KD Wrigglesworth Ltd

Former Britvic Mill, Willow Lane, Huddersfield

Transport Statement

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consulting engineers

Control Sheet

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Acknowledgements

Google My Maps has been used to generate figures included in this report for illustrative purposes only.

An extract of Manual for Streets 2 has been included in this report.

Extract of CIHT 'Planning for Walking' (April 2015) has been included in this report.

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

Extract of CIHT 'Buses in Urban Developments' (January 2018) has been included in this report.

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

The TRICS database 8.25.11 has been used in this report to calculate traffic generations.

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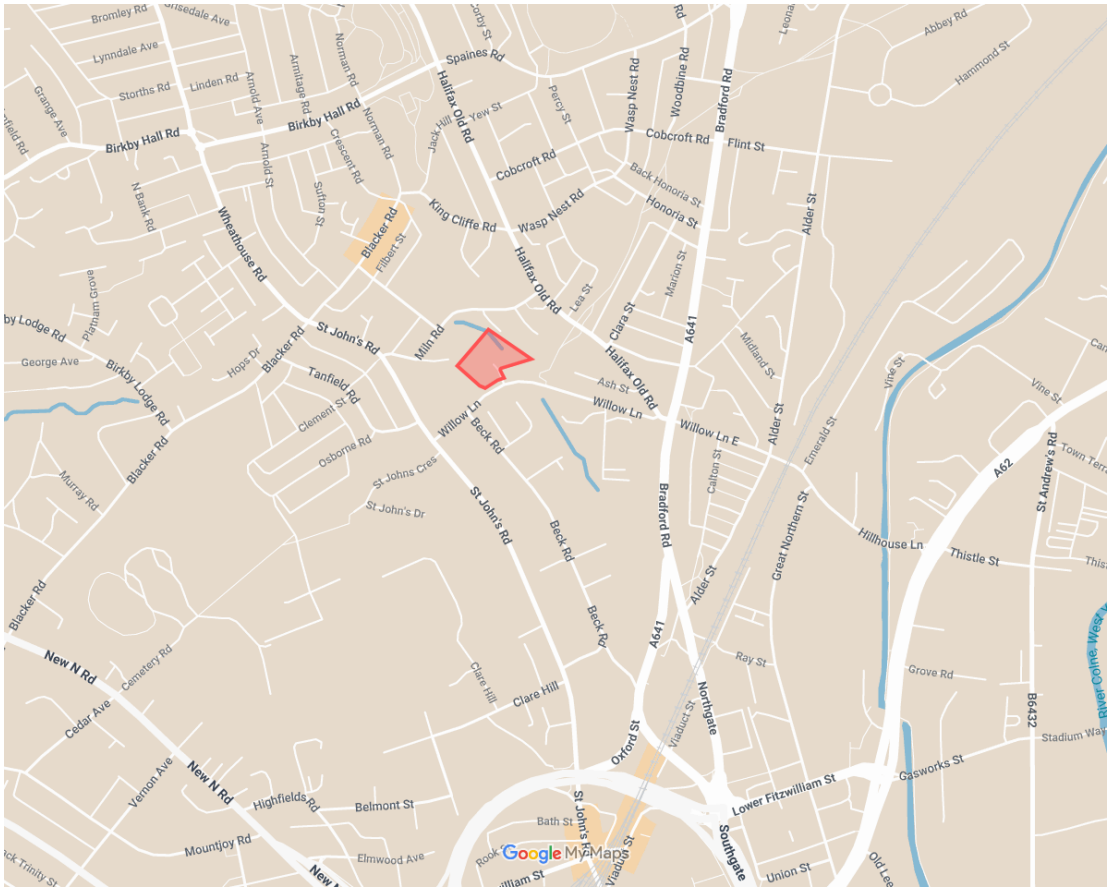
1. Introduction

1.1 Sanderson Associates Consulting Engineers have been appointed by KD Wrigglesworth Ltd to prepare a Transport Statement in support of a planning application for mixed use development at the former Britvic Mill located off Willow Lane in Kirklees, West Yorkshire. The location of the site is indicated in **Figure 1**, below.

Figure 1 – Location of site ***[MyGoogleMaps]***



1.2 In accordance with the Planning Practice Guidance 'Transport evidence bases in plan making and decision taking' this Transport Statement addresses the key transport issues including:

- → the local highway network
- → the access arrangements to the proposed development
- → the proposed development and its operational characteristics
- → the impact of the development on the local highway network in terms of highway safety
- → accessibility of the site in relation to sustainable transport and local facilities

2. Planning Policy Context

2.1 National Planning Policy

2.1.1 At national level, planning policy in England is set out by the National Planning Policy Framework (NPPF), which must be considered when making planning decisions.

2.1.2 Considering the planning policy context of the development, Paragraph 115 of the NPPF (last revised in February 2025) states that:

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

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

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

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

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

2.1.3 Paragraph 116 then states:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.1.4 In relation to paragraph 116, NPPF paragraph 117 goes on to say:

'Within this context, applications for development should:

a) 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;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) 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;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations..'

2.1.5 Finally, paragraph 118 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.'

2.2 Local Planning Policy – Kirklees Local Plan, 2013-2031, adopted 27 February 2019

2.2.1 The current adopted Local Plan is the Kirklees Local Plan and is the statutory development plan for the area, covering the period 2013-2031. **Policy LP1: Presumption in favour of sustainable development** which outlines that the Council will work pro-actively with applicants to allow for their proposal to be approved.

2.2.2 Chapter 10 outlines the policies relating to Transport. **Policy LP20: Sustainable Travel** which outlines the following:

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

2.2.3 **Policy LP21: Highways and Access** also policy outlines the following:

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

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

All proposals shall:

- → ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;
- → where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;
- → be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;

- → take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;
- → take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;
- → take into account access for emergency, service and refuse collection vehicles;
- → provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.

2.3 West Yorkshire Combined Authority Transport Strategy 2040

2.3.1 This transport strategy sets out a vision and framework to deliver a world-class, modern, integrated transport system. Their ambition is to connect people to better living standards and higher earning jobs, and to significantly improve the health, overall wellbeing and environment of the people living and working here.

2.4 The Development in Planning Policy Context

2.4.1 The development is considered to be in accordance with Kirklees Local Plan Policy's LP20 and LP21 in that the development is appropriately located to ensure that the need to travel by private car is reduced, the use of sustainable travel is realistically available and the impact of the development on the existing transport network is minimal.

2.4.2 This Transport Statement also demonstrates that the residual cumulative traffic impact of the development is not severe. The development is therefore in accordance with the transport principles set out in NPPF.

3. Existing Situation

3.1 Site Location and use

3.1.1 The site is located off Willow Lane approximately 1km north of Huddersfield town centre. The context of the site in relative to the surrounding area is shown at **Figure 2**.

Figure 2 – Site Context ***[GoogleMyMaps]***

3.1.2 The site is loosely bound by vegetation and residential properties to the north, east and west and Willow Lane to the south.

3.1.3 The overall site currently has a lawful planning use for B2 general industry with ancillary offices. The industrial element operates 07:00 – 17:00 Monday to Friday and occasionally on a Saturday 07:00 – 12:00. The existing business consists of storing and delivering textile product and raw materials EG wool, shoddy, rags, fibres and currently employs 3 people. The Warehousing activities, in most cases, involve medium/long term storage with only occasional deliveries and collections. (12 HGV vehicle movements per week on average, a mix of rigid and articulated wagons).

3.1.4 The main business operates from a depot in Ravensthorpe and HGV drivers do not report for work at Willow Lane so parking provision for them is not needed.

3.1.5 One of the small ground floor offices is currently used by a charity that supports the homeless, its typical operation is Monday to Friday 09:00 to 18:00 and employs 2 people.

3.1.6 The site has a dropped vehicle cross over access onto Willow Lane which leads to a large surfaced parking / servicing area. From this access point visibility splays are tangential in both directions at a 2.4m set back and a vehicle can be seen approaching in excess of 43m in the critical direction. This is the recommended stopping sight distance based on 30mph which is the plated speed limit of Willow Lane. Drawing 400301-001 at **Appendix C** shows the available visibility splays.

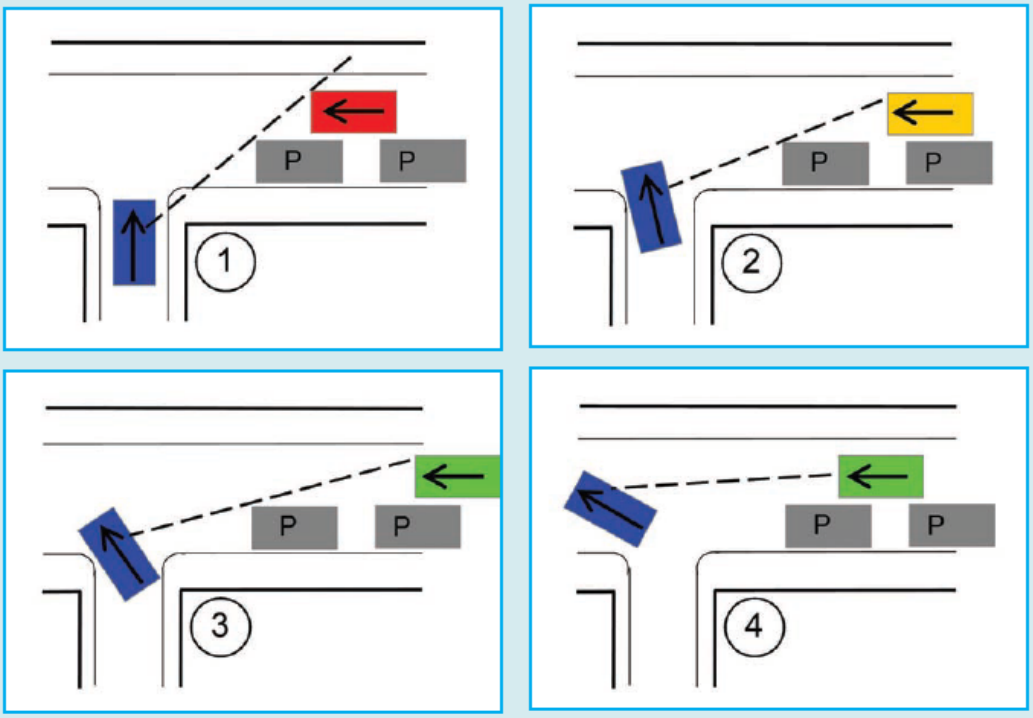
3.1.7 In the non-critical direction, a vehicle would have to edge out into the carriageway due to the potential of parked cars. This situation is considered in Manual for Streets 2 which provides the following details.

Figure 3 – Extract from Manual for Streets 2

10.7_ Obstacles To Visibility

10.7.1 Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable. (See Example below.)

10.7.2 The impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety.



At urban junctions where visibility is limited by buildings and parked cars, drivers of vehicles on the minor arm tend to nose out carefully until they can see oncoming traffic, and vice-versa.

In the images above, the blue car moves forward slowly until it can see far enough past the parked vehicles to see that the gap to the next oncoming vehicle is long enough for it to pull out. Drivers on the major route will also be able to see the vehicle pulling forward slowly and may slow down or stop to allow it to pull out.

3.1.8 As can be also be seen from drawing 400301-001 a vehicle exiting the site would slightly edge out into the carriageway, which would enable the vehicle to see and be seen. At this point the effective carriageway is still 8.1m providing sufficient width for two vehicles to pass without being conflicted by the vehicle wating to exit the site.

3.2 Local Highway Network

3.2.1 Willow Lane is a local route which provides access to residential and commercial properties. In the vicinity of the site the it is subject to a 30mph speed limit and street lighting is provided. At the site frontage the carriageway is approximately 9m wide and footways approx. 2.5m are present on both sides of the carriageway. Single yellow lines are also present on both sides of the carriageway which are signposted no waiting 8am – 6pm.

3.2.2 Willow Lane can be followed south west from the site to St Johns Road and also followed east to Halifax Old Road adjacent to its junction with the A641 Bradford Road. St Johns Road can then be following south to the A62 providing access to the wide highway network.

3.3 Personal Injury Road Traffic Collision Data

3.3.1 Personal injury collision data has been reviewed from the online resource CrashMap Pro. The accident data for the most recent 5-year period 2020-2024 has been investigated on the local highway network surrounding the site with a summary at **Figure 4**. A full copy of the CrashMap Pro accident report is included in **Appendix A**.

