



Marthas Barn, Wheatsheaf Road, Henfield

TRANSPORT STATEMENT

for Proposed Mixed-Use Development
on behalf of Mr Laxley Pennant

25/9069/TS01

January 2026

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1 INTRODUCTION

1.1 Overview

- 1.1.1 RGP has been commissioned by Mr Laxley Pennant to prepare a Transport Statement (TS) in relation to a proposed mixed-use commercial development (the 'proposed development') at Marthas Barn, Wheatsheaf Road, Henfield (the 'site').
- 1.1.2 The site is situated within the administrative boundaries of Horsham District Council (HDC) as Local Planning Authority (LPA) and West Sussex County Council (WSCC) as Highway Authority (HA).

1.2 Relevant Planning Consents

- 1.2.1 The site currently accommodates two commercial buildings ('Building A' and 'Building B') and associated areas of hardstanding operating under a B1 (now E) / B8 Use Class, with an element of retail (former A1, now E Use Class). Existing Building A and Building B are identified on the plan at **Appendix A**.
- 1.2.2 Building A has a Gross Floor Area (GFA) of 525 square metres and is located at the eastern part of the site. It is a former agricultural barn. Planning permission was granted by HDC in July 2010 (reference DC/10/0650) for the barn to operate under a B1 / B8 Use Class. It accommodates a business involving the storage, distribution and finishing of furniture, implemented under DC/10/0650. Prior to the July 2010 planning approval, the building operated under a 1994 planning consent (reference HF/31/94) and accommodated an agricultural trenching business.
- 1.2.3 Approved applications HF/31/94 and HF/32/94 confirm that the eastern building on the site (Building A) and its use for storage in connection with the agricultural trenching contractors business were lawful. The Lawful Development Certificate (LDC) and Lawful Use Certificate (LUC) are however restricted solely to the building itself.
- 1.2.4 Building B is 275 square metres (GFA) in floor area and is located at the western part of the site. It was constructed within the last 15 years as the furniture business grew. It features a five-bay storage barn and operates under a B8 Use Class, permitted in December 2017 (reference DC/17/2254). Six car parking spaces are required for Building B under this consent and is the only required parking for the site under the conditions of its existing planning consents. Improvements to the site access from Wheatsheaf Road were also secured and delivered under DC/17/2254, comprising widening of the access to 5.5 metres for the first 10 metres and increasing the junction radii.
- 1.2.5 Further planning consent was then granted in October 2020 (reference DC/20/0996) for the inclusion of an internal kitchen / furniture showroom (former A1 Use Class, now within the E Use Class) within part of the ground floor of the Building A.
- 1.2.6 It is evident therefore that the site features existing, established commercial uses, albeit the use of the site is currently controlled through a number of conditions attached to the abovementioned planning approvals. This includes restricting the operation of the buildings to uses in connection with the 'storage, distribution and finishing of furniture' only, as well as allowing only a small ancillary showroom element in one of the buildings and prohibiting a trade counter therein.

- 1.2.7 The site also benefits from Certificate of Lawfulness for a Proposed Use or Development (CLPUD) for a further B8 Use Class building (reference DC/25/0887) with the same footprint and in the same broad location (albeit repositioned) as that represented by proposed 'Building C' on the plan at **Appendix A**. The CLPUD (DC/25/0887) has not been implemented to date.

1.3 Applications DC/22/1790 and DC/23/2311

- 1.3.1 Planning applications pertaining to the change of use of land at and to the south of site to provide a new lorry turning and delivery area (DC/22/1790) and bespoke detailing and distribution of premium vehicles (DC/23/2311) were refused by HDC in June 2024, with subsequent Appeals dismissed (APP/Z3825/W/24/3348204 and APP/Z3825/W/24/3349401) in April 2025.

- 1.3.2 It is significant that neither of these applications, or the subsequent Appeals, were refused / dismissed on highways grounds. WSCC as HA raised no highways issues in its consultation responses to these applications, including in relation to the continued use of the existing site access from Wheatsheaf Road. Similarly, the Appeal Inspector in relation to APP/Z3825/W/24/3348204 and APP/Z3825/W/24/3349401 reiterates that the existing site access from Wheatsheaf Road exhibits no existing road safety issues.

- 1.3.3 The delegated applications sheet pertaining to application DC/23/2311 includes the following commentary from the HA relating to the site access:

"An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore, there is no evidence to suggest the existing access has been operating unsafely or that the proposals would exacerbate an existing safety concern."

Following an inspection of the submitted plans and WSCC mapping, there are no apparent visibility concerns with the existing access point on Wheatsheaf Road. The proposed use is not anticipated to give rise to a significant material intensification of use of the existing access point, when compared with what the wider site generates as a whole."

In summary, the 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 (paragraph 115), and that there are no transport grounds to resist the proposal."

- 1.3.4 The delegated applications assessment sheet pertaining to application DC/22/1790 also includes the following commentary from the HA relating to the site access:

"The proposal does not seek any change to existing access arrangements, with no evidence before the Authority that the point of existing access onto the B2116 is operating unsafely, or that the proposals would exacerbate a highway safety concern."

- 1.3.5 It is evident therefore that the existing site access operates safely and satisfactorily and that suitable levels of visibility are afforded for drivers. For robustness however, a review of the site access is also provided within this TS.

1.4 Summary of Proposed Development

- 1.4.1 The proposed development includes the construction of four new commercial buildings on the site (referred to as Buildings C, D, E, and F) along with associated works.
- 1.4.2 The proposed new buildings would have a combined total floor area of 1,319 square metres GFA and each unit would operate with a flexible storage and distribution / office use (B8 / E(g) Use Class). Building F would also include allowance for a gym use (E(d) Use Class).
- 1.4.3 The proposed new unit mix and scale is set out below.
- Building C – 396sqm GFA (B8 & E(g));
 - Building D – 396sqm GFA (B8 & E(g));
 - Building E – 324sqm GFA (B8 & E(g)); and,
 - Building F – 203sqm GFA (B8, E(g) & E(d)).
- 1.4.4 Existing Buildings A and B would continue to operate under their existing lawful use.
- 1.4.5 A copy of the proposed site layout plan is included at **Appendix A**. Access to the site would be provided from B2116 Wheatsheaf Road by way of the existing site access.

1.5 Report Purpose

- 1.5.1 This TS provides information for the consideration of the HA and LPA relating to key transport matters associated with the site and the proposed development. This includes matters relating to the site access, highway safety, traffic impact, and vehicle turning and parking arrangements.
- 1.5.2 The remainder of this TS is structured as follows:
- **Chapter 2: Site Context** - details the location of the site, existing traffic conditions on the adjoining highway network, and road safety records locally;
 - **Chapter 3: Traffic Generation and Impact** - sets out the projected traffic generation associated with the proposed development and considers the net impact on the local highway network;
 - **Chapter 4: Site Access and Internal Layout** - considers the suitability of the site access and internal site layout from a safety and operational perspective;
 - **Chapter 5: Parking** - sets out the proposed car and cycle parking arrangements and its compliance with relevant local parking standards; and,
 - **Chapter 6: Summary and Conclusions** - summarises and concludes this TS.

2 SITE CONTEXT

2.1 Site Location

- 2.1.1 The site is located to the south of Wheatsheaf Road some 2 kilometres north-east of the centre of Henfield. **Figure 1** illustrates the location of the site.



Figure 1 Site Location

- 2.1.2 The site location and extent in a more localised context is shown at **Figure 2**.

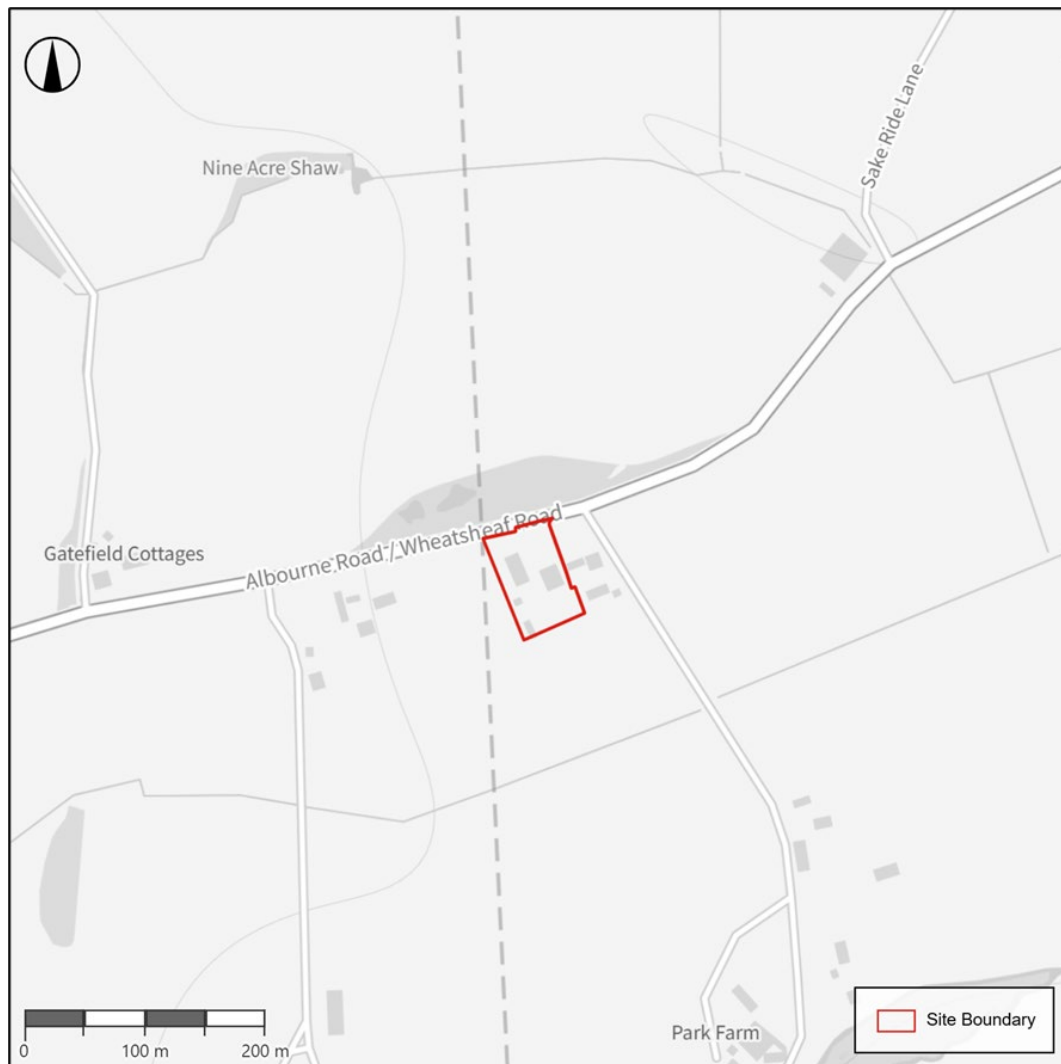


Figure 2 Site Location and Extent

- 2.1.3 Access to the site for all users is provided by way of a priority junction from the southern side of Wheatsheaf Road as shown in **Figure 3**.



Figure 3 Site Access from Wheatsheaf Road (Google Streetview, March 2024)

- 2.1.4 The site access has been in-situ for many years, although was improved to its current form as part of application DC/17/2254, comprising widening to 5.5 metres for the first 10 metres and increases to the junction radii. A further review of the site access is provided at Chapter 4 of this TS.

2.2 Local Highway Network and Site Accessibility

- 2.2.1 B2116 Wheatsheaf Road is a two-way, single carriageway road that operates in a general west-east alignment between B2116 Henfield Road / Wineham Lane at High Cross and A281 Crouch Hill at Henfield.
- 2.2.2 The section of Wheatsheaf Road in the vicinity of the site is derestricted (60mph) and has a consistent carriageway width of between 6.5m – 7.0m. A broken white centreline and solid white edge of carriageway markings are in place. The road is unlit and is not provided with any footways. Grass verges are provided on both sides of the road locally to the site.
- 2.2.3 Given the rural locality of the site and lack of pedestrian infrastructure along Wheatsheaf Road, the overriding mode of travel amongst those visiting the site is likely to be by motorised vehicle. The nearest bus stops are located on the A281 near Henfield, some 1.75km west of the site. The nearest rail station is Hassocks, some 7.5km east of the site. The site can however be reached by way of a short cycle journey from various local destinations, including Henfield (2km or so).
- 2.2.4 There are also a number of Public Rights of Way (PROWs) locally to the site, which have the potential to accommodate some non-car trips to / from the site. An extract of WSCC's PROW map is provided at **Figure 4** (the site location is indicated in red).

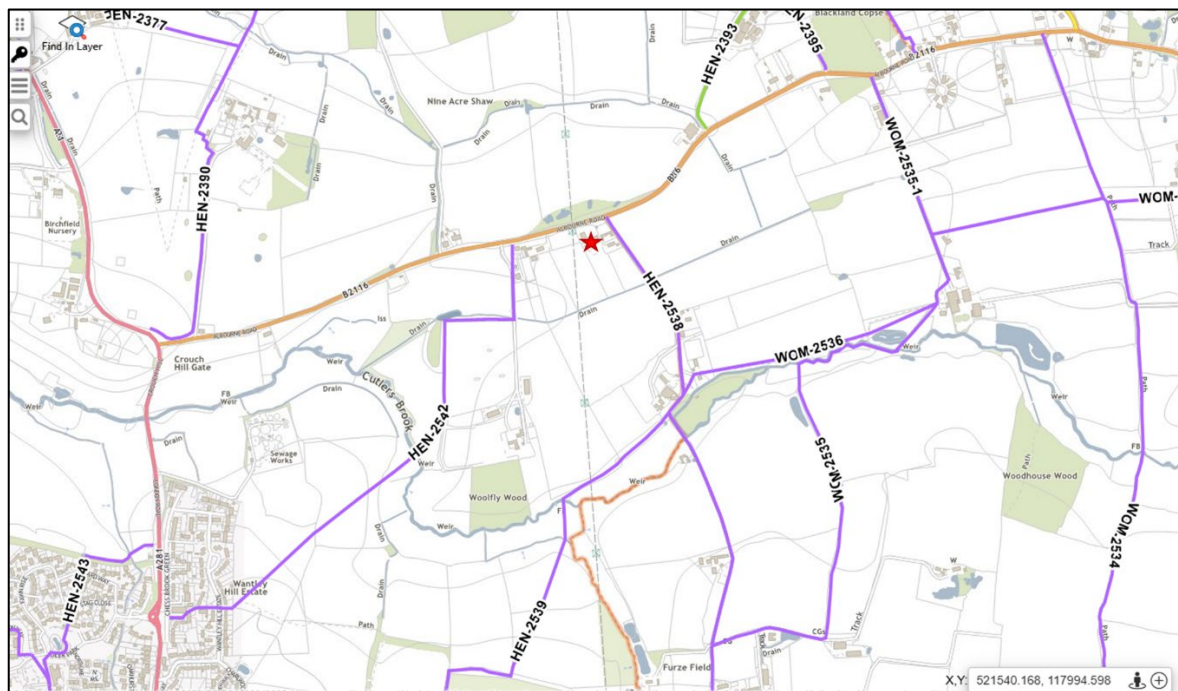


Figure 4 WSCC Public Right of Way Map Extract

- 2.2.5 There are two PRoWs within the vicinity of the site, although these fall outside of the site boundary and their operation would not therefore be impacted by the proposed development. This comprises Footpath HEN-2542 which operates from the southern side of Wheatsheaf Road some 160 metres west of the site to the centre of Henfield, and Footpath HEN-2538 which operates from the southern side of Wheatsheaf Road some 40 metres east of the site and connects to various other PRoWs further south.

