

# TRANSPORT STATEMENT

**Lindley Moor Rd, Huddersfield**

**ON BEHALF OF  
Frank Marshall Estates**

**June 2023**



## Quality Management

Project Number	21025
Filename	21025 Lindley Moor Rd TS
Issue No	2
Issue Date	05.06.23
Author	Matthew Taylor
Reviewer	Eric Appleton

Signatures:

Redacted

Redacted

This report is the copyright of the authors Via Solutions Ltd to whom all requests for the use or copying of its content should be directed.

Report limitation

Via Solutions cannot be held responsible for the accuracy of third-party information used within this report. Unless stated in the report, such third-party information has not been verified

# Table of Contents

1. Introduction .....	1
2. Transport Policy.....	2
2.2. NATIONAL PLANNING POLICY FRAMEWORK – PROMOTING SUSTAINABLE TRAVEL.....	2
2.3. NATIONAL PLANNING POLICY FRAMEWORK.....	2
2.4. LOCAL TRANSPORT POLICY .....	4
3. Existing Situation.....	6
3.1. SITE DESCRIPTION.....	6
3.2. HIGHWAY NETWORK.....	6
3.3. PEDESTRIANS AND CYCLISTS .....	7
3.4. PUBLIC TRANSPORT .....	9
3.5. INJURY COLLISION RECORDS.....	10
4. The Development Proposals.....	11
4.1. PROPOSED DEVELOPMENT .....	11
4.2. SITE ACCESS.....	11
4.3. PEDESTRIANS AND CYCLE ACCESS .....	11
4.4. PARKING PROVISION.....	12
4.5. SERVICING .....	12
5. Traffic Impact.....	13
5.1. EXISTING TRAFFIC .....	13
5.2. PROPOSED TRAFFIC.....	14
5.3. TRAFFIC IMPACT .....	15
5.4. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES.....	15
6. Conclusion .....	17

# Appendices

Appendix A	Site Location Plan
Appendix B	Proposed Development Layout
Appendix C	TRICS Data Output

# 1. Introduction

- 1.1.1. Via Solutions has been appointed to prepare this Transport Statement in support of a planning application for a proposed redevelopment of the site of the former Wappy Springs public house on Lindley Moor Road, Lindley Moor near Huddersfield on behalf of Frank Marshall Estates. Figure 1 at Appendix A shows the site location in relation to the local highway network. The proposal is to provide several small employment units amounting to a total of 2,550sqm using the same access as the public house.
- 1.1.2. This Transport Statement considers such matters as traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. This report builds on the comments made on the previous proposals on the site (ref 2021 / 91611) and applies those to the new proposals where practicable and applicable. <sup>1</sup>
- 1.1.3. Both Local and National Transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within the report. Sustainable transport accessibility has also been reviewed within the report. The development proposals have been explained and the impact on the highway network considered.
- 1.1.4. The following assessment concludes that an acceptable vehicular access can be provided in terms of safety and capacity.

## 2. Transport Policy

2.1.1. When considering transport policy compliance for planning applications, the main focus of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

### 2.2. NATIONAL PLANNING POLICY FRAMEWORK – PROMOTING SUSTAINABLE TRAVEL

2.2.1. When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking by people of all ages and abilities. Further details of the relevant policy documents are set out below. 2

### 2.3. NATIONAL PLANNING POLICY FRAMEWORK

2.3.1. The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Local Government on 20 July 2021.

2.3.1. Paragraph 105 states that *“significant development should be focused on 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.”*

2.3.2. Paragraph 110 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;*
- █ *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 46; 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.*

2.3.3. 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.”* 3

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

- █ *give priority first to pedestrian 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.*

2.3.5. Paragraph 113 of the revised 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.”*

## 2.4. LOCAL TRANSPORT POLICY

2.4.1. The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3), which covers the period 2011 to 2026. The key objectives of the LTP3 include:

- ✦ *To improve access to jobs, education and other key services for everyone;*
- ✦ *To reduce delays to the movement of people and goods;*
- ✦ *To improve safety for all highway users;*
- ✦ *To limit transport emissions of air pollutants, greenhouse gases and noise; and*
- ✦ *To improve the condition of the highway infrastructure.*

4

2.4.2. The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to ‘ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards’. With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.

2.4.3. The LTP also sets out a bus strategy for West Yorkshire and seeks to increase patronage for all categories of bus passenger and modal shift towards the bus and away from the car.

2.4.4. The new Kirklees Local Plan was approved on 27<sup>th</sup> February 2019. The consistent objectives across all these documents are to look to developments that promote more sustainable transport choices and reduce the need to travel by car and improve the environment.

# 3. Existing Situation

## 3.1. SITE DESCRIPTION

3.1.1. The application site is located on the site of the former Wappy Springs public house which lies to the northern side of Lindley Moor Road in Lindley Moor, some 4.2km to the north west of Huddersfield town centre and 2km south of Elland town centre. Figure 1 at Appendix A shows the site location in relation to the local highway network.

3.1.2. The existing site comprises a former public house with associated car parking and open garden areas with a vehicle access located centrally along the site frontage. A right turning ghost island is provided in the centre of Lindley Moor Road offering a degree of protection to vehicle waiting to turn right into the site. 6

## 3.2. HIGHWAY NETWORK

### LOCAL HIGHWAY NETWORK

3.2.1. Lindley Moor Road forms the southern boundary of the site, from which access into the site is taken. The road also provides access to a car dealership and another employment unit opposite plus residential areas to the west.

3.2.2. To the east of the site, a traffic signal controlled junction with pedestrian facilities built in connects to Crosland Road. This road provides access to the several new residential developments and the longer standing residential areas to the south.

3.2.3. Lindley Moor Road runs generally west to east and parallel to but south of the M62 motorway and as such does provide a link between Junctions 23 and 24. The former also serves the A640 New Hey Road whilst the latter also intersects with the A629 Halifax Road, both of these routes being arterial connections to the centre of Huddersfield. The A629 also continues to the north linking to Elland and Halifax town centres. Figure 1 at Appendix A shows the site location in relation to the local highway network.

3.2.4. Lindley Moor Road is subject to a 40mph speed limit at the site access – this continues for a distance down Crosland Road before reducing to 30mph as the developed areas are reached. Both roads are two-way single carriageways with a system of street lighting and footways provided in accordance with current road standards

## STRATEGIC HIGHWAY NETWORK

7

3.2.5. The Strategic Highway Network is accessible via Lindley Moor Road which joins the M62 at Junctions 23 and 24 to the west and east respectively.

## 3.3. PEDESTRIANS AND CYCLISTS

### WALKING

3.3.1. The national policy relating to transport and development is set out Section 4 of the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to *"The Guidelines for Providing for Journeys on Foot"* (Institute of Highway Engineers, May 2010), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework. This allows an assessment of the sites compliance with policy guidance on recommended walking distances to local services for site user (as provided in Table 1 below).

**TABLE 1. PREFERRED MAXIMUM WALKING DISTANCES**

	<b>Town Centre</b>	<b>Commuting / School / Sightseeing</b>	<b>Elsewhere</b>
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (IHT, 2000)

3.3.2. The facilities within the preferred maximum walking distance are summarised in the table below.

**TABLE 2. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES**

	<b>Facilities</b>
200m	Car dealership
400m	Bus stop, residential areas
800m	Local shops and takeaways, residential areas
2000m	Local shops and takeaways, residential areas

8

3.3.3. There are footways on Crosland Road and Lindley Moor Road and conveniently located refuges to allow these roads to be crossed in greater safety. A shared footpath / cycleway cuts the corner between Crosland Road and Lindley Moor Road. Pedestrian crossing facilities are also provided at the signal controlled junction between these two roads.

## CYCLING

3.3.4. National and Local policy encourage sustainable development and a shift away from private car use, however, there is no specific recommended maximum cycle distances for access to services/leisure facilities from new developments stated within the NPPF or local planning policy.

- 3.3.5. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.
- 3.3.6. A shared footpath / cycleway cuts the corner between Crosland Road and Lindley Moor Road.
- 3.3.7. In consideration of the above, it is judged that there are practical and convenient links available to and from the proposed development offering the potential for residents to walk or cycle to local facilities and employment areas.

