



Transport Statement

Flexible Employment Use, Link Road, Huyton, Liverpool

Prepared For

Green Recovery Southwest Ltd.



Jamie Whittall
Geospatial Design

Unauthorised reliance on the contents of this document is strictly prohibited. Unless expressly agreed in writing, no part of this document may be reproduced without prior written permission from Geospatial Design. Where reproduction is authorised, all copyright and proprietary notices must be retained in their original form and presentation, and the material must not be altered in any way. All references to the reproduced material must include appropriate acknowledgment of Geospatial Design as the source.

Document	Revision Date
0022-04-TS01	29/08/25

This document is intended solely for the use of the named client and the relevant planning authority. No liability is accepted for its use by any other party or for any other purpose without prior written consent. While all reasonable care has been taken to ensure the accuracy of the information presented, Geospatial Design accepts no responsibility for errors or omissions, or for the consequences of decisions made based on the contents of this report.

All third-party data, such as traffic surveys or mapping, are used in good faith and assumed to be accurate. Any recommendations or conclusions should be considered in the context of the entire report.

1.0 Introduction

1.1 Preamble

1.1.1 Geospatial Design, acting in its role as Transport Planning Consultant, has produced this Transport Statement (TS) on behalf of Green Recovery Southwest Ltd. (the Applicant). This report has been prepared in relation to a proposal for the redevelopment of a former waste recovery facility to comprise flexible employment floorspace for either a general industrial (B2) or storage and distribution (B8) use, with ancillary office space located off Link Street, Huyton, Liverpool.

1.1.2 The proposed site layout plan is included in **Appendix A**.

1.1.3 This report is prepared in order to inform the Local Planning Authority (LPA) and the Local Highway Authority (LHA) of the transport related implications of the proposed development. The LPA and LHA in this circumstance is Knowsley Metropolitan Borough Council (KMBC).

1.2 Report Structure

1.2.1 This report is structured as follows:

- a. **Chapter 1** – An introduction to the report
- b. **Chapter 2** – A description of the existing conditions, and in particular the local highway network and accident record as it relates to the site.
- c. **Chapter 3** – A review of the opportunities to access the site by alternative modes of travel to the private car, including walking, cycling and access by public transport.
- d. **Chapter 4** – A review of the proposed development, including access, parking and traffic generating potential.
- e. **Chapter 5** – Summary and Conclusions.

2.0 Existing Conditions

2.1 Application Site

- 2.1.1 The application site comprises Units 1, 2, and 3 of The Lombard Centre on Link Road, Huyton. Historically, the units were in use as a waste recycling facility operated by Restart Recycling Ltd, pursuant to permission granted under application ref. 13/00434/FUL. This permission authorised the continuation of waste recycling activities in Units 1 and 2 and the change of use of Unit 3 from a transport depot / MOT station to a waste recycling centre.
- 2.1.2 In 2024, a fire severely damaged the buildings and rendered the site inoperative.
- 2.1.3 The site is bordered by light industrial / storage uses on all sides. The character of the surrounding area is definitively industrial in nature, with roads designed to accommodate the movements of HGVs associated with surrounding uses.
- 2.1.4 The site is shown in relation to the wider local highway network below.

Image 2.1 – Site Location



2.2 Site Access

- 2.2.1 Access to the site is provided via the existing private industrial access road off Link Street.
- 2.2.2 The existing junction has historically catered for simultaneous arrival and departure movements associated with the operation of a number of light industrial uses, including the former waste recycling facility. The junction bellmouth features a circa 13.5m width at the give-way line, narrowing to circa 8m. The north-eastern and south-western sides of the junction feature circa 4.5m corner radii.

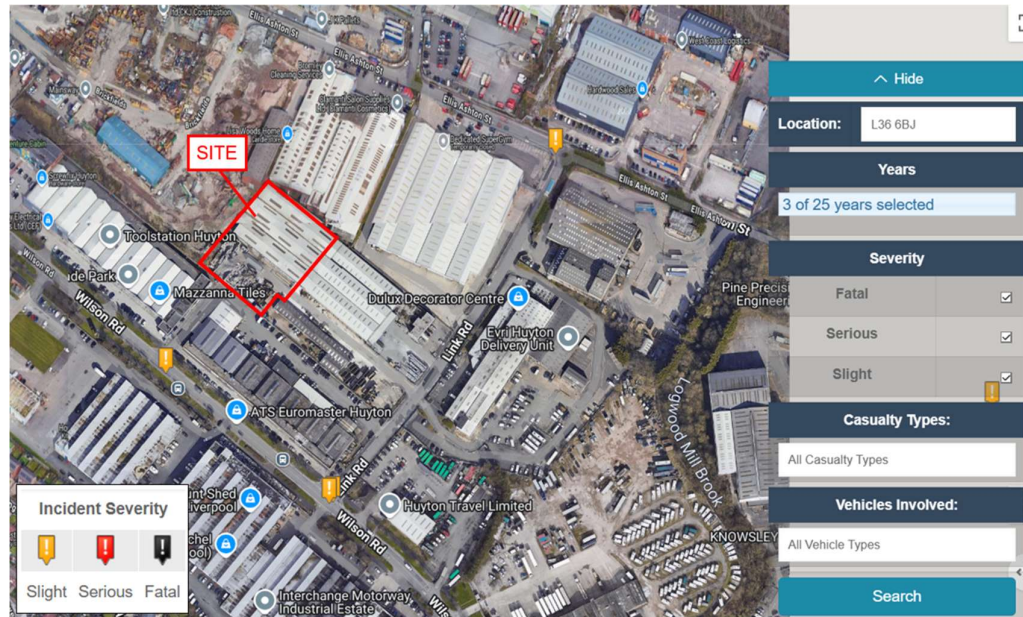
2.3 Local Highway Network

Link Road

- 2.3.1 Link Road is a single lane, two-way road located to the south-east of the site. It connects the Link Road / Wilson Road priority-controlled junction (approximately 60m to the south-west of the site access) with the Link Road / Ellis Ashton Street priority-controlled junction (circa 200m to the north-east).
- 2.3.2 Link Road measures approximately 7.5m in width at the site access and there are circa 2.5m wide pedestrian footways on both sides of the road with street lighting. The road is subject to a 30mph speed limit.

2.4 Highway Safety

- 2.4.1 The accident history on the surrounding highway network has been established using the online CrashMap resource. Data has been studied for the most recently available 3-year period (2021 – 2023 inclusive). The result of the analysis is shown on **Image 2.2** following.

Image 2.2 – CrashMap Extract

- 2.4.2 **Image 2.2** shows that 4 accidents have occurred in the wider vicinity of the site, all comprising 'slight' severity accidents. This equates to an average of under 2 incidents per year, which is considered low, particularly given the size of the study area.
- 2.4.3 Whilst there may initially appear to be an accident 'hot-spot' of two accidents at the Link Road / Wilson Road junction, Department for Transport (DfT) traffic count data indicates that Wilson Road carries in excess of 4,800 daily two-way vehicle movements. In this context, the recorded accident rate is proportionate and does not indicate any existing safety issue.
- 2.4.4 There are no recorded incidents directly associated with the existing site access or the immediate approaches to it. On this basis, there is no evidence to suggest that the access or surrounding highway network is inherently unsafe or suffers from a poor safety record. The baseline highway safety conditions are therefore considered to be good.

3.0 Accessibility

3.1 Introduction

- 3.1.1 Accessibility by modes other than the private car is a key consideration in assessing the suitability of the proposed development. Paragraph 110 of the National Planning Policy Framework (NPPF) states:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

- 3.1.2 The site is situated in a predominantly urban area, and this context must be taken into account when assessing sustainable travel options. Urban locations typically offer greater opportunities for travel by non-car modes. However, proximity to the urban centre does not in itself mean a site is sustainable. The remainder of this chapter therefore presents empirical evidence to demonstrate that the site is well placed to support travel by alternative modes.

