

Consort Way, Burgess Hill

Transport Statement

Client: PGQ Property

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REPORT DETAILS

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1. INTRODUCTION

1.1 Background

- 1.1.1 Apex Transport Planning Ltd ('Apex TP') has produced a Transport Statement (TS) to accompany a planning application for an industrial unit on land situated within Victoria Business Park off Consort Way, Burgess Hill, West Sussex.
- 1.1.2 The proposals are for the redevelopment of the site to provide a two-storey building for light industrial use with a total gross internal area (GIA) of 1,346 sqm. This will replace the previous industrial unit which was destroyed in a fire. The building has been fully demolished, and the site is currently vacant.
- 1.1.3 Access to the site would be obtained from the northern boundary via the existing access junction onto Consort Way. The access links to the proposed service yard and car parking area at the building frontage, as per the previous arrangements.
- 1.1.4 This TS provides an assessment of the sustainable connectivity and transport impacts of the proposed development and sets out details of the proposed parking and access arrangements. This TS has been produced to inform Mid Sussex District Council (MSDC) as the local planning authority and West Sussex County Council (WSCC) as the local highway authority, of the highways and transport implications of the proposals.

1.2 Scope of Report

- 1.2.1 The TS broadly includes the following:
- Description of the existing site use and location
 - Review of the existing conditions, including the highway network characteristics, highway safety and existing travel behaviour
 - Review of the sustainable connectivity of the site including walking and cycling routes and public transport connections
 - Description of the development proposals, demonstrating safe and appropriate access by all modes, car and cycle parking and servicing and delivery arrangements
 - Forecast of vehicle trip generation in the peak hours and over a daily period
 - Consideration of the impact of the proposals on the local highway network

1.3 Relevant Planning Policies

- 1.3.1 Key policy and guidance documents in relation to transport at a national and local level have been considered when assessing the impact of the development proposals which include:
- National Planning Policy Framework (December 2023)
 - Planning Practice Guidance Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014)
 - Manual for Streets (2007)
 - MSD District Plan (2018)
 - WSCC Guidance on Parking at New Developments (Sep 2020)
 - West Sussex Transport Plan 2022- 2036
- 1.3.2 The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling, public transport and electric vehicles.

- 1.3.3 The NPPF para 115 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2. EXISTING SITUATION

2.1 Site Location, Use and Access

- 2.1.1 The site is located within Victoria Business Park in Burgess Hill in West Sussex. Burgess Hill is in West Sussex, close to the border with East Sussex and is approximately 13km north of Brighton and 40km south of London. The site is approximately 1.2km to the west of Burgess Hill town centre, and 1.6km walking distance to Burgess Hill Rail Station.
- 2.1.2 The site is bound to the north by Consort Way, Jubilee Road to the west, and industrial units to the east and south. As the site is located within an industrial park, the surrounding uses are business and light industrial. The site previously accommodated an industrial unit which was demolished due to a fire. Currently the site is vacant brownfield land and accessed from Consort Way via a priority junction, which is shared with the adjacent site.
- 2.1.3 The indicative site location is shown in Figure 2-1.

Figure 2-1: Indicative Site Location



Source: Google Maps

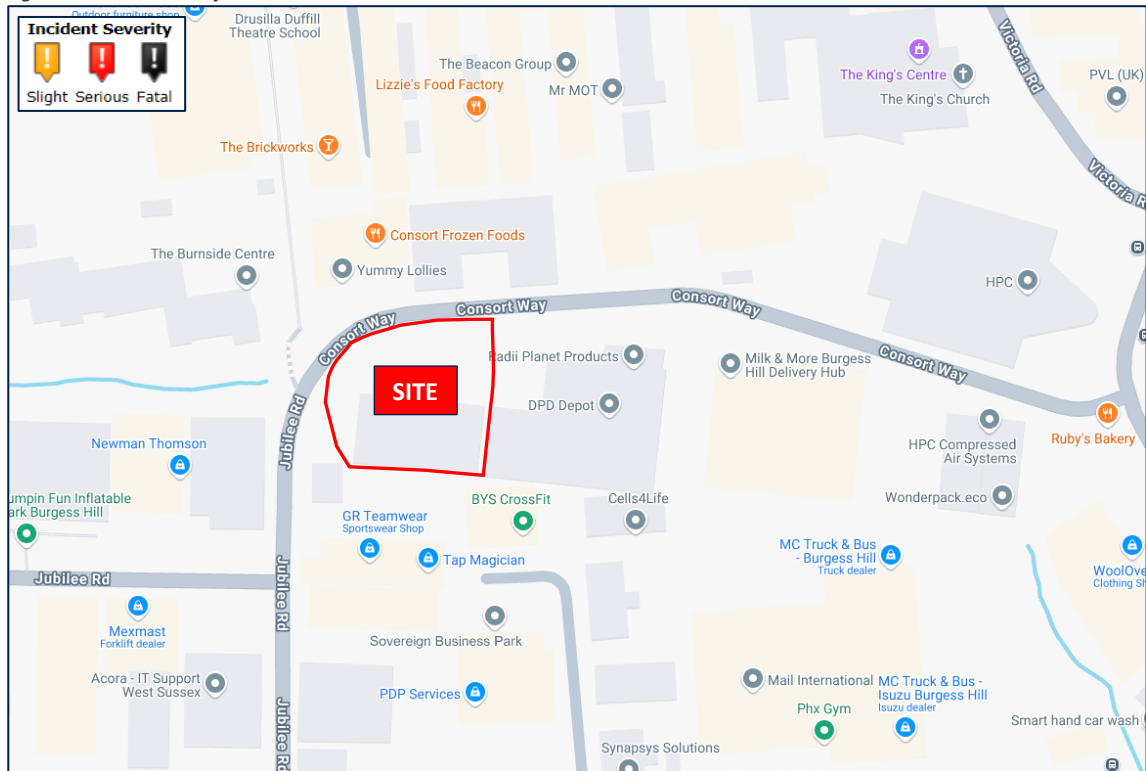
2.2 Local Highway Network

- 2.2.1 The site is accessed from Consort Way from its northern boundary. Consort Way is a single carriageway road and measures approximately 6.3m wide. It has footways on either side of the carriageway and is subject to a 30mph speed limit. Consort Way is within Victoria Business Park and as such accommodates all vehicle types associated with the surrounding industrial and employment uses. Consort Way is not subject to parking restrictions and as such some on-street parking occurs.
- 2.2.2 Consort Way routes in an east – west alignment, forming the minor arm of the Victoria Gardens / Consort Way priority T-junction at its eastern extent, and continues as Jubilee Road at its western extent. Victoria Gardens routes in a north – south direction continuing as Victoria Way at its northern extent and Albert Drive at its southern extent. Where Victoria Way and Victoria Gardens meet, Victoria Road routes to the east and to the northwest.
- 2.2.3 To the east, Victoria Road continues as Victoria Close and connects to the B2036. The B2036, referred to as London Road within the vicinity of the site, routes in a north-south alignment from the Fairplace Hill South Roundabout at its northern extent and forms the northern arm of the B2036 / A273 / Hammonds Ridge Roundabout at its southern extent.
- 2.2.4 The B2036 is a two-way single carriageway which forms a key route through the centre of Burgess Hill. The A273 routes around the western extent of Burgess Hill and provides a connection to the A23 to the northwest of the site via the A2300, and to the south of the site. The A23 is a major road which routes between London and Brighton.
- 2.2.5 The existing and surrounding highway network, being within and around an established employment and industrial estate, are suitable to support all vehicle types associated within a business / industrial park. Movements in relation to industrial uses have been established over an extended period of time.

2.3 Road Safety

- 2.3.1 Personal Injury Accident (PIA) data has been obtained from data published by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident reporting form. This review covers the three-year period prior to the pandemic between 1st January 2017 and 31st December 2019, data from the two years during the pandemic between 1st January 2020 and 31st December 2021, as well as the most recent data, which covers up to 31 December 2023.
- 2.3.2 The study area considered within the analysis covers the entirety of Consort Way and Jubilee Road within the vicinity of the site, including at the site access and visibility splays. The locations of the recorded PIAs are shown in Figure 2-2.

Figure 2-2: Location of Recorded PIA's



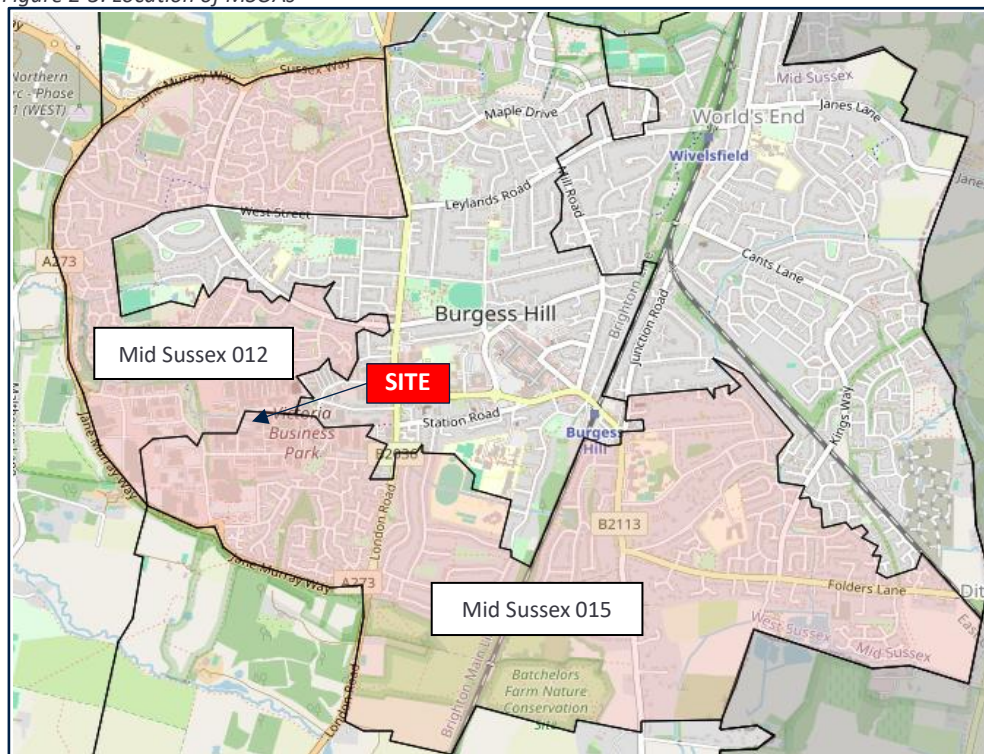
Source: Crashmap (cross referenced with 2023 data from the DfT statistics)

2.3.3 Over the seven-year period, no PIAs occurred within the vicinity of the site. This includes the extent along Consort Way, at the site access, and within the visibility splays. As such there is no evidence of a specific road safety issue within the vicinity of the site, including for active travel movements and HGVs.

2.4 Existing Modal Share

2.4.1 The site is located on the border between the Mid Sussex Middle Layer Super Output Areas (MSOA) 012 and 015. The output areas are shown in Figure 2-3.

