



meraki alliance

Highways, Transportation & Safety Consulting

Northern Trust – Number 1 Industrial Estate, Consett,
Durham

Interim Travel Plan

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Durham

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Durham

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1 Introduction

1.1 Overview of Development

- 1.1.1 Meraki Alliance has been commissioned by Northern Trust to prepare a Transport Statement (TS) to support a planning application for provision of 1,251sqm (13,470sft) of new build B2/B8 industrial units and refurbishment of an existing block within the existing Number 1 Industrial Estate located in the Consett area of Durham. The planning and highways authority is Durham County Council (DCC).
- 1.1.2 Number 1 Industrial Estate is located within an industrial area c.2.5km north of Consett. It has been active for a number of years and is accessed via a purpose built network of roads, including Werdohl Way, and junctions which were built to provide access to the existing development and other future development within the industrial estate. Werdohl Way meets with the B6308 Medomsley Road at a priority junction to the south-east of the industrial estate and with the A691 Villa Real Road and at a roundabout junction to the east of the industrial estate. The A691 Villa Real Road provides a route into Consett and onto the surrounding highway network.
- 1.1.3 As shown on the site layouts attached at **Appendix 1** the development is proposed over two sites: Site A will comprise two new build blocks each containing three B2/B8 units (six in total), totalling 562sqm (6,050sqft). Site A will be supported by provision of 21 car parking spaces, six of which will be marked for disabled use.
- 1.1.4 Access into site A for all modes is proposed via a purpose built simple priority junction taken from the western kerb line of the section of Werdohl Way which runs north to south through the industrial estate.
- 1.1.5 Site B will comprise one new build block containing seven B2/B8 units, totalling 689sqm (7,420sqft) and refurbishment of an existing block to create two larger B2/B8 units in place of the existing six smaller units within that block. Site B has 16 existing parking spaces, located on the northern side of the existing block, and an additional 34 are proposed, on the southern side of the existing block. As such, a total of 50 car parking spaces are proposed 12 of which will be marked for disabled use.
- 1.1.6 The existing access points into the parking area on the northern side on the existing block within site B will remain and the proposed parking area on the southern side will be served via a purpose built simple priority junction taken from the eastern kerb line of the section of Werdohl Way which runs north to south through the industrial estate.

1.1.7 The development benefits from segregated pedestrian walkways on both sites A and B which link into the footways provided on both sides of the Werdohl Way.

2 Travel Plan Objectives and Benefits

2.1 Introduction

2.1.1 This section sets out the vision and objectives that will guide the TP development and implementation. This TP seeks to outline a range of potential measures which encourage sustainable travel patterns at the site and achieves the objectives and subsequent benefits outlined below.

2.2 Objectives

2.2.1 This TP is based upon the achievement of the following key objectives:

To reduce the impact and frequency of car travel especially single occupancy vehicle use.

To enable employees and visitors to have informed choices about their travel options.

To improve the health and well-being of the employees and visitors.

To ensure transport arrangements of the development have minimum environmental impact; and

To ensure that the development is accessible to the widest possible range of services.

2.2.2 The TP will therefore broadly seek to:

Develop an awareness of locally available non-car modes of transport among employees and visitors.

Promote sustainable travel and to continue to engage directly with employees on sustainable travel choices to achieve a long-term commitment to changing travel habits; and

Promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the health and environmental benefits of adopting sustainable travel patterns.

2.3 Travel Plan Benefits

2.3.1 There are a number of benefits that will be derived from the successful implementation of a TP for employees and visitors who could expect to enjoy:

improved health and fitness through increased levels of walking and cycling.
increased flexibility offered through wider travel choices.
the social aspects of sharing transport with others; and
a better environment within the site and its immediate environs as vehicular movements are minimised.

2.3.2 In terms of the wider area, the successful implementation of a TP will lead to reduced traffic impact as a result of the reduction in car use.

2.3.3 The overall travel plan strategy includes physical measures designed to enhance the sustainable transport provision at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the TP.

2.3.4 The monitoring strategy that will be adopted for the site to determine how the TP is performing against these objectives is set out within Section 7.

3 Existing Sustainable Transport Provision

3.1 Introduction

- 3.1.1 As identified in Section 1.2 above, the Government's objectives are to ensure that developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 3.1.2 Travel by non-car modes is encouraged at the site and as outlined in Section 1.0, the development benefits from segregated pedestrian footways which link into the footways provided on both sides of the Werdohl Way.
- 3.1.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity residential developments.

