

Technical Note

Transport Assessment Addendum

Huyton Business Park, Wilson Road

Project Number: 25132
Doc Number: TN01
Prepared for: Linden Hill Capital Assets – ALX Ltd.

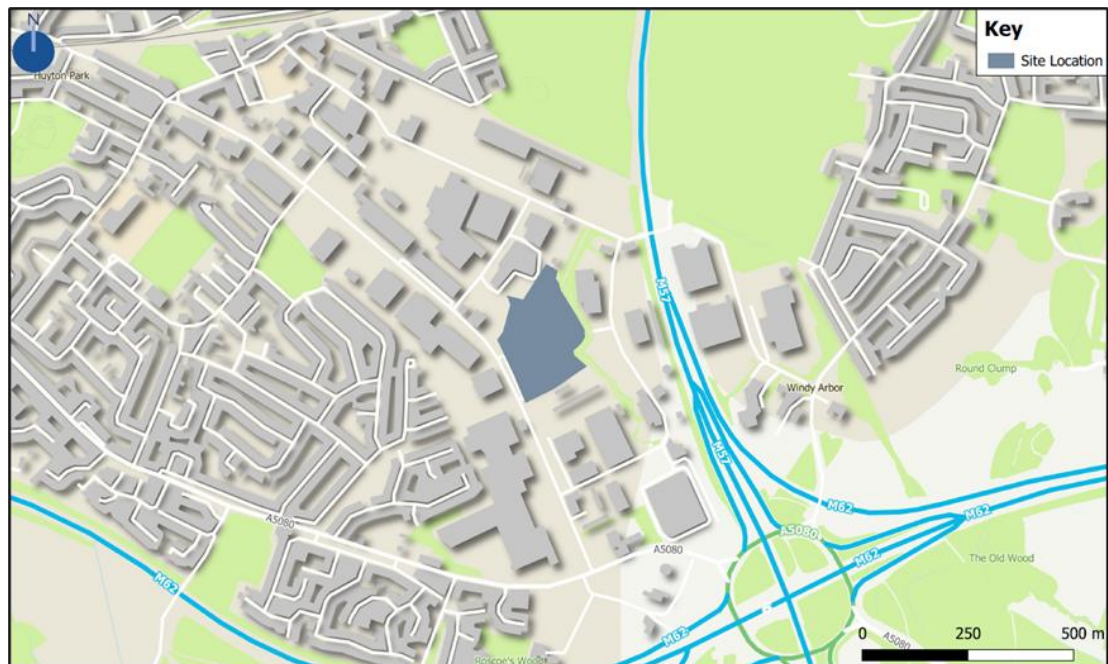
27 March 2025

Rev	Issue Purpose	Author	Reviewed	Approved	Date
A	Draft	ESG	DJT	DJT	26/03/2025
B	Final	ESG	DJT	DJT	26/03/2025
C	Minor Amendment	ESG	DJT	DJT	27/03/2025
D	Final	ESG	DJT	DJT	27/03/2025

1. Introduction

- 1.1.1 Markides Associates (MA) have been instructed to prepare this Technical Note (TN) to inform minor changes to an outline planning application (ref: 24/00427/FUL). The application related to a development located at Land at John Mason International Site, 35 Wilson Road, Huyton Business Park, L36 6AE ('the site') and was approved in October 2024.
- 1.1.2 A site location plan has been included as an extract, as **Figure 1.1**.

Figure 1.1 Site Location Plan



- 1.1.3 The site falls within the planning and highway authority area of Knowsley Metropolitan Borough Council (KMBC).

Outline Planning Permission (22/00284/OUT)

- 1.1.4 The original outline planning application was granted consent in 2023 and this was for the:

'Demolition of existing buildings and outline application for the erection of a logistics warehouse (Use Class B8) – approval sought for access (appearance, layout, landscaping and scale for future approval.'

- 1.1.5 The application was granted with several planning conditions. Those conditions relating to transport have been summarised below:

Condition 4: Access

No part of the development hereby permitted shall be occupied until a scheme for the design and layout of the site access junction has been submitted to and approved in writing by the Local Planning Authority. The site access junction shall be implemented in accordance with the approved details and shall be available for use prior to occupation. The access shall be kept available for use at all times.

