Proposed Residential Development
Firs Farm, Copthorne Common Road,
Crawley, RH10 3LF

Transport Statement

For

ET Planning

Document Control Sheet

Proposed Residential Development

Firs Farm, Copthorne Common Road, Crawley, RH10 3LF

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This document has been issued and amended as follows:

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Contents

Figures

Appendices

1.0 Introduction

1.1 This Transport Statement has been prepared on behalf of ET Planning to accompany a planning application for the demolition of the existing buildings prior to the construction of 5 residential dwellings at Firs Farm, Copthorne Common Road, Crawley, RH10 3LF (herein referred to as 'the site'). This report will consider the highways and transportation aspects of the proposed development.

1.2 The site is located along the southern extent of the A264, immediately west of the Dukes Head Roundabout. The site is located approximately 2 kilometres east of Copthorne village centre and 6.3 kilometres west of East Grinstead town centre. The site benefits from close proximity to a bus stop and associated bus services as well as the A264 for connections to the wider highway network. The site is located within the administrative boundaries of Mid Sussex District Council (MSDC) who are the planning authority and West Sussex County Council (WSCC) who are the highway authority.

1.3 The site is currently occupied by 7 mixed use buildings predominantly used within a B2 or B8 land use although a residential annex is also located at the site. The existing buildings are characterised as follows:

- Building 1: Residential Dwelling (to remain at the site);
- Building 2: B8 storage (145.18sqm);
- Building 3: B2 commercial workshop (122.08sqm);
- Building 3a: Class E Office (25.69sqm);
- Building 4: Residential annex;
- Building 5: Ancillary building to building 4;
- Building 6: B8 storage (32.62sqm); and,
- Building 7: B8 storage (46.62sqm).

1.4 As part of the proposed development, buildings 2-7 are proposed to be demolished, with building 1 retained. The demolition of the existing buildings will be prior to the subsequent construction of 5 new residential dwellings at the site.

1.5 This Transport Statement has been prepared having regard to relevant guidance. In summary, this report demonstrates that:

- The proposals accord with national, regional, and local policies relevant to transport;
- The site is accessible via sustainable transport methods;
- Safe and suitable access to the site can be achieved by all users;
- Appropriate parking provision for both cars and cycles will be provided;
- The proposals include appropriate provision for servicing activity; and,
- The levels of traffic associated to the proposals will not lead to any harm to the existing operation and free-flow of traffic on the adjoining highway network.

1.6 Following this introduction, this Transport Statement is structured as follows:

- Section 2 outlines the national and local policies which are considered to be relevant to the transportation aspect of this application;
- Section 3 details the existing conditions of the site and the surrounding area;
- Section 4 describes the development proposals for the site;

- Section 5 demonstrates the predicted trip generation associated to the site; and,
- Section 6 summarises the key findings and conclusions of this Transport Statement.

2.0 Policy Context

Overview

2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set out the context for the development proposals are as follows:

- National Planning Policy Framework – December 2024;
- West Sussex Transport Plan 2022-2036 – April 2022; and,
- Mid Sussex District Council District Plan 2014-2032 – March 2018.

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 9 of the NPPF states that it is necessary to focus on local context when planning policy and decisions are being made.

2.4 Paragraph 109 states;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

2.5 Paragraph 110 discusses the need for a site to be located in an area which encourages sustainable travel for a variety of reasons and to actively manage development for sustainable patterns of growth. The key planning point surrounding Paragraph 109 is as follows;

"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."

2.6 Paragraph 112 states;

"If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and,

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

2.7 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 (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.8 Paragraph 115 states;

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

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and,

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

2.9 This is followed by Paragraph 116 which states;

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

2.10 Paragraph 117 contextualises that applications for development should;

"(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

(b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

(c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

West Sussex Transport Plan

2.11 The West Sussex Transport Plan forms part of the wider Council Plan implemented by West Sussex County Council and provides additional detail on the transportation policy and desires of WSCC for future development. Within the Transport Plan, WSCC set out key objectives which the overall transport strategy is devised from. These objectives are centred on increasing sustainable transport methods within West Sussex.

2.12 Objective 2 states: *"Support development and regeneration plans across the County by enabling local living and through strategic investments, particularly in sustainable modes of transport, at the right time and place to ensure the transport network is fit for the future."*

2.13 Objective 5 states: *"Objective 5: Ensure the transport network allows residents and visitors (including people with disabilities) to live healthy lifestyles with good access to green and blue spaces, particularly the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour."*

2.14 Objective 6 states: *"Ensure rural communities can live locally by accessing local services or nearby towns."*

2.15 Objective 7 states: *"Enable the transport network to achieve net zero carbon emissions by 2050."*

2.16 Objective 9 states: *"Improve the transport network whilst conserving and enhancing biodiversity."*

2.17 Objective 12 states: *"Improve the efficiency of the County Strategic Road Network, particularly east-west routes including the A27, through targeted improvements to address congestion, pollution, rat-running and road safety issues on strategic or local routes."*

2.18 Objective 14 states: *"Ensure the rail network is an attractive option for travel between West Sussex towns and to surrounding cities by improving the speed and quality of West Coastway and Arun Valley Line services, capacity on the Brighton Main Line and integration with other modes of transport."*

2.19 Objective 15 states: *"Improve bus network efficiency and integration by reducing the effects of congestion into and within West Sussex towns, particularly where there are gaps in the rail network."*

2.20 Objective 16 states: *"Ensure the bus network is customer focussed and integrated with other modes of transport to provide an attractive option for journeys to nearby towns."*

2.21 Objective 17 states: *"Extend and improve the network of active travel facilities so it is coherent and high quality enough to make active travel an attractive, safe option for short distance trips and to transport interchanges."*

2.22 Based on these objectives, WSCC set out the wider strategy for active travel, shared travel, rail travel, travel to Gatwick Airport, and road travel will be enhanced as a result of the overarching objectives. These strategies place a strong emphasis on the need for sustainable transport methods to be prioritised and encouraged within new development.

2.23 Within the wider strategy, WSCC set out transport priorities for the various regions encompassed into the administrative area of Mid Sussex. These priorities are split into short term, medium term, and long term priorities. These are as follows:

Short Term

- *"Bus priority at signal-controlled junctions;*
- *Bus and rail interchange improvements at Burgess Hill and Wivelsfield stations;*
- *Flexible shared transport services;*
- *On-street electric vehicle charging infrastructure in Lindfield, Ardingly, Cuckfield and Balcombe;*

- *Active travel infrastructure 'quick wins';*
- *Small scale 'tactical' highway improvements; and,*
- *Air Quality Action Plan measures in Hassocks."*

Medium Term

- *"Enhanced bus priority in towns;*
- *A23 improvements;*
- *A22 improvements, working with Surrey County Council – including sustainable transport provision between Felbridge junction and Lingfield Road;*
- *North – south bus priority between towns;*
- *A264 corridor enhancement (including shared transport and active travel infrastructure);*
- *Active travel priority routes; and,*
- *On-street electric vehicle charging infrastructure in remaining areas."*

Long Term

- *"Brighton Main Line improvements;*
- *Potential local highway enhancements (subject to need); and,*
- *Active travel priority routes.*

2.24 These priorities demonstrate the desire for WSCC to enhance the utilisation of sustainable transport methods within West Sussex.

Mid Sussex District Council District Plan

2.25 The District Plan superseded the previous Local Plan set out by Mid Sussex District Council and acts to provide key planning policy for new development within the administrative area of MSDC. Policy DP21: Transport states:

"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 generates significant amounts 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 Park 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.

Neighbourhood Plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so."

2.26 Policy DP22: Rights of Way and other Recreational Routes states:

"Rights of way, Sustrans national cycle routes and recreational routes will be protected by ensuring development does not result in the loss of or does not adversely affect a right of way or other recreational routes unless a new route is provided which is of at least an equivalent value and which does not sever important routes.

Access to the countryside will be encouraged by:

- *Ensuring that (where appropriate) development provides safe and convenient links to rights of way and other recreational routes;*
- *Supporting the provision of additional routes within and between settlements that contribute to providing a joined up network of routes where possible;*
- *Where appropriate, encouraging making new or existing rights of way multi-functional to allow for benefits for a range of users. (Note: 'multi-functional will generally mean able to be used by walkers, cyclists and horse-riders)."*

Summary

2.27 The above review demonstrates that the location of the site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.

2.28 The following sections of this Transport Statement will review the accessibility of the site and evaluate whether the development proposals will encourage sustainable modes of transport. In addition to this, a further assessment has been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Baseline Conditions

Overview

3.1 To put the site into context, a detailed review of the surrounding area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site, along with the accessibility of the site by different modes of transport.

Site Details

3.2 The site is located along the southern extent of the A264, immediately west of the Dukes Head Roundabout. The site is located approximately 2 kilometres east of Copthorne village centre and 6.3 kilometres west of East Grinstead town centre. The site benefits from close proximity to a bus stop and associated bus services as well as to the A264 for connections to the wider highway network. The surrounding area can be classified as rural. The location of the site is illustrated below in Figure 3.1.

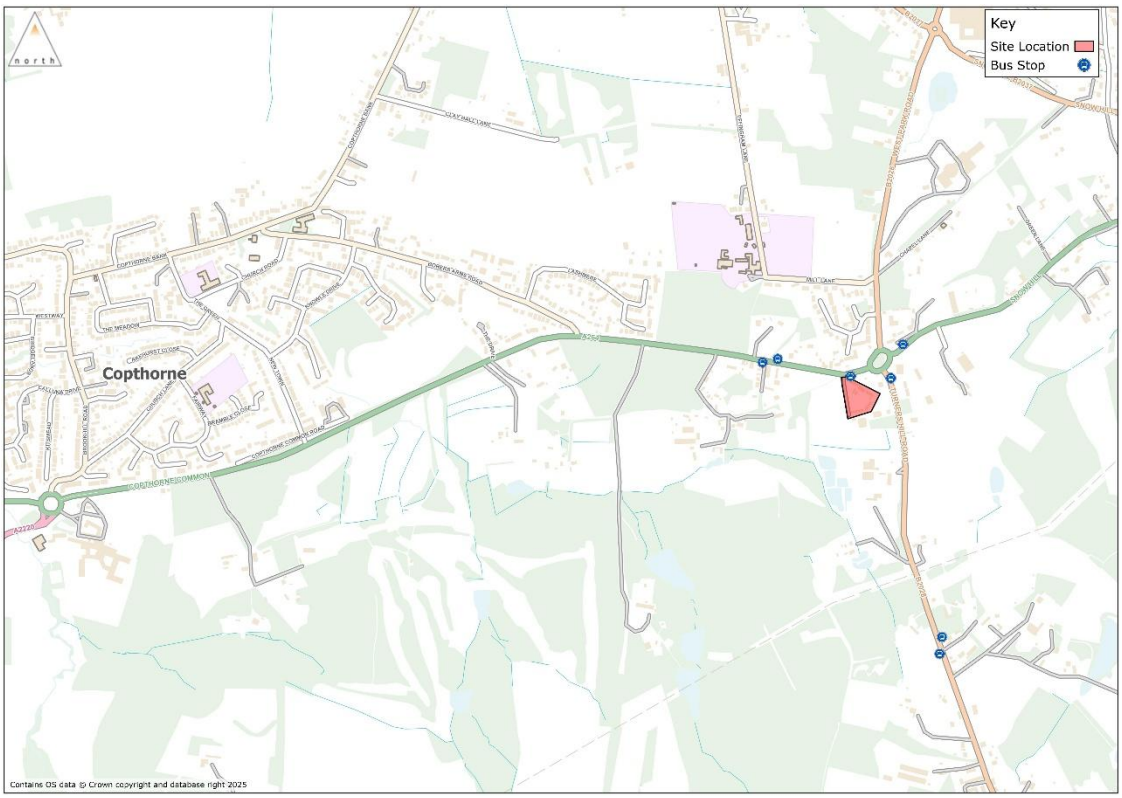


Figure 3.1: Site Location

Existing Highway Network

3.3 The A264 is a two-way, single carriageway road is subject to a 50mph speed limit. To the west, the A264 provides access towards Copthorne, Junction 10 of the M23, and Crawley. To the east, the A264 provides access towards Felbridge, East Grinstead, and the A22. These connections ensure that the site is situated in an area which enables good connectivity to the wider highway network.

Accessibility of the Site by Non-Car Modes

3.4 Contemporary planning policy dictates the need for development sites to be accessible by sustainable travel methods, with a particular focus placed on the accessibility of a site by active travel methods. As

a result, a review has been undertaken surrounding the accessibility of the site by active travel and wider sustainable transport methods.

Accessibility on Foot

3.5 The site is accessible via lit footways provided on both sides of the A264 which run along the extent of the A264 ensuring pedestrian permeability to the wider local area. Pedestrian crossing refuge islands are provided to the west of the site access which allow for pedestrian crossing to occur with good visibility along the A264 ensuring that pedestrians can make informed and safe choices when crossing the A264. Crossing points are also provided at the Dukes Head Roundabout to the immediate east of the site access ensuring pedestrian access in that direction of travel too.

3.6 As demonstrated below in Figure 3.2, the site is located within close proximity to a range of Public Rights of Way (PRoW) which provide off-road pedestrian alternatives and provide greater connections in all directions to a variety of locations and wider amenities. It is recognised that these will be of variable quality, however, they do offer genuine alternatives which future residents of the site will be able to utilise to access the wider local area on foot.

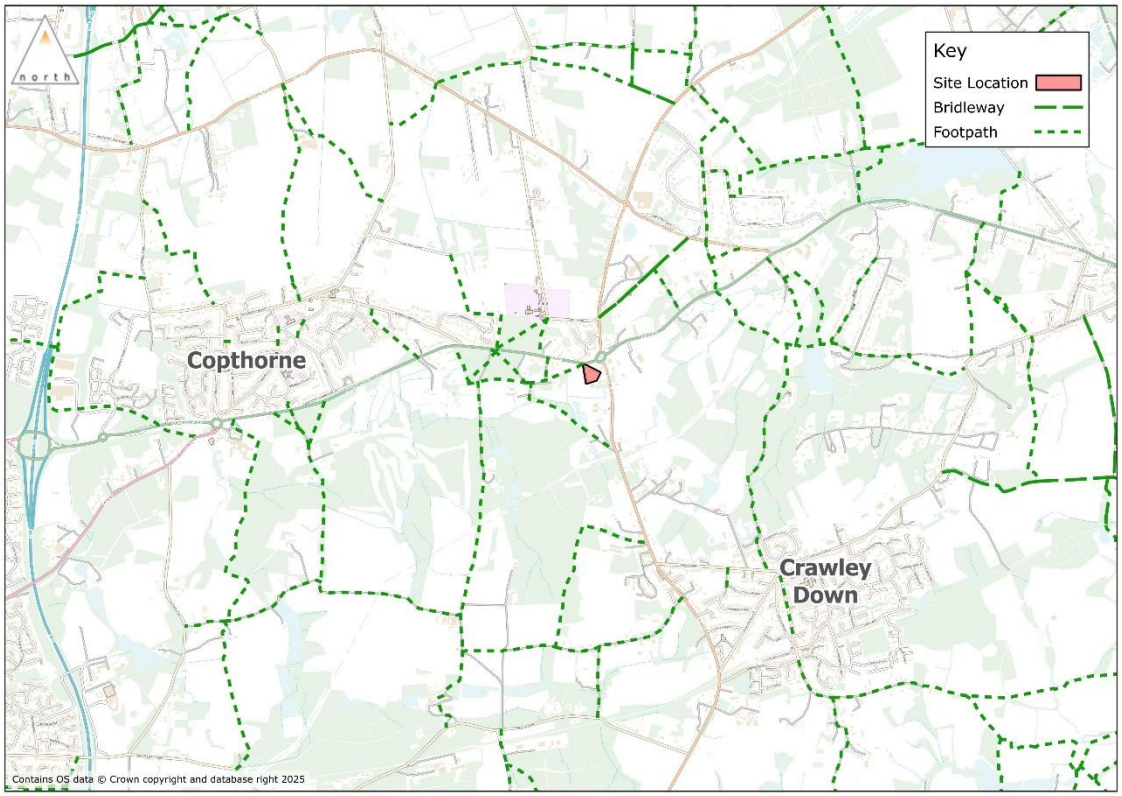


Figure 3.2: Public Rights of Way

Accessibility by Bus

3.7 The access to the site is located immediately west of a bus stop along the A264 ensuring that bus services are readily available to future residents of the site. This bus stop serves westbound services with alternative services in the opposite direction of travel are located within an accessible distance, either to the west of the site along the A264, opposite the Esso garage, or to the east, outside of the Dukes Head public house. The local bus stop provisions are provided with a flagpole containing timetable information. A summary of the local bus services is presented below in Table 3.1.