9

## 3.4. PUBLIC TRANSPORT

### BUSES

- 3.4.1. There are bus stops located on Laund Road within 400m to the west of the development site (used by the 378 service) and further stops on Cowrakes Road to the south of the development site. Whilst the latter are slightly further than the normally accepted figure of 400 metres, as is shown below the level of frequency of services which use these stops make them convenient to be used as part of a journey to work trip. The location of bus stops is indicated on the Figure 1 in Appendix A.
- 3.4.2. Table 3 below provides a summary of bus routes in the area.

**TABLE 3. SUMMARY OF BUS ROUTES**

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
370 / 371	Huddersfield – Salendine Nook Circular	30mins at peak	60mins
372	Almondbury –Huddersfield - Lindley	4 per hour	60 (eves) 30 (Sun)
377 / 378	Huddersfield – HRI - Lindley	Combined 30mins	

## TRAINS

3.4.3. The nearest railway station is Huddersfield which is located 4.2km from the site. This offers services to Manchester and Leeds Central Station, which gives access to the wider national rail network, including London, Liverpool, York and Scotland.

3.4.4. The proposed development is considered to be well served by public transport, utilising stops that are slightly further than the desirable walking distances given in 'Providing for Journeys on Foot' but with high frequency of services to main centres.

10

## 3.5. INJURY COLLISION RECORDS

3.5.1. Injury collision data has been obtained over the last 5 years from the Crash Map website for road network immediately surrounding the site access. The collision data includes a single collision within the time frame at the site access which resulted in slight injury. There is a cluster of collisions at the junction of Crosland Road with Lindley Moor Road but these all pre date the introduction of traffic signals so are no longer relevant to the current situation.

3.5.2. Therefore, it is considered that the location is not a site for concern and the collision data shows that the network is operating safely.

# 4. The Development Proposals

## 4.1. PROPOSED DEVELOPMENT

- 4.1.1. The applicant seeks planning permission for the demolition of the former public house and to provide several small employment units amounting to a total of 2,550sqm (27,450sqft) using the same access as the public house.
- 4.1.2. The proposed development plan is shown on the drawing in Appendix B.

## 4.2. SITE ACCESS

- 4.2.1. The proposed development will use the existing access arrangements on to Lindley Moor Road with some adjustments required to corner radii as necessary. Should the internal layout follow the existing topography of the site, the latter falls by approx. 1m from west to east and approx. 0.75m south to north.
- 4.2.2. The proposed site layout is indicated on the drawing contained within Appendix B. Visibility splays of 2.4 x 120m are shown which accords with the guidance for a 40mph road.

## 4.3. PEDESTRIANS AND CYCLE ACCESS

- 4.3.1. Pedestrians and cyclists will be able to access the development via the existing footways provided within the site which link directly to Lindley Moor Road. Cyclists can also access the site via the existing vehicular access.

11

## 4.4. PARKING PROVISION

- 4.4.1. Kirklees Council has no parking guidance. Therefore, the level of parking provision has been based upon experience of similar developments elsewhere and guidance used by other Councils.
- 4.4.2. Secure cycle parking provision is proposed in several locations on site as indicated on the architect's drawings.
- 4.4.3. The parking provision on site has been indicated on the proposed layout in Appendix B. The level of parking provision proposed (48 spaces) equates to 1 space per 53sqm of development which is typical of other guidance for industrial units and slightly higher than for warehousing. Given the potential mix of uses on the site, the level of parking proposed is considered adequate and reasonable having due regard to the site location.
- 4.4.4. It is noted that the Highways comments on the previous proposals in relation to parking provision incorrectly referred to a development of some 15,125sqm whereas the actual proposals were for only 2,300sqm.

12

## 4.5. SERVICING

- 4.5.1. The internal layout will accommodate service, refuse vehicles and emergency vehicles and all vehicles will be able to enter and leave the site in forward gear. The size of service vehicles are commensurate with the scale of the units and from experience of similar developments carried out by our client.

# 5. Traffic Impact

## 5.1. EXISTING TRAFFIC

5.1.1. The existing public house premises amounts to some 160sqm. We have accessed the TRICS database to determine the likely traffic volumes that might have been generated by this use on the site. The results can be found in Appendix C to this report and are summarised in the table below:

**TABLE 4. TRIP RATES FOR PUBLIC HOUSE / RESTAURANT USE**

	Public House / Restaurant	
	Arrivals	Departures
AM	0	0
PM	3.694	1.722
Daily	54.792	

13

5.1.2. Applying the trip rates in Table 4, the likely traffic generations are presented below in Table 5.

**TABLE 5. TRAFFIC GENERATIONS FOR EXISTING PUBLIC HOUSE USE**

	Public House / Restaurant	
	Arrivals	Departures
AM	0	0
PM	6	3
Daily	88	

5.1.3. The current use of the site as a public house / restaurant might be expected to generate around 0, 9 and 88 vehicle movements in the AM peak, PM peak and daily respectively.

## 5.2. PROPOSED TRAFFIC

5.2.1. The proposed development comprises some 2,550sqm of light industrial / warehouse type units. We have accessed the TRICS database to determine the likely traffic volumes that might have been generated by this use on the site. The results can be found in Appendix C to this report and are summarised in the tables below:

**TABLE 6. TRIP RATES FOR INDUSTRIAL ESTATE USE**

	Industrial Estate	
	Arrivals	Departures
AM	0.431	0.139
PM	0.151	0.384
Daily	6.140	

5.2.2. Applying the trip rates in Table 6, the likely development traffic generations are presented below: 14

**TABLE 7. PREDICTED TRAFFIC FOR PROPOSED DEVELOPMENT**

	Industrial Estate	
	Arrivals	Departures
AM	11	4
PM	4	10
Daily	157	

5.2.3. The proposed use of the site to provide several light industrial units might be expected to generate around 15, 14 and 157 vehicle movements in the AM peak, PM peak and daily respectively.

## 5.3. TRAFFIC IMPACT

- 5.3.1. As the public house / restaurant is currently closed, it could be brought back into use, so then it is reasonable to discount the predicted traffic from the proposed development traffic.
- 5.3.2. For the light industrial / warehouse proposals the net traffic impact would be around 15, 5 and 69 vehicle movements in the AM peak, PM peak and daily respectively. It is likely much of this traffic will be distributed in either direction along Lindley Moor Road and some lighter vehicles might use Laund Road and Crosland Road so the impact on junctions on the Strategic Road Network (SRN) will be negligible and certainly not discernible from the daily fluctuations in traffic that exist.
- 5.3.3. Given the above, it is considered that the development proposals would not cause a severe residual impact on the highway network (local and SRN) which is the test in the NPPF.

15

## 5.4. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

- 5.4.1. The proposed development is considered to be located in a sustainable location and provides access by a genuine range of transport modes which accords with paragraph 105 of the new NPPF.
- 5.4.2. This report has shown that a safe means of access to and from the site for all road users is achievable and the traffic impact is negligible (paragraph 110 refers).
- 5.4.3. The highway proposals are considered to be safe and do not result in any severe residual cumulative highway impacts, and therefore comply with paragraph 111. Access for pedestrians and cyclists and all motor vehicles is shown to be safely achieved (paragraph 110).

5.4.4. This report has also demonstrated that the proposed development accords with the policies within the West Yorkshire Local Transport Plan in that the site is accessible by pedestrians, cyclists and bus users and adequate parking can be provided on site.

5.4.5. Therefore, the proposals comply with the national and local policies described in Section 2 of this report.

.

