



Proposed Employment Change of Use
21 Victoria Gardens, Burgess Hill

Transport Statement

For

Tate Brothers Limited

Document Control Sheet

Proposed Employment Change of Use

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This document has been issued and amended as follows:

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Contents

1.0 Introduction 1

2.0 Policy Context 2

3.0 Baseline Conditions 7

4.0 Development Proposals.....12

5.0 Trip Generation & Impact.....14

6.0 Summary & Conclusions18

Figures

Figure 3.1 – Site Location Plan 7

Figure 3.2 - Wider Highway Network 8

Appendices

A CrashMap Output Reports

B Indictive Site Layout Plan

C Site Access & Priority Junction Visibility Splays

D Swept Path Analysis

E TRICS Output Report – Industrial Unit

F TRICS Output Report – Warehousing (Self-Storage)

G TRICS Output Report – Warehousing (Commercial)

H TRICS Output Report – Parcel Distribution Centre

1.0 Introduction

- 1.1 This Transport Statement has been prepared to accompany a retrospective planning application by Tate Brothers Limited (the Applicant) for change of use of an of an existing employment unit at 21 Victoria Gardens, Burgess Hill, from Land Use Class B2 (general industrial) to use within Land Use Class B8 (storage and distribution).
- 1.2 The application site lies to the north of Victoria Gardens and approximately 1 kilometre west of Burgess Hill, falling within the administrative boundaries of Mid Sussex District Council (Local Planning Authority) and West Sussex County Council (Local Highway Authority). The site is occupied by an existing building previously used within Land Use Class B2. Since mid-August 2025, Ebiss has occupied the building for use within Class B8. Access to the site is from Victoria Gardens, which forms part of an existing business park.
- 1.3 The application proposals comprise change of use of the existing unit (totalling circa 900 square metres) from B2 (general industrial) to use within Land Use Class B8 (storage and distribution). The existing access and parking arrangements are to be retained.
- 1.4 This Transport Statement has been prepared having regard to relevant guidance and in summary, demonstrates that:
 - ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ The site is accessible by public transport, walking and cycling;
 - ▶ A review of personal injury accident information has identified no significant issues associated with the local highway network that are detrimental to the existing standard of road safety;
 - ▶ The existing site access from Victoria Gardens will be retained to serve on-site parking and servicing area;
 - ▶ Car parking is provided having regard to relevant local guidance and provision for cycle parking and electric vehicle charging can be secured by planning condition;
 - ▶ Appropriate provision is made for servicing and deliveries; and
 - ▶ The proposed change of use will not result in a material change in vehicle movements during weekday peak hours compared to the existing site operation, or across a typical weekday. On this basis, it is considered that more detailed assessment is not necessary and that the proposal will not interfere with the operation of the adjoining highway network.
- 1.5 Following this introduction, the remainder of this Transport Statement is split into the following sections:
 - ▶ Section 2 outlines the transport planning policies that are considered to be relevant to this application;
 - ▶ Section 3 provides information on the site, reviews the accessibility of the site by all modes of transport as well as a review of road safety;
 - ▶ Section 4 provides an overview of the proposed development, including details of the proposed access, parking and servicing arrangements;
 - ▶ Section 5 considers the change in vehicle movements arising from the proposals; and
 - ▶ Section 6 summarises the key findings and conclusions of this report.

2.0 Policy Context

Overview

2.1 This section summarises the relevant transport policy documents against which the development proposals should be considered at a national and local level. The most relevant policy documents include:

- ▶ National Planning Policy Framework – December 2024;
- ▶ Mid Sussex District Plan 2014-2031 – March 2018; and
- ▶ Regulation 19 Draft Mid Sussex District Plan 2021-2039.

National Policy

2.2 The current version of the National Planning Policy Framework (NPPF) was published in December 2024. It sets out the Government's planning policies for England and how these are expected to be applied. The document sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development.

2.3 In promoting sustainable transport, the NPPF identifies at paragraph 110 that:

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

2.4 With regard to car parking, the NPPF does not refer to maximum or minimum standards for new development and instead promotes a flexible approach to car parking provision having regard to the accessibility of a development by non-car modes, local car ownership and the need to ensure adequate provision for 'plug-in' and other ultra-low emission vehicles. Paragraph 113 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport."

2.5 Paragraph 115 of the NPPF states that:

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

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

2.6 Furthermore, paragraph 116 states that:

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

2.7 The NPPF also outlines that Transport Assessments and Travel Plans are necessary where development will generate significant amounts of movement.

2.8 Planning Practice Guidance, which supplements policy outlined in the NPPF, provides further information on Transport Assessments and Travel Plans, recognising that these documents:

"...can positively contribute to:

- ▶ *Encouraging sustainable travel;*
- ▶ *Lessening traffic generation and its detrimental impacts;*
- ▶ *Reducing carbon emissions and climate impacts;*
- ▶ *Creating accessible, connected, inclusive communities;*
- ▶ *Improving health outcomes and quality of life;*
- ▶ *Improving road safety; and*
- ▶ *Reducing the need for new development to increase existing road capacity or provide new roads".*

Local Policy

Mid Sussex District Plan 2014-2031

2.9 Local planning policies for Mid Sussex are outlined in the Mid Sussex District Plan 2014-2031, which was adopted in March 2018 and provides a vision for how Mid Sussex wants to evolve as well as a delivery strategy for how that will be achieved.

2.10 Policy DP21 'Transport' states the following:

"Development will be required to support the objectives of the West Sussex Transport Plan 2011-2026, which are:

- ▶ *A high quality transport network that promotes a competitive and prosperous economy;*
- ▶ *A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
- ▶ *Access to services, employment and housing; and*
- ▶ *A transport network that feels, and is, safer and healthier to use.*
- ▶ *To meet these objectives, decisions on development proposals will take account of whether:*
- ▶ *The scheme is 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 (see policy DP14: Sustainable Rural Development and the Rural Economy);*
- ▶ *Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*

- ▶ *The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;*
- ▶ *The scheme provides 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; and with the relevant Neighbourhood Plan where applicable;*
- ▶ *Development which generate a significant amount of movement is supported by a Transport Assessment/Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;*
- ▶ *The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
- ▶ *The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;*
- ▶ *The scheme protects the safety of road users and pedestrians; and*
- ▶ *The scheme does not harm the special qualities of the South Downs National Plan or the High Weald Area of Outstanding Natural Beauty through its transport impacts.*

Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles."

Regulation 19 Draft Mid Sussex District Plan 2021-2039

2.11 Mid Sussex District Council is currently in the process of preparing the Mid Sussex District Plan 2021-2039 which, once adopted, will replace the policies contained within the current Mid Sussex District Plan 2014-2031. The Regulation 19 consultation for the Mid Sussex District Plan 2021-2039 was held from 12th January to 23rd February 2024 and submitted for examination on 8th July 2024. Since the examination, the Inspector wrote to the Council on 2nd June with their findings following the Stage 1 Hearings.

2.12 Draft policy DPT1 'Place and Connectivity' of the Regulation 19 draft Mid Sussex District Plan states the following:

"Development must provide appropriate infrastructure to support the vision and objectives of the West Sussex Transport Plan 2022-2036 and meet the requirements of the NPPF. To meet these objectives:

- ▶ *Development that is likely to generate significant amounts of movement and/or have a significant impact on the transport network shall provide a Transport Assessment/ Statement, Sustainable Transport Strategy and Travel Plan to identify appropriate mitigation and demonstrate how development will be accompanied by the necessary sustainable infrastructure to support it and to accord with the requirements of the NPPF;*
- ▶ *All major developments must demonstrate how all relevant sustainable travel interventions (for the relevant local network) will be maximised and taken into account in terms of their level of mitigation before considering physical highway infrastructure mitigation;*
- ▶ *Developments which generate significant amounts of movement must provide a Travel Plan and undertake and report regular monitoring of travel movements by all modes, to enable enforcement of agreed travel plan actions and targets;*

- ▶ *Development shall create liveable communities which embody the 20-minute neighbourhood principles,²³ demonstrate accordance with the movement hierarchy and deliver attractive, healthy places that have a permeable street network within the site, connecting to existing networks and services, with clearly defined street hierarchies that are safe, and incorporate green infrastructure, particularly on walking and cycling routes, whilst ensuring they are designed for all users and supporting desirable opportunities for people to choose not to travel by car;*
- ▶ *Development must integrate relevant requirements of Chapter 4 of the Mid Sussex Design Guide SPD and be designed to prioritise sustainable and active modes of travel and define a clear street hierarchy, providing safe and convenient routes for walking, wheeling and cycling through the development and linking with existing and enhanced networks beyond, including schemes identified in Local Cycling & Walking Infrastructure Plans, before the highway layout is planned; and*
- ▶ *New streets must be designed and built to adoptable standard which can easily incorporate advanced digital infrastructure, including full fibre to support opportunities for home working and incorporate and integrate with green infrastructure.”*

2.13 Draft policy DPT3 ‘Active Travel’ of the Regulation 19 draft Mid Sussex District Plan states the following:

“Development will be required to help remove barriers to active and sustainable travel and create a healthy environment in which people choose to walk, wheel and use sustainable transport by taking account of all of the following:

- ▶ *Embedding the principles of 20-minute neighbourhoods, development must demonstrate that the proposal accords with the movement hierarchy and provide high quality, attractive, fit for purpose and convenient active travel infrastructure within the development which links to existing networks, key facilities and services and builds on the schemes identified in the Mid Sussex and West Sussex (and where relevant, neighbouring authority’s) Local Cycling and Walking Infrastructure Plan (LCWIP), along with suggested routes in the West Sussex Walking and Cycling Strategy 2016-2026 Appendix 1, and any subsequent Active Travel Strategy;*
- ▶ *Where feasible, exploiting opportunities to improve active travel connections between settlements to enable communities to access services in nearby towns and villages by non-car modes, including negotiation of ‘Quiet Lanes’ to reduce car speeds;*
- ▶ *Designing and constructing new infrastructure to an appropriate standard, incorporate green infrastructure and, where appropriate, integrate with existing green networks and, where possible, be designed to provide equal opportunities for those with mobility challenges;*
- ▶ *Providing high quality facilities that will encourage and enable active travel, such as communal facilities such as cycle-hubs, bike hire, workplace showers, lockers and changing facilities;*
- ▶ *Providing appropriate levels of cycle parking facilities (taking account of WSCC Guidance on Parking at New Developments 2020 and subsequent iterations), well designed and laid out to be under cover, secure, conveniently located and easily accessible, close to the main entrance of the premises and in accordance with the guidance in the Mid Sussex Design Guide SPD; and*
- ▶ *Providing or contributing towards delivery of service and infrastructure improvements, in accordance with the West Sussex Bus Service Improvement Plan (BSIP) or subsequent documents.”*

- 2.14 Draft policy DPT4 'Parking and Electric Vehicle Charging Infrastructure' of the Regulation 19 Mid Sussex District Plan states the following:

"Development Must Provide:

- ▶ Adequate and well-integrated car parking, taking account of the guidance in the Mid Sussex Design Guide SPD and the WSCC Guidance on Parking at New Developments (2020 and subsequent iterations) along with the accessibility of the site to services and sustainable travel infrastructure, and the type, mix and use of development;
- ▶ Parking associated with all new residential development to ensure the relevant requirements of Schedule 1 Part S of the Building Regulations regarding Electric Vehicle Charging are met; and
- ▶ A minimum of 25% of all associated parking spaces for non-residential buildings to have fast (minimum 7kW) or faster Electric Vehicle Charging points; cable routes shall be provided for 100% of the remaining total number of spaces."

Parking Standards

- 2.15 Parking standards for new development are contained within the 'Guidance on Parking at New Developments' document published by West Sussex County Council in 2020. The applicable car and cycle parking standards pertaining to B2 General Industrial and B8 Storage and Distribution uses are summarised in Table 2.1 below.

Use Class	Car Parking	Cycle Parking
General Industrial (B2)	1 car parking space per 40 square metres	1 cycle parking space per 200 square metres for staff 1 cycle parking space per 500 square metres for visitors
Storage and Distribution (B8)	1 car parking space per 100 square metres	1 cycle parking space per 500 square metres for staff 1 cycle parking space pr 1000 square metres for visitors

Table 2.1 – Applicable Car and Cycle Parking Standards (Guidance on Parking at New Developments, West Sussex County Council (WSCC), September 2020)

Summary

- 2.16 On the basis of the above policy review, it is evident that development should support objectives to reduce the need to travel and minimise the distances involved, particularly by private car. Proposals should include safe means of access as well as measures to mitigate the negative impacts of development. The policies outline that appropriate provision should be made for facilitating access by more active and sustainable forms of travel by providing connections to existing networks and parking having regard to adopted standards and appropriate to the location of the site and surrounding conditions.
- 2.17 The next section of this report outlines the existing/baseline conditions surrounding the site, against which to consider the policies outlined in this section. The development proposals are described in Section 4 and the impact of the proposals in terms of vehicle movements is considered in Section 5.

3.0 Baseline Conditions

Site & Surrounding Area

- 3.1 The site is located to the north of Victoria Gardens and comprises an existing employment unit of circa 900 square metres floorspace and associated access and parking. The existing permitted use of the unit is Land Use Class B2 (general industrial).
- 3.2 The site benefits from close proximity to both the strategic highway network, including the A272 to the north and the A23 and A27 to the south. Existing public transport infrastructure is considered to be within an appropriate walking distance, including Burgess Hill railway station (approximately 1 kilometre east of the site) and bus stops situated to the east on London Road and to the west of Victoria Gardens. The site location in relation to the surrounding area, as well as nearby bus stops and the railway station is illustrated in the plan below.