3.2 Walking and Cycling

- 3.2.1 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly those trips under two kilometres. The 2.0 kilometre walking catchment area from the centre of the site include the northern extent of Consett, the western extent of Leadgate and the eastern extent of Blackhill, within which are large residential settlements, thus providing the opportunity for potential employees to walk to work and access local facilities.
- 3.2.2 Segregated pedestrian footways are provided on both sites A and B which connect into the footways provided on both sides Werdohl Way, providing a safe environment for employees should they wish to walk to and from work or to access the surrounding local facilities.
- 3.2.3 Cycling also has the potential to substitute for short car trips, particularly those that are less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. In addition, the 5.0 kilometre cycling catchment area from the centre of the site includes Consett, Leadgate and Blackhill in their entirety, which provides the opportunity for potential employees to cycle to and from work and access local facilities.

3.3 Public Transport

- 3.3.1 The nearest bus stops are located on Werdohl Way c.300m walking distance from sites A and B which are served by bus number 16 and ED1, providing a service between Durham and Consett every 30 minutes during the daytime and every 60 minutes in the evenings and on Sundays.
- 3.3.2 In addition, the bus stops located on both sides of the A691 Villa Real Road c.900m walking distance from sites A and B are served by bus numbers 16, 16A, 16B, 78, 101B, 765, 820, V5 and X15. These buses provide regular services to all of the surrounding villages and towns as well as Durham, Sunderland and Newcastle providing a sustainable transport for employees living further afield.
- 3.3.3 Furthermore, there are a wealth of additional bus services available from Consett and both bus and rail facilities within Durham, Sunderland and Newcastle for employees to utilise.

3.4 Summary

- 3.4.1 The site is within a reasonable walking and cycling distance of residential developments, as such there are lots of potential employees who live within walking and cycling distance of the site. In addition, there are local facilities within walking cycling distance which could be utilised by employees.
- 3.4.2 There are segregated pedestrian footways provided on both sites A and B which link into the footways provided on both sides of Werdohl Way, providing a safe environment for employees should they wish to walk to and from work, to access the bus stops on Werdohl Way and the A691 Villa Real Road or the surrounding local facilities.
- 3.4.3 There are bus stops are located on Werdohl Way c.300m walking distance from sites A and B providing a regular service between Durham and Consett, in addition to, the bus stops located on both sides of the A691 Villa Real Road c.900m walking distance from sites A and B providing regular services to all of the surrounding villages and towns as well as Durham, Sunderland and Newcastle. Thus, providing a sustainable transport option for employees living locally or further afield.
- 3.4.4 Furthermore, there are a wealth of additional bus services available from Consett and both bus and rail facilities within Durham, Sunderland and Newcastle for employees to utilise.

3.4.5 In summary it is considered that the site is in a sustainable location with a host of facilities available for employees to utilise should they wish, both on and off site.

4 Travel Plan Administration

- 4.1.1 This section of the report sets out the roles of those people who will be responsible for implementing the TP and its measures.
- 4.1.2 An important aspect of a successful TP is the allocation of sufficient time and resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved. From this will lead the appropriate allocation of time and resources to those charged with managing the process.

4.2 Travel Plan Co-ordinator

- 4.2.1 The TPC will provide a key role in delivering a successful TP, this role will be undertaken by an employee based on site.
- 4.2.2 The TPC will act as the main contact for the TP and will be responsible for implementing measures, maintaining a database and monitoring the effects of its implementation.
- 4.2.3 The TPC will exchange contact details with the DCC. The TPC will be the first point of contact in all matters regarding travel to and from the site. The TPC will be responsible for setting up and launching the TP in accordance with the schedule, which will be agreed with DCC. The duties of the TPC will include:

Design, development and agreement of a suitable TP employee travel survey with DCC.

Overseeing the gathering of information, including the travel survey results.

Liaison with employees, and where appropriate visitors, to explain the objectives and benefits of the TP to ensure awareness of the TP and to encourage participation.

Acting as a focal point for transport, access and travel related issues in relation to the development.

Actively encouraging and promoting employees and visitors to walk, cycle or use public transport to travel to and from the site, where possible.

Ensuring employees, and where appropriate visitors, are fully aware of the different travel options which are available to and from the site.

Obtaining up-to-date details of the information required in the TP.

Implementing, monitoring and reviewing the TP; and

Liaison with the DCC with respect to initiatives, the development of the TP, evaluation of monitoring and the setting of targets for modal shift.