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
272	Crawley – Three Bridges Station – Copthorne – Crawley Down – Turners Hill – Ardingly – Lindfield – Haywards Heath – Wivelsfield – Burgess Hill – Hassocks – Brighton – Kemp Town	1 every 2 hours	1 every 2 hours	No service
281	Crawley – Three Bridges Station – Copthorne – Crawley Down – East Grinstead – Dormansland – Lingfield	1 every hour	1 every hour	No service
291	Crawley – Three Bridges Station – Copthorne – Crawley Down – East Grinstead – Ashurst Wood – Forest Row – Hatfield – Withyham – Groombridge – Langton Green – Tunbridge Wells	1 every hour	1 every hour	1 every 2 hours
324	Copthorne – Burstow Keeper's Corner – Horley – Hookwood – Salfrods – Petridge Wood Common – Earlswood – Redhill – Reigate	School bus service		
400	East Grinstead – Copthorne – Three Bridges Station – Crawley – Gatwick Airport – Horley – Salfrods – Earlswood – Redhill – Nutfield – Bletchingley – Godstone – Caterham	1 every hour	1 every hour	1 every hour
624	Horley – Smallfield – Burstow Keeper's Corner – Copthorne – Crawley Down – East Grinstead	School bus service		
638	Copthorne – Domewood – Felbridge – East Grinstead	School bus service		

Table 3.1: Local Bus Services

3.8 The availability of frequent bus services to a variety of destinations ensures that future residents of the site are provided access to the wider local area ensuring that local amenities and employment opportunities are all easily accessible via bus travel from the site.

Accessibility by Rail

3.9 The closest railway station to the site is Three Bridges railway station, located approximately 5.5 kilometres south-west of the site, equivalent to a 20-mintue cycle, 14-mintue journey via public transport, or 10-minute journey via the private car.

3.10 Access to a railway station via the private car, especially over a short distance, is commonplace throughout the UK and is also typically undertaken within urban areas with greater accessibility to wider sustainable transport infrastructure. By being located within an accessible distance of Three Bridges railway station, it is possible and accessible for future residents to utilise rail services if desired.

3.11 Three Bridges railway station is served by the Gatwick Express, Southern, and Thameslink rail networks and benefits from 391 car parking spaces, of which 9 are accessible, and 276 sheltered cycle parking spaces which are monitored by CCTV. A summary of the direct rail services accessible from Three Bridges is presented below in Table 3.2.

Service	Destinations Served	Approximate Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
Brighton	Three Bridges – Balcombe – Haywards Heath – Wivelsfield – Burgess Hill – Hassocks – Preston Park – Brighton	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
Brighton	Three Bridges – Haywards Heath – Burgess Hill – Brighton	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
Horsham	Three Bridges – Crawley – Ifield – Littlehaven – Horsham	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
Portsmouth Harbour	Three Bridges – Crawley – Horsham- Barnham – Chichester – Southbourne – Emsworth – Havant – Hilsea – Fratton – Portsmouth & Southsea – Portsmouth Harbour	1 every hour	1 every hour	Alternative stopping service
Portsmouth Harbour	Three Bridges – Crawley – Horsham – Barnham – Chichester – Fishbourne (Sussex) – Bosha, - Nutbourne – Southbourne – Emsworth – Warblington – Havant – Hilsea – Fratton – Portsmouth & Southsea – Portsmouth Harbour	1 every hour	1 every hour	
London Victoria	Three Bridges – Gatwick Airport – East Croydon – Clapham Junction – London Victoria	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
Cambridge	Three Bridges – Gatwick Airport – East Corydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras International – Finsbury Park – Stevenage – Hitchin – Letchworth Garden City – Baldock – Ashwell & Morden – Royston – Cambridge	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
Peterborough	Three Bridges – Gatwick Airport – Horley – Redhill – Merstham – Coulsdon South – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras International – Finsbury Park – Stevenage – Hitchin – Arlesey – Biggleswade – Sandy – St Neots – Huntingdon – Peterborough	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
Bedford	Three Bridges – Gatwick Airport – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras International – West Hampstead Thameslink – St Albans City – Harpenden – Luton Airport Parkway – Luton – Leagrave – Harlington (Bedfordshire) – Flitwick – Bedford	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
Bognor Regis	Three Bridges – Crawley – Horsham – Christs Hospital – Billingshurst – Pulborough – Amberley – Arundel – Ford – Barnham – Bognor Regis	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes

Table 3.2: Direct Rail Services

3.12 Table 3.2 demonstrates that the rail services accessible to future residents of the site will be provided with frequent services to a variety of wider destinations ensuring that access to wider amenities and employment opportunities is possible via rail travel. The stations served by the rail services from Three

Bridges railway station also provide connections to wider destinations ensuring that onward travel by rail is accessible for future residents of the site.

Rural Community Sustainable Travel

3.13 National and local planning policy recognises that opportunities to maximise sustainable travel solutions vary from urban to rural areas. The documents also outline a spatial strategy to focus significant growth areas accessible by means other than the private car, although they recognise that development in rural areas is also important in supporting local services.

3.14 While many amenities, facilities, and recreational facilities would potentially need to be accessed by the private car, the trips would be over a relatively short distance. The site is within a reasonable distance of Crawley and East Grinstead both of which are accessible by the private car but also via bus travel. Due to the rural location, the use of the private car can be deemed acceptable as a result of the lack of readily available public transport infrastructure within the immediate vicinity of the site.

3.15 Paragraph 84 of the NPPF states *"Planning policies and decisions should avoid the development of isolated homes in the countryside".* The proposed development cannot be deemed isolated as it is situated within the residential compound of Copthorne Common and is located to the rear of an existing residential dwelling.

Road Safety Review

3.16 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the site has been acquired from Collision Plot for the most recent 5-year period. The study area for this assessment is set out below in Figure 3.3.

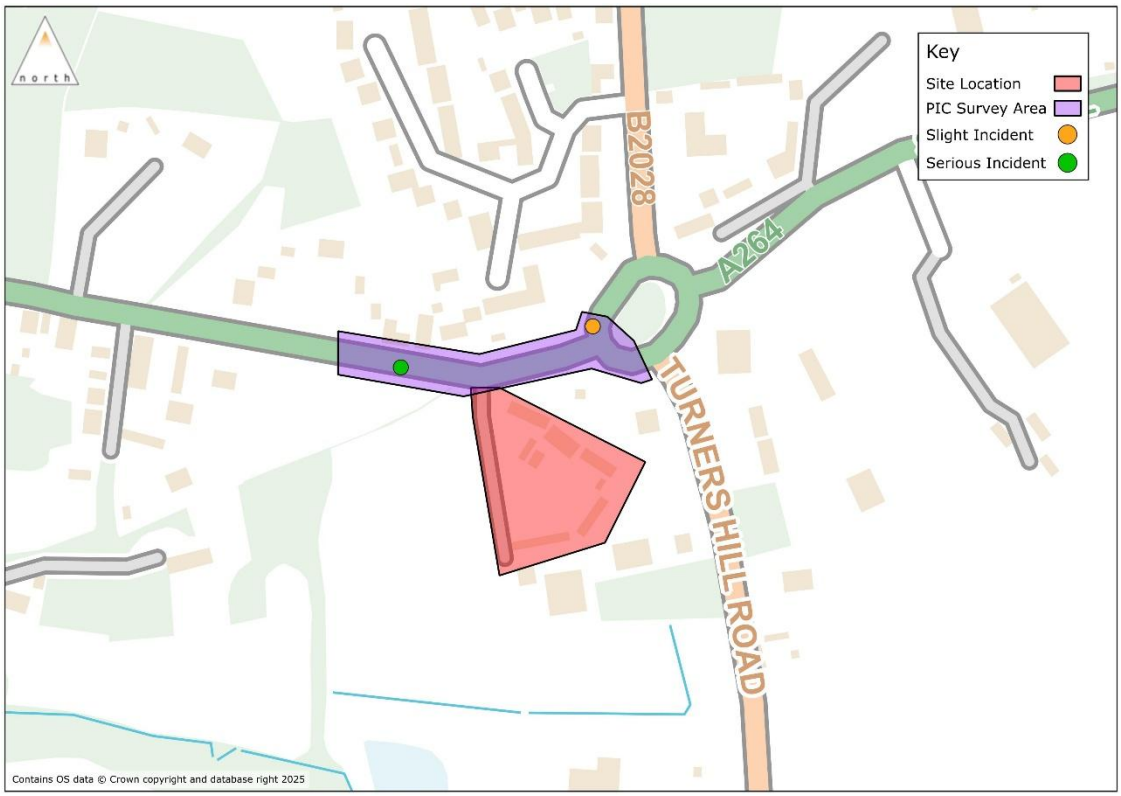


Figure 3.3: PIC Survey Area

3.17 It is demonstrated within Figure 3.3 that there are two incidents reported within the survey area, one of these being recorded as 'slight' in severity and one recorded as 'serious' in severity. These are summarised below with the full Collision Plot report attached within **Appendix A**.

3.18 The incident recorded as 'serious' in severity occurred on the 17th April 2019 at 06:58 in dry and light conditions with the incident occurring to the west of the site access. The incident involved a motorcyclist travelling in an easterly direction of travel colliding with the rear of a car also travelling in an easterly direction resulting in injury to the motorcyclist.

3.19 The incident recorded as 'slight' in severity occurred on the 6th October 2022 at 21:06 in dark and wet conditions with the incident occurring to the east of the site access, on the entrance to the roundabout. The incident occurred between a car travelling in an easterly direction and a car travelling in a northerly direction. Based on this, it is expected that the incident occurred as a result of driver error associated to the roundabout. This incident resulted in injury to both drivers involved in the incident.

Road Safety Review Summary

3.20 The above review has demonstrated that, whilst incidents have been reported in the vicinity of the site access, that there is no pre-existing highway safety concern associated to the A264 in the area surrounding the site access.

Summary

3.21 The above review has demonstrated that the site is located within an accessible location with appropriate access to active travel and public transport provisions. It has also been highlighted that there is no pre-existing highways safety concern surrounding the proposed site access.

4.0 Development Proposals

Overview

4.1 The following section provides details of how the site is to be developed along with details of the site access and servicing requirements. The proposals seek planning permission for the demolition of the existing buildings at the site prior to the construction of 5 new residential dwellings at the site. The proposed schedule of accommodation is set out below in Table 4.1 with the proposed site plan attached within **Appendix B**.

Number of Bedrooms	Total
3-bedroom	2
4-bedroom	2
5-bedroom	1
Total	**5**

Table 4.1: Proposed Schedule of Accommodation

Access Arrangements

4.2 It is proposed that the existing access to the site is retained ensuring that no changes are required. This access is operational for the existing use of the site as well as for employment/industrial purposes to the south of the site ensuring that it is appropriate for use.

Parking Provision

Car Parking Provision

4.3 The parking standards for the site are set out within the West Sussex County Council Guidance on Parking at New Developments, adopted in September 2020. These standards utilise a zoning system for setting out the required standards for vehicular parking standards whilst the cycle parking standards are a minimum requirement throughout the area. The site is located within Parking Behaviour Zone 2. Table 4.2 below sets out the required parking standards for the proposed development.

Number of Bedrooms	Parking Zone Behaviour 2 Car Parking Standard	Minimum Cycle Parking Standard
3	2.1	2 spaces
4+	2.7	

Table 4.2: Parking Standards

4.4 Based on the above vehicular parking standards, there is a requirement for there to be 13 car parking spaces provided at the site, which will be allocated within the driveways for each of the proposed dwellings. An additional 2 visitor spaces will also be provided at the site. A swept path analysis of a private car parking at the site is attached within **Appendix C**. Each of the new properties will be provided with provision for electric vehicle charging infrastructure.

Cycle Parking Provision

4.5 The above provision dictates that each proposed dwelling should be provided with 2 cycle parking spaces. These will be provided within the curtilage of each dwelling and will be accommodated within a sheltered and secure provision within the curtilage of each dwelling. This ensures that the minimum cycle parking requirements are met.

Servicing and Emergency Access

4.6 It is proposed that all servicing of the site will occur on site, with vehicles entering and exiting in a forward gear. A turning head is proposed to be provided to the eastern extent of the site which will allow for all service vehicles to turn within the site. Refuse collection will occur with residents placing their bins at the curtilage of the internal road network allowing for collection to occur in an efficient manner. A swept path analysis of relevant servicing and emergency vehicles entering the site in a forward gear, turning on site, and exiting in a forward gear is presented within **Appendix C**.

Passing Bay

4.7 It is proposed to provide a passing bay on the western side of the access track to allow oncoming vehicles to pass. The passing bay increases the width of the road to between 4.88m to 6m for a 6m stretch of the access track (with an additional 10m of tapers). A swept path analysis which demonstrates a refuse vehicle can pass a car waiting in the passing bay can be viewed at **Appendix D**.

Summary

4.8 The above review has demonstrated that there is no proposed change to the access arrangements at the site and that the vehicular and cycle parking provision will be in accordance with relevant standards. It has also been demonstrated that all servicing of the site will occur on site with vehicles entering and exiting in a forward gear.

5.0 Trip Generation

5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements.

5.2 This section will set out the predicted trip generation for the existing buildings at the site. This will ensure that a combined trip generation for the existing site can be generated. As set out in the introduction, only buildings 2-7 will be demolished at the site. The size of the existing buildings to be demolished and the relevant land uses is as follows:

- Building 2: B8 storage (145.18sqm);
- Building 3: B2 commercial workshop (122.08sqm);
- Building 3a: Class E Office (25.69sqm);
- Building 4: Residential annex;
- Building 5: Ancillary building to building 4;
- Building 6: B8 storage (32.62sqm); and,
- Building 7: B8 storage (46.62sqm).

Existing Use

B8 Use

5.3 In order to calculate the predicted total vehicle trip generation for the existing 224.06sqm of B8 buildings, the TRICS database has been utilised with the following dataset '02 Employment – F Warehousing (Commercial)' with the following criteria;

- Sites in England excluding Greater London;
- 'Suburban Area' and 'Edge of Town' locations; and,
- Sites with a gross floor area between 1sqm and 5,000sqm.

