

Darwen Investment Ltd

Proposed Drive-Thru Unit Development,
A652 Bradford Road, Batley

Transport Statement

3707526



JUNE 2026

Report Details

Report Number:	3707526-TS
Report Title:	Transport Statement, Proposed Drive-Thru Unit Development, A652 Bradford Road, Batley
Client:	Darwen Investment Ltd
Date:	05 June 2026
Status:	-

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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by Darwen Investment Ltd to report on the highways and transportation considerations related with the proposed development of a drive-thru coffee shop, on the site of an existing commercial unit and Petrol Filling Station (PFS), north of A652 Bradford Road, Batley.

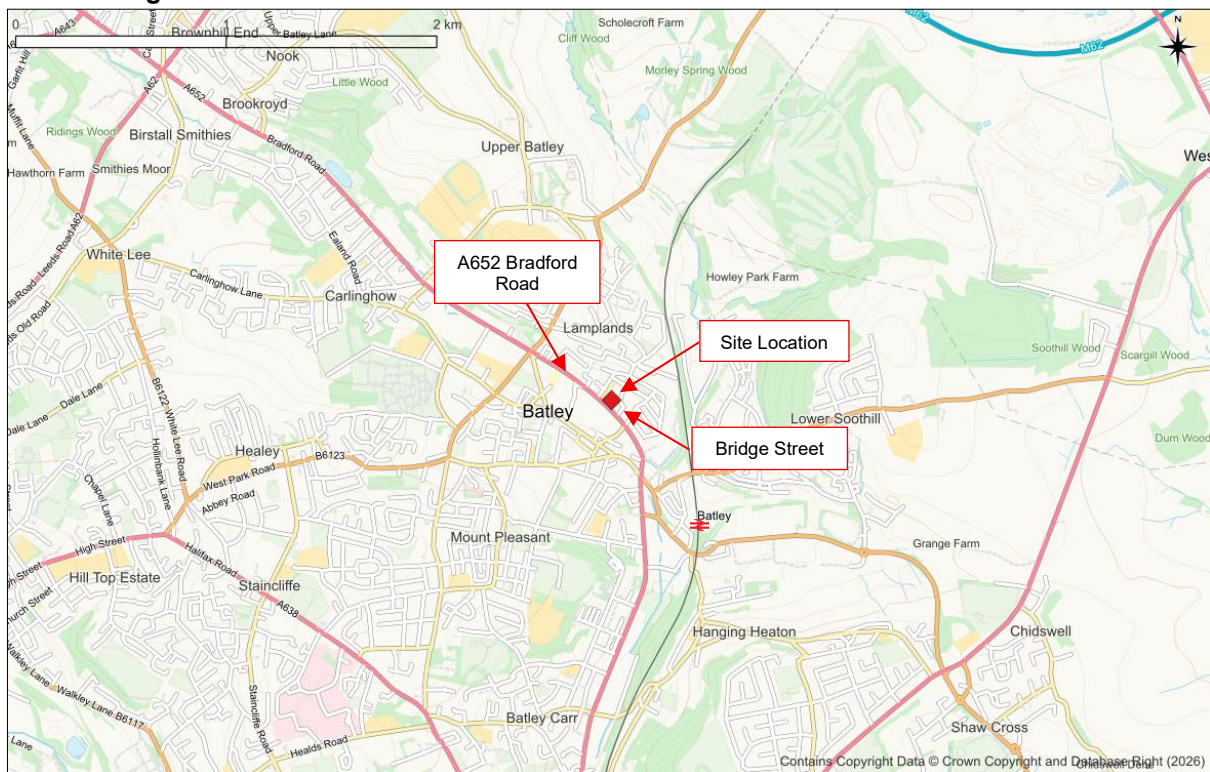
This Transport Statement (TS) has been produced to advise Kirklees Council (KC) as the Local Planning Authority and Highway Authority on the transport planning considerations associated with the proposed development.

1.2 Site Location

The application site currently comprises a commercial unit, associated area of hardstanding used for vehicle parking and a PFS, located to the eastern aspect of Batley Town Centre. The site is located around 9km north-west of Wakefield City Centre and approximately 11km south-west of Leeds City Centre.

The location of the site is illustrated at **Figure 1.1:**

Figure 1.1 – Site Location Plan



1.3 Planning History and Context

The site is subject to a live planning application, submitted in March 2026 (Application Reference: 2026/62/90620/E), for the demolition of an existing building and erection of food/drink building with drive-thru lane (Class E). No highways assessment was submitted as part of the application.

KC highways provided consultation comments dated 7th May 2026, which requested further information be submitted as part of the application, with the comments summarised below:

- Existing and proposed trip generation should be provided;
- Information regarding the proposed parking demand should be provided;
- Confirmation of the drive-thru use;
- EV charging information;
- Swept path analysis of the drive-thru unit, site servicing and access/egress arrangements should be submitted;
- Visibility splays at the site access/egress and within the site should be considered;
- A safe accessible pedestrian route should be provided to the buildings;
- Cycle parking for staff and visitors should be reviewed; and
- Refuse storage arrangements are required.

It is also noted that the LHA have requested a Stage 1 RSA be undertaken as part of the planning application.

Therefore, this TS has been produced in support of the live application, with regard to the above LHA comments.

1.4 Purpose and Structure of Report

This TS will examine the redevelopment proposals in the context of the application site, review the layout proposals including swept-path analysis, calculate the trip generating potential of the redevelopment and review the accessibility of the site.

In accordance with best practice, this Transport Statement (TS) has been prepared in reference to the Department for Transport (DfT) 'Guidance on Transport Assessment' document.

This report is structured as follows:

- Section 2 sets out the existing conditions of and around the application site;
- Section 3 provides a description of the proposed redevelopment;
- Section 4 assesses sustainable access options;
- Section 5 assesses the trip generating potential of the proposed redevelopment; and
- Section 6 presents the summary and conclusions.

2 Existing Conditions

2.1 General

The site currently comprises a commercial unit, associated areas of hardstanding used for vehicle parking and an operational PFS, located to the north of the A652 Bradford Road, to the eastern extent of Batley Town Centre. The existing PFS is located to the eastern edge of the site, with the commercial unit and associated areas of hardstanding located to the west.

Bridge Street and residential units bound the site to the north, with the A652 Bradford Road to the south and commercial units to the east and west. The wider area surrounding the site largely comprises retail/commercial units to the south and residential dwellings located to the north.

The access arrangements are shared between the two existing uses at the site, with an existing two-way access junction to the south-western and south-eastern aspect of the site, off the A652 Bradford Road. Both of the existing access junctions are supported by a ghost island right hand turn lane off the westbound lane of the A652.

2.2 Surrounding Highway Network

2.2.1 A652 Bradford Road

The A652 Bradford Road is formed of a single carriageway, which runs in a north-west/south-east orientation to the south of the site. To the north-west the road meets B6123 Batley Field Hill / B6123 Stocks Lane / Branch Road at a signalised junction and to the south-east the road meets Hick Lane / Station Road also at a signalised junction.

Within the vicinity of the site, the road is approximately 9m in width, subject to a 30mph speed limit and supported by streetlighting. The existing access points to the site are supported by ghost island right hand turn lanes. A pedestrian refuge island crossing point is also provided across the A652 at the site frontage.

Pedestrian footways and on road cycle lanes are provided along both sides of the road, supported by double yellow line parking. A PUFFIN crossing point is located around 50m to the north-west of the site.

It is noted that a traffic speed camera is located to the west of the site, with the associated on-road markings along the site frontage.

2.3 Road Safety

Accident statistics have been obtained for the local highway network in the vicinity of the application site for the latest available three years data covering 2022 to 2024, inclusive, from the Department for Transport (DfT).

An incident of 'slight' severity was recorded at the A652 Bradford Road / Bridge Street access junction, involving a single car.

In 2023 an accident of 'serious' severity was reported along the A652 Bradford Road, within the vicinity of the site. The incident involved what the data classifies as a young driver, a motorcycle and a car.

On review of the data, it is considered that the existing accident record does not demonstrate any pre-existing patterns or trends of incidents in the vicinity of the proposed development that could be affected by the development proposals.

3 Proposed Development

3.1 General

The proposed development comprises the demolition of the existing commercial building at the site, to facilitate the construction of a drive-thru unit with associated parking provision, including Electric Vehicle (EV) charging bays.

As part of the proposed development, the drive-thru unit will be located to the north-western extent of the site, with a Gross Floor Area (GFA) of around 154m².

It is noted that as part of the proposed development the existing PFS forecourt will remain largely unchanged, with the relocation of the offset fills and tanker vents. The existing retail store will be retained with the GFA of approximately 238m² unchanged.

The proposals do not seek to alter the location of the existing access arrangements at the site. The proposed layout of the site can be found at **Appendix 1** of this report.

3.2 Site Access and Internal Arrangements

The proposals include minor modifications to the existing access arrangements at the site. It is proposed that the western access junction will become access only, with the eastern junction egress only, forming a one-way system through the site, therefore, the supporting ghost island right hand turn lane will be removed as part of the development at the proposed egress point.

As part of the proposed development, the western access junction will be subject to minor narrowing to facilitate the construction of the EV charging bays, with new kerbing proposed.

