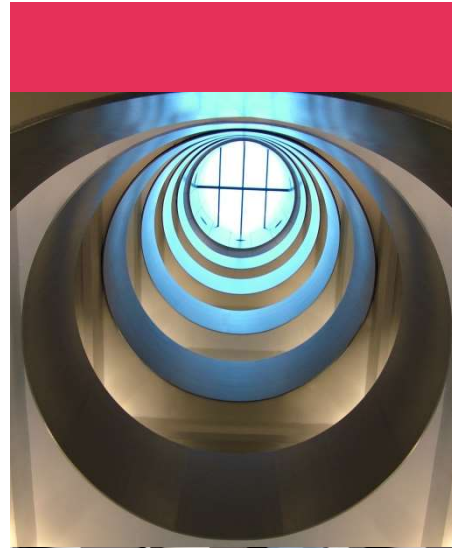


Units 1&6 Stretton Way

Transport Statement

Curtins Ref: 080223-CUR-00-XX-RP-TP-001-V02
Revision: V02
Issue Date: 28 October 2021

Client Name: Strang Investments (2007) Ltd



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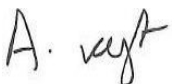
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Appendices

Appendix A – Accident Data
Appendix B – Proposed Site Layout
Appendix C – TRICS Report

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of Strang Investments (2007) Ltd to provide traffic and transportation advice in relation to a proposed redevelopment of two existing flexible B2/B8 units on land off Stretton Way in Huyton, to form 3 new industrial units with a retained flexible B2/B8 use. As part of the works there is to be a net reduction in Gross Internal Area (GIA) of approximately 2,318m².

1.1.2 Development proposals have already been submitted to Knowsley Council (KC), under the following description (KC Planning Application Reference 21/00432/FUL):

“Part demolition and reconfiguration of 2 no. Existing units to form 3 no. Industrial units with a flexible B2/B8 use together with external alterations and other associated works.”

1.2 Purpose of the Report

1.2.1 This Transport Statement (TS) has been written in order to consider the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3 Scope of the Report

1.3.1 On this basis, this TS contains the following:

- A description of the highway network in the vicinity of the site;
- A review of the accident record in the immediate vicinity of the site for a five-year period;
- A summary of the development proposals;
- A summary of relevant transport planning policy;
- A review of accessibility by all sustainable modes of travel;
- Information regarding traffic generation and trip rates; and,
- Commentary on the highway impact associated with the development proposals.

1.4 Structure of the Report

1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.

1.4.3 The development proposals summarised in **Section 3**, including the proposed parking provision and access arrangements.

- 1.4.4 The accessibility of the site by sustainable modes of travel is assessed in **Section 4**.
- 1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals.
- 1.4.6 Relevant local and national transport policy is summarised in **Section 6**, and the report is summarised and concluded in **Section 7**.

2.0 Site Location and Highway Layout

2.1 Site Location

- 2.1.1 The proposed development site is located in Huyton, Knowsley, Merseyside. The application site is bounded by a recycling centre to the north, existing business units to the east, Stretton Way to the south and Wilson Road to the west. **Figure 2.1** shows the site location:

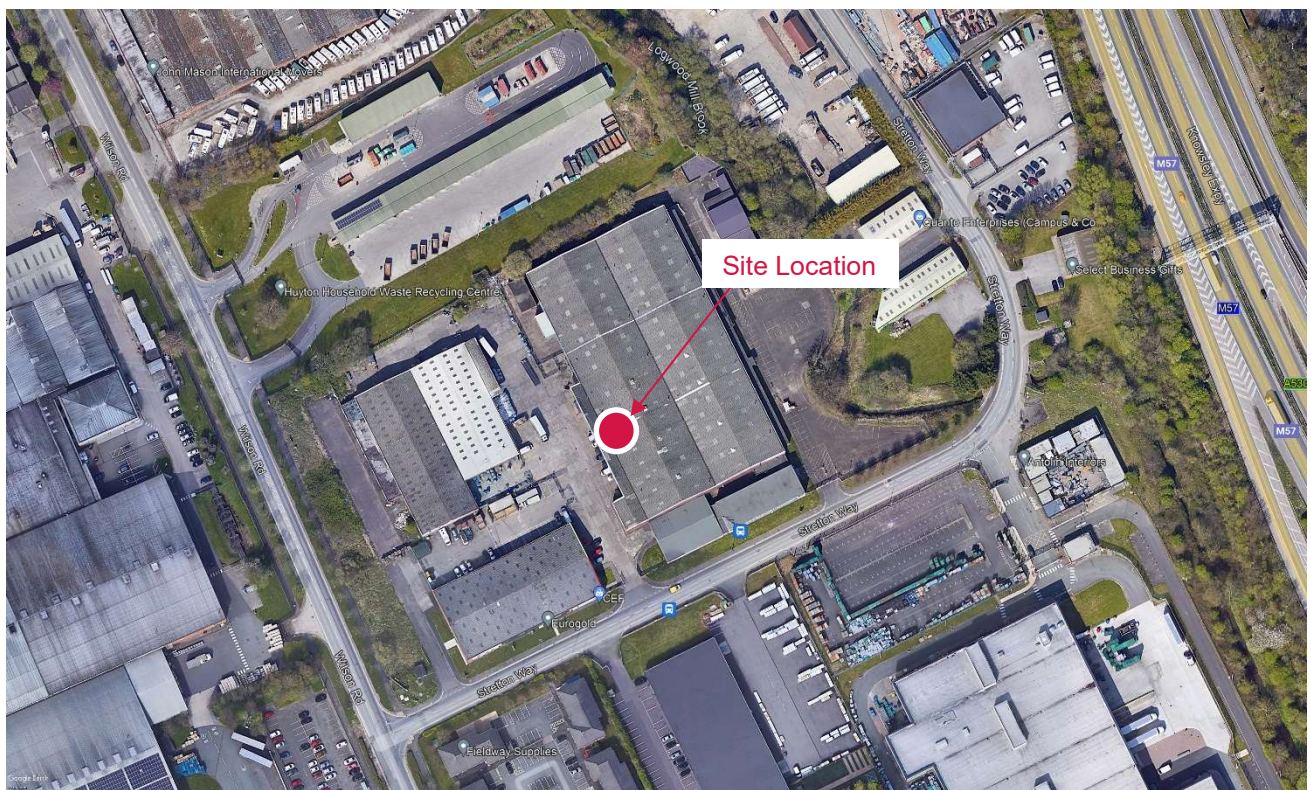


Figure 2.1 – Site Location - Google Earth

2.2 Existing Use

- 2.2.1 The application site consists of 2No. detached industrial/warehouse units likely to have been constructed in the 1970s. Over the years the units have been altered and extended to their current form.
- 2.2.2 The application site forms part of the Huyton Business Park with various established B2 and B8 uses. Unit 1 appears to be built for manufacturing use and was previously occupied by a stationary company and used for distribution and storage. The Unit has been vacant for over three years. Unit 6 is vacant and was last occupied by a storage and distribution company.
- 2.2.3 It has been established that the extant uses on site are flexible B2/B8 uses.

2.3 Existing Access Arrangements

2.3.1 The site currently has two vehicular access points that are both in the form of priority junctions on Stretton Way, located along the site's southern boundary. These junctions currently provide access to the existing warehousing units on site. The westernmost site access junction also includes a continuous footway connection into the site, located along the eastern side of the carriageway.

2.3.2 **Figures 2.2 and 2.3** illustrate the existing access points in more detail.



Figure 2.2 – South-western site access - Google Earth



Figure 2.3 – South-eastern site access - Google Earth

- 2.3.3 Traffic Regulation Orders (TRO) are in place along Stretton Way in the form of 'No-Waiting-At-Any-Time' double yellow lines. The continue along the junction bellmouth and prevent improper parking in and around the access points.

