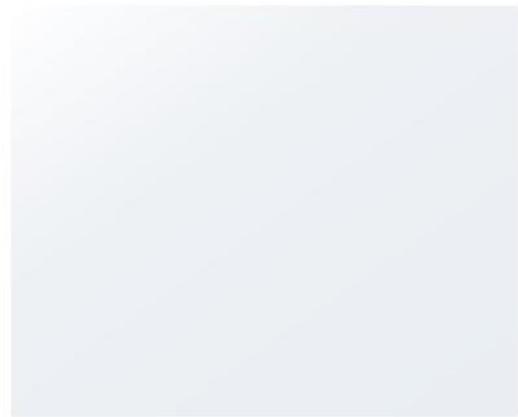


Quarters Construction Ltd

Brookside Works,
Brick Street, Cleckheaton

Highway Statement



Control Sheet

CLIENT: Quarters Construction Ltd
PROJECT TITLE: Brookside Works,
 Brick Street, Cleckheaton
REPORT TITLE: Highway Statement
PROJECT REFERENCE: 159346
DOCUMENT NUMBER: 001
ISSUE NUMBER: 01
DATE: July 2024

| Issue & Approval Schedule | Issue 01 | Name | | | Signature | | Date |
|---------------------------|------------------|------------------|--------|-------------|---------------------------------------|--|------------|
| | <Status> | | | | | | |
| | Prepared by | Ashley Armitage | | | A signed copy is available on request | | 30.07.2024 |
| | Checked by | Simon Burkinshaw | | | | | 30.07.2024 |
| Approved by | Simon Burkinshaw | | | 30.07.2024 | | | |
| Issue Record | Issue | Date | Status | Description | Name | | |
| | 02 | | | | Prepared | | |
| | | | | | Checked | | |
| | | | | | Approved | | |
| | 03 | | | | Prepared | | |
| | | | | | Checked | | |
| Approved | | | | | | | |

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Acknowledgements

GoogleMyMaps has been used to generate figures included in this report for illustrative purposes only.

The Crashmap Pro Collision Analysis System has been utilised to carry out a road traffic incident review.

The TRICS v7.10.4 database has been used in this report to calculate traffic generations.

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1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by Quarters Construction Ltd to provide transport consultancy services to assist with a planning application for a proposed industrial unit on land to the west of Brick Street in Cleckheaton.
- 1.2 A full planning application (ref 2023/92297) to construct a new building, divisible into two units, for employment use class E – formerly B1c/B2/B8 has been submitted to Kirklees Council.
- 1.3 This report has been provided in response to Highway comments received in connection with the aforementioned planning application.
- 1.4 Kirklees Councils Highways Development Management (HDM) comments provided on 19/12/2023(ref 9-2NW-1) are as follows:
- The Kirklees Highway Design guide recommends a 10m forecourt depth for industrial units of this size. No forecourt is shown to be provided and vehicles will be unable to stand in front of the proposed industrial unit's doors to load and un-load.
 - No details of servicing vehicle turning arrangements are provided. The construction of the proposed units will remove parking and turning spaces for the existing unit and the applicants have not demonstrated that sufficient turning and parking is to be retained
 - Brick Street is sub-standard in terms of its construction, drainage, lighting, gradient, width, junction radii and lack of pedestrian facilities.
 - Visibility at the Brick Street/ A643 Moorside/Westgate junction is poor in both directions. Brick Street is narrow with no junction radii which will result in difficult turning and manoeuvre for larger vehicles from Westgate.
- 1.5 This Highway Statement provides information on the traffic and transportation aspects of the development and is submitted to address the comments detailed above from HDM.
- 1.6 This Highway Statement evaluates the potential transport impacts of the proposed development and contains:
- the local highway network and its road traffic accident review;
 - the proposed use and its operational characteristics;
 - the impact of the proposal on the local highway network in terms of highway safety; and
 - the accessibility of the site in relation to sustainable transport and local facilities.
- 1.7 This report demonstrates that the proposed development, will not have an unacceptable impact on the surrounding highway network and that the residual cumulative impacts of the development are not severe in transport terms, consequently the planning application should be supported by the Local Authority on transport grounds. As such, there are no transport reasons why planning should not be granted.
- 1.8 For the benefit of this Study, the site was visited on the 20th February 2024 in order to observe and record the prevailing traffic conditions and to take highway measurements.

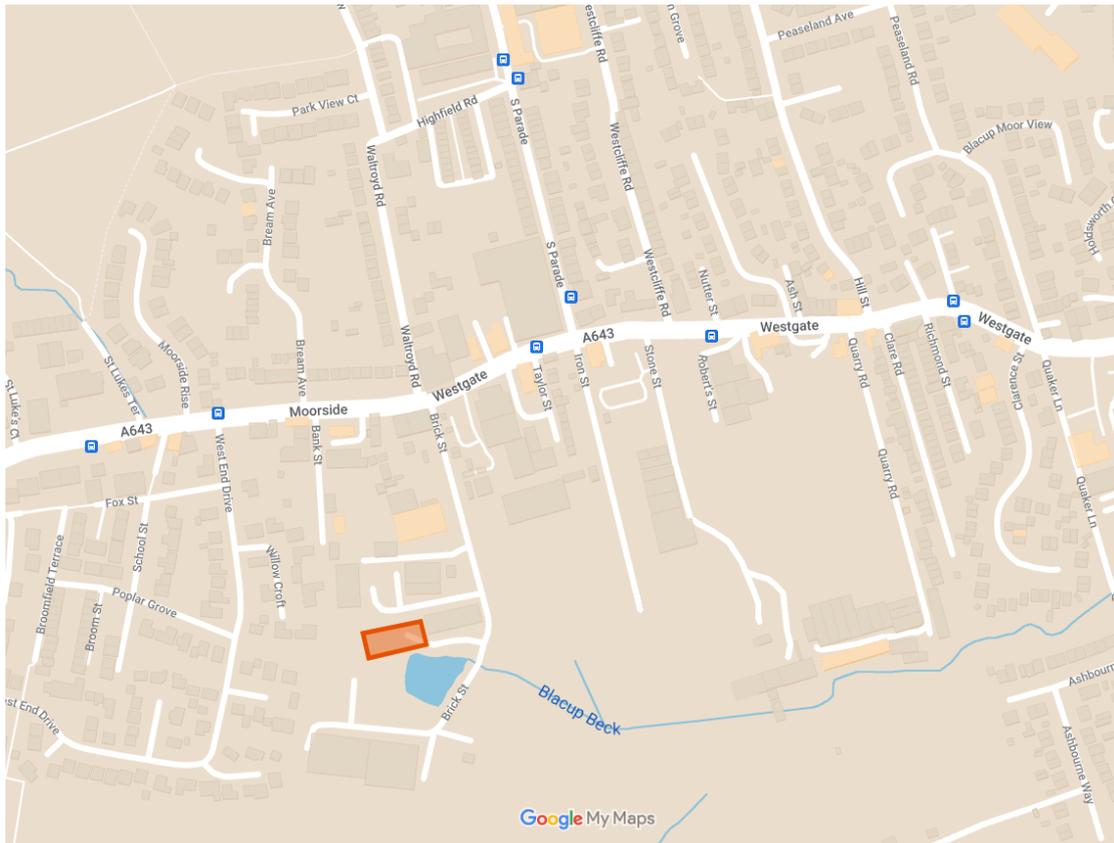
2. Existing Situation

2.1 Site Location and Local Highway Network

2.1.1 The site is located approximately 900km west of Cleckheaton town centre. The sites location is shown at **Figure 1**.

