

Transport Statement

Unit 2,
Unit East,
Southdown Enterprise Park,
Shoreham Road,
BN5 9SE



Contents

Executive Summary	2
1 Introduction	3
2 Existing Site Details	4
Site Access	5
3 Local Highway Network	6
Accident Data	7
Sustainable Access	8
Bus Services	8
4 Proposed Development	11
Car parking	13
Cycle Parking	13
Servicing and Emergency Vehicle Access	15
5 Trip Generation	16
Proposed Trip Generation – TRICS Analysis	16
Summary of Trips	18
6 Conclusion	19

Schedule of Appendices

- A Site Plan
- B TRICS Output Data

Document Control

Issue	Issue date	Compiled	Checked	Authorised
1	June 2026	TS	RW	RW

Executive Summary

GTA Civils & Transport Ltd has been commissioned by Coles Automotive Property Ltd to prepare a Transport Statement in support of the proposed change of use of Unit 2, Unit East, Southdown Enterprise Park, Shoreham Road, from B8 storage and distribution to B2 general industrial use.

The proposals involve the introduction of vehicle repair, maintenance and MOT servicing activities with Unit 2. Coles Automotive plan to operate within unit 2 & 3, with the reception, offices and light servicing occurring in unit 3, which already has the required consents.

The site is accessed via the existing industrial estate access from Shoreham Road.

The existing provision of 22 car parking spaces, including 9 electric vehicle charging spaces and 1 disabled parking bay, together with 3 cycle parking spaces and refuse storage facilities, will remain unchanged and is considered sufficient to serve the proposed change of use.

Trip generation has been assessed using the TRICS database, which indicates that the proposals would generate a negligible level of traffic during peak periods.

Overall, the scale and nature of the development are not considered to result in any material impact on the operation or safety of the surrounding highway network, nor on sustainable transport modes.

1 Introduction

- 1.1 This Transport Statement (TS) has been prepared for Coles Automotive Ltd to support the change of use of Unit 2, Southdown Enterprise Park, Shoreham Road, BN5 9SE 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 Coles Automotive Ltd to prepare a Transport Statement (TS) to support a planning application for the proposed development.

2 Existing Site Details

- 2.1 The site is located to the south of Henfield and to the west of Shoreham Road (A2037). The site forms part of an established commercial area, with Henfield Business Park located opposite the site, which was developed during the mid to late 1990s.
- 2.2 Building 2 within the site is divided into three separate units. Unit 1 is unrelated to Coles Automotive and does not form part of the application. Unit 3 extends to 291 sqm and is in E(g) light industrial use, operated by Coles Automotive. Unit 2 extends to 229 sqm and is currently in B8 storage use, forming the subject of the proposed change of use application. The site currently provides 22 parking spaces associated with Units 2 and 3.
- 2.3 An aerial view of the site is shown below in **Figure 2.1**.

Figure 2.1 – Aerial View of Existing Site



Site Access

- 2.4 The existing site access is from Shoreham Road, which serves the business park. The access bellmouth has been recently constructed to modern standards. **Figure 2.2** provides the image of the existing site access.

