

ROVIA

LKQ Electriq

Arden Grange

Transport Statement

September 2026

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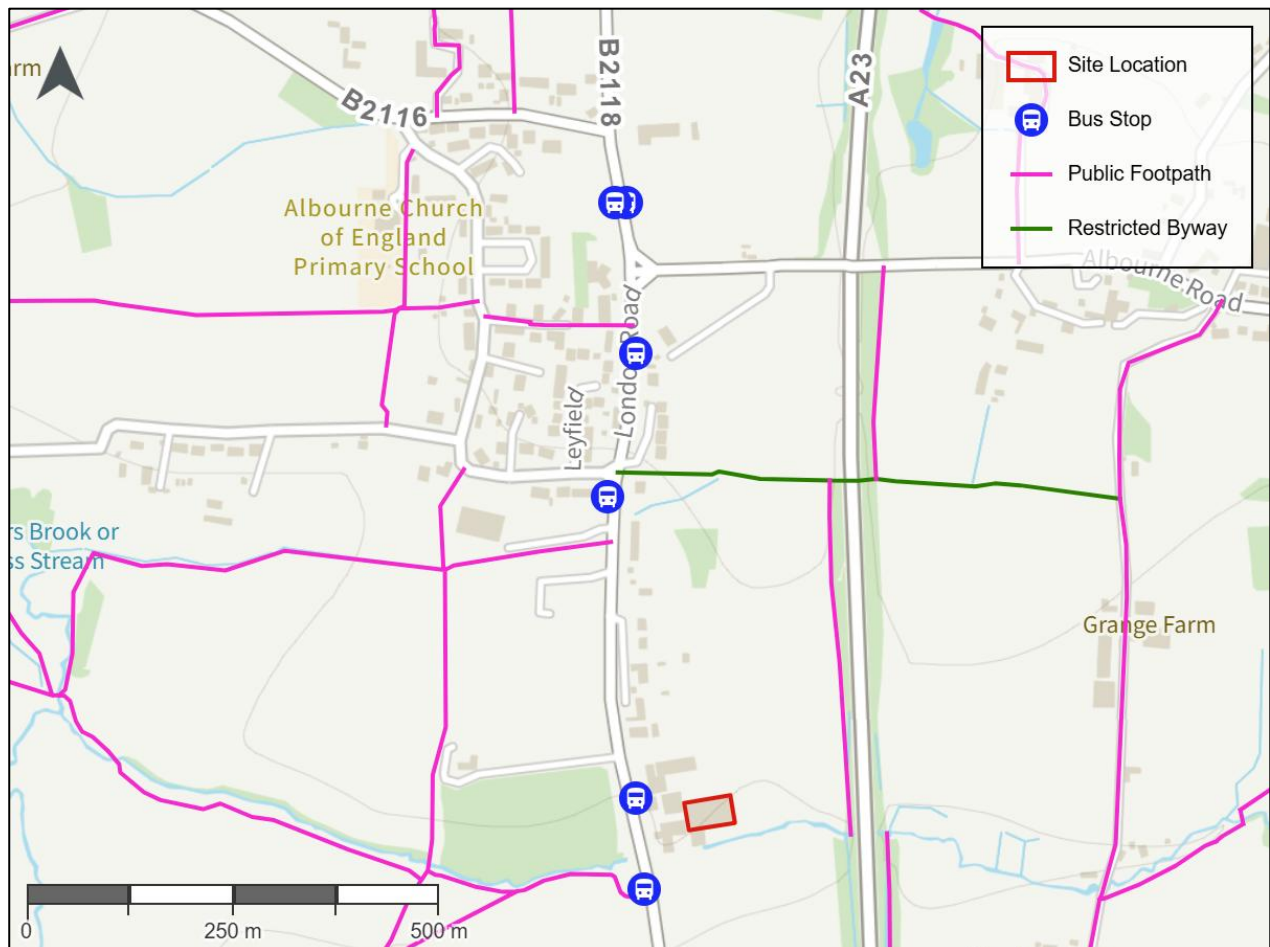
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1 Introduction

- 1.1 This Transport Statement (TS) has been prepared by Rovia on behalf of LKQ Electriq who wish to occupy an industrial building at Arden Grange, near the village of Albourne, which was formerly occupied by FedEx but has been vacant for some time.
- 1.2 In order for LKQ Electriq to occupy the building, they need to secure planning permission to change the use of it from B8 (Storage and Distribution) to B2 (General Industrial). No external alterations, extensions, or other changes are needed. The building footprint, yard area, and vehicular access arrangement will remain unchanged.
- 1.3 The purpose of this TS is to assess the transport and highway implications of the proposed development, demonstrate that the site is accessible by a range of sustainable transport modes, and confirm that the proposal will not have an unacceptable impact on the safe and efficient operation of the surrounding highway network.
- 1.4 The site is located to the east of the B2118 (London Road), circa 400m south of the village of Albourne. The location of the application site is shown on **Figure 1.1** below.