# 6. Conclusion

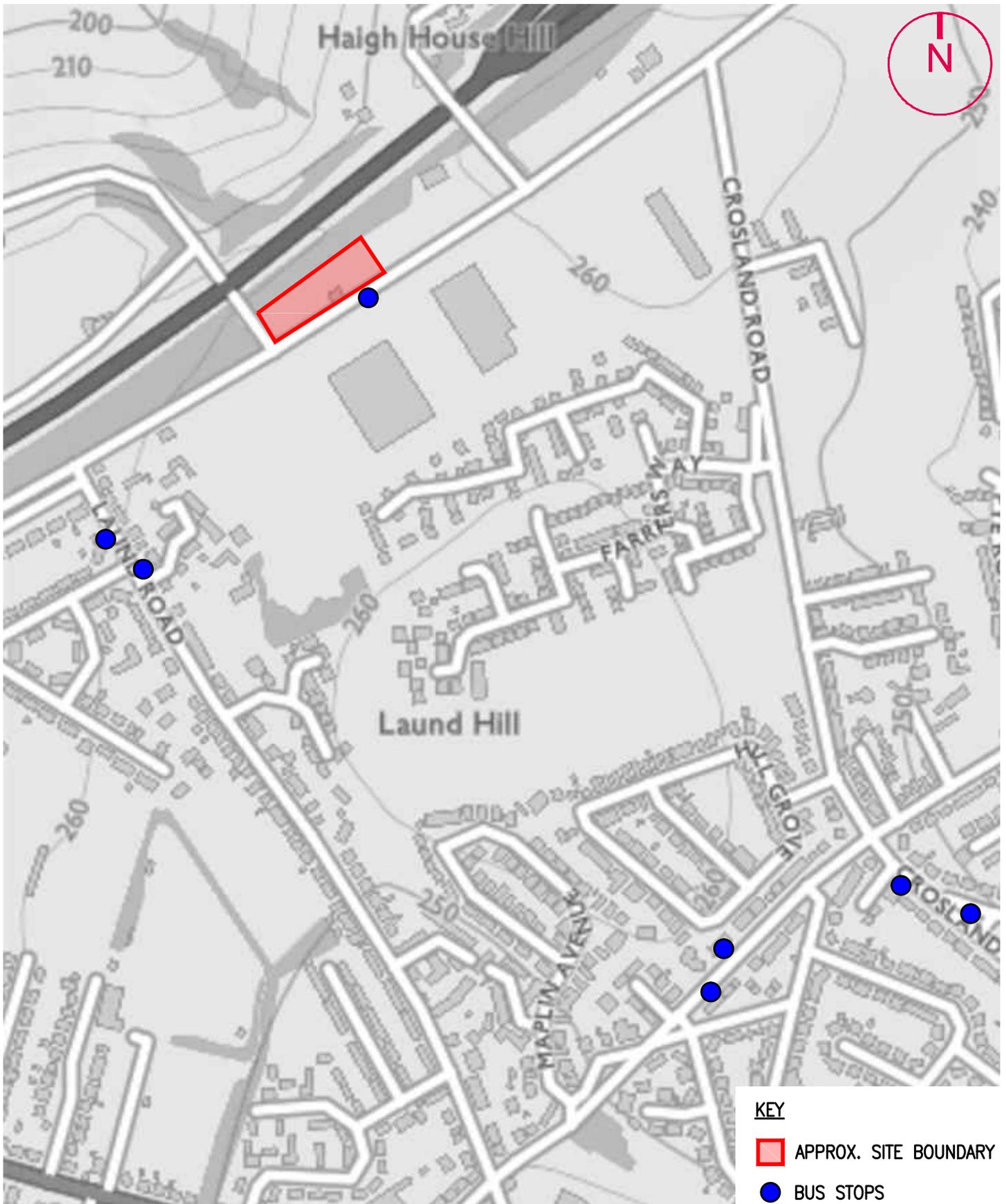
6.1.1. This Transport Statement assesses the characteristics of the existing infrastructure in the surrounding area of the site and predicts the development generated traffic. It concludes that the adjacent highway network can adequately accommodate the traffic impact of the proposed development in terms of safety and capacity.

6.1.2. This assessment has considered the existing and proposed operation of the highway in terms of highway safety, sustainability and capacity. It has shown that the predicted traffic from the proposed development has no material or significant impact on the local highway network.

6.1.3. In conclusion, it has been demonstrated that the proposed development can be accommodated on the adjacent highway network without any significant negative impact and there are therefore no highway capacity or safety reasons why this development should not be granted planning approval. 17

# APPENDICES

# APPENDIX A: Site Location Plan



**VIASOLUTIONS**

THE OLD COACH HOUSE, 1 CAMPBELL STREET PUDSEY LS28 6DP  
tel: 0113 3453957 email: highwaymen@viasolutions.co.uk

WAPPY SPRINGS, LINDLEY MOOR  
PROPOSED INDUSTRIAL DEVELOPMENT  
SITE LOCATION PLAN

SCALE: 1:5000 @A4

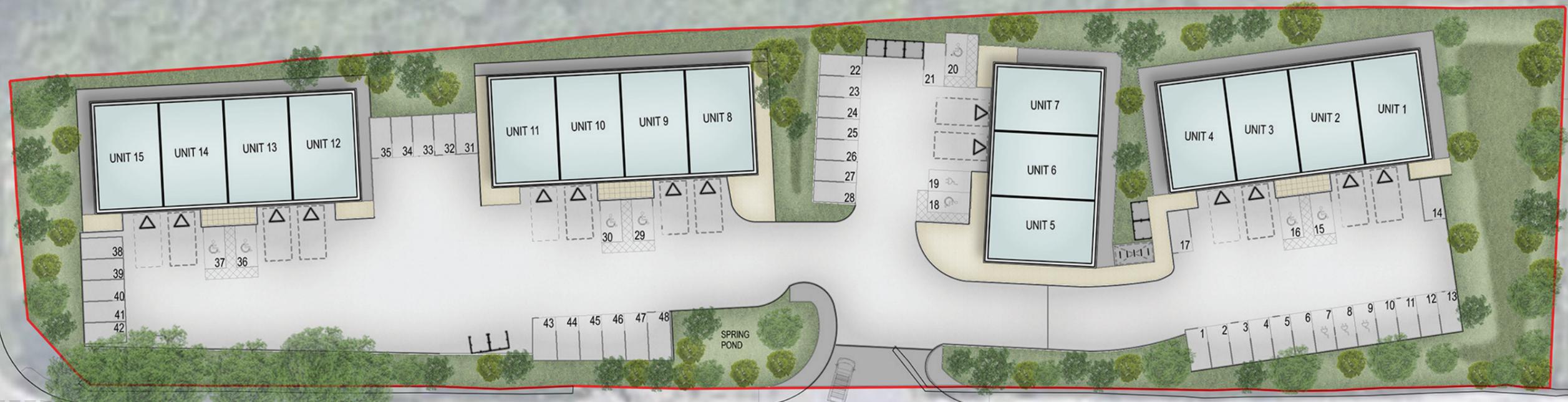
DATE: MARCH 2021

FIGURE 1

# APPENDIX B: Proposed Development Layout

# M62

Notes:  
 This drawing is the sole copyright of KPP Architects Ltd and reproduction in any form is forbidden unless permission is obtained in writing.  
 Do not scale from this drawing. Any discrepancies on site should be brought to the attention of KPP Architects Ltd.  
 Work and materials must comply with the current building regulations and codes of practice and be read in conjunction with building specifications and other sub-contractors information. All materials are to be installed in strict accordance with the recommendations of the manufacturers.



LINDLEY MOOR ROAD

255.7m

UNIT NUMBER	GROSS INTERNAL AREA	USE CLASS
UNIT 1	915 SQ.FT PER FLOOR	E(g)(i, ii, iii), B2 and B8
UNIT 2	915 SQ.FT PER FLOOR	E(g)(i, ii, iii), B2 and B8
UNIT 3	915 SQ.FT PER FLOOR	E(g)(i, ii, iii), B2 and B8
UNIT 4	915 SQ.FT PER FLOOR	E(g)(i, ii, iii), B2 and B8
UNIT 5	915 SQ.FT PER FLOOR	E(g)(i, ii, iii), B2 and B8
UNIT 6	915 SQ.FT PER FLOOR	E(g)(i, ii, iii), B2 and B8
UNIT 7	915 SQ.FT PER FLOOR	E(g)(i, ii, iii), B2 and B8
UNIT 8	915 SQ.FT PER FLOOR	E(g)(i, ii, iii), B2 and B8
UNIT 9	915 SQ.FT PER FLOOR	E(g)(i, ii, iii), B2 and B8
UNIT 10	915 SQ.FT PER FLOOR	E(g)(i, ii, iii), B2 and B8
UNIT 11	915 SQ.FT PER FLOOR	E(g)(i, ii, iii), B2 and B8
UNIT 12	915 SQ.FT PER FLOOR	E(g)(i, ii, iii), B2 and B8
UNIT 13	915 SQ.FT PER FLOOR	E(g)(i, ii, iii), B2 and B8
UNIT 14	915 SQ.FT PER FLOOR	E(g)(i, ii, iii), B2 and B8
UNIT 15	915 SQ.FT PER FLOOR	E(g)(i, ii, iii), B2 and B8

