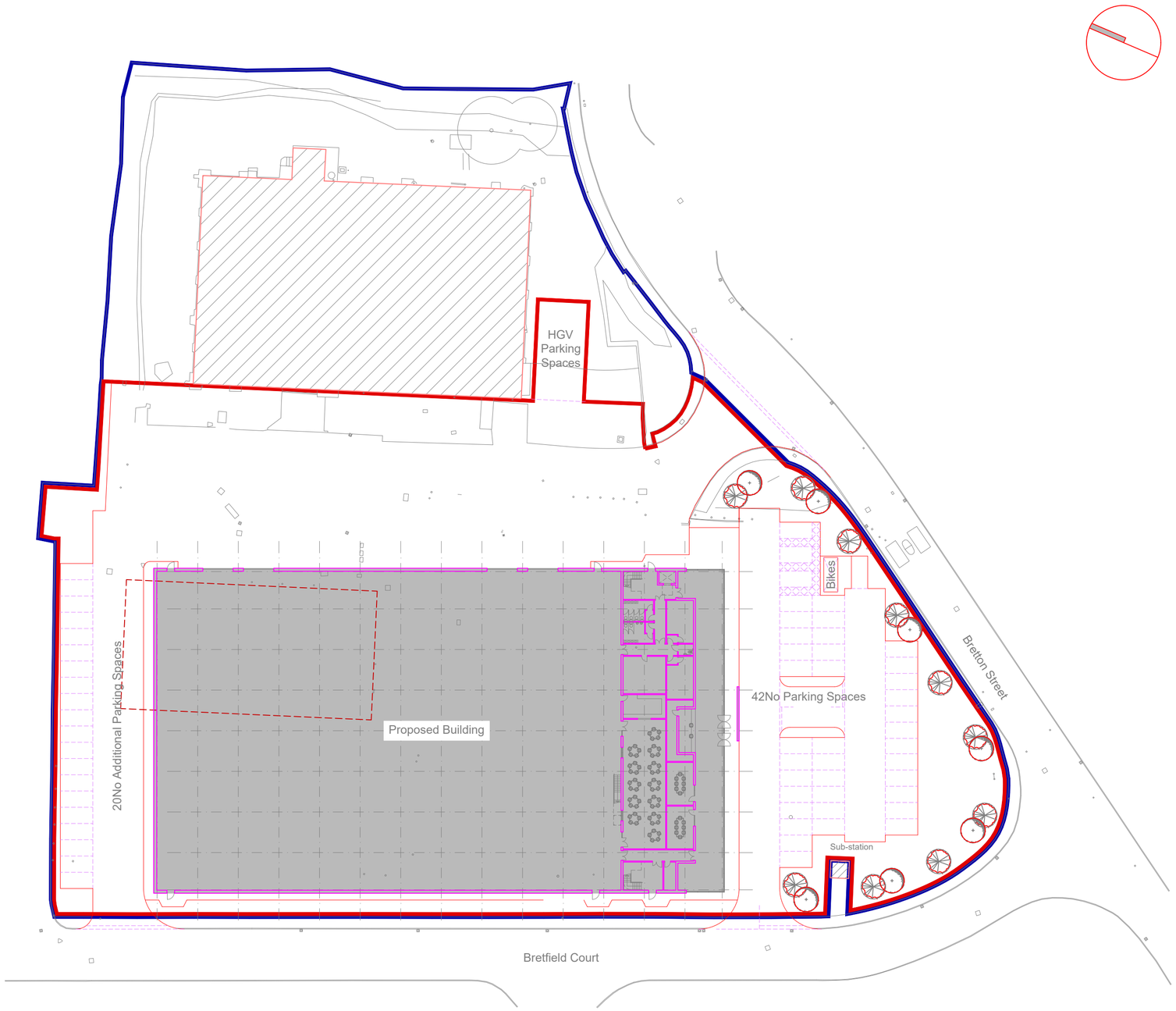
7.13 Paragraph 111 from NPPF says “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”. This report demonstrates that there are no safety issues or impacts on the road network that could be considered as severe.

7.14 Overall, our investigations have confirmed that there are no transport, traffic or highway reasons planning permission for the redevelopment of the site should not be approved.

S|C|P

APPENDIX 1

A	28.09.21	Updated to suit Clients comments.	JAH	JAH
B	08.10.21	Updated to suit Clients comments.	JAH	JAH
C	13.10.21	Updated to suit Clients comments.	JAH	JAH
D	13.10.21	Updated to suit Clients comments.	JAH	JAH
E	22.10.21	Updated to suit Clients comments.	JAH	JAH
F	10.12.21	Drawing transferred onto the topo survey.	JAH	JAH
G	22.11.22	Redline boundary altered.	EP	EP
H	05.12.22	Updated to suit revised scheme.	JAH	JAH
J	07.12.22	Drawing updated.	JAH	JAH



Proposed Site Plan

Scale 1:500

0 5 10 15 20 30 40m

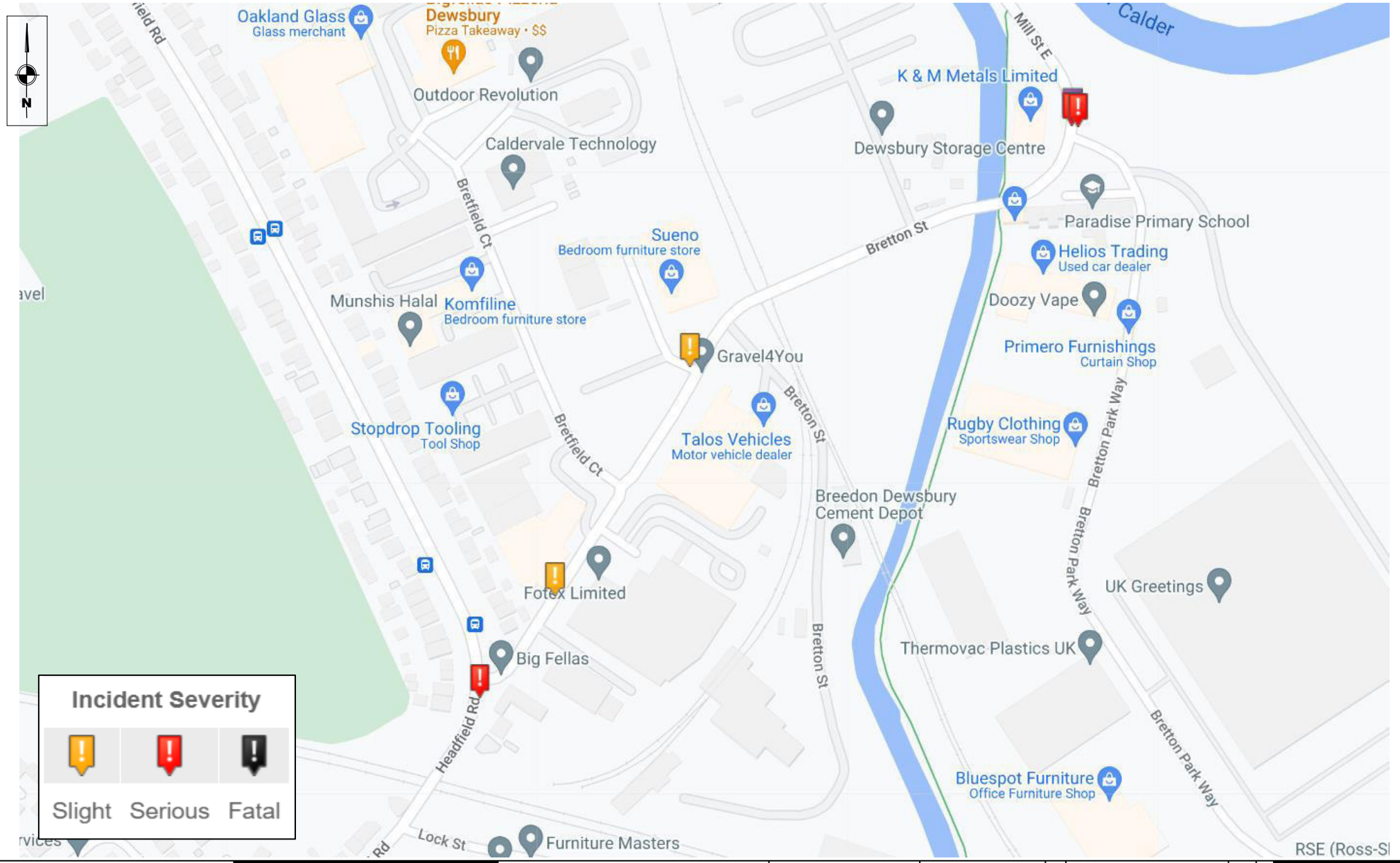
W:\Templates\PARKdesigned Logos\PARKdesigned Logo 1.jpg