Figure 4 – Personal Injury Road Traffic Incident Study Area [Source: CrashMap Pro]

3.3.2 As can be seen from the report a total of 9 collisions have occurred of which 8 were slight and 1 was serious in severity. Seven of the collisions occurred at or on approach to the A641 Bradford Road / Willow Lane East / Old Halifax Road signalised junction and where Willow Lane joins Old Halifax Road. All of the collisions at this location were slight in severity and a summary of the collisions that occurred in this area are provided in the following table;

Table 1 – Review of A641 Bradford Road / Willow Lane East / Old Halifax Road Incidents

#	Reference	Date	Description
1	2024131433392	18th Apr 2024 at 12:00pm	Collision between a car and a pedestrian. The pedestrian was in the centre of carriageway, not on refuge, central island or central reservation, crossing from the driers offside.
2	2023131265070	17th Jan 2023 at 7:00pm	Collision between two cars (V1 and V2). V1 was proceeding north to south and V2 was is the act of turning right
4	2022131137881	28th Jan 2022 at 5:30pm	Collision between two cars one of the vehicles movements was unknown and the other was travelling east to west.
5	2023131373815	13th Nov 2023 at 7:07am	Collision between two cars (V1 and V2). V1 was proceeding south to north and V2 was is the act of turning right
6	2022131192659	26th Jun 2022 at 6:12pm	Collision between two cars (V1 and V2). V1 was proceeding north to north and V2 was is the act of turning right
8	2023131280436	24th Feb 2023 at 7:00pm	Collision between two cars (V1 and V2). V1 was proceeding south to north passing another moving vehicle on its offside. V2 was traveling south to north and was waiting to proceed normally but was held up
9	2021131088146	15th Sept 2021 at 11:33pm	Collision between a car (V1) and a motorcycle over 500cc (V2). V1 is the act of turning right and V2 was travelling north to south.

3.3.3 The other slight collision (#3 – ref: 2020137110317) occurred on Willow Lane approximately 40m west of its junction with Halifax Old Road. This took place on 1st January 2020 at 1:45am and involved a collision between a car and a pedestrian. The car was travelling east to west and the pedestrian was in the carriageway, not at a crossing.

3.3.4 In addition to the slight accidents, a serious accident also occurred in the study and this is detailed below;

→ Serious accident (#7) reference: 2023131350180 – occurred on 7th September 2023 at 11:45pm in dark street lit conditions on a dry road surface. The accident took place on Saint Johns Road approximately 90m north west of Willow Lane and involved collision a between a car and a pedestrian. The car was travelling east to west and the pedestrian was in the carriageway, crossing elsewhere from the drivers nearside. The accident resulted in serious injuries to the pedestrian.

3.3.5 As can be seen from the assessment the majority of accidents recorded were slight in severity and occurred at Bradford Road / Willow Lane East / Old Halifax Road signalised junction. At this location one collision occurred in 2021, two occurred in 2022, three occurred in 2023 and one occurred in 2024. The majority of accidents at this location appear to be right turn type accidents which is typical for this type of signalised arrangement and are as a result of driver error, rather than deficiencies in the highway network.

3.3.6 A DfT count station (ref: 47429) is located on the A641 Braford Road approximately 2km north of the Bradford Road / Willow Lane East / Old Halifax Road and the majority of traffic to / from this count points is considered to have passed through this junction. In 2024 a manual count from this station recorded an AADT of 24,004 vehicles, based on this for the accident search period 2020 to 2024 there has been an estimated 44 million vehicle trips on this network over the 5 year period. A total of 9 injury incidents amongst 44 million vehicle trips is statistically very low.

3.3.7 The serious accident that occurred was an isolated incidents and did not occur at a formal junction. It is again considered that this occurred as a result of driver error, rather than deficiencies in the highway network.

3.3.8 No collisions have occurred on Willow Lane at the site access point or within 150m of the access. Based on the information and analysis it is considered that the injury accidents would not be exacerbated by the proposed development.

4. Accessibility by Sustainable Modes

4.1 Overview

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

- → Walking
- → Cycling
- → Public Transport (Bus and Rail)

4.2 Accessibility by Walking

4.2.1 Walking is a sustainable mode of transport that can replace certain local car trips which contribute to congestion and pollution. As a mode of active travel, walking offers physical benefits and has also been linked to improvements in mental wellbeing.

4.2.2 The length of a journey a person considers to be 'walkable' often depends on the purpose of that journey. The IHT publication "Providing for Journeys on Foot" has produced guidelines on suggested acceptable walking distances for varying journey purposes, shown in **Figure 5**.

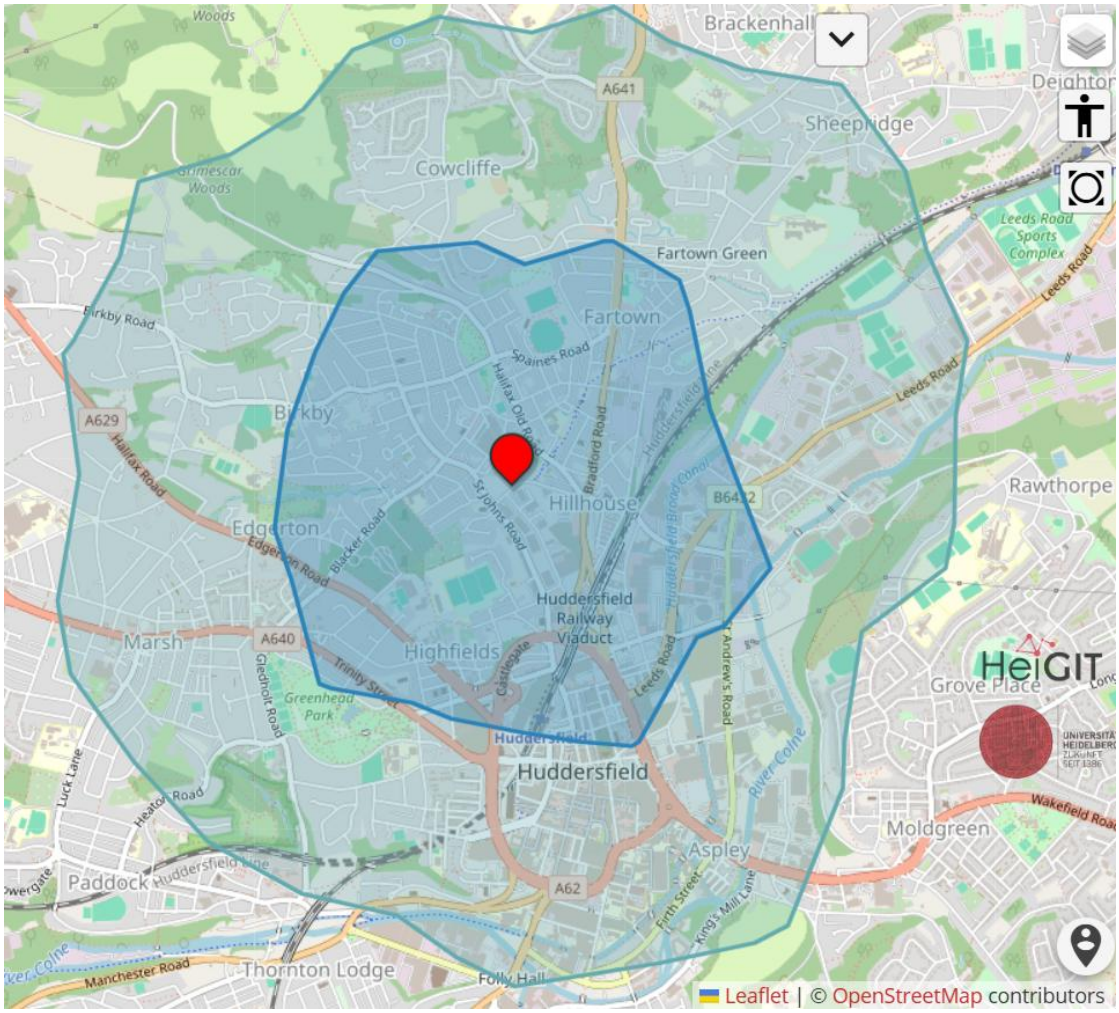
Figure 5 - Extract from Providing for Journeys on Foot, Walking Distances [IHT]

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

4.2.3 **Figure 6** identifies 1000m and 2000m walking isochrones centred on the site, providing an illustration of the areas that are considered within walking distance, in line with the 'acceptable' and 'preferred maximum' walking distance for commuting, school and sight-seeing.

Figure 6 - Indicative Walking Isochrone [OpenRouteService]



4.2.4 Residential areas of Birkby, Fartown, Highfields, Hillhouse, and parts of Edgerton and the northern part of Huddersfield Town Centre are within the 1km walking isochrone. Facilities and amenities within this area, and their walking distance and times, are as follows:

- → The Ringway Industrial Park (120m, 2 mins)
- → Bus stops on St. John's Road (190m, 2 mins)
- → Local shops on St. John's Road (300m, 4 mins)
- → Continental Superstore (350m, 4 mins)
- → Bus stops on Bradford Road (350m, 5 mins)
- → Local shops and takeways on Bradford Road (350m, 4 mins)
- → Birkby News, Newsagent (450m, 5 mins)
- → Local shops and takeaways on Blacker Road (450m, 5 mins)
- → The Gym Group (450m, 5mins)
- → ALDI supermarket (500m, 6 mins)
- → Tesco Superstore (850m, 10 mins)
- → Yorkshire Rose Public House (850m, 10 mins)
- → Huddersfield Railway Station (1000m, 12 mins)
- → Huddersfield Town Centre (1000m, 12 mins)

4.2.5 It has been demonstrated that there is a wide range of existing facilities that would support the proposed development and which are accessible by walking. These facilities will reduce the need for staff and visitors to travel by car to access daily requirements.

4.2.6 In terms of walking provision, 2.5m wide footways are provided along both sides of Willow Lane, linking the site to the transport stops on both St. John's Road and Bradford Road. There is an informal crossing point at the end of Willow Lane at the junction with St. Johns Road, as well as a further informal crossing on St. John's Road, both feature a pedestrian refuge island to aid crossing. The surrounding streets all have footways, with street lighting and dropped kerbs present at crossing points. A public right of way passes the west of the site, connecting Willow Lane to Bay Hall. Birkby Bradley Greenway, a shared cycle footway connects Willow Lane, approximately 65m east of the site entrance, to Halifax Old Road, where the Greenway continues north towards Bradley.

4.3 Accessibility by Cycle

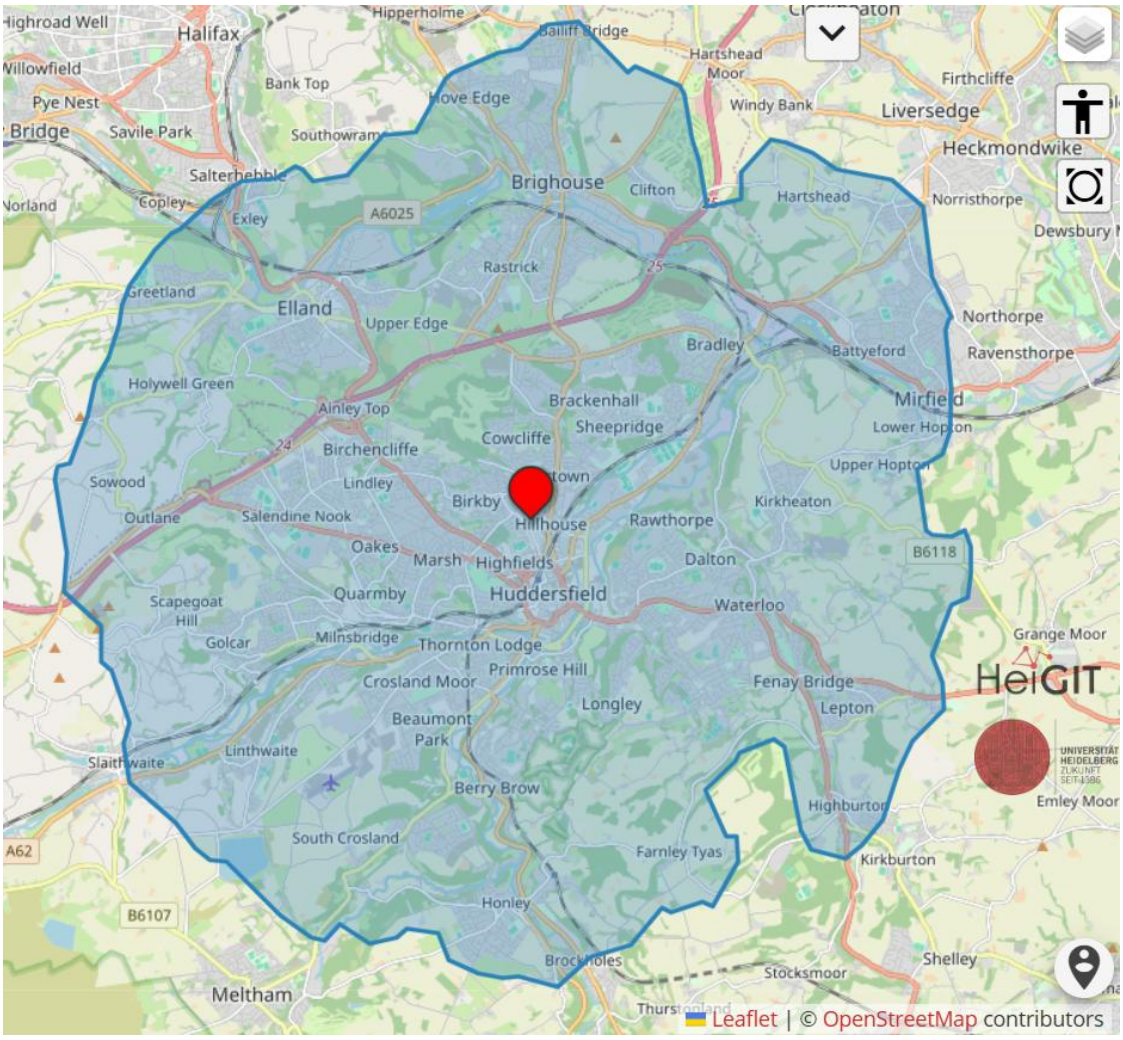
4.3.1 As with walking, cycling is an active and sustainable mode of transport that can be used to replace cars on certain journeys, which reduces congestion and pollution. A bicycle is generally a lot cheaper than a car to purchase and maintain, meaning cycling can also provide social equity benefits, such as allowing people without cars access to destinations they may otherwise be unable to reach.