5.4 Table 5.1 below provides a summary of the predicted total vehicle movements for the existing B8 buildings at the site. The full TRICS output is attached within **Appendix E**.

Method of Transport	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicle Trip Rate	0.187	0.146	0.125	0.302	3.106	3.286
Total Vehicle Trips	0	0	0	1	7	7

Table 5.1: Predicted Trip Generation - Existing B8 Use

5.5 Table 5.1 demonstrates that it is predicted that the existing B8 use of the site generates 0 vehicle movements during the morning peak, 1 vehicle departure movement during the evening peak, and 7 arrival and 7 departure movements throughout a typical weekday. This equates to 12 total daily vehicle movements.

B2 Use

5.6 In order to calculate the predicted total vehicle trip generation for the existing 122.08sqm B2 building, the TRICS database has been utilised with the following dataset '02 Employment – C Industrial Unit' with the following criteria;

- Sites in England excluding Greater London;
- 'Suburban Area' and 'Edge of Town' locations; and,
- Sites with a gross floor area between 1sqm and 5,000sqm.

5.7 Table 5.2 below provides a summary of the predicted total vehicle movements for the existing B2 building at the site. The full TRICS output is attached within **Appendix F**.

Method of Transport	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicle Trip Rate	0.694	0.147	0.043	0.4	3.498	3.304
Total Vehicle Trips	1	0	0	1	4	4

Table 5.2: Predicted Trip Generation - Existing B2 Use

5.8 Table 5.2 demonstrates that it is predicated that the existing B2 use at the site generates 1 arrival vehicle movement during the morning peak and 1 vehicle departure movement during the evening peak. Over the course of a typical weekday, it is predicted that the existing B2 use of the site generates 4 arrival vehicle movements and 4 departure vehicle movements. This equates to 8 total daily vehicle movements.

Class E Office

5.9 In order to calculate the predicted total vehicle trip generation for the existing 25.69sqm Class E office building, the TRICS database has been utilised with the following dataset '02 Employment – A Office' with the following criteria;

- Sites in England excluding Greater London;
- 'Suburban Area' and 'Edge of Town' locations; and,
- Sites with a gross floor area between 1sqm and 1,500sqm.

5.10 Table 5.3 below provides a summary of the predicted total vehicle movements for the existing office building at the site. The full TRICS output is attached within **Appendix G**.

Method of Transport	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicle Trip Rate	2.613	0.237	0.000	1.940	7.917	8.255
Total Vehicle Trips	1	0	0	1	2	2

Table 5.3: Predicted Trip Generation - Existing Office Use

5.11 Table 5.3 demonstrates that it is predicated that the existing office use at the site generates 1 arrival vehicle movement during the morning peak and 1 vehicle departure movement during the evening peak. Over the course of a typical weekday, it is predicted that the existing office use of the site generates 2 arrival vehicle movements and 2 departure vehicle movements. This equates to 4 total daily vehicle movements.

Residential Dwellings

5.12 In order to calculate the predicted total vehicle trip generation for the existing dwelling at the site, the TRICS database has been utilised with the following dataset '03 Residential – A Houses Privately Owned' with the following criteria;

- Sites in England excluding Greater London;
- 'Suburban Area' and 'Edge of Town' locations; and,
- Sites with a 1 to 50 dwellings present.

5.13 Table 5.4 below provides a summary of the predicted total vehicle movements for the existing residential dwelling at the site. The full TRICS output is attached within **Appendix H**.

Method of Transport	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicle Trip Rate	0.171	0.366	0.324	0.183	2.412	2.460
Total Vehicle Trips	0	0	0	0	2	3

Table 5.4: Predicted Trip Generation - Existing Dwelling

5.14 Table 5.4 demonstrates the predicted trip generation for the existing dwelling. It is demonstrated that it is predicted that there will be no vehicle movements during the peak periods. Over the course of a typical weekday, it is predicted that there will be 2 arrival vehicle movements and 53vehicle departure movements associated to the existing dwellings. This equates to 5 daily vehicle movements.

Total Predicted Vehicle Movements

5.15 In order to complete a robust assessment, the predicted vehicle movements associated to the whole existing site is set out below in Table 5.5.

Land Use	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
B8 Use Vehicle Movements	0	0	0	1	7	7
B2 Use Vehicle Movements	1	0	0	1	4	4
Office Use Vehicle Movements	1	0	0	1	2	2
Residential Use Vehicle Movements	0	0	0	0	2	3
Total	**2**	**0**	**0**	**3**	**15**	**16**

Table 5.5: Predicted Trip Generation - Existing Site

5.16 Table 5.5 demonstrates the predicted trip generation for the existing site. It is predicted that, during the morning peak, the existing site will generate 2 vehicle arrival movements. During the evening peak, it is predicted that there will be 3 vehicle departure movements. Over the course of a typical weekday it is predicted that there will be 15 vehicle arrival movements and 16 vehicle departure movements. This equates to 31 total vehicle movements predicted to be associated to the existing site.

Proposed Dwellings

5.17 In order to calculate the predicted total vehicle trip generation for the proposed 5 dwellings at the site, the TRICS database has been utilised with the following dataset '03 Residential – A Houses Privately Owned' with the following criteria;

- Sites in England excluding Greater London;
- 'Suburban Area' and 'Edge of Town' locations; and,
- Sites with a 1 to 50 dwellings present.

5.18 Table 5.6 below provides a summary of the predicted total vehicle movements for the proposed 6 residential dwellings at the site. The full TRICS output is attached within **Appendix H**.

Method of Transport	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicle Trip Rate	0.171	0.366	0.324	0.183	2.412	2.460
Total Vehicle Trips	1	2	2	1	12	12

Table 5.6: Predicted Trip Generation – Proposed Dwellings

5.19 Table 5.6 demonstrates the predicted trip generation for the proposed dwellings. It is demonstrated that, during the morning peak, it is predicted that there will be 1 vehicle arrival movement and 2 vehicle departure movements. It is predicted that there will be 2 vehicle arrival movements and 1 vehicle departure movement generated during the evening peak. Over the course of a typical weekday, it is predicted that there will be 12 arrival vehicle movements and 12 vehicle departure movements associated to the existing dwellings. This equates to 24 daily vehicle movements.

Net Change

5.20 In order to calculate the impact of the proposed development on the local highway network, in purely trip generation terms, a comparison between the existing vehicle movements associated to the site and the vehicle movements predicted to be associated to the proposed development. This analysis is demonstrated below in Table 5.7.

Method of Transport	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Existing Vehicle Movements	2	0	0	3	15	16
Proposed Vehicle Movements	1	2	2	1	12	12
Net Change	**-1**	**+2**	**+2**	**-2**	**-3**	**-4**

Table 5.7: Predicted Trip Generation - Net Change

5.21 Table 5.7 demonstrates the predicted net change in vehicle movements between the existing buildings at the site and the proposed development. The data demonstrates that it is predicted that, during the morning peak, there will be a decrease of 1 vehicle arrival movement and an increase of 2 vehicle departure movements associated to the site – this equates to an overall increase of 1 vehicle movement during the morning peak. During the evening peak, it is predicted that there will be an increase of 2 vehicle arrival movement and that there will be a decrease of 2 vehicle departure movement associated to the site – this equates to no change in vehicle movements during the evening peak. Over the course of a typical weekday, it is predicted that there will be a decrease of 3 arrival vehicle movements and 4

vehicle departure movements over the course of a typical weekday. This equates to a decrease of 7 vehicle movements over the course of a typical weekday. As such, it can be concluded that the proposed development will not act to have a detrimental impact on the local highway network.

6.0 Summary and Conclusion

6.1 This Transport Statement has been prepared on behalf of ET Planning to accompany a planning application for the demolition of the existing buildings prior to the construction of 5 residential dwellings at Firs Farm, Copthorne Common Road, Crawley, RH10 3LF.

6.2 This Transport Statement has demonstrated the following:

- That the site is located within an accessible location with good access to active travel and public transport provisions;
- That there is no change to the proposed access arrangements at the site;
- That the proposed vehicular and cycle parking provision is in accordance with relevant standards;
- That all servicing of the site will occur on site with all vehicles entering and exiting the site in a forward gear; and,
- That the proposed development is predicted to generate an overall reduction in vehicle movements at the site ensuring that the proposed development will not act to have a detrimental impact on the local highway network.

6.3 On the basis of the above review, the proposed development is considered to meet with national and local policy criteria. As such, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Collision Plot Report

Collision Plot Premium

01/01/2019 - 31/12/2023

Number of Collisions Involving

	Slight	Serious	Fatal	**Total**
Pedestrian	0	0	0	0 (0%)
Cyclist	0	0	0	0 (0%)
Motorcycle	0	1	0	1 (33%)
Car	1	1	0	2 (67%)
Taxi	0	0	0	0 (0%)
Bus	0	0	0	0 (0%)
Goods	0	0	0	0 (0%)
Other	0	0	0	0 (0%)

Severity

Slight	1 (50%)
Serious	1 (50%)
Fatal	0 (0%)
Total	**2**

Light conditions

Dark	1 (50%)
Light	1 (50%)

Casualties

	Slight	Serious	Fatal	**Total**
Pedestrian	0	0	0	0 (0%)
Cyclist	0	0	0	0 (0%)
Motorcycle	0	1	0	1 (33%)
Car	2	0	0	2 (67%)
Taxi	0	0	0	0 (0%)
Bus	0	0	0	0 (0%)
Goods	0	0	0	0 (0%)
Other	0	0	0	0 (0%)
Total	2	1	0	3

Surface conditions

Dry	1 (50%)
Wet	1 (50%)
Snow	0 (0%)
Ice	0 (0%)
Flood	0 (0%)

2019471901999 | Serious | Wed | 17/04/2019 | 06:58 | Light | Dry

Authority (highway):	West Sussex	Road 2:	–, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	50	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Sussex	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 264	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Motorcycle	2, Car
Manouevre:	Slowing or stopping	Slowing or stopping
Direction of travel:	West to east	West to east
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Front	Back
Driver sex & age:	Male, 32	Female, 31
Journey purpose:	Commuting to/from work	Commuting to/from work
Engine capacity (cc):	1043	1388
Propulsion:	Petrol	Petrol
Age of vehicle:	3	14

Casualties

Casualty reference:	1
Vehicle reference:	1 (Motorcycle)
Severity:	Serious
Class:	Driver or rider
Sex & age:	Male, 32

2022471230995 | Slight | Sun | 16/10/2022 | 21:06 | Dark | Wet

Authority (highway):	West Sussex	Road 2:	B, 2028	Weather:	Raining with high winds	(Image available to ACP users only)
Speed limit:	50	Junction detail:	Roundabout	Light conditions:	Dark	
Police force:	Sussex	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 264	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manouevre:	Going ahead	Going ahead
Direction of travel:	West to east	South to north
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Mid junction, on roundabout/main road
First point of impact:	Front	Front
Driver sex & age:	Female, 50	Female, 63
Journey purpose:	--	Other
Engine capacity (cc):	1364	1318
Propulsion:	Petrol	Petrol
Age of vehicle:	16	4
Generic make/model:	VAUXHALL ASTRA	HONDA JAZZ

Casualties

Casualty reference:	1	2
Vehicle reference:	1 (Car)	2 (Car)
Severity:	Slight	Slight
Class:	Driver or rider	Driver or rider
Sex & age:	Female, 50	Female, 63

Appendix B

Site Layout Plan

01 Proposed Site Location Plan

Scale 1:500

1:500

10m 0 10m 20m 30m 40m 50m

Notes:

N

Ownership boundary

SCHEDULE OF AREAS			
PLOT	OCCUPANCY	GIA m2	GIA sqft
1	3b6p	120.72	1,299
2	3b6p	120.72	1,299
3	4b6p	126.51	1,361
4	4b6p	126.51	1,632
5	5b8p	151.68	1,632

