

## JLR Dealership, Knowsley

# Response to Knowsley Council Highways Comments

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|              |                              |              |        |
|--------------|------------------------------|--------------|--------|
| Client:      | Hatfield's Jaguar Land Rover |              |        |
| Date:        | 23 January 2025              | Job No       | 328190 |
| Prepared by: | RW                           | Approved by: | ME     |

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## 1. Introduction

### 1.1 Background

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Hatfield's Jaguar Land Rover (JLR) (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a new JLR Dealership on the Beacon 62 site in Huyton, Knowsley.
- 1.1.2 The proposed JLR Dealership (Sui Generis Use) will be located within the Beacon 62 development and will have a Gross Internal Area (GIA) of 4,566 sqm. It will include new and approved used vehicles sales, vehicle servicing and parts sales/ storage, as well as on-site car parking. The site will be accessed via 2no. existing vehicle accesses from Coppice Lane.
- 1.1.3 The planning application (Ref: 24/00594/FUL) was validated by Knowsley Metropolitan Borough Council (KMBC) on 4<sup>th</sup> November 2024 and was accompanied by a Transport Note (TN01) dated 4<sup>th</sup> October 2024, produced by Mode.
- 1.1.4 The scope of TN01 detailed the changes to the proposed site layout from what was previously approved. Given that the accesses have previously been approved and constructed, the minimal change to the approved trip generation and the fact that the site has already been assessed to be in a sustainable location, a full Transport Assessment / Statement is not considered to be necessary.
- 1.1.5 Following submission of the planning application, a consultation response was received from the Local Highway Authority, KMBC Highways, which is attached in [Appendix A](#).
- 1.1.6 The further evidence and analysis set out in this Technical Note (TN02) has been prepared to address the comments raised by KMBC Highways. A new proposed layout has also been produced, incorporating KMBC Highways' comments; the new proposed site layout is attached in [Appendix B](#).

## 1.2 Relevant Planning History

19/00481/FUL

- 1.2.1 Planning permission was granted by KMBC in October 2019 for the erection of a 4,607 sqm car dealership comprising a showroom, office and servicing workshop, together with external parking and car storage areas, and conversion of an existing HGV servicing workshop to form a car repair centre and body shop.
- 1.2.2 The application was accompanied by a Transport Statement, also produced by Mode, dated October 2019. This is attached in [Appendix C](#).
- 1.2.3 The proposed development will be similar to that approved under App Ref: 19/00481/FUL, but will have a lower floor area than what was approved with some slight internal changes.
- 1.2.4 Two new access junctions from Coppice Lane were approved under App Ref: 19/00481/FUL, were subject to a S278 agreement and have already been constructed. The proposed development will be served from these access points.

17/00301/HYB

- 1.2.5 The wider Beacon 62 site has outline approval, with all matters reserved, for B1/B2 employment uses as part of a hybrid planning application. The approval also granted full planning permission for the Aldi store to the north of Coppice Lane.

## 2. KMBC Highways' Comments

### 2.1 Site Access and Layout

Customer Parking

- 2.1.1 KMBC Highways raised concern regarding the presence of 7no. customer parking spaces located adjacent to the eastern access. It was noted that the two accesses from Coppice Lane associated with App Ref: 19/00481/FUL were approved with the understanding that they would allow the separation of customers and delivery/service vehicles, and also for security reasons.
- 2.1.2 Therefore, the 7no. customer parking spaces that were previously located adjacent to the eastern access have been replaced with 6no. staff parking spaces; this can be seen in [Appendix B](#). As a result, customers will no longer access the eastern section of the site, as per the approved arrangements in App Ref: 19/00481/FUL.

- 2.1.3 The Applicant has advised that all HGVs accessing the site will have their arrival times and procedures pre-arranged, to ensure they can be managed appropriately. For example, deliveries and refuse collection will be arranged to occur outside of peak operational times, to increase efficiency and avoid conflict with customers.
- 2.1.4 The updated parking numbers are summarised in [Table 2.1](#). There have also been some slight amendments to the operational parking numbers which are also shown in [Table 2.1](#).
- 2.1.5 The full parking schedule plan is attached in [Appendix D](#).

**Table 2.1 : Updated Parking Summary**

| Type                                                                                               | Number     |
|----------------------------------------------------------------------------------------------------|------------|
| Total Customer Bays = 28                                                                           |            |
| Standard Customer Bays                                                                             | 20         |
| Accessible Customer Bays                                                                           | 3          |
| EVCP Customer Bays                                                                                 | 3          |
| Trade Parts Customer Parking                                                                       | 2          |
| Total Staff Bays = 60                                                                              |            |
| Standard Staff Bays                                                                                | 58         |
| Accessible Staff Bays                                                                              | 2          |
| Total Operational Bays = 401                                                                       |            |
| APO (Used Display Vehicles) Bays                                                                   | 98         |
| BOH (Back of House) Bays – used for vehicle being serviced or about to be handed back to customers | 282        |
| Demonstrator Bays (for test drives / lease cars, BOH)                                              | 21         |
| <b>Total</b>                                                                                       | <b>489</b> |

#### Swept Path Analysis

- 2.1.6 KMBC Highways have noted that swept path analysis was not provided for both accesses, apart from those turning right into the eastern access.
- 2.1.7 Swept path analysis was provided as part of the Transport Statement produced by Mode which accompanied App Ref: 19/00481/FUL; this is attached in [Appendix C](#). As stated previously, both accesses were approved under App Ref: 19/00481/FUL for the same use on-site, have been subject to a S278 agreement and have already been constructed in accordance with the designs approved by KMBC Highways. It is therefore not necessary to provide any additional swept path analysis, as this has already been agreed through the planning and technical approval processes.

#### Left-Turn Arrow Marking

- 2.1.8 At the request of KMBC Highways, the left-turn arrow marking at the western access has been removed. This can be seen in [Appendix B](#).

#### Delivery / Servicing Management Plan

- 2.1.9 KMBC Highways have noted that the proposed plans indicate that HGV's and refuse vehicles will be undertaking reversing manoeuvres within the site, and therefore a Delivery / Servicing Management Plan should be implemented.

- 2.1.10 This can be secured via a suitable planning condition.

## 2.2 Visibility

- 2.2.1 KMBC Highways have noted that appropriate visibility splays have not been provided.
- 2.2.2 As stated previously, both accesses were approved under App Ref: 19/00481/FUL for the same use on-site and have already been constructed. No changes are proposed to the approved and subsequently constructed accesses; therefore, it is not necessary to provide visibility splays as part of this application.
- 2.2.3 The agreed visibility splays were included in the Transport Statement produced by Mode which accompanied App Ref: 19/00481/FUL, attached in [Appendix C](#).

## 2.3 Parking Provision

- 2.3.1 As per KMBC Highways' request, an additional 2no. disabled bays have been added into the staff parking area. 2no. EVCP bays have also been added for staff amongst the demonstrator bays. The Applicant has advised that staff utilise demonstrator cars as company vehicles, and therefore these units will be interchangeable for staff/compound vehicle charging.
- 2.3.2 These can both be seen in [Appendix B](#).

## 2.4 Cycle Storage

- 2.4.1 As per KMBC Highways' request, all cycle storage will be covered and secure.

## APPENDIX A KMBC Highways Comments

## **24/00594/FUL – Land at Coppice Lane**

### Highways Comments

Highways would have no objection in principle additional information is required to demonstrate that the proposed site access arrangements would be safe.

The applicant has not provided an updated Transport Assessment/Transport Statement for consideration. The scope of this should be proposed by the submission of a scoping exercise, including trip generation predictions, presented to the Highway Authority. A Minimum Accessibility Standards Assessment will need to be presented in the TA/TS.

### **Site access and layout**

The previous application submitted in 2019 raised concerns about the existing site access located east of the pumping station ('Access B'). Concerns raised previously highlighted whether there was a need for two accesses and whether a single access could be used instead.

The applicant returned a technical note (TN01), dated 4<sup>th</sup> December 2019 which explained the reasoning behind maintaining two access points and specifically stated: -

*2.5 The two access points are deemed necessary by JLR to ensure the separation of customer and delivery/service vehicles and for security reasons.*

It was based on the above that the highway objection was removed.

The plans submitted in the current application show 7 customer parking spaces located at "Access B" which is in contradiction of the above. Highways have concerns about the conflict between large HGVs and service vehicles entering the site at this point and customers using the parking spaces, particularly when the swept paths show significant encroachment into the opposing lane when HGVs are turning into the site.

No swept path analysis has been provided for both accesses apart from those turning right into Access B. The swept paths are required on a scale plan clearly showing the left and right turn out of Access B and if necessary, the junction radii should be amended. It is feasible that transporters and service vehicles may wish to use Coppice Lane Services before continuing their journey. Highways is satisfied that Access A is adequate to accommodate motorcycles, cars and light goods vehicles, however these swept paths should also be shown to confirm.

Access A is shown to have a left turn arrow marking at the junction, this should be removed as vehicles are permitted to turn right into Coppice Lane Services to the east.

The proposed plans indicate that HGV's and refuse vehicles will be undertaking reversing manoeuvres within the site. A suitable delivery/servicing plan should be implemented to ensure that deliveries take place at quiet times and that any reversing manoeuvres carried out by large delivery vehicles only occur when a banksman is on site to assist with the manoeuvre.

## **Visibility**

The proposed site plan (6329\_01 101) does not show acceptable junction intervisibility splays of 2.4m x 43m (MfS, 30mph) at both access points to the site. Although it is anticipated that they conform, these need to be shown on the plan to demonstrate that the use of these accesses is safe.

## **Parking Provision**

According to *KMBC SPD 'Ensuring a Choice of Travel', Appendix A.*, for a car dealership with a proposed gross floor area of 4052.5m<sup>2</sup>, highways would expect 81 parking spaces.

In total, the development provides 34 customer parking spaces and 55 staff parking spaces, giving a total of 89. As stated above, 7 of these are located at Access B which highways have concerns about, however, even if these were removed from the proposals, the provision would be 82 spaces which is acceptable.

The disabled parking provision required as per the above is 3 bays, or 6% of the total capacity, whichever is greater. At 89 spaces, 6% would mean a minimum requirement of 5 bays. The current proposed provision is 3 bays. 2 additional disabled parking bays should be accordingly provided and should be located within the staff parking area.

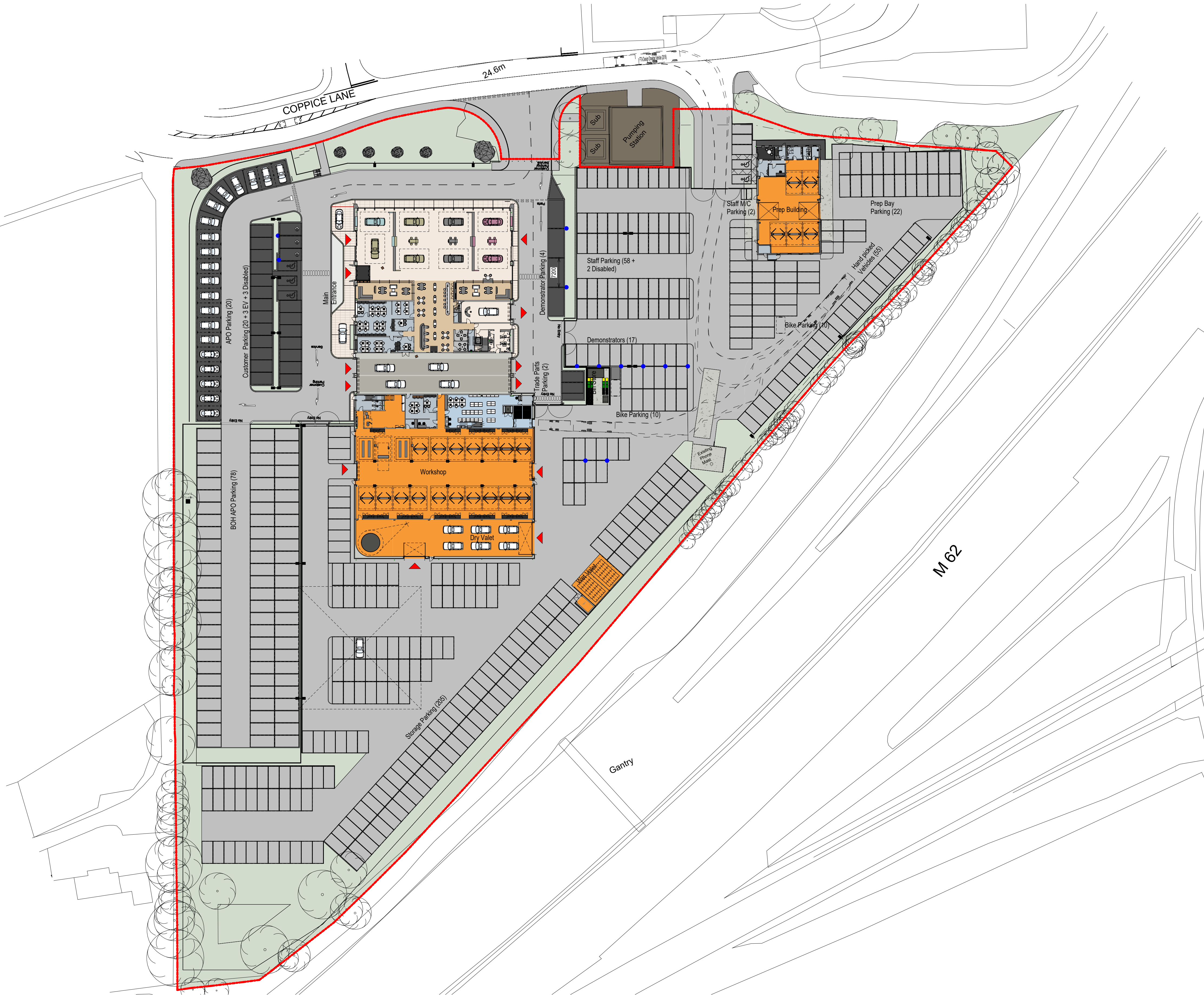
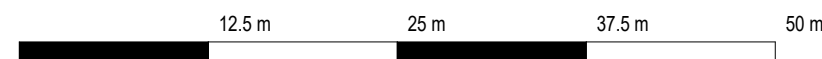
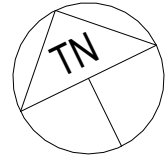
It is also noted that no electric vehicle charging point have been provided within the staff parking area, EVCPs should be included in the staff parking area to prevent the use of customer parking spaces to recharge.

