

Transport Statement

New House Farm,
Old Crawley Road,
Faygate,
RH12 4RU



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Document Control

Issue	Issue date	Compiled	Checked	Authorised
1	28/08/2025	TS	RS	LNS

Executive Summary

GTA Civils & Transport Ltd has been commissioned by The Walton Partnership (UK) to prepare a Transport Statement (TS) in connection with a planning application for the proposed development.

The proposed development comprises four commercial units at New House Farm. Two of the units are intended for storage purposes, and two are for general commercial use.

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

The proposals are in accordance with current policies and guidance provided by Horsham District Council and are compliant with national guidance documents such as Manual for Streets (MfS) and Design Manual for Roads and Bridges (DMRB).

Vehicular access for the site will be via a new access onto Old Crawley Road.

The development will provide:

- Cycle storage compliant with WSCC guidance;
- Car parking compliant with WSCC guidance;
- Adequate on-site turning space to accommodate all vehicles;
- Visibility splays compliant with DMRB at the site access on Old Crawley Road.

The nationally recognised database TRICS has been used to forecast the new trips for the proposed development. Using the detailed TRICS database, the development is likely to result in approximately 3 two-way trips in the peak AM period (0800-0900) and 3 two-way trips in the peak PM period (1700-1800).

The trips generated by the development will not have a detrimental impact on the local highway network and would not result in a highway impact that could be considered as severe.

Overall, there are no material highway or transport impacts as a result of the proposed development.

1 Introduction

- 1.1 This Transport Statement (TS) has been prepared for The Walton Partnership (UK) to support the development of New House Farm 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 GTA Civils & Transport Ltd has been commissioned by The Walton Partnership (UK) to prepare a Transport Statement (TS) in connection with a planning application for the proposed development.

Policy Context

- 1.3 This report has been written in accordance with the following policy frameworks:
 - National Planning Policy Framework (NPPF);
 - National Planning Policy Guidance (NPPG);
 - Manual for Streets (MfS 1 & 2);
 - Design Manual for Roads and Bridges (DMRB);
 - West Sussex County Council Local Transport Plan (2022-2036);
 - West Sussex Guidance on Parking at New Developments (2020);
 - Horsham District Planning Framework 2015-2031 (2015);
 - Horsham District Draft Local Plan 2023-2040 (2024).

2 Existing Site Details

- 2.1 New House Farm is located on Old Crawley Road, on the outskirts of Horsham. It forms part of an established farming unit located between Horsham and Crawley, currently comprising agricultural land and associated farm uses.
- 2.2 The farm extends to over 900 acres of (principally arable) land and comprises a number of agricultural buildings, the main farmhouse and other residential properties. The Farm has diversified over the years and also comprises a business centre, a farm shop and tea room, a pick your own and customer car parking.
- 2.3 The proposed development area is situated within the wider farm holding and is to be accessed directly from Old Crawley Road via a new proposed vehicular access. The surrounding land use is predominantly agricultural and rural in character, with scattered farmsteads and residential properties along Old Crawley Road..
- 2.4 An aerial view of the site is shown below in **Figure 2.1** with an approximate red line boundary highlighting the approximate site area. An existing site plan is included in **Appendix A**.

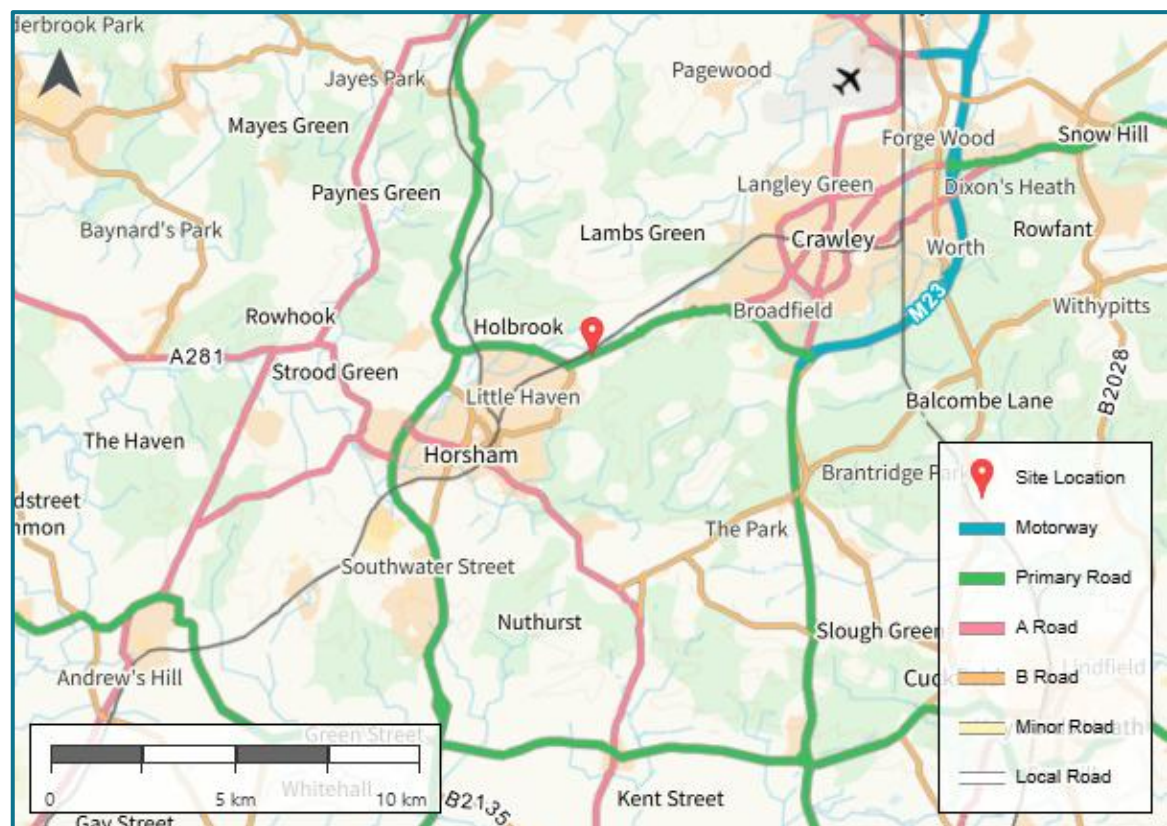
Figure 2.1 – Aerial View of Site Location



3 Local Highway Network

- 3.1 The site will be accessed from Old Crawley Road, a local road connecting Faygate with the wider rural area. Old Crawley Road connects westwards to the A264, a key east–west route linking Horsham with Crawley and onward to the M23 (providing access to Gatwick Airport and the wider strategic road network).
- 3.2 To the east, the A264 connects towards East Grinstead, while to the south, the A24 provides links towards Worthing and the south coast.
- 3.3 The nearest bus stops at the Faygate Roundabout (A264) are around 1.5km away.
- 3.4 Faygate railway station, approximately 2km north-east, provides rail services to London, Horsham, Crawley, and occasionally to Bedford, Peterborough, and Portsmouth Harbour.
- 3.5 **Figure 3.1** shows the local highway network in the vicinity of the site.

Figure 3.1 – Local Highway Network



Source: Ordnance Survey

Accident Data

- 3.6 Accident records have been examined within the site vicinity for a 5-year period between 2019 and 2023. Records have been examined for Old Crawley Road within the vicinity of the site access.
- 3.7 Within this time period there were 6 recorded accidents within the area surrounding the site (circa 300m radius around the site access), though it is recognised that only one of these incidents occurred on Old Crawley Road.
- 3.8 **Figure 3.2** shows the locations of incidents in the surrounding area, and **Table 3.1** provides details of those incidents.

Figure 3.2 – Accidents Within Site Vicinity



Source: Department for Transport (DfT)

Table 3.1 – Accident Details

Study Area	Slight	Serious	Fatal	Total
0.3km from Site Access	2	3	1	6

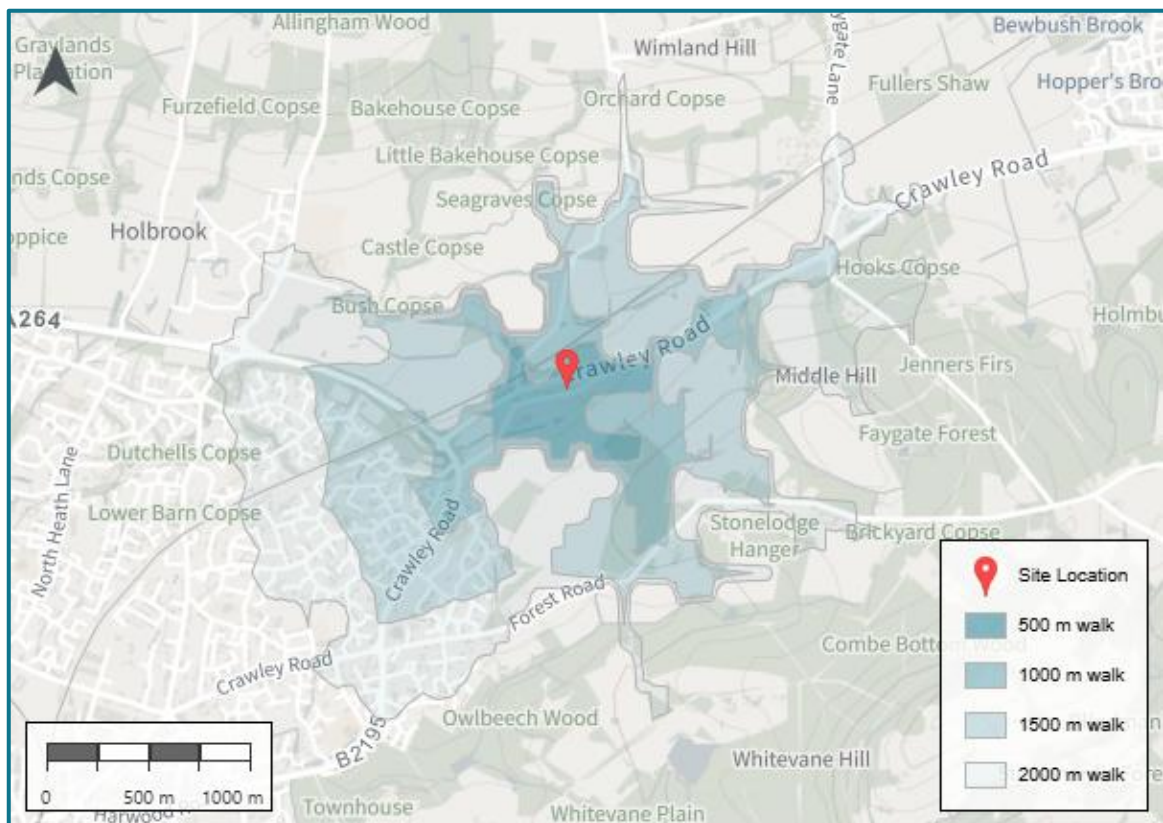
- 3.9 Overall, the local accident incidence rate is low, and none of the recorded incidents are related to the site or its access. It is therefore reasonable to conclude that the proposals would not give rise to any highway safety concerns.

