

Transport Statement

Proposed Development at: Beckley Stud

Reeds Lane

Southwater

RH13 3DQ



Index

1	Introduction	4
	Policy Context	4
2	Policy and Guidance	5
	National Planning Policy Framework (NPPF)	5
	National Planning Practice Guide (NPPG)	6
	Manual for Streets (MfS)	7
	West Sussex County Council Local Transport Plan	8
3	Existing Site Details	11
4	Local Highway Network	12
	Accident Data	12
5	Modal Choice & Travel Data	13
	Bus Services	13
	Rail	13
	Walking and Cycling	14
6	Proposed Development	15
	Proposed Access	15
	Proposed Parking	15
	Servicing & Emergency Access	16
8	Conclusion	19

Schedule of Appendices

- A WSCC Highways Authority Consultation
- B Proposed Development Layout Plan
- C TRICS Output

Issue	Issue date	Compiled	Checked	Authorised
1	February 2022	EM	RW	LNS
1a	February 2022	EM	RW	LNS
1b	June 2022	EM	RW	LNS

Executive Summary

The site is located on Reeds Lane, in Southwater, West Sussex.

The proposals are for the retention of a steel-clad barn building at Beckley Stud for use by the applicant's business, 'Equine America UK' for the use of storage and distribution of stock.

This Transport Statement summarises the existing situation, local and national transport policy, the local highway network and modal choices available to future residents and considers the likely transport impact of the proposals through a trip forecasting exercise.

The proposals are in accordance with current policies and guidance provided by Horsham District Council and West Sussex County Council and are compliant with national guidance documents such as Manual for Streets and the National Planning Policy Framework 2021(NPPF).

Using the detailed TRICS database, the land-use change could result in 2 additional two-way trips in the peak AM period (0800-0900) and 2 additional two-way trips in the peak PM period (1700-1800). In reality, the levels of onsite staff associated with the proposed development is not due to increase and therefore the daily vehicle trips are unlikely to change. At the very most, the site might see a slight increase of LGV trips as the Beckley Stud will have a greater capacity for storage and distribution. The estimated level of trips generated by the development will therefore be negligible.

West Sussex County Council Highways Authority raised **no objections** based on highways grounds on the 14/06/2022 (see **Appendix A**). Overall, there are no material highway or transport impacts as a result of the proposals.

1 Introduction

- 1.1 This Transport Statement has been prepared for Lee Middleton in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 The site is situated on land off Reeds Lane, in Southwater, in Horsham District Council and the county of West Sussex. The existing site is used for equestrian purposes with a sand school, pet store and barns used for storage and housing horses.
- 1.3 GTA Civils and Transport Ltd has been commissioned by Lee Middleton to prepare a Transport Statement in connection with the proposals for the retention of a steel-clad barn building at Beckley Stud for use by the applicant's business, 'Equine America UK' for the use of storage and distribution of stock.

Policy Context

- 1.4 This Transport Assessment has been written in accordance with the following frameworks:
 - 2021 National Planning Policy Framework (NPPF);
 - 2014 National Planning Policy Guidance (NPPG);
 - Manual for Streets 1 & 2 (2007);
 - West Sussex County Council's Local Transport Plan;
 - Horsham District Planning Framework (2015).

2 Policy and Guidance

National Planning Policy Framework (NPPF)

- 2.1 The National Planning Policy Framework, first published in 2012 and last revised in July 2021, sets out the Governments planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally prepared plans for housing and other development can be produced.
- 2.2 NPPF supports sustainable development, with a 'presumption in favour of sustainable development', as set out in paragraph 10 and 11:

*"At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**:*

*For **plan-making** this means that:*

- a) plans all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;*
- b) strategic policies should as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance produces a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;*

*For **decision-taking** this means:*

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
- e) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- f) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

- 2.3 In the context of sustainable transport and in considering development proposals the NPPF states in paragraphs 110-113:

Paragraph 110, "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of the development and its location;
- safe and suitable access to the site can be achieved for all users; and
- 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 46; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111, "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Paragraph 112, "Within this context, 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."*

Paragraph 113, "All developments that will generate significant movement should be required to provide a travel plan and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

National Planning Practice Guide (NPPG)

- 2.4 National Planning Practice Guidance (NPPG) is supplementary advice intended to expand on and support the principles and practices of the National Planning Policy Framework (NPPF). It is managed and maintained by the Department of Communities & Local Government. Amongst other

things, NPPG provides advice on the need for, and the preparation of, Travel Plans, Transport Statements and Transport Assessments.

