

TRANSPORT STATEMENT

Proposed Employment Site, Interchange 26, North Bierley, Bradford

Job No: 26121

Date





Quality Management

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Table of Contents

1. Introduction	1
1.1. OVERVIEW	1
1.2. PLANNING CONTEXT.....	2
2. Transport Policy.....	4
2.1. OVERVIEW	4
2.2. NATIONAL PLANNING POLICY FRAMEWORK.....	4
2.3. LOCAL PLANNING POLICY	6
3. Existing Conditions	9
3.1. SITE DESCRIPTION.....	9
3.2. EXISTING ACCESS	9
3.3. LOCAL HIGHWAY NETWORK.....	10
3.4. PERSONAL INJURY COLLISION RECORDS	11
4. PEDESTRIANS AND CYCLISTS	12
4.1. WALKING	12
4.2. CYCLING	13
4.3. PUBLIC TRANSPORT	16
5. Development Proposals	18
5.1. PROPOSED DEVELOPMENT.....	18
5.2. DEVELOPMENT ACCESS	18
5.3. PARKING PROVISION	19
5.4. SERVICING.....	24
6. Development Assessment	25
6.1. TRAFFIC IMPACT ASSESSMENT.....	25
7. Summary and Conclusions	27
7.1. SUMMARY:	27
7.2. CONCLUSIONS	28

Appendices

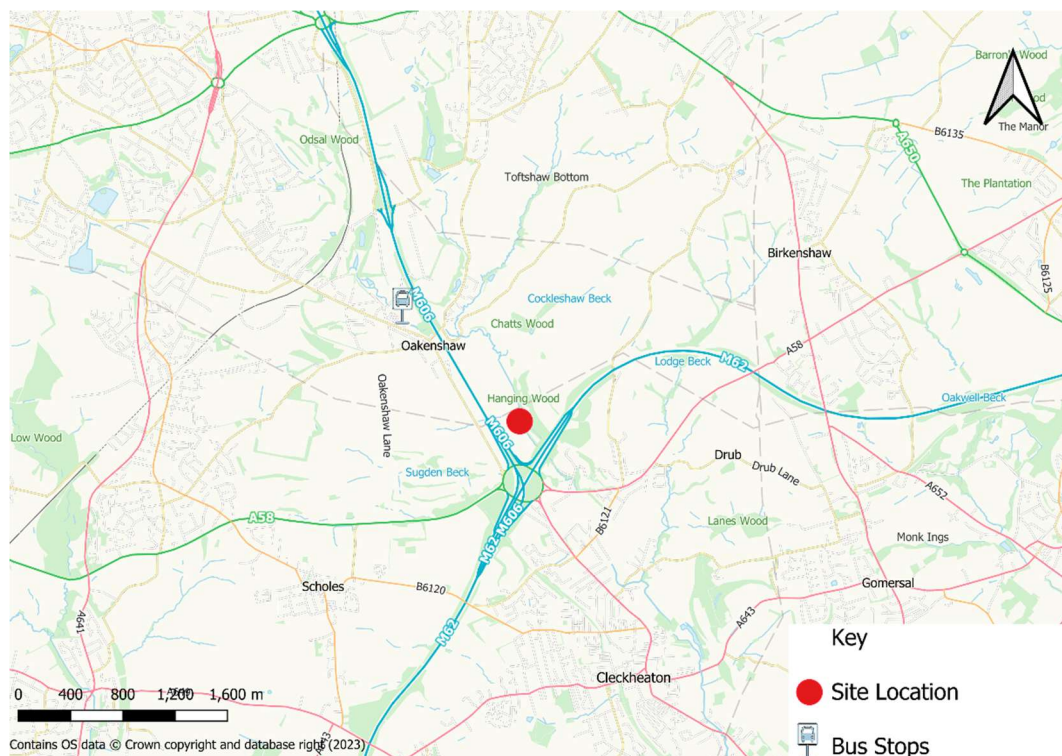
Appendix A	Site Location Plan and Existing Site Layout
Appendix B	Proposed Site Layout drawings
Appendix C	TRICS Data
Appendix D	Swept Path Analysis

1. Introduction

1.1. OVERVIEW

- 1.1.1. Via Solutions has been appointed to prepare this Transport Statement (TS) to accompany a reserved matters planning application for an industrial development consisting of 91,800 sq. ft (8, 528 sqm) B2/B8/Eg(iii) land use on Interchange 26, off Interchange Way in North Bierly, Bradford. Figure 1 below shows the site location in relation to the local area.

FIGURE 1. SITE LOCATION



- 1.1.2. This TS considers traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.
- 1.1.3. The development proposals have been explained and the impact on the highway network considered. Both Local and National Transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within this report. Sustainable transport accessibility has also been reviewed within the report.

1.2. PLANNING CONTEXT

- 1.2.1. The site forms part of the wider Interchange Way industrial park, which is located on the former North Bierly Wastewater Treatment Works (WWTW). It is an allocated employment site (Site ES7) within the Policy LP64 of the Kirklees Local Plan and has the benefit of outline planning permission for employment development comprising Use Classes E(g)(ii), E(g)(iii), B2 and B8."
- 1.2.2. The area of the wider allocation site, received planning permission in 2018, has been constructed and is operational. This referred to in this report as 'Phase 1'. Phase 1 received outline planning permission in 2018, for a total of 35,284 sqm (379,794 sq. ft) of employment floorspace, such:
- ♦ **Ref. 2016/60/92298/E:** Outline application for re-development of former waste water treatment works following demolition of existing structures to provide employment uses (use classes B1(c), B2 and B8).
- 1.2.3. The application site was subject to a further outline planning application for the construction of 12,077 sq. m (130,000 sq. ft) employment use and received permission in October 2023, such:
- ♦ **Ref. 2021/60/94208/E:** Outline application for re-development of former waste water treatment works, including demolition of existing structures to provide employment uses (Use Classes E(g)(ii); E(g)(iii); B2 and B8).
- 1.2.4. Condition 13 of the outline planning consent states 'Plans and particulars relating to the Reserved Matters of layout, scale, appearance, and landscape shall comply with the restrictions detailed within the Parameters Plan, ref. "1773-01 223", specifically limiting the total maximum floorspace to 12,077sqm'.

- 1.2.5. A transport assessment (TA) and Technical Note, prepared by Fore Consulting (Ref. 31019 North Bierley Phase 2 Transport Assessment) were submitted in support of the application. Both documents have been considered during the preparation of this report.

2. Transport Policy

2.1. OVERVIEW

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

2.2. NATIONAL PLANNING POLICY FRAMEWORK

- 2.2.1. The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry for Housing Communities and Local Government in August 2026.