4.3.2 CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

4.3.3 **Figure 7** identifies destinations that lie within 5 miles (8km) of the site.

Figure 7 - Indicative Cycling Isochrone (8km) [OpenRouteService]



4.3.4 There are many local areas within 8km cycle distance of the site, such as Huddersfield Centre, Cowcliffe, Brackenhall, Sheepridge, Bradley, Brighouse, Rastrick, Elland, Birchencliffe, Lindley, Salendine Nook, Outlane, Oakes, Golcar, Milnsbridge, Thornton Lodge, Berry Brow, Honley, Lepton, Dalton and Waterloo. This means the majority of Huddersfield and the surrounding settlements are within cycling distance, including Huddersfield Railway Station, where further transport connections are possible as a combined cycle and rail journey.

4.3.5 National Cycle Route 69 passes along the site frontage. Currently this route continues north towards Bradley as the Birkby Bradley Greenway and south along Beck Road towards Huddersfield Town Centre.

4.3.6 Connecting Kirklees' 'Huddersfield Rail Station Connections' project is currently under construction, with work planned within close vicinity to the site. According to the project's website, planned works on St. Johns Road comprise:

'New cycle route between Fitzwilliam Street and Beck Road to connect the National Cycle Network on Willow Lane with the town centre.

Wider and improved footways and pedestrian crossings to make walking easier.

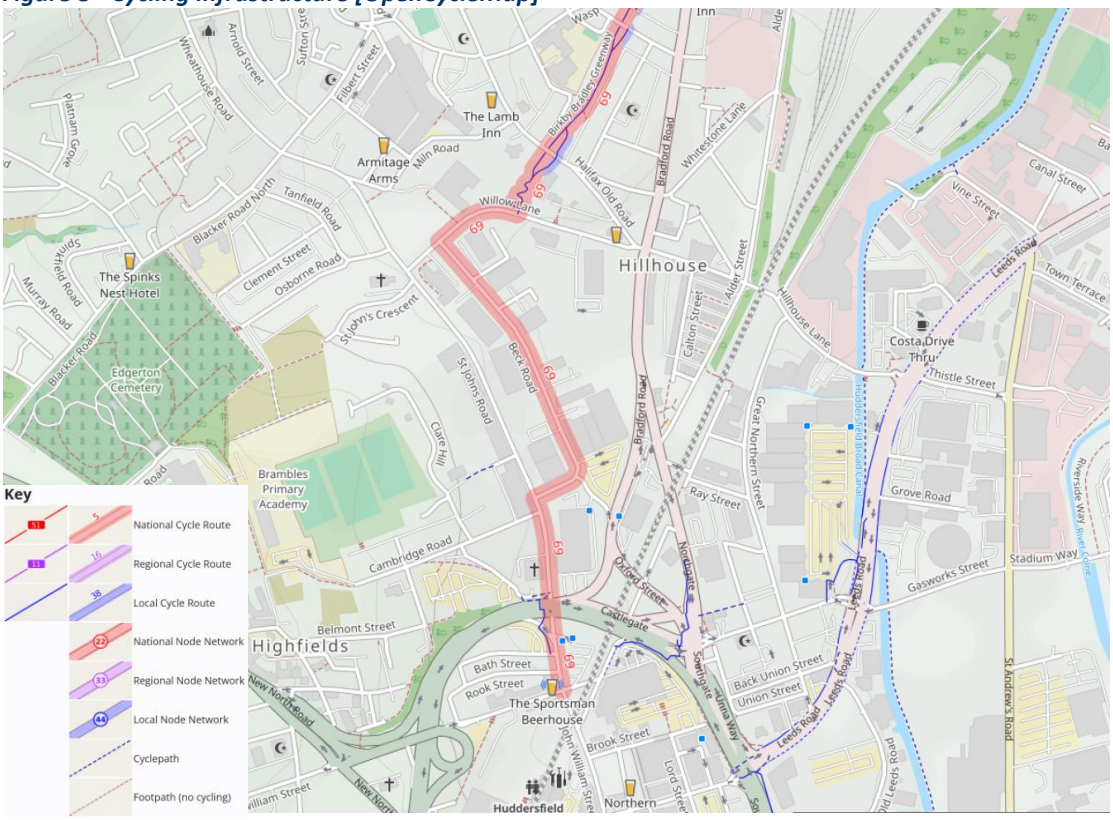
Upgrades to the traffic lights improving traffic flow and allow cyclists to cross safely.

Making Fitzwilliam Street one-way between St. John's Road and Viaduct Street.

Planting trees for an urban landscape and improved air quality'

4.3.7 Figure 8 shows an extract from OpenCycleMap detailing the cycling infrastructure available in the vicinity of the site.

Figure 8 - Cycling Infrastructure [OpenCycleMap]



4.3.8 The cycle time from site to the town centre and Huddersfield Railway Station is approximately 5 minutes.

4.4 Accessibility by Bus

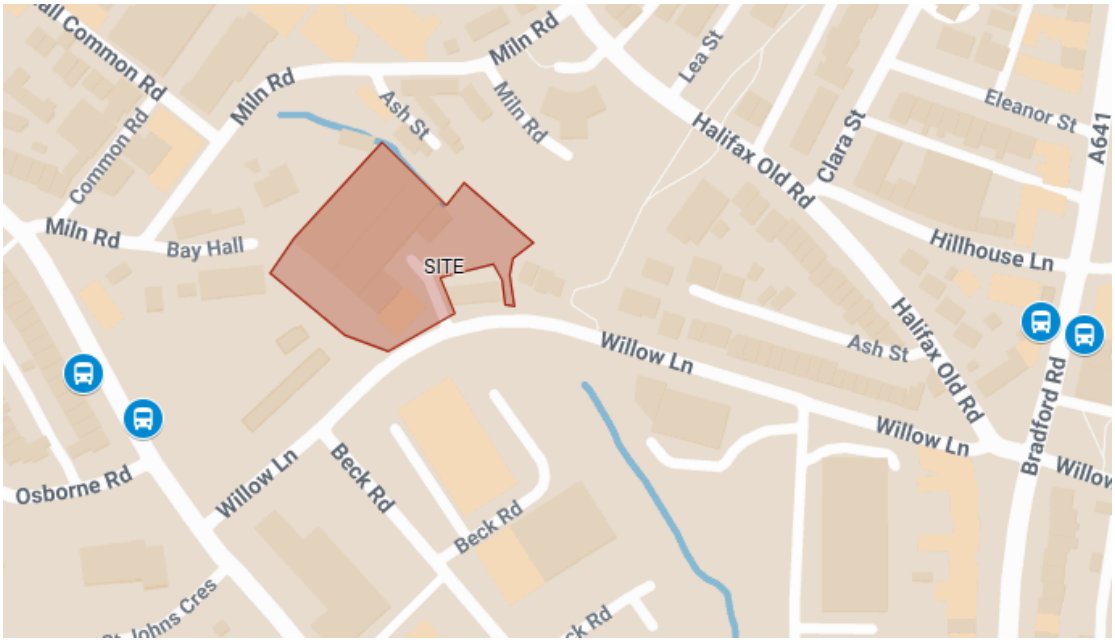
4.4.1 The Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, "the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas." **Figure 9**, an extract from the guidance outlines the maximum walking distance for different situations.

Figure 9 – Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

4.4.2 The closest bus stops to the site are located on St. John's Road, located approximately 200m walking distance from the site (2-3 mins walk). Further stops are available on Bradford Road, where additional services can be accessed, located approximately 350m from the site (5 mins walk). The location of the nearest bus stops to site are shown in **Figure 10**.

Figure 10 - Location of closest bus stops to site [Google MyMaps]



4.4.3 Details of the facilities and services available at these stops are given in **Table 2**.

Table 2 - Details of bus stop information

Bus Stop Location	Bus Stop Information		
St. John's Road	Reference	→	45022164 / 45022163
	Direction of travel	→	South / North
	Distance from site	→	170m / 210m
	Facilities	→	Shelter, service information / pole with flag
	Services	→	360, 385, 549, B10, K72
Bradford Road	Reference	→	45017541 / 45017544
	Direction of travel	→	South / North
	Distance from site	→	350m
	Facilities	→	Shelter, service information
	Services	→	254, 328, 363/X63, 384, X49, K60, K65

4.4.4 A summary of the services available from St. John's Road is shown in **Table 3**.

Table 3 - Bus Service from St. John's Road

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
360	Huddersfield - Bradley Boulevard Circular	20 mins	45 mins	60 mins
385	Huddersfield - Asda Fixby Via Abbey Rd	120 mins	No service	No service
549	Huddersfield Bus Station - Halifax Bus Station	30 mins	60 mins	60 mins
B10	Rastrick High School - Huddersfield	School service	No service	No service
K72	Bradley Alandale Road - Netherhall Learning Campus	School service	No service	No service

4.4.5 A summary of the services available from Bradford Road is shown in **Table 4**.

Table 4 - Bus Service from Bradford Road

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
254	Huddersfield - Leeds	30 mins	No service	60 mins
328	Balmoral Avenue - Bradley Alandale Rd	20 mins	60 mins	30 mins
363/X63	Huddersfield Bus Station - Bradford Interchange	15 mins	30 mins	30 mins
384	Huddersfield - Abbey Rd (viaFixby Asda)	120 mins	No service	No service
X49	Huddersfield - Brighouse	2 service AM 2 service PM	No service	No service
K60	All Saints College - Huddersfield	School service	No service	No service
K65	Fenay Bridge - All Saints College	School service	No service	No service

4.4.6 The site is well connected by bus, with a peak frequency across all stops of 15 buses per hour. Many of the services connect the site to Huddersfield Bus Station where further connections across the region are possible, as well as connecting to Huddersfield Railway Station.

4.5 Accessibility by Rail

4.5.1 The nearest railway station is Huddersfield Station, approximately 1km from site.

4.5.2 Huddersfield Station is managed by Transpennine Express, which provides trains between the North West, Yorkshire and the North East. It is also served by Northern Trains, which operates trains on the Huddersfield, Penistone and Calderdale lines.

4.5.3 The station is staffed 24 hours a day, with the booking office open from 05:45 to 20:00 Mondays to Saturdays and 07:45 to 20:00 on Sundays. There are also four self-service ticket machines available in the ticket hall for use when the booking office is closed or for collecting pre-paid tickets. Automated train announcements, customer help points and digital display screens provide train running information on all platforms. In addition to the aforementioned pubs, the station has a waiting room and buffet on platform 4 and a coffee kiosk on platform 1. The station is step-free category B1 meaning there is step-free access to all platforms via lifts or ramps.

4.5.4 There are 33 cycle parking spaces provided in the form of an uncovered cycle parking compound with racks, the cycle parking is monitored by 24hr CCTV.

4.5.5 The station is served by Transpennine Express and Northern trains, with the following services and frequency:

- → 1 tph to Newcastle, via Leeds and York;
- → 1 tph to Redcar Central, via Leeds and York;
- → 1 tph to Scarborough, via Leeds and York;
- → 1 tph to Hull Paragon, via Leeds;
- → 1 tph to York, via Castleford;
- → 1 tph to Manchester Piccadilly;
- → 2 tph to Manchester Victoria, of which 1 tph continues to Manchester Airport;
- → 2 tph to Liverpool Lime Street; of which 1 tph via Manchester Victoria and 1 tph via Newton-le-Willows;
- → 1 tph to Sheffield;
- → 1 tph to Bradford Interchange, via Brighouse and Halifax;
- → 1 tph to Leeds; and,
- → 1 tph to Manchester Victoria.

4.5.6 The station can be accessed by a 12-minute walk, 5-minute cycle, 8-minute bus journey, or 5-minute journey by car or taxi.

4.6 Accessibility Summary

4.6.1 The site is accessible by active travel and public transport, with excellent pedestrian and cycle infrastructure available, and good access to public transport. The site is located approximately 1km from Huddersfield Town Centre. As such, staff and visitors have realistic opportunities to utilise active and sustainable travel options reducing the reliance on the use of a private car.