Leeds: The LOFT,13, Carlton Mills, Armley, LS12 2QG
London: Seven Pancras Square, 7 Kings Blvd, NC1 4AG
Tel: 0113 819 8057
Email: info@parkdesigned.com
Website: www.parkdesigned.com

Client:	Date:	Scale:
Sueno	Sept 2021	1:500 @A2
Project Name:	**Drawn:**	**Reviewed:**
Proposed HQ Building, Dewsbury	JAH	JAH
Drawing Title:	**Drawing No:**	**Revision:**
Proposed Site Plan	003	J
Drawing Status:	**Project No:**	
FOR PLANNING APPROVAL	21.33	

S|C|P

APPENDIX 2



S|C|P Transportation Planning : Infrastructure Design www.scptransport.co.uk	Project Title: Bretton Street, Dewsbury	Drawing Title: 5 YEAR COLLISION DATA	Scale: NTS	By: CGQ	Rev	Description	Date	By	Drawing No.: APPENDIX 2
			Date: 31.08.22	Checked: TH	-	-	-	-	Revision: -
			Approved/Unapproved: -	Status: -	-	-	-	-	
					-	-	-	-	
					-	-	-	-	

S|C|P

APPENDIX 3

NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

S|C|P
Transportation Planning : Infrastructure Design
2 Mount Street, Albert Square, Manchester, M2 5WQ, Tel 0161 832 4400, Fax 0161 832 5111
www.Singletonclamp.co.uk, Email consult@singletonclamp.co.uk

Client Name:
SUENO BEDS LTD

Project Title:
BRETTON STREET, DEWSBURY

Drawing Title:
PROPOSED SITE ACCESSES
2.4m X 43m VISIBILITY SPLAYS

Date: 21.12.2022	Drawn By: CGQ
Scale: 1:500 @ A2	Checked: TH
Status: PLANNING	Approved/ Unapproved: UNAPPROVED

Drawing No. SCP/210576/SK01

Rev. -

S|C|P

APPENDIX 4

N

23.23

3.13

HGV Parking Spaces

Rigid Truck

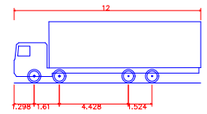
Bikes

42No Parking Spaces

Proposed Building

Bretton Street

NOTES



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

REVISIONS

REV	DESCRIPTION	DATE	BY

S|C|P

Transportation Planning : Infrastructure Design

Client Name:

SUENO BEDS LTD

Project Title:

BRETTON STREET, DEWSBURY

Drawing Title:

SWEPT PATH ANALYSIS
12m RIGID LORRY

Drawn By:	Status:
AT	PLANNING
Checked:	Scale:
TH	1:500 @ A3

Drawing No.	Rev.
SCP/210576/ATR01	

N

23.23

3.13

Parking Spaces

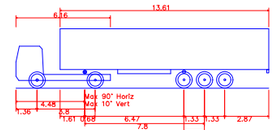
FTA Design Articulated Vehicle (2016)

42No Parking Spaces

Bikes

Bretton Street

NOTES



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

REVISIONS

REV	DESCRIPTION	DATE	BY

S|C|P

Transportation Planning : Infrastructure Design

Client Name:

SUENO BEDS LTD

Project Title:

BRETTON STREET, DEWSBURY

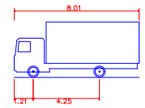
Drawing Title:

