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**RIDLEYWOOD FARM HOLT ROAD RIDLEY WOOD
WREXHAM LL13 9US**

Transport Statement

Final Report for:

TSM & TR Lunt

August 2025

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Infrastructure Highways Transport

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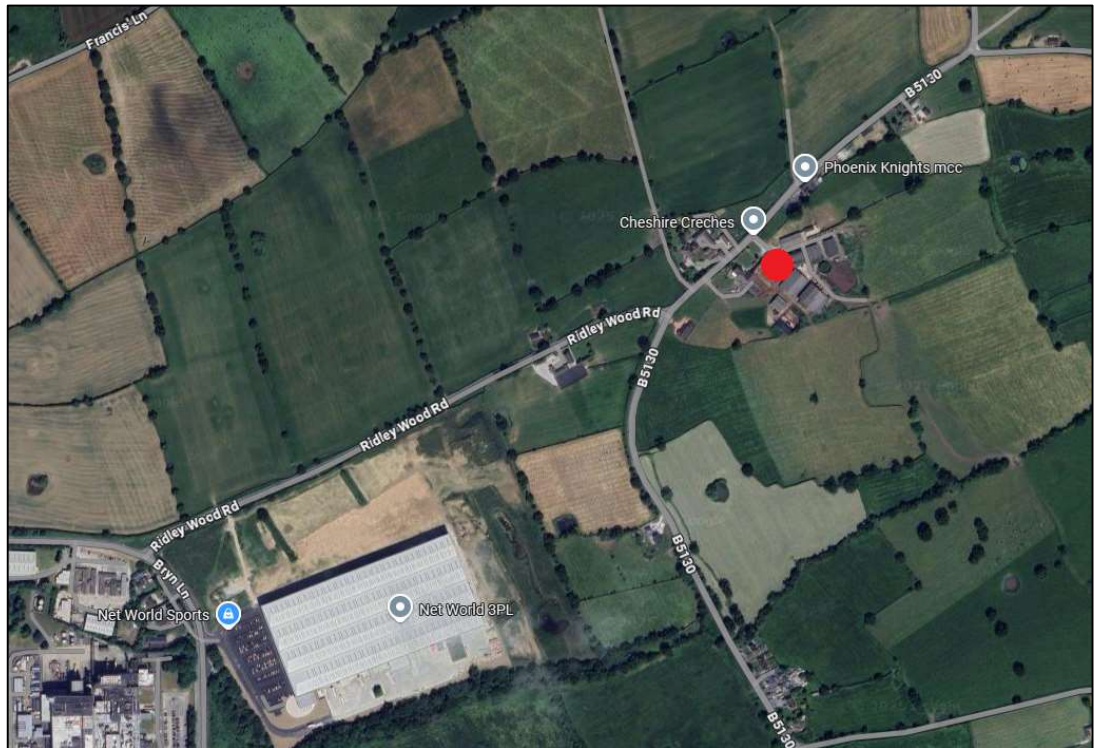
APPENDIX F – TRICS OUTPUT

1.0 INTRODUCTION

1.1 Introduction

- 1.1.1 TSM & TR Lunt have instructed Cora IHT to prepare a Transport Statement (TS) for an employment development by way of converting the current agricultural structures for commercial purposes and completing all the necessary tasks associated with this conversion.
- 1.1.2 The site is located at Ridleywood Farm, Holt Road, Ridley Wood, Wrexham, LL13 9US.
- 1.1.3 **Figure 1.1** illustrates the site location.

Figure 1.1: Site Location



- 1.1.4 This TS has been prepared in accordance with Welsh Transport Appraisal Guidance (WeITAG) and Planning Policy Wales: Transport Planning & Strategy. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.2 Scope

1.2.1 Following this brief introduction:

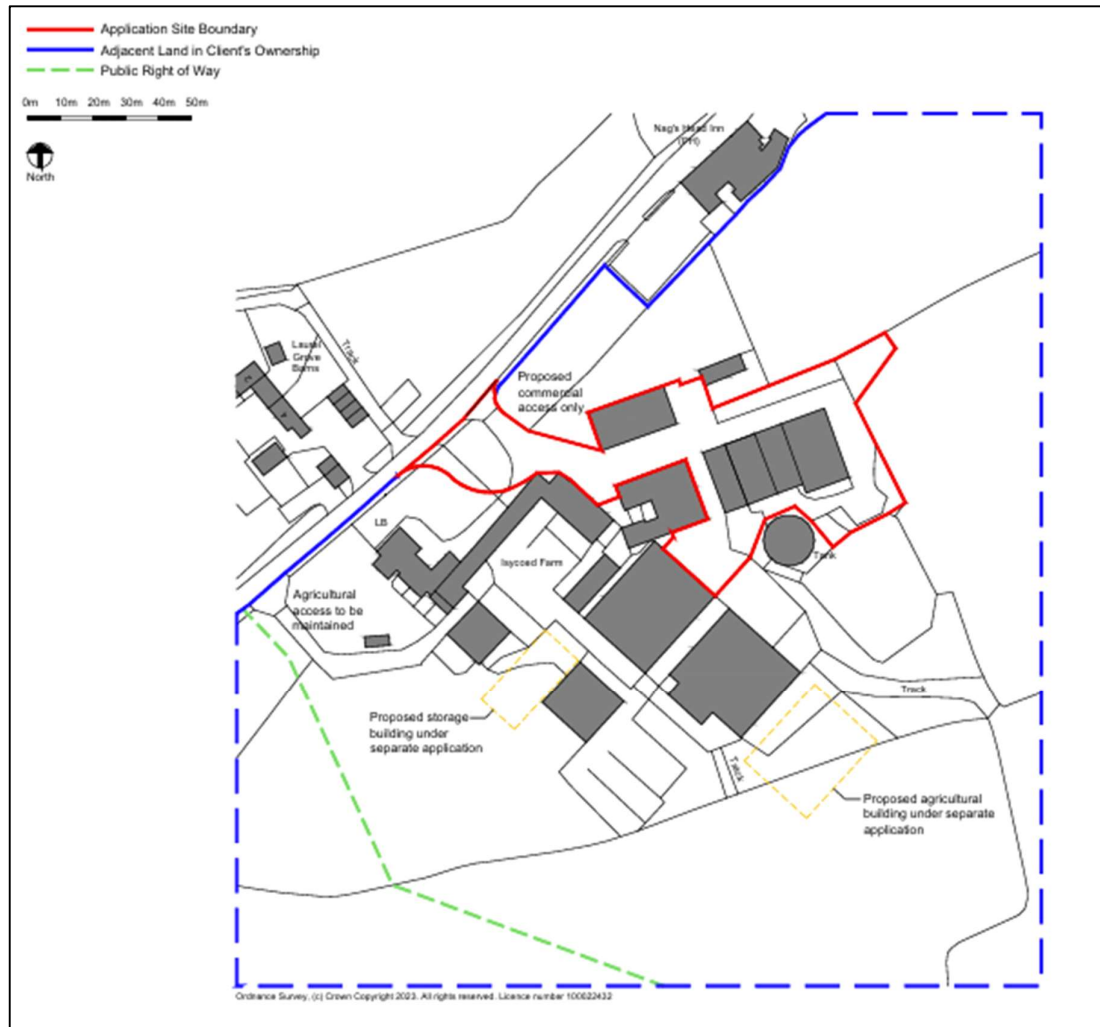
- Section 2 describes the site location and provides a review of the existing highway network.
- Section 3 then describes the development proposals.
- Section 4 provides an assessment of the traffic associated with the proposed development.
- The summary and conclusion are set out in Section 5.

2.0 SITE DESCRIPTION AND EXISTING CONDITIONS

2.1 Site Description

- 2.1.1 Ridleywood Farm encompasses approximately 450 acres, primarily dedicated to grazing and arable land. The existing use of these buildings is connected to the current dairy operation, serving as housing for cattle, young livestock, and machinery
- 2.1.2 **Figure 2.1** shows an extract of the red line boundary plan for the development site.

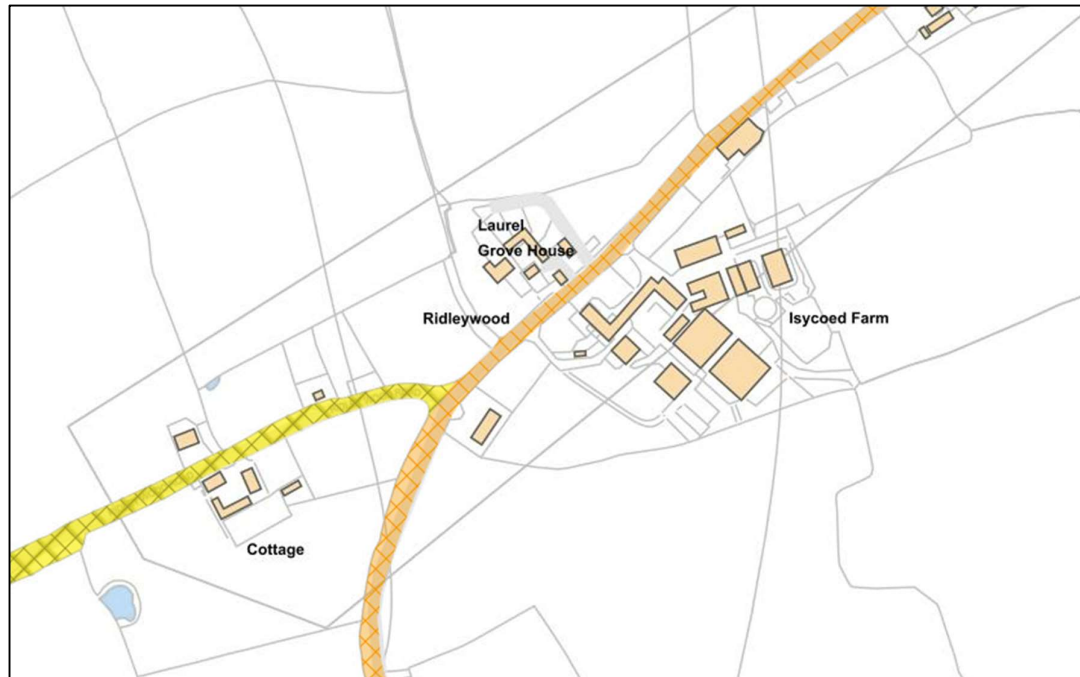
Figure 2.1: Boundary Plan



2.2 Highway Network

- 2.2.1 Ridley Wood Road is a 40mph single carriageway with 1-lane in each direction which runs in a southwest to northeast direction.
- 2.2.2 The adopted highway surrounding the site is provided in **Figure 2.2**.

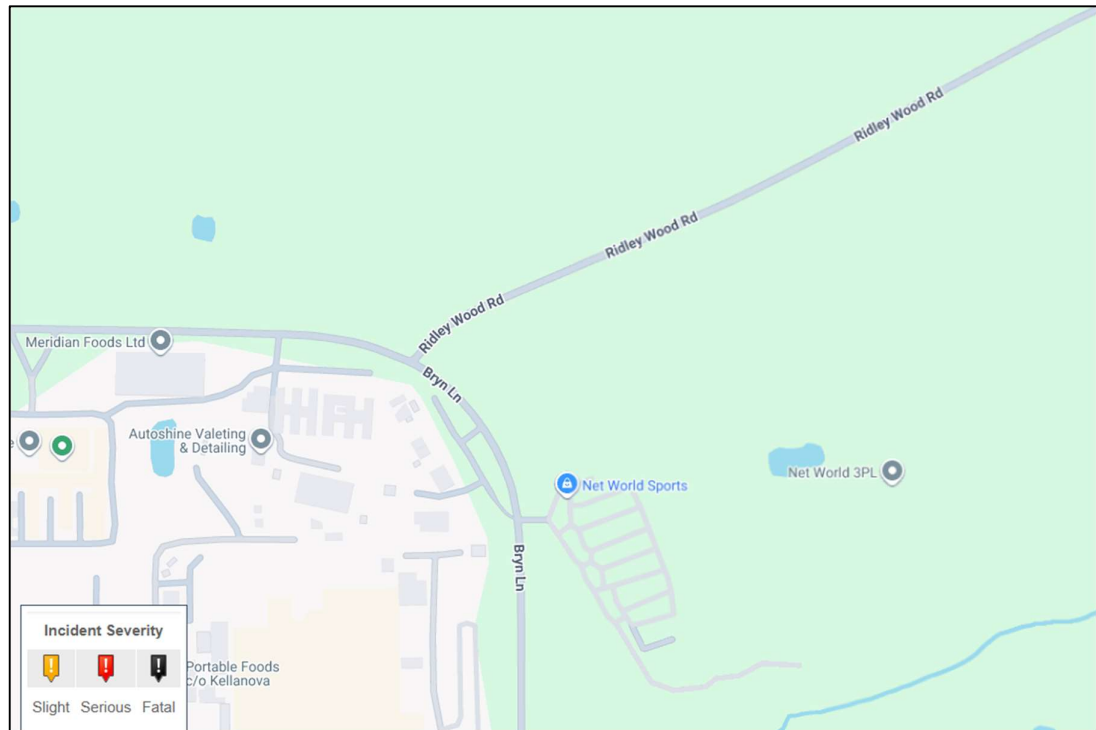
Figure 2.2: Adopted Highway Plan



2.3 Accident Analysis

2.3.1 Accident data has been obtained from the Crashmap website (<http://www.crashmap.co.uk>) for the period of 2018-2022. **Figure 2.3** shows an extract of the accident plot.