Existing Traffic Conditions on Wheatsheaf Road

- 2.2.6 In order to understand current road traffic conditions locally to the site, an Automatic Traffic Counter (ATC) survey was commissioned on B2116 Wheatsheaf Road. The survey was undertaken across a 7-day period between 08/12/25 and 14/12/25 inclusive. The ATC was located west of the site access on a straight section of Wheatsheaf Road.
- 2.2.7 The full ATC results are included at **Appendix B** and have been summarised at **Figure 5** in relation to the recorded mean average and 85th percentile speeds.

	Westbound	Eastbound
Mean Average	44.4 mph	45.6 mph
85 th Percentile	50.7 mph	51.8 mph

Figure 5 Recorded Traffic Speeds – B2116 Wheatsheaf Road

- 2.2.8 It is apparent that mean average vehicle speeds are approximately 45mph and 85th percentile speeds are in the order of 52mph and therefore below the speed limit for this section of the highway network (60mph).
- 2.2.9 The ATC data also includes recorded vehicle volumes by direction. **Figure 6** sets out the observed traffic volumes in terms of the observed weekday AM and PM peak hours and the average 24-hour period.

Time Period	Westbound	Eastbound	Two-Way
Observed AM Peak Hour (08:00-09:00)	191	266	457
Observed PM Peak Hour (16:00-17:00)	283	162	445
Average Weekday (AAWT)	2,578	2,379	4,957
Average Day (AADT)	2,292	2,119	4,411

Figure 6 Observed Traffic Volumes on Wheatsheaf Road

- 2.2.10 On the basis of the above it is apparent that Wheatsheaf Road is currently subject to in the order of 450 two-way vehicle movements during the peak hours and in the order of 5,000 two-way vehicle movements across an average weekday (AAWT).

Road Safety

- 2.2.11 As set out earlier in this TS at Section 1.3, the HA were satisfied in its consultation responses to recent planning applications DC/22/1790 and DC/23/2311 that there are no road safety issues relating to the highway network locally to the site. The HA also raised no issues in this respect as part of the earlier permitted applications detailed at Section 1.2, under which the site operates.
- 2.2.12 For robustness, a further review of the Government's latest available 5-year STATS19 Personal Injury Accident (PIA) statistics pertaining to the five-year period up to 2024 inclusive has been carried out, as shown in **Figure 5**.

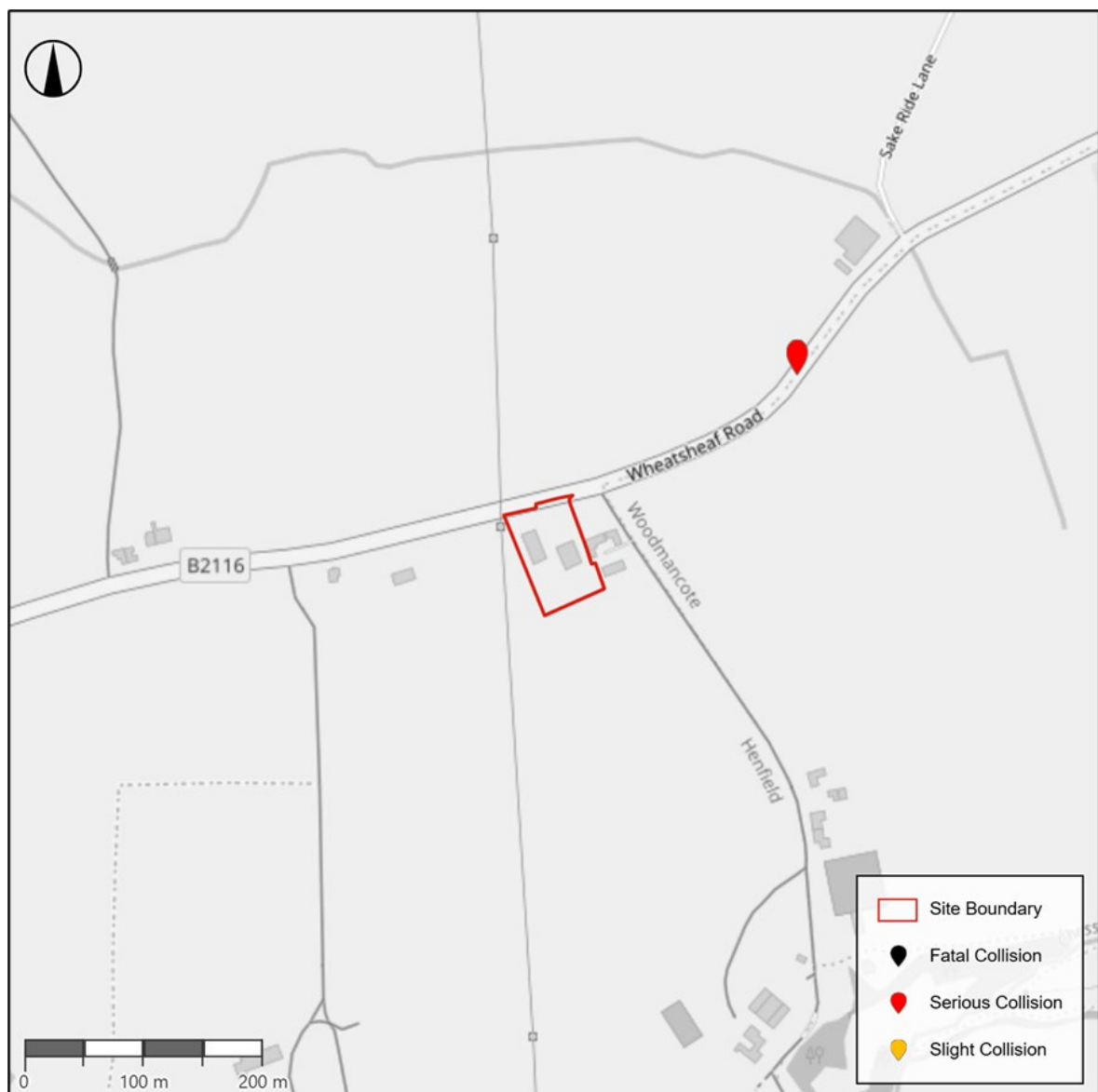


Figure 7 STATS19 PIA Plot Map (5-Year)

- 2.2.13 As shown at **Figure 5** there have been no recorded PIAs at the site access or along its associated approaches on Wheatsheaf Road during the most recent five-year period.

- 2.2.14 The only PIA (reference 471343584) to have occurred in this area within the 5-year study period took place some 250 metres east of the site access in August 2023. A further review of the enhanced STATS19 data for this incident indicates that the collision was classified as 'moderately serious' in severity based on injury code reporting and involved a motorcycle colliding with an oncoming vehicle (vehicle type not listed) causing the motorcycle to skid and overturn. No carriageway hazards are listed and the road surface was noted as being dry. It was daylight conditions.
- 2.2.15 The above PIA appears to have been an isolated incident, with no further PIAs having occurred at or near this location at any other time during the 5-year period. It is therefore considered that there are no underlying road safety issues in the vicinity of the site that may be exacerbated by the proposed development.

3 TRAFFIC IMPACT

3.1 Overview

- 3.1.1 This chapter sets out the projected vehicular traffic generation and associated traffic impact of the proposed development.

3.2 Trip Rates

- 3.2.1 A review of the TRICS database (Version 8.25.12) has been undertaken in respect to the proposed uses and each of the following TRICS categories:
- B8 – Employment – Warehousing (Commercial)
 - B8 – Employment – Warehousing (Self Storage)
 - E(g) – Employment – Office
 - E(d) – Leisure – Fitness Club (Private)
- 3.2.2 The TRICS database has been interrogated with respect to each of the above categories and filtered accordingly with reference to scale (<5,000sqm GFA, aside from the gym element at <1,000sqm) and survey days (weekdays only). Covid-impacted surveys were manually filtered out.
- 3.2.3 Given the lack of TRICS sites that are suitably representative of the site's location ('Free Standing'), the location type for each search also includes 'Suburban Area' and 'Edge of Town' sites. 'Total person' trip rates have therefore been used, given that the location types selected include more accessible locations than the subject site.
- 3.2.4 All of the TRICS outputs are included at **Appendix C** and the total person trip rates are presented below.

Time Period	Warehousing (Commercial) Trip Rate (Per 100sqm)		
	Arrivals	Departures	Two-Way
AM Peak Hour	0.394	0.274	0.668
PM Peak Hour	0.131	0.286	0.417
Daily	3.336	3.441	6.777
Time Period	Warehousing (Self Storage) Trip Rate (Per 100sqm)		
	Arrivals	Departures	Two-Way
AM Peak Hour	0.357	0.214	0.571
PM Peak Hour	0.223	0.473	0.696
Daily	2.846	2.784	5.630
Time Period	Office Trip Rate (Per 100sqm)		
	Arrivals	Departures	Two-Way
AM Peak Hour	2.629	0.288	2.917
PM Peak Hour	0.305	2.697	3.002
Daily	11.732	11.532	23.264
Time Period	Fitness Centre Trip Rate (Per 100sqm)		
	Arrivals	Departures	Two-Way
AM Peak Hour	1.530	1.177	2.707
PM Peak Hour	2.825	2.707	5.532
Daily	27.423	28.093	55.516

Figure 8 Total Person Trip Rates Per 100sqm

3.3 Traffic Generation

- 3.3.1 In order to establish projected traffic generation associated with the proposed development, the total person trip rates (**Figure 8**) have been factored based upon the car driver mode share proportion that is exhibited for the area locally to the site (Output Area E00161244) by way of Method of Travel to Work (Census 2011) data.
- 3.3.2 The full Census outputs are included at **Appendix D** (including a map of the study area) and show a car driver mode share of 78.6% amongst the existing local commuting population. This has been increased to 80% for robustness.
- 3.3.3 The proposed development has been considered in traffic generation terms on the basis of the following scenarios (**Figure 9**). In relation to the warehouse element, the commercial trip rates have been used, given that these are overall greater than the equivalent self-storage trip rates.

Scenario	Building C (396 sqm) B8 / E(g)	Building D (396 sqm) B8 / E(g)	Building E (324 sqm) B8 / E(g)	Building F (203 sqm) B8 / E(g) / E(d)
Scenario 1	B8	B8	B8	B8
Scenario 2	E(g)	E(g)	E(g)	E(g)
Scenario 3	B8	B8	B8	E(d)
Scenario 4	E(g)	E(g)	E(g)	E(d)

Figure 9 Proposed Development Assessment Scenarios

- 3.3.4 These scenarios represent the potential minimum and maximum occupancy rate for each land use type within each building, given the flexible nature of the uses sought.
- 3.3.5 The total person trip rates at **Figure 8** have been factored by 0.8 (to reflect the local car driver mode share) and have then been applied to the scenarios set out at **Figure 9**. The subsequent projected traffic generation associated with the proposed development under each scenario is set out at **Figure 10**.

Time Period	Arrivals	Departures	Total Two-Way
	Scenario 1		
AM Peak Hour	4	3	7
PM Peak Hour	1	3	4
Daily	35	36	72
	Scenario 2		
AM Peak Hour	28	3	31
PM Peak Hour	3	28	32
Daily	124	122	245
	Scenario 3		
AM Peak Hour	6	4	10
PM Peak Hour	6	7	13
Daily	74	76	151
	Scenario 4		
AM Peak Hour	26	4	30
PM Peak Hour	7	28	36
Daily	149	149	298

Figure 10 Proposed Development - Projected Traffic Generation

- 3.3.6 It is projected that during the AM peak hour, the proposed development could generate between 7 and 31 two-way vehicle movements. During the PM peak hour, the proposed development could generate between 4 and 36 two-way vehicle movements. Over the course of a typical day, the proposed development could generate between 72 and 298 two-way vehicle movements.

- 3.3.7 In practice, it is likely that the proposed development would generate a level of traffic that is somewhere between these values – i.e. in the order of 15 - 20 two-way vehicle movements during the peak hours and in the order of 150 - 200 two-way vehicle movements daily, reflecting the likely mix of different users that would be accommodated across the different buildings.

3.4 Traffic Impact of Proposed Development

- 3.4.1 On the basis of the above assessments and with reference to the baseline traffic flows exhibited on Wheatsheaf Road (**Figure 6**), the proposed development would have an impact on any one section of Wheatsheaf Road (i.e. west or east of the site access) of between 0.8% and 3.4% during the AM peak hour, between the 0.4% and 4% during the PM peak hour and between 0.7% and 3% daily.
- 3.4.2 This is a negligible traffic impact and would have no discernible impact upon the operation of the local or wider highway networks.

4 SITE ACCESS AND INTERNAL SITE LAYOUT ARRANGEMENTS

4.1 Site Access

- 4.1.1 Access to the site would be provided by way of the existing site access from Wheatsheaf Road (**Figure 3**).
- 4.1.2 As set out previously the site access has been in-situ for many years, although was improved to its current form as part of application DC/17/2254, comprising widening to 5.5 metres for the first 10 metres and increases to the junction radii.
- 4.1.3 There are no road safety issues exhibited at the site access as shown by the most recent STATS19 road safety data (**Figure 7**) and as confirmed by WSCC as HA by way of its consultation responses to previous applications DC/22/1790 and DC/23/2311 (Section 1.3 of this TS).

Access Junction Form

- 4.1.4 Notwithstanding the above, an assessment has been undertaken in respect to whether a central carriageway treatment (e.g. a right turn lane) at the site access junction on Wheatsheaf Road is necessary as a result of the proposed development.
- 4.1.5 As detailed at Chapter 2, the observed two-way traffic flows on the major road (Wheatsheaf Road) are 4,411 AADT. This would increase to some 4,700 AADT after accounting for the proposed development traffic.
- 4.1.6 The projected AADT two-way traffic flows on the minor road (i.e. the site access) associated with the proposed development is between 72 and 298 daily (dependent upon the mix of uses experienced). The existing permitted Building A and Building B on the site total some 800sqm, and with consideration to the commercial warehouse trip rates detailed earlier in this TS (**Figure 8**), these existing buildings could generate a further 43 or so two-way vehicle movements daily. Post-development, the site access would therefore accommodate between in the order of 115 and 341 two-way vehicle movements daily.
- 4.1.7 While Wheatsheaf Road is not a trunk road, it is noteworthy that the robust design principles set out in Design Manual for Roads and Bridges (DMRB) document CD 123 state (paragraph 2.12) that a major road central treatment would be required in the following circumstances:
- “Priority junctions shall include a major road central treatment when the minor road flow exceeds 300 vehicles 2-way annual average daily traffic (AADT), or the major road flow exceeds 13,000 vehicles 2-way AADT.”*
- 4.1.8 The daily traffic flows on the major road (4,700 two-way including the proposed development traffic) fall well below the DMRB thresholds (13,000 vehicles two-way daily).

- 4.1.9 It is acknowledged that based on the more extreme occupier scenarios for the proposed development, the minor arm flow could increase to up to 341 two-way daily, and therefore marginally in excess of the recommended 300 two-way daily traffic figure. Given however the relatively low level of major road traffic in this instance, it is considered that a simple priority junction (i.e. no right-turn lane) as existing is appropriate, notwithstanding that Wheatsheaf Road is not a trunk road and DMRB principles are not strictly applicable in any event.
- 4.1.10 Furthermore, as discussed below suitable levels of forward visibility can be provided to / from a right-turning vehicle on Wheatsheaf Road at the site access junction. Moreover, the site access has been in place for many years in its existing form, with no safety or capacity issues exhibited, including in relation to right-turning movements.
- 4.1.11 On the basis of the above it is considered that no right-turn lane is required, with a simple priority junction as existing being sufficient.

