

# **Proposed Employment Development**

## **Sovereign Distillery, Huyton**

# **Transport Statement**

Revision 02

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**Prepared on Behalf of Network Space**

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Plan 1: Site Location

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## 1.0 Introduction

### 1.1 Background

- 1.1.1 Tetra Tech has been appointed by Network Space to provide Highways and Transport Advice in relation to a proposed employment development on land at Wilson Road, Huyton.
- 1.1.2 The site location is shown on **Plan 1**.
- 1.1.3 As shown on **Plan 1**, the site is location c. 1.7km to the southeast of the centre of Huyton and 12km to the east of Liverpool City Centre.
- 1.1.4 The existing site layout is shown in **Appendix A** and the proposed site layout is shown in **Appendix B**.
- 1.1.5 As shown in **Appendices A** and **B**, the proposals seek to remodel the on-site layout, with some units demolished, some new units erected and some of the existing units retained and / or refurbished and extended. In terms of floorspaces, the existing site comprises 19,133sqm of industrial land uses and the proposals are for a total of 18,093sqm of industrial land uses, thus the proposals result in a reduction of 1,040sqm reduction of floor space. The existing site access points will be retained under the proposals.
- 1.1.6 Whilst superseded by National Planning Policy Guidance, the 2007 'Guidance on Transport Assessment' (GTA) document provides indicative thresholds for the level of assessment required for developments.
- 1.1.7 The GTA document states that for a D2 land use (assembly and leisure), a Transport Statement (TS) is required for developments which provide between 500 – 1500 sqm and a Transport Assessment (TA) is required for developments which provide greater than 1500 sqm. No assessment is required for developments providing less than 500 sqm given that it would not be expected to have any significant transport implications.
- 1.1.8 Importantly the development does not meet the threshold for a TS or TA given that it results in a reduction in floor space compared to the existing situation. Notwithstanding this, this TS has been prepared to assist in the determination of the planning application.
- 1.1.9 The purpose of this TS is to assess and identify the anticipated potential transport and highways impact of the development proposals.

## 1.2 Report Structure

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1.2.1 Following this introduction, this report is structured as follows:

- Section 2 presents relevant transport policy that has been considered as part of this study;
- Section 3 describes the existing land use, highway network, examines recent personal injury accident data on the local highway network;
- Section 4 details the sustainable travel opportunities in the area;
- Section 5 describes the development proposals including the access strategy;
- Section 6 sets out the traffic generation of the site; and
- Section 7 summarises and concludes the report.

## 2.0 National and Local Policy

### 2.1 Introduction

2.1.1 This section of the TS reviews the relevant transport policy and guidance in the context of the proposed development site, with reference to the following documents:

- National Planning Policy Framework (2021)
- Knowsley Local Plan Core Strategy (2016)
- Liverpool City Region Combined Authority Transport Plan (2019)

### 2.2 National Planning Policy Framework (2021)

2.2.1 The Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF) on 24 July 2018. It was most recently updated on 20<sup>th</sup> July 2021.

2.2.2 At the heart of the NPPF is a presumption in favour of sustainable development. In this context, it is fundamental that for new development sustainable transport is promoted. Section 5 of the NPPF sets out the ways in which to deliver a sufficient supply of homes in urban and rural areas, while Section 9 sets out policies for promoting sustainable transport.

2.2.3 Paragraph 104 of the NPPF states:

*‘Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

*a) the potential impacts of development on transport networks can be addressed;*

*b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

*c) opportunities to promote walking, cycling and public transport use are identified and pursued;*

*d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

*e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.’*

2.2.4 At paragraph 105 the NPPF states:

*‘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.’*

2.2.5 The NPPF sets out a key test for the acceptability of planning applications in terms of transport and highways at paragraphs 110 and 111.

2.2.6 Paragraph 110 of the NPPF states that 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;*

*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 46; and*

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

2.2.7 At paragraph 111 NPPF states:

*'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.'*

## **2.3 Knowsley Local Plan Core Strategy (2016)**

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2.3.1 The Local Plan Core Strategy was adopted by the Council on 6<sup>th</sup> January 2016 and covers the period up to 2028. The document sets out the strategic framework for the growth and development of the district.

2.3.2 Policy CS7 of the Core Strategy relates to Transport Networks, regarding New Development it states:

*'New development will be required to be:*

*a) Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location;*

*b) Located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations;*

*c) Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;*

*d) In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;*

*e) Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate; and*

*f) Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport'*

- 2.3.3 Policy CS19 sets out the Council's stance on Design Quality and Accessibility in New Development, it states:

*'1) To enhance the local distinctiveness, identity and accessibility of places, new development within Knowsley will be expected to:...*

*...e) Provide safe, secure and convenient routes for movement (including signage), with priority for walking, cycling and public transport, to meet the access needs of all users, particularly pedestrians, cyclists, less mobile people and the elderly;*

*f) Integrate effectively with existing development and link to existing shopping and service provision;...*

*2) To maintain a good standard of amenity for all existing and future occupants of land and buildings, development proposals will be required to:*

*a) Avoid unacceptable impacts on existing residents, business occupiers, and future occupiers'*

## **2.4 Liverpool City Region Combined Authority Transport Plan (2019)**

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- 2.4.1 The Transport Plan for the Liverpool City Region articulates the Liverpool City Region Combined Authority's vision for transport.

- 2.4.2 The core vision of the document is to develop a transport system which:

- is comprehensive, affordable and reliable
- is integrated and easy to use
- supports the development of new and existing communities
- is green, and is healthy

- 2.4.3 The vision is supported by five strategic objectives which are set out below.

*'1. To support inclusive economic growth across a thriving city region. This is by developing a transport network that effectively and efficiently connects people, freight, businesses and visitors, and in a way that is fully integrated with wider policy objectives.*

*2. To exploit the city region's role as a global gateway that is served by all forms of transport that supports Northern Powerhouse and Transport for the North's aims to rebalance the UK's economy, through economic agglomeration and de-congestion benefits*

*3. To deliver the objectives above through a new mobility culture, where transport services are modern, safe, clean, healthy and inclusive. This has a focus on boosting healthy forms of travel for short trips and where the public transport networks are the modes of choice*

*4. To develop a mobility system that enhances the health and wellbeing of our citizens. This will include the development of liveable and resilient city region that addresses the challenges of poor air quality and supports the move to a zero carbon LCR by 2040*

*5. To secure a transport network that is well maintained, safe and resilient.'*

## 2.5 Compliance with Policy

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- 2.5.1 Subsequent sections of this report describe the development proposals and surrounding existing facilities and sustainable transport facilities while also assessing the impact of the proposals on the local transport network. These demonstrate that the proposals are consistent with the above documents and will constitute a sustainable development which does not have any adverse significant or severe impacts on the local transport network (moreover, impacts are immaterial when compared to the existing land use).

