

Transport Assessment

February 2026

EAS

Unit 1 - Boldon Business Park

Boldon Colliery, South Tyneside

NE35 9LZ

AirHop

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The content of this report is based on information available as of February 2026, the validity of the statements made may therefore vary over time as planning guidance/policies and the evidence base change.

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1 Introduction

Introduction

- 1.1 EAS has been appointed to provide transport planning advice in support of the proposed change of use of an industrial unit from a Warehouse/Distribution to a Trampoline Adventure Park.
- 1.2 The site being considered is located to the west of Boldon (Boldon Colliery), south-east of Newcastle-Upon-Tyne in South Tyneside. A location plan is contained in **Appendix A**.
- 1.3 The proposals are for the entire unit to be converted to AirHop Adventure Park with associated parking and auxiliary office space.
- 1.4 This report sets out how the transport elements of the development could be delivered, having regard to the existing transport connectivity, local services and transport network in the vicinity of the site.

Aims of this Report

- 1.5 This report contains the following:
 - Section 2 – Sets the national, regional, and local policy context;
 - Section 3 – Assessment of the local area, including existing facilities and the transport network;
 - Section 4 – Development proposals, including access, parking and servicing;
 - Section 5 – Expected trip generation and impact on the local highway network;
 - Section 6 – Summary and Conclusions

2 Policy Review

- 2.1 This section reviews the Planning and Transport Planning policy evidence base in relation to the proposed development, alongside the relevant transport policies from the NPPF and South Tyneside transport policies.
- 2.2 The following documents have been reviewed:
- NPPF (2024)
 - Draft NPPF (2025)
 - South Tyneside Local Plan 2023–2040 (Publication Draft)
 - Tyne and Wear Local Transport Plan (LTP3) (covering South Tyneside)
 - Transport North East Enhanced Partnership Plan for buses (covering Tyne and Wear) (2023 onwards)
 - Emerging South Tyneside Local Plan (including ongoing examination and update process)

National Planning Policy Framework (NPPF 2024)

- 2.3 The current National Planning Policy Framework was published in December 2024. This document sets out the government's planning policies for England and how these are expected to be applied.
- 2.4 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- 2.5 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 2.6 In this regard, Paragraph 10 of the NPPF states:
- So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** [original emphasis].*
- 2.7 Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraphs 109 and 110:
- Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*
- a) *Making transport consideration an important part of early engagement with local communities;*

- b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) *understanding and addressing the potential impacts of development on transport networks;*
- d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage- for example in relation to the scaler, location or density of development that can be accommodated;*
- e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure- including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

2.8 Paragraph 112 states that the following should be taken into account when setting local parking standards:

- a) *the accessibility of the development;*
- b) *the type, mix and use of development;*
- c) *the availability of and opportunities for public transport;*
- d) *local car ownership levels; and*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

2.9 Paragraph 113 adds that:

Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

2.10 Paragraph 115 states:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- 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.*

2.11 Paragraph 116 states:

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.

2.12 Within that context, paragraph 117 states that applications for development should:

- a) *Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*

2.13 Paragraph 118 states:

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

Draft NPPF (December 2025)

- 2.14 The Draft NPPF introduces a new national Connectivity Tool, referenced within Chapter 15 (TR1), to support the assessment of how well locations are connected to essential services by sustainable transport modes.

National Connectivity Tool

- 2.15 The Connectivity Tool divides England and Wales into 10m x 10m land parcels and assigns each a connectivity score based on access to essential facilities within a 60-minute journey time by sustainable modes only. Facilities are weighted according to their importance (for example, hospitals are weighted more heavily than convenience retail), and the final score is a composite measure of sustainable accessibility.
- 2.16 The weighting applied within the tool is as follows:
- 52% Public transport
 - 40% Walking
 - 8% Cycling
- 2.17 The highest possible score nationally is 100, with all other locations scored relative to this benchmark.

South Tyneside – Local Transport Policy Context

- 2.18 The South Tyneside Local Plan 2023–2040 and the wider Tyne and Wear Local Transport Plan highlight a range of policies in relation to travel planning and the promotion of sustainable transport. These include joint-working arrangements between the Council, Transport North East and local employers to develop initiatives that encourage the use of sustainable modes of travel and reduce reliance on single-occupancy car use.
- 2.19 The local transport policy framework identifies a number of measures that can be used to support a shift towards more sustainable modes of travel, including:
- *Car sharing and lift-sharing initiatives.*
 - *Provision of infrastructure that enables sustainable modes of travel, such as high-quality walking and cycling routes.*
 - *Cycle training and travel awareness initiatives.*
 - *Provision of personalised or area-wide travel information packs.*
 - *Free or discounted public transport tickets or taster tickets.*
 - *Support for access to cycles, including loan, hire or discounted purchase schemes.*
 - *Cycling and walking buddy schemes to support less confident users.*
 - *Pool bikes and other shared mobility offers.*

- *Preparation and implementation of Travel Plans for new development.*
- *Dedicated car sharing schemes and priority parking for car sharers.*

2.20 New development in South Tyneside is expected to:

- Prioritise sustainable modes of travel – Development should reduce reliance on private car use and prioritise walking, cycling and public transport as the default modes for everyday journeys.*
- Be located in accessible and well-related locations – Growth should be directed to sites that are well related to existing settlements and transport corridors, where journeys are shorter and sustainable travel choices are realistic.*
- Support a public transport-led approach – Development should be planned around high-quality, frequent and reliable public transport services, with direct and convenient access for all users.*
- Provide high-quality walking and cycling infrastructure – Proposals must deliver safe, direct and attractive pedestrian and cycle routes that connect to existing networks and key destinations such as town centres, schools, employment areas and transport interchanges.*
- Enable demand management and reduced car dependency – Layouts should support parking restraint, modal filters and street designs that discourage unnecessary car trips and rat-running.*
- Promote mixed-use, compact development – The co-location of homes, jobs, services and facilities is encouraged in order to maximise internalised trips and reduce the need to travel longer distances.*
- Deliver inclusive and integrated transport solutions – Transport provision should cater for all users, including those without access to a private car, and integrate fixed-route public transport with shared and demand-responsive transport where appropriate.*
- Avoid reliance on uncommitted or uncertain infrastructure – Development should be capable of being delivered using existing or clearly programmed transport infrastructure, and should not depend on major schemes with uncertain funding or delivery timescales.*
- Support climate change and public health objectives – Transport strategies for new development should contribute to reduced carbon emissions, improved air quality and healthier, more active travel choices.*

2.21 These principles form the basis against which the transport performance, deliverability and overall sustainability of new development proposals are assessed within the South Tyneside policy framework.

South Tyneside – Strategic Transport and Growth

2.22 The strategic transport framework for South Tyneside, as set out through the Tyne and Wear-wide transport strategy and supporting documents prepared by Transport North East, underpins the growth strategy for the borough. It identifies the key strategic transport improvements and

services required to support planned housing and employment growth, and explains how the transport network will be enhanced to:

- *Support sustainable growth across South Tyneside and the wider Tyne and Wear area over the Local Plan period.*
- *Reflect longer-term aspirations for low-carbon, inclusive and sustainable transport.*
- *Align transport investment with wider economic growth objectives for the North East.*

Emerging South Tyneside Local Plan

- 2.23 South Tyneside Council is progressing a new Local Plan that will provide an up-to-date, borough-wide planning framework, bringing together land-use and transport planning to support sustainable growth.
- 2.24 The draft Local Plan and supporting evidence base are undergoing consultation and examination, with policies on transport and accessibility refined to reflect national policy, regional transport strategies and local priorities for sustainable travel.
- 2.25 Through this emerging Local Plan, the Council will ensure a consistent and plan-led approach to managing development across the borough, including clear expectations for how new development should be connected by sustainable transport.
- 2.26 The Local Plan will set out future land-use and planning policies for South Tyneside, including the scale and distribution of new homes and employment land, the supporting services and infrastructure required, and the locations where new development will be focused.
- 2.27 The emerging Plan seeks to deliver sustainable and inclusive communities by ensuring that new development is planned and designed around effective and sufficient sustainable transport options for all users. Major schemes are expected to be supported by proportionate Transport Assessments and Travel Plans, which demonstrate how transport impacts will be managed and mitigated.
- 2.28 The emerging Plan also promotes the use of cleaner and more sustainable modes of travel, including the provision of secure and convenient cycle parking at homes, workplaces and transport hubs, together with the roll-out of electric vehicle charging infrastructure to support the transition away from conventional combustion-engine vehicles.

3 Existing Site Assessment

Existing Site Context

- 3.1 The site being considered is located on Boldon Business Park, Boldon (NE35 9LZ) in the western part of Boldon (Boldon Colliery neighbourhood), to the south-east of Newcastle-upon-Tyne.
- 3.2 The development site is a commercial unit (Unit 1), located on a Boldon Business Park. The business park is located to the north-east of A19/A184 interchange. The site was used most recently as a parcel distribution/warehousing site.
- 3.3 The business park forms a commercial cluster bound to the west by A19, south by A184, east by B1298 Abingdon Way, and to the north by A19 and Abingdon Way leading to Boldon Interchange. The entire area has two all-mode access points, Witney Way at the south and Brooklands Way to the north. There is also a footway connecting the business park to the Abingdon Way at the level of the Boldon Leisure Park access roundabout.
- 3.4 Witney Way connects to Abingdon Way via a signalised junction, while Brooklands Way forms a four-arm roundabout with Abingdon Way and Henley Way.
- 3.5 As the Business Park provides excellent access to A19, it is home to a number of businesses. The commercial uses in the park include offices, a hotel, warehousing/distribution units and other mixed-use commercial units.
- 3.6 The application site is limited to Unit 1 of the park. This unit is one of the largest on the park and is located just south of Brooklands Way/Abingdon Way junction. Unit 1 provides approximately 4,800sqm of floorspace, which includes approximately 575sqm of auxiliary office/social area and 4,225sqm of warehousing space. The unit also provides approximately 3,300 sqm of hard-standing forecourt, which incorporates 23 car parking spaces, a lorry parking area and open air loading/storage area. The unit is bound by the Brooklands Way to the north, Abingdon Way to the east, Bufford Way to the west and the pedestrian footway connecting to Abingdon Way to the south.
- 3.7 From a wider perspective, the Boldon Business Park is neighboured by Boldon Leisure Park and Didcot Industrial Park to the east, West Boldon National Grid sub-station to the south and a residential neighbourhood to the north-east. Didcot Industrial Park includes more commercial properties, while Boldon Leisure Park provides a variety of uses, including a cinema, a number of pubs and restaurants and ASDA Supermarket.
- 3.8 A location plan is contained, and existing site plans are included in **Appendix A**.

Local Road Network

- 3.9 The site has direct access off Bufford Way, which is a Business Park internal road. The road is approximately 7.3m wide with 1.8m wide footways on both sides and no dedicated lighting. The road is designed to accommodate Heavy Goods Vehicles and provides access to Unit 1 and numerous other units, ultimately connecting to other internal roads and forming the park's internal network. This road connects at the north end to Brooklands Way by means of a priority

“T” junction. This road has parking restrictions along its entire length in the form of double red lines.