Visibility at Site Access

- 4.1.12 It is noted that WSCC confirmed that there are no visibility concerns at the site access by way of its consultation response to earlier application DC/23/2311 (Section 1.3 of this TS).
- 4.1.13 Notwithstanding this, for robustness a further assessment of the site access has been undertaken in respect to driver intervisibility with reference to the recorded vehicle speeds on Wheatsheaf Road (**Figure 5**).
- 4.1.14 Based on the full, 'Desirable Minimum' Stopping Sight Distance (SSD) calculation parameters from Design Manual for Roads and Bridges (DMRB) and the recorded 85th percentile vehicle speeds detailed at **Figure 5**, the required levels of visibility along Wheatsheaf Road from the site access ('y' values) are as follows.
- Required Visibility to the East (leading direction): 150 metres (DMRB Desirable Minimum).
 - Required Visibility to the West (trailing direction): 156 metres (DMRB Desirable Minimum).
- 4.1.15 As shown at attached **Drawing MBH-RGP-XX-XX-DR-T-002**, the above visibility splay values can be provided in both directions along Wheatsheaf Road within public highway extents / the site boundary from a 2.4-metres set back distance ('x' value) to the nearside carriageway edge in each direction.
- 4.1.16 Forward visibility in accordance with the above SSD values can also be provided to and from a vehicle waiting to turn right into the site access on Wheatsheaf Road, as demonstrated on **Drawing MBH-RGP-XX-XX-DR-T-002**.

- 4.1.17 It is noted that there is a large oak tree sited west of the access which slightly restricts visibility towards the west from a 2.4m set-back, although is easily achievable from a 2.0m set-back. This tree has previously been noted by WSCC in its consultation response to application DC/17/2554, whereby WSCC acknowledged the presence of the tree and concludes that the remaining visibility is acceptable, not least given the excellent accident record at the site access. No highway objections were raised to application DC/17/2554. The application was approved by HDC in December 2017 and has been in operation (Building B) without any issues pertaining to visibility since that time. Indeed, WSCC continued to conclude that visibility remains acceptable in its consultation response to recent applications DC/22/1790 and DC/23/2311

4.2 Internal Site Layout

- 4.2.1 The proposed development incorporates formalised car parking areas and a dedicated turning area for HGVs at the northern part of the site. This area affords appropriate manoeuvring space for the largest vehicles that may typically require access to the site. This includes 10-metre rigid HGVs and 16.5-metre artics., as demonstrated at attached **Drawing MBH-RGP-XX-XX-DR-T-001**.
- 4.2.2 The car parking spaces would each be sized at standard 2.4m x 4.8m (perpendicular spaces) and 2.0m x 6.0m (parallel spaces) aside from two larger DDA bays. Suitable turning provision and minimum aisle widths of at least 6.0m would be provided.

5 PARKING

5.1 Car Parking

5.1.1 Local parking standards are set out within the 'West Sussex County Council Guidance on Parking at New Developments' (September 2020) guidance document, which is understood to also be utilised by HDC in their determination of car parking requirements for new developments. In relation to the proposed uses at the site, the following standards are set out in the WSCC guidance document.

- B8 Storage: 1 space per 100sqm.
- E Office, R&D, Light Industrial: 1 space per 30sqm.
- E Gym: 1 space per 22sqm.

5.1.2 The above standards have been applied to the proposed uses, based on the different scenarios summarised at **Figure 9**. The subsequent number of parking spaces under each scenario is provided at **Figure 11**.

Scenario	Building C (396 sqm) B8 / E(g)	Building D (396 sqm) B8 / E(g)	Building E (324 sqm) B8 / E(g)	Building F (203 sqm) B8 / E(g) / E(d)	Total Spaces Required
Scenario 1	B8 = 4 spaces	B8 = 4 spaces	B8 = 3 spaces	B8 = 2 spaces	<u>13 spaces</u>
Scenario 2	E(g) = 13 spaces	E(g) = 13 spaces	E(g) = 11 spaces	E(g) = 7 spaces	<u>44 spaces</u>
Scenario 3	B8 = 4 spaces	B8 = 4 spaces	B8 = 3 spaces	E(d) = 9 spaces	<u>20 spaces</u>
Scenario 4	E(g) = 13 spaces	E(g) = 13 spaces	E(g) = 11 spaces	E(d) = 9 spaces	<u>46 spaces</u>

Figure 11 WSCC Parking Standards Applied to Proposed Development

5.1.3 On the basis of the above, it is evident that the proposed development should provide between 13 and 46 car parking spaces. After accounting for a further 6 parking spaces each for the existing Building A and Building B (albeit there is strictly speaking no existing parking requirement for Building A under its existing operating permission) the total required car parking for the site increases to between 25 and 58 spaces.

5.1.4 A total of 58 car parking spaces would be provided on the site as part of the proposed development for shared use between the proposed development and the existing buildings on the site. This reflects the maximum level of parking that may be required under the different occupier scenarios set out above, based on WSCC standards.

5.2 Cycle Parking

5.2.1 A secure, covered cycle store would be provided at the northern part of the site as part of the proposed development. This would have capacity for 16 cycles.

5.2.2 Local WSCC standards (minimum) are as follows:

- B8 Storage: 1 space per 500sqm for staff and 1 space per 1000sqm for visitors.
- E Office, R&D, Light Industrial: 1 space per 150sqm for staff and 1 space per 500sqm for visitors.
- E Gym: 1 space per 4 staff plus visitor/customer cycle parking.

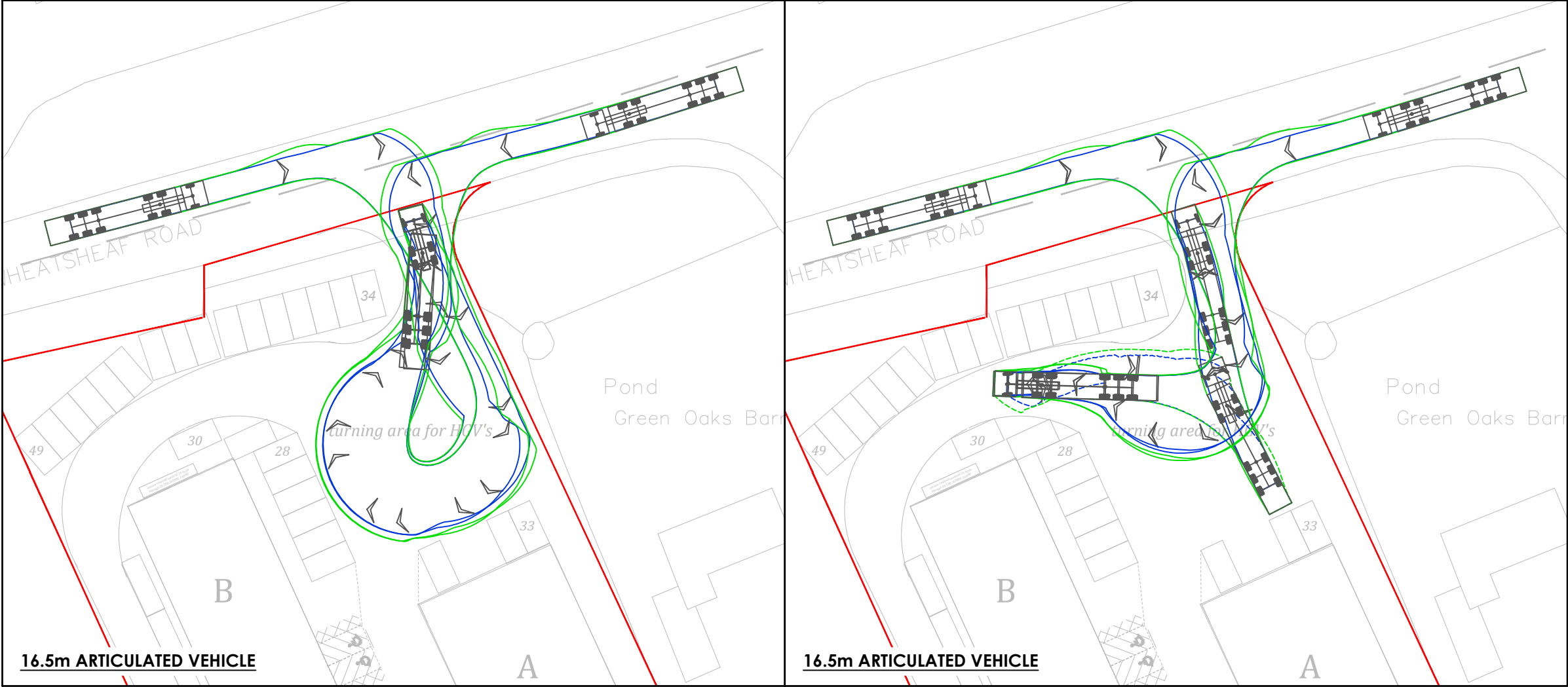
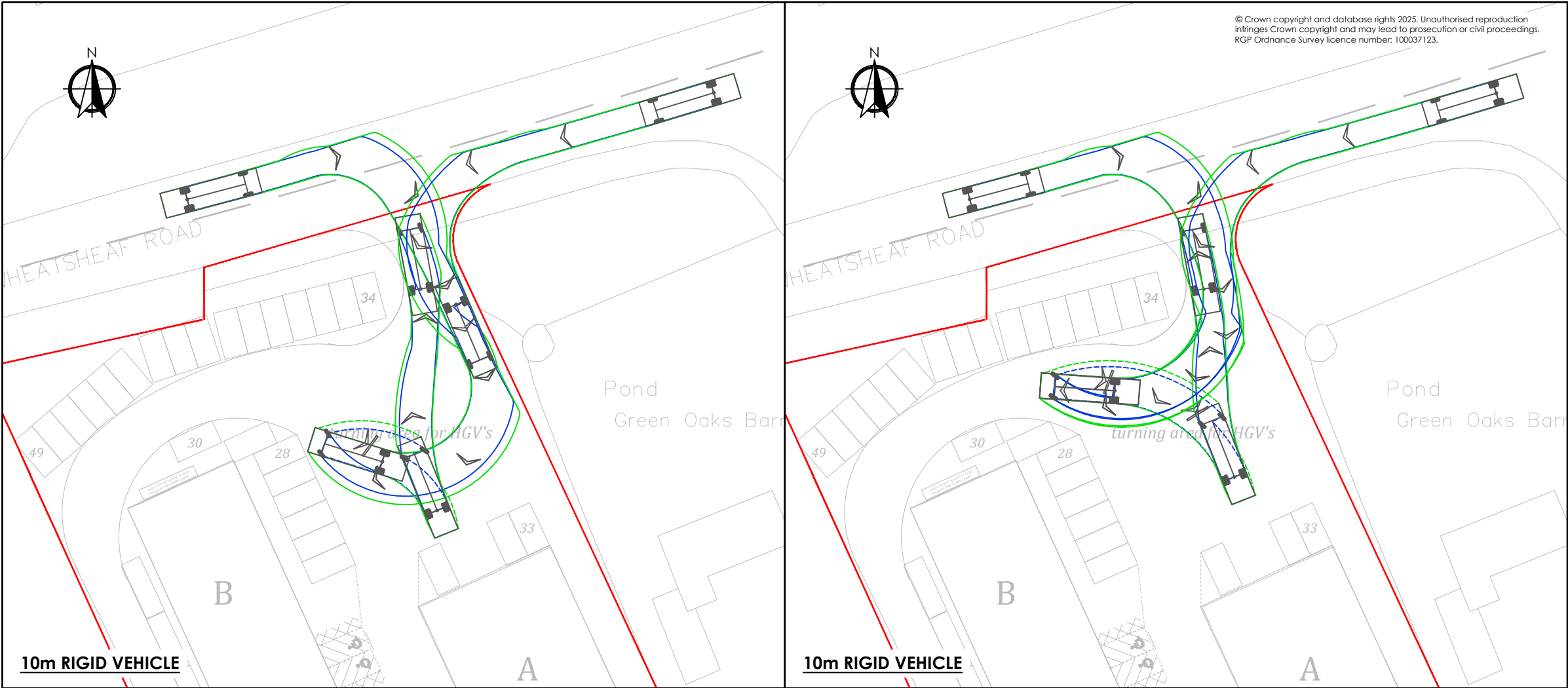
5.2.3 Based on the application of the higher (office) cycle parking standards to the total combined floor area of the proposed development buildings (1,319 square metres) this equates to a minimum requirement of 9 spaces for staff and 3 spaces for visitors – totalling 12 spaces. The proposed provision of 16 cycle parking spaces is therefore in accordance with WSCC standards.

5.2.4 Whilst the exact number of staff / visitors for any gym within Building F is unknown at this stage, the additional provision of 4 cycle parking spaces in excess of office standards as proposed is considered appropriate to accommodate any additional demands that may arise from a gym use.

6 SUMMARY & CONCLUSIONS

- 6.1.1 RGP has been commissioned by Mr Laxley Pennant to prepare a Transport Statement (TS) in relation to a proposed mixed-use commercial development (the 'proposed development') at Marthas Barn, Wheatsheaf Road, Henfield (the 'site').
- 6.1.2 The report considers transport matters relating to the proposed development, including site access, traffic impact, and parking.
- 6.1.3 In summary, this TS demonstrates:
- i) The local highway network is not subject to any underlying road safety issues;
 - ii) Mean average vehicle speeds on Wheatsheaf Road locally to the site are approximately 45mph and 85th percentile speeds are in the order of 52mph;
 - iii) Wheatsheaf Road is currently subject to in the order of 450 two-way vehicle movements during the peak hours and in the order of 5,000 two-way vehicle movements across an average weekday (AAWT);
 - iv) The proposed development would not generate a significant level of traffic. There would be no discernible impact upon the operation of the local or wider highway networks;
 - v) The existing site access arrangements, which would be retained as part of the, are considered to be fully appropriate to accommodate the proposed development, along with the existing site uses;
 - vi) Appropriate provision for vehicle turning would be provided on the site; and,
 - vii) Suitable car parking and cycle parking would be provided on site as part of the proposed development, fully in line with WSCC and HDC standards.
- 6.1.4 As a result of the data and evidence presented within this TS, it is considered that the proposed development is acceptable in transport terms and should not be resisted on such grounds.

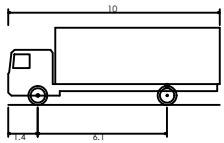
DRAWINGS



Notes:

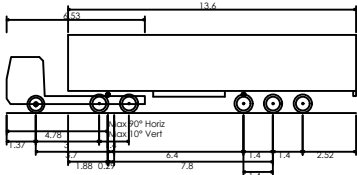
1. Do not scale from this drawing.
2. All dimensions are in metres unless noted otherwise.
3. All levels are in metres above ordnance datum (AOD).
4. This drawing should be printed in colour.
5. This drawing is to be read in conjunction with all other engineer's drawings.