- 2.2.2. Chapter 15 of the NPPF covers transport, replacing the Chapter 9 in previous framework. The NPPF embeds the vision led approach to transport decision making. A summary of the key policies relating to transport and this report and relevant to this report is provided below:

- ♦ *TR1 Vision Led Approach* Early engagement of regarding sustainable transport operations and locate development where it can support sustainable patterns of movement.

The use of the Connectivity Tool as a method of determining the *TR2*.

- ♦ *TR2 Local Parking Standards* - Replacing Para 112 and 113 of the current NPPF. Requiring all development plans to set parking standards. It introduces a flexible approach to maximum parking standards and indicates that parking standards should allow flexibility to reflect individual business needs.

Parking standards should consider

- a. Connectivity.
- b. Opportunities to improve sustainable modes of transport.
- c. Local car ownership.

- d. Consider EVCP, electric cycles and e-scooters.
 - e. Setting different standards for type and mix of development, address specific business needs and use ranges where flexibility is needed.
- ♦ *TR3 Supporting Sustainable Development* – the term “significant development” has been replaced with “significant amount of movement in the context of the area within which they would be situated”.
- Any significant impacts should be mitigated to an acceptable degree using vision led approach
- The use of the Connectivity tool is reinforced in this policy.
- ♦ *TR4 Street Design, Access and Parking* Promotes more cohesive approach to transport in scheme design including prioritising facilities for sustainable transport and all users.
- Allow for efficient delivery of goods and ease of access for service and emergency vehicles.
- Car parking spaces should reflect the location and nature of the development, with “A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land”
- National design Guidance including Manual for Streets and forthcoming Placemaking Planning Practice Guidance should be referred to.
- ♦ *TR6 Assessing Traffic Impact* - Provides clarification on when a Transport Statement/Transport Assessments/Travel Plan are required and recognises that the need for either a TS or TA should be proportionate to the scale of development and significance of issues. Assessment should consider the wider impacts on the transport network not just the highway impacts and consider cumulative impacts and multimodal trip generation, at different times of the day.
- ♦ *TR8 Public Rights of Way* – Provides additional guidance to extending rights of way where opportunities exist and acknowledges that diversions may be acceptable where they maintain or enhance the overall route.

2.3. LOCAL PLANNING POLICY

THE MAYORS WEST YORKSHIRE LOCAL TRANSPORT PLAN 2026

- 2.3.1. The Mayors West Yorkshire Local Transport Plan was adopted in March 2026 and forms party of the statutory transport policy for the region.
- 2.3.2. The key objectives of the plan are to create a Sustainable Transport System that meets the needs of the region's economy and introduces the Weaver Network – connected infrastructure including mass transit, walking, cycling, wheeling, bus and rail.
- ◆ Promote Sustainable Travel: Encourage the use of public transport and alternative modes of travel to reduce carbon emissions and improve air quality.
 - ◆ Support Health and Safety: Address health inequalities and safety concerns by promoting active travel and reducing the use of cars.
 - ◆ Address Climate Emergency: Set a target for an 81% reduction in transport emissions by 2038, with significant progress by 2030.
 - ◆ Engage with the Community: Involve the public and stakeholders in the planning and implementation of the transport system to ensure it meets the needs of everyone in West Yorkshire.
- 2.3.3. The documents reinforce existing policy in that new developments should be accessible and that they positively promote walking, cycling, bus, rail and Mass Transit through the prioritisation of sustainable transport modes, taking account the type of development and its location.

KIRKLEES LOCAL PLAN

- 2.3.4. The Kirklees Local Plan was adopted on 27th February 2019. The local plan covers the period 2013 – 2031 and sets out the policies necessary to achieve the vision and strategic objectives for the development of Kirklees.

2.3.5. Policy LP22 'Highways and Access' sets out that proposals shall demonstrate sustainable modes of transport and be accessed effectively and safely by all users, recognising the role of a TA in reducing the impact of developments on the environment by encouraging modal shift.

2.3.6. Policy LP21 states that 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. In addition, proposals should demonstrate adequate mitigation measures as necessary to avoid a detrimental impact on the local highway network. Policy LP21 states that all proposals shall;

- ◆ 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; and
- ◆ provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.'

2.3.7. Policy LP24 also sets out that development is expected to provide suitable parking provision while balancing sustainable transport objectives. For a strategic employment site such as the development site this will include:

- ◆ Adequate staff and visitor parking.
- ◆ Servicing and HGV manoeuvring areas.

- ◆ Parking designed to integrate safely with site circulation.

2.3.8. All proposals shall incorporate 'adequate facilities to allow occupiers to separate and store waste for recycling and recovery that are well designed and visually unobtrusive and allows for the convenient collection of waste'.

KIRKLEES HIGHWAY DESIGN GUIDE SUPPLEMENTARY PLANNING DOCUMENT (SPD)

2.3.9. The Highway Design Guide (HDG) was adopted in November 2019 and specifies highway scheme design principles that reflect nationally recognised best practice. The SPD promotes a high standard of highway design that facilitates the delivery of high quality residential, employment and mixed-use development in Kirklees.

2.3.10. Various highway scheme design principles are included in the document including pedestrian movement, inclusive design, parking standards, emergency access, cycle infrastructure, the hierarchy and setting out of streets, how to accommodate the safe operation and manoeuvring of service vehicles and incorporating waste storage facilities in the context of highway impact.