A swept path analysis has been undertaken of the access and egress arrangements at the site for an oil tanker and a 10m rigid vehicle as the largest anticipated vehicles to access the site. A swept path analysis has also been undertaken for a large car through the drive-thru lane, the vehicle tracking is shown on the plan included in **Appendix 2**.

3.3 Parking Provision

As part of the development proposals a total of 25 operational parking spaces, inclusive of six EV charging bays, one mobility impaired accessible bay and the eight fuelling bays.

KC provide local parking standards at Appendix 2 of the Unitary Development Plan where no standards are provided for PFS facilities, therefore the most analogous use category of 'A1: Shops' has been applied to the PFS unit. The local parking standards are shown in **Table 3.1**.

Table 3.1: Local Parking Standards

Land Use	Local Standard	Number of Bays Required
A1: Shops (Neighbourhood Shops)	1 space per 30m ² GFA	8
A3: Food and Drink	1 space per 4m ² Public Floor Area	25
Total	-	33

Therefore, it is considered that the proposed parking provision broadly aligns with local standards. It is also noted that the proposals would provide a betterment to the existing situation at the site, where there a currently no formal demarcated bays provided throughout the site. Moreover, given that there are no standards for PFS a robust A1 land use has been used.

It is also noted that the site is well located to provide a genuine choice of sustainable transport options, as further discussed in the **Chapter 4**.

The proposals also include the introduction of cycling parking facilities, in the form of ‘Sheffield’ cycling stands, located within the vicinity of the retail unit.

4 Access by Non-Car Modes

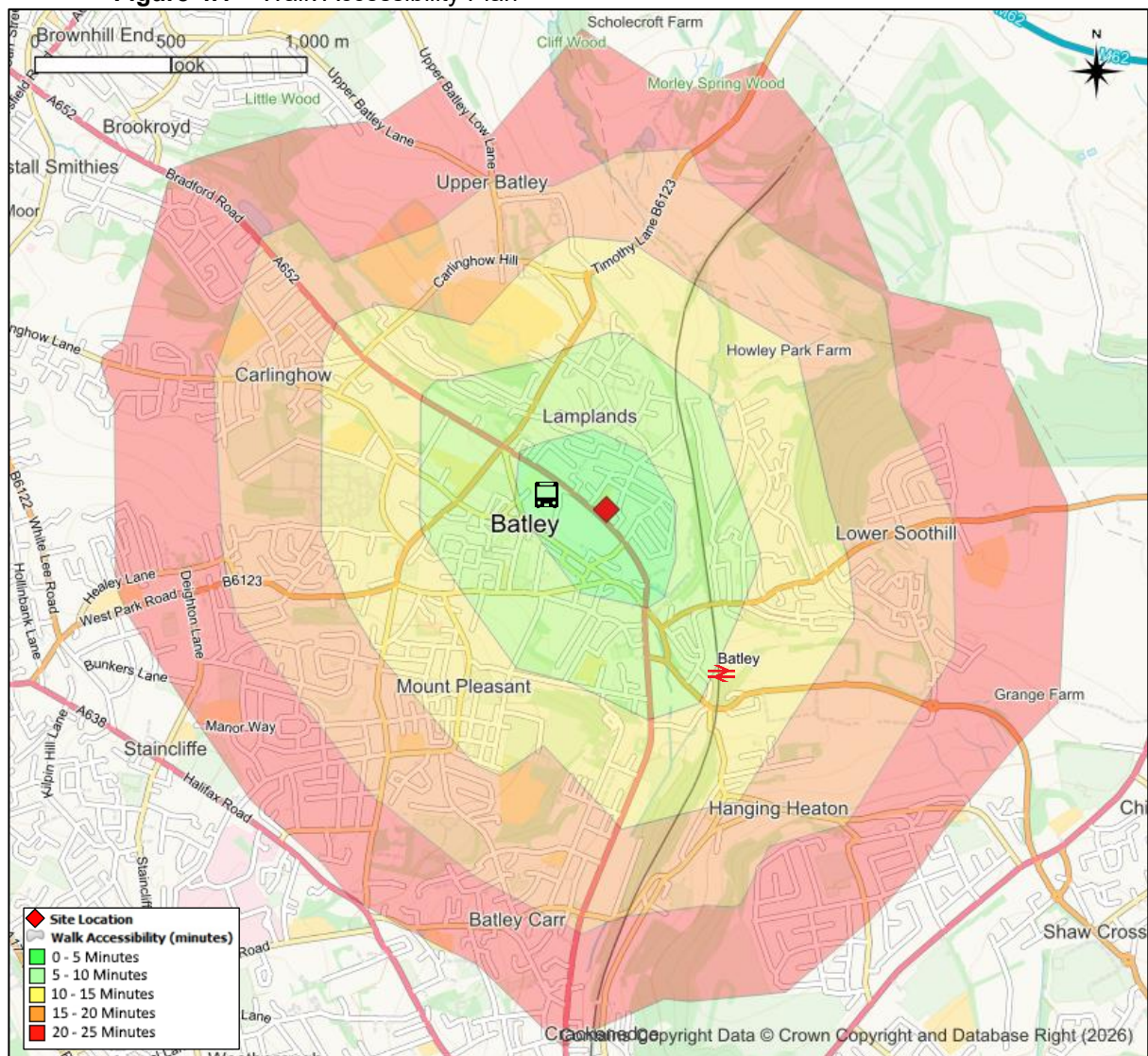
4.1 General

Notwithstanding the primary function of the existing PFS and proposed drive-thru element of the scheme, in accordance with planning policy a review of access by all modes of travel has been undertaken. The options for accessing the site by sustainable modes are discussed in more detail below.

4.2 Pedestrian Access

Relevant guidance provided in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km. A walk accessibility plan provided at **Figure 4.1** highlights the accessible walking area within a 2km catchment of the site, equivalent to 25 minutes.

Figure 4.1 – Walk Accessibility Plan



The plans shows that the retail area to the south of the site is accessible within a five-minute walking journey. The residential areas within the vicinity of the site can also

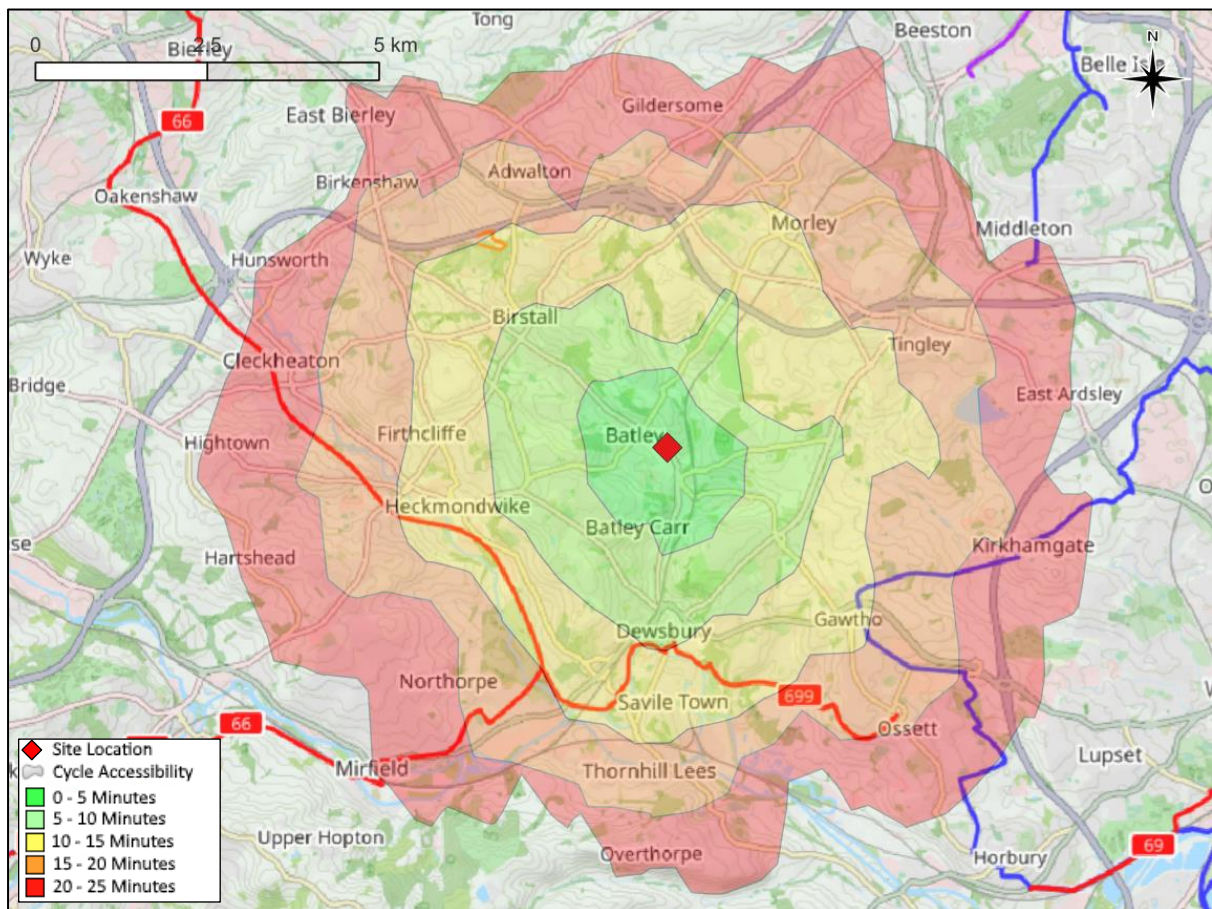
be reached within a 10- to 15-minute walking distance. Batley Railway Station is reachable in around a 10-minute walking journey to the south-east of the site.

