Transport Planning Associates

A Planning Application by

PEACHTREE SERVICE LTD

In respect of

Former Wyevale Garden Centre, CROWLAND

Transport Statement

2506-041/TS/01 | July 2025



Document Management

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1 Introduction

1.1 Transport Planning Associates (TPA) has been commissioned by Peachtree Services Ltd to provide transport planning consultancy services, in respect to a proposed change of use of the site of the former Wyevale Garden Centre and the existing caravans sales business, which is located off Postland Road, Crowland.

1.2 The description of the proposed development is as follows:

> *'Change of use from mixed-use car sales (use class sui generis) and vehicle repairs and MOT service (use Class B2) only to include on-site vehicle storage (B8 land use)'*

1.3 The proposed use of the site would allow B8 uses in addition to the existing approved Sui Generis and B2 land uses on the site that would involve the use of predominantly for car and van storage with areas of the site for pre-delivery inspection, and vehicle refurbishment and repairs.

1.4 The proposals are for a change of use of the site (including the existing buildings and areas of hardstanding) only, to allow the additional land-use in addition to those already approved.

Planning History

1.5 The site has been formerly used for a number of uses with the predominant historic use being the use of the site for garden centre alongside the sale of caravans and related paraphernalia, operating under a Class E and Sui generis land use classes.

1.6 In 2019, planning permission was granted for mixed Eg(i) and B8 land use classes (application reference: H02-0708-19), albeit that this planning permission was not formally implemented as it was identified as part of a marketing campaign there was limited demand from potential occupants within these use classes at that time.

.1..6.1 In 2022, a further planning permission was granted for a mixed-use car sales (use class sui generis) and vehicle repairs and MOT service (use Class B2) (application reference: H02-0741-22). This planning permission was implemented and the site was operational under these land use classes prior to the occupiers of the site ceasing operation.

Report Structure

1.7 This Transport Statement identifies the site in the context of the local highway network with the existing travel opportunities for pedestrians, cyclists and public transport users outlined.

1.8 A summary of the development proposals and a forecast of the net traffic attraction of the proposed development are presented against the previously approved operation of the application site to demonstrate that the introduction of the proposed change in use would not result in a material impact of the local highway network.

1.9 The structure of this report is as follows:

- Chapter 2: Planning Policy
- Chapter 3: Baseline Conditions
- Chapter 4: Development Proposal
- Chapter 5: Trip Generation
- Chapter 6: Summary

2 National and Local Planning Policy

2.1 The chapter of the Transport Statement identifies the national and local planning policies that relate to the proposed development insofar as they concern transport matters.

National Planning Policy Framework

2.2 The Government's revised National Planning Policy Framework ('NPPF'), which was last revised in December 2024, retains the core principles local authorities and developers rely on when making decisions regarding future developments.

2.3 The NPPF states in paragraph 115 that development proposals should ensure:

> a) *"sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
> b) *safe and suitable access to the site can be achieved for all users;*
> c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
> d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

2.4 Paragraph 116 of the NPPF states that:

> *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

South-East Lincolnshire Local Plan 2011 – 2036

2.5 The South-East Lincolnshire Local Plan (SELLP) was produced by the South East Lincolnshire Joint Strategic Planning Committee which is a partnership of Boston Borough, South Holland District and Lincolnshire County Councils, and was adopted on 8th March 2019.

2.6 The SELLP main aim is to guide and shape future development in South- East Lincolnshire from 1 April 2011 – 31 March 2036, through identifying specific areas for employment, infrastructure and residential development.

2.7 The SELLP transport specific objectives include:

- Improving accessibility to jobs, services and facilities by sustainable public transport;
- Ensuring easy and affordable transport choices; and
- Improve road safety and congestion

2.8 The SELLP also outlines settlements which have been classified as Main Service Centres under the premise of performing significant service roles for the wider areas of Boston Borough or South Holland.

2.9 Crowland is classified as a main service centre, meaning that development permitted in Crowland should support its role as a service centre through sustaining existing facilities and helping meet the service needs of other local settlements.

Lincolnshire Local Transport Plan

2.10 The 5th Lincolnshire Local Transport Plan (LTP5) covers the short- (up to 2026), medium- (up to 2034) and longer-term (up to 2050) time horizons for transport and highways for the whole county.

2.11 The LTP5 is divided into four key parts, which are:

- *Part 1 - The core document: Lincolnshire's Integrated Transport Strategy;*
- *Part 2 - Delivery and Implementation Plan;*
- *Part 3 – Supplementary and supporting modal strategies and road safety; and*
- *Part 4 – Monitoring and evaluation.*

2.12 Each part of the wider LTP5 sets out the separate roles each part represents from providing context, evidence and the high-level policy and strategy content to monitoring and measuring performance to ensure the implementation of the plans and strategies are up-to-date and are being achieved.