2.5 NPPG states that Travel Plans, Transport Assessments and Transport Assessments can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

2.6 NPPG advises that the key transport issues to be considered in a transport evidence base should:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms; and
- consider the cumulative impacts of existing and proposed development on transport networks.

Manual for Streets (MfS)

2.7 MfS and MfS2 was published in 2007 and 2010 and are referred to throughout the report.

2.8 The purpose of MfS was to help rebalance the function of residential streets which had on many occasions resulted in places that were dominated by motor vehicles, which failed to make a positive contribution to the quality of life. MfS demonstrates the benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways.

2.9 The 'Department for Transport' and 'Department for Communities and Local Government' support the guidance provided in the manuals, though importantly, they do not outline any new policies or legal requirements.

2.10 Some of the key aims for streets in the introduction, are as follows:

- help build and strengthen the communities they serve;
- meet the needs of all;
- form part of a well-connected network;

It also discourages designs that:

- primarily meet motor traffic needs;
- are difficult to serve by public transport.

2.11 MfS 2 applies the same principles to a wider variety of situations including both rural and urban. Both aim to deliver contextually sensitive designs, which involves understanding the unique landscape and role of individual modes of transport in the area.

West Sussex County Council Local Transport Plan

2.12 The Local Transport Plan (LTP3) for West Sussex covers the period 2011 to 2026 and was adopted by the County Council on March 2011.

The 4 main objectives of LTP3 are:

- Promoting Economic Growth;
- Tackling a Changing Climate;
- Providing Access to Services, Employment and Housing;
- Improving Safety, Security and Health.

Under each of these main objectives are the LTP3 strategies as shown below in **Table 2.1**:

Table 2.1 – LTP3 Themes and Objectives

LTP3 Objectives	LTP3 Strategies
Promoting Economic Growth	• Maintain or improve the reliability of journey times on key routes; • Improve connectivity and access to local labour markets and key centres; • Deliver transport improvements to support and facilitate sustainable growth; • Ensure local transport networks are resistant and adaptable to shocks and impacts including climate change.
Tackling a Changing Climate	• Adapt transport infrastructure to increase its resilience to the effects of climate change; • Support new low emission fuels, infrastructure and technologies; • Reduce unnecessary trips by motorised vehicles and encourage the use of more sustainable modes of transport; • Reduce the need to travel at all by encouraging provision of local services; • Reduce the carbon footprint of the County Council's own operations; • Maximise reuse and recycling of materials in construction and maintenance.

Providing Access to Services, Employment and Housing	• Identify problem areas by using survey approaches and accessibility mapping techniques where appropriate; • Work in partnership with service providers and stakeholders to set priorities; • Ensure that accessibility is a central consideration when planning local services; • Seek to ensure that places of work, education, leisure and food retail opportunities are located close together in new development; • Enable disadvantage people to access employment opportunities, key services, social networks and goods; • Encourage local delivery of services so that people have to travel less.
Improving Safety, Security and Health	• Reduce the risk of death or injury due to transport incidents through engineering, training and publicity particularly targeted at vulnerable road users; • Reduce crime, fear of crime and anti-social behaviour on the transport network; • Reduce the negative impacts of transport on public health; • To encourage and to enable physically active travel such as walking and cycling through behaviour change initiatives and provision of information and education; • Invest in new infrastructure which improves the County and creates safer conditions for all, and particularly vulnerable road users.