4 Modal Choices

Accessibility by Foot

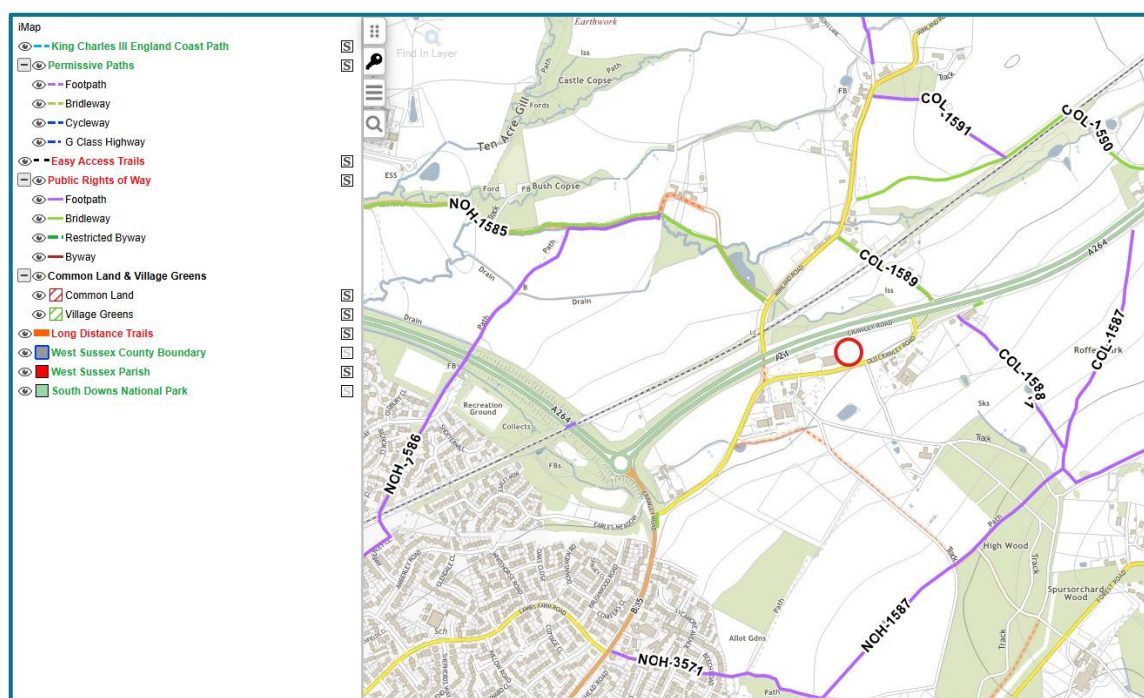
- 4.1 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).
- 4.2 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:
- “Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Paragraph 74)
- 4.3 **Figure 4.1** demonstrates an approximate 2km walking distance isochrone surrounding the site, this representing a journey time of approximately 25-minutes. The isochrones are based on an average walking speed of 1.4m/s, with increments of 500m.

Figure 4.1 – 2km Walking Isochrone



- 4.4 There is a network of public rights of way that are sited in the site vicinity, as shown in **Figure 4.2**.

Figure 4.2 – PRoW

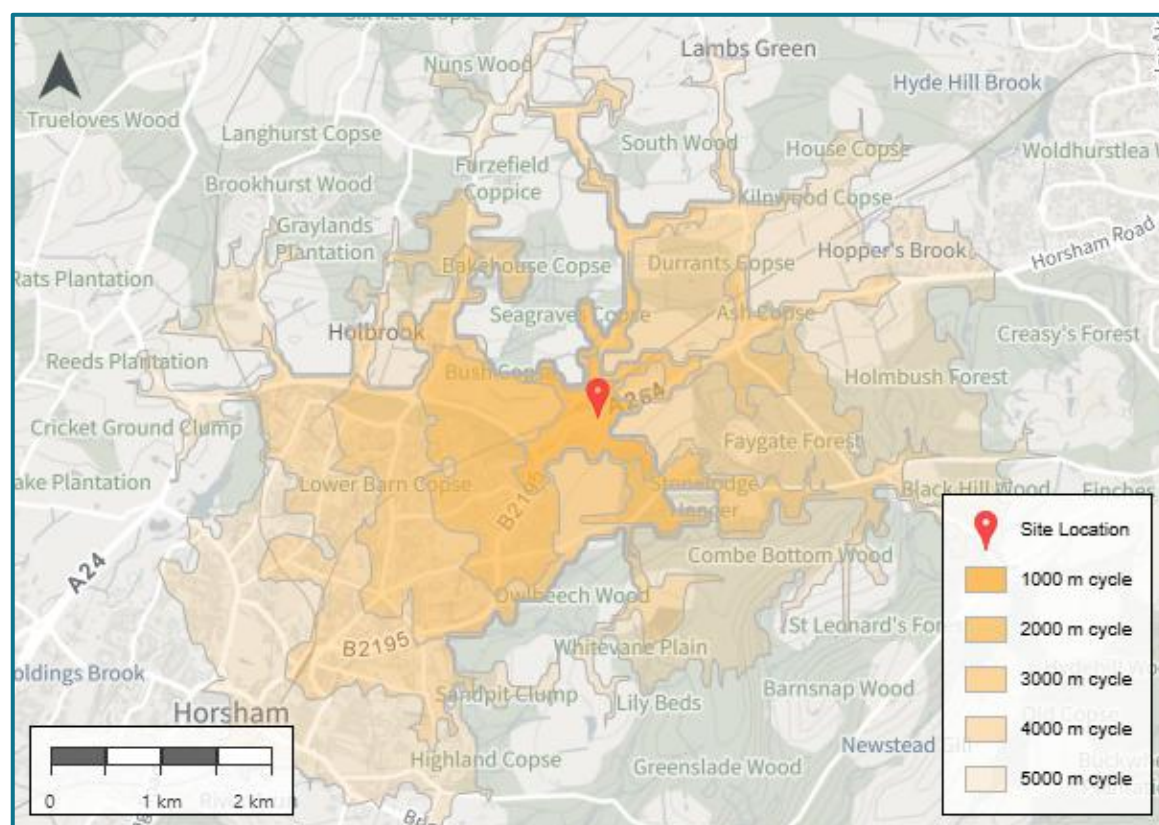


Extract from iMap WSCC

Accessibility by Cycle

- 4.5 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:
- 'Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport' (Paragraph 77)
- 4.6 **Figure 4.3** demonstrates an approximate 5km cycling distance isochrone surrounding the site, this representing a journey time of approximately 19-minutes. The isochrones are based on an average cycling speed of 15.5km/h, with increments of 1 km.

Figure 4.3 – 5km Cycle Isochrone

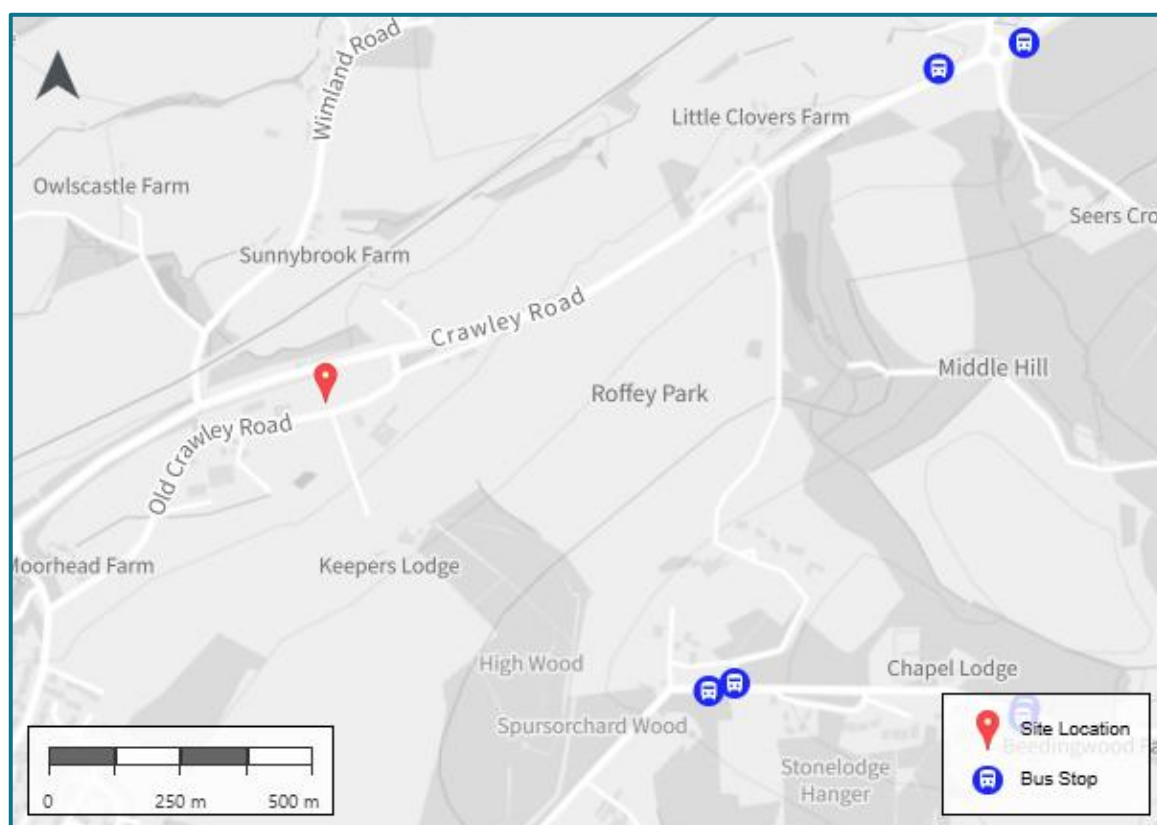


- 4.7 Key amenities within walking distance include New House Farm Shop, Sainsbury Local/M&S Food, and the local primary school. Green spaces are also easily accessible. Other facilities, such as the pharmacy and post office, are more suitable for cycling. The Isochrone maps indicate that a relatively wide area can be reached by walking or cycling from the site, demonstrating its accessibility options for active travel.