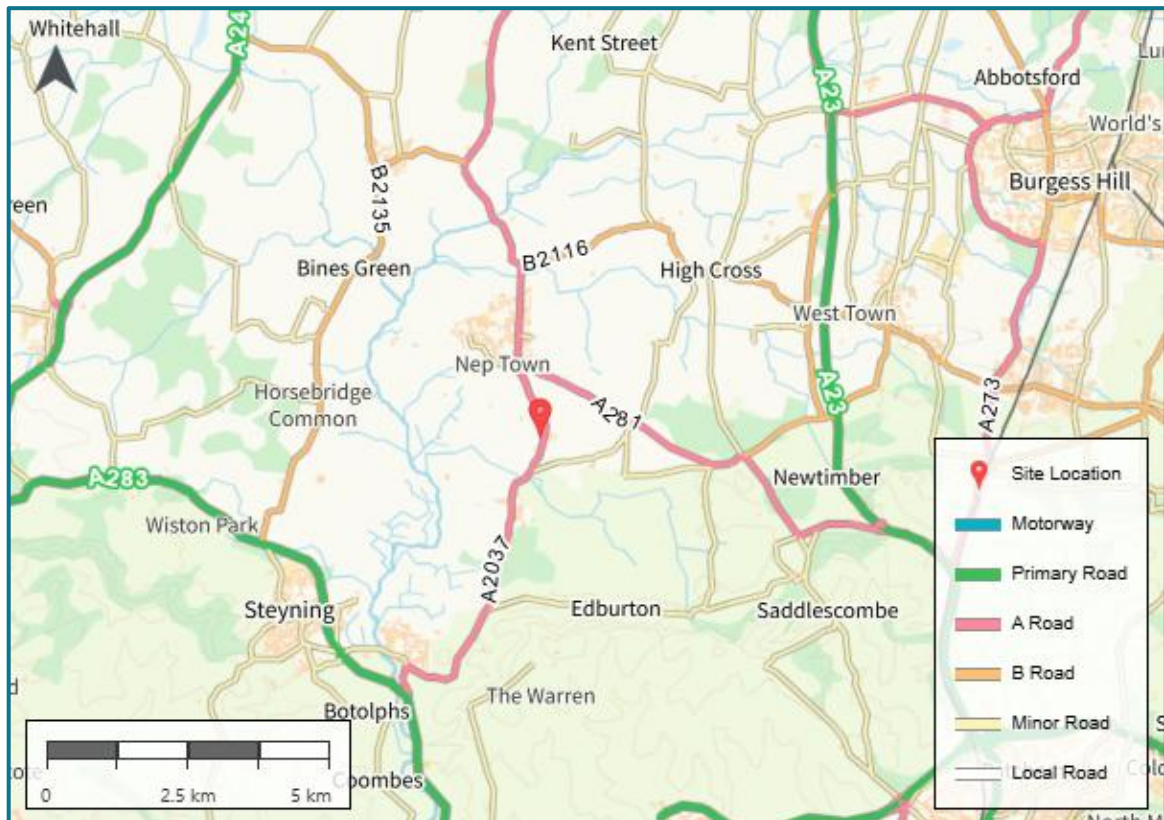
Figure 2.2 – Existing Site Access



3 Local Highway Network

- 3.1 The immediate section of Shoreham Road in the vicinity of the site is subject to a 40mph speed limit. There are no pedestrian footways in the immediate vicinity of the site access.
- 3.2 Shoreham Road (A2037) provides a key north–south route within the local highway network, linking the site with Henfield and surrounding settlements. Henfield High Street is located approximately 1.6km north of the site access and is accessible via the A2037 corridor. To the south, the A2037 connects with the Steyning Bypass (A283), the A283 provides connections to both the A24 and the A27 strategic road corridors. The route therefore provides connectivity to both the local and wider highway network and functions as an important local distributor, accommodating both local and through traffic movements.
- 3.3 In summary, the site is well related to the local highway network via Shoreham Road (A2037), with access to nearby public transport provision and Henfield within a reasonable distance.
- 3.4 **Figure 3.1** shows the local highway network in the vicinity of the site.

Figure 3.1 – Local Highway Network

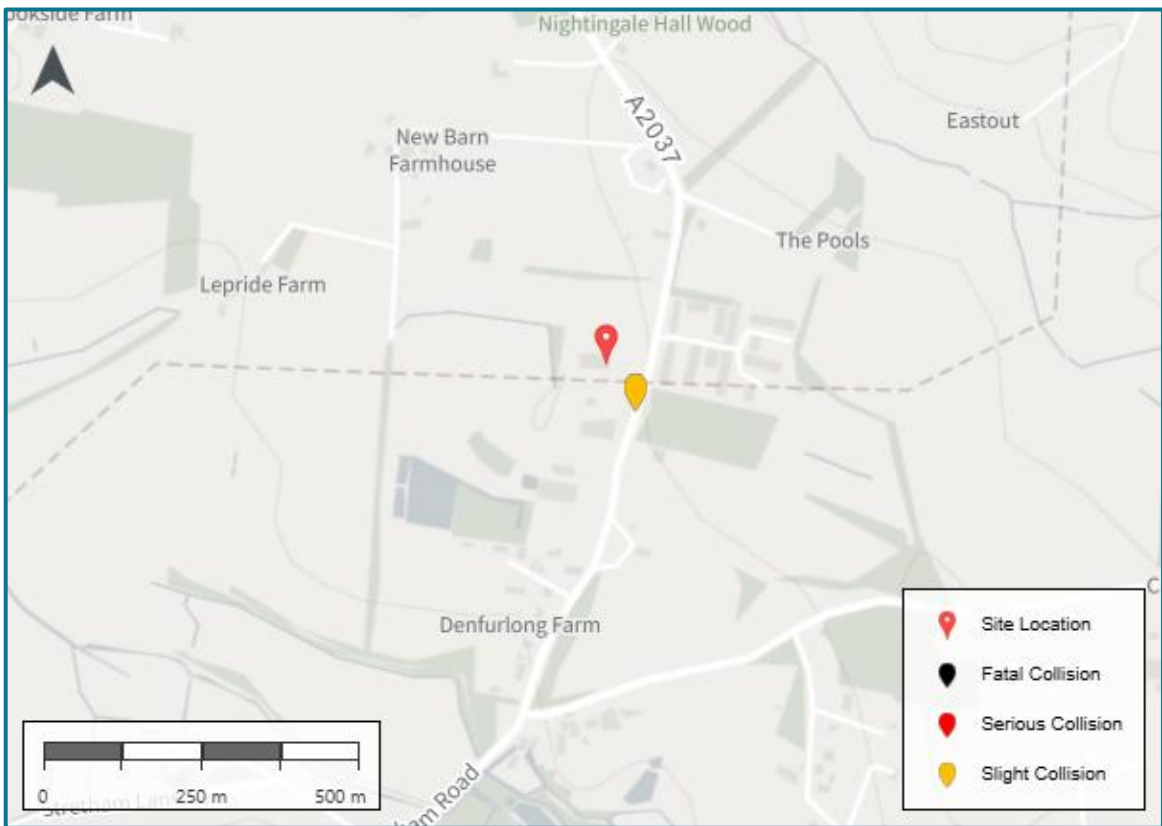


Source: Ordnance Survey

Accident Data

- 3.5 This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. Accident records have been examined within the site vicinity for a 3-year period between 2022 and 2024. Records have been examined for Shoreham Road within the vicinity of the site access.
- 3.6 Within this time period there was 1 recorded accident within the area surrounding the site (circa 400m radius around the site access). **Figure 3.2** shows the location of the incident in the surrounding area, and **Table 3.1** provides details of the incident.

Figure 3.2 – Accidents Within Site Vicinity



Source: Department for Transport (DfT)

Table 3.1 – Accident Details

Date	Category	Location	No. Vehicles Involved	No. Casualties Involved
13/06/2023	Slight	Shoreham Road	2	1

- 3.7 The local accident incidence rate within the study area is low, with no identifiable pattern of collisions associated with the site access or any incident clusters.