Horsham District Planning Framework (2015)

- 2.13 The Horsham District Planning Framework (HDPF) was adopted in November 2015 to replace the 2007 Core Strategy. The HDPF is the overarching plan for Horsham District outside of the South Downs National Park Authority. Specifically, key policies in relation to Transport are:

Policy 40

Sustainable Transport

- 2.14 *There is commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported. Development will be supported if it:*
1. *Is appropriate and in scale to the existing transport infrastructure, including public transport;*
 2. *Maintains and improves the existing transport system (road, rail, cycle);*
 3. *Is integrated with the wider network of routes, including public rights of way and cycle paths;*
 4. *Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions;*

5. *Is located in areas where there are, or will be a choice in the modes of transport available;*
6. *Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians;*
7. *Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport;*
8. *Develops innovative and adaptable approaches to public transport in the rural areas of the district;*
9. *Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods;*
10. *Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem.*

Policy 41

Parking

1. *Development should seek to improve parking in town centres so it is convenient, safe and secure. Parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality;*
2. *Adequate parking and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and the mobility impaired;*
3. *Development which involves the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere or the need for the development overrides the loss of parking and where necessary measures are in place to mitigate against the impact;*
4. *Planning permission will not be granted for off-airport parking facilities related to Gatwick Airport unless a need can be demonstrated and all realistic alternatives have been examined.*

3 Existing Site Details

- 3.1 The existing site is located on Reeds Lane, in Southwater, West Sussex. The existing site is used for equestrian purposes with a sand school, supplement supplier and barns used for storage and housing horses.
- 3.2 The site can be accessed via an existing bell-mouth junction onto Reeds Lane. This a gated bell-mouth access that is in good condition and surfaced with gravel.
- 3.3 An aerial view of the existing site can be seen in **Figure 3.1**, indicated by the red boundary line.

Figure 3.1 – Aerial View of the Site



4 Local Highway Network

- 4.1 The site is located on Reeds Lane. Reeds Lane is a narrow single-track road that is subject to a national 60mph speed limit.
- 4.2 The A24 is located 1km north of the site. The A24 is the north to south route that connects Clapham (London) to Worthing (West Sussex) via, Wimbledon, Dorking and Horsham. The A24 also plays a vital role in connecting regional hubs and airports in the surrounding area, notably the A264 to Crawley and Gatwick Airport.

Accident Data

- 4.3 Local vehicle incident records in a 250m vicinity of the site were reviewed for the years 2016-2020 using www.crashmap.co.uk. CrashMap uses data collected by the police about road traffic accidents occurring on British roads where someone is injured which is then compiled into an accessible format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 4.4 There have been no incidents over the last 5 years (2016-2020) in a 250m radius of the site. The details of these incidents can be seen in **Table 4.1** below. The absence of any accidents suggests that the proposals would not have an impact to the risk of highway incidents.

Figure 4.1 – Recorded Accident Crash Map



5 Modal Choice & Travel Data

Bus Services

- 5.1 The nearest bus stop to the site is Southwater Street bus stop, located approximately 1.5km (19-minute walk) southwest of the site access point. This bus stop provides a timetable and is operated by Metrobus and Sussex Coaches. Services during peak hours can be seen below in **Table 5.1**.

Table 5.1 – Weekday Local Bus Services to the Site (Southwater Street)

Service	Destination	Frequency in 0800 – 0900 AM peak hour	Frequency in 1700 – 1800 PM peak hour	Daily Frequency
98	Roffey to Southwater via Horsham Town Centre, Horsham Park & Ride	2	4	18
23	Worthing to Crawley via Broadwater, Findon, Washington, Ashington, Southwater, Horsham Park & Ride, Horsham, Roffey, Faygate, Kilnwood Vale, Bewbush	0	1	13

Rail

- 5.2 The nearest railway station is Horsham Railway Station, located approximately 4.2km (15-minute cycle) north of the site.
- 5.3 Services from this Station are operated by Southern Rail. Details of the typical weekday frequency and destinations of trains from Horsham Railway Station are outlined in **Table 5.2** below.