2.4 Surrounding Highway Network

Stretton Way

- 2.4.1 The proposed development would be accessed via Stretton Way, which lies due south of the application site. 130m south-west of the site, Stretton Way commences at a priority junction with Wilson Road. From here the road continues north-east where the road merges into Ellis Ashton Street. The road connects to a variety of existing warehousing, industrial and business units along its duration. Stretton Way runs for approximately 800m in total.
- 2.4.2 Stretton Way is designed to industrial specifications with a single lane two-way road with a typical carriageway width of approximately 7m. The road is subject to a 30mph speed limit with footways and street lighting provided along both sides of the carriageway. At the junction between Stretton Way and Wilson Road, dropped kerbs and tactile paving are provided to assist pedestrian wishing to cross the carriageway at this location.
- 2.4.3 TROs are in place for the entirety of Stretton Way in the form of 'No-Waiting-At-Any-Time' double yellow lines, preventing on-street parking from occurring.
- 2.4.4 There are existing bus stops located along Stretton Way, the closest pair being within 50m of the site, in the vicinity of the south-eastern access point shown at **Figure 2.3** above. Both stops consist of a flag and pole arrangement, with detailed timetable information provided. Bus services to Halewood and Speke are available from these stops. Accessibility of the proposed development is considered in further detail within **Section 4** of this TS.

Wilson Road

- 2.4.5 Wilson Road lies along the western boundary of the development site, operating on a south-east to north-west alignment through Huyton Quarry. The road is primarily bordered by units associated with Huyton Business Park.
- 2.4.6 South of the site Wilson Road commences at a signalised junction with Cronton Road and the A5080. From here, Wilson Road continues north to its terminus at a further signalised junction with Hall Lane, Huyton Hey Road and St Johns Road. Wilson Road extends for approximately 1.5km in total length.

- 2.4.7 Wilson Road is a single lane two-way road with a typical carriageway width of approximately 8-9m. The road is subject to a 30mph speed limit, with regular street lighting and footways segregated from the carriageway by a grass verge for the most part. Pedestrian infrastructure along Wilson Road includes dropped kerbs, tactile paving, pedestrian refuge islands and signalised crossing points are also present.
- 2.4.8 Towards the northern extents of Wilson Road, additional bus stops can be found. For the most part these stops take the form of a flag and pole arrangements and provide services to Liverpool City Centre and Speke.

Strategic Road Network

- 2.4.9 The site benefits from close proximity to the M57 and M62 motorways which form part of the Strategic Road Network (SRN), thus offering excellent connectivity across the north-west and journeys further afield. The M57 (Junction 1) and M62 (Junction 6) can be accessed from the site via Wilson Road and the A5080.
- 2.4.10 The M57 motorway, also known as the Liverpool Outer Ring Road is 16 km long and links various towns east of Liverpool, as well as connecting M62 and M58 motorways. The M62 is a 172 km west-east trans-Pennine motorway in Northern England, connecting Liverpool and Hull via Manchester and Leeds; 11 km of the route is shared with the M60 orbital motorway around Manchester.

2.5 Highway Safety

- 2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from Crashmap for the most recent five years, the period being 2016 to 2020 (inclusive). Crashmap is a professional service which only publishes official data that is provided by the Department for Transport. This in turn is based on records submitted to them by police forces and therefore there is no longer a requirement to obtain records direct from the Police.
- 2.5.2 The Study Area considered for the Highway Safety Review is provided in **Appendix A** and breakdown of the information is contained in **Table 2.1**.

Junction/Link	Slight	Serious	Fatal	Totals
Stretton Way	0	0	0	0
Wilson Road	1	0	0	1
A5080/Wilson Road	7	1	0	8
A5080/Tesco	0	1	0	1
A5080	1	0	0	1
Whitefield Lane	0	1	0	1
Totals	9	3	0	12

Table 2.1 – Personal Injury Accident Data Summary

- 2.5.3 There has been a total of 12 accidents in the latest five-year period available, comprising 9 slight accidents and 3 serious accidents. No fatal accidents were recorded. No accidents occurred on Stretton Way in the vicinity of the site.
- 2.5.4 No accidents have been recorded on-site during the accident study period. As detailed further in **Sections 3** and **5** below, the proposals involve a reduction in floor area across the site as well as a redesigned car parking arrangement which will likely lead to a safety enhancement for the internal operational areas.
- 2.5.5 The serious collisions recorded in the accident study do not cluster in a specific area, and there is nothing in the accident descriptions contained in **Appendix A** to suggest an unusual safety issue or road layout is a significant contributory factor in these accidents.
- 2.5.6 Of the 8 accidents that occurred at the A5080/Wilson Road junction, none of the recorded accidents included pedestrians or cyclists. All of the accidents involved motor vehicles, including one with a motorcycle (serious) and one with a goods vehicle. The junction has recently undergone a highway improvements scheme in 2020/2021 from a priority junction arrangement to a new signalised junction which is considered likely to improve the future operation and safety of the junction.
- 2.5.7 Following a review of the records, it is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Introduction

- 3.1.1 This TS has been prepared in relation to a proposed redevelopment of two existing industrial units on land off Stretton Way in Huyton, to form 3 new industrial units retaining a flexible B2/B8 use. The two existing units are known as Unit 1 and Unit 6, and proposed changes on site are set out below. Reference should be made to the proposed site layout in **Appendix B**.

Unit 1

- 3.1.2 It is proposed to demolish an element of surplus warehouse office accommodation to the east, the low eaves warehouse space to the southwest corner, a redundant loading bay to the west elevation and a detached redundant store to the west yard area. No additional floor area is to be created as a result of the Unit 1 works. The remaining works to Unit 1 are solely repair, refurbishment and maintenance works. The current B2 and B8 uses will remain unchanged.

Unit 6

- 3.1.3 It is proposed to demolish several of the later additions to the west, south and east elevations of the main building and return the property back to the original structural frame line. The works will involve removal of the older asbestos cement and steel cladding, and replacement with a modern fire-resistant composite cladding of an industrial specification along with new doors and windows.
- 3.1.4 The re-modelled building will be sub-divided into two separate industrial/warehouse units in an open plan shell specification and be marketed for re-letting. The current B2 and B8 uses will remain unchanged. No additional floor area will be created as a result of the Unit 6 works.
- 3.1.5 As part of the site re-development, it understood that there will be a net reduction in GIA of approximately 2,318m². This is demonstrated in **Table 3.1** below:

Existing GIA (m ²)	GIA Lost by Proposals (m ²)	Remaining GIA (m ²)
10,994	2,318	8,676

Table 3.1 – Proposed Changes in GIA

3.2 Proposed Access

- 3.2.1 Vehicular access for the proposed development is to be provided via the existing junctions on Stretton Way. Reference should be made to **Section 2.3** above which details the location and arrangement of the access points.
- 3.2.2 **Curtins Drawings 080223-CUR-00-XX-DR-TP-05001** and **080223-CUR-00-XX-DR-TP-05002** illustrate a large 16.5m articulated heavy goods vehicle (HGV) and 10m Rigid manoeuvring within the proposed site layout. The vehicle would be able to safely enter the site from Stretton Way in forward gear, performing a turning manoeuvre by utilising the redesigned car parking areas. After this, the 16.5m HGV would then be able to safely leave the site in forward gear.
- 3.2.3 Pedestrians and cyclists will access the site from the local highway network as they do currently. The entrances to the existing building are located as such provide safe and convenient locations for pedestrians. These are detailed on the site layout plan in **Appendix B**.
- 3.2.4 Whilst much of the infrastructure required to serve the development has already been implemented, in conjunction with the construction works it is proposed to redesign the car parking areas surrounding the site. This is discussed further in the following section.

3.3 Parking Provision

Proposed Parking

- 3.3.1 As shown on the site layout in **Appendix B**, the external parking areas that surround the Units are to be revised and will include the following number of spaces:

Unit 1

- 97 car parking bays (c.95 standard parking bays currently on site);
- Including 5 accessible car parking bays; and,
- 2 motorcycle parking spaces.