Figure 1 – Site Location

[GoogleMyMaps]



2.1.2 The site is bounded by the following:

- North: Commercial units
- East: Brick Street
- South: drained pond and landscaping
- West: banked grassland

2.1.3 The application site is accessed from Brick Street which is a private road that provides access to a number of commercial and industrial units. There are several mid to large industrial shed units on the site dating from the early 1980's, which are all currently let. It is understood that the existing units total 2,830m² GIA and all are provided with additional external storage areas.

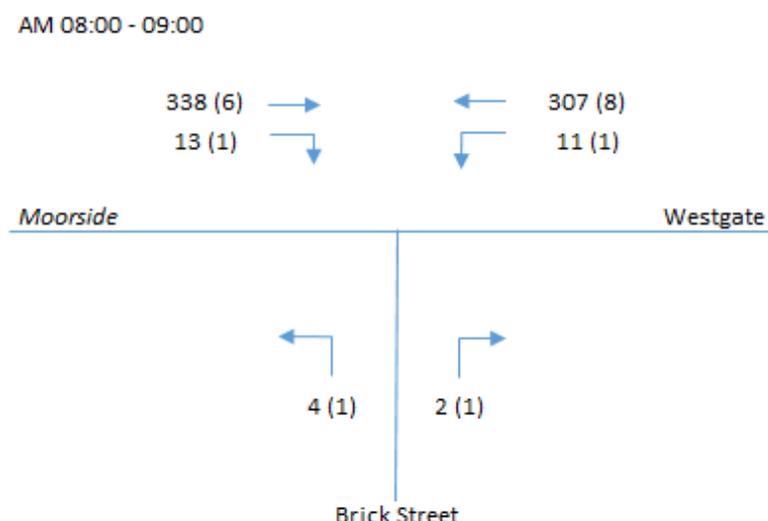
2.1.4 Brick Street has recently been resurface and varies in width from 7.8 to 9.6m some on street parking along its length was also observed.

- 2.1.5 Brick Street is not adopted although does carry a public footpath (Spensorough Footpath 93). The footpath continues (Route Code: SPE/93/20) beyond Blacup Beck, before passing through a small wooded area to the southwest of the site.
- 2.1.6 To the north of the site, Brick Street joins the A643 Moorside / Westgate via dropped vehicle crossover.
- 2.1.7 The A643 is a single carriageway road which in the locality provides access to various residential properties and commercial units. In the vicinity of Brick Street it varies in width from 7.2m to 8.4m with a footway on either flank that also vary in width. The A643 is street lit and subject to a 30mph speed limit and there are no traffic regulation orders present within the vicinity of Brick Street.
- 2.1.8 Visibility was measured on site and was observed to be tangential in both directions at a 2.4m set back. Vehicles could also be seen approaching in excess of 43m in either direction which is considered acceptable based on the plated speed limit. These are demonstrated on drawing 159346-001 at **Appendix A**.
- 2.1.9 A copy of the photographs of the junction visibility and the recently resurfaced Brick Street are attached at **Appendix B**.

2.2 Traffic Flows

- 2.2.1 As part of our site visit an AM peak hour traffic count was also undertake between 08:00 and 09:00 to mainly determine the number of vehicles entering and exiting Brick Street. This data has been analysed and a traffic flow diagram has been prepare to demonstrate these flows which is shown at **Figure 2**, the numbers provided in brackets are HGV movements.

Figure 2 – AM Peak hour traffic flows



2.2.2 As stated in paragraph 2.1 the existing units that take access onto Brick Street have a total GIA of approx. 2,830m². Based on these areas and the observed arrivals and departures the following trip rates shown in table 1 have been calculated.

Table 1 –Proposed Trip Generations

| Time Period | Trip Rate per 100m ² | |
|------------------------|---------------------------------|-------|
| | Arr | Dep |
| AM Peak 08:00-09:00 | 0.848 | 0.212 |
| PM Peak 17:00-18:00 | 0.212 | 0.848 |