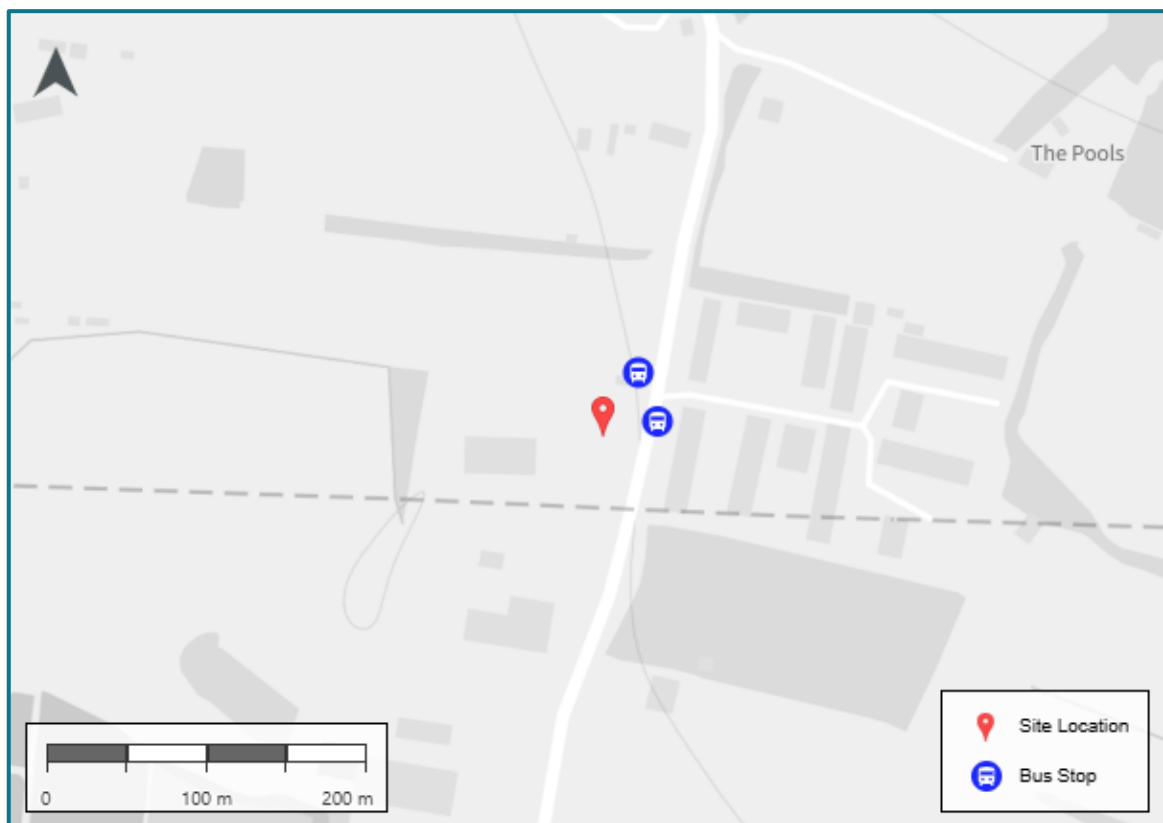
Sustainable Access

- 3.8 The closest bus stops are located on the A2037, adjacent to the site access and opposite the site access. These stops are provided with timetable information and are located on the grass verges. These are serviced by the Bus Routes 3, 100 and 106, operated by Southern Transit and Compass Travel.
- 3.9 These routes provide connects to locations such as Henfield, Horsham, Steyning, Burgess Hill and Worthing. These service runs fairly frequently on weekdays and during peak hours and would therefore be a viable option for staff travelling to and from the site.

Bus Services

- 3.10 Bus stops are located adjacent to the site as shown in **Figure 3.3**. The nearest bus stop is located at Business Park, approximately 140m from the site, this represents a 3-minute walk. This stop is served by route numbers 100 & 106.