3. Existing Conditions

3.1. SITE DESCRIPTION

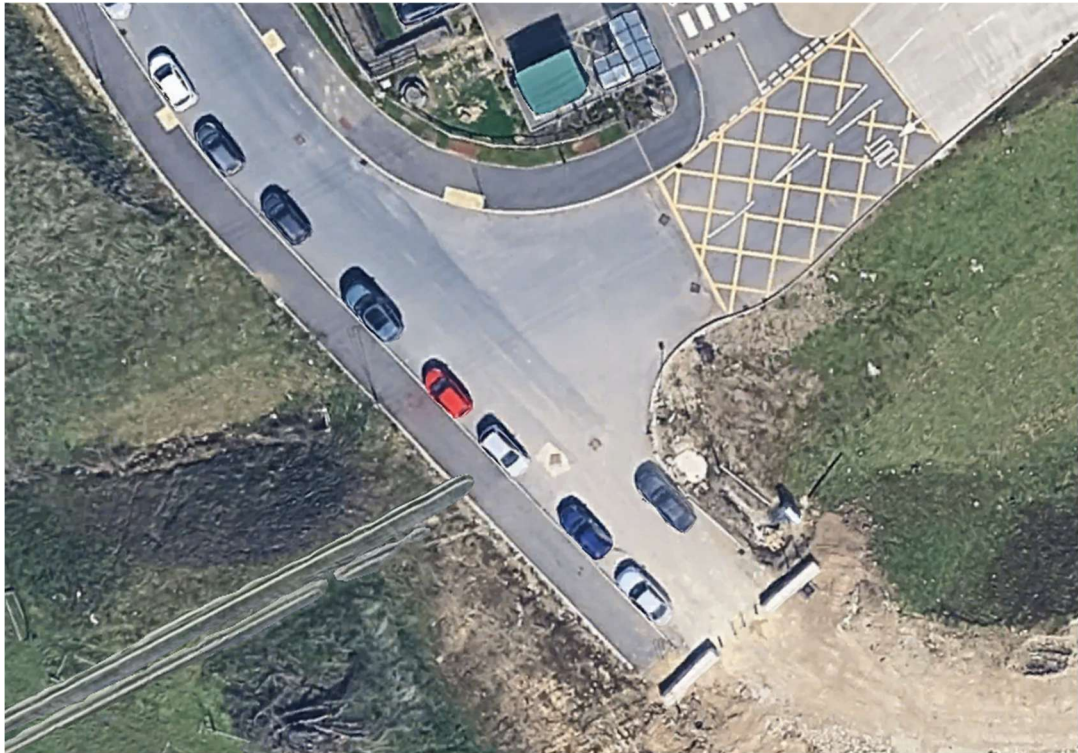
- 3.1.1. The site forms part of the former North Bierley Wastewater Treatment Works (WWTW). The former WWTW situated to the north of the M62 Junction 26, where it meets the M606 in Oakenshaw, around 6km to the south of the city of Bradford.
- 3.1.2. The former WWTW is an allocated employment site in the local plan (Site ES7) and extends to 23 hectares. The application site forms Phase 2 of the wider site allocation; Phase 1 is to the north of the application site, has been constructed and is operational.
- 3.1.3. The application site comprises rough open ground and filter beds associated with the former WWTW, it is bounded to the north by Phase 1 of the North Bierley WWTW development, to the south by M62 junction 26 and to the west by the M606. The site is bound to the east by woodland.
- 3.1.4. Access to a pump station to the south-eastern boundary of the site is required through the site by the Yorkshire Water. Currently, the access track to the pump station leads directly from the existing site access (as described in next section).
- 3.1.5. An existing site plan is provided at Appendix A.

3.2. EXISTING ACCESS

- 3.2.1. The site is accessed from the southernmost extent of Interchange Way, the access road through the former WWTW site, constructed as part of phase 1 of the build out of the wider site.
- 3.2.2. Interchange Way currently terminates at the northwestern corner of the site, at a turning head. The southern spur of the turning head has been constructed to form

the future access road into the site in line with the Section 38 highway works required in phase 1. The existing access is shown below in Figure 2.

FIGURE 2. INTERCHANGE WAY WORKS



(Source: Google Earth, 2026)

- 3.2.3. There is no formal access into the site at present; the spur is blocked by concrete blocks and fencing, which is removable if access is required, for example to the pump station highlighted above.

3.3. LOCAL HIGHWAY NETWORK

- 3.3.1. Future access to the site will be taken from Interchange Way to the northern boundary of the site, an access strategy approved for the wider site as part of the 2016 application.
- 3.3.2. Interchange Way is a 7.3m wide two-way single carriageway road constructed, and lit, to industrial estate road standards. It is subject to a 30mph speed limit.

- 3.3.3. There are 3m shared cycle-footways to either kerblines of Interchange Way. The provision to the western kerblines extends to the boundary of the site. To the eastern kerblines it terminates at the turning head.
- 3.3.4. Around 900m to the north of the site boundary, Interchange Way turns into Cliff Hollins Lane which then meets Mill Carr Hill Road, at a simple priority junction. Mill Carr Hill Road heads east passing beneath the M606 to meet Bradford Road, 120m to the west of the junction with Cliff Hollins Lane.
- 3.3.5. Bradford Road heads south, parallel to the M606 and meets the below-grade roundabout that forms the M62 Junction 26 with the M606 1.2km to the south of the junction with Mill Carr Hill Road. It then continues south towards Cleckheaton. Vehicles can proceed onto the M62 west and East, the M606 to the north and the A58 Whitehall Road heading west to Halifax or east to Leeds, from the roundabout.
- 3.3.6. The site is very well located for vehicular access on to the local, regional and strategic road network.

3.4. PERSONAL INJURY COLLISION RECORDS

- 3.4.1. The CrashMap website has been used to investigate the occurrence of personal injury collisions (PICs) in the vicinity of the site. Data for the last five years (2021 to end 2025) has been obtained for the local highway network in the vicinity of the site to include the full length of Interchange Way to its junction with Mill Carr Hill Road.
- 3.4.2. No collisions have been reported in the search area in the last five years
- 3.4.3. It is considered that the accident record does not indicate any safety trends on the local highway network in the vicinity of the proposed development.