A	SITE UPDATED FOLLOWING PLANNING SUBMISSION	GK	08.12.22	
Rev	Description	By	Chkd	Date

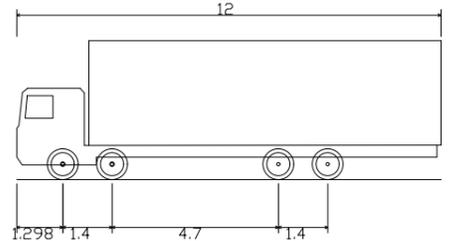
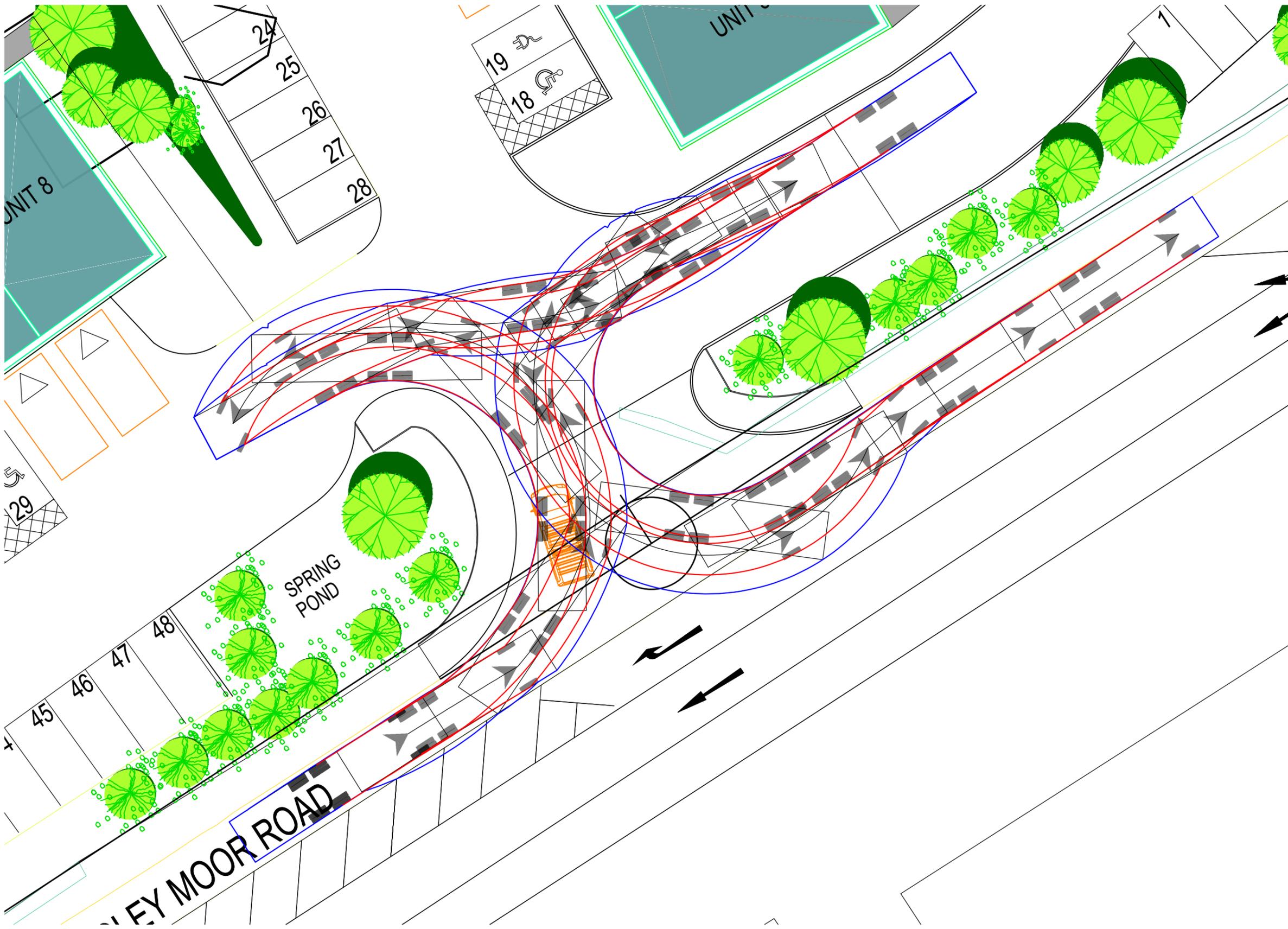
Client  
**FRANK MARSHALL ESTATES**

Project Title  
**WAPPY SPRINGS  
 HUDDERSFIELD**

Drawing Title  
**PROPOSED SITE PLAN**

**KPP** ARCHITECTS  
 Lodge House  
 12 Town Street  
 Horsforth, Leeds LS184RJ  
 T : +44 (0) 113 2390460  
 E : architects@kpp-leeds.co.uk  
 W : www.kpp-leeds.co.uk

Scale	Size	Date	Drawn	Checked
1:500	A3	DEC'22	MH	.
Status	<b>PLANNING</b>			
KPP Job No <b>2278</b>	Rev <b>A</b>	Number <b>2002</b>		



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



**VIASOLUTIONS**

THE OLD COACH HOUSE  
 1 CAMPBELL STREET  
 PUDSEY  
 LS28 6DP  
 tel: 0113 3453957  
 email: highwaymen@viasolutions.co.uk

PROPOSED INDUSTRIAL DEVELOPMENT

WAPPY SPRINGS, LINDLEY MOOR

SWEPT PATH ANALYSIS

**NOTES**

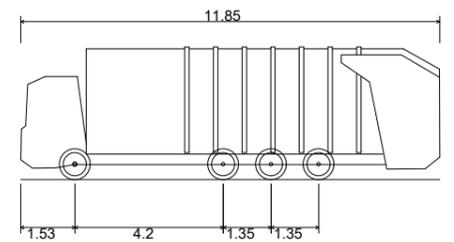
1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

2. ORDNANCE SURVEY (C) CROWN COPYRIGHT 2019. ALL RIGHTS RESERVED. LICENCE NUMBER 1000224323

SCALE: 1:200 @A3

DATE: JUNE 2023

DRAWING NO: 2102501



KIRKLEES REFUSE VEHICLE 2018  
OVERALL LENGTH 11.850m  
OVERALL WIDTH 2.500m  
OVERALL BODY HEIGHT 3.749m  
MIN BODY GROUND CLEARANCE 0.302m  
TRACK WIDTH 2.490m  
LOCK TO LOCK TIME 6.00s  
WALL TO WALL TURNING RADIUS 11.000m



**VIA SOLUTIONS**

THE OLD COACH HOUSE  
1 CAMPBELL STREET  
PUDSEY  
LS28 6DP  
tel: 0113 3453957  
email: highwaymen@viasolutions.co.uk

PROPOSED INDUSTRIAL DEVELOPMENT

WAPPY SPRINGS, LINDLEY MOOR

SWEPT PATH ANALYSIS

**NOTES**

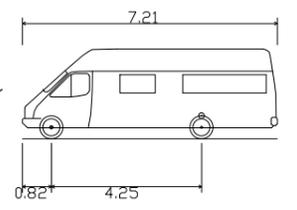
1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

2. ORDNANCE SURVEY (C) CROWN COPYRIGHT 2019. ALL RIGHTS RESERVED. LICENCE NUMBER 1000224323

SCALE: 1:500 @A3

DATE: JUNE 2023

DRAWING NO: 2102502



7.5T PANEL VAN  
OVERALL LENGTH 7.210m  
OVERALL WIDTH 2.192m  
OVERALL BODY HEIGHT 2.544m  
MIN BODY GROUND CLEARANCE 0.316m  
TRACK WIDTH 1.865m  
LOCK TO LOCK TIME 4.00s  
KERB TO KERB TURNING RADIUS 7.400m



**VIASOLUTIONS**

THE OLD COACH HOUSE  
1 CAMPBELL STREET  
PUDSEY  
LS28 6DP  
tel: 0113 3453957  
email: highwaymen@viasolutions.co.uk