2.13 The proposed development accords with both National and local planning policy and is considered acceptable.

3 Existing Highway Context

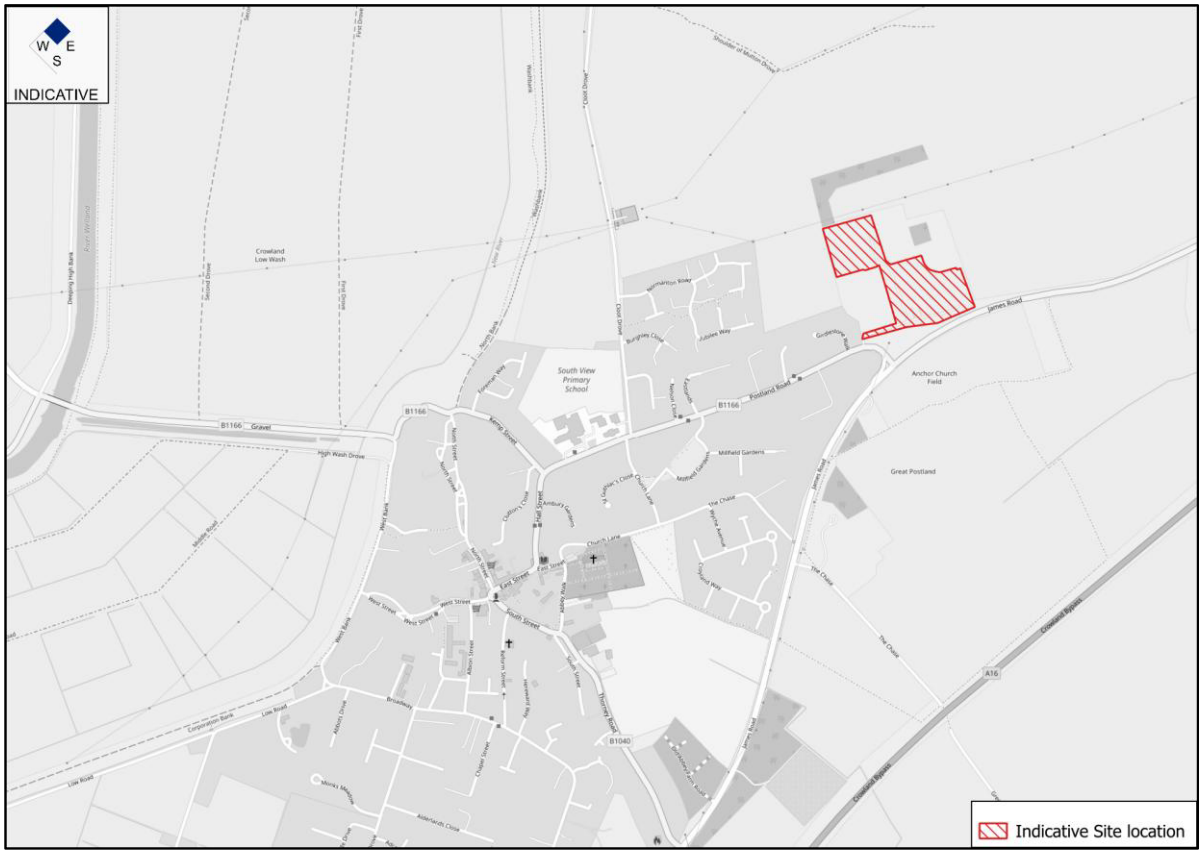
3.1 This chapter of the Transport Statement identifies the site in the context of the local highway network and transport infrastructure and outlines the existing travel opportunities for pedestrians, cyclists and public transport users.

Site Location

3.2 The site currently comprises a mixed-use car sales business and vehicle repairs and MOT service, with the total GFA of the buildings being 6,271.80 m^2 with access taken via a priority junction with Postland Road.

3.3 The site location is presented in **Figure 3.1**.

Figure 3.1 – Indicative Site Location



Pedestrian and Cycle Accessibility

3.4 The access road to the immediate south-west of the site frontage has a footway on the southern side of the carriageway which extends to Postland Road.

3.5 Footways extend west from the site access along either side of Postland Road, with widths of approximately 2 metres.

3.6 Postland Road is characterised with direct frontage to residential dwellings and provides access to a number of resident streets via priority junctions. At these priority junctions, formal pedestrian crossings are provided with dropped kerbs.

3.7 The footways extend west from the site along Postland Road to provide access toward the centre of Crowland, where a number of facilities are located.

3.8 The continuous and extensive footway network provided in Crowland, makes it conducive for cycling, with cycling from the application site to the town centre only consisting of a 4-minute cycle ride.

3.9 Overall, Crowland is supported by a high-quality footway network which provides safe and easy access to key facilities and amenities within Crowland for both walking and cycling modes of transport.

Public Transport

3.10 The nearest bus stops are located approximately 300 metres west of the site on either side of Postland Road, accessible within a 4-minute walk and is served by the Service 37, operated by Stagecoach.

3.11 The stops are identified by bus stops flags with timetable information boards. A summary of the bus timetable and frequency information for the Service 37 is presented in Table 3.1.

Table 3.1 Summary of Local Bus Service – Service 37

Route	Monday -Friday	Saturday	Sunday
Spalding - Peterborough	Hourly Service First: 06:51 Last: 20:26	Hourly Service First: 06:51 Last: 20:26	5 Services Daily First: 09:54 Last: 19:24
Peterborough - Spalding	Hourly Service First: 05:35 Last: 19:02	Hourly Service First: 05:35 Last: 19:02	5 Services Daily First: 08:27 Last: 17:57

3.12 The service information presented in Table 3.1 indicates that the site is well served by a frequent bus service.

Local Highway Network

3.13 The site is currently accessed via a priority junction of the access road with B1166 Postland Road. Postland Road is a single carriageway, two-way road that is subject to a 30mph speed limit.

3.14 To the west of the site, B1166 Postland Road is characterised as a residential street, facilitating access to the wider residential network via individual crossovers of the footways or via a series of priority junctions on either side of the carriageway.

3.15 From the junction of B1166 Postland Road with Kemp Street and B1040 Hall Street, Hall Street continues to provide access toward the centre of Crowland, where a number of facilities and services are located.

3.16 B1166 Postland Road extends south from the site, providing access to James Road via a priority junction, which benefits from a ghost island right turn lane as well as a diverge lane for eastbound traffic exiting from James road to Postland Road.