Figure 3.3 – Nearest Bus Stops to Site



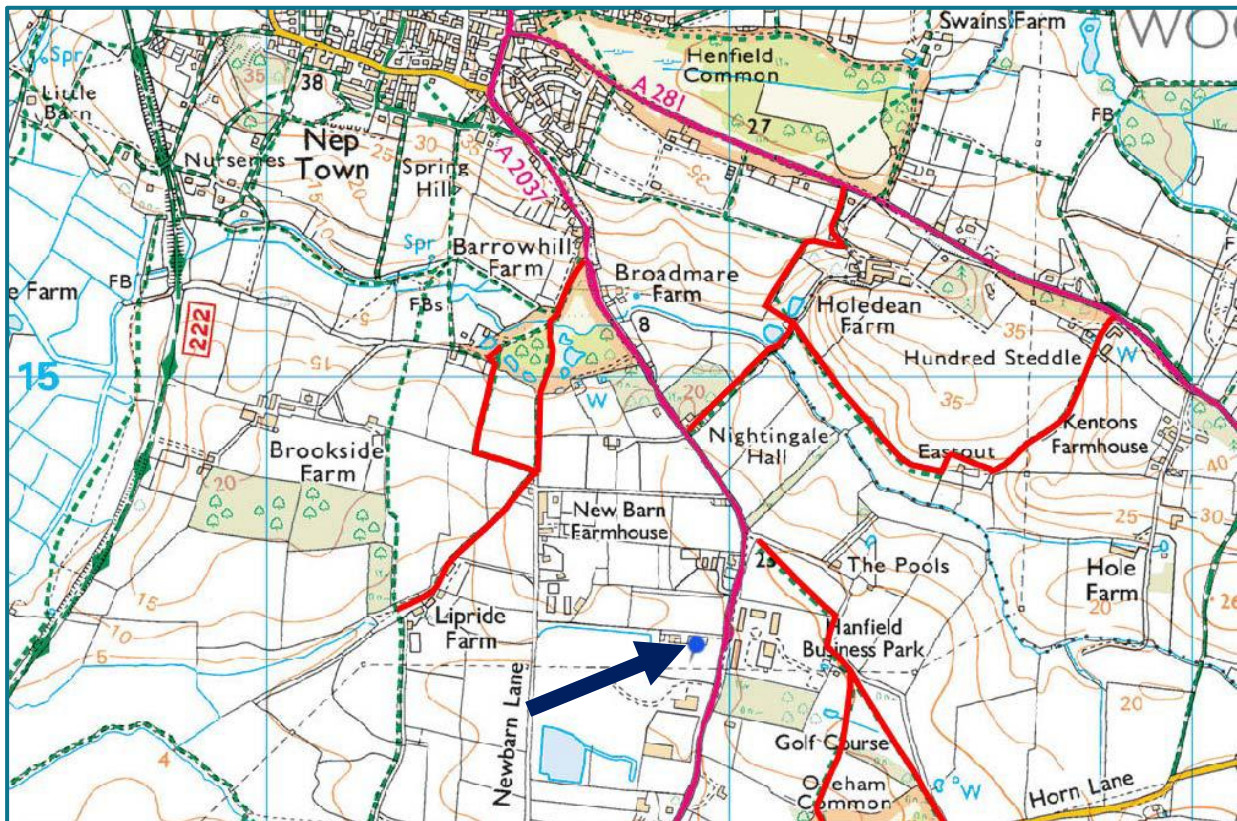
- 3.11 **Table 3.2** below indicates the route destinations and approximate frequencies of the bus routes serving the bus stops near the site.

Table 3.2 – Local Bus Service Frequencies

Stop	Service	Destination	Monday-Friday Frequency	Saturday Frequency	Sunday Frequency
Business Park	100	Horsham to Burgess Hill	1 per hour	1 per hour	No service
Business Park	100	Horsham to Burgess Hill	1 per hour	1 per hour	No service
Business Park	6	Henfield to Worthing	1 per day (Tuesdays, Wednesdays and Fridays)	No service	No service
Business Park	100	Worthing to Henfield	1 per day (Tuesdays, Wednesdays and Fridays)	No service	No service

- 3.12 Hassocks is the closest railway station to the site and is approximately 12.3km from the proposed development by car. This is too far to walk and therefore is not a viable option for staff members walking or cycling to and from the site to the station.
- 3.13 Whilst there are no cycle facilities on the A2037, traffic volumes are relatively light for an A-class road, making it conducive to cycling. Henfield is located 1.3km to the north of the site, well within the standard 5km cycle radius and provides shops, food stores and eating establishments as well as a number of other amenities.
- 3.14 Surrounding the site there are a network of bridleways and public footpaths as shown on Figure4.3 below (sourced from the WSCC iMap).

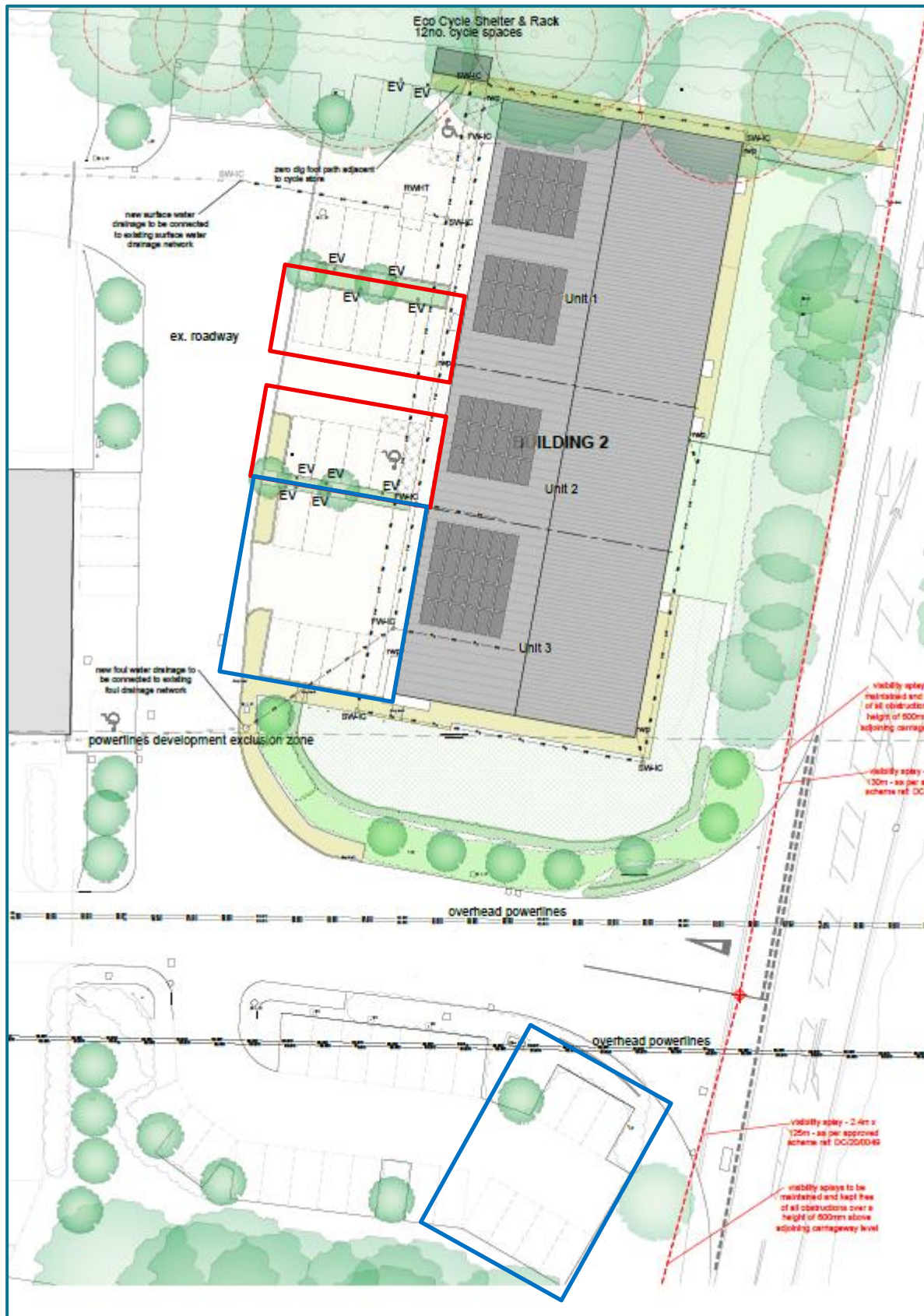
Figure 3.4 – Bridleways and Public Footpaths, iMap