Figure 2.3: Crashmap Accident Plan



2.3.2 No accidents have been reported within the vicinity of the site access at Ridley Wood Road or Bryn Lane.

2.3.3 It can be concluded that further detailed accident analysis is not required.

3.0 DEVELOPMENT PROPOSALS

3.1 *Proposed Development*

3.1.1 The Proposed Development consist of:

“CHANGE OF USE OF BUILDING FROM AGRICULTURE TO A MIXED B1 (BUSINESS), B2 (GENERAL INDUSTRIAL) AND B8 (STORAGE AND DISTRIBUTION) AND ALL ASSOCIATED WORKS”

3.1.2 The total proposed GIA across all buildings is 1,056m². This is broken down as follows:

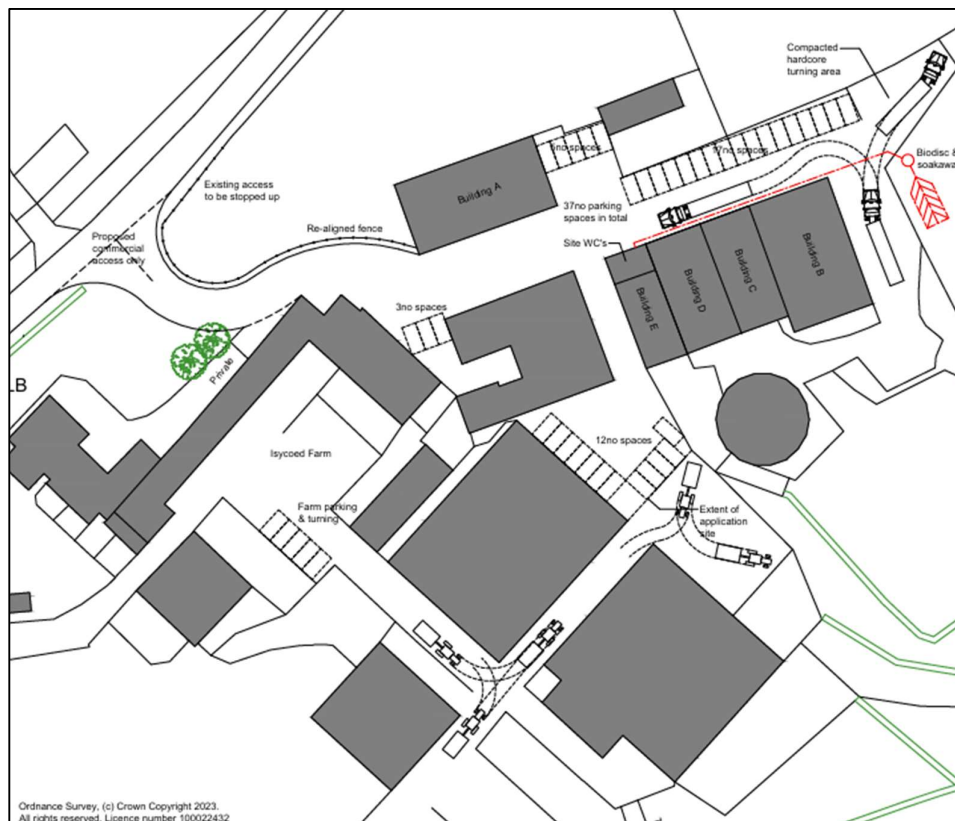
- Unit A = 259 m²
- Unit B = 301 m²
- Unit C = 175 m²
- Unit D = 185 m²
- Unit E = 136 m²

3.1.3 The main vehicular access (north easterly access) to site is proposed via a new priority access which is to be improved to accommodate artic vehicles. This access will be utilised as the proposed commercial access. The access will no longer serve any farming activity or access to the farmhouse.

3.1.4 The south westerly access will be used to serve the small remaining farming activity along with the farmhouse.

3.1.5 **Figure 3.1** provides an extract of the proposed site layout with the full plan in **Appendix A**.

Figure 3.1: Proposed Site Layout



3.1.6 Tracking for artic and HGV vehicles are provided in **Appendix B**.

3.2 Access Justification

3.2.1 The proposed access conforms to the required visibility requirements and agreed with the highway authority. **Appendix C** provides the correspondence with the highway authority.

3.2.2 7 day automatic traffic and speed surveys were carried out along Ridley Wood Road. The traffic data is presented in **Appendix D**.

3.2.3 Average speeds are 35mph which shows that most vehicles are keeping to the speed limit. The 85th%ile stopping sight distance calculations are presented below which was accepted by the highway authority.

3.2.4 Visibility splays of 98.5m and 105.9m (desirable minimum values) for eastbound and southbound approaches respectively were agreed.

Stopping Sight Distance Calculator

$$SSD = vt + v^2 / 2d$$

v = Speed (m/s)

t = driver perception-reaction time (seconds)

d = deceleration (m/s²)

Eastbound Visibility Splay

			Stopping Sight Distance Allowing for Bonnet Length			
			Below 60 kph		Above 60kph	
85th Percentile Dry	Wet Weather		Light Vehicles	HGVs & Buses	Absolute Min	Desirable Min
MPH	MPH	KPH	1.5s & 0.45g	1.5s & 0.375g	2s & 0.375g	2s & 0.25g
41.3	38.8	62	62.5	69.3	78.0	98.5

Southbound Visibility Splay

			Stopping Sight Distance Allowing for Bonnet Length			
			Below 60 kph		Above 60kph	
85th Percentile Dry	Wet Weather		Light Vehicles	HGVs & Buses	Absolute Min	Desirable Min
MPH	MPH	KPH	1.5s & 0.45g	1.5s & 0.375g	2s & 0.375g	2s & 0.25g
43.1	40.6	65	67.0	74.4	83.5	105.9

Wet weather
deduction 2.485485

3.2.5 **Appendix E** provides access drawing.

4.0 TRAFFIC IMPACT

4.1 Introduction

4.1.1 This section of the report considers the traffic impact of the proposed development on the local highway network. The primary aim is to provide an assessment of the traffic generated by the proposed access, and the impact it could have on the local highway network.

4.2 Proposed Development Trips

4.3.1 The trip generation linked with the proposed industrial use via TRICS has been based on the total gross floor area (GFA) of 1,056m². The “02 - EMPLOYMENT/D - INDUSTRIAL” land use has been used within TRICS. These trip rates have been agreed with the highway authority for other B2 and B8 developments in the area.

4.3.2 **Tables 5.1 and 5.2** shows the calculated trip rates and total new development trips for the B2 aspect of the developments in HGVs and total vehicles. **Appendix F** shows the full TRICS outputs for all of the proposed uses.

Table 5.1: Trip Rates & Trip Generation – B2 Industrial (HGVs)

	AM Peak			PM Peak			Daily (AADT)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates	0.012	0.012	0.024	0.009	0.011	0.02	0.184	0.172	0.356
Trips	0	0	0	0	0	0	2	2	4

Table 5.2: Trip Rates & Trip Generation – B2 Industrial (Total Vehicles)

	AM Peak			PM Peak			Daily (AADT)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates	0.458	0.084	0.542	0.129	0.384	0.513	2.761	2.672	5.433
Trips	5	1	6	1	4	5	29	28	57

4.3.3 For comparative purposes, **Tables 5.3 and 5.4** shows the calculated trip rates and total new development trips for the development is it was occupied by B8 use.

Table 5.3: Trip Rates & Trip Generation – B8 Industrial (HGVs)

	AM Peak			PM Peak			Daily (AADT)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates	0.042	0.063	0.105	0.065	0.043	0.108	0.754	0.795	1.549
Trips	0	1	1	1	0	1	8	8	16

Table 5.4: Trip Rates & Trip Generation – B8 Industrial (Total Vehicles)

	AM Peak			PM Peak			Daily (AADT)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates	0.180	0.119	0.299	0.126	0.171	0.297	2.235	2.136	4.371
Trips	2	1	3	1	2	3	24	23	46

- 4.3.4 The trip assessment shows that the proposed development whether occupied by B2 or B8 uses would generate minimal traffic levels.
- 4.3.5 It can be concluded that the proposed development would have minimal impact on the highway network.

5.0 SUMMARY AND CONCLUSION

5.1 Summary

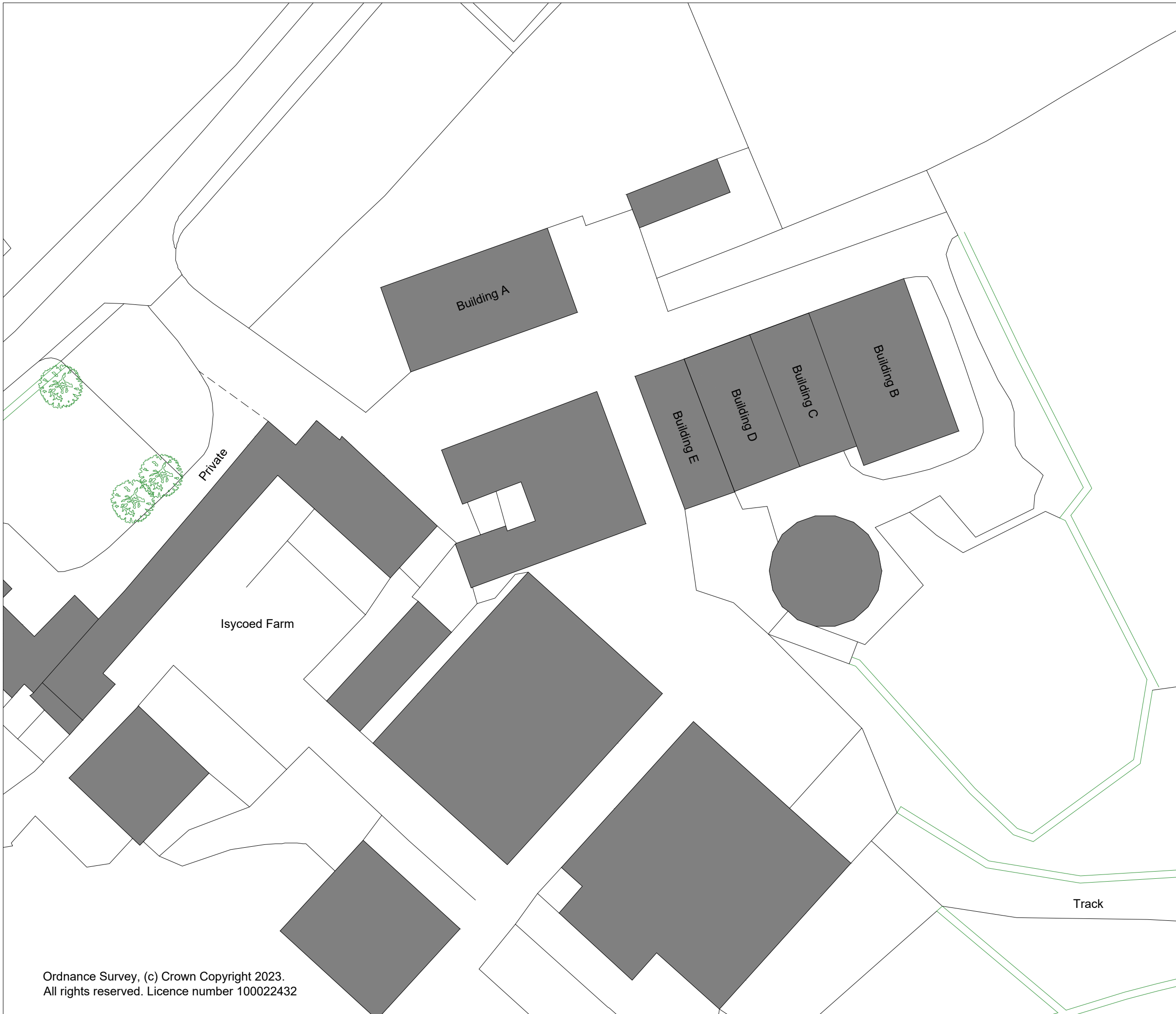
- 5.1.1 TSM & TR Lunt have instructed Cora IHT to prepare a Transport Statement (TS) for an employment development by way of converting the current agricultural structures for commercial purposes and completing all the necessary tasks associated with this conversion.
- 5.1.2 The total proposed GIA across all buildings is 1,056m². This is broken down as follows:
- *Unit A* = 259 m²
 - *Unit B* = 301 m²
 - *Unit C* = 175 m²
 - *Unit D* = 185 m²
 - *Unit E* = 136 m²
- 5.1.3 The main vehicular access (north easterly access) to site is proposed via a new priority access which is to be improved to accommodate artic vehicles. This access will be utilised as the proposed commercial access. The access will no longer serve any farming activity or access to the farmhouse.
- 5.1.4 The south westerly access will be used to serve the small remaining farming activity along with the farmhouse.
- 5.1.5 The proposed access conforms to the required visibility requirements and agreed with the highway authority. Visibility splays of 98.5m and 105.9m (desirable minimum values) for eastbound and southbound approaches respectively were agreed.
- 5.1.6 The trip assessment shows that the proposed development whether occupied by B2 or B8 uses would generate minimal traffic levels.
- 5.1.7 It can be concluded that the proposed development would have minimal impact on the highway network.

5.2 Conclusion

- 5.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transportation related reasons upon which a refusal of the planning application for the proposals would be justified.