Reason: To ensure the provision of safe and adequate means of access to the development in the interests of highway safety and amenity and to comply with Policy CS19 of the Core Strategy, adopted January 2016

Condition 5: Travel Plan

Within six months of the building coming into occupation a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include immediate, continuing and long-term measures to promote and encourage alternative modes of transport to the single-occupancy car.

The approved Travel Plan shall be implemented in accordance with the timetable contained therein and shall continue to be implemented if any part of the development is occupied and in use.

An annual report shall be submitted to the Council no later than 1 month following the anniversary of the first occupation of the development for a period of 5 years.

The report shall include a review of the Travel Plan measures, monitoring data and updated action plan.

Reason: To maximise opportunities for travel by modes of transport other than the private car, and to ensure that the development is sustainable and to ensure compliance with saved policy T9 in the Knowsley Replacement Unitary Development Plan, adopted 2006.

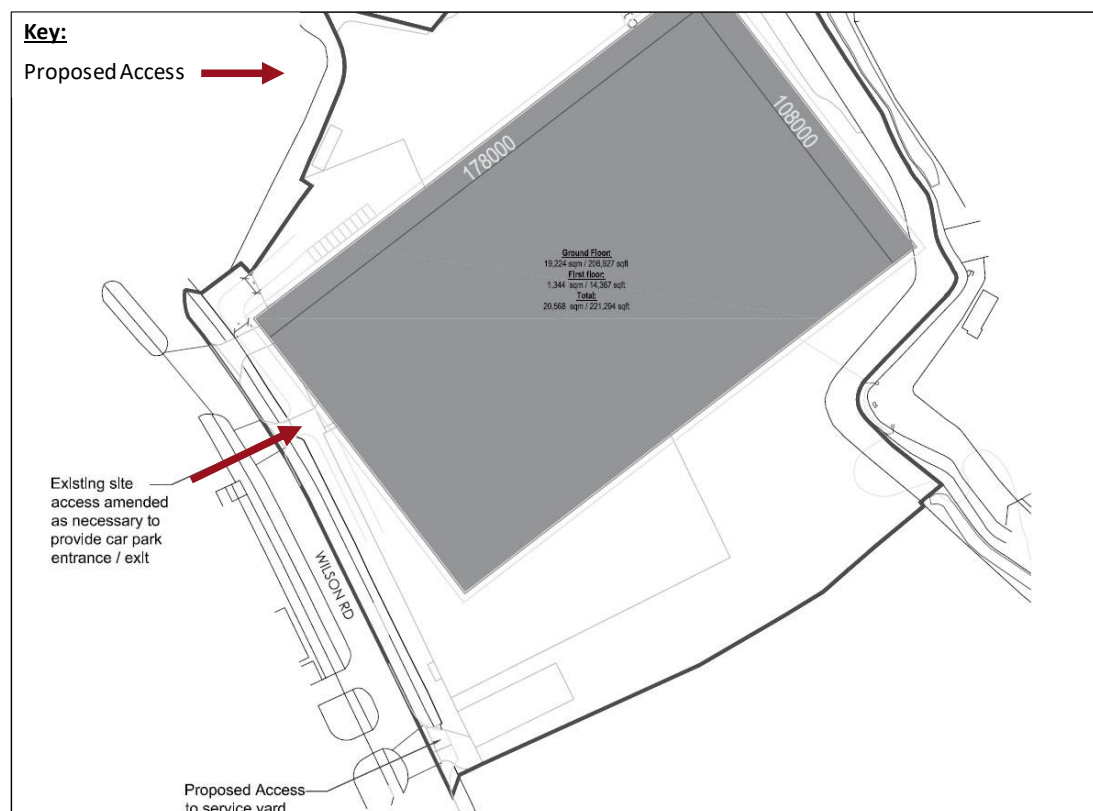
2. Amendments to Development Proposals

- 2.1.1 The main principle of development will remain the same as that previously approved, with the demolition of all the existing buildings to provide a single, two-storey, B8 Warehouse with ancillary office floor space.
- 2.1.2 The key change to the approved scheme involves the addition of a secondary vehicular access to rationalise the operation of the site. The existing access is also proposed to be moved 5m further north to improve the manoeuvrability and HGV parking areas within the service yard. Finally, there will be a minor uplift in the amount of floor space provided, that being 1,452sqm, which is less than a 10% increase.