SWEPT PATH ASSESSMENT
ARTICULATED LORRIES

Drawn By:	Status:
AT	PLANNING
Checked:	Scale:
TH	1:500 @ A3

Drawing No.	Rev.
SCP/210576/ATR02	

NOTES



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

REVISIONS

REV	DESCRIPTION	DATE	BY

SCP
Transportation Planning : Infrastructure Design

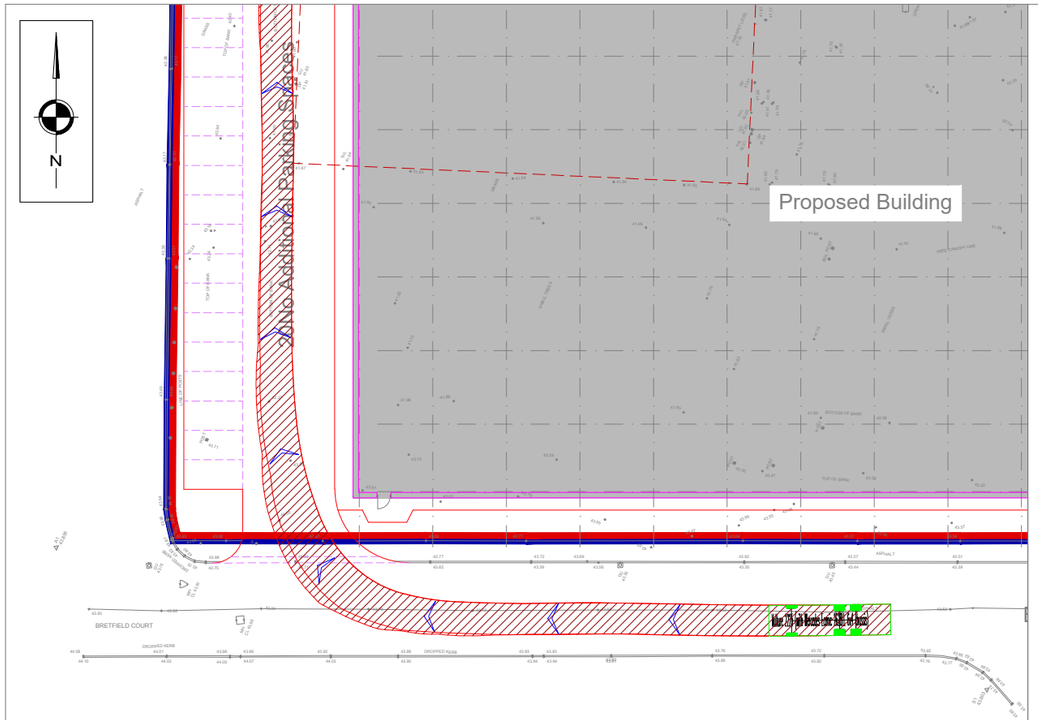
Client Name:
SUENO BEDS LTD

Project Title:
BRETTON STREET, DEWSBURY

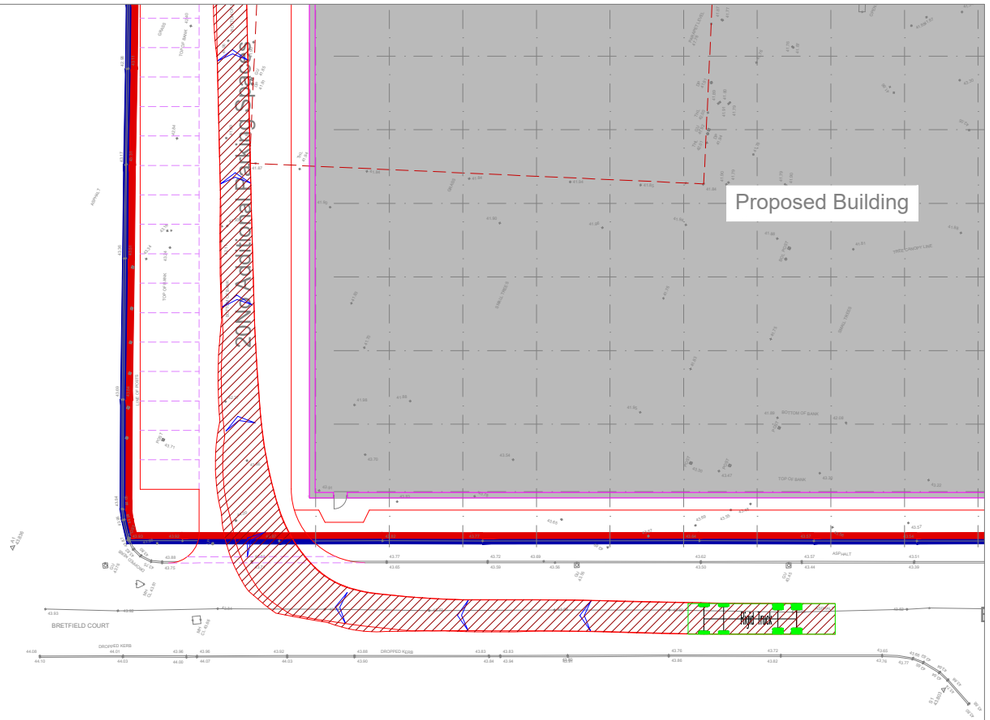
Drawing Title:
SWEPT PATH ANALYSIS
BOX VAN

Drawn By:	Status:
CGQ	PLANNING
Checked:	Scale:
TH	1:500 @ A3

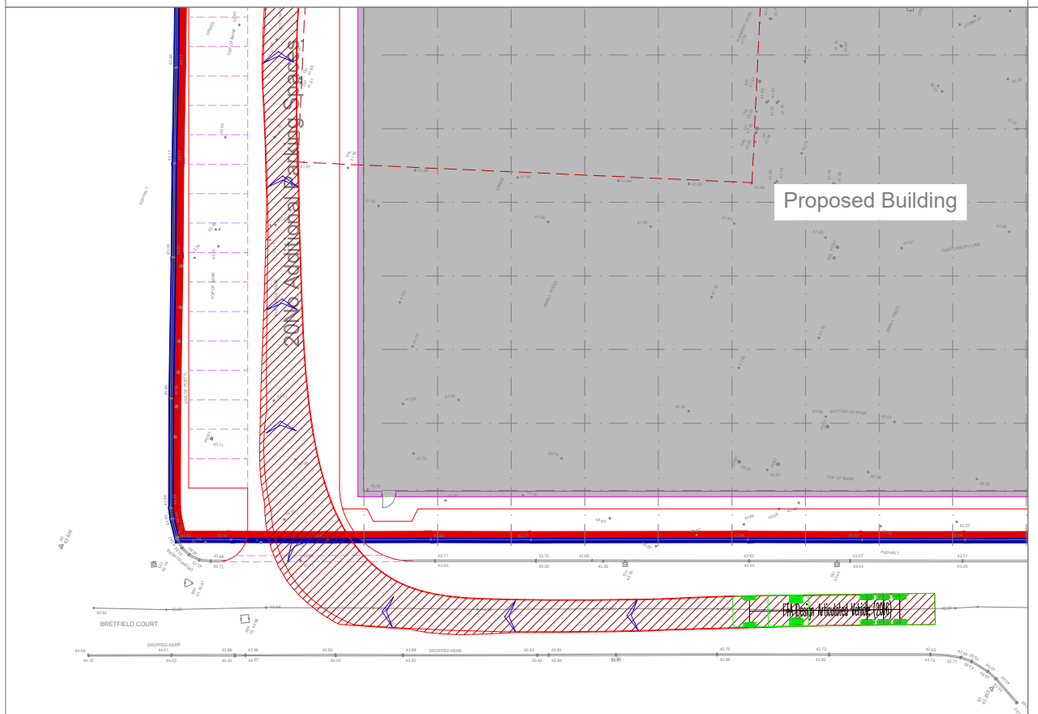
Drawing No.	Rev.
SCP/210576/ATR03	-



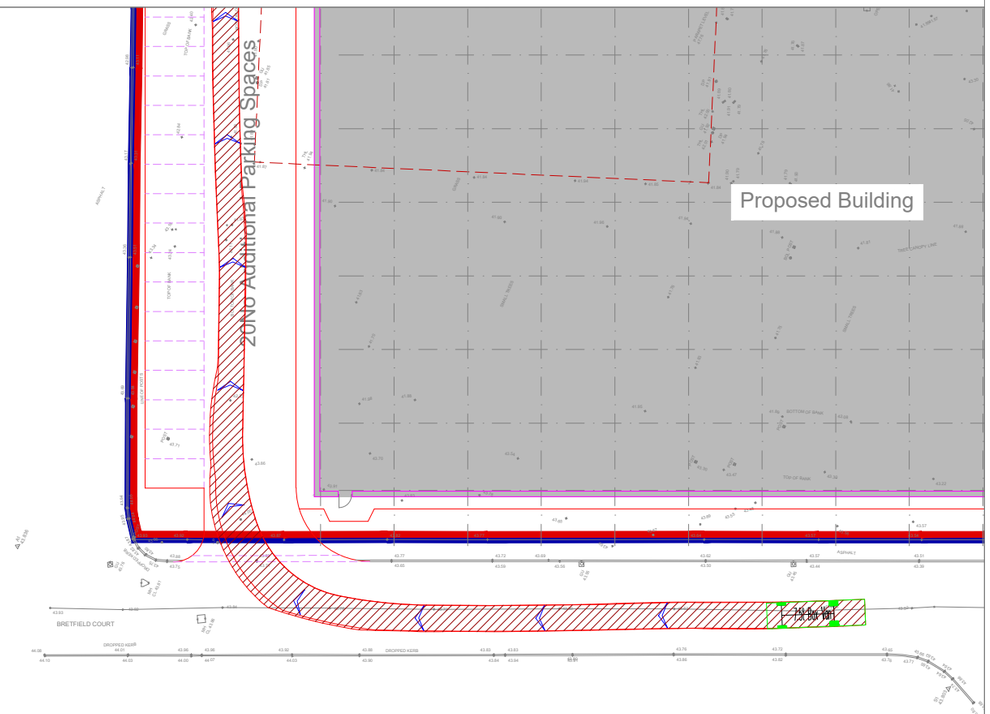
REFUSE VEHICLE



RIGID LORRY

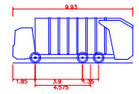


ARTICULATED LORRY



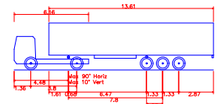
BOX VAN

NOTES



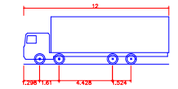
Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)