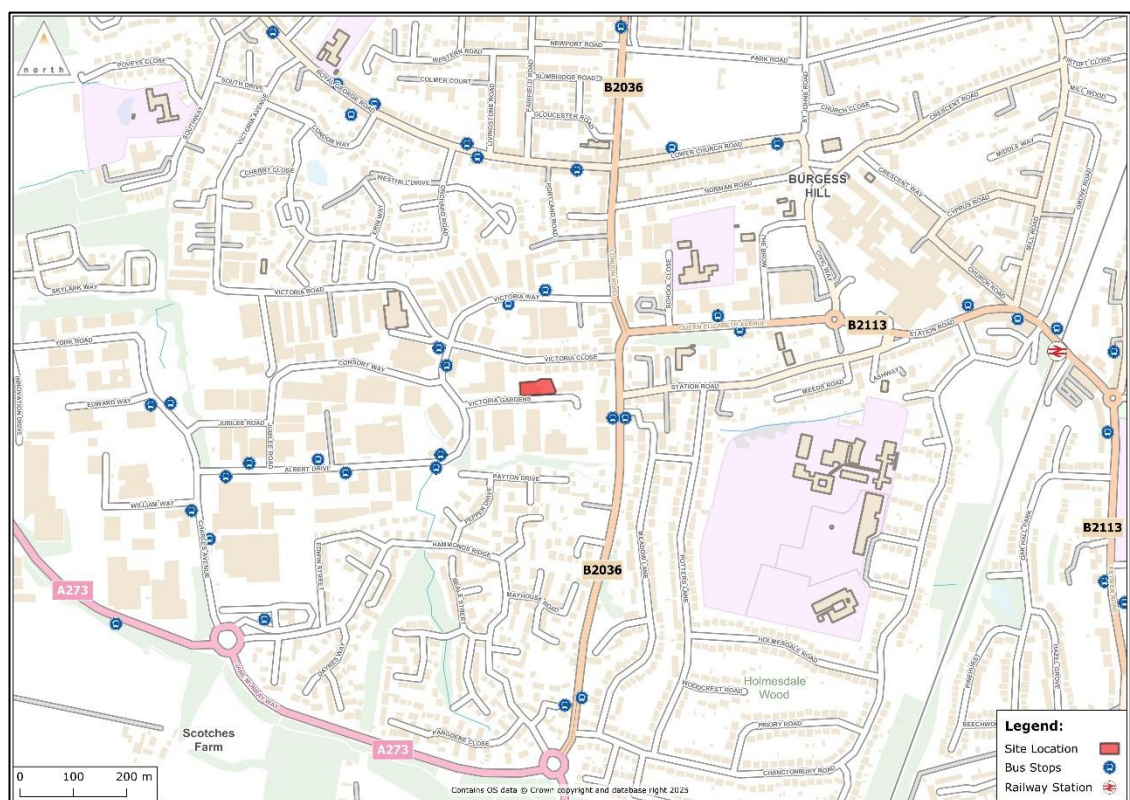


Figure 3.1 – Site Location Plan

- 3.3 Access to the site is achieved from Victoria Gardens, which serves existing on-site car parking for visitors/customers and staff, with approximately 16 car parking spaces located within the curtilage of the site. There is also space for loading/unloading to the north-east of the building.

Local Highway Network

- 3.4 The site is located on land to the north of Victoria Gardens, a two-way single carriageway road orientated on an east-west axis subject to a speed limit of 30 miles per hour (mph). Victoria Gardens leads west to form a priority junction with Albert Drive, which routes through a number of commercial and industrial units located within the southwestern section of Burgess Hill, within Victoria Business Park. Albert Drive leads north to form an intersection with Victoria Road, providing an eastbound connection to London Road (B2036).

- 3.5 London Road (B2036) is a two-way single carriageway orientated on a north-south axis subject to a speed limit of 30 mph. London Road leads north to provide access onto Isaac's Lane (A273) via the second exit from the Fairplace Hill North Roundabout. Isaac's Lane (A273) provides access onto Traunstein Lane (A272) via the Bolnore Roundabout further north, which routes towards Haywards Heath to the east and Ansty and the A23 to the west via the Tylers Green Roundabout. It is noted that the A23 routes between Crawley and Brighton via Pease Pottage, Handcross, Bolney and Pyecombe.
- 3.6 To the south, London Road leads directly onto the A23 via the London Road (A273) slip Road. As previously mentioned, the A23 leads directly south from the site towards Brighton. It is also noted that the A23 provides access onto the A27 via the Patcham Interchange Roundabout and provides a direct connection between Polegate and Havant via Lewes, Falmer, Shoreham-by-Sea, Worthing, Chichester and Emsworth. The site in relation to this wider highway network is shown on the plan below.



Figure 3.2 - Wider Highway Network

Road Safety

- 3.7 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data has been acquired following an interrogation of the CrashMap database for the most recent five-year period ending December 2024. The study area included collisions within the vicinity of the site along Victoria Gardens, as well as collisions that occurred at the mini-roundabout formed between Victoria Way and London Road (B2036) to the north of the site.

3.8 The CrashMap review identified five collisions that have occurred within the study area. Four of the collisions were classified as 'slight' in terms of severity, with the remaining collision classified as 'serious'. The CrashMap output reports are included in **Appendix A** and a summary of the recorded incidents is provided below:

- ▶ February 2020 (serious) – collision during the hours of daylight in wet weather conditions involving a car in the act of turning right to exit the Victoria Way – London Road (B2036) roundabout and colliding with a car waiting to proceed;
- ▶ April 2021 (slight) – collision during the hours of darkness in dry weather conditions involving a car in the act of turning right to exit the Victoria Way – London Road (B2036) roundabout and colliding with a car;
- ▶ October 2023 (slight) – collision during the hours of daylight in dry weather conditions involving a car moving off the Victoria Way – London Road (B2036) roundabout and colliding with a car in the act of turning right;
- ▶ April 2024 (slight) – collision during the hours of daylight in dry weather conditions involving a car in the act of turning right colliding with an object off the carriageway; and
- ▶ December 2024 (slight) – collision during the hours of darkness in wet weather conditions involving a car in the act of moving off colliding with a car on the carriageway.

3.9 On the basis of the above road safety review, it appears that the incidents summarised in this section were the result of driver/human error, rather than issues associated with the local highway network. Indeed, it is not uncommon for collision to be clustered at junction as illustrated in three of the collisions. As such, it is considered that there are no significant safety issues associated with the local highway network that are likely to contribute to the existing standard of road safety.

Sustainable Transport Accessibility

Overview

3.10 It is generally accepted that walking and cycling provide important alternatives to the private car, and should also be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation (CIHT) have prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is identified that:

- ▶ Across Britain about 80% of journeys shorter than one mile (1.6 kilometres) are made wholly on foot – Planning for Walking, 2015;
- ▶ The majority of cycling trips are for short distances, with 80% being less than five miles (8 kilometres) and with 40% being less than two miles (3.2 kilometres). However, the majority of trips by all modes are also short distances. Therefore the bicycle is a potential mode for many of these trips – Planning for Cycling, 2014; and
- ▶ Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations - Planning for Walking, 2015.

3.11 The following paragraphs consider the opportunities for sustainable transport that are available within the vicinity of the site with reference to accessibility by foot, cycle and public transport. It is noted however that the nature of the existing B2 and proposed B8 uses, however, lends itself to reliance upon private vehicles rather than active and/or sustainable modes, particularly trips pertaining to delivery and distribution of goods.

Accessibility on Foot and by Cycle

- 3.12 A footway with street lighting is provided on the southern side of Victoria Gardens, which routes west towards a number of existing bus stops on Victoria Gardens. A short section of footway is located on the north side of Victoria Gardens approximately 30 metres east of the site access, leading directly onto a shared foot/cycleway which routes towards London Road. There are signalised pedestrian crossings located approximately 125 metres east of the site access on London Road, which provide appropriate crossing points for pedestrians travelling eastbound towards Burgess Hill town centre via Station Road.
- 3.13 It is noted that the shared foot/cycleway leads north onto Queen Elizabeth Avenue (B2113), which also routes towards Burgess Hill town centre. The topography of the local area is generally flat and speed limits on nearby roads are generally 30 mph.

Accessibility by Bus

- 3.14 The closest bus stops are located on London Road approximately 180 metres east of the site. The bus stops (known as 'Station Road' bus stops) comprise of simple 'flag and pole' bus stop, equipped with lay-bys, with the southbound stop including a bus shelters with seating. The Station Road bus stops provide access to the 2, 100, 270, 271 and 272 bus services. A summary of the local bus services available from these stops is provided in the table below. It is noted that bus service 100 routes through Victoria Business Park.

Service	Route	Approximate Service Frequency		
		Monday-Friday	Saturday	Sunday
2	Balcombe – Handcross – Bolney – Burgess Hill	Two services every Thursday	No services	No services
100	Horsham – Broadbridge Heath – Slinfold – Five Oaks – Billingshurst – Parbrook – Adversane – Pulborough – Wiggonholt – Cootham – Steyning – Henfield – Sayers Common – Burgess Hill	One service every hour	One service every hour	No services
270	Brighton – Pyecombe – Hassocks – Burgess Hill Haywards Heath – Lindfield – Horsted – Danehill – Chelwood Gate – Wych Cross – Forest Row – East Grinstead	One service every hour	One service every hour	Three services per day
271	Kemp Town – Brighton – Pyecombe – Hassocks – Burgess Hill Haywards Heath – Cuckfield – Staplefield – Handcross – Pease Pottage – Southgate – Crawley	One service every hour	One service every two hours	One service every two hours
272	Kemp Town – Brighton – Pyecombe – Hassocks – Burgess Hill Haywards Heath – Lindfield – Ardingly – Kew Wakehurst – Turners Hill – Crawley Down – Copthorne – Three Bridges – Crawley	One service every hour	One service every two hours	No services

Table 3.1 – Summary of Local Bus Services (Station Road bus stops)

Accessibility by Rail

- 3.15 The closest railway station is Burgess Hill railway station located on the southern side of Station Road approximately 1 kilometre east of the site, equivalent to a 16-minute walk or five-minute cycle. Burgess Hill railway station is managed by Southern Railways and benefits from 141 car parking spaces, five of which are accessible car parking spaces, and 64 cycle parking spaces monitored by CCTV surveillance. A summary of the rail services available at Burgess Hill railway station is provided in the table below.

Destination	Route	Approximate Frequency of Services		
		Monday-Friday	Saturday	Sunday
Bedford	Burgess Hill – Wivelsfield – Haywards Heath – Balcombe – Three Bridges – Gatwick Airport – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St. Pancras – West Hampstead – St. Albans – Harpenden – Luton – Leagrave – Harlington – Flitwick – Bedford	One service every half hour	One service every half hour	No direct services (one indirect service every half hour)
Brighton	Burgess Hill – Hassocks – Preston Park – Brighton	One service every half hour	One service every half hour	One service every 20 minutes
Cambridge	Burgess Hill – Wivelsfield – Haywards Heath – Balcombe – Three Bridges – Gatwick Airport – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St. Pancras – Finsbury Park – Stevenage – Hitchin – Letchworth – Baldock – Ashwell & Morden – Royston	One service every half hour	One service every half hour	One service every hour
London Victoria	Burgess Hill – Haywards Heath – Gatwick Airport – East Croydon – Clapham Junction – London Victoria	One service every half hour	One service every half hour	One service every 20 minutes

Table 3.2 – Summary of Local Rail Services

Summary

- 3.16 The information provided in this section identifies that the site is accessible by a variety of modes of transport that have the potential to reduce reliance on the private car, including walk, cycle, bus and rail. In this regard, it is considered that the location of the site accords with planning policies introduced in Section 2 of this Transport Statement. In addition, a review of PIC information has identified no significant issues associated with the local highway network that are detrimental to the existing standard of road safety.
- 3.17 The next section of this Transport Statement outlines the development proposals subject of the application and provides detail on the proposed access, parking and delivery and servicing strategy associated with the development proposals.

4.0 Development Proposals

Overview

- 4.1 The application proposals comprise change of use of the existing 900 square metre unit from B2 (general industrial) to use within Land Use Class B8 (storage and distribution). It is intended that access to the site from Victoria Gardens will be retained in the existing position, as well as the on-site parking/servicing area. An indicative site layout plan is included in **Appendix B**.
- 4.2 The remainder of this section outlines the transport vision for the proposed development, and presents the proposed access, parking and servicing arrangements associated with the proposed change of use.

Transport Vision

- 4.3 This Transport Statement adopts a vision-led approach, aiming to identify and promote opportunities for walking, cycling and public transport use. Pursuant to this, the transport vision for the development aims to ensure:
- ▶ Employees have the opportunity to walk or cycle to work, by ensuring appropriate links are available to existing networks;
 - ▶ Suitable pedestrian connections are provided to bus stops, to support employees accessing the site by bus; and
 - ▶ Provision is made for cycle parking.

Future Use

- 4.4 As explained previously, the application is a retrospective planning application, as since mid-August 2025, Ebiss has occupied the building for use within Class B8. Ebiss is a logistics company specialising in international shipping for events and exhibitions. It is understood there are 23 staff employed at the site, with circa 20 staff on-site at any time. The business is operational 08:30 to 17:00 hours Monday to Friday. However, due to the nature of the business, there is some weekend working during peak periods for the business (March to June and September to November).
- 4.5 It should be noted that whilst Ebiss currently occupies the unit, the planning application relates to a general change of use from B2 to B8 and is not specific to the company/business.

