TECHNICAL NOTE

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Weybridge Business Park, Weybridge

Transport Assessment Addendum

Client:	Bridge UK Properties 7 LP	Job No:	J326431
Date:	18 October 2022	File Name:	221018 J326431 TAA v1.2
Prepared by:	MF	Approved by:	CH

1.1 Context

1.1.1 This Transport Assessment Addendum (TAA) has been prepared by mode transport planning (mode) on behalf of Bridge Industrial (Bridge) to provide additional information to support amendments to an existing planning application for the proposed redevelopment of Weybridge Business Park, Addlestone Road, Weybridge.

1.1.2 The planning application [ref. RU.22/0776] has already been subject to pre-application and post-submission discussions and consultation with Surrey County Council (SCC) and National Highways (NH). The previously consulted upon proposals sought:

The demolition of existing buildings and the development of three employment units within Classes E(g)ii, E(g)iii, B2 and B8, with ancillary office accommodation totalling a floor area of 17,820m² Gross Internal Area (GIA). The proposals will accommodate for revised and improved vehicular access arrangements, associated external yard areas, HGV and car parking, servicing, external lighting, hard and soft landscaping, infrastructure and all associated works.

1.1.3 The planning application was registered on 23rd May 2022.

1.2 Purpose

1.2.1 Following the submission of the planning application, Runneymede Borough Council (RBC) provided a formal response in regard to the configuration of the Unit 100 building. This is due to potential visual impacts on the adjacent River Wey Navigation to the eastern boundary of the site. Subsequently, Bridge made the decision to reconfigure the positioning of Unit 100 to address the RBC comments.

1.2.2 As a result, the points of access, GIA and car parking arrangements of each unit have been amended. A summary of the prominent changes to the scheme are as follows:

- Relocation of Unit 100 to provide a buffer from the River Wey;

- Reduction in the GIA of Unit 100;
- The above resulting in an overall reduction in GIA across all units to 16,925m^2;
- Revised points of vehicular access to Unit 100, accommodating car access along Hamm Moor Lane and all vehicular access along Addlestone Road;
- A total of 77 car parking spaces for Unit 100 including 4 disabled bays and 16 active EV parking spaces; and
- Removal of 6 car parking spaces for Units 210 & 220 as a result of the Environmental Agency (EA) comments.

1.2.3 This Transport Assessment Addendum (TAA) should be read in conjunction with the previously submitted reports, these being a Transport Assessment (TA), Framework Travel Plan (FTP), updated Delivery and Servicing Plan (DSP) and Outline Construction Logistics Plan (CLP).

1.2.4 A summary of the assessments undertaken in this TAA that were raised in the above reports are as follows:

- Updated trip generation (including HGV movements);
- Summarise changes to points of vehicular access;
- Stage 1 Road Safety Audit of revised access points; and
- Review of revised car parking arrangements.

1.3 Revised Trip Generation

1.3.1 The trip generation assessments undertaken as part of the submitted TA and subsequent documents responding to consultee comments have been revised to account for the reduced floor area of Unit 100. The following trip generation assessments have been revised and compared with the baseline trip generation of the lawful office use (as per the submitted TA):

- Industrial Estate TRICS Category across all units; and
- Commercial Warehousing TRICS Category across all units.

1.3.2 As before, the trip generation analysis has been converted into Passenger Car Units (PCU) with an HGV conversion factor of 2.5 PCUs.

1.3.3 Converting to PCUs more accurately compares the existing and proposed land uses, by giving more weight to the HGV numbers which are more prevalent for the proposed land uses. In doing so, this provides for a significantly more robust net trip generation assessment in terms of ultimate impact on the surrounding highway network.

1.3.4 The total vehicular trip rates and associated PCU movements (as per factored HGVs) for the AM peak (08:00-09:00) and the PM peak (17:00-18:00) periods are summarised in Tables 1.1 and 1.2, which compares the above trip generation assessment scenarios, respectively.