The proposed provision for motorcycle parking is shown as 3 bays, this is acceptable in accordance with *KMBC SPD 'Ensuring a Choice of Travel', Appendix A.*

## **Cycle Storage**

In accordance with *KMBC SPD 'Ensuring a Choice of Travel', Appendix A*, a minimum of 6 cycle spaces must be provided. According to the plan 10 spaces are to be provided which is acceptable. Cycle storage should be covered and offer a means of fully securing the bicycles.

## APPENDIX B Proposed Site Layout



## Site Area

24527.01 m<sup>2</sup>

Key:

● EV Charging Station

— Site Application Boundary

Vehicle Display Areas, Customer Parking and Demonstrator Vehicles  
- 200x100mm charcoal block paving with silver grey demarcation blocks

Pedestrian Walkway  
Front of House Porcelain Tile

Arrival Drive  
New block pavers to form arrival driveway.

Vehicle Circulation Areas  
New tarmac finish, colour to be black

Soft Landscaping  
Landscape scheme to be prepared post planning.

Self finished concrete

|     |                                               |      |     |          |
|-----|-----------------------------------------------|------|-----|----------|
| 14  | Parking Strategy amended.                     | JR   | -   | 14/01/25 |
| 13  | Planning Issue 3 - Transport comments adopted | JR   | -   | 13/01/25 |
| P2  | Planning Issue 2 - Landscape comments adopted | JR   | -   | 12/12/24 |
| No. | Description                                   | Prep | Chk | Date     |

All given dimensions are in millimetres  
Architect to be notified of discrepancies in figured dimensions  
Contractors must check all dimensions from site

This drawing is copyright and is for use on this site only

|                                             |                           |                       |  |
|---------------------------------------------|---------------------------|-----------------------|--|
| Project<br><b>Hatfield JLR<br/>Knowsley</b> |                           |                       |  |
| Title<br><b>Proposed Site Plan</b>          |                           |                       |  |
| Job No.<br><b>6329_01</b>                   | Drawing No.<br><b>101</b> | Revision<br><b>14</b> |  |
| Scale @ A1: 1 : 500                         |                           |                       |  |

Status: **INFORMATION**

Auth: JR Date: Sept 2024

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## APPENDIX C

Transport Statement - 19/00481/FUL



Jaguar Land Rover

# JLR Dealership, Cronton Road, Huyton

## Transport Statement

October 2019



Jaguar Land Rover

# JLR Dealership, Cronton Road, Huyton

## Transport Statement

OFFICE ADDRESS:

Jactin House  
24 Hood Street  
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PROJECT NO:

J324231

DATE:

October 2019

REPORT NO.

1

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MA

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ME

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Draft for client review

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ME

Draft for client team review

Version 3

15/10/2019

ME

Final version for submission

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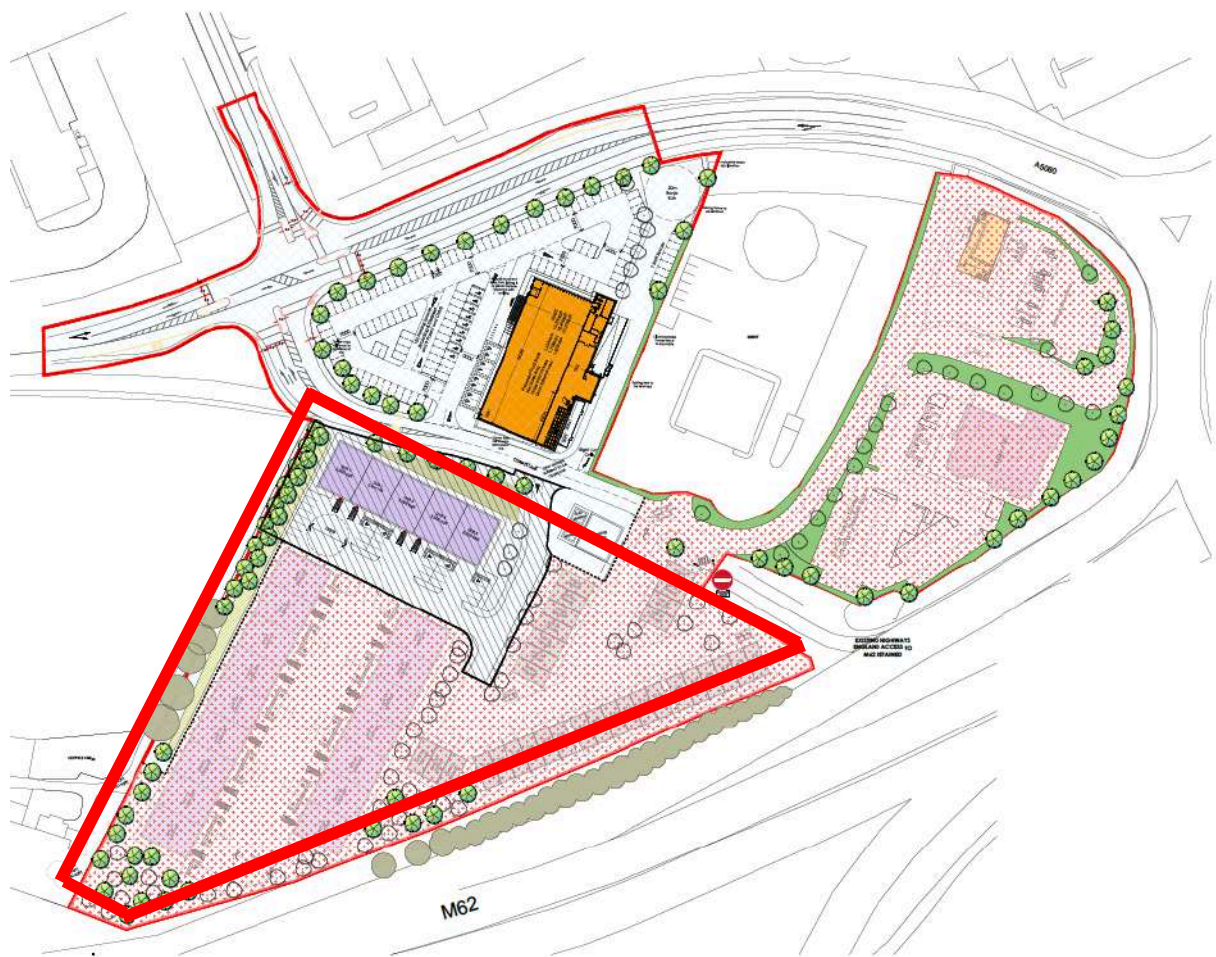
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# 1 Introduction

## 1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Hatfield's Jaguar Land Rover (JLR) (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a new JLR Dealership and Service Centre off Cronton Road in Huyton, Knowsley.
- 1.1.2 The proposed JLR Dealership and Service Centre (Sui Generis Use) will be located on a 2.4-hectare plot to the south of Coppice Lane, and will include new and approved used vehicles sales, vehicle servicing and parts sales/ storage
- 1.1.3 The proposals for the development are being submitted as part of the full planning application on the south-western plot (see [Figure 1.1](#)) within the approved mixed-used scheme known as Beacon 62.

**Figure 1.1: Development Plot Location**



## 1.2 Planning History

- 1.2.1 The site currently has outline approval, with all matters reserved, for B1/B2 employment use as part of a hybrid planning application (ref. 17/00301/HYB). The approval also grants full planning permission for

the food retail store on Coppice Lane, and the erection of the units for B1/B2 use is a condition on this approval, with a meaningful start required prior to the food store coming into operation.

- 1.2.2 However, the submission of this application amends the timescale with regard to the site development. Should planning approval be granted for the facility, a meaningful start would be required no later than 12 months from the date of approval, otherwise the obligation to develop the B1/B2 units within 15 months would pass to the Applicant. Should planning permission be refused and the site acquisition by Applicant not proceed, the obligation to develop the B1/B2 units would revert to the original applicant.
- 1.2.3 Whilst the Local Authority Development Plan identifies the site as being for B1/B2 employment, and this is reflected in the current planning approval, the proposals for a JLR dealership would see a Sui Generis use, albeit one seeing retail, administration and skilled manual employment being brought to the site. Of the total of 4,600sqm gross internal floorspace (including the existing HGV facility) approximately 1,100sqm will be allocated to new car retail. The remaining 3,500sqm will accommodate office (B1) or light industrial (B2) usage and ancillary facilities. The proposed change to the use approved by the local planning policy has been discussed through a formal pre-application process and is broadly supported by the local authority.
- 1.2.4 This Transport Statement (TS) has been prepared to assess the development proposals, with particular consideration to expected trip generation (compared to the trip generation agreed as part of the original Transport Assessment (dated April 2017), accessibility by sustainable modes of travel, servicing/delivery arrangements and on-site car parking provision.

## 1.3 Methodology

- 1.3.1 The methodology of the TS adopts the guidance set out within the Department for Transport (DfT) 'Transport Evidence Bases in Plan Making and Decision Taking' (2014), which superseded 'Guidance on Transport Assessment' (2007).
- 1.3.2 While the 2014 guidance places a focus on agreeing a scope of works with the Local Highway Authority, the 2007 guidance nonetheless remains instructive and therefore informs the structure of the TS.

## 1.4 Report Structure

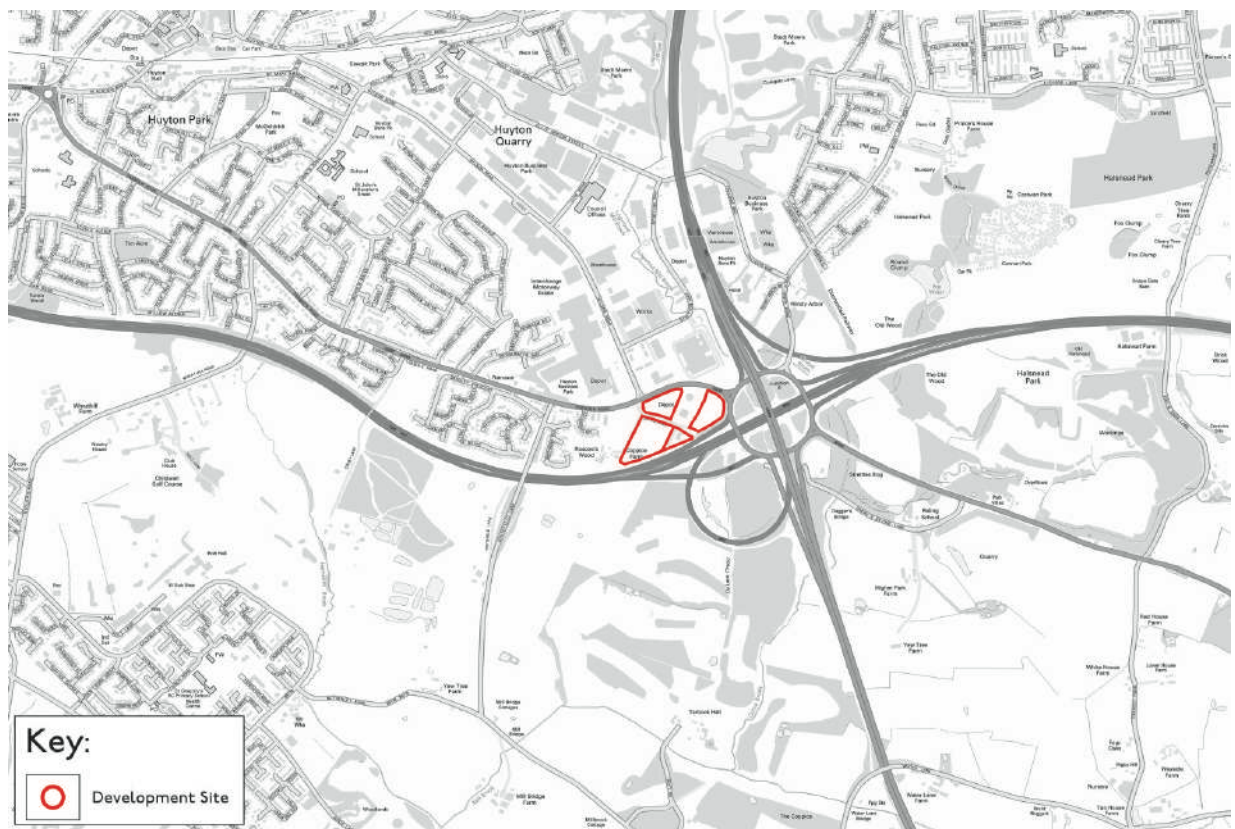
- 1.4.1 Following this introduction, the TS has been structured as follows:
- Chapter 2 describes the site location and local highway network;
  - Chapter 3 outlines the development proposals, vehicular access, servicing and on-site parking;
  - Chapter 4 describes accessibility by non-car modes, including public transport, cycle and on foot;
  - Chapter 5 details the expected trip generation and expected traffic impact; and
  - Chapter 6 summarise and concludes the findings of the report.