Overall Length	9.930m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.100m



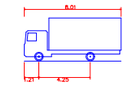
FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.315m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.000m



Rigid Truck

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	4.428m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m



7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

REVISIONS

REV	DESCRIPTION	DATE	BY

S|C|P
Transportation Planning : Infrastructure Design

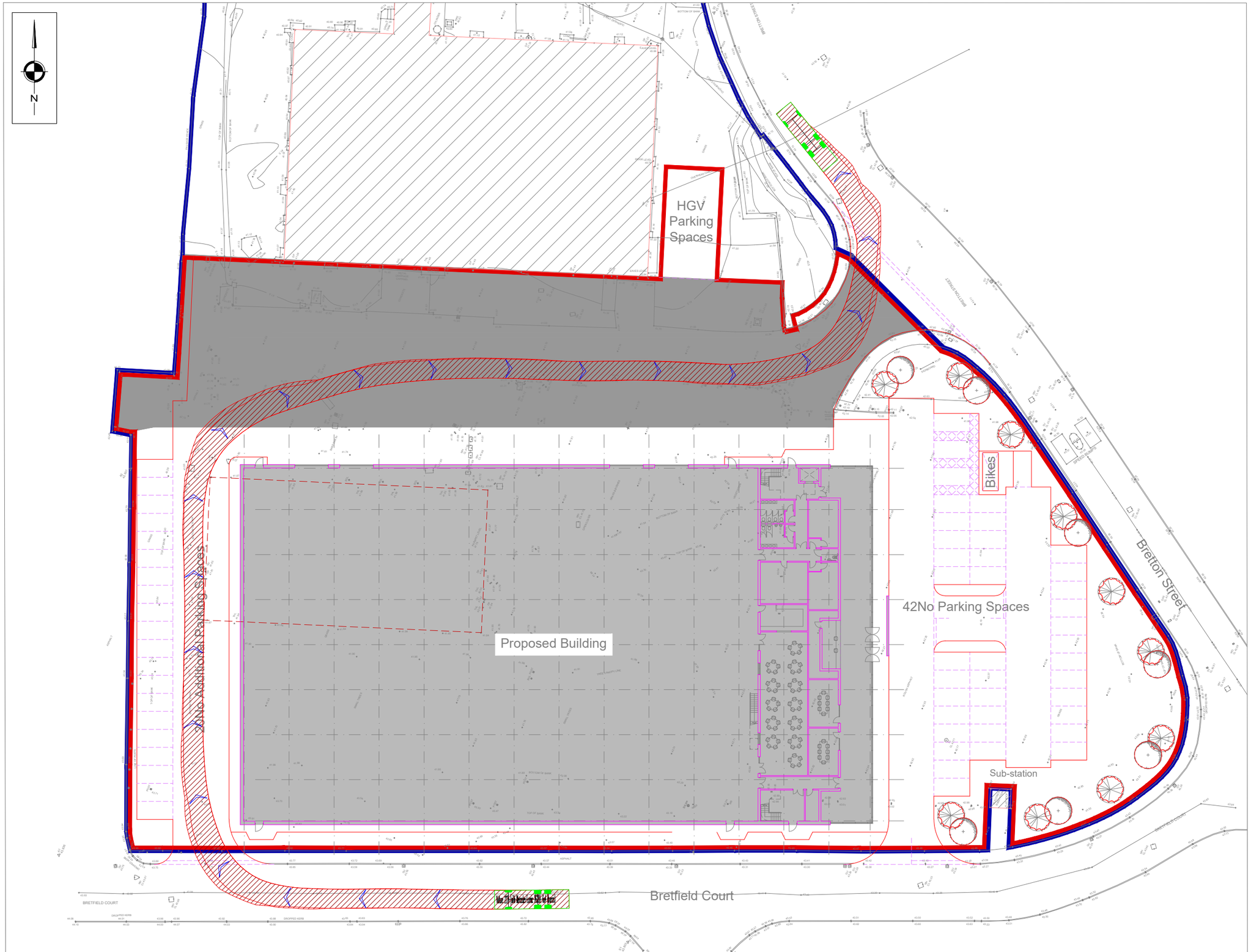
Client Name:
SUENO BEDS LTD

Project Title:
BRETTON STREET, DEWSBURY

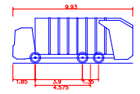
Drawing Title:
SWEPT PATH ANALYSIS
SITE ACCESS

Drawn By:	Status:
CGQ	PLANNING
Checked:	Scale:
TH	1:500 @ A3

Drawing No.: SCP/210576/ATR04
Rev.: -



NOTES



Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)

Overall Length	9.930m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.100m

REVISIONS

REV	DESCRIPTION	DATE	BY

S|C|P
Transportation Planning : Infrastructure Design

Client Name:
SUENO BEDS LTD

Project Title:
BRETTON STREET, DEWSBURY

Drawing Title:
SWEPT PATH ANALYSIS
REFUSE VEHICLE

Drawn By:	Status:
CGQ	PLANNING
Checked:	**Scale:**
TH	1:500 @ A3

Drawing No.	Rev.
SCP/210576/ATR05	-

S|C|P

APPENDIX 5

Calculation Reference: AUDIT-726001-210910-0944

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT

TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 days
03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 days
	DV	DEVON	1 days
04	**EAST ANGLIA**		
	SF	SUFFOLK	1 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
	LC	LANCASHIRE	1 days
11	**SCOTLAND**		
	SR	STIRLING	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: 1010 to 6658 (units: sqm)
Range Selected by User: 1000 to 7000 (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	2 days
Tuesday	3 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	7

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

Selected Location Sub Categories:

Industrial Zone	8
Commercial Zone	1
Development Zone	1

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

Secondary Filtering selection:

Use Class:

Not Known	10 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	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:

50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 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	1 days
1.1 to 1.5	9 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	10 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	10 days

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

LIST OF SITES relevant to selection parameters

1 **BR-02-C-02** **STAINLESS FITTINGS** **BRISTOL CITY**
SOUTH LIBERTY LANE
BRISTOL

Edge of Town
Industrial Zone
Total Gross floor area: 1475 sqm
Survey date: TUESDAY *22/09/15* *Survey Type: MANUAL*

2 **CH-02-C-03** **OFFICE FURNITURE** **CHESHIRE**
BRUNEL ROAD
MACCLESFIELD
LYME GREEN BUS. PARK
Edge of Town
Development Zone
Total Gross floor area: 6658 sqm
Survey date: MONDAY *19/09/16* *Survey Type: MANUAL*

3 **DS-02-C-02** **ENGINEERED PRODUCTS** **DERBYSHIRE**
PONTEFRACT STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 2600 sqm
Survey date: THURSDAY *25/06/15* *Survey Type: MANUAL*

4 **DV-02-C-02** **ENERGY RECOVERY FACILITY** **DEVON**
GRACE ROAD SOUTH
EXETER
MARSH BARTON TRAD. EST.
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 3513 sqm
Survey date: THURSDAY *06/07/17* *Survey Type: MANUAL*

5 **HC-02-C-01** **ENGINEERING COMPANY** **HAMPSHIRE**
JAYS CLOSE
BASINGSTOKE

Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: THURSDAY *16/06/16* *Survey Type: MANUAL*