Figure 1.1: Site Location Plan



- 1.5 The existing building on site has a gross floor area (GFA) of 1,910 sqm and no external alterations, extensions, or changes to the curtilage of it will be sought. The site lies within the administrative boundaries of Mid Sussex District Council (MSDC) as Local Planning Authority and West Sussex County Council (WSCC) as Local Highway Authority.
- 1.6 The warehouse takes access from London Road (B2118) from a private access road that is shared with other businesses and residential properties. The service yard and parking areas are located to the east of the warehouse where access is obtained through the warehouse itself as shown in **Figure 1.2**.

Figure 1.2: Site Access



Structure of the Report

- 1.7 This Transport Statement is structured as follows:
- Chapter 1 (Introduction) sets out the background and purpose of the report;
 - Chapter 2 (Existing Conditions) describes the site and surrounding transport network;
 - Chapter 3 (Policy Review) summarises the relevant national and local planning policies;
 - Chapter 4 (Development Proposal) describes the proposed change of use;
 - Chapter 5 (Trip Generation and Highway Impact) assesses the transport impacts of the proposed change of use; and
 - Chapter 6 (Summary and Conclusion) sets out the key findings and conclusions of this Transport Statement.

2 Existing Conditions

Site Location

- 2.1 The site is situated in a rural location on the eastern side of London Road (B2118), approximately 400m south of the village of Albourne. The surrounding land uses are predominantly rural in character, with agricultural land to the north, south, and east, and businesses and residential properties to the west as shown on **Figure 2.1** below.

Figure 2.1: Site Location Plan (Local)



Active Travel

- 2.2 The site benefits from being located within an established location for employment. London Road benefits from a footway along its eastern side along the frontage of where the site takes access. This footway provides access to local bus stops and routes into the village of Albourne to the north. There are also Public Rights of Way (PRoW) in the locality that provide off-road connections across the surrounding countryside.

Bus Services

- 2.3 The nearest bus stops to the application site according to Google Maps and National Public Transport Access Nodes (NaPTAN) datasets are known as Arden Grange and are located on London Road within 150m walk of the site.
- 2.4 These stops are served by Compass Travel Bus Service 100 which routes from Burgess Hill to Horsham via Henfield, Steyning, Storrington and Pulborough. This service operates at approximately hourly intervals Monday to Saturday with services running from circa 07:00 to 18:30/19:00 on weekdays.

Rail

- 2.5 The nearest railway station is Hassocks Railway Station, located approximately 4.8km cycling distance to the east of the site on the Brighton Main Line. The station can be accessed via the 273 bus within 30 minutes including an 11-minute walk to Albourne where the service can be accessed. Hassocks station provides regular services to London Victoria, Brighton, and Gatwick Airport. Local Highway Network

Local Highway Network

- 2.6 The primary vehicular access to the site is taken from London Road (B2118) which connects to the A23. The A23 provides a key north–south route through West Sussex, connecting Brighton to the south with Crawley to the north. The B2118 is a single carriageway road which is subject to a 40mph speed limit as it passes the site.

3 Policy Review

- 3.1 This chapter sets out the principal national and local planning policies of relevance to transport and access that have been considered in the preparation of this Transport Statement.

National Policy

National Planning Policy Framework (NPPF, 2026)

- 3.2 The NPPF was revised in 2026 and sets out the Government's planning policies for England. The transport chapter is now structured around national policies TR1–TR8. TR1 and TR2 are plan-making policies; TR3–TR8 are national decision-making policies that are material considerations for planning applications.
- 3.3 Policy TR3 establishes that development generating significant movement should be located where sustainable travel is viable or can be delivered. Transport Statements and Transport Assessments must be proportionate to the nature and scale of the development.
- 3.4 Policy TR4 focuses on street design access and parking whereby priority is first given to walking and access should be facilitated, so far as possible, to high-quality public transport and appropriate parking should be provided reflecting the location and nature of the development alongside locally-set standards.
- 3.5 Policy TR6 is the principal decision-making transport policy and provides that proposals should be refused where they would have a severe adverse effect on network capacity or congestion (including cumulative effects) or an unacceptable highway safety effect. This test applies both during construction and following completion of development.

Local Planning Policy

Mid Sussex District Plan 2014–2031 (Adopted March 2018)

- 3.6 The Mid Sussex District Plan 2014–2031 was adopted by Mid Sussex District Council on 28th March 2018 and forms the primary statutory development plan for the area. The District Plan is subject to a formal review, with the replacement plan (2021–2039) at an advanced stage of examination. The adopted 2018 plan remains the starting point for the determination of planning applications.
- 3.7 The following policies within the adopted District Plan are of direct relevance to this application:

Policy DP1: Sustainable Economic Development

- 3.8 Policy DP1 supports sustainable economic development and seeks to protect and enhance existing employment sites. The change of use from B8 to B2 retains the site in an employment-generating use and is therefore consistent with the objectives of this policy.

Policy DP21: Transport

3.9 Policy DP21 requires development to:

- be sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses;
- provide adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport
- provide safe and suitable access by all modes; and
- demonstrate that transport impacts can be acceptably managed.

3.10 This Transport Statement has been prepared to demonstrate compliance with the requirements of Policy DP21.

Emerging Mid Sussex District Plan 2021–2039

3.11 The emerging Mid Sussex District Plan 2021–2039 has been submitted to the Planning Inspectorate and is at an advanced stage of examination. Whilst it does not yet carry the full weight of an adopted development plan, its policies have still been considered. Emerging Policy DPT1 (Placemaking and Connectivity) will replace Policy DP21 and will require a vision-led approach to sustainable transport. Emerging Policy DPE2 (Existing Employment Sites) supports the retention and appropriate change of use of established employment sites subject to transport and design criteria.