## 2 Existing Conditions

### 2.1 Site Location and Existing Use

- 2.1.1 As shown in [Figure 2.1](#), the site is located to the south of the A5080 Cronton Road and to the west of the Junction 6 M62/ Junction 1 M57/ Cronton Road grade separated roundabout junction (known locally as 'Tarbock Island'). The development site will form the south-western parcel of land, adjacent to the Tarbock Island roundabout to the north of the M62 motorway.

**Figure 2.1: Site Location Plan**

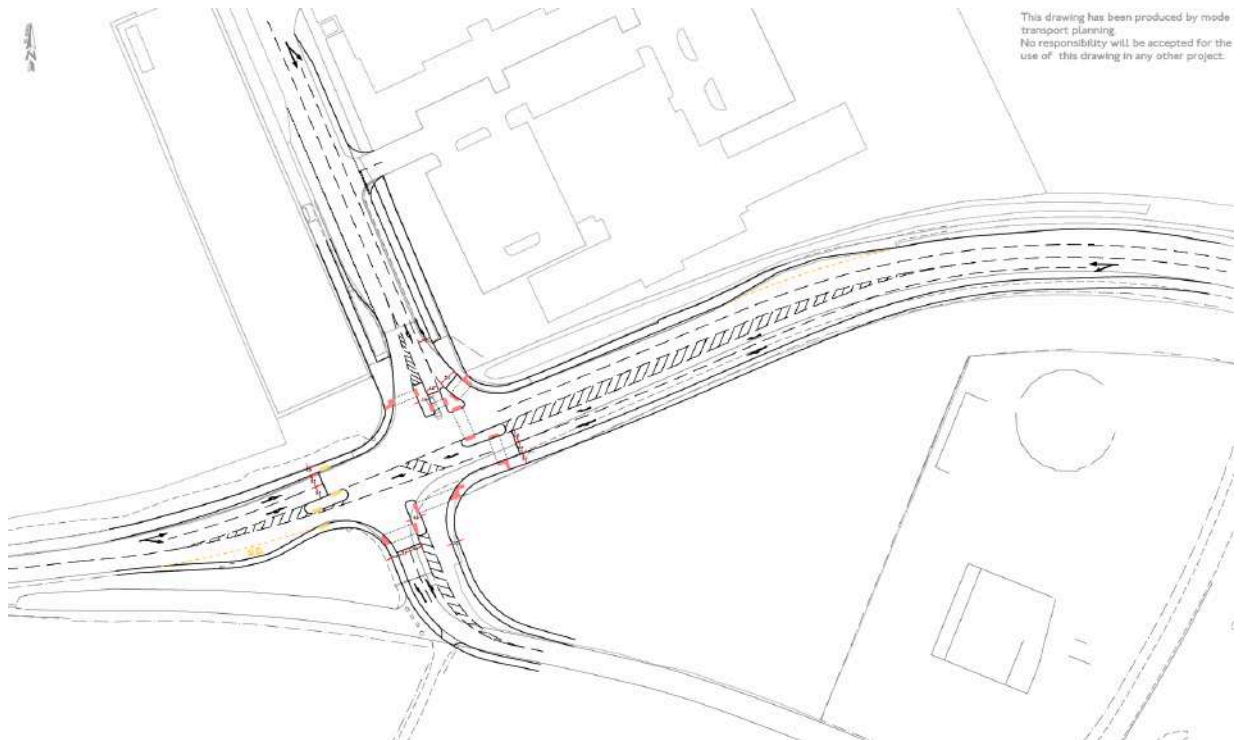


### 2.2 Local Highway Network

- 2.2.1 Cronton Road (A5080) is a key arterial route which connects the centre of Huyton with the Strategic Road Network (SRN) at Junction 6 of the M62 and Junction 1 of the M57.
- 2.2.2 Cronton Road is approximately 12m wide along the site frontage comprising of one lane in either direction with a ghost island right turn lane for traffic turning onto Wilson Road.
- 2.2.3 Cronton Road is subject to a 40mph speed limit with street lighting and footways along both sides. The road surface is in good condition and is drained by a liner drainage system along the southern kerb line.
- 2.2.4 To the west of the site the road narrows to two lanes, to the east of the site the ghost island is replaced with an additional eastbound lane.

- 2.2.5 As part of the hybrid planning application, an upgraded signal-controlled junction has been approved to serve as access to the Beacon 62 development site. The approved preliminary junction design is shown in Figure 2.2.

Figure 2.2: Approved Signal-Controlled Junction – Cronton Road/ Wilson Road/ Coppice Lane



- 2.2.6 A detailed design for the scheme and Section 278 agreement has been progressed with the Local Highway Authority, Knowsley Metropolitan Borough Council (KMBC). At the time of writing this report, the approved junction scheme is being constructed.

## 2.3 Public Rights of Way

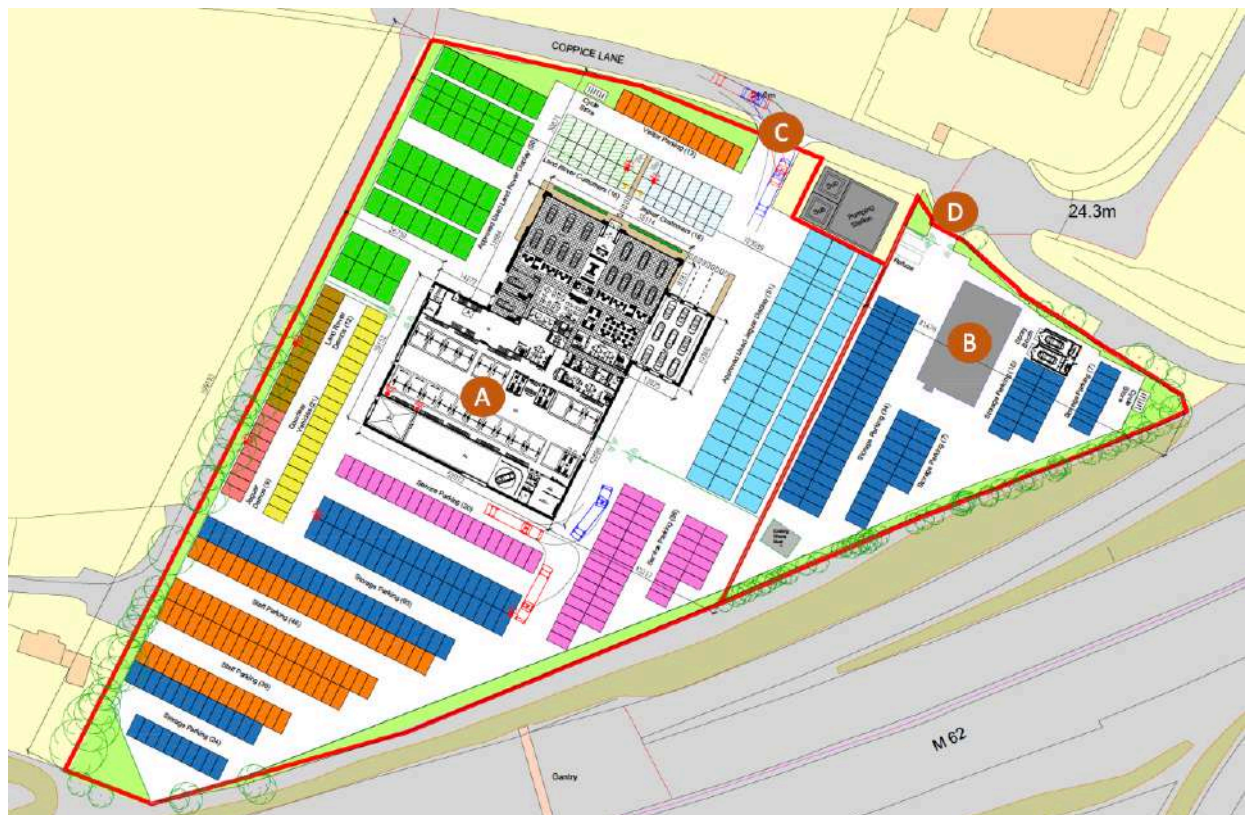
- 2.3.1 There are no Public Rights of Way (PRoW) within the site boundary.

## 3 Development Proposals

### 3.1 Proposed Use

- 3.1.1 As shown in [Figure 3.1](#), the 4,044 sqm development proposals comprise a New/Approved Used Sales Area (A), Vehicle Servicing and Parts Sales/ Storage Area (B) and on-site Car Parking/ Storage Provision totalling 521 spaces.
- 3.1.2 The full scheme drawings are attached in [Appendix A](#).

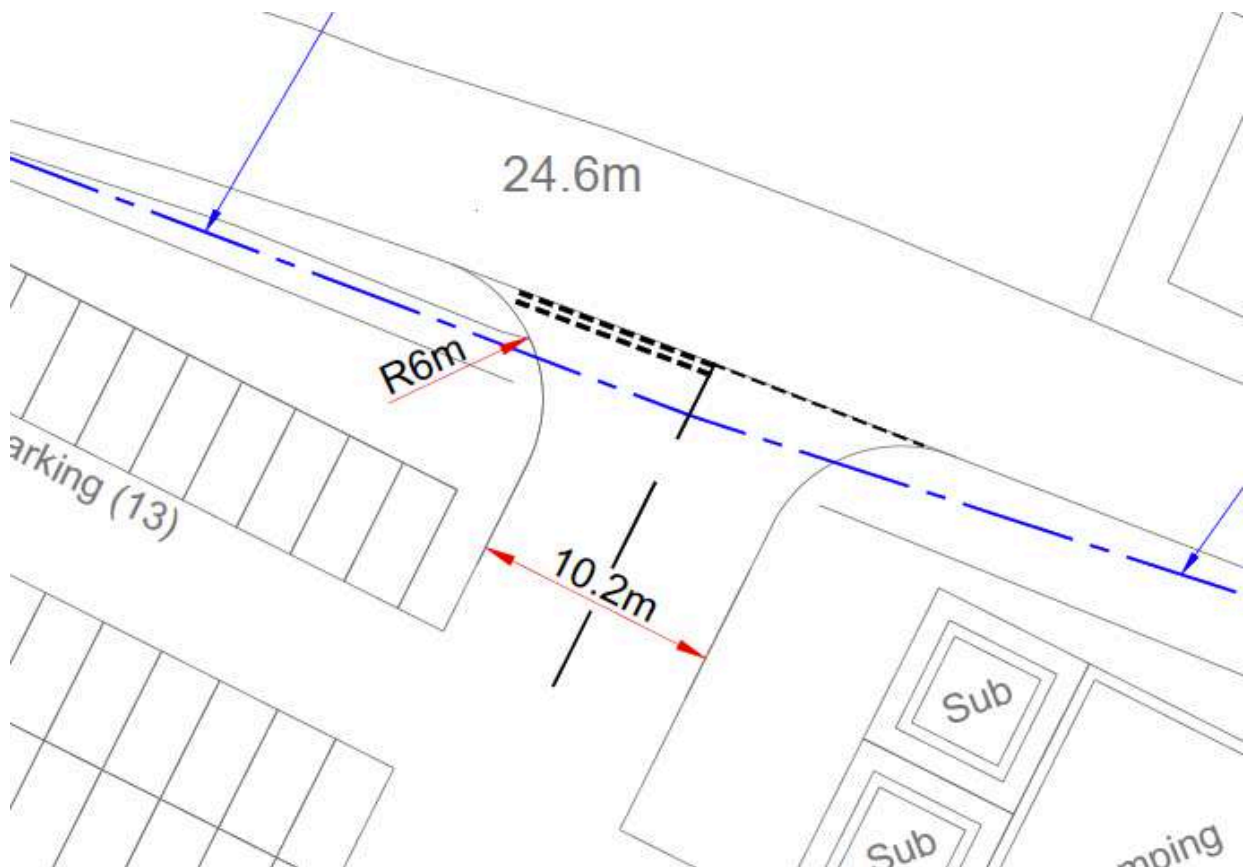
**Figure 3.1: Proposed Site Layout**



### 3.2 Site Access Arrangements

- 3.2.1 As shown in [Figure 3.1](#), access to the site will be via the Coppice Lane, which has been upgraded recently as part of the approved first phase of the Section 278 works.
- 3.2.2 Vehicular access to the New/Approved Used Sales Area will be provided via a priority junction onto Coppice Lane (C), comprising a 10.2m wide access road and 6m kerb radii. Footway provision will be provided at the access junction, which will connect with the footway on the southern side of Coppice Lane.
- 3.2.3 The access junction serving the New/Approved Used Sales Area is shown in [Figure 3.2](#).

