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**POTENTIAL COMMERCIAL DEVELOPMENT, LAND  
BETWEEN WHITECHAPEL ROAD AND WHITEHALL  
ROAD, CLECKHEATON, WEST YORKSHIRE**

**TRANSPORT AND ACCESS APPRAISAL**

**1099 / January 2016**

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## **1 INTRODUCTION**

- 1.1.1 The PAH Highway Consultants Ltd has been appointed to prepare this transport and access appraisal of a potential site on land between Whitechapel Road and Whitehall Road in Cleckheaton, West Yorkshire for a commercial (employment) development. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The potential development site is situated on land between Whitechapel Road (to the south) and the A58 Whitehall Road (to the north) in Cleckheaton and amounts to an area of about 24.6 hectares. Using the accepted proportion of about 35% of site area is built development (the remainder being parking, service areas, access roads and landscaping) the site could accommodate circa 86,000sqm of commercial (employment) uses.
- 1.1.3 The scope of this report is to advise on the transport and access / highways implications to enable the promotion and future delivery of the site through the Local Plan process. This report considers how the site can be accessed by all modes of transport and the potential traffic impact on the local road network. Local and national transport and planning policies are also examined.
- 1.1.4 Following this brief introduction, Section 2 describes the site in more detail and provides a review of the existing highway network including public transport, pedestrian and cycle facilities. Section 3 compares the site against local and national transport and planning policies. Section 4 then describes the proposed development and how it will be accessed and provides an assessment of the traffic impact of the proposed development on the local highway network. A summary of our assessment and conclusions are provided in Section 5.

## **2 EXISTING CONDITIONS**

### **2.1 Site Description**

2.1.1 The site is currently grazing land and presently lies within the Green Belt in the Kirklees Unitary Development Plan. The site is located to the south of the A58 Whitehall Road about 500m west of the Chain Bar Interchange. The latter takes the form of a traffic signal controlled gyratory system which facilitates the intersection of the A58 with the A638 and the M62 (Junction 26) and M606 motorways.

2.1.2 The site is bounded by the A58 Whitehall Road to the north, the M62 to the east, Whitechapel Road to the south and a cemetery and green space to the west. Whitehall Road and Whitechapel Road both provide the present means of access to the parcel of land.

2.1.3 The site lies about 700m to the east of the centre of Scholes which is a small settlement lying some 6.7 km and 14.5 km to the south and south east of the Cities of Bradford and Leeds respectively in West Yorkshire. The settlements of Batley, Brighouse and Dewsbury respectively lie 7.2 km south east, 4.6 km south west and 8.2 km south east of the site.

### **2.2 Local Highway Network**

2.2.1 The A58 Whitehall Road is a main traffic route linking Leeds to the north east, with Birkenshaw, Cleckheaton, Hipperholme and Halifax to the west. It has a wide carriageway which is to dual carriageway standard to the east of the site which tapers to a single carriageway across the site frontage with a wide central hatched area providing potential right turn pockets. Footways and street lighting are provided to both sides. The A58 Whitehall Road forms part of the strategic highway network. There are no controls on parking in the vicinity of the site. The A58 is subject to the national speed limit in the vicinity of the development site.

- 2.2.2 The site lies 500m west of the Chain Bar Interchange. The latter takes the form of a traffic signal controlled gyratory system which facilitates the intersection of the A58 with the A638 and the M62 (Junction 26) and M606 motorways. The A638 heads south through Cleckheaton towards Heckmondwike and Dewsbury whilst the A58 heads north west through Birkenshaw and Drighlington towards Leeds. To the west the A58 passes through Hipperholme heading towards Halifax.
- 2.2.3 The M606 motorway provides a short high speed link to the southern edge of Bradford and the Outer Ring Road. The M62 is the main trans Pennine motorway between Liverpool, Manchester, Bradford , Leeds and Hull
- 2.2.4 Whitechapel Road (B6120) is a local access road between Cleckheaton and Scholes. After it crosses over the M62 it branches to the east through a residential area and then forms a junction with the A638 Bradford Road which is controlled by traffic signals. The other branch heads in to the centre of Cleckheaton via Turnsteads Avenue and Scott Lane. In the centre of Scholes Whitechapel Road joins Westfield Lane which continues on to the A58 at a traffic signal controlled junction and Scholes Lane which continues south the the A649 Halifax Road.
- 2.2.5 In the vicinity of the development site Whitechapel Road is subject to a 30mph speed limit and has footways and street lighting provided along both sides. There is also a system of speed reducing features (humps) along its length.
- 2.2.6 A public footpath (Spe 24 / 30) crosses the golf course to the north of the A58 and then across the A58 itself and then across the site towards the M62 where it then follows the site boundary to and eventually join Whitechapel Road. Route 66 of the National Cycle Network follows the line of an old railway over the M62 and A58 along the eastern boundary of the site.
- 2.2.7 The settlement of Scholes has a small range of local shops, schools, amenities and other retail outlets, leisure and employment opportunities. These are located about 700m west of the site so are in easy walking distance of the development. The conurbation of Cleckheaton lies about 1800m to the south east and has a wider offer in terms of residential areas, amenities, and retail and employment opportunities.

2.2.8 All of the above lie within the normally accepted commuting distance for people to walk to work (2000m) as given in "Providing for Journeys on Foot" as published by the IHT. Figure 2 in Appendix A shows this catchment area.

### **2.3 Road Traffic Accidents**

2.3.1 A review of personal injury accidents for the five year period from January 2010 - December 2014 has taken place using [www.crashmap.co.uk](http://www.crashmap.co.uk) and the Department for Transport Collision Data website (<http://road-collisions.dft.gov.uk/>). This shows that in the study period, there have been five and four recorded personal injury accidents in the vicinity of the site on Whitehall Road and Whitechapel Road respectively.

2.3.2 The incidents on the A58 resulted in 3 slight and 2 serious casualties whilst there were four slight casualties on Whitechapel Road (the fatal incident and two slight incidents occurred on the motorway and not on Whitechapel Road). A screen print of the Crashmap record for the area can be found in Appendix B.

2.3.3 The relatively good injury accident record in the vicinity of the site does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of slight change in peak hour flows as a result of the development proposals.

### **2.4 Transport Sustainability**

2.4.1 The site is in a reasonably sustainable location within a short walking distance (700m) of shops and services in the centre of Scholes and the surrounding area. The site is therefore, well placed to allow employees to walk to work from nearby residential areas.

2.4.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

- 2.4.3 However the guidance within PPG 13 is still useful as a reference and the relevant policies within the Council's UDP still apply.
- 2.4.4 There are footways and street lighting along both sides of the roads in the vicinity of the development site. Pedestrian refuges are provided along the A58 to aid crossing movements and reduce vehicle speeds. A public footpath (ref Spe 24 / 30) cuts through the middle of the site. With the additional on-site pedestrian facilities it is concluded that safe and convenient access to the site is readily available for pedestrians.
- 2.4.5 With regards to cycling, PPG 13: Transport stated that "Cycling also has the potential to substitute for short car trips, particularly those under 5 km and to form part of a longer journey by public transport". As can be seen from Fig 2 in Appendix A there are significant residential and commercial areas within this catchment providing potential for employees to cycle from their homes to work on the site. Route 66 of the National Cycle Network follows the line of an old railway over the M62 and A58 along the eastern boundary of the site.
- 2.4.6 There are no bus services along Whitehall Road however there are four services operating along Whitechapel Road. The 252 service operates hourly in the evening between Leeds, Cleckheaton, Scholes, Heckmondwike and Dewsbury every 30 minutes during the day Monday to Saturday and hourly in the evening and on Sunday.
- 2.4.7 The 256 operates between Cleckheaton and Bradford during peak hours and school times only whilst the 259 provides an hourly frequency over the same route during the rest of the day.
- 2.4.8 The combination of the above services demonstrates that the site is well served by existing public transport routes with destinations such as Leeds, Bradford, and Dewsbury.
- 2.4.9 There are rail stations in Dewsbury, Batley, Bradford and Leeds all of which can be accessed by using the above bus services. This provides the opportunity for multi modal journeys by public transport. Leeds City Rail Station lies at the centre of the rail network in West Yorkshire and provides regular links to all the major local conurbations in the area and via the wider network to destinations beyond such as London, Edinburgh, Glasgow, Liverpool and Birmingham.

2.4.10 From the above it is evident that the site benefits from being in proximity to a reasonable frequency and good quality public transport links for travelling around the area.