5 Travel Plan Measures

5.1.1 This section outlines the TP measures which will be implemented at the site to achieve the objectives and benefits outlined in Section 2.

5.1.2 Physical measures to encourage sustainable travel are described below, along with details of 'soft' measures to encourage the use of these modes and reduce the need to travel by car.

5.2 Physical Measures

A travel notice board will be erected on both sites where it is accessible to all employees and visitors and will include up to date information on walking, cycling and on public transport routes.

5.3 Measures to Encourage Sustainable Travel

Travel Information Pack

5.3.1 A Travel Information Pack will be provided to all employees. The pack will include details of walk/ cycle/ public transport routes and timetable information as well as potential car sharing arrangements. It will include a local walking and cycling map. This will be foldable to allow employees to take them on their journey should they wish. The pack will promote the health benefits of regular exercise including walking and cycling.

5.3.2 The pack will also include information such as the location of the nearest cycling shops and tips on cycle maintenance. The TPC will investigate the possibility for a Bicycle User Group to be established at the site to encourage employees to meet and exchange tips on cycle routes and maintenance and also explore potential for local cycle shops to offer discounts.

5.3.3 The TPC will distribute the pack amongst existing and new employees and update the pack twice yearly should information change (bus timetable etc).

Car Sharing

- 5.3.4 Following the initial travel surveys, the TPC will be able to collect data illustrating the employee's places of residence which will outline the potential for the establishment of an informal car sharing group.

Measures to Reduce the Need to Travel

- 5.3.5 The TPC will encourage employees to examine their travel patterns in order to reduce the need to travel where appropriate. These measures could include the promotion of flexible working practices or fit working hours around public transport services.
- 5.3.6 The TPC will promote the benefits of flexible working such as flexitime, video conferencing and hot desking to employees who have the option to do so to reduce the impact at peak travel times.

5.4 Pedestrian Measures

- 5.4.1 The following measures are proposed to encourage walking to and from the site:

Provide plans and information to employees indicating pedestrian routes in the surrounding area.

Publicise links to walking and cycling resources.

Promote personalised online journey planning tools; and

Encourage employees to walk to work together in the local area.

5.5 Cycle Measures

- 5.5.1 The following measures are proposed to increase the proportion of cycle trips:

Provide Cycle Maps and information leaflets.

Promote Cycling to Work.

Encourage employees to cycle to work together in the local area.

Publicise links to online cycle journey planner; and

5.6 Public Transport Measures

- 5.6.1 The location of the site in relation to public transport should encourage a number of trips to the site to be made by public transport which would primarily be via bus. The following measures will be implemented to encourage the use of public transport, to access the site:

Supply up-to-date information on facilities within the surrounding area for staff including bus timetables and route information. Information will be provided in the travel packs; and

Publicise details of online journey planner.

5.7 Other Measures

5.7.1 As well as the measures indicated above the following additional measures will also be considered in order to reduce single occupancy car trips and the need to travel:

Liaison with the DCC regarding new travel initiatives in the region which could benefit staff, and

Updating the travel questionnaire annually to understand which initiatives are of greatest benefit, to help focus on the more successful initiatives, whilst revisiting those which are less successful.

5.8 Summary

5.8.1 The package of measures described above has been designed to meet the travel plan objectives described in Section 2.

5.8.2 The objectives relating to reducing the impact of car travel (particularly single occupancy car trips) on the wider network have been addressed through the provision of measures designed to promote travel by sustainable modes. The potential for car sharing at the site will reduce the level of single occupancy car use.

5.8.3 The provision of travel packs and a travel notice board enables employees to have informed choices about their travel options and subsequently will help to achieve the health and well-being benefits outlined in the objectives through increased levels of cycling and walking.

6 Travel Plan Targets

6.1.1 In order to predict the level of total vehicle trips that will be made as a result of the development prior to any travel planning measures being in place, the total vehicle trip rates set out within the Transport Statement submitted in support of the planning application have been utilised. The total vehicle trip rates and resulting trip generation and are summarised in **Table 6.1** below and a copy of the TRICs data is attached at **Appendix 3**.

Table 6.1: Total Vehicle Trip Rates and Generation

Period	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rates (per 100sq2m)	0.702	0.152	0.054	0.609
Trip Generation	9	2	1	8

6.1.2 In order to derive the trip generation by mode, journey to work mode split data for the **County Durham 010 Middle Super Output Area (MSOA)**, in which the development site is situated has been obtained from the National Statistics website. A copy of the mode split data is attached at **Appendix 4** and a summary is provided in **Table 6.2**.