Figure 2-3: Location of MSOAs



Source: Nomisweb.co.uk

- 2.4.2 2011 Census data has been analysed for travel behaviour in the MSOAs of Mid Sussex 012 and 015, which have been used to calculate the average across both areas, and has been compared with the whole of the Mid Sussex area to establish the journey to work modal split for the workplace population. This is shown in Table 2-1.

Table 2-1: Journey to Work Mode Split (Census 2011)

Mode of Travel	Mid Sussex 012	Mid Sussex 015	Average MSOA	Mid Sussex
Public Transport	8%	6%	7%	8%
Car Driver	72%	73%	72%	69%
Motorcycle	1%	1%	1%	1%
Car Passenger	7%	6%	7%	5%
Bicycle	3%	2%	2%	2%
On Foot	9%	10%	10%	14%
Other	1%	1%	1%	1%
Total	100%	100%	100%	100%

- 2.4.3 Table 2-1 shows that 73% of existing employees travel to work to this MSOA as a car or motorcycle driver and an additional 7% travel to work as a car passenger. A total of 19% travel by sustainable modes of transport, of which 7% travel by public transport, 10% on foot and 2% by bicycle. This is a similar level of sustainable travel compared to the entire of Mid Sussex.
- 2.4.4 The data shows that employees in this area have a reasonable level of travel by sustainable modes, particularly by walking, which is reflective of the sustainable location of the site. As such, this demonstrates that there is excellent potential for walking, cycling, and public transport trips to be made to and from the site and that these movements already occur in this area (including historically in relation to the previous industrial / warehouse use on the site).

3. CONNECTIVITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

- 3.1.1 The site has historically operated with an industrial use and is surrounded by other similar industrial uses to that proposed. As such, the accessibility of the site and business / industrial park by sustainable modes of travel has been long established and accepted for industrial uses. Notwithstanding this, a review of the existing walking, cycling and public transport networks has been set out in this section.

3.2 Walking

- 3.2.1 Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys.

Infrastructure

- 3.2.2 The site is well connected by good pedestrian routes and facilities and is located within a well-established industrial/employment area. The surrounding area already accommodates pedestrian movement for the surrounding industrial and business units within Victoria Business Park.
- 3.2.3 Footways measuring approximately 1.8m in width are provided on both sides of the carriageway on Consort Way which can be accessed directly from the site. The footways are of good quality and are well lit. These footways connect to those on Jubilee Road to the west and to those on Victoria Gardens to the east. As such there is continuous pedestrian infrastructure to the nearest bus stops.
- 3.2.4 The footways on Victoria Gardens connect to the footways on Victoria Road and Victoria Way and there are dropped kerb crossings with tactile paving at this junction. At the London Road (B2036) / Queen Elizabeth Avenue (B113) roundabout there are dropped kerb crossings with tactile paving which offers pedestrian connection from Victoria Close to Queen Elizabeth Avenue. Along Queen Elizabeth Avenue there is a 3m wide footway / cycleway which routes into Burgess Hill town centre. As such, there are opportunities for employees and visitors to walk to the site via suitable routes.

Distances

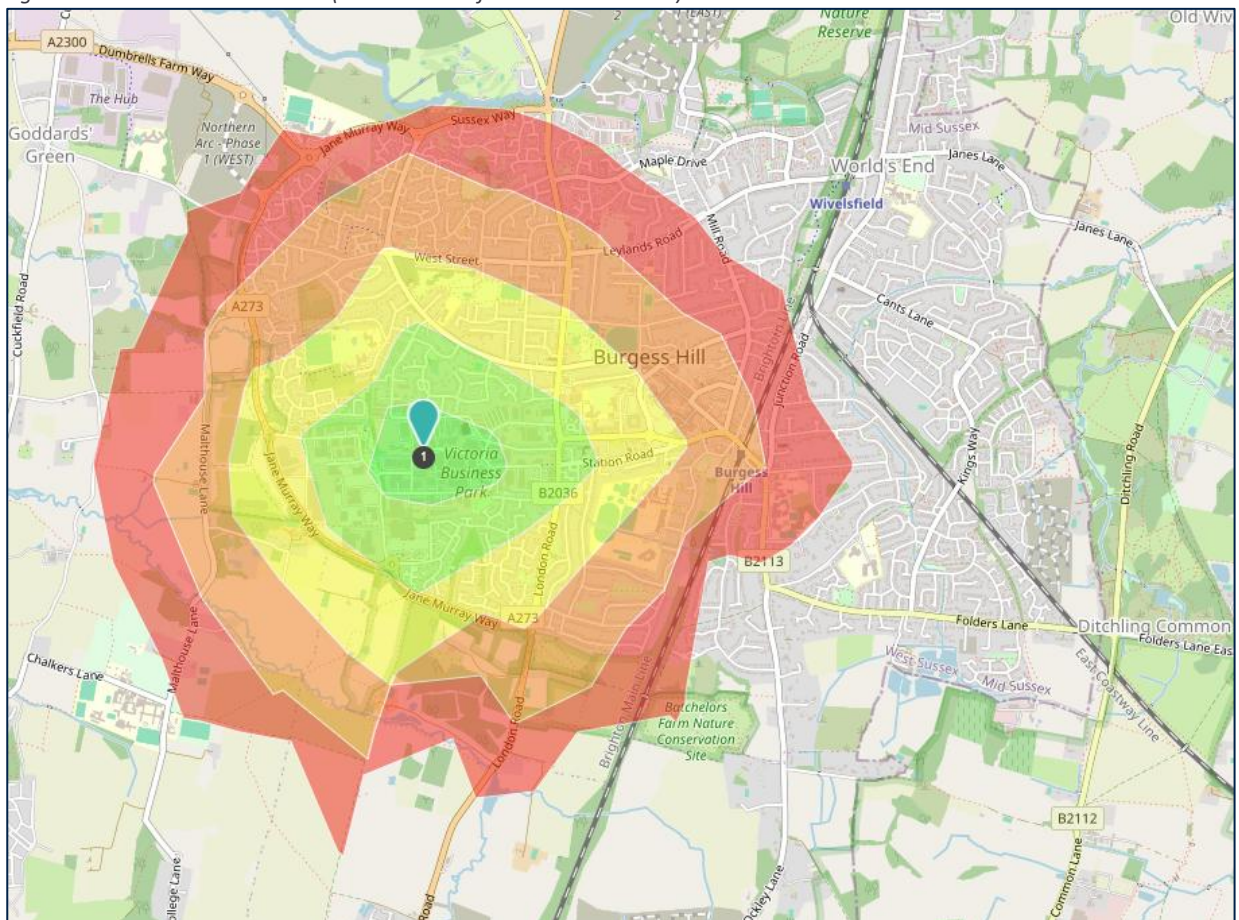
- 3.2.5 To enable an assessment of the viability of walking between the site and residential areas, it is appropriate to establish the maximum distance that people are generally prepared to walk for work purposes.
- 3.2.6 There are a number of publications which suggest guidance for appropriate and acceptable walking distances. For reference, these have been summarised as follows.
- CIHT - Guidelines for Providing for Journeys on Foot (2000): suggests preferred maximum distances for commuting are up to 2km and states that the average walking journey is approximately 1km.
 - Department for Transport (DfT) – Manual for Streets (2007): MfS states that ‘walkable neighbourhoods’ are typically characterised by having a range of facilities within 10 minutes walking distance (c. 800 metres) – i.e. this would include employment uses. MfS also acknowledges that this is not an upper limit and references previous planning policy guidance in that it is generally acknowledged that walking offers the greatest potential to replace short car trips, particularly under 2km.
 - CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about ‘80% of journeys shorter than 1 mile (1.6km) are made wholly on foot’.

- DfT – National Travel Survey 2016 Report (NTS2016)– This suggests on page 16 that 80% of all trips under 1 mile (1.6km) were made by walking. Page 19 suggests that the average walking trip was 16 minutes in time (equating to around 1.3km based on a walking speed of 3mph).
- DMRB – Although recently superseded by CD143, TA91/05 Provision for Non-Motorised Users provided useful guidance on walking and cycling distances, which remains helpful in this regard. Paragraph 2.2 of TA91/05 states that 2 miles (3.2km) is ‘a distance that could easily be walked by the majority of people’. Paragraph 2.3 also continues by stating that ‘Walking is used to access a wide variety of destinations including places of work, normally within a range of up to 2 miles’ (3.2km).

3.2.7 As such, based on guidance, it is considered that suitable walking distances could be up to 3.2km. This equates to around a 40-minute walk travelling at 3mph. However, distances of 2km are considered more likely for walking journeys and residential areas within 800 metres are considered to be within ‘walkable neighbourhood’ distances.

3.2.8 Openroute Service has been used to generate pedestrian isochrones at five-minute (c.400m) intervals as shown in Figure 3-1. This is based on walking speeds of 5km per hour (c. 3mph). It demonstrates a significant proportion of Burgess Hill is accessible within a 25-minute walk from the site (c. 2km), including Burgess Hill Rail Station which is accessible within a 20-minute walk. This shows that there is a high number of residents within potential walking distance of the site and that the site is accessible on foot. As such, a proportion of employees (and visitors) could travel to the site on foot.

Figure 3-1: Pedestrian Isochrones (25 minutes at five minute intervals)



Source: Openroute Service

3.3 Cycling

Routes and Infrastructure

- 3.3.1 There are no formal cycle routes within the vicinity of the site; however, the surrounding local network is considered suitable for cyclists to be accommodated on-carriageway. As shown in the census data, some cycling movements are already generated in this area, and the road safety review indicates that these movements are accommodated safely on-carriageway on the adjacent road network.
- 3.3.2 Strava is a tool to track physical exercise and is used by many cyclists to track their cycle activity, whether for leisure or commuting. Strava produce heatmaps showing records of their users recorded activities. The heatmap shown in Figure 3-2 has been filtered to include cyclists only and shows that the local highway network is currently well used by cyclists.

Figure 3-2: Strava Cycling Heatmap



Source: Strava

- 3.3.3 As such, the site has a reasonable location to encourage potential future staff and visitors to travel to and from the site by bike.

