

Padel Use, Unit A, Consort Way

Transport Statement

Client: PGQ Property

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REPORT DETAILS

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1. INTRODUCTION

1.1 Background

- 1.1.1 Apex Transport Planning Ltd ('Apex TP') has produced this Transport Statement (TS) to support a planning application for the proposed change of use from industrial use (B2/B8) to an indoor sports facility (E(d)) on land situated within Victoria Business Park off Consort Way, Burgess Hill, West Sussex.
- 1.1.2 The proposals comprise the change of use of the existing 1,346 sqm B2/B8 building and internal alterations to provide an indoor sports facility with four padel courts, while retaining the existing structure.
- 1.1.3 Access to the site would be obtained from the northern boundary via the existing access junction onto Consort Way. The access links to the proposed car parking area at the building frontage, as per the existing arrangements.
- 1.1.4 This TS utilises the information on existing conditions, site accessibility and sustainable travel connectivity previously established as part of the TS which supported the now constructed development at the site (planning ref: DM/24/2970), ensuring consistency with the evidence base already accepted by the local highway authority.
- 1.1.5 This TS provides an assessment of the sustainable connectivity and transport impacts of the proposed development and sets out details of the proposed parking and access arrangements. This TS has been produced to inform Mid Sussex District Council (MSDC) as the local planning authority and West Sussex County Council (WSCC) as the local highway authority, of the highways and transport implications of the proposals.

1.2 Scope of Report

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

1.3 Relevant Planning Policies

- 1.3.1 Key policy and guidance documents in relation to transport at a national and local level have been considered when assessing the impact of the development proposals which include:
 - National Planning Policy Framework (December 2023)
 - Planning Practice Guidance Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014)
 - Manual for Streets (2007)
 - MSD District Plan (2018)
 - WSCC Guidance on Parking at New Developments (Sep 2020)

- West Sussex Transport Plan 2022- 2036

- 1.3.2 The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling, public transport and electric vehicles.
- 1.3.3 The NPPF para 115 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2. EXISTING SITUATION

2.1 Site Location, Use and Access

2.1.1 The site is located within Victoria Business Park in Burgess Hill in West Sussex. Burgess Hill is in West Sussex, close to the border with East Sussex and is approximately 13km north of Brighton and 40km south of London. The site is approximately 1.2km to the west of Burgess Hill town centre, and 1.6km walking distance to Burgess Hill Rail Station.

2.1.2 The site is bound to the north by Consort Way, Jubilee Road to the west, and industrial units to the east and south. As the site is located within an industrial park, the surrounding uses are business and light industrial. The site comprises of an industrial unit which is accessed from Consort Way via a priority junction, which is shared with the adjacent site.

2.1.3 The indicative site location is shown in Figure 2-1.

Figure 2-1: Indicative Site Location



Source: Google Maps

2.2 Planning History

- 2.2.1 A planning application (planning ref: DM/24/2970) was submitted in December 2024 for the construction of a new commercial building within classes E(g), B2 and B8. This building was to replace the previous industrial unit which was destroyed in a fire.
- 2.2.2 The application was approved in April 2025, and the site is now built.
- 2.2.3 A TS was produced by Apex to accompany the 2024 planning application for the industrial unit. This provided an assessment of the sustainable connectivity and transport impacts of the proposed development and set out details of the proposed parking and access arrangements. The approved trip rates and trip generation of the permitted site (now built) are summarised in Table 2-1 and Table 2-2.

Table 2-1: Permitted Industrial Unit – B2 Use Vehicle Trip Generation

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

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

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

2.3 Local Highway Network

- 2.3.1 The site is accessed from Consort Way from its northern boundary. Consort Way is a single carriageway road and measures approximately 6.3m wide. It has footways on either side of the carriageway and is subject to a 30mph speed limit. Consort Way is not subject to parking restrictions and as such some on-street parking occurs.
- 2.3.2 Consort Way routes in an east – west alignment, forming the minor arm of the Victoria Gardens / Consort Way priority T-junction at its eastern extent, and continues as Jubilee Road at its western extent. Victoria Gardens routes in a north – south direction continuing as Victoria Way at its northern extent and Albert Drive at its southern extent. Where Victoria Way and Victoria Gardens meet, Victoria Road routes to the east and to the northwest.
- 2.3.3 To the east, Victoria Road continues as Victoria Close and connects to the B2036. The B2036, referred to as London Road within the vicinity of the site, routes in a north-south alignment from the Fairplace Hill South Roundabout at its northern extent and forms the northern arm of the B2036 / A273 / Hammonds Ridge Roundabout at its southern extent.
- 2.3.4 The B2036 is a two-way single carriageway which forms a key route through the centre of Burgess Hill. The A273 routes around the western extent of Burgess Hill and provides a connection to the A23 to the northwest of the site via the A2300, and to the south of the site. The A23 is a major road which routes between London and Brighton.

2.4 Road Safety

- 2.4.1 Personal Injury Accident (PIA) data has been obtained from data published by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident

reporting form. This review covers the two-year period prior to the pandemic between 1st January 2018 and 31st December 2019, data from the two years during the pandemic between 1st January 2020 and 31st December 2021, as well as the most recent data, which covers up to 31 December 2024.

- 2.4.2 The study area considered within the analysis covers the entirety of Consort Way and Jubilee Road within the vicinity of the site, including at the site access and visibility splays. The locations of the recorded PIAs are shown in Figure 2-2.

Figure 2-2: Location of Recorded PIA's



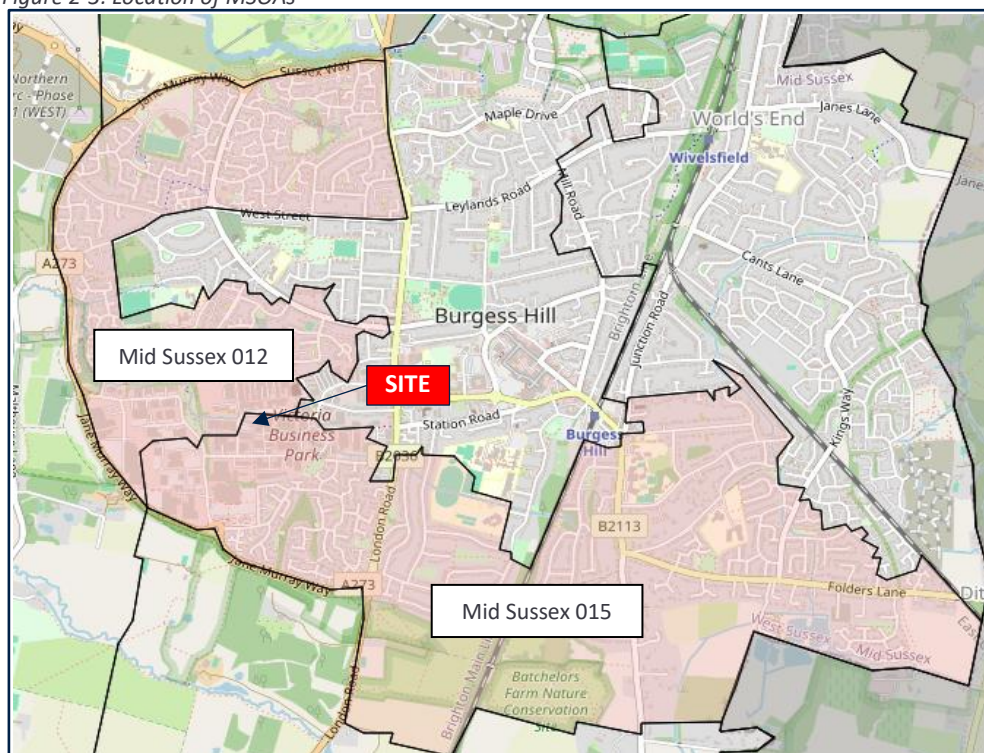
Source: Crashmap (cross referenced with 2023 data from the DfT statistics)

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

2.5 Existing Modal Share

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

Figure 2-3: Location of MSOAs



Source: Nomisweb.co.uk

- 2.5.2 2011 Census data has been analysed for travel behaviour in the MSOAs of Mid Sussex 012 and 015, which have been used to calculate the average across both areas, and has been compared with the whole of the Mid Sussex area to establish the journey to work modal split for the workplace population. This is shown in Table 2-3.

