

Technical Note - Transport and Highways Considerations

9 March 2023
Version 1.0
Issue



1 Introduction

1.1 Commission

Fore Consulting Limited (Fore) has been commissioned by Pivot Group to provide transport and highways advice in relation to a planning application for the proposed change of use of the former Copymark unit at Technology House off Dyson Wood Way, Bradley.

1.2 Background and Development Proposals

Briefly, the application is seeking the change of use of Technology House at Bradley Business Park from “*Technical Development / Storage Area with 2 storey Office*” to a school for pupils with special educational needs (under Use Class F1(a)).

The building is currently vacant, though the permitted use of the building was approved under planning application 2009/93495. Although the precise use class applied for is unclear, the occupier had the general character of a “sui generis” combination of uses, combining an element of workshop and repair-type use with limited storage space.

The site also benefits from planning permission for office use (formerly Use Class B1) under permissions 2000/92152 and 2002/93548, and is located within the ‘Primary Employment Area (PEA) 3’ allocation under Kirklees Council’s adopted Local Plan for primarily office and light industrial use classes.

It should also be noted that there have been recent planning permissions for adjacent sites to the south-east (2020/92023 for 465 sqm of use class B1b / B1c / B2 or B8), south (2021/91948 for 818 sqm of use class E(g)(i)(ii)(iii) / B2 / B8) and east (2021/90326 for 990 sqm of use class E(g)(ii)(iii) / B2 / B8) and, as such, the related transport and highways considerations were considered acceptable by Kirklees Council in granting these permissions.

1.3 Purpose of this Report

Given the scale and nature of the proposals, a formal Transport Assessment is not considered to be required as part of a planning application. This Technical Note has

instead been prepared to describe the proposals and related transport and highways considerations. The intention is to provide the information necessary for Kirklees Council as the Local Planning Authority and Highway Authority in determining the planning application.

2 Existing Situation

2.1 Site Location

The site is located off Dyson Wood Way within Bradley Business Park, 4.0km north of Huddersfield town centre. The unit (known as Technology House) was previously occupied by Copymark, which had the general character of a “sui generis” combination of uses, combining an element of workshop and repair-type use with limited storage space.

The site is bound by A6107 Bradley Road to the north, unoccupied land within the Bradley Business Park to the east, Dyson Wood Way to the south, and woodland to the industrial units to the west.

2.2 Pedestrian and Cycle Accessibility

Pedestrian facilities in close proximity to the site comprise:

- Footways are located adjacent to the eastern side of the carriageway on the site access road. The footways connect Technology House to Dyson Wood Way via a zebra crossing over the site access road.
- Footways are adjacent to both sides of all roads on the local road network, including Dyson Wood Way, A6107 Bradley Road, Redwood Drive and Longbow Close.
- PROW footpath HUD/28/50 runs to the south of the site on Old Lane and connects to a series of PROW routes towards Wiggan Lane, New House Road and Fell Grove. PROW footpath HUD/4/10 runs to the north of the site on Lamb Cote Road and connects to a series of PROW routes towards Shepherds Thorn Lane and Park Hill.
- Most crossings on the road network are informal and uncontrolled in character, with dropped kerbs, tactile paving and adjacent footways. Signalised crossings are provided on the A6107 Bradley Road east and Dyson Wood Way arms of the A6107 Bradley Road / Dyson Wood Way junction. The crossings have tactile paving, road markings and refuge islands.

Cycle facilities in close proximity to the site comprise:

- Single directional cycle lanes are located adjacent to both sides of the road on both Dyson Wood Way within the Bradley Business Park, and on A6107 Bradley Road (between A641 Bradford Road and 150m west of the junction with Leeds Road). Advanced stop lines for cycles are located on all arms of the A6107 Bradley Road / Dyson Wood Way junction.
- A traffic-free cycle path runs through the Bradley Business Park on the western side, on Old Lane, and connects A6107 Bradley Road to Wiggan Lane via Dyson Wood Way. Advisory cycle routes continue on Wiggan Lane.
- A rough cycle track runs to the north of the site and forms a section of Shepherds Thorn Lane under the M62 motorway. Advisory cycle routes continue north on Shepherds Thorn Lane.