5. Development Proposals

5.1 Development Overview

5.1.1 The proposed development comprises of a part change of use of the existing B2 use to provide warehousing (B8 use), formal offices (class E use), Learning and non-residential institutions (class F use) and a community hub (F2 use) with associated formal on-site parking. The proposed floor plans can be found at **Appendix B,** a breakdown of the proposed uses and approximately floor areas are provided below;

- → Ground Floor – Area A: 2,500m² warehousing (B8 use), Area B: 70m² office (class E use).
- → First Floor – Area A (mezzanine): 710m² warehousing (B8 use), Area B: 460m² education facility (class F1 use). Area C: 200m² office (class E use.)
- → Second Floor - 220m² community use (class F2 use.)
- → Basement and remaining floor area to be retained as B2 use, totalling 1,240m²

5.1.2 The warehousing element will continue as per the existing use and the small office ground floor office will remain occupied by a charity that supports homeless people. The proposed office is envisaged to be able to accommodate up to 8 members of staff and would operate typical office hours i.e. 8/9am to 4/5pm.

5.1.3 The education facility will employ 6 members of staff, offering early morning or late evening facilities (outside working hours) as well as a daytime facility and would therefore operate Monday to Sunday 7.00am to 10.00pm. The second floor will be used as a community facility and the hours of use are estimated as Monday to Sunday 1.00pm to 9.00pm.

5.2 Access and Parking Arrangements

5.2.1 Access will be taken from Willow Lane via the existing vehicular access point. The access will lead to associated car parking and service areas for the site. It is also proposed to provide clear pedestrian routes within the site to the building entrances.

5.2.2 It is understood that the current Kirklees local plan does not set out parking standards for commercial developments and the standards set out in the previous UDP can be used. These standards establish the maximum level of car parking generally allowable and are as follows;

Table 5 – Parking Standards

Use Class	Car parking	Cycle Parking
Office	1 space per 25m²	1 space per 300m²
B2 Industry	1 space per 55m²	1 space per 500m²
B8 Warehouse	1 space per 150m²	1 space per 2,000m²
Education	1 space per 6 children classroom or 30 students plus 1 space per 3 staff	1 space per 20 students
Public halls, community centres, places of worship	1 space per 5 seats or 25m² plus 1 space per 3 staff	1 space per 40m²

5.2.3 Based on these standards the development could be expected to provide up to 25 parking spaces for the remining B2 use, 22 spaces for B8 use, 11 spaces for the offices, 3 spaces for the F1 use and 11 spaces for the F2 use. Based on these standards this would result in a maximum requirement of 72 parking spaces. It is understood that these are maximum standards which are from the previous UPD and therefore may be outdated. With regards to cycle parking at least 13 spaces would be required

5.2.4 The main car parking at the site is proposed within the existing parking / service area in front of the main building. For the proposals a formal parking arrangement is proposed providing 36 spaces including 2 disabled spaces and it is also proposed to provided 6 x EV charging bays.

5.2.5 If required additional car parking for at least 18 cars can be accommodated within the western service area which can be used as an overflow parking area. A copy of the proposed parking arrangement is shown on drawings 400301-001 at **Appendix C**.

5.2.6 It is acknowledged that the proposed parking provision is below the maximum parking standards identified above based on the potential uses and therefore to provide further analysis a parking accumulation has been undertaken using the TRICS data detailed in section 7.1 of this report.

5.2.7 The total vehicle trip rates have been used to derive the number of arrivals and departures to site based on the proposed / resulting floor areas. Using the information from the TRICS data, parking accumulations have been calculated for the proposals. The accumulation tables for each use are provided at **Appendix D** and the results of the predicted total parking accumulation are summarised in the following table;

Table 6 – Parking Accumulation Totals

Time	Generations		Accumulation
	Arrivals	Departures	
0500 – 0600	5	2	3
0600 – 0700	9	5	7
0700 – 0800	20	5	22
0800 – 0900	28	10	40
0900 – 1000	16	8	48
1000 – 1100	11	9	50
1100 - 1200	9	11	48
1200 – 1300	13	13	48
1300 – 1400	11	12	47
1400 – 1500	11	13	45
1500 – 1600	10	15	40
1600 – 1700	10	23	27
1700 – 1800	6	20	13
1800 – 1900	7	7	13
1900 – 2000	2	6	9
2000 – 2100	0	3	6

5.3 As can be seen from the above table, parking demand is estimated to reach 50 spaces, it should however be noted that this assessment is based on each use being operational at the same time and them being fully occupied and is therefore, considered to be an absolute worst case scenario. Nevertheless, it is demonstrated that the required level of parking can be accommodated on site and would not lead to vehicle overspill onto the adjacent roads.

5.3.1 It is also proposed to provide 2 sheltered and secure cycle storage points within the main parking area. These would be able to accommodate 20 bicycles, the location and amount of cycle parking is considered suitable for the proposals.

5.4 Servicing

5.4.1 All servicing activities will take place from within the site with the necessary servicing and delivery vehicles being able to access and egress the site in forward gear.

5.4.2 Bin stores will be located within the main car park as indicated on drawing 400301-001. On collection days the management team will ensure that bins can be accessed so that servicing can be undertaken swiftly. Accumulated rubbish is currently transported to the applicant's depot at Ravensthorpe where it is collected by a registered Contactor. This will continue for the foreseeable future.

5.4.3 It is also foreseen that the units would operate a service management plan as part of their operational uses. This will provide details on servicing arrangements and measures / procedures to ensure minimal delays and disruption on site and the adjacent highway network.

6. Car Parking Management

6.1 Parking bays will be clearly marked on the ground. Clear signage will also be provided displaying the parking areas for users, staff and visitors.

6.2 The car parking arrangements will be explained to staff as part of their induction and the use of the car park will only be available during the site's operational hours.

6.3 The monitoring of the car parking spaces will be the responsibility of the site management. The installation of camera (CCTV) monitoring will provide the ability to view and record all activity associated with the car park.

6.4 Although markings and signage should prevent unauthorised parking, inspections of the car park will be undertaken by site management if problems are reported.

6.5 To ensure that parking is management is followed, it will be monitored by the site management.

6.6 Should any problems occur that are observed by the site management or that are otherwise reported, these will be dealt with immediately and instructions issued confirming that inappropriate and/or unauthorised practices must cease immediately.

6.7 Parking management will begin prior to full occupation of the site and a plan will be kept 'live' and updated when necessary.

6.8 Breaches of the parking will be recorded and dealt with appropriately.

7. Trip Generation Assessment

7.1 In order to estimate trip rates for the existing and proposed development, the TRICS v8.25.11 database has been interrogated. The search selections are set out in the following table and the full outputs for are included at **Appendix D.**

Table 7 –Land Use Search Parameters

Land Use	Trip Rate Selection
B2 Use	→ Land Use Category: 'Employment – Industrial Unit'
B8 Use	→ Land Use Category: 'Employment – Warehousing (Commercial)'
Offices	→ Land Use Category: 'Employment – Offices'
Educational Facility	→ Land Use Category: 'Education – Community Education';
Community Use	→ Land Use Category: 'Leisure – Community Centre';

7.2 **Table 8** provide details of the vehicular trip rates, along with the corresponding generated trips for the existing B2 site use based on the usable floor areas. The data has been split between typical weekday AM and PM peaks.

Table 8 – Vehicle Trips Existing B2 use (5,400m²)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 07:00-08:00	0.424	0.082	23	4	27
AM Peak 08:00-09:00	0.312	0.071	17	4	21
PM Peak 16:00-17:00	0.032	0.352	2	19	21
PM Peak 17:00-18:00	0.087	0.207	5	11	16

7.3 **Tables 9, 10, 11, 12 and 13** provide details of the vehicular trip rates, along with the corresponding predicted generated trips as a result of the proposals. Once again, the data has been split between typical weekday AM and PM peaks. **Table 14** provide a total of the predicted generations and **Table 15** outlines the net difference.

Table 9 – Vehicle Trips Proposed B8 use (3,120m²)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 07:00-08:00	0.204	0.122	7	4	11
AM Peak 08:00-09:00	0.258	0.122	8	4	12
PM Peak 16:00-17:00	0.107	0.218	3	7	10
PM Peak 17:00-18:00	0.068	0.251	2	8	10

Table 10 – Vehicle Trips Proposed Office use (270m²)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 07:00-08:00	1.040	0.063	3	0	3
AM Peak 08:00-09:00	2.484	0.307	7	1	8
PM Peak 16:00-17:00	0.322	1.088	1	3	4
PM Peak 17:00-18:00	0.383	2.238	1	6	7

Table 11 – Vehicle Trips Proposed Educational use (460m²)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 07:00-08:00	0.874	0.000	4	0	4
AM Peak 08:00-09:00	1.457	0.874	7	4	11
PM Peak 16:00-17:00	0.773	1.515	4	7	11
PM Peak 17:00-18:00	0.258	0.387	1	2	3

Table 12 – Vehicle Trips Proposed Community use (220m²)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 07:00-08:00	0.244	0.000	1	0	1
AM Peak 08:00-09:00	0.811	0.203	2	0	2
PM Peak 16:00-17:00	0.372	0.676	1	1	2
PM Peak 17:00-18:00	0.676	0.541	1	1	2

Table 13 – Vehicle Trips resultant B2 use (1,240m²)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 07:00-08:00	0.424	0.082	5	1	6
AM Peak 08:00-09:00	0.312	0.071	4	1	5
PM Peak 16:00-17:00	0.032	0.352	0	4	4
PM Peak 17:00-18:00	0.087	0.207	1	3	4

Table 14 – Total Vehicle Trips

Time Period	Generations		
	Arrivals	Departures	Total
AM Peak 07:00-08:00	20	5	25
AM Peak 08:00-09:00	28	10	38
PM Peak 16:00-17:00	9	22	31
PM Peak 17:00-18:00	6	20	26

Table 15 – Trip Generation Comparison

Time Period	Generations		
	Arrivals	Departures	Total
AM Peak 07:00-08:00	-3	+1	-2
AM Peak 08:00-09:00	+11	+6	+17
PM Peak 16:00-17:00	+7	+3	+10
PM Peak 17:00-18:00	+1	+9	+10

7.4 The comparison between the existing and proposed development shows that the mixed uses are predicted to generate up to 17 additional trips in the AM peak period and 10 additional trips in the PM peak period.

7.5 This would equate to up to approximately 1 vehicle every 3 ½ minutes during the AM peak hour period and approximately 1 vehicle every 6 minutes during the PM peak hour period. It is considered that this would not have a significant impact on the operation of the local highway network. Furthermore, it is noted that this data provides a more than robust basis for assessment as the calculations have been based on all uses being fully occupied and operational which in reality is not the case and is within the applicant's control.

8. Summary and Conclusions

8.1 Sanderson Associates Consulting Engineers have been appointed by KD Wrigglesworth Ltd to prepare a Transport Statement in support of a planning application for mixed use development at the former Britvic Mill located off Willow Lane in Kirklees, West Yorkshire

8.2 The proposed development comprises of a part change of use of the existing B2 use to provide warehousing (B8 use), formal offices (class E use), Learning and non-residential institutions (class F use) and a community hub (F2 use) with associated formal on-site parking.

8.3 Access will be taken from Willow Lane via the existing vehicular access point. The access will lead to associated car parking and service areas for the site. It is also proposed to provide clear pedestrian routes within the site to the building entrances.

8.4 The main car parking at the site is proposed within the existing parking / service area in front of the main building. For the proposals a formal parking arrangement is proposed providing 36 spaces including 2 disabled spaces and it is also proposed to provided 6 x EV charging bays.

8.5 If required additional car parking for at least 18 cars can be accommodated within the western service area which can be used as an overflow parking area.

8.6 Up to date personal injury accident data has been reviewed within the vicinity of the site and it is considered that these occurred as a result of driver error, rather than deficiencies in the highway network. Based on the information and analysis it is considered that the injury accidents would not be exacerbated by the proposed development.

8.7 The site is accessible by active travel and public transport, with excellent pedestrian and cycle infrastructure available, and good access to public transport. The site is located approximately 1km from Huddersfield Town Centre. As such, staff and visitors have realistic opportunities to utilise active and sustainable travel options reducing the reliance on the use of a private car.

8.8 The assessment in section 7 of the Transport Statement shows that in a worst case scenario the proposed site is estimated to generate up to 17 vehicle movements in the AM peak hour and 10 in the PM peak hour. This would equate to up to approximately 1 vehicle every 3 ½ minutes during the AM peak hour period and approximately 1 vehicle every 6 minutes during the PM peak hour period

8.9 Once this level of traffic is distributed onto the network it is considered that this number of vehicle movements would not have an adverse impact on the operation of the local highway network.

8.10 This Transport Statement demonstrates that the development will not have an unacceptable impact on highway safety and that 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.