Table 6.2: National Statistics Mode Split Data for County Durham 010 MSOA

Mode	Percentage
Pedestrian	14.1%
Bicycle	0.8%
Motorcycle	0.3%
Car Driver	70.4%
Car Passenger	8.7%
Bus	5.2%
Train	0.4%
Total	100%

6.1.3 Using the modal split data in **Table 6.2** and the total vehicle trips in **Table 6.1**, the morning and evening peak hour trips for each mode have been calculated and are shown in **Table 6.3**.

Table 6.3: Trip Generation by Mode

Period	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Pedestrian	2	1	0	1
Bicycle	0	0	0	0
Motorcycle	0	0	0	0
Car Driver	9	2	1	8
Car Passenger	1	0	0	1
Bus	1	0	0	1
Train	0	0	0	0
Total	13	3	1	11

- 6.1.4 The development, sites A and B, are forecast to generate circa 11 two-way vehicular trips during the AM Peak hour on the highway network and nine two-way vehicular trips during the PM Peak hour. This equates to an increase in traffic flows on the local highway network of approximately one vehicle every five minutes during the AM peak hour and one every six minutes during the AM and PM Peak hour. The proposals would also generate vehicular flows throughout the day when the highway network is not at its peak.
- 6.1.5 As the roads serving the industrial estate were purpose built to serve the existing development and any future developments it is concluded that the highway network immediately surrounding the sites is more than adequate to serve the proposed development.
- 6.1.6 Furthermore, taking account of daily fluctuations in traffic flows it is considered that the vehicular trips forecast to be generated by the proposals will not have a negligible impact on the local highway network.

7 Travel Monitoring and Review

- 7.1.1 Employee Travel surveys will be carried out on an annual basis. There will be a requirement to submit an annual monitoring report DCC within three months of completion of the surveys. This will also include any proposed revisions to the TP and the annual action plan for the next 12 months.
- 7.1.2 The annual surveys will be undertaken by the TPC who will also be responsible for producing the relevant survey monitoring report. A minimum survey response rate of 75% for surveys should be achieved. The monitoring reports will also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve-month period.
- 7.1.3 This formal monitoring period will extend for five years from implementation of the TP. At the end of this five-year period the developer will withdraw and the TP will be handed over to employees. The TP will be implemented throughout the lifetime of the development to ensure lasting changes in travel patterns across the proposed development.
- 7.1.4 The monitoring report should include reviews of how well the TP is working to meet the objectives, with any revised targets for discussion and agreement with DCC. The TP needs to be active and to be developed in conjunction with the survey results / experiences of the TPC. For example, if there is little / no car sharing occurring amongst the employees, it would be appropriate for the TPC to review the promotion of car sharing and consider appropriate alternatives.
- 7.1.5 Following the annual monitoring report, the TP will be reviewed by the TPC in conjunction with DCC as appropriate to produce a revised Action Plan, the developer is committed to making changes to measures and interventions as required to meet proposed targets.
- 7.1.6 The Action Plan will identify the measures and actions to be implemented in the following 12 month period including a timetable for the implementation of the measures, where appropriate a financial budget would be available to the TPC to promote these measures more effectively. Depending on the results published within the monitoring report, the required changes within the Action Plan might require an adjustment in budget made available to implement the necessary measures.

7.1.7 **Table 7.1** provides further details of the implementation strategy for the TP and its associated measures and the communication of the TP objectives, targets and measures to employees.

Table 7.1 Travel Plan Summary of Measures and Actions

Measure/ Action	Target Date	Responsibility
Appoint TPC	ASAP	Owner
Agree Travel Plan with DCC	ASAP	TPC
Prepare public transport/ walking/ cycling information	Upon appointment	TPC
Issue travel information packs	When employees commence employment	TPC
Erect travel notice board	ASAP	TPC
Promote the benefits of flexible working	Ongoing/ within travel packs and on travel notice board	TPC
Encourage employees to use tele-conferencing facilities	Ongoing/ within travel packs and on travel notice board	TPC
Investigate the feasibility of a starting a bicycle user group	Ongoing/ within travel packs and on travel notice board	TPC
Promote the use of car share websites	Ongoing/ within travel packs and on travel notice board	TPC
Promote national travel initiative/ events	Ongoing/ within travel packs and on travel notice board	TPC
Conduct annual travel survey (Questionnaire)	Annually from date of Baseline survey	TPC
Submit monitoring report and revised action plan to DCC	Within three months of completion of annual travel surveys	TPC
Agree any revised targets with DCC and amend within TP	Within three months of completion of annual travel surveys	TPC
Consider Additional Measures	Should Travel Plan targets not be met	TPC/ GC