6 **HE-02-C-02** **THERMAL PROCESSING** **HEREFORDSHIRE**
COLLEGE ROAD
HEREFORD
BURCOTT
Edge of Town
Commercial Zone
Total Gross floor area: 1880 sqm
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

7 **LC-02-C-04** **POWDER COATINGS** **LANCASHIRE**
CHORLEY ROAD
BLACKPOOL
LITTLE CARLETON
Edge of Town
Industrial Zone
Total Gross floor area: 1010 sqm
Survey date: THURSDAY *20/06/19* *Survey Type: MANUAL*

8 **SF-02-C-01** **JOINERY** **SUFFOLK**
ANSON ROAD
IPSWICH
MARTLESHAM HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 1100 sqm
Survey date: FRIDAY *12/07/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **SR-02-C-01** **SPECIALIST MODEL MAKING** **STIRLING**
BORROWMEADOW ROAD
STIRLING

Edge of Town
Industrial Zone
Total Gross floor area: 2350 sqm
Survey date: MONDAY *16/06/14* *Survey Type: MANUAL*

10 **WM-02-C-04** **FOUNDRY** **WEST MIDLANDS**
STOURVALE ROAD
STOURBRIDGE
LYE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 4324 sqm
Survey date: TUESDAY *21/11/17* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-C-01	Covid
CB-02-C-01	NA
TV-02-C-02	Covid

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2350	0.255	1	2350	0.000	1	2350	0.255
07:00 - 08:00	10	2791	0.337	10	2791	0.072	10	2791	0.409
08:00 - 09:00	**10**	**2791**	**0.401**	10	2791	0.061	**10**	**2791**	**0.462**
09:00 - 10:00	10	2791	0.219	10	2791	0.129	10	2791	0.348
10:00 - 11:00	10	2791	0.179	10	2791	0.107	10	2791	0.286
11:00 - 12:00	10	2791	0.118	10	2791	0.122	10	2791	0.240
12:00 - 13:00	10	2791	0.219	10	2791	0.208	10	2791	0.427
13:00 - 14:00	10	2791	0.176	10	2791	0.211	10	2791	0.387
14:00 - 15:00	10	2791	0.097	10	2791	0.133	10	2791	0.230
15:00 - 16:00	10	2791	0.104	10	2791	0.168	10	2791	0.272
16:00 - 17:00	10	2791	0.047	10	2791	0.262	10	2791	0.309
17:00 - 18:00	10	2791	0.018	**10**	**2791**	**0.362**	10	2791	0.380
18:00 - 19:00	10	2791	0.029	10	2791	0.100	10	2791	0.129
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.199			1.935			4.134

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

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

Parameter summary

Trip rate parameter range selected:	1010 - 6658 (units: sqm)
Survey date date range:	01/01/13 - 15/10/20
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

Calculation Reference: AUDIT-726001-221213-1250

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT

TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 days
03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 days
	DV	DEVON	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	2 days
05	**EAST MIDLANDS**		
	DY	DERBY	1 days
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 days
	BP	BLACKPOOL	1 days
	EC	CHESHIRE EAST	1 days
	LC	LANCASHIRE	2 days
09	**NORTH**		
	CB	CUMBRIA	2 days
10	**WALES**		
	CF	CARDIFF	1 days
11	**SCOTLAND**		
	SR	STIRLING	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: 150 to 14125 (units: sqm)
Range Selected by User: 150 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 21/04/22

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

Selected survey days:

Monday	4 days
Tuesday	4 days
Wednesday	2 days
Thursday	8 days
Friday	1 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	11

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	18
Development Zone	1

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

Secondary Filtering selection:

Use Class:

Not Known	19 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	7 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	2 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	12 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	19 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	19 days

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

LIST OF SITES relevant to selection parameters

1 **AC-02-C-02** **INDUSTRIAL MATERIALS** **CHESHIRE WEST & CHESTER**
JUPITER DRIVE
CHESTER
CHESTER W. EMP. PARK
Edge of Town
Industrial Zone
Total Gross floor area: 8100 sqm
Survey date: WEDNESDAY *19/11/14* *Survey Type: MANUAL*

2 **BP-02-C-01** **POWDER COATINGS** **BLACKPOOL**
CHORLEY ROAD
BLACKPOOL
LITTLE CARLETON
Edge of Town
Industrial Zone
Total Gross floor area: 1010 sqm
Survey date: THURSDAY *20/06/19* *Survey Type: MANUAL*

3 **BR-02-C-02** **STAINLESS FITTINGS** **BRISTOL CITY**
SOUTH LIBERTY LANE
BRISTOL

Edge of Town
Industrial Zone
Total Gross floor area: 1475 sqm
Survey date: TUESDAY *22/09/15* *Survey Type: MANUAL*

4 **CB-02-C-01** **DOMINO'S PIZZA** **CUMBRIA**
COWPER ROAD
PENRITH
GILWILLY IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 2950 sqm
Survey date: TUESDAY *10/06/14* *Survey Type: MANUAL*

5 **CB-02-C-02** **STEEL FABRICATION** **CUMBRIA**
BLACKDYKE ROAD
CARLISLE
KINGSTOWN IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 715 sqm
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

6 **CF-02-C-02** **BAKERY** **CARDIFF**
MAES-Y-COED ROAD
CARDIFF

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 14125 sqm
Survey date: THURSDAY *06/10/16* *Survey Type: MANUAL*

7 **DV-02-C-02** **ENERGY RECOVERY FACILITY** **DEVON**
GRACE ROAD SOUTH
EXETER
MARSH BARTON TRAD. EST.
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 3513 sqm
Survey date: THURSDAY *06/07/17* *Survey Type: MANUAL*

8 **DY-02-C-01** **ENGINEERED PRODUCTS** **DERBY**
PONTEFRACT STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 2600 sqm
Survey date: THURSDAY *25/06/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **EC-02-C-01** **OFFICE FURNITURE** **CHESHIRE EAST**
BRUNEL ROAD
MACCLESFIELD
LYME GREEN BUS. PARK
Edge of Town
Development Zone
Total Gross floor area: 6658 sqm
Survey date: MONDAY *19/09/16* *Survey Type: MANUAL*

10 **HC-02-C-01** **ENGINEERING COMPANY** **HAMPSHIRE**
JAYS CLOSE
BASINGSTOKE

Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: THURSDAY *16/06/16* *Survey Type: MANUAL*

11 **LC-02-C-03** **TIMBER SUPPLIES** **LANCASHIRE**
GOLDEN HILL LANE
LEYLAND

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 150 sqm
Survey date: TUESDAY *06/11/18* *Survey Type: MANUAL*

12 **LC-02-C-06** **STEEL FABRICATION** **LANCASHIRE**
TOLLGATE ROAD
BURSCOUGH

Edge of Town
Industrial Zone
Total Gross floor area: 700 sqm
Survey date: THURSDAY *21/04/22* *Survey Type: MANUAL*

13 **NF-02-C-03** **SHEET METAL CONTRACTOR** **NORFOLK**
ELVIN WAY
NORWICH
HELLESDON
Edge of Town
Industrial Zone
Total Gross floor area: 260 sqm
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

14 **NF-02-C-04** **EXHIBITION DESIGN & MANUF.** **NORFOLK**
FLETCHER WAY
NORWICH
UPPER HELLESDON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 690 sqm
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

15 **SR-02-C-01** **SPECIALIST MODEL MAKING** **STIRLING**
BORROWMEADOW ROAD
STIRLING

Edge of Town
Industrial Zone
Total Gross floor area: 2350 sqm
Survey date: MONDAY *16/06/14* *Survey Type: MANUAL*