Table 2-3: Journey to Work Mode Split (Census 2011)

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

- 2.5.3 Table 2-3 shows that 73% of existing employees travel to work to this MSOA as a car or motorcycle driver and an additional 7% travel to work as a car passenger. A total of 19% travel by sustainable modes of transport, of which 7% travel by public transport, 10% on foot and 2% by bicycle. This is a similar level of sustainable travel compared to the entire of Mid Sussex.
- 2.5.4 The data shows that this area has a reasonable level of travel by sustainable modes, particularly by walking, which is reflective of the sustainable location of the site. As such, this demonstrates that there is excellent potential for walking, cycling, and public transport trips to be made to and from the site and that these movements already occur in this area (including historically in relation to the previous industrial / warehouse use on the site).

3. CONNECTIVITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

- 3.1.1 The accessibility of the site and business / industrial park by sustainable modes of travel has been long established and accepted. Notwithstanding this, a review of the existing walking, cycling and public transport networks has been set out in this section.

3.2 Walking

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

Infrastructure

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

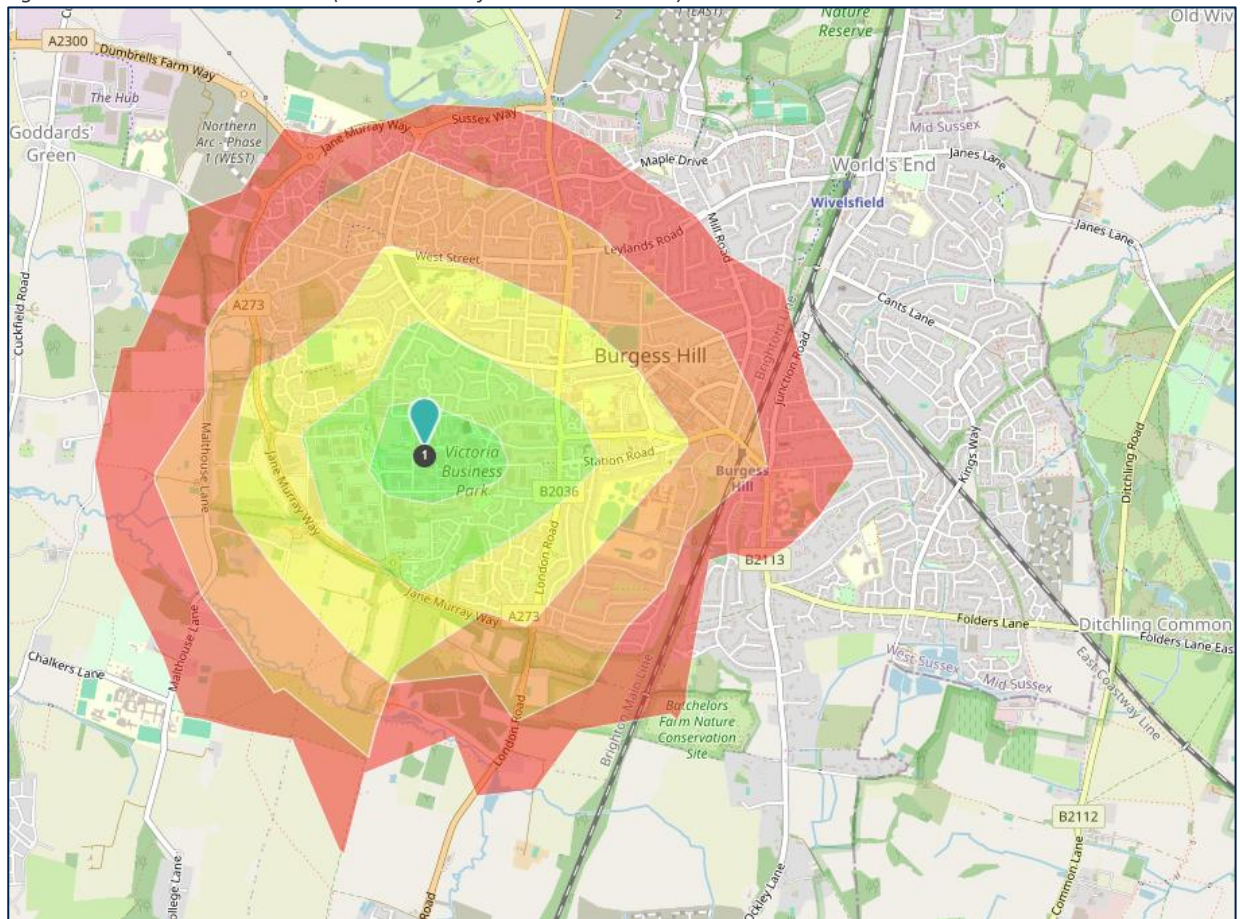
Distances

- 3.2.5 There are a number of publications which suggest guidance for appropriate and acceptable walking distances. For reference, these have been summarised as follows.
- CIHT - Guidelines for Providing for Journeys on Foot (2000): suggests preferred maximum distances for commuting are up to 2km and states that the average walking journey is approximately 1km.
 - Department for Transport (DfT) – Manual for Streets (2007): MfS states that ‘*walkable neighbourhoods*’ are typically characterised by having a range of facilities within 10 minutes walking distance (c. 800 metres) – i.e. this would include employment uses. MfS also acknowledges that this is not an upper limit and references previous planning policy guidance in that it is generally acknowledged that walking offers the greatest potential to replace short car trips, particularly under 2km.
 - CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about ‘*80% of journeys shorter than 1 mile (1.6km) are made wholly on foot*’.
 - DfT – National Travel Survey 2016 Report (NTS2016)– This suggests on page 16 that 80% of all trips under 1 mile (1.6km) were made by walking. Page 19 suggests that the average walking trip was 16 minutes in time (equating to around 1.3km based on a walking speed of 3mph).
 - DMRB – Although recently superseded by CD143, TA91/05 Provision for Non-Motorised Users provided useful guidance on walking and cycling distances, which remains helpful in this regard.

Paragraph 2.2 of TA91/05 states that 2 miles (3.2km) is ‘a distance that could easily be walked by the majority of people’. Paragraph 2.3 also continues by stating that ‘Walking is used to access a wide variety of destinations including places of work, normally within a range of up to 2 miles’ (3.2km).

- 3.2.6 As such, based on guidance, it is considered that suitable walking distances could be up to 3.2km. This equates to around a 40-minute walk travelling at 3mph. However, distances of 2km are considered more likely for walking journeys and residential areas within 800 metres are considered to be within ‘walkable neighbourhood’ distances.
- 3.2.7 Openroute Service has been used to generate pedestrian isochrones at five-minute (c.400m) intervals as shown in Figure 3-1. This is based on walking speeds of 5km per hour (c. 3mph). It demonstrates a significant proportion of Burgess Hill is accessible within a 25-minute walk from the site (c. 2km), including Burgess Hill Rail Station which is accessible within a 20-minute walk. This shows that there is a high number of residents within potential walking distance of the site and that the site is accessible on foot. As such, a proportion of visitors and employees could travel to the site on foot.