Figure 3.2: Proposed Access Junction - New/Approved Used Sales Area



- 3.2.4 From the proposed access junction, a visibility splay of 2.4m x 43m can be achieved in both directions along Coppice Lane, in accordance with Manual for Streets for a 30mph speed limit. [Drawing No. J32-4231-PS-001](#), attached in [Appendix B](#), shows the proposed access arrangement and horizontal visibility splay.
- 3.2.5 Vehicular access to the Vehicle Servicing and Parts Sales/ Storage Area will be provided via the existing access junction onto Coppice Lane ([D](#)), which previously served an industrial unit. This will be a controlled access for delivery and refuse vehicles, and car storage. No customers will use this access.

### 3.3 Delivery and Servicing Arrangements

- 3.3.1 As advised by JLR, one car-transporter HGV per day will deliver vehicles to the site and 1 parts delivery will take place during the night.
- 3.3.2 Swept path analysis has been undertaken which shows that a 16.5m articulated HGV (which has a similar operation as a car transporter) can access/egress from the site in forward gear and turn safely within the site. The swept path analysis is shown in [Drawing No. J32-4231-PS-001](#) attached in [Appendix C](#).

### 3.4 Parking Provision

#### Car Parking

- 3.4.1 Car parking provision within the proposed development comprises a total of 521 spaces for staff, visitor, sales and storage. The on-site car parking provision is broken down in [Table 3.1](#)

Table 3.1: On-site Car Parking Provision

| Parking Type           | Spaces |
|------------------------|--------|
| Approved Used Vehicles | 101    |
| Demonstration Vehicles | 21     |
| Customers              | 32     |
| Service Parking        | 85     |
| Courtesy Parking       | 21     |
| Visitor/Staff Parking  | 82     |
| Storage                | 179    |
| Total                  | 521    |

## Electric Vehicle Charging Points

- 3.4.2 12no. Electric Vehicle Points Charging Points (EVCP) will be provided on-site, the locations of which are shown on the site layout attached in [Appendix A](#). EVCP will be to a Chargemaster specification. Further EVCP will be provided as demand increases.

## Cycle Parking

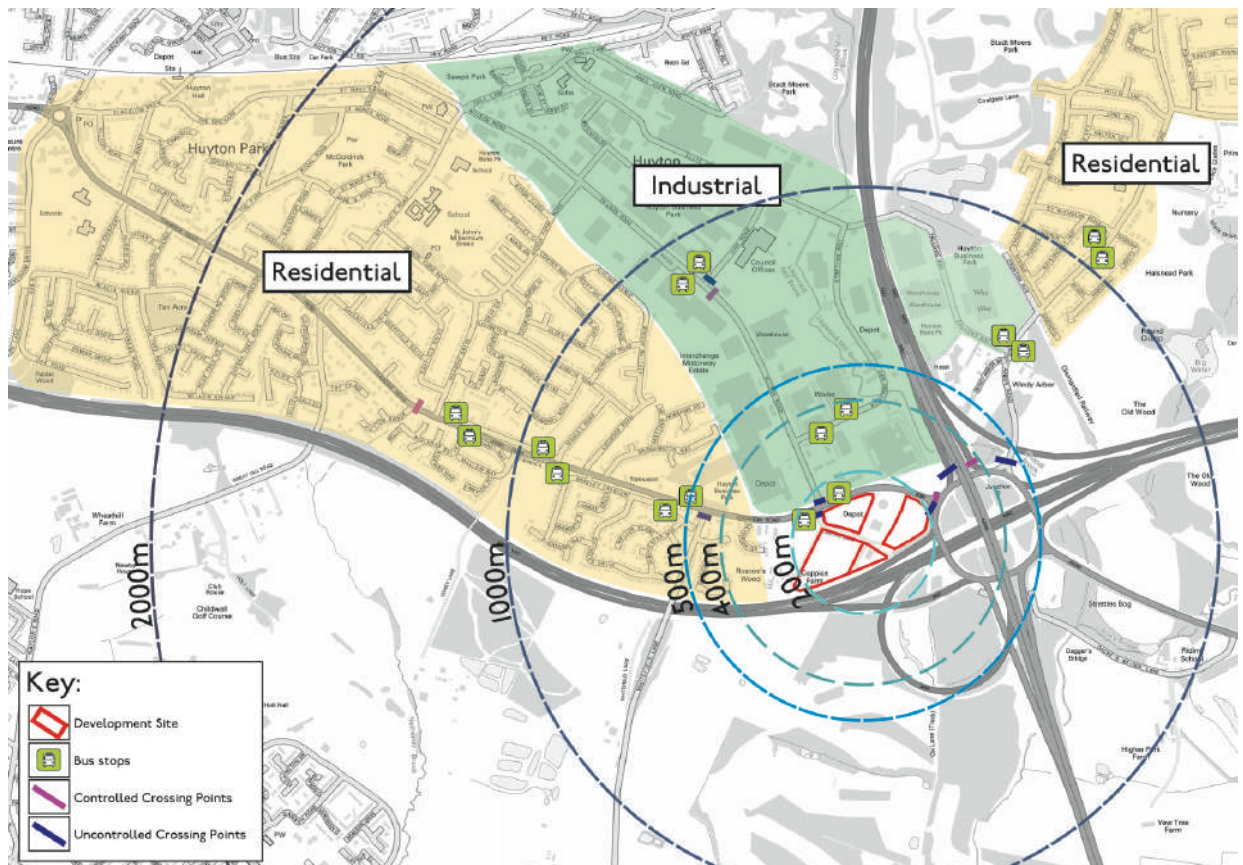
- 3.4.3 KMBC's adopted minimum cycle parking standard for 'motor car showroom' is 1 space per 5 staff.
- 3.4.4 The proposed development provides 24 no. cycle parking spaces split between 2 no. shelters, which is in accordance with KMBC's minimum requirement. The locations of the cycle parking are shown on the site layout attached in [Appendix A](#).

## 4 Sustainable Accessibility

### 4.1 Introduction

- 4.1.1 The Government's current policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 Section 6 of the original Transport Assessment (dated April 2017) considered the sustainable accessibility of the development site which included walking, cycling and public transport. The sustainable accessibility plan is shown in [Figure 4.1](#).

**Figure 4.1: Sustainable Accessibility Plan**



- 4.1.3 The following sections provide a summary of sustainable accessibility in relation to the JLR Dealership and Service Centre scheme.

### 4.2 Pedestrian Accessibility

- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 4.1](#).

Table 4.1: CIHT Guideline Acceptable Walking Distances

| Criteria          | Town Centre | Commuting | Elsewhere |
|-------------------|-------------|-----------|-----------|
| Desirable         | 200m        | 500m      | 400m      |
| Acceptable        | 400m        | 1,000m    | 800m      |
| Preferred Maximum | 800m        | 2,000m    | 1,200m    |

- 4.2.2 The CIHT guidelines shown in [Table 4.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.
- 4.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.
- 4.2.4 As can be seen in [Figure 4.1](#), the site is in suitable walking distances to residential and employment areas. Furthermore, there are illuminated footways which connect the site to these areas and controlled and uncontrolled crossing points, which are being delivered as part of the upgraded signal-control works on the Cronton Rad/ Wilson Road/ Coppice Lane junction.

### 4.3 Cycle Accessibility

- 4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 4.3.2 The site benefits from on and off-street cycle facilities which have been introduced on Cronton Road and around the Tarbock Island junction.
- 4.3.3 As noted in [Section 3.4](#), cycle parking is provided in accordance with KMBC's adopted standards.

### 4.4 Public Transport

- 4.4.1 The CIHT document 'Planning for Public Transport in Developments' (1999) states that recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately 1.4m/s walking speed.
- 4.4.2 As shown in [Figure 4.1](#), the site benefits from existing bus stops on Cronton Road. [Table 4.2](#) provides a summary of routes and times of local bus services accessible from these stops.

Table 4.2: Local Bus Services

| Service No | Route                                  | Approx. Frequency (mins) |          |        |        |
|------------|----------------------------------------|--------------------------|----------|--------|--------|
|            |                                        | AM/PM Peak               | Off-Peak | Sat    | Sun    |
| 7          | Warrington/ Huyton to Liverpool        | 30mins                   | 30mins   | 30mins | 60mins |
| 42         | Croxteth to Riverside College          | College Service          |          | N/A    | N/A    |
| 46         | Stockbridge Village to Kingsway Campus | College Service          |          |        | N/A    |
| 61         | Widnes to Liverpool                    | 30mins                   | 30mins   | 30mins | N/A    |

## 4.5 Framework Travel Plan

- 4.5.1 A site wide Framework Travel Plan (dated June 2017) agreed by KMBC as part of the hybrid planning application and has been submitted in support of this full planning application. A full Travel Plan for the proposed scheme will be provided prior to occupation and can be dealt with via a suitable planning condition.

## 4.6 Summary

- 4.6.1 In summary, as agreed as part of the hybrid Planning Application, the site location benefits from access to a range of sustainable modes of travel, including travel by public transport, cycling and on-foot, thereby offering a usable and realistic alternative to single occupancy car journeys.
- 4.6.2 The site is therefore compliant with paragraph 108 of the National Planning Policy Framework (NPPF) which states that: *'In assessing sites that may be allocated for development in plans, or specific application 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'.*

## 5 Trip Generation

### 5.1 Trip Generation

- 5.1.1 In order to assess the traffic impact of development trips on the local network, a weekday and weekend trip generation comparison exercise has been undertaken for the consented uses and proposed uses.
- 5.1.2 Previous planning consent was granted in January 2019 for B1, B2 and B8 Uses on the south-western plot, as part of the hybrid planning application (no.17/00301/HYB) on this site. The consented application was accompanied by a Transport Assessment, which included a trip generation exercise. For consistency, the same trip rates have been used as part of this comparison exercise, as summarised in [Table 5.1](#).

**Table 5.1: B1/B2/B8 Trip Rates (per 100sqm) – consented planning application**

| Land Use         | Weekday AM Peak Hour |        |       | Weekday PM Peak Hour |        |       |
|------------------|----------------------|--------|-------|----------------------|--------|-------|
|                  | Arrive               | Depart | Total | Arrive               | Depart | Total |
| B1 Office        | 1.745                | 0.205  | 1.950 | 0.154                | 2.395  | 2.549 |
| B1/B2 Industrial | 0.429                | 0.092  | 0.521 | 0.061                | 0.490  | 0.551 |
| B8 Warehousing   | 0.070                | 0.052  | 0.122 | 0.036                | 0.088  | 0.124 |

- 5.1.3 For the proposed JLR Dealership, trip rates have also been calculated using the TRICS database using the 'Car Show Rooms' land use category. In order to establish representative trip rates, sites within Greater London, Scotland and Ireland have been excluded from the dataset.
- 5.1.4 The TRICS trip rates for the weekday AM and PM peak hours are shown in [Table 5.2](#), with the full TRICS outputs are attached in [Appendix D](#).

**Table 5.2: Trip Rates (per 100sqm) –TRICS 'Car Show Room'**

| Land Use              | Weekday AM Peak Hour |        |       | Weekday PM Peak Hour |        |       |
|-----------------------|----------------------|--------|-------|----------------------|--------|-------|
|                       | Arrive               | Depart | Total | Arrive               | Depart | Total |
| TRICS 'Car Show Room' | 0.958                | 0.388  | 1.346 | 0.381                | 0.704  | 1.085 |

- 5.1.5 In terms of weekend trip rates, it should be noted that the consented B1/B2 and B8 Use is not expected to generate trips during this period. The proposed JLR Dealership will generate trips during the weekend, however trip rates were not available in TRICS.
- 5.1.6 That said, it is reasonable to expect that the trip rates during the weekend period will be lower than the weekday AM and PM peak when there is likely to be a greater number of staff trips during this period. Also, background traffic movements on the local highway network will also be lower, when compared to the weekday AM and PM peak, and so the cumulative impact would be less.