Bus Services

- 4.8 Bus stops are located adjacent to the site as shown in **Figure 4.4**. The nearest bus stops are on Forest Road, served by routes 6 and 52, and can be accessed via a public footpath (COL-1588-1) leading south from Clover Way, connecting to footpath COL-1588 and emerging onto Forest Road. While these bus services are limited in frequency, this footpath provides a safe and direct walking route to the stops.
- 4.9 The bus stops at the Faygate Roundabout on the A264 are approximately 1.5km from the site this journey would take approximately 19-minutes on foot.

Figure 4.4 – Nearest Bus Stops to Site



- 4.10 **Table 4.1** below indicates the route destinations and approximate frequencies of the bus routes serving the bus stops near the site.

Table 4.1 – Local Bus Service Frequencies

Stop	Service	Destination	Mon-Thurs Frequency	Saturday Frequency	Sunday Frequency
Forest Road	52	Rusper - Broadbridge Heath	1 per day	No service	No service
Forest Road	6	Slaugham - Horsham	1 per day	No service	No service

- 4.11 As shown in **Table 4.1**, the bus service from the nearby Forest Road stops is limited. More frequent services are available from the Faygate Roundabout on the A264. Together both sets of bus stops offer residents and visitors a sustainable travel option.

Rail Services

- 4.12 The nearest railway station is Faygate, located approximately 2km from the site, as shown in **Figure 4.5**.

Figure 4.5 – Nearest Rail Stations to Site



4.13 The journey times and service frequencies are set out below in **Table 4.2**.

Table 4.2 – Local Rail Services

Station	Destination	Frequency	Journey Time
Faygate	Horsham	12 / day	7 mins
Faygate	London Bridge	12 / day	1 hour
Faygate	Crawley	12 / day	7 mins
Faygate	Gatwick Airport	12 / day	18 mins
Faygate	Farringdon	12 / day	1 hour 10 mins
Faygate	Three Bridges	12 / day	12 mins

4.14 Faygate railway station, approximately 2km north-east of the site, provides direct rail services to Horsham, Crawley, and London, with journey times of around 7 minutes to Horsham and Crawley, and approximately 1 hour to London Bridge. Other destinations accessible from Faygate include Gatwick Airport, Three Bridges, Farringdon, Redhill, Billingshurst, and Chichester. Overall, the station offers a reasonable range of destinations and travel times for both commuting and leisure trips.

5 Proposed Development

- 5.1 The proposed development at New House Farm comprises four commercial units with a total gross internal floor area of 572sqm. Two units are intended for general commercial use, and two are for storage purposes. The unit breakdown is as follows:

2 x Commercial Units (A & B):

- Ground Floor: 93.47sqm
- Mezzanine Floor: 52.60sqm
- Total per unit: 146.07sqm

2 x Storage Units (A & B):

- Ground Floor: 93.47sqm
- Mezzanine Floor: 46.35sqm
- Total per unit: 139.82sqm

- 5.2 The proposed site layout plan is shown in **Appendix B**.

Proposed Access

- 5.3 The site will be accessed from Old Crawley Road, as shown in **Appendix C**, via a new vehicular access provided approximately 100metres east of the existing access serving New House Farm.
- 5.4 The access width will be 6metres wide with 10metres kerb radii, accommodating two-way vehicle movements and larger vehicles.
- 5.5 Based on the 40mph speed limit, in accordance with DMRB standards (desirable min. SSD calculation 2secs reaction time + 0.25g braking force) the required visibility splays are 2.4metres x 105metres in each direction.
- 5.6 These splays are readily achievable in each direction subject to minor verge maintenance to ensure that there are no obstructions to visibility above 0.6metres.
- 5.7 Therefore, adequate visibility to meet the DMRB standards is achievable as shown in **Appendix C**.
- 5.8 Vehicle tracking has been provided which demonstrates that a 2metre rigid vehicle can easily access the site and turn, before re-entering the highway.

Car & Cycle Parking

5.9 The WSCC guidance on parking requires the following:

- B2 General Industrial = 292.14sqm
 - 1 vehicular space per 40sqm = 7 spaces
 - 1 cycle space per 200sqm for staff and 1 per 500sqm for visitors = 2 spaces
- B8 Storage = 279.64sqm
 - 1 vehicular space per 100sqm = 3 spaces
 - 1 cycle space per 500sqm for staff and 1 per 1000sqm for visitors = 1 space

5.10 The proposed development requires 10 parking spaces based on the West Sussex County Council guidance. The submitted plans provide 12 spaces, which exceeds the minimum requirement and ensures adequate provision for staff and visitors.

5.11 Vehicle swept paths have been provided on the access plan which demonstrate cars can easily access the proposed parking bays.

5.12 Cycle parking will be provided on-site to meet the requirement of 3 spaces by the provision of 2 x Sheffield type stands.

6 Trip Generation

- 6.1 No existing vehicle trip generations associated with the sites existing use have been included within this assessment. All additional trips generated as a result of the proposed development will be considered as new in order to ensure a robust assessment.

Proposed Trip Generation – TRICS Analysis

- 6.2 To determine potential traffic generation from the proposed development, a TRICS trip rate exercise has been undertaken. TRICS is a nationally recognised database of typical traffic generation parameters for different types of development. It is typically used when assessing the potential traffic generation of a proposed development.
- 6.3 The proposed development at New House Farm comprises four commercial units, of which two are for storage purposes and two are for general commercial use.
- 6.4 The TRICS database has been interrogated for appropriate matches to the use of the site using the categories 'industrial unit' and 'warehousing (commercial)', with the following relevant parameters being applied:
- Survey Year: Post 2015/2016 surveys;
 - Days: Weekdays only;
 - Location: Edge of Town;
 - Gross Floor Area: 150-20000 Parameter Range;
 - Car Ownership: From 0.6 to 1.5
- 6.5 **Table 6.1** below provides the relevant TRICS trip rate data, based on the site selection criteria above, and **Table 6.2** shows the resultant trips.

Table 6.1 – TRICS 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
Commercial Industrial Unit	0.569	0.147	0.716	0.045	0.498	0.543	1.877	1.955	3.832
Storage Warehousing	0.157	0.077	0.234	0.057	0.123	0.180	1.33	1.358	2.688

Table 6.2 – TRICS Resultant Vehicle Trips (Commercial 292.12m² / Storage 279.64m²)

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
Commercial Industrial Unit	2	0	2	0	1	2	5	6	11
Storage Warehousing	0	0	1	0	0	1	4	4	8

6.6 **Table 6.3** below demonstrates the likely resultant vehicle trips throughout the day for each of the proposed uses, together with the total parking accumulation.

Table 6.3 – Total Trips for Proposed Development & Parking Accumulation

Time	Commercial Unit		Storage Unit		Parking Accumulation
	In	Out	In	Out	
05:00-06:00	0	0	0	0	0
06:00-07:00	1	0	0	0	1
07:00-08:00	1	0	1	0	2
08:00-09:00	1	0	0	0	3
09:00-10:00	0	0	0	0	4
10:00-11:00	0	0	0	0	4
11:00-12:00	0	0	0	0	4
12:00-13:00	0	0	0	0	3
13:00-14:00	0	1	0	0	3
14:00-15:00	0	0	0	0	3
15:00-16:00	0	1	0	0	3
16:00-17:00	0	1	0	1	2
17:00-18:00	0	1	0	0	1
18:00-19:00	0	0	0	0	0

Resultant trips and parking accumulation rounded to the nearest whole number

6.7 The full details of the TRICS output reports can be seen in **Appendix D & E**.

Summary of Trips

6.8 Using the information from the TRICS database, the proposed development is likely to lead to:

- Around 3 two-way vehicle trips in the weekday AM peak period (0800-0900);
- Around 3 two-way vehicle trips in the weekday PM peak period (1700-1800);
- Overall, around 18 two-way daily weekday vehicle trips are forecast.
- Maximum parking accumulation in any 1 hour period = 4

6.9 The proposed parking provision of 12 spaces is considered more than adequate to accommodate the likely vehicle parking demands.

6.10 Based on the TRICS analysis, the likely traffic generation of the proposed development can easily be accommodated on the local highway network, and no further assessment or mitigation of highway impact is required.