### **3 TRANSPORT AND PLANNING POLICY**

3.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Transport and Access Appraisal and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

#### National Planning Policy Framework – Promoting Sustainable Transport

3.1.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

3.1.3 The NPPF states that the purpose of planning is to help achieve sustainable development. Paragraph 32 of the NPPF states:

*All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts are severe.*

3.1.4 Paragraph 35 of the NPPF states that “developments should be located and designed where practical to:

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

3.1.5 Paragraph 36 of the NPPF goes on to say that “a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.”

DfT Circular 02 / 2013: The Strategic Road Network and the Delivery of Sustainable Development

3.1.6 This document sets out the manner in which the Highways Agency will approach the delivery of sustainable development. Whilst the M62 is part of the Strategic Road Network and forms the northern boundary to the site, the nearest access points to that network are 2.5 km away from the development site thereby significantly reducing the potential impact on that route.

3.1.7 Paragraph 9 of this document states:  
*Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) of the strategic road network, or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed. However, development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

### Local Transport Plan

- 3.1.8 The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3) which covers the period 2011 to 2026. The key objectives of the LTP3 include:
- *To improve access to jobs, education and other key services for everyone;*
  - *To reduce delays to the movement of people and goods;*
  - *To improve safety for all highway users;*
  - *To limit transport emissions of air pollutants, greenhouse gases and noise;*
  - *To improve the condition of the transport infrastructure.*
- 3.1.9 The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to 'ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards. With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.
- 3.1.10 The LTP also sets out a bus strategy for West Yorkshire and seeks to increase patronage for all categories of bus passenger and modal shift towards the bus and away from the car.
- 3.1.11 In May 2014 the West Yorkshire Combined Authority considered a report to undertake a review of current transport plans with a view to developing a single transport plan for the West Yorkshire Combined Authority (WYCA). The WYCA brings together key decision making powers in to a single body encompassing the Authorities of Bradford, Calderdale, Kirklees, Leeds, Wakefield and York.

### Leeds City Region Transport Strategy

- 3.1.12 Kirklees forms part of the Leeds City Region which brings together other Local Authorities in West Yorkshire (Leeds, Calderdale and Bradford) with Barnsley in South Yorkshire and Craven, Harrogate, York and North Yorkshire. The Strategy was developed in 2009 and sets out a framework for a 20 – 25 year period. It aims to improve transport access across the area by meeting existing travel demand, tackling current congestion problems whilst supporting future development and reducing carbon impact.

### Kirklees Local Plan / Kirklees UDP

- 3.1.13 Whilst Kirklees Council is currently in the process of preparing its future development plan for the district (called the Local Plan), The Kirklees Local Plan Early Engagement Report sets out the content of the Local Plan and the key parameters that will shape it. Appendix 1 of this document describes the Council's Vision for the future of the District and the nine strategic objectives which summarise the measures needed to deliver the Vision. These strategic objectives are:

- *To protect and enhance the characteristics of the built and natural environment which define local distinctiveness and make Kirklees attractive to live and work in and to visit.*
- *To support the growth and diversification of the Kirklees economy.*
- *To improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, to commercial traffic and to cycling and walking.*
- *To strengthen the role of town centres, particularly Huddersfield, Dewsbury and Batley, so that they are the focus for the development of offices, shopping and leisure facilities which complement their historic character.*
- *To provide new homes which meet the needs of the community, offering a range of size, tenure and affordability, with good access to employment, shops and services.*

- *To tackle inequalities in income, health, education by ensuring that new housing, jobs and services are well related to areas of deprivation.*
- *To promote the use of brownfield land to meet development needs and support the regeneration of urban areas.*
- *To protect and improve green infrastructure so that residents have access to good quality open spaces that provide opportunities for sport and recreation and for wildlife to flourish.*
- *To promote development that helps to mitigate climate change and is adapted so that potential impacts from climate change are reduced.*

3.1.14 The current development local transport policy is set out in the saved policies of the Kirklees Unitary Development Plan (UDP). Chapter 8: Transport specifically relates to transport and new developments. Relevant policy includes:

- Policy T1 states: *“Priority will be given to:*
  - *Satisfying the needs of all sections of the community through an effectively integrated transport system with emphasis on improving public transport and encouraging a modal shift away from travel by private car;*
  - *Co-ordinating land use change with transport provision so as to minimise the need to travel and locating new development where it can best be served by public transport and where it minimises the need for expansion of the highway network.”*
- Policies T16 and T17 identify the need to consider public transport, pedestrian and cycling access to new developments.

#### Summary

3.1.15 This report demonstrates that the development site is conveniently located adjacent to substantial built up areas with good access to local services and amenities and close to frequent public transport routes. Therefore a commercial development on this site would be in accordance with local, regional and national policy objectives.

## **4 THE DEVELOPMENT PROPOSALS**

### **4.1 Proposed Development**

4.1.1 The potential development site is situated on land between Whitechapel Road (to the south) and the A58 Whitehall Road (to the north) in Cleckheaton and amounts to an area of about 24.6 hectares. Using the accepted proportion of about 35% of site area is built development (the remainder being parking, service areas, access roads and landscaping) the site could accommodate circa 86,000sqm of commercial (employment) uses. It is considered that the likely mix of uses on the site would be a maximum of 35% B2 Industrial (30,100sqm) and 65% B8 Warehousing (55,900sqm).

4.1.2 Drainage, lighting and hard surfacing will be provided as part of the development works and each unit will have parking provided in accordance with Kirklees Council's requirements. Parking and turning spaces within the site will be provided to allow vehicles to enter and leave in forward gear and will accord with the current Local Authority guidance for adoptable road layouts.

4.1.3 The horizontal and vertical alignment of both the adoptable and private access points will conform to current Local Authority and National guidance.

### **4.2 Vehicular Access**

4.2.1 Vehicular access to the development will be formed directly from the A58 Whitehall Road and Whitechapel Road. These could be linked internally or could be separate culs-de-sac.

4.2.2 The drawing in Appendix C gives an indication of where the accesses might be formed. Given the alignment and layout of the A58 in the vicinity of the proposed access then visibility splays of 4.5 x 215m can be provided in each direction. The central hatching will be modified to provide a right turning pocket which may also necessitate some minor road widening to the west to accommodate these works in accordance with TD 42 / 95 of the Design Manual for Roads and Bridges. The junction on to Whitechapel Road is likely to be a simple priority arrangement given the low network flows along this route.

- 4.2.3 The new layout will take cater for the public footpath which divides the site which may need to be diverted and links will be provided to Route 66 of the National Cycle Network.

### **4.3 Parking Provision**

- 4.3.1 The level of parking provision that will be proposed on site will be in accordance with the Kirklees UDP Revised Statement which sets out the parking guidelines for new developments.

- 4.3.2 Secure cycle parking provision will also be provided within the curtilage of each unit as part of the development.

### **4.4 Sustainable Transport**

#### Proposed Improvements to Increase Pedestrian Usage

- 4.4.1 Access points to the site for pedestrians should be in convenient locations to link to bus stops and local amenities. The site layout should provide safe and convenient access for pedestrians to link to the footways adjacent to the public highway and also to any public rights of way. Appropriate levels of lighting should be provided along pedestrian routes within the site.

- 4.4.2 The internal road layout should be designed to encourage low speeds and hence a more pedestrian friendly environment. The new layout will take cater for the public footpath which divides the site.

#### Proposed Improvements to Increase Cycle Usage

- 4.4.3 Similarly access points to the site for cyclists should be in convenient locations to link to bus stops and local amenities. Safe and convenient access through the site for cyclists will be provided. Appropriate levels of lighting should be provided along cycle routes within the site. On-site secure cycle parking facilities should be provided for use by employees and visitors. Links will be provided to Route 66 of the National Cycle Network.

#### Measures to Promote Public Transport

- 4.4.4 The internal layout of the site shall be designed to provide convenient pedestrian connections to the nearby stops on Whitechapel Road. The implementation of measures within a travel plan will also encourage the use of public transport.