3.17 James Road is a single carriageway road, that is subject to the national speed limit. It forms a bypass to the eastern and southern side of Crowland and links to the A16 via 3 junctions to the east and south of Crowland. The A16 provides wider connections to Spalding to the north and Peterborough to the south.

Highway safety

3.18 A review of Crashmap has been undertaken to identify whether any personal injury accidents have occurred within the vicinity of the site during the most recently available five-year period.

3.19 The review of Crashmap identified that no accidents have occurred at the existing priority junction of the site access and Postland Road during the five-year period.

3.20 To the south of the site, at the junction of James road with Postland Road, two slight accidents were recorded, one accident in 2021 and a further accident in 2023. Neither accident included a vulnerable road user. The accidents records, obtained from Crashmap, are contained within **Appendix A**.

3.21 Based on the details provided within the Crashmap reports, it is likely that the accident in 2021 was as the result of a vehicle slowing down, potentially to make a turn, and a following vehicle failed to notice, resulting in a rear end collision. The slight accident in 2023 is likely the result of a vehicle pulling out of Postland Road, making a right turn, and failing to notice a vehicle travelling eastbound along James Road causing a side-on collision.

3.22 Both accidents are likely as a result of the driver's failing to properly judge the speed or position of other road users and hence is not likely to be as a result of a deficiency within the highway.

3.23 As demonstrated later, the proposed development would not have a material increase in trips over and above that which has been approved previously and hence would not result in an impact that would exacerbate the existing operation of the network, in relation to highway safety.

Existing travel patterns

3.24 To understand the existing travel patterns of those employed at the site, origin and destination travel to work information has been obtained from the 2011 Census. Whilst 2021 census data is available, Origin / destination data by method of travel to work data is not available to highlight the likely travel patters for those journeys travelling to the site, originating from elsewhere.

3.25 Data was obtained for the 'South Holland 011' mid-layer super output area, which extends over Crowland and Cowbit to the north. To understand the travel patterns of journeys to the site, the site has been identified as the destination of trips.

3.26 The modal share characteristics of journeys toward Crowland are summarised in Table 3.2.

Table 3.2 Census 2011 Modal Share Characteristics

Method of travel to work	Proportion
Rail	0.0%
Bus, minibus or coach	1.4%
Driving a car or van	75.1%
Passenger in a car or van	5.3%
Motorcycle	0.1%
Cycle	4.6%
On foot	13.1%
Other	0.4%

3.27 Whilst the results presented within Table 3.2 highlight that the largest proportion of staff trips made to the site are likely to be undertaken by car, 17.7% of trips are undertaken by foot and by cycle suggesting that a number of staff are likely to live locally and travel by sustainable transport modes.

4 Development Proposal

4.1 This chapter of the Transport Statement outlines the development proposals and the proposed means of access.

Proposed Development

4.2 The development proposal seeks the change in use of the existing mixed-use car sales business (sui generis land use) and vehicle repairs and MOT service (B2 land use) to include additional on-site vehicle storage (B8 land uses), with the total GFA of the buildings being 6,271.80 m^2.

4.3 The Proposed Location Plan is contained within **Appendix B**.

Proposed Operation

4.4 This proposed use of the site would enable the proposed operation of car and van storage alongside pre-delivery inspections and vehicle refurbishment. The proposed operator's key operations would will include vehicle storage, mechanical repairs, minor bodywork repairs, and pre-delivery preparation to the aim of preparing vehicles on-site for onward sale of vehicles off-site.

4.5 Principally, this will identify the majority of the site to be used for vehicle storage. Further designated zones with the site will include area for unloading, inspection, storage, valeting, and light workshop facilities for minor mechanical and bodywork repairs.

4.6 Whilst a number of internal vehicle movements are anticipated within the site, as vehicles are processed, external vehicle movements will be limited with the majority of vehicles being transported to and from the site via 11-car transporters, although a smaller number of small carriers may be used and individual vehicle drop-offs may occur on a limited basis.

Site Access and Visibility

4.7 Access to the site will be retained via the priority junction of the internal access road with Postland Road, which provided access to the historic garden centre and the caravan and camping store in addition to the previous use of the site as a car sales business.

4.8 Pedestrian and cycle accessibility will also be continued to be provided via the footway at the side of the internal vehicular access road.

4.9 Access to the site by all relevant travel modes is deemed to be appropriate, as it has not been altered from the existing usage of the site and the proposed use of the site would not materially change how the existing access arrangement would be used.

Swept Path Analysis

4.10 As part of the previous application, swept path analysis of the existing junction was undertaken to demonstrate that service vehicles associated with the development could continue to access the site in a forward gear.

4.11 Swept path analysis of the access junction for a car transporter (drawbar type) was presented in Transport Planning Associates drawing number **2205-075 SP01**, which is contained in the drawing appendix of this report for completeness.

4.12 The proposed use of the site would not result in a change in the type of vehicles anticipated to access the site and hence the presented swept path analysis would still demonstrate the largest likely vehicle to enter and exit the site. The analysis presented within Transport Planning Associates drawing number **2205-075 SP01** demonstrates that the existing access arrangements are suitable for the proposed use.

Parking

4.13 Parking for staff visitors and sales vehicles will be provided within the site, utilising previously identified car parking areas approved as part of the previous use of the site.

Servicing and refuse

4.14 The access arrangement and internal site road have been designed to accommodate vehicles associated with servicing and refuse. Servicing and refuse collection will continue to be collected from within the site boundary.

5 Trip Attraction

5.1 This chapter of the Transport Statement outlines the quantum of trips that may be attracted to the proposed development.