## 3.0 Existing Conditions

### 3.1 Introduction

- 3.1.1 This section describes the existing conditions at the site and in the immediate surrounding area. It includes a description of the existing site and a review of the local highway networking, along with a review of the personal injury accidents in the near vicinity of the site.
- 3.1.2 Considering the proposed site land use is as existing, clearly the location is entirely appropriate for industrial land uses.

### 3.2 Existing Site

- 3.2.1 The site location is shown on **Plan 1**.
- 3.2.2 As shown on **Plan 1**, the site is location c. 1.7km to the southeast of the centre of Huyton and 12km to the east of Liverpool City Centre.
- 3.2.3 The site is bounded to the north by Wilson Road, to the east and west by further industrial land uses and to the south by existing dwellings.
- 3.2.4 The existing site comprises industrial land uses therefore the principle of the proposed use is already established on the site.

### 3.3 Local Highway Network

- 3.3.1 The site location in relation to the local highway network is shown on **Plan 2**. From the site, the majority vehicles will route via Wilson Road, Cronton Road (A5080), M57 and M62.
- 3.3.2 Wilson Road is a single carriageway that extends in a northwest-southeast alignment between a crossroads with St Johns Road/Hall Lane and Huyton Hey Road and the A5080. Wilson Road currently serves existing industrial and commercial units at Huyton Business Park. The road is subject to a 30mph speed limit. Footways and streetlighting are present on both sides of the road.
- 3.3.3 In the vicinity of the site, the A5080 extends in a west-east alignment between Broad Green in Liverpool and Junction 6 of the M62. Its eastern end is close to the Wilson Road/Cronton Road junction and consequently the site access, provide a convenient link to the strategic road network.
- 3.3.4 The M62 Junction 6 is located approximately 800m from the existing site access. This provides a strategic link between Liverpool and Manchester to the west and east respectively. The junction also provides access to the M57 for connections to Merseyside in the north and Widnes and Runcorn in the south.

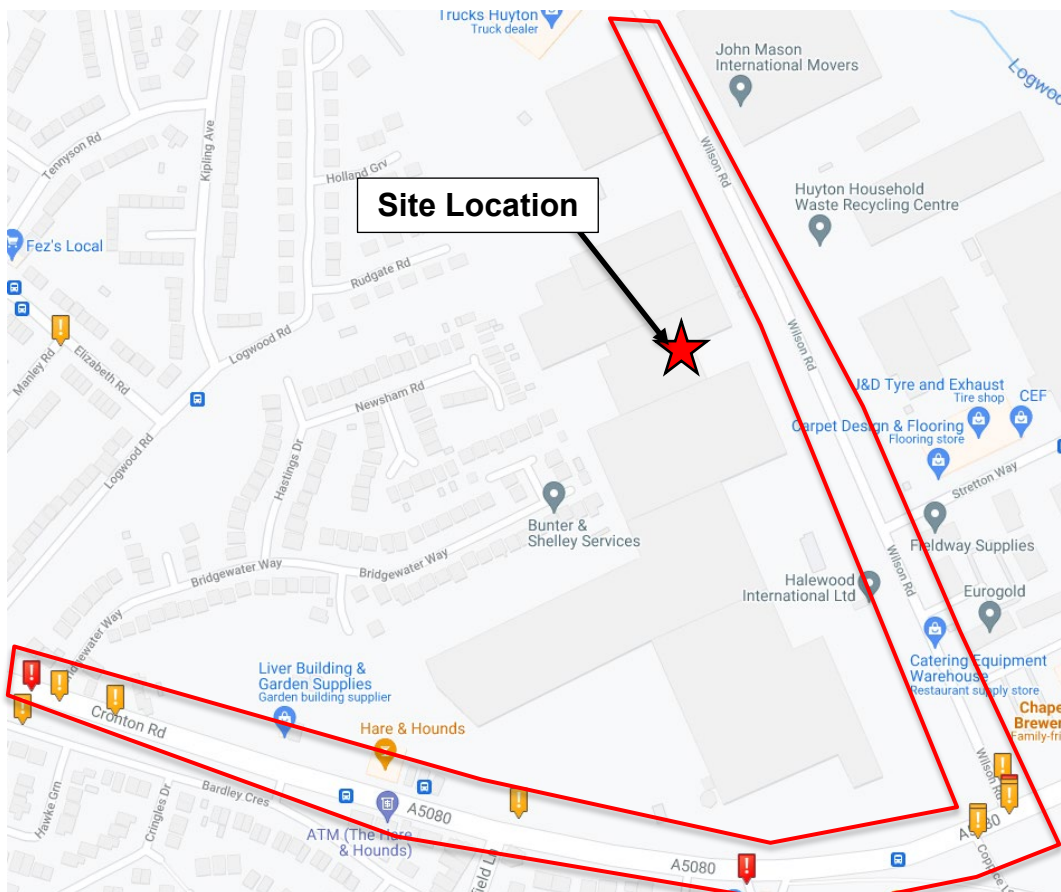
## 3.4 Local Road Safety Record

- 3.4.1 An interrogation of the Crashmap website has been undertaken to determine if there are any existing highway safety issues in the vicinity of the site on the adjacent adopted highway network.
- 3.4.2 Personal Injury Accidents (PIAs) that occurred in the vicinity of the site have been reviewed for the most recent five-year period between 2015 and 2019, which represents the most recent 5-years excluding Covid-19 lockdown years where traffic was significantly reduced. The locations of the PIAs in the vicinity of the site are shown in **Extract 3.1**. In the extract, a yellow flag indicates a 'Slight' accident and a red flag would indicate a 'Serious' accident, whilst a black flag would indicate a 'Fatal' accident. The frequency and severity of PIAs is summarised in **Table 3.1**.