Access

- 4.6 Access to the site is to be achieved via the existing access taken from Victoria Gardens. The existing vehicle crossover serving the industrial unit measures approximately 10 metres in width and currently accommodates the movement of vehicles associated with general industrial use, including delivery vehicles and rigid heavy goods vehicles (HGVs).
- 4.7 The existing Victoria Gardens priority junction with Albert Drive, located approximately 150 metres west of the site is measures approximately 28 metres at the bellmouth and benefits from suitable kerb radii and carriageway width to accommodate use by HGVs and light goods vehicles (LGVs).
- 4.8 Victoria Gardens and Albert Drive are subject to a speed limit of 30 mph. Guidance contained within Manual for Streets (2007) requires visibility splays of 43 metres in each direction set back 2.4 metres from the edge of the carriageway, where observed vehicle speeds are 30 mph. These visibility splays are shown on the drawings included in **Appendix C**, demonstrating that adequate visibility can be achieved from the both the existing site access onto Victoria Gardens, and at the existing priority junction to the west onto the wider business park. The drawings included in **Appendix C** also demonstrate that the required visibility splays are achievable within land forming the site and public highway.

4.9 The existing pedestrian and vehicular/cycle access points are to be retained. The site benefits from close proximity to a shared foot/cycleway to the east, which connects the site to London Road and the existing footway on the southern side of Victoria Gardens is of appropriate width to accommodate pedestrians.

4.10 It is therefore considered that the development proposals benefit from appropriate access.

Parking

4.11 The existing car parking area off Victoria Gardens will be retained and the indicative site layout plan included in **Appendix B** indicates a total of 14 car parking bays to serve the proposed change of use. Based on parking standards (introduced in Section 2) for the change of use, provision should be made for 9 car parking bays. It is noted that the WSCC guidance "*should only be used as an initial guide for developers*". A site-specific assessment should be completed to balance operational needs, space requirements, for example, in providing car parking. As noted previously, the existing car park provides 16 bays, and the proposals result in a slight reduction to 14 spaces. Having regard to the level of on-street parking currently taking place within the wider business park, it is considered the proposed car parking provision is appropriate, and takes accounts of operational needs of the business.

4.12 In respect of cycle parking, based on WSCC guidance, provision should be made for two spaces for staff and one space for visitors. Cycle parking can be secured by suitably worded planning condition. Locker facilities are also available within the existing unit.

4.13 It is envisaged that provision for charging electric vehicles could be secured by planning condition, or through relevant building regulations, as appropriate.

4.14 The existing area for loading/unloading to the north-east of the building is to be retained, which is considered to be adequate to accommodate the operational needs of the proposed B8 use.

4.15 The proposed parking provision is therefore considered to accord with local standards introduced in Section 2 of this Transport Statement.

Servicing

4.16 It is envisaged that servicing and deliveries will largely be completed on-site. To this end, the site layout plan includes an area to the north-east of the building for loading/unloading. Swept path analysis is provided in **Appendix D** of several vehicles using the site access and on-site turning space, demonstrating vehicles are able to enter and exit the site in a forward gear. Swept paths are provided for 8 and 10 metre rigid vehicles, a box van and a Mercedes sprinter.

4.17 A turning area is also available at the end of Victoria Gardens also and servicing and deliveries by larger vehicles will take place from the public highway, in accordance with existing arrangements.

4.18 It is envisaged that the application proposals will not result in a material change in vehicle movements associated with the site, further information on which is outlined in the next section of this report.

Summary

4.19 This section demonstrates that:

- ▶ Safe and suitable vehicular access to the site can be achieved from Victoria Gardens via the existing site access;
- ▶ Appropriate provision is made for car parking, based on relevant local guidance;
- ▶ Provision for cycle parking and charging electric vehicles can be secured by appropriate planning condition; and
- ▶ The proposals include suitable arrangements for delivery and servicing vehicles.

5.0 Trip Generation & Impact

Overview

- 5.1 This section of the Transport Statement considers the trip generation of the proposed change of use based on an interrogation of the TRICS database, applying survey data from comparable sites in terms of nature, use, scale of development and location type, for example. The estimated movements of the existing B2 and proposed B8 uses are provided and compared.
- 5.2 The focus of the trip rate assessment presented in this section is on the weekday morning and afternoon peak hours (typically 08:00-09:00 and 17:00-18:00), when traffic on the local highway network is likely to be at its greatest.
- 5.3 As outlined in the previous section, whilst Ebiss currently occupies the unit, the planning application relates to a general change of use from B2 to B8 and is not specific to the company/business. As such, the assessment presented in this section considers a range of uses within the TRICS database that fall within Class B8.

Trip Generation

Existing – B2

- 5.4 In order to ascertain an understanding of the vehicle movements associated with the previous industrial unit, the TRICS database has been interrogated for surveys contained within the category '02 – Employment: C – Industrial Unit', within the following parameters:
- ▶ Sites located in the United Kingdom;
 - ▶ Sites located in areas classified as 'Suburban Area' and 'Edge of Town';
 - ▶ Sites comprising of 150 to 2,000 square metres of floorspace;
 - ▶ Sites with 5 to 20 car parking spaces; and
 - ▶ Weekday surveys only.
- 5.5 The trip rates associated with the above parameters and resultant trips pertaining to 900 square metres of industrial floorspace is summarised in the table below. The full TRICS output is included in **Appendix E**.

Trip Rate/Trips	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)		Total Daily	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trip Rates	0.487	0.205	0.092	0.510	3.750	3.667
Vehicle Trips	4	2	1	4	34	33

Table 5.1 - Previous Trip Generation - Industrial Unit (900 Square Metres of Floorspace)

- 5.6 The above table demonstrates that the previous industrial unit could have generated in the order of six vehicle movements during the morning peak hour period and five vehicle movements during the evening peak hour period. Over an average weekday, the previous industrial unit could have generated in the order of 67 vehicle movements.

Proposed – B8

5.7 It is understood that the development proposals comprise change of use of the existing 900 square metre unit from B2 (general industrial) to use within Land Use Class B8 (storage and distribution). In order to robustly assess the anticipated trip generation associated with the development proposals, the following TRICS categories were interrogated:

- ▶ 02 – Employment: E – Warehousing (Self Storage);
- ▶ 02 – Employment: F – Warehousing (Commercial); and
- ▶ 02 – Employment: G – Parcel Distribution Centre.

5.8 The following search parameters were applied for each of the above categories within TRICS:

- ▶ Sites located in the United Kingdom;
- ▶ Sites located in areas classified as 'Suburban Area' and 'Edge of Town';
- ▶ Sites comprising of 150 to 2,000 square metres of floorspace; and
- ▶ Weekday surveys only.

Warehousing (Self Storage)

5.9 The trip rates associated with the above parameters and resultant trips pertaining to 900 square metres of the potential self-storage warehousing use is summarised in the table below. The full TRICS output is included in **Appendix F**.

Trip Rate/Trips	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)		Total Daily	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trip Rates	0.189	0.105	0.042	0.105	2.164	2.143
Vehicle Trips	2	1	0	1	19	19

Table 5.2 – Proposed Trip Generation – Self-Storage Warehousing (900 Square Metres of Floorspace)

5.10 The above table demonstrates that a potential self-storage warehousing use could generate in the order of three vehicle movements during the morning peak hour period and one vehicle movement during the evening peak hour period. Over an average weekday, the potential self-storage warehousing use could generate in the order of 38 vehicle movements.

Warehousing (Commercial)

5.11 The trip rates associated with the above outlined parameters and resultant trips pertaining to 900 square metres of the potential commercial warehousing use is summarised the table below. The full TRICS output is included in **Appendix G**.

Trip Rate/Trips	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)		Total Daily	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trip Rates	0.466	0.173	0.152	0.401	4.450	4.714
Vehicle Trips	4	2	1	4	40	42

Table 5.3 – Proposed Trip Generation – Commercial Warehousing (900 Square Metres of Floorspace)

- 5.12 The above table demonstrates that the potential commercial warehousing use could generate in the order of six vehicle movements during the morning peak hour period and five vehicle movements during the evening peak hour period. Over an average weekday, the potential commercial warehousing use could generate in the order of 82 vehicle movements.

Parcel Distribution Centre

- 5.13 The trip rates associated with the above outlined parameters and resultant trips pertaining to 900 square metres of the potential parcel distribution use is summarised in the table below. The full TRICS output is included in **Appendix H**.

Trip Rate/Trips	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)		Total Daily	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trip Rates	0.405	0.871	0.588	0.588	6.468	6.060
Vehicle Trips	4	8	5	5	58	55

Table 5.4 – Proposed Trip Generation Parcel Distribution Centre (900 Square Metres of Floorspace)

- 5.14 The table above demonstrates that the potential distribution centre could generate in the order of 12 vehicle movements during the morning peak hour period and 10 vehicle movements during the evening peak hour period. Over an average weekday, the potential distribution centre could generate in the order of 113 vehicle movements.

Net Change

- 5.15 The table below provides a summary of the estimated potential vehicle movements associated with the building being used as an industrial unit (Land Use Class B2), as previously, and for B8 purposes (TRICS categories self-storage warehousing, commercial warehousing and parcel distribution centre).

Land Use		Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)		Total Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
Previous B2 Use	Industrial Unit	4	2	1	4	34	33
Proposed B8 Use	Self-Storage Warehousing	2	1	0	1	19	19
	Commercial Warehousing	4	2	1	4	40	42
	Parcel Distribution Centre	4	8	5	5	58	55

Table 5.5 - Summary of Estimated Potential Previous B2 & Proposed B8 Vehicle Trip Generation

- 5.16 The above table demonstrates that if the future use of the unit comprises a self-storage warehousing facility, the proposed development would result in a net reduction in total vehicle movements during both the morning and evening peak hour periods, as well as over the course of an average weekday. Conversely, if the future use of the unit comprises either a commercial warehousing facility or a distribution centre, the development proposals would result in an imperceptible increase in vehicle movements during the course of an average weekday. It should be noted that the commercial warehousing scenario would only result in a marginal increase in vehicle movements during an average weekday and vehicle movements during each of the morning and evening peak hour periods would remain unchanged.

Development Impact

- 5.17 It is typically accepted that development resulting in 30 or more vehicle movements on any link/junction in any hour should be subject to more detailed assessment.
- 5.18 It is clear from the assessment completed in this section that the proposed change of use would not result in a noticeable increase in vehicle movements during each of the morning and evening peak hour periods and, as such, no further assessment of trip generation is considered necessary.

Summary

- 5.19 The expected trip generation of the previous and future potential uses of the site has been assessed with reference to the industry standard TRICS database. The analysis has demonstrated that the proposed change of use would not result in a material change in vehicle movements during weekday peak hours, or across a typical weekday.
- 5.20 On this basis it is concluded that the proposed development will not result in a material effect on the operation of the highway network local to the site and no further assessment of trips associated with the proposed development is considered necessary.

6.0 Summary & Conclusions

- 6.1 This Transport Statement has been prepared to accompany a retrospective planning application by Tate Brothers Limited for change of use of an existing employment unit at 21 Victoria Gardens, from B2 (general industrial) to B8 (storage and distribution).
- 6.2 In summary, this Transport Statement, which has been prepared having regard to relevant guidance, demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ The site is accessible by public transport, walking and cycling;
 - ▶ A review of personal injury accident information has identified no significant issues associated with the local highway network that are detrimental to the existing standard of road safety;
 - ▶ The existing site access from Victoria Gardens will be retained to serve on-site parking and servicing area;
 - ▶ Car parking is provided having regard to relevant local guidance and provision for cycle parking and electric vehicle charging can be secured by planning condition;
 - ▶ Appropriate provision is made for servicing and deliveries; and
 - ▶ The proposed change of use will not result in a material change in vehicle movements during weekday peak hours compared to the existing site operation, or across a typical weekday. On this basis, it is considered that more detailed assessment is not necessary and that the proposal will not interfere with the operation of the adjoining highway network.
- 6.3 As such, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.

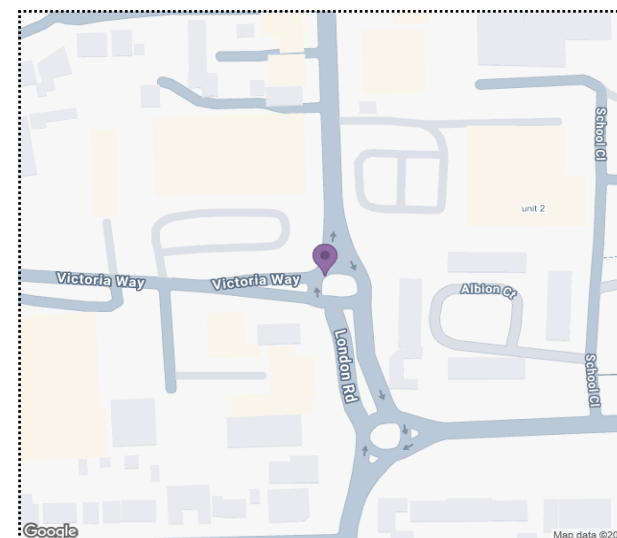
Appendix A

CrashMap Output Reports



Validated Data

Crash Date:	Wednesday, February 19, 2020	Time of Crash:	15:15:00	Crash Reference:	2020470931937
Highest Injury Severity:	Serious	Road Number:	B2036	Casualties:	2
Highway Authority:	West Sussex	Vehicles:	3	OS Grid Reference:	530792 118916
Local Authority:	Mid Sussex				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				
Vehicles Involved					



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

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



Validated Data

Crash Date:

Wednesday, February 19, 2020

Time of Crash: 15:15:00

Crash Reference: 2020470931937

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	14	Male	Over 75	Vehicle is in the act of turning right	Offside	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	8	Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	6	Male	46 - 55	Unknown	Front	Unknown	None	None

Casualties

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

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Validated Data

Crash Date:

Wednesday, February 19, 2020

Time of Crash:

15:15:00

Crash Reference: 2020470931937

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	Over 75	Unknown or other	Unknown or other
3	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