Unit 6a/6b

- 31 car parking bays (currently no formal parking provision on site);
- Including 6 accessible car parking bays; and,
- 1 motorcycle parking space.

Comparison to Existing Parking Provision

- 3.3.2 The proposed level of car parking on site represents an uplift on the existing provision (including the formalisation of parking adjacent to Unit 6a/6b) and, particularly when considering the reduction in floor area, will ensure that an overspill parking does not occur on the local highway network.

- 3.3.3 The existing parking ratio to floor area is currently 1 space per 115m², whereby upon completion of the development, it will equate to 1 space per 68m² presenting a significant uplift on existing provisions.

Application of Knowsley Parking Standards

- 3.3.4 KC's maximum vehicle parking standards are found within the Supplementary Planning Document (SPD) Ensuring a Choice of Travel. The relevant standards have been extracted and included in **Table 3.1** below:

KC's Maximum Parking Standard	Existing Situation (10,994m ²)		Proposed Situation (8,676m ²)	
	No Spaces	Max Permitted Based on KC Standards	No Spaces	Max Permitted Based on KC Standards
1 space per 45m ²	95	244	128	193

Table 3.2 – Proposed Changes in GIA

- 3.3.5 The car parking standards found within KC's Ensuring a Choice of Travel SPD are set out as maximum levels, and therefore it can be said that the proposed development is accordance with the relevant parking standards.
- 3.3.6 In March 2015, Lord Pickles provided a Written Statement to Parliament which considered a range of planning updates. This Statement considered the role of maximum parking standards (implemented under the then previous administrations) and determined that the market is best placed to decide if additional parking spaces should be provided, adding:
- "Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network."*
- 3.3.7 Commercial experience and market requirements also indicate that the proposed parking levels are adequate for staff and visitors to support the necessary functions on site.
- 3.3.8 It is Curtins view that the imposition of the maximum parking standards as a target is not justified in this instance. The proposed development represents a betterment of the existing situation with regards to the parking to floor area ratio, and the presence of TROs for the entirety of Stretton Way will suitably manage off-site parking and restrict any parking occurring on the local road network.
- 3.3.9 Furthermore, as set out in Highway Safety Review in **Section 2** of this TS, no accidents have been recorded on-site, demonstrating how the extant flexible B2/B8 uses have safely operated without incident, at a significantly lower parking ratio than proposed.

- 3.3.10 There is no transport planning policy justification requiring the development to meet the maximum parking standards.

Travel Planning

- 3.3.11 The developer is also committed to the principles of sustainable development and seeks to influence the travel choices of employees on site with the implementation of an Interim Travel Plan (ITP), to be conditioned as part of any subsequent planning approval. The ITP document will seek to encourage sustainable development and travel patterns, to reduce single occupancy vehicular use and in turn reduce the demand for on-site parking.
- 3.3.12 Two designated cycle parking areas are to be provided as part of the proposed redevelopment. Both cycle parking areas are to include 5 Sheffield Stands (10 stands in total), which results in a total provision of 20 cycle parking spaces across the site. Their locations are detailed on the site layout in **Appendix B**.

Car Parking Conclusions

- 3.3.13 In summary, it is considered that the analyses presented above provides clear and compelling evidence that the level of car parking that is proposed is appropriate for the scale, nature and location of the proposed scheme. It is not deemed necessary to provide the maximum permissible standard, and suitable parking management exists on the local highway network to protect its operation. The car parking on site has historically operated safely and without incident, and as part of the proposed redevelopment car parking has been formalised and now includes an increased provision despite resulting in an overall reduction in floor area.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

	Town Centres (m)	Commuting/School/Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot distances of 500m, 1,000m and 2,000m, which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips, have been considered.

- 4.2.3 Within a 500m catchment of the site the pedestrian infrastructure is good, which is to be expected given its proximity to the pre-existing employment areas in Huyton. In addition to the surrounding employment uses, a good variety of amenities can be also reached. South of the site there is an existing Premier Inn Hotel, accompanied by a restaurant, additionally to the east of the site there is a Village Hotel and a restaurant. There are a variety of bus stops that lie within this catchment that provide services to wider areas of Huyton, as well as Halewood and Speke. Some residential dwellings in Tarbock are also accessible, as well as a public house.
- 4.2.4 At a further 1000m catchment, more residential areas to the west of the site are incorporated, these areas also include a variety of additional amenities such as, a Tesco Express, convenience stores, places of worship, Aston Medical Centre, a pharmacy, gym, Aldi, and additional bus stops.
- 4.2.5 When the catchment is expanded to 2000m, most of Huyton's residential areas and their associated amenities are accessible. This therefore means more of the same amenities can be accessed, as well as other such as, Huyton Village Shopping Centre, public parks, Huyton Railway Station and some educational and recreational facilities.
- 4.2.6 It is therefore considered that the development site is accessible for pedestrians.

4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle an 8km cycle catchment has been considered for the site. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009).
- 4.3.2 The catchment extends as far as Knowsley in the north, Clock-Face to the east, Speke in the south and Wavertree to the west. Cycling can be regarded as an option to travel to and from the site as there are multiple well-established cycle routes (both on-road and off-road) within the 8km catchment.
- 4.3.3 Reference should be made to **Figure 4.1** below, which is an extract of Merseytravel's Cycle Map and details local routes surrounding the site

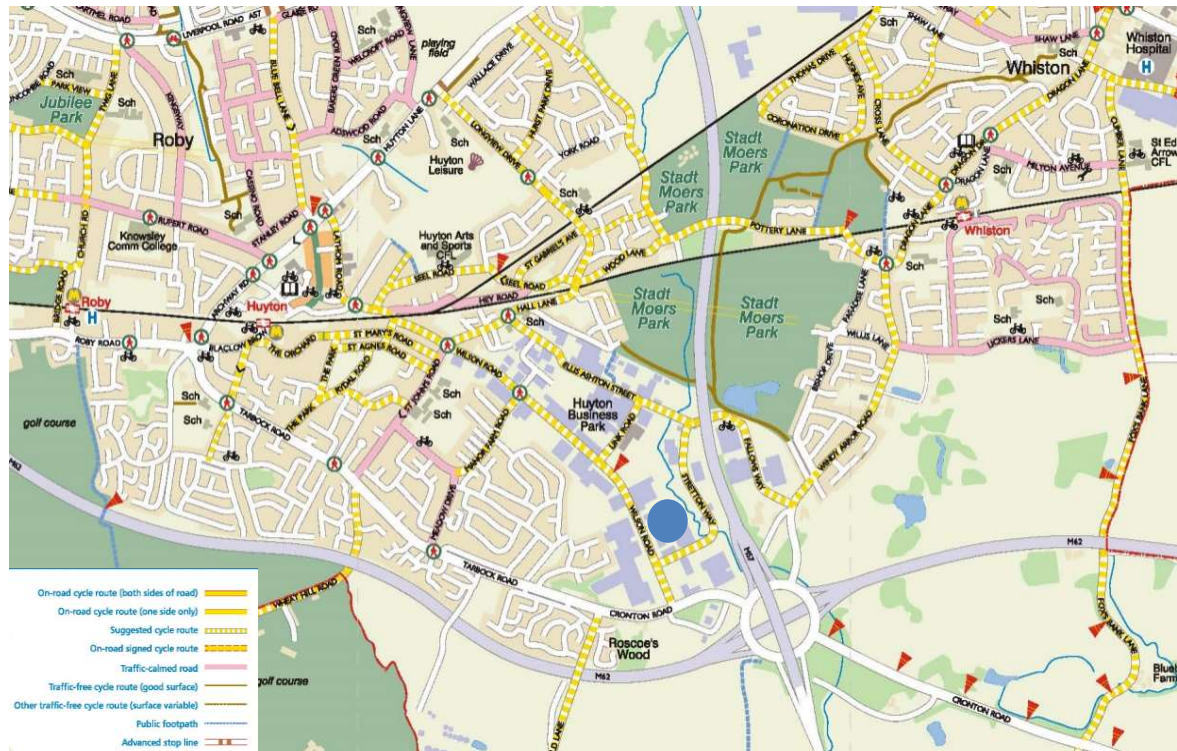


Figure 4.1 – Huyton Cycling Map - Merseytravel

- 4.3.4 As demonstrated on **Figure 4.1** several of the local roads are recommended for cycling (denoted as yellow on the above Figure). This includes Stretton Way and Wilson Road, both of which run adjacent to the proposed development site. In addition to these recommended routes, there are some traffic free connections (denoted as brown on the above Figure) which link the site to the surrounding residential catchments such as Roby and Whiston.
- 4.3.5 On a regional scale, future site users can utilise the existing National Cycle Routes (NCR) 56 and 62. **Figure 4.2** below illustrates NCR 56 and 62 in relation to the site.