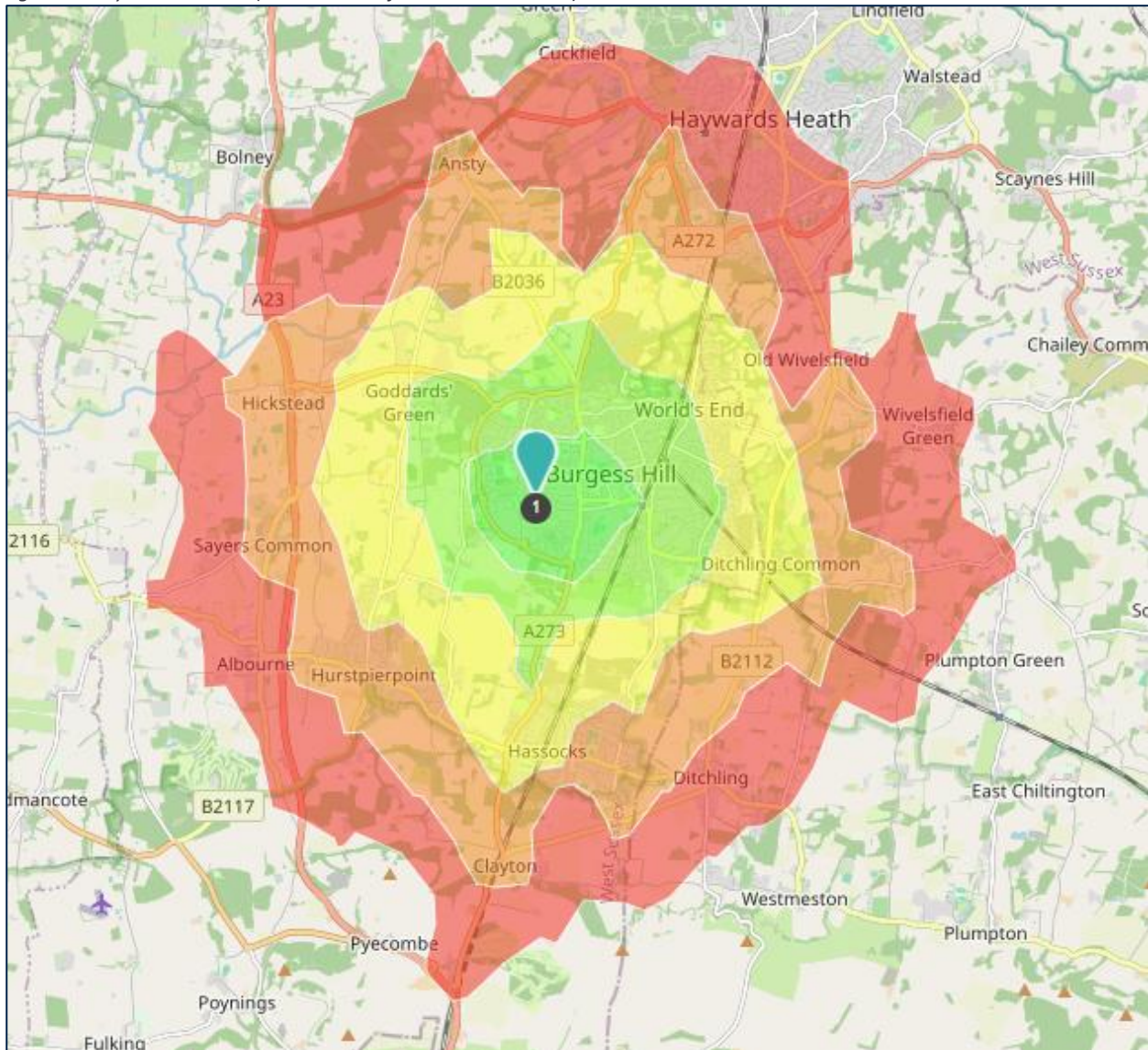
Distances

- 3.3.4 There are a number of publications which suggest guidance for appropriate and acceptable cycling distances for commuting purposes. Two of the key guidance documents have been summarised as follows.
- DfT – LTN1/20 Cycle Infrastructure Design (paragraph 2.2.2) – states that “Two out of every three personal trips are less than five miles in length, an achievable distance to cycle for most people” (c.8km).
 - Although recently superseded by CD143, TA91/05 states (paragraph 2.11) that ‘Cycling is used for accessing a variety of different destinations, including places of work, up to a range of

around 5 miles.’ At paragraph 2.9, TA91/05 states that 5 miles (c.8km) is a distance ‘that could easily be cycled by the majority of people’.

- 3.3.5 It has been assumed that journeys of up to 8km are within an acceptable cycling distance. A cycling journey of 8km would equate to approximately a 25 minute trip.
- 3.3.6 The Openroute Service has been used to generate cycle isochrones at five minute intervals up to a total of 25 minutes (c.8km) using roads and cycle routes (i.e. not straight line distances). This has been shown in Figure 3-3. The isochrones are generated based on speeds dependent on the surface and highway type. The majority (if not all) of the routes used would be paved and as such would be subject to an 18kph speed based on the parameters in the software. A five minute isochrone would therefore cover a distance of c. 1.5km, with a 25 minute isochrone covering a distance of c.7.5km. As such, this is broadly in accordance with the relevant design guidance (indeed, cycle journeys to the site could originate from slightly greater distances, up to 8km from the site, in accordance with the guidance).
- 3.3.7 The isochrones show the entire town of Burgess Hill, Hickstead, Sayers Common, Clayton, Hurstpierpoint, World’s End, Ditchling, Ditchling Common and the southwestern extent of Haywards Heath are accessible within an appropriate cycling distance, as shown within Figure 3-3.

Figure 3-3: Cycle Isochrones (25 minutes at five-minute intervals)



Source: Openroute Service

Future cycle infrastructure improvements

3.3.8 Improvements to walking and cycling links have been proposed as part of MSDC's and WSCC's Burgess Hill Regeneration scheme. Victoria Business Park has been identified as a key improvement area due to being a major employment area and as such, a key location for trip generation. The proposals will see enhanced connectivity within the business park itself, and a greater connectivity to and from the areas within the vicinity.

3.3.9 The proposals would:

- Improve and widen existing links, including existing Public Rights of Way to provide shared use pedestrian and cycle links into the Business Park from adjacent land uses
- Widen existing footways adjacent to key routes within the Business Park, to provide shared use pedestrian and cycle routes
- Provide dropped kerbs and cycle infrastructure for safe, continuous movement across side road junctions

- Improve links and crossings to London Road and the A273 Jane Murray Way, to provide connectivity to the wider area including the Green Circle, Burgess Hill town centre and Railway Station and Town wide Green Links.
- Enhance the accessibility to bus stops of employees of the business park and for residents in the surrounding area.
- The concept proposals would seek to minimise the impact on the existing parking provision within the Business Park. However, there are likely to be some areas where some restrictions would need to be considered to ensure the safety of pedestrian and cycle users. These would be investigated through subsequent design.

3.3.10 The nearest proposed cycle route to the site is located along Consort Way. This routes north connecting to Victoria Road, and south along the western side of Jubilee Road. It is proposed to widen and improve the existing infrastructure along this link. This route also provides a connection to the identified 'potential future opportunity' link on Jubilee Road. This route runs within close proximity of the western boundary of the site, although on the opposite side of Consort Way.

3.3.11 The 'potential future opportunity' link routes west along Jubilee Road and connects to the proposed route on Charles Avenue via a proposed crossing. This also connects to an additional 'potential future opportunity' link that routes to the north and the south. As such, the site is well positioned to benefit from potential future good quality cycling links, which connect to further routes within Victoria Business Park, and to the surrounding areas.

3.3.12 The location of proposed cycling routes within the vicinity of the site are shown on Figure 3-4.

3.3.13 The extensive improvements being delivered by WSCC and MSDC will provide a significant enhancement to active travel connections to and from the site.

Bus

Table 3-1: Local Bus Services

Route No.	Stop	Operator and Route	Frequency				
			Mon-Fri Peaks	Mon-Fri Daytime	Mon-Fri Evening	Sat	Sun
100	Consort Way (Southbound)	Burgess Hill - Henfield - Steyning - Storrington - Pulborough (Compass Travel)	Two Buses (06:44, 07:44)	No Service	Three Buses (16:29, 17:29, 18:09)	No Service	No Service
	Consort Way (northbound)	Pulborough – Storrington – Steyning – Henfield - Burgess Hill (Compass Travel)	Two Buses (07:27, 08:28)	No Service	Four Buses (16:12, 16:57, 17:57, 19:06)	No Service	No Service

Source: bustimes.org

- 3.4.4 There are hourly services across the AM and PM peak hours which provides some opportunity for employees to travel to and from the site by bus. As such, travelling by bus would be a possible option for commuting journeys to and from the site.

Rail

- 3.4.5 The nearest railway station is Burgess Hill, located approximately 1.6km to the east of the site. This can be accessed within a 20 minute walk or 7 minute cycle via appropriate routes. Burgess Hill Rail Station has cycle parking spaces with a capacity for 64 spaces. This enables journeys to be made to the site by cycle and then rail, with a cycle parked at the station.
- 3.4.6 Burgess Hill Rail Station is situated on the Brighton Main Line. Trains departing this station are operated by Southern and Thameslink and as such, provide connection to Brighton, London Victoria, Bedford, Cambridge, Littlehampton, and Clapham Junction.
- 3.4.7 On average there are between 10 to 13 service an hour between Monday and Friday, with four services per hour to Brighton, two services per hour to London Victoria, two services per hour to Bedford, two services per hour to Cambridge, and two services per hour to Littlehampton. Services extend across the weekend with Sunday rail services offering 10 services on average per hour, with three of the services heading south towards Brighton and two services heading north towards Bedford and London Victoria.
- 3.4.8 As such, it is feasible and attractive to use the rail services, particularly for those travelling to and from London and Brighton. A combined walk / cycle and then rail journey has good potential for replacing car journeys and further reducing the requirement for travelling by car.

3.5 Summary

- 3.5.1 The site is situated in a location which is accessible by sustainable modes of travel, as would be expected in an existing and established industrial/employment area. It is well suited to accommodate the proposals, being located in a well-established industrial area connected by existing pedestrian and public transport networks.
- 3.5.2 There is a realistic choice of modes of travel for commuting, which will assist in constraining the level of vehicle generation from the site and minimise the impact of the development.
- 3.5.3 The site location will encourage and promote sustainable travel behaviour, attract employees who choose to travel by sustainable modes and is fully in accordance with sustainable transport policies in the Local Plan and NPPF.

4. DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 The proposals comprise of the construction of one building for light industrial (B2) use with a gross internal area (GIA) of 1,346 sqm. The development proposes for the building to have the flexibility to be divided into up to three units with ancillary offices in each unit. This development would complement the similar existing uses within the business park.
- 4.1.2 Access would be obtained from the existing junction on the northern boundary onto the Consort Way that routes through the Victoria Business Park. The access links to the proposed service yard and car parking area in the northern part of the site at the building frontage, as per the previous arrangements prior to the fire.
- 4.1.3 The proposed site layout is shown within Appendix A.

4.2 Site Layout

4.3 Access

Vehicular

- 4.3.1 Vehicular access to the site is obtained from an existing junction connecting to Consort Way that lines the northern and northwestern boundary of the site. There are no proposed changes to the existing access arrangements, and as such are considered suitable for the proposals.
- 4.3.2 The existing access junction is located on the northern boundary of the site, in the form of a priority junction of appropriately 6.8m wide with a 4m radii on the eastern side of the access and a 5m radii on the western side of the access. The access is shared with the adjacent industrial unit, with a shared area of hardstanding between the two sites, which can be utilised for turning movements.
- 4.3.3 Visibility can be suitably obtained at 2.4m x 43m in each direction from the access, which is appropriate for 30mph speeds in accordance with Manual for Streets. The access geometry and visibility splays are shown in a general arrangement plan in Appendix B.
- 4.3.4 As this is an existing vehicle access point used by the historic use of the site, with no evidence of a road safety issue, it is considered that the proposed access remains appropriate to accommodate the proposed use.
- 4.3.5 The access connects to the service yard / parking situated in the northern part of the site. The aisle width within the car park has a minimum width of 6m, which enables vehicles to pass internally within the site, and to manoeuvre into and out of the service bays and parking spaces.
- 4.3.6 Service bays and parking spaces are provided outside the frontage of the building with up to an 8m long service vehicle able to park perpendicular to each of the loading doors. Larger vehicles can be accommodated within the unit, or will side service from within the yard area and turn within the shared area adjacent to the site access.
- 4.3.7 Swept path analysis has been undertaken to demonstrate that the access and layout are appropriate for vehicles to enter and exit the site in forward gear, and that the site layout allows for appropriate manoeuvring. This has been provided in Appendix C.