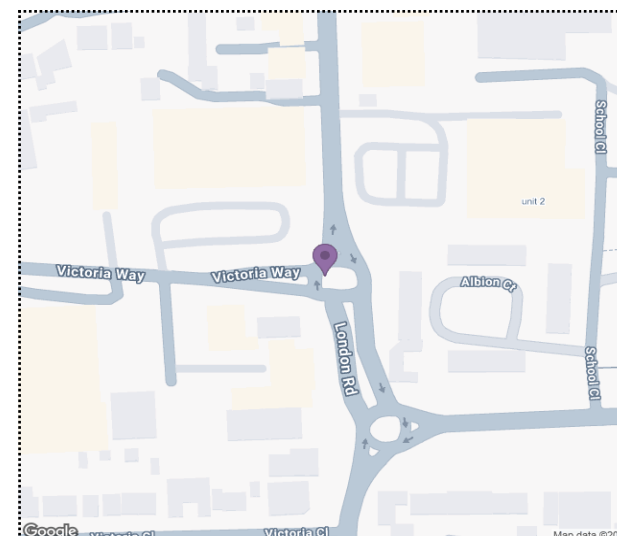
For more information about the data please visit: www.crashmap.co.uk/home/faq

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



Validated Data

Crash Date:	Friday, April 23, 2021	Time of Crash:	20:30:00	Crash Reference:	2021471038597
Highest Injury Severity:	Slight	Road Number:	B2036	Casualties:	2
Highway Authority:	West Sussex	Vehicles:	2	OS Grid Reference:	530792 118913
Local Authority:	Mid Sussex				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
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:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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

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



Validated Data

Crash Date:

Friday, April 23, 2021

Time of Crash: 20:30:00

Crash Reference: 2021471038597

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	13	Female	66 - 75	Unknown	Front	Commuting to/from work	None	None
1	Car (excluding private hire cars 2005 onwards)	14	Female	26 - 35	Vehicle is in the act of turning right	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other

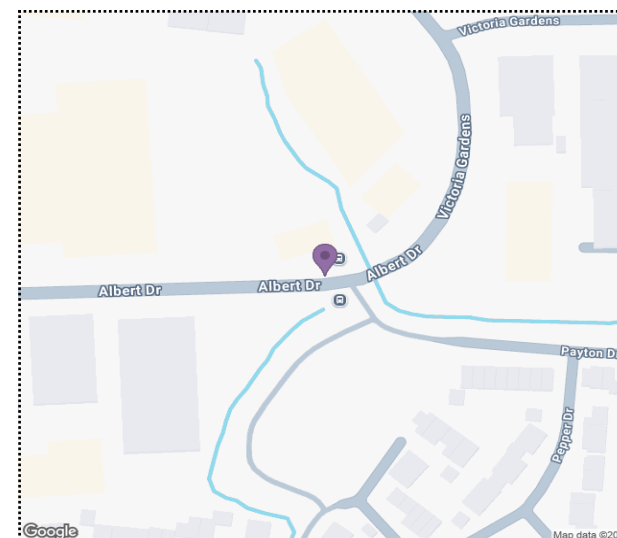
For more information about the data please visit: www.crashmap.co.uk/home/faq

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



Validated Data

Crash Date:	Tuesday, April 30, 2024	Time of Crash:	14:58:00	Crash Reference:	2024471437643
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	West Sussex			Vehicles:	1
Local Authority:	Mid Sussex			OS Grid Reference:	530468 118608
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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

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Validated Data

Crash Date:

Tuesday, April 30, 2024

Time of Crash: 14:58:00

Crash Reference: 2024471437643

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	14	Male	Over 75	Vehicle is in the act of turning right	Front	Missing	None	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

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

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



Validated Data

Crash Date: Wednesday, December 18, 2024

Time of Crash: 16:15:00

Crash Reference: 2024471532606

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: West Sussex

Vehicles: 2

Local Authority: Mid Sussex

OS Grid Reference: 530489 118824

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

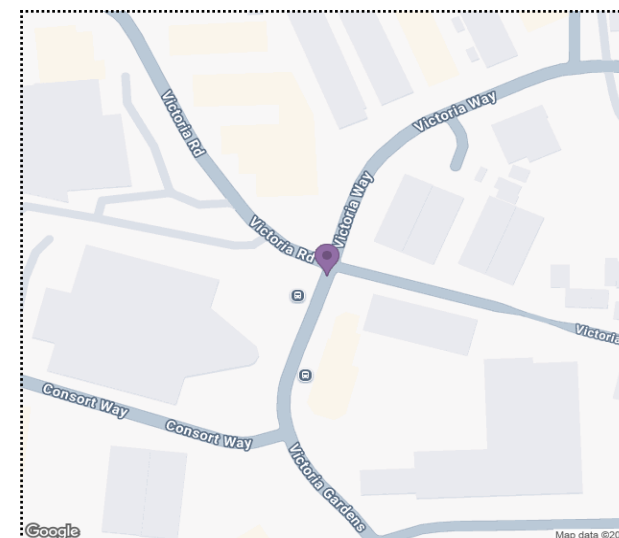
Carriageway Hazards: None

Junction Detail: Unknown

Junction Pedestrian Crossing: Unknown

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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

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Validated Data

Crash Date:

Wednesday, December 18, 2024

Time of Crash:

16:15:00

Crash Reference: 2024471532606

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	0	Male	66 - 75	Vehicle is moving off	Offside	Missing	None	None
2	Car (excluding private hire cars 2005 onwards)	8	Female	36 - 45	Unknown	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

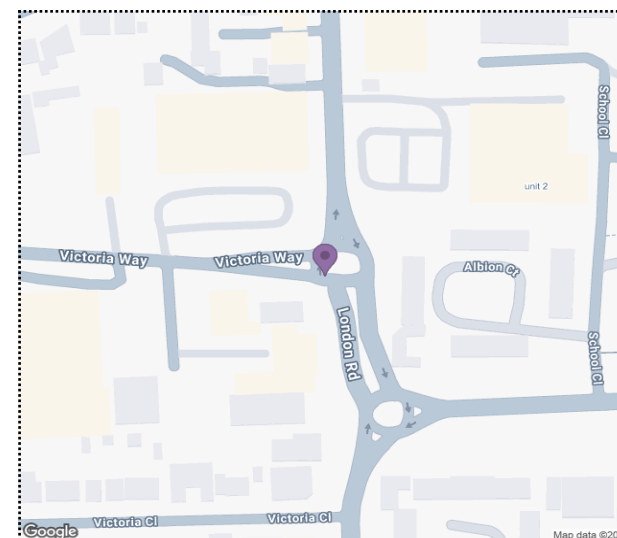
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Saturday, October 14, 2023	Time of Crash:	15:30:00	Crash Reference:	2023471362905
Highest Injury Severity:	Slight	Road Number:	B2036	Casualties:	1
Highway Authority:	West Sussex	Vehicles:	2	OS Grid Reference:	530793 118906
Local Authority:	Mid Sussex				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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

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Validated Data

Crash Date:

Saturday, October 14, 2023

Time of Crash: 15:30:00

Crash Reference: 2023471362905

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	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	22	Male	Over 75	Vehicle is moving off	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	9	Female	26 - 35	Vehicle is in the act of turning right	Nearside	Unknown	None	None

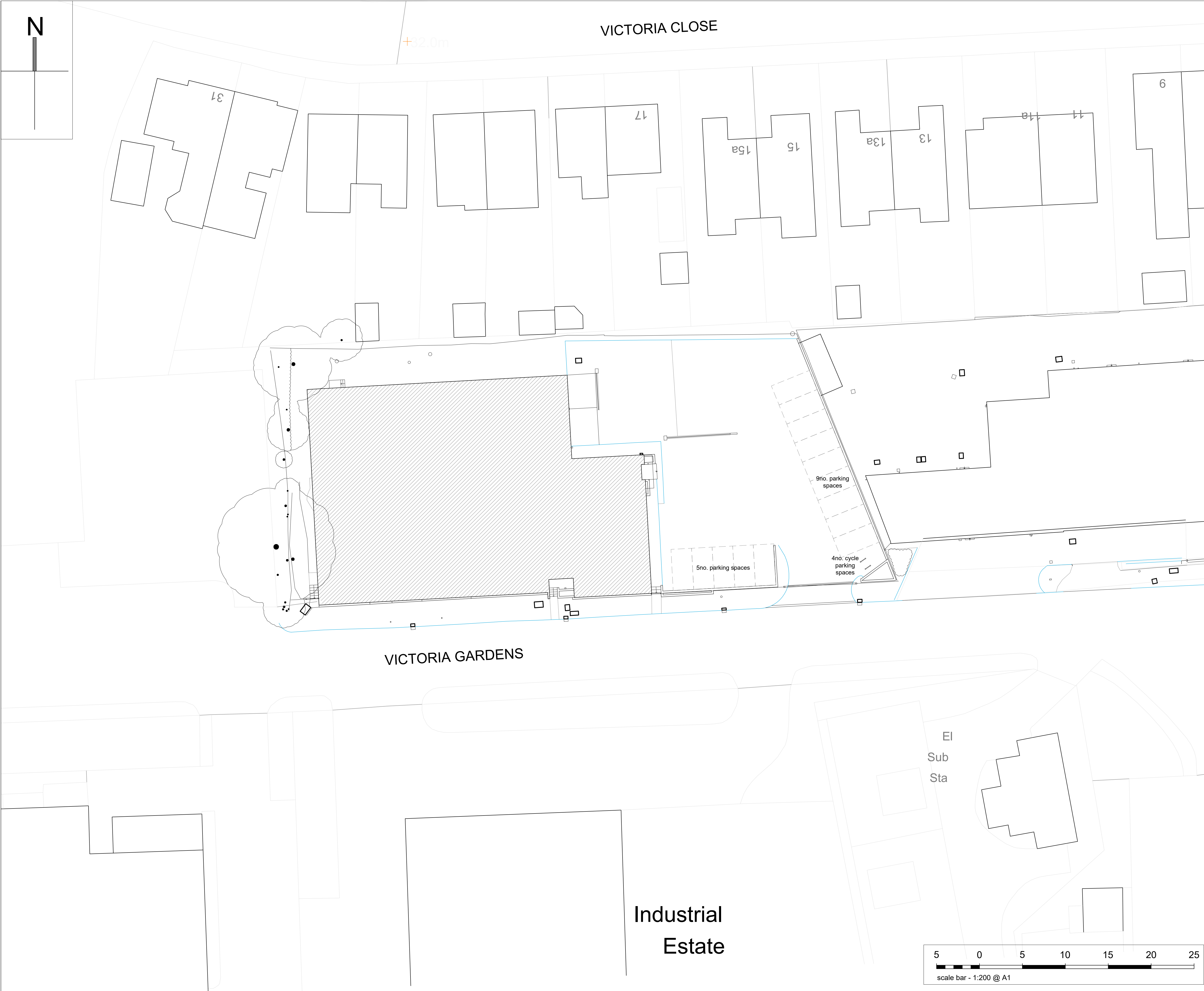
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

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Appendix B

Indictive Site Layout Plan



NOTES

- DO NOT SCALE OFF THIS DRAWING EXCEPT FOR PLANNING PURPOSES
- CHECK ALL DIMENSIONS ON SITE BEFORE ANY WORK IS COMMENCED
- ALL GOODS MATERIALS AND WORKMANSHIP MUST CONFORM WITH CURRENT BUILDING REGULATIONS, BRITISH STANDARDS AND CODES OF PRACTICE
- COPYRIGHT OF THIS DRAWING IS RETAINED BY THE ARCHITECT AND IT MUST NOT BE REPRODUCED WITHOUT WRITTEN CONSENT

REV	DATE	BY	AMENDMENT



L 01903 868628
info@folkesarchitects.co.uk

The Old Forge
& Church Street
Burgess Hill
West Sussex
RH20 4LA

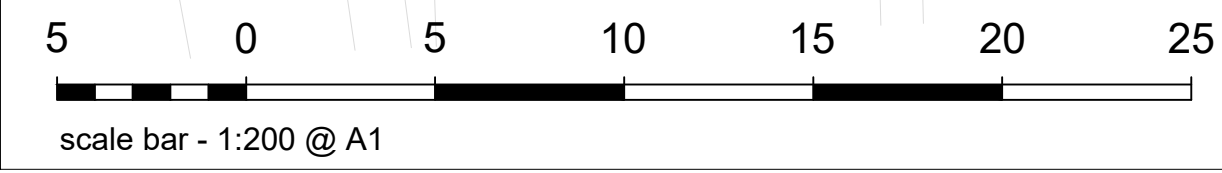
CLIENT
Tates Brothers Limited

JOB TITLE
21 Victoria Gardens
Burgess Hill
West Sussex
RH15 9NB

DRAWING TITLE
Proposed Site Plan

DRAWING STATUS
Planning
NOT FOR CONSTRUCTION USE UNLESS STATED AS 'CONSTRUCTION'