Appendix 1 – Proposed Site Layouts

All the dimensions shall be verified by the contractor on site prior to work commencing.
Do not scale from this drawing.
Only work to written dimensions.
This drawing is for the contractor's use only and shall not be used for any other purpose without the consent of the architect.
Notes

SCHEDULE OF ACCOMMODATION
BLOCK A - NEW BUILD

Unit	Total sq.m	Total cars	m ² /car
1	154	1660	51.3
2	76.2	820	50.5
3	76.2	820	50.5
4	76.2	820	50.5
5	76.2	820	50.5
6	76.2	820	50.5
7	154	1660	51.3
total	889	7420	4.3

BLOCK B - REFURBISHMENT/REMODELLING

Unit	Total sq.m	Total cars	m ² /car
1	232	2500	4.5
2	232	2500	4.5
3	232	2500	4.5
4	232	2500	4.5
10A	464	5000	8
10B	464	5000	8
total	1856	20,000	10.8

total provision Blocks A and B 27,420 sq.m

MATERIAL KEY

- Air Entrained Concrete Finish to concourse and aprons to Loading Doors
- Dense bitumen macadam to car park areas with 3mm thickness white thermoplastic markings to bays.
- 600 x 600mm Concrete Paving
- Flags, shading indicates tactile paving
- Tactile paving and dropped kerb
- Gravel infill
- Grassed areas
- Bollards to Loading Doors
- Assumed site boundary
- To be checked against title deeds

D 28.2.2.2 Revised internal layout for Block A inserted and parking modified to 14,400 to 10,800

C 29.12.2.2 Car-Park loading bays

B 18.12.2.2 Proposed depth from preferred site

A 28.4.2.2 Bollards to Loading Doors before end of unit rather than at end of unit

PLANNING APPLICATION

NORTHERN TRUST
INVESTMENT / DEVELOPMENT / REGENERATION
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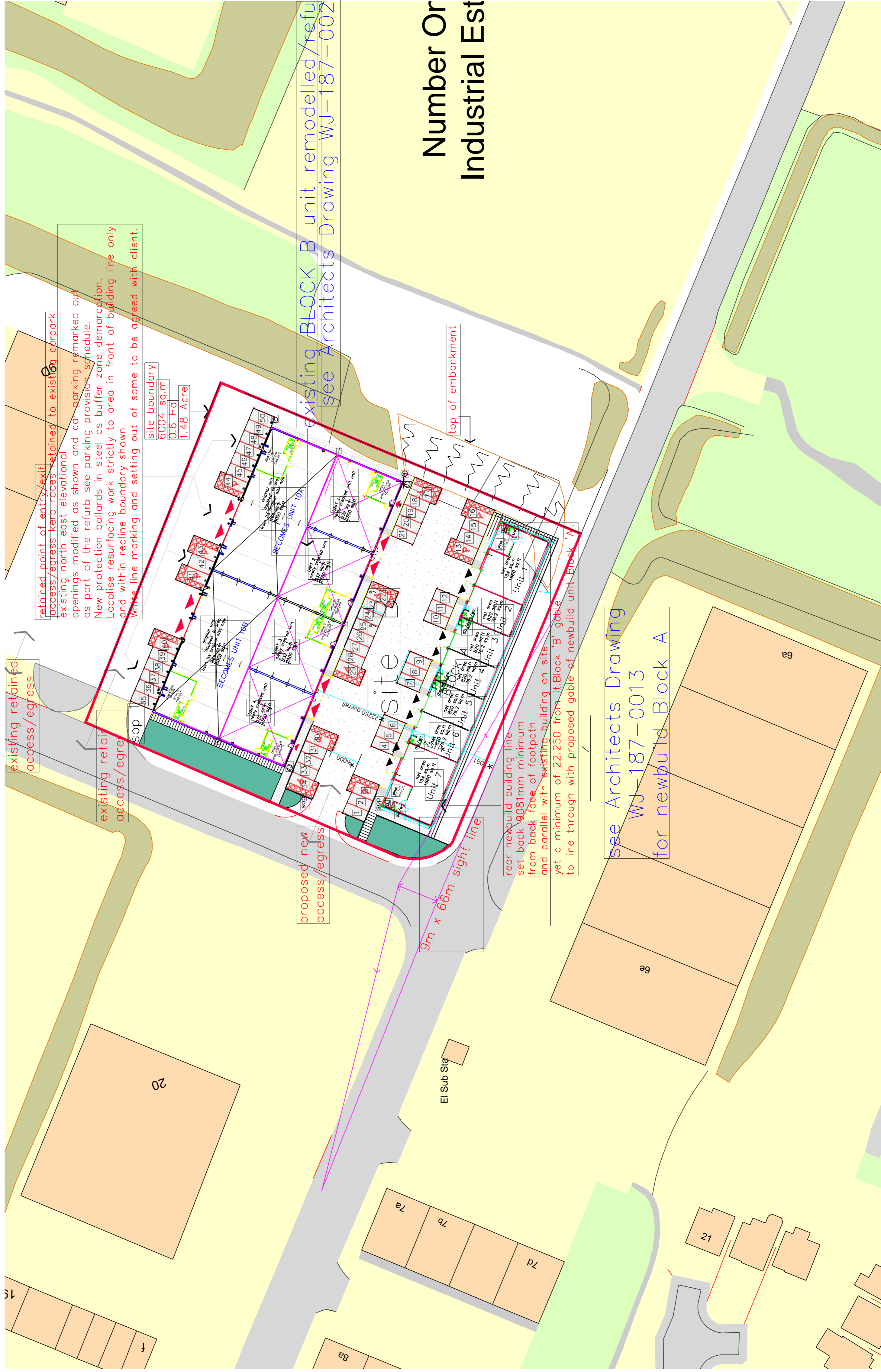
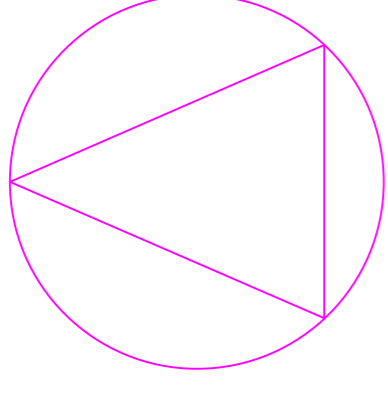
Drawing