Secondary Access Provision

- 2.1.3 The secondary access will be located north of the approved access, as shown in **Figure 2.1**, where an existing access is currently located. Previously, this access was going to be removed in accordance with the approved outline application, however, for operational reasons, these proposals are now being reconsidered.

Figure 2.1 Access Arrangement



- 2.1.4 As alluded to above, the secondary access will provide a segregated access point to the visitor/employee car parking area, with the existing / relocated access providing access to only the trailer parking/servicing yard. The introduction of the second access will be beneficial, in terms of safety, as there will be less chance of vehicular conflicts; it also ensures

a clear segregation between the operational / servicing areas and the customer / staff parking.

- 2.1.5 It is considered that the largest vehicle that will be entering the car park via the secondary access will be a large transit van. The access road measures 5.5m which is wide enough to accommodate 2 vehicles. To demonstrate that the secondary access can accommodate these two-way vehicular movements AutoCAD tracking analysis has been carried out, as demonstrated in **Figure 2.2**. The tracking drawing is also included at the end of this report in **Appendix A**.

Figure 2.2 Vehicular Tracking



- 2.1.6 **Figure 2.2** demonstrates that the proposed access will be able to accommodate two-way vehicular movements in and out of the site without conflict.
- 2.1.7 The proposed access will benefit from a 2m footway segregating vehicular and pedestrian movements. The footway will be located on the northern side of the carriageway between the building and the road.

Primary Access Relocation

- 2.1.8 With regards to the primary access, this will be moved 5m further north of its approved position to accommodate a larger service yard. The width and radii of the access itself will

not change, however, for completeness tracking has been carried out. This is included at the end of this report in **Appendix A**.

- 2.1.9 The stopping up of this access point, the replacement and relocation of the dropped kerb and relocation of infrastructure such as street lighting will be required to facilitate this proposal.

3. Trip Generation Assessment Review

- 3.1.1 As mentioned, there will be a small uplift in the development floor space, totalling some 1,452sqm of additional space. Therefore, a revised trip generation assessment has been undertaken to demonstrate what the net impact of the development will be in terms of vehicular movements.
- 3.1.2 The previously agreed trip rates used in the approved outline application have again been used to inform the trip generation calculation for the uplift in floor area, for consistency. The trip rates have been summarised in **Table 3.1**, with the full TRICS output included at the end of this report as **Appendix B**.

Table 3.1 Trip Rates – per 100sqm

Mode	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Total Vehicle Trips	0.55	0.29	0.84	0.20	0.45	0.65

- 3.1.3 The trip rates in **Table 3.1**, have been applied to the floor area uplift and have been summarised in **Table 3.2**.