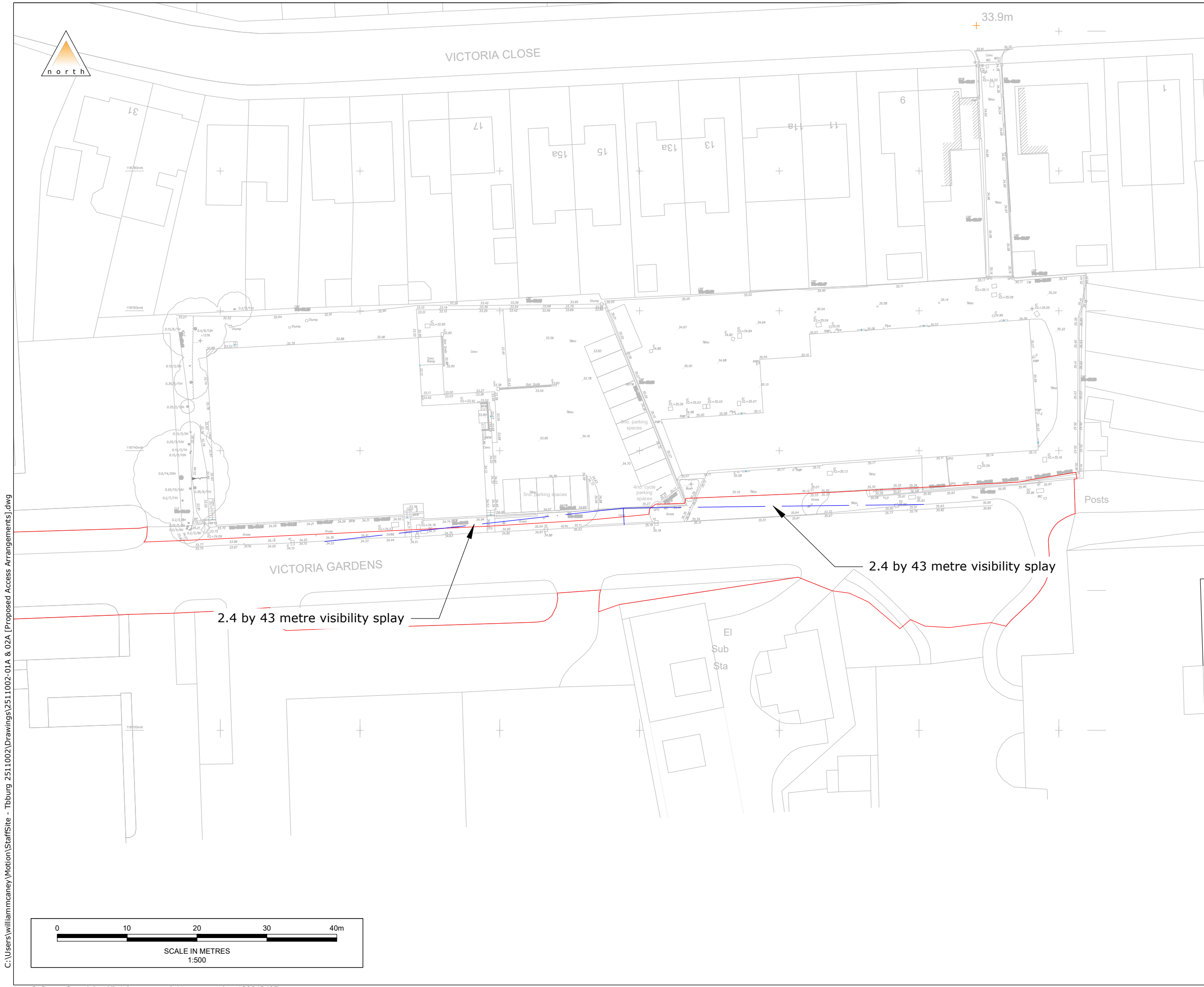
DATE	SCALE	DRAWN BY	CHECKED BY
Dec 2025	1:200 @ A1	ec	bh
JOB NO.	DRAWING NO.	REVISION	
25011	2.01		



Appendix C

Site Access & Priority Junction Visibility Splays

C:\Users\williammcaney\Motion\Staff\Site - Tbburg 2511002\Drawings\2511002-01A & 02A [Proposed Access Arrangements].dwg



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
3. Highway boundary information obtained from East Sussex County Council based on OS mapping, Motion cannot guarantee the accuracy of the data provided.

Legend

- Highway Boundary
- Visibility Splay

A	Updated Site Layout	WMC	FT	FT	02/12/2025
-	First Issue	WMC	FT	FT	27/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:

Tate Bros Limited

Project:

21 Victoria Gardens, Burgess Hill

Title:

Site Access Arrangements

Scale: 1:500 (@ A3)

Drawing:

2511002-01

Revision:

A

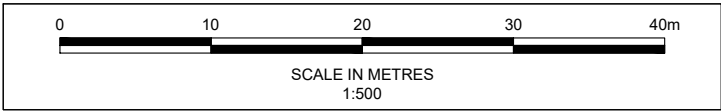
C:\Users\williammcaney\Motion\StaffSite - Tbburg 2511002\Drawings\2511002-01A & 02A [Proposed Access Arrangements].dwg



2.4 by 43 metre visibility splay

2.4 by 43 metre visibility splay

VICTORIA GARDENS



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
3. Highway boundary information obtained from East Sussex County Counciland based on OS mapping, Motion cannot guarantee the accuracy of the data provided.

Legend

- Highway Boundary
- Visibility Splay

A	Updated Site Layout	WMC	FT	FT	02/12/2025
-	First Issue	WMC	FT	FT	27/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Tate Bros Limited

Project:
21 Victoria Gardens, Burgess Hill

Title:
Visibility Splays at
Victoria Gardens / Albert Drive Junction

Scale: 1:500 (@ A3)

Drawing: 2511002-02 Revision: A

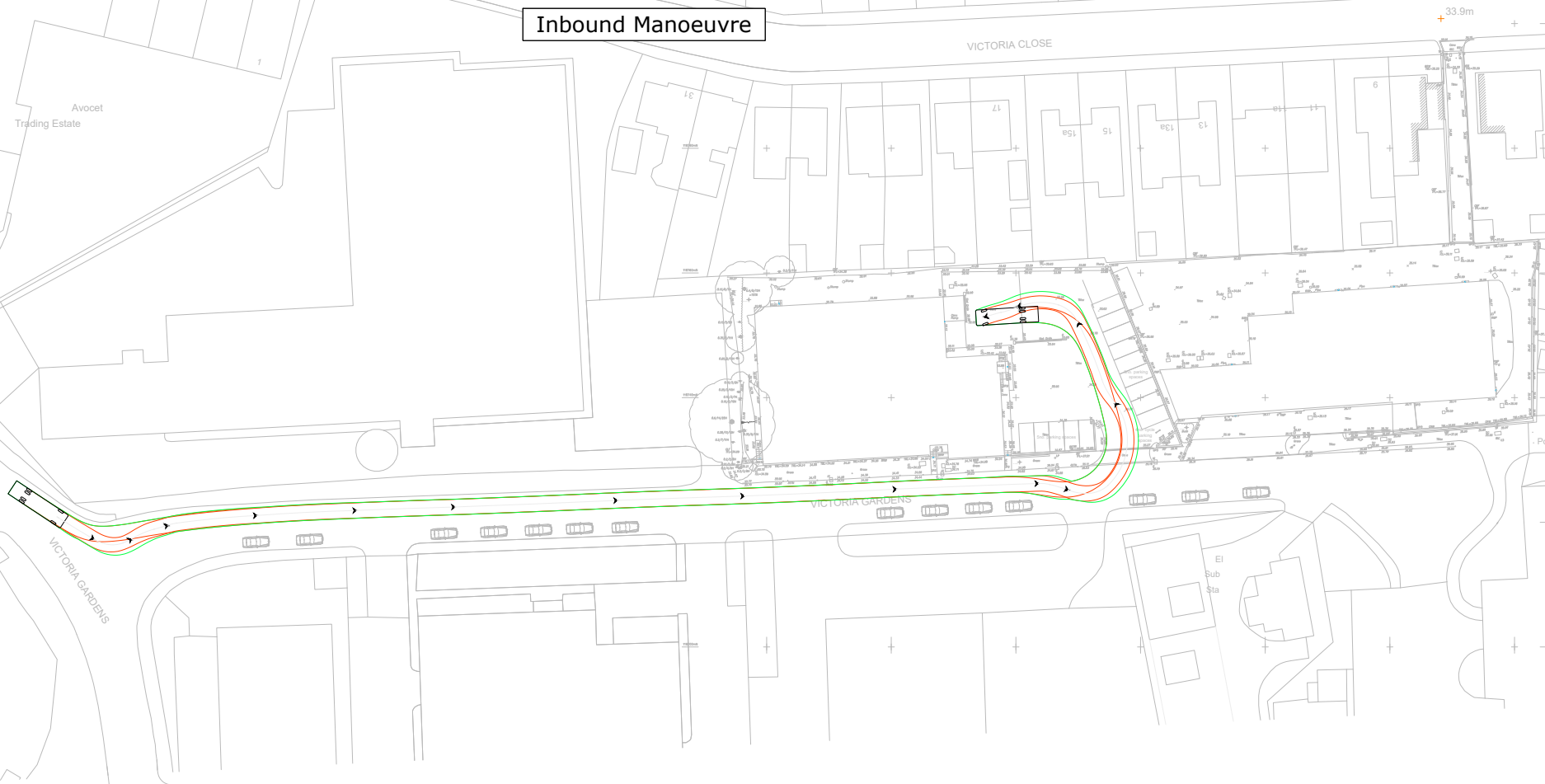
Appendix D

Swept Path Analysis

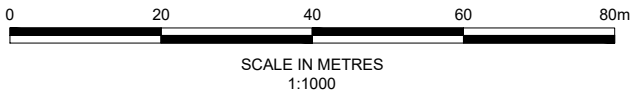
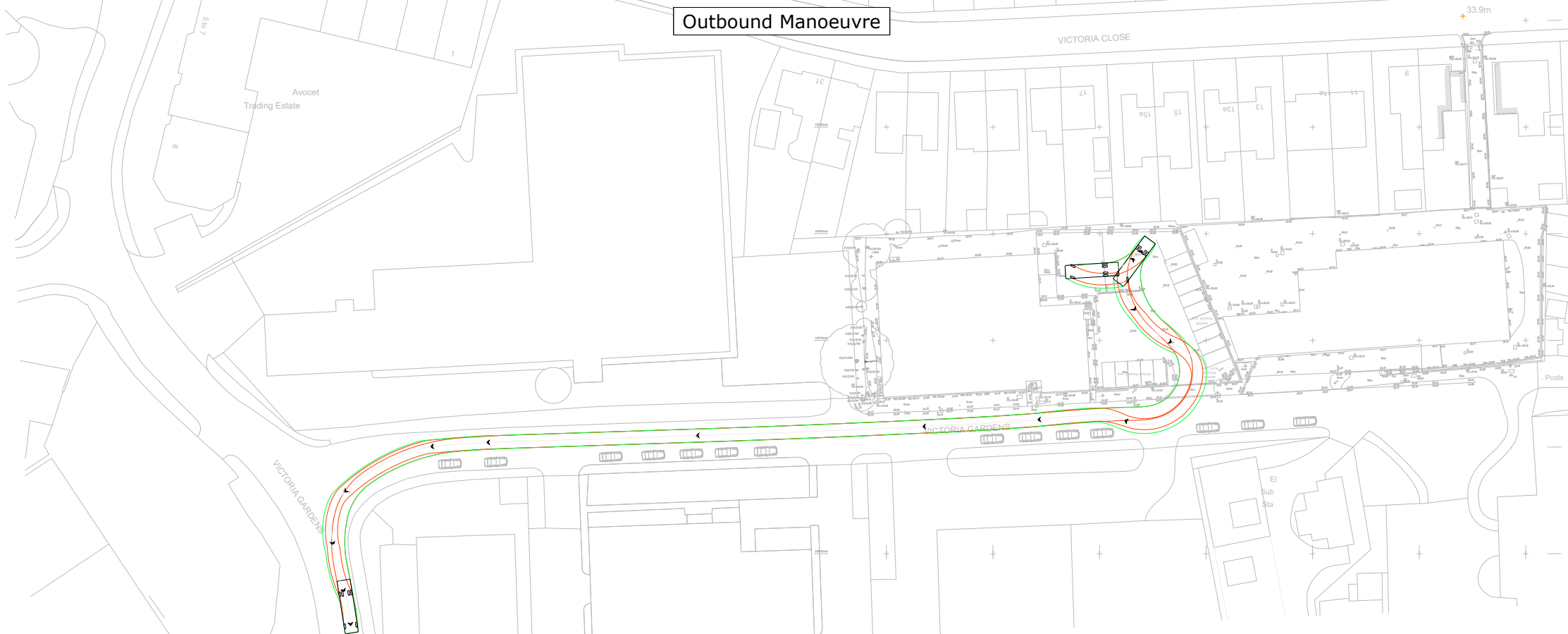
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Inbound Manoeuvre

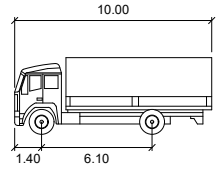


Outbound Manoeuvre



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6mph / reversing 6mph.