#### Travel Plan

- 4.4.5 Whilst it has been demonstrated that the proposed development is unlikely to have any material impact in traffic terms there are other initiatives which can be considered to encourage the use of more sustainable transport. Such initiatives are usually embodied within a travel plan for the development.
- 4.4.6 A Travel Plan (TP) is typically a package of practical measures to encourage employees and their visitors to choose an alternative to single-occupancy car-use, and to reduce the need to travel in connection with their education, for recreation and shopping.
- 4.4.7 The TP should be tailored to a particular site and include a range of measures which will make a positive impact at that site, e.g. setting up a car sharing scheme; providing cycle facilities; restraining car parking or possibly provide high speed broadband to allow working from home to cut travel / journeys. The purpose is to make the more sustainable transport modes safe and practical and therefore attractive to employees and their visitors.
- 4.4.8 It is necessary to look at the way employees and their visitors might travel and consider ways of reducing the impact on the surrounding highway network. This means using more sustainable alternatives such as walking, cycling or bus use in preference to single occupancy car use. The TP should encourage employees and their visitors to reconsider how they make regular journeys.



Traffic Impact

Traffic Generation

4.4.9 The traffic generation for the proposed development has been calculated based 86,000sqm of commercial (employment) uses. The TRICS database has been used to derive the peak hour generation rates for this level of commercial / employment development. A copy of the output can be found in Appendix D and the derived rates are given in the table below:

Industrial – GFA SQM			
	Arrive	Departure	Two Way
AM Peak	0.810	0.120	0.930
PM Peak	0.182	1.097	1.279

**Table 1: Generation Rates**

Warehousing – GFA SQM			
	Arrive	Departure	Two Way
AM Peak	0.381	0.225	0.606
PM Peak	0.157	0.224	0.381

**Table 2: Generation Rates**

4.4.10 It is considered that the likely mix of uses on the site would be a maximum of 35% B2 Industrial (30,100sqm) and 65% B8 Warehousing (55,900sqm). Using generation rates in the table above and this likely mix of uses the following traffic flows can be calculated for the proposed development.

Industrial – GFA SQM			
	Arrive	Departure	Two Way
AM Peak	244	36	280
PM Peak	55	330	385

**Table 3: Proposed Traffic Generations**

Warehousing – GFA SQM			
	Arrive	Departure	Two Way
AM Peak	213	126	339
PM Peak	88	125	213
Total Flows			
AM Peak	457	162	619
PM Peak	143	455	598

**Table 4: Proposed Traffic Generations**

- 4.4.11 The above table shows that the potential level of commercial / employment development on the site could generate between 598 and 619 vehicle movements per hour at the peak periods.

Trip Distribution

- 4.4.12 A planning application for the proposed development would require a Transport Assessment to be carried out. As part of preparing that report the distribution of development traffic would be determined by reference to Census Data (2011 census – Journey To Work) looking at the journeys to work in the local area. The proportion of trips from the surrounding areas within a 30 minute drive time would be assigned to the most logical routes on the highway network to determine the trip distribution.

- 4.4.13 The aim of the trip distribution analysis is to determine where traffic from the development will have a material impact. The former Guidance on Transport Assessment (DfT 2007) suggests a threshold of 30 two way peak hour trips as a useful point of reference to commence discussions.

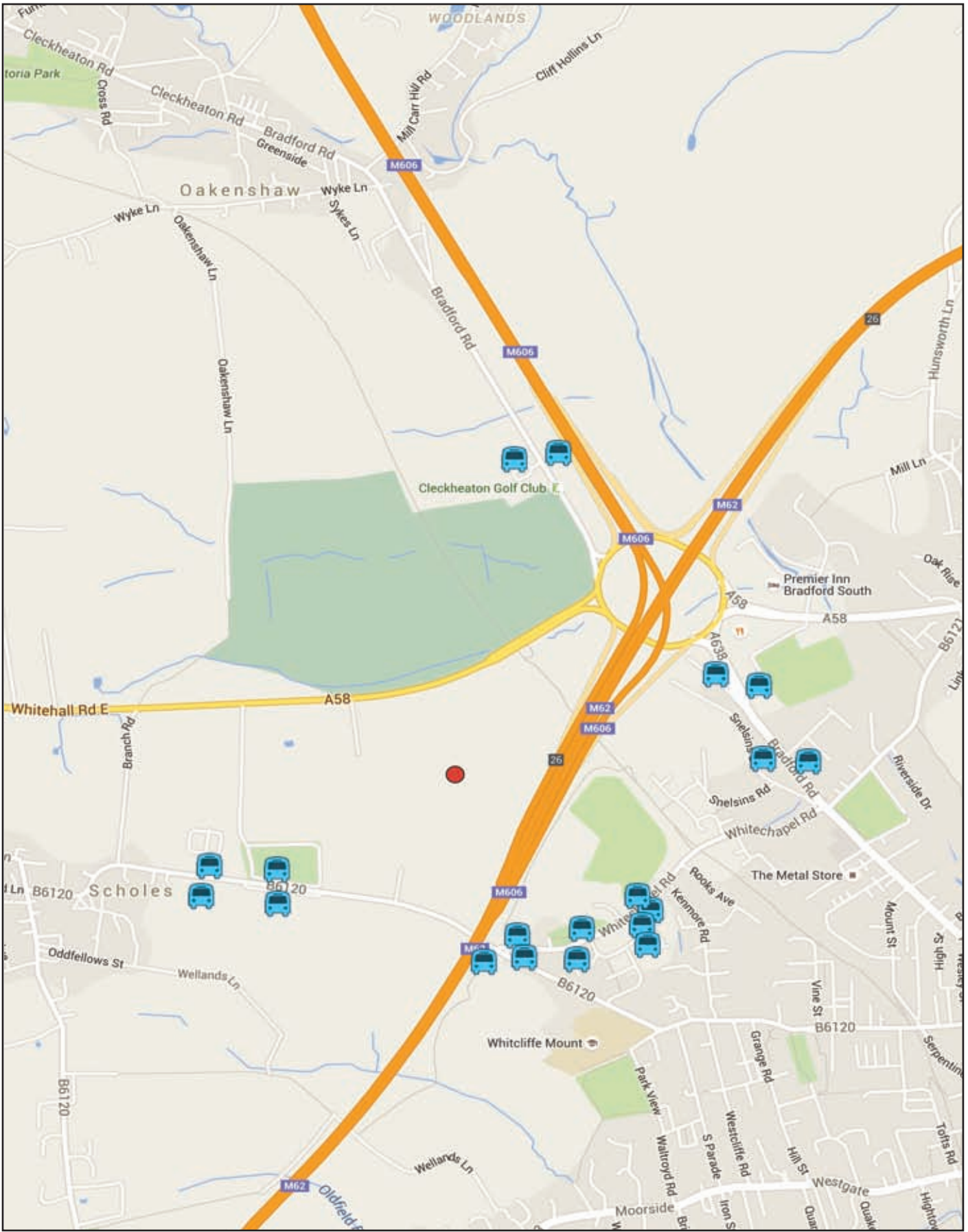
It is likely that junctions such as the site accesses and the Chain Bar Interchange might be identified in the Transport Assessment as in need of further analysis. However having due regard to the nature of the local highway network and conditions that exist it is considered that the predicted volume of traffic from the development can be mitigated and any residual impact is unlikely to be severe which is the test in paragraph 32 of the NPPF.

## **5 SUMMARY AND CONCLUSIONS**

- 5.1.1 This report considered the transport and access / highways implications of a potential commercial (employment) development on land between Whitechapel Road and Whitehall Road in Cleckheaton, West Yorkshire. This report considered how the site can be accessed by all modes of transport and the potential traffic impact on the local road network. Local and national transport and planning policies were also examined.
- 5.1.2 This report shows that the proposals on this site are in accordance with local and national transport policies, and with emerging developing policies in the region. Potential employees will be able to access local amenities and shops and use existing public transport facilities. It is considered that the residual impact of development traffic on the local network can be mitigated and so is unlikely to be severe.
- 5.1.3 There is a reasonable range of local services within easy walking distance of the site via good quality and convenient footways and crossing facilities. Bus stops serving a wide range of destinations are within easy walking distance of the site.
- 5.1.4 It is demonstrated in the report that two points of access will probably be required and these can be achieved with visibility and junction layouts to the appropriate standards.
- 5.1.5 The report concludes that both capacity and safety elements of the proposals are acceptable and although there is a predicted increase in traffic flows on the local road network it is considered that it can be mitigated within the operation of the proposed site access junctions and the adjacent road network.
- 5.1.6 It is therefore concluded that the development is considered acceptable, and that there are no material issues that would prevent the future allocation of this land for commercial (employment) use.