Appendix A

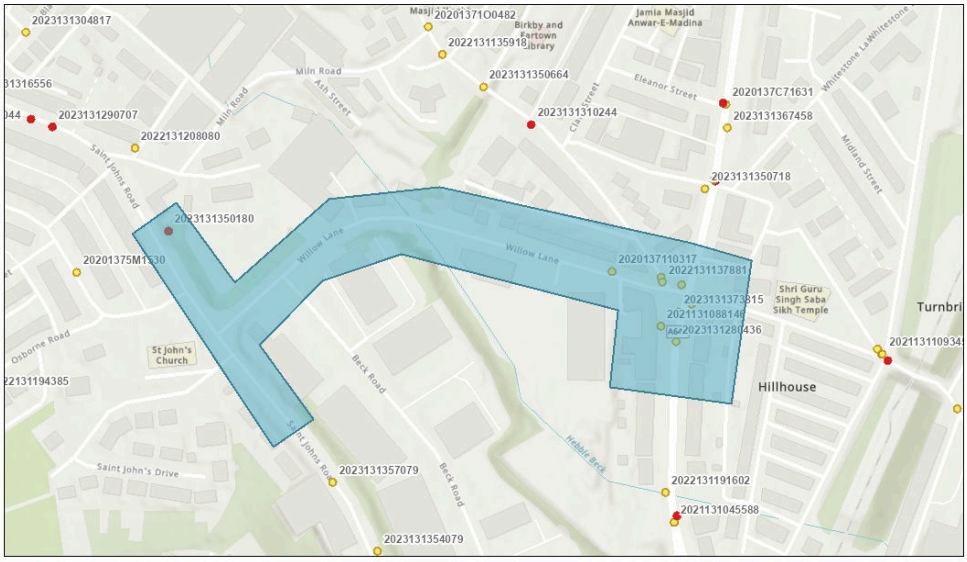
Crashmap Report

Crash Report

Area of Interest (AOI) Information

Area : 36,747.27 m²

Dec 9 2025 13:42:04 Greenwich Mean Time



Crashes

- Slight
- Serious

1:4,514

0 0.02 0.04 0.09 mi

0 0.04 0.07 0.14 km

Summary

Name	Count	Area(m²)	Length(m)
Crashes	9	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	No officer attended crash scene	April 18, 2024	2024	1	1	414481
2	None	Slight	Police officer attended crash scene	January 17, 2023	2023	2	2	414505
3	None	Slight	No officer attended crash scene	January 1, 2020	2020	1	1	414443
4	None	Slight	No officer attended crash scene	January 28, 2022	2022	2	1	414482
5	None	Slight	Police officer attended crash scene	November 13, 2023	2023	2	1	414494
6	None	Slight	Police officer attended crash scene	June 26, 2022	2022	2	3	414497
7	None	Serious	Police officer attended crash scene	September 7, 2023	2023	1	1	414099
8	None	Slight	No officer attended crash scene	February 24, 2023	2023	2	1	414493
9	None	Slight	Police officer attended crash scene	September 15, 2021	2021	2	1	414481

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	417788	Kirklees	U	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
2	417767	Kirklees	A641	Fine without high winds	Single carriageway	Wet or Damp	30	Darkness: street lights present and lit
3	417792	Kirklees	U	Fine without high winds	Single carriageway	Dry	30	Darkness: street lights present and lit
4	417784	Kirklees	U	Fine without high winds	Single carriageway	Dry	30	Darkness: street lights present and lit
5	417761	Kirklees	A641	Raining without high winds	Single carriageway	Wet or Damp	30	Darkness: no street lighting
6	417782	Kirklees	U	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
7	417822	Kirklees	U	Fine without high winds	Single carriageway	Dry	30	Darkness: street lights present and lit
8	417738	Kirklees	A641	Unknown	Single carriageway	Dry	30	Darkness: street lighting unknown
9	417750	Kirklees	U	Fine without high winds	Single carriageway	Dry	30	Darkness: street lights present and lit

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Unknown	Unknown	0	0	1	0	0	0
2	Unknown	No physical crossing facility within 50 metres	0	0	0	0	0	0
3	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	1	0	0	0
4	Unknown	Central refuge - no other controls	0	0	0	0	0	0
5	Unknown	Pedestrian phase at traffic signal junction	0	0	0	0	0	0
6	Unknown	Pedestrian phase at traffic signal junction	0	0	0	1	0	0
7	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	1	0	0	0
8	Not at or within 20 metres of junction	Pedestrian phase at traffic signal junction	0	0	0	0	0	0
9	Not at or within 20 metres of junction	Pedestrian phase at traffic signal junction	0	1	0	0	0	1

#	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	Auto traffic signal	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2024131433392	1
2	1	0	0	0	Kirklees	Auto traffic signal	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2023131265070	1
3	1	0	0	0	Kirklees	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020137110317	1
4	1	0	0	0	Kirklees	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022131137881	1
5	1	0	0	1	Kirklees	Auto traffic signal	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2023131373815	1
6	1	0	0	0	Kirklees	Auto traffic signal	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022131192659	1
7	1	0	0	0	Kirklees	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2023131350180	1
8	1	0	0	0	Kirklees	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2023131280436	1

9	1	0	0	1	Kirklees	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021131088146	1