2.2.3 To provide an estimation for the PM peak the AM values have been reversed.

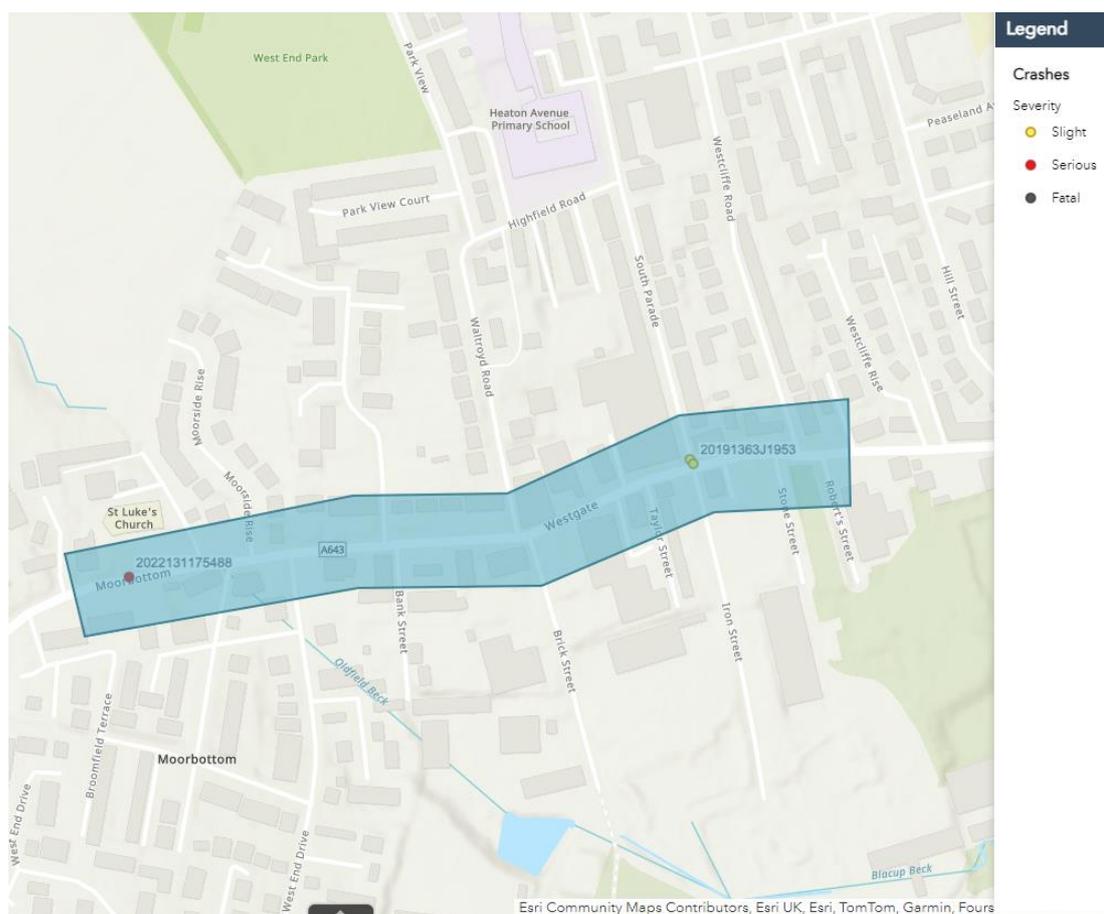
2.3 Accident History

2.3.1 The Crashmap Pro Analysis System has been reviewed in order to understand whether, there is any local evidence to suggest that there are any existing accidents attributable to the existing access.

2.3.2 The following extract from the Crashmap database identifies that within the latest available 5 year period (2018-2022), there has been two slight and one serious recorded incidents on the local highway network within the search area. No accidents are recorded at the Brick Street / Westgate access.

Figure 3 – Crashmap Pro Extract

[CrashmapPro]



2.3.3 A fully copy of the incident datasheets are included in **Appendix C** and the incidents are summarised below:

- Slight Incident Reference 20191363J1953: occurred 19th March 2019 at 10:15PM, in dark street lit conditions on a dry road surface. The accident occurred at the A643 / south Parade junction and involved a motorcycle (50cc – 125cc) and a car. The motorcyclist was vehicle proceeding normally along the carriageway and the car was in the act of turning right.
- Slight Incident Reference 2022131189416: occurred 18th June 2022 at 12:00PM, in light conditions on a dry road surface. This accident also occurred at the A643 / south Parade junction and involved two cars. One of which was proceeding normally along the carriageway and the other was in the act of turning right.
- Serious Incident Reference 2022131175488: occurred 10th May 2022 at 12:53PM, in light conditions on a dry road surface. This accident occurred on the A643 approximately 250m west of Brick Street and involved six cars. Two of which were proceeding normally along the carriageway travelling in the same direction and the other three were parked. One of the moving cars (V1) first point of impact was the drivers nearside and the other (V2) was a front impact with the parked cars. This collision resulted in serious injuries to both the driver and passenger of V2 which were both over the age of 75.

2.3.4 As can be seen one incident occurred in inclement weather conditions and the other at anti-social hours. There are no patterns or trends that indicate any specific highway safety issues on the local highway network that would likely be exacerbated by the proposed development.

2.4 Accessibility by Sustainable Modes

2.4.1 This section considers the accessibility of the development by the following modes of transport:

- Walking
- Cycling
- Public Transport (Bus and Train)

2.4.2 The site is located approximately 700m west of Cleckheaton town centre within the wider residential area of the town. Therefore a wide range of facilities, amenities and residential areas are located within a ten minute walk (800m walking distance) of the site, as set out in paragraph 4.4.1 of Manual for Streets.

2.4.3 Brick Street has recently been resurfaced and the existing public right of way that runs along its length can be followed south providing access to the residential area of Hightown.

2.4.4 There are many local areas that are considered to be within an acceptable cycling distance of the site. Access to the Spen Valley Greenway is also located approx. 500m to the east of Brick Street and this provides a traffic free route which can be followed north towards Low Moor and south towards Heckmondwike and Dewsbury.

2.4.5 The closest bus stop to the site is located on the A643 at a distance of approximately 400m from the site. A shelter with seating is provided at both stops. A summary of the services available from these stops are shown in Table 2 below.

Table 2 – Bus Services

| Number | Route | Approximate Peak Frequency | | |
|--------|---|----------------------------|------------------|---------|
| | | Mon – Sat Daytime | Mon- Sat Evening | Sunday |
| 200 | Heckmondwike - Liversedge - Cleckheaton - Birstall - Morley - Leeds | 30 mins | 120 mins | 60 mins |
| 254 | Cleckheaton - Gomersal - Birkenshaw - Drighlington - Leeds | 15 mins | 30 mins | 30 mins |

2.4.6 It is considered that there are reasonable options of accessing the site by sustainable transport modes. There are local amenities within walking and cycling distance from the site and frequent bus services are also available which connect to the nearest major towns.

3. Proposals and Access Arrangements

- 3.1 The proposals consist of the construction of a new building under use class E (B1c/B2/B8) for light industrial starter units, warehousing and storage. The building will be split into two units approximately 100m² each. The proposed site layout can be found at **Appendix B**.
- 3.2 Following comments received from Kirklees Council, the site layout has been amended to include a 10m forecourt depth as recommended in the Kirklees Highway Design guide for industrial units.
- 3.3 This site is to be accessed from the end of Brick Street on a parcel of land adjacent to the existing unit which is currently occupied by Elite Powder Coaters.
- 3.4 It is proposed that Elite Powder Coaters will lease the two units once they are constructed to facilitate expansion of their existing operation thereby securing the future of the company in this location.
- 3.5 Brick Street varies in width, however, HGVs can access this road and there are currently various locations where two vehicles can pass each other. Drawing 159346-002 at **Appendix A** demonstrates swept paths of the largest anticipated delivery vehicle accessing and turning within the site.
- 3.6 Whilst on site it was observed that refuse vehicles currently access Brick Street including the southernmost area of the site and it is considered that the proposals would not result in any additional waste collection vehicles, therefore, the proposals could be serviced as part of the existing collection service.
- 3.7 The proposals will provided 10 parking spaces including 1 disabled bay as well as cycle parking for 6 bicycles. The cycle parking will be covered and benefit from CCTV as part of the car park surveillance.

4. Traffic Impact

4.1 As can be seen from section 2.2 of this report a traffic count was undertaken at the Brick Street / Westgate junction and from this a site specific trip rate has been derived.

4.2 It acknowledged that it is usual practice to use the TRICS database to estimate the traffic that could be generated by a development. Therefore, the TRICS database has been interrogated using the following search parameters, with the output data included in **Appendix E**:

- Industrial Estate (Category 02 – Employment D);
- Site in mainland UK, excluding London;
- Sites with a GFA ranging from 1,660-4,700sq.m;
- Edge of Town Centre, Suburban area and Edge of Town sites selected.