- 3.10 Brooklands Way is one of the two Business Park access routes. It provides approximately 7.3m wide carriageway with 2m footways on both sides. The road is well lit with street lighting and provides a Zebra-controlled crossing with Bellicia Beacons near the junction with Abingdon Way. The road has parking restrictions in the form of double yellow lines along the majority of its length; it provides some on-street parking opportunities approximately 60m south of the Bufford Way junction.
- 3.11 Abingdon Way (B1298) is approximately 9.4m wide carriageway with 2m footways provided on both sides. The road is well-lit and provided with parking restrictions limited to junction protection. The road also provides a number of bus stops and a separate two-way cycleway located along its western side.
- 3.12 Abingdon Way in the site vicinity connects A184 at the south to Boldon Interchange with A19 to the north. It forms a spine road connecting A19 to Boldon and local land uses, including Boldon Business Park and Boldon Leisure Park. The road has also provided controlled crossing facilities at all junctions. Abingdon Way carries over 12,000 vehicle movements per day.

Traffic Collisions

- 3.13 A review of the personal-injury traffic collisions that have occurred in the vicinity of the site during the past five years has been undertaken using the CrashMap website for the most recent five-year period, 2020-2024 inclusive.

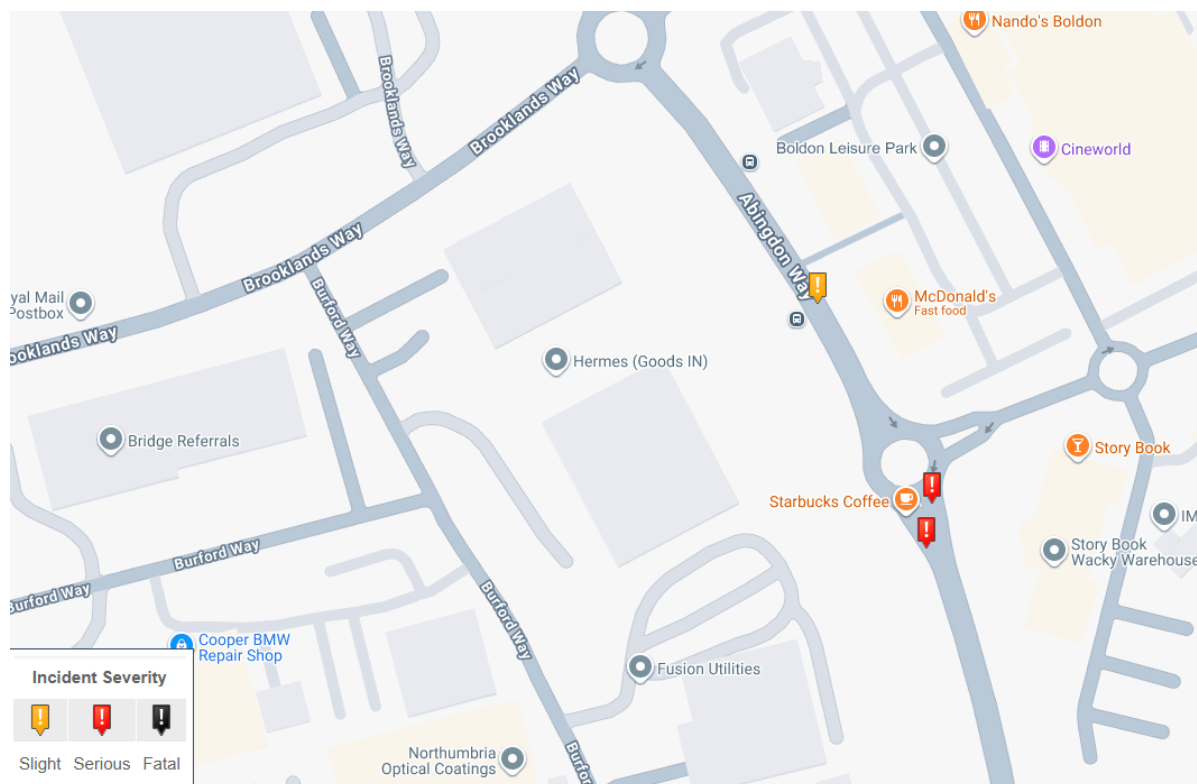


Figure 1 – CrashMap Output

- 3.14 As can be seen from Figure 1 above two serious incidents and one slight took place within the vicinity of the site in the latest five-year period. All the recorded incidents took place on Abingdon Way. The slight incident was related to a rear shunt between two cars. The first serious accident involved a rider coming off his motorbike and being injured. The incident took place in dark and wet weather.
- 3.15 The last serious injury was recorded to a cyclist being struck by a vehicle turning left on the roundabout. The first point of impact for both the car and the pedal cycle was the front, which would suggest that the vehicle struck a cyclist who was aiming to cross the road.
- 3.16 The full CrashMap report is contained at **Appendix B**.
- 3.17 After assessing the recent traffic incident data, it can be concluded that there does not appear to be any patterns or hotspots, and as such, highway safety is not considered a notable concern at the site.

Local Amenities

- 3.18 While the proposed site use will be of a leisure type, there is an expected level of employees being on-site. These include the park attendants, as well as back-office support staff. The visitors also cannot be forgotten, as the site location adjacent to a busy leisure area can benefit the site in the form of shared or linked trips.
- 3.19 While Boldon Business Park itself has very limited amenities, the surrounding area offers a wide variety of amenities, including restaurants/pubs, a cinema and a large supermarket, including a pharmacy, all within a 6-minute walk from the site. Such a variety of local amenities will allow staff to complete some usual daily errands before or after work or even during lunch break without using a vehicle.
- 3.20 There is also a local “High Street” reachable within a 10-minute walking distance. Local centre focused along North Road offers Hair Salons, Chemist, dental practice and many more.

Walking and Cycling

- 3.21 The local road network is well developed and offers footways and crossing facilities in virtually all directions. The footway network is well-maintained and provides good-quality access to all local amenities.
- 3.22 The site is very well located in terms of access to the local cycle network. Abingdon Way offers a segregated cycle lane, which forms a part of the local cycle network route connecting National Cycle Route No. 7 at the southern end to National Cycle Route no. 14 at the northern end. The majority of the local on-street cycle routes are located on quieter residential roads.
- 3.23 The local cycle network also offers access to the nearest Tyne and Wear Metro station (Brockley Whins) within a 27-minute walk or a 7-minute cycle.
- 3.24 **Appendix C** shows a set of walking and cycling isochrones from the site. When reviewing the drawings, it can be seen that the site can be easily accessed from multiple locations on foot and by cycle.

3.25 **Appendix D** shows a map with local footpaths, cycle lanes and bus stop locations in the area's vicinity.

Rail/Metro

3.26 Brockley Whins is the nearest station to the site. It is operated by Tyne and Wear Metro and is on a Green Line and connects to South Hylton at the southern end and Newcastle International Airport at the northern end.

3.27 Along the route, the Green Line connects to Newcastle Central Station, Heworth and Sunderland, which offer transfer onto National Rail services. The Green Line also shares multiple stops with the Yellow Line, which in turn provides excellent access to north-east Newcastle and multiple bus interchanges. The station is located in Zone B and offers cycle parking.

3.28 The service operates between 4 and 5 services per hour throughout the day, with first connections being at 5:34am for southbound and 6:02am for northbound during weekdays, with later start times during the weekends. Last full service leaving the station is 11:20pm for southbound and 11:14pm for northbound on every day of the week.

3.29 The metro trains operating on the line are capable of accommodating up to 600 passengers per train. Tyne and Wear Metro offers ad-hoc and period tickets, as well as a range of passes. The service also has live train tracking and running information available on the website and app.

3.30 The station is located approximately a 27-minute walk or a 7-minute cycle (1.9km) to the north of the site. The route to the station for pedestrians is a mix of footways and paths, while the cycle route is a mix of on and off-street paths and lanes.

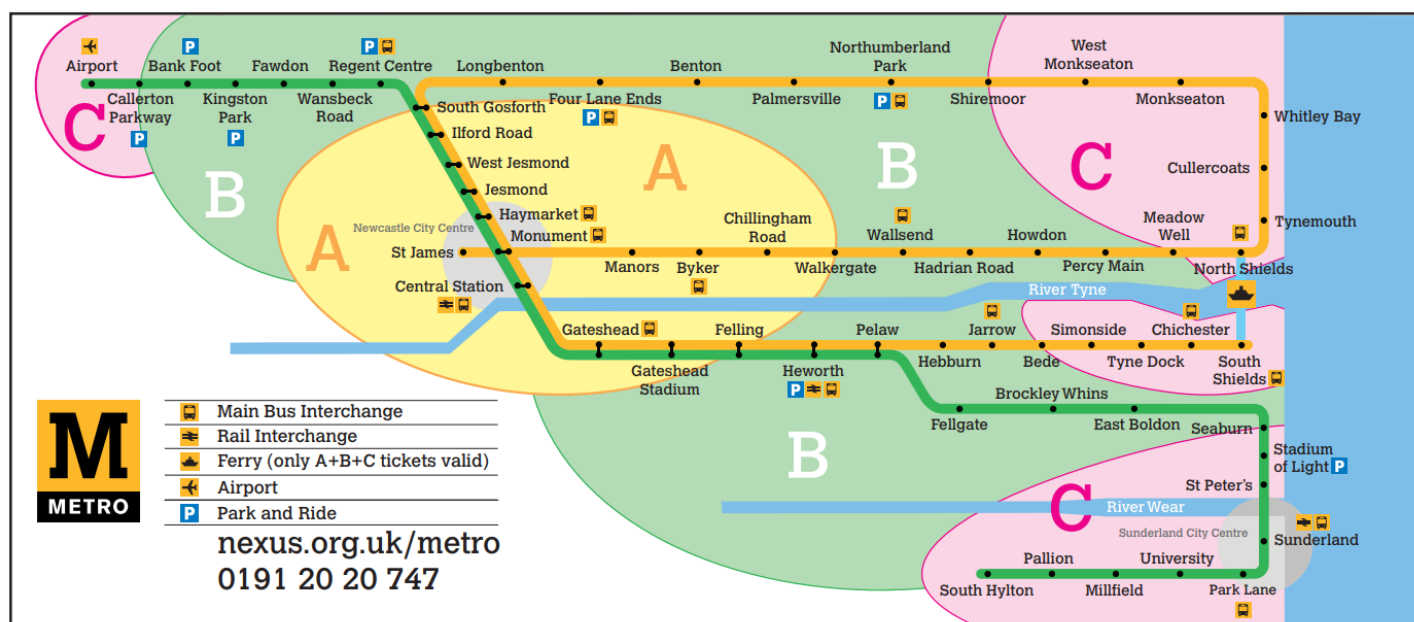


Figure 2 – Tyne and Wear Metro Map (source: nexus.org.uk)

3.31 The metro station can also be accessed by local bus services, numbers 35 and 18.

Buses

- 3.32 The nearest bus stop is available on Abingdon Way, via a circa 300m/4-minute walk east of the site (via a pedestrian footway). Bus routes 30,35 and X34 serve both stops, with the northbound stop also served by the 558, a taxi service which is available upon request.
- 3.33 Alternative bus stops are also available, with the nearest being adjacent to ASDA on Henley Way, which can be accessed via a circa 800m/11-minute walk east of the site.
- 3.34 Bus routes 30,35 and X34 run reasonably frequent daytime service with no. 35 connecting between Lukes Lane Estate and Sunderland; service 30 connecting between South Shields and Boldon ASDA, and service connecting between Harton Nook and Newcastle, Pilgrim Street.