LRIGID		LRIGID	meters
Width	:	2.50	
Track	:	2.47	
Lock to Lock Time	:	6.0	
Steering Angle	:	37.6	

A	Updated Site Layout	WMC	FT	FT	02/12/2025
-	First Issue	WMC	FT	FT	25/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
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Client:

Tate Bros Limited

Project:

21 Victoria Gardens, Burgess Hill

Title:

Swept Path Analysis
10 Metre Rigid

Scale: 1:1000 (@ A3)

Drawing:

2511002-TK01

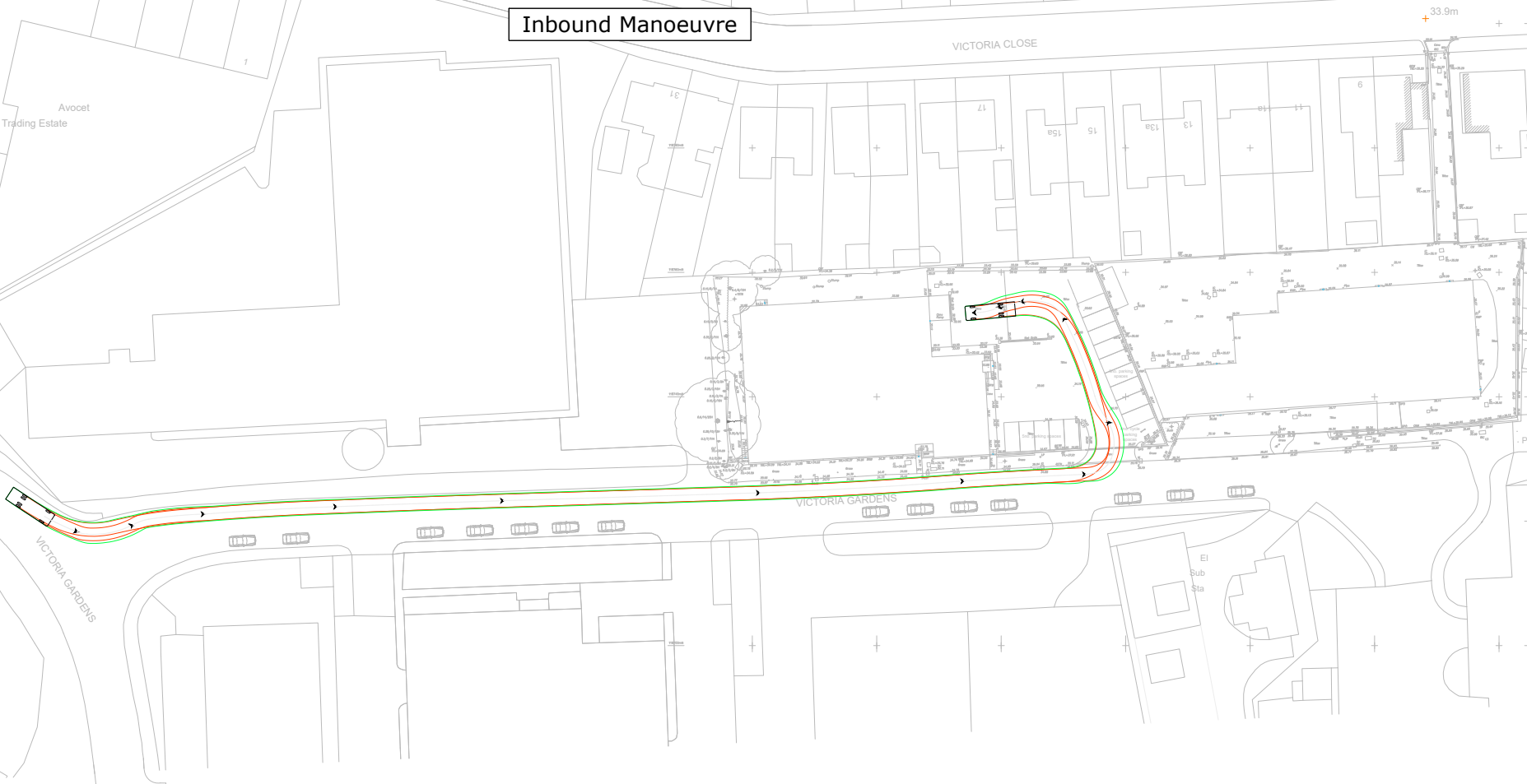
Revision:

A

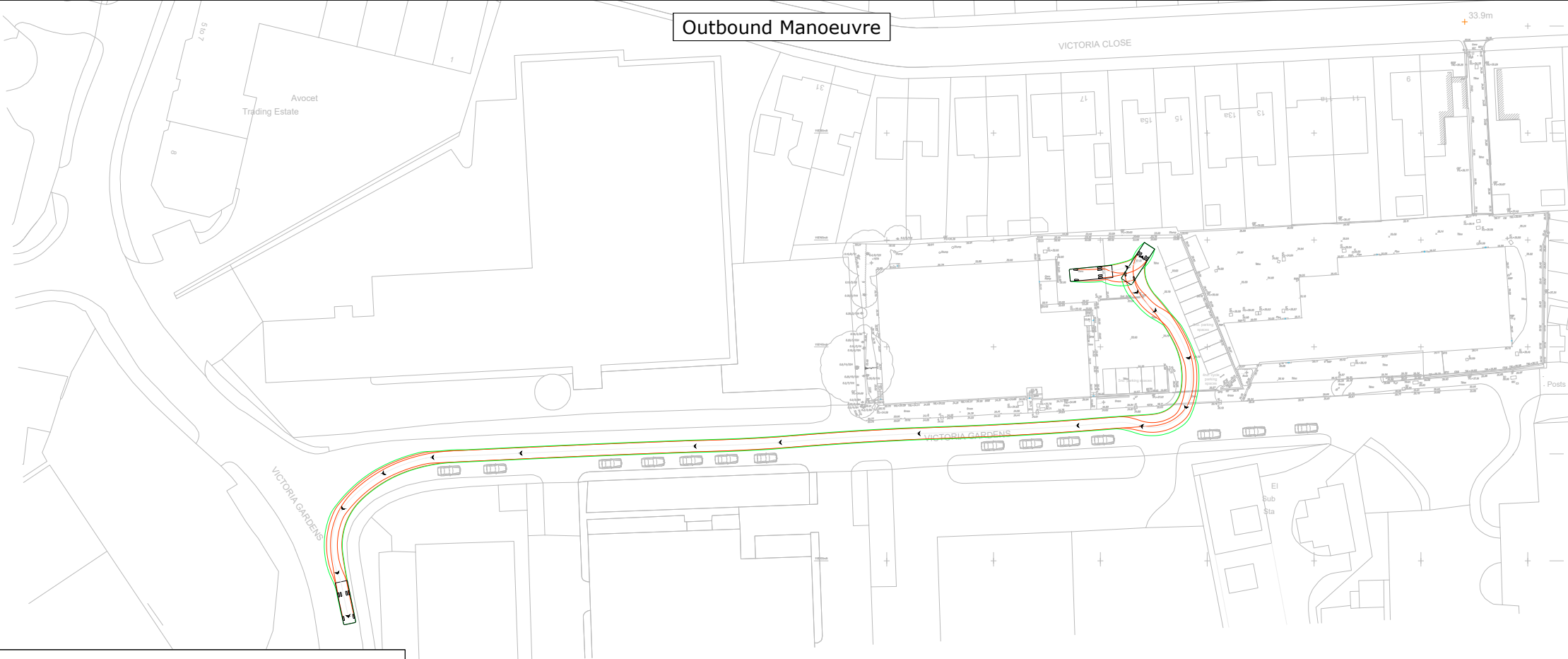
C:\Users\williammcaney\Motion\StaffSite - Tbburg 2511002\Drawings\2511002-TK01A-TK04A.dwg



Inbound Manoeuvre

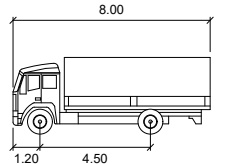


Outbound Manoeuvre



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6mph / reversing 6mph.



8.0m Rigid

Width	: 2.30	metres
Track	: 2.12	
Lock to Lock Time	: 6.0	
Steering Angle	: 42.7	

A	Updated Site Layout	WMC	FT	FT	02/12/2025
-	First Issue	LL	WMC	FT	26/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:

Tate Bros Limited

Project:

21 Victoria Gardens, Burgess Hill

Title:

Swept Path Analysis
8 Metre Rigid

Scale: 1:1000 (@ A3)

Drawing:

2511002-TK02

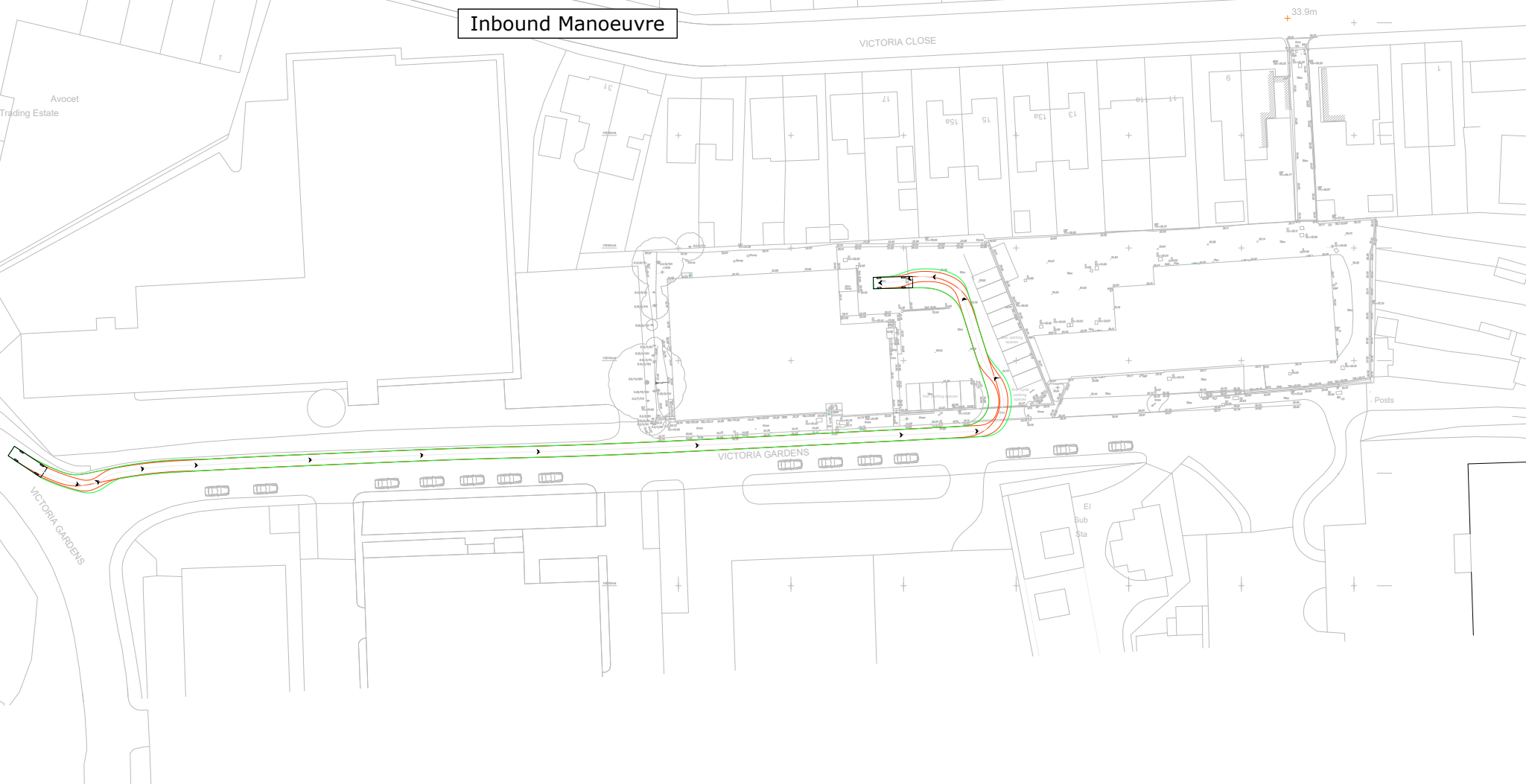
Revision:

A

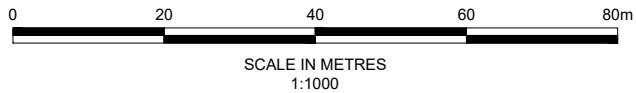
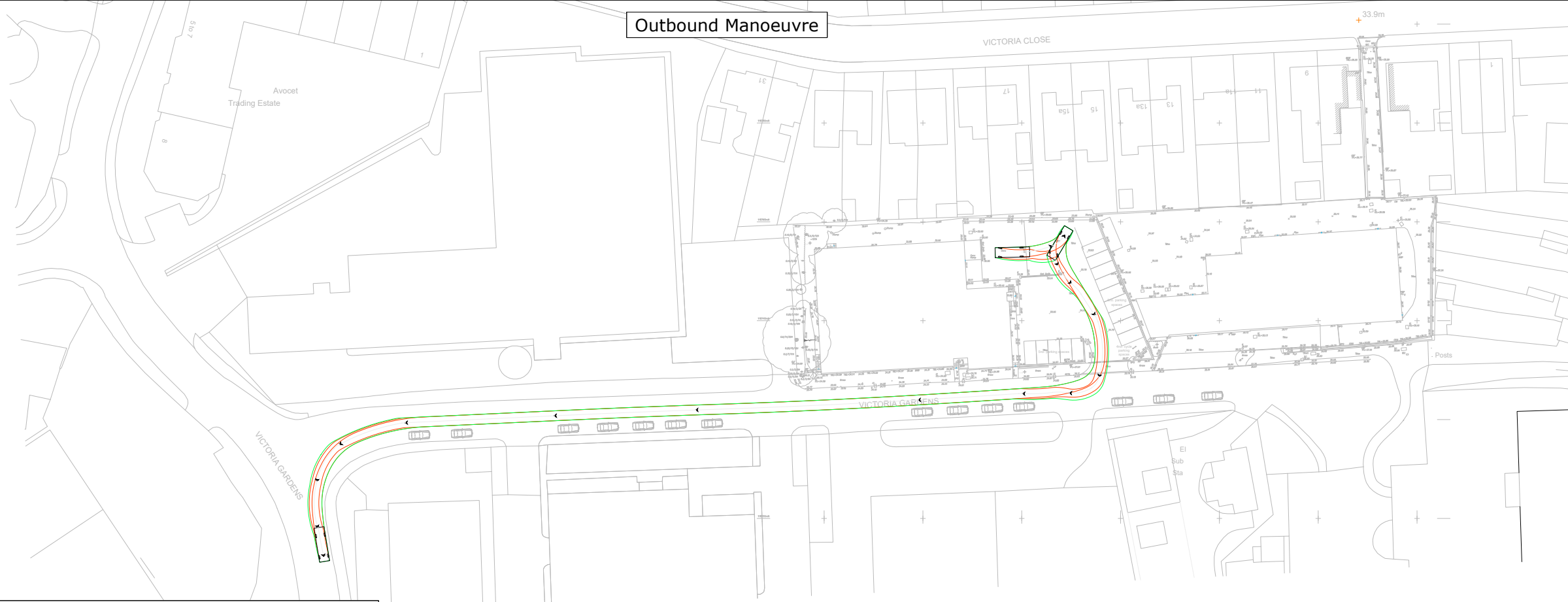
C:\Users\williammcaney\Motion\StaffSite - Tbburg 2511002\Drawings\2511002-TK01A-TK04A.dwg



Inbound Manoeuvre

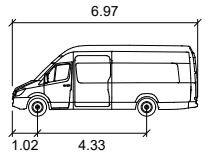


Outbound Manoeuvre



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6mph / reversing 6mph.