16 **WK-02-C-01** **MACHINE ENGINEERING** **WARWICKSHIRE**
CASTLE MOUND WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 9216 sqm
Survey date: WEDNESDAY *10/11/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 **WM-02-C-04** **FOUNDRY** **WEST MIDLANDS**
STOURVALE ROAD
STOURBRIDGE
LYE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 4324 sqm
Survey date: TUESDAY *21/11/17* *Survey Type: MANUAL*

18 **WM-02-C-05** **INDIAN CATERING** **WEST MIDLANDS**
ICKNIELD STREET
BIRMINGHAM
HOCKLEY
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 256 sqm
Survey date: MONDAY *22/11/21* *Survey Type: MANUAL*

19 **WY-02-C-02** **FLUID SYSTEMS** **WEST YORKSHIRE**
BROWN LANE WEST
LEEDS
HOLBECK
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 13350 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-C-01	covid
EC-02-C-02	covid
GS-02-C-02	covid
LC-02-C-05	covid
NN-02-C-01	covid
TV-02-C-02	covid
VG-02-C-01	covid

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3	4289	0.008	3	4289	0.000	3	4289	0.008
05:30 - 06:00	3	4289	0.085	3	4289	0.000	3	4289	0.085
06:00 - 06:30	4	6554	0.114	4	6554	0.000	4	6554	0.114
06:30 - 07:00	5	5713	0.161	5	5713	0.011	5	5713	0.172
07:00 - 07:30	18	4177	0.166	18	4177	0.017	18	4177	0.183
07:30 - 08:00	18	4177	0.148	18	4177	0.027	18	4177	0.175
08:00 - 08:30	**18**	**4177**	**0.182**	18	4177	0.025	18	4177	0.207
08:30 - 09:00	18	4177	0.125	18	4177	0.036	18	4177	0.161
09:00 - 09:30	19	3971	0.102	19	3971	0.045	19	3971	0.147
09:30 - 10:00	19	3971	0.084	19	3971	0.073	19	3971	0.157
10:00 - 10:30	19	3971	0.080	19	3971	0.054	19	3971	0.134
10:30 - 11:00	19	3971	0.086	19	3971	0.068	19	3971	0.154
11:00 - 11:30	19	3971	0.057	19	3971	0.069	19	3971	0.126
11:30 - 12:00	19	3971	0.037	19	3971	0.050	19	3971	0.087
12:00 - 12:30	19	3971	0.078	19	3971	0.077	19	3971	0.155
12:30 - 13:00	19	3971	0.077	19	3971	0.093	19	3971	0.170
13:00 - 13:30	19	3971	0.095	19	3971	0.105	19	3971	0.200
13:30 - 14:00	19	3971	0.041	19	3971	0.050	19	3971	0.091
14:00 - 14:30	19	3971	0.062	19	3971	0.054	19	3971	0.116
14:30 - 15:00	19	3971	0.037	19	3971	0.061	19	3971	0.098
15:00 - 15:30	19	3971	0.044	19	3971	0.093	19	3971	0.137
15:30 - 16:00	19	3971	0.040	19	3971	0.105	19	3971	0.145
16:00 - 16:30	19	3971	0.034	**19**	**3971**	**0.207**	**19**	**3971**	**0.241**
16:30 - 17:00	19	3971	0.012	19	3971	0.122	19	3971	0.134
17:00 - 17:30	19	3971	0.036	19	3971	0.138	19	3971	0.174
17:30 - 18:00	19	3971	0.041	19	3971	0.062	19	3971	0.103
18:00 - 18:30	19	3971	0.025	19	3971	0.094	19	3971	0.119
18:30 - 19:00	18	4061	0.010	18	4061	0.023	18	4061	0.033
19:00 - 19:30	4	3281	0.038	4	3281	0.030	4	3281	0.068
19:30 - 20:00	4	3281	0.008	4	3281	0.023	4	3281	0.031
20:00 - 20:30	3	4289	0.008	3	4289	0.008	3	4289	0.016
20:30 - 21:00	3	4289	0.016	3	4289	0.023	3	4289	0.039
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.137			1.843			3.980

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

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

Parameter summary

Trip rate parameter range selected:	150 - 14125 (units: sqm)
Survey date date range:	01/01/14 - 21/04/22
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3	4289	0.000	3	4289	0.000	3	4289	0.000
05:30 - 06:00	3	4289	0.000	3	4289	0.000	3	4289	0.000
06:00 - 06:30	4	6554	0.000	4	6554	0.000	4	6554	0.000
06:30 - 07:00	5	5713	0.000	5	5713	0.000	5	5713	0.000
07:00 - 07:30	18	4177	0.000	18	4177	0.000	18	4177	0.000
07:30 - 08:00	18	4177	0.000	18	4177	0.000	18	4177	0.000
08:00 - 08:30	18	4177	0.000	18	4177	0.000	18	4177	0.000
08:30 - 09:00	18	4177	0.000	18	4177	0.000	18	4177	0.000
09:00 - 09:30	19	3971	0.001	19	3971	0.001	19	3971	0.002
09:30 - 10:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
10:00 - 10:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
10:30 - 11:00	**19**	**3971**	**0.003**	**19**	**3971**	**0.003**	**19**	**3971**	**0.006**
11:00 - 11:30	19	3971	0.001	19	3971	0.001	19	3971	0.002
11:30 - 12:00	19	3971	0.001	19	3971	0.001	19	3971	0.002
12:00 - 12:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
12:30 - 13:00	19	3971	0.001	19	3971	0.001	19	3971	0.002
13:00 - 13:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
13:30 - 14:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
14:00 - 14:30	19	3971	0.003	19	3971	0.003	19	3971	0.006
14:30 - 15:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
15:00 - 15:30	19	3971	0.001	19	3971	0.001	19	3971	0.002
15:30 - 16:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
16:00 - 16:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
16:30 - 17:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
17:00 - 17:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
17:30 - 18:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
18:00 - 18:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
18:30 - 19:00	18	4061	0.001	18	4061	0.001	18	4061	0.002
19:00 - 19:30	4	3281	0.000	4	3281	0.000	4	3281	0.000
19:30 - 20:00	4	3281	0.000	4	3281	0.000	4	3281	0.000
20:00 - 20:30	3	4289	0.000	3	4289	0.000	3	4289	0.000
20:30 - 21:00	3	4289	0.000	3	4289	0.000	3	4289	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.012			0.012			0.024