7 Conclusion

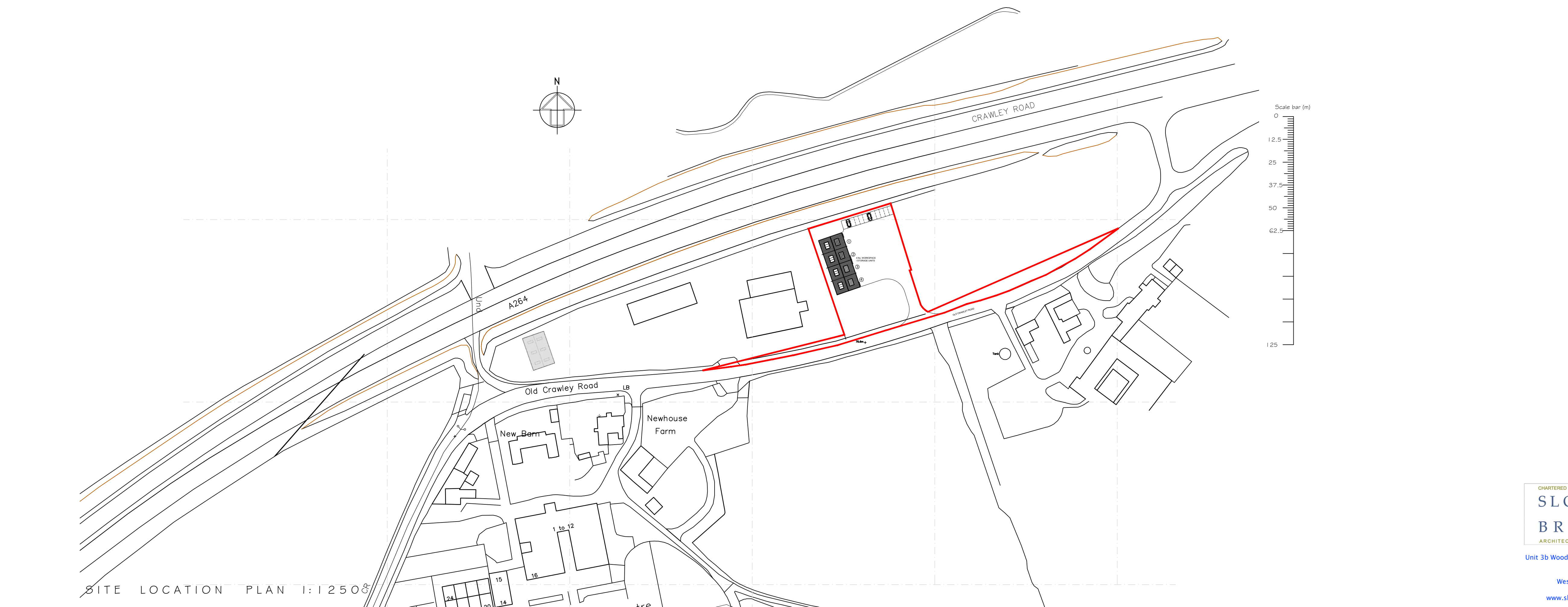
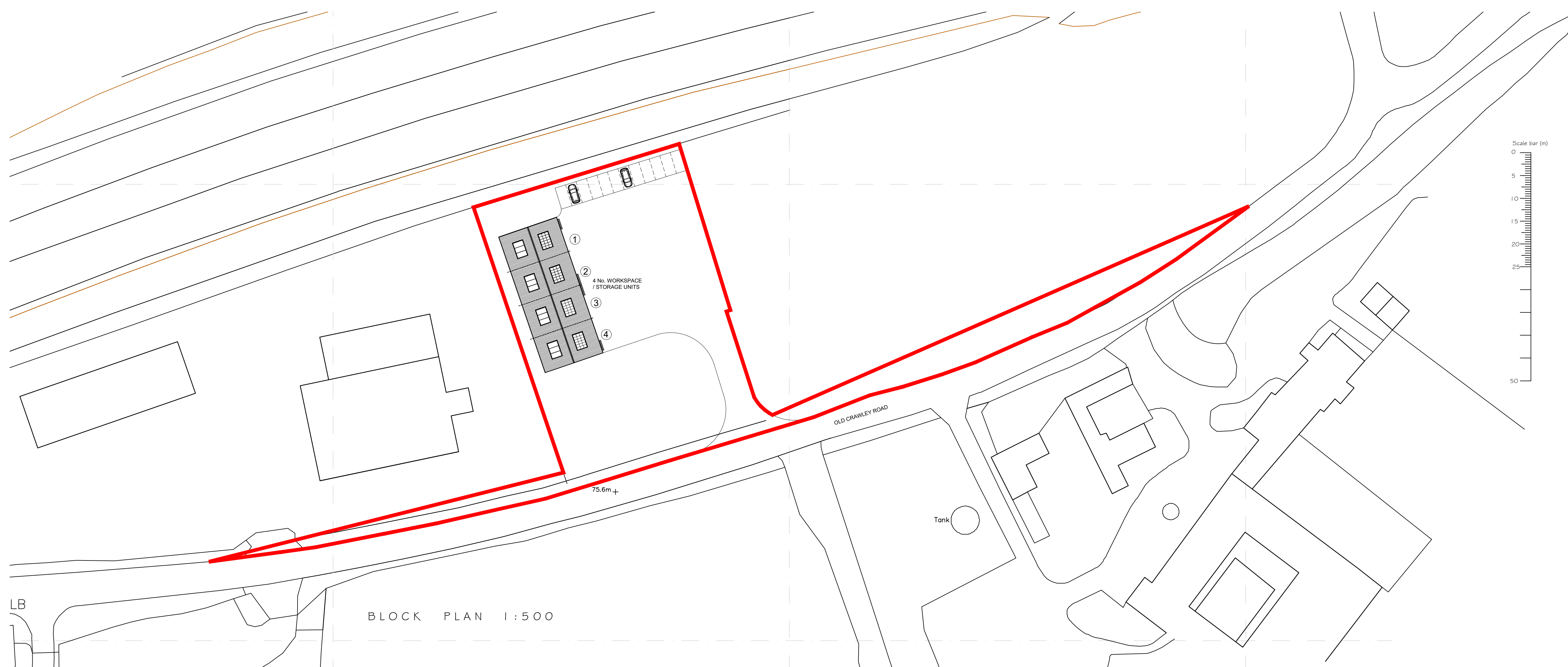
- 7.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed development from a transport perspective.
- 7.2 Key transport-relevant elements of the development, including parking, access, trip generation and the impacts upon the surrounding transport networks, have been considered.
- 7.3 The proposal is for the construction of four commercial units at New House Farm, comprising two storage units and two general commercial units.
- 7.4 The site will be accessed via a new vehicular access onto Old Crawley Road, designed with a 6metre road width, 10metre kerb radii, and visibility splays of 2.4metres x 105metres.
- 7.5 On-site parking for 12 vehicles is proposed in accordance with WSCC guidance.
- 7.6 Using the detailed TRICS database, the development is likely to result in approximately 3 two-way trips in the peak AM period (0800-0900) and 3 two-way trips in the peak PM period (1700-1800).
- 7.7 The estimated level of trips generated by the development can easily be accommodated on the surrounding highway network, and the parking accumulation assessment demonstrates the parking provisions are sufficient to accommodate the demands.
- 7.8 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

Appendix A

Site Location Plan

NOTES
WRITTEN DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALE. AND
ARE TO BE CHECKED ON SITE PRIOR TO COMMENCING WORK.
THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER
DOCUMENTS RELATING TO THIS PROJECT.
ANY DISCREPANCIES ARE TO BE REFERRED IMMEDIATELY TO THE
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REV	DESCRIPTION	DATE
1	PROJECT NEW HOUSE FARM, OLD CRAWLEY ROAD, FAYGATE, HORSHAM, W. SUSSEX RH12 4RU	
2	DRAWING TITLE NEW COMMERCIAL / STORAGE UNITS SITE LOCATION AND BLOCK PLANS	
SCALE	DRAWN BY	DATE
1:1250 / 1:500@A1	PLB	JUL 25
DWG NO	1346/04	REV. -



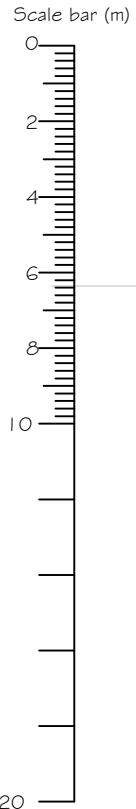
Unit 3b Woodhorn Business Centre
Woodhorn Lane
Oving Chichester
West Sussex PO20 2BX
Tel 01243 774764
www.sloaneandbrown.co.uk

Appendix B

Site Layout Plan

NOTES
1. ALL DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALE. AND
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER
DOCUMENTS RELATING TO THIS PROJECT.
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1:200



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D	RED LINE BOUNDARY AMENDED	23.07.25
C	UNIT ENTRANCE DOORS AMENDED	16.04.25
B	PROPOSALS AMENDED	14.03.25
A	PROPOSALS AMENDED	20.08.24
REV	DESCRIPTION	DATE