4 Development Proposal

- 4.1 This chapter describes the proposed development, including the nature of the proposed change of use, the proposed operational characteristics of the site, and the parking and servicing arrangements.

Overview

- 4.2 The application proposes the change of use of the Former FedEx Building at Arden Grange, London Road, Albourne, West Sussex, BN6 9BJ from Use Class B8 (Storage and Distribution) to Use Class B2 (General Industrial). The existing building comprises a single-storey warehouse of 1,910 sqm GFA. No external alterations, extensions, or changes to the curtilage are proposed. The building footprint, yard area, and vehicular access arrangement will remain unchanged.

Site Access

- 4.3 Vehicular access to the site will continue to be taken via the existing private shared access road off London Road, which serves the Arden Grange complex. The site is located at the end of this private access road. Access to the site is undertaken through the existing warehouse in an existing arrangement suitable for B8 Storage and Distribution Uses and vehicles associated with this.
- 4.4 Access to the adopted highway network is achieved from London Road via a priority junction arrangement which is already used by HGVs and LGVs associated with the established operations at the site. The access is therefore considered to be suitable for the vehicle types associated with the proposed Use Class B2 operations.
- 4.5 It is noted that a fatal collision occurred in 2023 in the vicinity of the site access, involving a goods vehicle undertaking a right-turn manoeuvre and a motorcycle. The collision report is provided in **Appendix A**. As the site became vacant in Spring 2026, the most recent five-year collision record has been reviewed for the period during which the site remained operational. Collision data for the period 2021 to 2025 indicates that no other collisions occurred at the site access junction.
- 4.6 The Department for Transport (DfT) traffic count data, most recently collected in 2009, recorded approximately 3,600 two-way vehicle movements on the adjacent highway (London Road B2118) circa 250m north of the site access. Based on the DfT data there are likely to have been thousands of vehicles passing the site each day during the 5-year period. Therefore, while the 2023 incident was a serious and regrettable event, the occurrence of a single recorded collision over a five-year period does not, in itself, indicate an inherent road safety issue at the junction, particularly given the volume of traffic with which vehicles accessing the site interact.

Parking Provision

- 4.7 The parking area at the eastern end of the site can currently accommodate around 24 parked cars.

4.8 West Sussex County Council's Guidance on Parking at New Developments (September 2020) sets out the parking standards applicable to non-residential development in West Sussex. The guidance is used by WSCC in its role as Local Highway Authority when responding to planning consultations. The relevant standards for Use Class B2 (General Industrial) and Use Class B8 (Storage and Distribution) are set out below.

4.9 **Table 4.1** sets out the car and cycle parking standards for B2 and B8 uses as prescribed by WSCC.

Table 4.1: WSCC Parking Standards for B2 and B8 Uses

Use Class	Car Parking	Cycle Parking
B2 General Industrial	1 space per 40sqm GFA	1 space per 200sqm for staff and 1 space per 500sqm for visitors
B8 Storage and Distribution	1 space per 100sqm GFA	1 space per 500sqm for staff and 1 space per 1000sqm for visitors

4.10 Based on a floor area of 1,910sqm the parking guidance for a B2 development would be 48 car parking spaces and 14 cycle parking spaces. For a B8 development this would equate to 19 car parking spaces and six cycle parking spaces.

4.11 WSCC Parking Standards states that:

“Calculation of demand for parking at non-residential developments should normally be based on the land-use; the trip rate associated with the development (including base and forecast mode share); and, the user group of staff/visitors of the site (including shift patterns)”

4.12 To determine whether the on-site parking area, which can accommodate approximately 24 cars, would be sufficient to meet anticipated demand, a car parking accumulation assessment has been undertaken, as presented in Section 5 below. The assessment indicates a maximum parking demand of 24 cars for the proposed B2 use. Therefore, the demand-based evidence demonstrates that the proposed parking provision is adequate.

4.13 The existing informal parking area will be used for staff parking, however an allowance will be made for employees requiring disabled parking to park within the servicing area as close to the building as possible (allowing for servicing manoeuvres). This would minimise the walking distance to the building entrance compared to if they used the parking area.

4.14 Cycle parking would be provided in the servicing area as close to the building as possible.

Servicing

4.15 Servicing arrangements for the proposed B2 use are not expected to differ materially from those associated with the previous B8 storage and distribution use. Given the size of vehicles associated with B8 use classes are typically larger, it is considered that the existing servicing area is capable of accommodating future B2 Industrial Use servicing vehicles.

5 Trip Generation and Highway Impact

- 5.1 Given the scale of the building, the change from B8 to B2 use is not anticipated to result in a material increase in vehicular trip generation. The existing highway network in the vicinity of the site is considered capable of accommodating the level of traffic associated with the proposed development without giving rise to a severe impact on network capacity or highway safety.
- 5.2 For robustness a high-level TRICS assessment has been undertaken, the full reports of which are provided at **Appendix B**.