Pedestrian

- 4.3.8 In terms of pedestrian access, this will remain as per the current arrangement. Access to the site will be obtained via the existing footways that run along the southern side of Consort Way that connect to the site access. There are also dropped kerb crossings at the access which allows for continuous pedestrian movement across the access point. These arrangements are considered suitable as this arrangement has been in place for an extended period of time and there is no evidence of a safety issue as outlined within section 2.3.

4.4 Parking

Car Parking

- 4.4.1 WSCC set out their car parking requirements for new developments within their Guidance on Parking at New Developments SPG (September 2020). Standards for B2 employment use outlines a guide of 1 space per 40sqm. The B8 standards outline a guide of 1 space per 100 sqm.
- 4.4.2 The site has a total GIA of 1,346 sqm which equates to a guidance provision of 13-34 spaces based on a B2/B8 use. The development proposes a provision of 25 spaces, which falls within this guidance level and is therefore considered to be in line with standards. All standard parking spaces across the site would have dimensions of 2.4m x 5.0m.
- 4.4.3 The development proposes a provision of two disabled spaces as part of the proposed 25 spaces, which equates to c.8% of the overall provision. This level of provision is in excess of the required 5% outlined in the SPG. These spaces are located adjacent to the building entrances for ease of access.
- 4.4.4 Swept path analysis is shown in Appendix C which demonstrates that the proposed parking layout is suitable to accommodate a large car manoeuvring into and out of spaces.

Cycle Parking

- 4.4.5 WSCC cycle parking standards are also set out within the Guidance on Parking at New Developments SPG. This outlines a minimum provision of 1 space per 200sqm for staff and 1 space per 500sqm for visitors.
- 4.4.6 The guidance therefore requires a total of 7 cycle parking spaces for staff and 3 cycle parking spaces for visitors, totalling 10 cycle parking spaces. The proposals will provide 10 cycle parking spaces, in a secure and covered communal shelter, located at the western side of the site which would be accessed through the service yard. As such cycle parking provision is in line with guidance and sustainability goals within the local plan and NPPF.

Electric Vehicle Parking

- 4.4.7 WSCC also outlines provision for electric vehicle (EV) charging infrastructure within their Guidance on Parking at New Developments SPG (September 2020). The guidance states that active charging points should be provided at a minimum of 20% of all parking spaces. This is equivalent to 5 spaces in the context of the site. It is proposed to provide 7 EV spaces which is in excess of the guidance.

4.5 Servicing and Deliveries

- 4.5.1 The site layout allows for delivery and service vehicles to turn appropriately and enter and exit onto the highway network in forward gear. Swept path analysis has been undertaken to demonstrate that an 8m long vehicle can be accommodated reversing against each of the loading bay doors. This is shown in Appendix C.

- 4.5.2 This is likely to be the largest vehicle servicing the site on a day to day basis. However, the site can accommodate larger vehicles, including 16.5m long articulated vehicles, which would be loaded and unloaded from the side, from within the service yard. These vehicles and all vehicles of up to this length would then turn in the shared area opposite the access. This is consistent with the historic movements and would remain appropriate for the proposals. If on the extremely rare occasions a 16.5m long artic visits the site, this would need to enter the site access from the west and depart to the east and all drivers would be aware of this as part of the management plan on the site. All vehicles within the site would be directed by a banksman, who would be suitably trained.
- 4.5.3 In terms of refuse collection, this would be undertaken via private collection with vehicles turning in and out of the site using the shared area opposite the site access. As such, a refuse vehicle will enter and exit the site in a forward gear.

5. TRIP GENERATION AND IMPACTS

5.1 Introduction

5.1.1 This section sets out the forecast vehicle trip generation of the proposed industrial unit. The site's historic warehouse / industrial use would also have generated movements on the network, but for robustness within this report, these movements have not been offset against the proposals. The trip generation has been calculated using the Trip Rate Information Computer System (TRICS). The TRICS database has been analysed for sites with similar characteristics in terms of scale and location.

5.1.2 The analysis considers the trip generation during network and development peak hours on a weekday as well as over a daily period. The weekday network peak hours have been assumed as 08:00 to 09:00 and 17:00 to 18:00.

5.2 Proposed Trip Generation

5.2.1 The proposals are for an industrial unit, with a total floorspace of 1,346 sqm. Both B2 and B8 uses were considered within this analysis and these have been summarised as follows.

B2 Industrial Unit Use

5.2.2 The following search criteria was applied in TRICS to obtain surveys of similar B2 industrial unit sites:

- 02 – Employment/ C – Industrial Unit
- Located in England and Wales (excluding London)
- Surveys from Monday to Friday
- Sites with a GFA of up to 3,000 sqm
- Suburban Area and Edge of Town locations
- Vehicle surveys carried out since 2010
- Manual removal of survey undertaken during COVID-19 restrictions

5.2.3 The above search criteria resulted in the identification of 19 similar sites. The forecast vehicle trip rates per 100sqm and trip generation for the proposed development (1,346 sqm) are set out in Table 5-2. The full TRICS reports are included within Appendix D.

Table 5-1: Proposed Industrial Unit – B2 Use Vehicle Trip Generation

Time Period	Trip Rates (per 100 sqm GFA)			Trip Generation (1,346 sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.615	0.157	0.772	8	2	10
PM Peak (17:00-18:00)	0.053	0.482	0.535	1	6	7
Daily Trip Rates	3.573	3.429	7.002	48	46	94

B8 Warehousing Use

5.2.4 The following search criteria was applied in TRICS to obtain surveys of similar B8 warehouse use sites:

- 02 – Employment/F – Warehousing (commercial)
- Located in England and Wales (excluding London)
- Surveys from Monday to Friday
- Sites with a GFA of up to 3,000 sqm
- Suburban Area and Edge of Town locations
- Vehicle surveys carried out since 2010

- 5.2.5 The above search criteria resulted in the identification of 3 similar sites. The forecast vehicle trip rates per 100sqm and trip generation for the proposed development (1,346 sqm) are set out in Table 5-2. The full TRICS reports are included within Appendix E.

Table 5-2: Proposed Industrial Unit – B8 Use Vehicle Trip Generation

Time Period	Trip Rates (per 100 sqm GFA)			Trip Generation (1,346 sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.505	0.233	0.738	7	3	10
PM Peak (17:00-18:00)	0.078	0.583	0.661	1	8	9
Daily Trip Rates	4.585	4.664	9.249	62	63	125

Overall

- 5.2.6 The trip generation analysis shows that the B8 use is forecast to generate a higher level of vehicle movements than the B2 use, although the trips in the AM peak hour are shown as marginally higher for a B2 use.
- 5.2.7 Based on the highest level of movements for either use, the proposals are forecast to generate up to 10 two-way vehicle movements in the AM network peak hour and up to 9 two-way vehicle movements in the PM network peak hour. Over a daily period on a weekday, it is forecast that the proposals could generate up to 125 two-way vehicle movements.
- 5.2.8 This is equivalent to one vehicle on the network every 6 minutes during the busiest hour, on average. This level of movements would not have a severe impact on the capacity at any of the local junctions, and the site access will operate well within capacity. As such junction assessments are not considered to be required.
- 5.2.9 All trips generated by the proposed development can be suitably accommodated by existing highway infrastructure within the well-established employment area surrounding the site, particularly given the site has historically accommodated movements associated with a warehouse / industrial use.
- 5.2.10 As such, the traffic generated by the proposals would not have an unacceptable impact on road safety or a severe impact on the highway network.