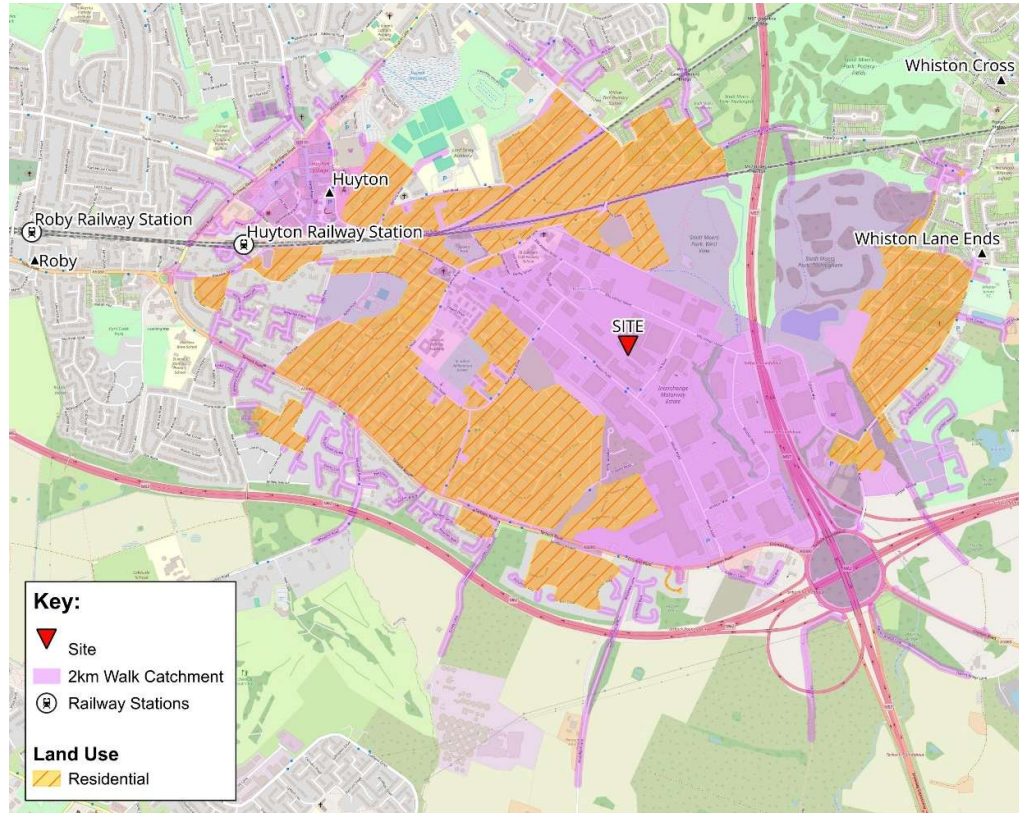
- 3.1.3 This Chapter considers the accessibility of the site by the following modes of transport:

- i) Accessibility on foot;
- ii) Accessibility by cycle; and,
- iii) Accessibility on public transport.

3.2 Foot Travel

- 3.2.1 The potential for a site to be accessed by foot is generally determined by access to high quality pedestrian infrastructure, and the distance needed to travel. According to the “Guidelines for Providing for Journeys on Foot” (IHT, now CIHT), a 2km walking distance is considered a reasonable maximum for most pedestrian journeys. This equates to a 24-minute walk, assuming a 1.4m/s walk speed.

- 3.2.2 **Image 3.1** below shows the extent of the 2km walking catchment from the site.

Image 3.1 – 2km Walking Catchment

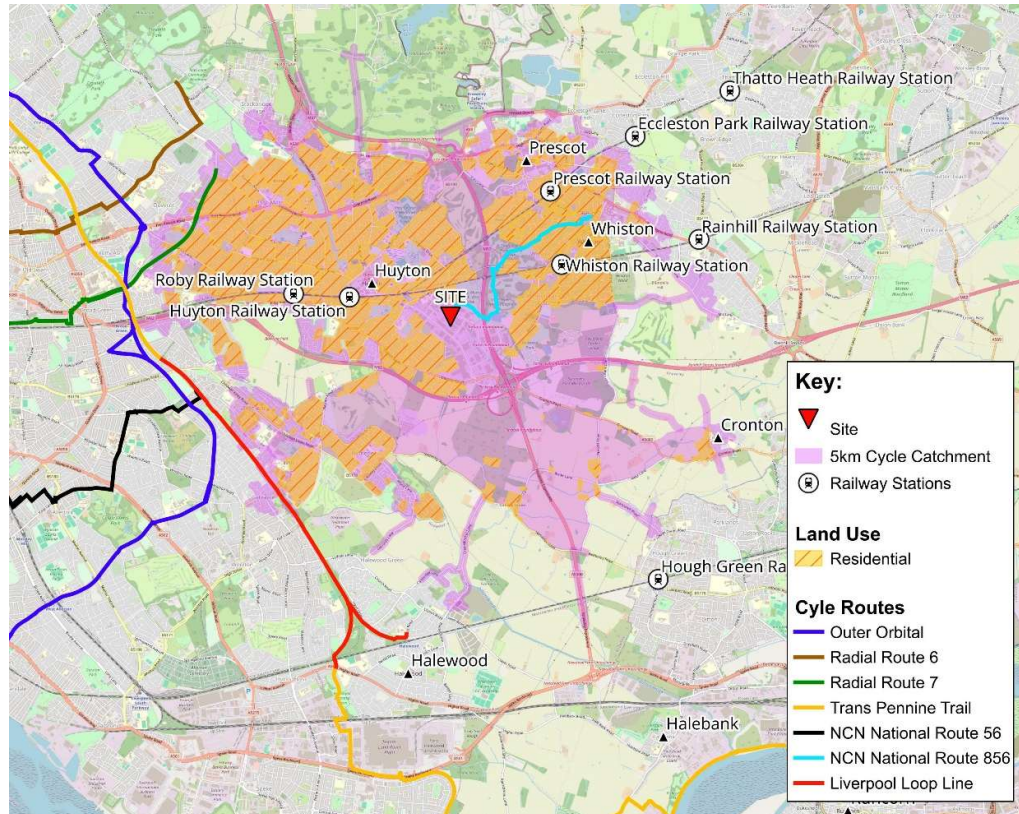
- 3.2.3 **Image 3.1** demonstrates that much of the surrounding urban area falls within a 2km walking distance. This includes key residential areas in surrounding Huyton, encouraging walking as a mode of access for staff.
- 3.2.4 The local highway network features well-developed pedestrian infrastructure, including wide (generally 2m+), well-surfaced footways and street lighting.
- 3.2.5 Multi-modal trips are encouraged by the location of Huyton Railway Station, which provides a good level of services, as described in **Section 3.4**.

3.3 Cycle

3.3.1 The use of a 5km cycle catchment is generally accepted as a useful threshold to establish access to a site by cycle. This equates to a 25-minute cycle, assuming a robust cycle speed of 12km/h.

3.3.2 **Image 3.2** shows a 5km cycle catchment from the site.

Image 3.2 – 5km Cycle Catchment



3.3.3 As shown on **Image 3.2**, the cycle catchment covers the entire of Huyton, as well as a significant part of the built-up residential areas in surrounding Prescott and as far as Halewood. The site is therefore well located to allow access to these areas by cycle.

3.3.4 There are a number of significant cycle routes within the catchment, including the Trans Pennine Trail, Liverpool Outer Orbital, Liverpool Loop Line, Radial Routes 6 and 7, and National Cycle Network (NCN) routes 56 and 856. These offer a good combination of on-street and off-street cycle infrastructure, providing for longer trips by cycle.