Existing Use

5.2 The trip attraction of the existing use of the site was set out within the Transport Statement (document Reference 2205/TA/001, dated July 2022) which supported the previous planning application. Within Table 5.2 of the submitted Transport Statement, the anticipated vehicle trip attraction was set out. These vehicle trips are set out within Table 5.1 below for completeness.

Table 5.1 Existing Site Use – Trip Attraction

	Morning peak (08:00-09:00)		Evening peak (17:00-18:00)	
	Arrive	Depart	Arrive	Depart
Number of vehicle trips	32	12	9	21

Proposed Development

5.3 The proposed application seeks a flexible use of the site between B2, B8 and Sui Generis land use classes. The existing legal land use of the site operates with a predominant Sui Generis land use, with complementary B2 operations. As such, for completeness, an exercise has been undertaken to identify the likely vehicle trips that would be attracted to the site should a more dominant B2 operation be implemented or a B8 land use be brought into use.

5.4 The TRICS 8.25.6 database has been interrogates to derive vehicle trip rates for a sample of sites, under the Land Use Code 02 Employment, sub class C - Industrial unit for a B2 land use and under the Land Use Code 02 Employment, sub class F – Warehousing (commercial) for a B8 land use. The full TRICS output report for the B2 land use is presented within **Appendix C** whilst the report for the B8 land use is presented within **Appendix D**.

5.5 Table 5.2 summarises the TRICS vehicle trips rates during the traditional morning and evening peak hour periods of 08:00 to 09:00 and 17:00 to 18:00 respectively, for both a B2 or a B8 use of the site. The trip rates have been multiplied by the existing floorspace of 6,271.8m^2 to provide a forecast of the proposed vehicle movements attracted to the site.

Table 5.2 Proposed B2 or B8 Land use Vehicle Trip Attraction Calculations

Land Use		Morning peak (08:00-09:00)		Evening peak (17:00-18:00)	
		Arrive	Depart	Arrive	Depart
B2 – Industrial Unit	Vehicle trip rate per 100m^2	0.495	0.146	0.045	0.399
	Vehicle trips	31	9	3	25
B8 - Warehousing	Vehicle trip rate per 100m^2	0.213	0.126	0.101	0.261
	Vehicle trips	13	8	6	16

5.6 The results in Table 5.2 would suggest that, between a B2 and B8 land use of the site, the B2 land use would be more trip intensive during the morning and evening peak periods, attracting 40 two-way vehicle trips during the morning peak and 28 trips during the evening peak.

Traffic Attraction Comparison

5.7 The traffic attraction comparison of the site has been undertaken, comparing the existing use of the site, under a predominant Sui Generis land use against the potential alternative operation under a predominant B2 or B8 land use. This comparison is presented within Table 5.3.

Table 5.3 Comparison of Proposed Land Use Vehicle Trip Attraction

Land Use	Morning peak (08:00-09:00)		Evening peak (17:00-18:00)	
	Arrive	Depart	Arrive	Depart
Sui Generis	32	12	9	21
B2	31	9	3	25
B8	13	8	6	16

5.8 When considering the differing land uses, the existing predominant Sui Generis land use would result in the greatest trip attractiveness during the traditional morning and evening peak hours. Therefore, the proposed incorporation of B8 land uses within the existing site would not have a detrimental impact on the local highway network

5.9 The forecast level of trip attraction associated with the proposed use of the site could be accommodated by the existing access arrangements to the site. Given the proximity of the A16 to the

site, the level of journeys routing through Crowland would be minimal with the majority of journeys using the A16 before using James Road to access the site. There would be no detriment to the operation of the local roads as a result of the proposed traffic movements.

6 Summary

6.1 Transport Planning Associates (TPA) has been commissioned by Peachtree Services Ltd to provide transport planning consultancy services, in respect to a proposed change of use of the site of the former Wyevale Garden Centre and the existing caravans sales business, which is located off Postland Road, Crowland.

6.2 The description of the proposed development is as follows:

> *'Change of use from mixed-use car sales (use class sui generis) and vehicle repairs and MOT service (use Class B2) only to include on-site vehicle storage (B8 land use)'*

6.3 The proposed use of the site would introduce B8 uses in addition to the existing approved Sui Generis and B2 land uses on the site that would involve the use of predominantly for car and van storage with areas of the site for pre-delivery inspection, and vehicle refurbishment and repairs.