Table 5.1: Trip Impact

	08:00-09:00			17:00-18:00		
	Arrive	Depart	Total	Arrive	Depart	Total
B8						
Trip Rate	0.214	0.174	0.388	0.064	0.203	0.267
Trip Generation	4	3	7	1	5	6
B2						
Trip Rate	0.509	0.117	0.626	0.034	0.406	0.440
Trip Generation	10	2	12	1	8	9
Net Trip Generation						
Net Trips	6	-1	5	0	3	3

- 5.3 **Table 5.1** indicates that the development would result in negligible changes in trip generation and as such it is considered that the impact on the highway network would not be severe.

Parking Accumulation

- 5.4 A parking accumulation has been undertaken to understand if the existing provision on-site is enough to cater for the anticipated B2 car demand. The car parking accumulation is provided in **Table 5.2** below with the calculations provided in **Appendix C**.

Table 5.2: Parking Accumulation

Time	Arrive	Depart	Accumulation
05:00-06:00	2	0	2
06:00-07:00	3	0	5
07:00-08:00	12	0	17
08:00-09:00	7	1	23
09:00-10:00	2	1	24
10:00-11:00	2	2	24
11:00-12:00	2	2	24
12:00-13:00	1	4	21
13:00-14:00	2	3	20
14:00-15:00	1	2	19
15:00-16:00	1	3	17

Time	Arrive	Depart	Accumulation
16:00-17:00	1	9	9
17:00-18:00	1	6	4
18:00-19:00	0	2	2
19:00-20:00	0	0	2
20:00-21:00	0	0	2

Note: Discrepancies due to rounding

- 5.5 **Table 5.2** indicates that a maximum of 24 cars would be parked on-site at any one time. This means that the parking and servicing areas will be able to accommodate the likely demand.

Summary

- 5.6 In summary, the proposed change of use would retain the existing access and servicing arrangements, generate only a negligible net increase of four vehicle trips in the AM peak and three in the PM peak, and result in a maximum car parking accumulation of 24 cars, matching the available on-site provision. The assessment is proportionate to the scale and nature of the proposal and demonstrates that sustainable travel opportunities, safe access and appropriate parking have been considered in accordance with NPPF (2026) Policies TR3 and TR4. As the development would not have a severe adverse effect on network capacity or congestion, or an unacceptable effect on highway safety, it also satisfies the decision-making test in NPPF Policy TR6.

6 Summary and Conclusion

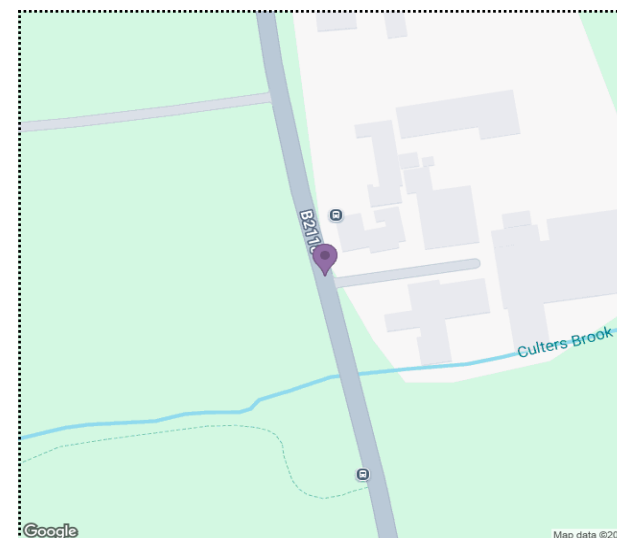
- 6.1 This Transport Statement has been prepared by Rovia on behalf of LKQ Electriq in support of a planning application for the change of use of the Former FedEx Building at Arden Grange, London Road, Albourne, West Sussex, BN6 9BJ from Use Class B8 (Storage and Distribution) to Use Class B2 (General Industrial).
- 6.2 The site benefits from being located within an established location for employment. The site is already connected by existing footways to nearby bus stops with hourly services. As such the site is considered to be well connected to active and sustainable transport infrastructure for its locality.
- 6.3 The existing building comprises a single-storey warehouse of 1,910 sqm GFA. No external alterations, extensions, or changes to the curtilage are proposed as part of this application. The building footprint, yard area, and vehicular access arrangement will remain unchanged.
- 6.4 The existing on-site parking provision is considered suitable for the proposed B2 use, with the parking accumulation assessment demonstrating that the forecast maximum demand of 24 cars can be accommodated within the available provision. The retained vehicular access and internal arrangements are also appropriate for the anticipated vehicle types, including cars, LGVs and servicing vehicles, and are consistent with the vehicles expected to access the site.
- 6.5 A high-level TRICS assessment has been undertaken to assess the trip generation implications of the proposed change of use. The assessment indicates a negligible net increase in vehicle trips during the AM and PM peak hours, with a net increase of circa 3-5 trips in peak hours. It is therefore considered that the proposed development would not result in a severe adverse impact on the local highway network in terms of capacity or safety, consistent with the test set out in NPPF Policy TR6.
- 6.6 In conclusion, the proposed change of use from B8 to B2 is considered acceptable in transport terms. The proportionate assessment confirms that the site is accessible by sustainable travel modes, the existing access and servicing arrangements remain suitable, the on-site parking provision can accommodate forecast demand, and the trip generation implications are negligible. The proposal therefore accords with NPPF (2026) Policies TR3 and TR4 and, as it would not result in a severe adverse effect on network capacity or congestion or an unacceptable effect on highway safety, satisfies the decision-making test in NPPF Policy TR6. The development should therefore be supported in transport and highway terms.