The existing infrastructure within the vicinity of the site, including the footway along the A652 Bradford Road and the PUFFIN crossing point to the south-west of the site.

4.3 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys for work purposes. The areas reachable within a 25-minute cycle journey are identified within **Figure 4.2**:

Figure 4.2 – Cycle Accessibility Plan



Source: OpenStreetMap (2026)

The plan indicates that the entirety of Batley is accessible in around a 10-minute cycling journey. The neighbouring areas of Ossett, Birstall and Cleckheaton are accessible within a 25-minute cycling journey of the site.

National Cycle Network (NCN) Route 66 in a north-east/south-west orientation to the west of the site, accessible within a 15-minute journey at its nearest point. Route 66 runs from Manchester City Centre, to Hull, via Bradford, Leeds, York, Beverly and Cottingham, locally connecting to Route 669/69 to the south-east of the site.

4.4 Public Transport Access

4.4.1 Bus

The nearest bus stop is located around 30m to the south-east of the site, along the A652 Bradford Road, equivalent to around a one-minute walking distance. The stop is served by the 112/A Ossett – Batley service, which operates at an hourly frequency.

Batley Bus Station is also located around 300m to the south-west of the site, equivalent to around a four-minute walking distance and also accessible via the 112/A bus service.

A summary of the main bus routes accessible at Batley Bus Station are provided in **Table 4.1**:

Table 4.1 – Bus Service Summary

Service	Route Description	Core Weekday Frequency
112 / A	Ossett – Batley	Hourly
201	Leeds - Heckmondwike	Every 30-minutes
213	Dewsbury - Morley	Hourly
271	Heckmondwike – Batley	Hourly
281	Birstall Retail Park - Dewsbury	Every 30-minutes
283	Bradford – Dewsbury	Every 30-minutes
283 A	Bradford – Dewsbury	Hourly Evening Service

Source: Traveline

4.4.2 Rail

Batley Railway Station is the nearest station to the site, located approximately 650m to the south-east of the site, equivalent to a 10-minute walking or a four-minute cycling journey.

Batley Railway Station sits on the Huddersfield Line, with services managed by Northern Trains. Hourly services depart the station to Bradford Interchange and Wigan Wallgate (via Manchester Victoria). A service also departs the station every 30-minutes to Leeds.

4.5 Accessibility Summary

Overall, it can be summarised that the site is located to allow a genuine choice for journeys to be undertaken by modes other than private car.

5 Development Trip Generation

5.1 General

This chapter provides an estimation of the likely levels of trip generation resulting from the proposed drive-thru unit on the adjacent local highway network.

5.2 Trip Generation – Existing Site

5.2.1 Retail Unit

The existing building at the site, formerly operated as a retail unit, selling hardware supplies. The unit stopped trading a number of years ago, where there is no survey data available for the vehicle trips to the site.

5.2.2 Existing PFS

The TRICS Database has been used to estimate the anticipated trip generation at the site, which currently comprises a PFS. The selection criteria for the comparative sites are listed below:

- Land use – ‘Vehicle Refuelling Stations’, sub-category – ‘PFS with Retail’;
- London and Ireland sites excluded;
- Town Centre and Edge of Town Centre selected;
- Weekday surveys only; and
- Selection by number of filling bays.

A summary of the peak hour trip rates is shown below in **Table 5.3**, with the full TRICS outputs included at **Appendix 3**.

Table 5.3: PFS with retail Trip Rates (per filling bay)

	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	4.750	4.550	6.167	6.283

The above trip rates have been applied to the number of filling bays (eight) to provide the anticipated vehicle movements as shown in **Table 5.4**.

Table 5.4: PFS with retail Trip Generation (8 filling bays)

	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	38	36	49	50

5.3 Trip Generation – Proposed Site

5.3.1 Proposed Drive-Thru Unit

The TRICS Database has been used to estimate the anticipated trip generation at the site, resulting from the proposed drive-thru unit. In order to provide a robust assessment of the drive-thru unit, the ‘worse case’ land use category of ‘Fast Food Drive-Through’ has been selected. The selection criteria for the comparative sites are listed below:

- Land use – ‘Hotel, Food & Drink’, sub-category – ‘Fast Food Drive-Through’;
- London and Ireland sites excluded;
- Weekday surveys only;
- Town Centre and Edge of Town Centre selected; and
- Selection by GFA.

A summary of trip rates is shown below in **Table 5.5**, with the full TRICS outputs included at **Appendix 3**.

Table 5.5: Fast Food Drive-Through Trip Rates (per 100m²)

	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	14.608	13.287	21.667	21.148

The above trip rates have been applied to the proposed GFA, to provide the anticipated vehicle movements as shown in **Table 5.6**.

Table 5.6: Drive-Thru Unit Trip Generation (154m² GFA)

	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	22	20	33	33

5.3.2 Proposed EV Charging Bays

The TRICS Database has been used to estimate the anticipated trip generation at the site, resulting from the proposed drive-thru unit. In order to provide a robust assessment of the drive-thru unit, the ‘worse case’ land use category of ‘Fast Food Drive-Through’ has been selected. The selection criteria for the comparative sites are listed below:

- Land use – ‘Vehicle Refuelling Stations’, sub-category – ‘Electric Vehicle Charging Stations’;
- London and Ireland sites excluded;
- Weekday surveys only;
- Edge of Town Centre and Suburban Areas selected; and

- Selection by number of charging bays.

A summary of trip rates is shown below in **Table 5.7**, with the full TRICS outputs included at **Appendix 3**.

Table 5.7: EV Charging Station Trip Rates (per bay)

	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.341	0.273	0.273	0.295

The above trip rates have been applied to the proposed number of bays, to provide the anticipated vehicle movements as shown in **Table 5.8**.

Table 5.8: EV Charging Bays Trip Generation (six bays)

	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	2	2	2	2

5.3.3 Trip Types

It is noted that developments of this nature are located as such to draw on traffic already routing along the local highway network, rather than generating ‘new’ or ‘primary’ trips. It is also noted that given the existing PFS on the wider site, that a proportion of trips to the site would be linked between the PFS unit and the proposed drive-thru unit.

Typically, at developments of this nature, around 10% of trips are linked between the uses at the site, with around 20% of trips classified as ‘new’.

Table 5.9: Trip Types

	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Retained PFS	38	36	49	50
Proposed Drive-Thru Unit	22	20	33	33
Proposed EV	2	2	2	2
Total Minus Linked (10%)	56	52	76	77
New (20%)	12	12	17	17

The above data shows that the proposed development of the drive-thru unit on the wider existing PFS site would result in around 24 and 34 new two-way vehicle movements during the AM and PM highway peak hours. This equates to around one new vehicle either arriving or departing the site every two minutes, during the busiest peak hour at the site.

It is again noted that the proposals would see a betterment to the access arrangements, providing a one-way system through the site.

It is also noted that the above TRICS analysis provides a worst-case assessment scenario for the proposed drive-thru unit and does not make any allowance for linked trips between the proposed uses at the site.

The introduction of EV bays would act to future proof the site, catering for the changing vehicle fleet with a transfer from fuel trips rather than new vehicle trips. The proposed development will, therefore, cater for the uptake in the no/low emission vehicles, in line with national and local policy.

5.3.4 Parking Accumulation

The table below provides the daily trip rate and associated parking accumulation associated with the proposed drive-thru unit. It is again noted that the below assessment represents a worst-case assessment for 'Fast Food'.

Table 5.10: Proposed Trip Generation – Parking Accumulation Assessment

Time Range	Arrivals	Departures	Total	Accumulation
05:00-06:00	10	9	20	1
06:00-07:00	18	15	34	4
07:00-08:00	22	20	43	6
08:00-09:00	20	20	40	6
09:00-10:00	19	19	38	6
10:00-11:00	22	20	42	8
11:00-12:00	33	31	65	10
12:00-13:00	29	31	60	8
13:00-14:00	23	24	47	7
14:00-15:00	27	26	53	8
15:00-16:00	28	30	58	6
16:00-17:00	33	33	66	6
17:00-18:00	33	35	68	4
18:00-19:00	28	29	57	3
19:00-20:00	23	25	48	1
20:00-21:00	19	20	40	0
21:00-22:00	15	16	31	0
22:00-23:00	7	9	16	0
Daily Trip Rates:	413	412	825	-

The above plan shows that the proposed development would generate a peak parking accumulation of 10 vehicles, between 11:00-12:00. However, it is noted that the facility has a drive-thru lane, which offers users the ability to make use of the site without requiring to park. Typically, around 50% of vehicle trips are contained within the drive-thru lane and therefore, the above would be an overestimation of the parking demand.

There is, therefore, sufficient operational parking capacity across the site to cater for this. It is noted that this assessment does not consider linked trips between the uses on the site, reducing the parking demand.