4.3 The trips rates generated for the above parameters are trips shown in Table 3 below.

Table 3 – Vehicular trip generations

| Time Period | Trip Rates per 100m ² | |
|------------------------|----------------------------------|------------|
| | Arrivals | Departures |
| AM Peak 08:00-09:00 | 0.850 | 0.568 |
| PM Peak 17:00-18:00 | 0.297 | 0.743 |

4.4 As can be seen from Table 2 the trip rates generated are similar to the site specific trip rate that has been derived. Nevertheless, to provide a robust assessment the TRICS rates have been used as these are slightly higher. The predicated generations based on these rates are provided in Table 4 below;

Table 4 – Vehicular trip generations

| Time Period | Trip Rates per 100m ² | | Generations | | |
|------------------------|----------------------------------|------------|-------------|------------|-------|
| | Arrivals | Departures | Arrivals | Departures | Total |
| AM Peak 08:00-09:00 | 0.850 | 0.568 | 2 | 1 | 3 |
| PM Peak 17:00-18:00 | 0.297 | 0.743 | 1 | 2 | 3 |

4.5 As can be seen from the above the proposed traffic generated is negligible and only equates to one vehicle every 20 minutes during the typical AM and PM network peak hours.

4.6 It is therefore considered that the predicted level of traffic generation is unlikely to result in any material adverse impacts on the operation of the access road and its junction with the A643.

5. Summary

- 5.1 Sanderson Associates Consulting Engineers has been appointed by Quarters Construction Ltd to provide transport consultancy services to assist with a planning application for a proposed industrial unit on land to the west of Brick Street in Cleckheaton.
- 5.2 A full planning application Full Planning Application (ref 2023/92297) to construct a new building, divisible into two units, for employment use class E – formerly B1c/B2/B8 has been submitted to Kirklees Council.
- 5.3 For the benefit of this Study, the site was visited on 20th February 2024 in order to observe and record the prevailing traffic conditions and to take highway measurements.
- 5.4 An investigation into road traffic accidents gives no indication of any recurring accident issues that would likely be exacerbated by the proposed development.
- 5.5 Following comments received from Kirklees Council, the site layout has been amended to include a 10m forecourt depth as recommended in the Kirklees Highway Design guide for industrial units.
- 5.6 Swept paths provided in this report demonstrate the largest anticipated deliver vehicle can access, turn within the site and egress the site in a forward gear.
- 5.7 The application site is accessed from Brick Street which is a private road that provides access to a number of existing commercial and industrial units. Although the junction from Brick street to West gate is provided in the form of a dropped crossing this access location has provided suitable access since the 1980's. Brick Street has recently been resurfaced and this improvement is a benefit to all users of the access road which provides a betterment over the previous situation.
- 5.8 Visibility at the Brick Street/ A643 Moorside/Westgate junction was measured on site and it has been confirmed that vehicles could be seen approaching in excess of 43m at a setback of 2.4m in either direction. This level of visibility is considered acceptable based on the plated speed limit of 30mph.
- 5.9 It is proposed that Elite Powder Coaters will lease the two units once they are constructed to facilitate expansion of their existing operation thereby securing the future of the company in this location.
- 5.10 Overall the proposals would only result in an minimal increase in vehicle movements which would be negligible and only equates to one vehicle every 20 minutes during the typical AM and PM network peak hours
- 5.11 This report demonstrates that the development would not have an unacceptable impact on highway safety and the residual cumulative traffic impact would not be severe. The development is therefore in accordance with the transport principles set out in NPPF.