4 Proposed Development

- 4.1 The proposed development relates to the reconfiguration of uses within unit 2 at Southdown Enterprise Park, Shoreham Road, to support Coles Automotive operations.
- 4.2 Unit 3 (the southern unit, 291 sqm, Use Class E(g)) will be occupied by Coles Automotive and comprises a reception/customer waiting area, office accommodation and associated light vehicle servicing activities ancillary to the main workshop use. The unit will continue to operate under its existing E(g) use; however, it will function as the primary reception and office base for the wider Coles Automotive operation on the site. For clarity, no material change of use is proposed to this unit and it is referenced for contextual purposes only, as Units 2 and 3 will operate together and share the existing parking provision available within the site.
- 4.3 Unit 2 (the middle unit, 229 sqm) has a B8 storage use and forms the subject of this Transport Statement. The proposal seeks to bring the unit into active B2 workshop use, comprising vehicle repair and maintenance activities together with MOT Class 7 testing. The unit will provide the necessary workshop floorspace and associated servicing facilities required to support the proposed operation.
- 4.4 Please see **Figure 4.1** for the proposed site layout plan. The parking spaces highlighted in red are allocated to Unit 2, which is the subject of this Transport Statement. The parking spaces outlined in blue are associated with Unit 3; however, as both units are under the ownership of Coles Automotive, these spaces can be utilised flexibly by visitors and staff associated with both units. A copy of the plan is also provided in **Appendix A**.

Figure 4.1 – Proposed Site Plan Showing Existing Parking Areas for Units 2 and 3



Car parking

- 4.5 Guidance is taken from *Table 3: Non-Residential Parking Demand* within the *West Sussex County Council Guidance on Parking at New Developments (September 2020)*. **Figure 4.2** provides extracts from the guidance used to calculate the parking requirements for Units 2 and 3.
- 4.6 Unit 2, with a floorspace of 229 sqm, generates a requirement for 6 car parking spaces.
- 4.7 Unit 3 operates as an office and reception facility for Coles within Use Class E(g). With a floorspace of 291 sqm, the unit generates a requirement for 10 car parking spaces in accordance with the adopted parking standards.
- 4.8 Units 2 and 3 therefore generate a combined parking requirement of 16 car parking spaces. A total of 22 existing parking spaces are available to serve both units; this exceeds the parking requirement. The available parking provision is therefore considered sufficient to accommodate the operational needs of both units, whilst allowing for fluctuations in demand and minimising the potential for overspill parking onto the surrounding highway network.
- 4.9 The existing parking provision includes 9 spaces equipped with electric vehicle charging facilities and 1 disabled parking bay.

Cycle Parking

- 4.10 Guidance is taken from the *West Sussex County Council Guidance on Parking at New Developments (September 2020)*. **Figure 4.2** provides extracts from the guidance used to calculate the cycle parking requirements for Units 2 and 3.
- 4.11 Unit 2, with a floorspace of 229 sqm, generates a requirement for 1 cycle parking space in accordance with the adopted cycle parking standards applicable to B2 industrial uses.
- 4.12 Unit 3 operates as an office and reception facility for Coles within Use Class E(g). With a floorspace of 291 sqm, the unit generates a requirement for 2 cycle parking spaces in accordance with the adopted cycle parking standards.
- 4.13 Units 2 and 3 therefore generate a combined requirement for 3 cycle parking spaces. The required cycle parking provision is already provided within the site, located to the south-east of Unit 2 and is considered sufficient to meet the needs of staff associated with both units.

Figure 4.2 – Table 3: Non-Residential Parking Demand Standards

Use Class	Vehicular	Cycle
B2 General Industrial	1 space per 40sqm	1 space per 200sqm for staff and 1 space per 500sqm for visitors
E Commercial, Business and Service – Business (office, research and development and light industrial process)	1 space per 30sqm	1 space per 150sqm for staff and 1 space per 500sqm for visitors

Servicing and Emergency Vehicle Access

- 4.14 Refuse vehicles currently access the site directly from Shoreham Road via the existing vehicle entrance. The existing site layout provides sufficient space for service vehicles to manoeuvre and exit in a forward gear.
- 4.15 Fire appliances are able to reach within 45 metres of all parts of the buildings, in accordance with Paragraph 13.1 of Approved Document B of the Building Regulations. Fire appliance access is therefore considered satisfactory within the existing site arrangement.

