acstro

Transport Statement

Change of Use from D1 School To Multi-use Site Including A1, A3, B1, D1 & D2 Uses

Former Pontfadog Primary School
Pontfadog
Llangollen
LL20 7AH

LPA Ref: P/2025/0346

June 2025

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Revision History

A	26th June 2025	First Issue

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1 Introduction

1.1 Acstro has been appointed by The Pontfadog Forest School and Community Hub to prepare a Transport Statement to support a planning application for the change of use of the former Pontfadog Primary School (D1 use) to a multi-use site that includes, A1, A3, B1, D1 and D2 uses.

1.2 The Transport Statement has been produced in response to the Highway Authority's consultation response of 26th June 2025, which requests that the applicant provides more detail about the proposal's likely traffic generation and access, parking and servicing arrangements. A copy of the consultation response is provided in Appendix 1.

Appendix 1 Highway Authority Consultation Response

2 Existing Conditions

2.1 The application site is situated in Pontfadog, a village in the Ceiriog Valley four miles west of Chirk, Wrexham.

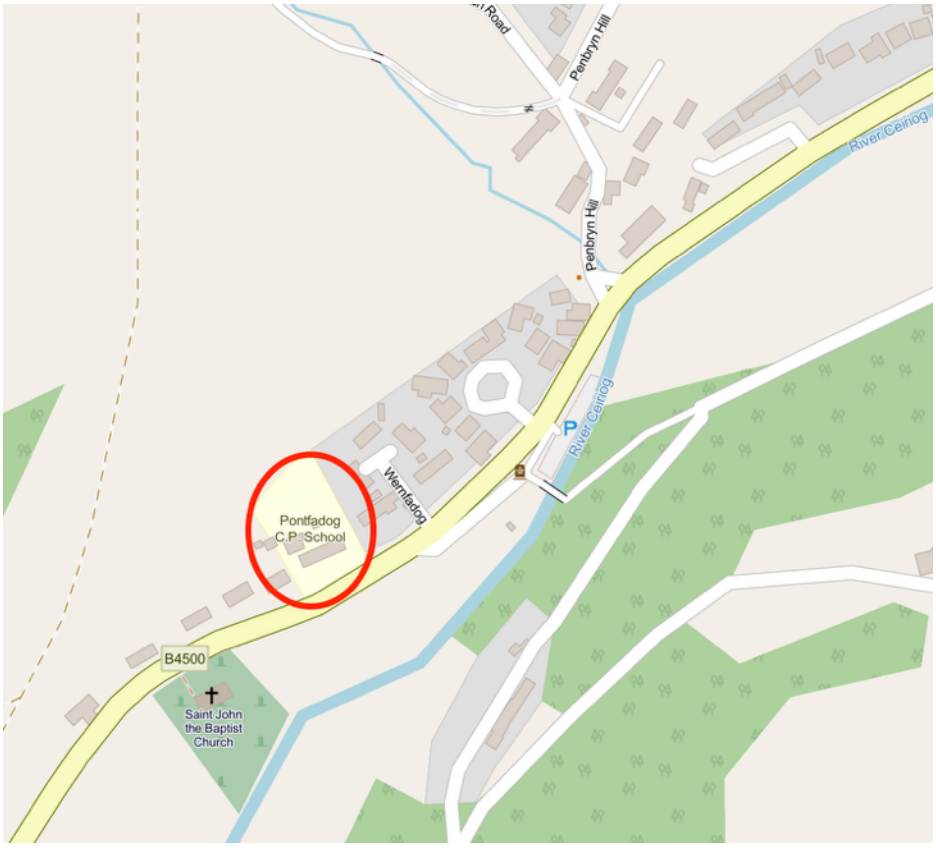


Figure 1 Location Plan

2.2 The site comprises of the existing school buildings (providing a total of 191m^2 of floor area), a playing field, car park / yard area, two access points and an external storage/toilet. A number of other portacabins and structures have been removed from the rear of the school.

2.3 The buildings and land at Pontfadog School have an existing D1 use class as (non-residential institution). The County Council closed Pontfadog school in 2019 and the site has been vacant ever since. Nevertheless, the permission for the use of the site for D1 purposes remains and it is against this baseline that the development proposals must be considered. The extant D1 use class allows for the site to be used as a clinic, health centre, crèche, day nursery, day centre, school, art gallery (other than for sale or hire), museum, library, hall, place of worship, church hall, law court and/or non-residential education and training centre.

2.4 The application site is located on the northern side of, and is accessed directly from, the B4500 which links Pontfadog to Chirk to the east and Glyn Ceiriog the west. Near the site the B4500 has a 7m wide (approximately) carriageway where street lighting is present. There are zig-zag road markings adjacent to the former school and, on the western approach to the school, ARAF/SLOW and '20' roundel markings.

2.5 Opposite the school is a lay-by that provides for on-street parking clear of the westbound lane. During our site visit at around 2pm on 7th August 2025, the lay-by was occupied by 3 cars and we are advised that it is relied upon by visitors to the nearby church.

2.6 There is a footway on the northern side of the B4500 that passes along the site's boundary and continues uninterrupted through Pontfadog. The footway is some 2m wide to the east and west of the school. However, where it passes along the site's frontage its width has been restricted to around 1.3m by the boundary hedge that has overgrown the footway. The hedge will be removed or cut back as part of the development, returning the footway to its original 2m width.

2.7 There is a pedestrian access to the site at its south western corner and a vehicular access at its south eastern corner.

2.8 The vehicular access, a footway crossover with dropped kerbs, is 4.5m wide with a gate at the rear of the footway that opens into the site. Visibility splays of approximately 2.4m x 6m to the east and 2.4m x 7m to the west are currently available, with visibility being restricted by the boundary hedge at the front of the site. This will be addressed by the proposed development.



Figure 2 B4500 Adjacent to Application Site



Figure 3 Pedestrian Access



Figure 4 Vehicular Access

2.9 The vehicular access leads to a hard-standing area on the eastern and northern sides of the school building. It is not clear if the hard-standing area was used for car parking when the school was in use or if the yard was kept free of traffic to maintain segregation between school children and moving traffic. Staff parking would have occurred on the public highway if not accommodated within the site.

Trip Generation

2.10 An estimate of the likely vehicle trip generation of a selection of uses that fall within the extant D1 use of the site is provided below. The estimates are based on typical trip rates for these uses that have been derived from the TRICS trip rate database. The TRICS data is included in Appendix 2.

Appendix 2 TRICS Trip Rate Data – Existing Permitted D1 Uses

Land Use	Daily Vehicle Trip Rate	Daily Vehicle Trip Generation (191m^2 Floor Area)
Primary School	25.478 per 100m^2	48 Movements
Creche / Day Nursery	44.668 per 100m^2	85 Movements
Clinic / Health Centre	60.001 per 100m^2	114 Movements
Art Gallery / Museum	6.292 per 100m^2	12 Movements
Community Centre	28.469 per 100m^2	54 Movements
Place of Worship	17.490 per 100m^2	33 Movements

Table 1 Existing Permitted Use - Vehicle Trip Generation Estimate

2.11 The TRICS analysis suggests that the extant D1 use class of the site has the potential to generate between 12 daily vehicle movements and 114 daily vehicle movements, with the upper end of that range associated with the use of the site as a clinic or health centre. The use of the site as a day nursery would generate around 85 daily vehicle movements.

Parking & Servicing

2.12 Wrexham Council's Local Planning Guidance Note No. 16 (LPG16) outlines the parking standards the Council applies to new development and is used within this document to estimate the likely parking demand of the extant D1 use of the site.

2.13 For all D1 uses, LPG16 recommends that car parking is provided at a rate of two spaces plus one additional space per 25m^2 of floor area. For the application site's 191m^2 of floor area the total parking provision is therefore 6 spaces.