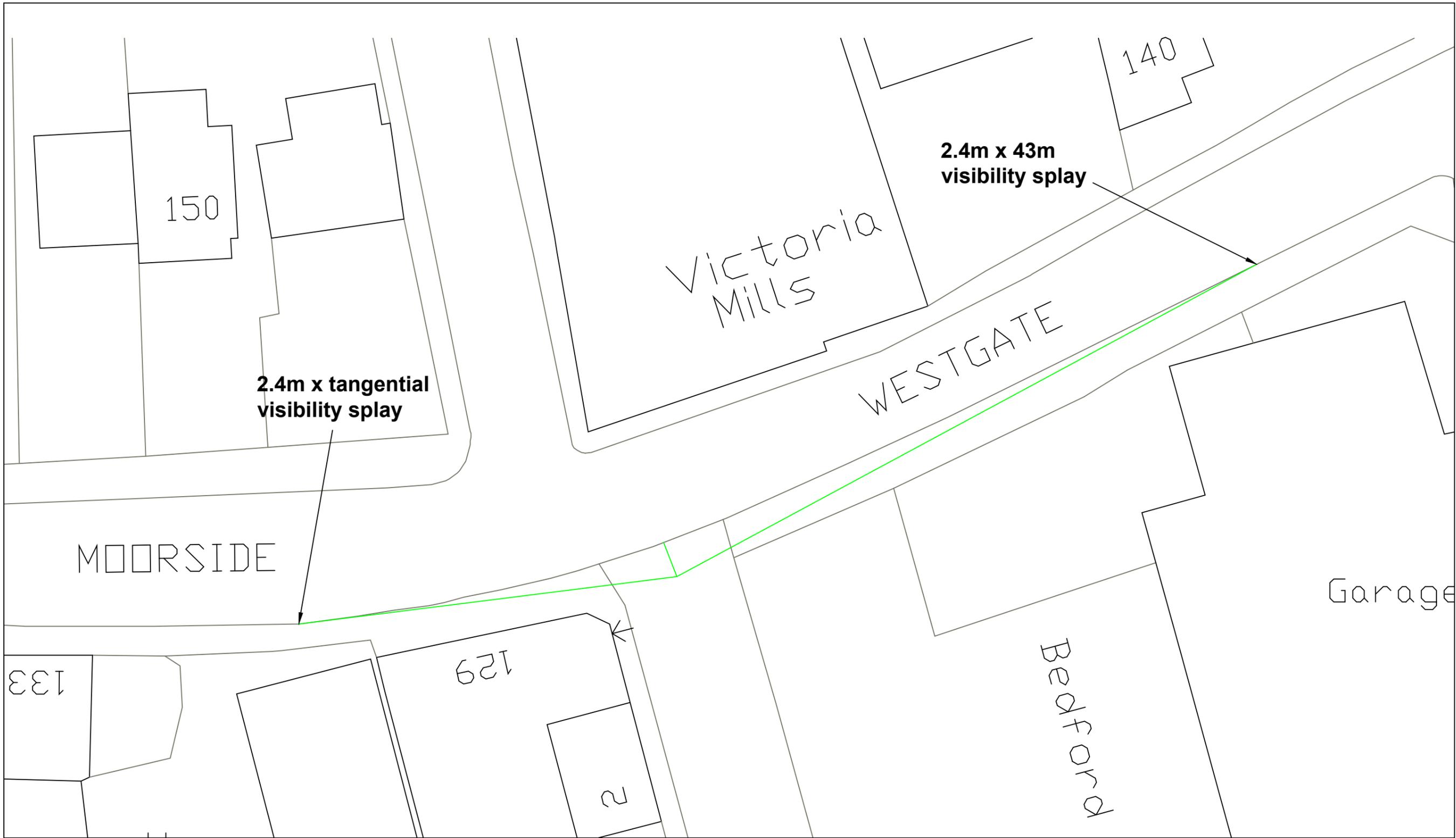


Appendix A

Site Layout Plan

Drawing 154383-001

Drawing 154383-002



sanderson
associates
consulting engineers

Highways | Traffic | Transportation | Water