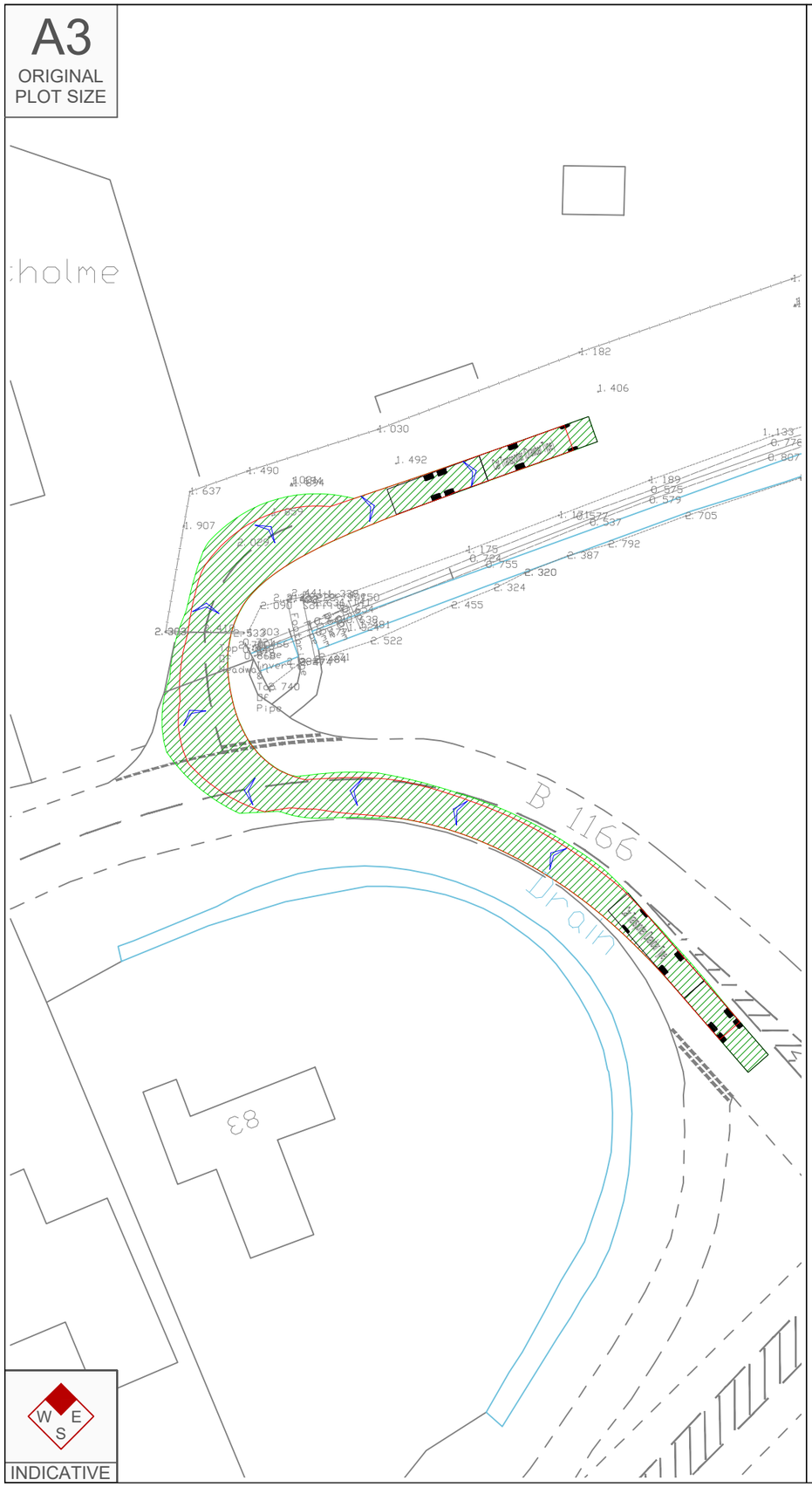
6.4 The existing pedestrian infrastructure within Crowland and regular bus services ensure access to the site can be achieved by non-car modes.

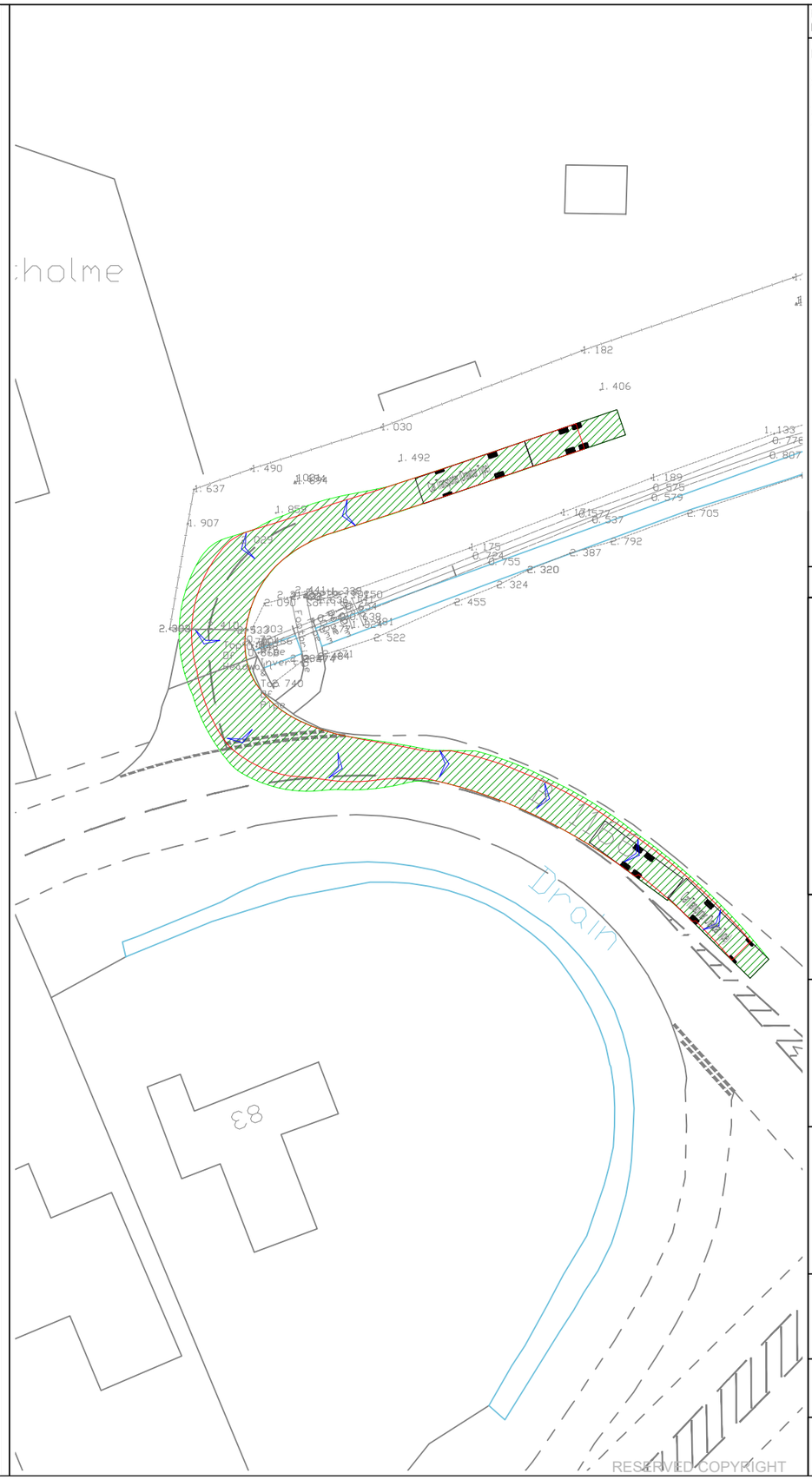
6.5 The forecast trips that may be attracted to the site have been summarised and would not result in a detrimental impact on the local highway network.