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



Source: Openroute Service

3.3 Cycling

Routes and Infrastructure

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

Figure 3-2: Strava Cycling Heatmap



Source: Strava

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

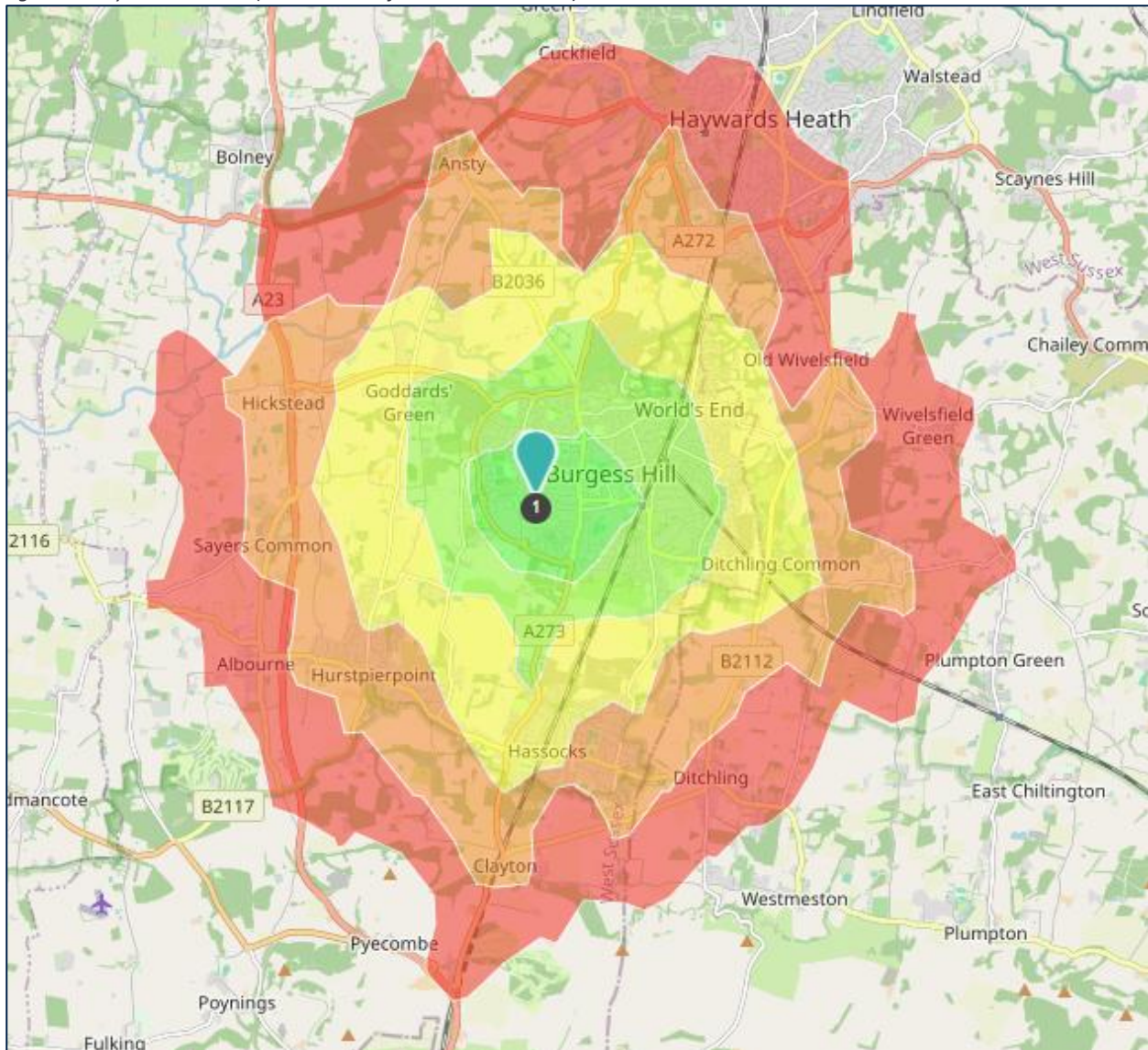
Distances

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

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

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

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



Source: Openroute Service

Future cycle infrastructure improvements

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

3.3.9 The proposals would:

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

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

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

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

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

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

Bus

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Table 3-1: Local Bus Services

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

Source: bustimes.org

- 3.4.4 Hourly bus services operate during the AM and PM peak periods, providing viable commuting opportunities for employees. Limited evening services also offer some potential for visitor travel.

Rail

- 3.4.5 The nearest railway station is Burgess Hill, located approximately 1.6km to the east of the site. This can be accessed within a 20 minute walk or 7 minute cycle via appropriate routes. Burgess Hill Rail Station has cycle parking spaces with a capacity for 64 spaces. This enables journeys to be made to the site by cycle and then rail, with a cycle parked at the station.
- 3.4.6 Burgess Hill Rail Station is situated on the Brighton Main Line. Trains departing this station are operated by Southern and Thameslink and as such, provide connection to Brighton, London Victoria, Bedford, Cambridge, Littlehampton, and Clapham Junction.
- 3.4.7 On average there are between 10 to 13 service an hour between Monday and Friday, with four services per hour to Brighton, two services per hour to London Victoria, two services per hour to Bedford, two services per hour to Cambridge, and two services per hour to Littlehampton. Services extend across the weekend with Sunday rail services offering 10 services on average per hour, with three of the services heading south towards Brighton and two services heading north towards Bedford and London Victoria.
- 3.4.8 As such, it is feasible and attractive to use the rail services. A combined walk / cycle and then rail journey has good potential for replacing car journeys and further reducing the requirement for travelling by car.
- 3.4.9 Summary
- 3.4.10 The site is situated in a location which is accessible by sustainable modes of travel, as would be expected in an existing and established industrial/employment area. It is well suited to accommodate the proposals, being well connected by existing pedestrian and public transport networks.
- 3.4.11 There is a realistic choice of modes of travel for visitors and staff, which will assist in constraining the level of vehicle generation from the site and minimise the impact of the development.
- 3.4.12 The site location will encourage and promote sustainable travel behaviour, attract visitors and staff who choose to travel by sustainable modes and is fully in accordance with sustainable transport policies in the Local Plan and NPPF.

4. DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 The proposals comprise the change of use of the existing 1,346 sqm B2/B8 building and internal alterations to provide an indoor sports facility with four padel courts, while retaining the existing structure.
- 4.1.2 Access would be obtained from the existing junction on the northern boundary onto Consort Way that routes through the Victoria Business Park. The access links to the proposed car parking area in the northern part of the site at the building frontage, as per the previous arrangements prior to the fire.
- 4.1.3 The proposed site layout is shown within Appendix A.

4.2 Site Operation

- 4.2.1 The padel courts will operate seven days a week between the hours of 07:00 and 23:00.

4.3 Access

Vehicular

- 4.3.1 Vehicular access to the site is obtained from an existing junction connecting to Consort Way that lines the northern and northwestern boundary of the site. There are no proposed changes to the existing access arrangements, and as such are considered suitable for the proposals.
- 4.3.2 The existing access junction is located on the northern boundary of the site, in the form of a priority junction appropriately 6.8m wide with a 4m radii on the eastern side of the access and a 5m radii on the western side of the access.
- 4.3.3 Visibility can be suitably obtained at 2.4m x 43m in each direction from the access, which is appropriate for 30mph speeds in accordance with Manual for Streets, as demonstrated as part of the supporting information submitted for the approved (planning ref: DM/24/2970) and now built site.
- 4.3.4 As this is an existing vehicle access point used by the historic use of the site, with no evidence of a road safety issue, it is considered that the access remains appropriate to accommodate the proposed use.
- 4.3.5 The access connects to the parking situated in the northern part of the site. The aisle width within the car park has a minimum width of 6m, which enables vehicles to pass internally within the site, and to manoeuvre into and out of the parking spaces.
- 4.3.6 Swept path analysis has been undertaken to demonstrate that the access and layout are appropriate for vehicles to enter and exit the site in forward gear, and that the site layout allows for appropriate manoeuvring. This has been provided in Appendix B.