Appendix A



Validated Data

Crash Date:	Tuesday, February 21, 2023	Time of Crash:	12:30:00	Crash Reference:	2023471278985
Highest Injury Severity:	Fatal	Road Number:	B2118	Casualties:	1
Highway Authority:	West Sussex			Vehicles:	2
Local Authority:	Mid Sussex			OS Grid Reference:	526642 116010
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
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:

Tuesday, February 21, 2023

Time of Crash: 12:30:00

Crash Reference: 2023471278985

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	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw (1999 onwards)	-1	Male	36 - 45	Vehicle is in the act of turning right	Nearside	Journey as part of work	None	None
2	Motorcycle over 500cc A (2005 onwards)	10	Male	56 - 65	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Fatal	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

Appendix B

Audit Code: ba087067-8dce-4b59-beae-0c41cae8837d

Filtering Summary:

Land Use: 02/C EMPLOYMENT/INDUSTRIAL UNIT

Selected Trip Rate Calculation Parameter Range: 175 - 5000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 175 - 3210 sqm GFA

Date Range: Minimum: 01/01/2021 Maximum: 03/06/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Monday	1
Tuesday	1
Wednesday	1
Thursday	5
Friday	2

Main Location Types selected:

Edge of Town	8
Neighbourhood Centre	1
Free Standing	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	9
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

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

Audit Code: ba087067-8dce-4b59-beae-0c41cae8837d

Population <5 Mile ranges selected:

25,001 to 50,000	2
50,001 to 75,000	1
75,001 to 100,000	3
100,001 to 125,000	1
125,001 to 250,000	2
250,001 to 500,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	8

PTAL Rating:

No PTAL Present	10
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Audit Code: ba087067-8dce-4b59-beae-0c41cae8837d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

03	SOUTH WEST	
	GS	GLOUCESTERSHIRE
		1 day
04	EAST ANGLIA	
	PB	PETERBOROUGH
		1 day
05	EAST MIDLANDS	
	LE	LEICESTERSHIRE
		1 day
06	WEST MIDLANDS	
	WO	WORCESTERSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
		1 day
	RM	ROTHERHAM
		1 day
08	NORTH WEST	
	LC	LANCASHIRE
		1 day
09	NORTH	
	CU	CUMBERLAND
		1 day
11	SCOTLAND	
	FI	FIFE
		1 day
14	LEINSTER	
	WX	WEXFORD
		1 day

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

Audit Code: ba087067-8dce-4b59-beae-0c41cae8837d

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:	175 to 3210 (units:sqm)
Range Selected by User:	175 to 5000 (units:sqm)
Parking Spaces Range:	5 - 1377

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/21 to 03/06/25

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:

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

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

Selected survey types:

Manual count	10
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	8 days
Neighbourhood Centre	1 days
Free Standing	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:

Industrial Zone	9 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	7 days

Audit Code: ba087067-8dce-4b59-beae-0c41cae8837d

Secondary Filtering Selection:

Use Class:

Not Known	10 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 1634

Population within 1 mile:

1,001 to 5,000	2 surveys
5,001 to 10,000	3 surveys
10,001 to 15,000	4 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

25,001 to 50,000	2 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	3 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	8 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: ba087067-8dce-4b59-beae-0c41cae8837d

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

10 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

10 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: ba087067-8dce-4b59-beae-0c41cae8837d

LIST OF SITES relevant to selection parameters:

Site 1:	CU-02-C-01	Gross floor area:	715.00 sqm
Development Name:	STEEL FABRICATION	Survey Date:	15/10/2021
Location:	CARLISLE	Survey Day:	Friday
Postcode:	CA3 0PJ		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 2:	FI-02-C-02	Gross floor area:	1240.00 sqm
Development Name:	GLASS SPECIALISTS	Survey Date:	20/04/2023
Location:	DUNFERMLINE	Survey Day:	Thursday
Postcode:	KY12 7SN		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 3:	GS-02-C-03	Gross floor area:	1565.00 sqm
Development Name:	EXTRUSION DIE	Survey Date:	03/05/2023
	MANUFACTURER	Survey Day:	Wednesday
Location:	NEAR GLOUCESTER		
Postcode:	GL3 4AQ		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 4:	LC-02-C-06	Gross floor area:	700.00 sqm
Development Name:	STEEL FABRICATION	Survey Date:	21/04/2022
Location:	BURSCOUGH	Survey Day:	Thursday
Postcode:	L40 8LD		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 5:	LE-02-C-01	Gross floor area:	175.00 sqm
Development Name:	COMMERCIAL VEHICLE	Survey Date:	17/06/2022
	SERVICES	Survey Day:	Friday
Location:	NEAR LOUGHBOROUGH		
Postcode:	LE12 5TY		
Main Location Type:	Free Standing		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 6:	NY-02-C-03	Gross floor area:	1500.00 sqm
Development Name:	WORKWEAR MANUFACTURER	Survey Date:	29/06/2023
Location:	KNARESBOROUGH	Survey Day:	Thursday
Postcode:	HG5 8LJ		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 7:	PB-02-C-01	Gross floor area:	1772.00 sqm
Development Name:	STEEL FABRICATOR	Survey Date:	29/09/2022
Location:	PETERBOROUGH	Survey Day:	Thursday
Postcode:	PE1 5UA		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Audit Code: ba087067-8dce-4b59-beae-0c41cae8837d