APPENDICES

APPENDIX A – SITE LAYOUT



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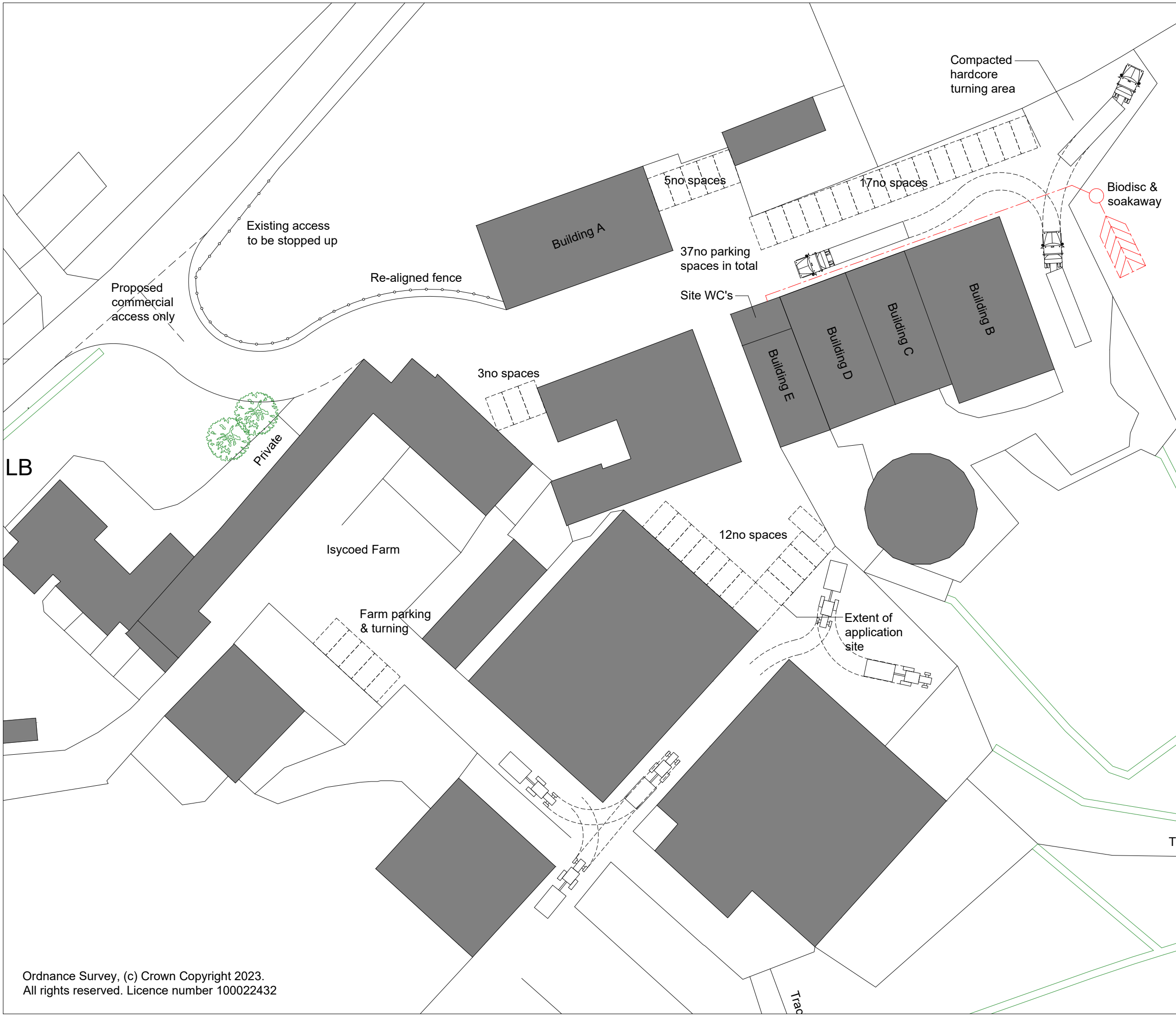
Rev	Description	Date	By
A	Buildings F & G omitted from application	10/06/2024	NB



Residential - Agricultural - Commerical

Project	Proposed Change of Use from Agricultural to Commercial		
Drawing Title	Existing Block Plan		
Location	Isycoed Farm, Holt Road, Ridleywood Farm, Wrexham, LL13 9US		
Client	TSM & TR Lunt		
Scale	1:500 @ A3		
Drawing No	77362 / RJC / 002	Rev	A
Drawn By	NB	Date	2023/07/03

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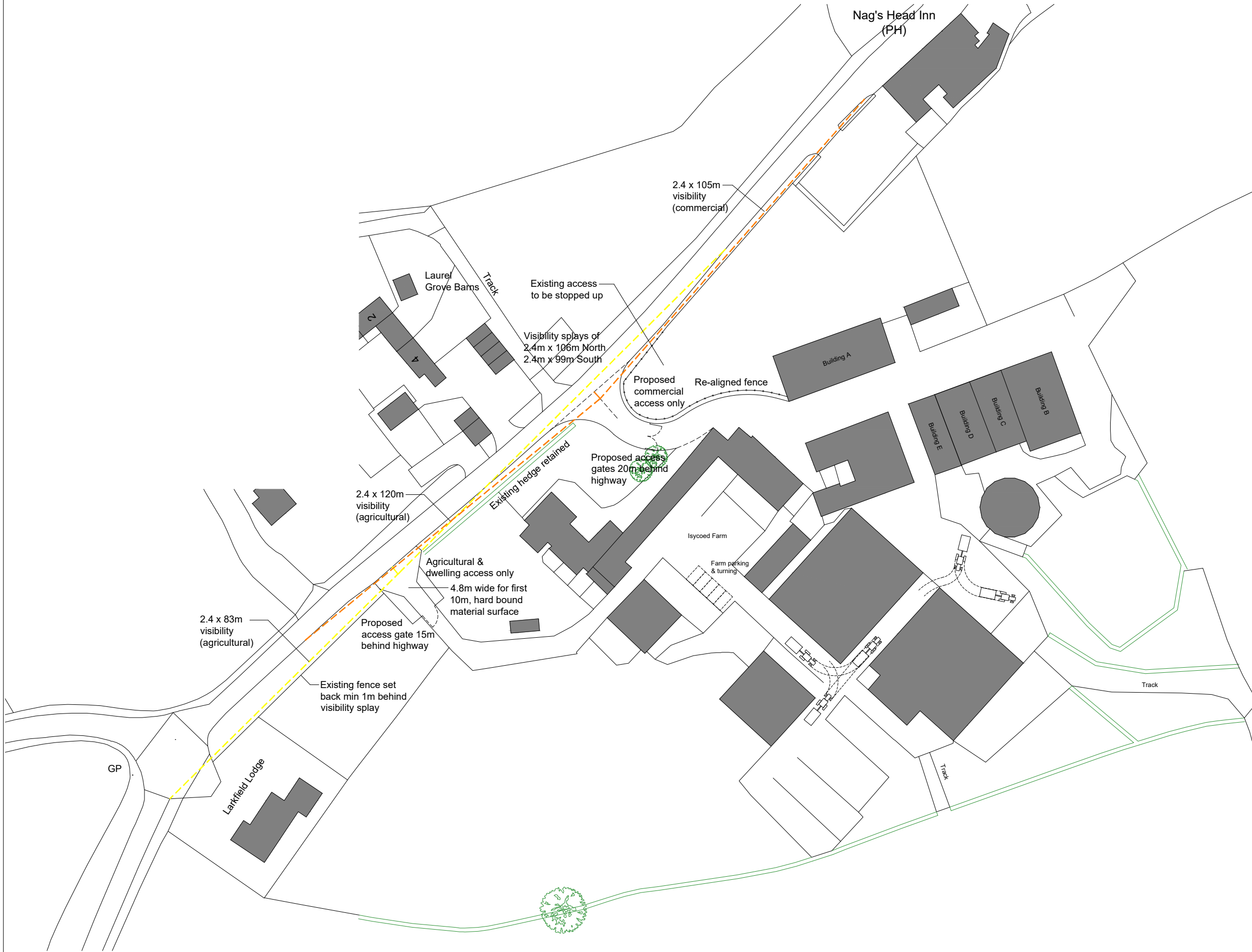
Rev	Description	Date	By
A	Swept paths added	03/11/2023	NB
B	Additional swept paths added, farm parking indicated	22/12/2023	NB
C	Buildings F & G omitted from application	10/06/2024	NB
D	Revised following Highways comments	14/06/2024	NB
E	Access amended	18/03/2025	NB



Residential - Agricultural - Commerical

Project	Proposed Change of Use from Agricultural to Commercial		
Drawing Title	Proposed Block Plan		
Location	Isycoed Farm, Holt Road, Ridleywood Farm, Wrexham, LL13 9US		
Client	TSM & TR Lunt		
Scale	1:500 @ A3		
Drawing No	77362 / RJC / 003	Rev	E
Drawn By	NB	Date	2023/07/03

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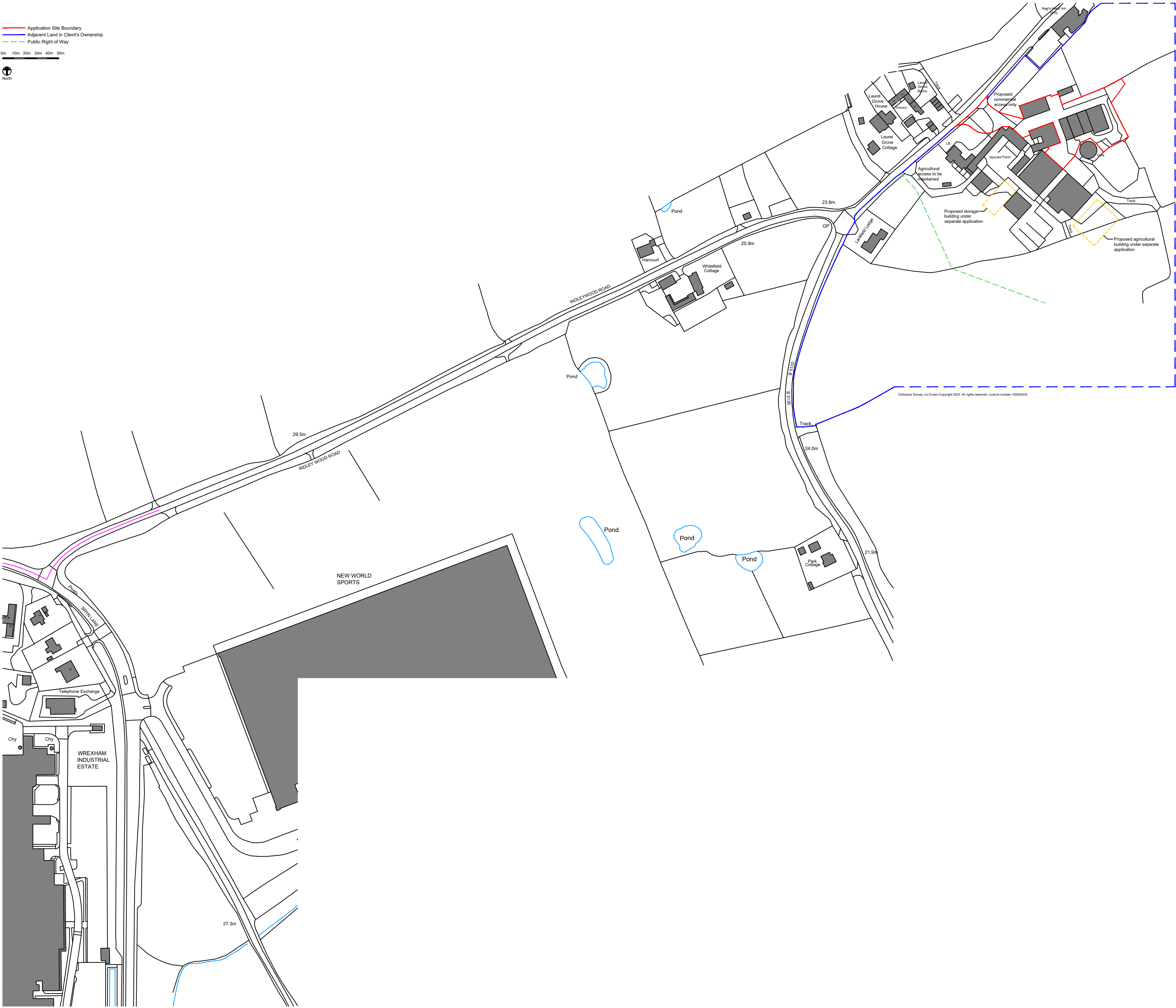
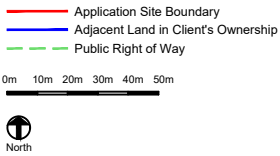
Rev	Description	Date	By
A	Additional information added	03/11/2023	NB
B	Native hedge planting removed	16/11/2023	NB
C	Note added to farm access	22/12/2023	NB
D	Buildings F & G omitted from application	10/06/2024	NB
E	Revised following Highways comments	14/06/2024	NB
F	Access amended	18/03/2025	NB



Residential - Agricultural - Commercial

Project	Proposed Change of Use from Agricultural to Commercial		
Drawing Title	Proposed Highways Plan		
Location	Isycoed Farm, Holt Road, Ridleywood Farm, Wrexham, LL13 9US		
Client	TSM & TR Lunt		
Scale	1:1000 @ A3		
Drawing No	77362 / RJC / 004	Rev	F
Drawn By	NB	Date	2023/07/03

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Rev	Description	Date	By
A	Access amended, red line amended to suit	18/03/2025	NB