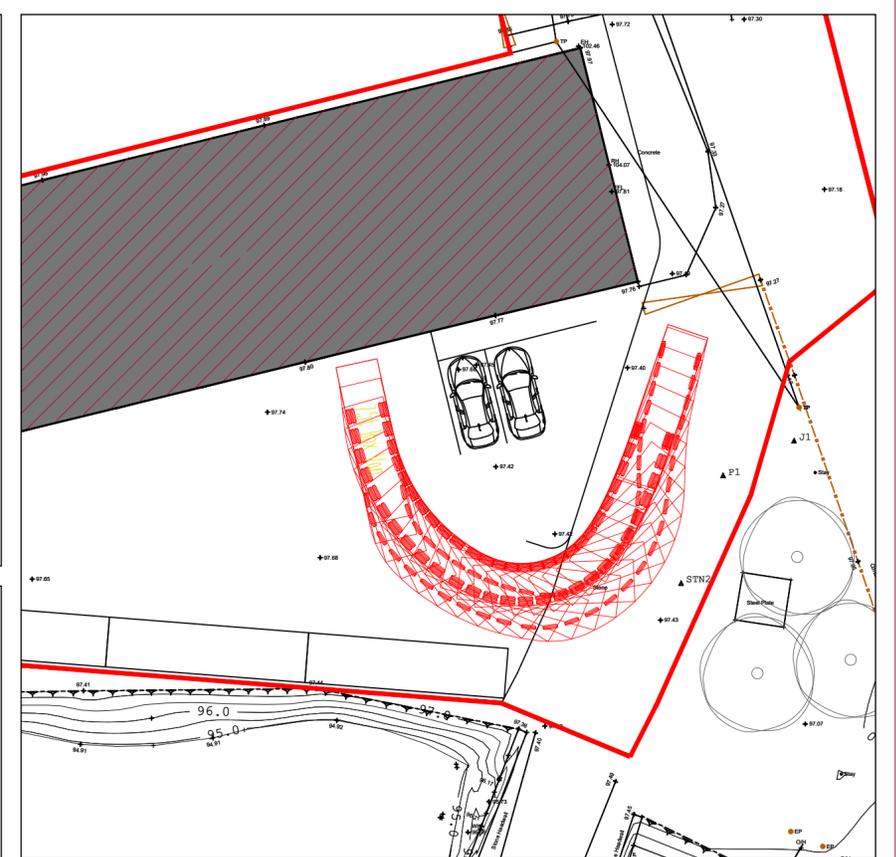
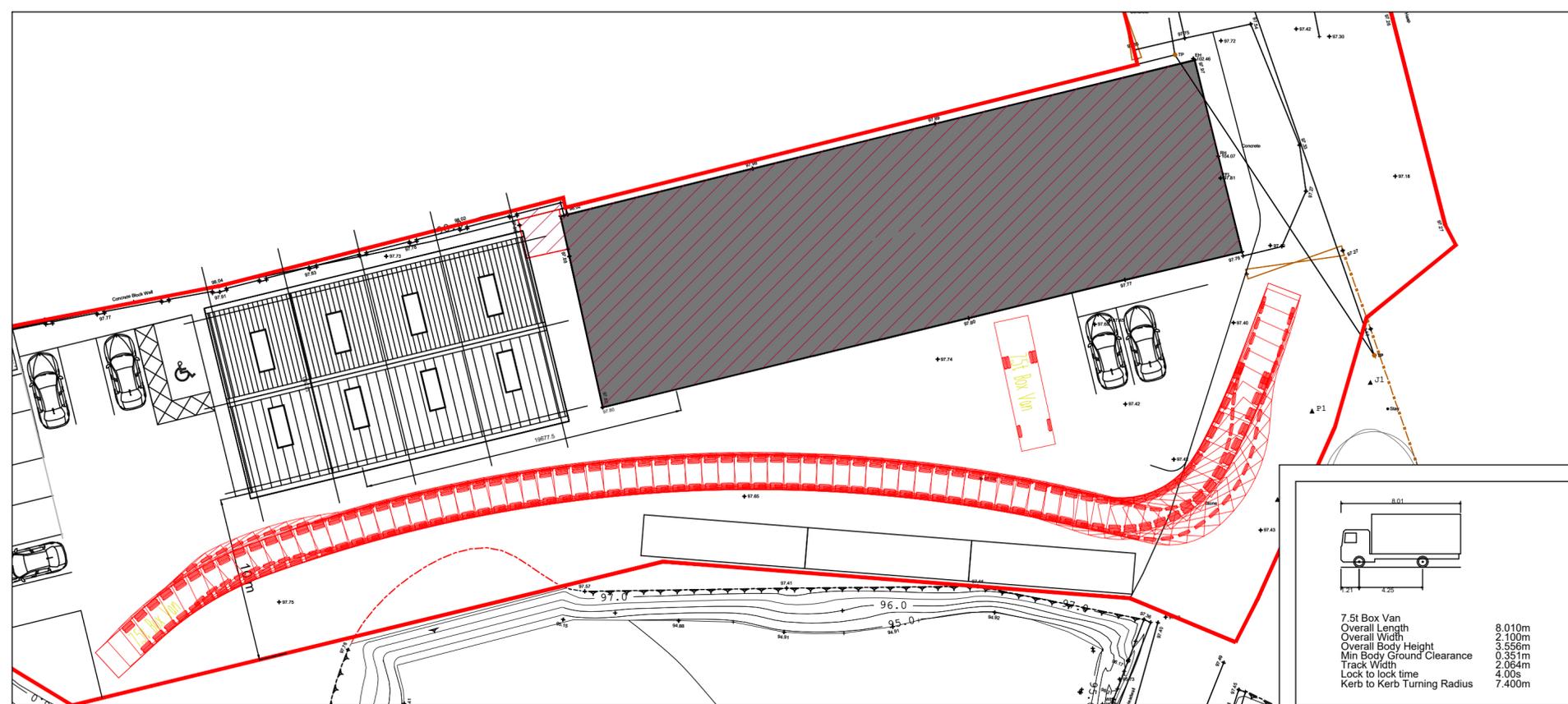
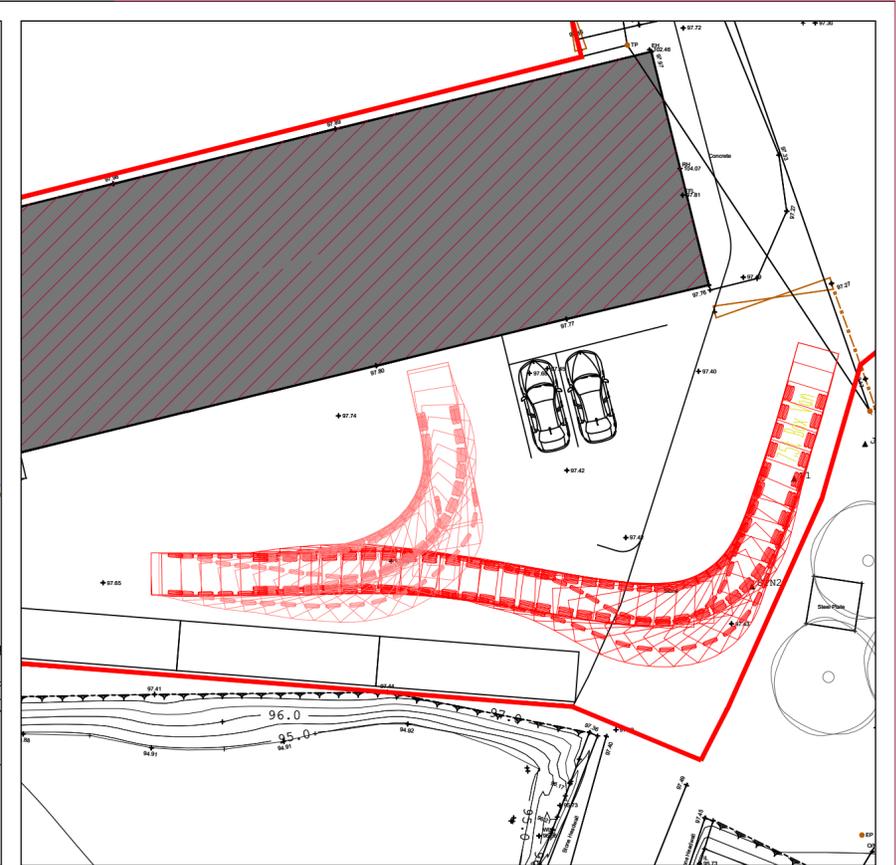
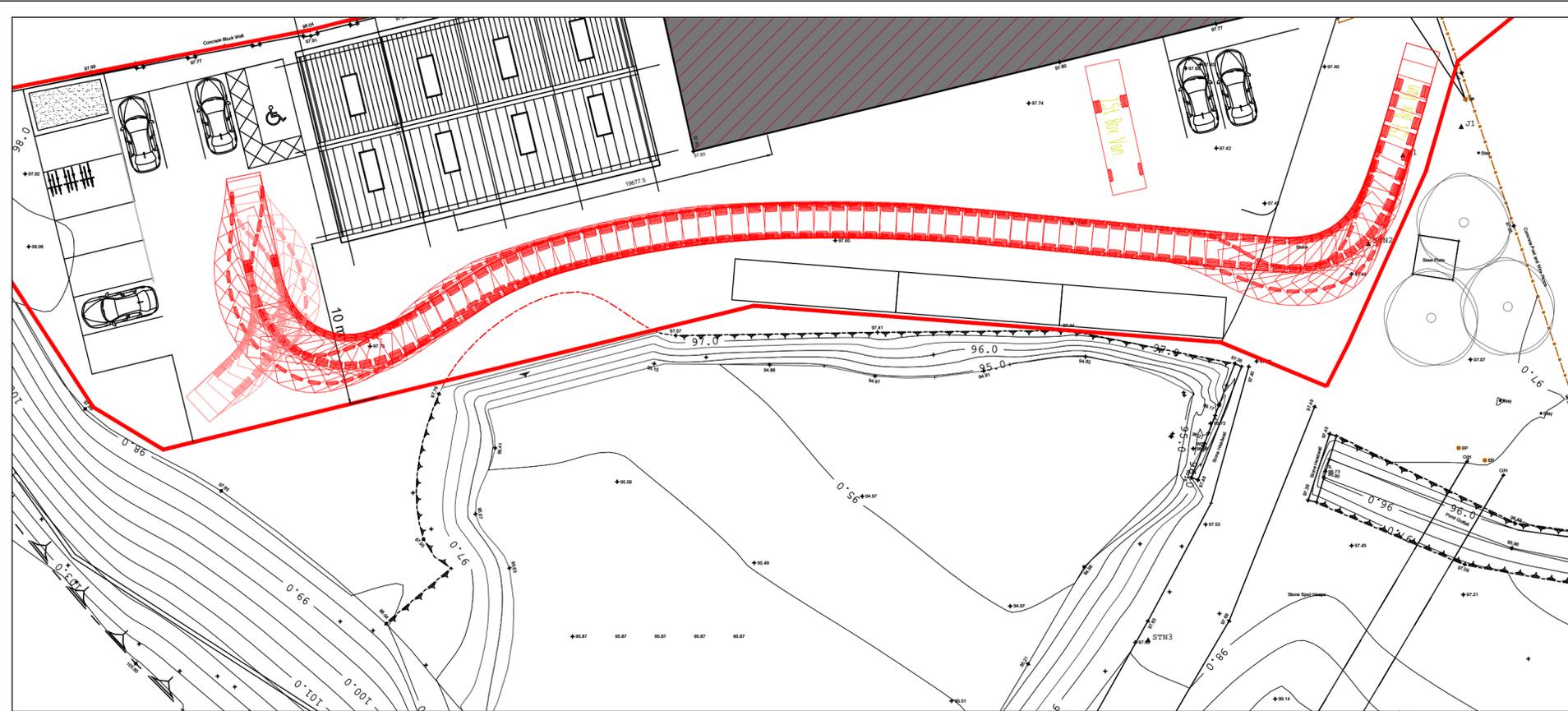
T 01924 844080 mail@sandersonassociates.co.uk
www.sandersonassociates.co.uk