3.4 Public Transport

Bus

- 3.4.1 Guidance from the IHT (now CIHT) “Guidelines for Planning for Public Transport in Development” document suggests that public transport nodes should be located within a 300m “*ideal*” or 400m “*maximum*” walking distance of a site.
- 3.4.2 The nearest bus stops to the proposed site access are located approximately 250m to the south-west on Wilson Road. This is well within the 300m “*ideal*” walking threshold.
- 3.4.3 Of the available bus services, the number 248 bus is most appropriate for staff of the proposed use. The service runs from approximately 06:10 to 23:45 on weekdays, with buses departing at roughly 30-minute intervals during peak morning periods and hourly at other times, including into the late evening. This level of service is particularly well suited to the operational demands of a storage or warehouse use, where shift work and staggered working hours are common.

Rail

- 3.4.4 The railway services from the closest railway station (Huyton Railway Station) is summarised in **Table 3.1**.

Table 3.1 – Rail Services

Destination	Via	Frequency
Liverpool Lime Street	Wavertree Technology Park	4 per hour
Manchester Airport	Manchester Piccadilly	1 per hour
Wigan Northwestern	St Helens Central	2 per hour
Blackpool North	Preston	1 per hour
Total		8 per hour

- 3.4.5 **Table 3.1** shows that the site is served by a good level of rail provision, with access to residential centres including Liverpool, Manchester, Wigan, and Preston.

4.0 Proposed Development

4.1 General

- 4.1.1 The proposal is for the redevelopment of the fire-damaged waste recycling facility to provide 2,787m² (30,000sqft GIA) of flexible employment space. The site is to be offered on the open market for either use class B2 (general industrial) or use class B8 (storage and distribution), with a small ancillary office component provided at upper floor level.
- 4.1.2 This flexible approach ensures that the site can attract a wide range of potential occupiers and secure re-use of previously developed land in a manner consistent with local and national policy objectives.
- 4.1.3 The proposed site layout plan is provided in **Appendix A**.

4.2 Site Access and Circulation

- 4.2.1 Access to the proposed development will be provided via the existing industrial access road off Link Road. As described in **Section 2.3**, the existing junction is constructed to a robust design and has historically catered for simultaneous arrival and departure movements associated with the operation of a number of light industrial uses, including the former waste recycling facility. The analysis of accident data included in **Section 2.4** demonstrates that the existing access has operated satisfactorily for a number of years and does not suggest that the access is deficient in any way to influence road safety.
- 4.2.2 Given that the proposal is not anticipated to result in any intensification of the existing access (see **Section 4.3**), it is considered that the existing access is more than sufficient to accommodate the expected demand of the proposal.
- 4.2.3 The operational requirements of the proposed development are proportionate to the site and have been fully accounted for within the site layout. The proposal features a generous service area which will accommodate the deliveries of goods by articulated HGVs.
- 4.2.4 As shown in the site layout plan (**Appendix A**), the proposal includes a turning-area to allow an articulated HGV to manoeuvre within the proposed service yard in order to execute deliveries and exit the site in a forward gear.

- 4.2.5 Pedestrian markings are provided throughout the proposed parking area in order to safeguard pedestrian movements and allow pedestrians and vehicles to use the space on a conciliatory basis.

4.3 Traffic Generation

- 4.3.1 The traffic generating potential of the proposed development must be considered in the context of the existing traffic generation of the lawful use of the site, which will be superseded by this application. This is generally referred to as a 'net' traffic generation exercise, which illustrates the net change in traffic by comparison to the existing use.
- 4.3.2 The traffic generating potential of both the existing lawful use and proposed use has been established via comparison to similar scale, location and type of sites available in the industry standard TRICS database (v 8.25.6).
- 4.3.3 The full TRICS based analysis is included in **Appendix B**, undertaken by a third-party consultancy (Link TP). The results of the analysis and additional commentary are provided below.

Former Use

- 4.3.4 The existing site operated as a recycling centre, accepting trade/private waste for recycling (not disposal), with a throughput of approximately 10,000 tonnes per annum and a site area of 0.54 ha.
- 4.3.5 It is difficult to identify directly comparable TRICS sites due to the relatively niche trip profile of a private / trade recycling facility. Directly comparable TRICS sites under the 'Civic Amenity' or 'Landfill' categories are not available. Following a review of other land use categories, the most representative survey was identified under "*Mixed / Miscellaneous*" for an e-waste repair and recycling site (TRICS ref: WM-16-A-02), which was scaled to match the 0.54 ha site area.
- 4.3.6 The traffic generating potential of the lawful use is set out in **Appendix B. Table 4.1** summarises the relevant data.

Table 4.1 – Lawful Use Traffic Generation

Period	Arrivals	Departures	Two-Way
AM Peak (8:00am – 9:00am)	5	0	5
PM Peak (5:00pm – 6:00pm)	0	0	0
12-hour (7:00am – 7:00pm)	46	46	92

Proposed Use

4.3.7 Forecasts for the proposed development have been derived for two potential end uses:

- i. Commercial warehousing (B8)
- ii. General industrial unit (B2)

4.3.8 The anticipated traffic generating potential of a proposed B8 use is shown in **Table 4.2**.

Table 4.2 – Proposed Use (B8) Traffic Generation

Period	Arrivals	Departures	Two-Way
AM Peak (8:00am – 9:00am)	3	2	5
PM Peak (5:00pm – 6:00pm)	2	3	5
12-hour (7:00am – 7:00pm)	26	26	52

4.3.9 Alternatively, if occupied as a general industrial unit (B2), the traffic generation would be as shown in **Table 4.3**.

Table 4.3 – Proposed Use (B2) Traffic Generation

Period	Arrivals	Departures	Two-Way
AM Peak (8:00am – 9:00am)	7	2	9
PM Peak (5:00pm – 6:00pm)	2	6	8
12-hour (7:00am – 7:00pm)	49	52	101

Net Traffic Generation

- 4.3.10 **Table 4.4** summarises the net change between the lawful use and the potential proposed uses.

Table 4.4 – Net Change

Period	Traffic Generation (Two-way Trips)	
	B8	B2
AM Peak (8:00am – 9:00am)	0	+4
PM Peak (5:00pm – 6:00pm)	+5	+8
12-hour (7:00am – 7:00pm)	-40	+9

- 4.3.11 The B8 warehouse scenario would generate fewer daily movements than the lawful fallback use, with largely neutral peak-hour impacts. The B2 industrial scenario, which represents a more intensive “worst-case” occupation, would generate only a modest uplift of 4 two-way trips in the AM peak, 8 in the PM peak, and 9 across a full day.

4.4 Parking

- 4.4.1 The proposed parking provision for the development is summarised in **Table 4.5**. This includes general car parking bays, disabled bays, electric vehicle (EV) charging bays, a motorcycle bay, and secure cycle parking.

Table 4.5 – Parking Provision

Parking Type	Provision
General Car Parking Bays	43
Disabled Parking Bays	2
EV Charging Bays	2
Motorcycle Bays	1
Secure Cycle Spaces	10

- 4.4.2 For B8 storage and distribution uses, the KMBC “Ensuring a Choice of Travel” SPD (2010) sets out minimum standards. For B2 general industrial uses, the SPD identifies a more intensive requirement. The relevant standards are summarised in **Table 4.6**.

Table 4.6 – Minimum Parking Requirements

Land USE	Parking Type	Standard	Requirement (2,787m ² GIA)
B8	General Car Parking Bays	1 space per 200m ² GFA	14
B2	General Car Parking Bays	1 space per 50m ² GFA	56
B8 and B2	Secure Cycle Spaces	1 space per 500m ² (minimum 2 spaces)	6

4.4.3 It must be noted that the above standards are *minimum* rather than *maximum* requirements. The traditional “predict and provide” approach to parking provision (where the anticipated vehicle demand is forecast and matched by supply) has increasingly been supplemented by a “decide and provide” approach in national and local transport policy. The “decide and provide” doctrine focuses on setting a desired future travel pattern and then determining the infrastructure to support it, ensuring that developments both meet operational needs and align with wider sustainable transport objectives. In the context of this proposal, the parking provision has been consciously set above the B8 minimum to cater for potential high-demand occupiers and to future-proof the site, whilst still incorporating measures (such as EV charging and secure cycle parking) that promote mode shift and reduce reliance on car use.