Mercedes Sprinter- drive thru vehicle

	metres
Width	: 2.02
Track	: 1.99
Lock to Lock Time	: 5.0
Steering Angle	: 39.5

A	Updated Site Layout	WMC	FT	FT	02/12/2025
-	First Issue	LL	WMC	FT	26/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:

Tate Bros Limited

Project:

21 Victoria Gardens, Burgess Hill

Title:

Swept Path Analysis
Mercedes Sprinter

Scale: 1:1000 (@ A3)

Drawing:

2511002-TK03

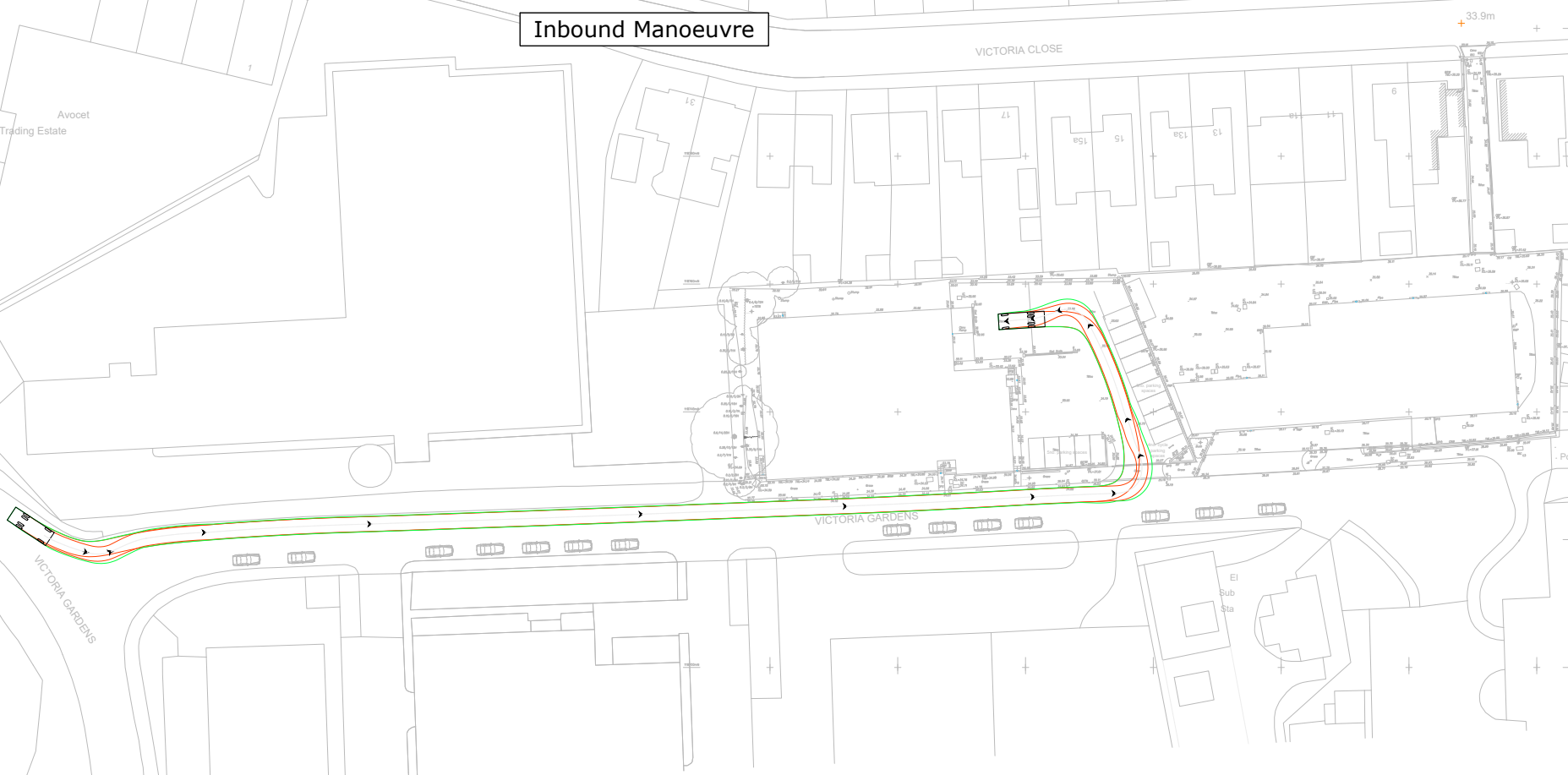
Revision:

A

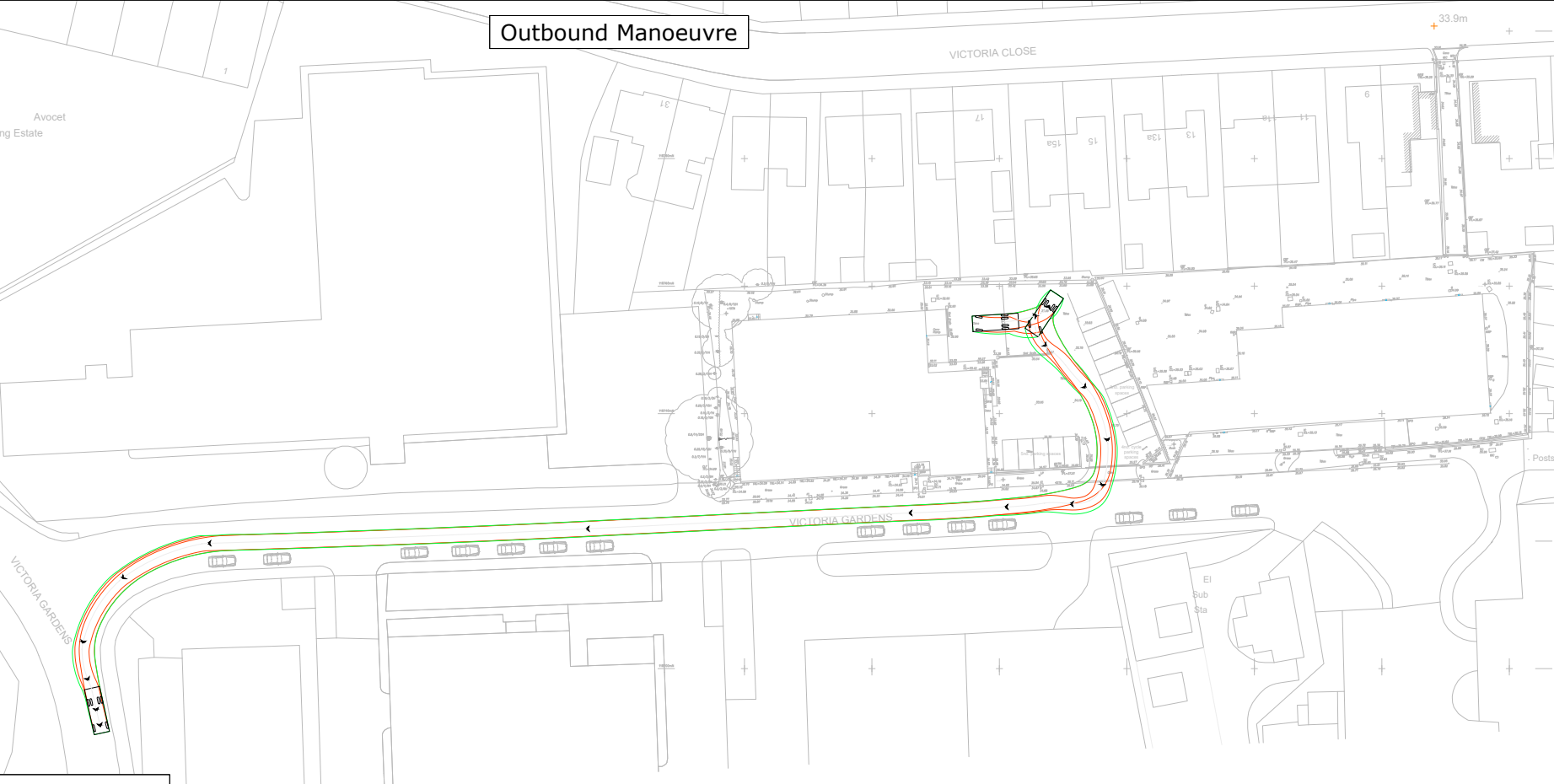
C:\Users\williammcaney\Motion\StaffSite - Tbburg 2511002\Drawings\2511002-TK01A-TK04A.dwg



Inbound Manoeuvre

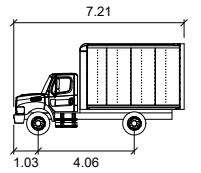


Outbound Manoeuvre



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6mph / reversing 6mph.



Freightliner 14ft Freight Van

	metres
Width	: 2.44
Track	: 2.37
Lock to Lock Time	: 6.0
Steering Angle	: 45.9

A	Updated Site Layout	WMC	FT	FT	02/12/2025
-	First Issue	LL	WMC	FT	26/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:

Tate Bros Limited

Project:

21 Victoria Gardens, Burgess Hill

Title:

Swept Path Analysis
Box Van

Scale: 1:1000 (@ A3)

Drawing:

2511002-TK04

Revision:

A

Appendix E

TRICS Output Report – Industrial Unit



Audit Code: e42de994-90ad-4f3c-a2a4-9545c64ab3ab

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	RE	READING	1 day
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
08	NORTH WEST		
	BP	BLACKPOOL	1 day
	LC	LANCASHIRE	2 days
09	NORTH		
	CU	CUMBERLAND	1 day
	TV	TEES VALLEY	1 day
	TW	TYNE & WEAR	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day
13	MUNSTER		
	CR	CORK	1 day
	KE	KERRY	1 day
15	GREATER DUBLIN		
	DL	DUBLIN	1 day

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

Audit Code: e42de994-90ad-4f3c-a2a4-9545c64ab3ab

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:	150 to 67459 (units:sqm)
Range Selected by User:	150 to 2000 (units:sqm)
Parking Spaces Range:	3 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/10 to 08/11/23

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

Selected survey days:

Friday	3 days
Monday	1 days
Thursday	9 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	16
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	9 days
Suburban Area	7 days

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

Selected Location Sub Categories:

Commercial Zone	1 days
Industrial Zone	15 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 Included	1 days
Servicing vehicles Unknown	15 days

Audit Code: e42de994-90ad-4f3c-a2a4-9545c64ab3ab

Secondary Filtering Selection:

Use Class:

Not Known

16 surveys

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

Population within 500m Range:

0 - 4365

Population within 1 mile:

1,001 to 5,000	3 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	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:

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

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 surveys
0.6 to 1.0	9 surveys
1.1 to 1.5	6 surveys

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

Audit Code: e42de994-90ad-4f3c-a2a4-9545c64ab3ab

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	16 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	16 surveys
-----------------	------------

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

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions



Audit Code: e42de994-90ad-4f3c-a2a4-9545c64ab3ab

Edge of Town Industrial Zone Site area: 0.15000000596046448 hect Survey date: Wednesday 30/06/2021 Survey Type: Unknown			
9	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Site area: 0.13050000369548798 hect Survey date: Thursday 21/04/2022 Survey Type: Unknown			
10	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
ELVIN WAY NORWICH HELLESDON Edge of Town Industrial Zone Site area: 0.052000001072883606 hect Survey date: Thursday 07/11/2019 Survey Type: Unknown			
11	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
FLETCHER WAY NORWICH UPPER HELLESDON Suburban Area Industrial Zone Site area: 0.0860000029206276 hect Survey date: Thursday 14/11/2019 Survey Type: Unknown			
12	RE-02-C-01	SHEET METAL FABRICATION	READING
COMMERCIAL ROAD READING Edge of Town Industrial Zone Site area: 0.12999999523162842 hect Survey date: Thursday 22/11/2012 Survey Type: Unknown			
13	SF-02-C-01	JOINERY	SUFFOLK
ANSON ROAD IPSWICH MARTLESHAM HEATH Edge of Town Industrial Zone Site area: 0.15000000596046448 hect Survey date: Friday 12/07/2013 Survey Type: Unknown			
14	TV-02-C-02	FLUID ENGINEERING	TEES VALLEY
PARKVIEW ROAD WEST HARTLEPOOL Suburban Area Industrial Zone Site area: 0.28999999165534973 hect Survey date: Friday 04/09/2020 Survey Type: Unknown			
15	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR
SHAFTESBURY AVENUE JARROW TYNE POINT IND. ESTATE Suburban Area Industrial Zone Site area: 0.18000000715255737 hect			

Audit Code: e42de994-90ad-4f3c-a2a4-9545c64ab3ab

Survey date: Thursday 15/11/2012 Survey Type: Unknown

16	WM-02-C-05	INDIAN CATERING	WEST MIDLANDS
ICKNIELD STREET			
BIRMINGHAM			
HOCKLEY			
Suburban Area			
Industrial Zone			
Site area: 0.029999999329447746 hect			
Survey date:			Survey Type: Unknown