Brookside Works, Brick Street, Cleckheaton

Visibility Splays

| Rev | Amendment | Drawn | Date | Checked |
|-----|-----------|-------|------|---------|
| | | | | |

| | |
|---------------------------|----------------|
| Scale 1:250 | Drawn By AA |
| Drawing Size A3 | Checked By SB |
| Date July 2024 | Approved By SB |
| Drawing Number 159346-001 | Rev |



Client
Quarters Construction Ltd

Project Title
**Brookside Works,
 Brick Street, Cleckheaton**

Drawing Title
Swept Path Analysis

| Rev | Amendment | Drawn | Date | Checked |
|-----|-----------|-------|------|---------|
| | | | | |

| | | | |
|----------------|------------|-------------|----|
| Scale | 1:250 | Drawn By | AA |
| Drawing Size | A2 | Checked By | SB |
| Date | July 2024 | Approved By | SB |
| Drawing Number | 159346-002 | Rev | |



Appendix B

Site Photos

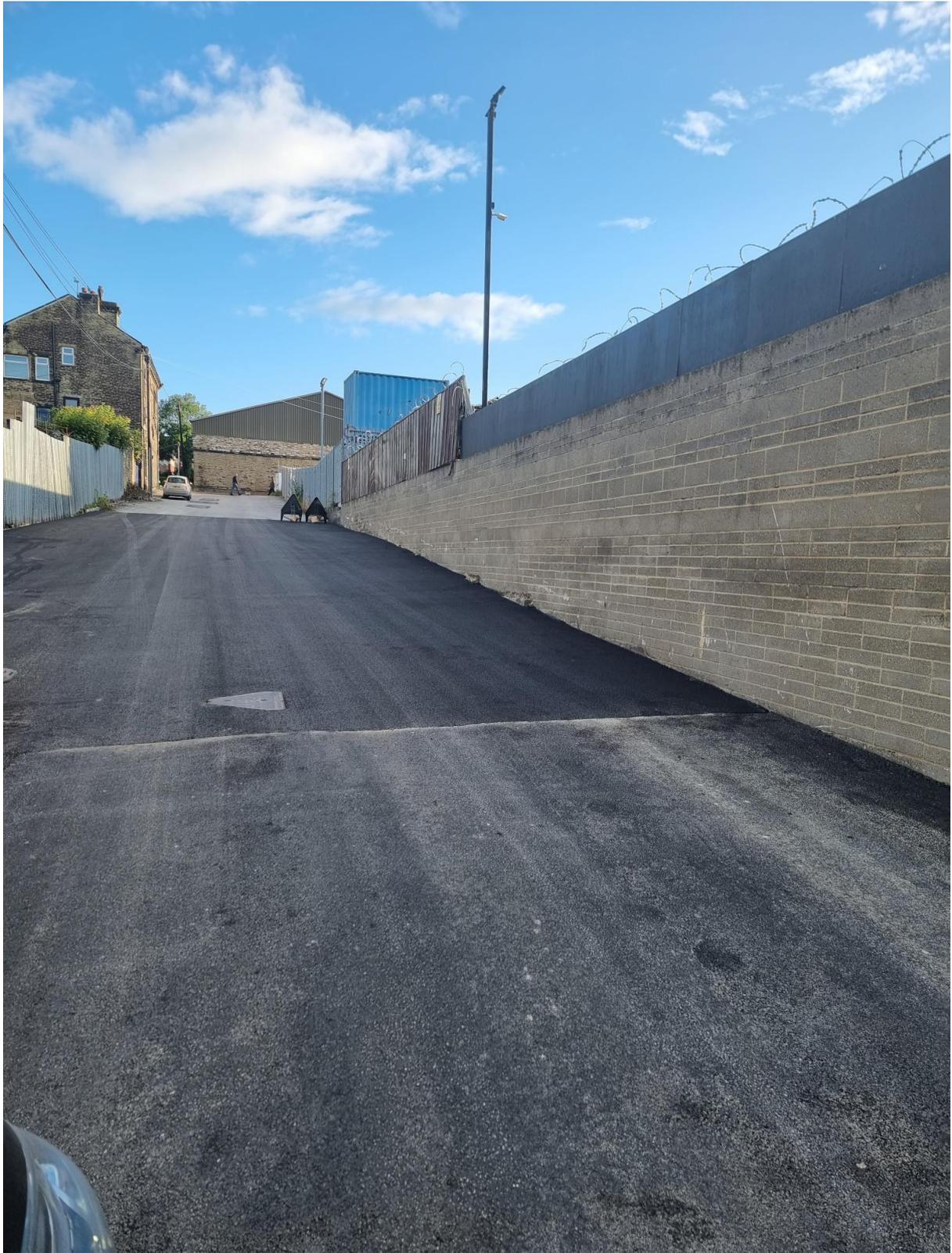
















Appendix C

Crashmap Report

Summary

| Name | Count | Area(m²) | Length(m) |
|---------|-------|----------|-----------|
| Crashes | 3 | N/A | N/A |

Crashes

| # | Carriageway_Hazards | Severity | Officer_Attended | Accident_DateTime | Year | Number_of_vehicles | Number_of_casualties | Easting |
|---|---------------------|----------|-------------------------------------|-------------------|------|--------------------|----------------------|---------|
| 1 | None | Serious | Police officer attended crash scene | May 10, 2022 | 2022 | 6 | 2 | 417943 |
| 2 | None | Slight | Police officer attended crash scene | March 19, 2019 | 2019 | 2 | 1 | 418304 |
| 3 | None | Slight | No officer attended crash scene | June 18, 2022 | 2022 | 2 | 1 | 418302 |

| # | Northing | Highway_Authority | Road_Number | Weather_conditions | Road_Type | Road_surface | Speed_Limit | Light_conditions |
|---|----------|-------------------|-------------|-------------------------|--------------------|--------------|-------------|--|
| 1 | 425108 | Kirklees | A643 | Fine without high winds | Single carriageway | Dry | 30 | Daylight: regardless of presence of streetlights |
| 2 | 425182 | Kirklees | A643 | Fine without high winds | Single carriageway | Dry | 30 | Darkness: street lights present and lit |
| 3 | 425185 | Kirklees | U0 | Fine without high winds | Single carriageway | Dry | 40 | Daylight: regardless of presence of streetlights |

| # | Junction_detail | Pedestrian_Crossing | Involved_pedalcycle | Involved_Motorcycle | Pedestrian_casualty | Child_casualty | Pedal_cycleuser_casualty | Motorcycle_user_casualty |
|---|--|--|---------------------|---------------------|---------------------|----------------|--------------------------|--------------------------|
| 1 | Not at or within 20 metres of junction | No physical crossing facility within 50 metres | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | T or staggered junction | No physical crossing facility within 50 metres | 0 | 1 | 0 | 0 | 0 | 1 |
| 3 | Crossroads | No physical crossing facility within 50 metres | 0 | 0 | 0 | 0 | 0 | 0 |

| # | Involved_car | Involved_goodsvehicle | Involved_Bus | Involved_young_driver | Local_Authority_District | Junction_control | Is_Provisional | Is_Amended | Web_Link | Count |
|---|--------------|-----------------------|--------------|-----------------------|--------------------------|--------------------------|----------------|------------|---|-------|
| 1 | 1 | 0 | 0 | 0 | Kirklees | Not Applicable | No | No | https://www.crashmap.co.uk/reports/proreportservice?reportId=2022131175488 | 1 |
| 2 | 1 | 0 | 0 | 1 | Kirklees | Give way or uncontrolled | No | No | https://www.crashmap.co.uk/reports/proreportservice?reportId=20191363J1953 | 1 |
| 3 | 1 | 0 | 0 | 0 | Kirklees | Give way or uncontrolled | No | No | https://www.crashmap.co.uk/reports/proreportservice?reportId=2022131189416 | 1 |