Rev	Date	Revision note	By	Chkd

Status. FOR PLANNING

DEVTEC PROPERTIES

85 Carpenters, Billingshurst,
West Sussex, RH14 9RA
T: +44 (0) 1737 881 416
www.devtec-properties.com

Project Name: Firs Farm
Copthorne Common
Road, Copthorne

Project No. 23.0506D

Description: Proposed
Site Location and
Block Plan

Drawn: MS Checked: GS

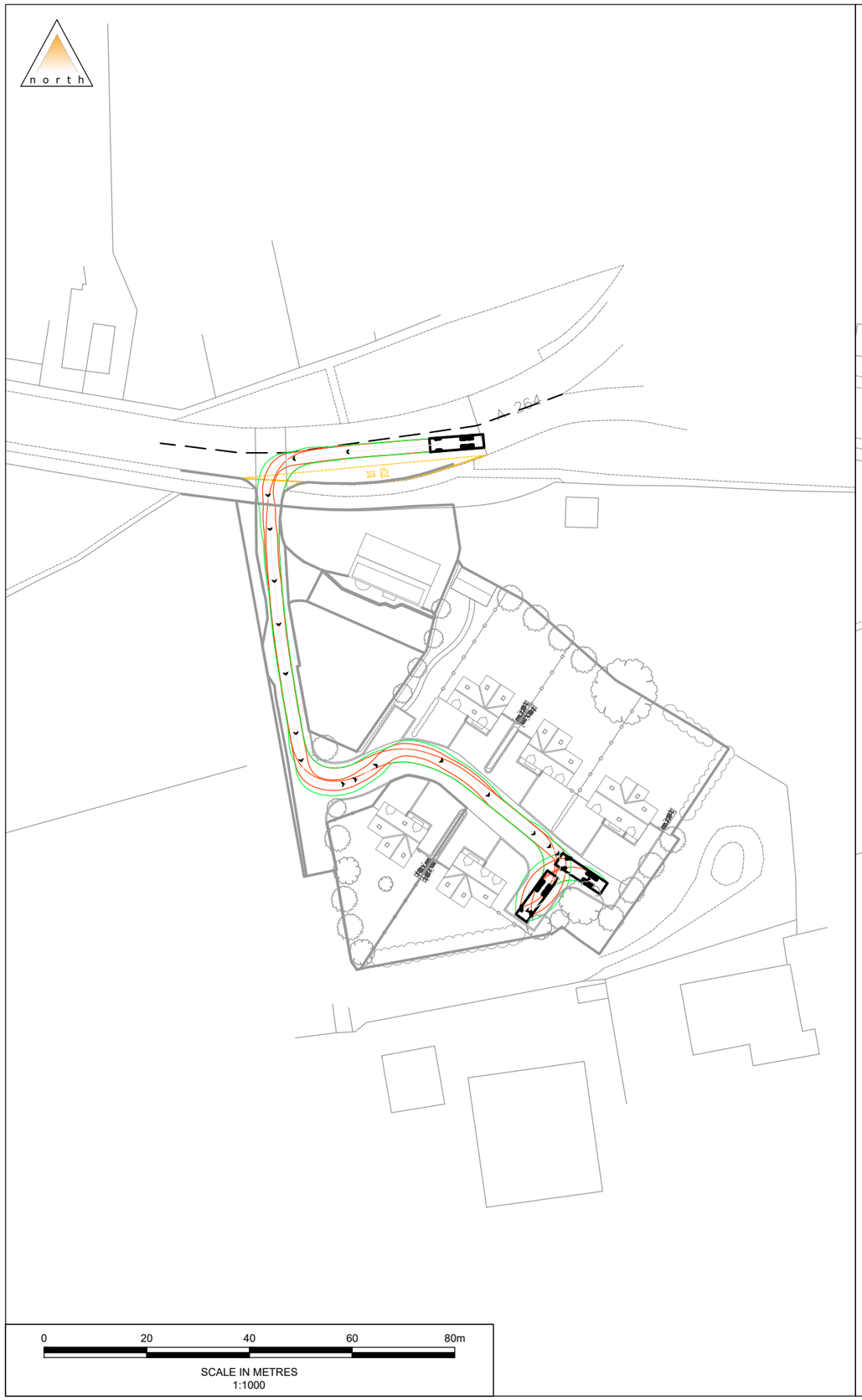
Scale: 1:500 Date: 04/02/24

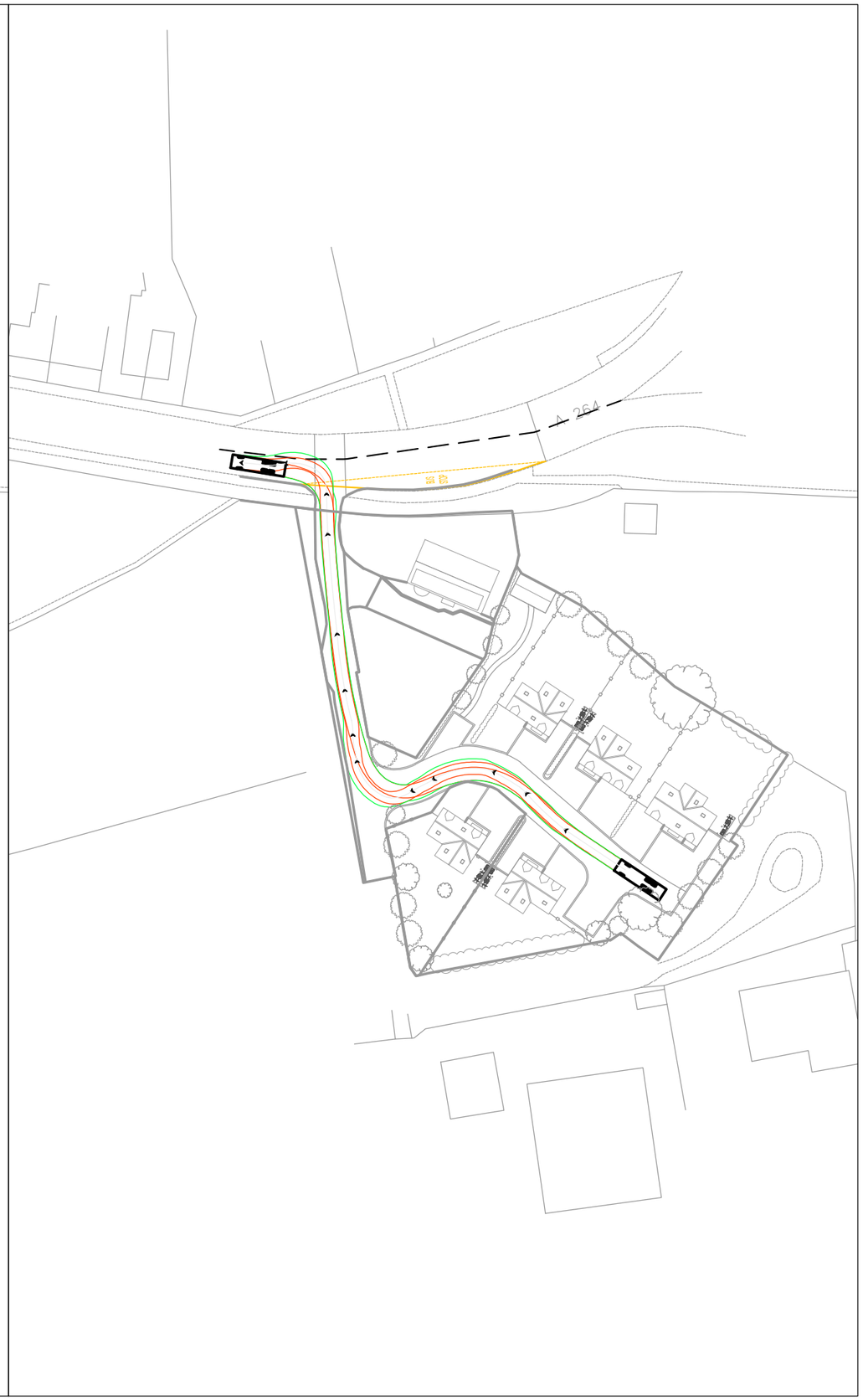
Drawing No. Rev

P-01-D #

Appendix C

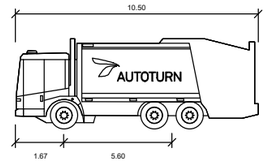
Swept Path Analysis





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 survey information supplied by Devtec Properties and OS mapping. Motion cannot guarantee the accuracy of the data provided.
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 6kph / reversing 6kph.



Mid Sussex Refuse Vehicle

meters

Width	:	2.60
Track	:	2.53
Lock to Lock Time	:	6.0
Steering Angle	:	40.0

Rev.	Description	Drn	Chk	App	Date
A	Updated Layout	EF	AN	AN	03/03/2025
-	First Issue	EF	AN	AN	24/02/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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

Client:
ET Planning

Project:
Firs Farm, Copthorne Common Road.
Crawley, RH10 3LF

Title:
Swept Path Analysis - Refuse Vehicle

Scale: 1:1000 (@ A3)

Drawing: 2408108-TK01

Revision: A

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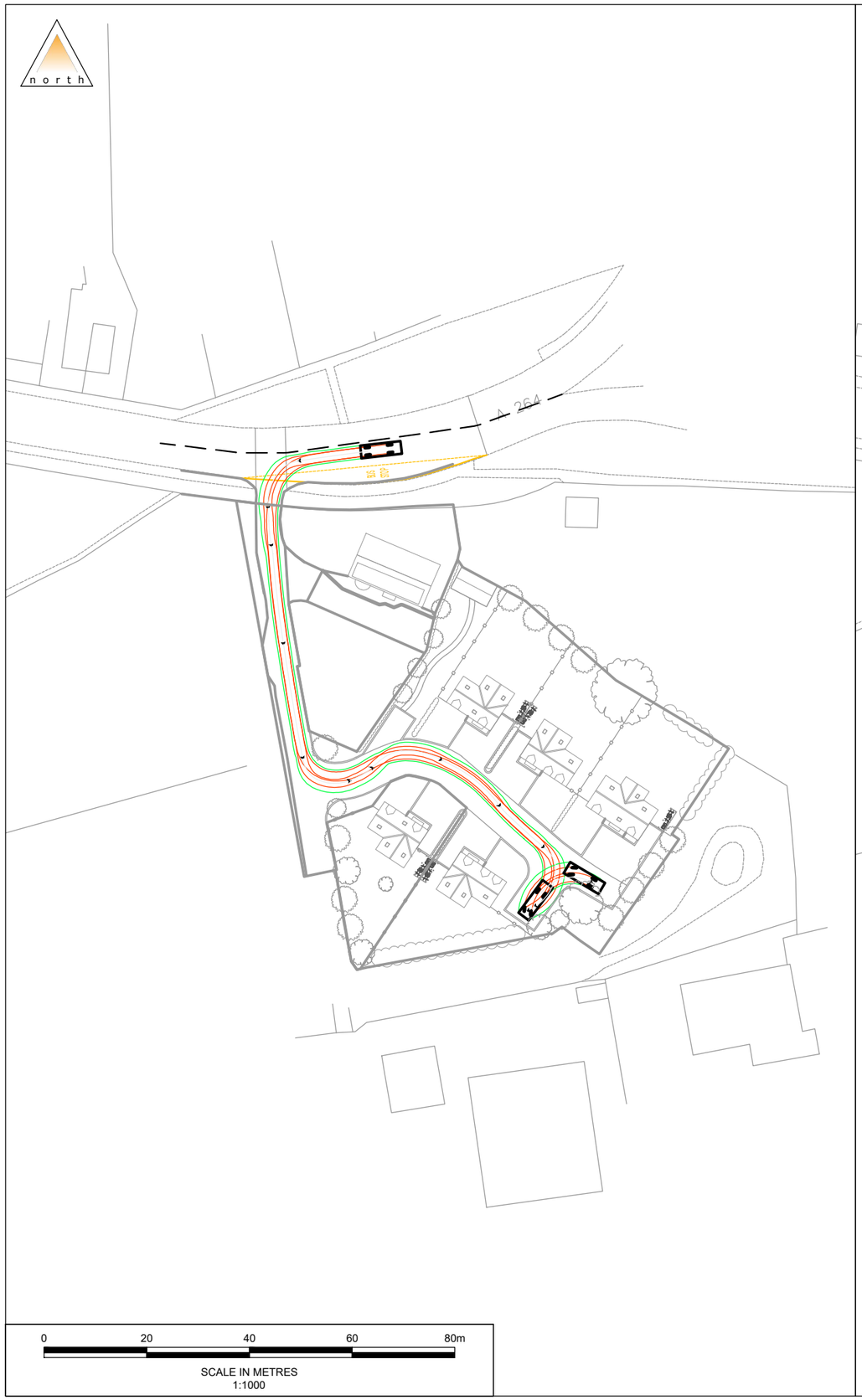

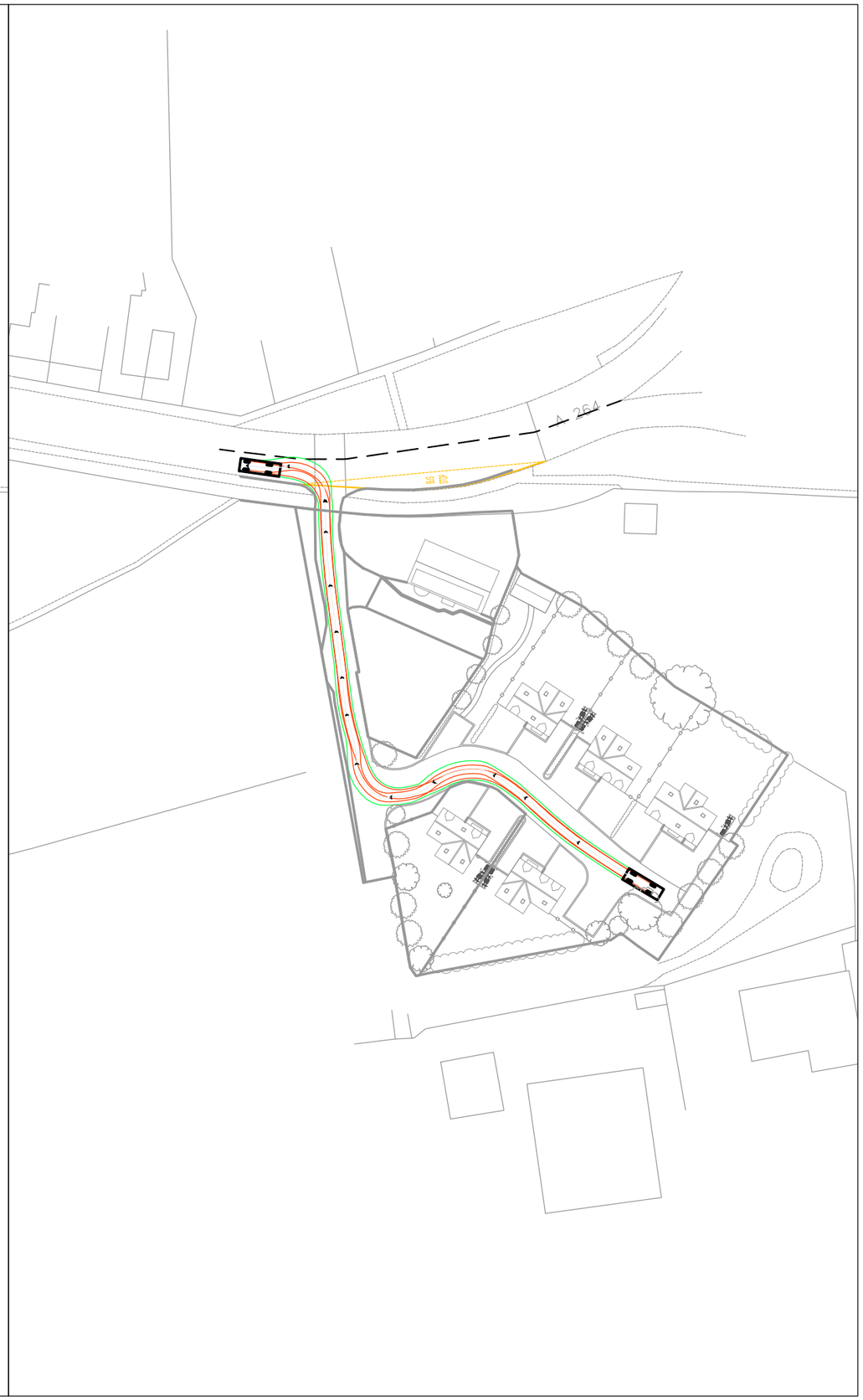

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Notes

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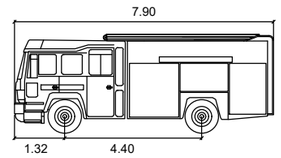


Pumping Appliance

meters

Width	: 2.50	Lock to Lock Time	: 6.0
Track	: 1.75	Steering Angle	: 34.3

Rev.	Description	Drn	Chk	App	Date
A	Updated Layout	EF	AN	AN	03/03/2025
-	First Issue	EF	AN	AN	24/02/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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

Client:
ET Planning

Project:
Firs Farm, Copthorne Common Road.
Crawley, RH10 3LF

Title:
Swept Path Analysis - Fire Appliance

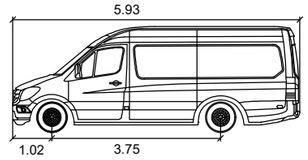
Scale: 1:1000 (@ A3)

Drawing: 2408108-TK02

Revision: A

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 survey information supplied by Devtec Properties and OS mapping. Motion cannot guarantee the accuracy of the data provided.
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 6kph / reversing 6kph.