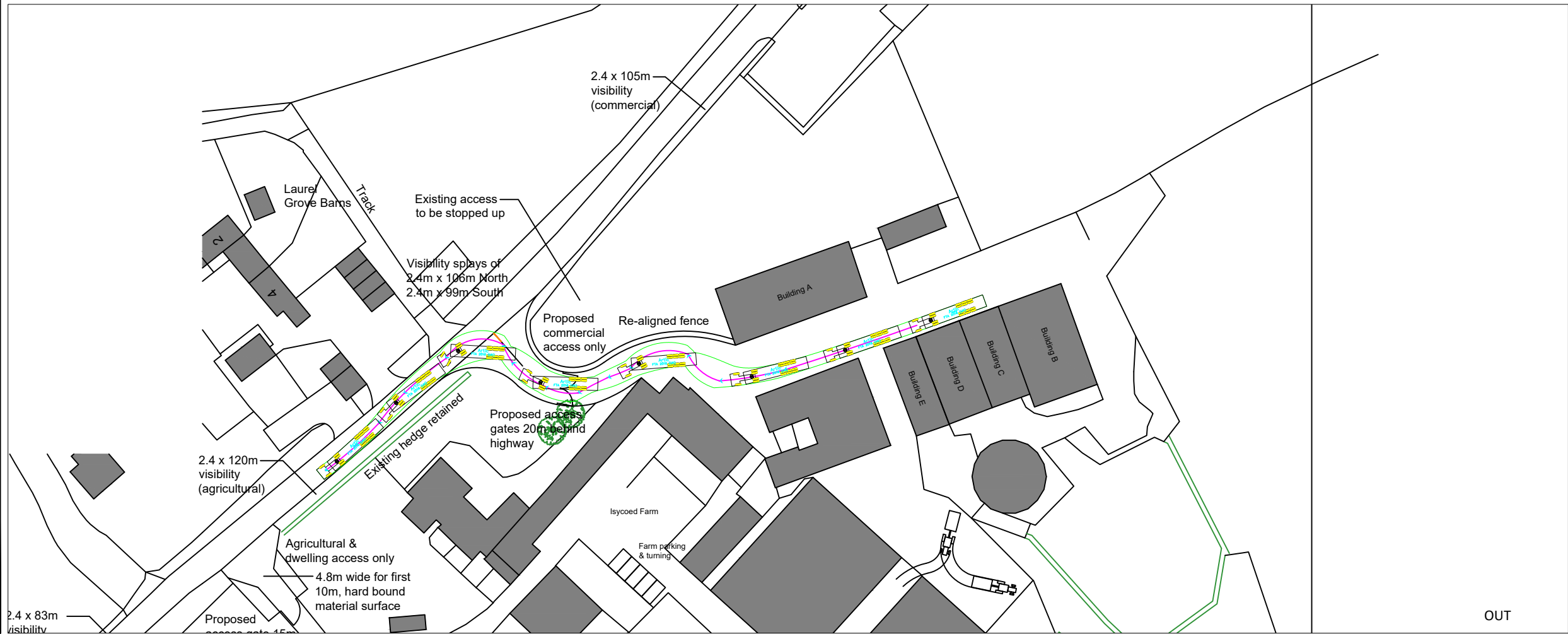
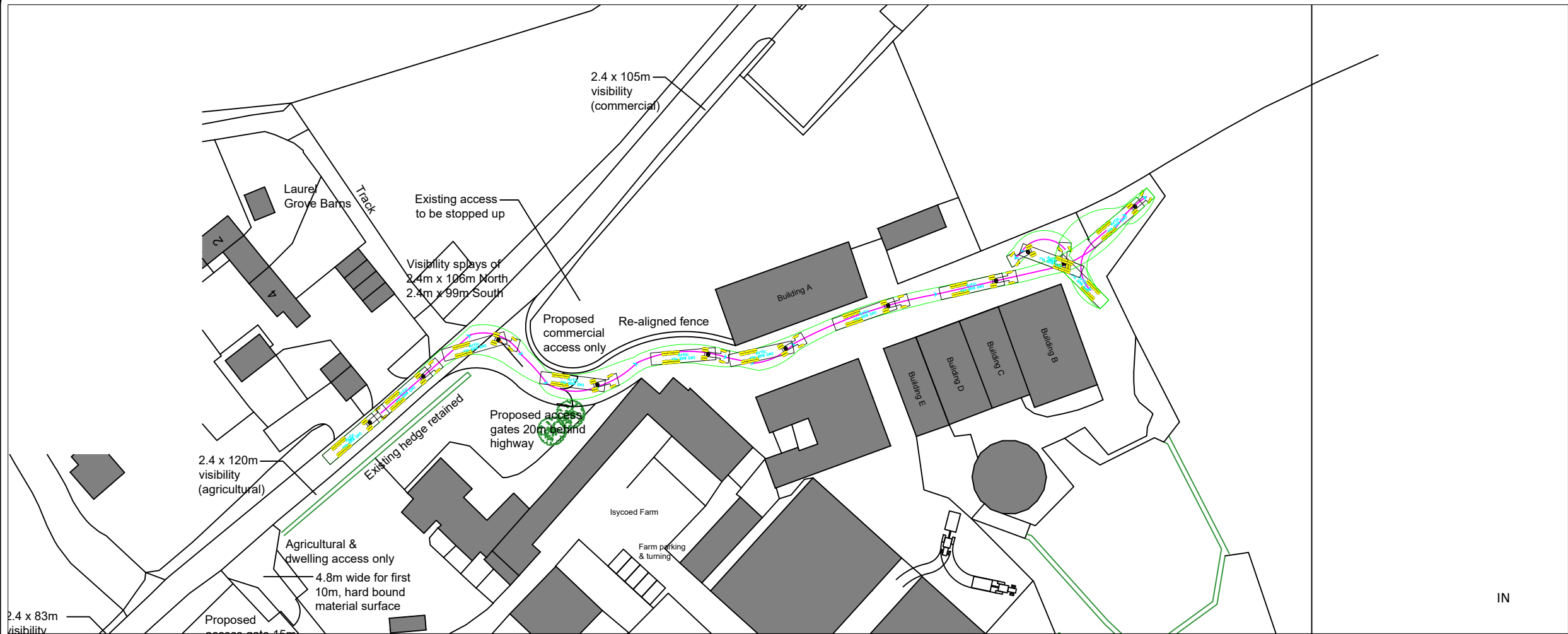


Residential - Agricultural - Commerical

Project	Proposed Change of Use from Agricultural to Commercial		
Drawing Title	Wider Location Plan		
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Client	TSM & TR Lunt		
Scale	1:2500 @ A2		
Drawing No	77362 / RJC / 006	Rev	A
Drawn By	NB	Date	2023/10/20

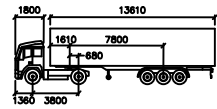
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APPENDIX B – VEHICLE TRACKING



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Artic

Tractor Width	mm : 2250	Lock to Lock Time	: 6.0
Tractor Width	: 2250	Steering Angle	: 42.7
Tractor Track	: 2550	Articulating Angle	: 75.0
Trailer Track	: 2550		

Rev	Date	Description	Ckd	By
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Client

TSM & TR Lunt

Project

Ridley Wood Farm
Wrexham

Title

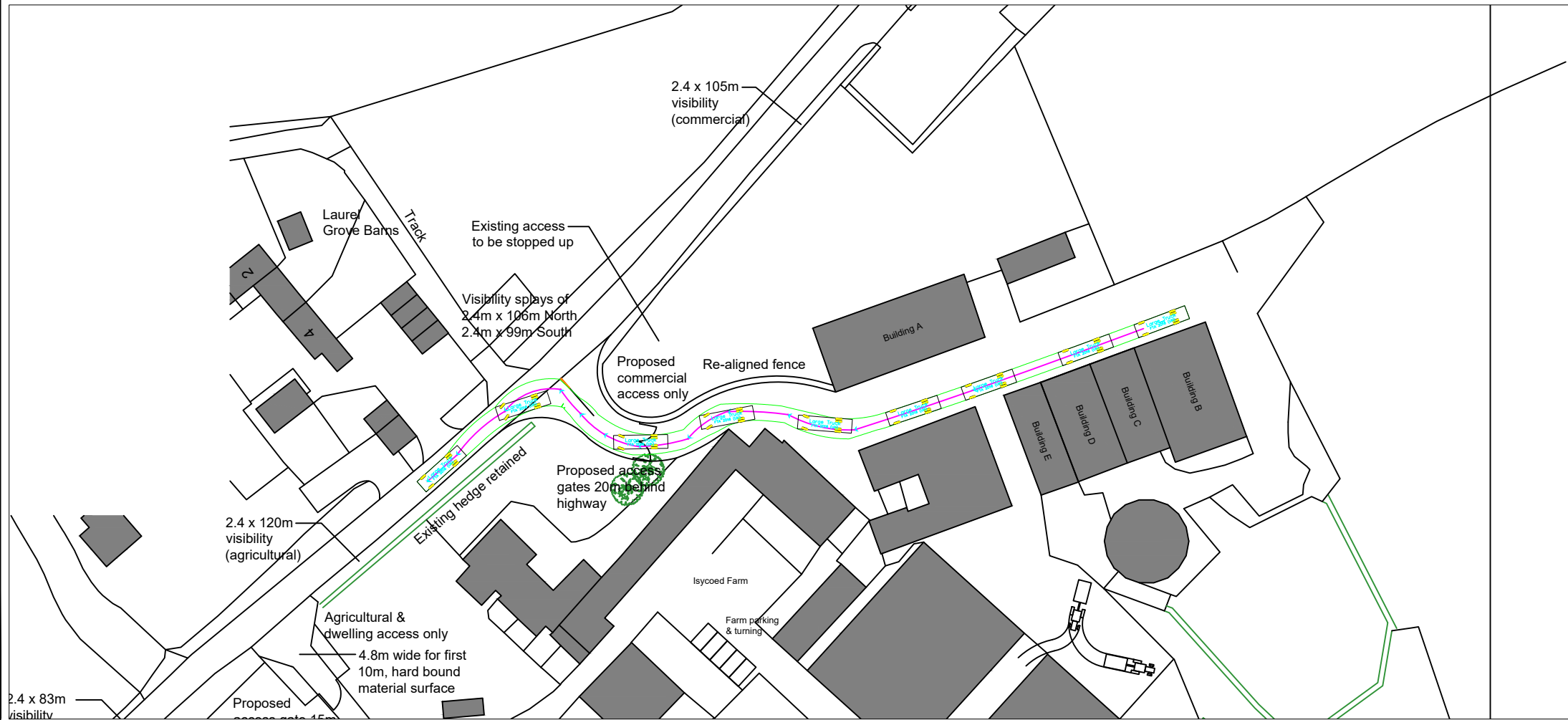
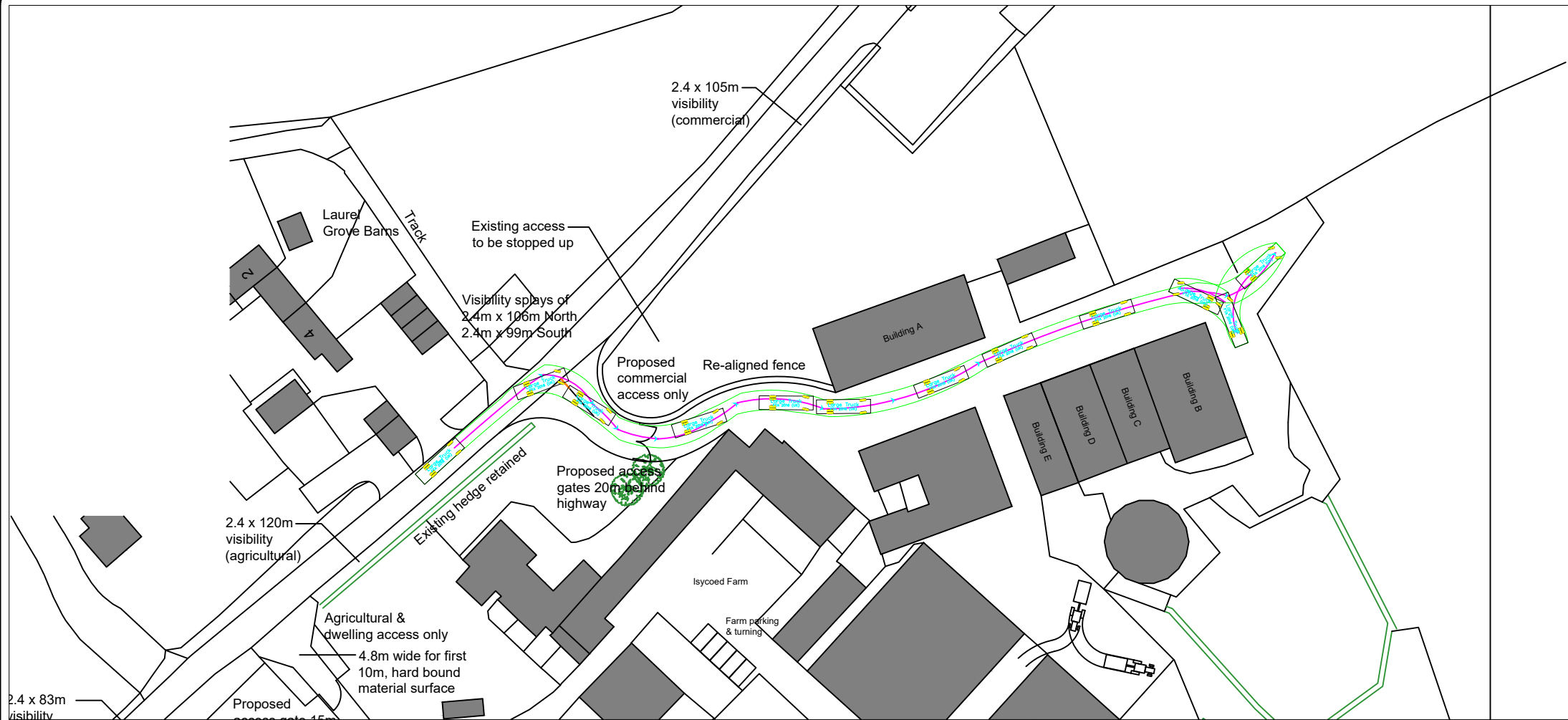
Proposed Access
Arrangement
Tracking

Drawing Status

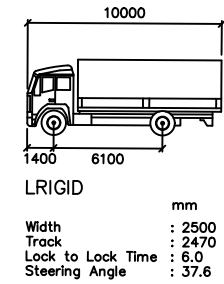
Job No. 16-3076

Drawn MC	Checked TC	Scale at A3 1:1000	Date 10/04/25	Issue Date -
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Drawing No.	002	-
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Rev	Date	Description	Ckd	By

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Web: www.coraiht.com

Client

TSM & TR Lunt

Project

Ridley Wood Farm
Wrexham

Title

Proposed Access
Arrangement
Tracking

Drawing Status

Job No. 16-3076

Drawn MC	Checked TC	Scale at A3 1:1000	Date 10/04/25	Issue Date -
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Drawing No. 003

APPENDIX C – HIGHWAYS CORRESPONDENCE

toan.chau@coraiht.com

From: Phil Palmer <Phil.Palmer@wrexham.gov.uk>
Sent: 05 March 2025 12:26
To: toan.chau@coraiht.com
Subject: RE: RIDLEYWOOD FARM HOLT ROAD RIDLEY WOOD WREXHAM LL13 9US

Hi Toan

Thanks for the info.