PROPOSED INDUSTRIAL DEVELOPMENT  
WAPPY SPRINGS, LINDLEY MOOR  
SWEPT PATH ANALYSIS

**NOTES**

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.
2. ORDNANCE SURVEY (C) CROWN COPYRIGHT 2019. ALL RIGHTS RESERVED. LICENCE NUMBER 1000224323

SCALE: 1:200 @A3  
DATE: JUNE 2023  
DRAWING NO: 2102503

# APPENDIX C: TRICS Data Output

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT  
**MULTI-MODAL 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	10	558	0.592	10	558	0.305	10	558	0.897
11:00 - 12:00	10	558	1.524	10	558	0.574	10	558	2.098
12:00 - 13:00	10	558	3.282	10	558	1.291	10	558	4.573
13:00 - 14:00	10	558	2.869	10	558	2.618	10	558	5.487
14:00 - 15:00	10	558	1.220	10	558	2.582	10	558	3.802
15:00 - 16:00	10	558	1.166	10	558	1.381	10	558	2.547
16:00 - 17:00	10	558	2.457	10	558	1.435	10	558	3.892
17:00 - 18:00	10	558	3.694	10	558	1.722	10	558	5.416
18:00 - 19:00	<b>10</b>	<b>558</b>	<b>3.910</b>	10	558	3.336	<b>10</b>	<b>558</b>	<b>7.246</b>
19:00 - 20:00	10	558	3.372	10	558	3.354	10	558	6.726
20:00 - 21:00	10	558	1.901	<b>10</b>	<b>558</b>	<b>3.372</b>	10	558	5.273
21:00 - 22:00	10	558	1.004	10	558	2.116	10	558	3.120
22:00 - 23:00	10	558	0.412	10	558	2.798	10	558	3.210
23:00 - 24:00	9	551	0.061	9	551	0.444	9	551	0.505
Total Rates:			27.464			27.328			54.792

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

**Parameter summary**

Trip rate parameter range selected: 200 - 830 (units: sqm)  
 Survey date range: 01/01/11 - 11/06/19  
 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: 0

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

Calculation Reference: AUDIT-407201-230225-0248

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	EX ESSEX	3 days
03	SOUTH WEST	
	DV DEVON	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	4 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	5 days
08	NORTH WEST	
	GM GREATER MANCHESTER	3 days
	LC LANCASHIRE	3 days
09	NORTH	
	TW TYNE & WEAR	3 days
10	WALES	
	SW SWANSEA	2 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	FI FIFE	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: 1138 to 150564 (units: sqm)  
Range Selected by User: 552 to 470200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 18/05/22

*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	5 days
Tuesday	9 days
Wednesday	8 days
Thursday	10 days
Friday	8 days

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

Selected survey types:

Manual count	40 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	29
Neighbourhood Centre (PPS6 Local Centre)	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	19
Commercial Zone	1
Development Zone	2
Residential Zone	7
Out of Town	2
No Sub Category	9

*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.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	11 days - Selected
Servicing vehicles Excluded	33 days - Selected

## Secondary Filtering selection:

Use Class:

Not Known	40 days
-----------	---------

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Filter by Site Operations Breakdown:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	8 days
10,001 to 15,000	12 days
15,001 to 20,000	5 days
20,001 to 25,000	5 days
25,001 to 50,000	8 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	19 days
250,001 to 500,000	9 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	16 days
1.1 to 1.5	22 days
1.6 to 2.0	2 days

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

Travel Plan:

No	40 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	40 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
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	AG-02-D-02 A933 WESTWAY ARBROATH HOSPITALFIELD Edge of Town No Sub Category Total Gross floor area: 78500 sqm <i>Survey date: TUESDAY 25/04/17</i>	INDUSTRIAL ESTATE	ANGUS	<i>Survey Type: MANUAL</i>
2	BH-02-D-03 HUGHES ROAD BRIGHTON  Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6625 sqm <i>Survey date: THURSDAY 16/10/14</i>	INDUSTRIAL ESTATE	BRIGHTON & HOVE	<i>Survey Type: MANUAL</i>
3	DV-02-D-07 BITTERN ROAD EXETER SOWTON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 3600 sqm <i>Survey date: MONDAY 03/07/17</i>	INDUSTRIAL ESTATE	DEVON	<i>Survey Type: MANUAL</i>
4	DY-02-D-01 SHAFTESBURY STREET DERBY ROSE HILL Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 5686 sqm <i>Survey date: WEDNESDAY 25/09/19</i>	INDUSTRIAL ESTATE	DERBY	<i>Survey Type: MANUAL</i>
5	EX-02-D-03 WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 4876 sqm <i>Survey date: FRIDAY 18/05/18</i>	INDUSTRIAL ESTATE	ESSEX	<i>Survey Type: MANUAL</i>
6	EX-02-D-04 PASTURE ROAD WITHAM  Edge of Town Industrial Zone Total Gross floor area: 37130 sqm <i>Survey date: THURSDAY 10/05/18</i>	INDUSTRIAL ESTATE	ESSEX	<i>Survey Type: MANUAL</i>
7	EX-02-D-05 HECKWORTH CLOSE COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 7280 sqm <i>Survey date: FRIDAY 18/05/18</i>	INDUSTRIAL ESTATE	ESSEX	<i>Survey Type: MANUAL</i>
8	FI-02-D-01 DICKSON STREET DUNFERMLINE  Edge of Town Residential Zone Total Gross floor area: 7850 sqm <i>Survey date: THURSDAY 21/05/15</i>	INDUSTRIAL ESTATE	FIFE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	GM-02-D-07 VULCAN STREET OLDHAM	BUSINESS PARK		GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 4400 sqm <i>Survey date: THURSDAY 22/10/15</i>			
10	GM-02-D-08 WINSTANLEY ROAD NEAR WIGAN ORRELL	INDUSTRIAL ESTATE		GREATER MANCHESTER
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 7000 sqm <i>Survey date: FRIDAY 29/04/22</i>			
11	GM-02-D-09 SAINT HELENS ROAD LEIGH	INDUSTRIAL ESTATE		GREATER MANCHESTER
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 57600 sqm <i>Survey date: FRIDAY 29/04/22</i>			
12	LC-02-D-06 SMALLSHAW LANE BURNLEY	INDUSTRIAL ESTATE		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 7383 sqm <i>Survey date: THURSDAY 29/09/16</i>			
13	LC-02-D-07 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE	INDUSTRIAL ESTATE		LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm <i>Survey date: FRIDAY 17/11/17</i>			
14	LC-02-D-08 NOOK LANE BAMBER BRIDGE	INDUSTRIAL ESTATE		LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4000 sqm <i>Survey date: TUESDAY 06/11/18</i>			
15	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE		LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 11265 sqm <i>Survey date: FRIDAY 28/06/19</i>			
16	NM-02-D-01 CORNHILL CLOSE NORTHAMPTON LODGE FARM IND. ESTATE	INDUSTRIAL ESTATE		WEST NORTHAMPTONSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 12670 sqm <i>Survey date: WEDNESDAY 21/10/20</i>			

LIST OF SITES relevant to selection parameters (Cont.)