Pedestrian

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

4.4 Parking

Car Parking

- 4.4.1 WSCC set out their car parking requirements for new developments within their Guidance on Parking at New Developments SPG (September 2020). Standards for indoor sports facilities outlines a maximum provision of 1 space per 22sqm.
- 4.4.2 The site has a total GIA of 1,346 sqm which equates to a guidance maximum provision of 62 spaces based on the proposed use. The development proposes a provision of 32 spaces, which falls within this guidance level and is therefore considered to be in line with standards. All standard parking spaces across the site would have dimensions of 2.4m x 5.0m.
- 4.4.3 The development proposes a provision of two disabled spaces as part of the proposed 32 spaces, which equates to 5% of the overall provision. This level of provision is in line with the required 5% outlined in the SPG. These spaces are located adjacent to the building entrances for ease of access.
- 4.4.4 Swept path analysis is shown in Appendix B which demonstrates that the proposed parking layout is suitable to accommodate a large car manoeuvring into and out of spaces.
- 4.4.5 We have undertaken a parking accumulation exercise based on the anticipated trip generation which is discussed in detail in Section 5. The estimated parking accumulation and parking overlap for a typical weekday and weekend day is shown in Table 4.1 and Table 4.2.

Table 4.1: Parking Accumulation and Parking Overlap – Weekday

Time Period	Weekday Vehicle Trip Generation			Parking Accumulation	Parking Overlap
	Arrivals	Departures	Two-way		
06:00-07:00	1	0	1	1	1
07:00-08:00	3	0	3	4	5
08:00-09:00	5	3	8	6	10
09:00-10:00	6	5	11	7	13
10:00-11:00	7	6	13	8	15
11:00-12:00	8	7	12	9	16
12:00-13:00	8	8	12	9	18
13:00-14:00	9	8	12	10	19
14:00-15:00	9	9	18	9	19
15:00-16:00	8	9	16	9	18
16:00-17:00	6	8	12	7	15
17:00-18:00	5	6	12	6	13
18:00-19:00	6	5	12	7	13
19:00-20:00	7	6	13	7	15
20:00-21:00	8	7	15	9	17
21:00-22:00	6	8	15	7	16
22:00-23:00	3	6	9	4	10
23:00-24:00	0	4	4	0	4

Table 4.2: Parking Accumulation and Parking Overlap – Weekend

Time Period	Weekend Vehicle Trip Generation			Parking Accumulation	Parking Overlap
	Arrivals	Departures	Two-way		
06:00-07:00	1	0	1	1	1
07:00-08:00	3	0	3	4	5
08:00-09:00	6	3	9	7	11

09:00-10:00	6	6	12	7	14
10:00-11:00	6	6	13	7	14
11:00-12:00	6	6	12	7	13
12:00-13:00	6	6	12	7	13
13:00-14:00	6	6	11	7	14
14:00-15:00	6	6	12	7	14
15:00-16:00	5	6	11	6	13
16:00-17:00	6	5	11	7	13
17:00-18:00	7	6	13	8	15
18:00-19:00	7	7	14	8	16
19:00-20:00	6	7	13	7	15
20:00-21:00	6	6	11	6	13
21:00-22:00	6	6	12	7	13
22:00-23:00	3	6	10	4	11
23:00-24:00	0	4	4	0	4

- 4.4.6 The parking accumulation exercise estimates that the proposed development could generate a maximum parking demand of 10 vehicles in the peak hour.
- 4.4.7 Additionally, a parking overlap exercise has been undertaken to reflect the potential interaction between vehicle arrivals and departures within the same time period. While the parking accumulation exercise assumes that arrivals and departures are evenly distributed, in practice vehicles departing within a given hour may not leave until after new vehicles have arrived. As such, there may be a short period during which both arriving vehicles and those yet to depart are present on-site simultaneously.
- 4.4.8 To account for this, the assessment assumes a degree of overlap between arrivals and departures, effectively combining demand within each hour to reflect this temporary increase in parking requirement. This ensures that sufficient parking is available to accommodate both existing parked vehicles and new arrivals before departures occur.
- 4.4.9 The results therefore provide a robust assessment of peak parking demand and demonstrate that the proposed parking provision can accommodate the peak parking demand of 19 vehicles.
- 4.4.10 As such, the level of car parking provision is considered reasonable, and is in line with guidance.

Electric Vehicle Parking

- 4.4.11 WSCC also outlines provision for electric vehicle (EV) charging infrastructure within their Guidance on Parking at New Developments SPG (September 2020). The guidance states that active charging points should be provided at a minimum of 20% of all parking spaces. The site proposes to provide seven EV spaces, in line with the guidance, and the existing provision.

Cycle Parking

- 4.4.12 WSCC cycle parking standards are also set out within the Guidance on Parking at New Developments SPG. This outlines a minimum provision of 1 space per four staff plus visitor/customer cycle parking.
- 4.4.13 The guidance therefore requires one cycle parking space for staff.
- 4.4.14 As part of the recent redevelopment of the site (planning ref: DM/24/2970), a total of 10 cycle spaces were provided in a secure and covered communal shelter, located at the western side of the site in the car park. This level of provision will be retained as part of the new proposals for the padel facility.

4.4.15 As such cycle parking provision is in line with guidance and sustainability goals within the local plan and NPPF.

4.5 Servicing and Deliveries

4.5.1 Refuse collection would be as per the permitted arrangement and would be undertaken via private collection with vehicles turning in and out of the site using the shared area opposite the site access. As such, a refuse vehicle will enter and exit the site in a forward gear.

5. TRIP GENERATION AND IMPACTS

5.1 Introduction

- 5.1.1 This section of the report considers the approach upon which multi-modal trips generated associated with the proposed meanwhile uses will be forecast. This approach utilises a combination of a TRICS assessment and a first principles approach.

5.2 Existing Trip Generation – DM/24/2970

- 5.2.1 The approved trip rates and trip generation of the permitted site (now built) are summarised in Table 2-1 and Table 2-2.

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

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

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

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

5.3 Proposed Multi-Modal Trip Generation – Padel Courts

- 5.3.1 We have undertaken a first principles approach whereby the total people trip profile has been based on google time analysis of an existing padel court site, and these forecast occupancy percentages have been applied to the maximum capacity of the proposed courts (4 players x 4 courts = 16 players in total). A dwell time of one hour from arrival has been applied to generate the forecast departures.
- 5.3.2 The TRICS multi-modal surveys have however been used to inform the forecast modal split percentages which have been applied to the total people trips to generate multi-modal trips. The surveys were suburban locations which are considered comparable to the site. The TRICS outputs are attached as Appendix C.
- 5.3.3 The modal share calculated from the TRICS assessment, and which has been applied to the forecast weekday and weekend total trips, is shown in Table 5.3.

Table 5.3: Proposed Padel Courts Modal Share (%)

Time Period	Padel Courts Modal Share (%)
Car Driver	70%
Car Share	25%
Cyclists	5%
Pedestrians	0%
Public Transport	0%
Total	100%

Weekday

- 5.3.4 The weekday occupancy percentages, based on the google time analysis of Smash Padel Mid Sussex, and the resultant total people trips are summarised below in Table 5.4. This includes one member of staff per shift with two shifts per day. Staff number requirements at the padel courts will be limited due to technology.
- 5.3.5 The shift times have been assumed as 07:00-15:00 and 15:00-23:00, with members of staff arriving/departing in the hour before and after they start/finish.