2.14 There is space within the yard area to accommodate the required 6 parking spaces. It is not known if the yard area within the site was used for car parking when the school was in use or if the yard was kept free of traffic to maintain segregation between school children and moving traffic. It is possible that the school's staff parking demand was accommodated entirely off-site, on the adjacent highway. Parking associated with parents dropping-off and collecting children would certainly have occurred on the highway.

2.15 LPG16 also recommends a provision of one cycle parking space per 250m^2 of floor area. The existing use of the site generates the need for one cycle parking space therefore. There is a secure, fenced, cycle store located to the west of the school building.

2.16 Servicing and deliveries for the site have historically occurred from the highway, with no provision for large vehicles to turn within the site.

3 Proposed Development

3.1 This subject application is proposing the change of use of land from an existing D1 use to a flexible mixed-use comprising A1, A3, B1, D1 and D2 uses.

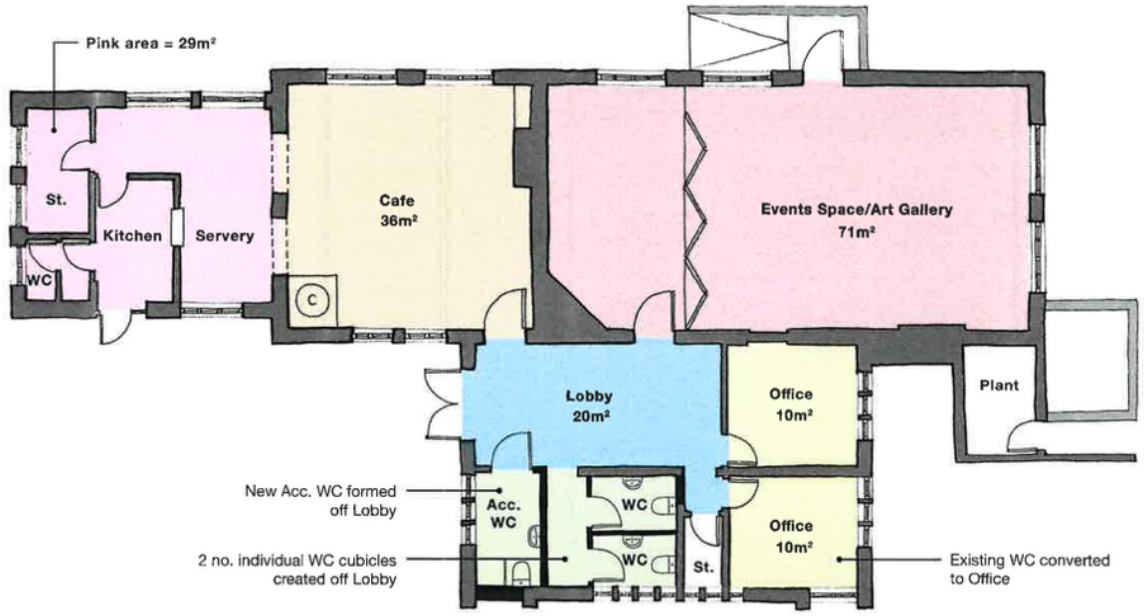


Figure 5 Proposed Floorplan

3.2 This planning application is accompanied by proposed block plans showing the specific uses that will be brought forward at the property, which include the following:

- **A1 Retail:** The lobby area of the building would be for tourist information. This would likely involve leaflets, interpretation board, a welcome point. This may be considered an ancillary use.
- **A3 Food and Drink:** The western classroom will be opened as a cafe, amounting to around 36m^2. This will use the existing kitchen, servery and the existing WC will function as a staff toilet facility. The existing doorway will be used to provide access to an outside seating area. The indicated capacity of the café is around 7 internal tables and 4 external tables, around 45 covers. The existing 1950's extension is retained and upgrade to current hygiene standards.
- **B1 Business:** The existing school office will transform to a flexible business office, breakout space or event space. The office could be used for confidential meetings, short term space rental or for public/health/drop-in surgery appointments or hot desk space. The area amounts to around 10m^2.
- **D1 Non-residential institution:** Part of the site will bring forward Forest School activity and Holiday Club. This will be based in the grounds but also use the main event and flexible space at the centre of the building. It is possible that training events will be brought forward in the building, display of art and sculpture, exhibitions, also utilizing the main event space within the D1 use class. Externally there are plans for a community garden. The building D1 use amounts to 71m^2.

- **D2 Assembly and Leisure:** Events at the building may involve yoga, and for indoor and outdoor sport, parties/wakes. This will also use the main event space and be likely a minor and potentially ancillary use.

3.3 In summary the use of the building will continue under its existing D1 use, with the addition of a small café A3 use (36m^2), the wider use of an existing office B1 (10m^2) with a very small ancillary level of usage at A1 and D2.

Trip Generation

3.4 The likely trip generation of the proposed development has been estimated based on evidence of typical trip rates for these uses that have been derived from the TRICS trip rate database. The TRICS data for café and office use is included in Appendix 3.

Appendix 3 TRICS Trip Rate Data (Café / Office)

Land Use	Daily Vehicle Trip Rate	Daily Vehicle Trip Generation
Café	59.459 per 100m^2	@ 36m^2 = 21 Movements
Office	3.722 per 100m^2	@10m2 = 0.4 Movements
D1/D2 Community Centre Use	28.469 per 100m^2 (see Table 1)	@71m2 = 20 Movements
	Total	**42 Movements**

Table 2 Proposed Use - Vehicle Trip Generation Estimate

3.5 The TRICS analysis suggests that the proposed use of the site has the potential to generate around 42 daily vehicle movements.

3.6 This falls within the range of traffic generation that can reasonably be expected from the existing permitted use of the site (see Table 1). The proposed change of use therefore has no impact in terms of the traffic generating potential of the site.

Parking & Servicing

3.7 LPG16's recommendations for the various land uses that relate to this development proposal are as shown in the following table. The LPG16 appraisal suggests that a total of 15 spaces are required.

Land Use	LPG16 Requirement	Development Requirement
A1 Retail	1 space per 15m^2 gross floor area (GFA)	@ 20m^2 = 1 Space
A3 Food & Drink	1 space per 4m^2 of public floor area	@ 36m^2 = 9 Spaces
B1 Business	1 space per 30m^2 GFA	@ 10m^2 = 0 Spaces
D1 Non Residential Institution	2 spaces plus 1 per 25m^2 GFA	@ 71m^2 = 5 Spaces*
D2 Assembly & Leisure	1 space per 15m^2 GFA	@ 71m^2 = 5 Spaces*
	Total	**15 Spaces**

* D1 and D2 calculations reflect the possible alternative uses of the same building space. 5 spaces required therefore to allow for either use of the space.

Table 3 Proposed Use – Parking Provision Requirement

3.8 The proposed parking layout, which provides the required 15 spaces (including one disabled parking space), is shown in Appendix 4.

Appendix 4 Existing & Proposed Access & Parking

3.9 The frequency of delivery vehicle visits to the proposed development will be similar to that associated with the existing permitted uses. The proposed car park allows for light goods vehicles to enter to make deliveries, with sufficient room to turn and re-join the highway in forward gear. Swept path analysis that demonstrates this is provided in Appendix 4.

3.10 Deliveries by HGV's will be infrequent. There is insufficient room to safely accommodate HGV's within the site and these will have to park and deliver from the highway, as per the existing situation.

3.11 Refuse collection will also be from the highway, as per the current situation.

Access

3.12 The existing vehicular access to the site will be widened to 4.8m. Gates, if provided, will be located at least 5m from the edge of the highway's carriageway. This will allow for a car to stop clear of passing traffic whilst the gates are being opened or closed.