# Appendix A

Location and Walking / Cycling Catchment Plans



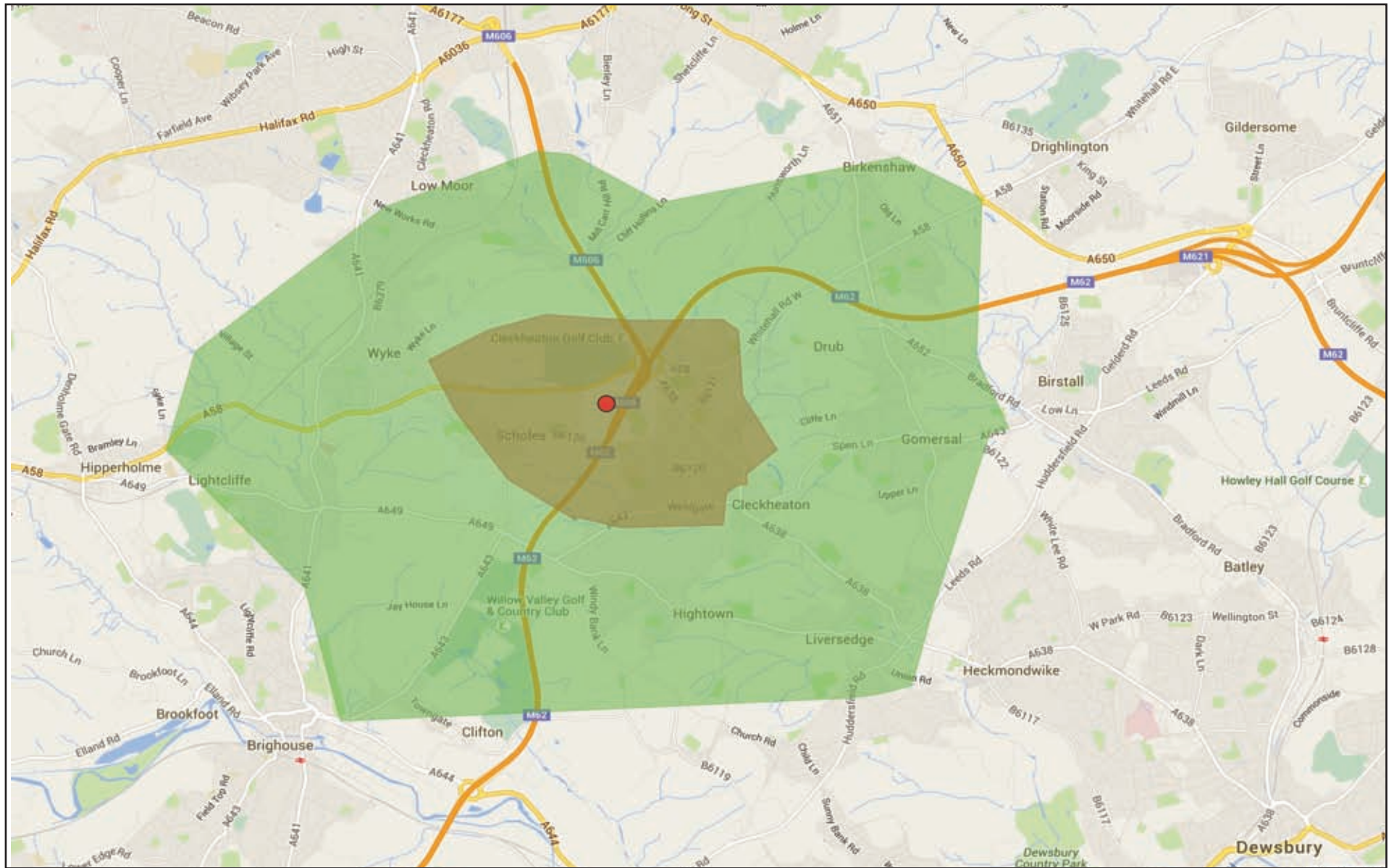
 SITE LOCATION

 BUS STOP LOCATION

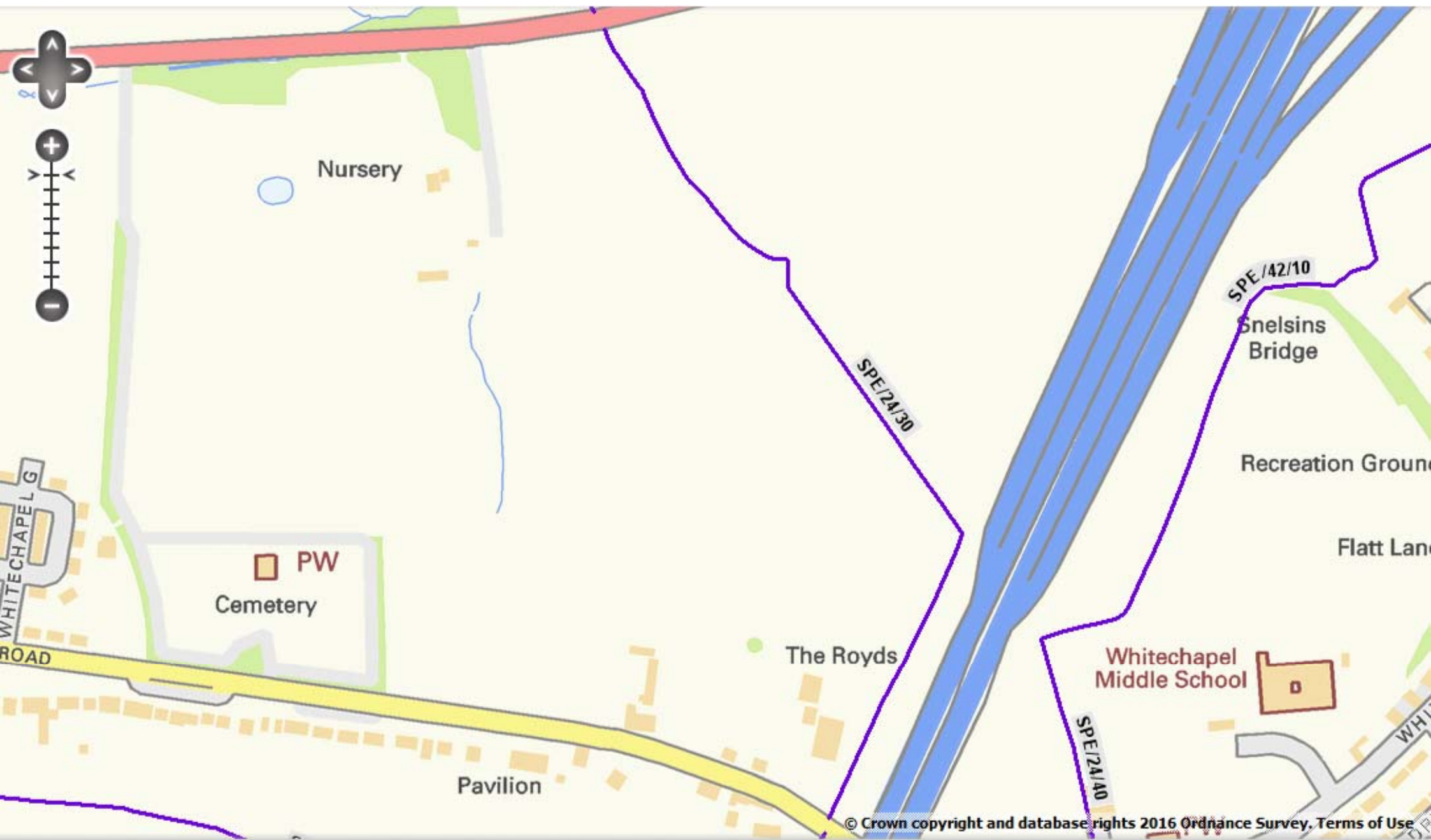


UNIT 2, THE OFFICE CAMPUS,  
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- 5km CYCLE CATCHMENT
- 2km WALKING CATCHMENT
- SITE LOCATION