— SITE BOUNDARY



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

P01	FIRST ISSUE	04.12.25	DH	JCS	JCS
Rev	Details	Date	By	Chkd	Appd

Godalming Office
Old Mill Studios, Fry's Yard,
37-40 Bridge Street, Godalming
GU7 1HP

T: 01483 861 681
E: enquiries@rgp.co.uk
www.rgp.co.uk

Transport Planning and Infrastructure Design Consultants

Status:

INFORMATION

Client:

Mr Laxley Pennant

Project:

Marthas Barn,
Wheatsheaf Road, Henfield

Drawing Title:

Swept Path Analysis

Scale @ A3: 1:500	Date: 04.12.25	Drawn: DH	Designed: DH	Checked: JCS	Approved: JCS
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Project No: 9069	Drawing No: MBH-RGP-XX-XX-DR-T-001	Revision: P01
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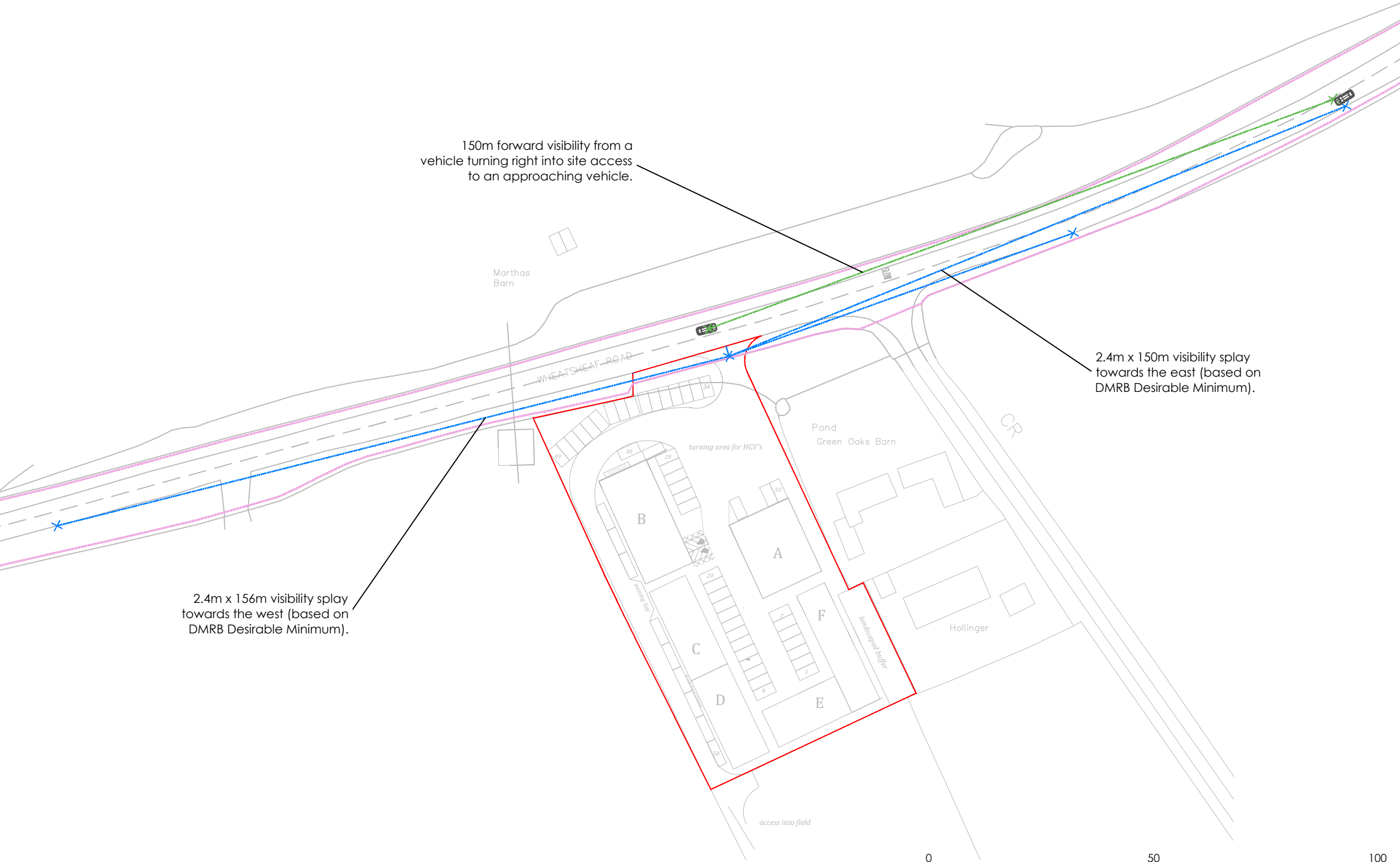


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Notes:

- 1. Do not scale from this drawing.
- 2. All dimensions are in metres unless noted otherwise.
- 3. All levels are in metres above ordnance datum (AOD).
- 4. This drawing should be printed in colour.
- 5. This drawing is to be read in conjunction with all other engineer's drawings.

- SITE BOUNDARY
- EXTENT OF PUBLIC HIGHWAY
- VISIBILITY SPLAY



P01	FIRST ISSUE	18.12.25	GE	JCS	JCS
Rev	Details	Date	By	Chkd	Appd

Godalming Office
Old Mill Studios, Fry's Yard,
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Transport Planning and Infrastructure Design Consultants

Status:	INFORMATION
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Client:
Mr Laxley Pennant

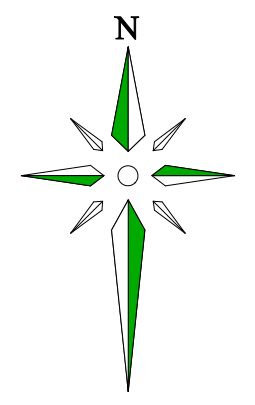
Project:
Marthas Barn,
Wheat Sheaf Road, Henfield

Drawing Title:
Visibility Splays

Scale @ A3: 1:1000	Date: 18.12.25	Drawn: GE	Designed: DH	Checked: JCS	Approved: JCS
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Project No: 9069	Drawing No: MBH-RGP-XX-XX-DR-T-002	Revision: P01
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APPENDIX A



58 car parking spaces shown

CURRENT POSITION
No current parking requirement for A
6 spaces required for B (Assumed 2 floors of B8)
0 spaces for the PD version of Building C that is repositioned with this application

WSCC Parking Standards applying to gross internal floor area

B2 general industrial 1 space per 40sqm
B8 storage 1 space per 100 sqm
E(g) off, R&D, Light Ind 1 space per 30 sqm
E gym 1 space per 22 sqm

Total cycle parking required for all = 15

PROPOSED POSITION
Gross external floor areas in sq m.

Only ground floors proposed in new buildings but overall car parking provision allows for two floors of accommodation if required, save for Building F that is single storey.

Highest parking standards regarding E(g) use applied to new buildings save for Building F that has been calculated for E use as above.

A - 525 (2 floors existing)	6
B - 578 (2 floors existing)	6
C - 396 (2 floors B8 & E(g))	13
D - 396 (2 floors B8 & E(g))	13
E - 324 (2 floors B8 & E(g))	11
F - 203 (1 floor B8, E(g),gym)	9
TOTAL PARKING	58

10cm = 250 Metres at scale 1:2500
10cm = 125 Metres at scale 1:1250

10cm = 50 Metres at scale 1:500
10cm = 25 Metres at scale 1:250

10cm = 10/20 Metres at scale 1:100/1:200
10cm = 5 Metres at scale 1:50

The Drawings supporting this application have been produced to be handled and viewed electronically and are best viewed on screen to see fine detail that may not appear on printed versions depending on the type of printer used and the size of print etc, for which Brett Incorporated Ltd accepts no liability.

APPENDIX B

WHEATSHEAF ROAD , HENFIELD

WESTBOUND



Globals

Report Id	CustomList-42
Descriptor	Modal Dir2
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2025-12-17T15:45:54
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Henfield
Site Attribute	12
File Name	C:\Users\RichardMoore\RGPI\Modal Data - Documents\Metrocount Data - June 2025 Onwards\Henfield 0 2025-12-17 1139.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Wheatsheaf Road
Lane	0
Direction	6
Direction Text	6 - West bound A B, East bound B A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2025-12-05T12:13:37
Start Time	2025-12-05T12:13:37
Finish Time	2025-12-17T11:38:37
Operator	RM
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2025-12-08T00:00:00
Filter End	2025-12-15T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(AB) Sp(6,99) Headway(0) Span(0 - 100) Lane(0-16)
Low Speed	6
High Speed	99
Posted Limit	NATIONAL
Speed Limits	
Separation	0.000
Separation Type	Headway
Direction	AB
Encoded Direction	15

WHEATSHEAF ROAD , HENFIELD													WESTBOUND																						
Report Id - CustomList-42																																			
Site Name - Henfield																																			
Description - Wheatsheaf Road																																			
Direction - AB																																			



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WHEATSHEAF ROAD , HENFIELD													WESTBOUND																						
Report Id - CustomList-42																																			
Site Name - Henfield																																			
Description - Wheatsheaf Road																																			
Direction - AB																																			
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MODAL

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WHEATSHEAF ROAD , HENFIELD													WESTBOUND																	
Report Id - CustomList-42																														
Site Name - Henfield																														
Description - Wheatsheaf Road																														
Direction - AB																														
Wednesday, 10 December 2025																														
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MODAL

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WHEATSHEAF ROAD , HENFIELD													WESTBOUND																	
Report Id - CustomList-42																														
Site Name - Henfield																														
Description - Wheatsheaf Road																														
Direction - AB																														
Thursday, 11 December 2025																														
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1700	0	235	1	24	0	0	0	0	0	0	0	0	260	0	0	0	0	5	5	47	93	82	19	8	0	1	0	0	43.9	48.8
1800	1	156	0	15	0	0	0	0	0	0	0	0	172	0	0	0	1	1	1	26	77	36	23	5	1	0	1	0	44.8	50.9
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2000	1	65	0	2	0	0	0	0	0	0	0	0	68	0	0	0	0	1	0	5	13	30	13	4	1	0	0	1	47.6	52.5
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2200	0	39	0	1	0	0	0	0	0	0	0	0	40	0	0	0	0	0	1	7	9	12	8	2	0	1	0	0	46.2	52.3
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WHEATSHEAF ROAD , HENFIELD													WESTBOUND																
Report Id - CustomList-42																													
Site Name - Henfield																													
Description - Wheatsheaf Road																													
Direction - AB																													
Friday, 12 December 2025																													
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WHEATSHEAF ROAD , HENFIELD													WESTBOUND																	
Report Id - CustomList-42																														
Site Name - Henfield																														
Description - Wheatsheaf Road																														
Direction - AB																														
Saturday, 13 December 2025																														
Time [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	0	17	0	3	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	5	6	4	4	1	0	0	0	0	45.7	54.1
0100	0	7	0	3	0	0	0	0	0	0	0	0	10	0	0	0	0	0	3	0	2	2	2	1	0	0	0	0	43.3	-
0200	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	40.5	-
0300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	50.5	-
0400	0	4	0	4	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	2	3	1	0	1	0	0	0	0	41.9	-
0500	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	1	1	1	2	1	1	0	0	0	49.7	-
0600	0	15	0	4	0	0	1	0	0	0	0	0	20	0	0	0	0	0	1	4	3	7	5	0	0	0	0	0	45.2	51.3
0700	0	34	0	5	0	0	0	1	0	0	0	0	40	0	0	0	0	0	5	2	14	10	7	1	0	0	1	0	45.3	51.6
0800	2	56	1	7	0	0	0	0	0	0	0	0	66	0	1	1	0	0	3	6	19	14	14	5	3	0	0	0	46	54.8
0900	8	76	0	17	0	2	0	0	0	1	0	0	104	0	0	9	3	1	1	12	24	30	18	6	0	0	0	0	42.9	51.8
1000	10	129	4	9	0	1	1	0	0	0	0	0	154	0	2	1	4	0	3	16	52	51	19	2	1	1	0	1	44.6	50.2
1100	11	168	3	15	0	2	0	0	0	0	0	1	200	0	3	10	24	4	5	18	48	52	23	7	4	1	1	0	40.8	50.9
1200	6	146	1	11	0	0	0	0	0	0	0	0	164	0	0	4	1	0	3	21	40	46	35	9	5	0	0	0	45.6	52.9
1300	4	134	1	9	0	0	0	0	0	0	0	0	148	0	0	2	1	0	3	12	39	44	32	15	0	0	0	0	46.7	54.1
1400	3	134	0	14	0	0	0	0	0	1	0	0	152	0	0	1	0	2	9	17	39	46	22	14	2	0	0	0	45.5	52.6
1500	5	123	1	13	0	0	0	0	0	0	0	0	142	0	2	1	0	0	4	27	39	36	22	5	6	0	0	0	44.9	51.8
1600	0	120	0	6	0	0	0	0	0	0	0	0	126	0	0	0	0	0	4	17	49	37	12	6	1	0	0	0	44.7	50.1
1700	1	102	0	4	0	0	0	0	0	0	0	0	107	0	0	0	0	0	0	15	32	31	21	5	3	0	0	0	46.6	52.9
1800	0	78	0	3	0	0	0	0	0	0	0	0	81	0	0	0	0	0	3	17	17	25	9	7	2	1	0	0	45.6	53.4
1900	0	57	0	7	0	0	0	0	0	0	0	0	64	0	0	0	0	0	2	9	19	13	12	8	0	1	0	0	46.8	55.1
2000	0	34	0	2	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	3	11	8	8	2	4	0	0	0	48.6	56.2
2100	0	24	0	1	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	4	5	9	3	3	1	0	0	0	47.5	55.9
2200	0	21	0	2	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	1	5	9	4	4	0	0	0	0	48.3	56.8
2300	0	24	0	2	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	1	10	5	7	2	0	1	0	0	48.2	54.9
08-09	2	56	1	7	0	0	0	0	0	0	0	0	66	0	1	1	0	0	3	6	19	14	14	5	3	0	0	0	46	54.8
17-18	1	102	0	4	0	0	0	0	0	0	0	0	107	0	0	0	0	0	0	15	32	31	21	5	3	0	0	0	46.6	52.9
10-16	39	834	10	71	0	3	1	0	1	0	0	1	960	0	7	19	30	6	27	111	257	275	153	52	18	2	1	1	44.5	52.2
00-05	0	31	0	10	0	0	0	0	0	0	0	0	41	0	0	0	0	0	4	8	12	7	7	3	0	0	0	0	44.2	52.4
00-00	50	1513	11	141	0	5	2	1	1	1	0	1	1726	0	8	29	33	7	50	211	478	481	282	105	33	5	2	1	45	52.6

MODAL

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WHEATSHEAF ROAD , HENFIELD													WESTBOUND																
Report Id - CustomList-42																													
Site Name - Henfield																													
Description - Wheatsheaf Road																													
Direction - AB																													
Sunday, 14 December 2025																													



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WHEATSHEAF ROAD , HENFIELD

WESTBOUND

Report Id - CustomList-42
Site Name - Henfield
Description - Wheatsheaf Road
Direction - AB



Grand Total

Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp
[--	1	2	3	4	5	6	7	8	9	10	11	12		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85
--	189	13596	112	1943	55	78	20	32	11	7	0	1	16044	0	30	93	74	151	644	2652	5178	4346	1985	622	189	49	19	8	44.4	50.7

WHEATSHEAF ROAD, HENFIELD

EASTBOUND



Globals

Report Id	CustomList-42
Descriptor	Modal Dir2
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2025-12-17T15:48:01
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Henfield
Site Attribute	12
File Name	C:\Users\RichardMoore\RGPI\Modal Data - Documents\Metrocount Data - June 2025 Onwards\Henfield 0 2025-12-17 1139.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Wheatsheaf Road
Lane	0
Direction	6
Direction Text	6 - West bound A B, East bound B A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2025-12-05T12:13:37
Start Time	2025-12-05T12:13:37
Finish Time	2025-12-17T11:38:37
Operator	RM
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	A SZ GX
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2025-12-08T00:00:00
Filter End	2025-12-15T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(BA) Sp(6,99) Headway(0) Span(0 - 100) Lane(0-16)
Low Speed	6
High Speed	99
Posted Limit	NATIONAL
Speed Limits	
Separation	0.000
Separation Type	Headway
Direction	BA
Encoded Direction	15