Table 1.1 Industrial Estate Across all Units – PCU Trip Generation

Industrial Estate in PCU (non PCU)		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
All Units – 16,925sqm	Total Vehicular Trip Rate	0.379	0.143	0.522	0.168	0.426	0.594
	PCUs (vehicles)	69 (64)	27 (24)	94 (88)	28 (28)	74 (72)	103 (101)
Net compared to office use	PCUs	-153	-7	-163	-2	-121	-122

Table 1.2 Commercial Warehousing Across all Units – PCU Trip Generation

Commercial Warehousing in PCU (non PCU)		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
All Units – 16,925sqm	Vehicular Trip Rate	0.11	0.034	0.144	0.012	0.068	0.08
	PCUs (vehicles)	28 (19)	12 (6)	39 (24)	4 (2)	15 (12)	19 (14)
Net compared to office use	PCUs	-194	-22	-218	-26	-180	-206

1.3.5 Tables 1.1 and 1.2 demonstrate that there continues to be a significant reduction in trips in comparison with the existing lawful office use. This is a greater reduction than the previous proposal on the basis of the revised floorspace for Unit 100.

1.3.6 It is also noted that other trip generation scenarios assessed and presented to National Highways (NH) as part of the previous proposals would only be reduced further on the basis of a reduced Unit 100, so have not been assessed again as part of this TAA.

1.4 Amended Access Arrangement

1.4.1 The previous access arrangement for Unit 100 was solely gained from Addlestone Road along the northern frontage of Unit 100, which was not previously raised as a concern by SCC highways.

1.4.2 As part of the development proposals one of the existing vehicular access points along Hamm Moor Lane will be repositioned to allow for greater levels of landscaping along the frontage. The repositioned access will serve 43 car parking spaces.

1.4.3 A vehicle access point will be repositioned to the eastern corner of the Unit 100 plot. This is in keeping with an existing point of access along Addlestone Road. The repositioned Addlestone Road access will accommodate all HGV movements (which aligns with the previous proposals for all HGV movements to be off Addlestone Road) as well as 34 car parking spaces.

1.4.4 The proposed access dimensions and arrangements within Appendix C, Drawings J32-6431-PS-005 Rev C and J32-6431-PS-007 Rev A provide details of the swept path analysis and horizontal visibility splays. The horizontal visibility splays align with the Manual for Streets guidance, which states that the required visibility for a priority junction at 30mph is 2.4m x 43m in both directions.

1.4.5 All other existing access points to the Unit 100 plot will be stopped up as part of the development proposals. The Unit 210 & Unit 220 site access proposals will not be altered as part of the scheme changes.

1.5 Stage 1 Road Safety Audit

1.5.1 In keeping with the previous planning submission at the request of the highways officer, the new Unit 100 access points have been subject to a Stage 1 Road Safety Audit (RSA1). The RSA1 and Designer's Response is provided in Appendix D.

1.5.2 All comments raised by the auditor have been accepted and incorporated into the revised access design.

1.6 Car Parking Provision

1.6.1 The Environment Agency (EA) provided comments back in relation to the creation of new hardstanding within a 10 metre buffer from the Addlestone Bourne river. This impacted the layout of the northern site compromising of Units 210 and 220 by the encroachment of a number of car parking spaces within the previous layout located to the south of Units 210 and 220. Therefore, parking provision for units 210 and 220 has been reduced by 6 spaces to a revised total of 54 spaces.

1.6.2 The removal of the 6 car parking spaces does not alter the operational areas of the northern site with the internal access roads remaining the same as the previously submitted arrangement.