4.4.4 The SPD was adopted in 2010 and its parking standards for B8 uses reflect operational assumptions from that time. In the past decade, the warehousing and distribution sector has seen significant changes in working patterns, particularly with the growth of e-commerce, rapid fulfilment models, and value-added warehousing. These modern B8 occupiers often integrate:

- i. More intensive ancillary office functions.
- ii. Higher staffing densities due to manual picking, packing, and quality control.
- iii. Multiple overlapping shifts, increasing peak-period parking demand.
- iv. Increased visitor trips from suppliers, partners, and client representatives.

4.4.5 The speculative nature of the development means no end-user is confirmed. This creates a degree of uncertainty in staffing levels and shift patterns. Therefore it is suitably robust to provide a parking capacity that can meet higher demand scenarios. For example, a high parking demand occupier might be:

- i. An e-commerce fulfilment centre with high staff-to-floor-area ratios
- ii. A third-party logistics hub serving multiple clients, each with dedicated staff teams
- iii. A high-value goods facility with extensive on-site inspection and packaging operations

4.4.6 In such cases, parking demand can approach levels associated with B2 (general industrial) uses rather than traditional low-density B8 warehousing.

4.4.7 On this basis, the proposed provision of 43 spaces sits comfortably between the B8 requirement (14) and the B2 requirement (56). This represents a proportionate and flexible approach, providing enough capacity to avoid overspill or operational constraint while not committing to full B2 levels of provision from the outset. It therefore future-proofs the site for either B8 or B2 use, supporting long-term viability without overprovision or lock-in to the private car.

4.4.8 The proposed parking arrangement also addresses inclusive and sustainable transport objectives:

- i. Two disabled parking bays will be provided in optimal locations near the principal entrance, consistent with BS8300 principles and proportionate to the likely workforce profile.
- ii. Two EV parking bays will be provided, in line with Building Regulations Part S (additional cable routes to be provided and agreed at the detailed design stage).
- iii. Ten secure, covered spaces will be provided, exceeding the SPD minimum requirement.
- iv. One dedicated motorcycle bay will be provided to encourage modal choice.

4.4.9 In conclusion, whilst the proposed provision exceeds the B8 minimum standard and falls below the B2 minimum standard, it is justified by:

- i. Changes in industry operational models since 2010
- ii. The ancillary office component
- iii. The speculative nature of the scheme and need to accommodate a range of occupiers
- iv. The potential for high-parking-demand end-users

- v. The need to avoid overspill parking
- vi. The mix of spaces provides for disabled users, EV charging, cyclists, and motorcyclists, ensuring compliance with both local and national policy objectives while maintaining operational flexibility.

4.4.10 At a local level, the strategy supports KMBC's "Ensuring a Choice of Travel SPD" by enabling a choice of travel modes and minimising the risk of overspill parking that could prejudice highway safety. The inclusion of EV infrastructure also advances the "Liverpool City Region Combined Authority's Net Zero by 2040 Strategy" by facilitating the transition to low-emission vehicle use. By balancing flexibility for high-demand occupiers with robust sustainable transport provision, the scheme delivers on both operational and policy objectives.

4.4.11 This balanced approach will enable the site to attract and accommodate a wide range of potential occupiers without the need for future alterations to parking capacity, thereby supporting the site's long-term viability while following the thrust of local and national guidance.