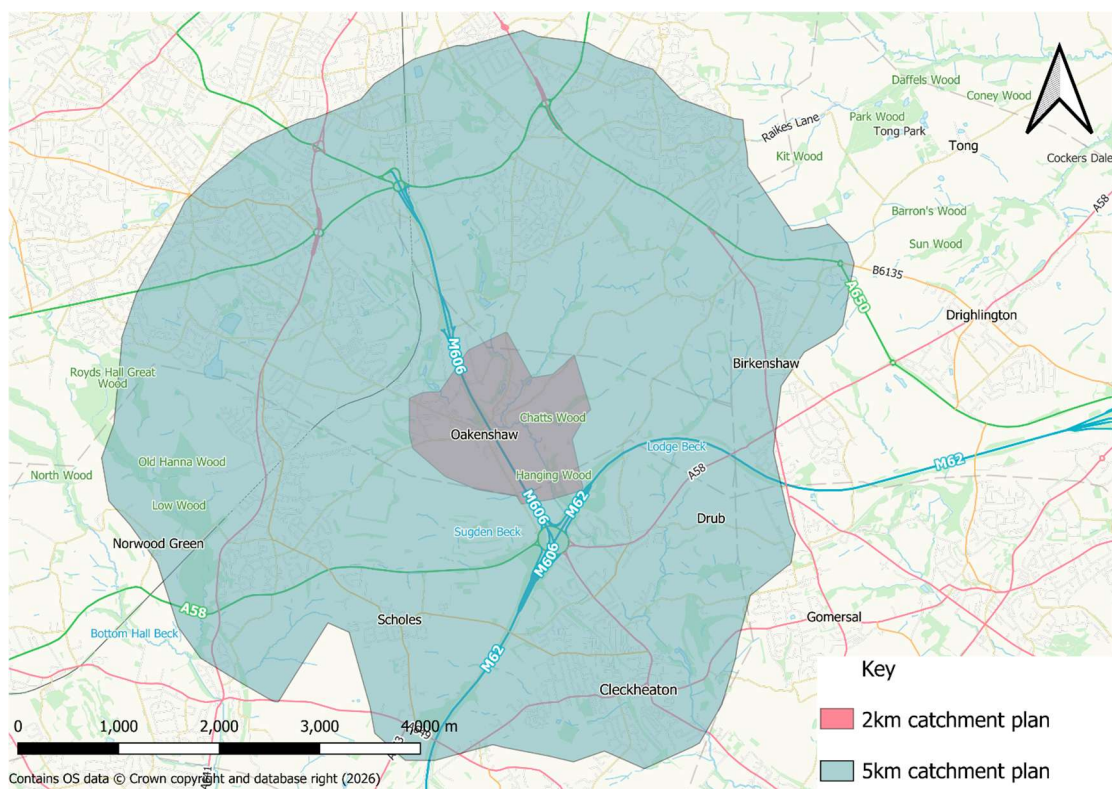
4. PEDESTRIANS AND CYCLISTS

4.1. WALKING

4.1.1. The national policy relating to transport and development is set out in the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. However, it is generally considered that an acceptable maximum walking distance from home to a place of work is 2km.

4.1.2. Figure 3 below illustrates both the 2km walking and 5km cycling catchments from the site.

FIGURE 3: 2KM WALKING AND 5KM CYCLING ISOCHRONE MAP



4.1.3. A review of the destinations in the vicinity of the site shows that the Oakenshaw residential area is within the 2km desirable walking distance of the site, as well as food and non-food retail, bus stops and also the Low Moor train station.

- 4.1.4. With respect to the local environment for walking, Interchange Way has shared 3m-wide cycle-footways to either kerbline leading directly from the site access. These will be continued into the site to ensure consistent provision for pedestrians and cyclists and to facilitate access to the site. There are dropped kerbs with tactile paving to facilitate pedestrian crossing at all accesses and side roads joining Interchange Way, with regular formal crossing points of Interchange Way also providing dropped kerbs and tactile paving.
- 4.1.5. Continuous footways are provided to Bradford Road and beyond into the Oakenshaw area and to Low Moor Station.
- 4.1.6. Figure 2 above provides a visual representation of the areas within acceptable 2km walking distance of the site, which clearly shows that Oakenshaw is within acceptable walking distance.

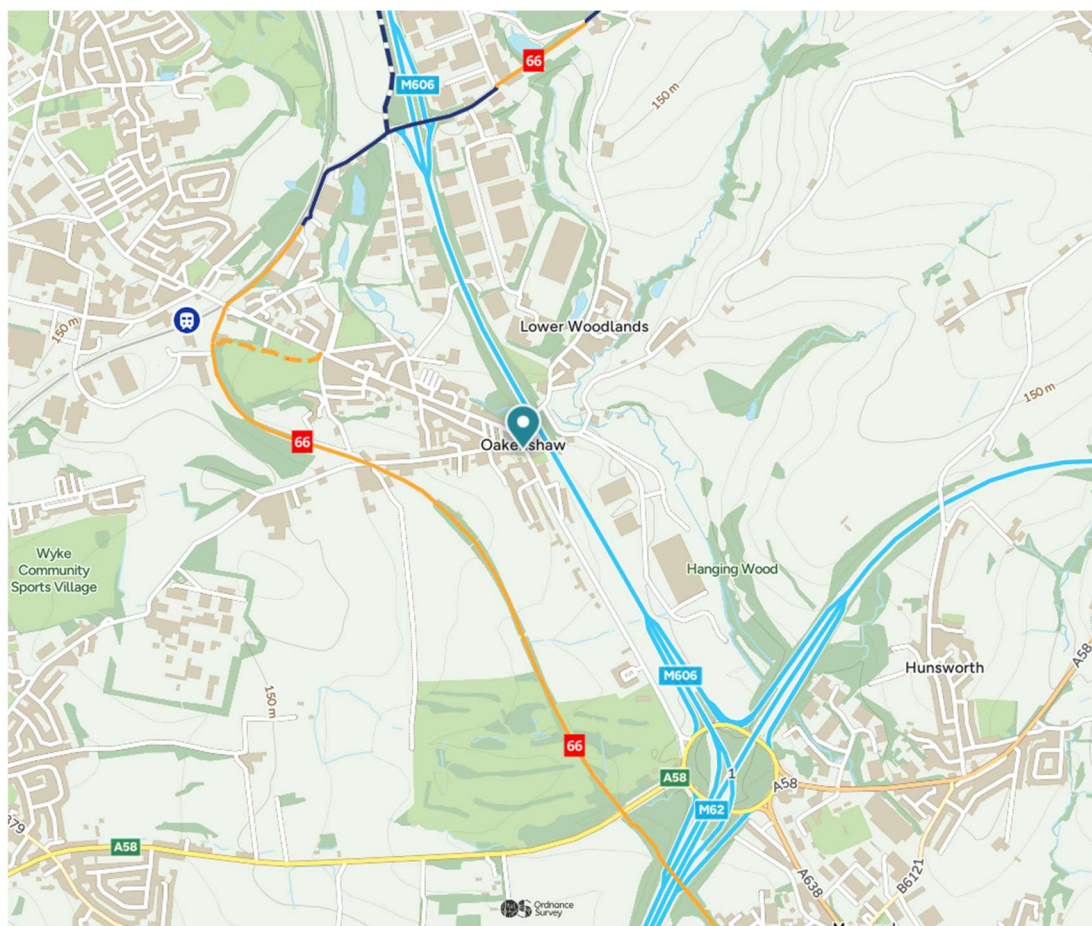
4.2. CYCLING

- 4.2.1. National and Local policy encourage sustainable development and a transfer the mode of transport away from private car use, however, there is no specific policy that states the recommended maximum cycle distances for access to services/leisure facilities from new developments.
- 4.2.2. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. Local Transport Note (LTN) 2/08 (published by DfT) does however suggest that an acceptable and comfortable distance for general cycling trips is up to 5km and the same guidance also refers to commuting cycle trips of up to 8km.
- 4.2.3. Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended

maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

- 4.2.4. An isochrone map showing the 5km cycling catchment is shown in Figure 2 earlier in this section. This shows that Oakenshaw, Cleckheaton and Scholes can be accessed within the recommended 5km catchment area, suggesting that there is a viable option to access the site by bicycle.
- 4.2.5. All local facilities and services as detailed in paragraph 4.1.3 can be accessed by bicycle using predominantly shared cycle and footways to either side of the carriageway on Interchange Way. These connect to Cliff Hollins Lane and then Mill Carr Hill Road which is subject to a 20mph speed limit. Mill Carr Hill Road provides access to Bradford Road and the residential areas of Oakenshaw and north towards Bradford centre. Low vehicular speeds increase the perception of safety for cyclists and cyclists favour using roads classified as 30mph or less.
- 4.2.6. Figure 4 overleaf shows the formal cycle network within the vicinity of the site.