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.*

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3	4289	0.000	3	4289	0.000	3	4289	0.000
05:30 - 06:00	3	4289	0.000	3	4289	0.000	3	4289	0.000
06:00 - 06:30	4	6554	0.004	4	6554	0.000	4	6554	0.004
06:30 - 07:00	5	5713	0.007	5	5713	0.004	5	5713	0.011
07:00 - 07:30	18	4177	0.015	18	4177	0.004	18	4177	0.019
07:30 - 08:00	18	4177	0.009	18	4177	0.013	18	4177	0.022
08:00 - 08:30	18	4177	0.013	18	4177	0.009	18	4177	0.022
08:30 - 09:00	18	4177	0.021	18	4177	0.011	18	4177	0.032
09:00 - 09:30	19	3971	0.023	19	3971	0.012	19	3971	0.035
09:30 - 10:00	**19**	**3971**	**0.028**	19	3971	0.019	19	3971	0.047
10:00 - 10:30	19	3971	0.027	19	3971	0.012	19	3971	0.039
10:30 - 11:00	19	3971	0.027	19	3971	0.013	19	3971	0.040
11:00 - 11:30	19	3971	0.017	19	3971	0.016	19	3971	0.033
11:30 - 12:00	19	3971	0.012	19	3971	0.013	19	3971	0.025
12:00 - 12:30	19	3971	0.027	19	3971	0.021	**19**	**3971**	**0.048**
12:30 - 13:00	19	3971	0.012	19	3971	0.016	19	3971	0.028
13:00 - 13:30	19	3971	0.024	19	3971	0.013	19	3971	0.037
13:30 - 14:00	19	3971	0.011	19	3971	0.009	19	3971	0.020
14:00 - 14:30	19	3971	0.009	19	3971	0.007	19	3971	0.016
14:30 - 15:00	19	3971	0.007	19	3971	0.009	19	3971	0.016
15:00 - 15:30	19	3971	0.009	19	3971	0.012	19	3971	0.021
15:30 - 16:00	19	3971	0.009	19	3971	0.011	19	3971	0.020
16:00 - 16:30	19	3971	0.011	19	3971	0.011	19	3971	0.022
16:30 - 17:00	19	3971	0.000	19	3971	0.005	19	3971	0.005
17:00 - 17:30	19	3971	0.001	19	3971	0.001	19	3971	0.002
17:30 - 18:00	19	3971	0.003	19	3971	0.001	19	3971	0.004
18:00 - 18:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
18:30 - 19:00	19	3971	0.000	19	3971	0.001	19	3971	0.001
19:00 - 19:30	4	3281	0.000	**4**	**3281**	**0.023**	4	3281	0.023
19:30 - 20:00	4	3281	0.000	4	3281	0.023	4	3281	0.023
20:00 - 20:30	3	4289	0.000	3	4289	0.008	3	4289	0.008
20:30 - 21:00	3	4289	0.000	3	4289	0.016	3	4289	0.016
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.326			0.313			0.639

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.*

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

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3	4289	0.000	3	4289	0.000	3	4289	0.000
05:30 - 06:00	3	4289	0.000	3	4289	0.000	3	4289	0.000
06:00 - 06:30	4	6554	0.000	4	6554	0.000	4	6554	0.000
06:30 - 07:00	5	5713	0.000	5	5713	0.000	5	5713	0.000
07:00 - 07:30	18	4177	0.000	18	4177	0.000	18	4177	0.000
07:30 - 08:00	18	4177	0.000	18	4177	0.000	18	4177	0.000
08:00 - 08:30	18	4177	0.000	18	4177	0.000	18	4177	0.000
08:30 - 09:00	18	4177	0.000	18	4177	0.000	18	4177	0.000
09:00 - 09:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
09:30 - 10:00	**19**	**3971**	**0.001**	**19**	**3971**	**0.001**	**19**	**3971**	**0.002**
10:00 - 10:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
10:30 - 11:00	19	3971	0.001	19	3971	0.000	19	3971	0.001
11:00 - 11:30	19	3971	0.000	19	3971	0.001	19	3971	0.001
11:30 - 12:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
12:00 - 12:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
12:30 - 13:00	19	3971	0.001	19	3971	0.001	19	3971	0.002
13:00 - 13:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
13:30 - 14:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
14:00 - 14:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
14:30 - 15:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
15:00 - 15:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
15:30 - 16:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
16:00 - 16:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
16:30 - 17:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
17:00 - 17:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
17:30 - 18:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
18:00 - 18:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
18:30 - 19:00	18	4061	0.000	18	4061	0.000	18	4061	0.000
19:00 - 19:30	4	3281	0.000	4	3281	0.000	4	3281	0.000
19:30 - 20:00	4	3281	0.000	4	3281	0.000	4	3281	0.000
20:00 - 20:30	3	4289	0.000	3	4289	0.000	3	4289	0.000
20:30 - 21:00	3	4289	0.000	3	4289	0.000	3	4289	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.003			0.003			0.006

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.*

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3	4289	0.000	3	4289	0.000	3	4289	0.000
05:30 - 06:00	3	4289	0.000	3	4289	0.000	3	4289	0.000
06:00 - 06:30	4	6554	0.004	4	6554	0.000	4	6554	0.004
06:30 - 07:00	**5**	**5713**	**0.011**	5	5713	0.000	5	5713	0.011
07:00 - 07:30	18	4177	0.004	18	4177	0.003	18	4177	0.007
07:30 - 08:00	18	4177	0.009	18	4177	0.000	18	4177	0.009
08:00 - 08:30	18	4177	0.005	18	4177	0.000	18	4177	0.005
08:30 - 09:00	18	4177	0.001	18	4177	0.000	18	4177	0.001
09:00 - 09:30	19	3971	0.001	19	3971	0.000	19	3971	0.001
09:30 - 10:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
10:00 - 10:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
10:30 - 11:00	19	3971	0.000	19	3971	0.001	19	3971	0.001
11:00 - 11:30	19	3971	0.001	19	3971	0.000	19	3971	0.001
11:30 - 12:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
12:00 - 12:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
12:30 - 13:00	19	3971	0.000	19	3971	0.001	19	3971	0.001
13:00 - 13:30	19	3971	0.007	19	3971	0.004	19	3971	0.011
13:30 - 14:00	19	3971	0.001	19	3971	0.000	19	3971	0.001
14:00 - 14:30	19	3971	0.000	19	3971	0.004	19	3971	0.004
14:30 - 15:00	19	3971	0.000	19	3971	0.004	19	3971	0.004
15:00 - 15:30	19	3971	0.000	19	3971	0.004	19	3971	0.004
15:30 - 16:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
16:00 - 16:30	19	3971	0.000	19	3971	0.007	19	3971	0.007
16:30 - 17:00	19	3971	0.000	19	3971	0.007	19	3971	0.007
17:00 - 17:30	19	3971	0.007	**19**	**3971**	**0.012**	**19**	**3971**	**0.019**
17:30 - 18:00	19	3971	0.003	19	3971	0.000	19	3971	0.003
18:00 - 18:30	19	3971	0.000	19	3971	0.005	19	3971	0.005
18:30 - 19:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
19:00 - 19:30	4	3281	0.000	4	3281	0.000	4	3281	0.000
19:30 - 20:00	4	3281	0.000	4	3281	0.000	4	3281	0.000
20:00 - 20:30	3	4289	0.000	3	4289	0.000	3	4289	0.000
20:30 - 21:00	3	4289	0.000	3	4289	0.000	3	4289	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.054			0.052			0.106