6. SUMMARY AND CONCLUSIONS

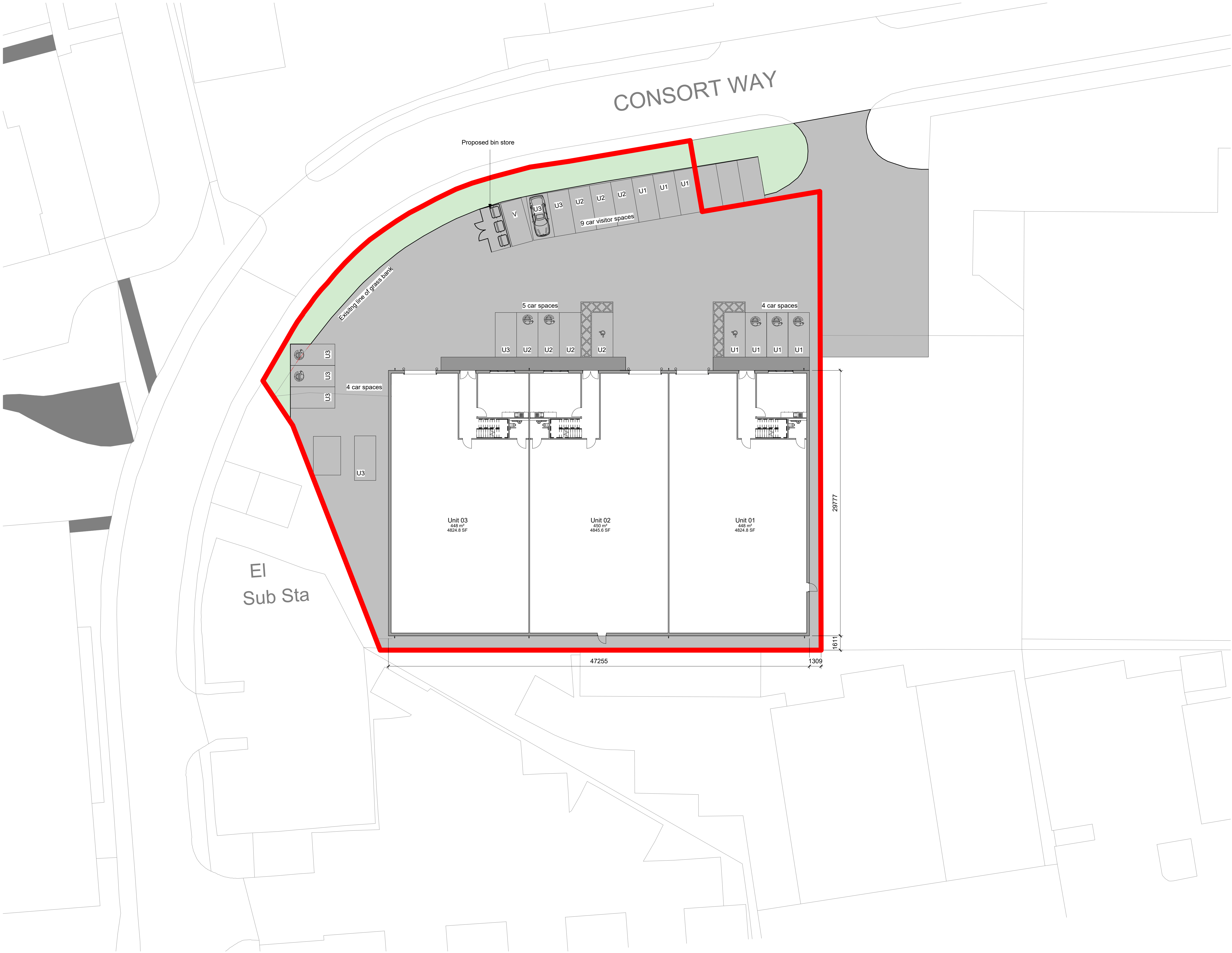
6.1 Summary

- 6.1.1 This Transport Statement (TS) accompanies a planning application for an industrial unit on land situated within Victoria Business Park off Consort Way, Burgess Hill, West Sussex.
- 6.1.2 This TS has been produced to inform the local highway authority and planning authority, West Sussex County Council (WSCC), of the highways and transport implications of the proposals.
- 6.1.3 The proposals are for the redevelopment of the site to provide a two-storey building for light industrial use with a total gross internal area (GIA) of 1,346.
- 6.1.4 sqm. This will replace the previous industrial unit which was destroyed in a fire. The building has been fully demolished, and the site is currently vacant.
- 6.1.5 Access to the site would be obtained from the northern boundary via an existing access junction onto Consort Way, which is shared with the adjacent unit. The access links to the proposed service yard and car parking area at the building frontage.
- 6.1.6 The proposals outline a provision of 25 car parking spaces and 10 cycle spaces. This level of provision is in line with WSCC standards. All cars can enter and exit the site in forward gear and turn within the spaces appropriately.
- 6.1.7 The site is well connected to the existing pedestrian infrastructure within the Victoria Business Park. It is a short walk from the closest bus stops which provide hourly services to local residential areas during peak hours. It is within a 20 minute walk to Burgess Hill Rail Station which provides 10 -13 services per hour. The site has good connectivity by sustainable travel, as would be expected in an existing employment area.
- 6.1.8 The site is therefore well suited to accommodate the proposals and will encourage and promote sustainable travel behaviour and attract some employees who choose to travel by sustainable modes. This will assist in constraining the level of vehicle generation from the site and minimise the impact of the proposals on the highway network.
- 6.1.9 Road safety data has been analysed and there is no evidence of a highway safety issue within the vicinity of the site which would be exacerbated by the proposals.
- 6.1.10 The proposals are forecast to generate up to 10 two-way movements in the morning peak hour and up to 9 two-way movements in the evening peak hour. Over a daily period, it is forecast to generate up to 125 two-way vehicle movements. At this level of generation, the proposals would not have an unacceptable impact on road safety or a severe impact on the operation of the highway network and no mitigation is considered to be required.

6.2 Conclusions

- 6.2.1 The proposals offer a suitable choice of travel options and represent sustainable development in line with the requirements of the NPPF.
- 6.2.2 The proposed development will not have a severe impact on the operation of the surrounding highway network or an unacceptable impact on road safety and is therefore in accordance with the NPPF.
- 6.2.3 It is therefore considered that there are no reasons relating to transport or highways for objecting to the application.

Appendix A Site Layout Plan



Contractors to check all dimensions on drawings.
Any discrepancies must be reported to KTA Architects Ltd or the contract administrator before proceeding.
Do not scale except for planning purposes, work to figured dimensions.
A Fire Consultant must be appointed for this project. KTA drawings & schedules to be read in conjunction with the Fire Consultant Fire Strategy Report.
The Fire Strategy Report takes precedence over any KTA drawing or schedule & any discrepancy should be brought to KTA's attention.
This drawing must be read in conjunction with all relevant consultants drawings.
This drawing is © KTA Architects Ltd.

Revision Schedule			
Revision Number	Revision Date	Revision Description	Issued/ Authorised by
V		Visitor Parking Space	
		Site Boundary	
		Existing grass areas	
		New tarmac to footpath	
		Existing concrete yard	

WORK IN PROGRESS

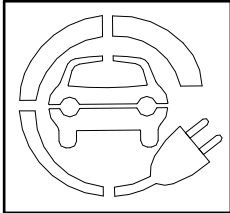
KTA

Architects | Urban Designers

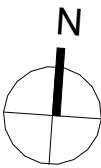
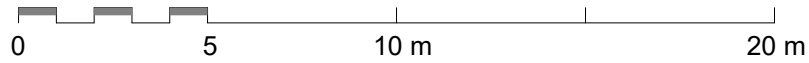
Winslade House, Winslade Park, Manor Drive,
Clyst St. Mary, Exeter, EX5 1FY

Tel: 01392 360338
Email: kt@kta.uk.com
Web: www.kta.uk.com

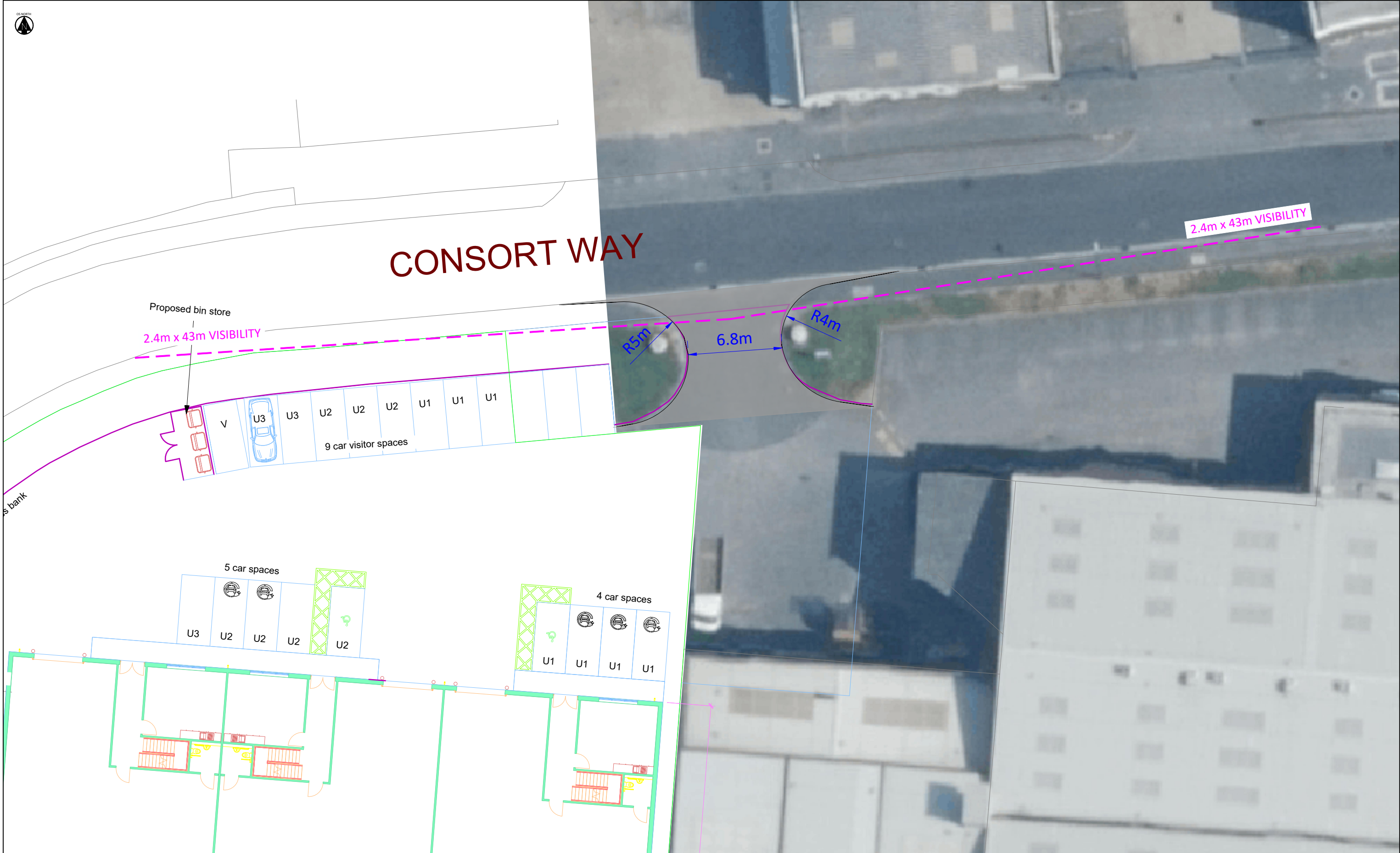
Project UNIT A, CONSORT WAY, BURGESS HILL			
Title Proposed Site Plan			
Author DD	Chkd by RN	Scale 1 : 200 @ A1	
Project 2387	Status Planning		
Drawing number 2387-KTA-A-0003			