Site 8:	RM-02-C-01	Gross floor area:	3210.00 sqm
Development Name:	PRODUCTS MANUFACTURER	Survey Date:	14/04/2025
Location:	ROTHERHAM	Survey Day:	Monday
Postcode:	S65 1EN		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 9:	WO-02-C-01	Gross floor area:	1200.00 sqm
Development Name:	INDUSTRIAL UNIT	Survey Date:	03/06/2025
Location:	KIDDERMINSTER	Survey Day:	Tuesday
Postcode:	DY11 7RA		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 10:	WX-02-C-01	Gross floor area:	2466.00 sqm
Development Name:	WHOLESALE BAKERY	Survey Date:	20/04/2023
Location:	WEXFORD	Survey Day:	Thursday
Postcode:	Y35 XR22		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
EC-02-C-02	07-05-2021	COVID 19 restrictions
GS-02-C-02	23-04-2021	COVID 19 restrictions
LC-02-C-05	30-06-2021	COVID 19 restrictions
VG-02-C-01	06-05-2021	COVID 19 restrictions

Audit Code: ba087067-8dce-4b59-beae-0c41cae8837d

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	6	1553	0.107	0.000	0.107
06:00-07:00	7	1508	0.208	0.009	0.217
07:00-08:00	10	1454	0.681	0.034	0.715
08:00-09:00	10	1454	0.509	0.117	0.626
09:00-10:00	10	1454	0.227	0.158	0.385
10:00-11:00	10	1454	0.234	0.275	0.509
11:00-12:00	10	1454	0.165	0.158	0.323
12:00-13:00	10	1454	0.179	0.282	0.461
13:00-14:00	10	1454	0.165	0.248	0.413
14:00-15:00	10	1454	0.186	0.206	0.392
15:00-16:00	10	1454	0.172	0.282	0.454
16:00-17:00	10	1454	0.076	0.612	0.688
17:00-18:00	10	1454	0.034	0.406	0.440
18:00-19:00	9	1478	0.015	0.113	0.128
19:00-20:00	6	1553	0.011	0.021	0.032
20:00-21:00	6	1553	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.969	2.921	5.890

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: ba087067-8dce-4b59-beae-0c41cae8837d

Parameter Summary:

Trip rate parameter range selected:	175 - 5000 (units: sqm)
Survey date date range:	15/10/2021 - 03/06/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

Audit Code: ba087067-8dce-4b59-beae-0c41cae8837d

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

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	6	1553	0.000	0.000	0.000
06:00-07:00	7	1508	0.028	0.009	0.037
07:00-08:00	10	1454	0.014	0.007	0.021
08:00-09:00	10	1454	0.021	0.028	0.049
09:00-10:00	10	1454	0.014	0.000	0.014
10:00-11:00	10	1454	0.028	0.048	0.076
11:00-12:00	10	1454	0.021	0.014	0.035
12:00-13:00	10	1454	0.021	0.014	0.035
13:00-14:00	10	1454	0.021	0.021	0.042
14:00-15:00	10	1454	0.021	0.028	0.049
15:00-16:00	10	1454	0.021	0.021	0.042
16:00-17:00	10	1454	0.000	0.021	0.021
17:00-18:00	10	1454	0.000	0.000	0.000
18:00-19:00	9	1478	0.000	0.000	0.000
19:00-20:00	6	1553	0.000	0.000	0.000
20:00-21:00	6	1553	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.210	0.211	0.421

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: ba087067-8dce-4b59-beae-0c41cae8837d

Parameter Summary:

Trip rate parameter range selected:	175 - 5000 (units: sqm)
Survey date date range:	15/10/2021 - 03/06/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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: ba087067-8dce-4b59-beae-0c41cae8837d

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

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	6	1553	0.097	0.000	0.097
06:00-07:00	7	1508	0.152	0.000	0.152
07:00-08:00	10	1454	0.605	0.021	0.626
08:00-09:00	10	1454	0.351	0.028	0.379
09:00-10:00	10	1454	0.117	0.069	0.186
10:00-11:00	10	1454	0.103	0.110	0.213
11:00-12:00	10	1454	0.083	0.096	0.179
12:00-13:00	10	1454	0.062	0.186	0.248
13:00-14:00	10	1454	0.089	0.138	0.227
14:00-15:00	10	1454	0.076	0.103	0.179
15:00-16:00	10	1454	0.076	0.179	0.255
16:00-17:00	10	1454	0.041	0.488	0.529
17:00-18:00	10	1454	0.034	0.337	0.371
18:00-19:00	9	1478	0.015	0.098	0.113
19:00-20:00	6	1553	0.011	0.021	0.032
20:00-21:00	6	1553	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.912	1.874	3.786