FIGURE 4: LOCAL CYCLING ROUTES



(Source: Walk Wheel Cycle Trust, National Cycle Network Map)

- 4.2.7. National cycle route 66 (NCN66, Spen Valley Greenway) can be accessed from Wyke Lane 610m to the north west of the site, or from Bradford Road, close to Low Moor Station. NCN66 provides access for cyclists to Oakeshaw and Cleckheaton as well as the centres of Bradford and Leeds as well as this also provides links with Oakeshaw and Cleckheaton.
- 4.2.8. The site is well connected to existing cycle infrastructure which gives access to the surrounding area networks and will encourage sustainable travel by this mode.
- 4.2.9. It is considered that there are practical and convenient links available to and from the site offering the potential for staff and visitors to walk or cycle rather than relying on the use of a private car.

4.3. PUBLIC TRANSPORT

BUSES

- 4.3.1. The closest bus stops are around 1.1km northwest of the proposed site on Bradford Road, close to Wyke Lane. The stops benefit from shelter and pole.
- 4.3.2. The location of bus stops is illustrated on the Figure 1. Table 1 below provides a summary of the bus routes in the area from these stops. It is considered the level of facilities for bus passengers at these stops are good having due regard to their location.

TABLE 1. SUMMARY OF BUS ROUTES

Route no	Route Summary	Frequency (minutes)					
		Monday-Friday		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
268	Bradford to Wakefield	15	60	15	60	30	60

- 4.3.3. The 268 service runs between Wakefield and Bradford and also serves Cleckheaton and Dewsbury. The first bus through the week is at 5:35AM whilst the last bus throughout the week is at 10:45PM.

RAIL

- 4.3.4. The closest railway station to the proposed development is Low Moor approximately 2.2km to the northwest of the site (off New Works Road) and therefore there is a reasonable prospect of walking and cycling trips being made to and from the station as part of a longer journey by rail.
- 4.3.5. This station is served by local services providing routes to Leeds and Bradford Interchange, where further regional and national services can be accessed. The services from Low Moor Station also provide access to Halifax, Brighouse, Mirfield, Dewsbury, Batley, Morely and Cottingley.

- 4.3.6. It is considered that there are practical and convenient links available to pedestrians and cyclists to access the site by public transport.

5. Development Proposals

5.1. PROPOSED DEVELOPMENT

- 5.1.1. The development comprises B2/B8 development with ancillary office space within both buildings. The main building has a total footprint of 60,000 sq. ft and the smaller building, a footprint of 31,800 sq. ft, giving a total of 91,800 sq. ft (8, 528 sq. m).
- 5.1.2. The applicant expects that there will be a total for 50 staff employed at the main building and up to 30 staff employed at the smaller building when fully built out.
- 5.1.3. Car parking will be provided in a ground level surface level car parking areas firstly to the west of the main building against the western boundary of the site, and also in an area between the two buildings.
- 5.1.4. Short and long stay cycle parking will be located close to the main building for 10 cycles within a secure shelter close to the main entrance of the larger building. Cycle and vehicular parking will be discussed in more detail in section 5.3 of this report.
- 5.1.5. The proposed site layout is indicated on the drawing contained within Appendix B.

5.2. DEVELOPMENT ACCESS

- 5.2.1. Access for all modes will be taken from the existing spur at the end of Interchange Way, which was constructed, alongside other off-site highway works, as part of Phase 1 of the wider development. The local highway network is detailed in section 3.1 of this report.
- 5.2.2. Interchange Way will continue into the site as a 7.3m wide two-way industrial estate road from the spur before reaching the security gates to the site.

- 5.2.3. Access to the pump station for maintenance will be provided by a private access road leading from Interchange Way ahead of the entrance gates. This will be provided as a standard footway crossing to ensure continuous footway provision for pedestrians.
- 5.2.4. Visibility onto the access from Interchange Way, the access into the adjacent site and from the private access to the pump station, are considered adequate for the anticipated speed of traffic on the road.
- 5.2.5. The 3m shared cycle /footways to either kerbline will be extended into the site; the shared cycle- footway to the southern kerbline will be terminated a short distance from the turning head and a dropped crossing of Interchange Way provided, incorporating tactile paving.
- 5.2.6. The shared cycle-footway to the northern kerbline will be continued up to the security gate and beyond into the site.

5.3. PARKING PROVISION

APPLICABLE STANDARDS

- 5.3.1. The Kirklees Highway Design Guide SPD does not offer parking standards for employment uses. The Kirklees Local Plan (KLP) states that car parking provision in new developments will be determined by the 'accessibility of the development, the type, mix and use of the development and the availability of public transport' among other criteria. KLP policy 22 also states that 'new developments will incorporate flexibly designed and sufficient parking provision for private cars' to provide 'safe, secure, convenient and visually unobtrusive car parking within a site' whilst also ensuring the parking meets the needs of disabled users, electric vehicle charging and also cyclists.

5.3.2. Therefore, in this case it is considered appropriate to determine the operational parking requirement based on another approach. In the following section, two approaches have been used. Firstly, predicted staff numbers and the predicted modal share for those travelling to work in this geographical area. Secondly, a parking accumulation based on trip generation for 100% of the This methodology is used in the following section.

PARKING REQUIREMENT – BY STAFF NUMBERS AND MODAL SHARE

5.3.3. The applicant has indicated that there will be up to 80 staff members employed on site at any time.

5.3.4. The 2011 census data for Method of Travel to Work for the Lower Super Output Area (LSOA's) (E33011874) where the site is located, has been extracted from the NOMIS website. 2021 census data for Method of Travel to Work for LSOA E01011062 : Kirklees 003A has also been extracted (albeit the 2021 census occurred during a period of COVID restrictions).