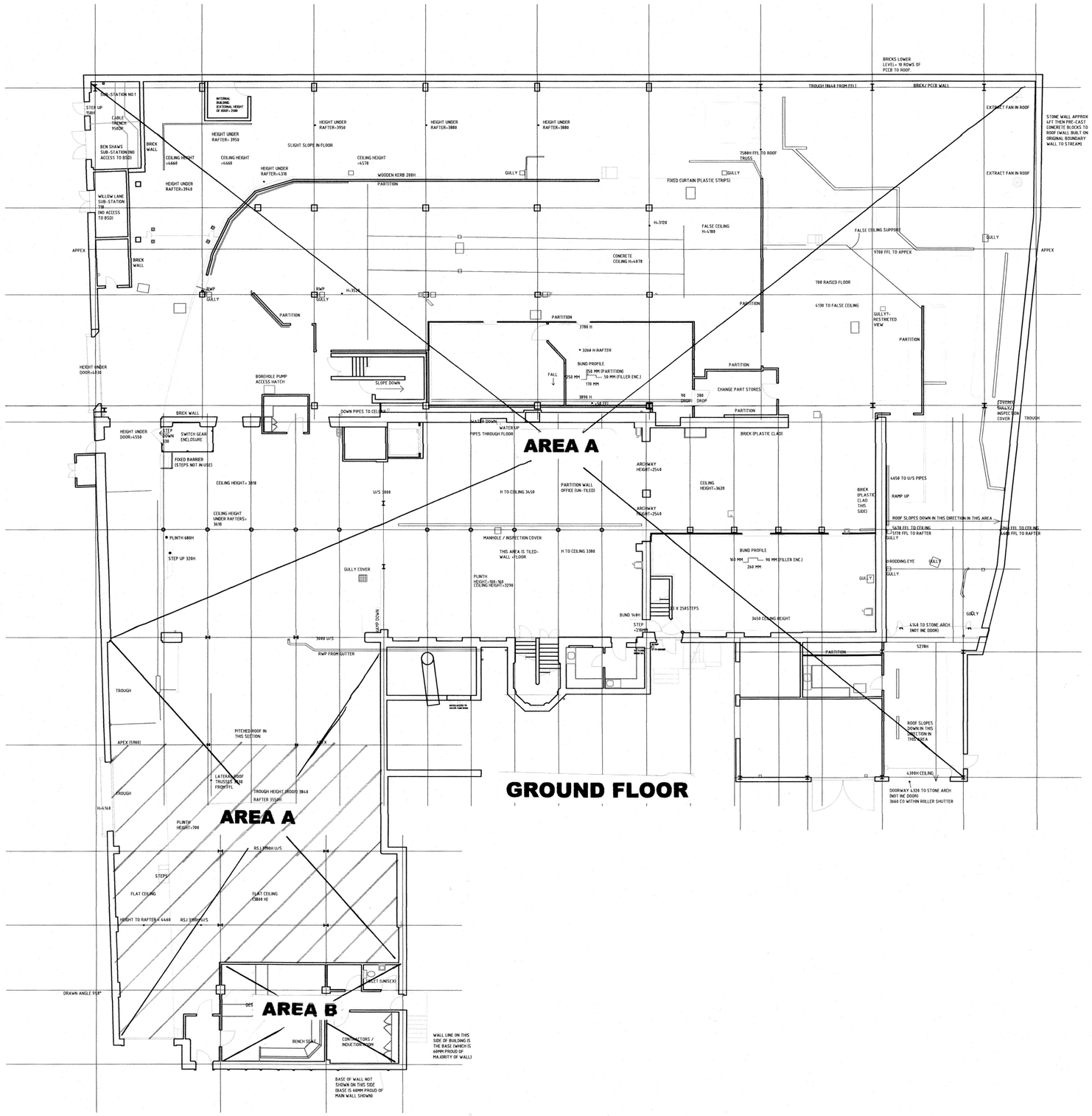
Appendix B

Floor Plans

CHANGE OF USE : FORMER BRITVIC PREMISES WILLOW LANE HUDDERSFIELD

SCALE 1:200 | DWG Nr 3A

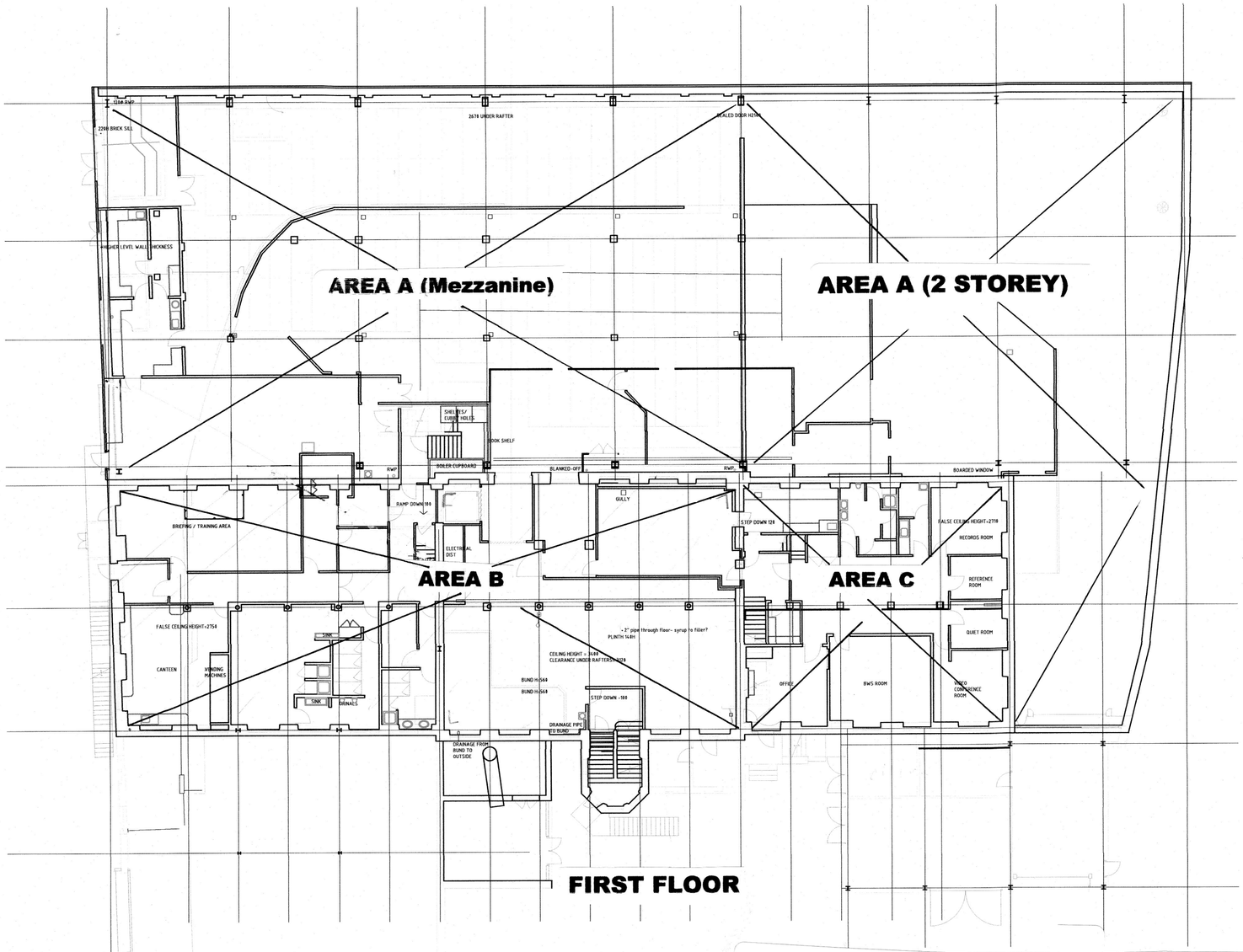
Rev. A. Hatching added 29/1/25



CHANGE OF USE : FORMER BRITVIC PREMISES WILLOW LANE HUDDERSFIELD

SCALE 1:200 | DWG NR 4A

Rev A - Second floor removed 29/1/25

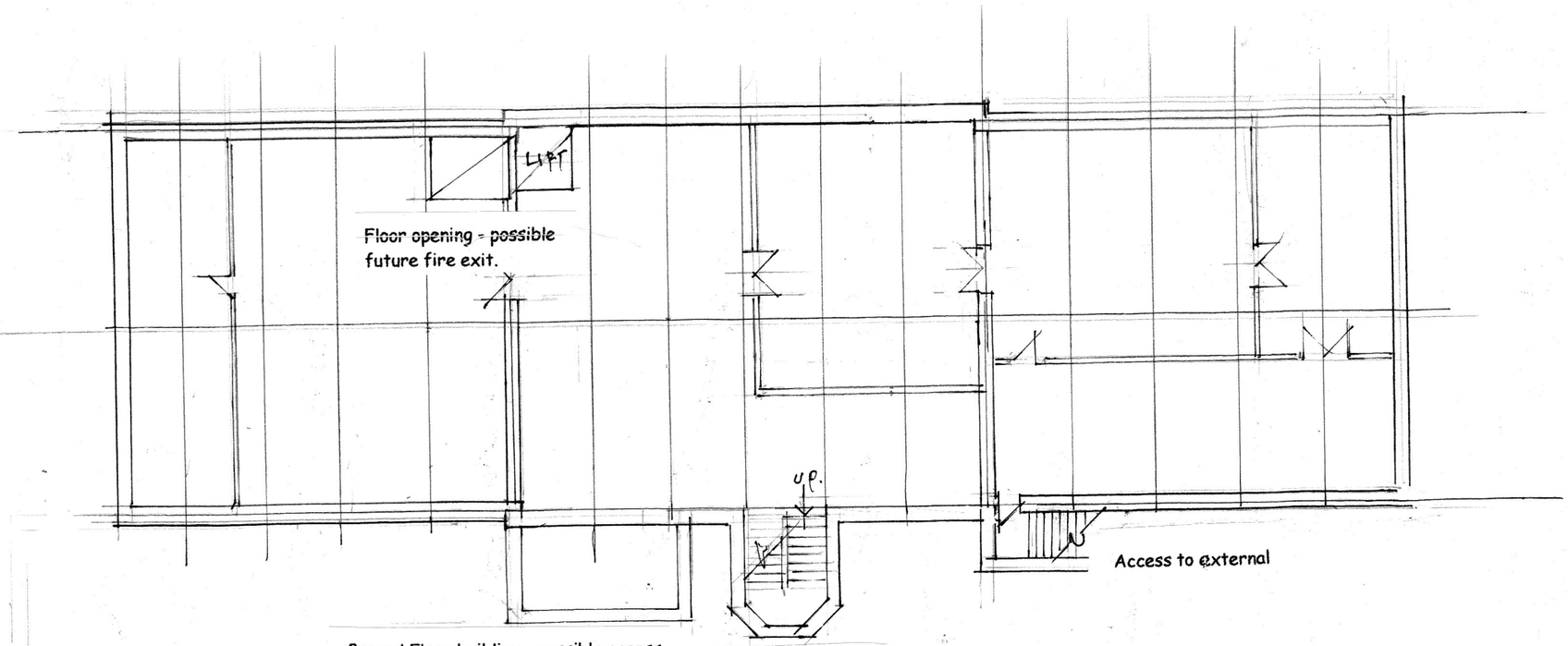


FIRST FLOOR

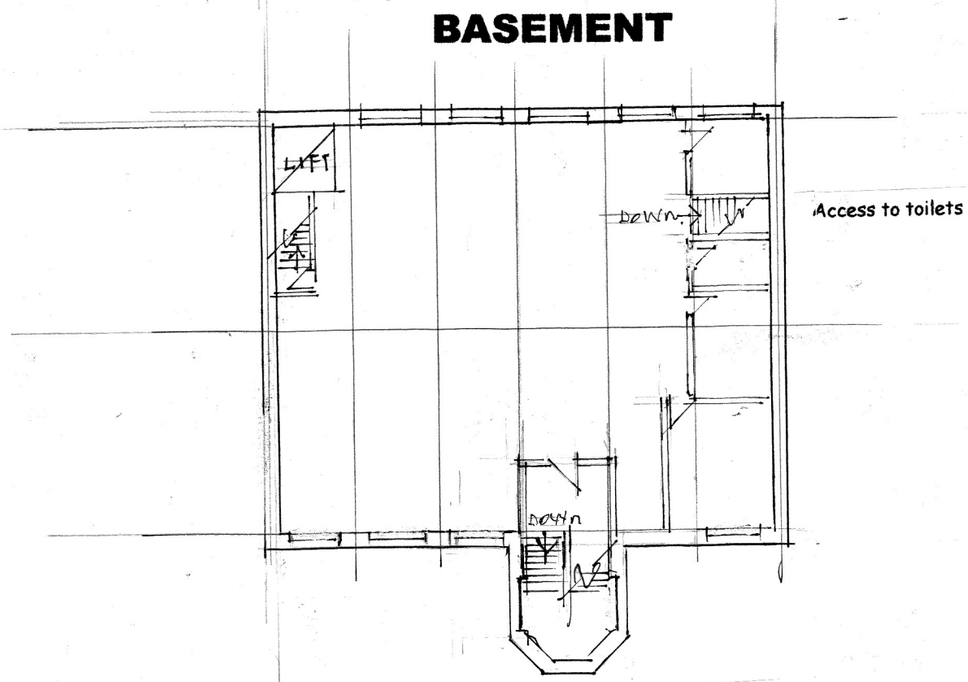
CHANGE OF USE : FORMER BRITVIC PREMISES WILLOW LANE HUDDERSFIELD

SCALE : 1:200

DWG NO. 5



BASEMENT



SECOND FLOOR

Appendix C

Drawing 400301-001

- Sanderson Associates Consulting Engineers ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plan(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.
- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.

Rev	Amendment	Drawn	Date	Checked

sanderson associates consulting engineers
Highways | Traffic | Transportation | Water
T 01924 844080 mail@sandersonassociates.co.uk
F 01924 844081 www.sandersonassociates.co.uk

Project Name

Former Britvic Mill, Willow Lane
Huddersfield

Drawing Title

Proposed Site Layout
and Visibility Splays

Scale 1:500	Drawn By AA
Drawing Size A3	Checked By CP
Date December 2025	Approved By CP

	Drawing Number	Rev
	400301-001	

FILE REF:

Appendix D

Parking Accumulation Tables

Parking Accumulation – B8 Use (3,210m²)

Time	Trip Rate		Generations		Accumulation
	Arrivals	Departures	Arrivals	Departures	
0500 – 0600	0.135	0.061	4	2	2
0600 – 0700	0.141	0.129	5	4	3
0700 – 0800	0.204	0.122	7	4	6
0800 – 0900	0.258	0.122	8	4	10
0900 – 1000	0.115	0.054	4	2	12
1000 – 1100	0.165	0.122	5	4	13
1100 - 1200	0.125	0.133	4	4	13
1200 – 1300	0.150	0.122	5	4	14
1300 – 1400	0.158	0.147	5	5	14
1400 – 1500	0.193	0.215	6	7	13
1500 – 1600	0.133	0.258	4	8	9
1600 – 1700	0.107	0.218	4	7	6
1700 – 1800	0.068	0.251	2	8	0
1800 – 1900	0.049	0.064	2	2	0
1900 – 2000	0.018	0.031	1	1	0
2000 – 2100	0.000	0.006	0	0	0

Parking Accumulation – Office Use (270m²)

Time	Trip Rate		Generations		Accumulation
	Arrivals	Departures	Arrivals	Departures	
0500 – 0600	0.000	0.000	0	0	0
0600 – 0700	0.000	0.000	0	0	0
0700 – 0800	1.040	0.063	3	0	3
0800 – 0900	2.484	0.307	7	1	9
0900 – 1000	1.272	0.736	3	2	10
1000 – 1100	0.491	0.445	1	1	10
1100 - 1200	0.414	0.506	1	1	10
1200 – 1300	0.567	0.981	2	3	9
1300 – 1400	0.813	0.644	2	2	9
1400 – 1500	0.399	0.506	1	1	9
1500 – 1600	0.215	0.537	1	1	9
1600 – 1700	0.322	1.088	1	3	7
1700 – 1800	0.383	2.238	1	6	2
1800 – 1900	0.205	0.615	1	2	1
1900 – 2000	0.000	0.000	0	0	1
2000 – 2100	0.000	0.000	0	0	1

Parking Accumulation – Educational Use (460m²)

Time	Trip Rate		Generations		Accumulation
	Arrivals	Departures	Arrivals	Departures	
0500 – 0600	0.000	0.000	0	0	0
0600 – 0700	0.000	0.000	0	0	0
0700 – 0800	0.874	0.000	4	0	4
0800 – 0900	1.457	0.874	7	4	7
0900 – 1000	0.666	0.125	3	1	9
1000 – 1100	0.208	0.208	1	1	9
1100 - 1200	0.250	0.499	1	2	8
1200 – 1300	0.333	0.375	2	2	8
1300 – 1400	0.250	0.125	1	1	8
1400 – 1500	0.258	0.419	1	2	7
1500 – 1600	0.516	0.483	2	2	7
1600 – 1700	0.773	1.515	4	7	4
1700 – 1800	0.258	0.387	1	2	3
1800 – 1900	0.129	0.226	1	1	3
1900 – 2000	0.052	0.416	0	2	1
2000 – 2100	0.000	0.156	0	1	0

Parking Accumulation – Community Use (220m²)

Time	Trip Rate		Generations		Accumulation
	Arrivals	Departures	Arrivals	Departures	
0500 – 0600	0.000	0.000	0	0	0
0600 – 0700	0.000	0.000	0	0	0
0700 – 0800	0.244	0.000	1	0	1
0800 – 0900	0.811	0.203	2	0	3
0900 – 1000	1.284	0.71	3	2	4
1000 – 1100	1.048	0.845	2	2	4
1100 - 1200	0.473	0.879	1	2	3
1200 – 1300	0.406	0.541	1	1	3
1300 – 1400	0.473	0.507	1	1	3
1400 – 1500	0.473	0.676	1	2	2
1500 – 1600	0.777	0.507	2	1	3
1600 – 1700	0.372	0.676	1	2	2
1700 – 1800	0.676	0.541	1	1	2
1800 – 1900	0.770	0.362	2	1	3
1900 – 2000	0.498	1.584	1	3	1
2000 – 2100	0.000	0.516	0	1	0

Parking Accumulation – Resultant B2 Use (1,245m²)

Time	Trip Rate		Generations		Accumulation
	Arrivals	Departures	Arrivals	Departures	
0500 – 0600	0.090	0.006	1	0	1
0600 – 0700	0.282	0.038	4	1	4
0700 – 0800	0.424	0.082	5	1	8
0800 – 0900	0.312	0.071	4	1	11
0900 – 1000	0.225	0.104	3	1	13
1000 – 1100	0.185	0.112	2	1	14
1100 - 1200	0.124	0.124	2	2	14
1200 – 1300	0.189	0.270	3	3	14
1300 – 1400	0.133	0.206	2	3	13
1400 – 1500	0.122	0.112	2	1	14
1500 – 1600	0.063	0.194	1	3	12
1600 – 1700	0.032	0.352	0	4	8
1700 – 1800	0.087	0.207	1	3	6
1800 – 1900	0.048	0.092	1	1	6
1900 – 2000	0.042	0.038	0	0	6
2000 – 2100	0.017	0.102	0	1	5

Parking Accumulation – Total

Time	Generations		Accumulation
	Arrivals	Departures	
0500 – 0600	5	2	3
0600 – 0700	9	5	7
0700 – 0800	20	5	22
0800 – 0900	28	10	40
0900 – 1000	16	8	48
1000 – 1100	11	9	50
1100 - 1200	9	11	48
1200 – 1300	13	13	48
1300 – 1400	11	12	47
1400 – 1500	11	13	45
1500 – 1600	10	15	40
1600 – 1700	10	23	27
1700 – 1800	6	20	13
1800 – 1900	7	7	13
1900 – 2000	2	6	9
2000 – 2100	0	3	6

Appendix E

TRICS Outputs

Audit Code: d823729d-570c-4afe-a62e-43558e31118b

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 day
03	**SOUTH WEST**		
	DV	DEVON	1 day
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 day
	WM	WEST MIDLANDS	1 day
08	**NORTH WEST**		
	EC	CHESHIRE EAST	1 day
10	**WALES**		
	CF	CARDIFF	1 day
12	**CONNAUGHT**		
	CS	SLIGO	1 day
14	**LEINSTER**		
	KK	KILKENNY	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	1 day

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:	GFA
Actual Range:	3513 to 14125 (units:sqm)
Range Selected by User:	3500 to 15000 (units:sqm)
Parking Spaces Range:	4 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/15 to 08/11/23

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:

Friday	2 days
Monday	1 days
Thursday	2 days
Tuesday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	9
Direction ATC Count	0

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

Selected Locations:

Edge of Town	4 days
Neighbourhood Centre	1 days
Suburban Area	4 days

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:

Development Zone	1 days
Industrial Zone	5 days
No Sub Category	1 days
Residential Zone	1 days
Village	1 days

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 Vehicle Counts:

Servicing vehicles Included	3 days
Servicing vehicles Unknown	6 days

Secondary Filtering Selection:

Use Class:

Not Known	9 surveys

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®.