6.6 The cumulative transport impacts of the development are not deemed to be severe and therefore it is concluded that there are no reasons on highways or transport grounds to refuse planning permission for development at this location.

DRAWINGS

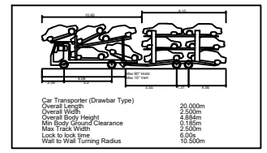
A3
ORIGINAL
PLOT SIZE





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NOTES:
1. Indicative un-surveyed existing road markings.
2. Based on Inspire Design & Development Topographical Drawing No. PSL-1403-01-TS-001 AND OS Mapping Data.
3. Subject to confirmation of Highway Boundary.
4. Swept Path Analysis of a Car Transporter (Drawbar Type).



Swept Path KEY

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
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CLIENT:
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PROJECT:
Wyevale Garden Centre, Crowland

TITLE:
Swept Path Analysis of a Car Transporter (Drawbar Type) Vehicle

STATUS:
FEASIBILITY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	13.07.22	NR	PK	IB

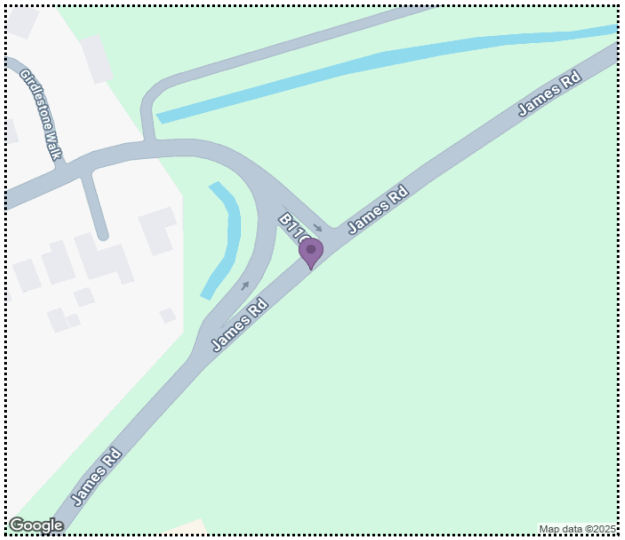
JOB NO:	DRAWING NO:	REVISION:
2205-075	SP01	-

APPENDIX A

crashmap.co.uk

Validated Data

Crash Date:	Friday, July 2, 2021	**Time of Crash:**	08:04:00	**Crash Reference:**	2021320369222
Highest Injury Severity:	Slight	**Road Number:**	A1073	**Casualties:**	3
Highway Authority:	Lincolnshire			**Vehicles:**	2
Local Authority:	South Holland			**OS Grid Reference:**	524818 310770
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	Involvement with previous accident				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Friday, July 2, 2021 **Time of Crash:** 08:04:00 **Crash Reference:** 2021320369222

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	12	Male	26 - 35	Vehicle is slowing down or stopping	Back	Commuting to/from work	None	None
2	Car (excluding private hire cars 2005 onwards)	1	Male	21 - 25	Vehicle is slowing down or stopping	Front	Commuting to/from work	Other object	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

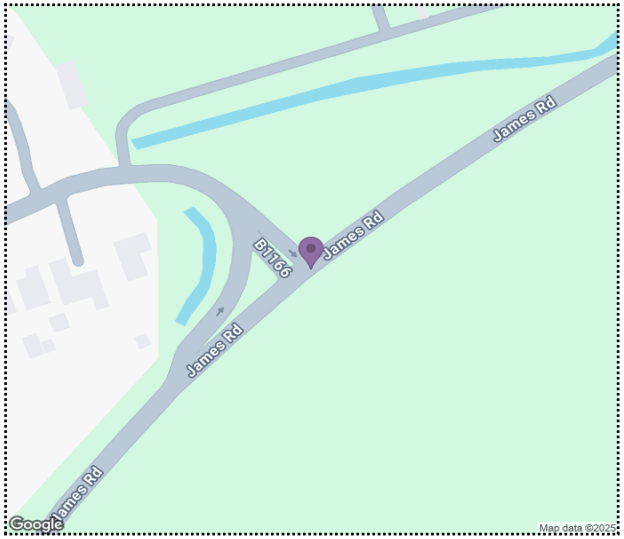
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Validated Data

Crash Date:	Monday, June 26, 2023	**Time of Crash:**	08:12:00	**Crash Reference:**	2023320392589
Highest Injury Severity:	Slight	**Road Number:**	A1073	**Casualties:**	4
Highway Authority:	Lincolnshire			**Vehicles:**	2
Local Authority:	South Holland			**OS Grid Reference:**	524828 310783
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Monday, June 26, 2023 **Time of Crash:** 08:12:00 **Crash Reference:** 2023320392589