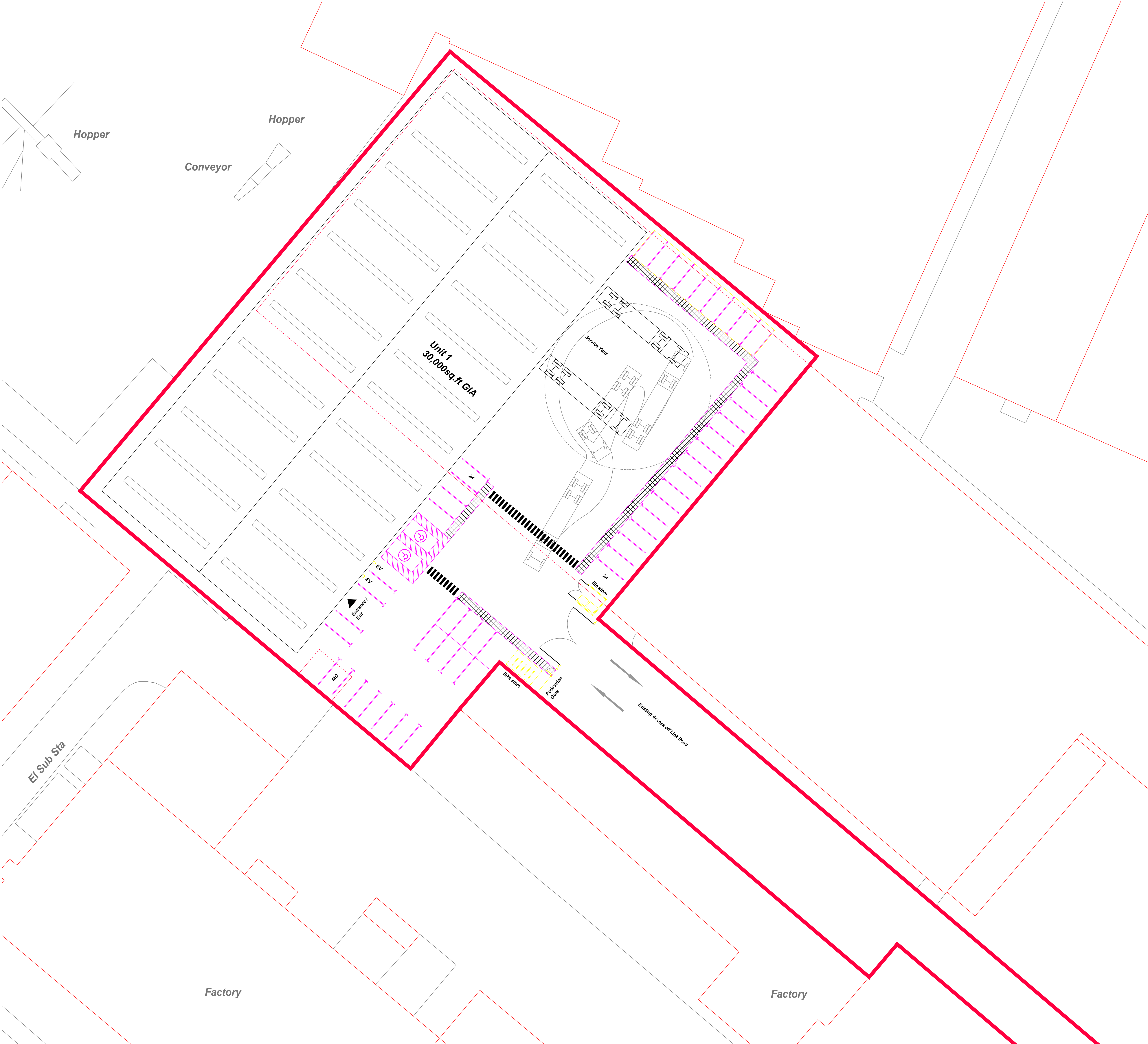
5.0 Summary and Conclusions

- 5.1.1 This Transport Statement (TS) has been prepared in support of a full planning application for the redevelopment of a former waste recycling facility to provide flexible employment floorspace for either B2 (general industrial) or B8 (storage and distribution) use, with ancillary office space at The Lombard Centre, Link Road, Huyton. It provides an assessment of existing transport conditions, site access arrangements, sustainable travel opportunities, and the anticipated traffic generation associated with the proposal.
- 5.1.2 The existing access from Link Road is a wide industrial junction of robust design, historically accommodating simultaneous HGV arrival and departure movements associated with multiple industrial users, including the lawful waste recycling facility. Accident records for the last three years show no recorded collisions at the site access or immediate approaches, and no evidence of a safety deficiency on the surrounding highway network.
- 5.1.3 The site is well located for sustainable travel, with significant residential catchments within a 2km walking distance and 5km cycling distance, supported by good-quality pedestrian and cycle infrastructure. Bus stops are located within 250m of the site, offering frequent weekday services well-suited to shift working patterns, and Huyton Railway Station provides up to 8 trains per hour to major destinations including Liverpool, Manchester, Wigan, and Preston.
- 5.1.4 The trip generation of the proposal has been established using TRICS data for both B2 and B8 scenarios and compared with the lawful fallback use as a recycling centre. The B8 scenario would generate broadly neutral traffic flows in the AM peak, a small uplift of 5 trips in the PM peak, and a reduction of 40 daily vehicle trips, representing a net decrease in overall demand. The B2 scenario, representing a more intensive end use, would generate a modest uplift of 4 trips in the AM peak, 8 trips in the PM peak, and 9 daily trips. In both cases, the impact is limited and does not represent a material intensification of use, with the B8 scenario offering a clear benefit to network operation and the B2 scenario remaining comfortably within the capacity of the surrounding highway network.

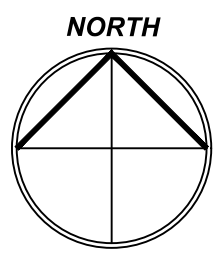
- 5.1.5 The parking provision has deliberately been set above the SPD's B8 minimum standard but below the B2 minimum standard, reflecting the need to provide flexibility to reflect modern operational trends in the logistics sector, the absence of a confirmed end-user, the potential for high-parking-demand occupiers, and the prospect of either B2 or B8 occupation. Provision includes disabled bays in line with BS8300 guidance, EV charging points to meet Part S of the Building Regulations, and secure cycle parking exceeding the SPD minimum, supporting KMBC's sustainable travel objectives.
- 5.1.6 Paragraph 116 of the National Planning Policy Framework (NPPF), states that:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”
- 5.1.7 The evidence presented in this TS demonstrates that neither threshold is met. The proposed development would not result in any material intensification of use, nor would it compromise the safe or efficient operation of the local highway network.
- 5.1.8 On this basis, the proposal is considered acceptable in transport planning terms, and there are no highways reasons to withhold planning permission.

Appendices

Appendix A: Proposed Site Layout Plan



NOTES	
1	Do not scale this drawing
2	All dimensions to be checked on site
3	Final positions of all equipment to be agreed on site
4	This drawing is subject to Copyright and is not to be reproduced in part or whole without approval



0	TS	15.08.2025	Chief Issue
Rev.	By	Date	Description

Client
Green Recovery Southwest Ltd.

Project
Former Waste Site
Land off Link Road
Huyton
L35 6AP

Drawing Title
Proposed Site Layout

Drawn By TS **Date** June 2025

Job No. P499 **Status** Planning

Dwg No. L_02 **Rev.** 0 **Scale** @ 1:200

ARCHITECTURE WORKS
RESIDENTIAL COMMERCIAL INDUSTRIAL

The Coach House
Warrington Road
Mickle Trafford
Chester
CH2 4EA
Tel: 01244 309189
Mobile: 07974 674574
Email: toby@architecture.works

Appendix B: TRICS Analysis

TECHNICAL NOTE

TRIP FORECASTING

Report Title: Trip Forecasting
Project: Link Road, Hoyle
Date: August 2025
Client: Geospatial Design

Document Control

Version	Purpose	Author	Date	Comments
1	Issue	AP	August '25	-
2	Issue	JC	August '25	Revised trip rates

1 INTRODUCTION

- 1.1 This technical note compares traffic forecasts for a potential change of use on land at Link Road, Hoyle.
- 1.2 Estimated traffic forecasts for the development proposal have been calculated using the TRICS (version 8) database and in line with the TRICS Good Practice Guide.
- 1.3 Vehicular traffic in TRICS is captured by the 'total vehicles' category and is defined as follows:

'Total Vehicles: All vehicles entering and exiting the site at any access point, excluding pedal cycles and scooters. Will also include site-visiting vehicles dropping off/picking up people outside the site as both arrivals and departures, and vehicles parking off-site for use of the site (if such trips take place).'
- 1.4 Please note that all traffic forecasts provided in this report are based on parameters provided by the client.

2 EXISTING SITE USE

2.1 This section summarises the trip rates and resultant vehicular traffic forecasts for the former site operations, which we are advised was a recycling centre, with the following characteristics:

- Trade / private waste input
- Waste recycling, not disposal
- Relatively low throughput of 10,000 tonnes
- Site area of 0.54ha

2.2 Within TRICS, the following categories were initially considered to be most representative of the site:

TRICS Category & Use Class	TRICS Land Use Description
12/A – Civic Amenity Site (Use Class B2)	Civic amenity sites that are used for recycling materials and/or depositing household waste. Site Area or Bays calculate trip rates.
12/C – Landfill (Use Class Sui Generis)	Sites for landfill disposal of waste. Trip rates are calculated by Site Area.

Table 1: TRICS Potentially Comparable Former Land Use Categories

2.3 All sites in the database were screened individually against the following criteria:

- Site must accept trade or private waste only
- The site must be focused on recycling and not simply the disposal of waste.

2.4 Some site descriptions within TRICS did not include sufficient detail to determine the site operations and, in such cases, further online checks were undertaken and professional judgement applied.

2.5 Following completion of this initial screening exercise, it was concluded that there were no directly comparable sites within the civic amenity or landfill TRICS categories.

2.6 Therefore, a further interrogation of the TRICS database under the '16 – Mixed/A – Miscellaneous' category was completed, which yielded the following representative site:

- Site reference: WM-16-A-02
- Site name: E-Waste Repair & Recycling
- Site operations description: Enviro City predominately specialises in the repair and recycling of electronic business equipment at the end of its useful life and beyond economical repair, which must be dealt with in an appropriate and safe manner. If an electronic product can be plugged into an electrical outlet and it contains chips and circuit boards, then this is most likely categorised as e-waste. Enviro City removes e-waste from business sites and no special packing is required. The company strives to be a zero landfill organisation, always ensuring the best use is made of every product and item they remove from businesses' premises.
- Site area: 0.2ha

- Total employees: 12 (7 full time and 5 part time)
- Site town/area: Birmingham/West Midlands
- Location type: Suburban Area
- Survey date: 26/11/21
- Survey day: Friday

2.7 The following traffic forecasts have been derived from the sample site survey (0.2ha) and also scaled up to the potential development site (0.54ha) by a factor of 2.7:

Time	Sample Site Traffic Survey (0.2ha)			Area adjusted Traffic (0.54ha)		
	Arr	Dep	Tot	Arr	Dep	Tot
07:00-08:00	0	0	0	0	0	0
08:00-09:00	2	0	2	5	0	5
09:00-10:00	3	1	4	8	3	11
10:00-11:00	3	2	5	8	5	13
11:00-12:00	4	5	9	11	14	25
12:00-13:00	3	2	5	8	5	13
13:00-14:00	1	3	4	3	8	11
14:00-15:00	1	2	3	3	5	8
15:00-16:00	0	1	1	0	3	3
16:00-17:00	0	1	1	0	3	3
17:00-18:00	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0
12-hr (07:00-19:00)	17	17	34	46	46	92

Table 2: Existing Land Use Traffic Generation

2.8 As shown, the existing land use can generate up to 92 vehicle movements (arrivals + departures) in a 12-hour period (07:00-19:00).

3 POTENTIAL SITE USE

3.1 This section provides a summary of the trip rates and resultant vehicular traffic forecasts for an alternative land use, as a commercial warehouse or industrial use (2,787m² GFA).