2.3 Public Transport

The closest bus stops to the site are located on A6107 Bradley Road, however only school bus services operate at these stops. Additional stops are located on A641 Bradford Road, 850m west of the site, with regular services to Huddersfield and Bradford town centres including service X63 which runs every 15 minutes.

Deighton is the closest railway station to the site, located 2.0km south-east of the site, off Whitacre Street. The railway station is located on the Huddersfield railway line, providing local and regional connections. Trains are operated by Northern, and during Monday to Saturday there is generally one train per hour to Leeds and Huddersfield, with one train every two hours on Sundays.

2.4 Local Highway Network

2.4.1 Key Links

The key roads in the vicinity of the site comprise the following:

- The site access road runs north to south and connects Technology House to Dyson Wood Way. The width of the road is 6.0m, with waiting controlled at all times by means of double yellow line markings adjacent to both sides of the carriageway. Footways are located on the eastern side of the road, with a zebra crossing located 75m north of the junction with Dyson Wood Way which connects the footways to Technology House. The road provides access to car parking located adjacent to the southern side of the unit, with the road continuing north and wrapping around the unit for access to a service yard adjacent to the western site boundary.
- The access road joins Dyson Wood Way at a priority-controlled crossroads junction, in turn providing access to other units within the business park to the south.

- Dyson Wood Way is the main road within the Bradley Business Park and connects A6107 Bradley Road to all units. The width of the carriageway is between 7-8.0m, with single directional cycle lanes adjacent to both sides of the road. Waiting is controlled at all times by means of double yellow line markings. Footways are adjacent to both sides of the road.
- A6107 Bradley Road runs to the north of the site and connects Bradley and the Bradley Business Park to A641 Bradford Road to the west. A 40mph speed limit is in operation which reduces to 30mph within 'school zones'. Footways and single directional cycle lanes are adjacent to both sides of the road. The A6107 Bradley Road / Dyson Wood Way forms the main access junction to the site, and is single controlled, with signalised pedestrian crossings on the A6107 Bradley Road east and Dyson Wood Way arms. Dedicated turning lanes and advanced stop lines for cycles are provided on all arms.

2.4.2 Road Safety

Personal injury accident data has been obtained from www.crashmap.co.uk for the highway network near the site, for the most recently available five-year period between 1 January 2017 and 31 December 2021.

This confirms that no accidents have been recorded within Bradley Business Park, including Dyson Wood Way, and at the A6107 Bradley Road / Dyson Wood Way junction. As such there is no pattern or clustering of accidents in the immediate vicinity of the site that indicates a specific site-related issue to be addressed.

3 Transport Planning Policy

3.1 National Policy

The 'National Planning Policy Framework' (NPPF) was published by the Ministry of Housing, Communities and Local Government (MHCLG) in July 2021. The NPPF sets out how the planning system will contribute to achieving sustainable development, and a presumption in favour of sustainable development, which means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”.

In relation to transport considerations, Paragraph 110 states:

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

a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) 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”.

Paragraph 111 of the NPPF states that:

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

Planning Practice Guidance (PPG) was published on 6 March 2014, providing planning guidance for England, in line with the NPPF. PPG provides advice on when Transport Assessments and Transport Statements are required, and what they should contain:

“Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts).”

Furthermore, it states that:

“Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework.”

And:

“The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts.”

3.2 Local Policy

The Kirklees Local Plan was adopted in February 2019, and sets out the strategy for development of the district to 2031.

Relevant policies from a transport perspective include:

- **Policy LP1:** The council will take a positive approach for development proposals that accord with the sustainable principles enclosed with the NPPF.
- **Policy LP3:** The location of developments provide access to a range of transport choices and local services.
- **Policy LP20:** Development proposals shall be designed to encourage sustainable modes of travel and demonstrate how links are utilised to encourage connectivity.
- **Policy LP21:** Development proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all modes.
- **Policy LP22:** Car parking provision will be determined by availability of public transport, site accessibility, local car ownership levels, and the mix and use of the development. Disabled and cycle parking provision will be required to meet demand.

3.3 Summary

The proposed development fully accords with the aims and objectives of the relevant local and national transport planning policy. The site is in a location which is accessible by a range of transport modes, ensuring sustainable access within the district and beyond.