Population within 500m Range:

0 - 5200

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	3 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	7 surveys
1.6 to 2.0	1 surveys

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.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	9 surveys

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	9 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

1	**AN-02-C-01**	**COMPOSITES**	**ANTRIM**

FERGUSON ROAD
LISBURN
Suburban Area
No Sub Category
Site area: 1.399999976158142 hect
Survey date: Friday 19/06/2015
Survey Type: Manual

2	**CF-02-C-02**	**BAKERY**	**CARDIFF**

MAES-Y-COED ROAD
CARDIFF
Suburban Area
Industrial Zone
Site area: 2.6700000762939453 hect
Survey date: Thursday 06/10/2016
Survey Type: Manual

3	**CS-02-C-02**	**PHARMACEUTICAL MANUFACTURER**	**SLIGO**

BALLYTIVNAN ROAD
SLIGO
BALLYTIVNAN
Edge of Town
Residential Zone
Site area: 9.5 hect
Survey date: Wednesday 06/09/2023
Survey Type: Manual

4	**DV-02-C-02**	**ENERGY RECOVERY FACILITY**	**DEVON**

GRACE ROAD SOUTH
EXETER
MARSH BARTON TRAD. EST.
Suburban Area
Industrial Zone
Site area: 0.949999988079071 hect
Survey date: Thursday 06/07/2017
Survey Type: Manual

5	**EC-02-C-01**	**OFFICE FURNITURE**	**CHESHIRE EAST**

BRUNEL ROAD
MACCLESFIELD
LYME GREEN BUS. PARK
Edge of Town
Development Zone
Site area: 0.9100000262260437 hect
Survey date:
Survey Type: Manual

6	**HC-02-C-02**	**GIN DISTILLERY**	**HAMPSHIRE**

LONDON ROAD
LAVERSTOKE
Neighbourhood Centre
Village
Site area: 2.0999999046325684 hect
Survey date: Wednesday 09/05/2018
Survey Type: Manual

7	**KK-02-C-02**	**COOLING SYSTEMS COMPANY**	**KILKENNY**

HEBRON ROAD
KILKENNY
Edge of Town
Industrial Zone
Site area: 0.7900000214576721 hect
Survey date: Friday 04/10/2019
Survey Type: Manual

8	**WK-02-C-01**	**MACHINE ENGINEERING**	**WARWICKSHIRE**

CASTLE MOUND WAY
RUGBY

Edge of Town
Industrial Zone
Site area: 2.0299999713897705 hect
Survey date: Wednesday 10/11/2021 Survey Type: Manual

9 **WM-02-C-04** **FOUNDRY** **WEST MIDLANDS**
STOURVALE ROAD
STOURBRIDGE
LYE
Suburban Area
Industrial Zone
Site area: 0.6299999952316284 hect
Survey date: Tuesday 21/11/2017 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
LT-02-C-01	22-05-2017	Unsuitable location

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	7793	0.090	0.006	0.096
06:00-07:00	2	7793	0.282	0.038	0.320
07:00-08:00	9	6920	0.424	0.082	0.506
08:00-09:00	9	6920	0.312	0.071	0.383
09:00-10:00	9	6920	0.225	0.104	0.329
10:00-11:00	9	6920	0.185	0.112	0.297
11:00-12:00	9	6920	0.124	0.124	0.248
12:00-13:00	9	6920	0.189	0.270	0.459
13:00-14:00	9	6920	0.133	0.206	0.339
14:00-15:00	9	6920	0.122	0.112	0.234
15:00-16:00	9	6920	0.063	0.194	0.257
16:00-17:00	9	6920	0.032	0.352	0.384
17:00-18:00	9	6920	0.087	0.207	0.294
18:00-19:00	9	6920	0.048	0.092	0.140
19:00-20:00	3	7862	0.042	0.038	0.080
20:00-21:00	3	7862	0.017	0.102	0.119
21:00-22:00	1	8000	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			2.375	2.110	4.485

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

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

Parameter Summary:

Trip rate parameter range selected:	3500 - 15000 (units: sqm)
Survey date date range:	19/06/2015 - 06/09/2023
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**7793**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**7793**	**0.000**	**0.000**	**0.000**
07:00-08:00	**9**	**6920**	**0.031**	**0.022**	**0.053**
08:00-09:00	**9**	**6920**	**0.031**	**0.027**	**0.058**
09:00-10:00	**9**	**6920**	**0.059**	**0.027**	**0.086**
10:00-11:00	**9**	**6920**	**0.048**	**0.021**	**0.069**
11:00-12:00	**9**	**6920**	**0.040**	**0.035**	**0.075**
12:00-13:00	**9**	**6920**	**0.045**	**0.042**	**0.087**
13:00-14:00	**9**	**6920**	**0.031**	**0.029**	**0.060**
14:00-15:00	**9**	**6920**	**0.024**	**0.029**	**0.053**
15:00-16:00	**9**	**6920**	**0.014**	**0.016**	**0.030**
16:00-17:00	**9**	**6920**	**0.008**	**0.011**	**0.019**
17:00-18:00	**9**	**6920**	**0.002**	**0.000**	**0.002**
18:00-19:00	**9**	**6920**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**7862**	**0.004**	**0.000**	**0.004**
20:00-21:00	**3**	**7862**	**0.000**	**0.004**	**0.004**
21:00-22:00	**1**	**8000**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.337**	**0.263**	**0.600**

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

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

Parameter Summary:

Trip rate parameter range selected:	3500 - 15000 (units: sqm)
Survey date date range:	19/06/2015 - 06/09/2023
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 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 CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	BO	BEDFORD	1 day
	HC	HAMPSHIRE	1 day
04	**EAST ANGLIA**		
	SF	SUFFOLK	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KS	KIRKLEES	1 day
	NY	NORTH YORKSHIRE	1 day
09	**NORTH**		
	CU	CUMBERLAND	1 day
13	**MUNSTER**		
	CR	CORK	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 day

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:	GFA
Actual Range:	1125 to 4836 (units:sqm)
Range Selected by User:	1000 to 5000 (units:sqm)
Parking Spaces Range:	7 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/15 to 04/11/24

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:

Friday	1 days
Monday	3 days
Thursday	1 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	8
Direction ATC Count	0

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

Selected Locations:

Edge of Town	7 days
Edge of Town Centre	1 days

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:

Built-Up Zone	1 days
Industrial Zone	7 days

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	7 days

Secondary Filtering Selection:

Use Class:

B8	8 surveys

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®.

Population within 500m Range:

50 - 6282

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
5,001 to 10,000	5 surveys

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

Population within 5 miles:

125,001 to 250,000	3 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	2 surveys
75,001 to 100,000	1 surveys

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	3 surveys
1.1 to 1.5	5 surveys

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.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	8 surveys

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	8 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

1 CAMBRIDGE ROAD BEDFORD Edge of Town Industrial Zone Gross floor area: 3500 sqm Survey date: Thursday 15/10/2020	**BO-02-F-01**	**DRINKS WHOLESALER**	**BEDFORD** Survey Type: Manual
2 POULADUFF ROAD CORK SOUTHSIDE IND. ESTATE Edge of Town Industrial Zone Gross floor area: 4800 sqm Survey date: Tuesday 15/10/2019	**CR-02-F-03**	**FURNITURE DISTRIBUTION**	**CORK** Survey Type: Manual
3 CARLISLE ROAD BRAMPTON Edge of Town Industrial Zone Gross floor area: 4007 sqm Survey date: Wednesday 19/06/2024	**CU-02-F-01**	**WAREHOUSING & DISTRIBUTION**	**CUMBERLAND** Survey Type: Manual
4 SWORDS ROAD DUBLIN Edge of Town Industrial Zone Gross floor area: 3990 sqm Survey date: Wednesday 19/05/2021	**DL-02-F-04**	**LOGISTICS COMPANY**	**DUBLIN** Survey Type: Manual
5 WARSASH ROAD PARK GATE Edge of Town Industrial Zone Gross floor area: 3665 sqm Survey date:	**HC-02-F-03**	**PPE DISTRIBUTION**	**HAMPSHIRE** Survey Type: Manual
6 MORTIMER STREET CLECKHEATON Edge of Town Centre Built-Up Zone Gross floor area: 1507 sqm Survey date:	**KS-02-F-01**	**ELECTRONICS DISTRIBUTION**	**KIRKLEES** Survey Type: Manual
7 GRIMBALD CRAG CLOSE KNARESBOROUGH Edge of Town Industrial Zone Gross floor area: 1750 sqm Survey date:	**NY-02-F-01**	**REMOVALS SERVICE**	**NORTH YORKSHIRE** Survey Type: Manual
8 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town	**SF-02-F-03**	**ROAD HAULAGE**	**SUFFOLK**

Industrial Zone
Gross floor area: 4700 sqm
Survey date: Friday 18/09/2015

Survey Type: Manual

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	4	4074	0.135	0.061	0.196
06:00-07:00	4	4074	0.141	0.129	0.270
07:00-08:00	8	3490	0.204	0.122	0.326
08:00-09:00	8	3490	0.258	0.122	0.380
09:00-10:00	8	3490	0.115	0.054	0.169
10:00-11:00	8	3490	0.165	0.122	0.287
11:00-12:00	8	3490	0.125	0.133	0.258
12:00-13:00	8	3490	0.150	0.122	0.272
13:00-14:00	8	3490	0.158	0.147	0.305
14:00-15:00	8	3490	0.193	0.215	0.408
15:00-16:00	8	3490	0.133	0.258	0.391
16:00-17:00	8	3490	0.107	0.218	0.325
17:00-18:00	8	3490	0.068	0.251	0.319
18:00-19:00	7	3773	0.049	0.064	0.113
19:00-20:00	4	4074	0.018	0.031	0.049
20:00-21:00	4	4074	0.000	0.006	0.006
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.019	2.055	4.074

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

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

Parameter Summary:

Trip rate parameter range selected:	1000 - 5000 (units: sqm)
Survey date date range:	18/09/2015 - 19/06/2024
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

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/F - WAREHOUSING (COMMERCIAL)

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	4	4074	0.031	0.037	0.068
06:00-07:00	4	4074	0.031	0.098	0.129
07:00-08:00	8	3490	0.032	0.090	0.122
08:00-09:00	8	3490	0.057	0.054	0.111
09:00-10:00	8	3490	0.068	0.043	0.111
10:00-11:00	8	3490	0.061	0.064	0.125
11:00-12:00	8	3490	0.061	0.068	0.129
12:00-13:00	8	3490	0.072	0.039	0.111
13:00-14:00	8	3490	0.079	0.054	0.133
14:00-15:00	8	3490	0.090	0.043	0.133
15:00-16:00	8	3490	0.079	0.054	0.133
16:00-17:00	8	3490	0.057	0.086	0.143
17:00-18:00	8	3490	0.029	0.050	0.079
18:00-19:00	7	3773	0.023	0.015	0.038
19:00-20:00	4	4074	0.006	0.000	0.006
20:00-21:00	4	4074	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.776	0.795	1.571

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

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

Parameter Summary:

Trip rate parameter range selected:	1000 - 5000 (units: sqm)
Survey date date range:	18/09/2015 - 19/06/2024
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

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.

Audit Code: b66810e1-9741-4a2c-b97f-79497cb511ad

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	BH	BRIGHTON & HOVE	1 day
	ES	EAST SUSSEX	1 day
	WS	WEST SUSSEX	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	2 days
05	**EAST MIDLANDS**		
	DY	DERBY	1 day
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 day
09	**NORTH**		
	CU	CUMBERLAND	1 day
10	**WALES**		
	BG	BRIDGEND	1 day

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:	GFA
Actual Range:	118 to 925 (units:sqm)
Range Selected by User:	118 to 1000 (units:sqm)
Parking Spaces Range:	1 - 1471

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/15 to 05/06/25

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:

Friday	1 days
Monday	3 days
Thursday	3 days
Tuesday	2 days
Wednesday	3 days

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

Selected survey types:

Manual count	12
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Edge of Town Centre	7 days
Suburban Area	3 days

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:

Built-Up Zone	2 days
Commercial Zone	2 days
Industrial Zone	3 days
No Sub Category	1 days
Residential Zone	4 days

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 Vehicle Counts:

Servicing vehicles Included	9 days
Servicing vehicles Unknown	3 days

Secondary Filtering Selection:

Use Class:

Not Known	12 surveys

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®.