5.3.5. Modal splits have been calculated using the proportion of residents who travel to a place of work; residents who mainly work from home have been excluded from the calculation. Therefore, the modal split is more representative of the employees on the site as the nature of operations means that they cannot work from home.

5.3.6. The modal splits have then been used to calculate the number of employees that might be expected to use that mode to travel to work. A summary of the modal splits for each data set and the estimated number of staff using each mode, is shown in Table 2 below.

TABLE 2: CENSUS MODAL SHARE DATA

Mode of Transport	2011 Census Data		2021 Census Data	
	LSOA Modal Share (%)	Estimated number of Staff	LSOA Modal Share (%)	Estimated number of Staff
Train	0%	0	0	0
Bus	1%	1	0%	0
Taxi	4%	3	4%	3
Motorcycle	2%	2	0%	0
Driver	1%	0	0%	0
Car Passenger	79%	63	85%	68
Bicycle	6%	4	7%	5
On foot	1%	1	1%	1
Total	100%	80	100%	80

5.3.7. Table 2 estimates that of 80 expected employees, up to 70 car parking spaces might be required on the site for staff.

PARKING REQUIREMENT – PARKING ACCUMLATION BASED ON TRICS

5.3.8. The TRICS database has been examined to determine the appropriate trip generation rates per 100m² for the proposed industrial units. Trip rates for land use 02-D Employment: Industrial Estate has been the identified and the TRICS database results can be found in Appendix C to this report.

5.3.9. The TRICS results have been used to assess the parking accumulation for the total floor area (8,528 sqm) therefore the accumulation represents a robust assessment of parking required. The table overleaf shows the parking accumulation prepared using the TRICS data.

TABLE 3. PARKING ACCUMULATION – 8,528 SQM

Time	Weekday		
	Arrivals	Departures	Acc.
05:00 – 06:00	3	0	7
06:00 – 07:00	15	3	19
07:00 – 08:00	51	20	50
08:00 – 09:00	58	19	89
09:00 – 10:00	33	22	100
10:00 – 11:00	30	25	105
11:00 – 12:00	33	32	105
12:00 – 13:00	33	39	99
13:00 – 14:00	38	36	101
14:00 – 15:00	31	35	97
15:00 – 16:00	25	29	93
16:00 – 17:00	22	47	68
17:00 – 18:00	16	56	27
18:00 – 19:00	7	22	13
19:00 – 20:00	5	15	2
20:00 – 21:00	5	8	0

5.3.10. The parking accumulation assessment in Table 3 has shown that parking demand will peak at 105 spaces for 100% B2 land use.

PARKING PROVISION

5.3.11. The parking provision on site has been indicated on the proposed layout in Appendix B.

5.3.12. A total of 112 spaces are proposed, including 8 accessible spaces and 15 Electric Vehicle Parking Charging spaces.

- 5.3.13. It is anticipated that the additional supply of car parking will be used by visitors, during shift changeovers, and by service vehicles.

CYCLE

- 5.3.14. As noted in paragraph 5.2.1 above, there are no applicable parking standards for B2/B8 development; local plan policy LP22 states that "Provision will be made to meet the needs of cyclists for cycling parking in new developments' with Kirklees Highways Design Guide SPD requiring developers to "provide a generous amount of accessible, secure and convenient cycle parking".
- 5.3.15. The development layout provided shows a total of 10 cycle spaces provided within a secure shelter to the front elevation of the larger building close to the main entrance. This is clearly visible to the building reception and from the car park.
- 5.3.16. The number of cycle spaces is approximately 10% of the vehicular parking spaces and 15% of the number of staff expected on site. It is also shown to accommodate the likely number of cyclists expected at the site shown in table 2, with room for modal shift change to cycling by staff.

MOTORCYCLE

- 5.3.17. Motorcyclists will be able to park in the main car park fronting the main entrance. Having due regard to the location of the site, and the emphasis on reducing the use of motorised vehicles of all types, this level of provision is considered acceptable.
- 5.3.18. As detailed in Section 3 of this report, the site is considered to be in a location where cycling a public transport are considered to provide a realistic alternative to car-based travel and the proposed on-site and off-site infrastructure promotes this.

5.4. SERVICING

- 5.4.1. Private refuse collection, deliveries and servicing will be from the main access onto Interchange Way and will utilise the available turning space within the development curtilage.
- 5.4.2. The swept path analysis of an articulated vehicle has been undertaken and is shown on the drawing within Appendix D. This demonstrates that vehicles can exit the site in forward gear without the need to reverse onto the public highway.

6. Development Assessment

6.1. TRAFFIC IMPACT ASSESSMENT

6.1.1. The extant 2021 outline application proposes the demolition of existing structures to provide employment uses (Use Classes E(g)(ii); E(g)(iii); B2 and B8). The Fore Transport Assessment and addendums to that document that were submitted for outline planning assessed the following development scenarios on the site:

- ♦ maximum floorspace of **12,077m²** (130,000 sq. ft) of E(g)(ii) or (iii); B2 and / or B8 development.
- ♦ 100% B2 land use;
- ♦ 100% B8 land use; and
- ♦ 50% B2 (6,077 m²) / 50% B8 'Parcel Distribution' (6,000m²) type uses

6.1.2. The trip generation, distribution and the assessment of impact of this development scenario was assessed and presented as a 'Technical Note' report dated 25 August 2022 (Version 1.0) prepared by Fore Consulting. This document was accepted by the highway authority as appropriate assessment of the impact, and it was concluded that the local highway network could accommodate the proposed development scenarios.

6.1.3. Condition 13 of the outline planning consent states 'Plans and particulars relating to the Reserved Matters of layout, scale, appearance, and landscape shall comply with the restrictions detailed within the Parameters Plan, ref. "1773-01 223", specifically limiting the total maximum floorspace to 12,077sqm'.

6.1.4. The proposed development is for **8, 528 sqm** of B2/B8 and ancillary E(g)(iii) land use, which is significantly below the maximum floor space identified in the outline planning consent.

- 6.1.5. The traffic generation of the proposed development is therefore not considered to require any further assessment and can be accommodated in the local highway network.