Option A – Commercial Warehouse

3.2 The following TRICS parameters have been applied:

- Category: 02 – F (Commercial Warehousing)
- Geographic selection: Sites restricted to Wales, Scotland and England (excluding Greater London)
- Days selected: Weekday only
- Survey Dates: Post-2016 (excluding surveys potentially influenced by temporary COVID-19 effects)
- Location Type: Site surveys exclude Town Centre and Edge of Town Centre locations.

3.3 The following traffic forecasts have been derived:

Time	Trip rate (per 100m ² GFA)			Trip forecast		
	Arr	Dep	Tot	Arr	Dep	Tot
07:00-08:00	0.137	0.073	0.21	4	2	6
08:00-09:00	0.098	0.065	0.163	3	2	5
09:00-10:00	0.084	0.057	0.141	2	2	4
10:00-11:00	0.057	0.054	0.111	2	2	4
11:00-12:00	0.057	0.061	0.118	2	2	4
12:00-13:00	0.059	0.053	0.112	2	1	3
13:00-14:00	0.078	0.076	0.154	2	2	4
14:00-15:00	0.063	0.094	0.157	2	3	5
15:00-16:00	0.056	0.079	0.135	2	2	4
16:00-17:00	0.063	0.116	0.179	2	3	5
17:00-18:00	0.063	0.101	0.164	2	3	5
18:00-19:00	0.031	0.059	0.09	1	2	3
12-hr (07:00-19:00)	0.846	0.888	1.734	26	26	52

Table 3: Potential Warehouse Land Use Traffic Generation

3.4 As shown, the proposed land use as a commercial warehouse is capable of generating up to 52 vehicle movements (arrivals + departures) in a 12-hour period (07:00-19:00).

Option B – Industrial Unit

3.5 The following TRICS parameters have been applied:

- Category: 02 – C (Industrial Unit)
- Geographic selection: Sites restricted to Wales, Scotland and England (excluding Greater London)
- Days selected: Weekday only
- Survey Dates: Post-2016 (excluding surveys potentially influenced by temporary COVID-19 effects)
- Location Type: Site surveys exclude Town Centre and Edge of Town Centre locations.

3.6 The following traffic forecasts have been derived:

Time	Trip rate (per 100m ² GFA)			Trip forecast		
	Arr	Dep	Tot	Arr	Dep	Tot
07:00-08:00	0.287	0.042	0.329	8	1	9
08:00-09:00	0.262	0.061	0.323	7	2	9
09:00-10:00	0.153	0.081	0.234	4	2	6
10:00-11:00	0.131	0.091	0.222	4	3	7
11:00-12:00	0.087	0.089	0.176	2	2	4
12:00-13:00	0.109	0.132	0.241	3	4	7
13:00-14:00	0.131	0.139	0.27	4	4	8
14:00-15:00	0.273	0.365	0.638	8	10	18
15:00-16:00	0.128	0.249	0.377	4	7	11
16:00-17:00	0.054	0.29	0.344	2	8	10
17:00-18:00	0.077	0.22	0.297	2	6	8
18:00-19:00	0.054	0.123	0.177	2	3	5
12-hr (07:00-19:00)	1.746	1.882	3.628	49	52	101

Table 4: Potential Industrial Unit Land Use Traffic Generation

3.7 As shown, the proposed land use as an industrial unit is capable of generating up to 101 vehicle movements (arrivals + departures) in a 12-hour period (07:00-19:00).

4 TRAFFIC CHANGE

- 4.1 The table below summarises the net change in weekday vehicle trips between the existing site forecast and the proposed industrial use (which represents the worst-case scenario), focusing on the traditional highway peak periods (08:00–09:00 and 17:00–18:00) as well as the daily total.

Time Period	Arrivals	Departures	Total Trips
AM Peak (08:00–09:00)	+2	+2	+4
PM Peak (17:00–18:00)	+2	+6	+8
Daily Total	+3	+6	+9

Table 5: Net Change in Weekday Vehicle Trips – Proposed Warehouse vs Existing (0.54 ha)

- 4.2 When comparing the potential industrial unit use with the former site use, the AM peak hour (08:00–09:00) is forecast to generate four additional vehicle trips.
- 4.3 In the PM peak hour (17:00–18:00), the potential industrial unit use is forecast to generate an additional eight vehicle trips (two arrivals and six departures) compared to the former site use.
- 4.4 Across the full 12-hour period, the potential industrial unit is expected to generate nine additional vehicle trips overall.

Enclosures

Appendix A – TRICS output (Commercial Warehousing and Industrial Unit)

Audit Code: a9f4dfa1-1603-44b6-8d79-65773a6dc6f7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 day
	HC	HAMPSHIRE	1 day
	MW	MEDWAY	1 day
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 day
	TB	TORBAY	1 day
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
	NT	NOTTINGHAMSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	BD	BRADFORD	1 day
	NY	NORTH YORKSHIRE	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
10	WALES		
	PE	PEMBROKESHIRE	1 day

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

Audit Code: a9f4dfa1-1603-44b6-8d79-65773a6dc6f7

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	190 to 105335 (units:sqm)
Range Selected by User:	190 to 105335 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 18/06/24

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

Selected survey days:

Friday	3 days
Monday	2 days
Thursday	3 days
Wednesday	4 days

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

Selected survey types:

Manual count	12
Direction ATC Count	0

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

Selected Locations:

Edge of Town	10 days
Neighbourhood Centre (PPS6 Local Centre)	1 days
Suburban Area (PPS6 Out of Centre)	1 days

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

Selected Location Sub Categories:

Commercial Zone	2 days
Development Zone	1 days
Industrial Zone	8 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	9 days
Servicing vehicles Included	3 days

Audit Code: a9f4dfa1-1603-44b6-8d79-65773a6dc6f7

Secondary Filtering Selection:

Use Class:

B8	10 surveys
N/A	2 surveys

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

Population within 500m Range:

0 - 6282

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	10 surveys

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

Audit Code: a9f4dfa1-1603-44b6-8d79-65773a6dc6f7

Petrol filling station:

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

Travel Plan:

No	11 surveys
Yes	1 surveys

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

PTAL Rating:

No PTAL Present	12 surveys
-----------------	------------

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

COVID-19 Restrictions:

No

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

Audit Code: a9f4dfa1-1603-44b6-8d79-65773a6dc6f7

1	BD-02-F-01	DISTRIBUTION COMPANY	BRADFORD
STAITHGATE LANE BRADFORD NEWHALL Edge of Town Industrial Zone Gross floor area: 10446 sqm Survey date: Thursday 14/03/2019			
			Survey Type: Manual
2	CU-02-F-01	WAREHOUSING & DISTRIBUTION	CUMBERLAND
CARLISLE ROAD BRAMPTON Edge of Town Industrial Zone Gross floor area: 4007 sqm Survey date: Wednesday 19/06/2024			
			Survey Type: Manual
3	DS-02-F-01	LOGISTICS DEPOT	DERBYSHIRE
PARK ROAD HOLMEWOOD Edge of Town Industrial Zone Gross floor area: 7000 sqm Survey date: Wednesday 04/10/2023			
			Survey Type: Manual
4	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Gross floor area: 6560 sqm Survey date: Friday 18/05/2018			
			Survey Type: Manual
5	GS-02-F-01	LOGISTICS WAREHOUSE	GLOUCESTERSHIRE
GOLF CLUB LANE NEAR GLOUCESTER BROCKWORTH Edge of Town Commercial Zone Gross floor area: 24500 sqm Survey date: Wednesday 03/05/2023			
			Survey Type: Manual
6	HC-02-F-02	LOGISTICS	HAMPSHIRE
RUTHERFORD ROAD BASINGSTOKE Suburban Area (PPS6 Out of Centre) Commercial Zone Gross floor area: 13200 sqm Survey date: Thursday 16/06/2016			
			Survey Type: Manual
7	MW-02-F-02	COMMERCIAL WAREHOUSING	MEDWAY
MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Gross floor area: 11200 sqm Survey date: Friday 22/09/2017			
			Survey Type: Manual
8	NN-02-F-01	WAREHOUSING & DISTRIBUTION CENTRE	NORTH NORTHAMPTONSHIRE