Table 5.4: Proposed Padel Courts: Weekday – Total Trips

Time Period	Forecast Occupancy (%)	Weekday Total People Trip Gen (Staff and Visitors)		
		Arrivals	Departures	Two-way
06:00-07:00	0%	1	0	1
07:00-08:00	30%	5	0	5
08:00-09:00	45%	7	5	12
09:00-10:00	55%	9	7	16
10:00-11:00	63%	10	9	19
11:00-12:00	70%	11	10	21
12:00-13:00	75%	12	11	23
13:00-14:00	80%	13	12	25
14:00-15:00	70%	12	13	25
15:00-16:00	70%	11	12	23
16:00-17:00	53%	8	11	20
17:00-18:00	48%	8	8	16
18:00-19:00	58%	9	8	17
19:00-20:00	60%	10	9	19
20:00-21:00	75%	12	10	22
21:00-22:00	55%	9	12	21
22:00-23:00	25%	4	9	13
23:00-24:00	0%	0	5	5
Total		151	151	302

- 5.3.6 Table 5.4 demonstrates that the forecast weekday peak hour is 13:00-14:00 with an 80% occupancy and generating approximately 25 two-way total people trips.
- 5.3.7 The multi-modal trips during the local network AM (08:00-09:00) and PM (17:00-18:00) peak hours, the site operational peak hour (13:00-14:00) and daily trips are summarised in Table 5.5.

Table 5.5: Proposed Padel Courts: Weekday – Multi-Modal Trips

Time Period	Multi-Modal Trip Generation (Staff and Visitors)		
	Arrivals	Departures	Two-way
Car Driver			
08:00-09:00	5	3	8
13:00-14:00	9	8	12
17:00-18:00	5	6	12
Daily	106	106	212
Car Share			
08:00-09:00	2	1	3
13:00-14:00	3	3	6
17:00-18:00	2	2	4
Daily	37	37	75*

Time Period	Multi-Modal Trip Generation (Staff and Visitors)		
	Arrivals	Departures	Two-way
Cyclists			
08:00-09:00	0	0	1*
13:00-14:00	1	1	2
17:00-18:00	0	0	0
Daily	8	8	15*
Pedestrians			
08:00-09:00	0	0	0
13:00-14:00	0	0	0
17:00-18:00	0	0	0
Daily	0	0	0
Public Transport			
08:00-09:00	0	0	0
13:00-14:00	0	0	0
17:00-18:00	0	0	0
Daily	0	0	0

Note: *Rounding Error

Weekend

- 5.3.8 The weekend occupancy percentages have been calculated as per the weekday, and the resultant total people trips are summarised below in Table 5.6.

Table 5.6: Proposed Padel Courts: Weekend – Total Trips

Time Period	Forecast Occupancy (%)	Weekend Total People Trip Gen (Staff and Visitors)		
		Arrivals	Departures	Two-way
06:00-07:00	0%	1	0	1
07:00-08:00	30%	5	0	5
08:00-09:00	53%	8	5	13
09:00-10:00	58%	9	8	18
10:00-11:00	55%	9	9	18
11:00-12:00	53%	8	9	17
12:00-13:00	53%	8	8	17
13:00-14:00	50%	8	8	16
14:00-15:00	48%	9	8	17
15:00-16:00	48%	8	9	16
16:00-17:00	55%	9	8	16
17:00-18:00	60%	10	9	18
18:00-19:00	65%	10	10	20
19:00-20:00	53%	8	10	19
20:00-21:00	50%	8	8	16
21:00-22:00	55%	9	8	17
22:00-23:00	30%	5	9	14
23:00-24:00	0%	0	6	6
Total		132	132	264

- 5.3.9 Table 5.6 demonstrates that the forecast weekend peak is 18:00-19:00 generating approximately 20 two-way total people trips.
- 5.3.10 The multi-modal trips during the local network peak hours (12:00-14:00), the site operational peak hours (18:00-19:00) and daily trips are summarised in Table 5.7.

Table 5.7: Proposed Padel Courts: Weekend – Multi-Modal Trips

Time Period	Multi-Modal Trip Generation (Staff and Visitors)		
	Arrivals	Departures	Two-way
Car Driver			
12:00-13:00	6	6	12
13:00-14:00	6	6	11*
18:00-19:00	7	7	14
Daily	93	93	185*
Car Share			
12:00-13:00	2	2	4
13:00-14:00	2	2	4
18:00-19:00	3	2	5*
Daily	33	33	65*
Cyclists			
12:00-13:00	0	0	0
13:00-14:00	0	0	0
18:00-19:00	1	0	0*
Daily	7	7	14
Pedestrians			
12:00-13:00	0	0	0
13:00-14:00	0	0	0
18:00-19:00	0	0	0
Daily	0	0	0
Public Transport			
12:00-13:00	0	0	0
13:00-14:00	0	0	0
18:00-19:00	0	0	0
Daily	0	0	0

Note: *Rounding Error

5.4 Net Traffic Impact

- 5.4.1 The forecast net change in vehicle trip generation between the existing use and the proposed scheme on a weekday is set out in Table 5-8.

Table 5-8: Net Change in Vehicle Movements – Weekday

Time Period	Existing Trip Generation – B8 use			Proposed – Padel Courts			Net Impact (+/-)		
	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT
AM Peak (08:00-09:00)	7	3	10	5	3	8	-2	0	-2
PM Peak (17:00-18:00)	1	8	9	5	6	12	+4	-2	3
Daily	62	63	125	106	106	212	+44	+43	+86

- 5.4.2 The proposed padel courts are forecast to generate low levels of vehicle and multi-modal trips, with peak-hour impacts remaining minimal and outside traditional commuter peak times.
- 5.4.3 The proposals provide a reduction in two two-way trips during the weekday AM local network peak, an increase of three two-way trips during the weekday PM local network peak, and a total of 86 additional weekday daily trips, when comparing to the permitted B8 use trips.
- 5.4.4 This is equivalent to one additional vehicle on the network every 20 minutes during the PM local peak on weekdays. This level of movement would not have a severe impact on the capacity at any of the

local junctions, and the site access will operate well within capacity. As such junction assessments are not considered to be required.

- 5.4.5 All weekend vehicular trips, outlined in Table 5.7, are considered as additional trips with 11-12 two-way vehicle trips during the local network peak hours (12:00-14:00) and 14 two-way trips during the operational weekend peak (18:00-19:00). This equates to approximately one vehicle every 4-5 minutes across the network and operational peak hours.
- 5.4.6 Both weekday and weekend assessments show that trip generation can be readily accommodated by the existing local highway network without resulting in capacity issues or requiring mitigation. The distribution of trips throughout extended opening hours further reduces potential pressure on the network.
- 5.4.7 As such, the traffic generated by the proposals would not have an unacceptable impact on road safety or a severe impact on the highway network.