Ford Transit L3H3

	meters
Width	: 2.02
Track	: 1.99
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

Rev.	Description	Drn	Chk	App	Date
A	Updated Layout	EF	AN	AN	03/03/2025
-	First Issue	EF	AN	AN	24/02/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
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Client:
ET Planning

Project:
Firs Farm, Copthorne Common Road.
Crawley, RH10 3LF

Title:
Swept Path Analysis - Delivery Vehicle

Scale: 1:1000 (@ A3)

Drawing: 2408108-TK03

Revision: A

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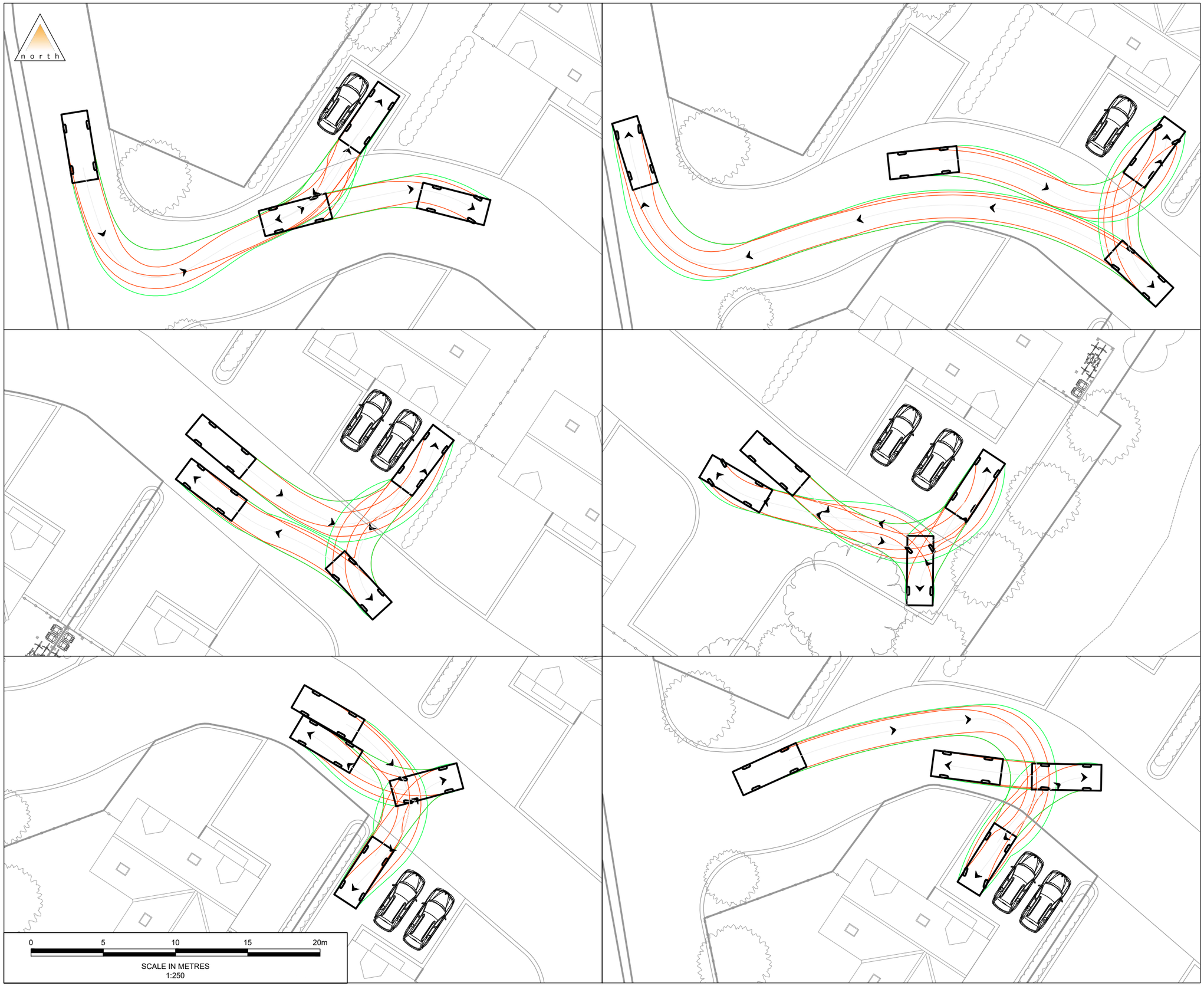
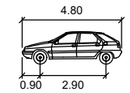


Notes

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 survey information supplied by Devtec Properties and OS mapping. Motion cannot guarantee the accuracy of the data provided.
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 6kph / reversing 6kph.



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

Rev.	Description	Drn	Chk	App	Date
A	Updated Layout	EF	AN	AN	03/03/2025
-	First Issue	EF	AN	AN	24/02/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
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Client:
ET Planning

Project:
Firs Farm, Copthorne Common Road.
Crawley, RH10 3LF

Title:
Swept Path Analysis - Private Car

Scale: 1:250 (@ A3)

Drawing: 2408108-TK04

Revision: A

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Appendix D

Swept Path Analysis – Passing Bay

north

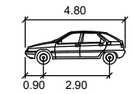
BUS STOP

0 5 10 15 20m

SCALE IN METRES
1:250

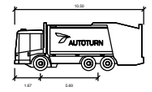
Notes

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 survey information supplied by Devtec Properties and OS mapping. Motion cannot guarantee the accuracy of the data provided.
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 6kph / reversing 6kph.



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8



Mid Sussex Refuse Vehicle

	meters
Width	: 2.60
Track	: 2.53
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

Rev.	Description	Drn	Chk	App	Date
A	Updated Layout	EF	AN	AN	03/03/2025
-	First Issue	EF	AN	AN	24/02/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
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Client:
ET Planning

Project:
Firs Farm, Copthorne Common Road.
Crawley, RH10 3LF

Title:
Swept Path Analysis - Passing Bay

Scale: 1:250 (@ A3)

Drawing: 2408108-TK05

Revision: A

C:\Users\eford\Motion\StaffSite - Etcraw 2408108\Drawings\2408108-02A,TK01A-TK05A.dwg

Appendix E

TRICS Output Data – B8

Motion High Street Guildford Licence No: 734001

Calculation Reference: AUDIT-734001-250129-0154

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	TB	TORBAY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CU	CUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	190 to 4007 (units: sqm)
Range Selected by User:	190 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/24

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

Selected survey days:

Monday	2 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	4

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

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	3 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days

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 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 CU-02-F-01 WAREHOUSING & DISTRIBUTION CUMBERLAND
CARLISLE ROAD
BRAMPTON

Edge of Town
Industrial Zone
Total Gross floor area: 4007 sqm
Survey date: WEDNESDAY *19/06/24* *Survey Type: MANUAL*

2 HC-02-F-03 PPE DISTRIBUTION HAMPSHIRE
WARSASH ROAD
PARK GATE

Edge of Town
Industrial Zone
Total Gross floor area: 3665 sqm
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

3 NY-02-F-01 REMOVALS SERVICE NORTH YORKSHIRE
GRIMBALD CRAG CLOSE
KNARESBOROUGH

Edge of Town
Industrial Zone
Total Gross floor area: 1750 sqm
Survey date: MONDAY *19/06/23* *Survey Type: MANUAL*

4 TB-02-F-01 OPTICS WAREHOUSE TORBAY
ALDERS WAY
PAIGNTON

Edge of Town
Industrial Zone
Total Gross floor area: 190 sqm
Survey date: FRIDAY *29/03/19* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-F-01	Covid-19

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	2099	0.119	2	2099	0.071	2	2099	0.190
05:30 - 06:00	2	2099	0.214	2	2099	0.143	2	2099	0.357
06:00 - 06:30	2	2099	0.143	2	2099	0.143	2	2099	0.286
06:30 - 07:00	2	2099	0.071	2	2099	0.191	2	2099	0.262
07:00 - 07:30	4	2403	0.156	4	2403	0.083	4	2403	0.239
07:30 - 08:00	4	2403	0.094	4	2403	0.073	4	2403	0.167
08:00 - 08:30	4	2403	0.083	4	2403	0.052	4	2403	0.135
08:30 - 09:00	4	2403	0.104	4	2403	0.094	4	2403	0.198
09:00 - 09:30	4	2403	0.083	4	2403	0.031	4	2403	0.114
09:30 - 10:00	4	2403	0.125	4	2403	0.052	4	2403	0.177
10:00 - 10:30	4	2403	0.094	4	2403	0.114	4	2403	0.208
10:30 - 11:00	4	2403	0.198	4	2403	0.135	4	2403	0.333
11:00 - 11:30	4	2403	0.083	4	2403	0.073	4	2403	0.156
11:30 - 12:00	4	2403	0.073	4	2403	0.104	4	2403	0.177
12:00 - 12:30	4	2403	0.135	4	2403	0.094	4	2403	0.229
12:30 - 13:00	4	2403	0.125	4	2403	0.146	4	2403	0.271
13:00 - 13:30	4	2403	0.198	4	2403	0.114	4	2403	0.312
13:30 - 14:00	4	2403	0.083	4	2403	0.083	4	2403	0.166
14:00 - 14:30	4	2403	0.208	4	2403	0.198	4	2403	0.406
14:30 - 15:00	4	2403	0.094	4	2403	0.166	4	2403	0.260
15:00 - 15:30	4	2403	0.073	4	2403	0.323	4	2403	0.396
15:30 - 16:00	4	2403	0.125	4	2403	0.104	4	2403	0.229
16:00 - 16:30	4	2403	0.135	4	2403	0.187	4	2403	0.322
16:30 - 17:00	4	2403	0.052	4	2403	0.073	4	2403	0.125
17:00 - 17:30	4	2403	0.083	4	2403	0.156	4	2403	0.239
17:30 - 18:00	4	2403	0.042	4	2403	0.146	4	2403	0.188
18:00 - 18:30	4	2403	0.021	4	2403	0.021	4	2403	0.042
18:30 - 19:00	4	2403	0.021	4	2403	0.021	4	2403	0.042
19:00 - 19:30	2	2099	0.071	2	2099	0.071	2	2099	0.142
19:30 - 20:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
20:00 - 20:30	2	2099	0.000	2	2099	0.024	2	2099	0.024
20:30 - 21:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.106			3.286			6.392

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.*

Parameter summary

Trip rate parameter range selected:	190 - 4007 (units: sqm)
Survey date date range:	01/01/16 - 19/06/24
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:	1

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
05:30 - 06:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
06:00 - 06:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
06:30 - 07:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
07:00 - 07:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
07:30 - 08:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
08:00 - 08:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
08:30 - 09:00	4	2403	0.010	4	2403	0.010	4	2403	0.020
09:00 - 09:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
09:30 - 10:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
10:00 - 10:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
10:30 - 11:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
11:00 - 11:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
11:30 - 12:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
12:00 - 12:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
12:30 - 13:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
13:00 - 13:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
13:30 - 14:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
14:00 - 14:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
14:30 - 15:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
15:00 - 15:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
15:30 - 16:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
16:00 - 16:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
16:30 - 17:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
17:00 - 17:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
17:30 - 18:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
18:00 - 18:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
18:30 - 19:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
19:00 - 19:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
19:30 - 20:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
20:00 - 20:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
20:30 - 21:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.010			0.010			0.020

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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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	2099	0.024	2	2099	0.024	2	2099	0.048
05:30 - 06:00	2	2099	0.071	2	2099	0.095	2	2099	0.166
06:00 - 06:30	2	2099	0.095	2	2099	0.119	2	2099	0.214
06:30 - 07:00	2	2099	0.024	2	2099	0.167	2	2099	0.191
07:00 - 07:30	4	2403	0.021	4	2403	0.052	4	2403	0.073
07:30 - 08:00	4	2403	0.010	4	2403	0.042	4	2403	0.052
08:00 - 08:30	4	2403	0.052	4	2403	0.052	4	2403	0.104
08:30 - 09:00	4	2403	0.010	4	2403	0.010	4	2403	0.020
09:00 - 09:30	4	2403	0.052	4	2403	0.031	4	2403	0.083
09:30 - 10:00	4	2403	0.062	4	2403	0.031	4	2403	0.093
10:00 - 10:30	4	2403	0.031	4	2403	0.083	4	2403	0.114
10:30 - 11:00	4	2403	0.042	4	2403	0.021	4	2403	0.063
11:00 - 11:30	4	2403	0.021	4	2403	0.010	4	2403	0.031
11:30 - 12:00	4	2403	0.031	4	2403	0.031	4	2403	0.062
12:00 - 12:30	4	2403	0.052	4	2403	0.042	4	2403	0.094
12:30 - 13:00	4	2403	0.042	4	2403	0.042	4	2403	0.084
13:00 - 13:30	4	2403	0.042	4	2403	0.031	4	2403	0.073
13:30 - 14:00	4	2403	0.021	4	2403	0.042	4	2403	0.063
14:00 - 14:30	4	2403	0.114	4	2403	0.083	4	2403	0.197
14:30 - 15:00	4	2403	0.010	4	2403	0.010	4	2403	0.020
15:00 - 15:30	4	2403	0.052	4	2403	0.042	4	2403	0.094
15:30 - 16:00	4	2403	0.052	4	2403	0.042	4	2403	0.094
16:00 - 16:30	4	2403	0.052	4	2403	0.083	4	2403	0.135
16:30 - 17:00	4	2403	0.010	4	2403	0.021	4	2403	0.031
17:00 - 17:30	4	2403	0.042	4	2403	0.031	4	2403	0.073
17:30 - 18:00	4	2403	0.021	4	2403	0.010	4	2403	0.031
18:00 - 18:30	4	2403	0.021	4	2403	0.010	4	2403	0.031
18:30 - 19:00	4	2403	0.021	4	2403	0.000	4	2403	0.021
19:00 - 19:30	2	2099	0.024	2	2099	0.000	2	2099	0.024
19:30 - 20:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
20:00 - 20:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
20:30 - 21:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.122			1.257			2.379

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
05:30 - 06:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
06:00 - 06:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
06:30 - 07:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
07:00 - 07:30	4	2403	0.000	4	2403	0.010	4	2403	0.010
07:30 - 08:00	4	2403	0.000	4	2403	0.021	4	2403	0.021
08:00 - 08:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
08:30 - 09:00	4	2403	0.021	4	2403	0.000	4	2403	0.021
09:00 - 09:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
09:30 - 10:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
10:00 - 10:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
10:30 - 11:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
11:00 - 11:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
11:30 - 12:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
12:00 - 12:30	4	2403	0.010	4	2403	0.000	4	2403	0.010
12:30 - 13:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
13:00 - 13:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
13:30 - 14:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
14:00 - 14:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
14:30 - 15:00	4	2403	0.000	4	2403	0.021	4	2403	0.021
15:00 - 15:30	4	2403	0.000	4	2403	0.010	4	2403	0.010
15:30 - 16:00	4	2403	0.010	4	2403	0.000	4	2403	0.010
16:00 - 16:30	4	2403	0.021	4	2403	0.000	4	2403	0.021
16:30 - 17:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
17:00 - 17:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
17:30 - 18:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
18:00 - 18:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
18:30 - 19:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
19:00 - 19:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
19:30 - 20:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
20:00 - 20:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
20:30 - 21:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.062			0.062			0.124

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
05:30 - 06:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
06:00 - 06:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
06:30 - 07:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
07:00 - 07:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
07:30 - 08:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
08:00 - 08:30	4	2403	0.010	4	2403	0.000	4	2403	0.010
08:30 - 09:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
09:00 - 09:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
09:30 - 10:00	4	2403	0.000	4	2403	0.010	4	2403	0.010
10:00 - 10:30	4	2403	0.010	4	2403	0.000	4	2403	0.010
10:30 - 11:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
11:00 - 11:30	4	2403	0.010	4	2403	0.000	4	2403	0.010
11:30 - 12:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
12:00 - 12:30	4	2403	0.010	4	2403	0.000	4	2403	0.010
12:30 - 13:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
13:00 - 13:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
13:30 - 14:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
14:00 - 14:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
14:30 - 15:00	4	2403	0.000	4	2403	0.010	4	2403	0.010
15:00 - 15:30	4	2403	0.000	4	2403	0.021	4	2403	0.021
15:30 - 16:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
16:00 - 16:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
16:30 - 17:00	4	2403	0.000	4	2403	0.010	4	2403	0.010
17:00 - 17:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
17:30 - 18:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
18:00 - 18:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
18:30 - 19:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
19:00 - 19:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
19:30 - 20:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
20:00 - 20:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
20:30 - 21:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.040			0.051			0.091