WHEATSHEAF ROAD, HENFIELD													EASTBOUND																	
Report Id - CustomList-42																														
Site Name - Henfield																														
Description - Wheatsheaf Road																														
Direction - BA																														
Monday, 8 December 2025																														
Time [--]	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	47.4	-
0100	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	53.4	-
0200	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	43.1	-
0300	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	44.3	-
0400	0	8	0	1	0	0	1	0	0	0	0	0	10	0	0	0	0	0	1	0	1	2	4	1	1	0	0	0	49.1	-
0500	0	30	0	9	0	0	0	0	0	0	0	0	39	0	0	0	0	1	1	1	5	13	9	6	2	1	0	0	49.6	58
0600	2	95	0	8	0	1	0	0	0	0	0	0	106	0	0	2	0	0	0	6	27	34	25	7	4	1	0	0	47.6	53.7
0700	2	198	1	24	0	2	0	1	0	0	0	0	228	0	0	0	2	1	1	25	85	72	30	10	2	0	0	0	45.6	51.2
0800	2	240	0	27	1	2	0	2	1	0	0	0	275	0	0	2	0	0	7	30	99	91	39	4	3	0	0	0	45	50.3
0900	1	144	1	24	2	3	0	1	0	1	0	0	177	0	2	0	0	1	14	17	51	66	19	5	2	0	0	0	44.6	50
1000	0	133	2	20	3	2	0	0	0	0	0	0	160	0	0	0	0	0	4	21	66	48	16	3	0	2	0	0	44.6	49.8
1100	2	101	0	18	2	6	0	0	0	0	0	0	129	0	0	4	0	3	8	20	32	37	15	8	1	1	0	0	43.8	51.3
1200	2	111	5	23	1	0	0	0	0	0	0	0	142	0	1	1	1	1	7	18	46	43	15	7	1	1	0	0	44.5	51.6
1300	3	125	1	18	1	3	0	2	0	0	0	0	153	0	0	0	6	1	3	19	42	45	26	9	2	0	0	0	45	52
1400	1	109	5	30	0	1	2	2	0	1	0	0	151	0	0	0	0	2	9	35	44	36	20	5	0	0	0	0	43.6	50.8
1500	0	137	3	26	0	0	0	0	0	0	0	0	166	0	0	0	2	1	5	30	59	46	19	2	1	1	0	0	43.8	49.5
1600	0	124	2	15	0	0	0	1	0	0	0	0	142	0	0	0	0	1	4	23	58	41	11	3	0	1	0	0	43.9	48.3
1700	0	158	0	13	1	0	1	0	0	0	0	0	173	0	0	0	0	0	2	25	73	50	17	4	0	0	2	0	45	49.8
1800	0	83	0	6	0	0	0	0	0	0	0	0	89	0	0	0	0	0	0	9	27	32	12	3	6	0	0	0	47	52.6
1900	0	44	1	7	0	0	0	0	0	0	0	0	52	0	0	0	0	0	2	5	16	18	6	1	3	1	0	0	46.6	52.6
2000	1	27	0	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	3	14	8	3	2	0	0	0	0	45.1	50.7
2100	0	22	0	3	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	7	10	5	2	1	0	0	0	48.4	54.8
2200	0	14	0	1	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	2	7	1	2	3	0	0	0	0	46.2	57.2
2300	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	39.9	-
08-09	2	240	0	27	1	2	0	2	1	0	0	0	275	0	0	2	0	0	7	30	99	91	39	4	3	0	0	0	45	50.3
17-18	0	158	0	13	1	0	1	0	0	0	0	0	173	0	0	0	0	0	2	25	73	50	17	4	0	0	2	0	45	49.8
10-16	8	716	16	135	7	12	2	4	0	1	0	0	901	0	1	5	9	8	36	143	289	255	111	34	5	5	0	0	44.2	50.6
00-05	0	16	0	5	0	0	1	0	0	0	0	0	22	0	0	0	0	0	2	2	2	5	8	1	2	0	0	0	48.1	55.6
00-00	16	1914	21	279	11	20	4	9	1	2	0	0	2277	0	3	9	11	12	70	292	760	697	297	85	30	9	2	0	45	50.9



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WHEATSHEAF ROAD, HENFIELD													EASTBOUND																												
Report Id - CustomList-42																																									
Site Name - Henfield																																									
Description - Wheatsheaf Road																																									
Direction - BA																																									
Tuesday, 9 December 2025																																									
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Mean	Vpp 85											
[--	1	2	3	4	5	6	7	8	9	10	11	12		10	15	20	25	30	35	40	45	50	55	60	65	70	75	80													
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-											
0100	0	4	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	43.6	-											
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-											
0300	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	43.5	-											
0400	0	13	0	1	0	0	0	0	0	0	0	0	14	0	0	0	0	0	5	2	5	2	0	0	0	0	0	0	44.7	51.6											
0500	0	28	0	15	1	0	0	0	0	0	0	0	44	0	0	0	0	0	11	11	12	7	3	0	0	0	0	0	45.5	51.5											
0600	1	81	0	7	0	1	0	0	0	0	0	0	90	0	0	0	0	0	11	22	36	15	3	3	0	0	0	0	46.7	50.9											
0700	0	203	2	30	1	0	0	0	0	0	0	0	236	0	0	0	0	0	5	52	91	68	14	6	0	0	0	0	43.9	48.9											
0800	0	238	0	26	0	1	0	1	0	0	0	0	266	0	0	0	0	0	19	79	95	52	17	3	0	1	0	0	47.2	53											
0900	1	152	1	18	1	1	0	0	0	0	0	0	174	0	0	0	0	0	2	18	65	56	26	7	0	0	0	0	45.7	51.2											
1000	0	132	0	18	0	1	0	2	0	0	0	0	153	0	0	0	0	1	3	31	44	49	16	8	1	0	0	0	44.8	50.3											
1100	0	136	4	16	1	0	1	0	0	0	0	0	158	0	0	0	0	3	8	26	60	40	13	4	4	0	0	0	44	49.3											
1200	0	108	2	26	3	1	0	0	0	0	0	0	140	0	0	0	1	1	2	21	45	45	16	7	1	1	0	0	45.2	51											
1300	1	126	0	23	2	0	0	0	0	0	0	0	152	0	0	1	0	0	4	9	46	53	31	6	1	0	0	0	46.6	51.7											
1400	0	111	2	24	1	1	1	0	0	0	0	0	140	0	0	0	0	0	4	15	45	47	21	8	0	0	0	0	45.8	52.4											
1500	0	119	3	32	0	1	1	0	0	0	0	1	157	0	0	0	0	2	5	21	66	45	17	1	0	0	0	0	43.9	48.8											
1600	0	127	0	20	0	0	0	0	0	0	0	0	147	0	0	0	0	0	8	13	57	52	13	2	2	0	0	0	44.4	49											
1700	0	127	0	17	0	0	0	0	0	0	0	0	144	0	0	0	0	0	2	25	51	45	12	5	2	2	0	0	44.8	49.6											
1800	1	82	0	8	0	1	1	0	0	0	0	0	93	0	0	0	0	0	1	12	34	25	14	2	4	0	1	0	46.1	51.4											
1900	0	48	0	4	0	0	0	0	0	0	0	0	52	0	0	0	0	2	0	4	20	16	6	4	0	0	0	0	45.5	52.3											
2000	0	27	0	1	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	3	8	8	5	2	2	0	0	0	47.6	54.4											
2100	0	31	0	3	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	3	7	11	6	5	1	0	1	0	49.1	56											
2200	0	18	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	1	0	3	3	5	4	2	0	0	0	0	46	55.1											
2300	0	8	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	3	3	1	2	0	0	0	0	48	-											
08-09	0	238	0	26	0	1	0	1	0	0	0	0	266	0	0	0	0	0	0	19	79	95	52	17	3	0	1	0	0	47.2	53										
17-18	0	127	0	17	0	0	0	0	0	0	0	0	144	0	0	0	0	0	2	25	51	45	12	5	2	2	0	0	0	44.8	49.6										
10-16	1	732	11	139	7	4	3	2	0	0	0	1	900	0	0	1	1	7	26	123	306	279	114	34	7	1	0	0	0	45	50.6										
00-05	0	22	0	2	0	0	0	0	0	0	0	0	24	0	0	0	0	0	1	8	3	9	3	0	0	0	0	0	0	44.2	50.3										
00-00	4	1924	14	291	10	8	4	3	0	0	0	1	2259	0	0	1	1	10	45	305	760	720	292	94	24	3	3	0	0	45.4	50.8										



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WHEATSHEAF ROAD, HENFIELD													EASTBOUND																	
Report Id - CustomList-42																														
Site Name - Henfield																														
Description - Wheatsheaf Road																														
Direction - BA																														
Wednesday, 10 December 2025																														
Time [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	48.2	-
0100	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	49.3	-
0200	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	51.4	-
0300	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1	1	1	1	0	1	0	0	0	47.5	-
0400	0	9	0	2	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	2	2	4	1	1	1	0	0	0	48	59.3
0500	0	33	0	7	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	2	4	8	21	4	1	0	0	0	50.6	54.8
0600	2	82	2	9	0	3	0	0	0	0	0	0	98	0	1	0	0	0	2	13	22	32	22	5	1	0	0	0	46.3	52.9
0700	1	204	2	32	1	1	0	0	0	0	0	0	241	0	1	0	0	0	2	25	74	88	38	10	2	0	0	1	46.3	52
0800	1	254	5	26	1	1	0	1	0	0	0	0	289	0	0	1	0	6	8	33	88	88	51	11	2	1	0	0	45.3	51.8
0900	2	137	3	28	0	0	0	1	0	0	0	0	171	0	0	0	0	1	7	30	50	52	27	3	0	1	0	0	44.7	50.8
1000	6	162	6	21	4	2	1	1	0	0	0	1	204	0	2	2	2	2	6	34	73	48	24	10	0	1	0	0	43.8	50.7
1100	5	155	3	21	4	0	0	0	0	0	0	0	188	0	0	5	4	0	19	32	53	48	15	7	3	2	0	0	42.9	50
1200	0	137	1	22	0	1	0	0	0	0	0	0	161	0	0	0	0	3	4	15	54	48	30	7	0	0	0	0	45.6	51.5
1300	13	136	2	27	0	1	0	1	1	1	1	0	182	0	1	2	0	1	8	14	43	71	24	11	2	2	1	0	46.5	52.2
1400	3	135	7	23	0	2	1	0	0	0	0	0	171	0	0	1	1	4	7	21	54	46	27	7	2	1	0	0	44.8	51.3
1500	1	136	1	23	0	0	1	1	0	0	0	0	163	0	0	0	0	0	3	14	42	53	34	14	1	2	0	0	47.3	53.4
1600	2	137	2	34	1	0	0	1	0	0	0	0	177	0	0	0	1	4	12	35	40	54	23	6	1	0	1	0	44	51
1700	2	151	0	15	2	0	1	0	0	0	0	0	171	0	0	6	5	13	7	38	49	31	16	3	1	2	0	0	40.7	49.1
1800	0	92	0	3	0	0	0	0	0	0	0	0	95	0	0	0	1	2	4	15	27	25	11	8	1	0	1	0	45.3	52.7
1900	1	89	0	5	0	0	0	0	0	0	0	0	95	0	0	0	0	0	3	16	31	24	11	8	1	0	0	1	45.8	53.5
2000	0	49	0	4	0	0	0	0	0	0	0	0	53	0	0	0	0	2	1	4	15	19	8	2	1	0	0	1	46.3	51.5
2100	0	29	0	4	0	0	0	0	0	0	0	0	33	0	0	0	0	0	1	7	8	9	5	0	2	1	0	0	45.7	52.6
2200	1	21	0	2	0	0	0	0	0	0	0	0	24	0	0	0	0	0	1	2	4	2	8	7	0	0	0	0	50.1	57.7
2300	0	18	0	1	0	0	0	0	0	0	0	0	19	0	0	0	0	0	1	3	5	4	4	1	0	0	1	0	47.5	54.4
08-09	1	254	5	26	1	1	0	1	0	0	0	0	289	0	0	1	0	6	8	33	88	88	51	11	2	1	0	0	45.3	51.8
17-18	2	151	0	15	2	0	1	0	0	0	0	0	171	0	0	6	5	13	7	38	49	31	16	3	1	2	0	0	40.7	49.1
10-16	28	861	20	137	8	6	3	3	1	1	1	0	1069	0	3	10	7	10	47	130	319	314	154	56	8	8	1	0	45.1	51.6
00-05	0	20	0	5	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	3	5	9	3	2	3	0	0	0	48.4	59.2
00-00	40	2177	34	312	13	11	4	6	1	1	1	0	2600	0	5	17	14	38	96	356	741	759	402	126	24	13	4	3	45.1	51.8

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WHEATSHEAF ROAD, HENFIELD													EASTBOUND																		
Report Id - CustomList-42																															
Site Name - Henfield																															
Description - Wheatsheaf Road																															
Direction - BA																															
Thursday, 11 December 2025																															
Time [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85	
0000	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	50.5	-	
0100	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	46	-	-	
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	46.1	-	-	
0300	0	8	0	2	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	2	3	2	2	1	0	0	0	46.3	-	-	
0400	0	15	0	2	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	1	7	6	1	1	0	0	1	52.3	59.8	-	
0500	0	28	0	15	0	0	0	0	0	0	0	0	43	0	0	0	0	0	0	3	7	11	15	6	1	0	0	49.5	57.3	-	
0600	3	95	1	9	0	1	0	0	0	0	0	0	109	1	0	1	0	0	2	15	26	34	17	7	4	1	1	46.5	53.9	-	
0700	0	193	5	31	1	1	0	0	0	0	0	0	231	0	0	0	0	0	4	15	64	86	49	9	3	1	0	46.9	52.1	-	
0800	1	217	3	23	1	1	0	0	0	0	0	0	246	0	0	1	0	0	4	27	73	89	40	10	0	0	1	46.2	52.3	-	
0900	1	140	0	28	0	1	0	0	0	0	0	0	170	0	1	0	1	0	3	22	59	60	19	3	2	0	0	44.8	49.9	-	
1000	2	161	2	27	1	2	0	0	0	0	0	0	195	0	2	0	0	6	8	22	57	53	33	13	1	0	0	45	52.6	-	
1100	1	150	2	29	4	0	0	0	0	0	0	0	186	0	0	0	0	0	2	24	60	57	29	9	4	1	0	46	51.6	-	
1200	2	164	2	24	1	3	2	1	0	0	0	0	199	0	0	2	0	5	4	23	58	66	21	15	3	1	1	45.6	53	-	
1300	2	121	0	16	0	1	0	1	0	1	0	0	142	0	1	0	0	0	3	23	36	51	15	9	4	0	0	45.6	52.8	-	
1400	1	132	3	14	0	2	1	0	0	0	0	0	153	0	0	1	0	0	7	22	35	51	28	6	3	0	0	45.6	51.3	-	
1500	1	151	4	27	0	1	1	0	0	0	0	0	185	0	0	0	0	0	2	26	71	57	23	5	1	0	0	45.1	50.5	-	
1600	1	157	2	21	0	2	0	0	1	0	0	0	184	0	0	5	6	6	4	20	58	54	26	4	1	0	0	43.3	50.3	-	
1700	0	134	1	22	0	1	0	0	0	0	0	0	158	0	0	0	0	0	7	25	62	36	22	5	0	1	0	44.4	50.4	-	
1800	1	87	0	3	0	0	1	0	0	0	0	0	92	0	0	0	0	0	1	11	27	28	18	3	4	0	0	46.9	53.6	-	
1900	0	55	0	2	0	0	0	0	0	0	0	0	57	0	0	0	0	0	1	5	19	14	13	2	2	1	0	47.3	54.2	-	
2000	0	32	0	4	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	4	14	9	5	1	2	1	0	46.3	52.7	-	
2100	0	27	0	2	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	5	5	8	7	3	0	0	1	47.7	55.5	-	
2200	0	28	0	3	0	0	0	0	0	0	0	0	31	0	0	0	0	0	1	5	11	6	2	3	1	1	0	47.1	58.3	-	
2300	0	14	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	2	6	4	0	0	1	0	1	46.2	58.4	-	
08-09	1	217	3	23	1	1	0	0	0	0	0	0	246	0	0	1	0	0	4	27	73	89	40	10	0	0	1	1	46.2	52.3	-
17-18	0	134	1	22	0	1	0	0	0	0	0	0	158	0	0	0	0	0	7	25	62	36	22	5	0	1	0	44.4	50.4	-	
10-16	9	879	13	137	6	9	4	2	0	1	0	0	1060	0	3	3	0	11	26	140	317	335	149	57	16	2	1	0	45.5	51.7	-
00-05	0	28	0	5	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	3	5	11	9	3	1	0	0	1	49.7	57.7	-
00-00	16	2114	25	305	8	16	5	2	1	1	0	0	2493	1	4	10	7	17	53	302	753	785	391	116	38	8	5	3	45.7	51.8	-

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WHEATSHEAF ROAD, HENFIELD													EASTBOUND																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
Report Id - CustomList-42																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															</