DfT Connectivity Tool

- 3.35 As per Chapter 15 TR1 of the draft NPPF Dec 2025, the Connectivity Tool (Connectivity Tool - GOV.UK) should be used to inform the assessment and selection of sites for development alongside other relevant evidence.
- 3.36 This tool splits England and Wales into individual 100sqm parcels of land, and provides them with connectivity scores regarding access to essential facilities via sustainable transport, the process is described below:
- The score for each destination is calculated based on the importance of facilities in a 60min journey radius, and the travel time to said destinations. Facilities have different weights which contribute to the final score, e.g., hospitals carry more weight than a convenience store.
 - The final score is a culmination of sustainable transport modes **ONLY**.
 - The most connected place in the UK will have a score of 100 (this is output area E00183838 – Spitalfields, within the London Borough of Tower Hamlets, England), and every other score will be in relation to this. For example, if an OA had a score of 50, it would be half as connected via sustainable transport methods than Spitalfields.
 - The scores are weighted by the following: 52% Public transport, 40% Walking, 8% Cycling
- 3.37 The proposed site produces a National Score of 71. This would be considered high, and it would be argued to form quite a good score for a site located in the suburbs of a large city. It is noted that the site boasts an above-average National Score for all metrics, including public transport, walking and cycling.
- 3.38 The site achieves a National Score for public transport and cycling of 73, which is considered high. As such, it is concluded that the site provides a good level of accessibility to sustainable transport links.
- 3.39 The site achieves a National Score for walking of 66, which is considered above average. As noted above, there are a number of local amenities accessible within a walkable distance, providing access to a wide number of typical daily amenities without reliance on private transport modes. As such, it is concluded that the site provides a reasonable level of accessibility to sustainable transport links.

3.40 It is therefore concluded that the site would present an excellent opportunity to promote sustainable travel, especially for staff members.

4 Site Proposals

The Proposals

- 4.1 The proposals comprise the conversion of the existing Unit 1 into a trampoline adventure park for all ages. The park will be operated by AirHop, which operates at least 30 other locations across the UK.
- 4.2 The proposed change of use will incorporate internal changes to install the adventure park features within the building. The external changes will include building branding and changes to the front-loading area, which will be converted to customer parking. The staff parking will remain unchanged, while the lorry parking area will be converted into a delivery and refuse storage area.
- 4.3 The existing auxiliary office/social space will be maintained and used as administrative offices for the location, welfare/back of house and storage space for staff use and supply storage.
- 4.4 The proposed adventure park will include new customer toilets, party areas, food preparation area, customer reception/changing and induction area, as well as numerous AirHop adventure park elements, including trampolines and other indoor adventure/play elements.
- 4.5 The proposal will maintain 20 existing staff parking spaces and will convert the remaining 3 into two disabled parking spaces for staff (providing a total of 22 spaces).
- 4.6 The external loading/open-air storage area will be converted into customer parking, providing 91 standard car parking spaces and 3 disabled parking spaces (total of 94 spaces).
- 4.7 Proposed site plans are included in **Appendix E**.

The Proposed Access

- 4.8 Vehicular access is proposed to maintain the existing arrangements. The staff car park and delivery accesses will remain unchanged from the existing, while the loading area will not be physically altered, but the proposed parking spaces will narrow the existing opening to approximately 18m. The existing gates and fencing will be removed as part of the proposal.
- 4.9 The existing access arrangements have been in operation since the park was developed and were designed to accommodate Heavy Goods Vehicles. There is also no record of accidents on Brooklands Way or Burford Way within the last 5 years, which leads to the conclusion that the existing junctions operate safely and will be able to accommodate the proposed development vehicle movements safely.
- 4.10 The pedestrian access will also remain as existing, which is a footway connecting the building frontage and Brooklands Way. Pedestrians can also access the site directly from the footway connecting Burford Way to Abingdon Way.
- 4.11 Emergency access to the building will also remain unaffected by the proposal. Fire Vehicles and ambulances will be able to access the building frontage from all 3 access points.

Car & Cycle Parking

- 4.12 Currently, there are no directly comparable car parking standards related to the proposed land use. The currently adopted standards that fall closest to the proposed land use can be considered “Sui Generis - Amusement arcades, fun fairs” in the adopted SPD 6 - Parking Standards document. If applied, this standard would require 1 car parking space per 3 staff plus 1 car space per 5 seats for visitors, while cycle parking would be required at a level of 1 cycle space per 10 staff.
- 4.13 Reviewing the standards further, the proposal can be classed under “D2 -Sports centres” parking category, which would require 1 space per 15sqm GFA plus 1 space per 3 staff for car parking and 2 cycle spaces per 100sqm GFA plus 1 space per 5 staff for bicycles.
- 4.14 One can also consider the standards for office-related parking, which would be 1 space per 30sqm GFA for cars and 2 cycle parking spaces per 50sqm of GFA.
- 4.15 When applying standards for the office and sports centre, the proposal could provide up to 38 office-related parking spaces and up to 281 sports centre related spaces, which makes it obvious that those standards would be considered an overprovision for the proposal.
- 4.16 Noting the sui-generis approach, the proposed parking spaces would allow the site to cater for 470 visitors/seats and 66 members of staff.
- 4.17 Considering all the adopted standards, the parking provision is being provided more on an operational basis. AirHop has confirmed that, based on their other sites, 94 parking spaces will be sufficient to maintain their site operational without any parking overspill on the local road network.
- 4.18 In addition, it has to be kept in mind that the Boldon Leisure Centre is located within a few minutes' walk of the site, and there is a high potential for trips being lined between the sites (e.g. families visiting the cinema and the adventure park or parents taking their children to the trampoline park while the second parent does the weekly shopping). Such linked trips would further reduce the parking on site.
- 4.19 Cycle parking will be provided on site. Visitor cycle parking spaces will be provided in the sheltered stand near the main entrance, while the staff cycle parking will be provided in a separate secured cycle store near the staff entrance, allowing staff members to store their bikes in secured environment. There will be 13 proposed visitor cycle spaces and up to 10 staff spaces.
- 4.20 Car park swept path analysis has been included in **Appendix F**.

Servicing

- 4.21 All servicing is proposed to take place from the designated delivery area. The proposal will be able to accommodate smaller delivery vehicles entering the area and turning within the site, and larger vehicles reversing to the delivery area, as per the existing arrangement for lorry storage.
- 4.22 Refuse collection will also be undertaken from the same area. **Appendix G** shows swept path analysis for delivery and service vehicles.

5 Development Impact

- 5.1 As the existing site is currently not fully operational, the TRICS database was used to estimate trip rates related to the existing land use and proposed development.
- 5.2 For the robustness of the assessment, it was decided to exclude the office section from the trip generation calculations. While AirHop is expected to use the office provision, it is likely to be to a lesser extent than the existing use; it would be reasonable to assume that future trips are not expected to be higher than the current trips related to existing office use.

Existing Land Use

- 5.3 The following selection has been undertaken:
- Selected Land Use (Parcel Distribution Centre/Warehousing);
 - Multi-modal survey;
 - 'Edge of Town' or 'Suburban' areas;
 - Sites in England and Wales outside of London
 - Sites between 1000 to 10000 sqm
 - Surveyed on a weekday; and
 - Survey undertaken from 01/01/2000 - present
- 5.4 The full TRICS datasheets are contained at **Appendix H**.

Table 5.1 – Estimated trip rates per 100sqm of parcel distribution centres

	08:00 – 09:00			17:00 – 18:00			Daily		
Parcel Distribution	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	0.389	0.594	0.983	0.512	0.615	1.127	5.486	5.284	10.770

- 5.5 Table 5.2 shows the predicted trip numbers when applying the trip rates to the 4,225 sqm of the existing floorspace.

Table 5.2 – Estimated trip number for existing 4,225sqm parcel distribution centre (allow for rounding errors)

	08:00 – 09:00			17:00 – 18:00			Daily		
Parcel Distribution	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	16	25	41	21	26	47	232	223	455

- 5.6 The existing site, if fully operational, would be expected to generate in the region of 41 two-way trips in the morning peak hour and 47 in the afternoon peak hour, with daily trips in the region of 455 movements.

Proposed Land Use

- 5.7 The following selection has been undertaken:

- Selected Land Use (leisure/u - play centre);
- Multi-modal survey;
- ‘Edge of Town’ or ‘Suburban’ areas;
- Sites in England and Wales
- Sites between 1,000 and 10,000 sqm
- Surveyed on a weekday; and
- Survey undertaken from 01/01/2000 - present

- 5.8 The full TRICS datasheets are contained at **Appendix H**, while Table 5.3 shows a summary.

Table 5.3 – Estimated trip rates per 100sqm of Play Centre

	08:00 – 09:00			17:00 – 18:00			Daily		
Play Centre	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	0.102	0.038	0.140	0.216	0.649	0.865	6.128	6.153	12.281

- 5.9 Table 5.4 shows the number of predicted trips related to the proposed adventure park.

Table 5.4 – Estimated trips for the proposed land use (allow for rounding errors)

	08:00 – 09:00			17:00 – 18:00			Daily		
Play Centre	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	4	2	6	9	27	36	259	260	519

- 5.10 The proposed change of use would be expected to generate circa 6 two-way movements in morning peak hour and 36 in afternoon peak hour, while the daily generation would be expected in the region of 519 movements.

Conclusion

- 5.11 While the overall daily trip generation would be expected to increase from 455 to 519, it needs to be remembered that due to the use change, the proposal will attract much different vehicle types than the existing land use. While the recent site use attracted articulated vehicles and delivery vans, the proposal is likely to attract mostly cars, with a very small portion of larger vehicles (related only to the delivery and servicing).
- 5.12 The proposal will also result in a significant reduction in traffic during morning peak times and a small reduction during afternoon peak times. This follows the expected daily trip profile for a trampoline adventure park, where the majority of morning trips would be related to staff and deliveries/servicing, while the peak period for such land use falls after school and over the weekends, outside of the usual network peaks.
- 5.13 A marginal increase in the number of vehicle-based trips in connection with a reduction in vehicle size would be expected to have a negligible impact on the local highway network. The site location is in an area of good accessibility and in a setting adjacent to other local focal points would also contribute to the overall reduction of those predicted trip numbers.
- 5.14 In addition, introduction of a Travel Plan is also expected to reduce the number of car-based trips to the site made by staff members and possibly visitors.
- 5.15 As the site is located in well-developed transport network with multiple pedestrian and cyclist connections, there is expected to be no problem with accommodating these non-motorised trips.

6 Summary

Summary

- 6.1 The site being considered is located on Boldon Business Park, Boldon (NE35 9LZ) in the western part of Boldon (Boldon Colliery neighbourhood), to the south-east of Newcastle-upon-Tyne. The development site is a commercial unit (Unit 1). The site was used most recently as a parcel distribution/warehousing site.
- 6.2 The business park forms a commercial cluster bound to the west by A19, south by A184, east by B1298 Abingdon Way, and to the north by A19 and Abingdon Way leading to Boldon Interchange.
- 6.3 The application site is limited to Unit 1 of the park. This unit is one of the largest on the park and is located just south of Brooklands Way/Abingdon Way junction. Unit 1 provides approximately 4,800sqm of floorspace, which includes approximately 575sqm of auxiliary office/social area and 4,225sqm of warehousing space. The unit also provides approximately 3,300sqm of hard-standing forecourt, which incorporates 23 car parking spaces, a lorry parking area and open air loading/storage area.
- 6.4 The Boldon Business Park is neighboured by Boldon Leisure Park and Didcot Industrial Park to the east, West Boldon National Grid sub-station to the south and a residential neighbourhood to the north-east.
- 6.5 The site lies within convenient walking and cycling distance of key local facilities, shops, leisure facilities and community services.
- 6.6 Existing bus services on Abingdon Way provide frequent connections to Boldon and the nearest Metro station, offering a realistic alternative to private car use.
- 6.7 Local walking and cycling infrastructure is very well developed and offers good permeability with strategic connections being quite linear.
- 6.8 Metro services are available at Brockley Whins station, where the Green Line connects to South Hylton and Newcastle.
- 6.9 Car and cycle parking will be provided in accordance with operational requirements and within the bounds of adopted South Tyneside Council standards.
- 6.10 The level of trip generation associated with the development is expected to be similar to the existing land use; however, the type of vehicles using the site is expected to change from goods vehicles to cars.
- 6.11 From a transport and accessibility perspective, there are no overriding constraints that would prevent the proposed use change.