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	2099	0.048	2	2099	0.024	2	2099	0.072
05:30 - 06:00	2	2099	0.143	2	2099	0.024	2	2099	0.167
06:00 - 06:30	2	2099	0.048	2	2099	0.000	2	2099	0.048
06:30 - 07:00	2	2099	0.048	2	2099	0.024	2	2099	0.072
07:00 - 07:30	4	2403	0.094	4	2403	0.010	4	2403	0.104
07:30 - 08:00	4	2403	0.083	4	2403	0.000	4	2403	0.083
08:00 - 08:30	4	2403	0.031	4	2403	0.000	4	2403	0.031
08:30 - 09:00	4	2403	0.042	4	2403	0.042	4	2403	0.084
09:00 - 09:30	4	2403	0.031	4	2403	0.000	4	2403	0.031
09:30 - 10:00	4	2403	0.052	4	2403	0.021	4	2403	0.073
10:00 - 10:30	4	2403	0.031	4	2403	0.021	4	2403	0.052
10:30 - 11:00	4	2403	0.094	4	2403	0.042	4	2403	0.136
11:00 - 11:30	4	2403	0.042	4	2403	0.042	4	2403	0.084
11:30 - 12:00	4	2403	0.042	4	2403	0.052	4	2403	0.094
12:00 - 12:30	4	2403	0.052	4	2403	0.031	4	2403	0.083
12:30 - 13:00	4	2403	0.052	4	2403	0.083	4	2403	0.135
13:00 - 13:30	4	2403	0.114	4	2403	0.052	4	2403	0.166
13:30 - 14:00	4	2403	0.052	4	2403	0.031	4	2403	0.083
14:00 - 14:30	4	2403	0.073	4	2403	0.104	4	2403	0.177
14:30 - 15:00	4	2403	0.062	4	2403	0.094	4	2403	0.156
15:00 - 15:30	4	2403	0.021	4	2403	0.239	4	2403	0.260
15:30 - 16:00	4	2403	0.031	4	2403	0.031	4	2403	0.062
16:00 - 16:30	4	2403	0.031	4	2403	0.083	4	2403	0.114
16:30 - 17:00	4	2403	0.042	4	2403	0.052	4	2403	0.094
17:00 - 17:30	4	2403	0.021	4	2403	0.114	4	2403	0.135
17:30 - 18:00	4	2403	0.010	4	2403	0.135	4	2403	0.145
18:00 - 18:30	4	2403	0.000	4	2403	0.010	4	2403	0.010
18:30 - 19:00	4	2403	0.000	4	2403	0.021	4	2403	0.021
19:00 - 19:30	2	2099	0.024	2	2099	0.048	2	2099	0.072
19:30 - 20:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
20:00 - 20:30	2	2099	0.000	2	2099	0.024	2	2099	0.024
20:30 - 21:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.414			1.454			2.868

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	2099	0.048	2	2099	0.024	2	2099	0.072
05:30 - 06:00	2	2099	0.000	2	2099	0.024	2	2099	0.024
06:00 - 06:30	2	2099	0.000	2	2099	0.024	2	2099	0.024
06:30 - 07:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
07:00 - 07:30	4	2403	0.031	4	2403	0.010	4	2403	0.041
07:30 - 08:00	4	2403	0.000	4	2403	0.010	4	2403	0.010
08:00 - 08:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
08:30 - 09:00	4	2403	0.021	4	2403	0.031	4	2403	0.052
09:00 - 09:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
09:30 - 10:00	4	2403	0.010	4	2403	0.000	4	2403	0.010
10:00 - 10:30	4	2403	0.021	4	2403	0.010	4	2403	0.031
10:30 - 11:00	4	2403	0.052	4	2403	0.073	4	2403	0.125
11:00 - 11:30	4	2403	0.010	4	2403	0.021	4	2403	0.031
11:30 - 12:00	4	2403	0.000	4	2403	0.010	4	2403	0.010
12:00 - 12:30	4	2403	0.021	4	2403	0.021	4	2403	0.042
12:30 - 13:00	4	2403	0.021	4	2403	0.021	4	2403	0.042
13:00 - 13:30	4	2403	0.042	4	2403	0.031	4	2403	0.073
13:30 - 14:00	4	2403	0.010	4	2403	0.010	4	2403	0.020
14:00 - 14:30	4	2403	0.021	4	2403	0.010	4	2403	0.031
14:30 - 15:00	4	2403	0.021	4	2403	0.031	4	2403	0.052
15:00 - 15:30	4	2403	0.000	4	2403	0.021	4	2403	0.021
15:30 - 16:00	4	2403	0.031	4	2403	0.021	4	2403	0.052
16:00 - 16:30	4	2403	0.021	4	2403	0.021	4	2403	0.042
16:30 - 17:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
17:00 - 17:30	4	2403	0.021	4	2403	0.010	4	2403	0.031
17:30 - 18:00	4	2403	0.010	4	2403	0.000	4	2403	0.010
18:00 - 18:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
18:30 - 19:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
19:00 - 19:30	2	2099	0.024	2	2099	0.024	2	2099	0.048
19:30 - 20:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
20:00 - 20:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
20:30 - 21:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.436			0.458			0.894

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
05:30 - 06:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
06:00 - 06:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
06:30 - 07:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
07:00 - 07:30	4	2403	0.010	4	2403	0.000	4	2403	0.010
07:30 - 08:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
08:00 - 08:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
08:30 - 09:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
09:00 - 09:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
09:30 - 10:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
10:00 - 10:30	4	2403	0.010	4	2403	0.000	4	2403	0.010
10:30 - 11:00	4	2403	0.010	4	2403	0.000	4	2403	0.010
11:00 - 11:30	4	2403	0.010	4	2403	0.000	4	2403	0.010
11:30 - 12:00	4	2403	0.000	4	2403	0.010	4	2403	0.010
12:00 - 12:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
12:30 - 13:00	4	2403	0.010	4	2403	0.000	4	2403	0.010
13:00 - 13:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
13:30 - 14:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
14:00 - 14:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
14:30 - 15:00	4	2403	0.000	4	2403	0.010	4	2403	0.010
15:00 - 15:30	4	2403	0.000	4	2403	0.010	4	2403	0.010
15:30 - 16:00	4	2403	0.000	4	2403	0.010	4	2403	0.010
16:00 - 16:30	4	2403	0.010	4	2403	0.000	4	2403	0.010
16:30 - 17:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
17:00 - 17:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
17:30 - 18:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
18:00 - 18:30	4	2403	0.000	4	2403	0.000	4	2403	0.000
18:30 - 19:00	4	2403	0.000	4	2403	0.000	4	2403	0.000
19:00 - 19:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
19:30 - 20:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
20:00 - 20:30	2	2099	0.000	2	2099	0.000	2	2099	0.000
20:30 - 21:00	2	2099	0.000	2	2099	0.000	2	2099	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.060			0.040			0.100

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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Appendix F

TRICS Output Data – B2

Motion High Street Guildford Licence No: 734001

Calculation Reference: AUDIT-734001-250129-0131

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days
	LC	LANCASHIRE	2 days
09	NORTH		
	CU	CUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	150 to 4324 (units: sqm)
Range Selected by User:	150 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 04/10/23

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	8 days
Friday	1 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

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

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	13
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	18 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	14 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	9 days

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

Travel Plan:

No	14 days

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

PTAL Rating:

No PTAL Present	14 days

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

LIST OF SITES relevant to selection parameters

1 BP-02-C-01 POWDER COATINGS BLACKPOOL
CHORLEY ROAD
BLACKPOOL
LITTLE CARLETON
Edge of Town
Industrial Zone
Total Gross floor area: 1010 sqm
Survey date: THURSDAY 20/06/19 *Survey Type: MANUAL*

2 CU-02-C-01 STEEL FABRICATION CUMBERLAND
BLACKDYKE ROAD
CARLISLE
KINGSTOWN IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 715 sqm
Survey date: FRIDAY 15/10/21 *Survey Type: MANUAL*

3 DS-02-C-02 GLASS SPECIALISTS DERBYSHIRE
STONEGRAVELS LANE
CHESTERFIELD

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 530 sqm
Survey date: WEDNESDAY 04/10/23 *Survey Type: MANUAL*

4 DV-02-C-02 ENERGY RECOVERY FACILITY DEVON
GRACE ROAD SOUTH
EXETER
MARSH BARTON TRAD. EST.
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 3513 sqm
Survey date: THURSDAY 06/07/17 *Survey Type: MANUAL*

5 HC-02-C-01 ENGINEERING COMPANY HAMPSHIRE
JAYS CLOSE
BASINGSTOKE

Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: THURSDAY 16/06/16 *Survey Type: MANUAL*

6 LC-02-C-03 TIMBER SUPPLIES LANCASHIRE
GOLDEN HILL LANE
LEYLAND

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 150 sqm
Survey date: TUESDAY 06/11/18 *Survey Type: MANUAL*

7 LC-02-C-06 STEEL FABRICATION LANCASHIRE
TOLLGATE ROAD
BURSCOUGH

Edge of Town
Industrial Zone
Total Gross floor area: 700 sqm
Survey date: THURSDAY 21/04/22 *Survey Type: MANUAL*

8 NF-02-C-03 SHEET METAL CONTRACTOR NORFOLK
ELVIN WAY
NORWICH
HELLESDON
Edge of Town
Industrial Zone
Total Gross floor area: 260 sqm
Survey date: THURSDAY 07/11/19 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 NF-02-C-04 EXHIBITION DESIGN & MANUF. NORFOLK
FLETCHER WAY
NORWICH
UPPER HELLESDON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 690 sqm
Survey date: THURSDAY 14/11/19 Survey Type: MANUAL

10 NY-02-C-03 WORKWEAR MANUFACTURER NORTH YORKSHIRE
WETHERBY ROAD
KNARESBOROUGH

Edge of Town
Industrial Zone
Total Gross floor area: 1500 sqm
Survey date: THURSDAY 29/06/23 Survey Type: MANUAL

11 PB-02-C-01 STEEL FABRICATOR PETERBOROUGH
NEWARK ROAD
PETERBOROUGH
FENGATE
Edge of Town
Industrial Zone
Total Gross floor area: 1772 sqm
Survey date: THURSDAY 29/09/22 Survey Type: MANUAL

12 SM-02-C-01 WET BLASTING EQUIPMENT SOMERSET
ROBINS DRIVE
BRIDGWATER

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 2300 sqm
Survey date: WEDNESDAY 14/09/22 Survey Type: MANUAL

13 WM-02-C-04 FOUNDRY WEST MIDLANDS
STOURVALE ROAD
STOURBRIDGE
LYE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 4324 sqm
Survey date: TUESDAY 21/11/17 Survey Type: MANUAL

14 WM-02-C-05 INDIAN CATERING WEST MIDLANDS
ICKNIELD STREET
BIRMINGHAM
HOCKLEY
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 256 sqm
Survey date: MONDAY 22/11/21 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-C-01	Covid-19
EC-02-C-02	Covid-19
GS-02-C-02	Covid-19
LC-02-C-05	Covid-19
NN-02-C-01	Covid-19
TV-02-C-02	Covid-19

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	700	0.000	1	700	0.000	1	700	0.000
05:30 - 06:00	1	700	0.000	1	700	0.000	1	700	0.000
06:00 - 06:30	1	700	0.143	1	700	0.000	1	700	0.143
06:30 - 07:00	1	700	0.286	1	700	0.143	1	700	0.429
07:00 - 07:30	13	1574	0.137	13	1574	0.029	13	1574	0.166
07:30 - 08:00	13	1574	0.249	13	1574	0.049	13	1574	0.298
08:00 - 08:30	13	1574	0.323	13	1574	0.059	13	1574	0.382
08:30 - 09:00	13	1574	0.371	13	1574	0.088	13	1574	0.459
09:00 - 09:30	14	1480	0.208	14	1480	0.092	14	1480	0.300
09:30 - 10:00	14	1480	0.145	14	1480	0.130	14	1480	0.275
10:00 - 10:30	14	1480	0.130	14	1480	0.097	14	1480	0.227
10:30 - 11:00	14	1480	0.150	14	1480	0.145	14	1480	0.295
11:00 - 11:30	14	1480	0.130	14	1480	0.140	14	1480	0.270
11:30 - 12:00	14	1480	0.121	14	1480	0.101	14	1480	0.222
12:00 - 12:30	14	1480	0.154	14	1480	0.179	14	1480	0.333
12:30 - 13:00	14	1480	0.140	14	1480	0.169	14	1480	0.309
13:00 - 13:30	14	1480	0.150	14	1480	0.203	14	1480	0.353
13:30 - 14:00	14	1480	0.135	14	1480	0.130	14	1480	0.265
14:00 - 14:30	14	1480	0.140	14	1480	0.121	14	1480	0.261
14:30 - 15:00	14	1480	0.063	14	1480	0.111	14	1480	0.174
15:00 - 15:30	14	1480	0.125	14	1480	0.125	14	1480	0.250
15:30 - 16:00	14	1480	0.068	14	1480	0.135	14	1480	0.203
16:00 - 16:30	14	1480	0.058	14	1480	0.198	14	1480	0.256
16:30 - 17:00	14	1480	0.014	14	1480	0.212	14	1480	0.226
17:00 - 17:30	14	1480	0.024	14	1480	0.246	14	1480	0.270
17:30 - 18:00	14	1480	0.019	14	1480	0.154	14	1480	0.173
18:00 - 18:30	13	1553	0.010	13	1553	0.084	13	1553	0.094
18:30 - 19:00	13	1553	0.005	13	1553	0.059	13	1553	0.064
19:00 - 19:30	2	478	0.000	2	478	0.105	2	478	0.105
19:30 - 20:00	2	478	0.000	2	478	0.000	2	478	0.000
20:00 - 20:30	1	700	0.000	1	700	0.000	1	700	0.000
20:30 - 21:00	1	700	0.000	1	700	0.000	1	700	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.498			3.304			6.802

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.*

Parameter summary

Trip rate parameter range selected:	150 - 4324 (units: sqm)
Survey date date range:	01/01/16 - 04/10/23
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	700	0.000	1	700	0.000	1	700	0.000
05:30 - 06:00	1	700	0.000	1	700	0.000	1	700	0.000
06:00 - 06:30	1	700	0.000	1	700	0.000	1	700	0.000
06:30 - 07:00	1	700	0.000	1	700	0.000	1	700	0.000
07:00 - 07:30	13	1574	0.000	13	1574	0.000	13	1574	0.000
07:30 - 08:00	13	1574	0.000	13	1574	0.000	13	1574	0.000
08:00 - 08:30	13	1574	0.000	13	1574	0.000	13	1574	0.000
08:30 - 09:00	13	1574	0.000	13	1574	0.000	13	1574	0.000
09:00 - 09:30	14	1480	0.005	14	1480	0.005	14	1480	0.010
09:30 - 10:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
10:00 - 10:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
10:30 - 11:00	14	1480	0.005	14	1480	0.005	14	1480	0.010
11:00 - 11:30	14	1480	0.005	14	1480	0.005	14	1480	0.010
11:30 - 12:00	14	1480	0.005	14	1480	0.005	14	1480	0.010
12:00 - 12:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
12:30 - 13:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
13:00 - 13:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
13:30 - 14:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
14:00 - 14:30	14	1480	0.014	14	1480	0.014	14	1480	0.028
14:30 - 15:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
15:00 - 15:30	14	1480	0.005	14	1480	0.005	14	1480	0.010
15:30 - 16:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
16:00 - 16:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
16:30 - 17:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
17:00 - 17:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
17:30 - 18:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
18:00 - 18:30	13	1553	0.000	13	1553	0.000	13	1553	0.000
18:30 - 19:00	13	1553	0.005	13	1553	0.005	13	1553	0.010
19:00 - 19:30	2	478	0.000	2	478	0.000	2	478	0.000
19:30 - 20:00	2	478	0.000	2	478	0.000	2	478	0.000
20:00 - 20:30	1	700	0.000	1	700	0.000	1	700	0.000
20:30 - 21:00	1	700	0.000	1	700	0.000	1	700	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.044			0.044			0.088