PROJECT
NEW HOUSE FARM,
OLD CRAWLEY ROAD,
FAYGATE, HORSHAM,
W. SUSSEX RH12 4RU

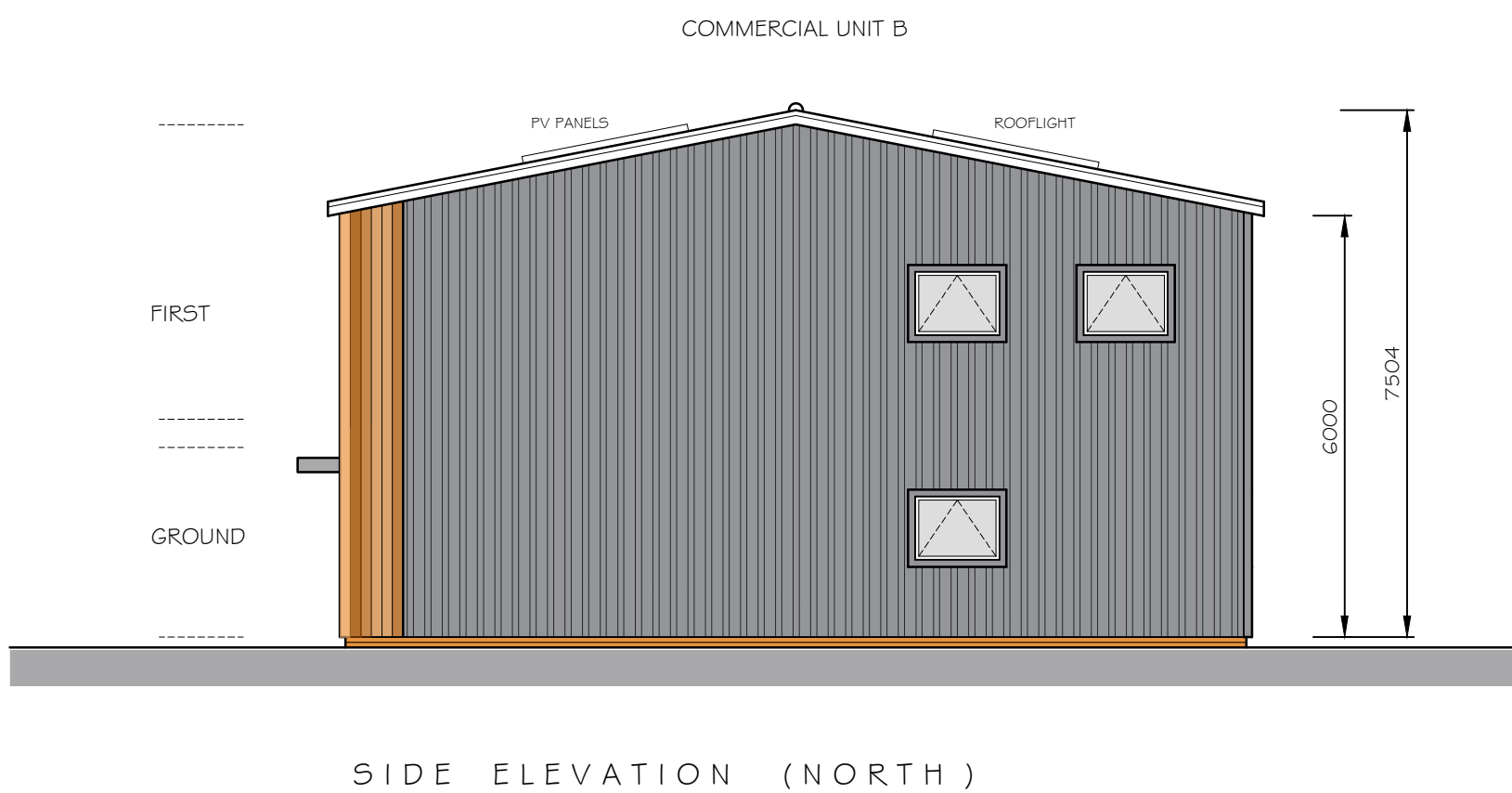
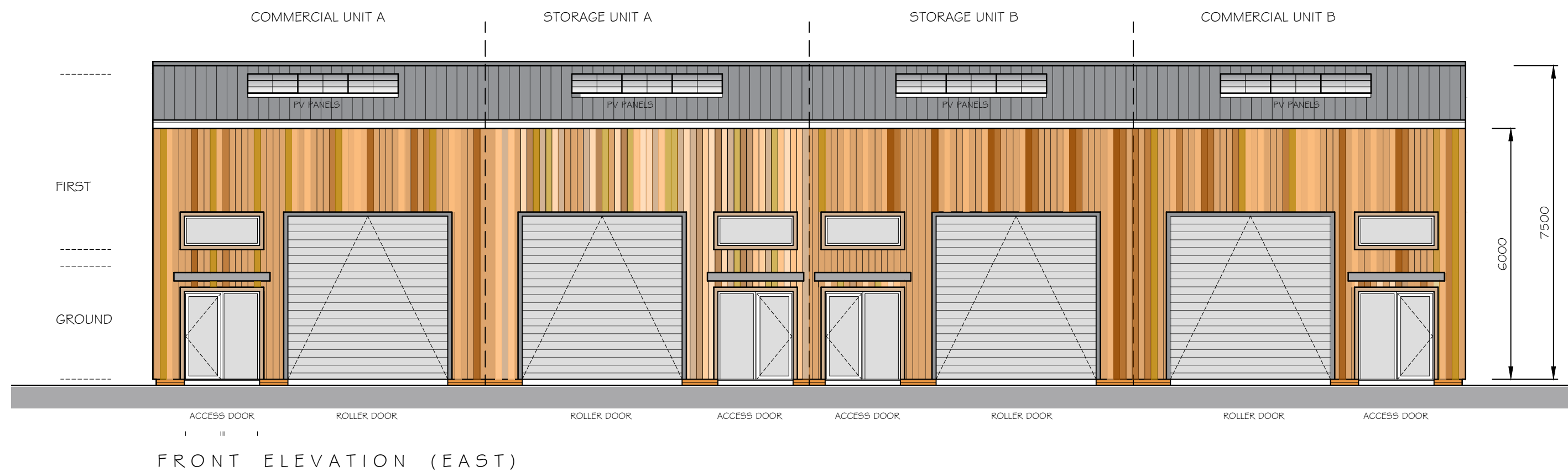
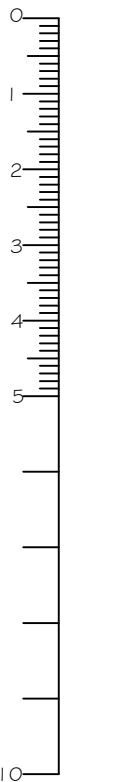
DRAWING TITLE
NEW COMMERCIAL / STORAGE UNITS
PROPOSED SITE LAYOUT PLAN

SCALE	DRAWN BY	DATE
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DWG NO	1346/02	REV, D

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1:100

Scale bar (m)



UNIT BREAKDOWN DETAILS

4 NO. WORK UNITS COMPRISING OF:

2 X COMMERCIAL UNITS A & B COMPRISING:

GROUND FLOOR GROSS INTERNAL FLOOR AREA - 93.47M² (1006 SQ. FT)

FIRST FLOOR GROSS INTERNAL FLOOR AREA - 52.6M² (566 SQ. FT)