Audit Code: e42de994-90ad-4f3c-a2a4-9545c64ab3ab

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	2	550	0.000	0.000	0.000
06:00-07:00	2	550	0.273	0.091	0.364
07:00-08:00	15	781	0.350	0.060	0.410
08:00-09:00	15	781	0.487	0.205	0.692
09:00-10:00	16	748	0.334	0.242	0.576
10:00-11:00	16	748	0.301	0.259	0.560
11:00-12:00	16	748	0.276	0.251	0.527
12:00-13:00	16	748	0.334	0.359	0.693
13:00-14:00	16	748	0.393	0.351	0.744
14:00-15:00	16	748	0.434	0.351	0.785
15:00-16:00	16	748	0.292	0.418	0.710
16:00-17:00	16	748	0.167	0.510	0.677
17:00-18:00	16	748	0.092	0.409	0.501
18:00-19:00	15	763	0.017	0.087	0.104
19:00-20:00	3	452	0.000	0.074	0.074
20:00-21:00	2	550	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.750	3.667	7.417

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: e42de994-90ad-4f3c-a2a4-9545c64ab3ab

Parameter Summary:

Trip rate parameter range selected:	150 - 2000 (units: sqm)
Survey date date range:	15/11/2012 - 04/10/2023
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
Surveys manually removed from selection:	0

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

Appendix F

TRICS Output Report – Warehousing (Self-Storage)

Audit Code: 34a328da-f81f-4454-8de2-77c5c43f5044

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: E - WAREHOUSING (SELF STORAGE)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA	
	SF	SUFFOLK
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
		1 day
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM
		1 day

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

Audit Code: 34a328da-f81f-4454-8de2-77c5c43f5044

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:	1350 to 14000 (units:sqm)
Range Selected by User:	1350 to 2000 (units:sqm)
Parking Spaces Range:	7 - 105

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	08/03/02 to 15/10/21

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:

Thursday	1 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3
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	2 days
Suburban Area	1 days

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

Selected Location Sub Categories:

Built-Up Zone	1 days
Industrial Zone	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	3 days
----------------------------	--------

Audit Code: 34a328da-f81f-4454-8de2-77c5c43f5044

Secondary Filtering Selection:

Use Class:

B8	3 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:

250 - 1550

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	2 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	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	1 surveys
1.1 to 1.5	1 surveys
1.6 to 2.0	1 surveys

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

Audit Code: 34a328da-f81f-4454-8de2-77c5c43f5044

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 3 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 3 surveys

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

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions



Audit Code: 34a328da-f81f-4454-8de2-77c5c43f5044

1	AN-02-E-01	SELF STORAGE	ANTRIM
BALMORAL ROAD BELFAST Suburban Area Built-Up Zone Gross floor area: 1875 sqm Survey date: Wednesday 02/06/2021			
			Survey Type: Unknown
2	NY-02-E-01	SELF STORAGE	NORTH YORKSHIRE
OAKNEY WOOD ROAD SELBY Edge of Town Industrial Zone Gross floor area: 1350 sqm Survey date: Tuesday 21/09/2021			
			Survey Type: Unknown
3	SF-02-E-01	SELF STORAGE	SUFFOLK
WHITE HOUSE ROAD IPSWICH Edge of Town Industrial Zone Gross floor area: 1530 sqm Survey date: Thursday 24/06/2021			
			Survey Type: Unknown

Audit Code: 34a328da-f81f-4454-8de2-77c5c43f5044

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

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					
06:00-07:00					
07:00-08:00	3	1585	0.084	0.063	0.147
08:00-09:00	3	1585	0.189	0.105	0.294
09:00-10:00	3	1585	0.189	0.105	0.294
10:00-11:00	3	1585	0.189	0.294	0.483
11:00-12:00	3	1585	0.231	0.210	0.441
12:00-13:00	3	1585	0.189	0.147	0.336
13:00-14:00	3	1585	0.294	0.210	0.504
14:00-15:00	3	1585	0.358	0.358	0.716
15:00-16:00	3	1585	0.189	0.294	0.483
16:00-17:00	3	1585	0.126	0.126	0.252
17:00-18:00	3	1585	0.042	0.105	0.147
18:00-19:00	3	1585	0.084	0.126	0.210
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.164	2.143	4.307

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: 34a328da-f81f-4454-8de2-77c5c43f5044

Parameter Summary:

Trip rate parameter range selected:	1350 - 2000 (units: sqm)
Survey date date range:	02/06/2021 - 21/09/2021
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.

Appendix G

TRICS Output Report – Warehousing (Commercial)

Audit Code: 728eab4c-5054-45fb-a494-8541730537f3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	TB	TORBAY	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
	SE	SHEFFIELD	1 day
08	NORTH WEST		
	LC	LANCASHIRE	1 day
09	NORTH		
	TV	TEES VALLEY	1 day
11	SCOTLAND		
	ML	MIDLOTHIAN	1 day
15	GREATER DUBLIN		
	DL	DUBLIN	1 day
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 day
	AR	ARMAGH	1 day

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

Audit Code: 728eab4c-5054-45fb-a494-8541730537f3

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:	190 to 105335 (units:sqm)
Range Selected by User:	150 to 2000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/07/00 to 04/11/24

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

Selected survey days:

Friday	2 days
Monday	2 days
Thursday	2 days
Tuesday	1 days
Wednesday	3 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	4 days
Suburban Area	6 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	8 days
No Sub Category	1 days
Residential Zone	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	8 days

Audit Code: 728eab4c-5054-45fb-a494-8541730537f3

Secondary Filtering Selection:

Use Class:

B8	9 surveys
N/A	1 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:

126 - 3711

Population within 1 mile:

10,001 to 15,000	3 surveys
100,001 or More	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	3 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	3 surveys
250,001 to 500,000	2 surveys
500,001 or More	2 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	6 surveys
1.6 to 2.0	1 surveys

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

Audit Code: 728eab4c-5054-45fb-a494-8541730537f3

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 that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 728eab4c-5054-45fb-a494-8541730537f3

1	AN-02-F-05	SEAFOOD DISTRIBUTION	ANTRIM
BLACKSTAFF ROAD BELFAST ANDERSONSTOWN Suburban Area No Sub Category Gross floor area: 700 sqm Survey date: Thursday 26/11/2020			
			Survey Type: Manual
2	AR-02-F-01	ELECTRICAL DIST.	ARMAGH
MAHON ROAD PORTADOWN Edge of Town Industrial Zone Gross floor area: 1900 sqm Survey date: Wednesday 11/11/2009			
			Survey Type: Manual
3	DL-02-F-03	BATHROOM TILES & TIMBER	DUBLIN
MAPLE AVENUE DUBLIN SANDYFORD Suburban Area Industrial Zone Gross floor area: 650 sqm Survey date: Thursday 26/09/2019			
			Survey Type: Manual
4	LC-02-F-02	WAREHOUSING	LANCASHIRE
CHORLEY ROAD PRESTON WALTON-LE-DALE Suburban Area Residential Zone Gross floor area: 1200 sqm Survey date: Friday 22/06/2007			
			Survey Type: Manual
5	ML-02-F-01	WINDOWS	MIDLOTHIAN
UNIT 53 DALKEITH MAYFIELD IND. ESTATE Edge of Town Industrial Zone Gross floor area: 750 sqm Survey date: Wednesday 04/05/2011			
			Survey Type: Manual
6	NY-02-F-01	REMOVALS SERVICE	NORTH YORKSHIRE
GRIMBALD CRAG CLOSE KNARESBOROUGH Edge of Town Industrial Zone Gross floor area: 1750 sqm Survey date:			
			Survey Type: Manual
7	SE-02-F-01	WAREHOUSING & DISTRIBUTION	SHEFFIELD
PRESIDENT PARK SHEFFIELD Suburban Area Industrial Zone Gross floor area: 1125 sqm Survey date:			
			Survey Type: Manual
8	TB-02-F-01	OPTICS WAREHOUSE	TORBAY
ALDERS WAY			

Audit Code: 728eab4c-5054-45fb-a494-8541730537f3

PAIGNTON Edge of Town Industrial Zone Gross floor area: 190 sqm Survey date: Friday 29/03/2019				Survey Type: Manual
9	TV-02-F-03	ELECTRICAL COMPONENTS	TEES VALLEY	
UNIT 8,NAVIGATOR COURT STOCKTON-ON-TEES Suburban Area Industrial Zone Gross floor area: 634 sqm Survey date: Tuesday 28/06/2011				Survey Type: Manual
10	WK-02-F-01	WAREHOUSING & DISTRIBUTION	WARWICKSHIRE	
POSEIDON WAY WARWICK HEATHCOTE Suburban Area Industrial Zone Gross floor area: 331 sqm Survey date: Wednesday 25/09/2024				Survey Type: Manual

Audit Code: 728eab4c-5054-45fb-a494-8541730537f3

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	4	666	0.038	0.075	0.113
06:00-07:00	4	666	0.300	0.113	0.413
07:00-08:00	10	923	0.293	0.184	0.477
08:00-09:00	10	923	0.466	0.173	0.639
09:00-10:00	10	923	0.336	0.293	0.629
10:00-11:00	10	923	0.531	0.498	1.029
11:00-12:00	10	923	0.336	0.325	0.661
12:00-13:00	10	923	0.433	0.542	0.975
13:00-14:00	10	923	0.498	0.379	0.877
14:00-15:00	10	923	0.379	0.412	0.791
15:00-16:00	10	923	0.314	0.358	0.672
16:00-17:00	10	923	0.271	0.423	0.694
17:00-18:00	10	923	0.152	0.401	0.553
18:00-19:00	10	923	0.065	0.087	0.152
19:00-20:00	4	666	0.038	0.188	0.226
20:00-21:00	4	666	0.000	0.263	0.263
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.450	4.714	9.164

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: 728eab4c-5054-45fb-a494-8541730537f3

Parameter Summary:

Trip rate parameter range selected:	150 - 2000 (units: sqm)
Survey date date range:	22/06/2007 - 25/09/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix H

TRICS Output Report – Parcel Distribution Centre

Audit Code: 8db59df3-cb91-4886-bfa8-c6bf4e7b5fef

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: G - PARCEL DISTRIBUTION CENTRES

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

05	EAST MIDLANDS	
	LN	LINCOLNSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SE	SHEFFIELD
		1 day
10	WALES	
	WR	WREXHAM
		1 day
12	CONNAUGHT	
	CS	SLIGO
		1 day

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



Audit Code: 8db59df3-cb91-4886-bfa8-c6bf4e7b5fef

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:	290 to 50000 (units:sqm)
Range Selected by User:	150 to 2000 (units:sqm)
Parking Spaces Range:	16 - 798

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	17/07/00 to 11/09/24

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

Selected survey days:

Friday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Suburban Area	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
-----------------	--------

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	4 days
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Audit Code: 8db59df3-cb91-4886-bfa8-c6bf4e7b5fef

Secondary Filtering Selection:

Use Class:

B8	4 surveys
----	-----------

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

Population within 500m Range:

200 - 1620

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	1 surveys
100,001 or More	1 surveys

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5	4 surveys
------------	-----------

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

Audit Code: 8db59df3-cb91-4886-bfa8-c6bf4e7b5fef

Petrol filling station:

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

Travel Plan:

No 4 surveys

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

PTAL Rating:

No PTAL Present 4 surveys

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

COVID-19 Restrictions:

No



Audit Code: 8db59df3-cb91-4886-bfa8-c6bf4e7b5fef

1 FINISKLIN ROAD SLIGO FINISKLIN Suburban Area Industrial Zone Gross floor area: 1150 sqm Survey date: Wednesday 06/09/2023	CS-02-G-01	DPD	SLIGO	Survey Type: Unknown
2 WHISBY WAY LINCOLN BIRCHWOOD Edge of Town Industrial Zone Gross floor area: 1496 sqm Survey date: Friday 28/06/2019	LN-02-G-01	PARCELFORCE WORLDWIDE	LINCOLNSHIRE	Survey Type: Unknown
3 EAST EARSHAM STREET SHEFFIELD Suburban Area Industrial Zone Gross floor area: 290 sqm Survey date: Wednesday 11/09/2024	SE-02-G-01	APOLLO DISTRIBUTION SOL.	SHEFFIELD	Survey Type: Unknown
4 PARK FACTORY ROAD SANDYCROFT DEESIDE Edge of Town Industrial Zone Gross floor area: 2000 sqm Survey date: Wednesday 24/09/2003	WR-02-G-01	PARCELFORCE	WREXHAM	Survey Type: Unknown

Audit Code: 8db59df3-cb91-4886-bfa8-c6bf4e7b5fef

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

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	3	979	0.511	0.068	0.579
06:00-07:00	3	979	0.851	0.136	0.987
07:00-08:00	4	1234	0.770	0.810	1.580
08:00-09:00	4	1234	0.405	0.871	1.276
09:00-10:00	4	1234	0.223	0.405	0.628
10:00-11:00	4	1234	0.223	0.203	0.426
11:00-12:00	4	1234	0.243	0.162	0.405
12:00-13:00	4	1234	0.324	0.506	0.830
13:00-14:00	4	1234	0.486	0.203	0.689
14:00-15:00	4	1234	0.344	0.425	0.769
15:00-16:00	4	1234	0.405	0.446	0.851
16:00-17:00	4	1234	0.628	0.770	1.398
17:00-18:00	4	1234	0.588	0.588	1.176
18:00-19:00	4	1234	0.263	0.365	0.628
19:00-20:00	3	979	0.170	0.102	0.272
20:00-21:00	3	979	0.034	0.000	0.034
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			6.468	6.060	12.528

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: 8db59df3-cb91-4886-bfa8-c6bf4e7b5fef

Parameter Summary:

Trip rate parameter range selected:	150 - 2000 (units: sqm)
Survey date date range:	24/09/2003 - 11/09/2024
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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