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.*

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

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3	4289	0.008	3	4289	0.000	3	4289	0.008
05:30 - 06:00	3	4289	0.078	3	4289	0.000	3	4289	0.078
06:00 - 06:30	4	6554	0.084	4	6554	0.000	4	6554	0.084
06:30 - 07:00	5	5713	0.105	5	5713	0.004	5	5713	0.109
07:00 - 07:30	18	4177	0.118	18	4177	0.008	18	4177	0.126
07:30 - 08:00	18	4177	0.142	18	4177	0.011	18	4177	0.153
08:00 - 08:30	**18**	**4177**	**0.154**	18	4177	0.009	18	4177	0.163
08:30 - 09:00	18	4177	0.088	18	4177	0.011	18	4177	0.099
09:00 - 09:30	19	3971	0.058	19	3971	0.019	19	3971	0.077
09:30 - 10:00	19	3971	0.038	19	3971	0.037	19	3971	0.075
10:00 - 10:30	19	3971	0.029	19	3971	0.023	19	3971	0.052
10:30 - 11:00	19	3971	0.028	19	3971	0.025	19	3971	0.053
11:00 - 11:30	19	3971	0.020	19	3971	0.036	19	3971	0.056
11:30 - 12:00	19	3971	0.013	19	3971	0.021	19	3971	0.034
12:00 - 12:30	19	3971	0.028	19	3971	0.038	19	3971	0.066
12:30 - 13:00	19	3971	0.038	19	3971	0.054	19	3971	0.092
13:00 - 13:30	19	3971	0.054	19	3971	0.062	19	3971	0.116
13:30 - 14:00	19	3971	0.028	19	3971	0.033	19	3971	0.061
14:00 - 14:30	19	3971	0.032	19	3971	0.028	19	3971	0.060
14:30 - 15:00	19	3971	0.012	19	3971	0.034	19	3971	0.046
15:00 - 15:30	19	3971	0.017	19	3971	0.050	19	3971	0.067
15:30 - 16:00	19	3971	0.013	19	3971	0.061	19	3971	0.074
16:00 - 16:30	19	3971	0.015	**19**	**3971**	**0.172**	**19**	**3971**	**0.187**
16:30 - 17:00	19	3971	0.007	19	3971	0.105	19	3971	0.112
17:00 - 17:30	19	3971	0.029	19	3971	0.123	19	3971	0.152
17:30 - 18:00	19	3971	0.038	19	3971	0.060	19	3971	0.098
18:00 - 18:30	19	3971	0.024	19	3971	0.095	19	3971	0.119
18:30 - 19:00	19	3971	0.008	19	3971	0.019	19	3971	0.027
19:00 - 19:30	4	3281	0.038	4	3281	0.008	4	3281	0.046
19:30 - 20:00	4	3281	0.008	4	3281	0.000	4	3281	0.008
20:00 - 20:30	3	4289	0.008	3	4289	0.000	3	4289	0.008
20:30 - 21:00	3	4289	0.016	3	4289	0.000	3	4289	0.016
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.376			1.146			2.522

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.*

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3	4289	0.000	3	4289	0.000	3	4289	0.000
05:30 - 06:00	3	4289	0.000	3	4289	0.000	3	4289	0.000
06:00 - 06:30	4	6554	0.027	4	6554	0.000	4	6554	0.027
06:30 - 07:00	5	5713	0.021	5	5713	0.000	5	5713	0.021
07:00 - 07:30	18	4177	0.019	18	4177	0.005	18	4177	0.024
07:30 - 08:00	18	4177	0.013	18	4177	0.004	18	4177	0.017
08:00 - 08:30	18	4177	0.011	18	4177	0.007	18	4177	0.018
08:30 - 09:00	18	4177	0.019	18	4177	0.012	18	4177	0.031
09:00 - 09:30	19	3971	0.017	19	3971	0.012	19	3971	0.029
09:30 - 10:00	19	3971	0.012	19	3971	0.016	19	3971	0.028
10:00 - 10:30	19	3971	0.023	19	3971	0.017	19	3971	0.040
10:30 - 11:00	**19**	**3971**	**0.030**	19	3971	0.028	**19**	**3971**	**0.058**
11:00 - 11:30	19	3971	0.017	19	3971	0.015	19	3971	0.032
11:30 - 12:00	19	3971	0.012	19	3971	0.015	19	3971	0.027
12:00 - 12:30	19	3971	0.023	19	3971	0.019	19	3971	0.042
12:30 - 13:00	19	3971	0.020	19	3971	0.019	19	3971	0.039
13:00 - 13:30	19	3971	0.017	19	3971	0.025	19	3971	0.042
13:30 - 14:00	19	3971	0.004	19	3971	0.009	19	3971	0.013
14:00 - 14:30	19	3971	0.019	19	3971	0.016	19	3971	0.035
14:30 - 15:00	19	3971	0.020	19	3971	0.020	19	3971	0.040
15:00 - 15:30	19	3971	0.016	19	3971	0.021	19	3971	0.037
15:30 - 16:00	19	3971	0.016	19	3971	0.016	19	3971	0.032
16:00 - 16:30	19	3971	0.008	**19**	**3971**	**0.036**	19	3971	0.044
16:30 - 17:00	19	3971	0.007	19	3971	0.008	19	3971	0.015
17:00 - 17:30	19	3971	0.003	19	3971	0.009	19	3971	0.012
17:30 - 18:00	19	3971	0.003	19	3971	0.004	19	3971	0.007
18:00 - 18:30	19	3971	0.001	19	3971	0.000	19	3971	0.001
18:30 - 19:00	19	3971	0.000	19	3971	0.001	19	3971	0.001
19:00 - 19:30	4	3281	0.000	4	3281	0.000	4	3281	0.000
19:30 - 20:00	4	3281	0.000	4	3281	0.000	4	3281	0.000
20:00 - 20:30	3	4289	0.000	3	4289	0.000	3	4289	0.000
20:30 - 21:00	3	4289	0.000	3	4289	0.008	3	4289	0.008
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.378			0.342			0.720

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.*

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

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3	4289	0.000	3	4289	0.000	3	4289	0.000
05:30 - 06:00	**3**	**4289**	**0.008**	3	4289	0.000	**3**	**4289**	**0.008**
06:00 - 06:30	4	6554	0.000	4	6554	0.000	4	6554	0.000
06:30 - 07:00	5	5713	0.004	5	5713	0.000	5	5713	0.004
07:00 - 07:30	18	4177	0.001	18	4177	0.000	18	4177	0.001
07:30 - 08:00	18	4177	0.004	18	4177	0.000	18	4177	0.004
08:00 - 08:30	18	4177	0.001	18	4177	0.000	18	4177	0.001
08:30 - 09:00	18	4177	0.001	18	4177	0.001	18	4177	0.002
09:00 - 09:30	19	3971	0.001	19	3971	0.000	19	3971	0.001
09:30 - 10:00	19	3971	0.001	19	3971	0.001	19	3971	0.002
10:00 - 10:30	19	3971	0.003	19	3971	0.001	19	3971	0.004
10:30 - 11:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
11:00 - 11:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
11:30 - 12:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
12:00 - 12:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
12:30 - 13:00	19	3971	0.001	19	3971	0.001	19	3971	0.002
13:00 - 13:30	19	3971	0.000	19	3971	0.001	19	3971	0.001
13:30 - 14:00	19	3971	0.001	19	3971	0.000	19	3971	0.001
14:00 - 14:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
14:30 - 15:00	19	3971	0.000	19	3971	0.000	19	3971	0.000
15:00 - 15:30	19	3971	0.000	**19**	**3971**	**0.005**	19	3971	0.005
15:30 - 16:00	19	3971	0.001	19	3971	0.001	19	3971	0.002
16:00 - 16:30	19	3971	0.000	19	3971	0.004	19	3971	0.004
16:30 - 17:00	19	3971	0.000	19	3971	0.001	19	3971	0.001
17:00 - 17:30	19	3971	0.000	19	3971	0.003	19	3971	0.003
17:30 - 18:00	19	3971	0.000	19	3971	0.001	19	3971	0.001
18:00 - 18:30	19	3971	0.000	19	3971	0.000	19	3971	0.000
18:30 - 19:00	18	4061	0.000	18	4061	0.001	18	4061	0.001
19:00 - 19:30	4	3281	0.000	4	3281	0.000	4	3281	0.000
19:30 - 20:00	4	3281	0.000	4	3281	0.000	4	3281	0.000
20:00 - 20:30	3	4289	0.000	3	4289	0.000	3	4289	0.000
20:30 - 21:00	3	4289	0.000	3	4289	0.000	3	4289	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.027			0.021			0.048

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.*