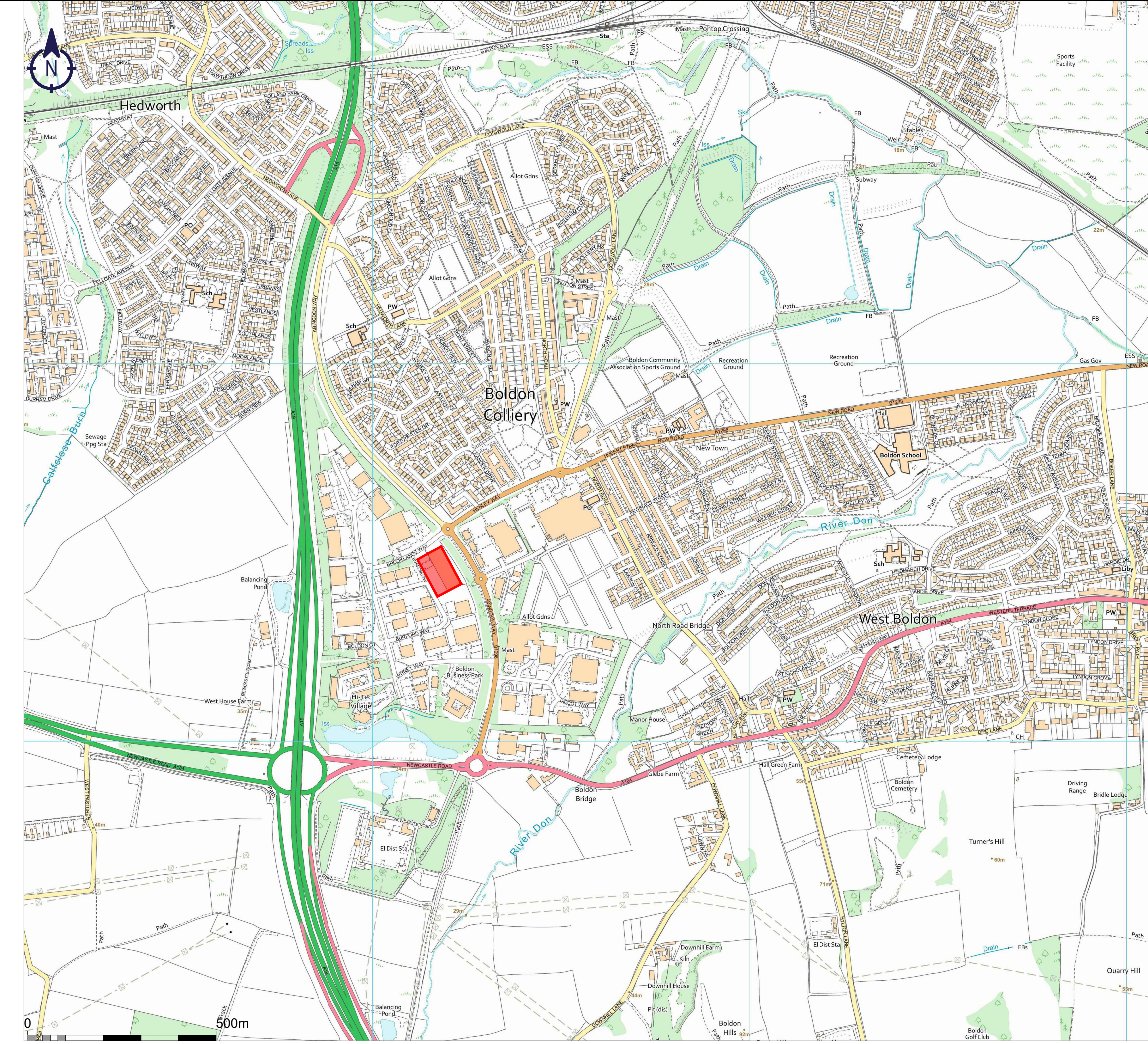
Conclusion

- 6.12 In transport terms, the proposed development site is expected to be deliverable in accordance with the relevant national and local policies and without a significant impact on the local transport network.

7 Appendices

Appendix: A - Location Plan and Existing Site Layout	25
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Appendix: A - Location Plan and Existing Site Layout



KEY

SITE BOUNDARY

-	-	-	-	-	-
REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS: PLANNING APPLICATION



1st Floor Millers House, Roydon Road,
Stanstead Abbots, Hertfordshire, SG12 8HN
Tel: 01920 871777
www.eastp.co.uk

CLIENT: AIRHOP

LEAD CONSULTANT:

PROJECT: UNIT 1 BORDON BUSINESS PARK
SOUTH TYNESIDE COUNCIL

TITLE: SITE LOCATION PLAN

SCALE @ A3: 1:10,000	DESIGN-DRAWN: JF	DATE: 05/02/2026
PROJECT No: 6549	DRAWING No: 6549-EAS-SK-H-100	REVISION: REV A

BROOKLANDS WAY

BURFORD WAY

Office

Meeting Room

Staff Room

Kitchen

Disabled WC

Men WC

Women WC

Shower

Existing Staff Parking

Existing Lorry Storage

Existing Storage Area

Existing Delivery Parking

Refuse & Recycling Storage

Notes:
These Drawings have been produced by JE Architecture
and are copyright of JE Architecture Ltd.

- Do not scale from this drawings
- All dimensions are in millimeters
- All dimensions to be checked on site

These Plans are for Planning Purposes Only

A	29.01.2026	Planning Application Amended
	26.01.2026	Planning Application Prepared
Rev	Date	Comments

JE ARCHITECTURE
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JE Architecture Ltd.

School Hill Cottage
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E: info@jearchitecture.co.uk
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Client:

AirHop

Project Address:

Unit 1
Brooklands Way
Boldon Business Park
Boldon
NE35 9LZ

Drawing Staus:

ISSUE

Drawn On:

Thursday, 29 January 2026

Drawn By:

Jack Eddy

Scale:

1:200@A1

Drawing Title:

Existing Layout Plan

Drawing Number:

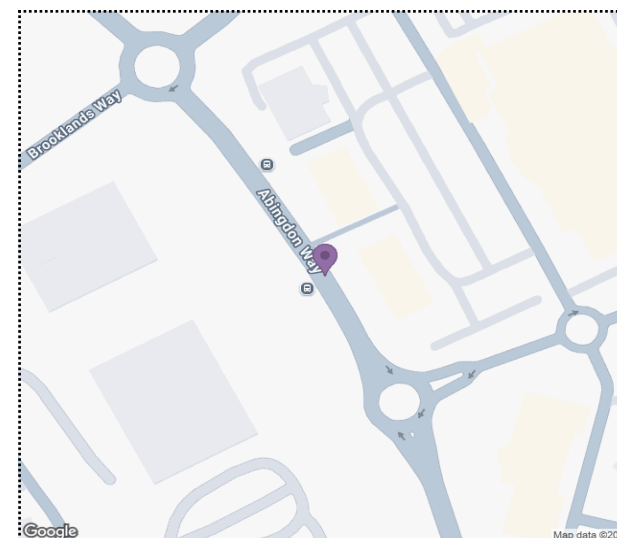
JEA-LAY-006a

Appendix: B – CrashMap Reports



Validated Data

Crash Date:	Wednesday, March 25, 2020	Time of Crash:	16:29:00	Crash Reference:	2020100942766
Highest Injury Severity:	Slight	Road Number:	B1298	Casualties:	1
Highway Authority:	South Tyneside	Vehicles:	2	OS Grid Reference:	434259 561480
Local Authority:	South Tyneside				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, March 25, 2020

Time of Crash: 16:29:00

Crash Reference: 2020100942766

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	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	Unknown	Back	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	13	Male	56 - 65	Unknown	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

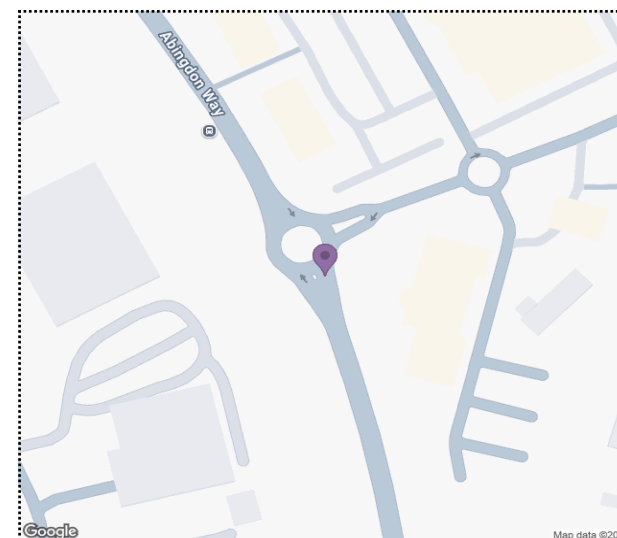
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Tuesday, July 26, 2022	Time of Crash:	17:10:00	Crash Reference:	2022101202932
Highest Injury Severity:	Serious	Road Number:	B1298	Casualties:	1
Highway Authority:	South Tyneside			Vehicles:	2
Local Authority:	South Tyneside			OS Grid Reference:	434294 561420
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Tuesday, July 26, 2022

Time of Crash: 17:10:00

Crash Reference: 2022101202932

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	46 - 55	Unknown	Front	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	8	Male	26 - 35	Vehicle is in the act of turning left	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

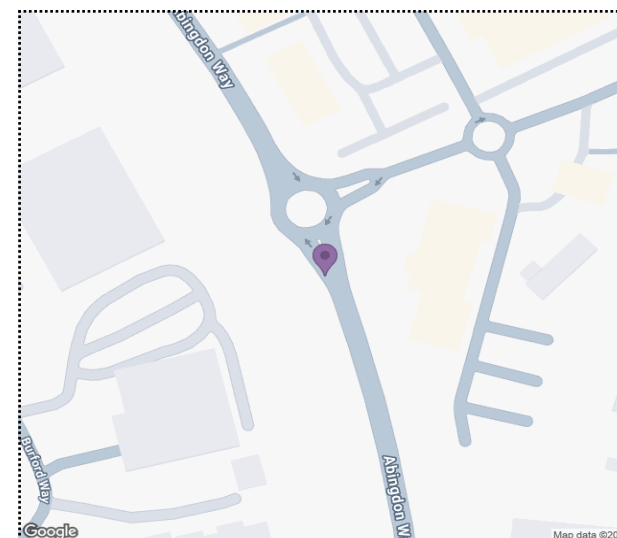
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Monday, June 17, 2024	Time of Crash:	23:55:00	Crash Reference:	2024101456932
Highest Injury Severity:	Serious	Road Number:	B1298	Casualties:	1
Highway Authority:	South Tyneside			Vehicles:	1
Local Authority:	South Tyneside			OS Grid Reference:	434292 561406
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Monday, June 17, 2024

Time of Crash:

23:55:00

Crash Reference: 2024101456932

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc (1999 onwards)	0	Male	26 - 35	Unknown	Offside	Commuting to/from work	None	None