Regards, Phil

From: toan.chau@coraiht.com <toan.chau@coraiht.com>
Sent: 05 March 2025 10:51
To: Phil Palmer <Phil.Palmer@wrexham.gov.uk>
Subject: RE: RIDLEYWOOD FARM HOLT ROAD RIDLEY WOOD WREXHAM LL13 9US

Hi Phil,

Please see below ATC location.



Weather was cloudy but dry from 12th February onwards. See below



[World](#) > [United Kingdom](#) > [Wales](#) > [Weather in Wrexham](#) ★

Weather in Wrexham, February 12

Weather Forecast for February 12 in Wrexham, Wales - temperature, wind, atmospheric pressure, humidity and precipitations. Detailed hourly weather chart.

February 10	February 11	Select date:	February 13	February 14
-----------------------------	-----------------------------	--------------	-----------------------------	-----------------------------

February 12, 2025

	Atmospheric conditions and temperature °F	RealFeel °F	Atmospheric pressure inHg	Wind speed mph	Humidity
Night	+39°	+36°	29.8	▲ NE 4.9	89%
Morning	+37°	+32°	29.8	▲ NE 4.9	90%
Day	+43°	+37°	29.8	◀ E 7.4	78%
Evening	+41°	+36°	29.9	▲ NE 7.2	82%

Weather in Wrexham, February 13

Weather Forecast for February 13 in Wrexham, Wales - temperature, wind, atmospheric pressure, humidity and precipitations. Detailed hourly weather chart.

February 11	February 12	Select date:	February 14	February 15
-----------------------------	-----------------------------	--------------	-----------------------------	-----------------------------

February 13, 2025

	Atmospheric conditions and temperature °F	RealFeel °F	Atmospheric pressure inHg	Wind speed mph	Humidity
Night	+37°	+34°	29.9	▲ NE 4.9	87%
Morning	+34°	+28°	30	◀ E 6.3	81%
Day	+39°	+32°	30	◀ E 9.4	65%
Evening	+37°	+30°	29.9	▼ SE 10.1	68%

February 14, 2025

	Atmospheric conditions and temperature °F	RealFeel °F	Atmospheric pressure inHg	Wind speed mph	Humidity
Night	 +36°	+28°	29.9	▼ SE 10.5	75%
Morning	 +32°	+25°	29.9	▼ SE 10.3	71%
Day	 +39°	+32°	29.9	▼ SE 12.8	63%
Evening	 +37°	+30°	29.9	▼ SE 10.1	84%

February 15, 2025

	Atmospheric conditions and temperature °F	RealFeel °F	Atmospheric pressure inHg	Wind speed mph	Humidity
Night	 +37°	+32°	29.8	▼ SE 8.3	84%
Morning	 +36°	+30°	29.8	▼ SE 7.2	89%
Day	 +41°	+36°	29.7	▲ S 7.4	90%
Evening	 +39°	+34°	29.7	▼ SE 7.2	95%

February 16, 2025

	Atmospheric conditions and temperature °F	RealFeel °F	Atmospheric pressure inHg	Wind speed mph	Humidity
Night	 +39°	+36°	29.8	▼ SE 6.7	95%
Morning	 +37°	+30°	29.8	▼ SE 9.2	89%
Day	 +39°	+32°	29.8	▼ SE 11	83%
Evening	 +37°	+32°	29.8	▼ SE 9.6	80%

February 17, 2025

	Atmospheric conditions and temperature °F	RealFeel °F	Atmospheric pressure inHg	Wind speed mph	Humidity
Night	 +34°	+27°	29.9	▼ SE 8.7	83%
Morning	 +32°	+25°	29.8	▼ SE 8.5	82%
Day	 +41°	+32°	29.8	▼ SE 13	67%
Evening	 +37°	+30°	29.8	▼ SE 10.5	76%

February 18, 2025

	Atmospheric conditions and temperature °F	RealFeel °F	Atmospheric pressure inHg	Wind speed mph	Humidity
Night	 +34°	+27°	29.8	▼ SE 11	77%
Morning	 +32°	+23°	29.8	▼ SE 10.3	80%
Day	 +41°	+34°	29.8	▼ SE 13.2	65%
Evening	 +39°	+32°	29.7	▼ SE 11.2	76%

February 19, 2025

	Atmospheric conditions and temperature °F	RealFeel °F	Atmospheric pressure inHg	Wind speed mph	Humidity
Night	 +36°	+27°	29.7	▼ SE 11.6	74%
Morning	 +34°	+27°	29.6	▼ SE 11.6	74%
Day	 +43°	+36°	29.6	▲ S 12.3	81%
Evening	 +45°	+39°	29.5	▲ S 11.4	93%

Kind regards,

Toan Chau
MSc BEng(Hons) MCIHT
Director

Cora IHT
Infrastructure, Highways & Transport

Cora iHt

Adamson House
Towers Business Park
Wilmslow Road
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Email: toan.chau@coraiht.com
Mobile: [07817 694035](tel:07817694035)

Web: www.coraiht.com

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From: Phil Palmer <Phil.Palmer@wrexham.gov.uk>
Sent: 26 February 2025 11:04
To: toan.chau@coraiht.com
Subject: RE: RIDLEYWOOD FARM HOLT ROAD RIDLEY WOOD WREXHAM LL13 9US

Hi Toan

Thank you for the raw traffic data.

WCBC would accept the values of 98.5m ssd and 105.9m ssd indicated as desirable minimum values.

However, could you please provide a plan indicating where the ATC tubes were placed for this survey in relation to the main access. Could you also please provide details of the weather conditions for each of the days you carried out the speed survey.

Regards, Phil

From: toan.chau@coraiht.com <toan.chau@coraiht.com>
Sent: 24 February 2025 16:05
To: Phil Palmer <Phil.Palmer@wrexham.gov.uk>
Cc: Gwyn@rogerparry.net
Subject: RE: RIDLEYWOOD FARM HOLT ROAD RIDLEY WOOD WREXHAM LL13 9US

Hi Phil,

Please find attached raw data. Average speeds are 35mph which shows that most vehicles are keeping to the speed limit. Please see below 85thile stopping sight distance calcualtions.

Are these accpatble?

Stopping Sight Distance Calculator

$$SSD = vt + \frac{v^2}{2d}$$

v = Speed (m/s)
t = driver perception-reaction time (seconds)
d = deceleration (m/s²)

Eastbound Visibility Splay

Stopping Sight Distance Allowing for Bonnet Length	
Below 60 kph	Above 60kph

85th Percentile Dry	Wet Weather		Light Vehicles	HGVs & Buses	Absolute Min	Desirable Min
MPH	MPH	KPH	1.5s & 0.45g	1.5s & 0.375g	2s & 0.375g	2s & 0.25g
41.3	38.8	62	62.5	69.3	78.0	98.5

Southbound Visibility Splay

			Stopping Sight Distance Allowing for Bonnet Length			
			Below 60 kph		Above 60kph	
85th Percentile Dry	Wet Weather		Light Vehicles	HGVs & Buses	Absolute Min	Desirable Min
MPH	MPH	KPH	1.5s & 0.45g	1.5s & 0.375g	2s & 0.375g	2s & 0.25g
43.1	40.6	65	67.0	74.4	83.5	105.9

Wet weather deduction 2.485485

Kind regards,

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From: Phil Palmer <Phil.Palmer@wrexham.gov.uk>

Sent: 06 February 2025 08:36

To: toan.chau@coraiht.com

Subject: RE: RIDLEYWOOD FARM HOLT ROAD RIDLEY WOOD WREXHAM LL13 9US

Hi Toan

Thank you for the information. Can you please provide the raw data recorded from your radar gun speed survey along with the weather conditions on the day of the survey. The LHA would consider a speed survey using ATC equipment ie/ tubes across the road in this instance, which would give a more representative 85th percentile value.

FYI - WCBC accept maximum distance (offset) of 0.5m from the kerb edge.

We have very limited staff numbers in DC and a large workload which is causing a delay in response times. I await your feedback.

Regards, Phil

From: toan.chau@coraiht.com <toan.chau@coraiht.com>
Sent: 05 February 2025 20:13
To: Phil Palmer <Phil.Palmer@wrexham.gov.uk>
Cc: Gwyn@rogerparry.net
Subject: RE: RIDLEYWOOD FARM HOLT ROAD RIDLEY WOOD WREXHAM LL13 9US

Hi Phil,

Sorry to chase again but we need this resolving urgently as it is in limbo at the moment with planning.

Thanks,

Kind regards,

Toan Chau
MSc BEng(Hons) MCIHT
Director

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From: Phil Palmer <Phil.Palmer@wrexham.gov.uk>
Sent: 13 January 2025 13:28
To: toan.chau@coraiht.com
Subject: RE: RIDLEYWOOD FARM HOLT ROAD RIDLEY WOOD WREXHAM LL13 9US

Hi Toan

Not had chance sorry – too busy at moment.

Regards, Phil

Phil Palmer

Peiriannydd (Rheoli Datblygiad)
Gwasanaethau Amgylchedd a Thechnegol

Engineer (Development Control)
Environment and Technical Services



01978 729688

Cyngor Bwrdeistref Sirol Wrecsam, Neuadd y Dref, Wrecsam LL11 1AY

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From: toan.chau@coraiht.com <toan.chau@coraiht.com>
Sent: 13 January 2025 12:24
To: Phil Palmer <Phil.Palmer@wrexham.gov.uk>
Cc: 'Gwyn Humphreys' <Gwyn@rogerparry.net>
Subject: RE: RIDLEYWOOD FARM HOLT ROAD RIDLEY WOOD WREXHAM LL13 9US

Hi Phil,

Have you had a chance to review the email below?

Kind regards,

Toan Chau
MSc BEng(Hons) MCIHT
Director

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Infrastructure, Highways & Transport



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From: toan.chau@coraiht.com <toan.chau@coraiht.com>

Sent: 13 December 2024 11:34

To: 'Phil Palmer' <Phil.Palmer@wrexham.gov.uk>

Cc: 'Gwyn Humphreys' <Gwyn@rogerparry.net>

Subject: RE: RIDLEYWOOD FARM HOLT ROAD RIDLEY WOOD WREXHAM LL13 9US

Hi Phil,

Thanks for your email.

I have carried out a speed survey using a radar gun which shows that the speeds are about 40mph in each direction. If we applied the 40mph speed limit to the sight stopping distance calculations within Manual for Streets 2, the absolute minimum visibility is 74.2m. This we can achieve from the existing access.

Also note that in terms of visibility splays, the Y axis is generally measured along the nearside kerbline for simplicity terms. However, vehicles do not travel along the kerbline. This is discussed in Manual for Streets 2 paragraphs 10.5.3. This research that also indicates findings that a 1m offset provides increased visibility over a point from the kerb edge is entitled "High Risk Collision Sites and Y Distance Visibility". The overall research is detailed as part of and below paragraph 10.4.2 of Manual for Streets 2.

By measuring to the 1m offset we can achieve the desirable minimum of 93.3m from the existing access.

Stopping Sight Distance Calculator

$$SSD = vt + \frac{v^2}{2d}$$

v = Speed (m/s)

t = driver perception-reaction time (seconds)

d = deceleration (m/s²)

Northbound Visibility Splay

85th Percentile Dry			Stopping Sight Distance Allowing for Bonnet Length			
			Below 60 kph		Above 60kph	
			Light Vehicles	HGVs & Buses	Absolute Min	Desirable Min
MPH	MPH	KPH	1.5s & 0.45g	1.5s & 0.375g	2s & 0.375g	2s & 0.25g
40.0	37.5	60	59.4	65.8	74.2	93.3

Southbound Visibility Splay

85th Percentile Dry			Stopping Sight Distance Allowing for Bonnet Length			
			Below 60 kph		Above 60kph	
			Light Vehicles	HGVs & Buses	Absolute Min	Desirable Min
MPH	MPH	KPH	1.5s & 0.45g	1.5s & 0.375g	2s & 0.375g	2s & 0.25g
40.0	37.5	60	59.4	65.8	74.2	93.3

**Wet weather
deduction 2.485485**

From the above study we can confirm that under MfS2 we are able to achieve the required visibility from the existing site access. If the full 2.4m x 120m is required, we can achieve this by relocating the access slightly to the southwest.

We are looking to update the site layout, therefore, asking which option you would prefer i.e. to improve the existing junction or relocated slightly southeast.