proposed site layout
'SITE B'

Drawn By	DE	Date	13.7.21	Drawing No.		Rev	
Checked By	DE	Date	13.7.21		WJ-187-000		
Scale	1/500						

electronic path to this drawing - WJ-

NORTH



SCHEDULE OF ACCOMMODATION
BLOCK 1

Unit	total sq.m	total sq.ft net	cars	m ² /per car
1	154	1658	3	51
2	204	2196	2	51
3	204	2196	2	51
Total NET	562	6050	11	

SCHEDULE OF ACCOMMODATION
BLOCK 2

Unit	total sq.m	total sq.ft net	cars	m ² /per car
1	154	1658	3	51
2	102	1098	2	51
3	102	1098	2	51
Total NET	358	3854	7	

Grand Total NET 920
Total NET 12100

MATERIAL KEY

- Air Entrained Concrete Finish to apron to Loading Doors
- 600 x 600mm Concrete Paving
- Flags, shading indicates tactile paving
- Tactile paving and dropped kerb
- Gravel Infill
- Grassed areas
- Bollards to Loading Doors
- Assumed site boundary (to be checked against title deeds)

parking provision block 1
11 car parking spaces including (3 disabled parking spaces)
3 loading bay/delivery bay spaces

parking provision block 2
10 car parking spaces including (3 disabled parking spaces)
3 loading bay/delivery bay spaces

scale 1/200

Rev: Date: Details: [Drawn/Checked]