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: ba087067-8dce-4b59-beae-0c41cae8837d

Parameter Summary:

Trip rate parameter range selected:	175 - 5000 (units: sqm)
Survey date date range:	15/10/2021 - 03/06/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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: ba087067-8dce-4b59-beae-0c41cae8837d

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

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	6	1553	0.011	0.000	0.011
06:00-07:00	7	1508	0.028	0.000	0.028
07:00-08:00	10	1454	0.048	0.007	0.055
08:00-09:00	10	1454	0.131	0.055	0.186
09:00-10:00	10	1454	0.089	0.089	0.178
10:00-11:00	10	1454	0.103	0.117	0.220
11:00-12:00	10	1454	0.062	0.048	0.110
12:00-13:00	10	1454	0.096	0.083	0.179
13:00-14:00	10	1454	0.055	0.089	0.144
14:00-15:00	10	1454	0.089	0.076	0.165
15:00-16:00	10	1454	0.069	0.083	0.152
16:00-17:00	10	1454	0.034	0.089	0.123
17:00-18:00	10	1454	0.000	0.055	0.055
18:00-19:00	9	1478	0.000	0.015	0.015
19:00-20:00	6	1553	0.000	0.000	0.000
20:00-21:00	6	1553	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.815	0.806	1.621

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:	175 - 5000 (units: sqm)
Survey date date range:	15/10/2021 - 03/06/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

Audit Code: a3f7b429-cfda-4ebb-9b71-3d5eff775c36

Filtering Summary:

Land Use: 02/F EMPLOYMENT/WAREHOUSING (COMMERCIAL)

Selected Trip Rate Calculation Parameter Range: 331 - 5000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 950 - 3700 sqm GFA

Date Range: Minimum: 01/01/2021 Maximum: 10/03/2026

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 77 3875

Days of the week selected:

Monday	3
Tuesday	2
Wednesday	1
Friday	1

Main Location Types selected:

Edge of Town	5
Neighbourhood Centre	2

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	5
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

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

Audit Code: a3f7b429-cfda-4ebb-9b71-3d5eff775c36

Population <5 Mile ranges selected:

5,001 to 25,000	3
75,001 to 100,000	1
125,001 to 250,000	1
250,001 to 500,000	1
500,001 or More	1

Car Ownership <5 Mile ranges selected:

1.1 to 1.5	7
------------	---

PTAL Rating:

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

Audit Code: a3f7b429-cfda-4ebb-9b71-3d5eff775c36

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT
Category: F - WAREHOUSING (COMMERCIAL)
Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST	
	HC	HAMPSHIRE 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 1 day
09	NORTH	
	CU	CUMBERLAND 1 day
10	WALES	
	PE	PEMBROKESHIRE 1 day
11	SCOTLAND	
	NL	NORTH LANARKSHIRE 1 day
15	GREATER DUBLIN	
	DL	DUBLIN 1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	DN	DONEGAL 1 day

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

Audit Code: a3f7b429-cfda-4ebb-9b71-3d5eff775c36

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:	950 to 3700 (units:sqm)
Range Selected by User:	331 to 5000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/21 to 10/03/26

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	3 days
Tuesday	2 days
Wednesday	1 days
Friday	1 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	5 days
Neighbourhood Centre	2 days

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

Selected Location Sub Categories:	
Industrial Zone	4 days
No Sub Category	1 days
Village	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 Excluded	1 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	4 days

Audit Code: a3f7b429-cfda-4ebb-9b71-3d5eff775c36

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:

77 - 3875

Population within 1 mile:

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

5,001 to 25,000	3 surveys
75,001 to 100,000	1 surveys
125,001 to 250,000	1 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:

1.1 to 1.5

7 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: a3f7b429-cfda-4ebb-9b71-3d5eff775c36

Petrol filling station:

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

Travel Plan:

No	6 surveys
No	1 surveys

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

PTAL Rating:

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

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: a3f7b429-cfda-4ebb-9b71-3d5eff775c36

LIST OF SITES relevant to selection parameters:

Site 1:	CU-02-F-01	Gross floor area:	4007.00 sqm
Development Name:	WAREHOUSING & DISTRIBUTION	Survey Date:	19/06/2024
Location:	BRAMPTON	Survey Day:	Wednesday
Postcode:	CA8 1SW		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 2:	DL-02-F-05	Gross floor area:	2300.00 sqm
Development Name:	WAREHOUSING & DISTRIBUTION	Survey Date:	30/05/2023
Location:	DUBLIN	Survey Day:	Tuesday
Postcode:	D03 A2C5		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 3:	DN-02-F-01	Gross floor area:	900.00 sqm
Development Name:	WAREHOUSING & DISTRIBUTION	Survey Date:	10/03/2026
Location:	DONEGAL	Survey Day:	Tuesday
Postcode:	F94 TP9N		
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 4:	HC-02-F-03	Gross floor area:	3665.00 sqm
Development Name:	PPE DISTRIBUTION	Survey Date:	27/09/2021
Location:	PARK GATE	Survey Day:	Monday
Postcode:	PO14 4LW		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 5:	NL-02-F-01	Gross floor area:	3700.00 sqm
Development Name:	WAREHOUSING & DISTRIBUTION	Survey Date:	20/06/2025
Location:	NEAR MOTHERWELL	Survey Day:	Friday
Postcode:	ML1 4XJ		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 6:	NY-02-F-01	Gross floor area:	1750.00 sqm
Development Name:	REMOVALS SERVICE	Survey Date:	19/06/2023
Location:	KNARESBOROUGH	Survey Day:	Monday
Postcode:	HG5 8PJ		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 7:	PE-02-F-01	Gross floor area:	950.00 sqm
Development Name:	WAREHOUSING & DISTRIBUTION	Survey Date:	20/11/2023
Location:	NEAR NARBERTH	Survey Day:	Monday
Postcode:	SA67 8SD		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