In regards to junction spacing, the opposite junction is just a track with negligible traffic (see below). Junction spacing therefore wouldn't be applicable as these are not highway traffic generating roads whilst the Grove Barns access is just a dropped vehicle crossing.

Thanks,

Wrexham



B5130

Ridleywood, Wales



Google Street View

Sept 2023

[See more dates](#)



Ridleywood

Kind regards,

Toan Chau
MSc BEng(Hons) MCIHT
Director

Cora IHT
Infrastructure, Highways & Transport



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From: Phil Palmer <Phil.Palmer@wrexham.gov.uk>
Sent: 11 December 2024 13:31
To: toan.chau@coraiht.com
Subject: RE: RIDLEYWOOD FARM HOLT ROAD RIDLEY WOOD WREXHAM LL13 9US

Hi Toan

I would recommend that you carry out a speed survey to determine 85th percentile speeds. The proposed access would be almost directly opposite the existing access serving Grove Barns which is not deal. Ideally some separation distance would be preferred for opposite junctions eg/ typically min 25m. This would give a better perspective on what the existing accesses are currently providing visibility wise.

If you are proposing an industrial sized access then we typically require 7.3m width with 15m kerb radii. Swept paths will be required to demonstrate any encroachment over centreline(s).

I would recommend that you liaise with the Planning Case Officer in the first instance to get her thoughts on this.

Regards, Phil

Phil Palmer

Peiriannydd (Rheoli Datblygiad)
Gwasanaethau Amgylchedd a Thechnegol

Engineer (Development Control)
Environment and Technical Services



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From: toan.chau@coraiht.com <toan.chau@coraiht.com>

Sent: 10 December 2024 09:03

To: Phil Palmer <Phil.Palmer@wrexham.gov.uk>

Subject: RE: RIDLEYWOOD FARM HOLT ROAD RIDLEY WOOD WREXHAM LL13 9US

Hi Phil,

Sorry to chase. Are you able to confirm that the relocated is acceptable in principle so that we can update the site layout?

Thanks,

Kind regards,

Toan Chau
MSc BEng(Hons) MCIHT
Director

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Infrastructure, Highways & Transport



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From: Phil Palmer <Phil.Palmer@wrexham.gov.uk>
Sent: 29 November 2024 13:27
To: toan.chau@coraiht.com
Subject: RE: RIDLEYWOOD FARM HOLT ROAD RIDLEY WOOD WREXHAM LL13 9US

Hi Toan

Extremely busy at the moment, I will get back to you when time allows.

Regards, Phil

Phil Palmer

Peiriannydd (Rheoli Datblygiad)
Gwasanaethau Amgylchedd a Thechnegol

Engineer (Development Control)
Environment and Technical Services



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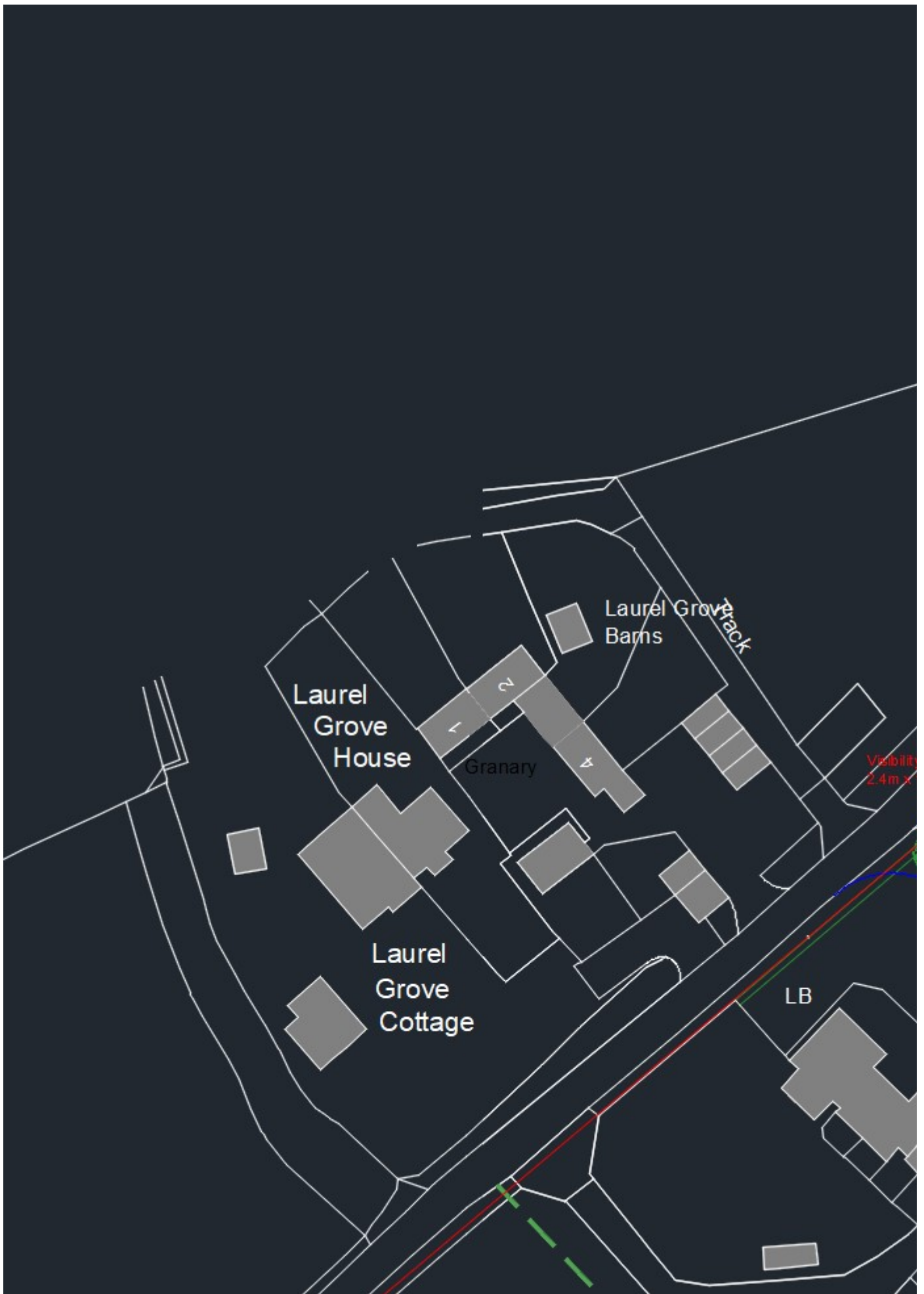
From: toan.chau@coraiht.com <toan.chau@coraiht.com>
Sent: 29 November 2024 13:15
To: Phil Palmer <Phil.Palmer@wrexham.gov.uk>
Subject: RE: RIDLEYWOOD FARM HOLT ROAD RIDLEY WOOD WREXHAM LL13 9US

Hi Phil,

Further to discussions with the applicant, we are now looking to relocate the access as shown below which would still achieve the 2.4m x 120m visibility splays.

Are you able to confirm that this would be acceptable so that the site layout can be updated.

Thanks,



Kind regards,

Toan Chau
MSc BEng(Hons) MCIHT
Director

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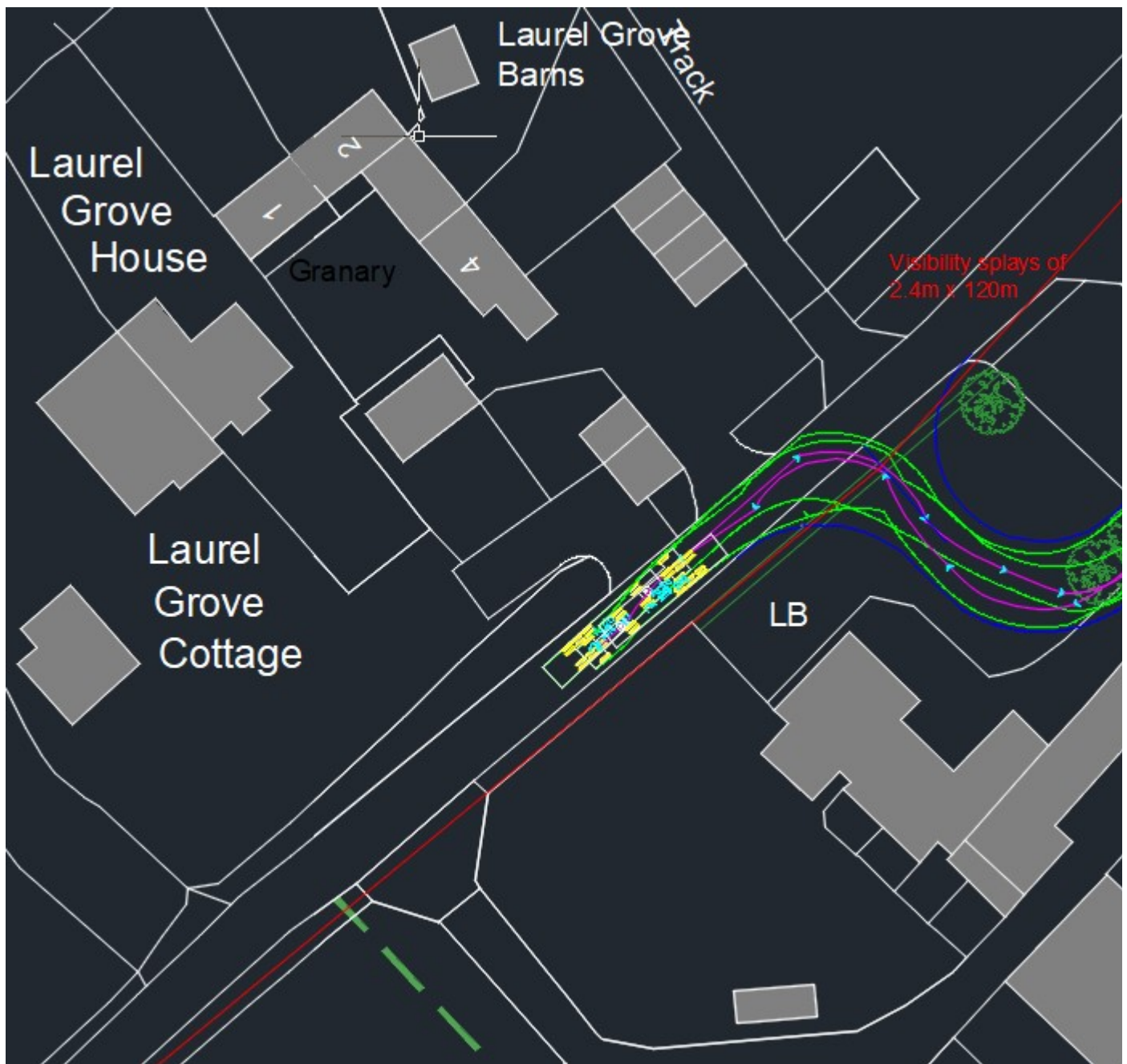
From: toan.chau@coraiht.com <toan.chau@coraiht.com>
Sent: 25 November 2024 14:18
To: 'Phil Palmer' <Phil.Palmer@wrexham.gov.uk>
Subject: RIDLEYWOOD FARM HOLT ROAD RIDLEY WOOD WREXHAM LL13 9US

Hi Phil,

Hope you are well.

I have been instructed to review your comments (attached) and following discussion with the team we are looking to move the Northeast access, south and closing off the existing access (see below sketch). By doing so we are able to achieve the 2.4m x 120m visibility splays and also able to provide a 7.m wide industrial access with 12m radii.

Would you be able to confirm whether this would be acceptable in principle. If so, we will then prepare a revised Transport Statement to address your other comments.



Kind regards,

Toan Chau
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Director

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wybodaeth ar-lein yn www.wreccsam.gov.uk. Arbedwch bapur - meddylwch cyn argraffu!

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Ewch i weld - mi fedrwch chi dalu, rhoi gwybod, gwneud cais, dweud eich dweud, a dod o hyd i wybodaeth ar-lein yn www.wreccsam.gov.uk. Arbedwch bapur - meddyliwch cyn argraffu!