ELECTRIC VEHICLE
CHARGING BAY

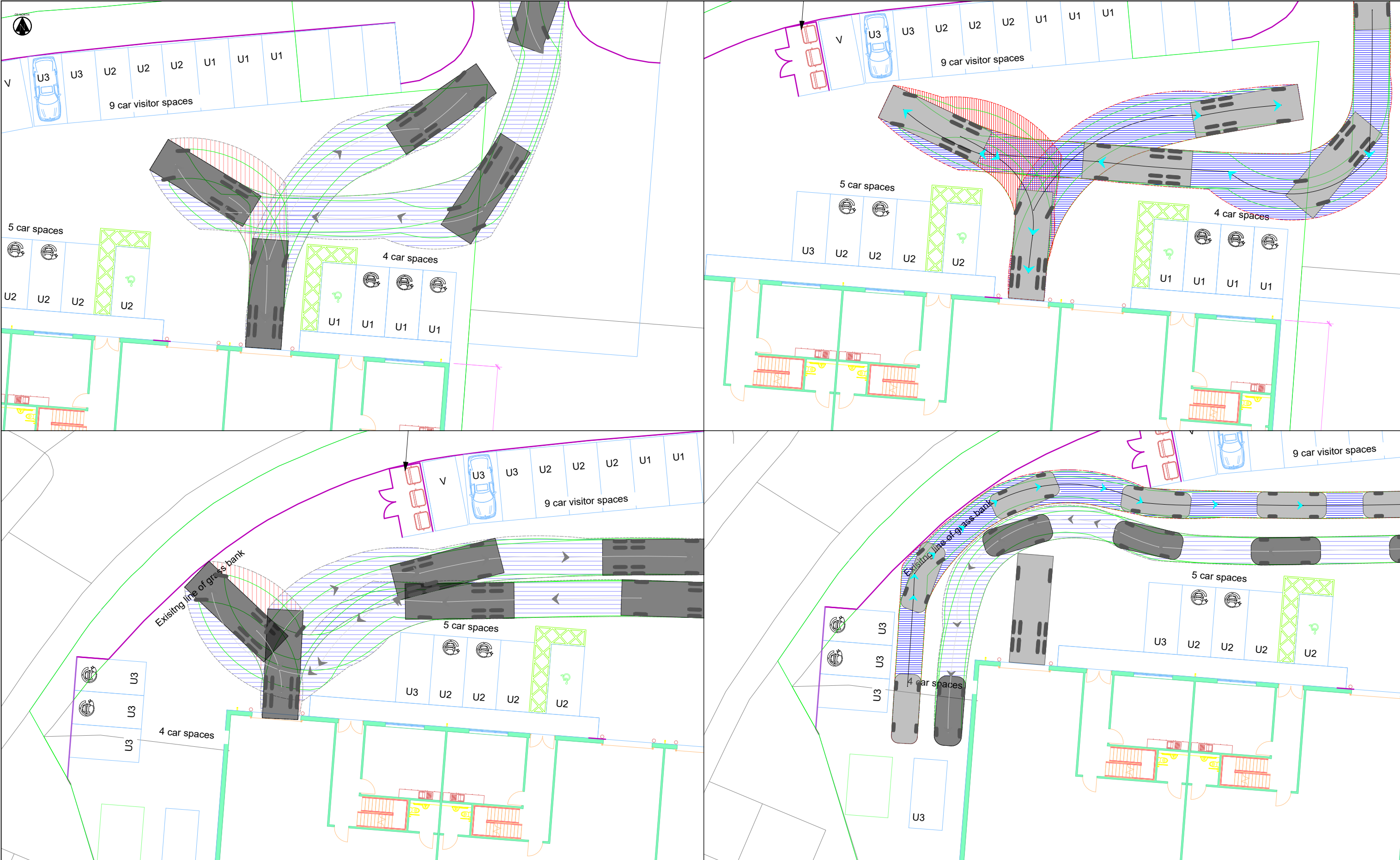


Appendix B Access and Visibility



SCALE BAR		KEY		NOTES		REVISIONS (CONTINUED)		REVISIONS		TITLE			
0m5m10m SCALE BAR (1:250)				1. General arrangement drawing suitable for planning purposes only. This drawing is not suitable for construction. 2. The content of this drawing is subject to detailed design considerations such as ground conditions, utilities, drainage and signage. 3. Drawing is based on topo survey data provided by others and supplemented by aerial mapping. Ordnance Survey, (c) Crown Copyright 2024. All rights reserved. Licence number 100022432. (c) Getmapping plc 2024. 4. Please do not scale from this drawing.						Apex TRANSPORT PLANNING CLOCKWISE BRUNEL HOUSE CARDIFF CF24 0HA t: 02920 619 361 e: cardiff@apexp.co.uk RUNWAY EAST 101 VICTORIA STREET BRISTOL BS1 6PU t: 0117 427 0414 e: bristol@apexp.co.uk CLIENT PGQ PROPERTY		PROPOSED SITE ACCESS AND VISIBILITY SPLAYS	
										PROJECT NO. C24-143 SCALE @ A3 1:250			
										STATUS DESCRIPTION INFORMATION STATUS S2			
										DRAWING NO. C24143-ATP-DR-TP-001 PROJECT CONSORT WAY, BURGESS HILL			

Appendix C Swept Path Analysis



SCALE BAR

0m 5m 10m

SCALE BAR (1:250)

KEY

7.80

1.40 4.50

TIPPER 3AXLE

Width : 2.35

Track : 2.35

Lock to Lock Time : 6.0

Steering Angle : 38.5

FORWARD

REVERSE

Tyre Tracks

Vehicle body tracks

Direction of travel

REVISIONS (CONTINUED)

REVISIONS

Rev	Date	Description	By	App
P02	19/11/24	Second Issue	SD	DC
P01	28/10/24	First Issue	SD	DC

Apex
TRANSPORT PLANNING

CLOCKWISE
BRUNEL HOUSE
CARDIFF
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e: cardiff@apextp.co.uk

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU
t: 0117 427 0454
e: bristol@apextp.co.uk

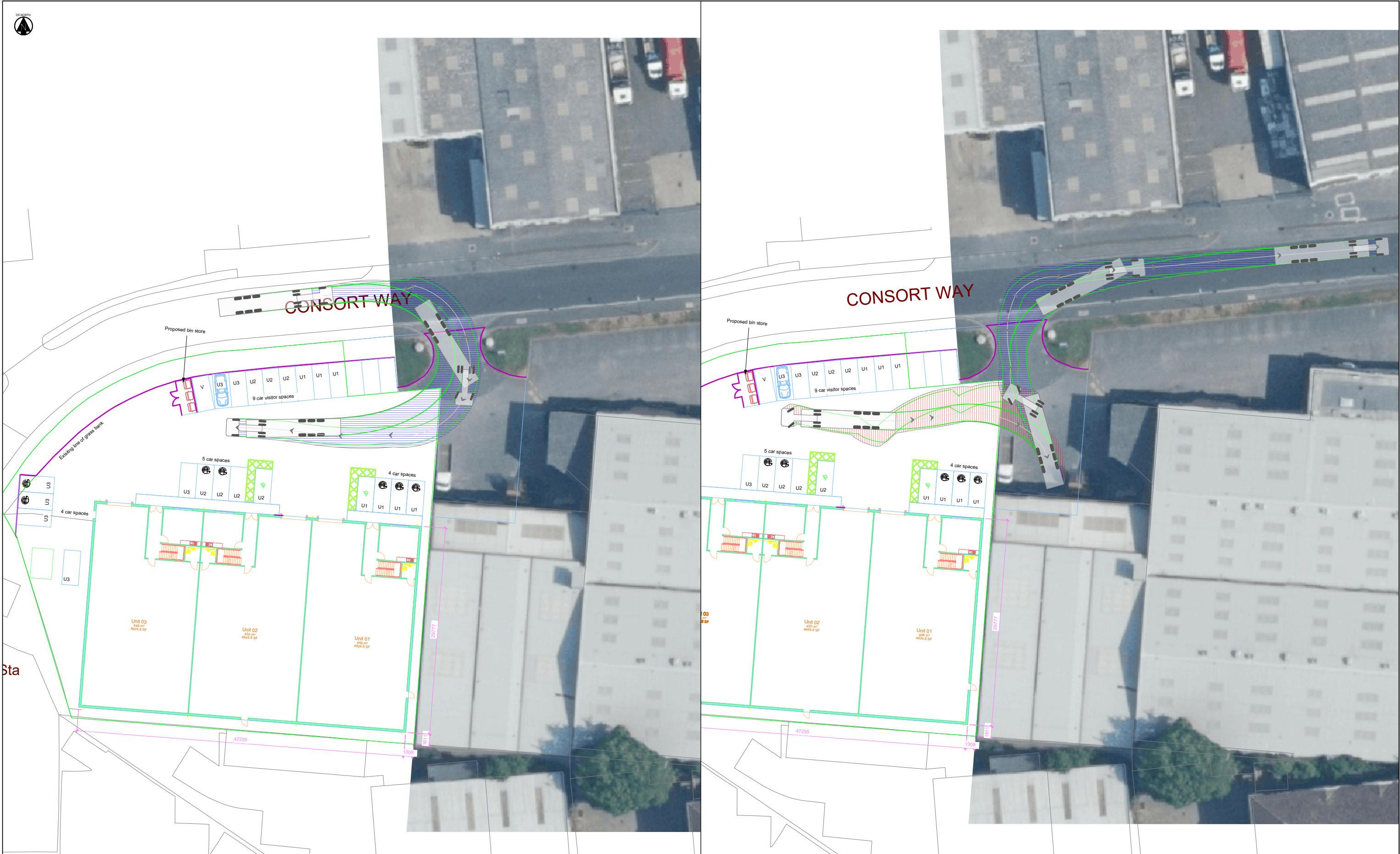
CLIENT
PGQ PROPERTY

PROJECT
CONSORT WAY, BURGESS HILL

TITLE
SWEPT PATH ANALYSIS - 7.8m BOX VAN

PROJECT NO. C24-143	SCALE @ A3 1:250
STATUS DESCRIPTION INFORMATION	
DRAWING NO. C24143-ATP-DR-TP-003	

STATUS
S2



SCALE BAR

0m 10m 20m

SCALE BAR (1:500)

KEY

ARTIC

Tractor Width : 2.55 meters

Trailer Width : 2.55

Tractor Track : 2.47

Trailer Track : 2.45

Lock to Lock Time : 6.0

Steering Angle : 34.3

Articulating Angle : 75.0

FORWARD

REVERSE

Tyre Tracks

Vehicle body tracks

Direction of travel

REVISIONS

Rev	Date	Description	By	App
P02	19/11/24	Second Issue	SD	DC
P01	28/10/24	First Issue	SD	DC