7. Summary and Conclusions

7.1. SUMMARY:

7.1.1. The key points from this assessment are outlined below.

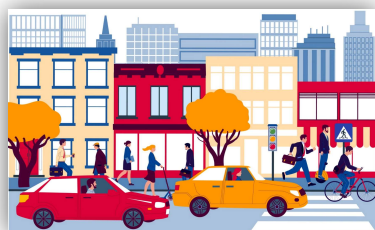
- ♦ The development comprises 91,800 sq. ft (8,528 sqm) B2/B8/Eg(iii) development spread across two buildings. The site is phase 2 of the build out of a wider employment site located on the former North Bierley Waste Water Treatment Works.
- ♦ The site will take access from Interchange Way which is the road through the wider site constructed as part of Phase 1 of the wider development.
- ♦ The site benefits from outline planning permission for up to 12,077 sqm B2/B8 and ancillary Eg(iii) land use. The proposed development footprint of **8, 528 sqm** is below this figure.
- ♦ As such, the trip generation of the site will be less than that assessed at outline planning application and therefore should result in a reduction in traffic impact below that predicted at the outline application stage.
- ♦ The applicant expects that there will be a total for 80 staff on site at any one time.
- ♦ Parking provision is shown to meet the expected operational demand of the site and for anticipated increases around shift changeover and to include visitors to the site. The proposed layout includes general, accessible, EVCP and cycle parking.
- ♦ An assessment of accessibility by other modes of transport indicates that there is potential for cycling to work at the site as a shorter trip or part of a longer journey by public transport. Cycle facilities constructed as part of the phase 1 works will be extended into the site to provide pedestrian and cycle access.
- ♦ There is no safety trend on the local highway network that would be exacerbated by the proposed development.

7.2. CONCLUSIONS

- 7.2.1. In conclusion, it has been demonstrated that the proposed development is considered to be acceptable in terms of transport sustainability, highway safety and traffic impact.
- 7.2.2. The development proposals are within the parameters, and requirements of condition 13.
- 7.2.3. It is considered there are no reasons why planning consent for the proposed development should not be granted.

APPENDIX A

Site Location Plan



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

Rev	Description	By	Chd	Date
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Client

KEYLAND

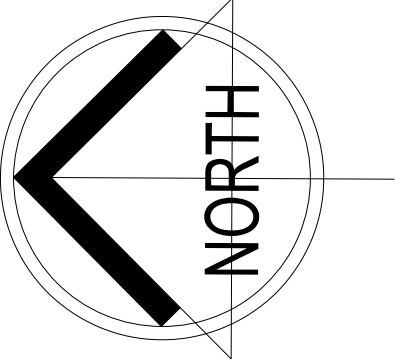
Project Title
**FORMER BIERLEY TREATMENT
WORKS CLECKHEATON
JUNCTION 26 M62**

Drawing Title
RED LINE PLAN

KPP
ARCHITECTS

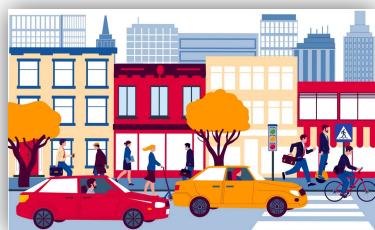
Lodge House
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Horsforth, Leeds LS184RJ
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E : architects@kpp-leeds.co.uk
W : www.kpp-leeds.co.uk

Scale	Size	Date	Drawn	Checked
1:2500	A1	APRIL 21	AS	.
Status				
RED LINE				
KPP Job No				Rev
1773-01				.
Number				
216				



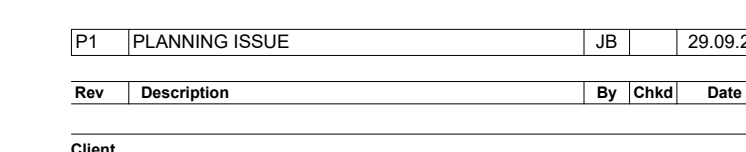
APPENDIX B

Proposed Site Plan



TOTAL BUILDING AREA = 91,800 sq.ft

SITE RED LINE AREA - 8 ACRES



Drawing Title _____

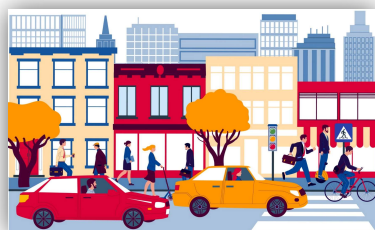
Scale	Size	Date	Drawn	Checked
As indicated	A0	JULY'26	JM	.

KPP Job No.	Revision
2499	P1

Project	Originator	Level	Type	Role	Class	Number
ICB-KPP-ZZ-DR-A-GA- 2002						

APENDIX C

TRICS Data



Calculation Reference: AUDIT-407201-231110-1103

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SD SWINDON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	2 days
	AL CALDERDALE	1 days
	DR DONCASTER	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	3 days
09	NORTH	
	TW TYNE & WEAR	2 days
10	WALES	
	SW SWANSEA	2 days
11	SCOTLAND	
	FI FIFE	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 3191 to 12000 (units: sqm)
 Range Selected by User: 3000 to 12000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 14/09/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	5 days
Wednesday	6 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	15
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	11
Development Zone	1
Residential Zone	4
Out of Town	1
No Sub Category	6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	19 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	23 days
-----------	---------

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	7 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	7 days

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

Population within 5 miles:

5,001 to 25,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	17 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	13 days
1.1 to 1.5	9 days
1.6 to 2.0	1 days

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

Travel Plan:

No	23 days
----	---------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	23 days
-----------------	---------