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	16 - 20	Vehicle is in the act of turning right	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	4	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	4	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
2	1	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other
2	3	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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APPENDIX B



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Client:

Project: Crowland Wyevale

Title: Location Plan Drawing no.1

Carter Jonas
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OS Copyright: OS100004458

0 25 50 75
m

Scale 1:2,500 @A4

Date: 6/30/2022

Drawn By: RM

Dwg no:

APPENDIX C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - Site area

Category: C - Gross floor area

Total Vehicles

Selected regions and areas:

06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 day
08	**NORTH WEST**		
	EC	CHESHIRE EAST	1 day
12	**CONNAUGHT**		
	CS	SLIGO	1 day
	LT	LEITRIM	1 day
	RO	ROSCOMMON	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:	Gross Floor Area
Actual Range:	0.62 to 9.5 (units:sqm)
Range Selected by User:	0.62 to 9.5 (units:sqm)
Parking Spaces Range:	All Surveys Included

Public Transport Provision:

Selection by:	Include all surveys
Date Range:	01/01/10 to 08/11/23

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:

Friday	2 days
Monday	2 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	6
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	5 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:

Development Zone	1 days
Industrial Zone	2 days
No Sub Category	2 days
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	6 days

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Secondary Filtering Selection:

Use Class:

Not Known	6 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 - 5400

Population within 1 mile:

1,001 to 5,000	3 surveys
10,001 to 15,000	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
25,001 to 50,000	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	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:

0.6 to 1.0	2 surveys
1.1 to 1.5	4 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	6 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	6 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

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.

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

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	1	6370	0.078	0.016	0.094
06:00-07:00	1	6370	0.675	0.094	0.769
07:00-08:00	**6**	**5929**	**0.694**	**0.149**	**0.843**
08:00-09:00	6	5929	0.495	0.146	0.641
09:00-10:00	6	5929	0.267	0.107	0.374
10:00-11:00	6	5929	0.174	0.155	0.329
11:00-12:00	6	5929	0.174	0.141	0.315
12:00-13:00	6	5929	0.245	0.334	0.579
13:00-14:00	6	5929	0.219	0.230	0.449
14:00-15:00	6	5929	0.216	0.166	0.382
15:00-16:00	6	5929	0.242	0.436	0.678
16:00-17:00	6	5929	0.070	0.641	0.711
17:00-18:00	6	5929	0.045	0.399	0.444
18:00-19:00	6	5929	0.045	0.110	0.155
19:00-20:00	1	6370	0.126	0.126	0.252
20:00-21:00	1	6370	0.047	0.157	0.204
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			3.812	3.407	7.219

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:	4000 - 8000 (units: sqm)
Survey date date range:	06/11/2012 - 06/09/2023
Number of weekdays (Monday-Friday):	6
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 D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - Gross floor area

Category: F - Number of employees

Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	HD	HILLINGDON	1 day
02	**SOUTH EAST**		
	BO	BEDFORD	1 day
	EX	ESSEX	1 day
	HC	HAMPSHIRE	1 day
04	**EAST ANGLIA**		
	SF	SUFFOLK	1 day
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 day
09	**NORTH**		
	CU	CUMBERLAND	1 day
10	**WALES**		
	BG	BRIDGEND	1 day
11	**SCOTLAND**		
	LO	WEST LOTHIAN	1 day
13	**MUNSTER**		
	CR	CORK	1 day
14	**LEINSTER**		
	LU	LOUTH	1 day
	WX	WEXFORD	1 day
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:	Gross Floor Area
Actual Range:	3050 to 8673 (units:sqm)
Range Selected by User:	3050 to 8673 (units:sqm)
Parking Spaces Range:	All Surveys Included

Public Transport Provision:

Selection by:	Include all surveys
Date Range:	01/01/10 to 18/06/24

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	3 days
Monday	2 days
Thursday	3 days
Tuesday	2 days
Wednesday	3 days

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

Selected survey types:

Manual count	13
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	13 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	11 days
No Sub Category	1 days
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	11 days
Servicing vehicles Included	2 days

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Secondary Filtering Selection:

Use Class:

B8	11 surveys
N/A	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:

50 - 6282

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	3 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
5,001 to 10,000	3 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	4 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	1 surveys
500,001 or More	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:

0.6 to 1.0	4 surveys
1.1 to 1.5	9 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	12 surveys
Yes	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:

2 - Poor	1 surveys
No PTAL Present	12 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

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.

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LIST OF SITES relevant to selection parameters:

Site 1:	BG-02-F-01	**Gross floor area (sqm):**	3050
Development Name:	LOGISTICS COMPANY	**Parking spaces:**	74
Location:	BRIDGEND	**No of Employees:**	60
Postcode:	CF31 3XF	**Survey Date:**	10/13/2014
Main Location Type:	Edge of Town	**Survey Day:**	Monday
Sub Location Type:	Industrial Zone		
PTAL:	N/A		

Site 2:	BO-02-F-01	**Gross floor area (sqm):**	3500
Development Name:	DRINKS WHOLESALER	**Parking spaces:**	51
Location:	BEDFORD	**No of Employees:**	25
Postcode:	MK42 0AW	**Survey Date:**	10/15/2020
Main Location Type:	Edge of Town	**Survey Day:**	Thursday
Sub Location Type:	Industrial Zone		
PTAL:	N/A		

Site 3:	CR-02-F-03	**Gross floor area (sqm):**	4800
Development Name:	FURNITURE DISTRIBUTION	**Parking spaces:**	63
Location:	CORK	**No of Employees:**	25
Postcode:		**Survey Date:**	10/15/2019
Main Location Type:	Edge of Town	**Survey Day:**	Tuesday
Sub Location Type:	Industrial Zone		
PTAL:	N/A		