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WHEATSHEAF ROAD, HENFIELD													EASTBOUND																	
Report Id - CustomList-42																														
Site Name - Henfield																														
Description - Wheatsheaf Road																														
Direction - BA																														
Saturday, 13 December 2025																														
Time [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	0	15	0	1	0	0	0	0	0	0	0	0	16	0	0	0	0	0	1	3	4	5	1	1	0	1	0	0	45.7	54.2
0100	0	5	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	3	0	0	2	0	0	0	0	0	42.3	-
0200	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	52.1	-
0300	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	50.9	-
0400	0	8	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	1	1	2	3	1	1	0	0	0	0	50.1	-
0500	0	6	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	1	1	3	1	0	0	0	0	0	48.5	-
0600	1	30	0	4	0	0	0	0	0	0	0	0	35	0	0	0	0	0	1	1	8	10	10	2	2	1	0	0	48.7	55.5
0700	0	58	0	6	0	1	0	0	0	0	0	0	65	0	0	0	1	0	3	8	13	19	11	8	1	1	0	0	46.7	55.2
0800	2	88	0	10	0	0	0	0	0	0	0	0	100	0	0	2	0	0	2	9	26	30	22	5	1	3	0	0	46.7	53.2
0900	2	93	0	8	0	0	0	1	0	0	0	0	104	0	0	1	1	0	1	6	29	46	13	6	1	0	0	0	45.9	50.8
1000	5	127	2	14	0	1	0	0	0	0	0	0	149	0	0	3	1	1	2	11	40	56	24	5	5	0	0	0	46.1	52.1
1100	6	144	0	6	0	1	0	0	0	0	0	0	157	0	0	4	5	0	11	6	51	36	29	9	6	0	0	0	44.9	52.9
1200	7	139	2	10	0	1	0	0	0	0	0	0	159	0	1	4	0	0	0	16	49	56	23	6	4	0	0	0	45.5	52.1
1300	8	155	0	9	0	0	0	0	0	0	0	0	172	0	2	5	0	0	0	9	48	66	27	10	4	1	0	0	46.3	52.8
1400	7	119	0	8	0	0	0	0	0	0	0	0	134	0	0	2	2	0	2	6	37	44	22	14	4	1	0	0	46.9	54.9
1500	3	119	0	7	0	0	0	0	0	0	0	0	129	0	0	0	0	0	2	6	31	52	22	12	2	1	1	0	47.8	54.4
1600	1	96	2	6	0	0	0	0	0	0	0	0	105	0	0	0	0	0	1	11	37	31	19	4	1	0	1	0	46.1	52.1
1700	0	78	0	3	0	0	0	0	0	0	0	0	81	0	0	0	0	0	4	8	26	22	17	2	1	1	0	0	45.8	52
1800	0	59	0	6	0	0	1	0	0	0	0	0	66	0	0	0	0	1	0	9	17	24	8	3	3	1	0	0	46.5	52.7
1900	0	42	0	3	0	0	0	0	0	0	0	0	45	0	0	0	0	0	0	8	18	13	4	2	0	0	0	0	44.7	49
2000	0	29	0	4	0	0	0	0	0	0	0	0	33	0	0	0	0	1	1	4	7	5	9	5	0	0	1	0	47.7	55.7
2100	1	20	0	4	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	3	9	9	2	2	0	0	0	0	46.1	53.7
2200	0	13	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	1	1	3	3	1	3	1	0	0	0	52.5	61.4
2300	0	11	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	1	3	1	2	1	2	1	0	0	0	51.3	62.6
08-09	2	88	0	10	0	0	0	0	0	0	0	0	100	0	0	2	0	0	2	9	26	30	22	5	1	3	0	0	46.7	53.2
17-18	0	78	0	3	0	0	0	0	0	0	0	0	81	0	0	0	0	0	4	8	26	22	17	2	1	1	0	0	45.8	52
10-16	36	803	4	54	0	3	0	0	0	0	0	0	900	0	3	18	8	1	17	54	256	310	147	56	25	3	1	0	46.2	52.8
00-05	0	36	0	3	0	0	0	0	0	0	0	0	39	0	0	0	0	0	2	7	5	9	11	3	1	1	0	0	47.3	54.1
00-00	43	1462	6	112	0	4	1	1	0	0	0	0	1629	0	3	21	10	3	32	131	456	533	281	101	41	13	3	0	46.4	53

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WHEATSHEAF ROAD, HENFIELD													EASTBOUND																	
Report Id - CustomList-42																														
Site Name - Henfield																														
Description - Wheatsheaf Road																														
Direction - BA																														
Sunday, 14 December 2025																														
Time [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	0	10	0	1	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	2	3	2	3	1	0	0	0	0	46.8	55
0100	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	46.4	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	42.7	-
0300	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	53.8	-
0400	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	47.5	-
0500	0	7	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	3	2	2	1	0	0	0	0	48	-
0600	0	12	0	2	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	4	3	5	0	2	0	0	0	49.6	59.3
0700	2	36	1	2	0	0	0	0	0	0	0	0	41	0	0	1	0	0	0	5	11	9	9	4	2	0	0	0	47.2	55.7
0800	2	55	1	2	0	0	0	0	0	0	0	0	60	0	0	2	0	0	1	4	21	15	13	3	0	1	0	0	45.9	53.1
0900	1	81	1	5	0	0	0	0	0	0	0	0	88	0	0	1	0	0	2	6	18	23	25	11	0	1	1	0	48.5	54.8
1000	8	134	0	8	0	0	0	0	0	0	0	0	150	0	2	3	2	1	6	19	44	43	19	9	1	1	0	0	44	51.8
1100	3	116	0	5	0	1	0	0	0	0	0	0	125	0	0	2	1	0	3	14	30	40	19	11	5	0	0	0	46.6	54.4
1200	8	127	1	6	0	0	0	0	0	0	0	0	142	0	4	3	0	0	2	15	36	51	21	7	1	2	0	0	45.1	52.4
1300	4	96	0	3	0	0	0	0	0	0	0	0	103	0	0	2	0	1	1	5	22	39	22	9	1	1	0	0	47.4	54.3
1400	4	99	0	7	0	0	0	0	0	0	0	0	110	0	1	2	0	0	0	17	24	36	16	11	3	0	0	0	46	53.6
1500	3	112	1	5	0	0	0	0	0	0	0	0	121	0	0	0	0	0	0	13	32	44	23	4	3	2	0	0	47.1	52
1600	0	69	2	2	0	0	0	0	0	0	0	0	73	0	0	0	0	0	2	9	15	26	13	7	1	0	0	0	47.1	52.9
1700	0	85	0	4	0	0	0	0	0	0	0	0	89	0	0	0	0	0	1	11	28	32	13	3	1	0	0	0	46	51.3
1800	0	60	0	2	0	0	0	0	0	0	0	0	62	0	0	0	0	0	2	9	18	18	11	3	1	0	0	0	45.6	53
1900	1	37	0	6	0	0	0	0	0	0	0	0	44	0	1	0	0	0	6	2	10	13	9	1	0	1	1	0	45.3	51.6
2000	1	22	0	2	0	0	0	0	0	0	0	0	25	0	0	0	0	0	1	5	7	7	3	1	1	0	0	0	45	54.1
2100	0	13	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	3	4	2	1	1	2	0	0	0	47.3	61
2200	0	10	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	1	0	1	2	3	1	2	0	0	0	50.6	-
2300	0	6	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	43.1	-
08-09	2	55	1	2	0	0	0	0	0	0	0	0	60	0	0	2	0	0	1	4	21	15	13	3	0	1	0	0	45.9	53.1
17-18	0	85	0	4	0	0	0	0	0	0	0	0	89	0	0	0	0	0	1	11	28	32	13	3	1	0	0	0	46	51.3
10-16	30	684	2	34	0	1	0	0	0	0	0	0	751	0	7	12	3	2	12	83	188	253	120	51	14	6	0	0	45.9	52.9
00-05	0	20	0	1	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	2	6	6	6	1	0	0	0	0	47.4	54.2
00-00	37	1197	7	64	0	1	0	0	0	0	0	0	1306	0	8	16	3	2	28	141	337	413	233	88	26	9	2	0	46.2	53.1

MODAL

modaldata.com

WHEATSHEAF ROAD, HENFIELD

EASTBOUND

Report Id - CustomList-42
 Site Name - Henfield
 Description - Wheatsheaf Road
 Direction - BA



Grand Total

Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp
[--	1	2	3	4	5	6	7	8	9	10	11	12		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85
--	171	12725	120	1632	51	72	23	24	7	6	1	1	14833	1	25	80	53	97	375	1799	4520	4616	2226	723	223	64	21	6	45.6	51.8

APPENDIX C

Audit Code: 1ae3ee00-d7d1-4468-b040-9033b1191328

Filtering Summary:

Land Use: 02/E EMPLOYMENT/WAREHOUSING (SELF STORAGE)
Selected Trip Rate Calculation Parameter Range: 2561 - 5000 sqm GFA
Actual Trip Rate Calculation Parameter Range: 2561 - 3205 sqm GFA
Date Range: Minimum: 08/03/2002 Maximum: 28/04/2025
Parking Spaces Range: All Surveys Selected
Population Within 500m Range: 700 8990
Days of the week selected:

Friday	2
Monday	1
Thursday	1

Main Location Types selected:

Edge of Town Centre	1
Suburban Area	3

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	4
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Population <1 Mile ranges selected:

20,001 to 25,000	1
25,001 to 50,000	2
5,001 to 10,000	1

Audit Code: 1ae3ee00-d7d1-4468-b040-9033b1191328

Population <5 Mile ranges selected:

125,001 to 250,000	3
250,001 to 500,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	3

PTAL Rating:

No PTAL Present	4
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Audit Code: 1ae3ee00-d7d1-4468-b040-9033b1191328

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: E - WAREHOUSING (SELF STORAGE)

Selected Vehicle Type: Total People

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
	PB	PETERBOROUGH	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 day

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

Audit Code: 1ae3ee00-d7d1-4468-b040-9033b1191328

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:	2561 to 3205 (units:sqm)
Range Selected by User:	2561 to 5000 (units:sqm)
Parking Spaces Range:	9 - 88

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	08/03/02 to 28/04/25

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
Monday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	4
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 Centre	1 days
Suburban Area	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:

Built-Up Zone	1 days
Commercial Zone	1 days
Residential Zone	1 days
Retail Zone	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	1 days
Servicing vehicles Unknown	3 days

Audit Code: 1ae3ee00-d7d1-4468-b040-9033b1191328

Secondary Filtering Selection:

Use Class:

B8	4 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:

700 - 8990

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	3 surveys
250,001 to 500,000	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	1 surveys
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: 1ae3ee00-d7d1-4468-b040-9033b1191328

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 4 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 4 surveys

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

COVID-19 Restrictions:

No

Audit Code: 1ae3ee00-d7d1-4468-b040-9033b1191328

LIST OF SITES relevant to selection parameters:

Site 1:	AK-02-E-01	Gross floor area:	2561 sqm
Development Name:	SELF STORAGE	Number of employees:	1 EMPLOY
Location:	WAKEFIELD	Parking Spaces:	88.00
Postcode:	WF2 8DH	Survey Date:	28/04/2025
Main Location Type:	Suburban Area	Survey Day:	Monday
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 2:	CA-02-E-02	Gross floor area:	2675 sqm
Development Name:	SELF STORAGE	Number of employees:	1 EMPLOY
Location:	CAMBRIDGE	Parking Spaces:	22.00
Postcode:	CB1 7DY	Survey Date:	16/10/2009
Main Location Type:	Suburban Area	Survey Day:	Friday
Sub Location Type:	Built-Up Zone		
PTAL:	n/a		
Site 3:	PB-02-E-02	Gross floor area:	3205 sqm
Development Name:	ARMADILLO SELF STORAGE	Number of employees:	1 EMPLOY
Location:	PETERBOROUGH	Parking Spaces:	15.00
Postcode:	PE3 9TB	Survey Date:	20/10/2011
Main Location Type:	Suburban Area	Survey Day:	Thursday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	WK-02-E-02	Gross floor area:	2769 sqm
Development Name:	STORAGE KING	Number of employees:	1 EMPLOY
Location:	COVENTRY	Parking Spaces:	21.00
Postcode:	CV1 4LF	Survey Date:	21/10/2011
Main Location Type:	Edge of Town Centre	Survey Day:	Friday
Sub Location Type:	Retail Zone		
PTAL:	n/a		

Audit Code: 1ae3ee00-d7d1-4468-b040-9033b1191328

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

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					
06:00-07:00	1	2769	0.000	0.000	0.000
07:00-08:00	4	2802	0.134	0.036	0.170
08:00-09:00	4	2802	0.169	0.143	0.312
09:00-10:00	4	2802	0.134	0.098	0.232
10:00-11:00	4	2802	0.125	0.089	0.214
11:00-12:00	4	2802	0.116	0.062	0.178
12:00-13:00	4	2802	0.143	0.116	0.259
13:00-14:00	4	2802	0.250	0.223	0.473
14:00-15:00	4	2802	0.196	0.205	0.401
15:00-16:00	4	2802	0.116	0.161	0.277
16:00-17:00	4	2802	0.277	0.223	0.500
17:00-18:00	4	2802	0.161	0.285	0.446
18:00-19:00	4	2802	0.071	0.187	0.258
19:00-20:00	1	2769	0.036	0.036	0.072
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.928	1.864	3.792

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: 1ae3ee00-d7d1-4468-b040-9033b1191328

Parameter Summary:

Trip rate parameter range selected:	2561 - 5000 (units: sqm)
Survey date date range:	16/10/2009 - 28/04/2025
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:	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: 1ae3ee00-d7d1-4468-b040-9033b1191328

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

Total People

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					
06:00-07:00	1	2769	0.000	0.000	0.000
07:00-08:00	4	2802	0.196	0.062	0.258
08:00-09:00	4	2802	0.357	0.214	0.571
09:00-10:00	4	2802	0.196	0.152	0.348
10:00-11:00	4	2802	0.169	0.125	0.294
11:00-12:00	4	2802	0.169	0.098	0.267
12:00-13:00	4	2802	0.250	0.196	0.446
13:00-14:00	4	2802	0.348	0.384	0.732
14:00-15:00	4	2802	0.268	0.250	0.518
15:00-16:00	4	2802	0.161	0.205	0.366
16:00-17:00	4	2802	0.375	0.357	0.732
17:00-18:00	4	2802	0.223	0.473	0.696
18:00-19:00	4	2802	0.098	0.232	0.330
19:00-20:00	1	2769	0.036	0.036	0.072
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.846	2.784	5.630

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: 1ae3ee00-d7d1-4468-b040-9033b1191328

Parameter Summary:

Trip rate parameter range selected:	2561 - 5000 (units: sqm)
Survey date date range:	16/10/2009 - 28/04/2025
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:	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: 1ae3ee00-d7d1-4468-b040-9033b1191328

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

OGVs

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					
06:00-07:00	1	2769	0.000	0.000	0.000
07:00-08:00	4	2802	0.009	0.009	0.018
08:00-09:00	4	2802	0.027	0.036	0.063
09:00-10:00	4	2802	0.009	0.018	0.027
10:00-11:00	4	2802	0.027	0.009	0.036
11:00-12:00	4	2802	0.000	0.000	0.000
12:00-13:00	4	2802	0.018	0.027	0.045
13:00-14:00	4	2802	0.018	0.009	0.027
14:00-15:00	4	2802	0.027	0.027	0.054
15:00-16:00	4	2802	0.018	0.027	0.045
16:00-17:00	4	2802	0.036	0.018	0.054
17:00-18:00	4	2802	0.036	0.027	0.063
18:00-19:00	4	2802	0.009	0.009	0.018
19:00-20:00	1	2769	0.000	0.000	0.000
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.234	0.216	0.450

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: 1ae3ee00-d7d1-4468-b040-9033b1191328

Parameter Summary:

Trip rate parameter range selected:	2561 - 5000 (units: sqm)
Survey date date range:	16/10/2009 - 28/04/2025
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:	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: 02f5e5df-cbc8-4083-a238-126973bc6b7d