Table 3.2 Trip Generation – 1,452sqm

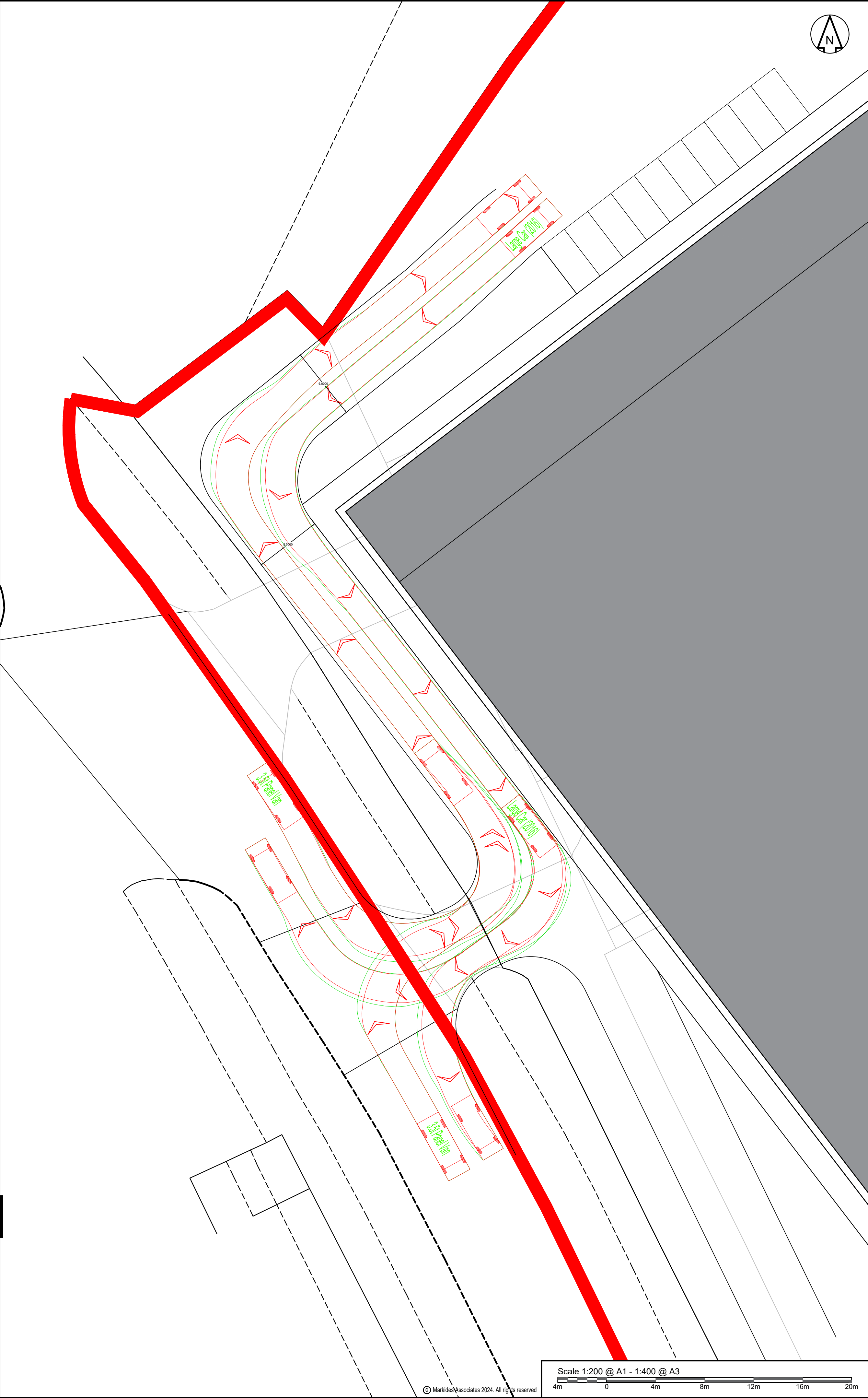
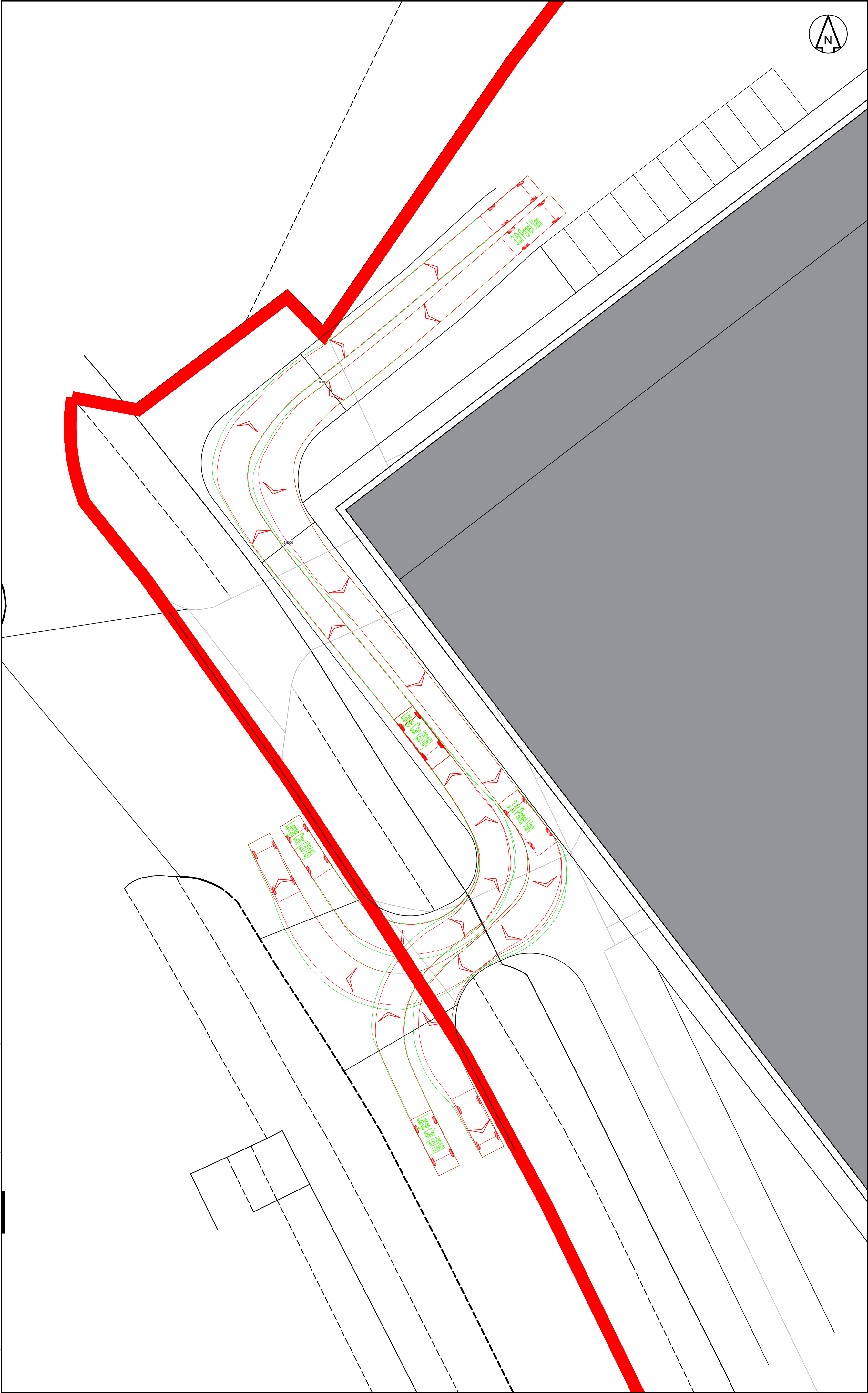
Mode	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Total Vehicle Trips	8	4	12	3	7	9