**Table 3.1: Summary of PIAs**

| Severity     | Year     |          |          |          |          | Total     |
|--------------|----------|----------|----------|----------|----------|-----------|
|              | 2015     | 2016     | 2017     | 2018     | 2019     |           |
| Slight       | 1        | 3        | 2        | 1        | 1        | 8         |
| Serious      | 0        | 1        | 1        | 1        | 0        | 3         |
| Fatal        | 0        | 0        | 0        | 0        | 0        | 0         |
| <b>Total</b> | <b>1</b> | <b>4</b> | <b>3</b> | <b>2</b> | <b>1</b> | <b>11</b> |

**Extract 3.1: Locations of PIAs**



- 3.4.3 It was found that 11 PIAs occurred within the study area, along Wilson Road and Cronton Road. Eight of these PIAs were classified as 'Slight', and three were 'Serious'. There were no 'Fatal' accidents occurred in the 5-year period and no PIAs occurred in the vicinity of the site access.
- 3.4.4 The first 'Serious' PIA occurred on 22<sup>nd</sup> September 2016 on Cronton Road. The accident involved a bicycle and a car, resulting in an injury to the cyclist.
- 3.4.5 The second 'Serious' PIA occurred on 21<sup>st</sup> August 2017 on Cronton Road. The accident involved pedestrian and a car, resulting in an injury to the pedestrian.
- 3.4.6 The third 'Serious' PIA occurred on 3<sup>rd</sup> September 2018 at the Wilson Road/Cronton Road junction. The accident involved a car and a motorcycle, resulting in two injuries.
- 3.4.7 On average there are just over two accidents per year within the study area and this is not considered to be high. There have only been four PIAs at the Wilson Road/Cronton Road junction and all but one of these have been classified as slight. Additionally, the proposals will reduce the amount of traffic on the local highway network (see Section 6) and so will reduce the likelihood of PIAs occurring. Given the above it is not considered that there is an existing highway safety issue that would be exacerbated by the proposals.

## 4.0 Accessibility by Sustainable Modes

### 4.1 Introduction

- 4.1.1 As described in **Section 2** of this report, current local and national policies state that new developments should promote more sustainable transport choices for people, particularly accessibility to shopping, leisure facilities and services by public transport, walking and cycling to reduce the dependence on the private car.

### 4.2 Walking

- 4.2.1 The Institution of Highways and Transportation's (IHT) document 'Guidelines for Providing for Journeys on Foot' states in paragraph 1.12 that:

*'walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile.'*

- 4.2.2 Whilst superseded by NPPF, 'Planning Policy Guidance 13 (PPG13) – Transport' sets out useful guidance related to walking catchments, which is still widely accepted. It states that:

*"walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Paragraph 74).*

- 4.2.3 Within a 2km walk of the site, numerous facilities can be accessed including those in Huyton Town Centre. Huyton Rail Station is also within a 2km walk of the site.

### 4.3 Cycling

- 4.3.1 A distance of 5km is widely recognised as being a reasonable cycle distance. Within a 5km cycle of the site, several residential areas can be reached including Huyton, Tarbock, Fincham, Winstham Cross, Belle Vale and Prescott.

### 4.4 Public Transport

#### By Bus

- 4.4.1 Bus stops on Cronton Road are an approximate 500m walk from the site access. Further services call at stops on Stretton Way, approximately 300m from the access.
- 4.4.2 Services on Cronton Road have an average frequency of 4 services per hour in each direction, providing links to Liverpool, Warrington, Widnes and Runcorn and the residential areas in between.
- 4.4.3 Local bus services are available further north on Wilson Road, providing access to Huyton, Kirkby and Prescott.

**By Rail**

- 4.4.4 Huyton Rail Station is within a 2km walk of the site or via bus services calling at Huyton Bus Station which is approximately 300m east.
- 4.4.5 Services operating through this station travel to Liverpool Lime Street, Blackpool North, Crewe and Wigan North Western. There is an average frequency of six services per hour calling at Huyton.

## **4.5 Summary**

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- 4.5.1 The site is located within acceptable walking distance to numerous amenities and facilities as well as public transport stops.

## 5.0 Development Proposals

### 5.1 Introduction

- 5.1.1 This section of the report describes the development proposals.

### 5.2 Proposed Development

- 5.2.1 The proposals seek to amend the on-site layout, with some units demolished, some new units erected and some of the existing units retained and / or altered. The development will provide E(g)(ii) (iii), B2 and B8 employment space (with ancillary E(g)(i) office use) as per the existing land use.
- 5.2.2 The consequence of these changes will result in less floorspace. The existing site comprises 19,133sqm of industrial land uses and the proposals are for a total of 18,093qm of industrial land uses, thus the proposals would result in a 1,040sqm reduction of industrial land uses.
- 5.2.3 The proposed site layout is attached as **Appendix A**.

### 5.3 Access Strategy

- 5.3.1 The existing site access arrangements will be retained under the proposals.

### 5.4 Site Layout

- 5.4.1 The site layout has been designed to accommodate vehicles associated with the proposed land uses as demonstrated as part of the wider submission.

### 5.5 Parking Provision

- 5.5.1 The development proposals include 256 spaces, of which 20 are proposed as electric and 16 are proposed as accessible.
- 5.5.2 The parking standards for Knowsley Council are set out in the Ensuring a Choice of Travel SPD. **Extract 5.1** shows the adopted standards for B2 land use.