ISSUED FOR: PLANNING APPLICATION SUBMISSION

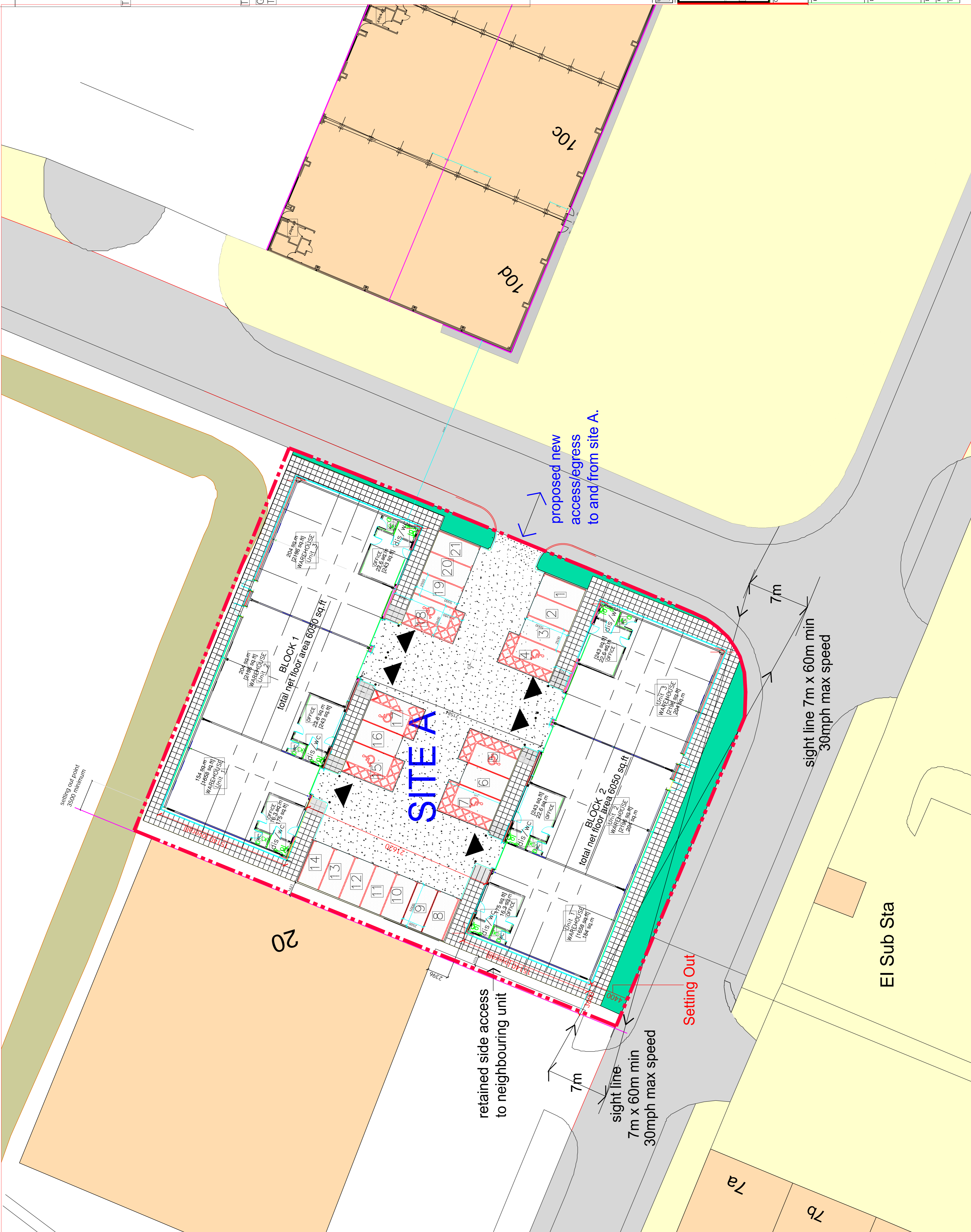
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Client: Consett, Durham
DH8 6SZ

Project: Proposed site layout
SITE 'A'

Drawn By	DE	Date	28.12.2	Drawing No.	
Checked By	DE	Date	28.12.2	WJ-187-102	
Scale	1/200				

electronic path to this drawing - WJ-



Appendix 2 – TRICs Data

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	EC CHESHIRE EAST	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 260 to 3200 (units: sqm)
Range Selected by User: 150 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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

Selected survey days:

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

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

Selected survey types:

Manual count	12 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	12
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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	12
-----------------	----

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

Secondary Filtering selection:

Use Class:

Not Known 12 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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	6 days
20,001 to 25,000	2 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:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	7 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	6 days
1.1 to 1.5	6 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 12 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 12 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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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	CB-02-C-02	STEEL FABRICATION		CUMBRIA
	BLACKDYKE ROAD			
	CARLISLE			
	KINGSTOWN IND. ESTATE			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	715 sqm		
	Survey date: FRIDAY	15/10/21		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	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
7	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
8	LC-02-C-05	NUTRITION MANUFACTURE		LANCASHIRE
	FURNESS DRIVE			
	POULTON-LE-FYLDE			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	775 sqm		
	Survey date: WEDNESDAY	30/06/21		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-02-C-06	STEEL FABRICATION		LANCASHIRE
	TOLLGATE ROAD BURSCOUGH			
	Edge of Town Industrial Zone			
	Total Gross floor area:		700 sqm	
	Survey date: THURSDAY		21/04/22	Survey Type: MANUAL
10	NF-02-C-03	SHEET METAL CONTRACTOR		NORFOLK
	ELVIN WAY NORWICH HELLESDON			
	Edge of Town Industrial Zone			
	Total Gross floor area:		260 sqm	
	Survey date: THURSDAY		07/11/19	Survey Type: MANUAL
11	PB-02-C-01	STEEL FABRICATOR		PETERBOROUGH
	NEWARK ROAD PETERBOROUGH FENGATE			
	Edge of Town Industrial Zone			
	Total Gross floor area:		1772 sqm	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
12	VG-02-C-01	ALCOHOL ANALYSIS PRODUCTS		VALE OF GLAMORGAN
	VERLON CLOSE BARRY			
	Edge of Town Industrial Zone			
	Total Gross floor area:		1500 sqm	
	Survey date: THURSDAY		06/05/21	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.