17	NN-02-D-01 ROBINSON WAY KETTERING	INDUSTRIAL ESTATE		NORTH NORTHAMPTONSHIRE
	Edge of Town Industrial Zone Total Gross floor area:		12900 sqm	
	Survey date: THURSDAY		23/10/14	Survey Type: MANUAL
18	NY-02-D-03 RACECOURSE ROAD RICHMOND	INDUSTRIAL ESTATE		NORTH YORKSHIRE
	Edge of Town Out of Town Total Gross floor area:		35183 sqm	
	Survey date: THURSDAY		05/05/22	Survey Type: MANUAL
19	PB-02-D-03 LINCOLN ROAD PETERBOROUGH	INDUSTRIAL ESTATE		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:		4133 sqm	
	Survey date: TUESDAY		02/12/14	Survey Type: MANUAL
20	SD-02-D-01 HEADLANDS GROVE SWINDON	INDUSTRIAL ESTATE		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		10000 sqm	
	Survey date: TUESDAY		20/09/16	Survey Type: MANUAL
21	SW-02-D-01 UPPER FOREST WAY SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE		SWANSEA
	Edge of Town Industrial Zone Total Gross floor area:		6822 sqm	
	Survey date: WEDNESDAY		09/10/19	Survey Type: MANUAL
22	SW-02-D-02 CLARION COURT SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE		SWANSEA
	Edge of Town Industrial Zone Total Gross floor area:		5280 sqm	
	Survey date: THURSDAY		10/10/19	Survey Type: MANUAL
23	SY-02-D-04 MIDDLE BANK DONCASTER	INDUSTRIAL ESTATE		SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:		6737 sqm	
	Survey date: TUESDAY		21/09/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	TW-02-D-08	INDUSTRIAL ESTATE	TYNE & WEAR
	NORTH HYLTON ROAD		
	SUNDERLAND		
	SOUTHWICK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	8310 sqm	
	Survey date: <i>TUESDAY</i>	<i>04/04/17</i>	<i>Survey Type: MANUAL</i>
25	TW-02-D-09	INDUSTRIAL ESTATE	TYNE & WEAR
	ELEVENTH AVENUE		
	GATESHEAD		
	TEAM VALLEY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	6200 sqm	
	Survey date: <i>WEDNESDAY</i>	<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
26	TW-02-D-10	INDUSTRIAL ESTATE	TYNE & WEAR
	ELEVENTH AVENUE		
	GATESHEAD		
	TEAM VALLEY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	21500 sqm	
	Survey date: <i>WEDNESDAY</i>	<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
27	VG-02-D-01	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	13091 sqm	
	Survey date: <i>MONDAY</i>	<i>08/05/17</i>	<i>Survey Type: MANUAL</i>
28	WK-02-D-01	INDUSTRIAL ESTATE	WARWICKSHIRE
	CASTLE MOUND WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	150564 sqm	
	Survey date: <i>WEDNESDAY</i>	<i>27/06/18</i>	<i>Survey Type: MANUAL</i>
29	WK-02-D-02	INDUSTRIAL ESTATE	WARWICKSHIRE
	OVERVIEW WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	90535 sqm	
	Survey date: <i>WEDNESDAY</i>	<i>27/06/18</i>	<i>Survey Type: MANUAL</i>
30	WK-02-D-03	INDUSTRIAL ESTATE	WARWICKSHIRE
	EASTBORO WAY		
	NUNEATON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	20860 sqm	
	Survey date: <i>THURSDAY</i>	<i>26/09/19</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

31	WK-02-D-04 ABELES WAY ATHERSTONE	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town No Sub Category Total Gross floor area: 17500 sqm <i>Survey date: FRIDAY 27/09/19</i>		<i>Survey Type: MANUAL</i>
32	WM-02-D-03 JUNCTION ROAD STOURBRIDGE AUDNAM	INDUSTRIAL ESTATE	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1138 sqm <i>Survey date: TUESDAY 28/11/17</i>		<i>Survey Type: MANUAL</i>
33	WO-02-D-01 SANDY LANE STOURPORT-ON-SEVERN	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Commercial Zone Total Gross floor area: 2758 sqm <i>Survey date: FRIDAY 23/05/14</i>		<i>Survey Type: MANUAL</i>
34	WO-02-D-02 WEIR LANE WORCESTER	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area: 9500 sqm <i>Survey date: MONDAY 14/11/16</i>		<i>Survey Type: MANUAL</i>
35	WO-02-D-03 MILLENNIUM WAY EVESHAM	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Out of Town Total Gross floor area: 84575 sqm <i>Survey date: TUESDAY 26/06/18</i>		<i>Survey Type: MANUAL</i>
36	WY-02-D-04 LAW STREET CLECKHEATON	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 23226 sqm <i>Survey date: THURSDAY 15/09/16</i>		<i>Survey Type: MANUAL</i>
37	WY-02-D-05 CARR WOOD ROAD CASTLEFORD	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town Development Zone Total Gross floor area: 1776 sqm <i>Survey date: MONDAY 22/05/17</i>		<i>Survey Type: MANUAL</i>
38	WY-02-D-06 PIONEER WAY CASTLEFORD	INDUSTRIAL ESTATE (PART)	WEST YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4328 sqm <i>Survey date: TUESDAY 23/05/17</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

39	WY-02-D-07	INDUSTRIAL ESTATE	WEST YORKSHIRE
	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
40	WY-02-D-08	INDUSTRIAL ESTATE	WEST YORKSHIRE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	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
PK-02-D-01	covid
SF-02-D-03	covid
TV-02-D-03	covid

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 - 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	11	17822	0.025	11	17822	0.007	11	17822	0.032
05:30 - 06:00	11	17822	0.059	11	17822	0.013	11	17822	0.072
06:00 - 06:30	12	17275	0.037	12	17275	0.020	12	17275	0.057
06:30 - 07:00	12	17275	0.086	12	17275	0.025	12	17275	0.111
07:00 - 07:30	40	20299	0.111	40	20299	0.038	40	20299	0.149
07:30 - 08:00	40	20299	0.207	40	20299	0.057	40	20299	0.264
08:00 - 08:30	40	20299	0.224	40	20299	0.082	40	20299	0.306
08:30 - 09:00	40	20299	0.171	40	20299	0.086	40	20299	0.257
09:00 - 09:30	40	20299	0.160	40	20299	0.102	40	20299	0.262
09:30 - 10:00	40	20299	0.135	40	20299	0.103	40	20299	0.238
10:00 - 10:30	40	20299	0.122	40	20299	0.115	40	20299	0.237
10:30 - 11:00	40	20299	0.113	40	20299	0.100	40	20299	0.213
11:00 - 11:30	40	20299	0.114	40	20299	0.105	40	20299	0.219
11:30 - 12:00	40	20299	0.121	40	20299	0.122	40	20299	0.243
12:00 - 12:30	40	20299	0.115	40	20299	0.142	40	20299	0.257
12:30 - 13:00	40	20299	0.131	40	20299	0.135	40	20299	0.266
13:00 - 13:30	40	20299	0.131	40	20299	0.132	40	20299	0.263
13:30 - 14:00	40	20299	0.147	40	20299	0.125	40	20299	0.272
14:00 - 14:30	40	20299	0.112	40	20299	0.152	40	20299	0.264
14:30 - 15:00	40	20299	0.099	40	20299	0.122	40	20299	0.221
15:00 - 15:30	40	20299	0.090	40	20299	0.138	40	20299	0.228
15:30 - 16:00	40	20299	0.096	40	20299	0.131	40	20299	0.227
16:00 - 16:30	40	20299	0.100	40	20299	0.169	40	20299	0.269
16:30 - 17:00	40	20299	0.086	40	20299	0.173	40	20299	0.259
17:00 - 17:30	40	20299	0.065	40	20299	0.211	40	20299	0.276
17:30 - 18:00	40	20299	0.057	40	20299	0.130	40	20299	0.187
18:00 - 18:30	40	20299	0.040	40	20299	0.084	40	20299	0.124
18:30 - 19:00	40	20299	0.040	40	20299	0.062	40	20299	0.102
19:00 - 19:30	12	17275	0.041	12	17275	0.058	12	17275	0.099
19:30 - 20:00	12	17275	0.031	12	17275	0.046	12	17275	0.077
20:00 - 20:30	12	17275	0.021	12	17275	0.029	12	17275	0.050
20:30 - 21:00	12	17275	0.010	12	17275	0.029	12	17275	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:			3.097			3.043			6.140

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected:	1138 - 150564 (units: sqm)
Survey date date range:	01/01/14 - 18/05/22
Number of weekdays (Monday-Friday):	40
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.*