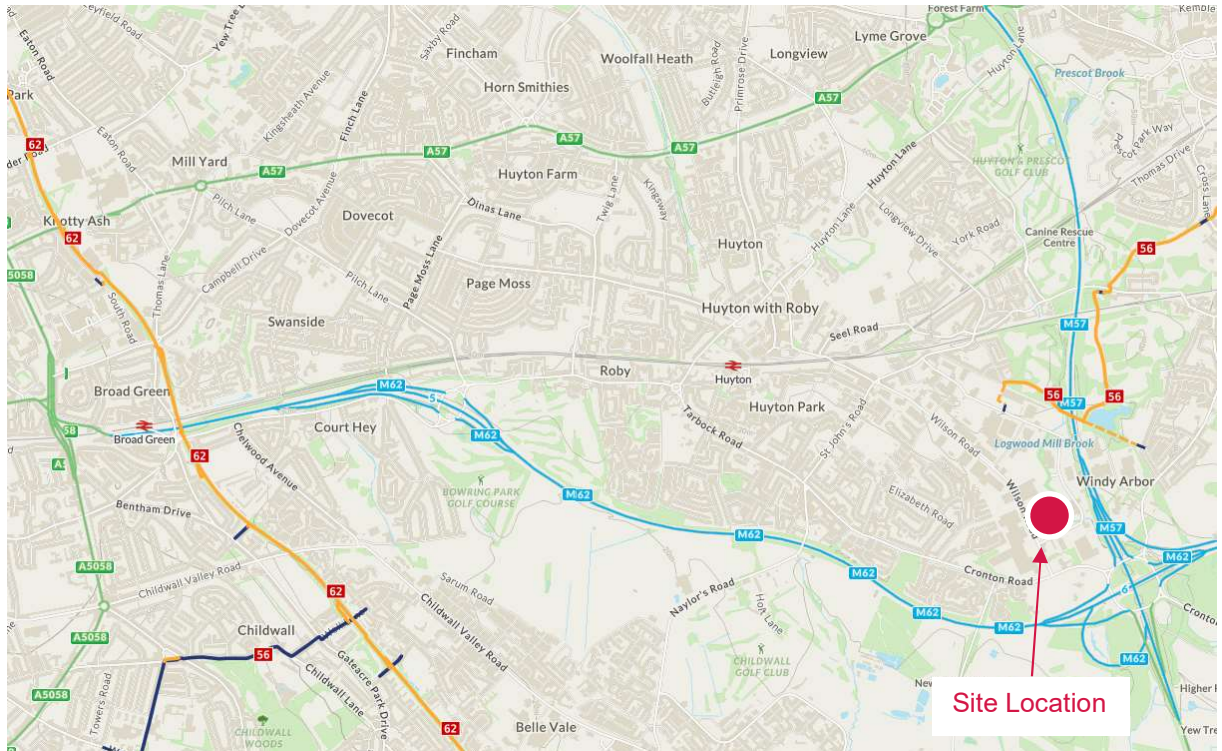


Figure 4.2 – National Cycle network - OS Mapping

4.3.6 NCR 56 runs between Chester Town Hall and Liverpool Town Hall. Locally NCR 56 connects the site with Whiston to the north-east. NCR 62 can be accessed approximately 5km west of the site via Bowring Park Road/Thomas Lane. Here the route can be used to travel along a north-west/south-east alignment across the Liverpool Region, granting access to key residential locations such as, Belle Vale, Hunts Cross, Knotty Ash, Norris Green and Fazakerley.

4.3.7 It is therefore considered that with the site is accessible via cycling.

4.4 Accessibility by Public Transport

Bus Accessibility

4.4.1 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.

4.4.2 The nearest bus stops to the site are located approximately 50m to the south of the site along Stretton Way, thus well within the CIHT's preferred walking distance to a bus stop. **Table 4.2** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
248	Huyton-Prescott	Peak AM	Peak AM	60 mins
870	Prescott Road- Brickfields	Peak AM	-	-
3	Huyton Quarry- Halewood	60 mins	60 mins	-
3A	Huyton- Speke	60 mins	60 mins	-

Table 4.2 – Summary of Bus Service Frequencies from Stretton Way

- 4.4.3 As demonstrated in **Table 4.2**, regular services are available for journeys to/from Halewood and Speke, as well as peak hour services towards Prescott. In summary, in light of the site's location adjacent to bus stops along Stretton Way and the existing services available from these stops. It has been demonstrated that the site is accessible by bus.

Rail Accessibility

- 4.4.4 The CIHT document, 'Planning for Public Transport in Developments' notes that visitors travelling to a site by rail will typically be prepared to walk further to the site than visitors travelling by bus, with a preferred distance of 800m.
- 4.4.5 The nearest train station is Huyton Railway Station, located approximately 2km to the north-west of the site. Although the station is outside of a typical walking catchment, Huyton Railway Station is within the 8km cycle catchment and several of the bus services outlined in **Table 4.2** above call at stops located within a short walk of the railway station. It is therefore considered some staff and visitors to the site could travel by train as part of a multi modal trip.
- 4.4.6 The station itself has 12 cycle storage stands, as well as step-free access for the whole station. A summary of rail services from Huyton Railway station is summarised in **Table 4.3**:

Destination	Frequency
	Typical Weekday Frequency
Liverpool Lime Street	15 mins
Blackpool North	60 mins
Crewe	60 mins
Wigan North Western	60 mins

Table 4.3 – Summary of Rail Services from Huyton Railway Station

- 4.4.7 It is therefore considered that due to the frequency and variety of existing services to Huyton Railway Station and its proximity within the cycling catchment, the station is considered accessible via multi-modal rail travel.

4.5 Summary

- 4.5.1 The National Planning Policy Framework (NPPF) supports a presumption in favour of sustainable development. Within the document, Section 9 – Promoting Sustainable Transport outlines the important role that transport policies have to play in facilitating this. Paragraph 103 indicates that:

“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.”

- 4.5.2 The site is situated within an established employment area, with a high number of complementary land uses within an acceptable walking distance of the development. The high standard of the existing pedestrian infrastructure, with formal crossing facilities, and the availability of off-road local and national cycle routes at short distance from the site.
- 4.5.3 It has been demonstrated that the site is well served by buses, while Huyton Railway Station is accessible as part of a multimodal journey. This is an established development with excellent associated infrastructure.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

5.1.1 The proposed development involves the redevelopment of an existing business park it is considered that there will be a negligible impact on the local highway network and as such no junction modelling is proposed. Notwithstanding, a TRICS assessment has been undertaken which is discussed in detail within the following subsection.

5.2 TRICS Assessment (Sensitivity Test)

5.2.1 A TRICS exercise has been undertaken to compare the trip generating potential between the existing (extant) and proposed uses on site. The TRICS database (v. 7.8.3) has been interrogated for weekday surveys for employment developments. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including employment uses.