5 Trip Generation

- 5.1 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

- 5.2 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.
- 5.3 The existing use of Unit 2 at Southdown Enterprise Park comprises B8 (storage and distribution) use. The TRICS database has been interrogated to identify appropriate comparable sites for this existing use, with the following parameters applied:

- Survey Year: Post 2015 surveys;
- Regions: All regions;
- Days: Weekdays only;
- Location: Edge of Town location type;
- Units sqm: 1750-4700 sqm;
- Car Ownership: From 1.1 to 1.5.

- 5.4 **Table 5.1** below provides the relevant TRICS trip rate data, based on the site selection criteria above.

Table 5.1 – TRICS Trip Rates (Existing Use: B8 Storage / Commercial) – 229 sqm

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (00:00 – 21:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	0	0	1	0	0	0	3	3	6

Resultant trips rounded to the nearest whole number

5.6 The proposed development relates to the change of use of Unit 2 at Southdown Enterprise Park from B8 (storage and distribution) to B2 (general industrial) use. The TRICS database has been interrogated to identify appropriate comparable sites for the proposed B2 use, with the following parameters applied:

- Survey Year: Post 2015 surveys;
- Regions: All regions;
- Days: Weekdays only;
- Location: Edge of Town and Free-Standing location types;
- Units sqm: 150-3240 sqm;
- Car Ownership: From 1.1 to 2.5.

5.7 **Table 5.2** shows the resultant trips based on the development scale.

Table 5.2 – TRICS Trip Rates (Proposed Use: B2 General Industrial) – 229 sqm

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (00:00 – 21:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	1	0	1	0	1	1	4	4	9

Resultant trips rounded to the nearest whole number

Table 5.3 – Net Change in Trip Generation (Proposed B2 Use vs Existing B8 Use) – 229 sqm

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (00:00 – 21:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	1	0	0	0	1	1	1	1	3

Resultant trips rounded to the nearest whole number

5.8 The full details of the TRICS assessment can be seen in **Appendix B**.

Summary of Trips

5.9 Using data derived from the TRICS database, the proposed development is forecast to generate minimal vehicle trips, comprising:

- Approximately 0 two-way vehicle trips during the weekday AM peak period (08:00–09:00);
- Approximately 1 two-way vehicle trip during the weekday PM peak period (17:00–18:00);
- Approximately 3 two-way vehicle trips across an average weekday.

5.10 Based on the TRICS assessment, the resulting traffic generation associated with the proposed development is negligible and can be readily accommodated within the surrounding highway network. Accordingly, no further highway impact assessment or mitigation measures are considered necessary. The proposals represent a very minor net increase in trip generation associated with the change of use of Unit 2 (291 sqm) from B8 storage to B2 general industrial use.