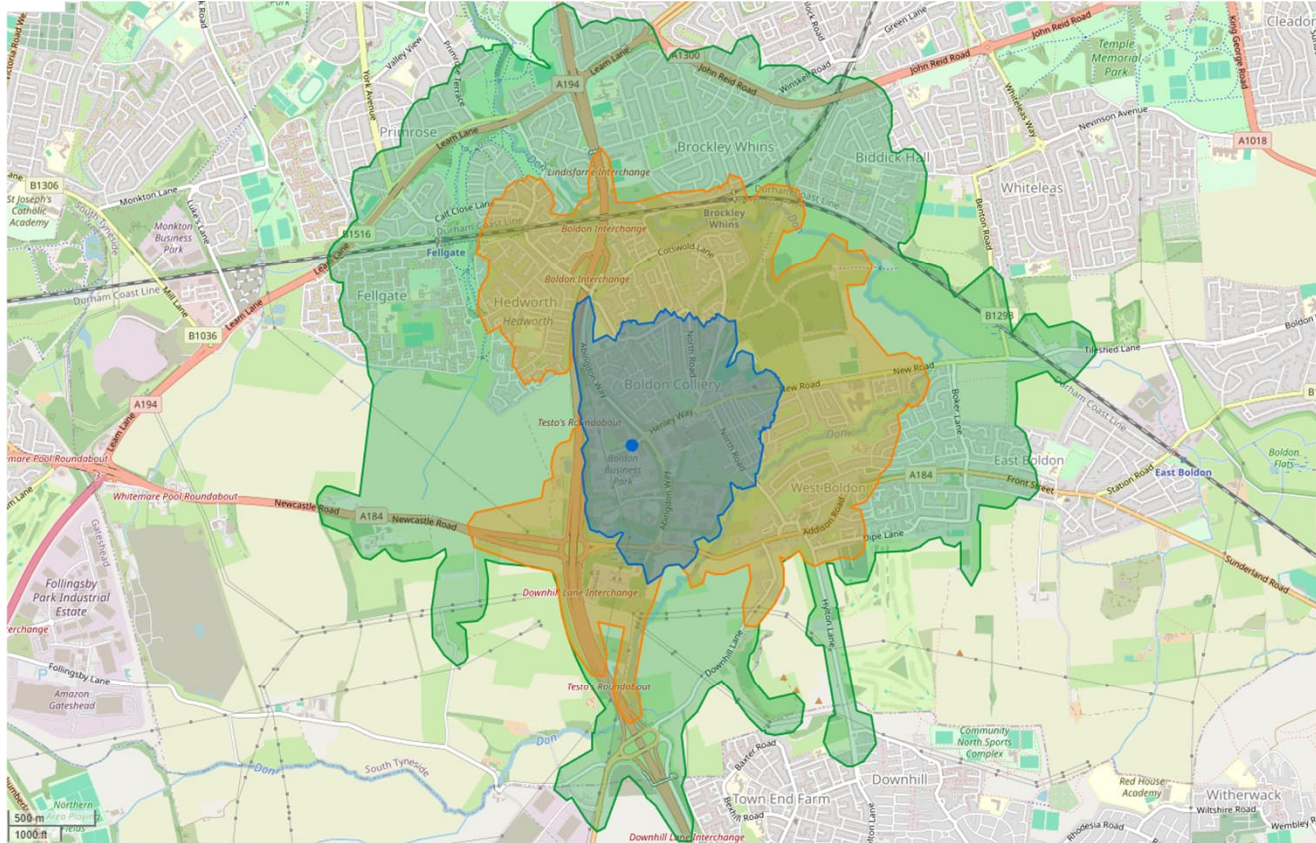
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	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: C – Walking and Cycling Isochrones



KEY:



= 10-MINUTE WALK



= 20-MINUTE WALK



= 30-MINUTE WALK

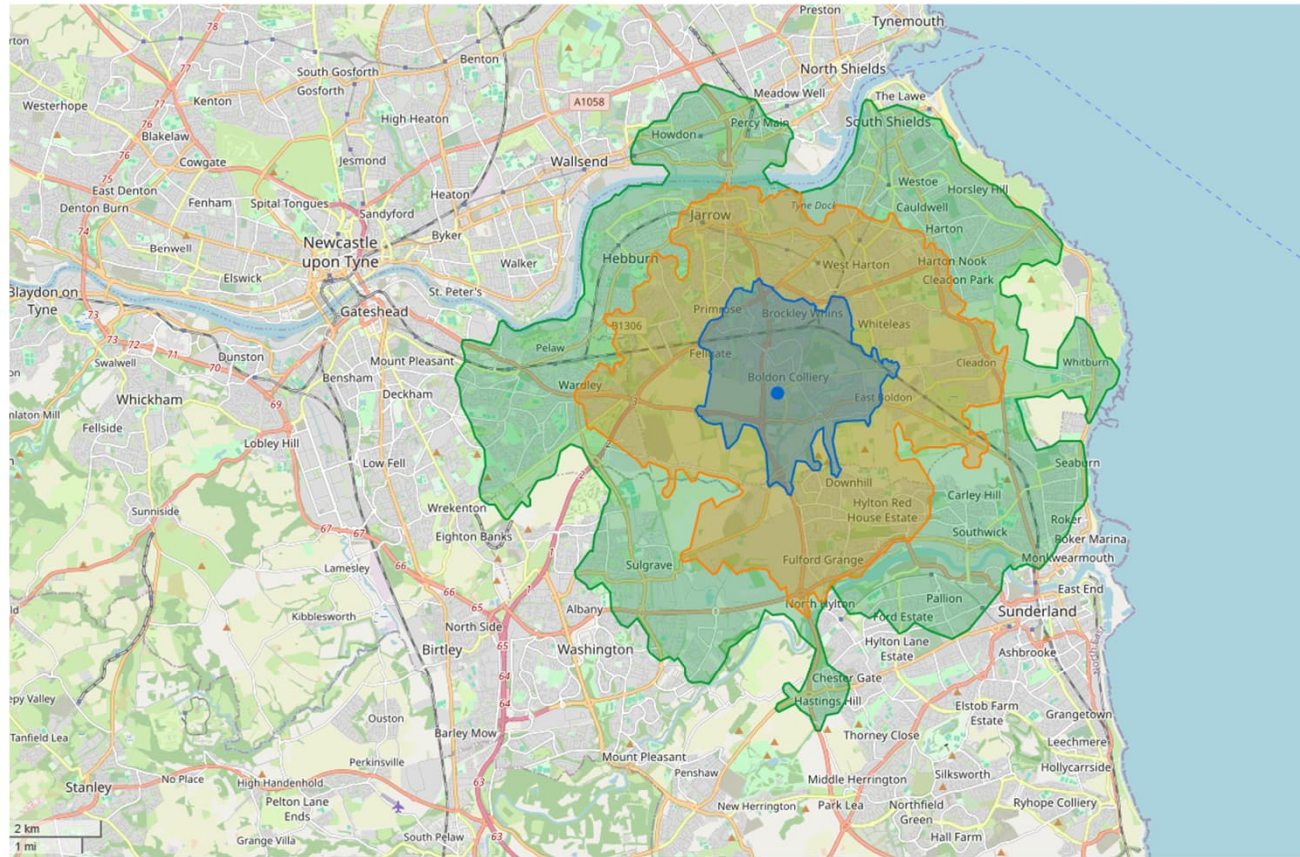


1st Floor Millers House, Raydon Road,
Stanley AB9 6LL, Hartlepool, SG12 9HN
Tel: 01820 871777
www.easpl.co.uk

CLIENT:	AIRHOP	
LEAD CONSULTANT:		
TITLE:	WALKING ISOCHRONE MAP	

PROJECT:	UNIT 1 BOLDON BUSINESS PARK SOUTH TYNESIDE COUNCIL		
SCALE: AS	DESIGN-DRAWN:	DATE:	
1:10,000	JF	05/02/2026	
PROJECT No:	DRAWING No:	REVISION:	
6549	6549-EAS-SK-H-102	REV A	

A	05/02/2026	JF	-	W	W
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS:			PLANNING APPLICATION		



KEY:



= 10-MINUTE CYCLE



= 20-MINUTE CYCLE



= 30-MINUTE CYCLE



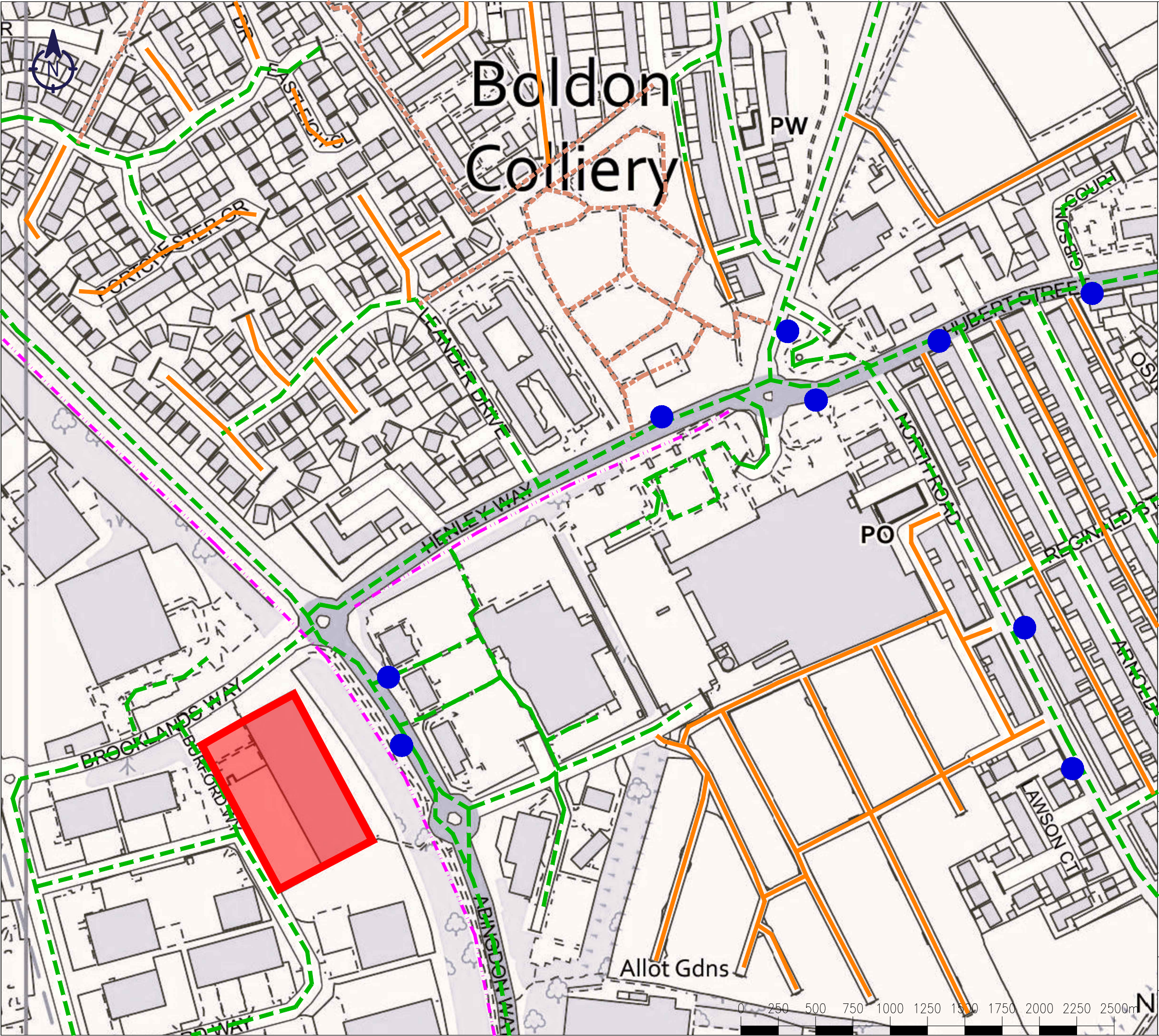
1st Floor Millers House, Raydon Road,
Stansted Abbots, Hertfordshire, SG12 8BN
Tel: 01820 871777
www.easip.co.uk