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APPENDIX D – TRAFFIC AND SPEED SURVEYS

Via Tree Cottage, Wrenham A1C

Report Id	52324
Site Name	Site 1 of 1
Description	BS530, 175m north of Ridley Wood Road
Direction	Northbound

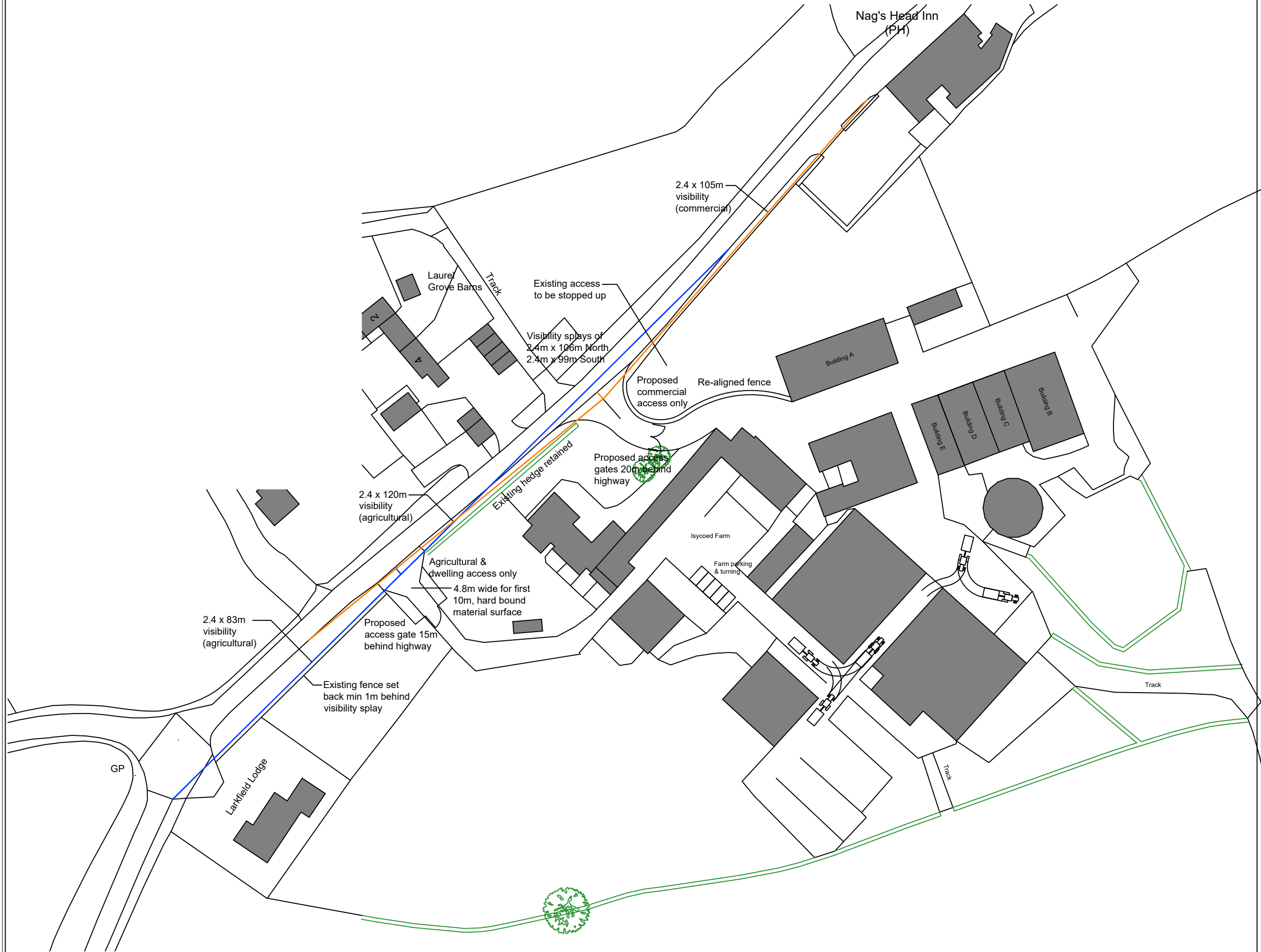
Thursday 07 November 2024

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towns	Number Vehicle Classes ARX Scheme										Vehicle Speed																P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-60					2 Axle Van Lowry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 1 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph							
0000-0100	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.3	53.0	7.1		
0100-0200	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0200-0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0300-0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.3	38.0			
0400-0500	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.2	50.5			
0500-0600	5	2	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	40.0			
0600-0700	15	3	3	3	6	0	0	12	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.0	42.7			
0700-0800	53	11	4	17	21	1	0	42	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.5	38.7			
0800-0900	84	28	18	15	23	1	0	68	1	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.3	42.1			
0900-1000	25	10	5	7	3	0	0	19	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.1	41.2			
1000-1100	49	10	12	13	14	0	0	40	1	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	37.0			
1100-1200	37	11	10	6	10	1	0	25	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.6	37.6			
1200-1300	42	12	11	8	11	1	1	34	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1	37.2			
1300-1400	43	11	9	9	10	14	2	0	41	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.8	36.5			
1400-1500	53	16	10	11	16	2	1	42	0	4	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.9	37.2			
1500-1600	68	13	21	22	12	0	1	60	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.1	38.1			
1600-1700	109	33	14	37	15	2	1	85	1	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.6	41.2			
1700-1800	109	52	23	29	14	0	1	106	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.3	41.8			
1800-1900	36	14	11	5	6	0	0	28	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.5	41.1			
1900-2000	19	5	4	5	0	0	1	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.0	41.4			
2000-2100	12	4	5	1	2	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.4	40.9			
2100-2200	3	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.7	49.7			
2200-2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
2300-0000	4	1	1	0	2	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55.7	44.3			
0000-2200	744	196	124	168	168	10	6	680	10	72	4	4	8	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.5	39.8		
0900-2200	783	223	162	186	182	10	7	642	8	75	4	4	8	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.5	39.8		
0900-0000	787	224	163	186	184	10	7	640	8	75	4	7	8	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.6	39.8		
0900-0000	779	226	168	186	186	10	7	654	8	76	4	7	8	3	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.6	39.8		

Friday 08 November 2024

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van Towns	Car Van Freeways	Number Vehicle Classes ARX Scheme										Vehicle Speed														P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-60					2 Axle Van Lowry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <<10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph						
0000-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.3	43.0	7.1		
0100-0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.3	38.0	7.1	
0300-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.2	45.5	3.5	
0400-0500	2	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	43.0	2.7	
0500-0600	11	3	2	3	3	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.0	48.0	0.0	
0600-0700	18	2	5	5	6	0	0	12	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.2	39.7	7.3	
0700-0800	7	17	7	17	19	0	0	46	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.4	41.4	6.8	
0800-0900	17	23	23	15	10	0	0	55	2	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.5	40.2	8.1
0900-1000	13	14	13	14	13	1	0	41	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.2	40.6	8.4	
1000-1100	39	3	11	12	13	2	0	30	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.6	39.2	8.1
1100-1200	42	11	11	10	10	0	0	33	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.4	37.3	7.9	
1200-1300	59	23	16	9	11	4	0	43	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.7	36.2	8.1	
1300-1400	59	11	13	12	14	2	0	39	2	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.3	39.7	7.8	
1400-1500	74	23	12	13	20	2	0	69	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.4	40.3	7.8	
1500-1600	60	26	28	14	14	0	0	61	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.4	40.5	8.5	
1600-1700	71	25	13	18	15	0	0	2	57	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.2	40.3	6.8	
1700-1800	58	28	19	16	12	0	0	69	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.6	42.2	7.0	
1800-1900	37	15	8	6	11	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.3	38.3	6.8		
1900-2000	26	10	3	4	9	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.1	39.2	7.7		
2000-2100	13	2	1	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.2	41.8	8.3		
2100-2200	6	2	1	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51.1	42.2	8.6		
2200-2300	13	9	3	3	3	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.5	38.8	6.9	
2300-0000	5	1	0	2	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.7	44.0	5.5		
722	11	1	1	2	1	0	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	36.4	7.0		
744	227	182	185	180	182	2	0	660	9	79	2	10	1	4	2	2	8	1	10	25	25	123	240	216	97	30	8	1	0	0	0	0	47.2	38.7	7.2		
8000-0000	882	237	186	187	182	12	2	677	9	79	2	10	1	4	4	2	8	0	1	10	26	26	124	280	216	98	40	8	1	0	0	0	47.2	38.7	7.2		
8000-0000	842	184	184	184	184	12	2	660	9	81	2	10	1	4	4	2	8	0	1	10	26	26	124	280	216	98	40	8	1	0	0	0	47.3	38.7	7.2		

APPENDIX E – ACCESS ARRANGEMENT



Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

Rev	Date	Description	Ckd	By
Cora iHt Adamson House, Towers Business Park Wilmslow Road Manchester M20 2YU Tel: 0161 955 4422 Email: manchester@coraiht.com Web: www.coraiht.com				
Client		TSM & TR Lunt		
Project		Ridley Wood Farm Wrexham		
Title		Proposed Access Arrangement		
Drawing Status				
Job No.		16-3076		
Drawn MC	Checked TC	Scale at A3 1:1000	Date 10/04/25	Issue Date -
Drawing No.				-
001				-

APPENDIX F – TRICS OUTPUT

Calculation Reference: AUDIT-704107-240112-0114

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HC HAMPSHIRE	2 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	EC CHESHIRE EAST	2 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FI FIFE	1 days
17	ULSTER (NORTHERN IRELAND)	
	TY TYRONE	1 days

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

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Licence No: 704107

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1010 to 9216 (units: sqm)
 Range Selected by User: 1000 to 40000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 20/04/23

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:

Monday	1 days
Tuesday	1 days
Wednesday	3 days
Thursday	7 days
Friday	2 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	11
Neighbourhood Centre (PPS6 Local Centre)	2
Free Standing (PPS6 Out of Town)	1

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	10
Development Zone	1
Village	2
Out of Town	1

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 Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	14 days
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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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,000 or Less	2 days
5,001 to 10,000	3 days
10,001 to 15,000	7 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	8 days
1.6 to 2.0	1 days
2.1 to 2.5	1 days

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

Travel Plan:

No	14 days
----	---------

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

PTAL Rating:

No PTAL Present	14 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BO-02-C-01	PUMPS, MOTORS & FANS	BEDFORD
	POSTLEY ROAD		
	BEDFORD		
	KEMPSTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1045 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	BP-02-C-01	POWDER COATINGS	BLACKPOOL
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
3	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE		
	BRISTOL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1475 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
4	EC-02-C-01	OFFICE FURNITURE	CHESHIRE EAST
	BRUNEL ROAD		
	MACCLESFIELD		
	LYME GREEN BUS. PARK		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	6658 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
5	EC-02-C-02	FABRICS MANUFACTURE	CHESHIRE EAST
	CHARTER WAY		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3200 sqm	
	Survey date: FRIDAY	07/05/21	Survey Type: MANUAL
6	FI-02-C-02	GLASS SPECIALISTS	FIFE
	DICKSON STREET		
	DUNFERMLINE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1240 sqm	
	Survey date: THURSDAY	20/04/23	Survey Type: MANUAL
7	GS-02-C-02	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE
	DAVY WAY		
	GLOUCESTER		
	HARDWICKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1630 sqm	
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL
8	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
	JAYS CLOSE		
	BASINGSTOKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	HC-02-C-02 LONDON ROAD LAVERSTOKE	GIN DISTILLERY	HAMPSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 8000 sqm Survey date: WEDNESDAY 09/05/18		Survey Type: MANUAL
10	KS-02-C-01 INMOOR ROAD NEAR BRADFORD BIRKENSHAW	COMPUTER MANUFACTURER	KIRKLEES
	Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 1890 sqm Survey date: WEDNESDAY 10/10/18		Survey Type: MANUAL
11	PB-02-C-01 NEWARK ROAD PETERBOROUGH FENGATE	STEEL FABRICATOR	PETERBOROUGH
	Edge of Town Industrial Zone Total Gross floor area: 1772 sqm Survey date: THURSDAY 29/09/22		Survey Type: MANUAL
12	TY-02-C-01 DRUM ROAD NEAR COOKSTOWN	ELECTRICAL MOTOR COMPANY	TYRONE
	Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 2600 sqm Survey date: THURSDAY 14/03/19		Survey Type: MANUAL
13	VG-02-C-01 VERLON CLOSE BARRY	ALCOHOL ANALYSIS PRODUCTS	VALE OF GLAMORGAN
	Edge of Town Industrial Zone Total Gross floor area: 1500 sqm Survey date: THURSDAY 06/05/21		Survey Type: MANUAL
14	WK-02-C-01 CASTLE MOUND WAY RUGBY	MACHINE ENGINEERING	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 9216 sqm Survey date: WEDNESDAY 10/11/21		Survey Type: MANUAL

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

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Licence No: 704107

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	3740	0.007	4	3740	0.000	4	3740	0.007
05:30 - 06:00	4	3740	0.067	4	3740	0.000	4	3740	0.067
06:00 - 06:30	6	2972	0.017	6	2972	0.017	6	2972	0.034
06:30 - 07:00	6	2972	0.123	6	2972	0.000	6	2972	0.123
07:00 - 07:30	13	3257	0.231	13	3257	0.043	13	3257	0.274
07:30 - 08:00	13	3257	0.187	13	3257	0.033	13	3257	0.220
08:00 - 08:30	14	3160	0.264	14	3160	0.034	14	3160	0.298
08:30 - 09:00	14	3160	0.194	14	3160	0.050	14	3160	0.244
09:00 - 09:30	14	3160	0.138	14	3160	0.050	14	3160	0.188
09:30 - 10:00	14	3160	0.138	14	3160	0.086	14	3160	0.224
10:00 - 10:30	14	3160	0.124	14	3160	0.066	14	3160	0.190
10:30 - 11:00	14	3160	0.120	14	3160	0.097	14	3160	0.217
11:00 - 11:30	14	3160	0.090	14	3160	0.075	14	3160	0.165
11:30 - 12:00	14	3160	0.079	14	3160	0.090	14	3160	0.169
12:00 - 12:30	14	3160	0.084	14	3160	0.122	14	3160	0.206
12:30 - 13:00	14	3160	0.104	14	3160	0.136	14	3160	0.240
13:00 - 13:30	14	3160	0.113	14	3160	0.181	14	3160	0.294
13:30 - 14:00	14	3160	0.113	14	3160	0.154	14	3160	0.267
14:00 - 14:30	14	3160	0.079	14	3160	0.075	14	3160	0.154
14:30 - 15:00	14	3160	0.099	14	3160	0.115	14	3160	0.214
15:00 - 15:30	14	3160	0.050	14	3160	0.120	14	3160	0.170
15:30 - 16:00	14	3160	0.057	14	3160	0.090	14	3160	0.147
16:00 - 16:30	14	3160	0.084	14	3160	0.190	14	3160	0.274
16:30 - 17:00	14	3160	0.045	14	3160	0.194	14	3160	0.239
17:00 - 17:30	14	3160	0.045	14	3160	0.310	14	3160	0.355
17:30 - 18:00	14	3160	0.050	14	3160	0.124	14	3160	0.174
18:00 - 18:30	13	3307	0.021	13	3307	0.091	13	3307	0.112
18:30 - 19:00	13	3307	0.016	13	3307	0.037	13	3307	0.053
19:00 - 19:30	5	4592	0.009	5	4592	0.009	5	4592	0.018
19:30 - 20:00	5	4592	0.009	5	4592	0.013	5	4592	0.022
20:00 - 20:30	5	4592	0.004	5	4592	0.057	5	4592	0.061
20:30 - 21:00	5	4592	0.000	5	4592	0.013	5	4592	0.013
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.761			2.672			5.433