Filtering Summary:

Land Use: 02/F EMPLOYMENT/WAREHOUSING (COMMERCIAL)

Selected Trip Rate Calculation Parameter Range: 950 - 5000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 950 - 4007 sqm GFA

Date Range: Minimum: 05/07/2010 Maximum: 24/06/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 303 2898

Days of the week selected:

Monday	2
Tuesday	1
Wednesday	1

Main Location Types selected:

Edge of Town	2
Neighbourhood Centre	1
Suburban Area	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	3
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

1,001 to 5,000	2
100,001 or More	1
5,001 to 10,000	1

Audit Code: 02f5e5df-cbc8-4083-a238-126973bc6b7d

Population <5 Mile ranges selected:

5,001 to 25,000	2
500,001 or More	1
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	3

PTAL Rating:

No PTAL Present	4
-----------------	---

Audit Code: 02f5e5df-cbc8-4083-a238-126973bc6b7d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total People

Selected regions and areas:

01	GREATER LONDON	
	WH	WANDSWORTH
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
		1 day
09	NORTH	
	CU	CUMBERLAND
		1 day
10	WALES	
	PE	PEMBROKESHIRE
		1 day

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

Audit Code: 02f5e5df-cbc8-4083-a238-126973bc6b7d

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:	950 to 4007 (units:sqm)
Range Selected by User:	950 to 5000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/07/10 to 24/06/25

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:

Monday	2 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	4
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	2 days
Neighbourhood Centre	1 days
Suburban Area	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:

Industrial Zone	3 days
Village	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	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	2 days

Audit Code: 02f5e5df-cbc8-4083-a238-126973bc6b7d

Secondary Filtering Selection:

Use Class:

B8	4 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 - 2898

Population within 1 mile:

1,001 to 5,000	2 surveys
100,001 or More	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

5,001 to 25,000	2 surveys
500,001 or More	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:

0.6 to 1.0	1 surveys
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: 02f5e5df-cbc8-4083-a238-126973bc6b7d

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	4 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:

1b - Very poor	1 surveys
No PTAL Present	3 surveys

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

COVID-19 Restrictions:

No

Audit Code: 02f5e5df-cbc8-4083-a238-126973bc6b7d

LIST OF SITES relevant to selection parameters:

Site 1:	CU-02-F-01	Gross floor area:	4007 sqm
Development Name:	WAREHOUSING & DISTRIBUTION	Number of employees:	1 EMPLOY
Location:	BRAMPTON	Parking Spaces:	79.00
Postcode:	CA8 1SW	Number of employees:	65.00
Main Location Type:	Edge of Town	Survey Date:	19/06/2024
Sub Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 2:	NY-02-F-01	Gross floor area:	1750 sqm
Development Name:	REMOVALS SERVICE	Number of employees:	1 EMPLOY
Location:	KNARESBOROUGH	Parking Spaces:	40.00
Postcode:	HG5 8PJ	Number of employees:	20.00
Main Location Type:	Edge of Town	Survey Date:	19/06/2023
Sub Location Type:	Industrial Zone	Survey Day:	Monday
PTAL:	n/a		
Site 3:	PE-02-F-01	Gross floor area:	950 sqm
Development Name:	WAREHOUSING & DISTRIBUTION	Number of employees:	1 EMPLOY
Location:	NEAR NARBERTH	Parking Spaces:	20.00
Postcode:	SA67 8SD	Number of employees:	11.00
Main Location Type:	Neighbourhood Centre	Survey Date:	20/11/2023
Sub Location Type:	Village	Survey Day:	Monday
PTAL:	n/a		
Site 4:	WH-02-F-01	Gross floor area:	1676 sqm
Development Name:	WAREHOUSING & DISTRIBUTION	Number of employees:	7 EMPLOY
Location:	NINE ELMS	Parking Spaces:	4.00
Postcode:	SW8 4UN	Number of employees:	7.00
Main Location Type:	Suburban Area	Survey Date:	24/06/2025
Sub Location Type:	Industrial Zone	Survey Day:	Tuesday
PTAL:	1B		

Audit Code: 02f5e5df-cbc8-4083-a238-126973bc6b7d

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	3	2211	0.226	0.136	0.362
06:00-07:00	3	2211	0.151	0.211	0.362
07:00-08:00	4	2096	0.310	0.203	0.513
08:00-09:00	4	2096	0.251	0.203	0.454
09:00-10:00	4	2096	0.179	0.119	0.298
10:00-11:00	4	2096	0.167	0.191	0.358
11:00-12:00	4	2096	0.084	0.107	0.191
12:00-13:00	4	2096	0.155	0.107	0.262
13:00-14:00	4	2096	0.143	0.167	0.310
14:00-15:00	4	2096	0.286	0.251	0.537
15:00-16:00	4	2096	0.179	0.179	0.358
16:00-17:00	4	2096	0.167	0.334	0.501
17:00-18:00	4	2096	0.107	0.239	0.346
18:00-19:00	4	2096	0.036	0.036	0.072
19:00-20:00	2	2842	0.053	0.053	0.106
20:00-21:00	2	2842	0.000	0.018	0.018
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.494	2.554	5.048

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: 02f5e5df-cbc8-4083-a238-126973bc6b7d

Parameter Summary:

Trip rate parameter range selected:	950 - 5000 (units: sqm)
Survey date date range:	19/06/2023 - 24/06/2025
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:	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: 02f5e5df-cbc8-4083-a238-126973bc6b7d

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

Total People

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	2211	0.271	0.166	0.437
06:00-07:00	3	2211	0.196	0.271	0.467
07:00-08:00	4	2096	0.418	0.262	0.680
08:00-09:00	4	2096	0.394	0.274	0.668
09:00-10:00	4	2096	0.274	0.203	0.477
10:00-11:00	4	2096	0.215	0.274	0.489
11:00-12:00	4	2096	0.143	0.167	0.310
12:00-13:00	4	2096	0.179	0.143	0.322
13:00-14:00	4	2096	0.191	0.227	0.418
14:00-15:00	4	2096	0.370	0.346	0.716
15:00-16:00	4	2096	0.262	0.274	0.536
16:00-17:00	4	2096	0.203	0.441	0.644
17:00-18:00	4	2096	0.131	0.286	0.417
18:00-19:00	4	2096	0.036	0.036	0.072
19:00-20:00	2	2842	0.053	0.053	0.106
20:00-21:00	2	2842	0.000	0.018	0.018
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.336	3.441	6.777

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: 02f5e5df-cbc8-4083-a238-126973bc6b7d

Parameter Summary:

Trip rate parameter range selected:	950 - 5000 (units: sqm)
Survey date date range:	19/06/2023 - 24/06/2025
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:	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: 02f5e5df-cbc8-4083-a238-126973bc6b7d

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

OGVs

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	2211	0.060	0.075	0.135
06:00-07:00	3	2211	0.075	0.181	0.256
07:00-08:00	4	2096	0.012	0.084	0.096
08:00-09:00	4	2096	0.072	0.072	0.144
09:00-10:00	4	2096	0.119	0.072	0.191
10:00-11:00	4	2096	0.048	0.072	0.120
11:00-12:00	4	2096	0.036	0.024	0.060
12:00-13:00	4	2096	0.072	0.048	0.120
13:00-14:00	4	2096	0.060	0.095	0.155
14:00-15:00	4	2096	0.131	0.084	0.215
15:00-16:00	4	2096	0.107	0.084	0.191
16:00-17:00	4	2096	0.060	0.119	0.179
17:00-18:00	4	2096	0.072	0.048	0.120
18:00-19:00	4	2096	0.036	0.012	0.048
19:00-20:00	2	2842	0.018	0.000	0.018
20:00-21:00	2	2842	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.978	1.070	2.048

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: 02f5e5df-cbc8-4083-a238-126973bc6b7d

Parameter Summary:

Trip rate parameter range selected:	950 - 5000 (units: sqm)
Survey date date range:	19/06/2023 - 24/06/2025
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:	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: 53c73b52-cfb8-4837-a011-ed91708e8aeb

Filtering Summary:

Land Use: 02/A EMPLOYMENT/OFFICE

Selected Trip Rate Calculation Parameter Range: 170 - 2500 sqm GFA

Actual Trip Rate Calculation Parameter Range: 170 - 2500 sqm GFA

Date Range: Minimum: 18/01/2000 Maximum: 05/06/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Monday	5
Thursday	2
Tuesday	8
Wednesday	7

Main Location Types selected:

Edge of Town	11
Neighbourhood Centre	4
Suburban Area	7

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	14
Servicing Vehicles Included	8

Population <1 Mile ranges selected:

1,001 to 5,000	4
10,001 to 15,000	5
100,001 or More	1
15,001 to 20,000	4
20,001 to 25,000	1
25,001 to 50,000	3
5,001 to 10,000	1
50,001 to 100,000	3

Audit Code: 53c73b52-cfb8-4837-a011-ed91708e8aeb

Population <5 Mile ranges selected:

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

Car Ownership <5 Mile ranges selected:

0.5 or Less	1
0.6 to 1.0	16
1.1 to 1.5	5

PTAL Rating:

4 - Good	1
No PTAL Present	21



Audit Code: 53c73b52-cfb8-4837-a011-ed91708e8aeb

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total People

Selected regions and areas:

01	GREATER LONDON	
	BT	BRENT
	KN	KENSINGTON AND CHELSEA
02	SOUTH EAST	
	ES	EAST SUSSEX
	SC	SURREY
03	SOUTH WEST	
	DC	DORSET
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE
	NF	NORFOLK
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK	WAKEFIELD
09	NORTH	
	CU	CUMBERLAND
	DH	DURHAM
	TW	TYNE & WEAR
10	WALES	
	CP	CAERPHILLY
11	SCOTLAND	
	HI	HIGHLAND
15	GREATER DUBLIN	
	DL	DUBLIN
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM

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

Audit Code: 53c73b52-cfb8-4837-a011-ed91708e8aeb

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:	170 to 2500 (units:sqm)
Range Selected by User:	170 to 2500 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/01/00 to 05/06/25

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:

Monday	5 days
Thursday	2 days
Tuesday	8 days
Wednesday	7 days

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

Selected survey types:

Manual count	22
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
Neighbourhood Centre	4 days
Suburban Area	7 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:

Built-Up Zone	3 days
Commercial Zone	2 days
Development Zone	3 days
Industrial Zone	7 days
No Sub Category	2 days
Residential Zone	5 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	2 days
Servicing vehicles Included	8 days
Servicing vehicles Unknown	12 days

Audit Code: 53c73b52-cfb8-4837-a011-ed91708e8aeb

Secondary Filtering Selection:

Use Class:

Not Known

22 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 - 7387

Population within 1 mile:

1,001 to 5,000	4 surveys
10,001 to 15,000	5 surveys
100,001 or More	1 surveys
15,001 to 20,000	4 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	3 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	2 surveys
125,001 to 250,000	5 surveys
250,001 to 500,000	4 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	1 surveys
500,001 or More	4 surveys
75,001 to 100,000	3 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	16 surveys
1.1 to 1.5	5 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: 53c73b52-cfb8-4837-a011-ed91708e8aeb

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	20 surveys
Yes	2 surveys

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

PTAL Rating:

5 - Very good	1 surveys
6a - Excellent	1 surveys
No PTAL Present	20 surveys

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

COVID-19 Restrictions:

No

Audit Code: 53c73b52-cfb8-4837-a011-ed91708e8aeb

LIST OF SITES relevant to selection parameters:

Site 1:	AK-02-A-01	Gross floor area:	1230 sqm
Development Name:	OFFICES	Number of employees:	2 EMPLOY
Location:	CASTLEFORD	Survey Date:	23/05/2017
Postcode:	WF10 5TG	Survey Day:	Tuesday
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 2:	AN-02-A-06	Gross floor area:	2217 sqm
Development Name:	SPORTS ADMINISTRATION	Number of employees:	1 EMPLOY
Location:	BELFAST	Survey Date:	20/11/2018
Postcode:	BT9 5LA	Survey Day:	Tuesday
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	BT-02-A-01	Gross floor area:	408 sqm
Development Name:	OFFICES	Number of employees:	50 EMPLOY
Location:	KILBURN	Survey Date:	19/09/2001
Postcode:	W9 3EG	Survey Day:	Wednesday
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Built-Up Zone		
PTAL:	n/a		
Site 4:	BT-02-A-03	Gross floor area:	920 sqm
Development Name:	OFFICES	Number of employees:	1 EMPLOY
Location:	WEMBLEY	Survey Date:	03/06/2015
Postcode:	HA9 0AB	Survey Day:	Wednesday
Main Location Type:	Suburban Area		
Sub Location Type:	Development Zone		
PTAL:	6A		
Site 5:	CA-02-A-03	Gross floor area:	625 sqm
Development Name:	OFFICES	Number of employees:	1 EMPLOY
Location:	CAMBRIDGE	Survey Date:	04/12/2024
Postcode:	CB3 0GT	Survey Day:	Wednesday
Main Location Type:	Edge of Town		
Sub Location Type:	Development Zone		
PTAL:	n/a		
Site 6:	CP-02-A-02	Gross floor area:	1824 sqm
Development Name:	INSURANCE COMPANY	Number of employees:	1 EMPLOY
Location:	CAERPHILLY	Survey Date:	13/10/2022
Postcode:	CF83 3HU	Survey Day:	Thursday
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 7:	CU-02-A-01	Gross floor area:	999 sqm
Development Name:	RADIO STATION	Number of employees:	1 EMPLOY
Location:	CARLISLE	Survey Date:	
Postcode:	CA3 8BB	Survey Day:	
Main Location Type:	Suburban Area		
Sub Location Type:	Built-Up Zone		
PTAL:	n/a		
Site 8:	DC-02-A-01	Gross floor area:	2400 sqm
Development Name:	OFFICES	Number of employees:	28 EMPLOY
Location:	WEYMOUTH	Survey Date:	
Postcode:	DT4 9DW	Survey Day:	
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Audit Code: 53c73b52-cfb8-4837-a011-ed91708e8aeb

Site 9:	DH-02-A-02	Gross floor area:	2000 sqm
Development Name:	CONSTRUCTION COMPANY	Number of employees:	1 EMPLOY
Location:	NEAR DURHAM	Survey Date:	27/11/2012
Postcode:	DH6 5PF	Survey Day:	Tuesday
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 10:	DL-02-A-02	Gross floor area:	1900 sqm
Development Name:	OFFICES	Number of employees:	2 EMPLOY
Location:	DUBLIN	Survey Date:	
Postcode:		Survey Day:	
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 11:	DL-02-A-06	Gross floor area:	557 sqm
Development Name:	OFFICE	Number of employees:	1 EMPLOY
Location:	DUBLIN	Survey Date:	12/09/2013
Postcode:		Survey Day:	Thursday
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 12:	ES-02-A-11	Gross floor area:	186 sqm
Development Name:	HOUSING COMPANY	Number of employees:	1 EMPLOY
Location:	HASTINGS	Survey Date:	17/11/2015
Postcode:	TN34 3FD	Survey Day:	Tuesday
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 13:	HI-02-A-01	Gross floor area:	804 sqm
Development Name:	OFFICE	Number of employees:	1 EMPLOY
Location:	INVERNESS	Survey Date:	20/05/2009
Postcode:	IV2 7GB	Survey Day:	Wednesday
Main Location Type:	Edge of Town		
Sub Location Type:	Development Zone		
PTAL:	n/a		
Site 14:	HI-02-A-02	Gross floor area:	929 sqm
Development Name:	DATA SCIENCE COMPANY	Number of employees:	1 EMPLOY
Location:	NAIRN	Survey Date:	09/05/2006
Postcode:	IV12 5QR	Survey Day:	Tuesday
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 15:	KN-02-A-01	Gross floor area:	2255 sqm
Development Name:	FRUIT DRINKS COMPANY	Number of employees:	1 EMPLOY
Location:	KENSAL GREEN	Survey Date:	
Postcode:	W10 5BU	Survey Day:	
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Built-Up Zone		
PTAL:	5		
Site 16:	LN-02-A-01	Gross floor area:	2114 sqm
Development Name:	OFFICES	Number of employees:	36 EMPLOY
Location:	LOUTH	Survey Date:	
Postcode:	LN11 0LS	Survey Day:	
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		