**Extract 5.1: Knowsley Council Parking Standards**

| Class | Broad Land Use   | Specific Land Use | Town Centre (Maximum)                                  | District and Local Centre (Maximum) | Other Areas (Maximum) | Disabled Parking                                                                                    |                                  | Bicycles (Minimum)                                     | Motorcycles (Minimum)                        | Coaches Parking (Minimum) | Coaches Drop Off (Minimum) | Comments                                        |
|-------|------------------|-------------------|--------------------------------------------------------|-------------------------------------|-----------------------|-----------------------------------------------------------------------------------------------------|----------------------------------|--------------------------------------------------------|----------------------------------------------|---------------------------|----------------------------|-------------------------------------------------|
|       |                  |                   |                                                        |                                     |                       | Up to 200 bays (Minimum)                                                                            | Over 200 bays (Minimum)          |                                                        |                                              |                           |                            |                                                 |
|       |                  |                   | All areas are Gross Floor Area unless otherwise stated |                                     |                       |                                                                                                     |                                  | All areas are Gross Floor Area unless otherwise stated |                                              |                           |                            |                                                 |
| B2    | General Industry | General Industry  | 1 space per 60 sq.m.                                   | 1 space per 48 sq.m.                | 1 space per 45 sq.m.  | Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater | 6 bays plus 2% of total capacity | 1 space per 450 sq.m. (minimum of 2 spaces)            | 1 space per 1000 sq.m. (minimum of 2 spaces) | -                         | -                          | Includes general industry in residential areas. |

5.5.3 **Table 5.1** sets out the proposed level of parking against the quantum permitted by the adopted standards.

**Table 5.1: Proposed Parking vs Adopted Standards**

| Land Use                               | GFA (sqm) | Standard Spaces | Accessible/Disabled Spaces | EV Spaces |
|----------------------------------------|-----------|-----------------|----------------------------|-----------|
| <b>Required in line with Standards</b> |           |                 |                            |           |
| B2                                     | 18,093    | 402             | 10                         | n/a       |
| <b>Proposed</b>                        |           |                 |                            |           |
| B2                                     | 18,093    | 220             | 16                         | 20        |

5.5.4 The table shows that the proposed quantum of parking is in line with the maximum and minimum standards set out in the SPD.

## 6.0 Traffic Generation

### 6.1 Introduction

- 6.1.1 This section sets out the estimates the vehicular trip generation of the site.
- 6.1.2 The traffic associated with the extant land use will be removed from the network as part of the proposal and the assessment in this section takes that into account.

### 6.2 Vehicular Trip Rates and Associated Traffic Generation

- 6.2.1 In order to determine the level of traffic that could potentially be generated by the development, the industry standard TRICS database has been interrogated.
- 6.2.2 Trip rates have been derived in line with the best practice guidelines from the TRICS Good Practice Guide 2021 (GPG).
- 6.2.3 As described in Section 5, the proposals include a mix of B2, B8 and ancillary land uses. Based on industry experience, B2 land uses generate more traffic in the typical network peak hours than B8 and as such, the site has been assessed using B2 trip rates. This methodology is considered to be robust.

**Table 6.1: Trip Rates and Traffic Generation**

| Vehicle Type       | GFA (m²)  | Weekday AM Peak Hour<br>(08:00-09:00) |        |       | Weekday PM Peak Hour<br>(16:00-17:00) |        |       |
|--------------------|-----------|---------------------------------------|--------|-------|---------------------------------------|--------|-------|
|                    |           | Arrive                                | Depart | Total | Arrive                                | Depart | Total |
| Trip Rates         |           |                                       |        |       |                                       |        |       |
| All Vehicles       | 100sqm    | 0.312                                 | 0.164  | 0.476 | 0.126                                 | 0.301  | 0.427 |
| OGV's              | 100sqm    | 0.023                                 | 0.033  | 0.056 | 0.009                                 | 0.018  | 0.027 |
| Traffic Generation |           |                                       |        |       |                                       |        |       |
| All Vehicles       | 18,093sqm | 56                                    | 30     | 86    | 23                                    | 54     | 77    |
| OGV's              | 18,093sqm | 4                                     | 6      | 10    | 2                                     | 3      | 5     |

- 6.2.4 The table shows that the development is expected to generate 86 and 77 two-way trips in the AM and PM peak hours respectively. Of those trips, 10 and 5 are expected to be HGV movements in the AM and PM peak hours respectively. The total vehicle trips equate to less than one trip every 90 seconds on average.

## 6.3 Vehicular trip Generation in the Context of the Extant Land Use

- 6.3.1 The existing land use is to be removed as part of the proposals and as such the trips associated with that land use will be removed and replaced with the trips associated by the proposals. A comparison of the possible extant and proposed traffic generation is provided in **Table 6.2**.

**Table 6.2: Net Traffic Generation of the Proposals**

| Land Use           | GFA (m²)  | Weekday AM Peak Hour<br>(08:00-09:00) |        |       | Weekday PM Peak Hour<br>(16:00-17:00) |        |       |
|--------------------|-----------|---------------------------------------|--------|-------|---------------------------------------|--------|-------|
|                    |           | Arrive                                | Depart | Total | Arrive                                | Depart | Total |
| Trip Rates         |           |                                       |        |       |                                       |        |       |
| B2 - All Vehicles  | 100sqm    | 0.312                                 | 0.164  | 0.476 | 0.126                                 | 0.301  | 0.427 |
| Traffic Generation |           |                                       |        |       |                                       |        |       |
| Extant             | 19,133sqm | 60                                    | 31     | 91    | 24                                    | 58     | 82    |
| Proposed           | 18,093sqm | 56                                    | 30     | 86    | 23                                    | 54     | 77    |
| Difference         | -1,040sqm | -4                                    | -1     | -5    | -1                                    | -4     | -5    |

- 6.3.2 As shown in **Table 6.2** the proposals are expected to generate less traffic than the existing land use has potential to generate. Therefore, the proposals are expected to have a net reduction in traffic on the local highway network. On that basis, it is considered that the proposals will not have a significant traffic impact and indeed could result in a betterment in traffic conditions compared to the existing position due to the proposed reduction in floorspace.