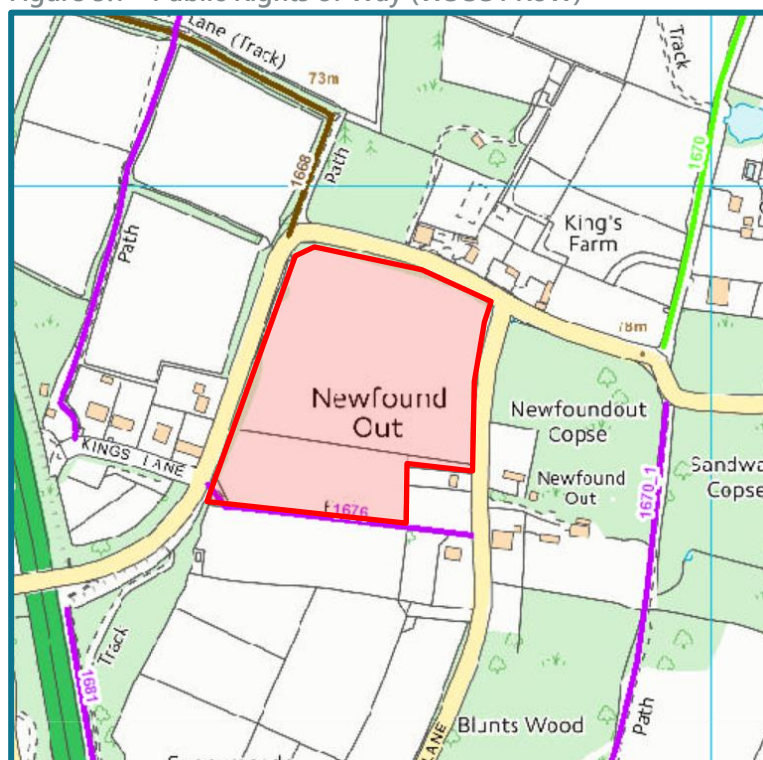
Table 5.2 - Typical Weekday Frequencies in Peak Hours from Horsham Railway Station

Destination	Frequency in 0800 – 0900 AM peak hour	Frequency in 1700 – 1800 PM peak hour	Adult Single	Adult Return
Bognor Regis	2	4	£12.60	£20.30
London Victoria	5	3	£21.90	£43.40
Peterborough	4	4	£33.75	£67.50
Portsmouth Harbour	3	3	£17.70	£24.50
Southampton Central	2	2	£17.70	£29.90

Walking and Cycling

- 5.4 The nearest footway is located on Southwater Street (500m west) and connects the site to Southwater village centre. There is one public rights of way (PRoW) located within a close proximity to the site. **Figure 5.1** below illustrates the location of PRoW 1676 that runs along the southern boundary of the site.

Figure 5.1 – Public Rights of Way (WSCC PRoW)