5.2.2 The full TRICS outputs are included within **Appendix C** to the rear of this report. The applied selection criteria are set out below:

- TRICS category “Employment – Industrial Estate”.
- UK sites only (excluding Greater London and Ireland);
- Edge of Town/Suburban Area;
- Only weekday surveys were included; and,
- Only the most recent surveys were included for each site.

5.2.3 The above criterion is considered to be robust given that the site lies within Huyton Business Park. A total of 31 sites remained in the data set. It is considered appropriate to use the TRICS category “Employment – Industrial Estate” for the purposes of this comparison exercise (as this category also caters for B2 and B8 uses).

5.2.4 The trip rates and subsequent potential vehicular trips associated with the existing site, during the traditional network peak hours, are provided in **Table 5.1** below. All trips rates are per 100m², the total existing floor area of 10,994m² has been considered.

TRICS – Employment Developments	Average TRICS Trip Rates			Proposed Development Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (08:00 – 9:00)	0.545	0.290	0.835	60	32	92
PM (16:00 – 17:00)	0.323	0.531	0.854	36	58	94

Table 5.1 – Trip Rates and Trip Generation (Existing)

- 5.2.5 As detailed above, the proposals consist of a redevelopment of the site to provide 3 new units totalling 8,676m². The proposals suggest a continuation of the existing B2 and B8 uses. The trip rates and subsequent potential vehicular trips associated with the proposed site, during the traditional network peak hours, are provided in **Table 5.2** below.

TRICS – Employment Developments	Average TRICS Trip Rates			Proposed Development Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (08:00 – 9:00)	0.545	0.290	0.835	47	25	72
PM (16:00 – 17:00)	0.323	0.531	0.854	28	46	74

Table 5.2 – Trip Rates and Trip Generation (Proposed)

- 5.2.6 The following **Table 5.3** indicates the net vehicular impact of the proposed site, based on the above TRICS exercise.

Land Use	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (16:00 – 17:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing Trip Generation						
Vehicles	60	32	92	36	58	94
Proposed Development Trip Generation						
Vehicles	47	25	72	28	46	74
Net Site Impact						
Vehicles	-13	-7	-20	-8	-12	-20

Table 5.3 – Net Vehicular Site Impact

- 5.2.7 The proposed development is likely to result in a reduction in two-way vehicular trips in the normal AM and PM peak periods respectively based upon the existing extant planning uses and the reduction in proposed floor area as a result of the site redevelopment.
- 5.2.8 The proposed development consists of building upon an established employment site and makes an efficient use of previously-development land that should be encouraged from a planning and sustainability perspective.

6.0 Transport Planning Policy

6.1 National Planning Policy Framework (NPPF)

- 6.1.1 The NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development. From the outset, the Minister for Planning's Foreword lays the foundations for current policy thinking;

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs".

- 6.1.2 Paragraph 11 states that at the heart of NPPF is a "presumption in favour of sustainable development". For decision making this means granting permission unless:

"...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

- 6.1.3 Section 9 of the NPPF is entitled Promoting Sustainable Transport, and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

"The planning system should actively manage patterns of growth in support of these objectives. 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".

- 6.1.4 Paragraph 110 of the NPPF states that:

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

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location".*
- b) Safe and suitable access to the site can be achieved for all users, and,*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code. and*

d) Any significant impacts from the development of the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.

6.1.5 Paragraph 111 of the 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 would be severe”.

6.1.6 The term ‘severe’, in the context of highway capacity, was first introduced with the NPPF in 2012. Its introduction provided a major change in transport planning policy with the term ‘severe’ setting a very high bar for applications to be refused on highways grounds, when compared to PPG13, the previous transport policy document.

6.1.7 Discussions regarding the definition of ‘severe’ have formed part of numerous planning applications and Appeals in recent years. In Appeal decision APP/P3040/W/17/3185493 dated 23rd May 2018, Para 11 makes reference to earlier decisions and states that the ‘term ‘severe’ sets a high bar for intervention via the planning system in traffic effects arising from development; mere congestion and inconvenience are insufficient in themselves but rather it is a question of the consequence of such congestion.’

6.1.8 It has been demonstrated throughout this TS that the proposed development is situated in an accessible location and the residual cumulative impacts of the proposed development would not be ‘severe’ from a highways and transportation perspective. Therefore, proposed development accords with the NPPF.

6.2 National Planning Practice Guidance (NPPG)

6.2.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the government. Within this document there is a specific section that clarifies the overarching principles on Travel Plans, Transport Assessments and Transport Statements.

6.2.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is appropriate that a TS is provided for a development of this scale. The NPPG has been considered in the production of this TS.

6.3 Merseyside Local Transport Plan

6.3.1 The Local Transport Plan sets out implementation plans for the medium and long term and aims to improve transport within the Merseyside region. The Third Local Transport Plan envisions the following;

“A city region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice”.

6.3.2 The Local Transport Plan has six goals;

- *“Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships.*
- *Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability.*
- *Ensure the transport system promotes and enables improved health and wellbeing and road safety.*
- *Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.*
- *Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods.*
- *Maintain our assets to a high standard.”*

6.3.3 As described in **Section 4** of this TS, the site is considered to be accessible by sustainable modes of transport including walking, cycling and public transport, and is therefore considered to be consistent with the objectives of the LTP.

6.4 Summary

6.4.1 In summary, the development proposals are considered to be consistent with local and national transport planning policy.

7.0 Summary and Conclusions

7.1 Summary

7.1.1 Curtins has been appointed on behalf of Strang Investments (2007) Ltd to provide traffic and transportation advice in relation to a proposed redevelopment of two existing industrial units on land off Stretton Way in Huyton, to form 3 new industrial units with a flexible B2/B8 use. As part of the works there is to be a net reduction in Gross Internal Area (GIA) of approximately 2,318m².

7.1.2 Development proposals have already been submitted to Knowsley Council (KC), under the following description (KC Planning Application Reference 21/00432/FUL):

“Part demolition and reconfiguration of 2 no. Existing units to form 3 no. Industrial units with a flexible B2/B8 use together with external alterations and other associated works.”

7.1.3 Vehicular access for the proposed development is to be provided via the existing junctions on Stretton Way. Similarly, pedestrians and cyclists will access the site from the local highway network as they do currently. The entrances to the existing building are located as such provide safe and convenient locations for pedestrians.

7.1.4 A review of accidents on the local highway network does not indicate any correlations that would suggest that highway condition, layout or design were significant contributory factors in the accidents.

7.1.5 The walking, cycling and public transport opportunities at the site constitute alternative modes of travel to the car which are considered to be realistic modes of travel for a range of different journey types. The site is therefore considered to be accessible from sustainable modes of travel in line with national and local transport planning policy.

7.1.6 The former use of the site as is likely to have generated more traffic when in operation, and that the re-use of this previously developed land should be encouraged from a planning and sustainability perspective.