Report produced from CrashMap Pro



Appendix D

TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | EX ESSEX | 1 days |
| 03 | SOUTH WEST | |
| | DV DEVON | 1 days |
| 04 | EAST ANGLIA | |
| | SF SUFFOLK | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | AK WAKEFIELD | 3 days |
| | NY NORTH YORKSHIRE | 1 days |
| 08 | NORTH WEST | |
| | LC LANCASHIRE | 1 days |

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 1660 to 4700 (units: sqm)
 Range Selected by User: 552 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 30/06/23

Selected survey days:

Monday 3 days
 Tuesday 1 days
 Thursday 1 days
 Friday 3 days

Selected survey types:

Manual count 8 days
 Directional ATC Count 0 days

Selected Locations:

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

Selected Location Sub Categories:

Industrial Zone 5
 Development Zone 1
 No Sub Category 2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected
 Servicing vehicles Excluded 7 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 8 days

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

Population within 5 miles:

100,001 to 125,000 1 days
 125,001 to 250,000 7 days

Car ownership within 5 miles:

0.6 to 1.0 5 days
 1.1 to 1.5 3 days

Travel Plan:

No 8 days

PTAL Rating:

No PTAL Present 8 days

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

| | | | |
|---|--|--------------------------|---------------------|
| 1 | AK-02-D-01 | INDUSTRIAL ESTATE | WAKEFIELD |
| | CARR WOOD ROAD CASTLEFORD | | |
| | Edge of Town Development Zone | | |
| | Total Gross floor area: | 1776 sqm | |
| | Survey date: MONDAY | 22/05/17 | Survey Type: MANUAL |
| 2 | AK-02-D-02 | INDUSTRIAL ESTATE (PART) | WAKEFIELD |
| | PIONEER WAY CASTLEFORD | | |
| | Edge of Town Industrial Zone | | |
| | Total Gross floor area: | 4328 sqm | |
| | Survey date: TUESDAY | 23/05/17 | Survey Type: MANUAL |
| 3 | AK-02-D-03 | INDUSTRIAL ESTATE | WAKEFIELD |
| | THUNDERHEAD RIDGE RD CASTLEFORD GLASSHOUGHTON | | |
| | Edge of Town No Sub Category | | |
| | Total Gross floor area: | 3191 sqm | |
| | Survey date: MONDAY | 15/05/17 | Survey Type: MANUAL |
| 4 | DV-02-D-07 | INDUSTRIAL ESTATE | DEVON |
| | BITTERN ROAD EXETER SOWTON IND. ESTATE | | |
| | Edge of Town Industrial Zone | | |
| | Total Gross floor area: | 3600 sqm | |
| | Survey date: MONDAY | 03/07/17 | Survey Type: MANUAL |
| 5 | EX-02-D-03 | INDUSTRIAL ESTATE | ESSEX |
| | WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK | | |
| | Edge of Town Industrial Zone | | |
| | Total Gross floor area: | 4876 sqm | |
| | Survey date: FRIDAY | 18/05/18 | Survey Type: MANUAL |
| 6 | LC-02-D-07 | INDUSTRIAL ESTATE | LANCASHIRE |
| | CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE | | |
| | Edge of Town Industrial Zone | | |
| | Total Gross floor area: | 4700 sqm | |
| | Survey date: FRIDAY | 17/11/17 | Survey Type: MANUAL |
| 7 | NY-02-D-04 | INDUSTRIAL ESTATE | NORTH YORKSHIRE |
| | GRIMBALD CRAG CLOSE KNARESBOROUGH | | |
| | Edge of Town Industrial Zone | | |
| | Total Gross floor area: | 1660 sqm | |
| | Survey date: FRIDAY | 30/06/23 | Survey Type: MANUAL |
| 8 | SF-02-D-03 | INDUSTRIAL ESTATE | SUFFOLK |
| | LANDSEER ROAD IPSWICH | | |
| | Suburban Area (PPS6 Out of Centre) No Sub Category | | |
| | Total Gross floor area: | 3550 sqm | |
| | Survey date: THURSDAY | 17/09/20 | Survey Type: MANUAL |

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 1 | 1660 | 0.060 | 1 | 1660 | 0.060 | 1 | 1660 | 0.120 |
| 06:00 - 07:00 | 1 | 1660 | 0.000 | 1 | 1660 | 0.000 | 1 | 1660 | 0.000 |
| 07:00 - 08:00 | 8 | 3366 | 0.631 | 8 | 3366 | 0.182 | 8 | 3366 | 0.813 |
| 08:00 - 09:00 | 8 | 3366 | 0.850 | 8 | 3366 | 0.568 | 8 | 3366 | 1.418 |
| 09:00 - 10:00 | 8 | 3366 | 0.706 | 8 | 3366 | 0.583 | 8 | 3366 | 1.289 |
| 10:00 - 11:00 | 8 | 3366 | 0.783 | 8 | 3366 | 0.668 | 8 | 3366 | 1.451 |
| 11:00 - 12:00 | 8 | 3366 | 0.795 | 8 | 3366 | 0.861 | 8 | 3366 | 1.656 |
| 12:00 - 13:00 | 8 | 3366 | 0.776 | 8 | 3366 | 0.839 | 8 | 3366 | 1.615 |
| 13:00 - 14:00 | 8 | 3366 | 0.787 | 8 | 3366 | 0.769 | 8 | 3366 | 1.556 |
| 14:00 - 15:00 | 8 | 3366 | 0.609 | 8 | 3366 | 0.709 | 8 | 3366 | 1.318 |
| 15:00 - 16:00 | 8 | 3366 | 0.676 | 8 | 3366 | 0.639 | 8 | 3366 | 1.315 |
| 16:00 - 17:00 | 8 | 3366 | 0.583 | 8 | 3366 | 0.884 | 8 | 3366 | 1.467 |
| 17:00 - 18:00 | 8 | 3366 | 0.297 | 8 | 3366 | 0.743 | 8 | 3366 | 1.040 |
| 18:00 - 19:00 | 8 | 3366 | 0.108 | 8 | 3366 | 0.189 | 8 | 3366 | 0.297 |
| 19:00 - 20:00 | 1 | 1660 | 0.000 | 1 | 1660 | 0.120 | 1 | 1660 | 0.120 |
| 20:00 - 21:00 | 1 | 1660 | 0.000 | 1 | 1660 | 0.000 | 1 | 1660 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 7.661 | | | 7.814 | | | 15.475 |

Parameter summary

Trip rate parameter range selected: 1660 - 4700 (units: sqm)
 Survey date date range: 01/01/16 - 30/06/23
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0



FAIRHURST

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