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	11	17822	0.001	11	17822	0.001	11	17822	0.002
05:30 - 06:00	11	17822	0.000	11	17822	0.000	11	17822	0.000
06:00 - 06:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
06:30 - 07:00	12	17275	0.000	12	17275	0.000	12	17275	0.000
07:00 - 07:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
07:30 - 08:00	40	20299	0.001	40	20299	0.001	40	20299	0.002
08:00 - 08:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
08:30 - 09:00	40	20299	0.001	40	20299	0.001	40	20299	0.002
09:00 - 09:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
09:30 - 10:00	40	20299	0.001	40	20299	0.001	40	20299	0.002
10:00 - 10:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
10:30 - 11:00	40	20299	0.000	40	20299	0.001	40	20299	0.001
11:00 - 11:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
11:30 - 12:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
12:00 - 12:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
12:30 - 13:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
13:00 - 13:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
13:30 - 14:00	40	20299	0.001	40	20299	0.001	40	20299	0.002
14:00 - 14:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
14:30 - 15:00	40	20299	0.001	40	20299	0.001	40	20299	0.002
15:00 - 15:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
15:30 - 16:00	40	20299	0.001	40	20299	0.000	40	20299	0.001
16:00 - 16:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
16:30 - 17:00	40	20299	0.000	40	20299	0.001	40	20299	0.001
17:00 - 17:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
17:30 - 18:00	40	20299	0.001	40	20299	0.001	40	20299	0.002
18:00 - 18:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
18:30 - 19:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
19:00 - 19:30	12	17275	0.001	12	17275	0.001	12	17275	0.002
19:30 - 20:00	12	17275	0.000	12	17275	0.000	12	17275	0.000
20:00 - 20:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
20:30 - 21:00	12	17275	0.000	12	17275	0.000	12	17275	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:			0.019			0.020			0.039

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/D - INDUSTRIAL ESTATE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	11	17822	0.002	11	17822	0.002	11	17822	0.004
05:30 - 06:00	11	17822	0.005	11	17822	0.006	11	17822	0.011
06:00 - 06:30	12	17275	0.002	12	17275	0.005	12	17275	0.007
06:30 - 07:00	12	17275	0.002	12	17275	0.004	12	17275	0.006
07:00 - 07:30	40	20299	0.005	40	20299	0.004	40	20299	0.009
07:30 - 08:00	40	20299	0.010	40	20299	0.008	40	20299	0.018
08:00 - 08:30	40	20299	0.012	40	20299	0.011	40	20299	0.023
08:30 - 09:00	40	20299	0.011	40	20299	0.012	40	20299	0.023
09:00 - 09:30	40	20299	0.014	40	20299	0.012	40	20299	0.026
09:30 - 10:00	40	20299	0.016	40	20299	0.012	40	20299	0.028
10:00 - 10:30	40	20299	0.012	40	20299	0.015	40	20299	0.027
10:30 - 11:00	40	20299	0.014	40	20299	0.012	40	20299	0.026
11:00 - 11:30	40	20299	0.012	40	20299	0.012	40	20299	0.024
11:30 - 12:00	40	20299	0.012	40	20299	0.014	40	20299	0.026
12:00 - 12:30	40	20299	0.014	40	20299	0.014	40	20299	0.028
12:30 - 13:00	40	20299	0.014	40	20299	0.011	40	20299	0.025
13:00 - 13:30	40	20299	0.011	40	20299	0.012	40	20299	0.023
13:30 - 14:00	40	20299	0.013	40	20299	0.010	40	20299	0.023
14:00 - 14:30	40	20299	0.013	40	20299	0.013	40	20299	0.026
14:30 - 15:00	40	20299	0.011	40	20299	0.010	40	20299	0.021
15:00 - 15:30	40	20299	0.011	40	20299	0.011	40	20299	0.022
15:30 - 16:00	40	20299	0.012	40	20299	0.013	40	20299	0.025
16:00 - 16:30	40	20299	0.009	40	20299	0.009	40	20299	0.018
16:30 - 17:00	40	20299	0.007	40	20299	0.008	40	20299	0.015
17:00 - 17:30	40	20299	0.006	40	20299	0.005	40	20299	0.011
17:30 - 18:00	40	20299	0.006	40	20299	0.005	40	20299	0.011
18:00 - 18:30	40	20299	0.004	40	20299	0.005	40	20299	0.009
18:30 - 19:00	40	20299	0.004	40	20299	0.004	40	20299	0.008
19:00 - 19:30	12	17275	0.002	12	17275	0.001	12	17275	0.003
19:30 - 20:00	12	17275	0.002	12	17275	0.000	12	17275	0.002
20:00 - 20:30	12	17275	0.000	12	17275	0.002	12	17275	0.002
20:30 - 21:00	12	17275	0.002	12	17275	0.001	12	17275	0.003
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:			0.270			0.263			0.533

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/D - INDUSTRIAL ESTATE

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	11	17822	0.000	11	17822	0.000	11	17822	0.000
05:30 - 06:00	11	17822	0.000	11	17822	0.000	11	17822	0.000
06:00 - 06:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
06:30 - 07:00	12	17275	0.000	12	17275	0.000	12	17275	0.000
07:00 - 07:30	40	20299	0.000	40	20299	0.001	40	20299	0.001
07:30 - 08:00	40	20299	0.000	40	20299	0.002	40	20299	0.002
08:00 - 08:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
08:30 - 09:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
09:00 - 09:30	40	20299	0.002	40	20299	0.000	40	20299	0.002
09:30 - 10:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
10:00 - 10:30	40	20299	0.001	40	20299	0.000	40	20299	0.001
10:30 - 11:00	40	20299	0.000	40	20299	0.001	40	20299	0.001
11:00 - 11:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
11:30 - 12:00	40	20299	0.001	40	20299	0.000	40	20299	0.001
12:00 - 12:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
12:30 - 13:00	40	20299	0.001	40	20299	0.000	40	20299	0.001
13:00 - 13:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
13:30 - 14:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
14:00 - 14:30	40	20299	0.000	40	20299	0.001	40	20299	0.001
14:30 - 15:00	40	20299	0.000	40	20299	0.001	40	20299	0.001
15:00 - 15:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
15:30 - 16:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
16:00 - 16:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
16:30 - 17:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
17:00 - 17:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
17:30 - 18:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
18:00 - 18:30	40	20299	0.001	40	20299	0.000	40	20299	0.001
18:30 - 19:00	40	20299	0.001	40	20299	0.000	40	20299	0.001
19:00 - 19:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
19:30 - 20:00	12	17275	0.000	12	17275	0.000	12	17275	0.000
20:00 - 20:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
20:30 - 21:00	12	17275	0.000	12	17275	0.000	12	17275	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:			0.007			0.006			0.013

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/D - INDUSTRIAL ESTATE

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	11	17822	0.001	11	17822	0.000	11	17822	0.001
05:30 - 06:00	11	17822	0.001	11	17822	0.000	11	17822	0.001
06:00 - 06:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
06:30 - 07:00	12	17275	0.001	12	17275	0.000	12	17275	0.001
07:00 - 07:30	40	20299	0.002	40	20299	0.001	40	20299	0.003
07:30 - 08:00	40	20299	0.003	40	20299	0.000	40	20299	0.003
08:00 - 08:30	40	20299	0.003	40	20299	0.000	40	20299	0.003
08:30 - 09:00	40	20299	0.002	40	20299	0.000	40	20299	0.002
09:00 - 09:30	40	20299	0.002	40	20299	0.001	40	20299	0.003
09:30 - 10:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
10:00 - 10:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
10:30 - 11:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
11:00 - 11:30	40	20299	0.000	40	20299	0.001	40	20299	0.001
11:30 - 12:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
12:00 - 12:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
12:30 - 13:00	40	20299	0.001	40	20299	0.000	40	20299	0.001
13:00 - 13:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
13:30 - 14:00	40	20299	0.002	40	20299	0.001	40	20299	0.003
14:00 - 14:30	40	20299	0.001	40	20299	0.002	40	20299	0.003
14:30 - 15:00	40	20299	0.000	40	20299	0.002	40	20299	0.002
15:00 - 15:30	40	20299	0.000	40	20299	0.004	40	20299	0.004
15:30 - 16:00	40	20299	0.001	40	20299	0.001	40	20299	0.002
16:00 - 16:30	40	20299	0.000	40	20299	0.002	40	20299	0.002
16:30 - 17:00	40	20299	0.001	40	20299	0.002	40	20299	0.003
17:00 - 17:30	40	20299	0.002	40	20299	0.005	40	20299	0.007
17:30 - 18:00	40	20299	0.001	40	20299	0.003	40	20299	0.004
18:00 - 18:30	40	20299	0.002	40	20299	0.001	40	20299	0.003
18:30 - 19:00	40	20299	0.001	40	20299	0.000	40	20299	0.001
19:00 - 19:30	12	17275	0.000	12	17275	0.001	12	17275	0.001
19:30 - 20:00	12	17275	0.000	12	17275	0.000	12	17275	0.000
20:00 - 20:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
20:30 - 21:00	12	17275	0.000	12	17275	0.000	12	17275	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:			0.028			0.028			0.056