- 3.1.4 **Table 3.2** demonstrates that the net impact of the amendments when comparing it to the approved outline application, will result in 12 more two-way movements in the AM peak and 9 in the PM peak.
- 3.1.5 It can be concluded therefore that the uplift in the total floor area will have an immaterial impact on the existing highway network.

4. Summary

- 4.1.1 In summary, this Technical Note (TN) sets out the minor amendment to approved application 24/00427/FUL for the development located at John Mason International Site, 35 Wilson Road, Huyton Business Park, L36 6AE ('the site').
- 4.1.2 The amendment to the planning permission is for the addition of a secondary vehicular access, relocation of the main access some 5m north of its current location and a minor uplift in the total development floor area.
- 4.1.3 This TN demonstrates that the secondary access will be beneficial to the site in terms of segregating potentially conflicting vehicular movements between the proposed car park and the servicing/trailer yard, as well as creating a more favourable operational environment.
- 4.1.4 This TN also demonstrates that the proposed secondary is sufficient to accommodate the likely vehicle types by providing tracking drawings.
- 4.1.5 Tracking has been carried out to show that the proposed minor amendment to the primary access will not have any operational impact.
- 4.1.6 Finally, the TN highlights that the uplift in the total development floor area will have nominal impact on the existing highway network as it will result in no more than 16 additional two-way trips in either the AM or PM peaks.
- 4.1.7 For the reasons identified above, it is considered that the development should be supported in respect of transport matters.