Site 4:	CU-02-F-01	**Gross floor area (sqm):**	4007
Development Name:	WAREHOUSING & DISTRIBUTION	**Parking spaces:**	79
		No of Employees:	65
Location:	BRAMPTON	**Survey Date:**	6/19/2024
Postcode:	CA8 1SW	**Survey Day:**	Wednesday
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	N/A		

Site 5:	DL-02-F-04	**Gross floor area (sqm):**	3990
Development Name:	LOGISTICS COMPANY	**Parking spaces:**	38
Location:	DUBLIN	**No of Employees:**	36
Postcode:		**Survey Date:**	5/19/2021
Main Location Type:	Edge of Town	**Survey Day:**	Wednesday
Sub Location Type:	Industrial Zone		
PTAL:	N/A		

Site 6:	DS-02-F-01	**Gross floor area (sqm):**	7000
Development Name:	LOGISTICS DEPOT	**Parking spaces:**	80
Location:	HOLMEWOOD	**No of Employees:**	42
Postcode:	S42 5BZ	**Survey Date:**	10/4/2023
Main Location Type:	Edge of Town	**Survey Day:**	Wednesday
Sub Location Type:	Industrial Zone		
PTAL:	N/A		

Site 7:	EX-02-F-01	**Gross floor area (sqm):**	6560
Development Name:	SPORTS SUPPLEMENTS	**Parking spaces:**	224
Location:	COLCHESTER	**No of Employees:**	60
Postcode:	CO4 9XP	**Survey Date:**	5/18/2018
Main Location Type:	Edge of Town	**Survey Day:**	Friday
Sub Location Type:	Industrial Zone		
PTAL:	N/A		

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Site 8:	HC-02-F-03	**Gross floor area (sqm):**	3665
Development Name:	PPE DISTRIBUTION	**Parking spaces:**	48
Location:	PARK GATE	**No of Employees:**	80
Postcode:	PO14 4LW	**Survey Date:**	9/27/2021
Main Location Type:	Edge of Town	**Survey Day:**	Monday
Sub Location Type:	Industrial Zone		
PTAL:	N/A		

Site 9:	HD-02-F-01	**Gross floor area (sqm):**	8673
Development Name:	FOOD DISTRIBUTOR	**Parking spaces:**	126
Location:	HAYES	**No of Employees:**	402
Postcode:	UB7 9FN	**Survey Date:**	9/27/2018
Main Location Type:	Edge of Town	**Survey Day:**	Thursday
Sub Location Type:	Industrial Zone		
PTAL:	2		

Site 10:	LO-02-F-01	**Gross floor area (sqm):**	5855
Development Name:	LOGISTICS SERVICE	**Parking spaces:**	150
Location:	ARMADALE	**No of Employees:**	25
Postcode:	EH48 2PE	**Survey Date:**	6/8/2021
Main Location Type:	Edge of Town	**Survey Day:**	Tuesday
Sub Location Type:	Residential Zone		
PTAL:	N/A		

Site 11:	LU-02-F-01	**Gross floor area (sqm):**	5350
Development Name:	PACKAGING COMPANY	**Parking spaces:**	70
Location:	DROGHEDA	**No of Employees:**	50
Postcode:		**Survey Date:**	6/19/2015
Main Location Type:	Edge of Town	**Survey Day:**	Friday
Sub Location Type:	No Sub Category		
PTAL:	N/A		

Site 12:	SF-02-F-03	**Gross floor area (sqm):**	4700
Development Name:	ROAD HAULAGE	**Parking spaces:**	55
Location:	IPSWICH	**No of Employees:**	75
Postcode:	IP3 9SL	**Survey Date:**	9/18/2015
Main Location Type:	Edge of Town	**Survey Day:**	Friday
Sub Location Type:	Industrial Zone		
PTAL:	N/A		

Site 13:	WX-02-F-01	**Gross floor area (sqm):**	7881
Development Name:	WAREHOUSING & DISTRIBUTION	**Parking spaces:**	127
		No of Employees:	56
Location:	NEAR WEXFORD	**Survey Date:**	4/20/2023
Postcode:	Y35 ERY2	**Survey Day:**	Thursday
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	N/A		

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

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	7	5290	0.059	0.027	0.086
06:00-07:00	7	5290	0.095	0.062	0.157
07:00-08:00	13	5310	0.213	0.100	0.313
08:00-09:00	13	5310	0.213	0.126	0.339
09:00-10:00	13	5310	0.164	0.142	0.306
10:00-11:00	13	5310	0.175	0.148	0.323
11:00-12:00	13	5310	0.180	0.172	0.352
12:00-13:00	13	5310	0.177	0.151	0.328
13:00-14:00	13	5310	0.155	0.148	0.303
14:00-15:00	13	5310	0.183	0.185	0.368
15:00-16:00	13	5310	0.159	0.220	0.379
16:00-17:00	**13**	**5310**	**0.159**	**0.227**	**0.386**
17:00-18:00	13	5310	0.101	0.261	0.362
18:00-19:00	12	5169	0.085	0.166	0.251
19:00-20:00	6	5006	0.020	0.030	0.050
20:00-21:00	6	5006	0.003	0.013	0.016
21:00-22:00	1	5855	0.034	0.017	0.051
22:00-23:00	1	5855	0	0	0
23:00-00:00					
Totals Rates:			2.175	2.195	4.370

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:	3000 - 9000 (units: sqm)
Survey date date range:	13/10/2014 - 19/06/2024
Number of weekdays (Monday-Friday):	13
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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