Nursery

PW  
Cemetery

Pavilion

The Royds

Whitechapel  
Middle School

Snelsins  
Bridge

Recreation Ground

Flatt Lane

SPE/2A/30

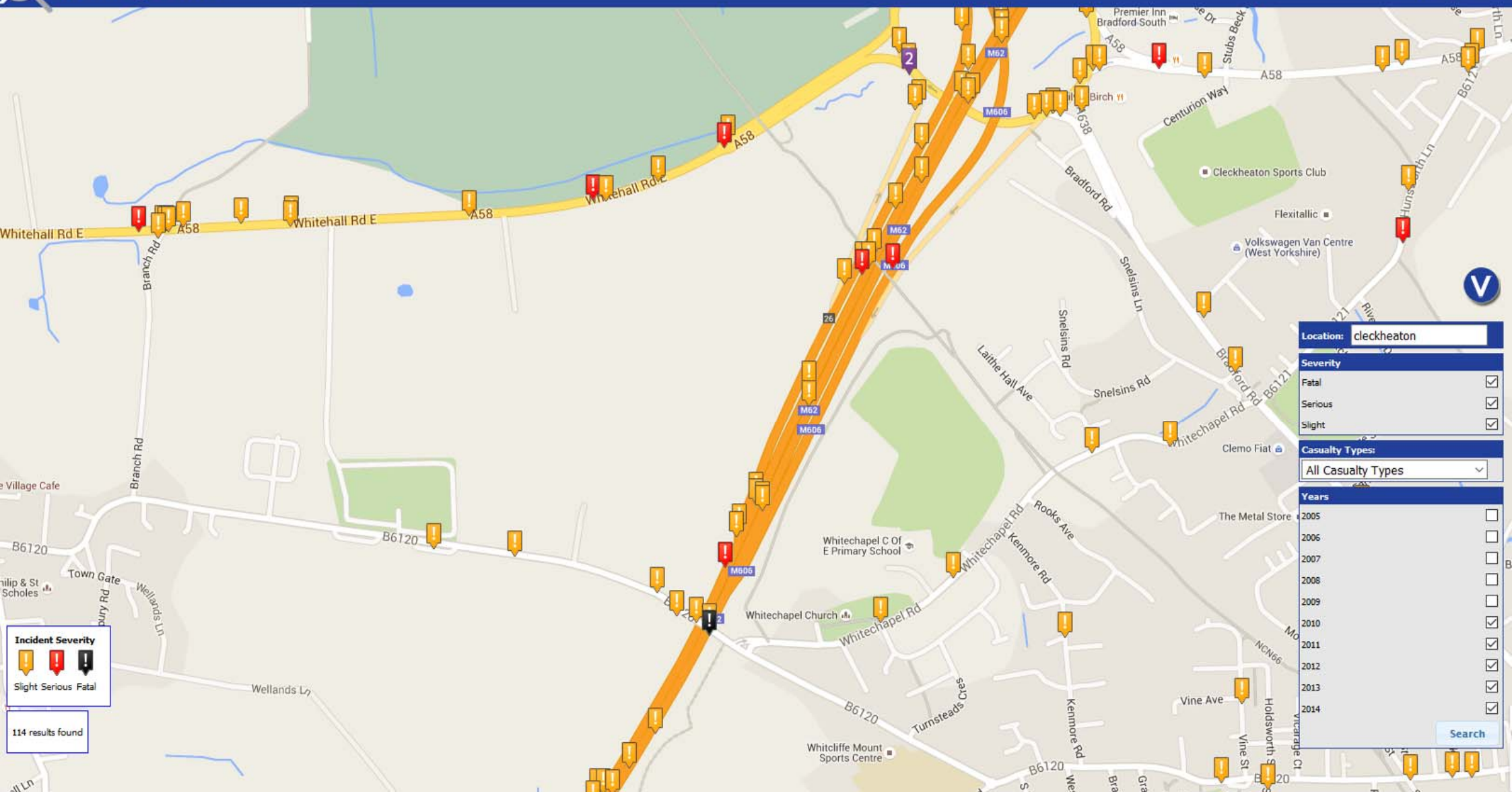
SPE/42/10

SPE/2A/40

# Appendix B

## Road Traffic Accidents





Location: cleckheaton

Severity

- Fatal
- Serious
- Slight

Casualty Types: All Casualty Types

Years

- 2005
- 2006
- 2007
- 2008
- 2009
- 2010
- 2011
- 2012
- 2013
- 2014

Search

Incident Severity

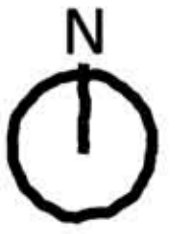
- Slight
- Serious
- Fatal

114 results found

# Appendix C

Proposed Layout Plan





Revisions:  
No. Comment Date By

Drawing Status:  
# Preliminary # Planning Permission # Building Regulation # Tender # Construction

 **Martin Walsh Architectural**  
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Job Title  
Proposed Industrial Development at land between  
Whitechapel Road and Whitehall Road, Cleckheaton

Drawing Title  
Sketch Masterplan

Client  
Newsmith Farms Ltd

Drawn	Checked	Date	Scale	Sheet Size	Drawing No.	Rev.
MJR		11/15	1:2000	A1	3/K15/5925/05	

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# Appendix D

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : C - INDUSTRIAL UNIT

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	CW CORNWALL	2 days
	DC DORSET	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
10	WALES	
	CF CARDIFF	1 days
	MT MERTHYR TYDFIL	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area  
Range: 300 to 43325 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 19/10/09

Selected survey days:

Monday	4 days
Tuesday	6 days
Wednesday	3 days
Thursday	4 days
Friday	1 days

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	1

Selected Location Sub Categories:

Industrial Zone	10
Commercial Zone	1
Built-Up Zone	3
Village	1
No Sub Category	3

LIST OF SITES relevant to selection parameters

1	BR-02-C-01 NOVERS HILL BEDMINSTER BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1100 sqm	MECH. ENGINEERS, BRISTOL	BRISTOL CITY
2	CF-02-C-01 PARC-TY-GLAS LLANISHEN CARDIFF Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1068 sqm	PLASTICS COMPANY, CARDIFF	CARDIFF
3	CH-02-C-01 GADBROOK PARK HIGH SHURLACH NORTHWICH Edge of Town Industrial Zone Total Gross floor area: 15000 sqm	BAKERY, NORTHWICH	CHESHIRE
4	CW-02-C-01 WILSON WAY POOL CAMBORNE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 10200 sqm	FOOD DISTRIBUTION, CAMBORNE	CORNWALL
5	CW-02-C-02 NORMANDY WAY  BODMIN Edge of Town Industrial Zone Total Gross floor area: 17675 sqm	LIGHTING COMPANY, BODMIN	CORNWALL
6	DC-02-C-07 MERCERY ROAD  WEYMOUTH Edge of Town No Sub Category Total Gross floor area: 5467 sqm	NEW LOOK, WEYMOUTH	DORSET
7	DS-02-C-01 STUBLEY LANE DRONFIELD NEAR SHEFFIELD Edge of Town No Sub Category Total Gross floor area: 23500 sqm	BAKERY, NEAR SHEFFIELD	DERBYSHIRE
8	GM-02-C-02 GREAT DUCIE STREET STRANGWAYS MANCHESTER Edge of Town Centre Built-Up Zone Total Gross floor area: 33470 sqm	BREWERY, MANCHESTER	GREATER MANCHESTER
9	GS-02-C-01 ST CATHERINE STREET  GLOUCESTER Edge of Town Centre Built-Up Zone Total Gross floor area: 6604 sqm	HEALTH PRODUCTS, GLOUCESTER	GLOUCESTERSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

10	HF-02-C-01	IND. UNIT, W. GARDEN CITY BRIDGE ROAD EAST	HERTFORDSHIRE
		WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1800 sqm	
11	LC-02-C-01	BREWERY, BLACKBURN PENNY STREET	LANCASHIRE
		BLACKBURN Edge of Town Centre Built-Up Zone Total Gross floor area: 34581 sqm	
12	MT-02-C-01	CONFECTIONERY, DOWLAIS HIGH STREET DOWLAIS MERTHYR TYDFIL	MERTHYR TYDFIL
		Edge of Town No Sub Category Total Gross floor area: 15450 sqm	
13	NF-02-C-02	GROCERY FACTORY, KINGS LYNN HARDWICK ROAD	NORFOLK
		KINGS LYNN Edge of Town Industrial Zone Total Gross floor area: 43325 sqm	
14	NR-02-C-01	PAPER COMPANY, N'HAMPTON RHOSILI ROAD BRACKMILLS NORTHAMPTON	NORTHAMPTONSHIRE
		Edge of Town Industrial Zone Total Gross floor area: 11500 sqm	
15	NY-02-C-01	FOOD PRODUCTION, MASHAM FEARBY ROAD	NORTH YORKSHIRE
		MASHAM Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 2491 sqm	
16	WM-02-C-01	METAL BEARINGS, S. COLDFIELD FORGE LANE MINWORTH SUTTON COLDFIELD	WEST MIDLANDS
		Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4200 sqm	
17	WM-02-C-02	ARDONPRINT, BIRMINGHAM SYDNEY ROAD SMALL HEATH BIRMINGHAM	WEST MIDLANDS
		Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 300 sqm	
18	WY-02-C-01	ANIMAL FEEDS, NEAR SHERBURN BISHOPDYKE ROAD	WEST YORKSHIRE
		NEAR SHERBURN IN ELMET Free Standing (PPS6 Out of Town) Industrial Zone Total Gross floor area: 9835 sqm	