Audit Code: 53c73b52-cfb8-4837-a011-ed91708e8aeb

Site 17:	LN-02-A-02	Gross floor area:	1918 sqm
Development Name:	COUNCIL OFFICES	Number of employees:	1 EMPLOY
Location:	LOUTH	Survey Date:	24/04/2024
Postcode:	LN11 8FG	Survey Day:	Wednesday
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 18:	NF-02-A-04	Gross floor area:	500 sqm
Development Name:	BUILDING CONSULTANT	Number of employees:	1 EMPLOY
Location:	NORWICH	Survey Date:	13/11/2019
Postcode:	NR4 6DN	Survey Day:	Wednesday
Main Location Type:	Edge of Town		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 19:	SC-02-A-15	Gross floor area:	1896 sqm
Development Name:	ACCOUNTANTS	Number of employees:	1 EMPLOY
Location:	GUILDFORD	Survey Date:	05/10/2010
Postcode:	GU1 1UW	Survey Day:	Tuesday
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 20:	TW-02-A-04	Gross floor area:	2500 sqm
Development Name:	HOUSING CO.	Number of employees:	1 EMPLOY
Location:	GATESHEAD	Survey Date:	29/09/2009
Postcode:	NE11 0XA	Survey Day:	Tuesday
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 21:	TW-02-A-05	Gross floor area:	1500 sqm
Development Name:	TELEVISION CO.	Number of employees:	1 EMPLOY
Location:	GATESHEAD	Survey Date:	29/09/2009
Postcode:	NE11 9SZ	Survey Day:	Tuesday
Main Location Type:	Suburban Area		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 22:	WK-02-A-03	Gross floor area:	796 sqm
Development Name:	ENGINEERING CONSULTANTS	Number of employees:	1 EMPLOY
Location:	WARWICK	Survey Date:	23/11/2022
Postcode:	CV34 5XH	Survey Day:	Wednesday
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
GM-02-A-10	19-04-2021	Covid

Audit Code: 53c73b52-cfb8-4837-a011-ed91708e8aeb

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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					
06:00-07:00					
07:00-08:00	21	1404	0.522	0.098	0.620
08:00-09:00	21	1404	1.635	0.214	1.849
09:00-10:00	22	1385	1.253	0.345	1.598
10:00-11:00	22	1385	0.548	0.351	0.899
11:00-12:00	22	1385	0.351	0.361	0.712
12:00-13:00	22	1385	0.512	0.627	1.139
13:00-14:00	22	1385	0.728	0.499	1.227
14:00-15:00	22	1385	0.463	0.446	0.909
15:00-16:00	22	1385	0.351	0.568	0.919
16:00-17:00	22	1385	0.305	1.083	1.388
17:00-18:00	21	1404	0.217	1.791	2.008
18:00-19:00	20	1412	0.092	0.460	0.552
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			6.977	6.843	13.820

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 53c73b52-cfb8-4837-a011-ed91708e8aeb

Parameter Summary:

Trip rate parameter range selected:	170 - 2500 (units: sqm)
Survey date date range:	19/09/2001 - 19/05/2025
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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: 53c73b52-cfb8-4837-a011-ed91708e8aeb

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total People

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					
06:00-07:00					
07:00-08:00	21	1404	0.645	0.115	0.760
08:00-09:00	21	1404	2.629	0.288	2.917
09:00-10:00	22	1385	2.064	0.548	2.612
10:00-11:00	22	1385	0.922	0.548	1.470
11:00-12:00	22	1385	0.617	0.637	1.254
12:00-13:00	22	1385	0.968	1.417	2.385
13:00-14:00	22	1385	1.509	1.096	2.605
14:00-15:00	22	1385	0.929	0.820	1.749
15:00-16:00	22	1385	0.561	0.879	1.440
16:00-17:00	22	1385	0.466	1.552	2.018
17:00-18:00	21	1404	0.305	2.697	3.002
18:00-19:00	20	1412	0.117	0.935	1.052
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			11.732	11.532	23.264

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: 53c73b52-cfb8-4837-a011-ed91708e8aeb

Parameter Summary:

Trip rate parameter range selected:	170 - 2500 (units: sqm)
Survey date date range:	19/09/2001 - 19/05/2025
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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: 53c73b52-cfb8-4837-a011-ed91708e8aeb

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVs

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					
06:00-07:00					
07:00-08:00	21	1404	0.000	0.000	0.000
08:00-09:00	21	1404	0.003	0.000	0.003
09:00-10:00	22	1385	0.013	0.016	0.029
10:00-11:00	22	1385	0.007	0.007	0.014
11:00-12:00	22	1385	0.013	0.010	0.023
12:00-13:00	22	1385	0.003	0.007	0.010
13:00-14:00	22	1385	0.000	0.000	0.000
14:00-15:00	22	1385	0.003	0.000	0.003
15:00-16:00	22	1385	0.000	0.003	0.003
16:00-17:00	22	1385	0.003	0.003	0.006
17:00-18:00	21	1404	0.000	0.000	0.000
18:00-19:00	20	1412	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.045	0.046	0.091

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

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

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Audit Code: 53c73b52-cfb8-4837-a011-ed91708e8aeb

Parameter Summary:

Trip rate parameter range selected:	170 - 2500 (units: sqm)
Survey date date range:	24/06/2002 - 04/12/2024
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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: 1db586f1-aa18-418e-ae01-c493376279a0

Filtering Summary:

Land Use: 07/K LEISURE/FITNESS CLUB (PRIVATE)

Selected Trip Rate Calculation Parameter Range: 167 - 1000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 204 - 929 sqm GFA

Date Range: Minimum: 25/07/2000 Maximum: 26/06/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 511 9565

Days of the week selected:

Monday	2
Tuesday	2

Main Location Types selected:

Edge of Town	2
Suburban Area	2

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	4
----------------------------	---

Population <1 Mile ranges selected:

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

Audit Code: 1db586f1-aa18-418e-ae01-c493376279a0

Population <5 Mile ranges selected:

125,001 to 250,000	1
5,001 to 25,000	1
50,001 to 75,000	1
500,001 or More	1

Car Ownership <5 Mile ranges selected:

0.5 or Less	1
0.6 to 1.0	2
1.1 to 1.5	1

PTAL Rating:

No PTAL Present	4
-----------------	---

Audit Code: 1db586f1-aa18-418e-ae01-c493376279a0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE
Category: K - FITNESS CLUB (PRIVATE)
Selected Vehicle Type: Total People

Selected regions and areas:

01	GREATER LONDON		
	IS	ISLINGTON	1 day
02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
09	NORTH		
	FU	WESTMORLAND & FURNESS	1 day
13	MUNSTER		
	WA	WATERFORD	1 day

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

Audit Code: 1db586f1-aa18-418e-ae01-c493376279a0

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:	204 to 929 (units:sqm)
Range Selected by User:	167 to 1000 (units:sqm)
Parking Spaces Range:	0 - 315

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	25/07/00 to 26/06/25

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:

Monday	2 days
Tuesday	2 days

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

Selected survey types:

Manual count	4
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	2 days
Suburban Area	2 days

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

Selected Location Sub Categories:

Built-Up Zone	1 days
Industrial Zone	2 days
Retail Zone	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	1 days
Servicing vehicles Unknown	3 days

Audit Code: 1db586f1-aa18-418e-ae01-c493376279a0

Secondary Filtering Selection:

Use Class:

E(d)	4 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:

511 - 9565

Population within 1 mile:

20,001 to 25,000	1 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
500,001 or More	1 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	2 surveys
1.1 to 1.5	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: 1db586f1-aa18-418e-ae01-c493376279a0

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 4 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 4 surveys

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

COVID-19 Restrictions:

No

Audit Code: 1db586f1-aa18-418e-ae01-c493376279a0

LIST OF SITES relevant to selection parameters:

Site 1:	FU-07-K-01	Site area:	0.14000000059604645 hect
Development Name:	FITNESS CLUB	Gross floor area:	650 sqm
Location:	PENRITH	Parking Spaces:	24.00
Postcode:	CA11 9BN	Number Of Employees:	15.00
Main Location Type:	Edge of Town	Survey Date:	10/06/2014
Sub Location Type:	Industrial Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 2:	HF-07-K-01	Site area:	0.07000000029802322 hect
Development Name:	LEANERLIFE FITNESS	Gross floor area:	766 sqm
Location:	STEVENAGE	Parking Spaces:	38.00
Postcode:	SG1 1XZ	Number Of Employees:	10.00
Main Location Type:	Edge of Town	Survey Date:	
Sub Location Type:	Retail Zone	Survey Day:	
PTAL:	n/a		
Site 3:	IS-07-K-01	Site area:	0.019999999552965164 hect
Development Name:	FITNESS CLUB	Gross floor area:	204 sqm
Location:	ISLINGTON	Parking Spaces:	0.00
Postcode:	N1 2BD	Number Of Employees:	9.00
Main Location Type:	Suburban Area	Survey Date:	
Sub Location Type:	Built-Up Zone	Survey Day:	
PTAL:	n/a		
Site 4:	WA-07-K-02	Site area:	0.1 hect
Development Name:	FUSE	Gross floor area:	929 sqm
Location:	WATERFORD	Parking Spaces:	12.00
Postcode:	X91 HF74	Number Of Employees:	7.00
Main Location Type:	Suburban Area	Survey Date:	20/05/2025
Sub Location Type:	Industrial Zone	Survey Day:	Tuesday
PTAL:	n/a		

Audit Code: 1db586f1-aa18-418e-ae01-c493376279a0

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	2	848	0.177	0.000	0.177
06:00-07:00	4	637	1.177	0.196	1.373
07:00-08:00	4	637	0.902	0.981	1.883
08:00-09:00	4	637	0.942	0.667	1.609
09:00-10:00	4	637	1.216	0.549	1.765
10:00-11:00	4	637	0.902	1.452	2.354
11:00-12:00	4	637	0.902	0.785	1.687
12:00-13:00	4	637	0.588	0.549	1.137
13:00-14:00	4	637	0.628	0.667	1.295
14:00-15:00	4	637	0.667	1.098	1.765
15:00-16:00	4	637	1.334	0.432	1.766
16:00-17:00	4	637	1.530	1.216	2.746
17:00-18:00	4	637	2.040	1.922	3.962
18:00-19:00	4	637	1.805	1.883	3.688
19:00-20:00	4	637	2.079	2.236	4.315
20:00-21:00	4	637	1.452	1.530	2.982
21:00-22:00	4	637	0.745	1.805	2.550
22:00-23:00	2	848	0.059	1.770	1.829
23:00-00:00					
Total Rates:			19.145	19.738	38.883

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: 1db586f1-aa18-418e-ae01-c493376279a0

Parameter Summary:

Trip rate parameter range selected:	167 - 1000 (units: sqm)
Survey date date range:	10/11/2008 - 20/05/2025
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:	0

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Audit Code: 1db586f1-aa18-418e-ae01-c493376279a0

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Total People

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	2	848	0.177	0.000	0.177
06:00-07:00	4	637	1.530	0.196	1.726
07:00-08:00	4	637	1.373	1.491	2.864
08:00-09:00	4	637	1.530	1.177	2.707
09:00-10:00	4	637	1.922	1.020	2.942
10:00-11:00	4	637	1.255	1.922	3.177
11:00-12:00	4	637	1.530	1.373	2.903
12:00-13:00	4	637	1.020	0.863	1.883
13:00-14:00	4	637	0.824	0.981	1.805
14:00-15:00	4	637	1.059	1.530	2.589
15:00-16:00	4	637	1.805	0.588	2.393
16:00-17:00	4	637	2.158	1.922	4.080
17:00-18:00	4	637	2.825	2.707	5.532
18:00-19:00	4	637	2.903	2.707	5.610
19:00-20:00	4	637	2.982	3.138	6.120
20:00-21:00	4	637	1.726	2.236	3.962
21:00-22:00	4	637	0.745	2.236	2.981
22:00-23:00	2	848	0.059	2.006	2.065
23:00-00:00					
Total Rates:			27.423	28.093	55.516

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: 1db586f1-aa18-418e-ae01-c493376279a0

Parameter Summary:

Trip rate parameter range selected:	167 - 1000 (units: sqm)
Survey date date range:	10/11/2008 - 20/05/2025
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:	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: 1db586f1-aa18-418e-ae01-c493376279a0

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

OGVs

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	2	848	0.000	0.000	0.000
06:00-07:00	4	637	0.000	0.000	0.000
07:00-08:00	4	637	0.000	0.000	0.000
08:00-09:00	4	637	0.000	0.000	0.000
09:00-10:00	4	637	0.000	0.000	0.000
10:00-11:00	4	637	0.000	0.000	0.000
11:00-12:00	4	637	0.000	0.000	0.000
12:00-13:00	4	637	0.000	0.000	0.000
13:00-14:00	4	637	0.000	0.000	0.000
14:00-15:00	4	637	0.000	0.000	0.000
15:00-16:00	4	637	0.000	0.000	0.000
16:00-17:00	4	637	0.000	0.000	0.000
17:00-18:00	4	637	0.000	0.000	0.000
18:00-19:00	4	637	0.000	0.000	0.000
19:00-20:00	4	637	0.000	0.000	0.000
20:00-21:00	4	637	0.000	0.000	0.000
21:00-22:00	4	637	0.000	0.000	0.000
22:00-23:00	2	848	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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: 1db586f1-aa18-418e-ae01-c493376279a0

Parameter Summary:

Trip rate parameter range selected:	167 - 1000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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.

APPENDIX D

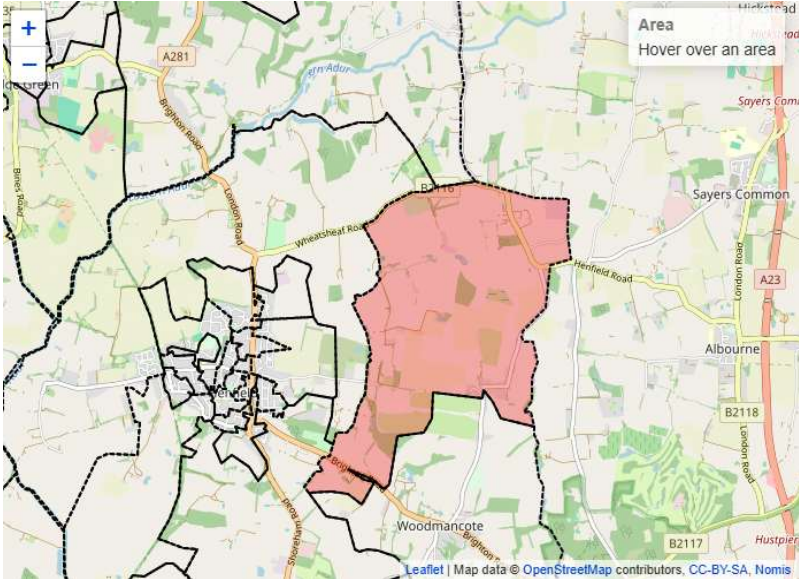
QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 output areas
area name	E00161244
rural urban	Total

Method of Travel to Work	2011	
All categories: Method of travel to work	199	
Work mainly at or from home	24	
Underground, metro, light rail, tram	0	0.0%
Train	9	7.7%
Bus, minibus or coach	0	0.0%
Taxi	0	0.0%
Motorcycle, scooter or moped	1	0.9%
Driving a car or van	92	78.6%
Passenger in a car or van	4	3.4%
Bicycle	2	1.7%
On foot	8	6.8%
Other method of travel to work	1	0.9%
Not in employment	58	
Total Commuters		117

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.





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