5.1.7 The calculated trip generation for the consented uses are shown in [Table 5.3](#).

**Table 5.3: Trip Generation – Consented Uses**

| Land Use         | Weekday AM Peak Hour |           |           | Weekday PM Peak Hour |           |           |
|------------------|----------------------|-----------|-----------|----------------------|-----------|-----------|
|                  | Arrive               | Depart    | Total     | Arrive               | Depart    | Total     |
| B1 Office        | 34                   | 4         | 38        | 3                    | 47        | 50        |
| B1/B2 Industrial | 20                   | 4         | 24        | 3                    | 22        | 25        |
| B8 Warehousing   | 5                    | 3         | 8         | 2                    | 6         | 8         |
| <b>Total</b>     | <b>59</b>            | <b>11</b> | <b>70</b> | <b>8</b>             | <b>75</b> | <b>83</b> |

5.1.8 The trip generation comparison between the consented B1/B2/B8 uses and proposed 4,044 sqm JLR Dealership is shown in [Table 5.4](#).

**Table 5.4: Trip Comparison – Consented and Proposed Uses**

| Land Use                | Weekday AM Peak Hour |          |            | Weekday PM Peak Hour |            |            |
|-------------------------|----------------------|----------|------------|----------------------|------------|------------|
|                         | Arrive               | Depart   | Total      | Arrive               | Depart     | Total      |
| Consented B1/B2/B8 Use  | 59                   | 11       | 70         | 8                    | 75         | 83         |
| Proposed JLR Dealership | 39                   | 16       | 55         | 16                   | 28         | 44         |
| <b>Difference</b>       | <b>-20</b>           | <b>5</b> | <b>-15</b> | <b>8</b>             | <b>-47</b> | <b>-39</b> |

5.1.9 As shown in [Table 5.4](#), the proposed JLR Dealership and Service Centre is expected to generate **55** two-way trips during the AM peak hour and **44** two-way trips during the PM peak hour.

5.1.10 When compared to the consented B1, B2 and B8 Use, the proposed development is expected to generate **15** fewer two-way trips during the AM peak hour and **39** fewer two-way trips during the PM peak hour.

5.1.11 Therefore, overall, the proposed JLR Dealership will result in a reduction in trips during the peak periods and will have less impact on the local highway network compared to what was agreed and addressed as part of the hybrid planning application.

## 6 Summary and Conclusion

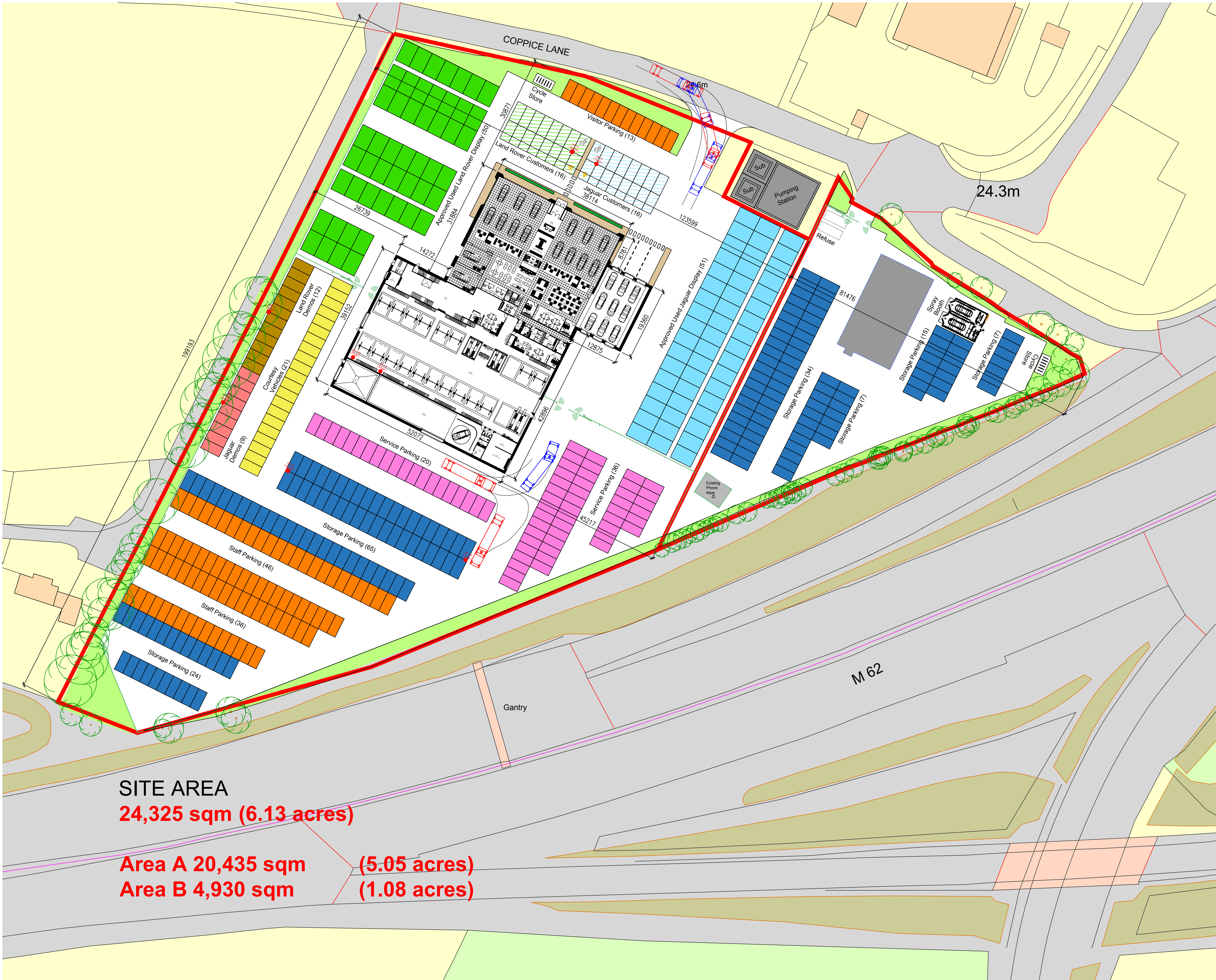
- 6.1.1 Mode Transport Planning has been appointed by Hatfield's Jaguar Land Rover to provide transport planning and highways advice in relation to a planning application for a new JLR Dealership and Service Centre off Cronton Road in Huyton, Knowsley.
- 6.1.2 The proposed JLR Dealership and Service Centre (Sui Generis Use) will be located on a 2.4-hectare plot to the south of Coppice Lane, and will include new and approved used vehicles sales, vehicle servicing and parts sales/ storage
- 6.1.3 The analysis in this report has been carried out in accordance with current policy, guidance and best practice. The results of the assessment demonstrate that:
- The site is accessible by a range of sustainable modes of transport, including walking, cycling, bus and rail services. These travel options provide a realistic and convenient alternative to single occupancy car travel;
  - Swept path analysis demonstrates that vehicles accessing the site can access and egress safely in forward gear, and large vehicles can safely manoeuvre into the dedicated deliveries areas;
  - 12 no. Electric Vehicle Charging Points are provided for on-site, with further being introduced as demand increases;
  - Cycle parking has been provided in accordance with KMBC's adopted parking standards set out in the 'Ensuring A Choice of Travel' Supplementary Planning Document;
  - When compared to the consented B1/B2/B8 Use, the proposed development is expected to generate **15** fewer two-way trips during the AM peak hour and **39** fewer two-way trips during the PM; and
  - Overall, the proposed JLR Dealership will have less impact on the local highway network compared to what was agreed and addressed as part of the hybrid planning application.

### 6.2 Conclusion

- 6.2.1 In conclusion, based on the evidence and analysis within this report, the proposed development will not have an adverse impact on the local highway and road safety, from that approved in the hybrid Planning application. As a result, there should be no highway or transport planning reasons that prevent this planning application from being approved.

# APPENDICES

# APPENDIX A – Development Layout Drawings



The Contractor is to check and verify all building and site dimensions, levels, sewer invert levels and positions of drains before works start. Any discrepancy to be notified to MDG Architects. **DO NOT SCALE FROM THIS DRAWING**  
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| Rev. | Date     | N  | Revision                                                                                                                                                                                                                                 | C'ked. |
|------|----------|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| A    | 27.02.18 | MJ | Prep building relocated to 'industrial plot'. Main showroom location and parking layout adjusted to suit.                                                                                                                                | DS     |
| B    | 29.08.18 | MJ | Red line boundary amended. Substations and pumping station added. Revised building footprints inserted. Used car display reduced, vehicle parking amended.                                                                               |        |
| C    | 04.09.18 | MJ | Building orientations amended and all car parking layouts adjusted to suit.                                                                                                                                                              |        |
| D    | 06.09.18 | MJ | Direct access to prep building compound added. Prep building orientation and storage parking layout adjusted to suit.                                                                                                                    |        |
| E    | 17.09.18 | MJ | Additional site area information added.                                                                                                                                                                                                  |        |
| F    | 03.10.18 | MJ | Site area information amended.                                                                                                                                                                                                           |        |
| G    | 09.04.19 | IT | Site plan adjusted to match third party survey.                                                                                                                                                                                          | MJ     |
| H    | 11.04.19 | IT | Site layout adjusted.                                                                                                                                                                                                                    | MJ     |
| I    | 03.05.19 | MJ | Site layout adjusted following client discussion. Used Jaguar Car display relocated. Service and storage parking numbers increased. Secure line amended. transport turning indicated. Existing trees to the perimeter of the site shown. |        |
| J    | 05.06.19 | IT | Site layout adjusted following reduction of the building after a client meeting 24.05.2019.                                                                                                                                              |        |
| K    | 18.06.19 | IT | Site layout adjusted following building amendments.                                                                                                                                                                                      |        |
| L    | 24.06.19 | IT | Site layout adjusted following building amendments.                                                                                                                                                                                      |        |
| M    | 08.07.19 | SM | Site layout adjusted following building amendments.                                                                                                                                                                                      |        |
| N    | 17.09.19 | MJ | Key dimensions added at request of local planning authority.                                                                                                                                                                             |        |
| O    | 17.09.19 | MJ | Electric vehicle charging points added and cycle parking indicated.                                                                                                                                                                      |        |

| PARKING TOTALS                           |     |       |  |
|------------------------------------------|-----|-------|--|
| (FIGURES IN BRACKETS ARE J.L.R. TARGETS) |     |       |  |
| APPROVED USED (JAGUAR)                   | 51  | (78)  |  |
| APPROVED USED (LAND ROVER)               | 50  | (74)  |  |
| DEMONSTRATION (JAGUAR)                   | 09  | (08)  |  |
| DEMONSTRATION (LAND ROVER)               | 12  | (11)  |  |
| CUSTOMER/DIS PARKING (JAGUAR)            | 16  | (13)  |  |
| CUSTOMER/DIS PARKING (LAND ROVER)        | 16  | (14)  |  |
| SERVICE                                  | 85  | (69)  |  |
| COURTESY                                 | 21  | (17)  |  |
| VISITOR/STAFF PARKING                    | 82  | (72)  |  |
| STORAGE                                  | 179 | (124) |  |
| TOTAL                                    | 521 | (460) |  |

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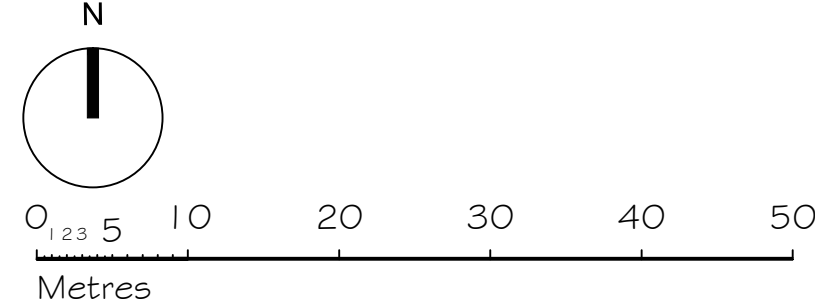
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PROJECT  
**HATFIELDS JLR**  
**COPPICE LANE**  
**TARBOCK**  
DRAWING  
**PROPOSED SITE PLAN**