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	700	0.000	1	700	0.000	1	700	0.000
05:30 - 06:00	1	700	0.000	1	700	0.000	1	700	0.000
06:00 - 06:30	1	700	0.000	1	700	0.000	1	700	0.000
06:30 - 07:00	1	700	0.143	1	700	0.143	1	700	0.286
07:00 - 07:30	13	1574	0.024	13	1574	0.010	13	1574	0.034
07:30 - 08:00	13	1574	0.015	13	1574	0.024	13	1574	0.039
08:00 - 08:30	13	1574	0.020	13	1574	0.020	13	1574	0.040
08:30 - 09:00	13	1574	0.029	13	1574	0.024	13	1574	0.053
09:00 - 09:30	14	1480	0.019	14	1480	0.019	14	1480	0.038
09:30 - 10:00	14	1480	0.053	14	1480	0.053	14	1480	0.106
10:00 - 10:30	14	1480	0.043	14	1480	0.029	14	1480	0.072
10:30 - 11:00	14	1480	0.014	14	1480	0.029	14	1480	0.043
11:00 - 11:30	14	1480	0.024	14	1480	0.019	14	1480	0.043
11:30 - 12:00	14	1480	0.034	14	1480	0.029	14	1480	0.063
12:00 - 12:30	14	1480	0.068	14	1480	0.058	14	1480	0.126
12:30 - 13:00	14	1480	0.034	14	1480	0.048	14	1480	0.082
13:00 - 13:30	14	1480	0.034	14	1480	0.029	14	1480	0.063
13:30 - 14:00	14	1480	0.029	14	1480	0.024	14	1480	0.053
14:00 - 14:30	14	1480	0.019	14	1480	0.019	14	1480	0.038
14:30 - 15:00	14	1480	0.010	14	1480	0.014	14	1480	0.024
15:00 - 15:30	14	1480	0.024	14	1480	0.029	14	1480	0.053
15:30 - 16:00	14	1480	0.010	14	1480	0.024	14	1480	0.034
16:00 - 16:30	14	1480	0.014	14	1480	0.014	14	1480	0.028
16:30 - 17:00	14	1480	0.000	14	1480	0.010	14	1480	0.010
17:00 - 17:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
17:30 - 18:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
18:00 - 18:30	13	1553	0.000	13	1553	0.000	13	1553	0.000
18:30 - 19:00	13	1553	0.000	13	1553	0.000	13	1553	0.000
19:00 - 19:30	2	478	0.000	2	478	0.000	2	478	0.000
19:30 - 20:00	2	478	0.000	2	478	0.000	2	478	0.000
20:00 - 20:30	1	700	0.000	1	700	0.000	1	700	0.000
20:30 - 21:00	1	700	0.000	1	700	0.000	1	700	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.660			0.668			1.328

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	700	0.000	1	700	0.000	1	700	0.000
05:30 - 06:00	1	700	0.000	1	700	0.000	1	700	0.000
06:00 - 06:30	1	700	0.000	1	700	0.000	1	700	0.000
06:30 - 07:00	1	700	0.000	1	700	0.000	1	700	0.000
07:00 - 07:30	13	1574	0.010	13	1574	0.000	13	1574	0.010
07:30 - 08:00	13	1574	0.024	13	1574	0.000	13	1574	0.024
08:00 - 08:30	13	1574	0.005	13	1574	0.000	13	1574	0.005
08:30 - 09:00	13	1574	0.015	13	1574	0.000	13	1574	0.015
09:00 - 09:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
09:30 - 10:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
10:00 - 10:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
10:30 - 11:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
11:00 - 11:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
11:30 - 12:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
12:00 - 12:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
12:30 - 13:00	14	1480	0.000	14	1480	0.005	14	1480	0.005
13:00 - 13:30	14	1480	0.005	14	1480	0.005	14	1480	0.010
13:30 - 14:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
14:00 - 14:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
14:30 - 15:00	14	1480	0.000	14	1480	0.014	14	1480	0.014
15:00 - 15:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
15:30 - 16:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
16:00 - 16:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
16:30 - 17:00	14	1480	0.000	14	1480	0.014	14	1480	0.014
17:00 - 17:30	14	1480	0.000	14	1480	0.019	14	1480	0.019
17:30 - 18:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
18:00 - 18:30	13	1553	0.000	13	1553	0.000	13	1553	0.000
18:30 - 19:00	13	1553	0.000	13	1553	0.000	13	1553	0.000
19:00 - 19:30	2	478	0.000	2	478	0.000	2	478	0.000
19:30 - 20:00	2	478	0.000	2	478	0.000	2	478	0.000
20:00 - 20:30	1	700	0.000	1	700	0.000	1	700	0.000
20:30 - 21:00	1	700	0.000	1	700	0.000	1	700	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.059			0.057			0.116

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	700	0.000	1	700	0.000	1	700	0.000
05:30 - 06:00	1	700	0.000	1	700	0.000	1	700	0.000
06:00 - 06:30	1	700	0.143	1	700	0.000	1	700	0.143
06:30 - 07:00	1	700	0.000	1	700	0.000	1	700	0.000
07:00 - 07:30	13	1574	0.098	13	1574	0.020	13	1574	0.118
07:30 - 08:00	13	1574	0.195	13	1574	0.010	13	1574	0.205
08:00 - 08:30	13	1574	0.235	13	1574	0.010	13	1574	0.245
08:30 - 09:00	13	1574	0.279	13	1574	0.015	13	1574	0.294
09:00 - 09:30	14	1480	0.150	14	1480	0.029	14	1480	0.179
09:30 - 10:00	14	1480	0.039	14	1480	0.039	14	1480	0.078
10:00 - 10:30	14	1480	0.039	14	1480	0.024	14	1480	0.063
10:30 - 11:00	14	1480	0.053	14	1480	0.034	14	1480	0.087
11:00 - 11:30	14	1480	0.048	14	1480	0.053	14	1480	0.101
11:30 - 12:00	14	1480	0.039	14	1480	0.039	14	1480	0.078
12:00 - 12:30	14	1480	0.043	14	1480	0.082	14	1480	0.125
12:30 - 13:00	14	1480	0.048	14	1480	0.068	14	1480	0.116
13:00 - 13:30	14	1480	0.092	14	1480	0.111	14	1480	0.203
13:30 - 14:00	14	1480	0.077	14	1480	0.077	14	1480	0.154
14:00 - 14:30	14	1480	0.053	14	1480	0.039	14	1480	0.092
14:30 - 15:00	14	1480	0.019	14	1480	0.063	14	1480	0.082
15:00 - 15:30	14	1480	0.043	14	1480	0.048	14	1480	0.091
15:30 - 16:00	14	1480	0.029	14	1480	0.068	14	1480	0.097
16:00 - 16:30	14	1480	0.019	14	1480	0.121	14	1480	0.140
16:30 - 17:00	14	1480	0.010	14	1480	0.183	14	1480	0.193
17:00 - 17:30	14	1480	0.014	14	1480	0.212	14	1480	0.226
17:30 - 18:00	14	1480	0.010	14	1480	0.150	14	1480	0.160
18:00 - 18:30	13	1553	0.005	13	1553	0.084	13	1553	0.089
18:30 - 19:00	13	1553	0.000	13	1553	0.045	13	1553	0.045
19:00 - 19:30	2	478	0.000	2	478	0.105	2	478	0.105
19:30 - 20:00	2	478	0.000	2	478	0.000	2	478	0.000
20:00 - 20:30	1	700	0.000	1	700	0.000	1	700	0.000
20:30 - 21:00	1	700	0.000	1	700	0.000	1	700	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.780			1.729			3.509

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	700	0.000	1	700	0.000	1	700	0.000
05:30 - 06:00	1	700	0.000	1	700	0.000	1	700	0.000
06:00 - 06:30	1	700	0.000	1	700	0.000	1	700	0.000
06:30 - 07:00	1	700	0.143	1	700	0.000	1	700	0.143
07:00 - 07:30	13	1574	0.015	13	1574	0.000	13	1574	0.015
07:30 - 08:00	13	1574	0.029	13	1574	0.015	13	1574	0.044
08:00 - 08:30	13	1574	0.059	13	1574	0.029	13	1574	0.088
08:30 - 09:00	13	1574	0.064	13	1574	0.044	13	1574	0.108
09:00 - 09:30	14	1480	0.034	14	1480	0.039	14	1480	0.073
09:30 - 10:00	14	1480	0.048	14	1480	0.039	14	1480	0.087
10:00 - 10:30	14	1480	0.048	14	1480	0.043	14	1480	0.091
10:30 - 11:00	14	1480	0.077	14	1480	0.077	14	1480	0.154
11:00 - 11:30	14	1480	0.053	14	1480	0.063	14	1480	0.116
11:30 - 12:00	14	1480	0.043	14	1480	0.029	14	1480	0.072
12:00 - 12:30	14	1480	0.043	14	1480	0.039	14	1480	0.082
12:30 - 13:00	14	1480	0.058	14	1480	0.053	14	1480	0.111
13:00 - 13:30	14	1480	0.024	14	1480	0.058	14	1480	0.082
13:30 - 14:00	14	1480	0.024	14	1480	0.029	14	1480	0.053
14:00 - 14:30	14	1480	0.053	14	1480	0.048	14	1480	0.101
14:30 - 15:00	14	1480	0.034	14	1480	0.034	14	1480	0.068
15:00 - 15:30	14	1480	0.053	14	1480	0.039	14	1480	0.092
15:30 - 16:00	14	1480	0.029	14	1480	0.043	14	1480	0.072
16:00 - 16:30	14	1480	0.024	14	1480	0.058	14	1480	0.082
16:30 - 17:00	14	1480	0.005	14	1480	0.019	14	1480	0.024
17:00 - 17:30	14	1480	0.010	14	1480	0.024	14	1480	0.034
17:30 - 18:00	14	1480	0.010	14	1480	0.005	14	1480	0.015
18:00 - 18:30	13	1553	0.005	13	1553	0.000	13	1553	0.005
18:30 - 19:00	13	1553	0.000	13	1553	0.005	13	1553	0.005
19:00 - 19:30	2	478	0.000	2	478	0.000	2	478	0.000
19:30 - 20:00	2	478	0.000	2	478	0.000	2	478	0.000
20:00 - 20:30	1	700	0.000	1	700	0.000	1	700	0.000
20:30 - 21:00	1	700	0.000	1	700	0.000	1	700	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.985			0.832			1.817

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	700	0.000	1	700	0.000	1	700	0.000
05:30 - 06:00	1	700	0.000	1	700	0.000	1	700	0.000
06:00 - 06:30	1	700	0.000	1	700	0.000	1	700	0.000
06:30 - 07:00	1	700	0.000	1	700	0.000	1	700	0.000
07:00 - 07:30	13	1574	0.000	13	1574	0.000	13	1574	0.000
07:30 - 08:00	13	1574	0.010	13	1574	0.000	13	1574	0.010
08:00 - 08:30	13	1574	0.010	13	1574	0.000	13	1574	0.010
08:30 - 09:00	13	1574	0.000	13	1574	0.005	13	1574	0.005
09:00 - 09:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
09:30 - 10:00	14	1480	0.005	14	1480	0.000	14	1480	0.005
10:00 - 10:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
10:30 - 11:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
11:00 - 11:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
11:30 - 12:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
12:00 - 12:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
12:30 - 13:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
13:00 - 13:30	14	1480	0.000	14	1480	0.005	14	1480	0.005
13:30 - 14:00	14	1480	0.005	14	1480	0.000	14	1480	0.005
14:00 - 14:30	14	1480	0.000	14	1480	0.000	14	1480	0.000
14:30 - 15:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
15:00 - 15:30	14	1480	0.000	14	1480	0.005	14	1480	0.005
15:30 - 16:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
16:00 - 16:30	14	1480	0.000	14	1480	0.005	14	1480	0.005
16:30 - 17:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
17:00 - 17:30	14	1480	0.000	14	1480	0.010	14	1480	0.010
17:30 - 18:00	14	1480	0.000	14	1480	0.000	14	1480	0.000
18:00 - 18:30	13	1553	0.000	13	1553	0.000	13	1553	0.000
18:30 - 19:00	13	1553	0.000	13	1553	0.005	13	1553	0.005
19:00 - 19:30	2	478	0.000	2	478	0.000	2	478	0.000
19:30 - 20:00	2	478	0.000	2	478	0.000	2	478	0.000
20:00 - 20:30	1	700	0.000	1	700	0.000	1	700	0.000
20:30 - 21:00	1	700	0.000	1	700	0.000	1	700	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.030			0.035			0.065

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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Appendix G

TRICS Output Data – Office Use

Motion High Street Guildford Licence No: 734001

Calculation Reference: AUDIT-734001-250312-0330

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	500 to 1230 (units: sqm)
Range Selected by User:	118 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	3

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	1
Commercial Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	3 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

1 AK-02-A-01 OFFICES WAKEFIELD
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey date: TUESDAY 23/05/17 Survey Type: MANUAL

2 NF-02-A-04 BUILDING CONSULTANT NORFOLK
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY 13/11/19 Survey Type: MANUAL

3 WK-02-A-03 ENGINEERING CONSULTANTS WARWICKSHIRE
BUDBROOKE ROAD
WARWICK

Edge of Town
Industrial Zone
Total Gross floor area: 796 sqm
Survey date: WEDNESDAY 23/11/22 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GM-02-A-10	Covid-19
MS-02-A-03	Covid-19

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	842	0.317	3	842	0.040	3	842	0.357
07:30 - 08:00	3	842	1.069	3	842	0.000	3	842	1.069
08:00 - 08:30	3	842	1.623	3	842	0.079	3	842	1.702
08:30 - 09:00	3	842	0.990	3	842	0.158	3	842	1.148
09:00 - 09:30	3	842	0.752	3	842	0.198	3	842	0.950
09:30 - 10:00	3	842	0.119	3	842	0.079	3	842	0.198
10:00 - 10:30	3	842	0.198	3	842	0.079	3	842	0.277
10:30 - 11:00	3	842	0.238	3	842	0.000	3	842	0.238
11:00 - 11:30	3	842	0.079	3	842	0.158	3	842	0.237
11:30 - 12:00	3	842	0.158	3	842	0.317	3	842	0.475
12:00 - 12:30	3	842	0.356	3	842	0.435	3	842	0.791
12:30 - 13:00	3	842	0.317	3	842	0.752	3	842	1.069
13:00 - 13:30	3	842	0.396	3	842	0.119	3	842	0.515
13:30 - 14:00	3	842	0.435	3	842	0.198	3	842	0.633
14:00 - 14:30	3	842	0.040	3	842	0.040	3	842	0.080
14:30 - 15:00	3	842	0.158	3	842	0.158	3	842	0.316
15:00 - 15:30	3	842	0.277	3	842	0.238	3	842	0.515
15:30 - 16:00	3	842	0.040	3	842	0.356	3	842	0.396
16:00 - 16:30	3	842	0.040	3	842	0.396	3	842	0.436
16:30 - 17:00	3	842	0.238	3	842	1.821	3	842	2.059
17:00 - 17:30	3	842	0.000	3	842	1.029	3	842	1.029
17:30 - 18:00	3	842	0.000	3	842	0.911	3	842	0.911
18:00 - 18:30	2	648	0.077	2	648	0.694	2	648	0.771
18:30 - 19:00	2	648	0.000	2	648	0.000	2	648	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.917			8.255			16.172