7.1.7 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

7.2 Conclusions

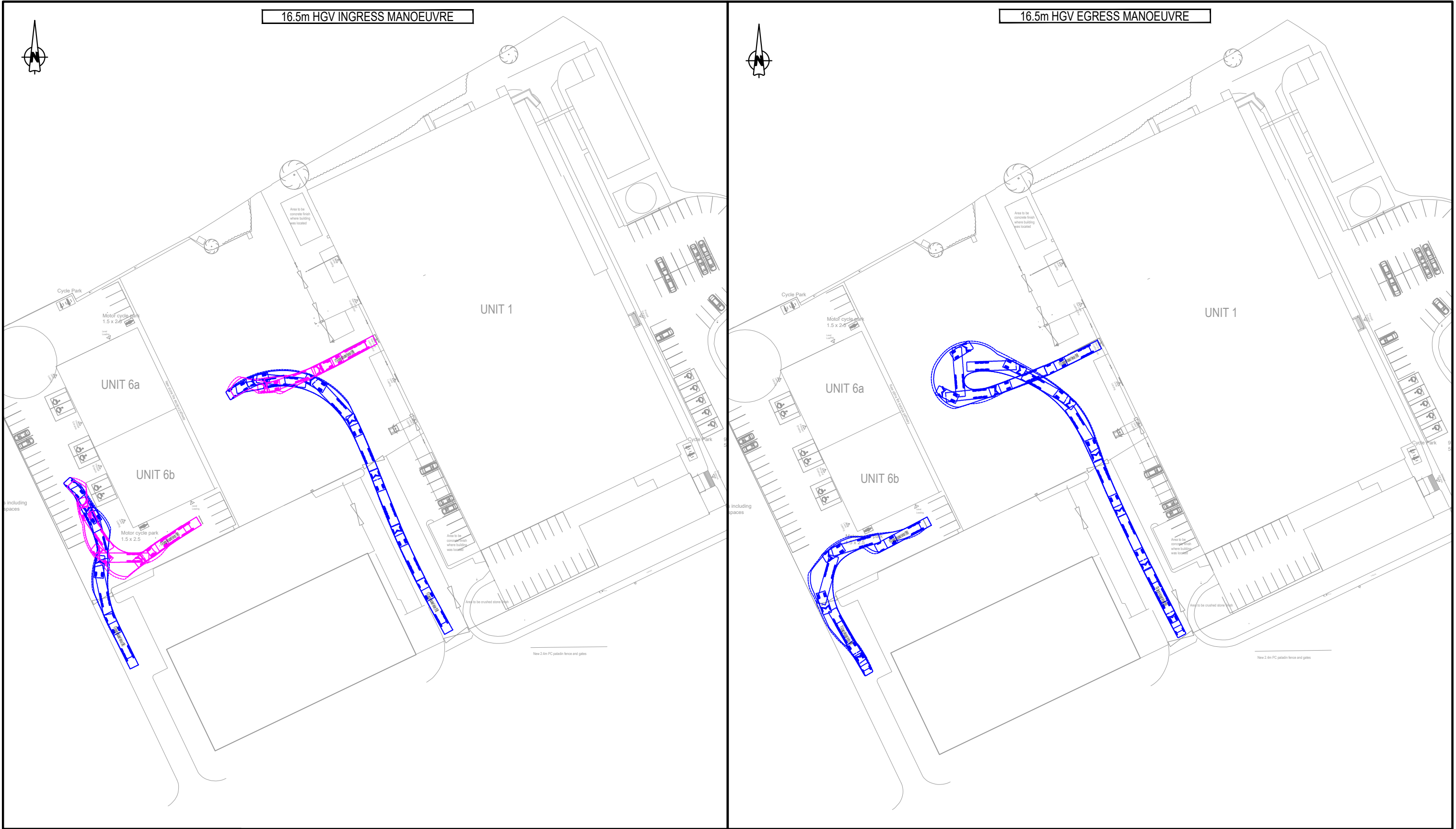
7.2.1 From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

080223 Units 1&6 Stretton Way

Transport Statement



Drawings



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

General Notes:

Rev:	Description:	Date:	By:	Chkd:
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Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project: STRETTON WAY, HUYTON		Status: PRELIMINARY					
Drg Title: SWEPT PATH ANALYSIS 16.5M HGV		Drawn By: HD	Checked By: DJ				
		Designed By: HD	Date: 25/10/21				
		Scale: 1:1000					
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
080223 - CUR - 00 - XX - DR - TP - 05001 - P01							

Appendix A – Accident Data



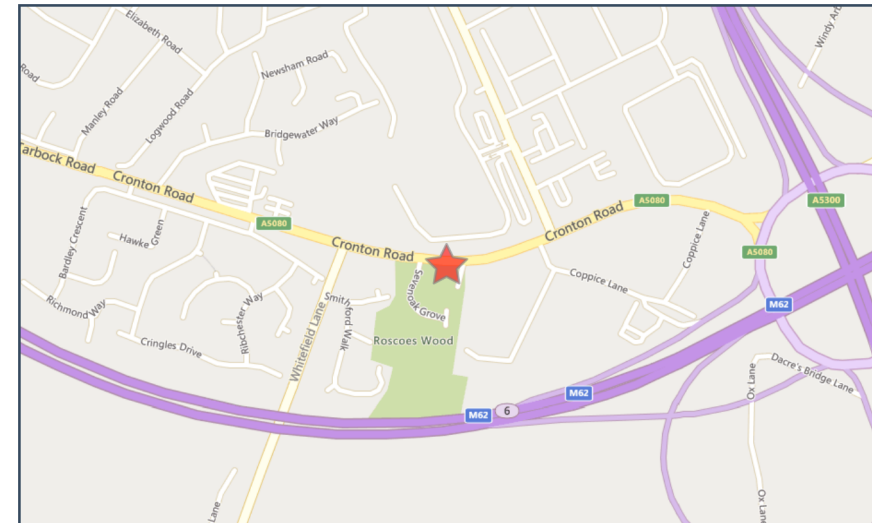


crashmap.co.uk

Validated Data

Crash Date: Monday, August 21, 2017 **Time of Crash:** 12:20:00 PM **Crash Reference:** 2017051702030

Highest Injury Severity:	Serious	Road Number:	A5080	Number of Casualties:	1
Highway Authority:	Knowsley	Number of Vehicles:	1	OS Grid Reference:	345712 389371
Local Authority:	Knowsley Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Female	36 - 45	Vehicle is reversing	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	66 - 75	Unknown or other	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Monday, September 03, 2018 **Time of Crash:** 5:50:00 PM **Crash Reference:** 2018051802056

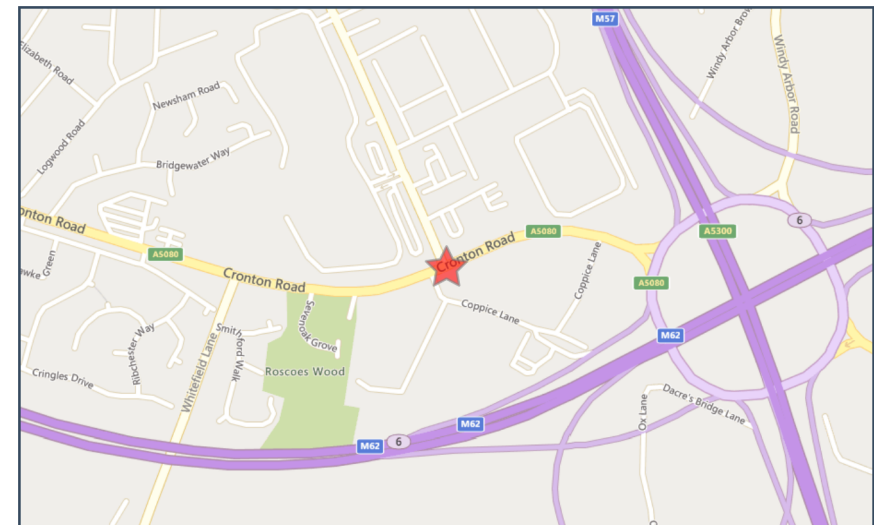
Highest Injury Severity: Serious
Highway Authority: Knowsley
Local Authority: Knowsley Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A58

Number of Casualties: 2

Number of Vehicles: 2

OS Grid Reference: 345880 389420



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Female	21 - 25	Vehicle is in the act of turning right	Nearside	Other	None	None
2	Motorcycle over 500cc	1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