Overall, based on the above trip generation assessment, it is considered that the proposed redevelopment would not have a material impact on the operation of the local highway network.

6 Summary and Conclusions

Dynamic Transport Planning Ltd is instructed by Darwen Investment to report on the highways and transportation considerations related with the proposed development of a drive-thru coffee shop, on the site of an existing commercial unit and Petrol Filling Station (PFS), north of Bradford Road, Batley.

The site is subject to a live planning application for the demolition of existing building and erection of food/drink building with drive-thru lane (Class E), which received highways consultation comments from the LHA. Therefore, this TS has been produced with regard to the LHA comments.

The existing site access points, located to the south-east and south-west of the site will be retained.

A swept path analysis has been undertaken for the largest anticipated vehicles at each element of the site to demonstrate that such vehicles can access and egress the site in a forward gear.

The highway accident data has been reviewed for the most recently available three-year road safety record for the area surrounding the site. The data does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals.

A review of the site's accessibility has identified that the site provides good potential for access by sustainable modes of travel.

The TRICS Database has been used to assess the uplift in the trip generating potential of the proposed development, on the wider existing PFS site, resulting in around 24 and 34 new two-way vehicle movements during the AM and PM highway peak hours. This equates to around one new vehicle either arriving or departing the site every two minutes, during the busiest peak hour at the site.

It is also noted that the above TRICS analysis provides a worst-case assessment scenario for the proposed drive-thru unit and does not make any allowance for linked trips between the proposed uses at the site.

The introduction of EV bays would act to future proof the site, catering for the changing vehicle fleet with a transfer from fuel trips rather than new vehicle trips. The proposed development will, therefore, cater for the uptake in the no/low emission vehicles, in line with national and local policy.

Overall, on the basis of the above assessment it is concluded that there are no outstanding reasons why the proposed redevelopment of the site should not be granted planning permission on highways grounds.

Appendix 1

Proposed Site Layout



GENERAL NOTES

1. This plan has been prepared for the submission and approval under Town and County Planning only.
2. Any advertisement shown is subject to a separate application.

SCHEDULE OF AREAS	
Site Boundary - Red Line	0.25 Hectare / 0.61 Acre
Existing Building GEA	238m ² / 2560ft ²
Existing Building GIA	210m ² / 2260ft ²
Proposed Building GEA	154m ² / 1660ft ²
Proposed Building GIA	140m ² / 1500ft ²
Proposed Parking Bays	11 Bays Inc 1 DDA
Proposed EV Bays	6 Bays

EV CHARGING BAYS
6No. Electric car charging bays are allocated adjacent to PFS

LV CABINET
0.5m x 1.3m x 2.4m GRP LV Cabinet, colour grey RAL 7012 on new situ concrete slab

BUILDING MATERIALS
Refer to the Proposed Building Plan, & Elevations drawings for additional information

SITE FLOODLIGHTS:
Galvanized floodlight columns to be installed on site as per specialist design layout, together with any building mounted bulkhead lights. All floodlight heads to be LED fittings.

CYCLE PARKING
Sheffield 500 hooped cycle stand with galvanised finish ON A situ concrete base

TANK VENTS
Cranked vents to be relocated and associated U/G pipe work rerouted.

OFFSET FILLS
Tank fills to be relocated and pipe work rerouted

SURFACE FINISHES:

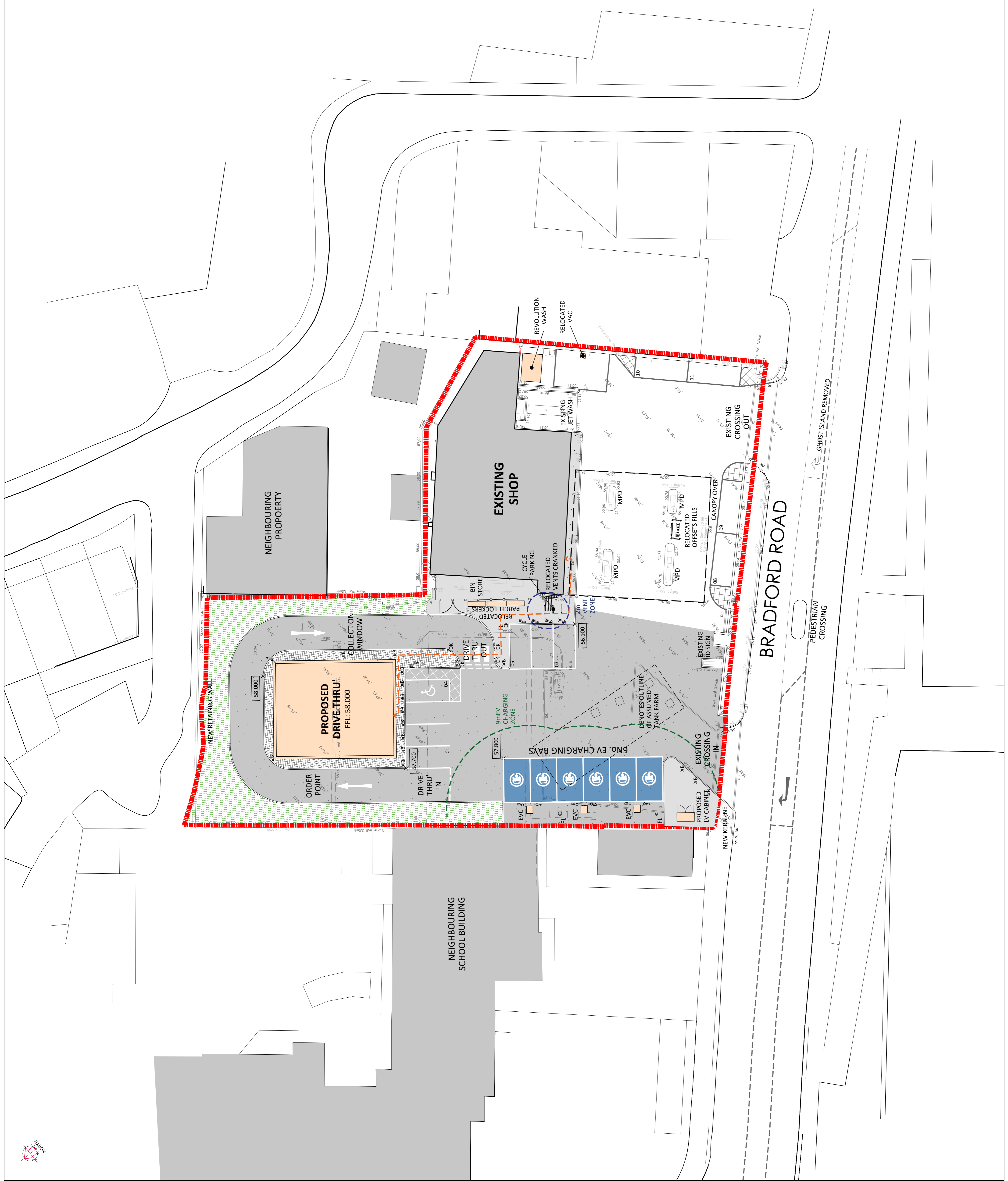
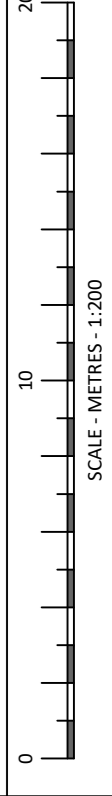
- DENOTES LANDSCAPED AREAS
- DENOTES CONCRETE AREAS
- DENOTES MACADAM SURFACING
- DENOTES CHARCOAL BLOCK PAVING SURFACED AREAS