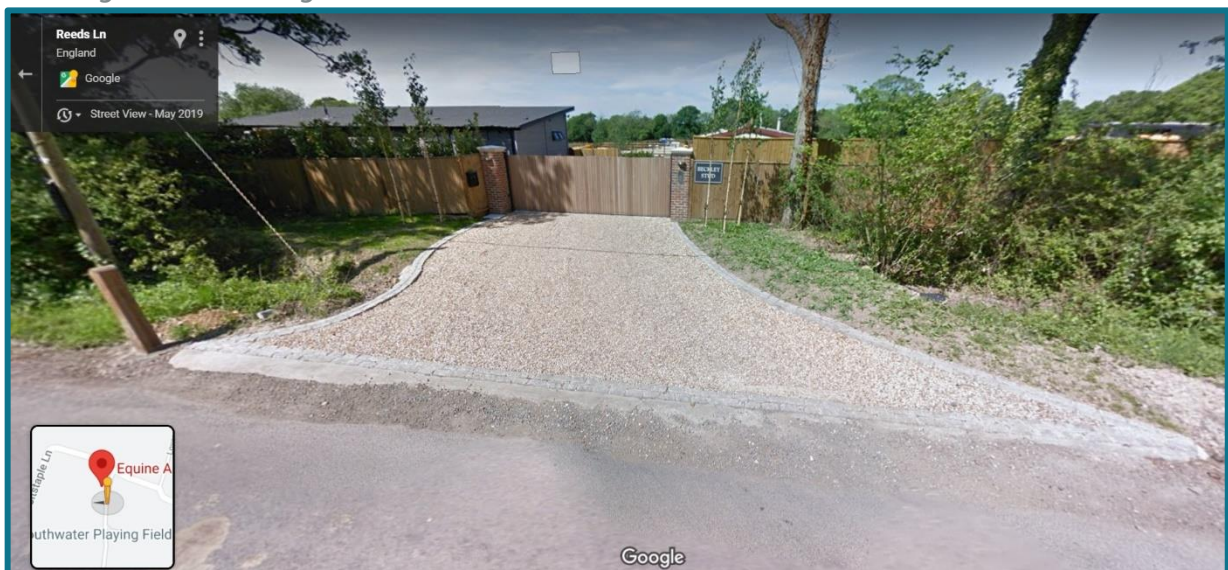
6 Proposed Development

- 6.1 The proposals are for the retention of a steel-clad barn building at Beckley Stud for use by the applicant's business, 'Equine America UK' for the use of storage and distribution of stock.
- 6.2 The proposals can be seen in **Appendix B**.

Proposed Access

- 6.3 Vehicles will access the site via the existing access on Reeds Lane. This a gated bell-mouth access that is in good condition and surfaced with gravel (see **Figure 6.1**). Since the existing access is in a good condition and is wide enough to accommodate HGVs, the existing access arrangements are considered to be appropriate.
- 6.4 The site provides a large area of hardstanding for any delivery vehicles to safely turn and egress the site in a forward gear, as per to the existing delivery arrangements.

Figure 6.1 – Existing Access



Proposed Parking

- 6.5 The proposals do not provide any additional car parking. This is since the land-use change will not result in any additional staff working onsite. The existing parking arrangements of 7 informal spaces are considered to be appropriate for the site 7 staff currently working onsite (maximum at any given time).

Servicing & Emergency Access

- 6.6 Refuse collection will continue to take place as per the existing arrangements, off Reeds Lane.
- 6.7 In accordance with Manual for Streets, a fire appliance will be able to access the development and reach within 45metres (MfS1 - p75 – paragraph 6.7.2).

7 Trip Generation

Existing Trip Generation

- 7.1 The existing site is used for equestrian purposes with a sand school, supplement supplier and barns used for storage and housing horses. There are eight main stables in total as well as a feed room, tack room, day room, solarium, and an additional mobile stable block with three boxes. Since the proposals are for a change of land-use, only the trips associated with the proposals have been assessed.

Proposed Trip Generation

- 7.2 The proposals are for the retention of a steel-clad barn building at Beckley Stud for use by the applicant's business, 'Equine America UK' for the use of storage and distribution of stock. Accordingly, B8 Storage and Distribution surveys have been assessed to determine the likely trip generation for the proposals. The proposed site is approximately 540m².
- 7.3 The TRICS database has been interrogated for B8 Storage & Distribution with the following relevant parameters being applied.
- Post 2010 surveys;
 - All regions in England, with the exception of London;
 - Weekdays only;
 - Edge of Town location types.
- 7.4 **Appendix C** provides the full details of the TRICS assessment.

Table 7.1 – B8 Storage & Distribution (100m² Calculation) – Weekday Trip Rates

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	0.314	0.12	0.434	0.054	0.268	0.322	2.796	2.617	5.413

Table 7.2 – B8 Storage & Distribution (540m² Calculation) – Weekday Trips

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	2	1	2	0	1	2	15	14	29

Summary

- 7.5 The proposed land-use change could lead to the additional trips of:
- Approximately 2 two-way vehicle trips in the morning peak hour (0800-0900);
 - Approximately 2 two-way vehicle trips in the evening peak hour (1700-1800); and
 - Approximately 29 two-way daily vehicle trips.
- 7.6 In reality, the levels of onsite staff associated with the proposed development is not due to increase and therefore the daily vehicle trips are unlikely to change. At the very most, the site might see a slight increase of LGV trips as the Beckley Stud will have a greater capacity for storage and distribution. The forecast vehicle trips associated with the development would be negligible and easily accommodated on the highway network.