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:	1010 - 9216 (units: sqm)
Survey date date range:	01/01/15 - 20/04/23
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Mott MacDonald Pier Head Liverpool

Licence No: 704107

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	3740	0.000	4	3740	0.000	4	3740	0.000
05:30 - 06:00	4	3740	0.000	4	3740	0.000	4	3740	0.000
06:00 - 06:30	6	2972	0.000	6	2972	0.000	6	2972	0.000
06:30 - 07:00	6	2972	0.006	6	2972	0.000	6	2972	0.006
07:00 - 07:30	13	3257	0.007	13	3257	0.000	13	3257	0.007
07:30 - 08:00	13	3257	0.007	13	3257	0.009	13	3257	0.016
08:00 - 08:30	14	3160	0.005	14	3160	0.007	14	3160	0.012
08:30 - 09:00	14	3160	0.007	14	3160	0.005	14	3160	0.012
09:00 - 09:30	14	3160	0.009	14	3160	0.005	14	3160	0.014
09:30 - 10:00	14	3160	0.011	14	3160	0.007	14	3160	0.018
10:00 - 10:30	14	3160	0.016	14	3160	0.018	14	3160	0.034
10:30 - 11:00	14	3160	0.016	14	3160	0.009	14	3160	0.025
11:00 - 11:30	14	3160	0.009	14	3160	0.011	14	3160	0.020
11:30 - 12:00	14	3160	0.018	14	3160	0.016	14	3160	0.034
12:00 - 12:30	14	3160	0.009	14	3160	0.016	14	3160	0.025
12:30 - 13:00	14	3160	0.011	14	3160	0.009	14	3160	0.020
13:00 - 13:30	14	3160	0.009	14	3160	0.011	14	3160	0.020
13:30 - 14:00	14	3160	0.005	14	3160	0.007	14	3160	0.012
14:00 - 14:30	14	3160	0.005	14	3160	0.005	14	3160	0.010
14:30 - 15:00	14	3160	0.007	14	3160	0.005	14	3160	0.012
15:00 - 15:30	14	3160	0.000	14	3160	0.002	14	3160	0.002
15:30 - 16:00	14	3160	0.007	14	3160	0.002	14	3160	0.009
16:00 - 16:30	14	3160	0.009	14	3160	0.009	14	3160	0.018
16:30 - 17:00	14	3160	0.000	14	3160	0.002	14	3160	0.002
17:00 - 17:30	14	3160	0.007	14	3160	0.007	14	3160	0.014
17:30 - 18:00	14	3160	0.000	14	3160	0.000	14	3160	0.000
18:00 - 18:30	13	3307	0.000	13	3307	0.002	13	3307	0.002
18:30 - 19:00	13	3307	0.000	13	3307	0.000	13	3307	0.000
19:00 - 19:30	5	4592	0.000	5	4592	0.000	5	4592	0.000
19:30 - 20:00	5	4592	0.004	5	4592	0.000	5	4592	0.004
20:00 - 20:30	5	4592	0.000	5	4592	0.004	5	4592	0.004
20:30 - 21:00	5	4592	0.000	5	4592	0.004	5	4592	0.004
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.184			0.172			0.356

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.

Calculation Reference: AUDIT-704107-240112-0120

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	2 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	NW NEWPORT	1 days
11	SCOTLAND	
	LO WEST LOTHIAN	2 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	2 days

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

Mott MacDonald Pier Head Liverpool

Licence No: 704107

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3500 to 31000 (units: sqm)
 Range Selected by User: 1000 to 40000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/11/21

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	1 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	9
Free Standing (PPS6 Out of Town)	1

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	11
Commercial Zone	2
Residential Zone	1

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 Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:**Use Class:**

n/a	1 days
B8	13 days

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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	8 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	13 days

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

PTAL Rating:

No PTAL Present	14 days
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This data displays the number of selected surveys with PTAL Ratings.

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

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LIST OF SITES relevant to selection parameters

1	AN-02-F-03	PACKAGING COMPANY	ANTRIM
	KENNEDY WAY		
	BELFAST		
	KENNEDY WAY IND. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	12234 sqm	
	Survey date: TUESDAY	11/10/16	Survey Type: MANUAL
2	AN-02-F-04	TESCO DISTRIBUTION CENTRE	ANTRIM
	APOLLO ROAD		
	BELFAST		
	BALMORAL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	11000 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL
3	BD-02-F-01	DISTRIBUTION COMPANY	BRADFORD
	STAITHGATE LANE		
	BRADFORD		
	NEWHALL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	10446 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL
4	BO-02-F-01	DRINKS WHOLESALER	BEDFORD
	CAMBRIDGE ROAD		
	BEDFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3500 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
5	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
	BRUNEL WAY		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
6	HC-02-F-02	LOGISTICS	HAMPSHIRE
	RUTHERFORD ROAD		
	BASINGSTOKE		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	13200 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL
7	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE
	WARSASH ROAD		
	PARK GATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
8	LO-02-F-01	LOGISTICS SERVICE	WEST LOTHIAN
	BATHGATE ROAD		
	ARMADALE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	5855 sqm	
	Survey date: TUESDAY	08/06/21	Survey Type: MANUAL

Mott MacDonald Pier Head Liverpool

Licence No: 704107

LIST OF SITES relevant to selection parameters (Cont.)

9	LO-02-F-02	HAULAGE COMPANY	WEST LOTHIAN
	INCHMUIR ROAD		
	BATHGATE		
	WHITEHILL IND. ESTATE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	17626 sqm	
	Survey date: THURSDAY	11/11/21	Survey Type: MANUAL
10	MW-02-F-02	COMMERCIAL WAREHOUSING	MEDWAY
	MILLS ROAD		
	AYLESFORD		
	QUARRY WOOD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11200 sqm	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
11	NW-02-F-02	AMAZON DEPOT	NEWPORT
	LLANWERN WORKS		
	NEWPORT		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	4836 sqm	
	Survey date: WEDNESDAY	25/11/20	Survey Type: MANUAL
12	SF-02-F-03	ROAD HAULAGE	SUFFOLK
	CENTRAL AVENUE		
	IPSWICH		
	WARREN HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
13	TW-02-F-01	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	MANDARIN WAY		
	WASHINGTON		
	PATTISON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	31000 sqm	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
14	WM-02-F-02	LOGISTICS FIRM	WEST MIDLANDS
	SOVEREIGN ROAD		
	BIRMINGHAM		
	KINGS NORTON		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL

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

Mott MacDonald Pier Head Liverpool

Licence No: 704107

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	5	9685	0.064	5	9685	0.027	5	9685	0.091
05:30 - 06:00	5	9685	0.085	5	9685	0.052	5	9685	0.137
06:00 - 06:30	6	8877	0.096	6	8877	0.071	6	8877	0.167
06:30 - 07:00	6	8877	0.192	6	8877	0.054	6	8877	0.246
07:00 - 07:30	14	9961	0.086	14	9961	0.092	14	9961	0.178
07:30 - 08:00	14	9961	0.108	14	9961	0.050	14	9961	0.158
08:00 - 08:30	14	9961	0.086	14	9961	0.057	14	9961	0.143
08:30 - 09:00	14	9961	0.094	14	9961	0.062	14	9961	0.156
09:00 - 09:30	14	9961	0.081	14	9961	0.054	14	9961	0.135
09:30 - 10:00	14	9961	0.078	14	9961	0.059	14	9961	0.137
10:00 - 10:30	14	9961	0.066	14	9961	0.064	14	9961	0.130
10:30 - 11:00	14	9961	0.070	14	9961	0.069	14	9961	0.139
11:00 - 11:30	14	9961	0.060	14	9961	0.065	14	9961	0.125
11:30 - 12:00	14	9961	0.063	14	9961	0.066	14	9961	0.129
12:00 - 12:30	14	9961	0.052	14	9961	0.058	14	9961	0.110
12:30 - 13:00	14	9961	0.059	14	9961	0.057	14	9961	0.116
13:00 - 13:30	14	9961	0.058	14	9961	0.071	14	9961	0.129
13:30 - 14:00	14	9961	0.087	14	9961	0.072	14	9961	0.159
14:00 - 14:30	14	9961	0.055	14	9961	0.068	14	9961	0.123
14:30 - 15:00	14	9961	0.069	14	9961	0.072	14	9961	0.141
15:00 - 15:30	14	9961	0.061	14	9961	0.104	14	9961	0.165
15:30 - 16:00	14	9961	0.059	14	9961	0.065	14	9961	0.124
16:00 - 16:30	14	9961	0.071	14	9961	0.090	14	9961	0.161
16:30 - 17:00	14	9961	0.055	14	9961	0.081	14	9961	0.136
17:00 - 17:30	14	9961	0.057	14	9961	0.113	14	9961	0.170
17:30 - 18:00	14	9961	0.048	14	9961	0.091	14	9961	0.139
18:00 - 18:30	14	9961	0.035	14	9961	0.083	14	9961	0.118
18:30 - 19:00	14	9961	0.060	14	9961	0.044	14	9961	0.104
19:00 - 19:30	5	9685	0.035	5	9685	0.066	5	9685	0.101
19:30 - 20:00	5	9685	0.033	5	9685	0.041	5	9685	0.074
20:00 - 20:30	4	7700	0.036	4	7700	0.065	4	7700	0.101
20:30 - 21:00	4	7700	0.042	4	7700	0.036	4	7700	0.078
21:00 - 21:30	1	5855	0.017	1	5855	0.000	1	5855	0.017
21:30 - 22:00	1	5855	0.017	1	5855	0.017	1	5855	0.034
22:00 - 22:30	1	5855	0.000	1	5855	0.000	1	5855	0.000
22:30 - 23:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.235			2.136			4.371

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:	3500 - 31000 (units: sqm)
Survey date range:	01/01/15 - 11/11/21
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Mott MacDonald Pier Head Liverpool

Licence No: 704107

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	5	9685	0.019	5	9685	0.012	5	9685	0.031
05:30 - 06:00	5	9685	0.019	5	9685	0.037	5	9685	0.056
06:00 - 06:30	6	8877	0.019	6	8877	0.034	6	8877	0.053
06:30 - 07:00	6	8877	0.019	6	8877	0.028	6	8877	0.047
07:00 - 07:30	14	9961	0.022	14	9961	0.028	14	9961	0.050
07:30 - 08:00	14	9961	0.014	14	9961	0.027	14	9961	0.041
08:00 - 08:30	14	9961	0.022	14	9961	0.027	14	9961	0.049
08:30 - 09:00	14	9961	0.020	14	9961	0.036	14	9961	0.056
09:00 - 09:30	14	9961	0.016	14	9961	0.030	14	9961	0.046
09:30 - 10:00	14	9961	0.026	14	9961	0.024	14	9961	0.050
10:00 - 10:30	14	9961	0.030	14	9961	0.028	14	9961	0.058
10:30 - 11:00	14	9961	0.025	14	9961	0.025	14	9961	0.050
11:00 - 11:30	14	9961	0.028	14	9961	0.023	14	9961	0.051
11:30 - 12:00	14	9961	0.019	14	9961	0.021	14	9961	0.040
12:00 - 12:30	14	9961	0.024	14	9961	0.020	14	9961	0.044
12:30 - 13:00	14	9961	0.024	14	9961	0.012	14	9961	0.036
13:00 - 13:30	14	9961	0.018	14	9961	0.023	14	9961	0.041
13:30 - 14:00	14	9961	0.031	14	9961	0.024	14	9961	0.055
14:00 - 14:30	14	9961	0.017	14	9961	0.019	14	9961	0.036
14:30 - 15:00	14	9961	0.023	14	9961	0.022	14	9961	0.045
15:00 - 15:30	14	9961	0.024	14	9961	0.025	14	9961	0.049
15:30 - 16:00	14	9961	0.032	14	9961	0.014	14	9961	0.046
16:00 - 16:30	14	9961	0.034	14	9961	0.024	14	9961	0.058
16:30 - 17:00	14	9961	0.031	14	9961	0.019	14	9961	0.050
17:00 - 17:30	14	9961	0.027	14	9961	0.016	14	9961	0.043
17:30 - 18:00	14	9961	0.029	14	9961	0.032	14	9961	0.061
18:00 - 18:30	14	9961	0.019	14	9961	0.015	14	9961	0.034
18:30 - 19:00	14	9961	0.022	14	9961	0.009	14	9961	0.031
19:00 - 19:30	5	9685	0.017	5	9685	0.021	5	9685	0.038
19:30 - 20:00	5	9685	0.019	5	9685	0.025	5	9685	0.044
20:00 - 20:30	4	7700	0.032	4	7700	0.052	4	7700	0.084
20:30 - 21:00	4	7700	0.016	4	7700	0.026	4	7700	0.042
21:00 - 21:30	1	5855	0.017	1	5855	0.000	1	5855	0.017
21:30 - 22:00	1	5855	0.000	1	5855	0.017	1	5855	0.017
22:00 - 22:30	1	5855	0.000	1	5855	0.000	1	5855	0.000
22:30 - 23:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.754			0.795			1.549

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.