HAZARDOUS ZONES

- 2m CRANKED SPIRIT VENT
- PEDESTRIAN ROUTE

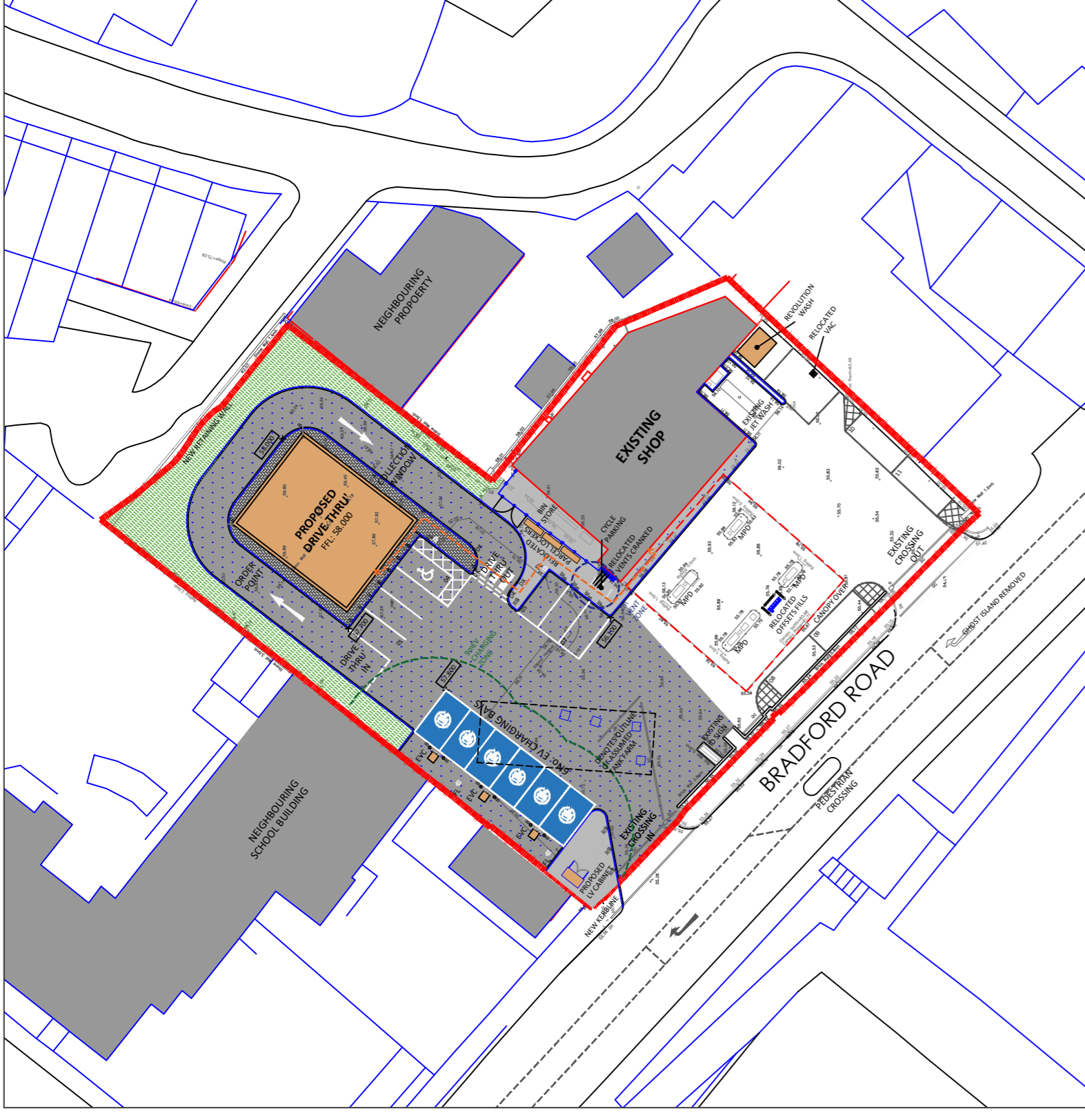
- D 28.05.26 Pedestrian route and drop kerbs added CW
- C 29.04.26 Updated layout with more customer parking CW
- B 17.03.26 Schedule of areas updated CW
- A 17.02.26 2 EV bays added with one charger. Revolution Wash added CW

PLANNING	
PROJECT	FORMER B&D BOLTS, BATLEY Bradford Road Batley, WF17 5LW
TITLE	Proposed Layout
CLIENT	Darwen Investment Ltd
Drawn	CW
Checked	JHJ
Scale	1:200 @ A1
Date	February 2026
Plan Number	251072 - 203D