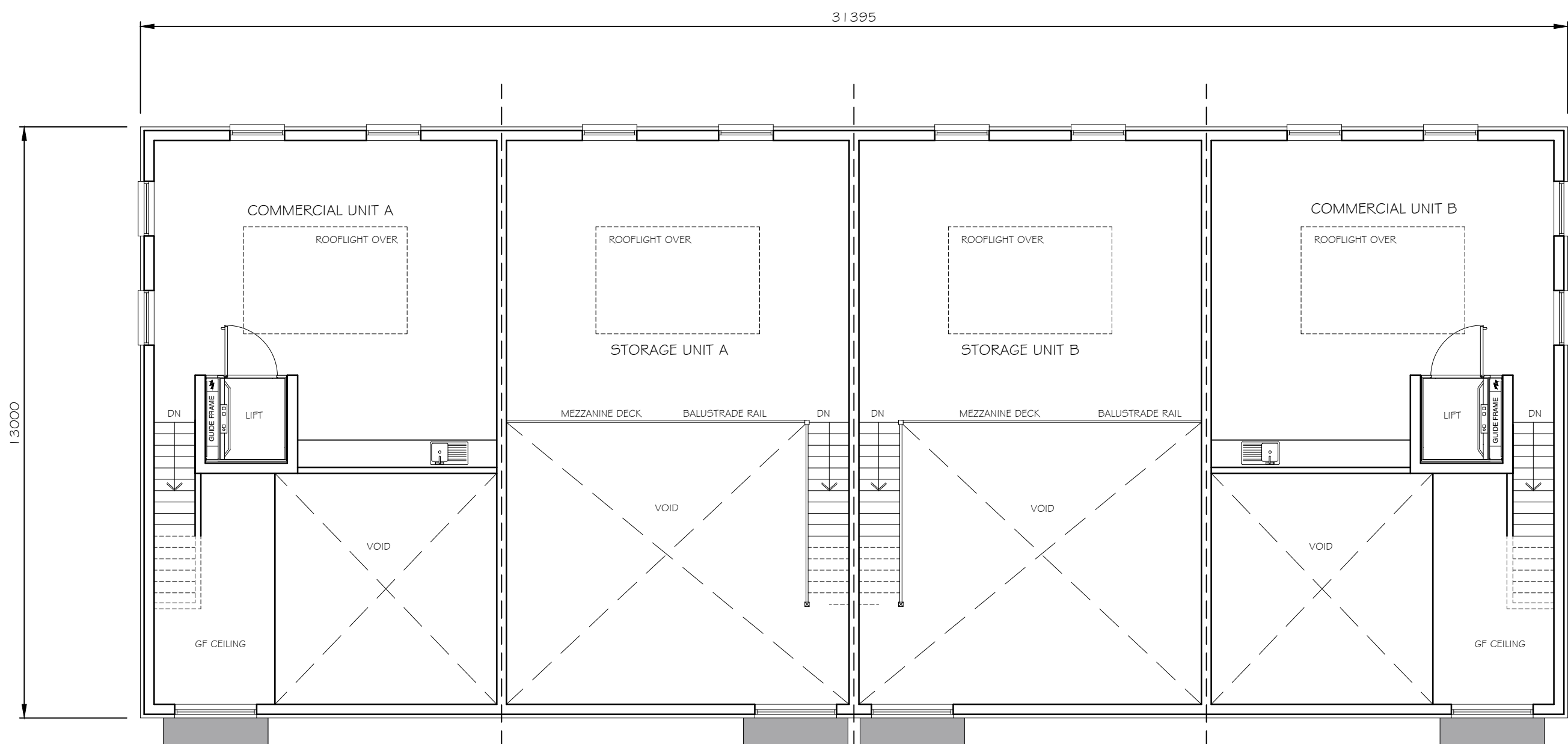
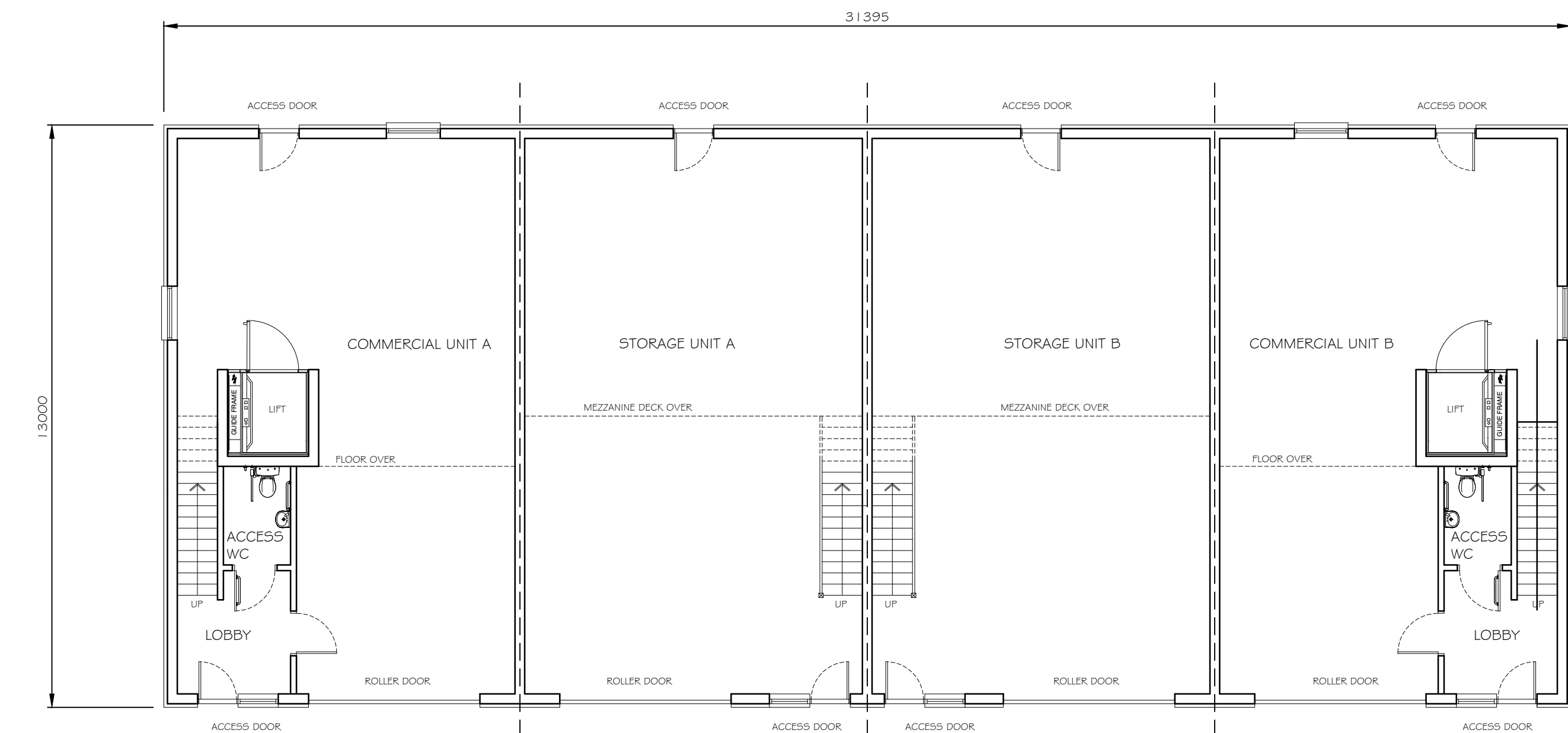
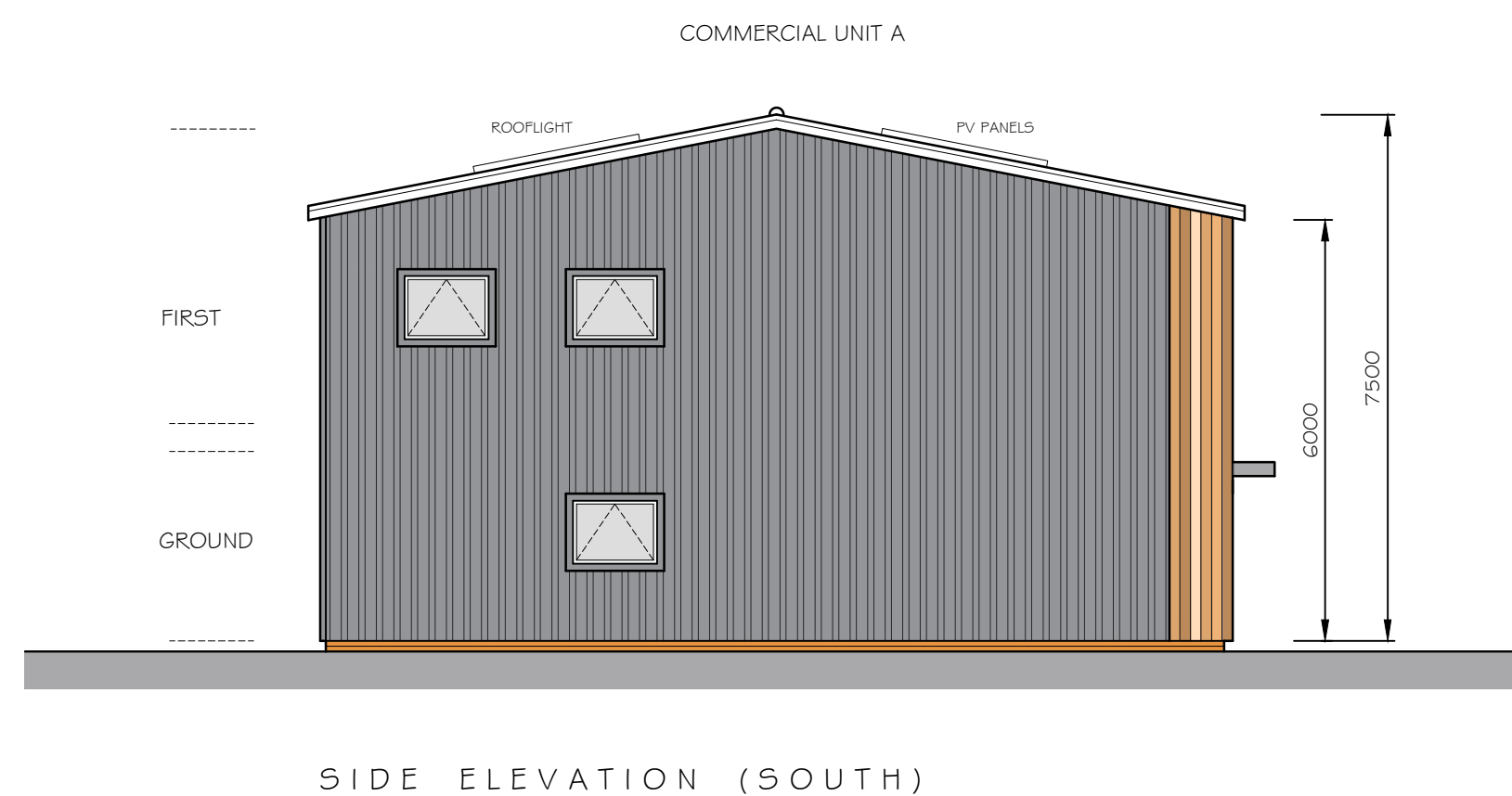
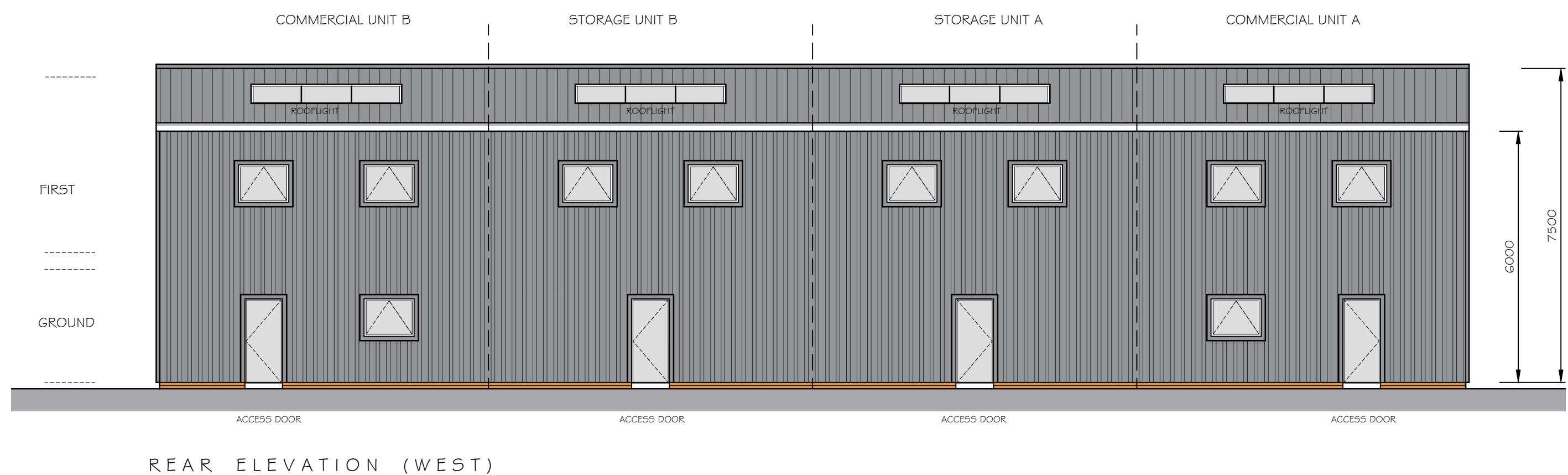
COMBINED GROSS INTERNAL FLOOR AREA FOR EACH COMMERCIAL UNIT - 146.07M² (1572 SQ. FT)

2 X STORAGE UNITS A & B COMPRISING:

GROUND FLOOR GROSS INTERNAL FLOOR AREA - 93.47M² (1006 SQ. FT)

FIRST FLOOR GROSS INTERNAL MEZZ DECK FLOOR AREA - 46.35M² (499 SQ. FT)

COMBINED GROSS INTERNAL FLOOR AREA FOR EACH STORAGE UNIT - 139.82M² (1505 SQ. FT)