Audit Code: a9f4dfa1-1603-44b6-8d79-65773a6dc6f7

HALLEY ROAD
CORBY

Edge of Town

Industrial Zone

Gross floor area: 18790 sqm

Survey date: Thursday 19/10/2023

Survey Type: Manual

9

NT-02-F-01

LOGISTICS WAREHOUSING
PARK

NOTTINGHAMSHIRE

NOOK FLATT ROAD
NEAR WORKSOP

BLYTH

Edge of Town

Development Zone

Gross floor area: 105335 sqm

Survey date: Wednesday 18/10/2023

Survey Type: Manual

10

NY-02-F-01

REMOVALS SERVICE

NORTH YORKSHIRE

GRIMBALD CRAG CLOSE
KNARESBOROUGH

Edge of Town

Industrial Zone

Gross floor area: 1750 sqm

Survey date: Monday 19/06/2023

Survey Type: Manual

11

PE-02-F-01

WAREHOUSING &
DISTRIBUTION

PEMBROKESHIRE

A4115

NEAR NARBERTH

TEMPLETON

Neighbourhood Centre (PPS6 Local Centre)

Village

Gross floor area: 950 sqm

Survey date: Monday 20/11/2023

Survey Type: Manual

12

TB-02-F-01

OPTICS WAREHOUSE

TORBAY

ALDERS WAY

PAIGNTON

Edge of Town

Industrial Zone

Gross floor area: 190 sqm

Survey date: Friday 29/03/2019

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-02-F-03	11-10-2016	Location incompatible
AN-02-F-04	14-03-2019	Location incompatible
AN-02-F-05	26-11-2020	Location incompatible
BE-02-F-01	20-09-2018	Location incompatible
BO-02-F-01	15-10-2020	Covid
CC-02-F-01	25-05-2016	Location incompatible
CR-02-F-03	15-10-2019	Location incompatible
DL-02-F-03	26-09-2019	Location incompatible
DL-02-F-04	19-05-2021	Location incompatible
DL-02-F-05	30-05-2023	Location incompatible
DR-02-F-01	21-09-2021	Covid
DV-02-F-03	22-11-2021	Covid

Audit Code: a9f4dfa1-1603-44b6-8d79-65773a6dc6f7

Site Ref	Survey Date	Reason for Deselection
HC-02-F-03	27-09-2021	Covid
HD-02-F-01	27-09-2018	Location incompatible
HO-02-F-01	23-11-2016	Location incompatible
LO-02-F-01	08-06-2021	Covid
LO-02-F-02	11-11-2021	Covid
NW-02-F-02	25-11-2020	Covid
WX-02-F-01	20-04-2023	Location incompatible

Audit Code: a9f4dfa1-1603-44b6-8d79-65773a6dc6f7

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	8	21402	0.064	0.043	0.107
06:00-07:00	8	21402	0.072	0.042	0.114
07:00-08:00	12	16994	0.137	0.073	0.210
08:00-09:00	12	16994	0.098	0.065	0.163
09:00-10:00	12	16994	0.084	0.057	0.141
10:00-11:00	12	16994	0.057	0.054	0.111
11:00-12:00	12	16994	0.057	0.061	0.118
12:00-13:00	12	16994	0.059	0.053	0.112
13:00-14:00	12	16994	0.078	0.076	0.154
14:00-15:00	12	16994	0.063	0.094	0.157
15:00-16:00	12	16994	0.056	0.079	0.135
16:00-17:00	12	16994	0.063	0.116	0.179
17:00-18:00	12	16994	0.063	0.101	0.164
18:00-19:00	11	17903	0.031	0.059	0.090
19:00-20:00	6	27211	0.023	0.034	0.057
20:00-21:00	6	27211	0.016	0.018	0.034
21:00-22:00	1	18790	0.016	0.059	0.075
22:00-23:00	1	18790	0.005	0.043	0.048
23:00-00:00	1	18790	0.005	0.005	0.010
Total Rates:			1.047	1.132	2.179

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

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

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

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



Audit Code: a9f4dfa1-1603-44b6-8d79-65773a6dc6f7

Parameter Summary:

Trip rate parameter range selected:	190 - 105335 (units: sqm)
Survey date date range:	16/06/2016 - 19/06/2024
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
Surveys manually removed from selection:	0

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

Audit Code: 6169c4c6-a8b6-4202-b5b3-28c00d60cb38

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	2 days
	HF	HERTFORDSHIRE	1 day
	WS	WEST SUSSEX	1 day
03	SOUTH WEST		
	DV	DEVON	1 day
	GS	GLOUCESTERSHIRE	1 day
	SM	SOMERSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 day
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
	LE	LEICESTERSHIRE	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 day
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	BP	BLACKPOOL	1 day
	EC	CHESHIRE EAST	1 day
	LC	LANCASHIRE	2 days
09	NORTH		
	CU	CUMBERLAND	1 day
10	WALES		
	CF	CARDIFF	1 day
11	SCOTLAND		
	FI	FIFE	1 day

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

Audit Code: 6169c4c6-a8b6-4202-b5b3-28c00d60cb38

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	0.03 to 17 (units:sqm)
Range Selected by User:	150 to 67459 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 08/11/23

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

Selected survey days:

Friday	2 days
Monday	2 days
Thursday	10 days
Tuesday	2 days
Wednesday	8 days

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

Selected survey types:

Manual count	24
Direction ATC Count	0

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

Selected Locations:

Edge of Town	11 days
Free Standing (PPS6 Out of Town)	1 days
Neighbourhood Centre (PPS6 Local Centre)	4 days
Suburban Area (PPS6 Out of Centre)	8 days

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

Selected Location Sub Categories:

Development Zone	1 days
Industrial Zone	18 days
No Sub Category	1 days
Village	4 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	17 days
Servicing vehicles Included	7 days

Audit Code: 6169c4c6-a8b6-4202-b5b3-28c00d60cb38

Secondary Filtering Selection:

Use Class:

Not Known

24 surveys

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

Population within 500m Range:

0 - 5200

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	2 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	6 surveys
5,001 to 10,000	6 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	9 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	2 surveys
50,001 to 75,000	3 surveys
500,001 or More	1 surveys
75,001 to 100,000	5 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	8 surveys
1.1 to 1.5	15 surveys
1.6 to 2.0	1 surveys

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

Audit Code: 6169c4c6-a8b6-4202-b5b3-28c00d60cb38

Petrol filling station:

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

Travel Plan:

No	23 surveys
Yes	1 surveys

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

PTAL Rating:

No PTAL Present	24 surveys
-----------------	------------

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

COVID-19 Restrictions:

No

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

Audit Code: 6169c4c6-a8b6-4202-b5b3-28c00d60cb38

1	BP-02-C-01	POWDER COATINGS	BLACKPOOL
CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Site area: 0.182 hect Survey date: Thursday 20/06/2019			
			Survey Type: Manual
2	CF-02-C-02	BAKERY	CARDIFF
MAES-Y-COED ROAD CARDIFF Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 2.67 hect Survey date: Thursday 06/10/2016			
			Survey Type: Manual
3	CU-02-C-01	STEEL FABRICATION	CUMBERLAND
BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Site area: 0.17 hect Survey date: Friday 15/10/2021			
			Survey Type: Manual
4	DS-02-C-02	GLASS SPECIALISTS	DERBYSHIRE
STONEGRAVELS LANE CHESTERFIELD Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.3 hect Survey date: Wednesday 04/10/2023			
			Survey Type: Manual
5	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST. Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.95 hect Survey date: Thursday 06/07/2017			
			Survey Type: Manual
6	EC-02-C-01	OFFICE FURNITURE	CHESHIRE EAST
BRUNEL ROAD MACCLESFIELD LYME GREEN BUS. PARK Edge of Town Development Zone Site area: 0.91 hect Survey date: Monday 19/09/2016			
			Survey Type: Manual
7	FI-02-C-02	GLASS SPECIALISTS	FIFE
DICKSON STREET DUNFERMLINE Edge of Town Industrial Zone Site area: 0.49 hect Survey date: Thursday 20/04/2023			
			Survey Type: Manual
8	GS-02-C-03	EXTRUSION DIE MANUFACTURER	GLOUCESTERSHIRE
HURRICANE ROAD			