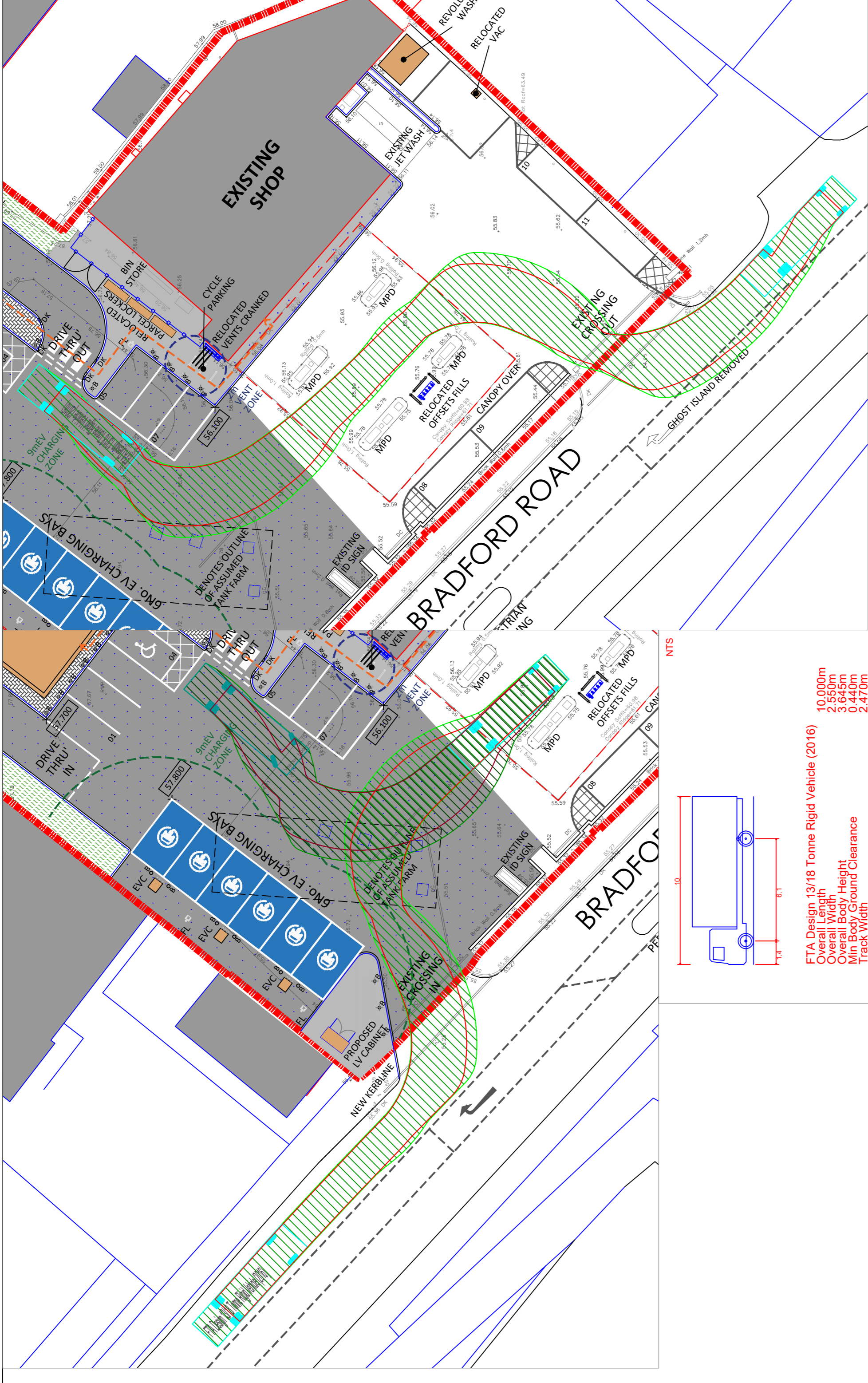


Appendix 2

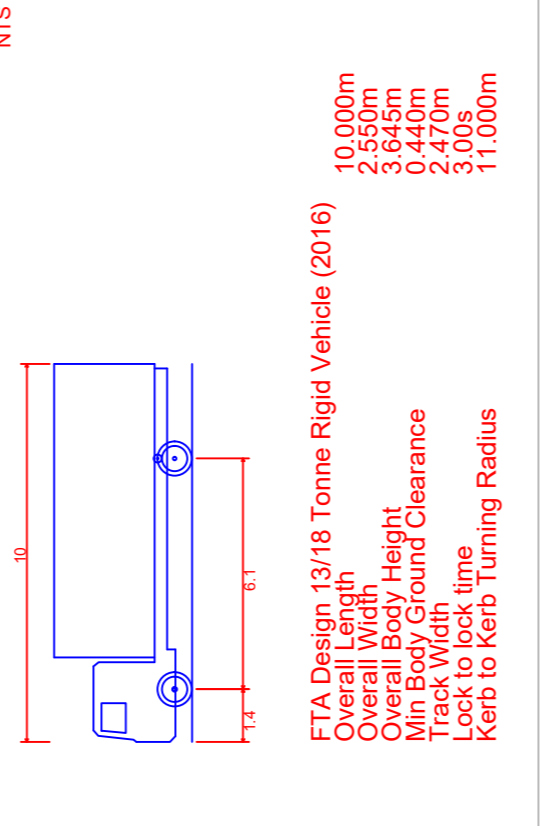
Swept Path Analysis



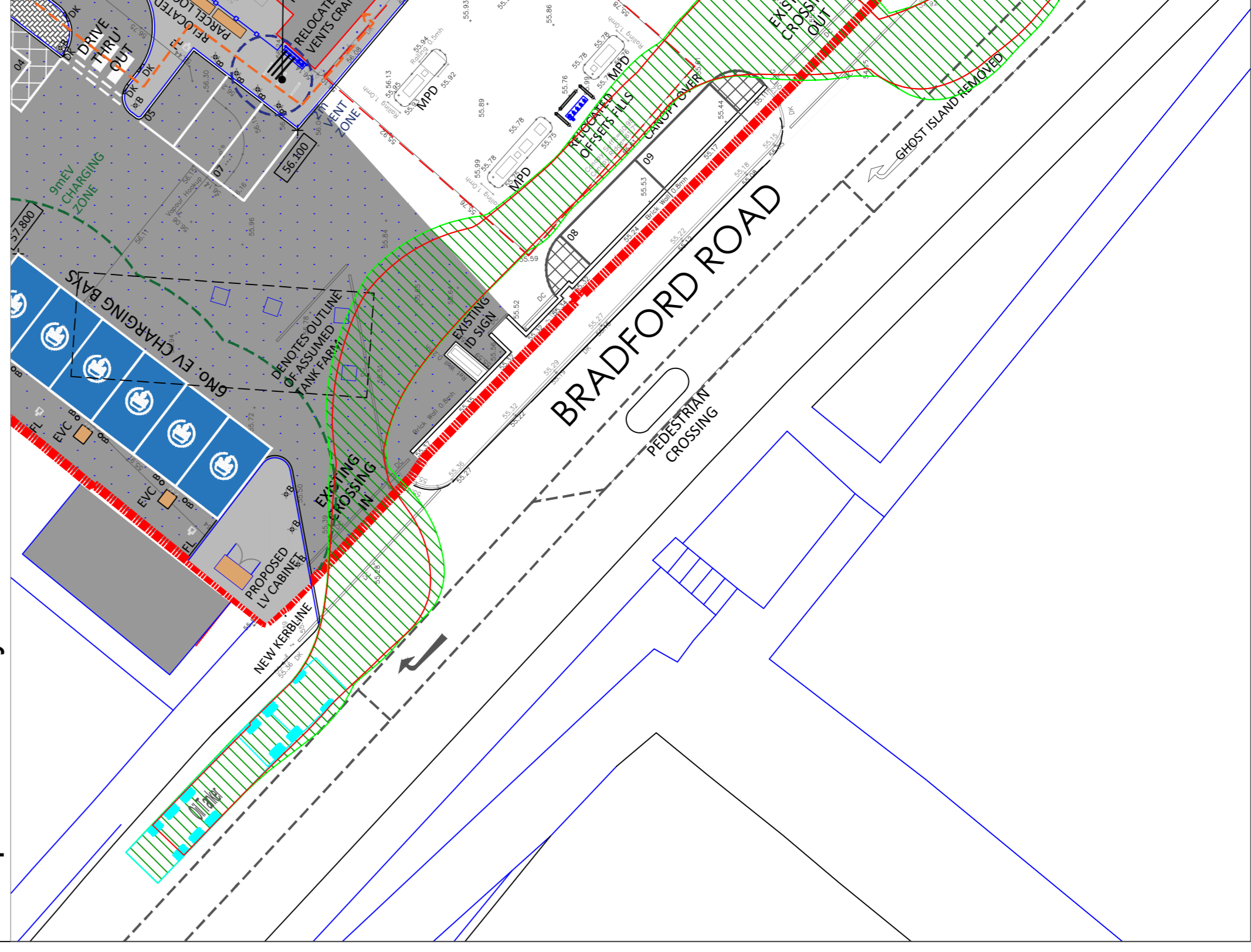
Proposed Site Layout - Scale 1/500



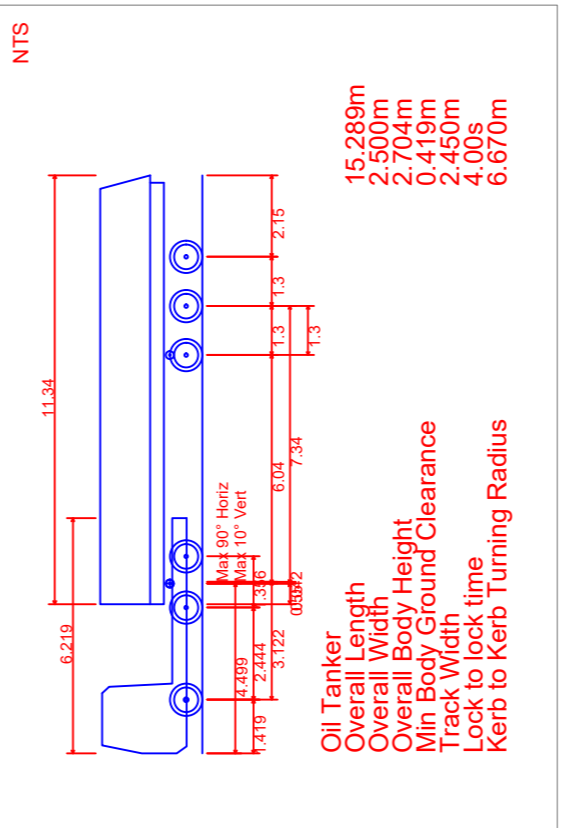
Swept Path Analysis - 10m Rigid - Scale 1/250



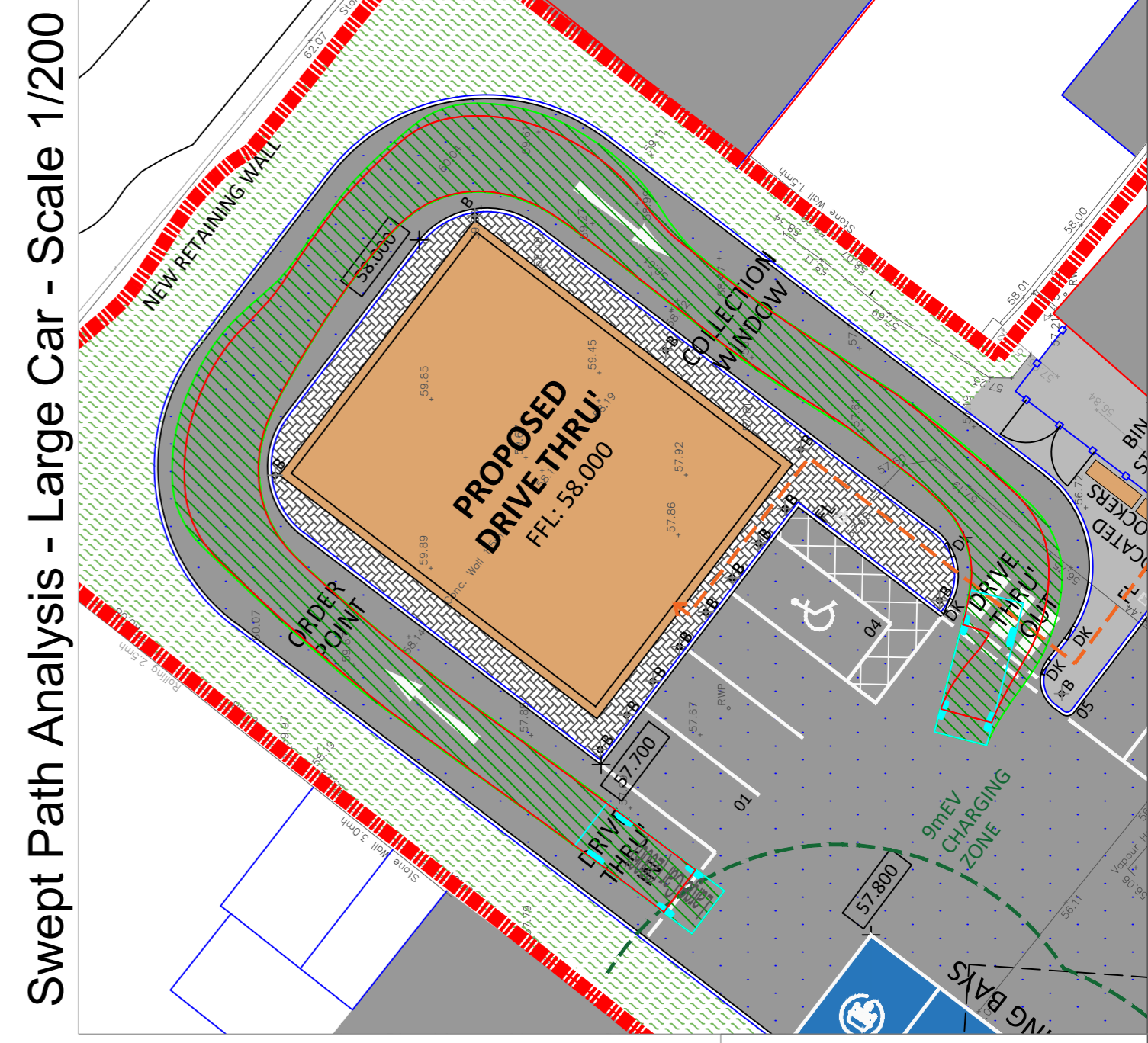
FTA Design 13/18 10m Rigid Vehicle (2016)
 Overall Length 10,000m
 Overall Width 2,550m
 Overall Body Height 3,645m
 Track Width 2,470m
 Lock to lock time 3,00s
 Kerb to Kerb Turning Radius 11,000m