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

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

LIST OF SITES relevant to selection parameters

1	AK-02-D-02 PIONEER WAY CASTLEFORD	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	Edge of Town Industrial Zone Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
2	AK-02-D-03 THUNDERHEAD RIDGE RD CASTLEFORD GLASSHOUGHTON	INDUSTRIAL ESTATE	WAKEFIELD
	Edge of Town No Sub Category Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
3	AL-02-D-01 MILL LANE HALIFAX	INDUSTRIAL ESTATE	CALDERDALE
	Edge of Town No Sub Category Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
4	DR-02-D-03 MIDDLE BANK DONCASTER	INDUSTRIAL ESTATE	DONCASTER
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	6737 sqm	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
5	DV-02-D-07 BITTERN ROAD EXETER SOWTON IND. ESTATE	INDUSTRIAL ESTATE	DEVON
	Edge of Town Industrial Zone Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
6	DY-02-D-01 SHAFTESBURY STREET DERBY ROSE HILL	INDUSTRIAL ESTATE	DERBY
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	5686 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
7	EX-02-D-03 WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK	INDUSTRIAL ESTATE	ESSEX
	Edge of Town Industrial Zone Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
9	FI-02-D-01	INDUSTRIAL ESTATE	FIFE
	DICKSON STREET		
	DUNFERMLINE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7850 sqm	
	Survey date: THURSDAY	21/05/15	Survey Type: MANUAL
10	GM-02-D-07	BUSINESS PARK	GREATER MANCHESTER
	VULCAN STREET		
	OLDHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	4400 sqm	
	Survey date: THURSDAY	22/10/15	Survey Type: MANUAL
11	LC-02-D-06	INDUSTRIAL ESTATE	LANCASHIRE
	SMALLSHAW LANE		
	BURNLEY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	7383 sqm	
	Survey date: THURSDAY	29/09/16	Survey Type: MANUAL
12	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
13	LC-02-D-08	INDUSTRIAL ESTATE	LANCASHIRE
	NOOK LANE		
	BAMBER BRIDGE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
14	LN-02-D-03	INDUSTRIAL ESTATE	LINCOLNSHIRE
	DEACON ROAD		
	LINCOLN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NF-02-D-04	INDUSTRIAL ESTATE	NORFOLK
	DRAYTON HIGH ROAD		
	NORWICH		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	10673 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
16	SD-02-D-01	INDUSTRIAL ESTATE	SWINDON
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	10000 sqm	
	Survey date: TUESDAY	20/09/16	Survey Type: MANUAL
17	SF-02-D-03	INDUSTRIAL ESTATE	SUFFOLK
	LANDSEER ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	3550 sqm	
	Survey date: THURSDAY	17/09/20	Survey Type: MANUAL
18	SM-02-D-01	INDUSTRIAL ESTATE	SOMERSET
	A359		
	YEOVIL		
	SPARKFORD		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	12000 sqm	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
19	SW-02-D-01	INDUSTRIAL ESTATE	SWANSEA
	UPPER FOREST WAY		
	SWANSEA		
	SWANSEA ENTERPRISE PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6822 sqm	
	Survey date: WEDNESDAY	09/10/19	Survey Type: MANUAL
20	SW-02-D-02	INDUSTRIAL ESTATE	SWANSEA
	CLARION COURT		
	SWANSEA		
	SWANSEA ENTERPRISE PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5280 sqm	
	Survey date: THURSDAY	10/10/19	Survey Type: MANUAL
21	TW-02-D-08	INDUSTRIAL ESTATE	TYNE & WEAR
	NORTH HYLTON ROAD		
	SUNDERLAND		
	SOUTHWICK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	8310 sqm	
	Survey date: TUESDAY	04/04/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	TW-02-D-09	INDUSTRIAL ESTATE	TYNE & WEAR
	ELEVENTH AVENUE		
	GATESHEAD		
	TEAM VALLEY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	6200 sqm	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL
23	WO-02-D-02	INDUSTRIAL ESTATE	WORCESTERSHIRE
	WEIR LANE		
	WORCESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	6	6900	0.056	6	6900	0.002	6	6900	0.058
05:30 - 06:00	6	6900	0.077	6	6900	0.002	6	6900	0.079
06:00 - 06:30	7	7523	0.047	7	7523	0.013	7	7523	0.060
06:30 - 07:00	7	7523	0.065	7	7523	0.015	7	7523	0.080
07:00 - 07:30	23	6910	0.133	23	6910	0.044	23	6910	0.177
07:30 - 08:00	23	6910	0.226	23	6910	0.062	23	6910	0.288
08:00 - 08:30	23	6910	0.240	23	6910	0.108	23	6910	0.348
08:30 - 09:00	23	6910	0.225	23	6910	0.125	23	6910	0.350
09:00 - 09:30	23	6910	0.243	23	6910	0.182	23	6910	0.425
09:30 - 10:00	23	6910	0.213	23	6910	0.165	23	6910	0.378
10:00 - 10:30	23	6910	0.188	23	6910	0.173	23	6910	0.361
10:30 - 11:00	23	6910	0.182	23	6910	0.161	23	6910	0.343
11:00 - 11:30	23	6910	0.190	23	6910	0.184	23	6910	0.374
11:30 - 12:00	23	6910	0.206	23	6910	0.216	23	6910	0.422
12:00 - 12:30	23	6910	0.190	23	6910	0.197	23	6910	0.387
12:30 - 13:00	23	6910	0.198	23	6910	0.213	23	6910	0.411
13:00 - 13:30	23	6910	0.194	23	6910	0.208	23	6910	0.402
13:30 - 14:00	23	6910	0.201	23	6910	0.203	23	6910	0.404
14:00 - 14:30	23	6910	0.171	23	6910	0.211	23	6910	0.382
14:30 - 15:00	23	6910	0.171	23	6910	0.193	23	6910	0.364
15:00 - 15:30	23	6910	0.145	23	6910	0.179	23	6910	0.324
15:30 - 16:00	23	6910	0.166	23	6910	0.190	23	6910	0.356
16:00 - 16:30	23	6910	0.172	23	6910	0.220	23	6910	0.392
16:30 - 17:00	23	6910	0.143	23	6910	0.257	23	6910	0.400
17:00 - 17:30	23	6910	0.098	23	6910	0.260	23	6910	0.358
17:30 - 18:00	23	6910	0.096	23	6910	0.178	23	6910	0.274
18:00 - 18:30	23	6910	0.041	23	6910	0.101	23	6910	0.142
18:30 - 19:00	23	6910	0.034	23	6910	0.073	23	6910	0.107
19:00 - 19:30	7	7523	0.009	7	7523	0.061	7	7523	0.070
19:30 - 20:00	7	7523	0.006	7	7523	0.055	7	7523	0.061
20:00 - 20:30	7	7523	0.002	7	7523	0.019	7	7523	0.021
20:30 - 21:00	7	7523	0.004	7	7523	0.011	7	7523	0.015
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.332			4.281			8.613

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

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

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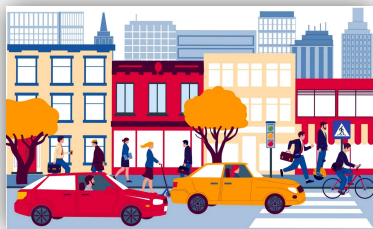
Parameter summary

Trip rate parameter range selected:	3191 - 12000 (units: sqm)
Survey date date range:	01/01/15 - 14/09/22
Number of weekdays (Monday-Friday):	23
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.

APPENDIX D

Swept Path Analysis





DO NOT SCALE

KEY

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

FORWARDS MOVEMENT

REVERSE MOVEMENT

P01	23/09/2026	LW	FIRST ISSUE	EG
REV	DATE	BY	DESCRIPTION	APP
DRAWING STATUS: S0 - WORK IN PROGRESS				
PROJECT: NORTH BRIERLY				
TITLE: SWEPT PATH ANALYSIS				
DRAWN: LW		APPROVED: EG		DATE: September 26
DRAWING No: 2612101		SCALE @ A3: 1:2500		REV: P01