3.13 The existing hedge that runs along the southern boundary of the site will be removed. This will deliver significant improvements to the visibility from the site's access. The removal of the hedge will allow for visibility of at least 2.4m x 25m to be provided to the west, meeting the design standard requirement for 20mph roads. To the east the visibility is increased significantly from 2.4m x 6m to 2.4m x 21m.

Off Site Highway Works

3.14 The Highway Authority's consultation response has suggested that a number of off-site highway improvements are required including:

- Widening of the footway adjacent to the site to 2m.
- Closure of the lay-by opposite the site.
- Removal of the school zig-zag markings.
- Introduction of dropped kerb pedestrian crossing points on the B4500.

3.15 The footway adjacent to the site is already 2m wide but is restricted by the overgrowth of the adjacent hedge. The requested widening of the footway adjacent to the site will be achieved through the proposed removal of the boundary hedge. In this regard the proposed development will improve conditions for all pedestrians visiting or passing the site.

3.16 It has been demonstrated that the proposed change of use has no material impact on the overall trip generating potential of the site when compared to the existing permitted use.

3.17 It has also been demonstrated that on-site parking provision meets the requirements of LPG16. It is unclear whether staff of the former school parked within the site or on the adjacent highway. Parents dropping-off and collecting children from the school would certainly have parked on the highway and this pattern would continue if the building was used for one of its current permitted uses, for example a children's nursery. The proposed development will therefore result in a reduction in the potential for parking on the highway.

3.18 The presence of the lay-by opposite the site has no bearing on the acceptability, or otherwise, of the proposed development. Its closure is not needed to make the development proposal acceptable and it is not reasonable or justified to make the planning permission conditional upon the lay-by's removal.

3.19 Similarly, the removal of the zig-zag markings is not necessary to make the development proposal acceptable in highway terms. The change of use application relates to changes in the use of parts of the existing building and the primary use remains as D1. The retention of the zig-zag markings ensures that the development access and visibility from it is protected from obstruction by parked cars. The retention of the zig-zag markings is of benefit in highway terms.

3.20 The development should not be expected to deliver off site highway crossing points. As previously discussed, there is no trip generation intensification associated with the proposals and the development will deliver significant improvements to pedestrians through the removal of the potential for drop-off parking from the surrounding highway and the removal of a hedge that currently restricts the adjacent footway width. These improvements are directly related to the development. The development does not introduce any new pedestrian desire lines nor will it increase the level of pedestrian traffic or crossing movements of the B4500 when compared to the existing permitted uses of the site.

3.21 The proposed development will result in the provision of a community asset that will be delivered through accessing grant funding and local fundraising efforts. For the development to be expected to fund the design, legal and construction costs of off-site highway improvements, when those improvements are not necessary to make the development proposals acceptable, cannot be justified and places significant risk on the viability of the project.

4 Summary & Conclusion

4.1 In summary this Transport Statement has demonstrated that:

- The existing permitted use (D1) of the site has the potential to generate between 12 and 114 daily vehicle movements.
- It is estimated that the proposed use of the site will generate 42 daily vehicle movements.
- The proposal required the provision of 15 car parking spaces when assessed against LPG16 criteria. This number can be accommodated within the site.
- Most deliveries to the proposed development will be by light goods vehicles and the proposed external layout allows for these vehicles to enter and turn within the site when all of its parking spaces are occupied. Occasional deliveries by HGV's and waste collection will be from the public highway, as is currently the case.
- Safe access to the site is provided, with the existing vehicular access widened to 4.8m. Visibility from the access is significantly improved through the removal of the existing boundary hedge.
- The removal of the hedge, which has overgrown the adjacent footway, will make the whole width of the 2m footway available.

4.2 As such it is considered that the development site meets planning policy requirements in terms of being in an appropriate location that is safely accessible, with appropriate parking provision and has no detrimental impact on the operation and safety of the surrounding highway network.

4.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development from being granted.

Appendix 1 Highway Authority Consultation Response

MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0346	**Your Ref:**	P/2025/0346
Date:	26/06/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH D1 YSGOL I SAFLE AML-DEFNYDD YN CYNNWYS DEFNYDD A1, A3, B1, D1, A D2 / CHANGE OF USE FROM D1 SCHOOL TO MULTI-USE SITE INCLUDING A1, A3, B1, D1 AND D2 USES.

LOCATION: PONTFADOG COUNTY PRIMARY SCHOOL, PONTFADOG, LLANGOLLEN, LL20 7AH

I refer to your consultation / email dated 21/04/2024 in respect of the above.

Access

The proposed development site is located on the B4500 which is a classified road subject to a 20mph speed limit.

Any proposed / existing access in this location would be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access is inadequate in both directions providing a splay of approximately 2.4 x 7m in the north easterly direction and 2.4 x 6m in the south westerly direction measured to the nearside edge of the adjoining highway. Visibility is currently restricted in both directions due to the existing hedgerow and also the required splay in the north easterly direction would need to cut across 3rd party land.

No details indicating the existing / proposed visibility splays from the existing access have been provided. The LHA recommend that the full extent of the proposed / required splays are indicated on a suitably scaled plan.

The existing 4.3m wide access serving the development site is served by a 4.5m wide dropped kerb The access is surfaced with hard bound materials. **The LHA recommend that the existing access is widened to a minimum width of 4.8m with no gates being erected across the access.** This will require the widening of the existing dropped kerbs fronting the access. The access may need

re-locating in the westerly direction to provide the required visibility splays. This will require s.184 consent from the Council. **The LHA recommends the applicant provides this detail on a suitably scaled plan.**

Any proposed access will require surfacing with hard bound materials for a minimum distance of 5m behind the highway boundary with no gates being erected across the proposed access. An Aco drain or similar will be required across the access to prevent any surface water run-off flowing onto the adjoining highway (where an access falls towards the highway).

Parking & Turning Provision

Adequate parking & turning provision will need to be provided within the curtilage of the site in accordance with LPGN 16.

The submitted Planning Statement indicates that there is a small car park with unmarked spaces for 15 cars. A layout plan of the existing / proposed spaces has not been provided. **The LHA recommend that a suitably scaled plan (including annotated dimensions) is submitted which indicates the above details. The LHA recommend that any proposed spaces are marked out with white lining materials.**

The submitted Planning Statement indicates LPGN 16 parking requirements in respect of Class A3, B1 & D1 with proposed floor areas. **The LHA recommend that further details are provided in respect of the proposed A1 & D2 Class uses / floor areas.**

It may be considered appropriate to restrict the proposed Class A3 Use to a café that does not allow food / drinks to be taken off site.

No details of the likely size / length of delivery vehicles that will visit the site have been provided. **The LHA recommend that swept path details (using standard swept path software) of the largest vehicle likely to visit the site are provided indicating how the vehicle will access, turn, park and exit the site.**

Cycle Parking / Storage

The submitted plans do not indicate any proposed cycle parking / storage provision as required by LPGN 16. **The LHA recommend that adequate cycle parking provision (including cover / shelter) is indicated on a revised playout plan (including annotated dimensions).**

Traffic Generation

No detail of the existing / proposed daily vehicle movements through the existing access have been provided. **The LHA recommend that this information is provided.**

It is assumed that only staff vehicles at the school would have been permitted into the school car park**. The LHA recommends that the applicant clarifies this detail.**

Highway Improvements

Footway

The existing footway fronting the site is only approximately 1.1m wide. If the application is supported, the LHA recommend that the existing footway is widened to 2m in the interest of pedestrian safety.

Existing Layby
There is an existing layby located opposite the site. If the application is supported, the WCBC Active Travel Section have recommended that this layby is closed up / reinstated to full height footway construction and a new bus stop / shelter with appropriate raised kerbs, bus stop markings provided in order to promote Active Travel. The LHA recommend that suitably scaled plan is submitted indicating this detail.