Population within 500m Range:

682 - 9836

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	5 surveys

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

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	2 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	3 surveys
75,001 to 100,000	3 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	9 surveys
1.1 to 1.5	3 surveys

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.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	10 surveys
Yes	2 surveys

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	12 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

1	**BG-02-A-01**	**HAULAGE COMPANY**	**BRIDGEND**
KENT ROAD BRIDGEND Suburban Area Industrial Zone Gross floor area: 300 sqm Survey date: Thursday 06/05/2021			Survey Type: Manual
2	**BH-02-A-05**	**OFFICES**	**BRIGHTON & HOVE**
ROMAN ROAD HOVE Edge of Town Centre Residential Zone Gross floor area: 280 sqm Survey date: Wednesday 04/07/2018			Survey Type: Manual
3	**CU-02-A-02**	**OFFICE**	**CUMBERLAND**
PORT ROAD CARLISLE Edge of Town Centre Industrial Zone Gross floor area: 925 sqm Survey date: Friday 24/06/2016			Survey Type: Manual
4	**DY-02-A-02**	**REAL ESTATE DEVELOPERS**	**DERBY**
PRIME PARKWAY DERBY Edge of Town Centre No Sub Category Gross floor area: 594 sqm Survey date: Thursday 21/10/2021			Survey Type: Manual
5	**ES-02-A-11**	**HOUSING COMPANY**	**EAST SUSSEX**
THE SIDINGS HASTINGS ORE VALLEY Suburban Area Residential Zone Gross floor area: 186 sqm Survey date: Tuesday 17/11/2015			Survey Type: Manual
6	**GM-02-A-10**	**ACCOUNTANTS**	**GREATER MANCHESTER**
CHORLEY NEW ROAD BOLTON HEATON Suburban Area Residential Zone Gross floor area: 500 sqm Survey date:			Survey Type: Manual
7	**NF-02-A-02**	**FINANCIAL PLANNERS**	**NORFOLK**
NORTH QUAY GREAT YARMOUTH Edge of Town Centre Commercial Zone Gross floor area: 894 sqm Survey date:			Survey Type: Manual
8	**NF-02-A-04**	**BUILDING CONSULTANT**	**NORFOLK**
WHITING ROAD NORWICH Edge of Town Commercial Zone			

Gross floor area: 500 sqm
Survey date: Wednesday 13/11/2019 Survey Type: Manual

9	**NY-02-A-01**	**SOLICITORS**	**NORTH YORKSHIRE**

NORTH PARK ROAD
HARROGATE
Edge of Town Centre
Built-Up Zone
Gross floor area: 178 sqm
Survey date: Thursday 04/10/2018 Survey Type: Manual

10	**WK-02-A-02**	**OFFICES**	**WARWICKSHIRE**

WHITEHALL ROAD
RUGBY
Edge of Town Centre
Residential Zone
Gross floor area: 540 sqm
Survey date: Survey Type: Manual

11	**WK-02-A-03**	**ENGINEERING CONSULTANTS**	**WARWICKSHIRE**

BUDBROOKE ROAD
WARWICK
Edge of Town
Industrial Zone
Gross floor area: 796 sqm
Survey date: Wednesday 23/11/2022 Survey Type: Manual

12	**WS-02-A-05**	**SOCIAL HOUSING COMPANY**	**WEST SUSSEX**

NORTH STREET
WORTHING
Edge of Town Centre
Built-Up Zone
Gross floor area: 830 sqm
Survey date: Tuesday 17/05/2022 Survey Type: Manual

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	**11**	**577**	**1.040**	**0.063**	**1.103**
08:00-09:00	**12**	**544**	**2.484**	**0.307**	**2.791**
09:00-10:00	**12**	**544**	**1.272**	**0.736**	**2.008**
10:00-11:00	**12**	**544**	**0.491**	**0.445**	**0.936**
11:00-12:00	**12**	**544**	**0.414**	**0.506**	**0.920**
12:00-13:00	**12**	**544**	**0.567**	**0.981**	**1.548**
13:00-14:00	**12**	**544**	**0.813**	**0.644**	**1.457**
14:00-15:00	**12**	**544**	**0.399**	**0.506**	**0.905**
15:00-16:00	**12**	**544**	**0.215**	**0.537**	**0.752**
16:00-17:00	**12**	**544**	**0.322**	**1.088**	**1.410**
17:00-18:00	**12**	**544**	**0.383**	**2.238**	**2.621**
18:00-19:00	**11**	**577**	**0.205**	**0.615**	**0.820**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**8.605**	**8.666**	**17.271**

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

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

Parameter Summary:

Trip rate parameter range selected:	118 - 1000 (units: sqm)
Survey date date range:	17/11/2015 - 23/11/2022
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 4b31de61-e1a1-4a6c-b61e-869ab8d30d2d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: F - COMMUNITY EDUCATION

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	HF	HERTFORDSHIRE	1 day
05	**EAST MIDLANDS**		
	LR	LEICESTER	1 day
10	**WALES**		
	NW	NEWPORT	1 day
14	**LEINSTER**		
	LA	LAOIS	1 day
16	**ULSTER (REPUBLIC OF IRELAND)**		
	DN	DONEGAL	1 day

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:	GFA
Actual Range:	310 to 872 (units:sqm)
Range Selected by User:	50 to 1000 (units:sqm)
Parking Spaces Range:	0 - 262

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 15/11/23

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:

Friday	1 days
Tuesday	3 days
Wednesday	1 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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

Selected Locations:

Edge of Town	3 days
Edge of Town Centre	1 days
Suburban Area	1 days

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:

No Sub Category	1 days
Residential Zone	2 days
Retail Zone	2 days

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 Vehicle Counts:

Servicing vehicles Included	2 days
Servicing vehicles Unknown	3 days

Secondary Filtering Selection:

Use Class:

F1(a)	5 surveys

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®.

Population within 500m Range:

265 - 2057

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
250,001 to 500,000	1 surveys
5,000 or Less	1 surveys
5,001 to 25,000	1 surveys

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	3 surveys
1.1 to 1.5	1 surveys
1.6 to 2.0	1 surveys

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.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 surveys

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	5 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

1	**DN-04-F-01**	**ADULT EDUCATION CENTRE**	**DONEGAL**

COLLEGE STREET
BALLYSHANNON
Edge of Town Centre
No Sub Category
Site area: 0.11999999731779099 hect
Survey date: Tuesday 29/11/2011 Survey Type: Manual

2	**HF-04-F-01**	**COMMUNITY ARTS CENTRE**	**HERTFORDSHIRE**

LONDON ROAD
STEVENAGE
Edge of Town
Retail Zone
Site area: 0.029999999329447746 hect
Survey date: Wednesday 15/11/2023 Survey Type: Manual

3	**LA-04-F-01**	**FURTH. ED. C.**	**LAOIS**

HARBOUR STREET
MOUNTMELLICK
Suburban Area
Residential Zone
Site area: 1.0099999904632568 hect
Survey date: Tuesday 07/06/2011 Survey Type: Manual

4	**LR-04-F-01**	**COM. EDUCATION CEN.**	**LEICESTER**

LUBBESTHORPE WAY
LEICESTER
Edge of Town
Retail Zone
Site area: 0.07000000029802322 hect
Survey date: Tuesday 03/10/2023 Survey Type: Manual

5	**NW-04-F-01**	**COMM. ED. CENTRE**	**NEWPORT**

GROVE ROAD
NEWPORT
RISCA
Edge of Town
Residential Zone
Site area: 0.1899999976158142 hect
Survey date: Friday 22/10/2010 Survey Type: Manual

TRIP RATE for Land Use 04 - EDUCATION/F - COMMUNITY EDUCATION

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	4	601	0.874	0.000	0.874
08:00-09:00	4	601	1.457	0.874	2.331
09:00-10:00	4	601	0.666	0.125	0.791
10:00-11:00	4	601	0.208	0.208	0.416
11:00-12:00	4	601	0.250	0.499	0.749
12:00-13:00	4	601	0.333	0.375	0.708
13:00-14:00	4	601	0.250	0.125	0.375
14:00-15:00	5	621	0.258	0.419	0.677
15:00-16:00	5	621	0.516	0.483	0.999
16:00-17:00	5	621	0.773	1.515	2.288
17:00-18:00	5	621	0.258	0.387	0.645
18:00-19:00	5	621	0.129	0.226	0.355
19:00-20:00	3	640	0.052	0.416	0.468
20:00-21:00	3	640	0.000	0.156	0.156
21:00-22:00	1	368	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			6.024	5.808	11.832

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

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

Parameter Summary:

Trip rate parameter range selected:	50 - 1000 (units: sqm)
Survey date date range:	22/10/2010 - 15/11/2023
Number of weekdays (Monday-Friday):	5
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 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 CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: Q - COMMUNITY CENTRE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 day
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 day
09	**NORTH**		
	TW	TYNE & WEAR	1 day
10	**WALES**		
	PS	POWYS	1 day
13	**MUNSTER**		
	TI	TIPPERARY	1 day
14	**LEINSTER**		
	LU	LOUTH	1 day

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:	GFA
Actual Range:	100 to 1800 (units:sqm)
Range Selected by User:	100 to 1800 (units:sqm)
Parking Spaces Range:	6 - 70

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/15 to 24/10/24

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:

Friday	1 days
Thursday	4 days
Tuesday	1 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Edge of Town Centre	3 days
Suburban Area	1 days

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:

High Street	1 days
No Sub Category	1 days
Residential Zone	4 days

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 Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	4 days

Secondary Filtering Selection:

Use Class:

F2(b)	6 surveys

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®.

Population within 500m Range:

908 - 3962

Population within 1 mile:

10,001 to 15,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	3 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	4 surveys

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.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	6 surveys

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	6 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

1	**CA-07-Q-02**	**COMMUNITY CENTRE**	**CAMBRIDGESHIRE**

HIGH STREET
CAMBOURNE
Edge of Town Centre
High Street
Site area: 0.3700000047683716 hect
Survey date: Thursday 07/06/2018 Survey Type: Manual

2	**GM-07-Q-01**	**COMMUNITY CENTRE**	**GREATER MANCHESTER**

MOODY STREET
STANDISH
Edge of Town
Residential Zone
Site area: 0.06679999828338623 hect
Survey date: Thursday 28/04/2022 Survey Type: Manual

3	**LU-07-Q-01**	**COMMUNITY CENTRE**	**LOUTH**

SCARLET CRESCENT
DROGHEDA
Edge of Town Centre
Residential Zone
Site area: 0.29 hect
Survey date: Thursday 24/10/2024 Survey Type: Manual

4	**PS-07-Q-01**	**COMMUNITY CENTRE**	**POWYS**

HOWELL ROAD
WELSHPOOL
Edge of Town Centre
No Sub Category
Site area: 0.05999999865889549 hect
Survey date: Tuesday 12/05/2015 Survey Type: Manual

5	**TI-07-Q-01**	**COMMUNITY CENTRE**	**TIPPERARY**

ORMOND DRIVE
NENAGH
TYONE
Edge of Town
Residential Zone
Site area: 0.07000000029802322 hect
Survey date: Thursday 13/10/2022 Survey Type: Manual

6	**TW-07-Q-03**	**COMMUNITY CENTRE**	**TYNE & WEAR**

ASKEW ROAD W
GATESHEAD
TEAMS
Suburban Area
Residential Zone
Site area: 0.33000001311302185 hect
Survey date: Friday 24/05/2019 Survey Type: Manual

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**1**	**270**	**0.000**	**0.000**	**0.000**
07:00-08:00	**4**	**512**	**0.244**	**0.000**	**0.244**
08:00-09:00	**6**	**493**	**0.811**	**0.203**	**1.014**
09:00-10:00	**6**	**493**	**1.284**	**0.710**	**1.994**
10:00-11:00	**6**	**493**	**1.048**	**0.845**	**1.893**
11:00-12:00	**6**	**493**	**0.473**	**0.879**	**1.352**
12:00-13:00	**6**	**493**	**0.406**	**0.541**	**0.947**
13:00-14:00	**6**	**493**	**0.473**	**0.507**	**0.980**
14:00-15:00	**6**	**493**	**0.473**	**0.676**	**1.149**
15:00-16:00	**6**	**493**	**0.777**	**0.507**	**1.284**
16:00-17:00	**6**	**493**	**0.372**	**0.676**	**1.048**
17:00-18:00	**6**	**493**	**0.676**	**0.541**	**1.217**
18:00-19:00	**5**	**442**	**0.770**	**0.362**	**1.132**
19:00-20:00	**5**	**442**	**0.498**	**1.584**	**2.082**
20:00-21:00	**4**	**485**	**0.000**	**0.516**	**0.516**
21:00-22:00	**3**	**437**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**8.305**	**8.547**	**16.852**

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

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

Parameter Summary:

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date date range:	12/05/2015 - 24/10/2024
Number of weekdays (Monday-Friday):	6
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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