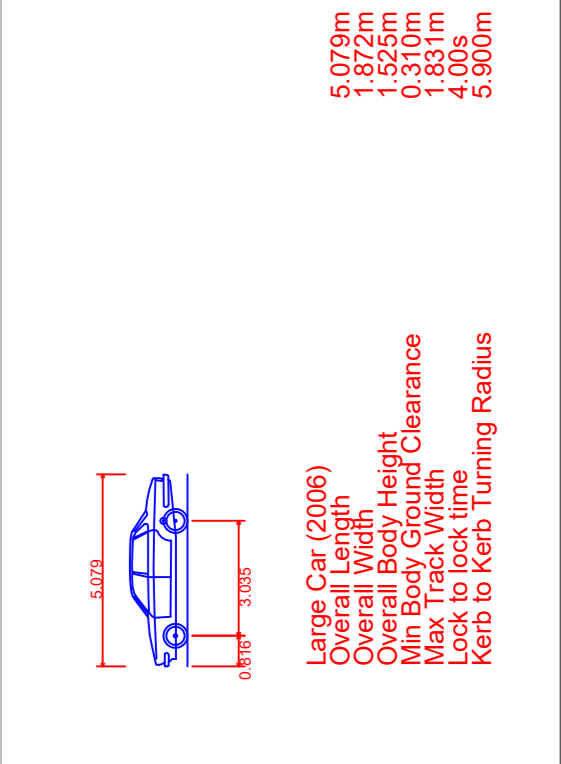
Swept Path Analysis - Oil Tanker - Scale 1/250



Oil Tanker
 Overall Length 15,260m
 Overall Width 2,500m
 Overall Body Height 2,794m
 Track Width 2,450m
 Lock to lock time 4,00s
 Kerb to Kerb Turning Radius 6,670m



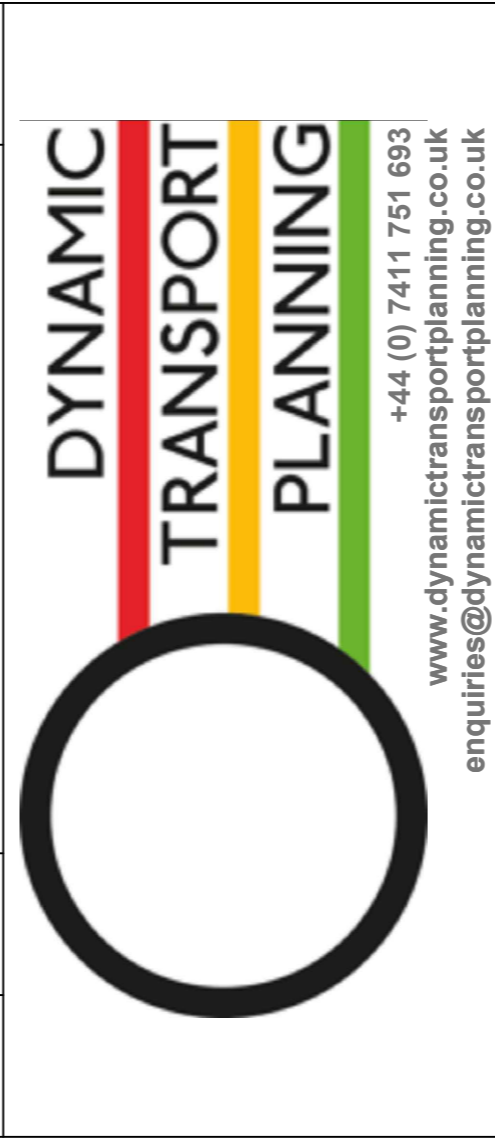
Swept Path Analysis - Large Car - Scale 1/200



Large Car (2009)
 Overall Length 5,075m
 Overall Width 1,525m
 Overall Body Height 1,525m
 Min Body Ground Clearance 0,310m
 Lock to lock time 4,00s
 Kerb to Kerb Turning Radius 5,900m

Notes
 All levels are stated in metres.
 This drawing is to be read in colour.
 All dimensions are stated in millimetres unless noted otherwise.
 Drawing provided for technical approval, NOT to be used for construction purposes.
 DTP are not responsible for the accuracy of data provided by clients or third parties.

Rev.	Date	Revisions	Drawn
A	01/06/26	Architect Layout Update	SA
-	21/05/26	First Issue	SA



Client	Dawwen Investment Ltd		
Project	Proposed Drive-Thru Unit Development, A652 Bradford Road, Batley		
Drawing Title	Proposed Site Layout Swept Path Analysis Oil Tanker, 10m Rigid & Large Car		
Date	May 2026	Scale	As Specified @ A1
Drawn	SA	Approved	GS
Drawing Number	DTP/3707526/ATR001		Rev. A

Appendix 3

TRICS Outputs



Audit Code: 60376fbc-ffaf-4740-831b-5572845c825d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 13 - VEHICLE REFUELLING STATIONS

Category: B - PFS - WITH RETAIL

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 day
	TE	TELFORD & WREKIN	1 day
	WO	WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.



Audit Code: 60376fbc-ffaf-4740-831b-5572845c825d

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:	BAYS
Actual Range:	4 to 16 (units:BAYS)
Range Selected by User:	4 to 16 (units:BAYS)
Parking Spaces Range:	0 - 0

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 29/05/25

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	4 days
Wednesday	3 days

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

Selected survey types:	
Manual count	7
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 undertaken using machines

Selected Locations:	
Edge of Town Centre	6 days
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
High Street	1 days
No Sub Category	3 days
Residential Zone	1 days
Retail Zone	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 Excluded	1 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	4 days

Audit Code: 60376fbc-ffaf-4740-831b-5572845c825d

Secondary Filtering Selection:

Use Class:

Sui Generis 7 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:

476 - 6394

Population within 1 mile:

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

100,001 to 125,000	1 surveys
125,001 to 250,000	1 surveys
25,001 to 50,000	4 surveys
50,001 to 75,000	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	2 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.

Audit Code: 60376fbc-ffaf-4740-831b-5572845c825d

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 7 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 7 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

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



Audit Code: 60376fbc-ffaf-4740-831b-5572845c825d

1	LE-13-B-03	CO-OP PFS	LEICESTERSHIRE
COVENTRY ROAD MARKET HARBOROUGH Edge of Town Centre No Sub Category Filling bays: 6.00 BAYS Survey date: Wednesday 20/10/2021			
			Survey Type: Manual
2	NN-13-B-01	TEXACO & LONDIS	NORTH NORTHAMPTONSHIRE
WELLINGBOROUGH ROAD RUSHDEN Edge of Town Centre Residential Zone Filling bays: 8.00 BAYS Survey date: Friday 23/10/2020			
			Survey Type: Manual
3	NY-13-B-04	HARVEST ENERGY & NISA	NORTH YORKSHIRE
VICTORIA ROAD RICHMOND Edge of Town Centre No Sub Category Filling bays: 8.00 BAYS Survey date: Wednesday 13/03/2019			
			Survey Type: Manual
4	ST-13-B-01	BP & HURSTS	STAFFORDSHIRE
FOREGATE STREET STAFFORD Edge of Town Centre Built-Up Zone Filling bays: 10.00 BAYS Survey date: Wednesday 22/11/2017			
			Survey Type: Manual
5	TE-13-B-01	SAINSBURY'S PFS	TELFORD & WREKIN
COLLIERS WAY TELFORD Edge of Town Centre Retail Zone Filling bays: 12.00 BAYS Survey date: Friday 20/09/2024			
			Survey Type: Manual
6	WO-13-B-03	TEXACO & LONDIS	WORCESTERSHIRE
WORCESTER ROAD MALVERN Edge of Town Centre No Sub Category Filling bays: 8.00 BAYS Survey date: Friday 12/11/2021			
			Survey Type: Manual
7	WO-13-B-04	ESSO & LONDIS	WORCESTERSHIRE
WORCESTER ROAD MALVERN Town Centre High Street Filling bays: 8.00 BAYS Survey date: Friday 19/11/2021			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CV-13-B-01 26-10-2022	26-10-2022	Location not comparable
LU-13-B-01 21-09-2021	21-09-2021	Location not comparable

Audit Code: 60376fbc-ffaf-4740-831b-5572845c825d

Site Ref	Survey Date	Reason for Deselection
RB-13-B-01 15-09-2020	15-09-2020	Location not comparable

Audit Code: 60376fbc-ffaf-4740-831b-5572845c825d

TRIP RATE for Land Use 13 - VEHICLE REFUELLING STATIONS/B - PFS - WITH RETAIL

Total Vehicles

Calculation factor: 1 BAYS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BAYS	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	9	0.278	0.000	0.278
06:00-07:00	7	9	2.583	2.467	5.050
07:00-08:00	7	9	4.467	4.150	8.617
08:00-09:00	7	9	4.750	4.550	9.300
09:00-10:00	7	9	5.150	5.050	10.200
10:00-11:00	7	9	4.600	4.717	9.317
11:00-12:00	7	9	5.450	5.200	10.650
12:00-13:00	7	9	5.800	5.883	11.683
13:00-14:00	7	9	6.583	6.467	13.050
14:00-15:00	7	9	6.133	6.083	12.216
15:00-16:00	7	9	6.333	6.617	12.950
16:00-17:00	7	9	6.033	6.000	12.033
17:00-18:00	7	9	6.167	6.283	12.450
18:00-19:00	7	9	5.567	5.800	11.367
19:00-20:00	7	9	3.700	3.817	7.517
20:00-21:00	7	9	2.683	2.667	5.350
21:00-22:00	7	9	1.767	1.950	3.717
22:00-23:00	3	9	0.000	0.192	0.192
23:00-00:00					
Total Rates:			78.044	77.893	155.937

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

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

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Audit Code: 84ebbd26-4380-4eb0-9ecb-5f25277ea48b

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: D - FAST FOOD - DRIVE THROUGH

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	IW	ISLE OF WIGHT	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
06	WEST MIDLANDS		
	TE	TELFORD & WREKIN	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	BY	BARNSELY	1 day
09	NORTH		
	TV	TEES VALLEY	1 day
10	WALES		
	PE	PEMBROKESHIRE	1 day
11	SCOTLAND		
	AD	ABERDEEN CITY	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.