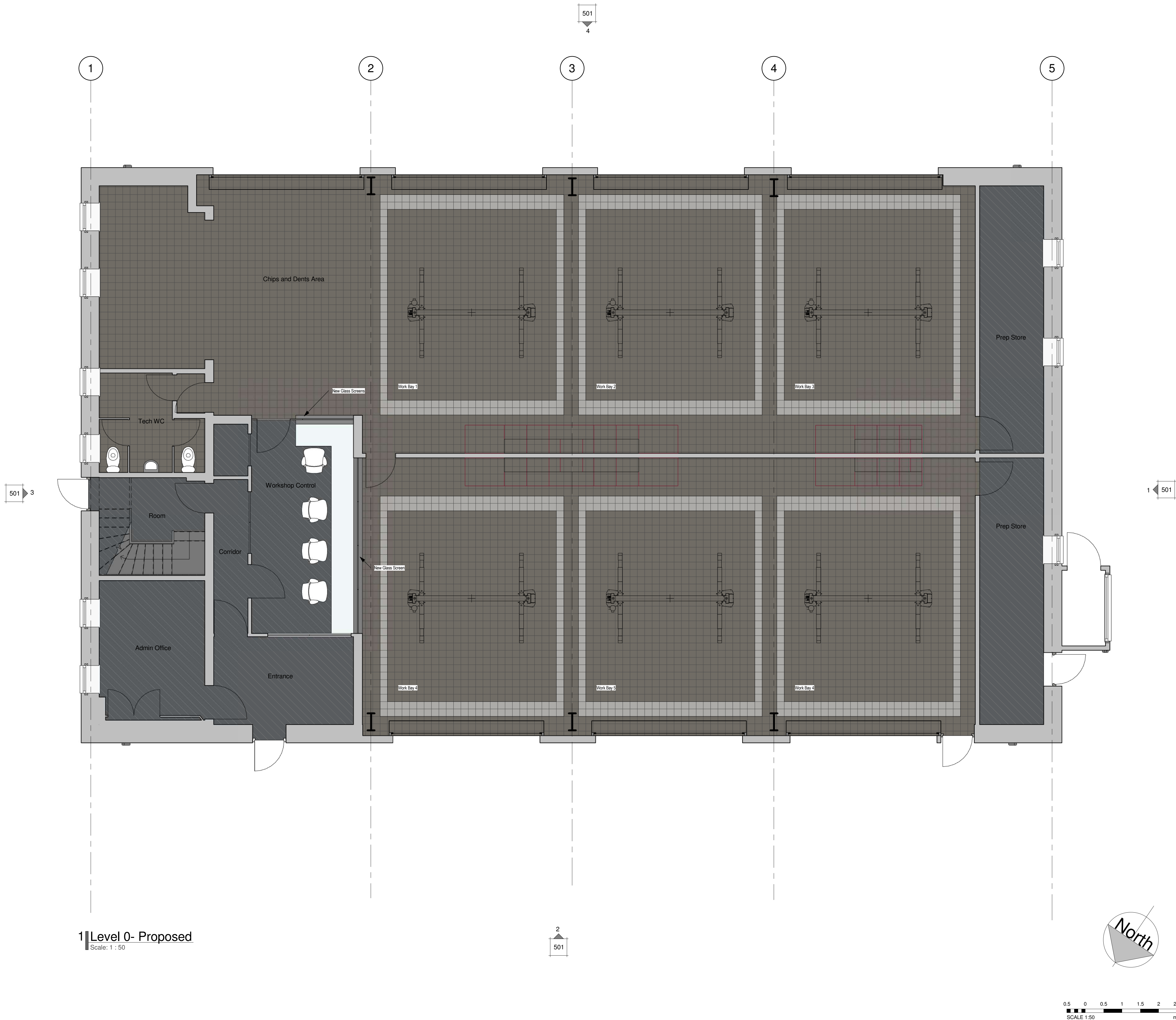
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|----------|-------------|----------|----|
| SCALE    | 1:500 @ A1  | CHECKED  | DS |
| DATE     | FEB 2018    | DRAWN    | MJ |
| DWG. No. | M1158.A.103 | REVISION | O  |



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PROJECT  
Hatfields JLR Liverpool - Prep Building

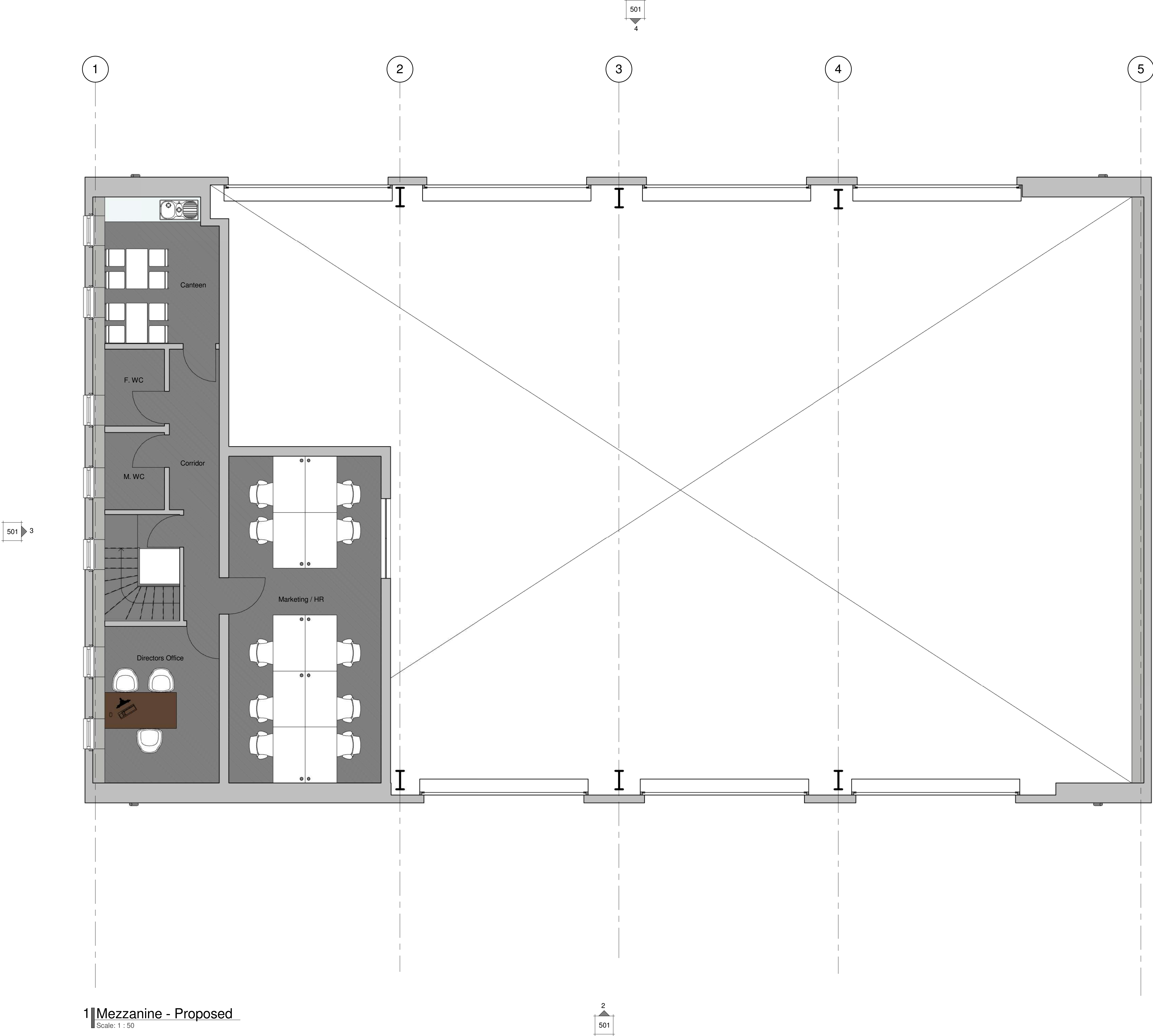
DRAWING  
Proposed Ground Floor Plan

|          |                 |          |    |
|----------|-----------------|----------|----|
| SCALE    | 1 : 50 at A1    | CHECKED  | MJ |
| DATE     | 04/11/19        | DRAWN    | IT |
| DWG. No. | M1158-A-BD2 201 | REVISION |    |

PLANNING

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| Rev. | Date       | N  | Revision                                                     |
|------|------------|----|--------------------------------------------------------------|
| A    | 04.06.2019 | IT | Included HR and Marketing Office                             |
| B    | 12.06.2019 |    | Marketing Team relocated from main building; omitted storage |
| C    | 13.06.2019 |    | Training Room Omitted; Directors room included               |



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PROJECT  
Hatfields JLR Liverpool - Prep Building

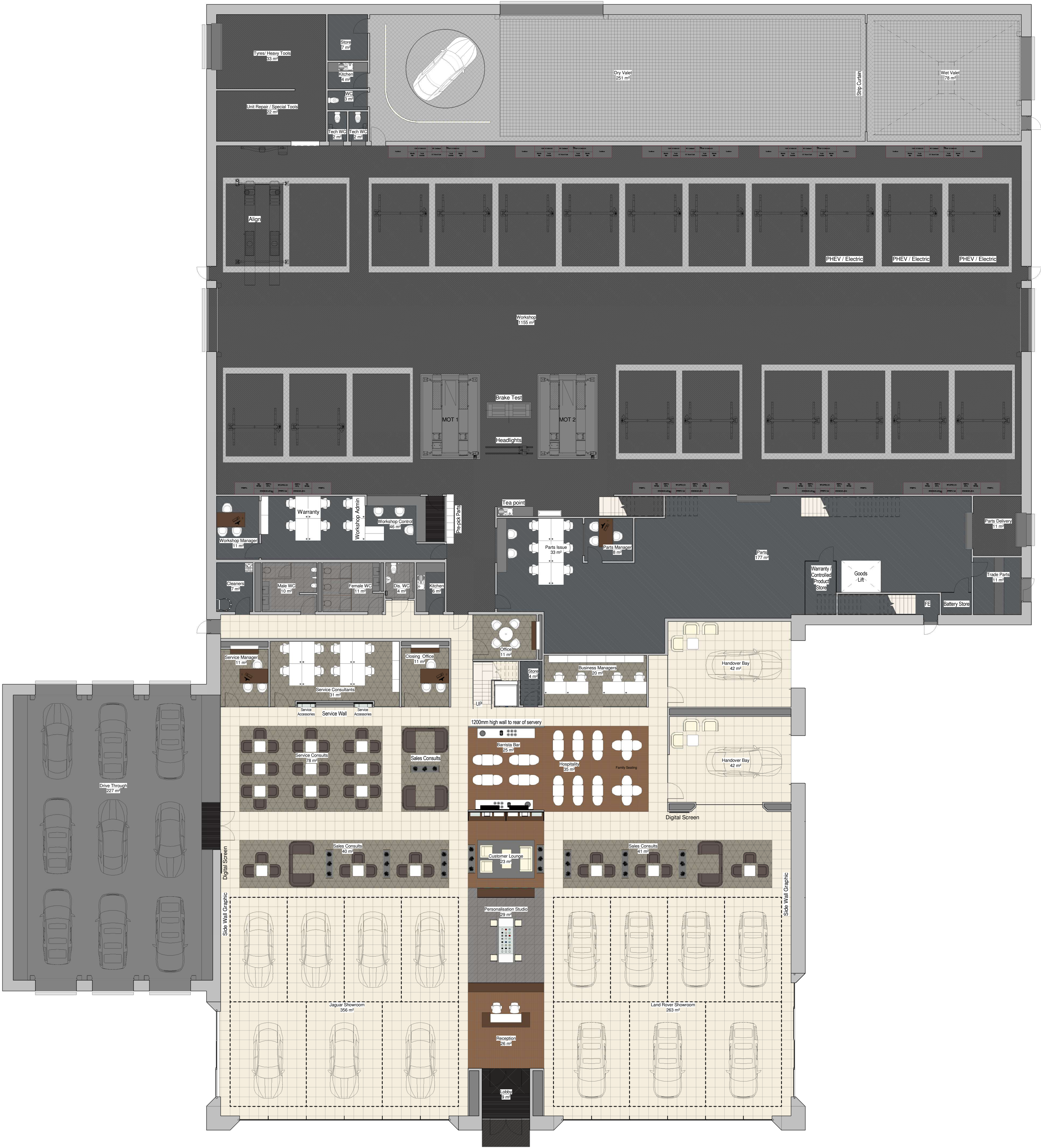
DRAWING  
Proposed Mezzanine Floor plan

|          |                 |          |    |
|----------|-----------------|----------|----|
| SCALE    | 1 : 50 at A1    | CHECKED  | MJ |
| DATE     | 04/11/19        | DRAWN    | IT |
| DWG. No. | M1158-A-BD2 202 | REVISION | C  |

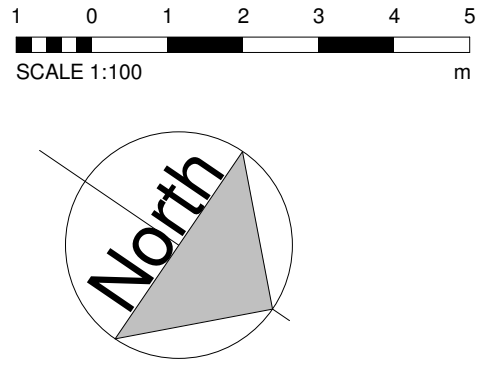
PLANNING

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| Rev. | Date       | N  | Revision                                                                                                                                                                                                            |
|------|------------|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A    | 19.09.2018 | MJ | Customer takes amended. Additional Parts staircase added.                                                                                                                                                           |
| B    | 15.05.2019 | SM | Internal layout rearranged                                                                                                                                                                                          |
| C    | 30.05.2019 | IT | Revised Scheme following Hatfield's meeting on 24.05.2019                                                                                                                                                           |
| D    | 03.08.2019 | IT | Reconfigured Workshop, Tyre Bay and Unit Repair relocated in the re-arranged Dry Vault area.<br>Reconfigured Showroom, Customer WC relocated. Sales Consults office included.                                       |
| E    | 12.08.2019 | IT | Increased Parts area. Drive through made larger. Included Office by adjusting Staff Kitchen and relocating. Cleaners cupboard under the staircase. Service Consults separated from the Hospitality and Barista Bay. |
| F    | 13.08.2019 | IT | Increased Barista Bay reconfigured furniture. Included 2 people in Parts; Parts Carousal included.                                                                                                                  |
| G    | 14.06.2019 | IT | Included parts carousal. Finish changed in Service Consults area. Included Digital Screens and Service wall.                                                                                                        |
| H    | 21.06.2019 | IT | Ground Floor Reconfigured                                                                                                                                                                                           |
| I    | 08.07.2019 | IT | Additional lane added to drive through, sales consultant and service consults rearranged, workshop manager's office added.                                                                                          |