## 7.0 Summary and Conclusions

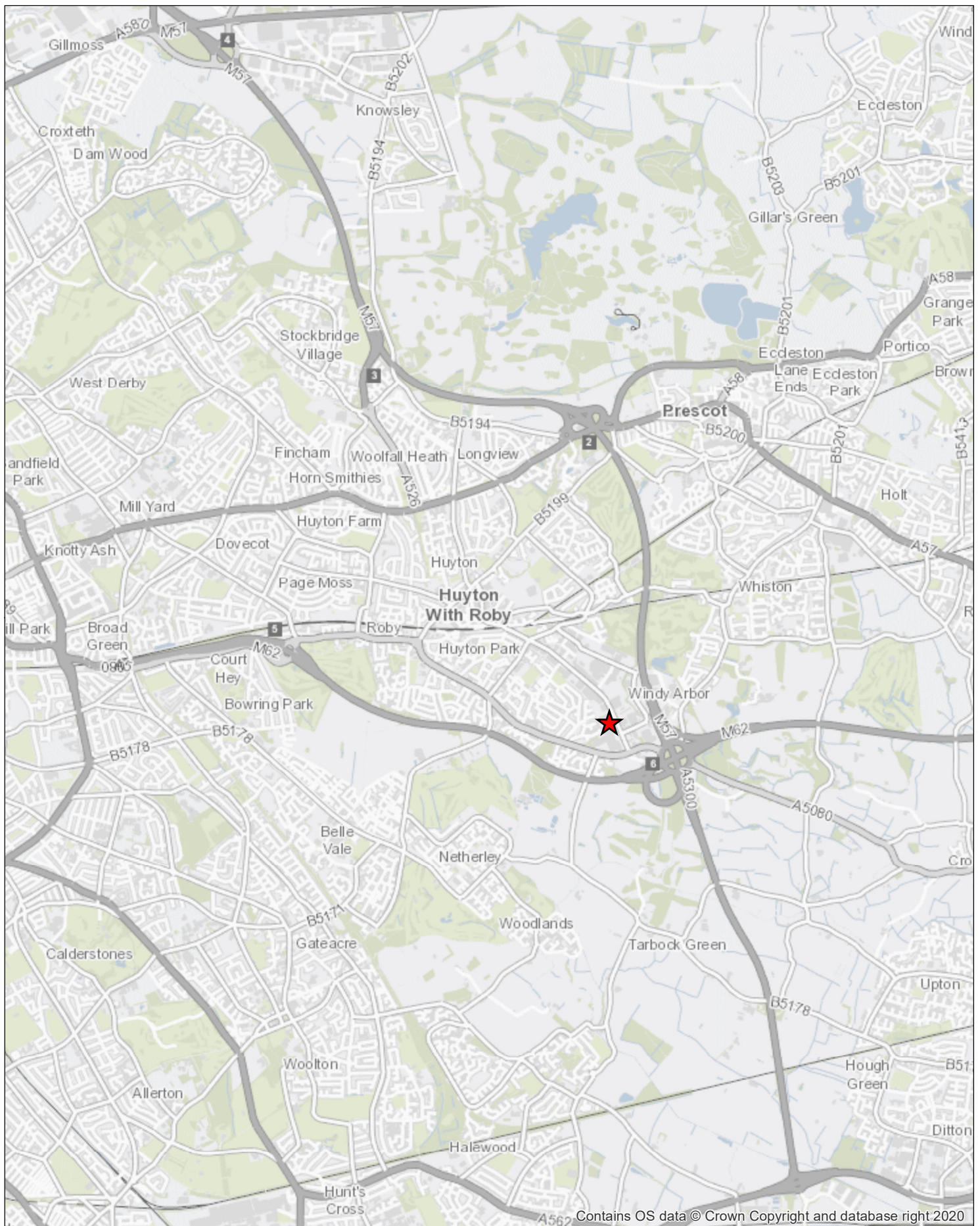
### 7.1 Summary

- 7.1.1 Tetra Tech has been appointed by Network Space to provide Highways and Transport Advice in relation to a proposed employment development on land at Wilson Road, Huyton.
- 7.1.2 The site is located such that it is accessible via sustainable modes in the existing situation.
- 7.1.3 The proposals seek to remodel the on-site layout, with some units demolished, some new units erected and some of the existing units retained and / or refurbished and extended. In terms of floorspaces, the existing site comprises 19,133sqm of industrial land uses and the proposals are for a total of 18,093sqm of industrial land uses, thus the proposals result in a reduction of 1,040sqm reduction of floor space.
- 7.1.4 The existing site accesses will be retained under the proposals.
- 7.1.5 It has been found that as the proposals will reduce the overall floorspace, it is expected that the proposals could have a net reduction in traffic flows.

### 7.2 Conclusions

- 7.2.1 It has been demonstrated that:
- The development layout is appropriate to relevant standards for parking, layout and access.
  - The development will be accessible by sustainable travel modes.
  - A safe and suitable access can be provided for all modes.
  - There would be no material traffic impacts on the local highway network.
  - The proposals accord with national and local transport policies in respect of transport.
- 7.2.2 Accordingly, there are no transport or highways reasons why the proposed development should not be granted planning permission.