6. SUMMARY AND CONCLUSIONS

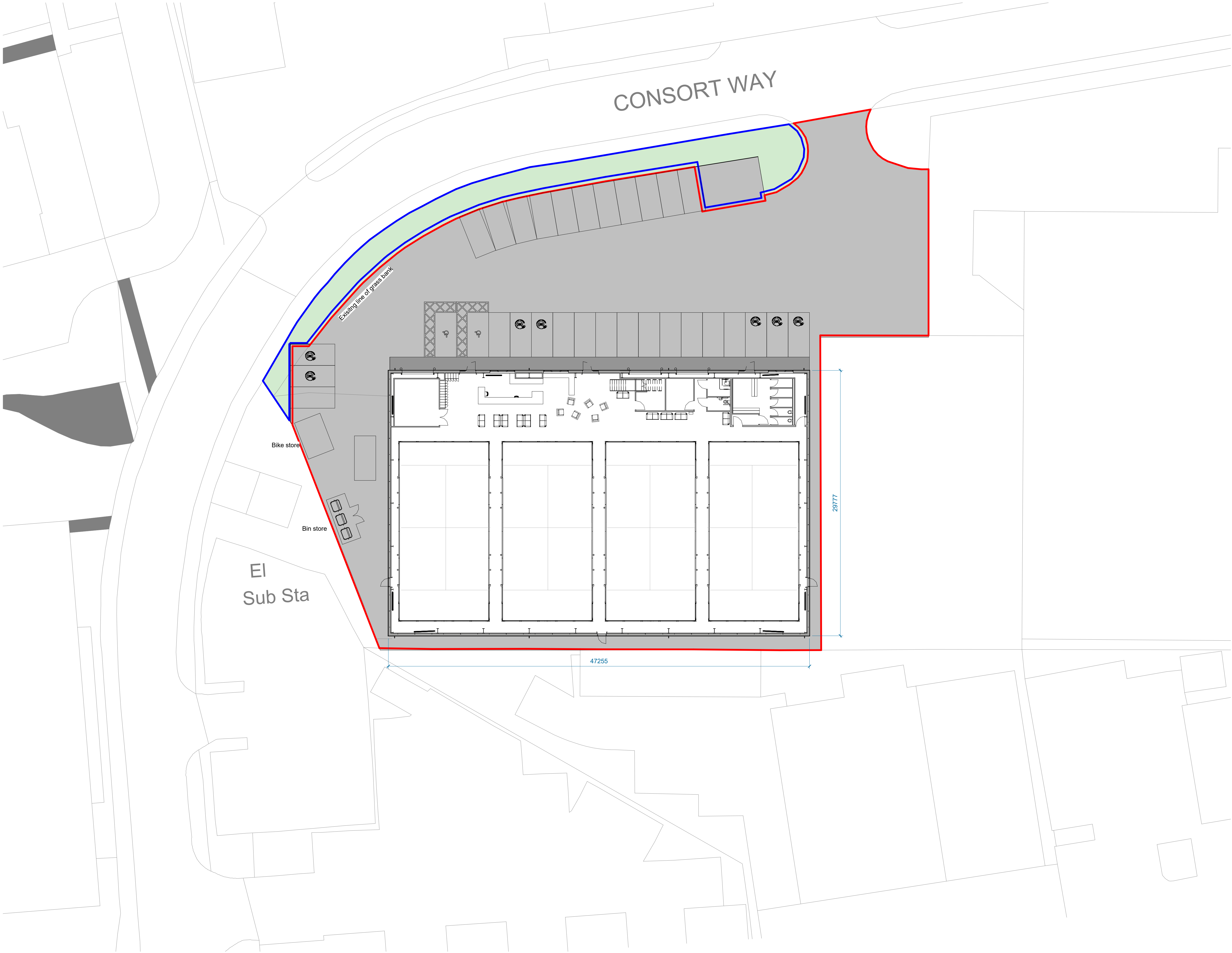
6.1 Summary

- 6.1.1 This Transport Statement (TS) accompanies a planning application for the proposed change of use from industrial use (B2/B8) to an indoor sports facility (E(d)) on land situated within Victoria Business Park off Consort Way, Burgess Hill, West Sussex.
- 6.1.2 This TS has been produced to inform the local highway authority and planning authority, West Sussex County Council (WSCC), of the highways and transport implications of the proposals.
- 6.1.3 The proposals comprise the change of use of the existing 1,346 sqm B2/B8 building and carrying out internal alterations to provide an indoor sports facility with four padel courts, while retaining the existing structure.
- 6.1.4 Access to the site would be obtained from the northern boundary via the existing access junction onto Consort Way. The access links to the proposed car parking area at the building frontage, as per the existing arrangements.
- 6.1.5 The proposals outline a provision of 32 car parking spaces (including two disabled and seven EV spaces) and 10 cycle spaces. This level of provision is in line with WSCC standards. All cars can enter and exit the site in forward gear and turn within the spaces appropriately.
- 6.1.6 The site is well connected to the existing pedestrian infrastructure within the Victoria Business Park. It is a short walk from the closest bus stops which provide hourly services to local residential areas. It is within a 20 minute walk to Burgess Hill Rail Station which provides 10 -13 services per hour. The site has good connectivity by sustainable travel, as would be expected in an existing employment area.
- 6.1.7 The site is therefore well suited to accommodate the proposals and will encourage and promote sustainable travel behaviour and attract some employees who choose to travel by sustainable modes. This will assist in constraining the level of vehicle generation from the site and minimise the impact of the proposals on the highway network.
- 6.1.8 Road safety data has been analysed and there is no evidence of a highway safety issue within the vicinity of the site which would be exacerbated by the proposals.
- 6.1.9 The proposals are forecast to generate approximately eight two-way vehicular movements in the morning weekday local peak hour, 12 two-way movements during the PM local network peak hour, and 212 daily two-way vehicle movements. The proposals provide a reduction in two two-way trips during the weekday AM local network peak, an increase of three two-way trips during the weekday PM local network peak, and a total of 86 additional weekday daily trips, when comparing to the existing B8 use trips.
- 6.1.10 During the weekend, the proposals would generate approximately 11-12 two-way vehicle trips during the local network peak hours (12:00-14:00) and 14 two-way trips during the operational weekend peak (18:00-19:00). This equates to approximately one vehicle every 4-5 minutes across the network and operational peak hours.
- 6.1.11 At this level of generation, the proposals would not have an unacceptable impact on road safety or a severe impact on the operation of the highway network and no mitigation is considered to be required.

6.2 Conclusions

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

Appendix A Site Layout Plan



Contractors to check all dimensions on drawings.

Any discrepancies must be reported to KTA Architects Ltd or the contract administrator before proceeding.

Do not scale except for planning purposes, work to figured dimensions.

A Fire Consultant must be appointed for this project. KTA drawings & schedules to be read in conjunction with the Fire Consultant Fire Strategy Report.

The Fire Strategy Report takes precedence over any KTA drawing or schedule & any discrepancy should be brought to KTA's attention.

This drawing must be read in conjunction with all relevant consultants drawings.

This drawing is © KTA Architects Ltd.

Revision Schedule			
Revision Number	Revision Date	Revision Description	Issued/ Authorised by
P1	MAR 26	Planning Issue	RN