8 Conclusion

- 8.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposals from a transport perspective.
- 8.2 Key transport-relevant elements of the development, including parking, access, trip generation and the impacts upon the surrounding transport networks, have been considered from a policy context.
- 8.3 Using the detailed TRICS database, the development could result in a maximum of 2 additional two-way trips in the peak AM period (0800-0900), 2 additional two-way trips in the peak PM period (1700-1800) and 29 additional daily two-way trips. In reality, the levels of onsite staff associated with the proposed development is not due to increase and therefore the daily vehicle trips are unlikely to change. At the very most, the site might see a slight increase of LGV trips as the Beckley Stud will have a greater capacity for storage and distribution. The forecast vehicle trips associated with the development would be negligible and easily accommodated on the highway network.
- 8.4 The estimated level of trips generated by the proposals will be negligible and easily accommodated on the local highway network.
- 8.5 West Sussex County Council Highways Authority raised no objections based on highways grounds on the 14/06/2022 (see **Appendix A**). In conclusion, there are no unacceptable highway or transport impacts as a result of the proposals.

- End of Report -

Appendix A

WSCC Highways Authority Consultation

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Amanda Wilkes
FROM:	WSCC - Highways Authority
DATE:	14 June 2022
LOCATION:	Beckley Stud Reeds Lane Horsham RH13 9DQ
SUBJECT:	DC/22/0388 Retention of existing green steel clad building and mono-pitch lean-to for storage and distribution use by Equine America UK and resulting mixed use of Beckley Stud as a whole for equestrian, residential and commercial purposes.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on the above full planning application with regards to any highway safety or capacity concerns. The application is supported by way of a Transport Statement (TS).

The application site located within Beckley Study is currently used for equestrian purposes with a sand school, pet store and barns for storage and housing horses. The development proposals are for the retention of existing green steel-clad building for use by the applicant's business, 'Equine America UK' for the use of storage and distribution of stock. This is a retrospective application as the change of use has already started in August 2021.

The applicant proposes to use the site access from Reeds Lane and no access alterations are proposed. Reeds Lane is a narrow lane, subject to national speed limit of 60mph. There are no apparent visibility issues at the site access. An inspection of data supplied to WSCC by Sussex Police over a period of last five years reveals that there has been no incident reported near to the site access, which indicates the site access has been operating in a safe manner in its present form.

The proposal does not include to hire additional staff working on site with change of use; hence, the 7 nos. informal parking spaces are considered adequate for the maximum 7 nos. staff working on site at any given time. Refuse collection and servicing is undertaken from site frontage, in line with the existing arrangements.

TRICS database has been interrogated to estimate the number of trips associated with the change of use. It is estimated that 2 nos. trips in the AM peak hour, 2 nos. trips in the PM peak hour and a total of 29 nos. trips are generated throughout the day. This level of trip generation is not