## Plans



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Plan 1: Site Location

Proposal: Proposed Employment Development

Location: Sovereign Distillery, Huyton

TT Job No.: 784-B024793



## Legend



Site Location

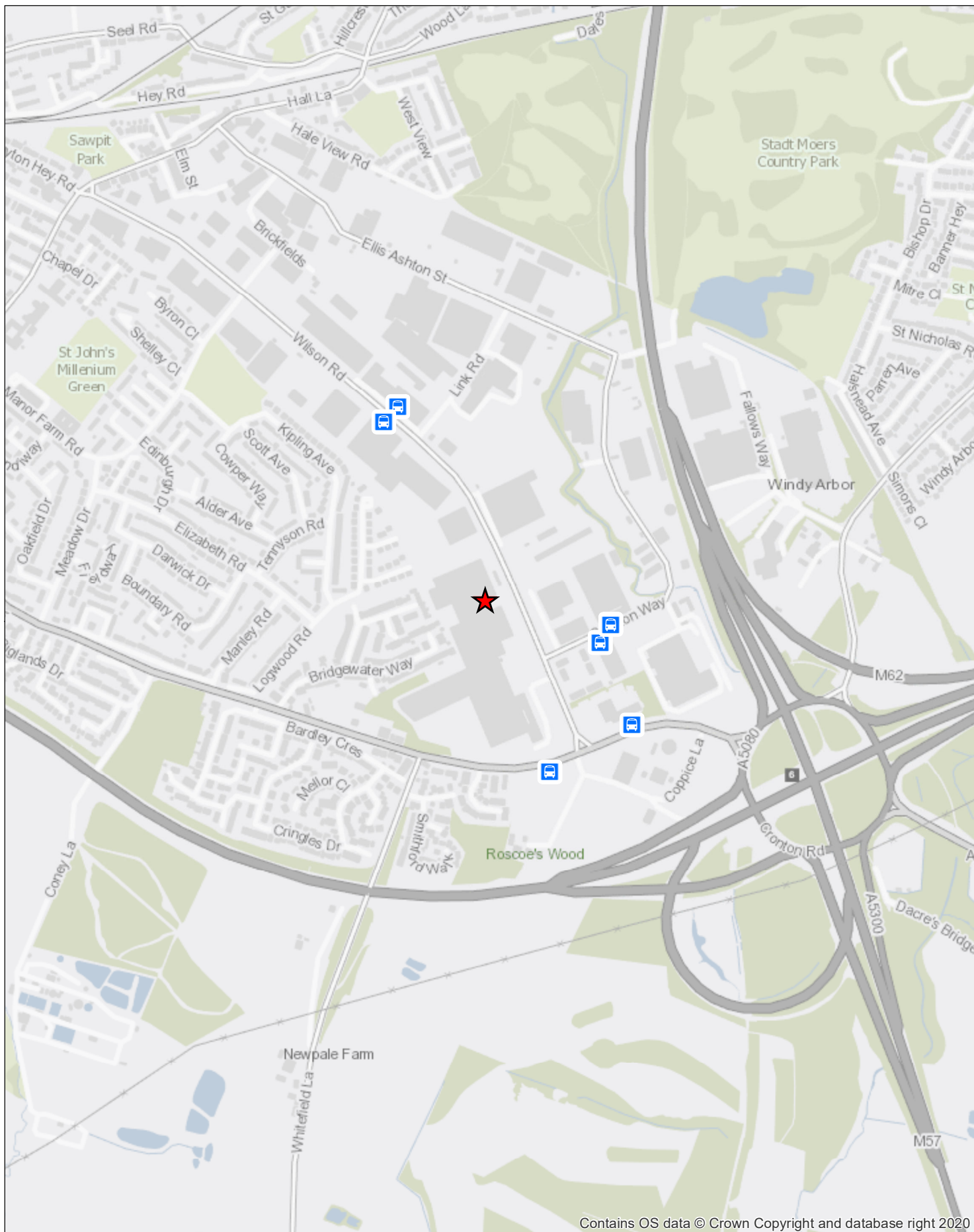
0 620 1,240 1,860 Meters

Scale: 1:50,000 @A4

10 February 2022

NGR: 344,475 E / 390,767 N

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Plan 2: Local Highway Network  
 Proposal: Proposed Employment Development  
 Location: Sovereign Distillery, Huyton  
 TT Job No.: 784-B024793



## Legend

-  Site Location
-  Bus Stop

0 125 250 375 Meters  
 Scale: 1:10,000 @A4

10 February 2022  
 NGR: 345,699 E / 389,674 N

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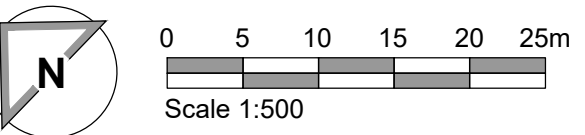
## Appendices

## Appendix A: Proposed Site Layout

- All dimensions and levels are to be checked on site
- Any discrepancies are to be reported to the architect before any work commences
- This drawing shall not be scaled to ascertain any dimensions. Work to fixed dimensions only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties: CDM\_PD\_Duties\_A0  
Principal Designer: Name  
Unless noted below, all known hazards have been highlighted on the drawing:



Red line site boundary (TBC):  
10.10.75acres / 4.35ha

NOTES:

- Layout based on CAD plan provided by Halewood International

|                                |        |                                     |              |
|--------------------------------|--------|-------------------------------------|--------------|
| P01                            | Jan 22 | DJS                                 | DRS          |
| Initial Issue                  |        |                                     |              |
| REV                            | Date   | Drawn by -                          | Checked by - |
| S2                             |        | Purpose of Issue<br>For Information |              |
| drawing stage                  |        | Planning                            |              |
| client                         |        |                                     |              |
| Network Space                  |        |                                     |              |
| project                        |        |                                     |              |
| Sovereign Distillery<br>Huyton |        |                                     |              |
| drawing title                  |        |                                     |              |
| Phase 1<br>Existing Site Plan  |        |                                     |              |
| date                           |        | Jan 22                              | drawn DJS    |
| scale@A0                       |        | 1:1000                              | checked DRS  |

## Appendix B: Existing Site Layout

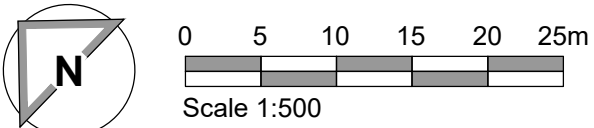
- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences.
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties: 12/10/21

Principal Designer: Network Space

Unless noted below, all known hazards have been highlighted on the drawing:



Red line site boundary (TBC)  
10.75 acres / 4.35 ha

\* Location for office / welfare block

| Schedule of Accommodation |                       |                          |                         |                          |
|---------------------------|-----------------------|--------------------------|-------------------------|--------------------------|
| Unit                      | Ground Floor GIA      | First Floor / Office GIA | TOTAL UNIT GIA          | Car Parking (Accessible) |
| Unit C                    | 7,565 m² / 81,429 ft² | 557 m² / 6,000 ft²       | 8,122 m² / 87,429 ft²   | 90 (4)                   |
| Unit F1                   | 716 m² / 7,707 ft²    | 219 m² / 2,357 ft²       | 937 m² / 10,085 ft²     | 14 (1)                   |
| Unit F2                   | 716 m² / 7,707 ft²    | -                        | 716 m² / 7,707 ft²      | 14 (1)                   |
| Unit F3                   | 716 m² / 7,707 ft²    | -                        | 716 m² / 7,707 ft²      | 14 (1)                   |
| Unit F4                   | 716 m² / 7,707 ft²    | -                        | 716 m² / 7,707 ft²      | 14 (1)                   |
| Unit F5                   | 716 m² / 7,707 ft²    | -                        | 716 m² / 7,707 ft²      | 14 (1)                   |
| Unit F6                   | 724 m² / 7,793 ft²    | -                        | 724 m² / 7,793 ft²      | 14 (1)                   |
| G1                        | 2,752 m² / 29,622 ft² | 344 m² / 3,703 ft²       | 3,096 m² / 33,325 ft²   | 40 (3)                   |
| G2                        | 2,080 m² / 22,389 ft² | 260 m² / 2,799 ft²       | 2,340 m² / 25,188 ft²   | 42 (3)                   |
| TOTAL SITE GIA            |                       |                          | 18,093 m² / 194,640 ft² | 256 (16)                 |