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/D - INDUSTRIAL ESTATE

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	11	17822	0.019	11	17822	0.003	11	17822	0.022
05:30 - 06:00	11	17822	0.046	11	17822	0.004	11	17822	0.050
06:00 - 06:30	12	17275	0.025	12	17275	0.011	12	17275	0.036
06:30 - 07:00	12	17275	0.060	12	17275	0.012	12	17275	0.072
07:00 - 07:30	40	20299	0.077	40	20299	0.020	40	20299	0.097
07:30 - 08:00	40	20299	0.146	40	20299	0.020	40	20299	0.166
08:00 - 08:30	40	20299	0.157	40	20299	0.032	40	20299	0.189
08:30 - 09:00	40	20299	0.120	40	20299	0.031	40	20299	0.151
09:00 - 09:30	40	20299	0.100	40	20299	0.045	40	20299	0.145
09:30 - 10:00	40	20299	0.076	40	20299	0.043	40	20299	0.119
10:00 - 10:30	40	20299	0.065	40	20299	0.053	40	20299	0.118
10:30 - 11:00	40	20299	0.060	40	20299	0.049	40	20299	0.109
11:00 - 11:30	40	20299	0.062	40	20299	0.053	40	20299	0.115
11:30 - 12:00	40	20299	0.066	40	20299	0.067	40	20299	0.133
12:00 - 12:30	40	20299	0.064	40	20299	0.090	40	20299	0.154
12:30 - 13:00	40	20299	0.079	40	20299	0.083	40	20299	0.162
13:00 - 13:30	40	20299	0.079	40	20299	0.082	40	20299	0.161
13:30 - 14:00	40	20299	0.096	40	20299	0.077	40	20299	0.173
14:00 - 14:30	40	20299	0.061	40	20299	0.098	40	20299	0.159
14:30 - 15:00	40	20299	0.052	40	20299	0.077	40	20299	0.129
15:00 - 15:30	40	20299	0.048	40	20299	0.091	40	20299	0.139
15:30 - 16:00	40	20299	0.051	40	20299	0.085	40	20299	0.136
16:00 - 16:30	40	20299	0.057	40	20299	0.120	40	20299	0.177
16:30 - 17:00	40	20299	0.054	40	20299	0.129	40	20299	0.183
17:00 - 17:30	40	20299	0.043	40	20299	0.180	40	20299	0.223
17:30 - 18:00	40	20299	0.042	40	20299	0.107	40	20299	0.149
18:00 - 18:30	40	20299	0.031	40	20299	0.067	40	20299	0.098
18:30 - 19:00	40	20299	0.032	40	20299	0.051	40	20299	0.083
19:00 - 19:30	12	17275	0.034	12	17275	0.049	12	17275	0.083
19:30 - 20:00	12	17275	0.026	12	17275	0.041	12	17275	0.067
20:00 - 20:30	12	17275	0.016	12	17275	0.023	12	17275	0.039
20:30 - 21:00	12	17275	0.006	12	17275	0.024	12	17275	0.030
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:			1.950			1.917			3.867

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/D - INDUSTRIAL ESTATE

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	11	17822	0.004	11	17822	0.002	11	17822	0.006
05:30 - 06:00	11	17822	0.008	11	17822	0.003	11	17822	0.011
06:00 - 06:30	12	17275	0.010	12	17275	0.004	12	17275	0.014
06:30 - 07:00	12	17275	0.022	12	17275	0.008	12	17275	0.030
07:00 - 07:30	40	20299	0.028	40	20299	0.012	40	20299	0.040
07:30 - 08:00	40	20299	0.049	40	20299	0.025	40	20299	0.074
08:00 - 08:30	40	20299	0.052	40	20299	0.037	40	20299	0.089
08:30 - 09:00	40	20299	0.038	40	20299	0.042	40	20299	0.080
09:00 - 09:30	40	20299	0.043	40	20299	0.044	40	20299	0.087
09:30 - 10:00	40	20299	0.041	40	20299	0.047	40	20299	0.088
10:00 - 10:30	40	20299	0.044	40	20299	0.046	40	20299	0.090
10:30 - 11:00	40	20299	0.038	40	20299	0.038	40	20299	0.076
11:00 - 11:30	40	20299	0.039	40	20299	0.038	40	20299	0.077
11:30 - 12:00	40	20299	0.041	40	20299	0.041	40	20299	0.082
12:00 - 12:30	40	20299	0.036	40	20299	0.037	40	20299	0.073
12:30 - 13:00	40	20299	0.037	40	20299	0.040	40	20299	0.077
13:00 - 13:30	40	20299	0.040	40	20299	0.037	40	20299	0.077
13:30 - 14:00	40	20299	0.037	40	20299	0.036	40	20299	0.073
14:00 - 14:30	40	20299	0.037	40	20299	0.038	40	20299	0.075
14:30 - 15:00	40	20299	0.035	40	20299	0.033	40	20299	0.068
15:00 - 15:30	40	20299	0.031	40	20299	0.034	40	20299	0.065
15:30 - 16:00	40	20299	0.033	40	20299	0.032	40	20299	0.065
16:00 - 16:30	40	20299	0.032	40	20299	0.038	40	20299	0.070
16:30 - 17:00	40	20299	0.024	40	20299	0.034	40	20299	0.058
17:00 - 17:30	40	20299	0.016	40	20299	0.024	40	20299	0.040
17:30 - 18:00	40	20299	0.008	40	20299	0.017	40	20299	0.025
18:00 - 18:30	40	20299	0.004	40	20299	0.009	40	20299	0.013
18:30 - 19:00	40	20299	0.004	40	20299	0.006	40	20299	0.010
19:00 - 19:30	12	17275	0.004	12	17275	0.007	12	17275	0.011
19:30 - 20:00	12	17275	0.002	12	17275	0.003	12	17275	0.005
20:00 - 20:30	12	17275	0.004	12	17275	0.005	12	17275	0.009
20:30 - 21:00	12	17275	0.001	12	17275	0.004	12	17275	0.005
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:			0.842			0.821			1.663

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/D - INDUSTRIAL ESTATE

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	11	17822	0.000	11	17822	0.000	11	17822	0.000
05:30 - 06:00	11	17822	0.001	11	17822	0.000	11	17822	0.001
06:00 - 06:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
06:30 - 07:00	12	17275	0.001	12	17275	0.000	12	17275	0.001
07:00 - 07:30	40	20299	0.001	40	20299	0.000	40	20299	0.001
07:30 - 08:00	40	20299	0.001	40	20299	0.000	40	20299	0.001
08:00 - 08:30	40	20299	0.002	40	20299	0.000	40	20299	0.002
08:30 - 09:00	40	20299	0.001	40	20299	0.000	40	20299	0.001
09:00 - 09:30	40	20299	0.001	40	20299	0.000	40	20299	0.001
09:30 - 10:00	40	20299	0.001	40	20299	0.000	40	20299	0.001
10:00 - 10:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
10:30 - 11:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
11:00 - 11:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
11:30 - 12:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
12:00 - 12:30	40	20299	0.000	40	20299	0.001	40	20299	0.001
12:30 - 13:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
13:00 - 13:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
13:30 - 14:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
14:00 - 14:30	40	20299	0.000	40	20299	0.001	40	20299	0.001
14:30 - 15:00	40	20299	0.000	40	20299	0.001	40	20299	0.001
15:00 - 15:30	40	20299	0.000	40	20299	0.001	40	20299	0.001
15:30 - 16:00	40	20299	0.000	40	20299	0.001	40	20299	0.001
16:00 - 16:30	40	20299	0.000	40	20299	0.001	40	20299	0.001
16:30 - 17:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
17:00 - 17:30	40	20299	0.000	40	20299	0.002	40	20299	0.002
17:30 - 18:00	40	20299	0.000	40	20299	0.001	40	20299	0.001
18:00 - 18:30	40	20299	0.000	40	20299	0.001	40	20299	0.001
18:30 - 19:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
19:00 - 19:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
19:30 - 20:00	12	17275	0.000	12	17275	0.000	12	17275	0.000
20:00 - 20:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
20:30 - 21:00	12	17275	0.000	12	17275	0.000	12	17275	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:			0.009			0.010			0.019

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.