Keep Clear / Zig Zag Markings
If the application is supported, the WCBC Traffic Section have recommended that the existing School, Keep Clear, zig zag road markings fronting the site are removed. The LHA recommend that suitably scaled plan is submitted indicating this detail.

Dropped kerb / Tactiles - Pedestrian Crossing Points
Appropriate crossing points serving any proposed bus stop across the B4500 to the footway fronting the school will need to be provided. The LHA recommend that suitably scaled plan is submitted indicating this detail.

The applicant will need to enter into a s.38 / 278 agreement with the Council to carry out the above works.

Waste / Recycling

It is not clear whether the proposed development will be serviced by the Local Authority or via a private waste company. **The LHA recommend the applicant clarifies this detail.**

No details of the proposed waste storage / recycling area and proposed waste collection bins have been submitted. **The LHA recommend that suitably scaled plan is submitted indicating this detail.**

No details of what size / length of vehicle will collect the waste / recycling, where the collection point will be and how such a vehicle will collect the waste ie/ access, turn and exit the site (swept paths required). **The LHA recommends the applicant provides this detail on suitably scaled plans.**

Construction Traffic Management Plan (CTMP)

If the application is supported, the LHA recommend that any consent includes a condition requiring the submission of a Construction Traffic Management Plan including provisions for contractor parking.

Conclusion

In conclusion, the LHA request additional information as follows:-

- **Visibility Splays**
  No details indicating the existing / proposed visibility splays from the existing access have been provided. The LHA recommend that the full extent of the proposed / required splays are indicated on a suitably scaled plan.

- **Access Widening**
  The existing 4.3m wide access serving the development site is served by a 4.5m wide

dropped kerb.The access is surfaced with hard bound materials. **The LHA recommend that the existing access is widened to a minimum width of 4.8m with no gates being erected across the access.** This will require the widening of the existing dropped kerbs fronting the access. The access may need re-locating in the westerly direction to provide the required visibility splays. This will require s.184 consent from the Council. **The LHA recommends the applicant provides this detail on a suitably scaled plan.**

- **Parking & Turning Provision**
  The submitted Planning Statement indicates that there is a small car park with unmarked spaces for 15 cars. A layout plan of the existing / proposed spaces has not been provided. **The LHA recommend that a suitably scaled plan (including annotated dimensions) is submitted which indicates the above details. The LHA recommend that any proposed spaces are marked out with white lining materials.**

  The submitted Planning Statement indicates LPGN 16 parking requirements in respect of Class A3, B1 & D1 with proposed floor areas. **The LHA recommend that further details are provided in respect of the proposed A1 & D2 Class uses / floor areas.**

  No details of the likely size / length of delivery vehicles that will visit the site have been provided. **The LHA recommend that swept path details (using standard swept path software) of the largest vehicle likely to visit the site are provided indicating how the vehicle will access, turn, park and exit the site.**

- Cycle Parking / Storage
  The submitted plans do not indicate any proposed cycle parking / storage provision as required by LPGN 16. **The LHA recommend that adequate cycle parking provision (including cover / shelter) is indicated on a revised playout plan (including annotated dimensions).**

- **Traffic Generation**
  No detail of the existing / proposed daily vehicle movements through the existing access have been provided. **The LHA recommend that this information is provided.**

  It is assumed that only staff vehicles at the school would have been permitted into the school car park**. The LHA recommends that the applicant clarifies this detail.**

- **Highway Improvements**

  Footway
  The existing footway fronting the site is only approximately 1.1m wide. If the application is supported, the LHA recommend that the existing footway is widened to 2m in the interest of pedestrian safety.

  Existing Layby
  There is an existing layby located opposite the site. If the application is supported, the WCBC Active Travel Section have recommended that this layby is closed up / reinstated to full height footway construction and a new bus stop / shelter with appropriate raised kerbs, bus stop markings provided in order to promote Active Travel. The LHA recommend that suitably scaled plan is submitted indicating this detail.

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Dropped kerb / Tactiles - Pedestrian Crossing Points

Appropriate crossing points serving any proposed bus stop across the B4500 to the footway fronting the school will need to be provided. The LHA recommend that suitably scaled plan is submitted indicating this detail.

- **Waste / Recycling**

It is not clear whether the proposed development will be serviced by the Local Authority or via a private waste company. **The LHA recommend the applicant clarifies this detail.**

No details of the proposed waste storage area and proposed waste collection bins have been submitted. **The LHA recommend that suitably scaled plan is submitted indicating this detail.**

No details of what size / length of vehicle will collect the waste / recycling, where the collection point will be and how such a vehicle will collect the waste ie/ access, turn and exit the site (swept paths required). **The LHA recommends the applicant provides this detail on suitably scaled plans.**

KW Edwards

Contracts and Engineering Manager

On behalf of Chief Officer, Environment & Technical

Appendix 2 TRICS Trip Rate Data – Existing Permitted D1 Uses

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: A - PRIMARY

Total Vehicles

Selected regions and areas:

09	**NORTH**		
	FU	WESTMORLAND & FURNESS	1 day
	TV	TEES VALLEY	2 days
13	**MUNSTER**		
	TI	TIPPERARY	1 day

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

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Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	650 to 2900 (units:sqm)
Range Selected by User:	310 to 9000 (units:sqm)
Parking Spaces Range:	0 - 161

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 19/06/24

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

Selected survey days:

Friday	1 days
Thursday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	4 days

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

Selected Location Sub Categories:

Residential Zone	1 days
Village	3 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	2 days

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Secondary Filtering Selection:

Use Class:

F1(a)	4 surveys

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

Population within 500m Range:

267 - 370

Population within 1 mile:

1,000 or Less	2 surveys
15,001 to 20,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	1 surveys
5,000 or Less	1 surveys
5,001 to 25,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	2 surveys

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

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Petrol filling station:

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

Travel Plan:

No	4 surveys

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

PTAL Rating:

No PTAL Present	4 surveys

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

COVID-19 Restrictions:

No

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1	**FU-04-A-01**	**PRIMARY SCHOOL**	**WESTMORLAND & FURNESS**

A6
NEAR PENRITH
CLIFTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Gross floor area: 650 sqm
Survey date: Friday 13/05/2022 Survey Type: Manual

2	**TI-04-A-01**	**PRIMARY SCHOOL**	**TIPPERARY**

OLD ROAD
NEAR NENAGH
SILVERMINES
Neighbourhood Centre (PPS6 Local Centre)
Village
Gross floor area: 2100 sqm
Survey date: Thursday 26/05/2016 Survey Type: Manual

3	**TV-04-A-01**	**PRIMARY SCHOOL**	**TEES VALLEY**

CLIFTON AVENUE
BILLINGHAM
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Gross floor area: 2900 sqm
Survey date: Wednesday 25/05/2022 Survey Type: Manual

4	**TV-04-A-03**	**PRIMARY SCHOOL**	**TEES VALLEY**

THE GREEN
BILLINGHAM
WOLVISTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Gross floor area: 800 sqm
Survey date: Thursday 26/05/2022 Survey Type: Manual

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TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**4**	**1612**	**1.008**	**0.388**	**1.396**
08:00-09:00	**4**	**1612**	**5.209**	**4.450**	**9.659**
09:00-10:00	**4**	**1612**	**0.264**	**0.372**	**0.636**
10:00-11:00	**4**	**1612**	**0.140**	**0.140**	**0.280**
11:00-12:00	**4**	**1612**	**0.434**	**0.388**	**0.822**
12:00-13:00	**4**	**1612**	**0.403**	**0.295**	**0.698**
13:00-14:00	**4**	**1612**	**0.357**	**0.574**	**0.931**
14:00-15:00	**4**	**1612**	**1.271**	**1.333**	**2.604**
15:00-16:00	**4**	**1612**	**3.039**	**3.566**	**6.605**
16:00-17:00	**4**	**1612**	**0.419**	**0.729**	**1.148**
17:00-18:00	**4**	**1612**	**0.171**	**0.434**	**0.605**
18:00-19:00	**4**	**1612**	**0.016**	**0.078**	**0.094**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**12.731**	**12.747**	**25.478**