Audit Code: 6169c4c6-a8b6-4202-b5b3-28c00d60cb38

NEAR GLOUCESTER

BROCKWORTH

Neighbourhood Centre (PPS6 Local Centre)

Village

Site area: 0.39 hect

Survey date: Wednesday 03/05/2023

Survey Type: Manual

9

HC-02-C-01

ENGINEERING COMPANY

HAMPSHIRE

JAYS CLOSE

BASINGSTOKE

Edge of Town

Industrial Zone

Site area: 1.12 hect

Survey date: Thursday 16/06/2016

Survey Type: Manual

10

HC-02-C-02

GIN DISTILLERY

HAMPSHIRE

LONDON ROAD

LAVERSTOKE

Neighbourhood Centre (PPS6 Local Centre)

Village

Site area: 2.1 hect

Survey date: Wednesday 09/05/2018

Survey Type: Manual

11

HF-02-C-02

FRESH PRODUCE

HERTFORDSHIRE

COCKERELL CLOSE

STEVENAGE

Edge of Town

Industrial Zone

Site area: 1.93 hect

Survey date: Wednesday 08/11/2023

Survey Type: Manual

12

KS-02-C-01

COMPUTER MANUFACTURER

KIRKLEES

INMOOR ROAD

NEAR BRADFORD

BIRKENSHAW

Neighbourhood Centre (PPS6 Local Centre)

Village

Site area: 0.58 hect

Survey date: Wednesday 10/10/2018

Survey Type: Manual

13

LC-02-C-03

TIMBER SUPPLIES

LANCASHIRE

GOLDEN HILL LANE

LEYLAND

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Site area: 0.069 hect

Survey date: Tuesday 06/11/2018

Survey Type: Manual

14

LC-02-C-06

STEEL FABRICATION

LANCASHIRE

TOLLGATE ROAD

BURSCOUGH

Edge of Town

Industrial Zone

Site area: 0.1305 hect

Survey date: Thursday 21/04/2022

Survey Type: Manual

15

LE-02-C-01

COMMERCIAL VEHICLE
SERVICES

LEICESTERSHIRE

WYMESWOLD ROAD

NEAR LOUGHBOROUGH

BURTON ON THE WOLDS

Free Standing (PPS6 Out of Town)

Industrial Zone

Audit Code: 6169c4c6-a8b6-4202-b5b3-28c00d60cb38

Site area: 0.06 hect

Survey date: Friday 17/06/2022

Survey Type: Manual

16 ELVIN WAY NORWICH HELLESDON Edge of Town Industrial Zone Site area: 0.052 hect Survey date: Thursday 07/11/2019	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK	Survey Type: Manual
17 FLETCHER WAY NORWICH UPPER HELLESDON Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.086 hect Survey date: Thursday 14/11/2019	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK	Survey Type: Manual
18 WETHERBY ROAD KNARESBOROUGH Edge of Town Industrial Zone Site area: 0.35 hect Survey date: Thursday 29/06/2023	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE	Survey Type: Manual
19 NEWARK ROAD PETERBOROUGH FENGATE Edge of Town Industrial Zone Site area: 0.26 hect Survey date: Thursday 29/09/2022	PB-02-C-01	STEEL FABRICATOR	PETERBOROUGH	Survey Type: Manual
20 ROBINS DRIVE BRIDGWATER Suburban Area (PPS6 Out of Centre) No Sub Category Site area: 0.4 hect Survey date: Wednesday 14/09/2022	SM-02-C-01	WET BLASTING EQUIPMENT	SOMERSET	Survey Type: Manual
21 CASTLE MOUND WAY RUGBY Edge of Town Industrial Zone Site area: 2.03 hect Survey date: Wednesday 10/11/2021	WK-02-C-01	MACHINE ENGINEERING	WARWICKSHIRE	Survey Type: Manual
22 STOURVALE ROAD STOURBRIDGE LYE Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.63 hect Survey date: Tuesday 21/11/2017	WM-02-C-04	FOUNDRY	WEST MIDLANDS	Survey Type: Manual

Audit Code: 6169c4c6-a8b6-4202-b5b3-28c00d60cb38

23	WM-02-C-05	INDIAN CATERING	WEST MIDLANDS
ICKNIELD STREET BIRMINGHAM HOCKLEY Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.03 hect Survey date: Monday 22/11/2021			
			Survey Type: Manual

24	WS-02-C-04	ROLLS-ROYCE HQ & PLANT	WEST SUSSEX
STANE STREET NEAR CHICHESTER WESTHAMPNETT Neighbourhood Centre (PPS6 Local Centre) Village Site area: 17 hect Survey date: Wednesday 29/06/2022			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-02-C-01	15-10-2020	Covid
CS-02-C-02	06-09-2023	Incompatible location
DL-02-C-01	26-09-2019	Incompatible location
DN-02-C-01	28-09-2020	Incompatible location
EC-02-C-02	07-05-2021	Covid
GS-02-C-02	23-04-2021	Covid
KE-02-C-01	17-10-2019	Incompatible location
KK-02-C-01	26-10-2017	Incompatible location
KK-02-C-02	04-10-2019	Incompatible location
LC-02-C-05	30-06-2021	Covid
LT-02-C-01	22-05-2017	Incompatible location
MA-02-C-01	09-10-2020	Incompatible location
MG-02-C-02	16-11-2016	Incompatible location
MG-02-C-03	12-10-2021	Incompatible location
MG-02-C-04	28-09-2023	Incompatible location
NN-02-C-01	22-10-2020	Covid
TV-02-C-02	04-09-2020	Covid
TY-02-C-01	14-03-2019	Incompatible location
VG-02-C-01	06-05-2021	Covid
WC-02-C-01	28-05-2018	Incompatible location
WS-02-C-03	24-09-2019	Removed: Site re-surveyed by WS-02-C-04
WX-02-C-01	20-04-2023	Incompatible location

Audit Code: 6169c4c6-a8b6-4202-b5b3-28c00d60cb38

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	6	16158	0.443	0.014	0.457
06:00-07:00	7	14027	0.301	0.071	0.372
07:00-08:00	22	6670	0.287	0.042	0.329
08:00-09:00	23	6462	0.262	0.061	0.323
09:00-10:00	24	6203	0.153	0.081	0.234
10:00-11:00	24	6203	0.131	0.091	0.222
11:00-12:00	24	6203	0.087	0.089	0.176
12:00-13:00	24	6203	0.109	0.132	0.241
13:00-14:00	24	6203	0.131	0.139	0.270
14:00-15:00	24	6203	0.273	0.365	0.638
15:00-16:00	24	6203	0.128	0.249	0.377
16:00-17:00	24	6203	0.054	0.290	0.344
17:00-18:00	24	6203	0.077	0.220	0.297
18:00-19:00	22	6687	0.054	0.123	0.177
19:00-20:00	7	5392	0.008	0.032	0.040
20:00-21:00	6	6248	0.003	0.045	0.048
21:00-22:00	1	8000	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			2.501	2.044	4.545

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

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

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

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

Audit Code: 6169c4c6-a8b6-4202-b5b3-28c00d60cb38

Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date range:	16/06/2016 - 08/11/2023
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	22
Surveys manually removed from selection:	0

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