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.*

Parameter summary

Trip rate parameter range selected:	500 - 1230 (units: sqm)
Survey date date range:	01/01/16 - 28/06/24
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:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	842	0.000	3	842	0.000	3	842	0.000
07:30 - 08:00	3	842	0.000	3	842	0.000	3	842	0.000
08:00 - 08:30	3	842	0.000	3	842	0.000	3	842	0.000
08:30 - 09:00	3	842	0.040	3	842	0.040	3	842	0.080
09:00 - 09:30	3	842	0.000	3	842	0.000	3	842	0.000
09:30 - 10:00	3	842	0.000	3	842	0.000	3	842	0.000
10:00 - 10:30	3	842	0.000	3	842	0.000	3	842	0.000
10:30 - 11:00	3	842	0.000	3	842	0.000	3	842	0.000
11:00 - 11:30	3	842	0.000	3	842	0.000	3	842	0.000
11:30 - 12:00	3	842	0.000	3	842	0.000	3	842	0.000
12:00 - 12:30	3	842	0.000	3	842	0.000	3	842	0.000
12:30 - 13:00	3	842	0.000	3	842	0.000	3	842	0.000
13:00 - 13:30	3	842	0.000	3	842	0.000	3	842	0.000
13:30 - 14:00	3	842	0.000	3	842	0.000	3	842	0.000
14:00 - 14:30	3	842	0.000	3	842	0.000	3	842	0.000
14:30 - 15:00	3	842	0.000	3	842	0.000	3	842	0.000
15:00 - 15:30	3	842	0.000	3	842	0.000	3	842	0.000
15:30 - 16:00	3	842	0.000	3	842	0.000	3	842	0.000
16:00 - 16:30	3	842	0.000	3	842	0.000	3	842	0.000
16:30 - 17:00	3	842	0.040	3	842	0.000	3	842	0.040
17:00 - 17:30	3	842	0.000	3	842	0.040	3	842	0.040
17:30 - 18:00	3	842	0.000	3	842	0.000	3	842	0.000
18:00 - 18:30	2	648	0.000	2	648	0.000	2	648	0.000
18:30 - 19:00	2	648	0.000	2	648	0.000	2	648	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.080			0.080			0.160

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	842	0.000	3	842	0.000	3	842	0.000
07:30 - 08:00	3	842	0.000	3	842	0.000	3	842	0.000
08:00 - 08:30	3	842	0.000	3	842	0.000	3	842	0.000
08:30 - 09:00	3	842	0.000	3	842	0.000	3	842	0.000
09:00 - 09:30	3	842	0.000	3	842	0.000	3	842	0.000
09:30 - 10:00	3	842	0.000	3	842	0.000	3	842	0.000
10:00 - 10:30	3	842	0.000	3	842	0.000	3	842	0.000
10:30 - 11:00	3	842	0.000	3	842	0.000	3	842	0.000
11:00 - 11:30	3	842	0.000	3	842	0.000	3	842	0.000
11:30 - 12:00	3	842	0.040	3	842	0.040	3	842	0.080
12:00 - 12:30	3	842	0.040	3	842	0.040	3	842	0.080
12:30 - 13:00	3	842	0.000	3	842	0.000	3	842	0.000
13:00 - 13:30	3	842	0.000	3	842	0.000	3	842	0.000
13:30 - 14:00	3	842	0.000	3	842	0.000	3	842	0.000
14:00 - 14:30	3	842	0.000	3	842	0.000	3	842	0.000
14:30 - 15:00	3	842	0.000	3	842	0.000	3	842	0.000
15:00 - 15:30	3	842	0.000	3	842	0.000	3	842	0.000
15:30 - 16:00	3	842	0.000	3	842	0.000	3	842	0.000
16:00 - 16:30	3	842	0.000	3	842	0.000	3	842	0.000
16:30 - 17:00	3	842	0.000	3	842	0.000	3	842	0.000
17:00 - 17:30	3	842	0.000	3	842	0.000	3	842	0.000
17:30 - 18:00	3	842	0.000	3	842	0.000	3	842	0.000
18:00 - 18:30	2	648	0.000	2	648	0.000	2	648	0.000
18:30 - 19:00	2	648	0.000	2	648	0.000	2	648	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.080			0.080			0.160

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	842	0.000	3	842	0.000	3	842	0.000
07:30 - 08:00	3	842	0.040	3	842	0.000	3	842	0.040
08:00 - 08:30	3	842	0.000	3	842	0.000	3	842	0.000
08:30 - 09:00	3	842	0.040	3	842	0.000	3	842	0.040
09:00 - 09:30	3	842	0.000	3	842	0.000	3	842	0.000
09:30 - 10:00	3	842	0.040	3	842	0.000	3	842	0.040
10:00 - 10:30	3	842	0.000	3	842	0.000	3	842	0.000
10:30 - 11:00	3	842	0.040	3	842	0.040	3	842	0.080
11:00 - 11:30	3	842	0.000	3	842	0.000	3	842	0.000
11:30 - 12:00	3	842	0.000	3	842	0.000	3	842	0.000
12:00 - 12:30	3	842	0.000	3	842	0.000	3	842	0.000
12:30 - 13:00	3	842	0.000	3	842	0.040	3	842	0.040
13:00 - 13:30	3	842	0.079	3	842	0.119	3	842	0.198
13:30 - 14:00	3	842	0.079	3	842	0.000	3	842	0.079
14:00 - 14:30	3	842	0.040	3	842	0.000	3	842	0.040
14:30 - 15:00	3	842	0.040	3	842	0.079	3	842	0.119
15:00 - 15:30	3	842	0.000	3	842	0.079	3	842	0.079
15:30 - 16:00	3	842	0.000	3	842	0.000	3	842	0.000
16:00 - 16:30	3	842	0.000	3	842	0.000	3	842	0.000
16:30 - 17:00	3	842	0.000	3	842	0.000	3	842	0.000
17:00 - 17:30	3	842	0.000	3	842	0.000	3	842	0.000
17:30 - 18:00	3	842	0.000	3	842	0.040	3	842	0.040
18:00 - 18:30	2	648	0.000	2	648	0.000	2	648	0.000
18:30 - 19:00	2	648	0.000	2	648	0.000	2	648	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.398			0.397			0.795

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	842	0.317	3	842	0.040	3	842	0.357
07:30 - 08:00	3	842	1.029	3	842	0.000	3	842	1.029
08:00 - 08:30	3	842	1.584	3	842	0.079	3	842	1.663
08:30 - 09:00	3	842	0.950	3	842	0.119	3	842	1.069
09:00 - 09:30	3	842	0.713	3	842	0.158	3	842	0.871
09:30 - 10:00	3	842	0.040	3	842	0.040	3	842	0.080
10:00 - 10:30	3	842	0.158	3	842	0.079	3	842	0.237
10:30 - 11:00	3	842	0.158	3	842	0.000	3	842	0.158
11:00 - 11:30	3	842	0.079	3	842	0.158	3	842	0.237
11:30 - 12:00	3	842	0.079	3	842	0.238	3	842	0.317
12:00 - 12:30	3	842	0.198	3	842	0.317	3	842	0.515
12:30 - 13:00	3	842	0.277	3	842	0.594	3	842	0.871
13:00 - 13:30	3	842	0.396	3	842	0.119	3	842	0.515
13:30 - 14:00	3	842	0.435	3	842	0.198	3	842	0.633
14:00 - 14:30	3	842	0.040	3	842	0.040	3	842	0.080
14:30 - 15:00	3	842	0.119	3	842	0.119	3	842	0.238
15:00 - 15:30	3	842	0.277	3	842	0.119	3	842	0.396
15:30 - 16:00	3	842	0.000	3	842	0.317	3	842	0.317
16:00 - 16:30	3	842	0.000	3	842	0.396	3	842	0.396
16:30 - 17:00	3	842	0.158	3	842	1.781	3	842	1.939
17:00 - 17:30	3	842	0.000	3	842	0.911	3	842	0.911
17:30 - 18:00	3	842	0.000	3	842	0.911	3	842	0.911
18:00 - 18:30	2	648	0.077	2	648	0.694	2	648	0.771
18:30 - 19:00	2	648	0.000	2	648	0.000	2	648	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.084			7.427			14.511

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	842	0.000	3	842	0.000	3	842	0.000
07:30 - 08:00	3	842	0.040	3	842	0.000	3	842	0.040
08:00 - 08:30	3	842	0.040	3	842	0.000	3	842	0.040
08:30 - 09:00	3	842	0.000	3	842	0.000	3	842	0.000
09:00 - 09:30	3	842	0.040	3	842	0.040	3	842	0.080
09:30 - 10:00	3	842	0.079	3	842	0.040	3	842	0.119
10:00 - 10:30	3	842	0.040	3	842	0.000	3	842	0.040
10:30 - 11:00	3	842	0.079	3	842	0.000	3	842	0.079
11:00 - 11:30	3	842	0.000	3	842	0.000	3	842	0.000
11:30 - 12:00	3	842	0.040	3	842	0.040	3	842	0.080
12:00 - 12:30	3	842	0.119	3	842	0.079	3	842	0.198
12:30 - 13:00	3	842	0.040	3	842	0.158	3	842	0.198
13:00 - 13:30	3	842	0.000	3	842	0.000	3	842	0.000
13:30 - 14:00	3	842	0.000	3	842	0.000	3	842	0.000
14:00 - 14:30	3	842	0.000	3	842	0.000	3	842	0.000
14:30 - 15:00	3	842	0.040	3	842	0.040	3	842	0.080
15:00 - 15:30	3	842	0.000	3	842	0.119	3	842	0.119
15:30 - 16:00	3	842	0.040	3	842	0.040	3	842	0.080
16:00 - 16:30	3	842	0.040	3	842	0.000	3	842	0.040
16:30 - 17:00	3	842	0.040	3	842	0.040	3	842	0.080
17:00 - 17:30	3	842	0.000	3	842	0.079	3	842	0.079
17:30 - 18:00	3	842	0.000	3	842	0.000	3	842	0.000
18:00 - 18:30	2	648	0.000	2	648	0.000	2	648	0.000
18:30 - 19:00	2	648	0.000	2	648	0.000	2	648	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.677			0.675			1.352

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

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

Appendix H

TRICS Output Data - Residential

Motion High Street Guildford Licence No: 734001

Calculation Reference: AUDIT-734001-250129-0100

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	4 days
	HF	HERTFORDSHIRE	1 days
	MW	MEDWAY	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	DC	DORSET	2 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	4 days
	PB	PETERBOROUGH	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	2 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
	IM	ISLE OF MAN	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	8 to 50 (units:)
Range Selected by User:	6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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:

Monday	6 days
Tuesday	5 days
Wednesday	11 days
Thursday	3 days
Friday	4 days

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

Selected survey types:

Manual count	28 days
Directional ATC Count	1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	21

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	28
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	26 days - Selected

Secondary Filtering selection:

Use Class:

C3	29 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	11 days
10,001 to 15,000	7 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	4 days
50,001 to 75,000	4 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	11 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	17 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	13 days
No	16 days

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

PTAL Rating:

No PTAL Present	29 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY 06/06/19 Survey Type: MANUAL

2 CT-03-A-01 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY 22/06/22 Survey Type: MANUAL

3 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY 19/11/21 Survey Type: MANUAL

4 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY 09/11/22 Survey Type: MANUAL

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY 28/03/17 Survey Type: MANUAL

6 ES-03-A-09 DETACHED & SEMI-DETACHED EAST SUSSEX
THE FAIRWAY
NEWHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY 13/03/23 Survey Type: MANUAL

7 ES-03-A-13 DETACHED HOUSES EAST SUSSEX
A265
HEATHFIELD

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY 18/03/24 Survey Type: MANUAL

8 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY 13/11/18 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY 31/10/18 Survey Type: MANUAL

10 HC-03-A-31 MIXED HOUSES & FLATS HAMPSHIRE
KILN ROAD
LIPHOOK

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: FRIDAY 07/10/22 Survey Type: MANUAL

11 HC-03-A-37 MIXED HOUSES HAMPSHIRE
REDFIELDS LANE
FLEET
CHURCH CROOKHAM
Edge of Town
Residential Zone
Total No of Dwellings: 50
Survey date: WEDNESDAY 27/03/24 Survey Type: MANUAL

12 HF-03-A-05 TERRACED HOUSES HERTFORDSHIRE
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: MONDAY 05/06/23 Survey Type: MANUAL

13 IM-03-A-05 MIXED HOUSES ISLE OF MAN
SCARLETT ROAD
CASTLETOWN

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: TUESDAY 21/05/24 Survey Type: MANUAL

14 LC-03-A-31 DETACHED HOUSES LANCASHIRE
GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: FRIDAY 17/11/17 Survey Type: MANUAL

15 MW-03-A-02 MIXED HOUSES MEDWAY
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY 06/06/22 Survey Type: MANUAL

16 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY 19/09/19 Survey Type: MANUAL

17 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY 12/09/18 Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

18 NF-03-A-37 MIXED HOUSES NORFOLK
GREENFIELDS ROAD
DEREHAM

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

19 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

20 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

21 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

22 NY-03-A-14 DETACHED & BUNGALOWS NORTH YORKSHIRE
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

23 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

24 SC-03-A-07 MIXED HOUSES SURREY
FOLLY HILL
FARNHAM

Edge of Town
Residential Zone
Total No of Dwellings: 41
Survey date: WEDNESDAY *11/05/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

25 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

26 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

27 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

28 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

29 WM-03-A-07 DETACHED HOUSES WEST MIDLANDS
EVESON ROAD
STOURBRIDGE
NORTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *18/09/24* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-03-A-01	Covid-19
WO-03-A-07	Covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	34	0.083	29	34	0.263	29	34	0.346
08:00 - 09:00	29	34	0.171	29	34	0.366	29	34	0.537
09:00 - 10:00	29	34	0.167	29	34	0.201	29	34	0.368
10:00 - 11:00	29	34	0.141	29	34	0.176	29	34	0.317
11:00 - 12:00	29	34	0.169	29	34	0.163	29	34	0.332
12:00 - 13:00	29	34	0.186	29	34	0.194	29	34	0.380
13:00 - 14:00	29	34	0.183	29	34	0.157	29	34	0.340
14:00 - 15:00	29	34	0.171	29	34	0.225	29	34	0.396
15:00 - 16:00	29	34	0.294	29	34	0.214	29	34	0.508
16:00 - 17:00	29	34	0.285	29	34	0.180	29	34	0.465
17:00 - 18:00	29	34	0.324	29	34	0.183	29	34	0.507
18:00 - 19:00	29	34	0.238	29	34	0.138	29	34	0.376
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.412			2.460			4.872

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.*

Parameter summary

Trip rate parameter range selected:	8 - 50 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	2

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.