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:	310 - 9000 (units: sqm)
Survey date date range:	26/05/2016 - 26/05/2022
Number of weekdays (Monday-Friday):	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: D - NURSERY

Total Vehicles

Selected regions and areas:

03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	1 day

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

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Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	300 to 300 (units:sqm)
Range Selected by User:	109 to 2350 (units:sqm)
Parking Spaces Range:	3 - 53

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 05/09/23

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

Selected survey days:

Thursday	1 days

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

Selected survey types:

Manual count	1
Direction ATC Count	0

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	1 days

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

Selected Location Sub Categories:

Residential Zone	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days

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Secondary Filtering Selection:

Use Class:

E(f)	1 surveys

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

Population within 500m Range:

0 - 0

Population within 1 mile:

10,001 to 15,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	1 surveys

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

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Petrol filling station:

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

Travel Plan:

No	1 surveys

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

PTAL Rating:

No PTAL Present	1 surveys

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

COVID-19 Restrictions:

No

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1	**BA-04-D-02**	**NURSERY**	**BATH & NORTH EAST SOMERSET**

MIDFORD ROAD
BATH
COMBE DOWN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Gross floor area: 300 sqm
Survey date: Thursday 15/09/2022

Survey Type: Unknown

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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**1**	**300**	**0.000**	**0.000**	**0.000**
07:00-08:00	**1**	**300**	**3.000**	**0.667**	**3.667**
08:00-09:00	**1**	**300**	**6.333**	**7.000**	**13.333**
09:00-10:00	**1**	**300**	**1.333**	**2.000**	**3.333**
10:00-11:00	**1**	**300**	**0.333**	**0.000**	**0.333**
11:00-12:00	**1**	**300**	**1.333**	**1.333**	**2.666**
12:00-13:00	**1**	**300**	**0.000**	**0.000**	**0.000**
13:00-14:00	**1**	**300**	**0.333**	**0.000**	**0.333**
14:00-15:00	**1**	**300**	**0.000**	**0.667**	**0.667**
15:00-16:00	**1**	**300**	**0.667**	**0.667**	**1.334**
16:00-17:00	**1**	**300**	**1.667**	**1.667**	**3.334**
17:00-18:00	**1**	**300**	**6.667**	**5.667**	**12.334**
18:00-19:00	**1**	**300**	**0.667**	**2.667**	**3.334**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**22.333**	**22.335**	**44.668**

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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Audit Code: cab21d00-c0dd-4da8-a2a1-7938fcb7182d

Parameter Summary:

Trip rate parameter range selected:	109 - 2350 (units: sqm)
Survey date date range:	15/09/2022 - 15/09/2022
Number of weekdays (Monday-Friday):	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH

Category: G - GP SURGERIES

Total Vehicles

Selected regions and areas:

05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 day
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	DR	DONCASTER	1 day
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 day
	GM	GREATER MANCHESTER	1 day
09	**NORTH**		
	TW	TYNE & WEAR	2 days
11	**SCOTLAND**		
	FI	FIFE	1 day

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

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Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	363 to 1450 (units:sqm)
Range Selected by User:	40 to 2900 (units:sqm)
Parking Spaces Range:	0 - 92

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/06/24

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

Selected survey days:

Friday	1 days
Monday	2 days
Thursday	1 days
Tuesday	4 days

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

Selected survey types:

Manual count	8
Direction ATC Count	0

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	8 days

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

Selected Location Sub Categories:

High Street	1 days
Residential Zone	6 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	4 days
Servicing vehicles Included	4 days

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Secondary Filtering Selection:

Use Class:

E(e)	8 surveys

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

Population within 500m Range:

0 - 0

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	5 surveys
2.1 to 2.5	1 surveys

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

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Petrol filling station:

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

Travel Plan:

No	8 surveys

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

PTAL Rating:

No PTAL Present	8 surveys

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

COVID-19 Restrictions:

No

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1	**AC-05-G-04**	**GP SURGERY**	**CHESHIRE WEST & CHESTER**

KINGSMEAD SQUARE
NORTHWICH
KINGSMEAD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Gross floor area: 650 sqm
Survey date: Friday 07/06/2019 Survey Type: Unknown

2	**DR-05-G-01**	**GP SURGERY**	**DONCASTER**

GOODISON BOULEVARD
DONCASTER
CANTLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Gross floor area: 1050 sqm
Survey date: Thursday 23/09/2021 Survey Type: Unknown

3	**FI-05-G-03**	**GP SURGERY**	**FIFE**

IZATT AVENUE
DUNFERMLINE
HOSPITAL HILL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Gross floor area: 425 sqm
Survey date: Monday 21/03/2016 Survey Type: Unknown

4	**GM-05-G-03**	**MEDICAL CENTRE**	**GREATER MANCHESTER**

CROFT LANE
BURY
UNSWORTH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Gross floor area: 650 sqm
Survey date: Tuesday 21/05/2024 Survey Type: Unknown

5	**LE-05-G-02**	**GP SURGERY**	**LEICESTERSHIRE**

THE SANDS
NEAR MELTON MOWBRAY
LONG CLAWSON
Neighbourhood Centre (PPS6 Local Centre)
Village
Gross floor area: 363 sqm
Survey date: Tuesday 29/11/2016 Survey Type: Unknown

6	**TW-05-G-03**	**GP SURGERY**	**TYNE & WEAR**

CHURCH ROAD
NEWCASTLE
GOSFORTH
Neighbourhood Centre (PPS6 Local Centre)
High Street
Gross floor area: 678 sqm
Survey date: Monday 29/04/2019 Survey Type: Unknown

7	**TW-05-G-05**	**GP SURGERY**	**TYNE & WEAR**

HYLTON LANE
SUNDERLAND
HYLTON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Gross floor area: 1450 sqm
Survey date: Tuesday 12/09/2023 Survey Type: Unknown

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8 **WM-05-G-04** **GP SURGERY** **WEST MIDLANDS**
STOURBRIDGE ROAD
DUDLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Gross floor area: 600 sqm
Survey date: Tuesday 21/11/2017 Survey Type: Unknown

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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**8**	**733**	**1.040**	**0.170**	**1.210**
08:00-09:00	**8**	**733**	**2.608**	**1.483**	**4.091**
09:00-10:00	**8**	**733**	**3.256**	**2.745**	**6.001**
10:00-11:00	**8**	**733**	**3.546**	**3.341**	**6.887**
11:00-12:00	**8**	**733**	**2.813**	**3.103**	**5.916**
12:00-13:00	**8**	**733**	**2.387**	**2.932**	**5.319**
13:00-14:00	**8**	**733**	**2.591**	**2.387**	**4.978**
14:00-15:00	**8**	**733**	**3.307**	**2.983**	**6.290**
15:00-16:00	**8**	**733**	**3.034**	**3.205**	**6.239**
16:00-17:00	**8**	**733**	**2.796**	**2.898**	**5.694**
17:00-18:00	**8**	**733**	**1.705**	**2.557**	**4.262**
18:00-19:00	**7**	**745**	**0.882**	**1.495**	**2.377**
19:00-20:00	**1**	**678**	**0.000**	**0.737**	**0.737**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**29.965**	**30.036**	**60.001**

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Parameter Summary:

Trip rate parameter range selected:	40 - 2900 (units: sqm)
Survey date date range:	21/03/2016 - 21/05/2024
Number of weekdays (Monday-Friday):	8
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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Audit Code: 817bfa0a-1d26-4c18-8b6c-78b5b49028ae

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: I - ART GALLERIES/MUSEUMS/EXHIBITIONS

Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 day
03	**SOUTH WEST**		
	DC	DORSET	1 day
09	**NORTH**		
	DH	DURHAM	1 day

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

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Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	1800 to 11200 (units:sqm)
Range Selected by User:	200 to 22662 (units:sqm)
Parking Spaces Range:	0 - 30

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/00 to 23/11/19

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Suburban Area (PPS6 Out of Centre)	1 days

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

Selected Location Sub Categories:

Industrial Zone	1 days
No Sub Category	1 days
Out of Town	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days

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Secondary Filtering Selection:

Use Class:

F1(c)	2 surveys
N/A	1 surveys

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

Population within 500m Range:

100 - 531

Population within 1 mile:

1,001 to 5,000	2 surveys
20,001 to 25,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
5,001 to 25,000	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	2 surveys

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

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Petrol filling station:

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

Travel Plan:

No	3 surveys

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

PTAL Rating:

No PTAL Present	3 surveys

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

COVID-19 Restrictions:

No

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1	**DC-07-I-01**	**TANK MUSEUM**	**DORSET**

BOVINGTON LANE
BOVINGTON CAMP
Edge of Town
No Sub Category
Gross floor area: 11200 sqm
Survey date: Wednesday 30/08/2000 Survey Type: Manual

2	**DH-07-I-01**	**MUSEUM/ART GALLERY**	**DURHAM**

FRAMWELLGATE PETH
DURHAM
AYKLEY HEADS
Edge of Town
Out of Town
Gross floor area: 1800 sqm
Survey date: Tuesday 10/06/2003 Survey Type: Manual

3	**HC-07-I-02**	**MUSEUM**	**HAMPSHIRE**

CHURCHILL WAY WEST
BASINGSTOKE
WEST HAM
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Gross floor area: 7400 sqm
Survey date: Tuesday 04/11/2003 Survey Type: Manual

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TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00	3	6800	0.353	0.054	0.407
10:00-11:00	3	6800	0.623	0.176	0.799
11:00-12:00	3	6800	0.598	0.279	0.877
12:00-13:00	3	6800	0.387	0.333	0.720
13:00-14:00	3	6800	0.480	0.451	0.931
14:00-15:00	3	6800	0.328	0.461	0.789
15:00-16:00	3	6800	0.172	0.632	0.804
16:00-17:00	3	6800	0.127	0.471	0.598
17:00-18:00	3	6800	0.039	0.328	0.367
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.107	3.185	6.292

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:	200 - 22662 (units: sqm)
Survey date date range:	30/08/2000 - 04/11/2003
Number of weekdays (Monday-Friday):	3
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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Audit Code: 29e80a98-40f4-4231-99b2-aed983e896dd

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: Q - COMMUNITY CENTRE

Total Vehicles

Selected regions and areas:

06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day
08	**NORTH WEST**		
	EC	CHESHIRE EAST	1 day
	GM	GREATER MANCHESTER	1 day
13	**MUNSTER**		
	TI	TIPPERARY	1 day

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

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Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	0.0668 to 0.3 (units:sqm)
Range Selected by User:	100 to 1800 (units:sqm)
Parking Spaces Range:	0 - 70

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 23/04/24

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

Selected survey days:

Thursday	2 days
Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Neighbourhood Centre (PPS6 Local Centre)	3 days

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

Selected Location Sub Categories:

No Sub Category	1 days
Residential Zone	3 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	2 days

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Secondary Filtering Selection:

Use Class:

F2(b)	5 surveys

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

Population within 500m Range:

95 - 3196

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	3 surveys

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

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Petrol filling station:

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

Travel Plan:

No	5 surveys

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

PTAL Rating:

No PTAL Present	5 surveys

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

COVID-19 Restrictions:

No

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1	**EC-07-Q-01**	**COMMUNITY CENTRE**	**CHESHIRE EAST**

WARRINGTON ROAD
MERE
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 0.3 hect
Survey date: Tuesday 07/11/2017 Survey Type: Manual

2	**GM-07-Q-01**	**COMMUNITY CENTRE**	**GREATER MANCHESTER**

MOODY STREET
STANDISH
Edge of Town
Residential Zone
Site area: 0.0668 hect
Survey date: Thursday 28/04/2022 Survey Type: Manual

3	**NY-07-Q-01**	**COMMUNITY CENTRE**	**NORTH YORKSHIRE**

SHUTE ROAD
CATTERRICK GARRISON
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Site area: 0.1 hect
Survey date: Wednesday 10/05/2017 Survey Type: Manual

4	**TI-07-Q-01**	**COMMUNITY CENTRE**	**TIPPERARY**

ORMOND DRIVE
NENAGH
TYONE
Edge of Town
Residential Zone
Site area: 0.07 hect
Survey date: Thursday 13/10/2022 Survey Type: Manual

5	**WM-07-Q-01**	**COMMUNITY CENTRE**	**WEST MIDLANDS**

PRIOR DERAM WALK
COVENTRY
CANLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Site area: 0.1 hect
Survey date: Tuesday 18/10/2022 Survey Type: Manual

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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**1**	**270**	**0.000**	**0.000**	**0.000**
07:00-08:00	**4**	**312**	**0.482**	**0.000**	**0.482**
08:00-09:00	**5**	**281**	**0.782**	**0.640**	**1.422**
09:00-10:00	**5**	**281**	**1.209**	**0.711**	**1.920**
10:00-11:00	**5**	**281**	**0.569**	**0.782**	**1.351**
11:00-12:00	**5**	**281**	**0.569**	**0.711**	**1.280**
12:00-13:00	**5**	**281**	**0.498**	**0.640**	**1.138**
13:00-14:00	**5**	**281**	**0.356**	**0.284**	**0.640**
14:00-15:00	**5**	**281**	**0.711**	**0.711**	**1.422**
15:00-16:00	**5**	**281**	**1.067**	**0.925**	**1.992**
16:00-17:00	**4**	**272**	**0.826**	**1.284**	**2.110**
17:00-18:00	**4**	**272**	**0.734**	**0.826**	**1.560**
18:00-19:00	**4**	**272**	**1.376**	**1.009**	**2.385**
19:00-20:00	**4**	**272**	**2.385**	**0.183**	**2.568**
20:00-21:00	**3**	**273**	**0.000**	**0.122**	**0.122**
21:00-22:00	**2**	**130**	**0.000**	**8.077**	**8.077**
22:00-23:00					
23:00-00:00					
Total Rates:			**11.564**	**16.905**	**28.469**

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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Audit Code: 29e80a98-40f4-4231-99b2-aed983e896dd

Parameter Summary:

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date date range:	10/05/2017 - 18/10/2022
Number of weekdays (Monday-Friday):	5
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: T - PLACE OF WORSHIP

Total Vehicles

Selected regions and areas:

09	**NORTH**		
	TW	TYNE & WEAR	1 day
10	**WALES**		
	CF	CARDIFF	1 day

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

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Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	0.43 to 4.58 (units:sqm)
Range Selected by User:	190 to 2355 (units:sqm)
Parking Spaces Range:	0 - 160

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 19/11/23

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

Selected survey days:

Sunday	2 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days

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

Selected Location Sub Categories:

Residential Zone	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days

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Secondary Filtering Selection:

Use Class:

F1(f)	2 surveys

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

Population within 500m Range:

0 - 0

Population within 1 mile:

10,001 to 15,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
250,001 to 500,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	1 surveys

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

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Petrol filling station:

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

Travel Plan:

No	2 surveys

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

PTAL Rating:

No PTAL Present	2 surveys

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

COVID-19 Restrictions:

No

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1	**CF-07-T-02**	**COMMUNITY CHURCH**	**CARDIFF**

HEOL PONTPRENNAU
CARDIFF
PONTPRENNAU
Edge of Town
Residential Zone
Site area: 0.43 hect
Survey date: Sunday 07/05/2017 Survey Type: Unknown

2	**TW-07-T-03**	**CHURCH**	**TYNE & WEAR**

STATION ROAD
NEWCASTLE UPON TYNE
LONGBENTON
Edge of Town
Residential Zone
Site area: 4.58 hect
Survey date: Sunday 12/06/2016 Survey Type: Unknown

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TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**1**	**700**	**0.714**	**0.000**	**0.714**
08:00-09:00	**2**	**750**	**0.200**	**0.200**	**0.400**
09:00-10:00	**2**	**750**	**3.133**	**0.733**	**3.866**
10:00-11:00	**2**	**750**	**1.867**	**0.133**	**2.000**
11:00-12:00	**2**	**750**	**0.400**	**2.000**	**2.400**
12:00-13:00	**2**	**750**	**0.333**	**2.800**	**3.133**
13:00-14:00	**2**	**750**	**0.200**	**0.267**	**0.467**
14:00-15:00	**2**	**750**	**0.133**	**0.467**	**0.600**
15:00-16:00	**2**	**750**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**750**	**0.067**	**0.067**	**0.134**
17:00-18:00	**2**	**750**	**1.467**	**0.067**	**1.534**
18:00-19:00	**2**	**750**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**750**	**0.067**	**0.800**	**0.867**
20:00-21:00	**1**	**800**	**0.125**	**1.250**	**1.375**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**8.706**	**8.784**	**17.490**

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:	190 - 2355 (units: sqm)
Survey date date range:	12/06/2016 - 07/05/2017
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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Appendix 3 TRICS Trip Rate Data (Café / Office)

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: K - CAFE

Total Vehicles

Selected regions and areas:

15	**GREATER DUBLIN**		
	DL	DUBLIN	1 day

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

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Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	74 to 74 (units:sqm)
Range Selected by User:	38 to 100 (units:sqm)
Parking Spaces Range:	24 - 36

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 05/06/24

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

Selected survey days:

Friday	1 days

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

Selected survey types:

Manual count	1
Direction ATC Count	0

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	1 days

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

Selected Location Sub Categories:

No Sub Category	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days

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Secondary Filtering Selection:

Use Class:

E(b)	1 surveys

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

Population within 500m Range:

0 - 0

Population within 1 mile:

5,001 to 10,000	1 surveys

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

Population within 5 miles:

500,001 or More	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	1 surveys

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

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Petrol filling station:

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

Travel Plan:

No	1 surveys

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

PTAL Rating:

No PTAL Present	1 surveys

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

COVID-19 Restrictions:

No

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1 **DL-06-K-01** **CAFÉ** **DUBLIN**
CRUMLIN ROAD
DUBLIN
DRIMNAGH
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Gross floor area: 74 sqm
Survey date: Friday 25/11/2022 Survey Type: Manual

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	74	0.000	0.000	0.000
07:00-08:00	1	74	0.000	0.000	0.000
08:00-09:00	1	74	2.703	0.000	2.703
09:00-10:00	1	74	5.405	2.703	8.108
10:00-11:00	1	74	2.703	6.757	9.460
11:00-12:00	1	74	5.405	4.054	9.459
12:00-13:00	1	74	2.703	2.703	5.406
13:00-14:00	1	74	8.108	4.054	12.162
14:00-15:00	1	74	1.351	5.405	6.756
15:00-16:00	1	74	1.351	4.054	5.405
16:00-17:00	1	74	0.000	0.000	0.000
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			29.729	29.730	59.459

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:	38 - 100 (units: sqm)
Survey date date range:	25/11/2022 - 25/11/2022
Number of weekdays (Monday-Friday):	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Total Vehicles

Selected regions and areas:

09	**NORTH**		
	TV	TEES VALLEY	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	1 day

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

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Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	270 to 5110 (units:sqm)
Range Selected by User:	118 to 175000 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 27/06/24

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

Selected survey days:

Friday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	2 days

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

Selected Location Sub Categories:

High Street	1 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days

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Secondary Filtering Selection:

Use Class:

Not Known	2 surveys

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

Population within 500m Range:

0 - 0

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
25,001 to 50,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.6 to 2.0	1 surveys

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

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Petrol filling station:

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

Travel Plan:

No	2 surveys

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

PTAL Rating:

No PTAL Present	2 surveys

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

COVID-19 Restrictions:

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

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1	**AN-02-A-05**	**OFFICES**	**ANTRIM**

LISBURN ROAD
BELFAST
BALMORAL
Neighbourhood Centre (PPS6 Local Centre)
High Street
Gross floor area: 270 sqm
Survey date: Tuesday 11/10/2016 Survey Type: Unknown

2	**TV-02-A-05**	**CHEMICAL COMPANY**	**TEES VALLEY**

HANZARD DRIVE
NEAR BILLINGHAM
WYNYARD
Neighbourhood Centre (PPS6 Local Centre)
Village
Gross floor area: 5110 sqm
Survey date: Friday 04/09/2020 Survey Type: Unknown

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**2**	**2690**	**0.446**	**0.112**	**0.558**
08:00-09:00	**2**	**2690**	**0.651**	**0.130**	**0.781**
09:00-10:00	**2**	**2690**	**0.149**	**0.019**	**0.168**
10:00-11:00	**2**	**2690**	**0.112**	**0.112**	**0.224**
11:00-12:00	**2**	**2690**	**0.056**	**0.056**	**0.112**
12:00-13:00	**2**	**2690**	**0.056**	**0.130**	**0.186**
13:00-14:00	**2**	**2690**	**0.074**	**0.019**	**0.093**
14:00-15:00	**2**	**2690**	**0.019**	**0.056**	**0.075**
15:00-16:00	**2**	**2690**	**0.037**	**0.279**	**0.316**
16:00-17:00	**2**	**2690**	**0.167**	**0.558**	**0.725**
17:00-18:00	**2**	**2690**	**0.019**	**0.353**	**0.372**
18:00-19:00	**2**	**2690**	**0.019**	**0.093**	**0.112**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.805**	**1.917**	**3.722**