RANK ORDER for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT  
VEHICLES

Ranking Type: TOTALS Time Range: 07:30-08:30

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under  
20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 15 (\*\*)

85th Percentile = No. 4 (\*\*)

Median Values

Arrivals: 0.261

Departures: 0.070

Totals: 0.330

Rank	Site-Ref	Description	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
							Arrivals	Departures	Totals	
1	DC-02-C-07	NEW LOOK, WEYMOUTH	DORSET	5467	Mon	07/07/08	4.390	0.457	4.847	
2	GS-02-C-01	HEALTH PRODUCTS,GLOUCEST	GLOUCESTERSHIRE	6604	Wed	26/05/04	1.166	0.106	1.272	
3	BR-02-C-01	MECH. ENGINEERS, BRISTOL	BRISTOL CITY	1100	Mon	19/10/09	1.000	0.091	1.091	
4 **	WM-02-C-01	METAL BEARINGS, S. COLDF	WEST MIDLANDS	4200	Tue	25/11/08	0.810	0.071	0.881	
5	NY-02-C-01	FOOD PRODUCTION, MASHAM	NORTH YORKSHIRE	2491	Tue	23/09/08	0.602	0.120	0.722	
6	CW-02-C-02	LIGHTING COMPANY, BODMIN	CORNWALL	17675	Wed	06/06/07	0.588	0.130	0.718	
7	MT-02-C-01	CONFECTIONERY, DOWLAIS	MERTHYR TYDFIL	15450	Tue	09/10/07	0.311	0.194	0.505	
8	CH-02-C-01	BAKERY, NORTHWICH	CHESHIRE	15000	Thu	21/06/07	0.367	0.120	0.487	
9	NR-02-C-01	PAPER COMPANY, N'HAMPTON	NORTHAMPTONSHIRE	11500	Thu	27/11/08	0.296	0.070	0.366	
10	CW-02-C-01	FOOD DISTRIBUTION, CAMBO	CORNWALL	10200	Fri	08/06/07	0.225	0.069	0.294	
11	CF-02-C-01	PLASTICS COMPANY, CARDIF	CARDIFF	1068	Tue	24/10/06	0.281	0.000	0.281	
12	HF-02-C-01	IND. UNIT, W. GARDEN CIT	HERTFORDSHIRE	1800	Thu	17/07/08	0.167	0.111	0.278	
13	DS-02-C-01	BAKERY, NEAR SHEFFIELD	DERBYSHIRE	23500	Thu	22/06/06	0.191	0.043	0.234	
14	WY-02-C-01	ANIMAL FEEDS, NEAR SHERB	WEST YORKSHIRE	9835	Tue	19/04/05	0.203	0.020	0.223	
15 **	LC-02-C-01	BREWERY, BLACKBURN	LANCASHIRE	34581	Mon	21/06/04	0.188	0.012	0.200	
16	NF-02-C-02	GROCERY FACTORY, KINGS L	NORFOLK	43325	Mon	19/09/05	0.102	0.025	0.127	
17	GM-02-C-02	BREWERY, MANCHESTER	GREATER MANCHESTER	33470	Tue	08/06/04	0.030	0.015	0.045	
18	WM-02-C-02	ARDONPRINT, BIRMINGHAM	WEST MIDLANDS	300	Wed	17/06/09	0.000	0.000	0.000	

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : C - INDUSTRIAL UNIT

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	CW CORNWALL	2 days
	DC DORSET	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
10	WALES	
	CF CARDIFF	1 days
	MT MERTHYR TYDFIL	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area  
Range: 300 to 43325 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 19/10/09

Selected survey days:

Monday	4 days
Tuesday	6 days
Wednesday	3 days
Thursday	4 days
Friday	1 days

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	1

Selected Location Sub Categories:

Industrial Zone	10
Commercial Zone	1
Built-Up Zone	3
Village	1
No Sub Category	3

LIST OF SITES relevant to selection parameters

1	BR-02-C-01 NOVERS HILL BEDMINSTER BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	MECH. ENGINEERS, BRISTOL 1100 sqm	BRISTOL CITY
2	CF-02-C-01 PARC-TY-GLAS LLANISHEN CARDIFF Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	PLASTICS COMPANY, CARDIFF 1068 sqm	CARDIFF
3	CH-02-C-01 GADBROOK PARK HIGH SHURLACH NORTHWICH Edge of Town Industrial Zone Total Gross floor area:	BAKERY, NORTHWICH 15000 sqm	CHESHIRE
4	CW-02-C-01 WILSON WAY POOL CAMBORNE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	FOOD DISTRIBUTION, CAMBORNE 10200 sqm	CORNWALL
5	CW-02-C-02 NORMANDY WAY  BODMIN Edge of Town Industrial Zone Total Gross floor area:	LIGHTING COMPANY, BODMIN 17675 sqm	CORNWALL
6	DC-02-C-07 MERCERY ROAD  WEYMOUTH Edge of Town No Sub Category Total Gross floor area:	NEW LOOK, WEYMOUTH 5467 sqm	DORSET
7	DS-02-C-01 STUBLEY LANE DRONFIELD NEAR SHEFFIELD Edge of Town No Sub Category Total Gross floor area:	BAKERY, NEAR SHEFFIELD 23500 sqm	DERBYSHIRE
8	GM-02-C-02 GREAT DUCIE STREET STRANGWAYS MANCHESTER Edge of Town Centre Built-Up Zone Total Gross floor area:	BREWERY, MANCHESTER 33470 sqm	GREATER MANCHESTER
9	GS-02-C-01 ST CATHERINE STREET  GLOUCESTER Edge of Town Centre Built-Up Zone Total Gross floor area:	HEALTH PRODUCTS, GLOUCESTER 6604 sqm	GLOUCESTERSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

10	HF-02-C-01	IND. UNIT, W. GARDEN CITY BRIDGE ROAD EAST	HERTFORDSHIRE
		WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1800 sqm	
11	LC-02-C-01	BREWERY, BLACKBURN PENNY STREET	LANCASHIRE
		BLACKBURN Edge of Town Centre Built-Up Zone Total Gross floor area: 34581 sqm	
12	MT-02-C-01	CONFECTIONERY, DOWLAIS HIGH STREET DOWLAIS MERTHYR TYDFIL	MERTHYR TYDFIL
		Edge of Town No Sub Category Total Gross floor area: 15450 sqm	
13	NF-02-C-02	GROCERY FACTORY, KINGS LYNN HARDWICK ROAD	NORFOLK
		KINGS LYNN Edge of Town Industrial Zone Total Gross floor area: 43325 sqm	
14	NR-02-C-01	PAPER COMPANY, N'HAMPTON RHOSILI ROAD BRACKMILLS NORTHAMPTON	NORTHAMPTONSHIRE
		Edge of Town Industrial Zone Total Gross floor area: 11500 sqm	
15	NY-02-C-01	FOOD PRODUCTION, MASHAM FEARBY ROAD	NORTH YORKSHIRE
		MASHAM Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 2491 sqm	
16	WM-02-C-01	METAL BEARINGS, S. COLDFIELD FORGE LANE MINWORTH SUTTON COLDFIELD	WEST MIDLANDS
		Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4200 sqm	
17	WM-02-C-02	ARDONPRINT, BIRMINGHAM SYDNEY ROAD SMALL HEATH BIRMINGHAM	WEST MIDLANDS
		Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 300 sqm	
18	WY-02-C-01	ANIMAL FEEDS, NEAR SHERBURN BISHOPDYKE ROAD	WEST YORKSHIRE
		NEAR SHERBURN IN ELMET Free Standing (PPS6 Out of Town) Industrial Zone Total Gross floor area: 9835 sqm	

RANK ORDER for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT  
VEHICLES

Ranking Type: TOTALS Time Range: 16:30-17:30  
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under  
20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 15 (\*\*)

85th Percentile = No. 4 (\*\*)