DESELECTED SURVEYS

Audit Code: a3f7b429-cfda-4ebb-9b71-3d5eff775c36

Site Ref	Survey Date	Reason for Deselection
DL-02-F-04	19-05-2021	COVID

Audit Code: a3f7b429-cfda-4ebb-9b71-3d5eff775c36

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	5	2371	0.228	0.076	0.304
06:00-07:00	5	2371	0.127	0.143	0.270
07:00-08:00	7	2467	0.318	0.174	0.492
08:00-09:00	7	2467	0.214	0.174	0.388
09:00-10:00	7	2467	0.162	0.127	0.289
10:00-11:00	7	2467	0.330	0.301	0.631
11:00-12:00	7	2467	0.197	0.208	0.405
12:00-13:00	7	2467	0.330	0.289	0.619
13:00-14:00	7	2467	0.284	0.243	0.527
14:00-15:00	7	2467	0.342	0.318	0.660
15:00-16:00	7	2467	0.237	0.428	0.665
16:00-17:00	7	2467	0.220	0.365	0.585
17:00-18:00	7	2467	0.064	0.203	0.267
18:00-19:00	7	2467	0.023	0.041	0.064
19:00-20:00	4	2727	0.028	0.028	0.056
20:00-21:00	4	2727	0.000	0.037	0.037
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.104	3.155	6.259

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: a3f7b429-cfda-4ebb-9b71-3d5eff775c36

Parameter Summary:

Trip rate parameter range selected:	331 - 5000 (units: sqm)
Survey date date range:	27/09/2021 - 10/03/2026
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	5	2371	0.034	0.042	0.076
06:00-07:00	5	2371	0.042	0.110	0.152
07:00-08:00	7	2467	0.046	0.098	0.144
08:00-09:00	7	2467	0.052	0.075	0.127
09:00-10:00	7	2467	0.075	0.058	0.133
10:00-11:00	7	2467	0.058	0.081	0.139
11:00-12:00	7	2467	0.041	0.023	0.064
12:00-13:00	7	2467	0.081	0.058	0.139
13:00-14:00	7	2467	0.058	0.052	0.110
14:00-15:00	7	2467	0.122	0.064	0.186
15:00-16:00	7	2467	0.069	0.052	0.121
16:00-17:00	7	2467	0.035	0.069	0.104
17:00-18:00	7	2467	0.035	0.023	0.058
18:00-19:00	7	2467	0.023	0.006	0.029
19:00-20:00	4	2727	0.009	0.000	0.009
20:00-21:00	4	2727	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.780	0.811	1.591

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

Appendix C

Trip Rates

Time	Arrive	Depart
05:00-06:00	0.097	0
06:00-07:00	0.152	0
07:00-08:00	0.605	0.021
08:00-09:00	0.351	0.028
09:00-10:00	0.117	0.069
10:00-11:00	0.103	0.11
11:00-12:00	0.083	0.096
12:00-13:00	0.062	0.186
13:00-14:00	0.089	0.138
14:00-15:00	0.076	0.103
15:00-16:00	0.076	0.179
16:00-17:00	0.041	0.488
17:00-18:00	0.034	0.337
18:00-19:00	0.015	0.098
19:00-20:00	0.011	0.021
20:00-21:00	0	0

Parking Accumulation

Time	Arrive	Depart	Accumulation
05:00-06:00	2	0	2
06:00-07:00	3	0	5
07:00-08:00	12	0	16
08:00-09:00	7	1	22
09:00-10:00	2	1	23
10:00-11:00	2	2	23
11:00-12:00	2	2	23
12:00-13:00	1	4	20
13:00-14:00	2	3	19
14:00-15:00	1	2	19
15:00-16:00	1	3	17
16:00-17:00	1	9	8
17:00-18:00	1	6	3
18:00-19:00	0	2	1
19:00-20:00	0	0	1
20:00-21:00	0	0	1

Max Cars Parked**23****Rounded Parking Accumulation**

Time	Arrive	Depart	Accumulation
05:00-06:00	2	0	2
06:00-07:00	3	0	5
07:00-08:00	12	0	17
08:00-09:00	7	1	23
09:00-10:00	2	1	24
10:00-11:00	2	2	24
11:00-12:00	2	2	24
12:00-13:00	1	4	21
13:00-14:00	2	3	20
14:00-15:00	1	2	19
15:00-16:00	1	3	17
16:00-17:00	1	9	9
17:00-18:00	1	6	4
18:00-19:00	0	2	2
19:00-20:00	0	0	2
20:00-21:00	0	0	2

Max Cars Parked**24**

ROVIA

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