2 | Level 0 GA Plan  
Scale: 1 : 100



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ARCHITECTS

PROJECT  
NEW HATFIELDS JLR DEALERSHIP,  
COPPICKE LANE, TARBOCK, LIVERPOOL

DRAWING  
GROUND FLOOR GA PLAN

SCALE 1 : 100 at A0 CHECKED MJ

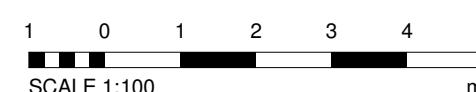
DATE MARCH 2018 DRAWN RT

DWG. No. M1158-A-201 REVISION I

PLANNING

| Rev. | Date       | N  | Revision                                                                                                                                               |
|------|------------|----|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| A    | 19.09.2018 | MJ | Additional offices added, Staff WCs and change areas amended                                                                                           |
| B    | 15.06.2019 | SM | Internal layout rearranged                                                                                                                             |
| C    | 30.05.2019 | IT | Revised Scheme following Hatfield's meeting on 24.05.2019                                                                                              |
| D    | 12.06.2019 | IT | Included training room, Relocated marketing staff to pre-build building, Included partitions between aisles in the open plan office, Reduced carlines. |
| E    | 13.06.2019 | IT | Rearranged Open Plan office, GSM relocated, Kitchen Offited, Doors to Canteen added, Corridor's Relocated, Parts Carousal Included                     |
| F    | 14.06.2019 | IT | First Floor Reconfigured                                                                                                                               |
| G    | 21.06.2019 | IT | First Floor Reconfigured                                                                                                                               |
| H    | 08.07.2019 | IT | Reduction in the number of sales desks and sales managers                                                                                              |

| Rev. | Date       | N  | Revision                                                                                                                                               |
|------|------------|----|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| A    | 19.09.2018 | MJ | Additional offices added, Staff WCs and change areas amended                                                                                           |
| B    | 15.06.2019 | SM | Internal layout rearranged                                                                                                                             |
| C    | 30.05.2019 | IT | Revised Scheme following Hatfield's meeting on 24.05.2019                                                                                              |
| D    | 12.06.2019 | IT | Included training room: Relocated marketing staff to pre-build building; Included partitions between aisles in the open plan office; Reduced carlines. |
| E    | 13.06.2019 | IT | Rearranged Open Plan office; GSM relocated; Kitchen Offsite; Doors to Canteen added; Corridor's Relocated; Parts Carousal Included                     |
| F    | 14.06.2019 | IT | First Floor Reconfigured                                                                                                                               |
| G    | 21.06.2019 | IT | First Floor Reconfigured                                                                                                                               |
| H    | 08.07.2019 | IT | Reduction in the number of sales desks and sales managers                                                                                              |



## PLANNING

DRAWING

FIRST FLOOR GA PLAN OPTION 2

PROJECT  
NEW HATFIELDS JLR DEALERSHIP,  
COPPICE LANE, TABBOCK, LIVERPOOL

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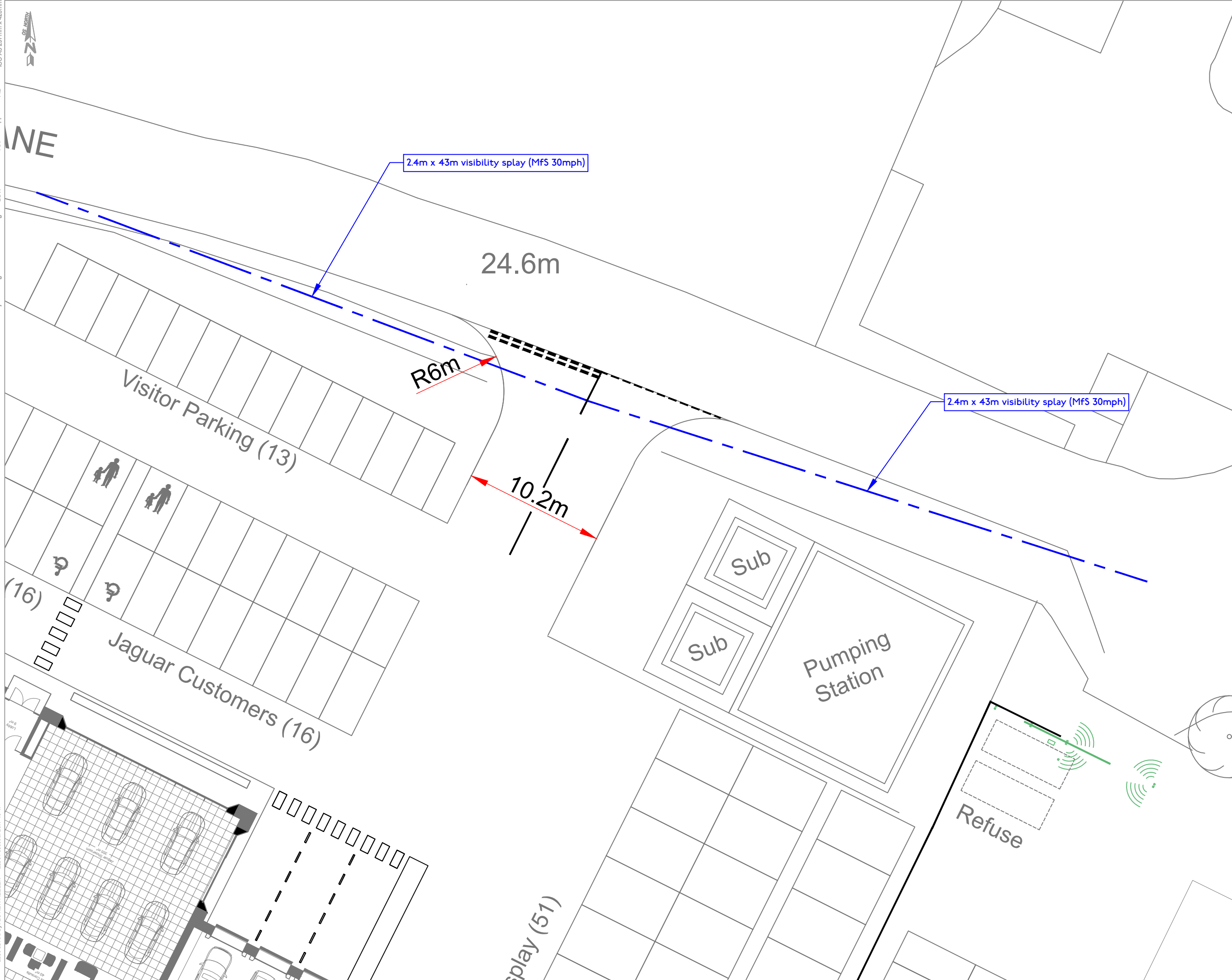
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# APPENDIX B – Proposed Access Junction

File name: Y:\DROPBOX (MODE)\PROJECT\MANCHESTER\1. PROJECTS\J324231\_JLR BEACON 62, HUYTON\1.5. GRAPHICS\2. CAD\2. SHEETS\J32-4231-PS-001.DWG  
Last saved by: LUKEWHEELER Last Plotted: 2019-10-11

Project Management Initials: Designer: LCW Checked: MA Approved: ME

ISO A3 297mm x 420mm



transport planning

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e info@modetransport.co.uk  
w www.modetransport.co.uk

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
  2. all dimensions to be checked before commencement of work on site.
  3. all dimensions in metres unless otherwise stated.
  4. the design is subject to approval of Knowsley borough council.
  5. drawing based on os mapping.

| issue/revision |            |             |
|----------------|------------|-------------|
| -              | 11/10/2019 | issued      |
| i/r            | date       | description |

client: jaguar land rover  
project: JLR beacon 62, huyton  
project number: J324231  
scale: 1:250@A3  
drawing title:  
preliminary site access  
  
drawing number:  
J32-4231-PS-001

# APPENDIX C – Swept Path Analysis

File name: Y:\DROPOBOX (MODE)\PROJECT MANCHESTER\12. PROJECTS\J324231\_JLR BEACON 62. HUYTON\1.5. GRAPHICS\12. CAD\12. SHEETS\J32-4231-PS-001.DWG  
Last saved by: LUKEWHEELER Last Plotted: 2019-10-11  
Project Management Initials: Designer: LCW Checked: MA Approved: ME  
ISO A3 297mm x 420mm





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- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
  2. all dimensions to be checked before commencement of work on site.
  3. all dimensions in metres unless otherwise stated.
  4. the design is subject to approval of Knowsley borough council.
  5. drawing based on os mapping.

| issue/revision |            |             |
|----------------|------------|-------------|
| -              | 11/10/2019 | issued      |
| i/r            | date       | description |

client: jaguar land rover  
project: JLR beacon 62, huyton  
project number: J324231  
scale: 1:250@A3  
drawing title:  
site access swept path analysis  
drawing number:  
J32-4231-PS-002

# APPENDIX D – TRICS Outputs

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 14 - CAR SHOW ROOMS  
 Category : A - CAR SHOW ROOMS

**VEHICLES**Selected regions and areas:

|                                              |                 |        |
|----------------------------------------------|-----------------|--------|
| <b>02 SOUTH EAST</b>                         |                 |        |
| EX                                           | ESSEX           | 1 days |
| SO                                           | SLOUGH          | 1 days |
| WS                                           | WEST SUSSEX     | 1 days |
| <b>03 SOUTH WEST</b>                         |                 |        |
| DV                                           | DEVON           | 1 days |
| WL                                           | WILTSHIRE       | 1 days |
| <b>04 EAST ANGLIA</b>                        |                 |        |
| CA                                           | CAMBRIDGESHIRE  | 2 days |
| <b>05 EAST MIDLANDS</b>                      |                 |        |
| LE                                           | LEICESTERSHIRE  | 1 days |
| <b>06 WEST MIDLANDS</b>                      |                 |        |
| WM                                           | WEST MIDLANDS   | 1 days |
| WO                                           | WORCESTERSHIRE  | 1 days |
| <b>07 YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |                 |        |
| NY                                           | NORTH YORKSHIRE | 1 days |
| SY                                           | SOUTH YORKSHIRE | 1 days |
| WY                                           | WEST YORKSHIRE  | 2 days |
| <b>08 NORTH WEST</b>                         |                 |        |
| CH                                           | CHESHIRE        | 1 days |
| <b>09 NORTH</b>                              |                 |        |
| CB                                           | CUMBRIA         | 1 days |
| TW                                           | TYNE & WEAR     | 2 days |

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

**Secondary 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: 282 to 6623 (units: sqm)  
 Range Selected by User: 45 to 9800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 30/03/19

*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    | 2 days |
| Tuesday   | 2 days |
| Wednesday | 4 days |
| Thursday  | 4 days |
| Friday    | 6 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 18 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)       | 9 |
| Edge of Town                             | 7 |
| Neighbourhood Centre (PPS6 Local Centre) | 2 |

*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 | 9 |
|-----------------|---|

*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:

A1 18 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®.*

#### Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 5 days |
| 10,001 to 15,000 | 2 days |
| 15,001 to 20,000 | 3 days |
| 20,001 to 25,000 | 4 days |
| 25,001 to 50,000 | 4 days |

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

#### Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 25,001 to 50,000   | 1 days |
| 50,001 to 75,000   | 1 days |
| 75,001 to 100,000  | 4 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 7 days |
| 250,001 to 500,000 | 2 days |
| 500,001 or More    | 1 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 | 6 days  |
| 1.1 to 1.5 | 12 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 18 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 18 days