APPENDIX A – TRACKING DRAWINGS



DO NOT SCALE OFF THIS DRAWING

NOTES

- This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
- This drawing is based upon drawing number 12156-AEW-SI-XX-A-M2. Amended southern access plan supplied by AEW Architects and Markides Associates shall not be liable for any inaccuracies or deficiencies.
- Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.
- Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.

3.5t Panel Van
Overall Length 5.339m
Overall Width 1.986m
Overall Body Height 2.565m
Min Body Ground Clearance 0.336m
Track Width 1.986m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.400m

Large Car (2016)
Overall Length 5.116m
Overall Width 1.899m
Overall Body Height 1.526m
Min Body Ground Clearance 0.311m
Track Width 1.834m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.150m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR

Revision History					
Rev	Comment	By	Chkd	Appr	Date
P03	FOR INFORMATION	NB	EG	EG	27.03.25
P02	FOR INFORMATION	NB	EG	EG	25.03.25
P01	FOR INFORMATION	NB	EG	EG	24.03.25

Current Revision					
Rev	Comment	By	Chkd	Appr	Date
P03	FOR INFORMATION	NB	EG	EG	27.03.25
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

CLIENT

MARKIDES ASSOCIATES
TRANSPORT PLANNING AND ENGINEERING

2nd floor
The Bridge
73 - 81 Southwark Bridge Road
London SE1 0LQ

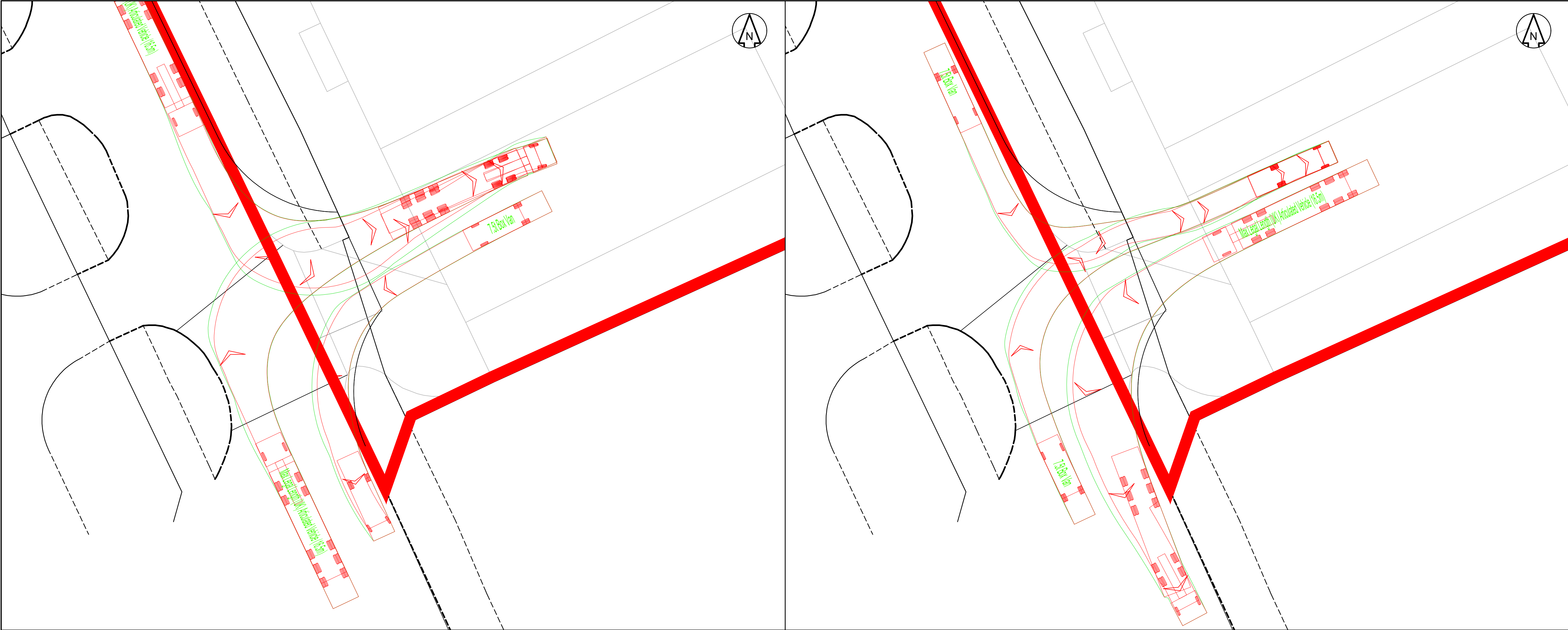
Telephone: 0207 442 2225
E: enquiries@markidesassociates.co.uk
W: www.markidesassociates.co.uk