C	UNIT ENTRANCE DOORS AMENDED	16.04.25
B	PROPOSALS AMENDED	14.03.25
A	PROPOSALS AMENDED	20.08.24
REV	DESCRIPTION	DATE

PROJECT
NEW HOUSE FARM,
OLD CRAWLEY ROAD,
FAYGATE, HORSHAM,
W. SUSSEX RH12 4RU

DRAWING TITLE
NEW COMMERCIAL / STORAGE UNITS
PROPOSED PLANS AND ELEVATIONS

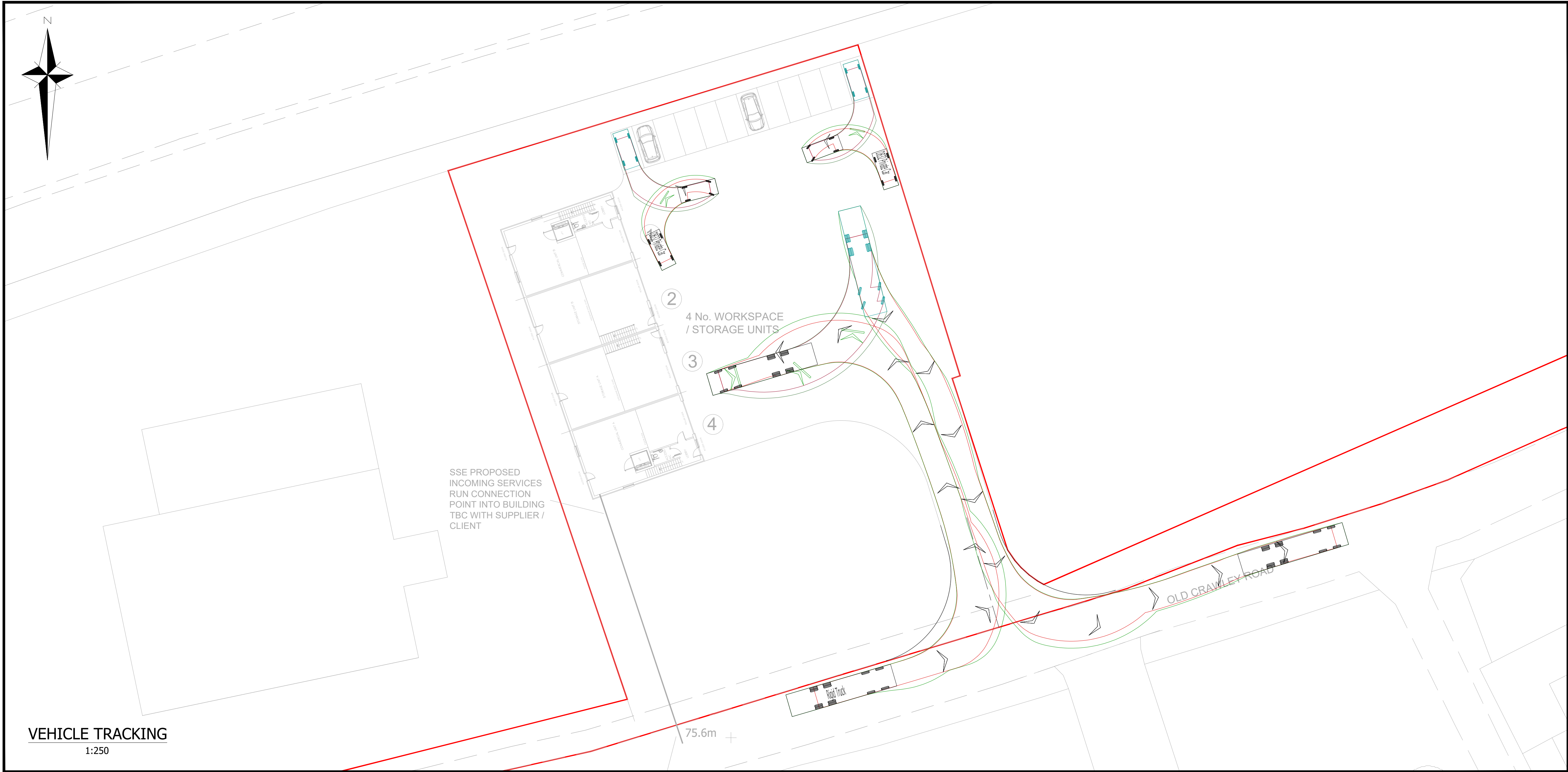
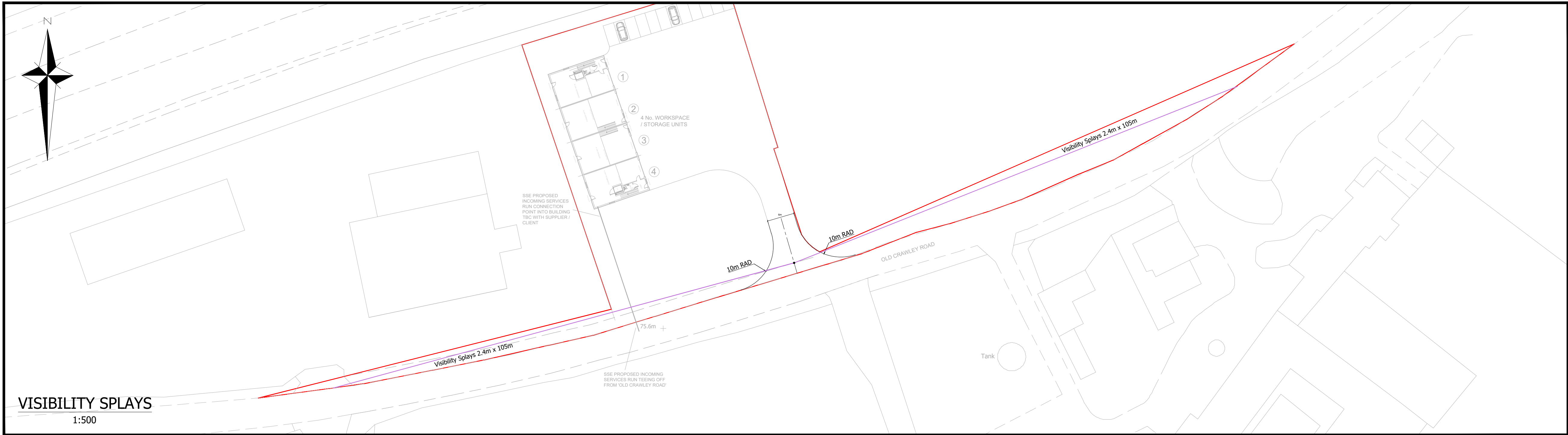


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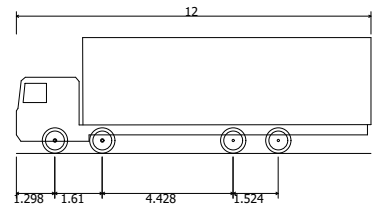
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1:100 @A1	SKW	JULY 24
DWG NO	1346/01	REV. C

Appendix C

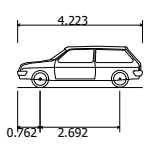
Site Access Plan



- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
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 6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.
 7. If viewing this drawing as an Autocad file (.dwg) in digital format then it is done so with this Disclaimer due to the fact that it can be altered and manipulated following its issue by GTA Civils & Transport and therefore, any alteration or modification of DWG data files provided by GTA Civils & Transport, by you or a third party, without GTA Civils and Transport's express written approval, is done so entirely at your own risk. Modification includes (but is not limited to) turning layers on and off, unfreezing layers and reloading, turning on and off print functions and unloading x-refs.
 8. Your attention is also drawn to the fact that the information contained within this file may be subject to alteration at any time, pending technical approval from an approving authority or at the client's instruction. It is therefore strongly recommended that multiple and regular cross checks are made against the current contract drawings. It is your responsibility to ensure that the correct issue or revision of the DWG data file is being used and requests for updated information made accordingly.
 9. Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.



Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.90s
Kerb to Kerb Turning Radius 11.900m



DB32 Private Car
Overall Length 4.223m
Overall Width 1.715m
Overall Body Height 1.392m
Min Body Ground Clearance 0.233m
Max Track Width 1.629m
Lock to lock time 4.90s
Kerb to Kerb Turning Radius 5.780m

KEY

Vehicle wheels outline

Vehicle body envelope

P1	INITIAL ISSUE		27.08.2025	RS	JMW
Rev	Amendments		Date	Dsn	Chk
Status PRELIMINARY					
Client THE WALTON PARTNERSHIP					
Architect					
Project NEW HOUSE FARM OLD CRAWLEY ROAD, FAYGATE					
Title ACCESS PLAN AND VEHICLE TRACKING					
Date	AUGUST 2025		Scale @ A1	AS SHOWN	
Clients Ref.			Project Ref.	13900	
 Civils & Transport Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel:01444 871444 Web: www.gtacivils.co.uk					
Drawing Number				Rev.	
13900/2100				P1	

Appendix D

TRICS Output Data – Commercial Unit

Audit Code: c8245396-da23-424e-baaf-595e92978060

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 day
	HF	HERTFORDSHIRE	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
	PB	PETERBOROUGH	1 day
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	BP	BLACKPOOL	1 day
	EC	CHESHIRE EAST	1 day
	LC	LANCASHIRE	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
11	SCOTLAND		
	FI	FIFE	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day
	LT	LEITRIM	1 day
13	MUNSTER		
	KE	KERRY	1 day
14	LEINSTER		
	KK	KILKENNY	2 days
	WX	WEXFORD	1 day

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

Audit Code: c8245396-da23-424e-baaf-595e92978060

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	0.05 to 2.03 (units:sqm)
Range Selected by User:	150 to 67458 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/15 to 08/11/23

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

Selected survey days:

Friday	3 days
Monday	2 days
Thursday	10 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	18
Direction ATC Count	0

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

Selected Locations:

Edge of Town	17 days
Free Standing (PPS6 Out of Town)	1 days

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

Selected Location Sub Categories:

Commercial Zone	1 days
Development Zone	1 days
Industrial Zone	15 days
No Sub Category	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	15 days
Servicing vehicles Included	3 days

Audit Code: c8245396-da23-424e-baaf-595e92978060

Secondary Filtering Selection:

Use Class:

Not Known

18 surveys

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

Population within 500m Range:

0 - 2800

Population within 1 mile:

1,001 to 5,000	3 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	8 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	4 surveys
25,001 to 50,000	5 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	4 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	7 surveys
1.1 to 1.5	11 surveys

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

Audit Code: c8245396-da23-424e-baaf-595e92978060

Petrol filling station:

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

Travel Plan:

No 18 surveys

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

PTAL Rating:

No PTAL Present 18 surveys

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

COVID-19 Restrictions:

No

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



Audit Code: c8245396-da23-424e-baaf-595e92978060

1 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Site area: 0.182 hect Survey date: Thursday 20/06/2019	BP-02-C-01	POWDER COATINGS	BLACKPOOL	Survey Type: Manual
2 RATHFINN CLOSE SLIGO FINISKLIN BUSINESS PARK Edge of Town Commercial Zone Site area: 0.48 hect Survey date: Tuesday 28/04/2015	CS-02-C-01	AV SPECIALISTS	SLIGO	Survey Type: Manual
3 BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Site area: 0.17 hect Survey date: Friday 15/10/2021	CU-02-C-01	STEEL FABRICATION	CUMBERLAND	Survey Type: Manual
4 BRUNEL ROAD MACCLESFIELD LYME GREEN BUS. PARK Edge of Town Development Zone Site area: 0.91 hect Survey date: Monday 19/09/2016	EC-02-C-01	OFFICE FURNITURE	CHESHIRE EAST	Survey Type: Manual
5 DICKSON STREET DUNFERMLINE Edge of Town Industrial Zone Site area: 0.49 hect Survey date: Thursday 20/04/2023	FI-02-C-02	GLASS SPECIALISTS	FIFE	Survey Type: Manual
6 JAYS CLOSE BASINGSTOKE Edge of Town Industrial Zone Site area: 1.12 hect Survey date: Thursday 16/06/2016	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE	Survey Type: Manual
7 COCKERELL CLOSE STEVENAGE Edge of Town Industrial Zone Site area: 1.93 hect Survey date: Wednesday 08/11/2023	HF-02-C-02	FRESH PRODUCE	HERTFORDSHIRE	Survey Type: Manual
8 WOODLANDS ROAD KILLARNEY	KE-02-C-01	PRINT & GRAPHIC DESIGN	KERRY	

Audit Code: c8245396-da23-424e-baaf-595e92978060

Edge of Town

Industrial Zone

Site area: 0.05 hect

Survey date: Thursday 17/10/2019

Survey Type: Manual

9	KK-02-C-01	VEHICLE UPHOLSTERY CENTRE KILKENNY	
HEBRON IND. ESTATE KILKENNY Edge of Town Industrial Zone Site area: 0.45 hect Survey date: Thursday 26/10/2017			
			Survey Type: Manual