4 Development Proposals

4.1 Land Use

The development proposals comprise the change of use of Technology House at Bradley Business Park from “*Technical Development / Storage Area with 2 storey Office*” to a school for pupils with special educational needs under Use Class F1(a).

The existing use of the unit was approved under planning application 2009/93495, with a total floorspace equating to 762 sqm.

4.2 Vehicular Access

No changes are proposed to the existing vehicular access and car parking arrangements for the proposed development, which are considered to remain fit for purpose:

- The site access road runs north to south and connects Technology House to Dyson Wood Way. The width of the road is 6.0m with double yellow line markings adjacent to both sides of the carriageway. The road provides access to car parking and a service yard adjacent to the western site boundary. It is proposed that refuse collection will be undertaken weekly at the existing service yard.
- The site access road forms a priority-controlled crossroads with Dyson Wood Way and access road to an additional unit to the south. Give-way markings and uncontrolled pedestrian crossings are provided on both minor arms, with footways and single directional cycle lanes adjacent to both sides of the road on Dyson Wood Way.
- The existing car park provides a total of 20 spaces, including 2 spaces allocated for disabled users. An additional 3 spaces are provided within the service yard. Cycle stands are provided on the southern side of the car park.

It is anticipated that a total of 15 staff members will be based on site during a typical day, with 35 pupils arriving (periodically up to 09:15am) and departing (after 14.30 hrs) by taxi. The above parking provision is therefore appropriate for the anticipated staff requirements, with the remaining spaces and car park area available for the drop-off and pick-up of pupils.

4.3 Sustainable Access

Similarly, no changes are proposed for pedestrian and cycle access to the site, which comprises the following, and appears to be suitable for the intended use:

- Footways are located adjacent to the eastern side of the carriageway on the site access road. A zebra crossing is located 75m north of the junction with Dyson Wood Way, connecting the unit to the footways. The footways continue adjacent to both sides of all roads on the local highway network including Dyson Wood Way and A6107 Bradley Road.
- Cycle lanes are provided adjacent to both sides of the carriageway on Dyson Wood Way and A6107 Bradley Road, with advanced stop lines on all arms of the A6107 Bradley Road / Dyson Wood Way junction. Cycle parking facilities are provided within the existing car park.

5 Transport Impacts

For the purposes of this assessment and to ensure robustness, a comparative assessment of vehicle trip generation associated with the existing and proposed uses on the site has been undertaken, to confirm the 'net' impact of the proposed use.

5.1 Existing Use

The existing permitted use of the building has been assessed as an office use, as the site benefits from previous approvals for office use, and the site is within the PEA 3 allocation for office uses.

Vehicle trip rates associated with the existing use have been derived from the TRICS database, following interrogation based on the criteria set out in Table 1.

Table 1: TRICS Search Criteria - Existing Use

TRICS Land Use Category	Employment (02) / Office (A)
Location	Suburban Area / Edge of Town
Parameter	Gross Floor Area (GFA)
Actual Range	186 to 1,800 sqm
Survey Days	Monday - Friday
Calculation Factor	100 sqm

The resulting TRICS output is presented in full at Appendix A, with the trip rates and trip generation summarised in Table 2 for the weekday AM and PM peak hours.

Table 2: Vehicle Trip Generation - Existing Use

Time Period	Vehicle Trip Rates (Trips per 100 sqm)			Vehicle Trip Generation (762 sqm)		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Weekday AM Peak Hour	2.031	0.163	2.194	15	1	16
Weekday PM Peak Hour	0.150	1.605	1.755	1	12	13

5.2 Proposed Use

A total of 15 staff members will be required on-site for the proposed development. For the purposes of this assessment, it is assumed that all staff members travel to the site via single-occupancy vehicles. In practice, some staff will travel to the school via alternative modes including walking, cycling, public transport, or car share, and therefore the assessment of vehicle trip generation can be considered extremely robust.

A total of 35 pupils will attend the school on a daily basis. It is proposed that the pupils will arrive / depart by taxi, with the pupils dropped off periodically until 09:15 hrs, and collected from 14:30 hrs.

For robustness, it has been assumed that one taxi will serve one pupil, and that 50% of pupils arrive between 09:00 and 09:15 hrs, with the remaining pupils would arriving during the weekday AM peak hour (i.e. 08:00 to 09:00 hrs).