Median Values

Arrivals: 0.238

Departures: 0.179

Totals: 0.417

Rank	Site-Ref	Description	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
							Arrivals	Departures	Totals	
1	WM-02-C-02	ARDONPRINT, BIRMINGHAM	WEST MIDLANDS	300	Wed	17/06/09	0.667	2.000	2.667	
2	BR-02-C-01	MECH. ENGINEERS, BRISTOL	BRISTOL CITY	1100	Mon	19/10/09	0.182	1.636	1.818	
3	GS-02-C-01	HEALTH PRODUCTS,GLOUCEST	GLOUCESTERSHIRE	6604	Wed	26/05/04	0.136	1.545	1.681	
4 **	DC-02-C-07	NEW LOOK, WEYMOUTH	DORSET	5467	Mon	07/07/08	0.366	1.097	1.463	
5	CW-02-C-02	LIGHTING COMPANY, BODMIN	CORNWALL	17675	Wed	06/06/07	0.079	0.741	0.820	
6	WM-02-C-01	METAL BEARINGS, S. COLDF	WEST MIDLANDS	4200	Tue	25/11/08	0.048	0.738	0.786	
7	HF-02-C-01	IND. UNIT, W. GARDEN CIT	HERTFORDSHIRE	1800	Thu	17/07/08	0.167	0.556	0.723	
8	CH-02-C-01	BAKERY, NORTHWICH	CHESHIRE	15000	Thu	21/06/07	0.140	0.453	0.593	
9	CF-02-C-01	PLASTICS COMPANY, CARDIF	CARDIFF	1068	Tue	24/10/06	0.375	0.094	0.469	
10	WY-02-C-01	ANIMAL FEEDS, NEAR SHERB	WEST YORKSHIRE	9835	Tue	19/04/05	0.102	0.264	0.366	
11	LC-02-C-01	BREWERY, BLACKBURN	LANCASHIRE	34581	Mon	21/06/04	0.023	0.217	0.240	
12	NR-02-C-01	PAPER COMPANY, N'HAMPTON	NORTHAMPTONSHIRE	11500	Thu	27/11/08	0.043	0.174	0.217	
13	DS-02-C-01	BAKERY, NEAR SHEFFIELD	DERBYSHIRE	23500	Thu	22/06/06	0.043	0.162	0.205	
14	NY-02-C-01	FOOD PRODUCTION, MASHAM	NORTH YORKSHIRE	2491	Tue	23/09/08	0.000	0.201	0.201	
15 **	MT-02-C-01	CONFECTIONERY, DOWLAI S	MERTHYR TYDFIL	15450	Tue	09/10/07	0.052	0.136	0.188	
16	CW-02-C-01	FOOD DISTRIBUTION, CAMBO	CORNWALL	10200	Fri	08/06/07	0.039	0.088	0.127	
17	NF-02-C-02	GROCERY FACTORY, KINGS L	NORFOLK	43325	Mon	19/09/05	0.016	0.074	0.090	
18	GM-02-C-02	BREWERY, MANCHESTER	GREATER MANCHESTER	33470	Tue	08/06/04	0.006	0.042	0.048	

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
Category : F - WAREHOUSING (COMMERCIAL)

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD	BEDFORDSHIRE 1 days
	BU	BUCKINGHAMSHIRE 1 days
	HC	HAMPSHIRE 1 days
	HF	HERTFORDSHIRE 2 days
	KC	KENT 1 days
	SC	SURREY 1 days
03	SOUTH WEST	
	CW	CORNWALL 1 days
04	EAST ANGLIA	
	SF	SUFFOLK 1 days
06	WEST MIDLANDS	
	WM	WEST MIDLANDS 1 days
	WO	WORCESTERSHIRE 2 days
08	NORTH WEST	
	LC	LANCASHIRE 1 days
09	NORTH	
	TV	TEES VALLEY 1 days
10	WALES	
	NW	NEWPORT 1 days

Filtering Stage 2 selection:

Parameter: Gross floor area  
Range: 1200 to 80066 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 17/06/09

Selected survey days:

Tuesday	4 days
Wednesday	2 days
Thursday	5 days
Friday	4 days

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	12

Selected Location Sub Categories:

Industrial Zone	8
Commercial Zone	2
Residential Zone	1
No Sub Category	4

LIST OF SITES relevant to selection parameters

1	BD-02-F-01 FRENCH'S AVENUE	WAREHOUSING, DUNSTABLE	BEDFORDSHIRE
	DUNSTABLE Edge of Town Industrial Zone Total Gross floor area:	6050 sqm	
2	BU-02-F-01 BLETCHAM WAY BLETCHLEY MILTON KEYNES	SUPERSTORE DISTRIB.,M.KEYNES	BUCKINGHAMSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	52125 sqm	
3	CW-02-F-01 A390 THREEMILESTONE NEAR TRURO	WAREHOUSING, TRURO	CORNWALL
	Edge of Town No Sub Category Total Gross floor area:	5150 sqm	
4	HC-02-F-01 MAURETANIA ROAD NURSLING INDUSTRIAL ESTATE SOUTHAMPTON	WAREHOUSING, SOUTHAMPTON	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4000 sqm	
5	HF-02-F-02 BLACK FAN ROAD PANSHANGER WELWYN GARDEN CITY	SUPERSTORE DIST., WELWYN GC	HERTFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	18600 sqm	
6	HF-02-F-03 HATFIELD BUSINESS CEN. HATFIELD	DISTRIBUTION CEN., HATFIELD	HERTFORDSHIRE
	Edge of Town Commercial Zone Total Gross floor area:	80000 sqm	
7	KC-02-F-01 HOLBOROUGH ROAD	FOOD DISTRIB., SNODLAND	KENT
	SNODLAND Edge of Town No Sub Category Total Gross floor area:	7500 sqm	
8	LC-02-F-02 CHORLEY ROAD WALTON-LE-DALE PRESTON	WAREHOUSING, PRESTON	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	1200 sqm	
9	NW-02-F-01 TREDEGAR TERRACE CROSSKEYS NEWPORT	LOGISTICS CENTRE, NEWPORT	NEWPORT
	Edge of Town No Sub Category Total Gross floor area:	16275 sqm	



LIST OF SITES relevant to selection parameters (Cont.)

10	SC-02-F-04 PRETORIA ROAD	WAREHOUSING, CHERTSEY	SURREY
	CHERTSEY Edge of Town No Sub Category Total Gross floor area:	4460 sqm	
11	SF-02-F-01 BURRELL WAY BARROW HILL THETFORD	PHARMACY DISTRIB., THETFORD	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area:	4550 sqm	
12	TV-02-F-02 ROUNDHOUSE ROAD FAVERDALE DARLINGTON	ARGOS WAREHOUSE, DARL'TON	TEES VALLEY
	Edge of Town Industrial Zone Total Gross floor area:	80066 sqm	
13	WM-02-F-01 SAMPSON ROAD NORTH	LEGETT LOGIS., BIRMINGHAM	WEST MIDLANDS
	BIRMINGHAM Edge of Town Centre Industrial Zone Total Gross floor area:	4000 sqm	
14	WO-02-F-01 WAINWRIGHT ROAD SHIRE BUSINESS PARK WORCESTER	SUPERSTORE DISTR., WORCESTER	WORCESTERSHIRE
	Edge of Town Commercial Zone Total Gross floor area:	31416 sqm	
15	WO-02-F-02 COTSWOLD WAY	DISTRIB. CENTRE, WORCESTER	WORCESTERSHIRE
	WORCESTER Edge of Town Industrial Zone Total Gross floor area:	3824 sqm	

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)  
VEHICLES

Ranking Type: TOTALS

Time Range: 07:30-08:30

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 13 (\*\*)

85th Percentile = No. 3 (\*\*)