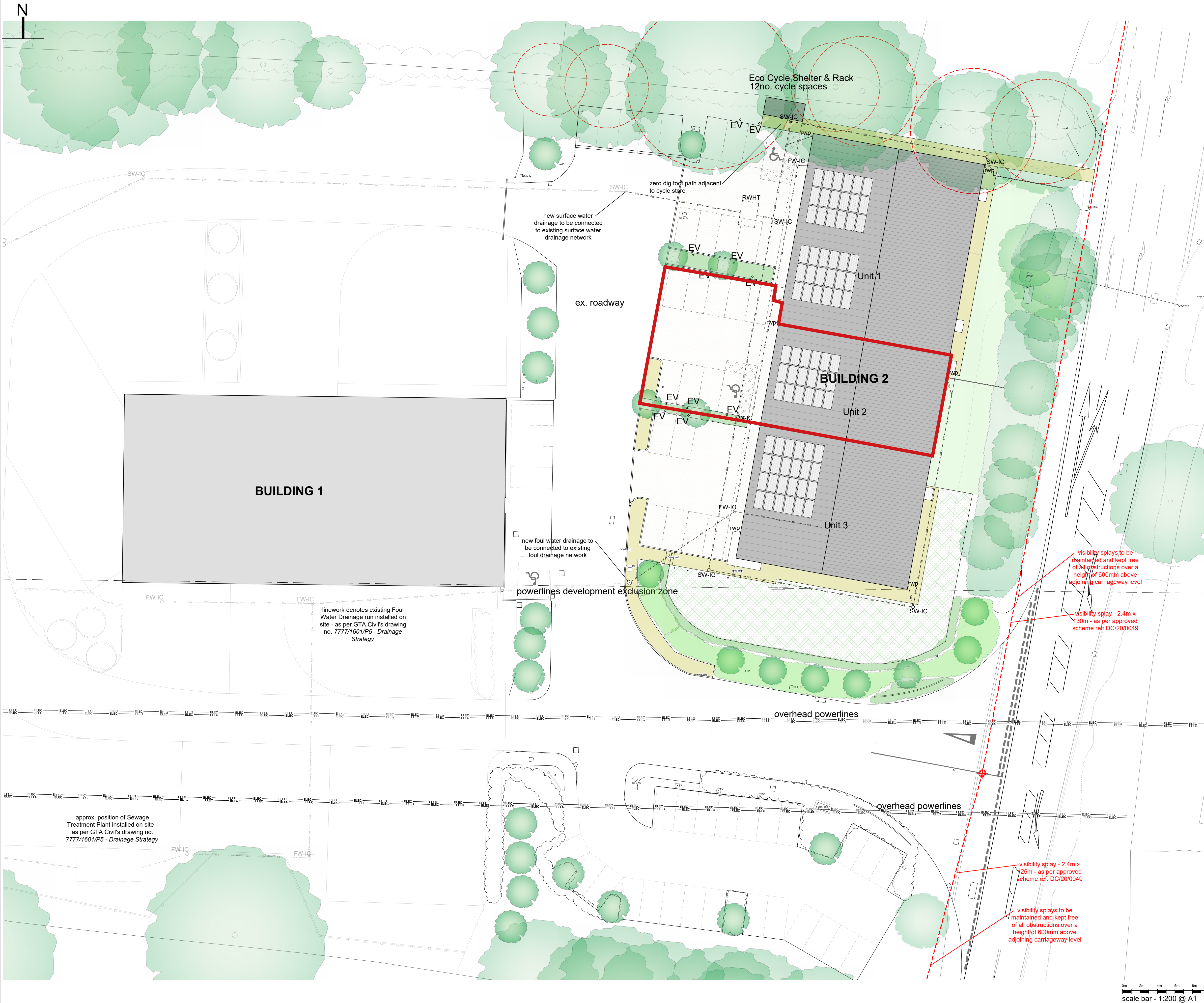
6 Conclusion

- 6.1 The proposal seeks permission for the change of use of Unit 2 from B8 storage and distribution to B2 general industrial use to facilitate vehicle repair, maintenance and MOT Class 7 testing activities. Unit 3 will remain in its existing E(g) use as the reception and office base for the wider Coles Automotive operation.
- 6.2 The proposals include the use of 22 existing car parking spaces, including 9 electric vehicle charging spaces and 1 disabled parking bay, together with 3 cycle parking spaces and refuse storage facilities. The level of provision accords with West Sussex County Council parking standards and is sufficient to serve the proposed change of use.
- 6.3 Trip generation has been assessed using the TRICS database and demonstrates that the proposal would result in a negligible increase in vehicle movements compared with the existing B8 use. The assessment identifies a net increase of 0 two-way vehicle trips during the AM peak hour and 1 two-way vehicle trip during the PM peak hour. These changes are negligible and would not have a material impact on the operation of the surrounding highway network.
- 6.4 Given the scale of the proposed change of use and the negligible increase in traffic generation, the development would not result in any material impact on the operation or safety of the surrounding highway network, nor would it adversely affect sustainable transport modes.
- 6.5 Overall, there are no highway or transport reasons why planning permission should not be granted, and the proposals are considered acceptable from a transport and highway perspective.

- End of Report -

Appendix A

Site Layout Plan



NOTES

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

H	15.04.24	ec	cycle store re-positioned
G	24.01.24	ec	landscape scheme updated
F	18.01.24	ec	additional 03.no. EC points added
E	13.12.23	ec	visibility splays indicated and cycle store relocated @ HA request
D	30.10.23	ec	drainage added
C	09.10.23	ec	PLANNING ISSUE
B	15.09.23	ec	gen. updates to scheme
A	10.08.23	ec	gen. updates to scheme
REV	DATE	BY	AMENDMENT



CLIENT
Coles Automotive Property Ltd

JOB TITLE
Unit 2 (East)
Southdowns Enterprise Park
Shoreham Road
Henfield
West Sussex

DRAWING TITLE
Proposed Site Plan

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

DATE	SCALE	DRAWN BY	ec
June '23	1:200 @ A1	CHECKED BY	mf

JOB NO.	DRAWING NO.	REVISION
23051	2.03	H

Appendix B

TRICS Output Data

Audit Code: 188dd563-b826-4d17-8dc7-0c64b401f3db

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA	
	SF	SUFFOLK
07	YORKSHIRE & NORTH LINCOLNSHIRE	1 day
	NY	NORTH YORKSHIRE
09	NORTH	1 day
	CU	CUMBERLAND
		1 day

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



Audit Code: 188dd563-b826-4d17-8dc7-0c64b401f3db

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 4700 (units:sqm)
Range Selected by User:	190 to 5000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/07/15 to 16/09/25

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	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Edge of Town	3 days
--------------	--------

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

Selected Location Sub Categories:

Industrial Zone	3 days
-----------------	--------

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	2 days

Audit Code: 188dd563-b826-4d17-8dc7-0c64b401f3db

Secondary Filtering Selection:

Use Class:

B8	3 surveys
----	-----------

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

Population within 500m Range:

303 - 648

Population within 1 mile:

1,001 to 5,000	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:

5,001 to 25,000	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:

1.1 to 1.5	3 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: 188dd563-b826-4d17-8dc7-0c64b401f3db

Petrol filling station:

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

Travel Plan:

No	3 surveys
----	-----------

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

PTAL Rating:

No PTAL Present	3 surveys
-----------------	-----------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 188dd563-b826-4d17-8dc7-0c64b401f3db

1	CU-02-F-01	WAREHOUSING & DISTRIBUTION	CUMBERLAND
CARLISLE ROAD BRAMPTON Edge of Town Industrial Zone Gross floor area: 4007.00 sqm Survey date: Wednesday 19/06/2024			
		Survey Type: Manual	
2	NY-02-F-01	REMOVALS SERVICE	NORTH YORKSHIRE
GRIMBALD CRAG CLOSE KNARESBOROUGH Edge of Town Industrial Zone Gross floor area: 1750.00 sqm Survey date:			
		Survey Type: Manual	
3	SF-02-F-03	ROAD HAULAGE	SUFFOLK
CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Gross floor area: 4700.00 sqm Survey date: Friday 18/09/2015			
		Survey Type: Manual	