Similarly, given that pupils are to be collected from 14:30 hrs, the related vehicle trips will have been completed before the typical weekday PM peak hour (commencing at around 16:30 hrs), and therefore impacts during the PM peak hour are likely to be negligible.

The resulting trip generation is summarised in Table 3 for the weekday AM and PM peak hours.

Table 3: Vehicle Trip Generation - Proposed Development

Time Period	Staff			Pupils (by taxi)			Total		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Weekday AM Peak Hour	15	0	15	18	18	36	33	18	51
Weekday PM Peak Hour	0	15	15	0	0	0	0	15	15

5.3 Net Impact

Considering the proposed change of use, the traffic net impact of the proposed development for the weekday AM and PM peak hours is demonstrated in Table 4.

Table 4: Vehicle Trip Generation - Net Impact

Time Period	Existing Use			Proposed Use			Net Impact		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Weekday AM Peak Hour	15	1	16	33	18	51	+18	+17	+35
Weekday PM Peak Hour	1	12	13	0	15	15	-1	+3	+2

The assessment demonstrates:

- The proposed development would generate a maximum of approximately 50 and 15 vehicle movements in both directions during the weekday AM and PM peak hours. On average this represents less than one vehicle every minute during the weekday AM peak hour, and every four minutes during the weekday PM peak hours.
- The vehicle trip generation as presented represents a robust scenario for the proposed development, for the following reasons:
 - It has been considered that all staff will arrive / depart the proposed development via single-occupancy vehicles. However, it is likely that some staff will travel to the school via alternative modes including walking, cycling, public transport, or car share.
 - It has been considered that all staff will arrive / depart within the weekday peak hours. In practice, it is likely that staff arrivals / departures will be spread out across the weekday peak periods.
 - It has been assumed that one taxi will serve one pupil. In reality, it is likely that some taxis will serve multiple students.
- Beyond the A6107 Bradley Road / Dyson Wood Way junction, traffic associated with the development would further disperse on the wider network, with trips towards Brighouse and Bradford to the north, Bradley and Dewsbury to the east, Huddersfield to the south and Elland to the west. On this basis, the traffic impacts of the development in isolation are not considered to be significant in the context of the operation of the local road network.
- Compared to the existing permitted use of the site, the development can be expected to generate an increase of 35 and 2 vehicle movements during the weekday

AM and PM peak hours, respectively. Such an impact is similarly not considered to be significant in the context of the operation of the local road network.

Based on the above, the proposals are accommodated safely and efficiently by the existing local road network.

6 Summary and Conclusions

This Technical Note has been prepared to demonstrate the transport impacts for the proposed change of use of the former Copymark unit at Technology House off Dyson Wood Way, Bradley.

This report has examined the existing transport network in the vicinity of the site, considered relevant national and local transport planning policy, outlined the development proposals and determined the resulting impact on the transport network.

The report demonstrates the following:

- Opportunities are available to travel to the site by modes other than single occupancy car trips, including walking, cycling and public transport. As such, the proposals fully accord with the provisions of local and national transport planning policy guidance.
- The existing access arrangements would satisfactorily accommodate the proposed development.
- Traffic associated with the proposed development are satisfactorily accommodated by the existing local road network, and would generate a maximum of 50 and 15 vehicle movements during the weekday AM and PM peak hours. When compared to the existing permitted use of the site, the proposals represent a reduced 'net' increase of approximately 35 and 2 vehicle movements during the weekday AM and PM peak hours, respectively. When distributed on the wider highway network, such impacts are not significant in operational terms.

Considering all of the above, it is concluded that the development proposals can be supported from a transport and highways perspective.

Appendix A

TRICS Output

Calculation Reference: AUDIT-752701-221207-1254

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
10	WALES	
	BG BRIDGEND	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: 186 to 1800 (units: sqm)
 Range Selected by User: 118 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 06/05/22

*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	2 days
Tuesday	4 days
Wednesday	2 days
Thursday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	2

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

Industrial Zone	1
Commercial Zone	1
Development Zone	1
Residential Zone	3
Built-Up 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	8 days
E(c)	1 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
15,001 to 20,000	3 days
25,001 to 50,000	3 days
50,001 to 100,000	2 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	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	9 days
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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:

Yes	2 days
No	7 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	7 days
4 Good	1 days
6a Excellent	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BG-02-A-01 KENT ROAD BRIDGEND	HAULAGE COMPANY	BRIDGEND
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 300 sqm Survey date: THURSDAY 06/05/21 Survey Type: MANUAL		
2	BT-02-A-03 EMPIRE WAY WEMBLEY	OFFICES	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 920 sqm Survey date: WEDNESDAY 03/06/15 Survey Type: MANUAL		
3	ES-02-A-11 THE SIDINGS HASTINGS ORE VALLEY	HOUSING COMPANY	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 186 sqm Survey date: TUESDAY 17/11/15 Survey Type: MANUAL		
4	GM-02-A-10 CHORLEY NEW ROAD BOLTON HEATON	ACCOUNTANTS	GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 500 sqm Survey date: MONDAY 19/04/21 Survey Type: MANUAL		
5	MS-02-A-03 ALDERMAN ROAD LIVERPOOL	HOMES DEVELOPER	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 1200 sqm Survey date: TUESDAY 20/04/21 Survey Type: MANUAL		
6	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT	NORFOLK
	Edge of Town Commercial Zone Total Gross floor area: 500 sqm Survey date: WEDNESDAY 13/11/19 Survey Type: MANUAL		
7	WH-02-A-03 BROUGHTON STREET NINE ELMS	OFFICE	WANDSWORTH
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 1400 sqm Survey date: MONDAY 16/11/15 Survey Type: MANUAL		
8	WM-02-A-04 BOURNVILLE LANE BIRMINGHAM	OFFICE	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1800 sqm Survey date: TUESDAY 10/11/15 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

9	WY-02-A-05	OFFICES	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	WHITWOOD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1230 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	886	0.614	9	886	0.050	9	886	0.664
08:00 - 09:00	9	886	2.031	9	886	0.163	9	886	2.194
09:00 - 10:00	9	886	0.752	9	886	0.251	9	886	1.003
10:00 - 11:00	9	886	0.476	9	886	0.251	9	886	0.727
11:00 - 12:00	9	886	0.339	9	886	0.389	9	886	0.728
12:00 - 13:00	9	886	0.539	9	886	0.827	9	886	1.366
13:00 - 14:00	9	886	0.652	9	886	0.502	9	886	1.154
14:00 - 15:00	9	886	0.376	9	886	0.401	9	886	0.777
15:00 - 16:00	9	886	0.263	9	886	0.527	9	886	0.790
16:00 - 17:00	9	886	0.414	9	886	1.417	9	886	1.831
17:00 - 18:00	9	886	0.150	9	886	1.605	9	886	1.755
18:00 - 19:00	8	843	0.178	8	843	0.489	8	843	0.667
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.784			6.872			13.656

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

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

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Parameter summary

Trip rate parameter range selected:	186 - 1800 (units: sqm)
Survey date range:	01/01/14 - 06/05/22
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	886	0.000	9	886	0.000	9	886	0.000
08:00 - 09:00	9	886	0.000	9	886	0.000	9	886	0.000
09:00 - 10:00	9	886	0.000	9	886	0.000	9	886	0.000
10:00 - 11:00	9	886	0.013	9	886	0.000	9	886	0.013
11:00 - 12:00	9	886	0.013	9	886	0.025	9	886	0.038
12:00 - 13:00	9	886	0.013	9	886	0.013	9	886	0.026
13:00 - 14:00	9	886	0.000	9	886	0.000	9	886	0.000
14:00 - 15:00	9	886	0.025	9	886	0.025	9	886	0.050
15:00 - 16:00	9	886	0.013	9	886	0.013	9	886	0.026
16:00 - 17:00	9	886	0.000	9	886	0.000	9	886	0.000
17:00 - 18:00	9	886	0.000	9	886	0.000	9	886	0.000
18:00 - 19:00	8	843	0.000	8	843	0.000	8	843	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.076			0.153

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.

Fore Consulting Limited
1st Floor, 15 St Paul's Street
Leeds
LS1 2JG

0113 2460204
enquiries@foreconsulting.co.uk
www.foreconsulting.co.uk



Fore Consulting Limited. Registered in England and Wales No. 7291952.
Registered Address: 1st Floor, 15 St Paul's Street, Leeds, LS1 2JG, United Kingdom
VAT Registration No. 105 0341 75