Audit Code: 84ebbd26-4380-4eb0-9ecb-5f25277ea48b

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:	225 to 752 (units:sqm)
Range Selected by User:	225 to 752 (units:sqm)
Parking Spaces Range:	9 - 78

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 25/11/25

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	2 days
Monday	1 days
Thursday	1 days
Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	7
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 undertaken using machines

Selected Locations:

Edge of Town Centre	7 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	3 days
Industrial Zone	1 days
Retail Zone	3 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	4 days
Servicing vehicles Unknown	3 days

Audit Code: 84ebbd26-4380-4eb0-9ecb-5f25277ea48b

Secondary Filtering Selection:

Use Class:

Not Known 7 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:

449 - 6050

Population within 1 mile:

15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	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	4 surveys
25,001 to 50,000	1 surveys
50,001 to 75,000	1 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	4 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.

Audit Code: 84ebbd26-4380-4eb0-9ecb-5f25277ea48b

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 7 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 7 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

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

Audit Code: 84ebbd26-4380-4eb0-9ecb-5f25277ea48b

1	AD-06-D-01	MCDONALD'S	ABERDEEN CITY
BEDFORD ROAD ABERDEEN KITTYBREWSTER RET. PK Edge of Town Centre Retail Zone Gross floor area: 472.00 sqm Survey date: Tuesday 19/11/2019			
			Survey Type: Manual
2	BY-06-D-02	MCDONALD'S	BARNSELY
UPPER NEW STREET BARNSELY Edge of Town Centre Built-Up Zone Gross floor area: 415.00 sqm Survey date: Tuesday 08/09/2020			
			Survey Type: Manual
3	IW-06-D-01	KFC	ISLE OF WIGHT
FURRLONGS NEWPORT Edge of Town Centre Built-Up Zone Gross floor area: 310.00 sqm Survey date:			
			Survey Type: Manual
4	LN-06-D-01	MCDONALD'S	LINCOLNSHIRE
RUSTON WAY LINCOLN Edge of Town Centre Built-Up Zone Gross floor area: 435.00 sqm Survey date: Friday 28/06/2019			
			Survey Type: Manual
5	PE-06-D-01	KFC	PEMBROKESHIRE
LONDON ROAD PEMBROKE DOCK WATERLOO Edge of Town Centre Retail Zone Gross floor area: 320.00 sqm Survey date: Thursday 16/11/2023			
			Survey Type: Manual
6	TE-06-D-01	BURGER KING	TELFORD & WREKIN
RAMPART WAY TELFORD Edge of Town Centre Retail Zone Gross floor area: 348.00 sqm Survey date: Wednesday 11/09/2024			
			Survey Type: Manual
7	TV-06-D-01	MCDONALD'S	TEES VALLEY
BURN ROAD HARTLEPOOL Edge of Town Centre Industrial Zone Gross floor area: 400.00 sqm Survey date: Friday 04/09/2020			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AR-06-D-01 06-10-2023	06-10-2023	Location not comparable

Audit Code: 84ebbd26-4380-4eb0-9ecb-5f25277ea48b

Site Ref	Survey Date	Reason for Deselection
AR-06-D-02 18-10-2023	18-10-2023	Location not comparable
MA-06-D-01 02-10-2025	02-10-2025	Location not comparable
WF-06-D-01 01-12-2017	01-12-2017	Location not comparable

Audit Code: 84ebbd26-4380-4eb0-9ecb-5f25277ea48b

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

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	3	429	6.760	5.983	12.743
07:00-08:00	3	429	11.733	10.023	21.756
08:00-09:00	3	429	14.608	13.287	27.895
09:00-10:00	4	409	13.089	12.966	26.055
10:00-11:00	7	386	12.444	12.074	24.518
11:00-12:00	7	386	14.333	13.111	27.444
12:00-13:00	7	386	21.667	20.222	41.889
13:00-14:00	7	386	19.111	20.148	39.259
14:00-15:00	7	386	15.074	15.630	30.704
15:00-16:00	7	386	17.593	17.000	34.593
16:00-17:00	7	386	18.407	19.185	37.592
17:00-18:00	7	386	21.667	21.148	42.815
18:00-19:00	7	386	21.259	22.778	44.037
19:00-20:00	7	386	18.481	18.593	37.074
20:00-21:00	7	386	14.926	16.222	31.148
21:00-22:00	7	386	12.593	13.148	25.741
22:00-23:00	6	371	9.785	10.099	19.884
23:00-00:00	6	371	4.668	5.745	10.413
Total Rates:			268.198	267.362	535.560

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

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

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Audit Code: 84ebbd26-4380-4eb0-9ecb-5f25277ea48b

Parameter Summary:

Trip rate parameter range selected:	225 - 752 (units: sqm)
Survey date date range:	28/06/2019 - 11/09/2024
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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



Audit Code: ee2632b8-834e-4e89-9a88-b9e931d28aeb

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 13 - VEHICLE REFUELLING STATIONS

Category: C - ELECTRIC VEHICLE CHARGING STATION

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.



Audit Code: ee2632b8-834e-4e89-9a88-b9e931d28aeb

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:	BAYS
Actual Range:	0 to 38 (units:BAYS)
Range Selected by User:	0 to 38 (units:BAYS)
Parking Spaces Range:	0 - 0

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	06/06/23 to 19/09/25

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	2 days
Monday	1 days
Tuesday	1 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 undertaken using machines

Selected Locations:	
Edge of Town 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:	
No Sub Category	2 days
Residential Zone	3 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	2 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	2 days



Audit Code: ee2632b8-834e-4e89-9a88-b9e931d28aeb

Secondary Filtering Selection:

Use Class:

Sui Generis 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:

1452 - 7758

Population within 1 mile:

1,001 to 5,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	2 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
250,001 to 500,000	1 surveys
500,001 or More	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	2 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.

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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 by PTAL rating category.

COVID-19 Restrictions:

No



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1	AK-13-C-01	MFG	WAKEFIELD
HORBURY ROAD WAKEFIELD Suburban Area Residential Zone Charging bays: 8.00 BAYS Survey date: Wednesday 23/04/2025			
			Survey Type: Unknown
2	CA-13-C-01	TESLA SUPERCHARGER	CAMBRIDGESHIRE
HAUXTON ROAD CAMBRIDGE TRUMPINGTON Suburban Area Residential Zone Charging bays: 13.00 BAYS Survey date: Friday 25/04/2025			
			Survey Type: Unknown
3	EX-13-C-01	BP PULSE	ESSEX
STATION APPROACH BRAINTREE Edge of Town Centre Residential Zone Charging bays: 8.00 BAYS Survey date:			
			Survey Type: Unknown
4	WM-13-C-01	MFG	WEST MIDLANDS
NEW JOHN STREET WEST BIRMINGHAM HOCKLEY Suburban Area No Sub Category Charging bays: 8.00 BAYS Survey date: Tuesday 06/06/2023			
			Survey Type: Unknown
5	WM-13-C-02	MFG	WEST MIDLANDS
WATERFRONT WAY BRIERLEY HILL Suburban Area No Sub Category Charging bays: 7.00 BAYS Survey date: Friday 13/06/2025			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
GR-13-C-01 27-06-2025	27-06-2025	Location not comparable
GR-13-C-02 05-06-2025	05-06-2025	Location not comparable

Audit Code: ee2632b8-834e-4e89-9a88-b9e931d28aeb

TRIP RATE for Land Use 13 - VEHICLE REFUELLING STATIONS/C - ELECTRIC VEHICLE CHARGING STATION

Total Vehicles

Calculation factor: 1 BAYS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BAYS	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	4	9	0.081	0.027	0.108
07:00-08:00	5	9	0.250	0.227	0.477
08:00-09:00	5	9	0.341	0.273	0.614
09:00-10:00	5	9	0.341	0.364	0.705
10:00-11:00	5	9	0.364	0.295	0.659
11:00-12:00	5	9	0.295	0.318	0.613
12:00-13:00	5	9	0.409	0.341	0.750
13:00-14:00	5	9	0.318	0.409	0.727
14:00-15:00	5	9	0.500	0.455	0.955
15:00-16:00	5	9	0.455	0.364	0.819
16:00-17:00	5	9	0.341	0.432	0.773
17:00-18:00	5	9	0.273	0.295	0.568
18:00-19:00	5	9	0.250	0.295	0.545
19:00-20:00	4	9	0.243	0.270	0.513
20:00-21:00	4	9	0.216	0.351	0.567
21:00-22:00	4	9	0.054	0.081	0.135
22:00-23:00					
23:00-00:00					
Total Rates:			4.731	4.797	9.528

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

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

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