Project
**HUYTON BUSINESS PARK,
WILSON ROAD**

Drawing Title
**SWEPT PATH ANALYSIS
SITE ACCESS**

Markides Associates reference: 25132 1:200 @ A1
25132-MA-XX-SK-C-0001 - P03

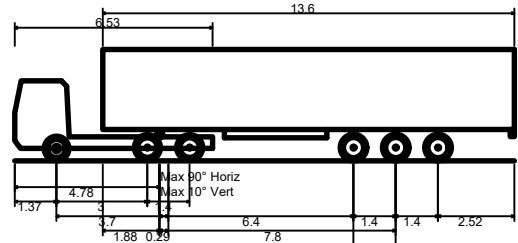
C:\25132 - Huyton Business Park, Wilson Road\06 - CAD\BIM\06-01 CAD\A - Preliminary\25132-MA-XX-SK-SWC-0001 - P03.dwg



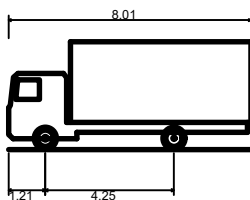
DO NOT SCALE OFF THIS DRAWING

NOTES

- This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
- This drawing is based upon drawing number 12156-AEW-S1-XX-A-M2. Amended southern access plan supplied by AEW Architects and Markides Associates shall not be liable for any inaccuracies or deficiencies.
- Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.
- Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.500m



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.550m
Min Body Ground Clearance 0.351m
Track Width 2.64m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR

Revision History

Rev	Comment	By	Chkd	Appr	Date
P02	FOR INFORMATION	NB	EG	EG	27.03.25
P01	FOR INFORMATION	NB	EG	EG	25.03.25

Current Revision

Rev	Comment	By	Chkd	Appr	Date
P02	FOR INFORMATION	NB	EG	EG	27.03.25

S2 - FOR INFORMATION

CLIENT



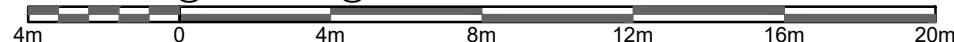
Project
HUYTON BUSINESS PARK,
WILSON ROAD

Drawing Title
SWEPT PATH ANALYSIS
SOUTHERN SITE ACCESS

Markides Associates reference: 25132 1:200 @ A1

25132-MA-XX-SK-C-0002 - P02

Scale 1:200 @ A1 - 1:400 @ A3



APPENDIX B – TRICS OUTPUT

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

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

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

Selected survey types:

Manual count	31 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

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

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

Secondary Filtering selection:

Use Class:

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

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

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

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

Travel Plan:

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

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

PTAL Rating:

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

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

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

LIST OF SITES relevant to selection parameters

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

LIST OF SITES relevant to selection parameters (Cont.)

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

LIST OF SITES relevant to selection parameters (Cont.)

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

LIST OF SITES relevant to selection parameters (Cont.)

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

LIST OF SITES relevant to selection parameters (Cont.)

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

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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

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

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

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

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

Parameter summary

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

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