Apex

TRANSPORT PLANNING

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA

RUNWAY EAST
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BRISTOL
BS1 6PU

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e: cardiff@apextp.co.uk

t: 0117 427 0414
e: bristol@apextp.co.uk

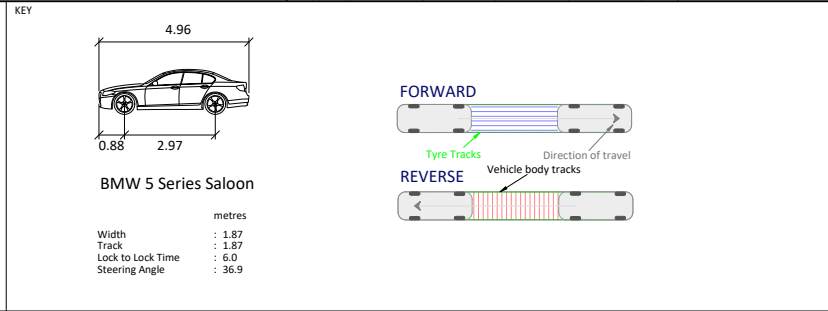
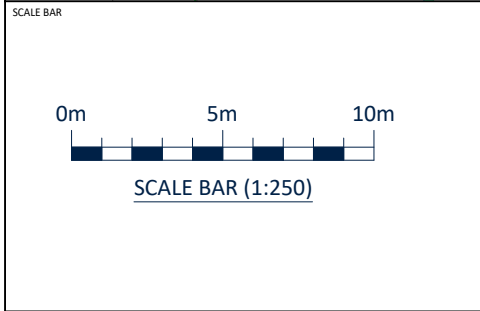
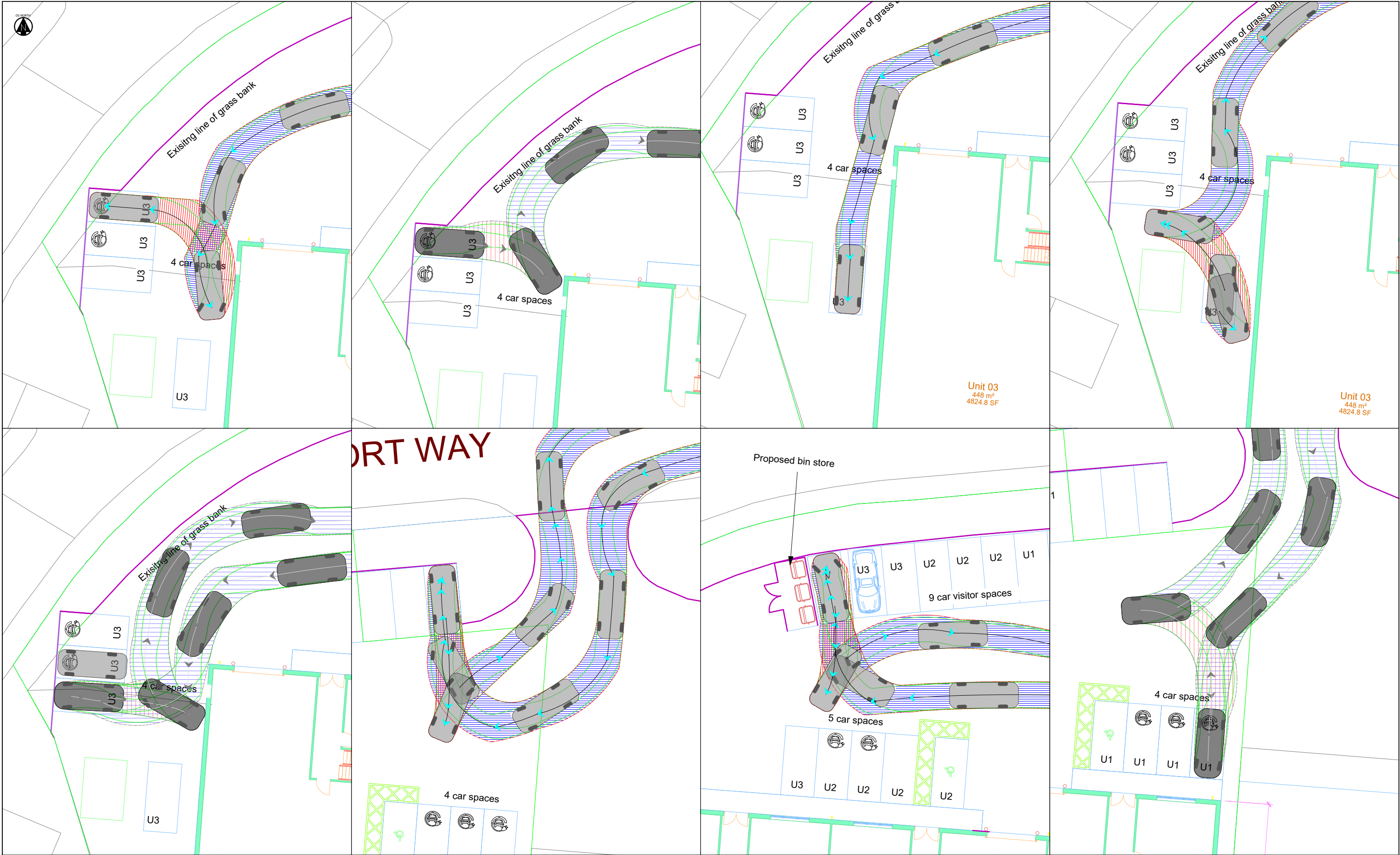
CLIENT
PGQ PROPERTY

PROJECT
CONSORT WAY, BURGESS HILL

TITLE
SWEPT PATH ANALYSIS - 16.5M
ARTICULATED VEHICLE

PROJECT NO. C24-143	SCALE @ A3 1:500
STATUS DESCRIPTION INFORMATION	
DRAWING NO. C24143-ATP-DR-TP-004	

STATUS
S2



REVISIONS (CONTINUED)

Rev	Date	Description	By	App
P02	19/11/24	Second Issue	SD	DC
P01	28/10/24	First Issue	SD	DC

REVISIONS

Rev	Date	Description	By	App
P02	19/11/24	Second Issue	SD	DC
P01	28/10/24	First Issue	SD	DC

Apex
TRANSPORT PLANNING

CLIENT
PGQ PROPERTY

PROJECT
CONSORT WAY, BURGESS HILL

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BRISTOL
BS1 6PU
t: 0117 427 0414
e: bristol@apexp.co.uk

TITLE
SWEEP PATH ANALYSIS - LARGE CAR

PROJECT NO.	SCALE @ A3	STATUS DESCRIPTION	STATUS
C24-143	1:250	INFORMATION	S2
DRAWING NO. C24143-ATP-DR-TP-002			

Appendix D TRICS Outputs – Industrial Unit

Apex Transport Planning Ltd 11-13 Penhill Road Cardiff

Licence No: 502501

Filtering Summary

Land Use	02/C	EMPLOYMENT/INDUSTRIAL UNIT
Selected Trip Rate Calculation Parameter Range	150-3000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	150-3000 sqm GFA	
Date Range	Minimum: 01/01/10	Maximum: 04/10/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	4
	Wednesday	2
	Thursday	10
	Friday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	7
	Edge of Town	12
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	2 - Selected
	Servicing vehicles Excluded	24 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	2
	5,001 to 10,000	3
	10,001 to 15,000	4
	15,001 to 20,000	1
	20,001 to 25,000	3
	25,001 to 50,000	5
	50,001 to 100,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	50,001 to 75,000	3
	75,001 to 100,000	3
	100,001 to 125,000	2
	125,001 to 250,000	6
	250,001 to 500,000	3
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	0.6 to 1.0	7
	1.1 to 1.5	11
PTAL Rating	No PTAL Present	19
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-502501-241024-1008

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : C - INDUSTRIAL UNIT

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	RE READING	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	DY DERBY	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	CU CUMBERLAND	1 days
	FU WESTMORLAND & FURNESS	1 days
	TW TYNE & WEAR	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: 150 to 3000 (units: sqm)
 Range Selected by User: 150 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 04/10/23

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	2 days
Thursday	10 days
Friday	2 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	12

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	17
Commercial Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	24 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	19 days
-----------	---------

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	7 days
1.1 to 1.5	11 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	19 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	19 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BP-02-C-01 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Total Gross floor area: 1010 sqm Survey date: THURSDAY 20/06/19	POWDER COATINGS BLACKPOOL
2	BR-02-C-02 SOUTH LIBERTY LANE BRISTOL Edge of Town Industrial Zone Total Gross floor area: 1475 sqm Survey date: TUESDAY 22/09/15	STAINLESS FITTINGS BRISTOL CITY
3	CU-02-C-01 BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 715 sqm Survey date: FRIDAY 15/10/21	STEEL FABRICATION CUMBERLAND
4	DS-02-C-02 STONEGRAVELS LANE CHESTERFIELD Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 530 sqm Survey date: WEDNESDAY 04/10/23	GLASS SPECIALISTS DERBYSHIRE
5	DY-02-C-01 PONTEFRAC STREET DERBY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 2600 sqm Survey date: THURSDAY 25/06/15	ENGINEERED PRODUCTS DERBY
6	FU-02-C-01 COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 2950 sqm Survey date: TUESDAY 10/06/14	DOMINO'S PIZZA WESTMORLAND & FURNESS
7	HC-02-C-01 JAYS CLOSE BASINGSTOKE Edge of Town Industrial Zone Total Gross floor area: 3000 sqm Survey date: THURSDAY 16/06/16	ENGINEERING COMPANY HAMPSHIRE
8	HE-02-C-02 COLLEGE ROAD HEREFORD BURCOTT Edge of Town Commercial Zone Total Gross floor area: 1880 sqm Survey date: TUESDAY 22/10/13	THERMAL PROCESSING HEREFORDSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-02-C-03 GOLDEN HILL LANE LEYLAND	TIMBER SUPPLIES	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	150 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
10	LC-02-C-06 TOLLGATE ROAD BURSCOUGH	STEEL FABRICATION	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area:	700 sqm	
	Survey date: THURSDAY	21/04/22	Survey Type: MANUAL
11	NF-02-C-03 ELVIN WAY NORWICH HELLESDON	SHEET METAL CONTRACTOR	NORFOLK
	Edge of Town Industrial Zone Total Gross floor area:	260 sqm	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
12	NF-02-C-04 FLETCHER WAY NORWICH UPPER HELLESDON	EXHIBITION DESIGN & MANUF.	NORFOLK
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
13	NY-02-C-03 WETHERBY ROAD KNARESBOROUGH	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	29/06/23	Survey Type: MANUAL
14	PB-02-C-01 NEWARK ROAD PETERBOROUGH FENGATE	STEEL FABRICATOR	PETERBOROUGH
	Edge of Town Industrial Zone Total Gross floor area:	1772 sqm	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
15	RE-02-C-01 COMMERCIAL ROAD READING	SHEET METAL FABRICATION	READING
	Edge of Town Industrial Zone Total Gross floor area:	645 sqm	
	Survey date: THURSDAY	22/11/12	Survey Type: MANUAL
16	SF-02-C-01 ANSON ROAD IPSWICH MARTLESHAM HEATH	JOINERY	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area:	1100 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	SM-02-C-01 ROBINS DRIVE BRIDGWATER	WET BLASTING EQUIPMENT	SOMERSET
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 2300 sqm Survey date: WEDNESDAY 14/09/22 Survey Type: MANUAL		
18	TW-02-C-01 SHAFTESBURY AVENUE JARROW	INDUSTRIAL UNIT	TYNE & WEAR
	TYNE POINT IND. ESTATE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 950 sqm Survey date: THURSDAY 15/11/12 Survey Type: MANUAL		
19	WM-02-C-05 ICKNIELD STREET BIRMINGHAM HOCKLEY	INDIAN CATERING	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 256 sqm Survey date: MONDAY 22/11/21 Survey Type: MANUAL		

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-C-01	covid
GS-02-C-02	covid
LC-02-C-05	covid
NN-02-C-01	covid
TV-02-C-02	covid
VG-02-C-01	covid

Apex Transport Planning Ltd 11-13 Penhill Road Cardiff

Licence No: 502501

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	1825	0.082	2	1825	0.000	2	1825	0.082
06:00 - 07:00	2	1825	0.192	2	1825	0.055	2	1825	0.247
07:00 - 08:00	18	1346	0.380	18	1346	0.070	18	1346	0.450
08:00 - 09:00	18	1346	0.615	18	1346	0.157	18	1346	0.772
09:00 - 10:00	19	1289	0.339	19	1289	0.196	19	1289	0.535
10:00 - 11:00	19	1289	0.294	19	1289	0.282	19	1289	0.576
11:00 - 12:00	19	1289	0.233	19	1289	0.225	19	1289	0.458
12:00 - 13:00	19	1289	0.237	19	1289	0.290	19	1289	0.527
13:00 - 14:00	19	1289	0.306	19	1289	0.310	19	1289	0.616
14:00 - 15:00	19	1289	0.229	19	1289	0.245	19	1289	0.474
15:00 - 16:00	19	1289	0.216	19	1289	0.261	19	1289	0.477
16:00 - 17:00	19	1289	0.098	19	1289	0.404	19	1289	0.502
17:00 - 18:00	19	1289	0.053	19	1289	0.482	19	1289	0.535
18:00 - 19:00	18	1331	0.063	18	1331	0.163	18	1331	0.226
19:00 - 20:00	3	1302	0.154	3	1302	0.179	3	1302	0.333
20:00 - 21:00	2	1825	0.082	2	1825	0.110	2	1825	0.192
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.573			3.429			7.002