CLIENT:	AIRHOP	
LEAD CONSULTANT		
TITLE:	CYCLING ISOCHRONE MAP	

PROJECT:	UNIT 1 BOLDON BUSINESS PARK SOUTH TYNESIDE COUNCIL	
SCALE: AS	DESIGN-DRAWN: JF	DATE: 05/02/2026
N.T.S		
PROJECT No:	DRAWING No:	REVISION:
6549	6549-EAS-SK-H-103	REV A

A	05/02/2026	JF	--	NU	NU
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS:			PLANNING APPLICATION		

Appendix: D – Local Connections Map



KEY

SITE BOUNDARY

BUS STOP

FOOTWAYS

FOOTPATHS

INDEPENDENT CYCLEWAYS

SHARED VEHICLE AND PEDESTRIAN SPACE

A	05/02/2026	JF	—	MJ	MJ
REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
PLANNING APPLICATION					
EAS 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
AIRHOP					
LEAD CONSULTANT:					
PROJECT:					
UNIT 1 BOLDON BUSINESS PARK SOUTH TYNESIDE COUNCIL					
TITLE:					
LOCAL CONTEXT PLAN					
SCALE @ A3: 1:2500		DESIGN—DRAWN: JF		DATE: 05/05/2026	
PROJECT No: 6549		DRAWING No: 6549—EAS—SK—H—101			REVISION: REV A

Explore the score

Square ID	434250_561450
Local authorities	South Tyneside North East
Latitude	54.946536
Longitude	-1.466835



Overall

Type	National score	National distribution
Overall (except driving)	71	High (70-80%)
Public transport	73	High (70-80%)
Walking	66	Above average (60-70%)
Cycling	73	High (70-80%)
Driving	89	Very high (80-90%)

Education

Type	National score	National distribution
Overall (except driving)	60	Above average (60-70%)
Public transport	71	High (70-80%)
Walking	51	Slightly above average (50-60%)
Cycling	71	High (70-80%)

Type	National score	National distribution
Driving	80	Very high (80-90%)

Leisure

Type	National score	National distribution
Overall (except driving)	67	Above average (60-70%)
Public transport	72	High (70-80%)
Walking	59	Slightly above average (50-60%)
Cycling	72	High (70-80%)
Driving	88	Very high (80-90%)

Health

Type	National score	National distribution
Overall (except driving)	68	Above average (60-70%)
Public transport	72	High (70-80%)
Walking	61	Above average (60-70%)
Cycling	75	High (70-80%)
Driving	88	Very high (80-90%)

Shopping

Type	National score	National distribution
Overall (except driving)	84	Very high (80-90%)
Public transport	82	Very high (80-90%)
Walking	85	Very high (80-90%)
Cycling	84	Very high (80-90%)

Type	National score	National distribution
Driving	93	Highest (90-100%)

Residential

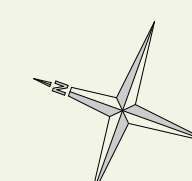
Type	National score	National distribution
Overall (except driving)	72	High (70-80%)
Public transport	71	High (70-80%)
Walking	71	High (70-80%)
Cycling	79	High (70-80%)
Driving	91	Highest (90-100%)

Workplaces

Type	National score	National distribution
Overall (except driving)	62	Above average (60-70%)
Public transport	67	Above average (60-70%)
Walking	46	Slightly below average (40-50%)
Cycling	66	Above average (60-70%)
Driving	82	Very high (80-90%)

Appendix: E – Proposed Plans

BROOKLANDS WAY



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- Do not scale from this drawings
- All dimensions are in millimeters
- All dimensions to be checked on site

These Plans are for Planning Purposes Only

B	05.02.2026	Cycle Storage Added
A	29.01.2026	Planning Application Amended
	26.01.2026	Planning Application Prepared
Rev	Date	Comments



Client:
AirHop

Project Address:
Unit 1
Brooklands Way
Boldon Business Park
Boldon
NE35 9LZ

Drawing Staus:
ISSUE

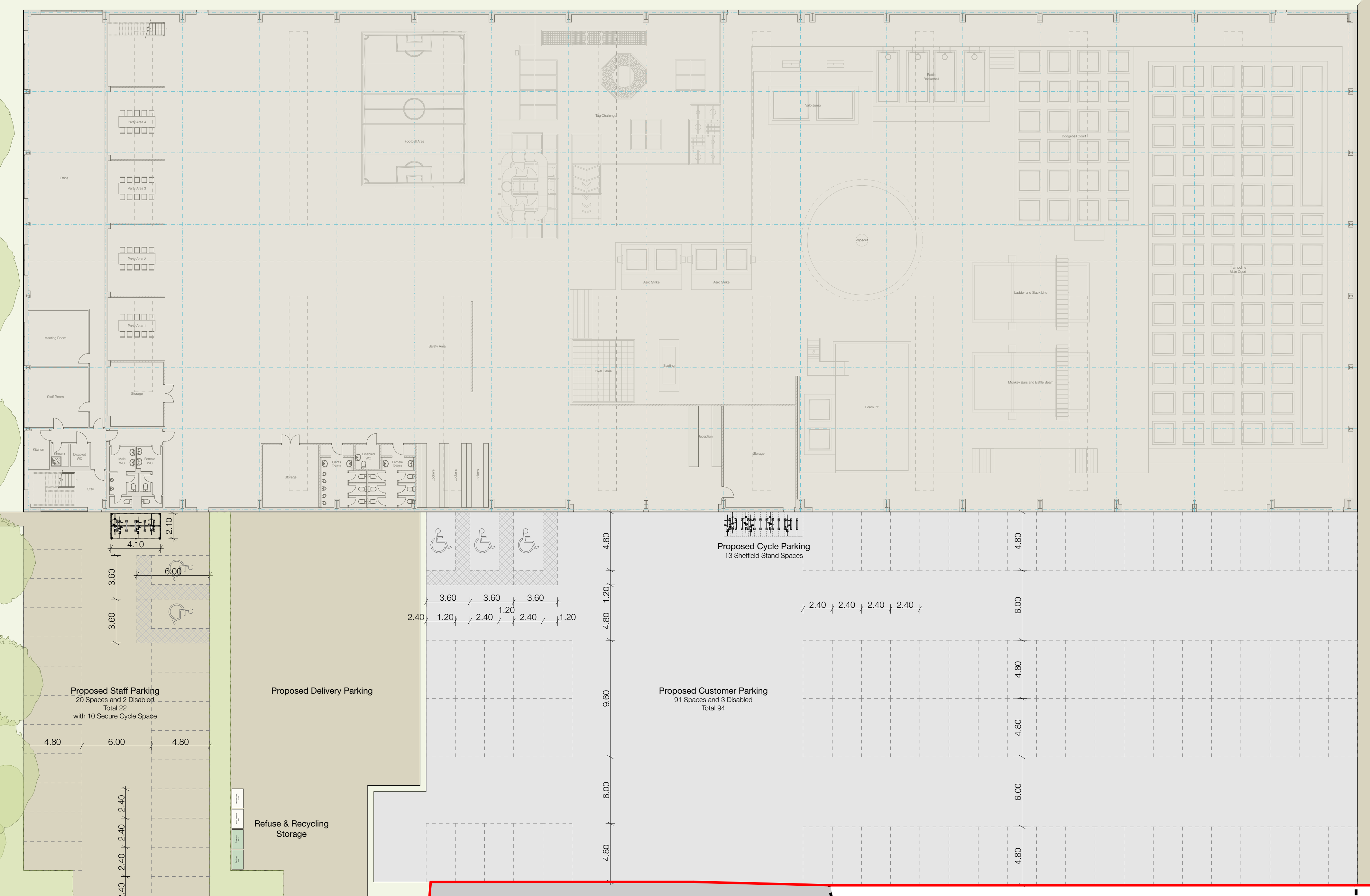
Drawn On:
Thursday, 5 February 2026

Drawn By:
Jack Eddy

Scale:
1:200@A1

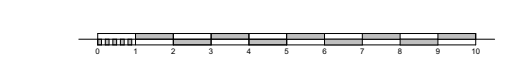
Drawing Title:
Proposed Layout Plan

JEA-LAY-005b

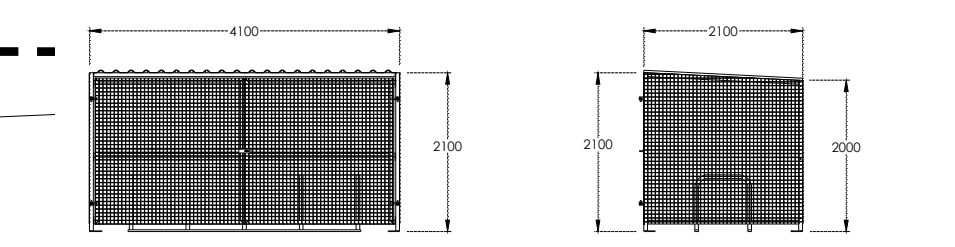
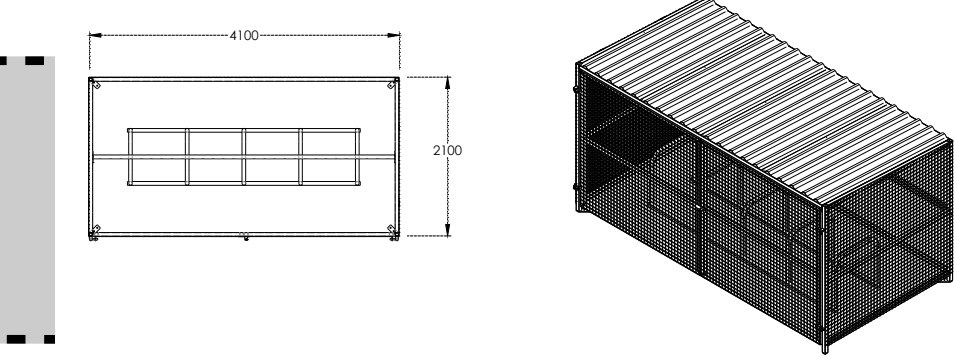
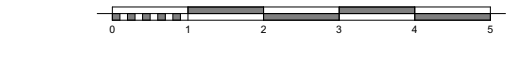


BURFORD WAY

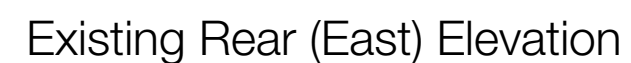
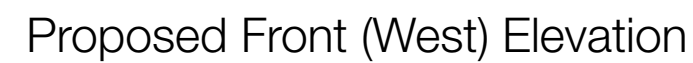
Proposed Site Layout@1:200



Proposed Cycle Storage@1:100



These Plans are for Planning Purposes Only



AirHop

Unit 1

Drawing Staus:

Figure 2

Thursday, 29 Jun 2016 12:00 PM

Jack Eddy

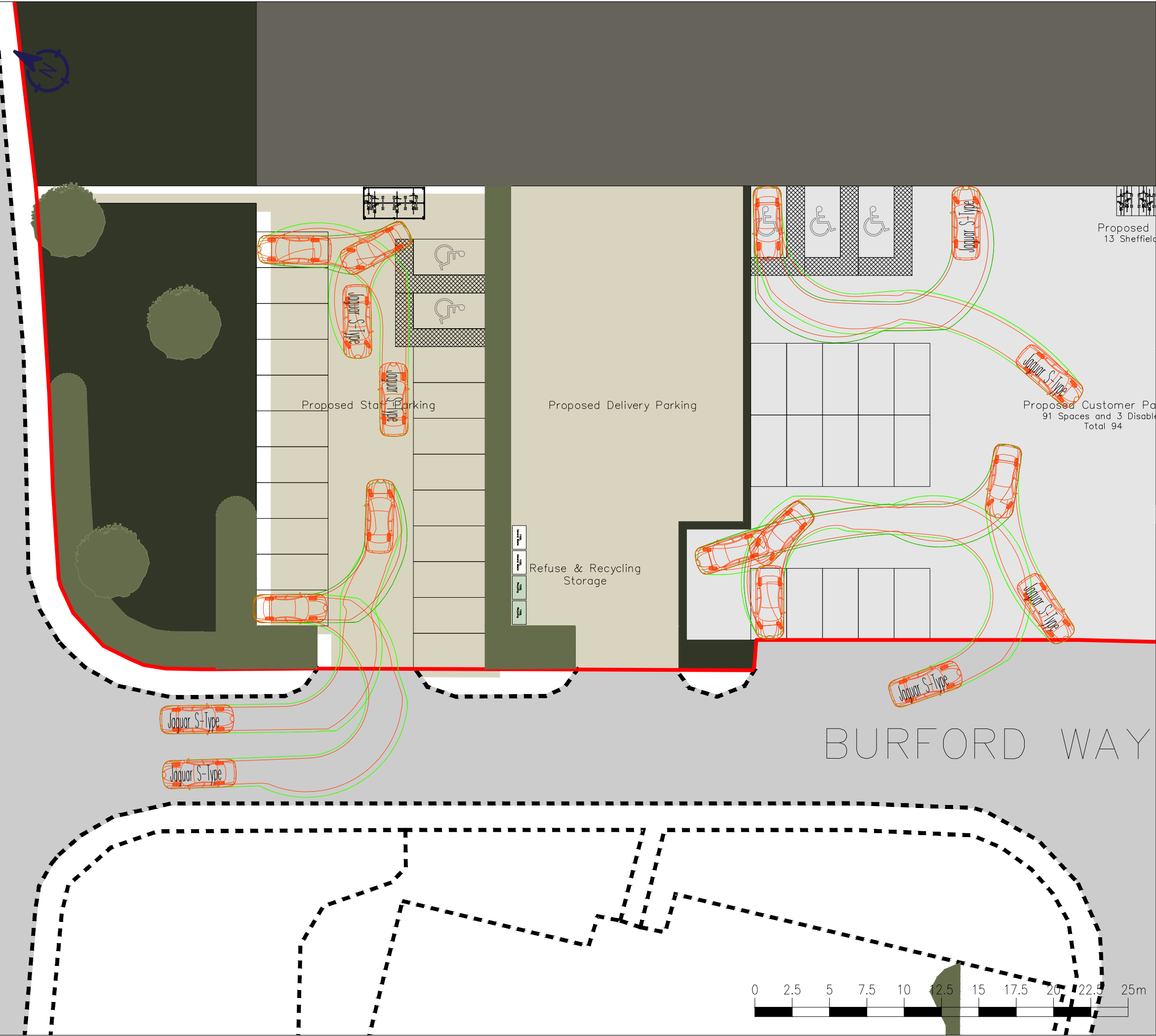
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Proposed Floor Plans and Elevations

IEA PRO 003a

IEA-PRO-003a

Appendix: F – Car Park Swept Path Analysis



KEY

SITE BOUNDARY

EXISTING CARRIAGEWAY EXTENTS

BODY OUTLINE FORWARD

BODY OUTLINE REVERSE

CHASSIS OUTLINE FORWARD

CHASSIS OUTLINE REVERSE

4.939

0.937

2.909

Jaguar S-Type

Overall Length4.939m

Overall Width1.878m

Overall Body Height1.474m

Min Body Ground Clearance0.259m

Max Track Width1.544m

Lock to lock time4.00s

Kerb to Kerb Turning Radius6.000m

A	05/02/2026	JF	-	MJ	MJ
REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS: PLANNING APPLICATION

EAS

1st Floor Millers House, Roydon Road,
Stanstead Abbots, Hertfordshire, SG12 8HN
Tel: 01920 871777
www.eastp.co.uk

CLIENT: AIRHOP

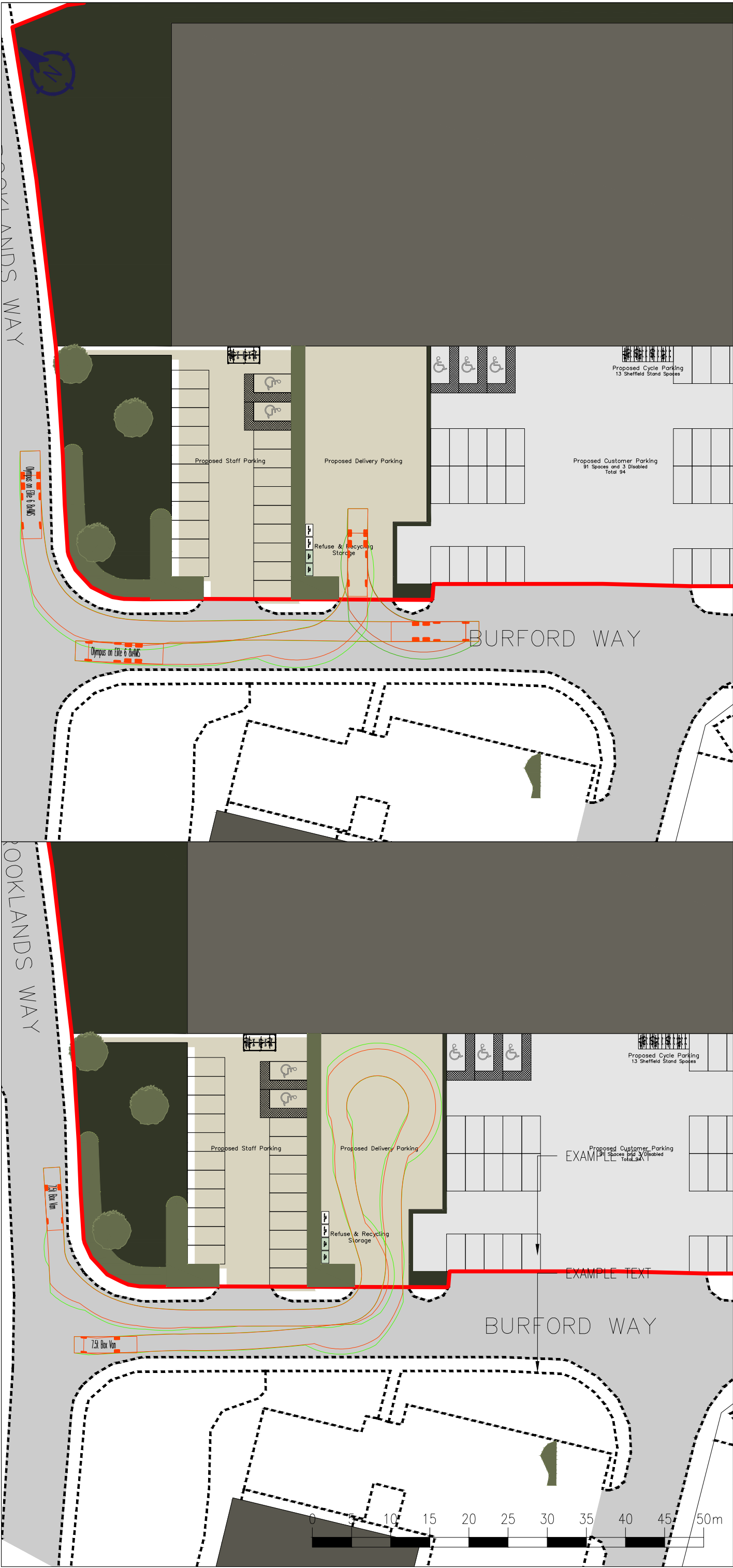
LEAD CONSULTANT:

PROJECT: UNIT 1 BOLDON BUSINESS PARK
SOUTH TYNESIDE COUNCIL

TITLE: STAFF & VISITOR
CAR PARK
SWEEP PATH ANALYSIS

SCALE @ A3: 1:250	DESIGN-DRAWN: JF	DATE: 05/02/26
PROJECT No: 6549	DRAWING No: 6549-EAS-SK-H-104	REVISION: REV A

Appendix: G – Service Swept Path Analysis



KEY

SITE BOUNDARY

EXISTING CARRIAGEWAY EXTENTS

BODY OUTLINE FORWARD

BODY OUTLINE REVERSE

CHASSIS OUTLINE FORWARD

CHASSIS OUTLINE REVERSE

11.21

1.685

3.7

1.35

1.35

5.32

Olympus on Elite 6 8x4MS

Overall Length

11.210m

Overall Width

2.550m

Overall Body Height

3.500m

Min Body Ground Clearance

0.304m

Track Width

2.500m

Lock to lock time

6.50s

Kerb to Kerb Turning Radius

10.329m

8.01

1.21

4.25

7.5t Box Van

Overall Length

8.010m

Overall Width

2.100m

Overall Body Height

3.556m

Min Body Ground Clearance

0.351m

Track Width

2.064m

Lock to lock time

4.00s

Kerb to Kerb Turning Radius

7.400m

A	05/05/2026	JF	—	MJ	MJ
REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
PLANNING APPLICATION					
EAS 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:			AIRHOP		
LEAD CONSULTANT					
PROJECT:			UNIT 1 BOLDON BUSINESS PARK SOUTH TYNESIDE COUNCIL		
TITLE:			DELIVERY & REFUSE AREA SWEPT PATH ANALYSIS		
SCALE @ A3: 1:500		DESIGN—DRAWN: JF		DATE: 05/02/2026	
PROJECT No: 6549		DRAWING No: 6549—EAS—SK—H—105			REVISION: REV A

Appendix: H – TRICS Datasheets

Audit Code: f0d2dee3-27d4-4710-887a-678cc7e26293

Filtering Summary:

Land Use: 02/G EMPLOYMENT/PARCEL DISTRIBUTION CENTRES

Selected Trip Rate Calculation Parameter Range: 1000 - 10000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 1150 - 6482 sqm GFA

Date Range: Minimum: 17/07/1990 Maximum: 30/04/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Friday	2
Monday	2
Tuesday	1
Wednesday	2

Main Location Types selected:

Edge of Town	6
Suburban Area	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	7
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Population <1 Mile ranges selected:

1,000 or Less	1
1,001 to 5,000	4
10,001 to 15,000	1
25,001 to 50,000	1



Audit Code: f0d2dee3-27d4-4710-887a-678cc7e26293

Population <5 Mile ranges selected:

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

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	6

PTAL Rating:

No PTAL Present	7
-----------------	---

Audit Code: f0d2dee3-27d4-4710-887a-678cc7e26293

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: G - PARCEL DISTRIBUTION CENTRES

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA		
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
	NG	NOTTINGHAM	1 day
09	NORTH		
	TW	TYNE & WEAR	1 day
10	WALES		
	WR	WREXHAM	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day
14	LEINSTER		
	WT	WESTMEATH	1 day

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

Audit Code: f0d2dee3-27d4-4710-887a-678cc7e26293

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	1150 to 6482 (units:sqm)
Range Selected by User:	1000 to 10000 (units:sqm)
Parking Spaces Range:	16 - 850

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	17/07/90 to 30/04/25

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	2 days

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

Selected survey types:

Manual count	7
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 undertaken using machines

Selected Locations:

Edge of Town	6 days
Suburban Area	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:

Commercial Zone	1 days
Industrial Zone	6 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 Unknown	7 days
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Audit Code: f0d2dee3-27d4-4710-887a-678cc7e26293

Secondary Filtering Selection:

Use Class:

B8	7 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 - 3570

Population within 1 mile:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	6 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.