Site Boundary

Site Ownership

Existing grass areas

Existing Tarmac to footpath

Existing concrete yard

CAPITAL

HAIR & BEAUTY

KTA

Architects | Urban Designers

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

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

Project

Proposed Padel Centre UNITS
A1, A2 and A3 CONSORT WAY,
BURGESS HILL

Title

Proposed Site Plan

ELECTRIC VEHICLE
CHARGING BAY

0

5

10 m

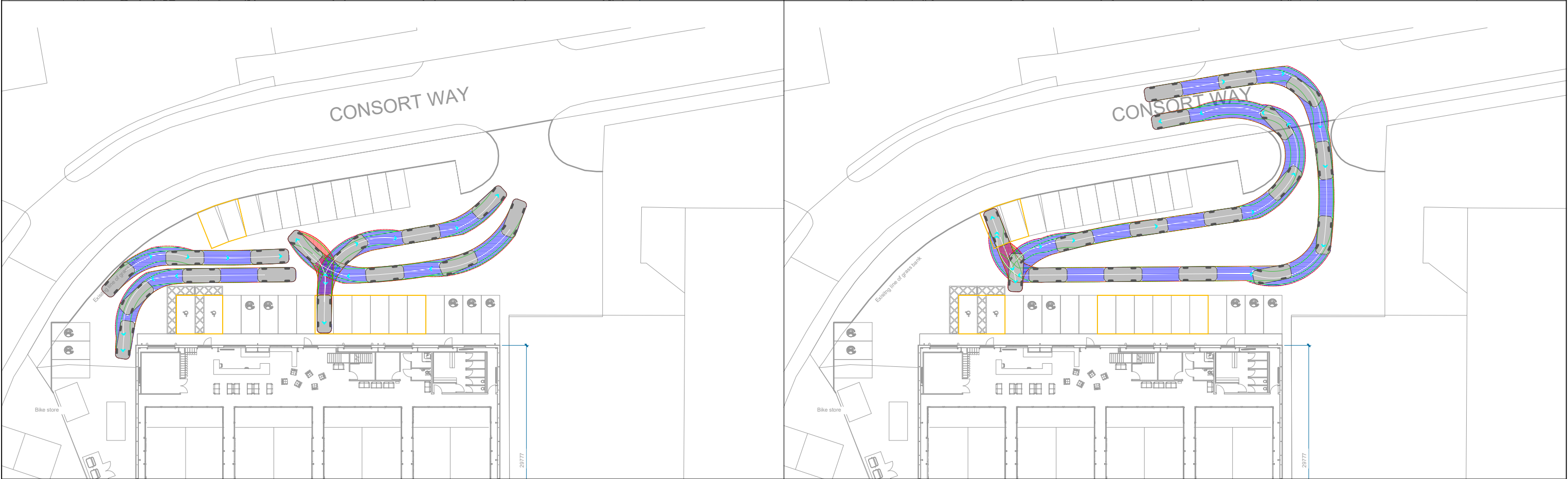
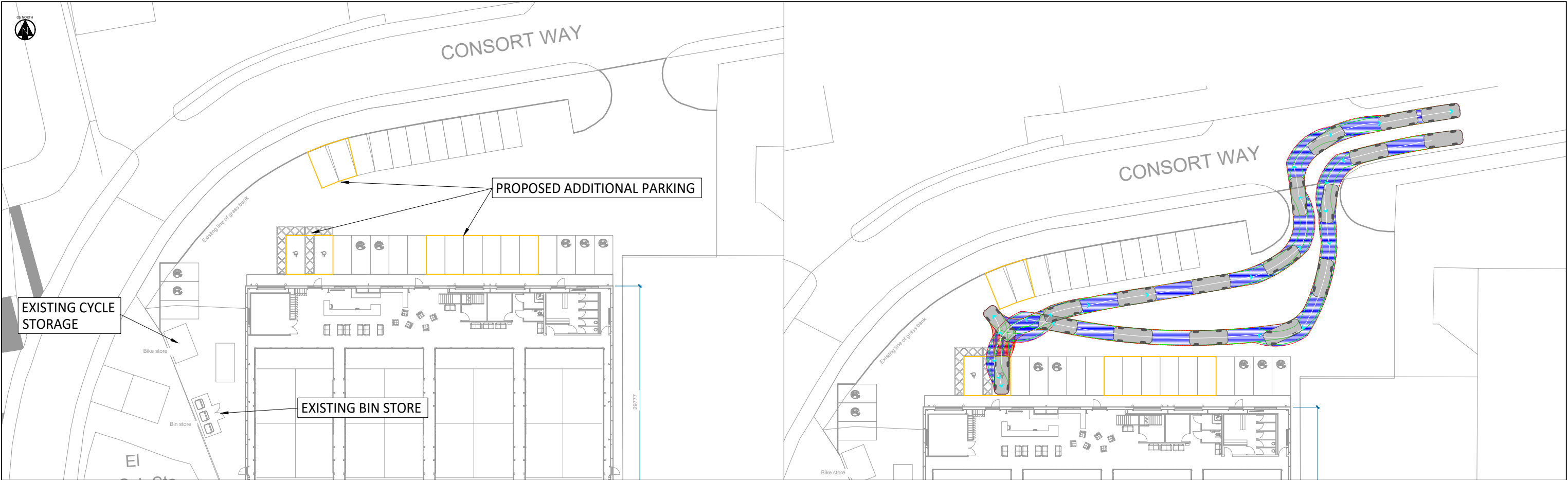
20 m

N

OMP 128 v1.0 - 24/11/2022

File Path: 20220310_1117_48-PROJECTS\2625\A1_A2_A3_Preliminary_SitePlan.dwg, Drawing Name: Proposed Padel Centre Units, Drawing Path: 20220310_1117_48-PROJECTS\2625\A1_A2_A3_Preliminary_SitePlan.dwg, User: KTA\KTA, Plot Date: 24/11/2022

Appendix B Swept Path Analysis



SCALE BAR

0m 10m 20m

SCALE BAR (1:500)

KEY

4.96

0.88 2.97

BMW 5 Series Saloon

Width	: 1.87
Track	: 1.87
Lock to Lock Time	: 6.0
Steering Angle	: 36.9

metres

FORWARD

REVERSE

Tyre Tracks

Vehicle body tracks

Direction of travel

NOTES

REVISIONS (CONTINUED)

REVISIONS

P01	24/03/26	First Issue	AC	DC
Rev	Date	Description	By	App

Apex

TRANSPORT PLANNING

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA

t: 02920 619 361
e: cardiff@apextp.co.uk

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU

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

CLIENT
PGQ PROPERTY

PROJECT
PADEL USE, UNIT A, CONSORT WAY

TITLE
SWEPT PATH ANALYSIS - LARGE CAR

PROJECT NO. C26-044	SCALE @ A3 1:500
STATUS DESCRIPTION INFORMATION	STATUS S2
DRAWING NO. C26044-ATP-DR-TP-001	

Appendix C TRICS Outputs

Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE
Category: G - TENNIS CLUBS
Selected Vehicle Type: Total Vehicles

Selected regions and areas:		
02	SOUTH EAST	
	SC	SURREY 1 day
06	WEST MIDLANDS	
	WK	WARWICKSHIRE 1 day

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



Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

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:	COURTS
Actual Range:	4 to 12 (units:COURTS)
Range Selected by User:	4 to 12 (units:COURTS)
Parking Spaces Range:	0 - 30

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/00 to 12/10/22

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

Selected survey days:

Thursday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	2
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:

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:

Residential 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	2 days
----------------------------	--------

Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

Secondary Filtering Selection:

Use Class:

F2(c)	1 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:

452 - 3745

Population within 1 mile:

15,001 to 20,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
75,001 to 100,000	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	2 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: f458aa91-8b6a-4652-a8bd-01f052b9da24

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 2 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 2 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: f458aa91-8b6a-4652-a8bd-01f052b9da24

1	SC-07-G-01	TENNIS CLUB	SURREY
HILLIER ROAD GUILDFORD Suburban Area Residential Zone Number of courts: 6.00 COURTS Survey date: Tuesday 08/07/2008			
			Survey Type: Unknown
2	WK-07-G-01	TENNIS & SQUASH CLUB	WARWICKSHIRE
GUY'S CLIFFE AVENUE LEAMINGTON SPA MILVERTON Suburban Area Residential Zone Number of courts: 12.00 COURTS Survey date: Thursday 25/10/2012			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AD-07-G-01 10-05-2005	10-05-2005	Not Applicable
ER-07-G-01 09-10-2001	09-10-2001	Not Applicable
ER-07-G-02 13-06-2002	13-06-2002	Not Applicable

Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

Total Vehicles

Calculation factor: 1 COURTS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. COURTS	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	2	9	0.111	0.000	0.111
08:00-09:00	2	9	0.278	0.167	0.445
09:00-10:00	2	9	0.944	0.056	1.000
10:00-11:00	2	9	0.556	0.611	1.167
11:00-12:00	2	9	0.556	0.889	1.445
12:00-13:00	2	9	0.278	0.333	0.611
13:00-14:00	2	9	0.389	0.333	0.722
14:00-15:00	2	9	0.500	0.167	0.667
15:00-16:00	2	9	1.167	0.500	1.667
16:00-17:00	2	9	1.444	1.111	2.555
17:00-18:00	2	9	0.944	0.722	1.666
18:00-19:00	2	9	1.944	1.389	3.333
19:00-20:00	2	9	1.222	1.056	2.278
20:00-21:00	2	9	0.444	1.333	1.777
21:00-22:00	2	9	0.000	1.111	1.111
22:00-23:00					
23:00-00:00					
Total Rates:			10.777	9.778	20.555

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

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Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

Parameter Summary:

Trip rate parameter range selected:	4 - 12 (units: COURTS)
Survey date date range:	08/07/2008 - 25/10/2012
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