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:	150 - 3000 (units: sqm)
Survey date date range:	01/01/10 - 04/10/23
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TAXIS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	1825	0.000	2	1825	0.000	2	1825	0.000
06:00 - 07:00	2	1825	0.000	2	1825	0.000	2	1825	0.000
07:00 - 08:00	18	1346	0.000	18	1346	0.000	18	1346	0.000
08:00 - 09:00	18	1346	0.000	18	1346	0.000	18	1346	0.000
09:00 - 10:00	19	1289	0.004	19	1289	0.004	19	1289	0.008
10:00 - 11:00	19	1289	0.004	19	1289	0.004	19	1289	0.008
11:00 - 12:00	19	1289	0.008	19	1289	0.008	19	1289	0.016
12:00 - 13:00	19	1289	0.000	19	1289	0.000	19	1289	0.000
13:00 - 14:00	19	1289	0.000	19	1289	0.000	19	1289	0.000
14:00 - 15:00	19	1289	0.012	19	1289	0.012	19	1289	0.024
15:00 - 16:00	19	1289	0.004	19	1289	0.004	19	1289	0.008
16:00 - 17:00	19	1289	0.000	19	1289	0.000	19	1289	0.000
17:00 - 18:00	19	1289	0.000	19	1289	0.000	19	1289	0.000
18:00 - 19:00	18	1331	0.004	18	1331	0.004	18	1331	0.008
19:00 - 20:00	3	1302	0.000	3	1302	0.000	3	1302	0.000
20:00 - 21:00	2	1825	0.000	2	1825	0.000	2	1825	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.036			0.072

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.*

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	1825	0.000	2	1825	0.000	2	1825	0.000
06:00 - 07:00	2	1825	0.082	2	1825	0.027	2	1825	0.109
07:00 - 08:00	18	1346	0.017	18	1346	0.017	18	1346	0.034
08:00 - 09:00	18	1346	0.041	18	1346	0.017	18	1346	0.058
09:00 - 10:00	19	1289	0.037	19	1289	0.033	19	1289	0.070
10:00 - 11:00	19	1289	0.057	19	1289	0.065	19	1289	0.122
11:00 - 12:00	19	1289	0.037	19	1289	0.029	19	1289	0.066
12:00 - 13:00	19	1289	0.033	19	1289	0.037	19	1289	0.070
13:00 - 14:00	19	1289	0.029	19	1289	0.020	19	1289	0.049
14:00 - 15:00	19	1289	0.008	19	1289	0.016	19	1289	0.024
15:00 - 16:00	19	1289	0.020	19	1289	0.029	19	1289	0.049
16:00 - 17:00	19	1289	0.012	19	1289	0.008	19	1289	0.020
17:00 - 18:00	19	1289	0.004	19	1289	0.004	19	1289	0.008
18:00 - 19:00	18	1331	0.004	18	1331	0.004	18	1331	0.008
19:00 - 20:00	3	1302	0.000	3	1302	0.154	3	1302	0.154
20:00 - 21:00	2	1825	0.000	2	1825	0.082	2	1825	0.082
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.381			0.542			0.923

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	1825	0.000	2	1825	0.000	2	1825	0.000
06:00 - 07:00	2	1825	0.027	2	1825	0.000	2	1825	0.027
07:00 - 08:00	18	1346	0.041	18	1346	0.000	18	1346	0.041
08:00 - 09:00	18	1346	0.021	18	1346	0.000	18	1346	0.021
09:00 - 10:00	19	1289	0.004	19	1289	0.000	19	1289	0.004
10:00 - 11:00	19	1289	0.000	19	1289	0.000	19	1289	0.000
11:00 - 12:00	19	1289	0.000	19	1289	0.000	19	1289	0.000
12:00 - 13:00	19	1289	0.000	19	1289	0.004	19	1289	0.004
13:00 - 14:00	19	1289	0.012	19	1289	0.012	19	1289	0.024
14:00 - 15:00	19	1289	0.000	19	1289	0.020	19	1289	0.020
15:00 - 16:00	19	1289	0.000	19	1289	0.004	19	1289	0.004
16:00 - 17:00	19	1289	0.000	19	1289	0.025	19	1289	0.025
17:00 - 18:00	19	1289	0.004	19	1289	0.020	19	1289	0.024
18:00 - 19:00	18	1331	0.000	18	1331	0.004	18	1331	0.004
19:00 - 20:00	3	1302	0.000	3	1302	0.000	3	1302	0.000
20:00 - 21:00	2	1825	0.000	2	1825	0.000	2	1825	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.089			0.198

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.*

Appendix E TRICS Outputs – Warehouse

Apex Transport Planning Ltd 11-13 Penhill Road Cardiff

Licence No: 502501

Filtering Summary

Land Use	02/F	EMPLOYMENT/WAREHOUSING (COMMERCIAL)
Selected Trip Rate Calculation Parameter Range	190-3000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	190-1750 sqm GFA	
Date Range	Minimum: 01/01/10	Maximum: 20/11/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	1
	Edge of Town	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	1 - Selected
	Servicing vehicles Excluded	2 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	2
	10,001 to 15,000	1
Population <5 Mile ranges selected	75,001 to 100,000	1
	125,001 to 250,000	1
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	3
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-502501-241024-1033

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	TB TORBAY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	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: 190 to 1750 (units: sqm)
 Range Selected by User: 190 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 20/11/23

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

Selected survey days:

Monday 1 days
 Tuesday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:**Use Class:**

n/a 1 days
 B8 2 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 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	1 days
1.1 to 1.5	2 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	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NY-02-F-01	REMOVALS SERVICE	NORTH YORKSHIRE
	GRIMBALD CRAG CLOSE		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1750 sqm	
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL
2	TB-02-F-01	OPTICS WAREHOUSE	TORBAY
	ALDERS WAY		
	PAIGNTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
3	TV-02-F-03	ELECTRICAL COMPONENTS	TEES VALLEY
	UNIT 8,NAVIGATOR COURT		
	STOCKTON-ON-TEES		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	634 sqm	
	Survey date: TUESDAY	28/06/11	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.

Apex Transport Planning Ltd 11-13 Penhill Road Cardiff

Licence No: 502501

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	190	0.000	1	190	0.000	1	190	0.000
06:00 - 07:00	1	190	0.000	1	190	0.000	1	190	0.000
07:00 - 08:00	3	858	0.233	3	858	0.117	3	858	0.350
08:00 - 09:00	3	858	0.505	3	858	0.233	3	858	0.738
09:00 - 10:00	3	858	0.544	3	858	0.272	3	858	0.816
10:00 - 11:00	3	858	0.622	3	858	0.466	3	858	1.088
11:00 - 12:00	3	858	0.466	3	858	0.505	3	858	0.971
12:00 - 13:00	3	858	0.505	3	858	0.622	3	858	1.127
13:00 - 14:00	3	858	0.583	3	858	0.389	3	858	0.972
14:00 - 15:00	3	858	0.544	3	858	0.777	3	858	1.321
15:00 - 16:00	3	858	0.272	3	858	0.350	3	858	0.622
16:00 - 17:00	3	858	0.233	3	858	0.350	3	858	0.583
17:00 - 18:00	3	858	0.078	3	858	0.583	3	858	0.661
18:00 - 19:00	3	858	0.000	3	858	0.000	3	858	0.000
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.585			4.664			9.249

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.

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Parameter summary

Trip rate parameter range selected:	190 - 1750 (units: sqm)
Survey date date range:	01/01/10 - 20/11/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Apex Transport Planning Ltd 11-13 Penhill Road Cardiff

Licence No: 502501

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

TAXIS

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	190	0.000	1	190	0.000	1	190	0.000
06:00 - 07:00	1	190	0.000	1	190	0.000	1	190	0.000
07:00 - 08:00	3	858	0.000	3	858	0.000	3	858	0.000
08:00 - 09:00	3	858	0.039	3	858	0.039	3	858	0.078
09:00 - 10:00	3	858	0.000	3	858	0.000	3	858	0.000
10:00 - 11:00	3	858	0.000	3	858	0.000	3	858	0.000
11:00 - 12:00	3	858	0.000	3	858	0.000	3	858	0.000
12:00 - 13:00	3	858	0.000	3	858	0.000	3	858	0.000
13:00 - 14:00	3	858	0.000	3	858	0.000	3	858	0.000
14:00 - 15:00	3	858	0.000	3	858	0.000	3	858	0.000
15:00 - 16:00	3	858	0.000	3	858	0.000	3	858	0.000
16:00 - 17:00	3	858	0.000	3	858	0.000	3	858	0.000
17:00 - 18:00	3	858	0.000	3	858	0.000	3	858	0.000
18:00 - 19:00	3	858	0.000	3	858	0.000	3	858	0.000
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.039			0.078

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.

Apex Transport Planning Ltd 11-13 Penhill Road Cardiff

Licence No: 502501

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	190	0.000	1	190	0.000	1	190	0.000
06:00 - 07:00	1	190	0.000	1	190	0.000	1	190	0.000
07:00 - 08:00	3	858	0.000	3	858	0.117	3	858	0.117
08:00 - 09:00	3	858	0.078	3	858	0.194	3	858	0.272
09:00 - 10:00	3	858	0.117	3	858	0.078	3	858	0.195
10:00 - 11:00	3	858	0.117	3	858	0.039	3	858	0.156
11:00 - 12:00	3	858	0.039	3	858	0.039	3	858	0.078
12:00 - 13:00	3	858	0.039	3	858	0.078	3	858	0.117
13:00 - 14:00	3	858	0.117	3	858	0.078	3	858	0.195
14:00 - 15:00	3	858	0.039	3	858	0.078	3	858	0.117
15:00 - 16:00	3	858	0.000	3	858	0.000	3	858	0.000
16:00 - 17:00	3	858	0.000	3	858	0.000	3	858	0.000
17:00 - 18:00	3	858	0.039	3	858	0.039	3	858	0.078
18:00 - 19:00	3	858	0.000	3	858	0.000	3	858	0.000
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.585			0.740			1.325

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
CYCLISTS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	190	0.000	1	190	0.000	1	190	0.000
06:00 - 07:00	1	190	0.000	1	190	0.000	1	190	0.000
07:00 - 08:00	3	858	0.000	3	858	0.000	3	858	0.000
08:00 - 09:00	3	858	0.039	3	858	0.000	3	858	0.039
09:00 - 10:00	3	858	0.000	3	858	0.000	3	858	0.000
10:00 - 11:00	3	858	0.000	3	858	0.000	3	858	0.000
11:00 - 12:00	3	858	0.000	3	858	0.000	3	858	0.000
12:00 - 13:00	3	858	0.000	3	858	0.000	3	858	0.000
13:00 - 14:00	3	858	0.000	3	858	0.000	3	858	0.000
14:00 - 15:00	3	858	0.000	3	858	0.000	3	858	0.000
15:00 - 16:00	3	858	0.000	3	858	0.000	3	858	0.000
16:00 - 17:00	3	858	0.000	3	858	0.039	3	858	0.039
17:00 - 18:00	3	858	0.000	3	858	0.000	3	858	0.000
18:00 - 19:00	3	858	0.000	3	858	0.000	3	858	0.000
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.039			0.078

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.