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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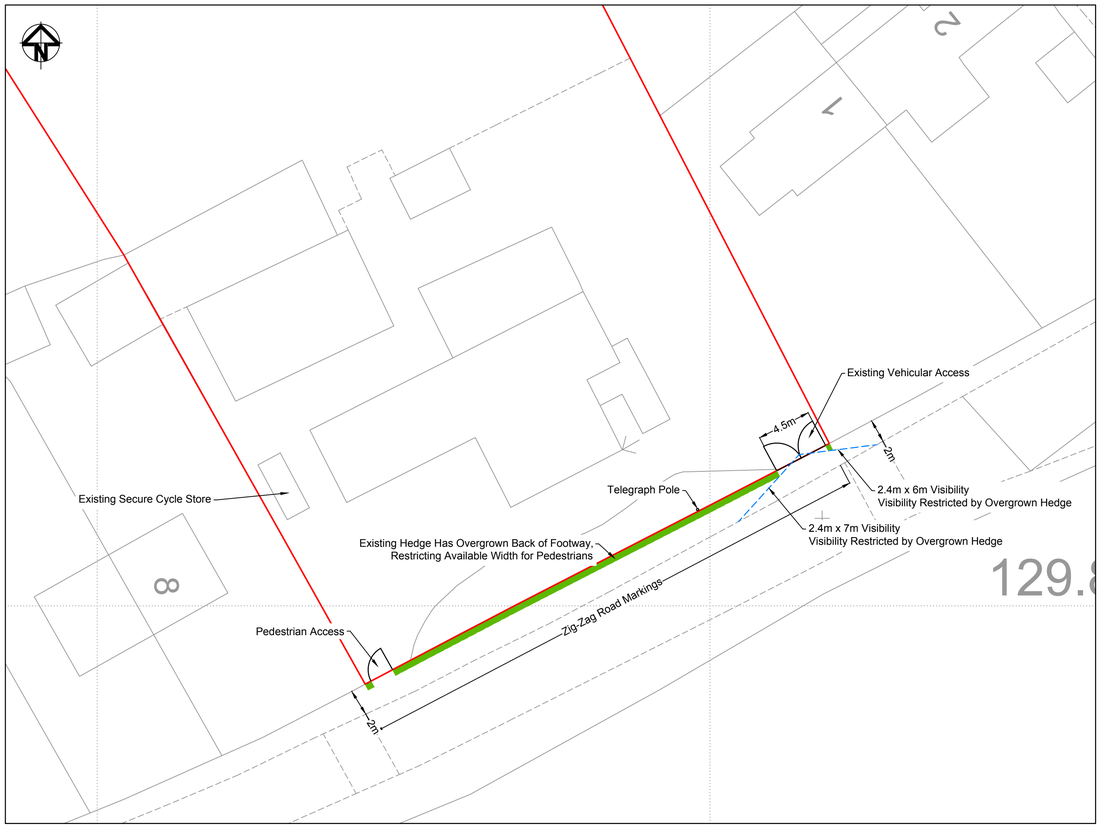
Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	11/10/2016 - 04/09/2020
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

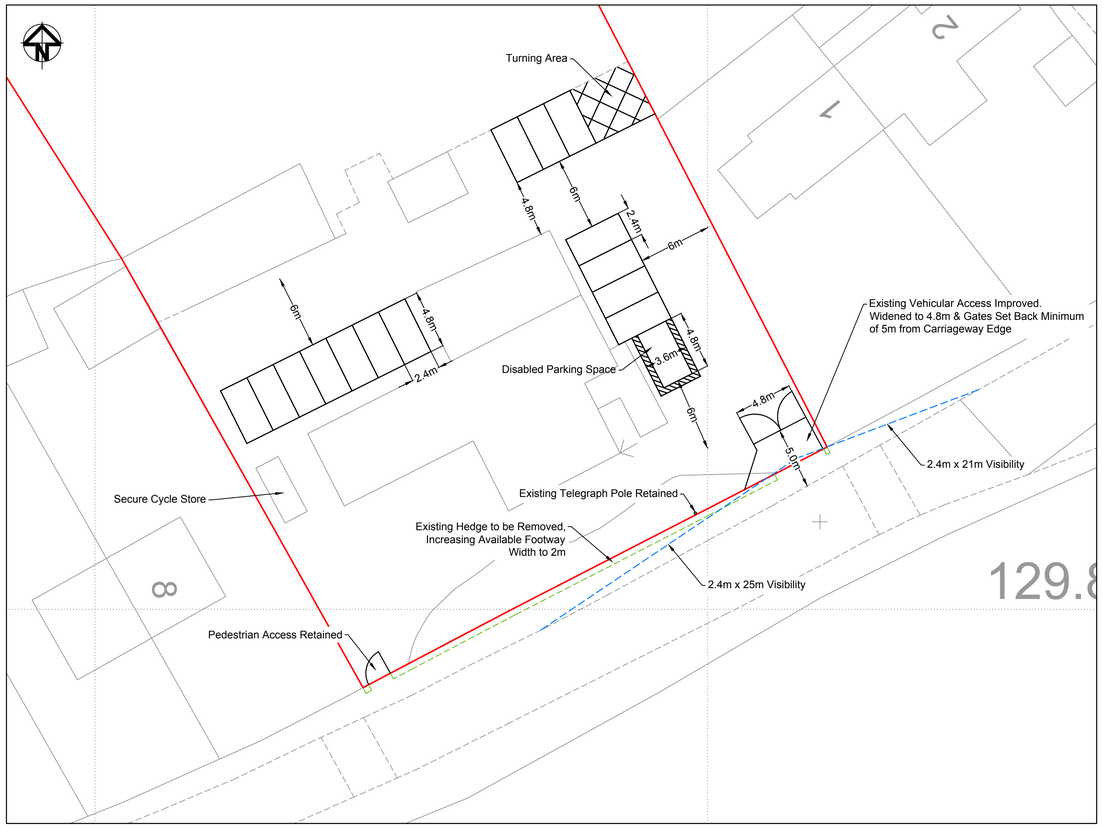
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

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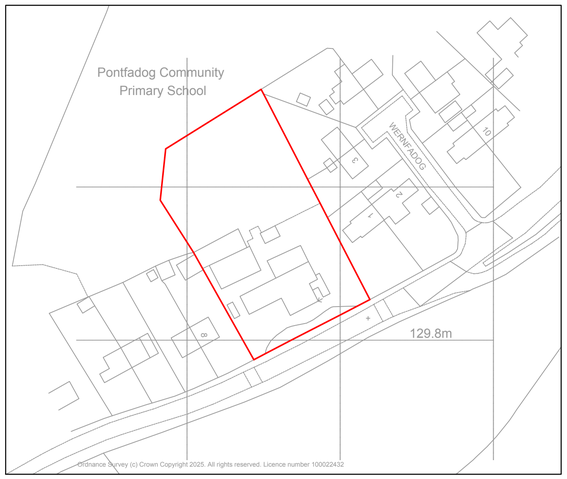
Appendix 4 Existing & Proposed Access & Parking



EXISTING SITE LAYOUT
1:250



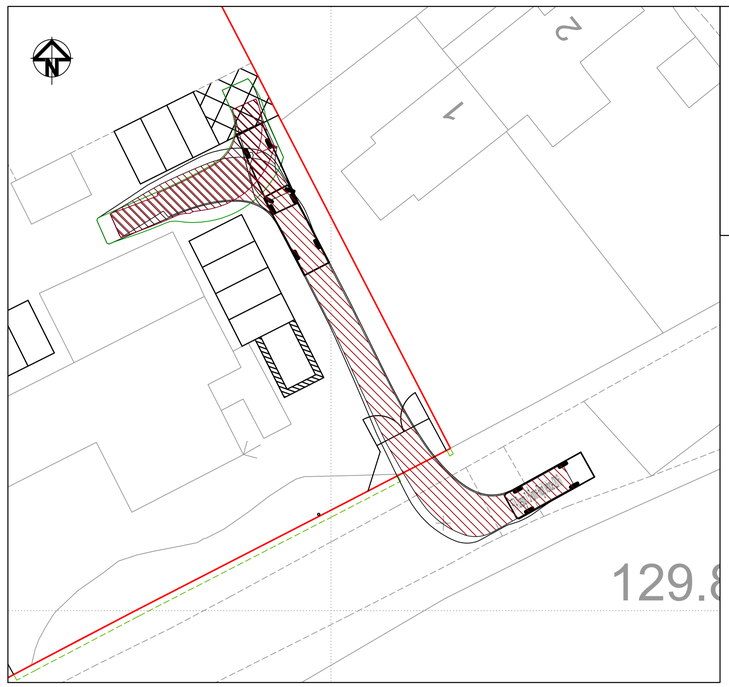
PROPOSED SITE LAYOUT
1:250



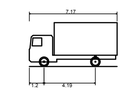
LOCATION PLAN
1:1000



EXISTING SITE
NOT TO SCALE



SWEPT PATH ANALYSIS
1:250



FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

A	First Issue	30-09-25

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FORMER PONTFADOG SCHOOL

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EXISTING & PROPOSED ACCESS & PARKING

Drawing No.
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1:200 @ A1

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