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

LIST OF SITES relevant to selection parameters

|          |                                    |                           |  |                        |
|----------|------------------------------------|---------------------------|--|------------------------|
| <b>1</b> | <b>CA-14-A-03</b>                  | <b>FORD</b>               |  | <b>CAMBRIDGESHIRE</b>  |
|          | STUKELEY MEADOWS                   |                           |  |                        |
|          | HUNTINGDON                         |                           |  |                        |
|          | Suburban Area (PPS6 Out of Centre) |                           |  |                        |
|          | Commercial Zone                    |                           |  |                        |
|          | Total Gross floor area:            | 1608 sqm                  |  |                        |
|          | Survey date: FRIDAY                | 21/10/11                  |  | Survey Type: MANUAL    |
| <b>2</b> | <b>CA-14-A-04</b>                  | <b>MERCEDES BENZ</b>      |  | <b>CAMBRIDGESHIRE</b>  |
|          | BARNWELL ROAD                      |                           |  |                        |
|          | CAMBRIDGE                          |                           |  |                        |
|          | Edge of Town                       |                           |  |                        |
|          | Commercial Zone                    |                           |  |                        |
|          | Total Gross floor area:            | 3400 sqm                  |  |                        |
|          | Survey date: THURSDAY              | 11/10/12                  |  | Survey Type: MANUAL    |
| <b>3</b> | <b>CB-14-A-03</b>                  | <b>PEUGEOT</b>            |  | <b>CUMBRIA</b>         |
|          | GILWILLY ROAD                      |                           |  |                        |
|          | PENRITH                            |                           |  |                        |
|          | GILWILLY IND. ESTATE               |                           |  |                        |
|          | Edge of Town                       |                           |  |                        |
|          | Industrial Zone                    |                           |  |                        |
|          | Total Gross floor area:            | 500 sqm                   |  |                        |
|          | Survey date: WEDNESDAY             | 11/06/14                  |  | Survey Type: MANUAL    |
| <b>4</b> | <b>CH-14-A-01</b>                  | <b>EVANS HALSHAW FORD</b> |  | <b>CHESHIRE</b>        |
|          | STADIUM WAY                        |                           |  |                        |
|          | CHESTER                            |                           |  |                        |
|          | SEALAND IND. ESTATE                |                           |  |                        |
|          | Edge of Town                       |                           |  |                        |
|          | Industrial Zone                    |                           |  |                        |
|          | Total Gross floor area:            | 1050 sqm                  |  |                        |
|          | Survey date: WEDNESDAY             | 12/11/14                  |  | Survey Type: MANUAL    |
| <b>5</b> | <b>DV-14-A-02</b>                  | <b>VAUXHALL</b>           |  | <b>DEVON</b>           |
|          | MARSH BARTON ROAD                  |                           |  |                        |
|          | EXETER                             |                           |  |                        |
|          | Suburban Area (PPS6 Out of Centre) |                           |  |                        |
|          | Retail Zone                        |                           |  |                        |
|          | Total Gross floor area:            | 6623 sqm                  |  |                        |
|          | Survey date: THURSDAY              | 28/11/13                  |  | Survey Type: MANUAL    |
| <b>6</b> | <b>EX-14-A-02</b>                  | <b>KIA</b>                |  | <b>ESSEX</b>           |
|          | BRAINTREE ROAD                     |                           |  |                        |
|          | BRAINTREE                          |                           |  |                        |
|          | Edge of Town                       |                           |  |                        |
|          | Development Zone                   |                           |  |                        |
|          | Total Gross floor area:            | 1275 sqm                  |  |                        |
|          | Survey date: FRIDAY                | 08/07/16                  |  | Survey Type: MANUAL    |
| <b>7</b> | <b>LE-14-A-05</b>                  | <b>HONDA</b>              |  | <b>LEICESTERSHIRE</b>  |
|          | 45-49 COVENTRY ROAD                |                           |  |                        |
|          | LEICESTER                          |                           |  |                        |
|          | NARBOROUGH                         |                           |  |                        |
|          | Edge of Town                       |                           |  |                        |
|          | Industrial Zone                    |                           |  |                        |
|          | Total Gross floor area:            | 1300 sqm                  |  |                        |
|          | Survey date: TUESDAY               | 04/11/14                  |  | Survey Type: MANUAL    |
| <b>8</b> | <b>NY-14-A-04</b>                  | <b>LAND ROVER</b>         |  | <b>NORTH YORKSHIRE</b> |
|          | HUTTON BANK                        |                           |  |                        |
|          | RIPON                              |                           |  |                        |
|          | Edge of Town                       |                           |  |                        |
|          | Industrial Zone                    |                           |  |                        |
|          | Total Gross floor area:            | 2160 sqm                  |  |                        |
|          | Survey date: MONDAY                | 23/09/13                  |  | Survey Type: MANUAL    |

LIST OF SITES relevant to selection parameters (Cont.)

|           |                                          |                          |                        |
|-----------|------------------------------------------|--------------------------|------------------------|
| <b>9</b>  | <b>SO-14-A-01</b>                        | <b>JAGUAR LAND ROVER</b> | <b>SLOUGH</b>          |
|           | LEIGH ROAD                               |                          |                        |
|           | SLOUGH                                   |                          |                        |
|           | SLOUGH TRADING ESTATE                    |                          |                        |
|           | Suburban Area (PPS6 Out of Centre)       |                          |                        |
|           | Industrial Zone                          |                          |                        |
|           | Total Gross floor area:                  | 3772 sqm                 |                        |
|           | Survey date: MONDAY                      | 09/07/18                 | Survey Type: MANUAL    |
| <b>10</b> | <b>SY-14-A-01</b>                        | <b>HYUNDAI</b>           | <b>SOUTH YORKSHIRE</b> |
|           | MIDDLE BANK                              |                          |                        |
|           | DONCASTER                                |                          |                        |
|           | HYDE PARK                                |                          |                        |
|           | Suburban Area (PPS6 Out of Centre)       |                          |                        |
|           | Industrial Zone                          |                          |                        |
|           | Total Gross floor area:                  | 500 sqm                  |                        |
|           | Survey date: FRIDAY                      | 21/12/12                 | Survey Type: MANUAL    |
| <b>11</b> | <b>TW-14-A-02</b>                        | <b>RENAULT</b>           | <b>TYNE &amp; WEAR</b> |
|           | STONEYGATE CLOSE                         |                          |                        |
|           | GATESHEAD                                |                          |                        |
|           | Suburban Area (PPS6 Out of Centre)       |                          |                        |
|           | Industrial Zone                          |                          |                        |
|           | Total Gross floor area:                  | 2200 sqm                 |                        |
|           | Survey date: FRIDAY                      | 04/10/13                 | Survey Type: MANUAL    |
| <b>12</b> | <b>TW-14-A-03</b>                        | <b>CAR SHOW ROOM</b>     | <b>TYNE &amp; WEAR</b> |
|           | SOUTHWICK ROAD                           |                          |                        |
|           | SUNDERLAND                               |                          |                        |
|           | MONKWEARMOUTH                            |                          |                        |
|           | Suburban Area (PPS6 Out of Centre)       |                          |                        |
|           | Development Zone                         |                          |                        |
|           | Total Gross floor area:                  | 282 sqm                  |                        |
|           | Survey date: WEDNESDAY                   | 05/04/17                 | Survey Type: MANUAL    |
| <b>13</b> | <b>WL-14-A-02</b>                        | <b>MERCEDES BENZ</b>     | <b>WILTSHIRE</b>       |
|           | GREAT WESTERN WAY                        |                          |                        |
|           | SWINDON                                  |                          |                        |
|           | Suburban Area (PPS6 Out of Centre)       |                          |                        |
|           | Retail Zone                              |                          |                        |
|           | Total Gross floor area:                  | 3250 sqm                 |                        |
|           | Survey date: WEDNESDAY                   | 21/09/16                 | Survey Type: MANUAL    |
| <b>14</b> | <b>WM-14-A-04</b>                        | <b>VOLKSWAGEN</b>        | <b>WEST MIDLANDS</b>   |
|           | LAWLEY MIDDLEWAY                         |                          |                        |
|           | BIRMINGHAM                               |                          |                        |
|           | Suburban Area (PPS6 Out of Centre)       |                          |                        |
|           | Industrial Zone                          |                          |                        |
|           | Total Gross floor area:                  | 5700 sqm                 |                        |
|           | Survey date: THURSDAY                    | 25/10/12                 | Survey Type: MANUAL    |
| <b>15</b> | <b>WO-14-A-01</b>                        | <b>HONDA</b>             | <b>WORCESTERSHIRE</b>  |
|           | BROMYARD ROAD                            |                          |                        |
|           | WORCESTER                                |                          |                        |
|           | HENWICK                                  |                          |                        |
|           | Neighbourhood Centre (PPS6 Local Centre) |                          |                        |
|           | No Sub Category                          |                          |                        |
|           | Total Gross floor area:                  | 655 sqm                  |                        |
|           | Survey date: FRIDAY                      | 23/05/14                 | Survey Type: MANUAL    |
| <b>16</b> | <b>WS-14-A-03</b>                        | <b>FORD</b>              | <b>WEST SUSSEX</b>     |
|           | BROUGHAM ROAD                            |                          |                        |
|           | WORTHING                                 |                          |                        |
|           | Edge of Town                             |                          |                        |
|           | Residential Zone                         |                          |                        |
|           | Total Gross floor area:                  | 1450 sqm                 |                        |
|           | Survey date: FRIDAY                      | 17/10/14                 | Survey Type: MANUAL    |
| <b>17</b> | <b>WY-14-A-03</b>                        | <b>VOLKSWAGEN</b>        | <b>WEST YORKSHIRE</b>  |
|           | ELLAND ROAD                              |                          |                        |
|           | LEEDS                                    |                          |                        |
|           | Suburban Area (PPS6 Out of Centre)       |                          |                        |
|           | Industrial Zone                          |                          |                        |
|           | Total Gross floor area:                  | 3324 sqm                 |                        |
|           | Survey date: TUESDAY                     | 24/09/13                 | Survey Type: MANUAL    |

LIST OF SITES relevant to selection parameters (Cont.)

|           |                                          |                |                       |
|-----------|------------------------------------------|----------------|-----------------------|
| <b>18</b> | <b>WY-14-A-04</b>                        | <b>PEUGEOT</b> | <b>WEST YORKSHIRE</b> |
|           | LEEDS ROAD                               |                |                       |
|           | NEAR DEWSBURY                            |                |                       |
|           | WOODKIRK                                 |                |                       |
|           | Neighbourhood Centre (PPS6 Local Centre) |                |                       |
|           | Village                                  |                |                       |
|           | Total Gross floor area:                  | 1122 sqm       |                       |
|           | Survey date: THURSDAY                    | 15/09/16       | Survey Type: MANUAL   |

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

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

**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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 13        | 2310        | 0.569        | 13         | 2310        | 0.073        | 13        | 2310        | 0.642        |
| 08:00 - 09:00 | <b>18</b> | <b>2232</b> | <b>0.958</b> | 18         | 2232        | 0.388        | <b>18</b> | <b>2232</b> | <b>1.346</b> |
| 09:00 - 10:00 | 18        | 2232        | 0.729        | 18         | 2232        | 0.595        | 18        | 2232        | 1.324        |
| 10:00 - 11:00 | 18        | 2232        | 0.635        | 18         | 2232        | 0.505        | 18        | 2232        | 1.140        |
| 11:00 - 12:00 | 18        | 2232        | 0.548        | 18         | 2232        | 0.558        | 18        | 2232        | 1.106        |
| 12:00 - 13:00 | 18        | 2232        | 0.612        | 18         | 2232        | 0.605        | 18        | 2232        | 1.217        |
| 13:00 - 14:00 | 18        | 2232        | 0.610        | 18         | 2232        | 0.565        | 18        | 2232        | 1.175        |
| 14:00 - 15:00 | 18        | 2232        | 0.533        | 18         | 2232        | 0.645        | 18        | 2232        | 1.178        |
| 15:00 - 16:00 | 18        | 2232        | 0.456        | 18         | 2232        | 0.575        | 18        | 2232        | 1.031        |
| 16:00 - 17:00 | 18        | 2232        | 0.488        | 18         | 2232        | 0.697        | 18        | 2232        | 1.185        |
| 17:00 - 18:00 | 18        | 2232        | 0.381        | <b>18</b>  | <b>2232</b> | <b>0.704</b> | 18        | 2232        | 1.085        |
| 18:00 - 19:00 | 17        | 2334        | 0.103        | 17         | 2334        | 0.524        | 17        | 2334        | 0.627        |
| 19:00 - 20:00 | 4         | 3299        | 0.015        | 4          | 3299        | 0.280        | 4         | 3299        | 0.295        |
| 20:00 - 21:00 | 1         | 6623        | 0.045        | 1          | 6623        | 0.075        | 1         | 6623        | 0.120        |
| 21:00 - 22:00 | 1         | 6623        | 0.000        | 1          | 6623        | 0.211        | 1         | 6623        | 0.211        |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           | 6.682       |              |            | 7.000       |              |           |             | 13.682       |

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:           | 282 - 6623 (units: sqm) |
| Survey date range:                            | 01/01/11 - 30/03/19     |
| Number of weekdays (Monday-Friday):           | 18                      |
| 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.

**Birmingham**

☎ 0121 794 8390

**London**

☎ 020 7293 0217

**Manchester**

☎ 0161 974 3208

**Oxford**

☎ 01865 389 440

**Reading**

☎ 0118 206 2945

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