|                                       |         |                 |             |
|---------------------------------------|---------|-----------------|-------------|
| R01                                   | 2001/22 | DJS             | DRS         |
| Initial Issue                         |         |                 |             |
| REV                                   | Date    | Drawn by:       | Checked by: |
| S2                                    |         | For Information |             |
| Drawing stage: Planning               |         |                 |             |
| Client: Sovereign Distillery          |         |                 |             |
| Project: Huyton, Sovereign Distillery |         |                 |             |
| Drawing title: Proposed Masterplan    |         |                 |             |
| date                                  | Jan 22  | drawn           | DJS         |
| checked                               | 1:500   | checked         | DRS         |

## Appendix C: TRICS Output

Calculation Reference: AUDIT-705118-210630-0606

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 03 | SOUTH WEST                     |        |
|    | BR BRISTOL CITY                | 2 days |
| 05 | EAST MIDLANDS                  |        |
|    | LN LINCOLNSHIRE                | 1 days |
|    | NR NORTHAMPTONSHIRE            | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | HE HEREFORDSHIRE               | 1 days |
|    | WK WARWICKSHIRE                | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | WY WEST YORKSHIRE              | 2 days |
| 08 | NORTH WEST                     |        |
|    | LC LANCASHIRE                  | 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: 5214 to 24980 (units: sqm)  
 Range Selected by User: 5000 to 25000 (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:

|          |        |
|----------|--------|
| Tuesday  | 1 days |
| Thursday | 4 days |
| Friday   | 4 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 9 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) | 5 |
| Edge of Town                       | 4 |

*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:

Not Known

9 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

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 2 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 3 days |
| 25,001 to 50,000 | 3 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 |
| 50,001 to 75,000   | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 3 days |
| 250,001 to 500,000 | 1 days |
| 500,001 or More    | 2 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 | 4 days |
| 1.1 to 1.5 | 5 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

9 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

9 days

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

LIST OF SITES relevant to selection parameters

|   |                                    |                   |                     |
|---|------------------------------------|-------------------|---------------------|
| 1 | BR-02-D-04                         | INDUSTRIAL ESTATE | BRISTOL CITY        |
|   | CROFTS END ROAD                    |                   |                     |
|   | BRISTOL                            |                   |                     |
|   | SPEEDWELL                          |                   |                     |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 18018 sqm         |                     |
|   | Survey date: FRIDAY                | 29/11/13          | Survey Type: MANUAL |
| 2 | BR-02-D-05                         | INDUSTRIAL ESTATE | BRISTOL CITY        |
|   | NOVERS HILL                        |                   |                     |
|   | BRISTOL                            |                   |                     |
|   | BEDMINSTER                         |                   |                     |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 18128 sqm         |                     |
|   | Survey date: FRIDAY                | 29/11/13          | Survey Type: MANUAL |
| 3 | 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 |
| 4 | 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 |
| 5 | 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 |
| 6 | 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 |
| 7 | WK-02-D-03                         | INDUSTRIAL ESTATE | WARWICKSHIRE        |
|   | EASTBORO WAY                       |                   |                     |
|   | NUNEATON                           |                   |                     |
|   | Edge of Town                       |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 20860 sqm         |                     |
|   | Survey date: THURSDAY              | 26/09/19          | Survey Type: MANUAL |
| 8 | WY-02-D-03                         | INDUSTRIAL ESTATE | WEST YORKSHIRE      |
|   | ARMLEY ROAD                        |                   |                     |
|   | LEEDS                              |                   |                     |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 24980 sqm         |                     |
|   | Survey date: FRIDAY                | 20/09/13          | Survey Type: MANUAL |
| 9 | WY-02-D-04                         | INDUSTRIAL ESTATE | WEST YORKSHIRE      |
|   | LAW STREET                         |                   |                     |
|   | CLECKHEATON                        |                   |                     |
|   | Edge of Town                       |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 23226 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.

MANUALLY DESELECTED SURVEYS

| Site Ref   | Survey Date | Reason for Deselection |
|------------|-------------|------------------------|
| NR-02-D-02 | 21/10/20    | Covid                  |

WYG Group Quay West Salford Quays

Licence No: 705118

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       | 1        | 20860    | 0.077        | 1          | 20860    | 0.014        | 1        | 20860    | 0.091        |
| 06:00 - 07:00       | 2        | 16063    | 0.100        | 2          | 16063    | 0.025        | 2        | 16063    | 0.125        |
| 07:00 - 08:00       | 9        | 15775    | 0.318        | 9          | 15775    | 0.078        | 9        | 15775    | 0.396        |
| 08:00 - 09:00       | 9        | 15775    | 0.312        | 9          | 15775    | 0.164        | 9        | 15775    | 0.476        |
| 09:00 - 10:00       | 9        | 15775    | 0.213        | 9          | 15775    | 0.155        | 9        | 15775    | 0.368        |
| 10:00 - 11:00       | 9        | 15775    | 0.205        | 9          | 15775    | 0.159        | 9        | 15775    | 0.364        |
| 11:00 - 12:00       | 9        | 15775    | 0.161        | 9          | 15775    | 0.159        | 9        | 15775    | 0.320        |
| 12:00 - 13:00       | 9        | 15775    | 0.204        | 9          | 15775    | 0.211        | 9        | 15775    | 0.415        |
| 13:00 - 14:00       | 9        | 15775    | 0.213        | 9          | 15775    | 0.221        | 9        | 15775    | 0.434        |
| 14:00 - 15:00       | 9        | 15775    | 0.171        | 9          | 15775    | 0.189        | 9        | 15775    | 0.360        |
| 15:00 - 16:00       | 9        | 15775    | 0.138        | 9          | 15775    | 0.210        | 9        | 15775    | 0.348        |
| 16:00 - 17:00       | 9        | 15775    | 0.126        | 9          | 15775    | 0.301        | 9        | 15775    | 0.427        |
| 17:00 - 18:00       | 9        | 15775    | 0.087        | 9          | 15775    | 0.297        | 9        | 15775    | 0.384        |
| 18:00 - 19:00       | 9        | 15775    | 0.042        | 9          | 15775    | 0.090        | 9        | 15775    | 0.132        |
| 19:00 - 20:00       | 2        | 16063    | 0.153        | 2          | 16063    | 0.134        | 2        | 16063    | 0.287        |
| 20:00 - 21:00       | 2        | 16063    | 0.019        | 2          | 16063    | 0.084        | 2        | 16063    | 0.103        |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>2.539</b> |            |          | <b>2.491</b> |          |          | <b>5.030</b> |