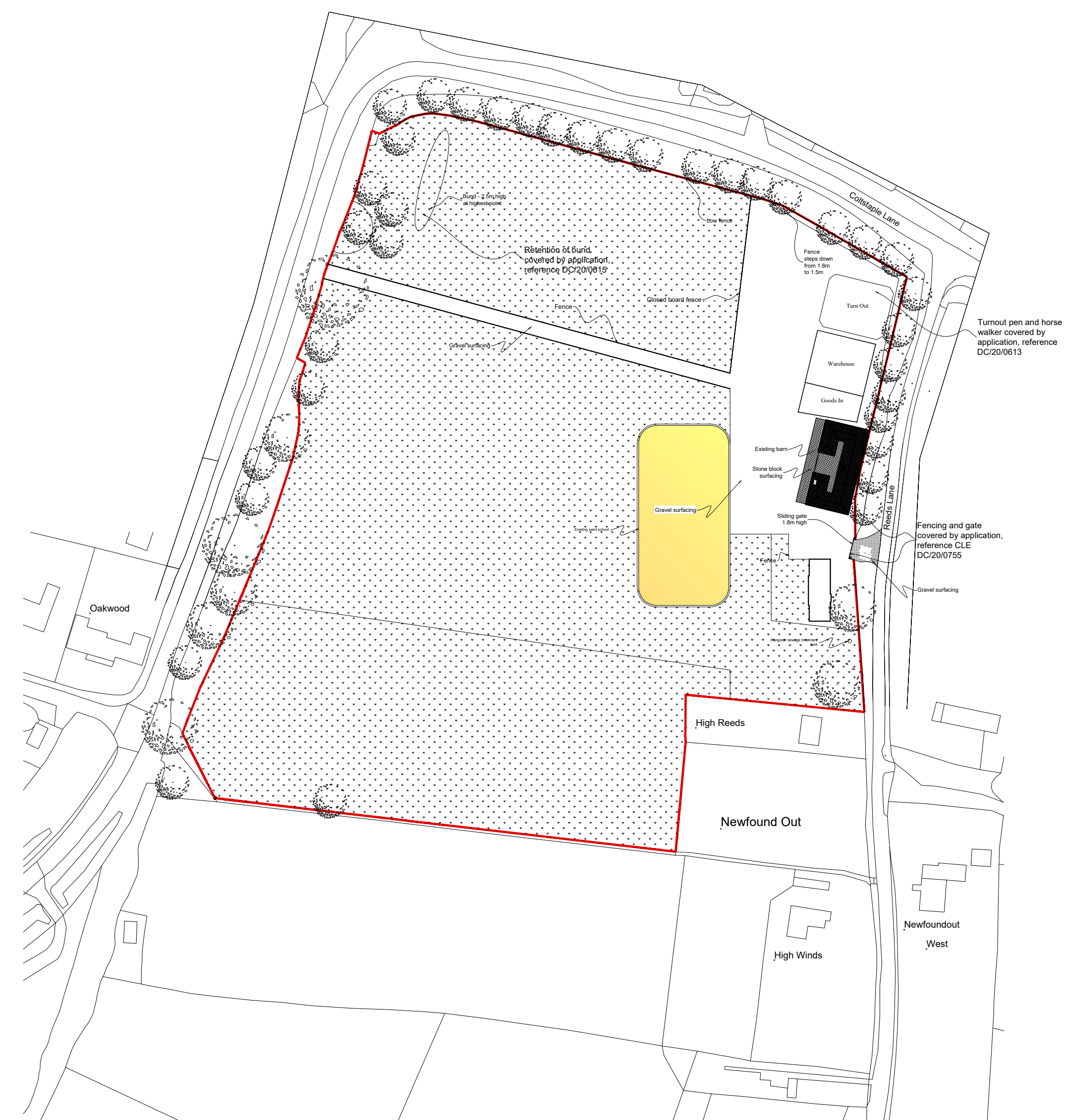
considered to be detrimental for the operation of the local highway network when compared to the trips associated with the existing equestrian use.

The Local Highway Authority (LHA) does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (NPPF), paragraphs 110 -113, as revised 20th July 2021. Therefore, there are no transport grounds to resist this proposal.