Total People

Calculation factor: 1 COURTS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. COURTS	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	2	9	0.111	0.000	0.111
08:00-09:00	2	9	0.333	0.167	0.500
09:00-10:00	2	9	1.889	0.167	2.056
10:00-11:00	2	9	0.667	1.222	1.889
11:00-12:00	2	9	0.944	1.833	2.777
12:00-13:00	2	9	0.556	0.444	1.000
13:00-14:00	2	9	0.889	0.500	1.389
14:00-15:00	2	9	1.167	0.444	1.611
15:00-16:00	2	9	2.889	1.278	4.167
16:00-17:00	2	9	3.222	2.167	5.389
17:00-18:00	2	9	1.667	1.944	3.611
18:00-19:00	2	9	3.056	2.556	5.612
19:00-20:00	2	9	2.333	2.333	4.666
20:00-21:00	2	9	0.778	2.056	2.834
21:00-22:00	2	9	0.000	1.611	1.611
22:00-23:00					
23:00-00:00					
Total Rates:			20.501	18.722	39.223

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

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Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

Parameter Summary:

Trip rate parameter range selected:	4 - 12 (units: COURTS)
Survey date date range:	08/07/2008 - 25/10/2012
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

Cyclists

Calculation factor: 1 COURTS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. COURTS	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	2	9	0.000	0.000	0.000
08:00-09:00	2	9	0.000	0.000	0.000
09:00-10:00	2	9	0.111	0.056	0.167
10:00-11:00	2	9	0.056	0.056	0.112
11:00-12:00	2	9	0.222	0.222	0.444
12:00-13:00	2	9	0.000	0.000	0.000
13:00-14:00	2	9	0.000	0.056	0.056
14:00-15:00	2	9	0.000	0.000	0.000
15:00-16:00	2	9	0.167	0.000	0.167
16:00-17:00	2	9	0.056	0.000	0.056
17:00-18:00	2	9	0.056	0.000	0.056
18:00-19:00	2	9	0.056	0.056	0.112
19:00-20:00	2	9	0.167	0.056	0.223
20:00-21:00	2	9	0.111	0.111	0.222
21:00-22:00	2	9	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			1.002	0.613	1.615

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

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Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

Parameter Summary:

Trip rate parameter range selected:	4 - 12 (units: COURTS)
Survey date date range:	08/07/2008 - 25/10/2012
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

PSVs

Calculation factor: 1 COURTS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. COURTS	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	2	9	0.000	0.000	0.000
08:00-09:00	2	9	0.000	0.000	0.000
09:00-10:00	2	9	0.000	0.000	0.000
10:00-11:00	2	9	0.000	0.000	0.000
11:00-12:00	2	9	0.000	0.000	0.000
12:00-13:00	2	9	0.000	0.000	0.000
13:00-14:00	2	9	0.000	0.000	0.000
14:00-15:00	2	9	0.000	0.000	0.000
15:00-16:00	2	9	0.000	0.000	0.000
16:00-17:00	2	9	0.000	0.000	0.000
17:00-18:00	2	9	0.000	0.000	0.000
18:00-19:00	2	9	0.000	0.000	0.000
19:00-20:00	2	9	0.000	0.000	0.000
20:00-21:00	2	9	0.000	0.000	0.000
21:00-22:00	2	9	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

Parameter Summary:

Trip rate parameter range selected:	4 - 12 (units: COURTS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

OGVs

Calculation factor: 1 COURTS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. COURTS	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	2	9	0.000	0.000	0.000
08:00-09:00	2	9	0.000	0.000	0.000
09:00-10:00	2	9	0.000	0.000	0.000
10:00-11:00	2	9	0.000	0.000	0.000
11:00-12:00	2	9	0.000	0.000	0.000
12:00-13:00	2	9	0.000	0.000	0.000
13:00-14:00	2	9	0.000	0.000	0.000
14:00-15:00	2	9	0.000	0.000	0.000
15:00-16:00	2	9	0.000	0.000	0.000
16:00-17:00	2	9	0.000	0.000	0.000
17:00-18:00	2	9	0.000	0.000	0.000
18:00-19:00	2	9	0.000	0.000	0.000
19:00-20:00	2	9	0.000	0.000	0.000
20:00-21:00	2	9	0.000	0.000	0.000
21:00-22:00	2	9	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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Parameter Summary:

Trip rate parameter range selected:	4 - 12 (units: COURTS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

Vehicle Occupants

Calculation factor: 1 COURTS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. COURTS	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	2	9	0.111	0.000	0.111
08:00-09:00	2	9	0.278	0.167	0.445
09:00-10:00	2	9	1.222	0.056	1.278
10:00-11:00	2	9	0.611	0.944	1.555
11:00-12:00	2	9	0.722	1.167	1.889
12:00-13:00	2	9	0.278	0.389	0.667
13:00-14:00	2	9	0.556	0.444	1.000
14:00-15:00	2	9	0.833	0.167	1.000
15:00-16:00	2	9	2.000	0.889	2.889
16:00-17:00	2	9	2.278	1.722	4.000
17:00-18:00	2	9	1.111	1.444	2.555
18:00-19:00	2	9	2.333	2.278	4.611
19:00-20:00	2	9	2.056	2.056	4.112
20:00-21:00	2	9	0.667	1.556	2.223
21:00-22:00	2	9	0.000	1.611	1.611
22:00-23:00					
23:00-00:00					
Total Rates:			15.056	14.890	29.946

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

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Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

Parameter Summary:

Trip rate parameter range selected:	4 - 12 (units: COURTS)
Survey date date range:	08/07/2008 - 25/10/2012
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

Pedestrians

Calculation factor: 1 COURTS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. COURTS	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	2	9	0.000	0.000	0.000
08:00-09:00	2	9	0.056	0.000	0.056
09:00-10:00	2	9	0.556	0.056	0.612
10:00-11:00	2	9	0.000	0.222	0.222
11:00-12:00	2	9	0.000	0.444	0.444
12:00-13:00	2	9	0.278	0.056	0.334
13:00-14:00	2	9	0.333	0.000	0.333
14:00-15:00	2	9	0.222	0.278	0.500
15:00-16:00	2	9	0.722	0.389	1.111
16:00-17:00	2	9	0.889	0.444	1.333
17:00-18:00	2	9	0.500	0.500	1.000
18:00-19:00	2	9	0.667	0.111	0.778
19:00-20:00	2	9	0.111	0.222	0.333
20:00-21:00	2	9	0.000	0.389	0.389
21:00-22:00	2	9	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			4.334	3.111	7.445

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

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Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

Parameter Summary:

Trip rate parameter range selected:	4 - 12 (units: COURTS)
Survey date date range:	08/07/2008 - 25/10/2012
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: f458aa91-8b6a-4652-a8bd-01f052b9da24

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

Public Transport Users

Calculation factor: 1 COURTS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. COURTS	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	2	9	0.000	0.000	0.000
08:00-09:00	2	9	0.000	0.000	0.000
09:00-10:00	2	9	0.000	0.000	0.000
10:00-11:00	2	9	0.000	0.000	0.000
11:00-12:00	2	9	0.000	0.000	0.000
12:00-13:00	2	9	0.000	0.000	0.000
13:00-14:00	2	9	0.000	0.000	0.000
14:00-15:00	2	9	0.111	0.000	0.111
15:00-16:00	2	9	0.000	0.000	0.000
16:00-17:00	2	9	0.000	0.000	0.000
17:00-18:00	2	9	0.000	0.000	0.000
18:00-19:00	2	9	0.000	0.111	0.111
19:00-20:00	2	9	0.000	0.000	0.000
20:00-21:00	2	9	0.000	0.000	0.000
21:00-22:00	2	9	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.111	0.111	0.222

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

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

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Parameter Summary:

Trip rate parameter range selected:	4 - 12 (units: COURTS)
Survey date range:	08/07/2008 - 08/07/2008
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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