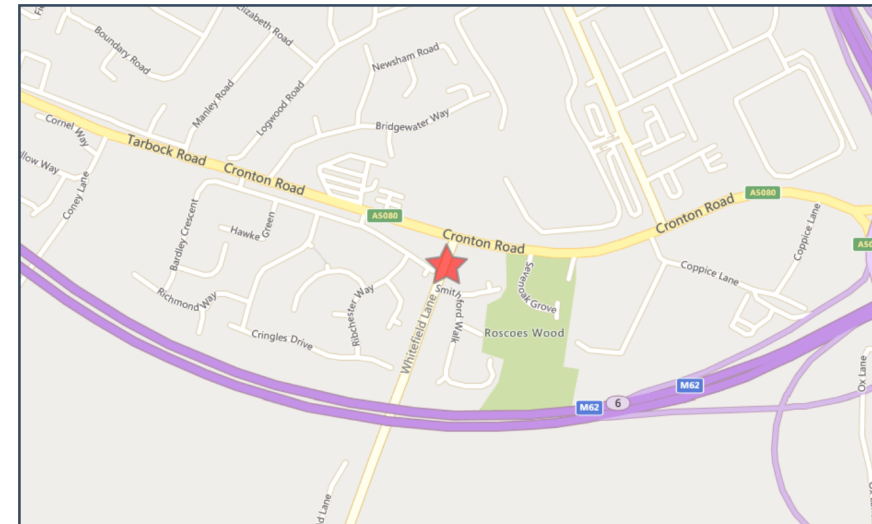
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crashmap.co.uk

Validated Data

Crash Date:	Wednesday, September 30, 2020	Time of Crash:	6:30:00 PM	Crash Reference:	2020052002066
Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Knowsley			Number of Vehicles:	2
Local Authority:	Knowsley Metropolitan Borough			OS Grid Reference:	345540 389360
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Motorcycle over 125cc and up to 500cc	0	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix B – Proposed Site Layout

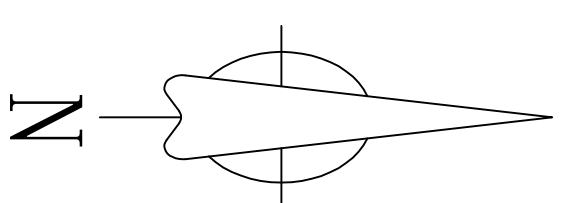
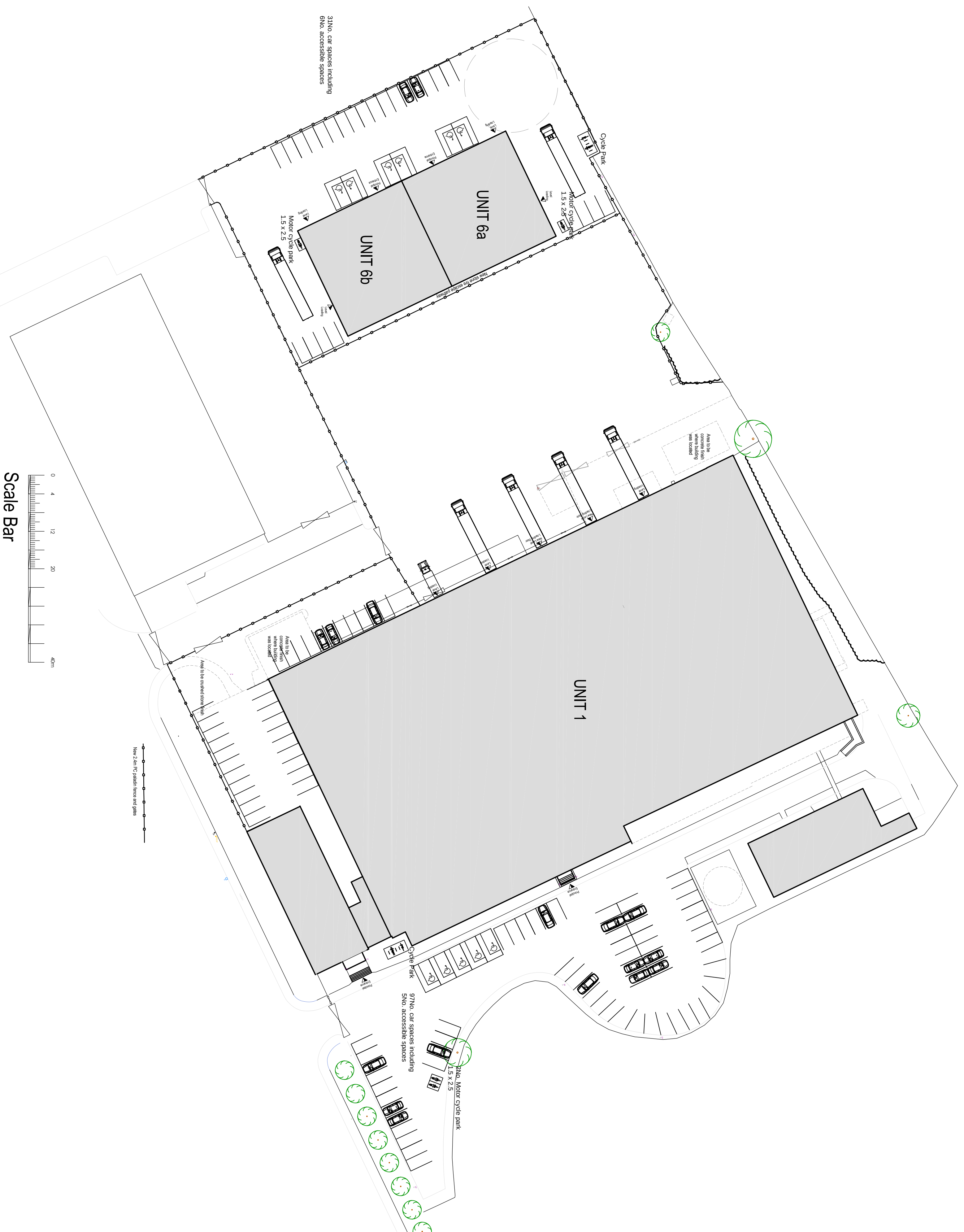
This drawing must not be reissued, loaned or copied without the written consent of the originator Woodhewers LLP.

All errors, omissions, discrepancies should be reported to the originator immediately. All dimensions to be checked before site indication by the contractor, his subcontractor or supplier.

No scale plans - use figure or grid dimensions where given.

Any deviation from the drawing to be reported to the originator immediately.

Unit 1&6



	REV	DATE	DESCRIPTION
Woodfellows building consultancy			
PROJECT	Unit 3 & 6, Wilson Road, Haydon Business Park, Haydon Liverpool L38 6JF		
SUBJECT	Proposed Site Layout		
JOB NUMBER	DRAWING NR.	REV.	DRAWN
21-046	21-046UJ05	A	WFF
CUSTOMER	Strand Investments (2007) Ltd c/o Priblun Ltd		
DATE	MARCH 2021	SCALE	1:500 @ A1
CHECKED			

Appendix C – TRICS Outputs

Calculation Reference: AUDIT-148301-211022-1039

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	2 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	2 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	4 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	3 days
09	NORTH	
	TW TYNE & WEAR	2 days
10	WALES	
	SW SWANSEA	2 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FI FIFE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1138 to 13016 (units: sqm)
Range Selected by User: 552 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 21/10/20

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

Selected survey days:

Monday	6 days
Tuesday	7 days
Wednesday	4 days
Thursday	7 days
Friday	7 days

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

Selected survey types:

Manual count	31 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	20

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

Selected Location Sub Categories:

Industrial Zone	15
Commercial Zone	1
Development Zone	2
Residential Zone	7
No Sub Category	6

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

Secondary Filtering selection:

Use Class:

Not Known	31 days
-----------	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	7 days
15,001 to 20,000	5 days
20,001 to 25,000	4 days
25,001 to 50,000	10 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	19 days
250,001 to 500,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	15 days
1.1 to 1.5	14 days
1.6 to 2.0	2 days

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

Travel Plan:

No	31 days
----	---------

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

PTAL Rating:

No PTAL Present	31 days
-----------------	---------

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

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

LIST OF SITES relevant to selection parameters

1	BR-02-D-05 NOVERS HILL BRISTOL BEDMINSTER Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 18128 sqm Survey date: FRIDAY 29/11/13	INDUSTRIAL ESTATE	BRISTOL CITY	Survey Type: MANUAL
2	CA-02-D-04 LINCOLN ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4133 sqm Survey date: TUESDAY 02/12/14	INDUSTRIAL ESTATE	CAMBRIDGESHIRE	Survey Type: MANUAL
3	DS-02-D-02 SHAFTESBURY STREET DERBY ROSE HILL Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 5686 sqm Survey date: WEDNESDAY 25/09/19	INDUSTRIAL ESTATE	DERBYSHIRE	Survey Type: MANUAL
4	DV-02-D-07 BITTERN ROAD EXETER SOWTON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 3600 sqm Survey date: MONDAY 03/07/17	INDUSTRIAL ESTATE	DEVON	Survey Type: MANUAL
5	ES-02-D-06 COURTLANDS ROAD EASTBOURNE Edge of Town Residential Zone Total Gross floor area: 7525 sqm Survey date: MONDAY 21/10/13	INDUSTRIAL ESTATE	EAST SUSSEX	Survey Type: MANUAL
6	ES-02-D-07 HUGHES ROAD BRIGHTON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6625 sqm Survey date: THURSDAY 16/10/14	INDUSTRIAL ESTATE	EAST SUSSEX	Survey Type: MANUAL
7	EX-02-D-03 WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 4876 sqm Survey date: FRIDAY 18/05/18	INDUSTRIAL ESTATE	ESSEX	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
9	FI-02-D-01	INDUSTRIAL ESTATE	FIFE
	DICKSON STREET		
	DUNFERMLINE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7850 sqm	
	Survey date: THURSDAY	21/05/15	Survey Type: MANUAL
10	GM-02-D-07	BUSINESS PARK	GREATER MANCHESTER
	VULCAN STREET		
	OLDHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	4400 sqm	
	Survey date: THURSDAY	22/10/15	Survey Type: MANUAL
11	HE-02-D-02	BUSINESS PARK	HEREFORDSHIRE
	BURCOTT ROAD		
	HEREFORD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	5214 sqm	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
12	LC-02-D-06	INDUSTRIAL ESTATE	LANCASHIRE
	SMALLSHAW LANE		
	BURNLEY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	7383 sqm	
	Survey date: THURSDAY	29/09/16	Survey Type: MANUAL
13	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
14	LC-02-D-08	INDUSTRIAL ESTATE	LANCASHIRE
	NOOK LANE		
	BAMBER BRIDGE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
15	LN-02-D-03	INDUSTRIAL ESTATE	LINCOLNSHIRE
	DEACON ROAD		
	LINCOLN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	NR-02-D-01	INDUSTRIAL ESTATE	NORTHAMPTONSHIRE
	ROBINSON WAY		
	KETTERING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	12900 sqm	
	Survey date: THURSDAY	23/10/14	Survey Type: MANUAL
17	NR-02-D-02	INDUSTRIAL ESTATE	NORTHAMPTONSHIRE
	CORNHILL CLOSE		
	NORTHAMPTON		
	LODGE FARM IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	12670 sqm	
	Survey date: WEDNESDAY	21/10/20	Survey Type: MANUAL
18	SF-02-D-03	INDUSTRIAL ESTATE	SUFFOLK
	LANDSEER ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	3550 sqm	
	Survey date: THURSDAY	17/09/20	Survey Type: MANUAL
19	SW-02-D-01	INDUSTRIAL ESTATE	SWANSEA
	UPPER FOREST WAY		
	SWANSEA		
	SWANSEA ENTERPRISE PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6822 sqm	
	Survey date: WEDNESDAY	09/10/19	Survey Type: MANUAL
20	SW-02-D-02	INDUSTRIAL ESTATE	SWANSEA
	CLARION COURT		
	SWANSEA		
	SWANSEA ENTERPRISE PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5280 sqm	
	Survey date: THURSDAY	10/10/19	Survey Type: MANUAL
21	TW-02-D-07	INDUSTRIAL ESTATE	TYNE & WEAR
	SWALWELL BANK		
	GATESHEAD		
	WHICKHAM		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	6800 sqm	
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL
22	TW-02-D-08	INDUSTRIAL ESTATE	TYNE & WEAR
	NORTH HYLTON ROAD		
	SUNDERLAND		
	SOUTHWICK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	8310 sqm	
	Survey date: TUESDAY	04/04/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	VG-02-D-01 ARTHUR STREET BARRY	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	Edge of Town No Sub Category Total Gross floor area: 13091 sqm Survey date: MONDAY 08/05/17		Survey Type: MANUAL
24	WL-02-D-02 HEADLANDS GROVE SWINDON	INDUSTRIAL ESTATE	WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 10000 sqm Survey date: TUESDAY 20/09/16		Survey Type: MANUAL
25	WM-02-D-03 JUNCTION ROAD STOURBRIDGE AUDNAM	INDUSTRIAL ESTATE	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1138 sqm Survey date: TUESDAY 28/11/17		Survey Type: MANUAL
26	WO-02-D-01 SANDY LANE STOURPORT-ON-SEVERN	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Commercial Zone Total Gross floor area: 2758 sqm Survey date: FRIDAY 23/05/14		Survey Type: MANUAL
27	WO-02-D-02 WEIR LANE WORCESTER	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area: 9500 sqm Survey date: MONDAY 14/11/16		Survey Type: MANUAL
28	WY-02-D-05 CARR WOOD ROAD CASTLEFORD	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town Development Zone Total Gross floor area: 1776 sqm Survey date: MONDAY 22/05/17		Survey Type: MANUAL
29	WY-02-D-06 PIONEER WAY CASTLEFORD	INDUSTRIAL ESTATE (PART)	WEST YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4328 sqm Survey date: TUESDAY 23/05/17		Survey Type: MANUAL
30	WY-02-D-07 THUNDERHEAD RIDGE RD CASTLEFORD GLASSHOUGHTON	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town No Sub Category Total Gross floor area: 3191 sqm Survey date: MONDAY 15/05/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

31	WY-02-D-08	INDUSTRIAL ESTATE	WEST YORKSHIRE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	7417	0.064	4	7417	0.007	4	7417	0.071
06:00 - 07:00	5	8187	0.095	5	8187	0.024	5	8187	0.119
07:00 - 08:00	31	6433	0.441	31	6433	0.123	31	6433	0.564
08:00 - 09:00	31	6433	0.545	31	6433	0.290	31	6433	0.835
09:00 - 10:00	31	6433	0.471	31	6433	0.362	31	6433	0.833
10:00 - 11:00	31	6433	0.406	31	6433	0.394	31	6433	0.800
11:00 - 12:00	31	6433	0.411	31	6433	0.430	31	6433	0.841
12:00 - 13:00	31	6433	0.404	31	6433	0.431	31	6433	0.835
13:00 - 14:00	31	6433	0.426	31	6433	0.408	31	6433	0.834
14:00 - 15:00	31	6433	0.378	31	6433	0.407	31	6433	0.785
15:00 - 16:00	31	6433	0.340	31	6433	0.428	31	6433	0.768
16:00 - 17:00	31	6433	0.323	31	6433	0.531	31	6433	0.854
17:00 - 18:00	31	6433	0.198	31	6433	0.451	31	6433	0.649
18:00 - 19:00	31	6433	0.081	31	6433	0.181	31	6433	0.262
19:00 - 20:00	5	8187	0.015	5	8187	0.098	5	8187	0.113
20:00 - 21:00	5	8187	0.002	5	8187	0.032	5	8187	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.600			4.597			9.197

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

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

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Parameter summary

Trip rate parameter range selected:	1138 - 13016 (units: sqm)
Survey date range:	01/01/13 - 21/10/20
Number of weekdays (Monday-Friday):	31
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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