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	1611	0.000	4	1611	0.000	4	1611	0.000
05:30 - 06:00	4	1611	0.031	4	1611	0.000	4	1611	0.031
06:00 - 06:30	5	1615	0.050	5	1615	0.037	5	1615	0.087
06:30 - 07:00	5	1615	0.124	5	1615	0.012	5	1615	0.136
07:00 - 07:30	12	1424	0.135	12	1424	0.029	12	1424	0.164
07:30 - 08:00	12	1424	0.357	12	1424	0.035	12	1424	0.392
08:00 - 08:30	12	1424	0.357	12	1424	0.064	12	1424	0.421
08:30 - 09:00	12	1424	0.345	12	1424	0.088	12	1424	0.433
09:00 - 09:30	12	1424	0.199	12	1424	0.082	12	1424	0.281
09:30 - 10:00	12	1424	0.164	12	1424	0.123	12	1424	0.287
10:00 - 10:30	12	1424	0.181	12	1424	0.100	12	1424	0.281
10:30 - 11:00	12	1424	0.164	12	1424	0.176	12	1424	0.340
11:00 - 11:30	12	1424	0.117	12	1424	0.105	12	1424	0.222
11:30 - 12:00	12	1424	0.111	12	1424	0.129	12	1424	0.240
12:00 - 12:30	12	1424	0.105	12	1424	0.158	12	1424	0.263
12:30 - 13:00	12	1424	0.105	12	1424	0.094	12	1424	0.199
13:00 - 13:30	12	1424	0.164	12	1424	0.205	12	1424	0.369
13:30 - 14:00	12	1424	0.111	12	1424	0.158	12	1424	0.269
14:00 - 14:30	12	1424	0.111	12	1424	0.105	12	1424	0.216
14:30 - 15:00	12	1424	0.094	12	1424	0.164	12	1424	0.258
15:00 - 15:30	12	1424	0.082	12	1424	0.152	12	1424	0.234
15:30 - 16:00	12	1424	0.076	12	1424	0.123	12	1424	0.199
16:00 - 16:30	12	1424	0.076	12	1424	0.164	12	1424	0.240
16:30 - 17:00	12	1424	0.023	12	1424	0.152	12	1424	0.175
17:00 - 17:30	12	1424	0.023	12	1424	0.457	12	1424	0.480
17:30 - 18:00	12	1424	0.018	12	1424	0.152	12	1424	0.170
18:00 - 18:30	12	1424	0.018	12	1424	0.082	12	1424	0.100
18:30 - 19:00	12	1424	0.023	12	1424	0.088	12	1424	0.111
19:00 - 19:30	4	1611	0.031	4	1611	0.047	4	1611	0.078
19:30 - 20:00	4	1611	0.000	4	1611	0.031	4	1611	0.031
20:00 - 20:30	4	1611	0.000	4	1611	0.016	4	1611	0.016
20:30 - 21:00	4	1611	0.000	4	1611	0.016	4	1611	0.016
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.395			3.344			6.739

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:	260 - 3200 (units: sqm)
Survey date date range:	01/01/15 - 29/09/22
Number of weekdays (Monday-Friday):	12
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.

Appendix 3 – Mode Split Data

QS701EW - Method of travel to work

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population All usual residents aged 16 to 74
units Persons
area type 2011 super output areas - middle layer
area name E02004303 : County Durham 010
rural urban Total

Method of Travel to Work	2011	%
Train, Underground, metro, light rail, tram	29	0.5%
Bus, minibus or coach	289	5.2%
Motorcycle, scooter or moped	15	0.3%
Driving a car or van	3,916	70.4%
Passenger in a car or van	484	8.7%
Bicycle	47	0.8%
On foot	785	14.1%
Total	5,565	