Audit Code: f0d2dee3-27d4-4710-887a-678cc7e26293

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 7 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 7 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

Audit Code: f0d2dee3-27d4-4710-887a-678cc7e26293

LIST OF SITES relevant to selection parameters:

Site 1:	CS-02-G-01	Gross floor area:	1150 sqm
Development Name:	DPD	Number of employees:	1 EMPLOY
Location:	SLIGO	Parking Spaces:	45.00
Postcode:	F91 EHK8	Survey Date:	06/09/2023
Main Location Type:	Suburban Area	Survey Day:	Wednesday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 2:	LN-02-G-01	Gross floor area:	1496 sqm
Development Name:	PARCELFORCE WORLDWIDE	Number of employees:	1 EMPLOY
Location:	LINCOLN	Parking Spaces:	36.00
Postcode:	LN6 3LQ	Survey Date:	28/06/2019
Main Location Type:	Edge of Town	Survey Day:	Friday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 3:	NG-02-G-02	Gross floor area:	3000 sqm
Development Name:	CITY LINK	Number of employees:	1 EMPLOY
Location:	NOTTINGHAM	Parking Spaces:	43.00
Postcode:	NG8 6AS	Survey Date:	
Main Location Type:	Edge of Town	Survey Day:	
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 4:	SF-02-G-01	Gross floor area:	2400 sqm
Development Name:	PARCELFORCE	Number of employees:	62 EMPLOY
Location:	IPSWICH	Parking Spaces:	
Postcode:	IP3 9SL	Survey Date:	29/07/2003
Main Location Type:	Edge of Town	Survey Day:	Tuesday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 5:	TW-02-G-01	Gross floor area:	3000 sqm
Development Name:	SECURICOR OMEGA	Number of employees:	100 EMPLOY
Location:	GATESHEAD	Parking Spaces:	
Postcode:	NE11 0PZ	Survey Date:	
Main Location Type:	Edge of Town	Survey Day:	
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 6:	WR-02-G-01	Gross floor area:	2000 sqm
Development Name:	PARCELFORCE	Number of employees:	90 EMPLOY
Location:	SANDYCROFT	Parking Spaces:	
Postcode:	CH5 2QX	Survey Date:	24/09/2003
Main Location Type:	Edge of Town	Survey Day:	Wednesday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 7:	WT-02-G-01	Gross floor area:	6482 sqm
Development Name:	DISTRIBUTION CENTRE	Number of employees:	1 EMPLOY
Location:	ATHLONE	Parking Spaces:	168.00
Postcode:		Survey Date:	30/11/2012
Main Location Type:	Edge of Town	Survey Day:	Friday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HO-02-G-01 25-03-2003	25-03-2003	London
HO-02-G-02 16-06-2010	16-06-2010	London



Audit Code: f0d2dee3-27d4-4710-887a-678cc7e26293

Site Ref	Survey Date	Reason for Deselection
HO-02-G-06 26-04-2019	26-04-2019	London
MW-02-G-01 24-11-1997	24-11-1997	Pre 2000
NL-02-G-02 18-12-1997	18-12-1997	Pre 2000
SC-02-G-02 09-10-1997	09-10-1997	Pre 2000

Audit Code: f0d2dee3-27d4-4710-887a-678cc7e26293

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Total Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 4225 sqm shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00	3	3043	0.197	8.332	0.131	5.554	0.328	13.886
06:00-07:00	3	3043	0.372	15.737	0.131	5.554	0.503	21.291
07:00-08:00	7	2790	0.471	19.905	0.486	20.554	0.957	40.459
08:00-09:00	7	2790	0.389	16.443	0.594	25.097	0.983	41.540
09:00-10:00	7	2790	0.440	18.607	0.317	13.414	0.757	32.021
10:00-11:00	7	2790	0.277	11.683	0.241	10.169	0.518	21.852
11:00-12:00	7	2790	0.200	8.438	0.225	9.520	0.425	17.958
12:00-13:00	7	2790	0.220	9.303	0.364	15.361	0.584	24.664
13:00-14:00	7	2790	0.379	16.010	0.277	11.683	0.656	27.693
14:00-15:00	7	2790	0.287	12.116	0.282	11.900	0.569	24.016
15:00-16:00	7	2790	0.379	16.010	0.399	16.876	0.778	32.886
16:00-17:00	7	2790	0.425	17.958	0.507	21.419	0.932	39.377
17:00-18:00	7	2790	0.512	21.636	0.615	25.963	1.127	47.599
18:00-19:00	7	2790	0.256	10.818	0.369	15.578	0.625	26.396
19:00-20:00	4	3032	0.445	18.812	0.157	6.619	0.602	25.431
20:00-21:00	4	3032	0.132	5.574	0.115	4.877	0.247	10.451
21:00-22:00	2	4741	0.105	4.456	0.074	3.119	0.179	7.575
22:00-23:00								
23:00-00:00								
Total Rates:			5.486	231.837	5.284	223.257	10.770	455.094

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

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

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Audit Code: f0d2dee3-27d4-4710-887a-678cc7e26293

Parameter Summary:

Trip rate parameter range selected:	1000 - 10000 (units: sqm)
Survey date date range:	23/06/2003 - 06/09/2023
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

Audit Code: b5e09543-755f-46de-b72c-7583e244f984

Filtering Summary:

Land Use: 07/U LEISURE/PLAY CENTRE

Selected Trip Rate Calculation Parameter Range: 1000 - 10000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 1161 - 3500 sqm GFA

Date Range: Minimum: 28/06/2002 Maximum: 29/06/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 213 1820

Days of the week selected:

Friday	3
Thursday	1

Main Location Types selected:

Edge of Town	1
Suburban Area	3

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	4
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Population <1 Mile ranges selected:

20,001 to 25,000	1
25,001 to 50,000	2
5,001 to 10,000	1

Audit Code: b5e09543-755f-46de-b72c-7583e244f984

Population <5 Mile ranges selected:

125,001 to 250,000	2
250,001 to 500,000	1
500,001 or More	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	3
1.1 to 1.5	1

PTAL Rating:

No PTAL Present	4
-----------------	---

Audit Code: b5e09543-755f-46de-b72c-7583e244f984

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE
Category: U - PLAY CENTRE
Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BE	BEXLEY 1 day
05	EAST MIDLANDS	
	NT	NOTTINGHAMSHIRE 1 day
06	WEST MIDLANDS	
	WM	WEST MIDLANDS 1 day
08	NORTH WEST	
	LC	LANCASHIRE 1 day

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

Audit Code: b5e09543-755f-46de-b72c-7583e244f984

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	1161 to 3500 (units:sqm)
Range Selected by User:	1000 to 10000 (units:sqm)
Parking Spaces Range:	8 - 117

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	28/06/02 to 29/06/24

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
Thursday	1 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Suburban Area	3 days

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

Selected Location Sub Categories:

Commercial Zone	1 days
Industrial Zone	1 days
No Sub Category	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	4 days
----------------------------	--------



Audit Code: b5e09543-755f-46de-b72c-7583e244f984

Secondary Filtering Selection:

Use Class:

E(d) 4 surveys

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

Population within 500m Range:

213 - 1820

Population within 1 mile:

20,001 to 25,000	1 surveys
25,001 to 50,000	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	2 surveys
250,001 to 500,000	1 surveys
500,001 or More	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	1 surveys

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

Audit Code: b5e09543-755f-46de-b72c-7583e244f984

Petrol filling station:

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

Travel Plan:

No 4 surveys

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

PTAL Rating:

No PTAL Present 4 surveys

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

COVID-19 Restrictions:

No

Audit Code: b5e09543-755f-46de-b72c-7583e244f984

LIST OF SITES relevant to selection parameters:

Site 1:	BE-07-U-01	Site area:	0.5 hect
Development Name:	PLAY CENTRE	Gross floor area:	1161 sqm
Location:	NEW BECKENHAM	Parking Spaces:	117.00
Postcode:	BR3 1NZ	Number Of Employees:	69.00
Main Location Type:	Suburban Area	Survey Date:	26/10/2006
Sub Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a		
Site 2:	LC-07-U-01	Site area:	0.44999998807907104 hect
Development Name:	PLAY CENTRE	Gross floor area:	2000 sqm
Location:	NEAR PRESTON	Parking Spaces:	27.00
Postcode:	PR5 6SY	Number Of Employees:	19.00
Main Location Type:	Edge of Town	Survey Date:	22/06/2007
Sub Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site 3:	NT-07-U-01	Site area:	0.4699999988079071 hect
Development Name:	PLAY CENTRE	Gross floor area:	3500 sqm
Location:	MANSFIELD	Parking Spaces:	12.00
Postcode:		Number Of Employees:	6.00
Main Location Type:	Suburban Area	Survey Date:	30/06/2006
Sub Location Type:	Commercial Zone	Survey Day:	Friday
PTAL:	n/a		
Site 4:	WM-07-U-01	Site area:	0.18000000715255737 hect
Development Name:	PLAY CENTRE	Gross floor area:	1200 sqm
Location:	BIRMINGHAM	Parking Spaces:	24.00
Postcode:	B31 2JR	Number Of Employees:	12.00
Main Location Type:	Suburban Area	Survey Date:	14/09/2007
Sub Location Type:	No Sub Category	Survey Day:	Friday
PTAL:	n/a		

Audit Code: b5e09543-755f-46de-b72c-7583e244f984

TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

Total Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 4225 sqm shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1600	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	4	1965	0.102	4.300	0.038	1.612	0.140	5.912
09:00-10:00	4	1965	0.827	34.935	0.140	5.912	0.967	40.847
10:00-11:00	4	1965	1.043	44.072	0.140	5.912	1.183	49.984
11:00-12:00	4	1965	0.598	25.261	0.407	17.199	1.005	42.460
12:00-13:00	4	1965	0.509	21.499	0.890	37.622	1.399	59.121
13:00-14:00	4	1965	0.916	38.697	0.941	39.772	1.857	78.469
14:00-15:00	4	1965	0.840	35.473	0.763	32.248	1.603	67.721
15:00-16:00	4	1965	0.496	20.961	0.725	30.635	1.221	51.596
16:00-17:00	4	1965	0.471	19.886	0.852	36.010	1.323	55.896
17:00-18:00	4	1965	0.216	9.137	0.649	27.411	0.865	36.548
18:00-19:00	4	1965	0.089	3.762	0.522	22.036	0.611	25.798
19:00-20:00	2	2330	0.021	0.906	0.086	3.626	0.107	4.532
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			6.128	258.889	6.153	259.996	12.281	518.885

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

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

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Audit Code: b5e09543-755f-46de-b72c-7583e244f984

Parameter Summary:

Trip rate parameter range selected:	1000 - 10000 (units: sqm)
Survey date date range:	30/06/2006 - 14/09/2007
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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