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:           | 5214 - 24980 (units: sqm) |
| Survey date range:                            | 01/01/13 - 21/10/20       |
| Number of weekdays (Monday-Friday):           | 10                        |
| Number of Saturdays:                          | 0                         |
| Number of Sundays:                            | 0                         |
| Surveys automatically removed from selection: | 1                         |
| 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.*

WYG Group Quay West Salford Quays

Licence No: 705118

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

OGVS

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       | 1        | 20860    | 0.000        | 1          | 20860    | 0.005        | 1        | 20860    | 0.005        |
| 06:00 - 07:00       | 2        | 16063    | 0.003        | 2          | 16063    | 0.000        | 2        | 16063    | 0.003        |
| 07:00 - 08:00       | 9        | 15775    | 0.018        | 9          | 15775    | 0.011        | 9        | 15775    | 0.029        |
| 08:00 - 09:00       | 9        | 15775    | 0.023        | 9          | 15775    | 0.033        | 9        | 15775    | 0.056        |
| 09:00 - 10:00       | 9        | 15775    | 0.030        | 9          | 15775    | 0.025        | 9        | 15775    | 0.055        |
| 10:00 - 11:00       | 9        | 15775    | 0.021        | 9          | 15775    | 0.025        | 9        | 15775    | 0.046        |
| 11:00 - 12:00       | 9        | 15775    | 0.017        | 9          | 15775    | 0.016        | 9        | 15775    | 0.033        |
| 12:00 - 13:00       | 9        | 15775    | 0.027        | 9          | 15775    | 0.022        | 9        | 15775    | 0.049        |
| 13:00 - 14:00       | 9        | 15775    | 0.030        | 9          | 15775    | 0.018        | 9        | 15775    | 0.048        |
| 14:00 - 15:00       | 9        | 15775    | 0.017        | 9          | 15775    | 0.027        | 9        | 15775    | 0.044        |
| 15:00 - 16:00       | 9        | 15775    | 0.024        | 9          | 15775    | 0.022        | 9        | 15775    | 0.046        |
| 16:00 - 17:00       | 9        | 15775    | 0.009        | 9          | 15775    | 0.018        | 9        | 15775    | 0.027        |
| 17:00 - 18:00       | 9        | 15775    | 0.007        | 9          | 15775    | 0.013        | 9        | 15775    | 0.020        |
| 18:00 - 19:00       | 9        | 15775    | 0.004        | 9          | 15775    | 0.004        | 9        | 15775    | 0.008        |
| 19:00 - 20:00       | 2        | 16063    | 0.000        | 2          | 16063    | 0.000        | 2        | 16063    | 0.000        |
| 20:00 - 21:00       | 2        | 16063    | 0.000        | 2          | 16063    | 0.000        | 2        | 16063    | 0.000        |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.230</b> |            |          | <b>0.239</b> |          |          | <b>0.469</b> |

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.

WYG Group Quay West Salford Quays

Licence No: 705118

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

CARS

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       | 1        | 20860    | 0.058        | 1          | 20860    | 0.005        | 1        | 20860    | 0.063        |
| 06:00 - 07:00       | 2        | 16063    | 0.081        | 2          | 16063    | 0.012        | 2        | 16063    | 0.093        |
| 07:00 - 08:00       | 9        | 15775    | 0.162        | 9          | 15775    | 0.015        | 9        | 15775    | 0.177        |
| 08:00 - 09:00       | 9        | 15775    | 0.135        | 9          | 15775    | 0.037        | 9        | 15775    | 0.172        |
| 09:00 - 10:00       | 9        | 15775    | 0.074        | 9          | 15775    | 0.044        | 9        | 15775    | 0.118        |
| 10:00 - 11:00       | 9        | 15775    | 0.074        | 9          | 15775    | 0.050        | 9        | 15775    | 0.124        |
| 11:00 - 12:00       | 9        | 15775    | 0.046        | 9          | 15775    | 0.056        | 9        | 15775    | 0.102        |
| 12:00 - 13:00       | 9        | 15775    | 0.069        | 9          | 15775    | 0.088        | 9        | 15775    | 0.157        |
| 13:00 - 14:00       | 9        | 15775    | 0.058        | 9          | 15775    | 0.089        | 9        | 15775    | 0.147        |
| 14:00 - 15:00       | 9        | 15775    | 0.047        | 9          | 15775    | 0.058        | 9        | 15775    | 0.105        |
| 15:00 - 16:00       | 9        | 15775    | 0.031        | 9          | 15775    | 0.078        | 9        | 15775    | 0.109        |
| 16:00 - 17:00       | 9        | 15775    | 0.055        | 9          | 15775    | 0.153        | 9        | 15775    | 0.208        |
| 17:00 - 18:00       | 9        | 15775    | 0.043        | 9          | 15775    | 0.158        | 9        | 15775    | 0.201        |
| 18:00 - 19:00       | 9        | 15775    | 0.014        | 9          | 15775    | 0.038        | 9        | 15775    | 0.052        |
| 19:00 - 20:00       | 2        | 16063    | 0.143        | 2          | 16063    | 0.128        | 2        | 16063    | 0.271        |
| 20:00 - 21:00       | 2        | 16063    | 0.016        | 2          | 16063    | 0.075        | 2        | 16063    | 0.091        |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>1.106</b> |            |          | <b>1.084</b> |          |          | <b>2.190</b> |

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.