Audit Code: 188dd563-b826-4d17-8dc7-0c64b401f3db

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	1	4007	0.349	0.225	0.574
06:00-07:00	1	4007	0.225	0.349	0.574
07:00-08:00	3	3486	0.268	0.172	0.440
08:00-09:00	3	3486	0.325	0.249	0.574
09:00-10:00	3	3486	0.163	0.077	0.240
10:00-11:00	3	3486	0.220	0.191	0.411
11:00-12:00	3	3486	0.182	0.172	0.354
12:00-13:00	3	3486	0.239	0.153	0.392
13:00-14:00	3	3486	0.220	0.249	0.469
14:00-15:00	3	3486	0.277	0.239	0.516
15:00-16:00	3	3486	0.201	0.306	0.507
16:00-17:00	3	3486	0.182	0.354	0.536
17:00-18:00	3	3486	0.143	0.296	0.439
18:00-19:00	3	3486	0.077	0.057	0.134
19:00-20:00	1	4007	0.075	0.075	0.150
20:00-21:00	1	4007	0.000	0.025	0.025
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.146	3.189	6.335

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: 188dd563-b826-4d17-8dc7-0c64b401f3db

Parameter Summary:

Trip rate parameter range selected:	190 - 5000 (units: sqm)
Survey date date range:	18/09/2015 - 19/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: b43b5320-967a-49fe-b90f-e9e355e39b41

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT
Category: C - INDUSTRIAL UNIT
Selected Vehicle Type: Total Vehicles

Selected regions and areas:		
05	EAST MIDLANDS	
	LE	LEICESTERSHIRE 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 1 day
08	NORTH WEST	
	LC	LANCASHIRE 1 day
12	CONNAUGHT	
	MA	MAYO 1 day
17	ULSTER (NORTHERN IRELAND)	
	TY	TYRONE 1 day

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



Audit Code: b43b5320-967a-49fe-b90f-e9e355e39b41

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	150 to 3240 (units:sqm)
Range Selected by User:	150 to 3500 (units:sqm)
Parking Spaces Range:	4 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/15 to 03/06/25

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

Selected survey days:

Friday	2 days
Thursday	3 days

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

Selected survey types:

Manual count	5
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	3 days
Free Standing	2 days

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

Selected Location Sub Categories:

Industrial Zone	4 days
Out of Town	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 Included	1 days
Servicing vehicles Unknown	4 days



Audit Code: b43b5320-967a-49fe-b90f-e9e355e39b41

Secondary Filtering Selection:

Use Class:

Not Known

5 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:

1,000 or Less

2 surveys

1,001 to 5,000

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:

25,001 to 50,000

1 surveys

5,000 or Less

1 surveys

5,001 to 25,000

1 surveys

50,001 to 75,000

1 surveys

75,001 to 100,000

1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5

3 surveys

1.6 to 2.0

1 surveys

2.1 to 2.5

1 surveys

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

Audit Code: b43b5320-967a-49fe-b90f-e9e355e39b41

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 5 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 5 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

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

Audit Code: b43b5320-967a-49fe-b90f-e9e355e39b41

1	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Gross floor area: 700.00 sqm Survey date: Thursday 21/04/2022			
			Survey Type: Manual
2	LE-02-C-01	COMMERCIAL VEHICLE SERVICES	LEICESTERSHIRE
WYMESWOLD ROAD NEAR LOUGHBOROUGH BURTON ON THE WOLDS Free Standing Industrial Zone Gross floor area: 175.00 sqm Survey date: Friday 17/06/2022			
			Survey Type: Manual
3	MA-02-C-01	MECHANICAL ENGINEERING	MAYO
KILMAINE ROAD BALLINROBE Edge of Town Industrial Zone Gross floor area: 1130.00 sqm Survey date: Friday 09/10/2020			
			Survey Type: Manual
4	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
WETHERBY ROAD KNARESBOROUGH Edge of Town Industrial Zone Gross floor area: 1500.00 sqm Survey date: Thursday 29/06/2023			
			Survey Type: Manual
5	TY-02-C-01	ELECTRICAL MOTOR COMPANY	TYRONE
DRUM ROAD NEAR COOKSTOWN Free Standing Out of Town Gross floor area: 2600.00 sqm Survey date: Thursday 14/03/2019			
			Survey Type: Manual

Audit Code: b43b5320-967a-49fe-b90f-e9e355e39b41

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	3	668	0.050	0.000	0.050
06:00-07:00	3	668	0.150	0.050	0.200
07:00-08:00	5	1221	0.655	0.278	0.933
08:00-09:00	5	1221	0.508	0.262	0.770
09:00-10:00	5	1221	0.410	0.328	0.738
10:00-11:00	5	1221	0.295	0.426	0.721
11:00-12:00	5	1221	0.311	0.295	0.606
12:00-13:00	5	1221	0.344	0.410	0.754
13:00-14:00	5	1221	0.459	0.426	0.885
14:00-15:00	5	1221	0.213	0.229	0.442
15:00-16:00	5	1221	0.311	0.295	0.606
16:00-17:00	5	1221	0.229	0.393	0.622
17:00-18:00	5	1221	0.197	0.590	0.787
18:00-19:00	5	1221	0.049	0.262	0.311
19:00-20:00	3	668	0.050	0.150	0.200
20:00-21:00	3	668	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.231	4.394	8.625

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: b43b5320-967a-49fe-b90f-e9e355e39b41

Parameter Summary:

Trip rate parameter range selected:	150 - 3500 (units: sqm)
Survey date date range:	14/03/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	5
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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