Median Values

Arrivals: 0.100

Departures: 0.125

Totals: 0.225

Rank	Site-Ref	Description	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
							Arrivals	Departures	Totals	
1	WO-02-F-02	DISTRIB. CENTRE, WORCEST	WORCESTERSHIRE	3824	Tue	10/09/02	0.994	0.392	1.386	
2	LC-02-F-02	WAREHOUSING, PRESTON	LANCASHIRE	1200	Fri	22/06/07	0.750	0.333	1.083	
3 **	HC-02-F-01	WAREHOUSING, SOUTHAMPTON	HAMPSHIRE	4000	Wed	21/11/07	0.325	0.225	0.550	
4	CW-02-F-01	WAREHOUSING, TRURO	CORNWALL	5150	Tue	18/09/07	0.311	0.155	0.466	
5	SC-02-F-04	WAREHOUSING, CHERTSEY	SURREY	4460	Tue	27/11/07	0.381	0.067	0.448	
6	KC-02-F-01	FOOD DISTRIB., SNODLAND	KENT	7500	Thu	20/06/02	0.147	0.133	0.280	
7	WO-02-F-01	SUPERSTORE DIST., WORCES	WORCESTERSHIRE	31416	Thu	14/03/02	0.166	0.102	0.268	
8	WM-02-F-01	LEGETT LOGIS., BIRMINGHA	WEST MIDLANDS	4000	Wed	17/06/09	0.100	0.125	0.225	
9	SF-02-F-01	PHARMACY DISTRIB., THETF	SUFFOLK	4550	Fri	27/09/02	0.088	0.132	0.220	
10	HF-02-F-02	SUPERSTORE DIST., WELWYN	HERTFORDSHIRE	18600	Fri	06/09/02	0.194	0.022	0.216	
11	HF-02-F-03	DISTRIBUTION CEN., HATFI	HERTFORDSHIRE	80000	Thu	10/07/08	0.100	0.086	0.186	
12	BU-02-F-01	SUPERSTORE DISTRIB., M.KE	BUCKINGHAMSHIRE	52125	Thu	07/02/02	0.109	0.071	0.180	
13 **	NW-02-F-01	LOGISTICS CENTRE, NEWPOR	NEWPORT	16275	Fri	12/10/07	0.104	0.006	0.110	
14	TV-02-F-02	ARGOS WAREHOUSE, DARL'TO	TEES VALLEY	80066	Tue	07/10/08	0.046	0.019	0.065	Yes
15	BD-02-F-01	WAREHOUSING, DUNSTABLE	BEDFORDSHIRE	6050	Thu	07/03/02	0.033	0.000	0.033	

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
Category : F - WAREHOUSING (COMMERCIAL)

VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	1 days
	BU	BUCKINGHAMSHIRE	1 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	2 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	1 days
10	WALES		
	NW	NEWPORT	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area  
Range: 1200 to 80066 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 17/06/09

Selected survey days:

Tuesday	4 days
Wednesday	2 days
Thursday	5 days
Friday	4 days

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	12

Selected Location Sub Categories:

Industrial Zone	8
Commercial Zone	2
Residential Zone	1
No Sub Category	4

LIST OF SITES relevant to selection parameters

1	BD-02-F-01 FRENCH'S AVENUE	WAREHOUSING, DUNSTABLE	BEDFORDSHIRE
	DUNSTABLE Edge of Town Industrial Zone Total Gross floor area:	6050 sqm	
2	BU-02-F-01 BLETCHAM WAY BLETCHLEY MILTON KEYNES	SUPERSTORE DISTRIB.,M.KEYNES	BUCKINGHAMSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	52125 sqm	
3	CW-02-F-01 A390 THREEMILESTONE NEAR TRURO	WAREHOUSING, TRURO	CORNWALL
	Edge of Town No Sub Category Total Gross floor area:	5150 sqm	
4	HC-02-F-01 MAURETANIA ROAD NURSLING INDUSTRIAL ESTATE SOUTHAMPTON	WAREHOUSING, SOUTHAMPTON	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4000 sqm	
5	HF-02-F-02 BLACK FAN ROAD PANSHANGER WELWYN GARDEN CITY	SUPERSTORE DIST., WELWYN GC	HERTFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	18600 sqm	
6	HF-02-F-03 HATFIELD BUSINESS CEN. HATFIELD	DISTRIBUTION CEN., HATFIELD	HERTFORDSHIRE
	Edge of Town Commercial Zone Total Gross floor area:	80000 sqm	
7	KC-02-F-01 HOLBOROUGH ROAD	FOOD DISTRIB., SNODLAND	KENT
	SNODLAND Edge of Town No Sub Category Total Gross floor area:	7500 sqm	
8	LC-02-F-02 CHORLEY ROAD WALTON-LE-DALE PRESTON	WAREHOUSING, PRESTON	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	1200 sqm	
9	NW-02-F-01 TREDEGAR TERRACE CROSSKEYS NEWPORT	LOGISTICS CENTRE, NEWPORT	NEWPORT
	Edge of Town No Sub Category Total Gross floor area:	16275 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

10	SC-02-F-04 PRETORIA ROAD	WAREHOUSING, CHERTSEY	SURREY
	CHERTSEY Edge of Town No Sub Category Total Gross floor area:	4460 sqm	
11	SF-02-F-01 BURRELL WAY BARROW HILL THETFORD	PHARMACY DISTRIB., THETFORD	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area:	4550 sqm	
12	TV-02-F-02 ROUNDHOUSE ROAD FAVERDALE DARLINGTON	ARGOS WAREHOUSE, DARL'TON	TEES VALLEY
	Edge of Town Industrial Zone Total Gross floor area:	80066 sqm	
13	WM-02-F-01 SAMPSON ROAD NORTH	LEGETT LOGIS., BIRMINGHAM	WEST MIDLANDS
	BIRMINGHAM Edge of Town Centre Industrial Zone Total Gross floor area:	4000 sqm	
14	WO-02-F-01 WAINWRIGHT ROAD SHIRE BUSINESS PARK WORCESTER	SUPERSTORE DISTR., WORCESTER	WORCESTERSHIRE
	Edge of Town Commercial Zone Total Gross floor area:	31416 sqm	
15	WO-02-F-02 COTSWOLD WAY	DISTRIB. CENTRE, WORCESTER	WORCESTERSHIRE
	WORCESTER Edge of Town Industrial Zone Total Gross floor area:	3824 sqm	

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)  
VEHICLES

Ranking Type: TOTALS

Time Range: 16:00-17:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under  
20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 13 (\*\*)

85th Percentile = No. 3 (\*\*)

Median Values

Arrivals: 0.108

Departures: 0.167

Totals: 0.275

Rank	Site-Ref	Description	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
							Arrivals	Departures	Totals	
1	LC-02-F-02	WAREHOUSING, PRESTON	LANCASHIRE	1200	Fri	22/06/07	0.500	0.667	1.167	
2	HC-02-F-01	WAREHOUSING, SOUTHAMPTON	HAMPSHIRE	4000	Wed	21/11/07	0.175	0.350	0.525	
3 **	WO-02-F-02	DISTRIB. CENTRE, WORCEST	WORCESTERSHIRE	3824	Tue	10/09/02	0.157	0.209	0.366	
4	SF-02-F-01	PHARMACY DISTRIB., THETF	SUFFOLK	4550	Fri	27/09/02	0.132	0.220	0.352	
5	CW-02-F-01	WAREHOUSING, TRURO	CORNWALL	5150	Tue	18/09/07	0.155	0.155	0.310	
6	WM-02-F-01	LEGETT LOGIS., BIRMINGHA	WEST MIDLANDS	4000	Wed	17/06/09	0.150	0.150	0.300	
7	SC-02-F-04	WAREHOUSING, CHERTSEY	SURREY	4460	Tue	27/11/07	0.067	0.224	0.291	
8	HF-02-F-02	SUPERSTORE DIST., WELWYN	HERTFORDSHIRE	18600	Fri	06/09/02	0.108	0.167	0.275	
9	WO-02-F-01	SUPERSTORE DIST., WORCES	WORCESTERSHIRE	31416	Thu	14/03/02	0.064	0.207	0.271	
10	KC-02-F-01	FOOD DISTRIB., SNODLAND	KENT	7500	Thu	20/06/02	0.147	0.107	0.254	
11	HF-02-F-03	DISTRIBUTION CEN., HATFI	HERTFORDSHIRE	80000	Thu	10/07/08	0.105	0.136	0.241	
12	BU-02-F-01	SUPERSTORE DISTRIB., M.KE	BUCKINGHAMSHIRE	52125	Thu	07/02/02	0.061	0.123	0.184	
13 **	NW-02-F-01	LOGISTICS CENTRE, NEWPOR	NEWPORT	16275	Fri	12/10/07	0.049	0.080	0.129	
14	TV-02-F-02	ARGOS WAREHOUSE, DARL'TO	TEES VALLEY	80066	Tue	07/10/08	0.027	0.051	0.078	Yes
15	BD-02-F-01	WAREHOUSING, DUNSTABLE	BEDFORDSHIRE	6050	Thu	07/03/02	0.033	0.017	0.050	