10	KK-02-C-02	COOLING SYSTEMS COMPANY KILKENNY	
HEBRON ROAD KILKENNY Edge of Town Industrial Zone Site area: 0.79 hect Survey date: Friday 04/10/2019			
			Survey Type: Manual

11	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Site area: 0.1305 hect Survey date: Thursday 21/04/2022			
			Survey Type: Manual

12	LE-02-C-01	COMMERCIAL VEHICLE SERVICES	LEICESTERSHIRE
WYMESWOLD ROAD NEAR LOUGHBOROUGH BURTON ON THE WOLDS Free Standing (PPS6 Out of Town) Industrial Zone Site area: 0.06 hect Survey date: Friday 17/06/2022			
			Survey Type: Manual

13	LT-02-C-01	MEDICAL PRODUCTS	LEITRIM
CASTLECARA ROAD CARRICK-ON-SHANNON DÚN RÍ Edge of Town No Sub Category Site area: 1.475 hect Survey date: Monday 22/05/2017			
			Survey Type: Manual

14	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
ELVIN WAY NORWICH HELLESDON Edge of Town Industrial Zone Site area: 0.052 hect Survey date: Thursday 07/11/2019			
			Survey Type: Manual

15	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
WETHERBY ROAD KNARESBOROUGH Edge of Town Industrial Zone Site area: 0.35 hect			

Audit Code: c8245396-da23-424e-baaf-595e92978060

Survey date: Thursday 29/06/2023

Survey Type: Manual

16 **PB-02-C-01** **STEEL FABRICATOR** **PETERBOROUGH**
NEWARK ROAD
PETERBOROUGH
FENGATE
Edge of Town
Industrial Zone
Site area: 0.26 hect
Survey date: Thursday 29/09/2022
Survey Type: Manual

17 **WK-02-C-01** **MACHINE ENGINEERING** **WARWICKSHIRE**
CASTLE MOUND WAY
RUGBY
Edge of Town
Industrial Zone
Site area: 2.03 hect
Survey date: Wednesday 10/11/2021
Survey Type: Manual

18 **WX-02-C-01** **WHOLESALE BAKERY** **WEXFORD**
CLONARD ROAD
WEXFORD
WHITEMILL
Edge of Town
Industrial Zone
Site area: 0.51 hect
Survey date: Thursday 20/04/2023
Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-02-C-01	15-10-2020	N/A
EC-02-C-02	07-05-2021	N/A
GS-02-C-02	23-04-2021	N/A
LC-02-C-05	30-06-2021	N/A
MG-02-C-03	12-10-2021	N/A
VG-02-C-01	06-05-2021	N/A

Audit Code: c8245396-da23-424e-baaf-595e92978060

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	5	6078	0.072	0.007	0.079
06:00-07:00	6	5272	0.237	0.130	0.367
07:00-08:00	18	3277	0.414	0.063	0.477
08:00-09:00	18	3277	0.348	0.063	0.411
09:00-10:00	18	3277	0.158	0.088	0.246
10:00-11:00	18	3277	0.139	0.115	0.254
11:00-12:00	18	3277	0.086	0.098	0.184
12:00-13:00	18	3277	0.124	0.158	0.282
13:00-14:00	18	3277	0.148	0.197	0.345
14:00-15:00	18	3277	0.122	0.136	0.258
15:00-16:00	18	3277	0.164	0.239	0.403
16:00-17:00	18	3277	0.054	0.383	0.437
17:00-18:00	18	3277	0.051	0.287	0.338
18:00-19:00	17	3396	0.069	0.128	0.197
19:00-20:00	5	6078	0.003	0.036	0.039
20:00-21:00	5	6078	0.000	0.010	0.010
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.189	2.138	4.327

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: c8245396-da23-424e-baaf-595e92978060

Parameter Summary:

Trip rate parameter range selected:	150 - 67458 (units: sqm)
Survey date date range:	28/04/2015 - 08/11/2023
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

Appendix E

TRICS Output Data – Storage Unit

Audit Code: 52fac69f-c043-4b5a-820b-737dde381fea

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	BO	BEDFORD
	HC	HAMPSHIRE
	MW	MEDWAY
03	SOUTH WEST	
	GS	GLOUCESTERSHIRE
05	EAST MIDLANDS	
	DS	DERBYSHIRE
	NN	NORTH NORTHAMPTONSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
09	NORTH	
	CU	CUMBERLAND
13	MUNSTER	
	CR	CORK
14	LEINSTER	
	CC	CARLOW
	WX	WEXFORD

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

Audit Code: 52fac69f-c043-4b5a-820b-737dde381fea

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	1750 to 24500 (units:sqm)
Range Selected by User:	190 to 100000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 18/06/24

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:

Friday	1 days
Monday	2 days
Thursday	3 days
Tuesday	1 days
Wednesday	4 days

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

Selected survey types:

Manual count	11
Direction ATC Count	0

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

Selected Locations:

Edge of Town	11 days
--------------	---------

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

Selected Location Sub Categories:

Commercial Zone	1 days
Industrial Zone	10 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	9 days
Servicing vehicles Included	2 days

Audit Code: 52fac69f-c043-4b5a-820b-737dde381fea

Secondary Filtering Selection:

Use Class:

B8	11 surveys
----	------------

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

Population within 500m Range:

50 - 6282

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	5 surveys
25,001 to 50,000	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	8 surveys

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

Audit Code: 52fac69f-c043-4b5a-820b-737dde381fea

Petrol filling station:

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

Travel Plan:

No	11 surveys
----	------------

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

PTAL Rating:

No PTAL Present	11 surveys
-----------------	------------

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

COVID-19 Restrictions:

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

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

Audit Code: 52fac69f-c043-4b5a-820b-737dde381fea

1	BO-02-F-01	DRINKS WHOLESALER	BEDFORD
CAMBRIDGE ROAD BEDFORD Edge of Town Industrial Zone Gross floor area: 3500 sqm Survey date: Thursday 15/10/2020			
			Survey Type: Manual
2	CC-02-F-01	HYDRAULIC CYCLINDERS	CARLOW
O'BRIEN ROAD CARLOW Edge of Town Industrial Zone Gross floor area: 10500 sqm Survey date: Wednesday 25/05/2016			
			Survey Type: Manual
3	CR-02-F-03	FURNITURE DISTRIBUTION	CORK
POULADUFF ROAD CORK SOUTHSIDE IND. ESTATE Edge of Town Industrial Zone Gross floor area: 4800 sqm Survey date: Tuesday 15/10/2019			
			Survey Type: Manual
4	CU-02-F-01	WAREHOUSING & DISTRIBUTION	CUMBERLAND
CARLISLE ROAD BRAMPTON Edge of Town Industrial Zone Gross floor area: 4007 sqm Survey date: Wednesday 19/06/2024			
			Survey Type: Manual
5	DS-02-F-01	LOGISTICS DEPOT	DERBYSHIRE
PARK ROAD HOLMEWOOD Edge of Town Industrial Zone Gross floor area: 7000 sqm Survey date: Wednesday 04/10/2023			
			Survey Type: Manual
6	GS-02-F-01	LOGISTICS WAREHOUSE	GLOUCESTERSHIRE
GOLF CLUB LANE NEAR GLOUCESTER BROCKWORTH Edge of Town Commercial Zone Gross floor area: 24500 sqm Survey date: Wednesday 03/05/2023			
			Survey Type: Manual
7	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE
WARSASH ROAD PARK GATE Edge of Town Industrial Zone Gross floor area: 3665 sqm Survey date: Monday 27/09/2021			
			Survey Type: Manual
8	MW-02-F-02	COMMERCIAL WAREHOUSING	MEDWAY
MILLS ROAD AYLESFORD QUARRY WOOD			

Audit Code: 52fac69f-c043-4b5a-820b-737dde381fea

Edge of Town
Industrial Zone
Gross floor area: 11200 sqm
Survey date: Friday 22/09/2017

Survey Type: Manual

9	NN-02-F-01	WAREHOUSING & DISTRIBUTION CENTRE	NORTH NORTHAMPTONSHIRE
---	------------	--------------------------------------	------------------------

HALLEY ROAD
CORBY
Edge of Town
Industrial Zone
Gross floor area: 18790 sqm
Survey date: Thursday 19/10/2023

Survey Type: Manual

10	NY-02-F-01	REMOVALS SERVICE	NORTH YORKSHIRE
----	------------	------------------	-----------------

GRIMBALD CRAG CLOSE
KNARESBOROUGH
Edge of Town
Industrial Zone
Gross floor area: 1750 sqm
Survey date: Monday 19/06/2023

Survey Type: Manual

11	WX-02-F-01	WAREHOUSING & DISTRIBUTION	WEXFORD
----	------------	-------------------------------	---------

ROSSLARE ROAD
NEAR WEXFORD
DRINAGH
Edge of Town
Industrial Zone
Gross floor area: 7881 sqm
Survey date: Thursday 20/04/2023

Survey Type: Manual

Audit Code: 52fac69f-c043-4b5a-820b-737dde381fea

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	7	10068	0.099	0.064	0.163
06:00-07:00	7	10068	0.085	0.074	0.159
07:00-08:00	11	8872	0.300	0.094	0.394
08:00-09:00	11	8872	0.157	0.077	0.234
09:00-10:00	11	8872	0.105	0.091	0.196
10:00-11:00	11	8872	0.082	0.066	0.148
11:00-12:00	11	8872	0.066	0.083	0.149
12:00-13:00	11	8872	0.080	0.087	0.167
13:00-14:00	11	8872	0.146	0.103	0.249
14:00-15:00	11	8872	0.111	0.147	0.258
15:00-16:00	11	8872	0.087	0.144	0.231
16:00-17:00	11	8872	0.098	0.244	0.342
17:00-18:00	11	8872	0.057	0.123	0.180
18:00-19:00	10	9059	0.041	0.099	0.140
19:00-20:00	6	10580	0.044	0.044	0.088
20:00-21:00	6	10580	0.025	0.032	0.057
21:00-22:00	1	18790	0.016	0.059	0.075
22:00-23:00	1	18790	0.005	0.043	0.048
23:00-00:00	1	18790	0.005	0.005	0.010
Total Rates:			1.609	1.679	3.288

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

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

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Audit Code: 52fac69f-c043-4b5a-820b-737dde381fea

Parameter Summary:

Trip rate parameter range selected:	190 - 100000 (units: sqm)
Survey date date range:	25/05/2016 - 19/06/2024
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Civil Engineering - Transport Planning - Flood Risk

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