Roopa Bilichodmath
West Sussex County Council – Planning Services

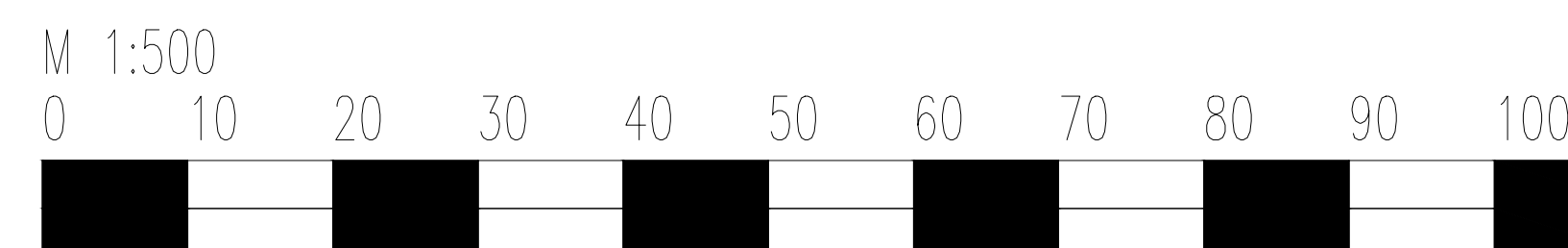
Appendix B

Proposed Development Layout Plan



(1:1250 @ A1)

(1:500 @ A1)

[illegible]

Appendix C

TRICS Output

Calculation Reference: AUDIT-349901-220201-0201

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	EX ESSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	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 6560 (units: sqm)
 Range Selected by User: 190 to 80066 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 15/10/20

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

Selected survey days:

Thursday	1 days
Friday	3 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 undertaken using machines.

Selected Locations:

Edge of Town	4
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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
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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.

Secondary Filtering selection:

Use Class:

n/a	2 days
B8	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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

Population within 1 mile:

5,001 to 10,000	3 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
125,001 to 250,000	3 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
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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
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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.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BD-02-F-02 CAMBRIDGE ROAD BEDFORD	DRINKS WHOLESALER	BEDFORDSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	3500 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	DV-02-F-01 ALDERS WAY PAIGNTON	OPTICS WAREHOUSE	DEVON
	Edge of Town Industrial Zone Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
3	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
4	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	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
DV-02-F-02	Too large GFA
KC-02-F-02	Too large GFA
TW-02-F-01	Too large GFA
WY-02-F-02	Too large GFA

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

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00	2	1845	0.217	0.000	2	1845	0.027	0.000	2	1845	0.244	0.000
06:00 - 07:00	2	1845	0.190	0.000	2	1845	0.108	0.000	2	1845	0.298	0.000
07:00 - 08:00	4	3738	0.127	0.000	4	3738	0.094	0.000	4	3738	0.221	0.000
08:00 - 09:00	4	3738	0.314	0.000	4	3738	0.120	0.000	4	3738	0.434	0.000
09:00 - 10:00	4	3738	0.308	0.000	4	3738	0.080	0.000	4	3738	0.388	0.000
10:00 - 11:00	4	3738	0.207	0.000	4	3738	0.147	0.000	4	3738	0.354	0.000
11:00 - 12:00	4	3738	0.294	0.000	4	3738	0.274	0.000	4	3738	0.568	0.000
12:00 - 13:00	4	3738	0.261	0.000	4	3738	0.221	0.000	4	3738	0.482	0.000
13:00 - 14:00	4	3738	0.268	0.000	4	3738	0.227	0.000	4	3738	0.495	0.000
14:00 - 15:00	4	3738	0.241	0.000	4	3738	0.294	0.000	4	3738	0.535	0.000
15:00 - 16:00	4	3738	0.161	0.000	4	3738	0.308	0.000	4	3738	0.469	0.000
16:00 - 17:00	4	3738	0.107	0.000	4	3738	0.241	0.000	4	3738	0.348	0.000
17:00 - 18:00	4	3738	0.054	0.000	4	3738	0.268	0.000	4	3738	0.322	0.000
18:00 - 19:00	4	3738	0.047	0.000	4	3738	0.181	0.000	4	3738	0.228	0.000
19:00 - 20:00	2	1845	0.000	0.000	2	1845	0.027	0.000	2	1845	0.027	0.000
20:00 - 21:00	2	1845	0.000	0.000	2	1845	0.000	0.000	2	1845	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.796	0.000			2.617	0.000			5.413	0.000

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

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

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Parameter summary

Trip rate parameter range selected:	190 - 6560 (units: sqm)
Survey date range:	01/01/13 - 15/10/20
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:	4

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



Civil Engineering - Transport Planning - Flood Risk

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