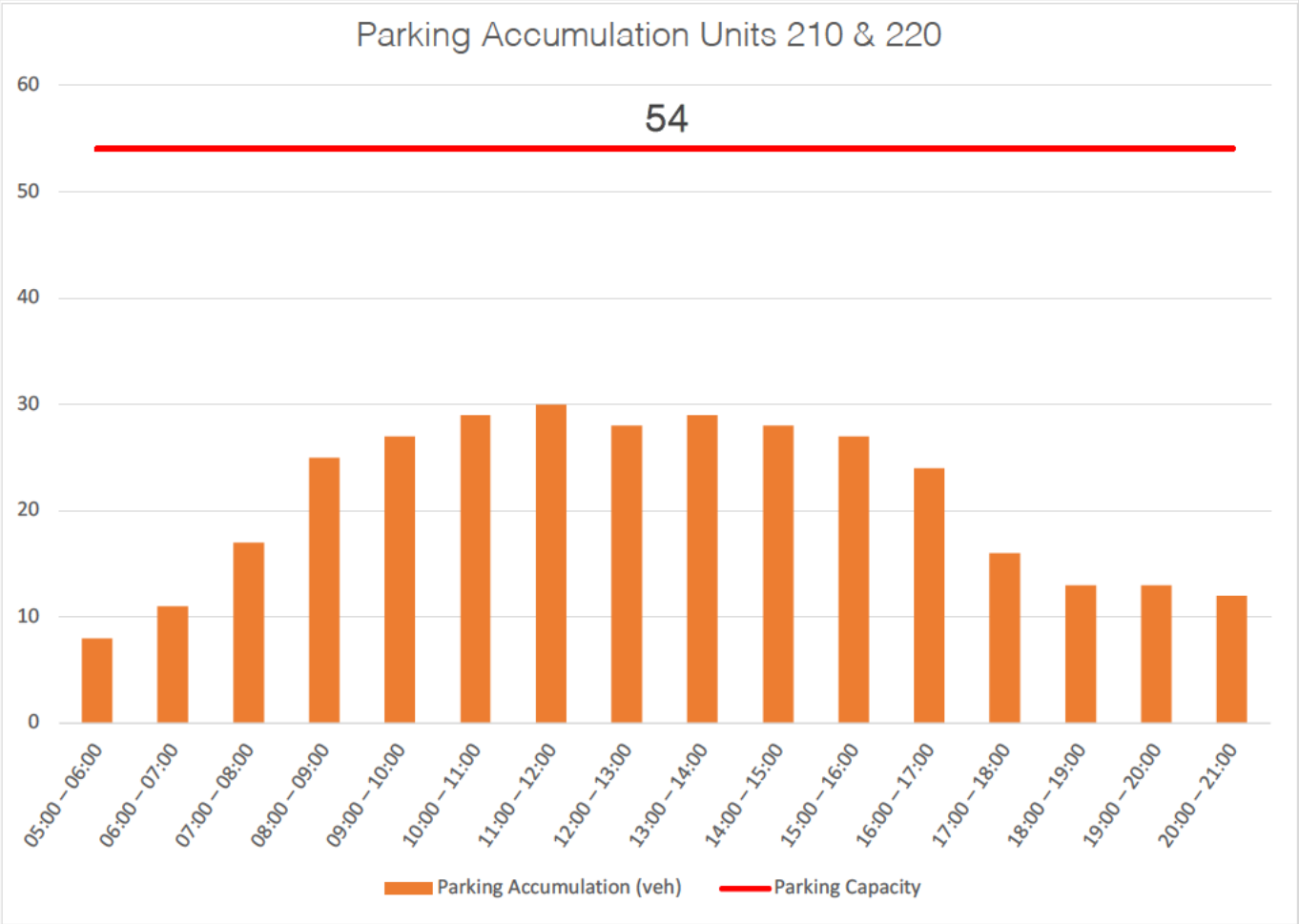
1.6.3 Nevertheless, a car parking accumulation assessment for units 210 and 220 has been updated in line with these amendments. A parking accumulation assessment for Unit 100 has also been undertaken and is provided further below.

Parking Accumulation Assessment

1.6.4 Parking accumulation analysis has been undertaken based on the TRICS arrivals and departures for the Industrial Estate TRICS category as submitted in the TA, for units 100, 210 and 220. These assessments have been undertaken to demonstrate the anticipated parking demand associated with the development proposals, including the capacity to accommodate the crossover of staff shift patterns.

1.6.5 Units 210 and 220 will now provide a total of 54 car parking spaces in the northern plot. The parking accumulation for the development proposals over a typical weekday profile is demonstrated on Figure 1.1.

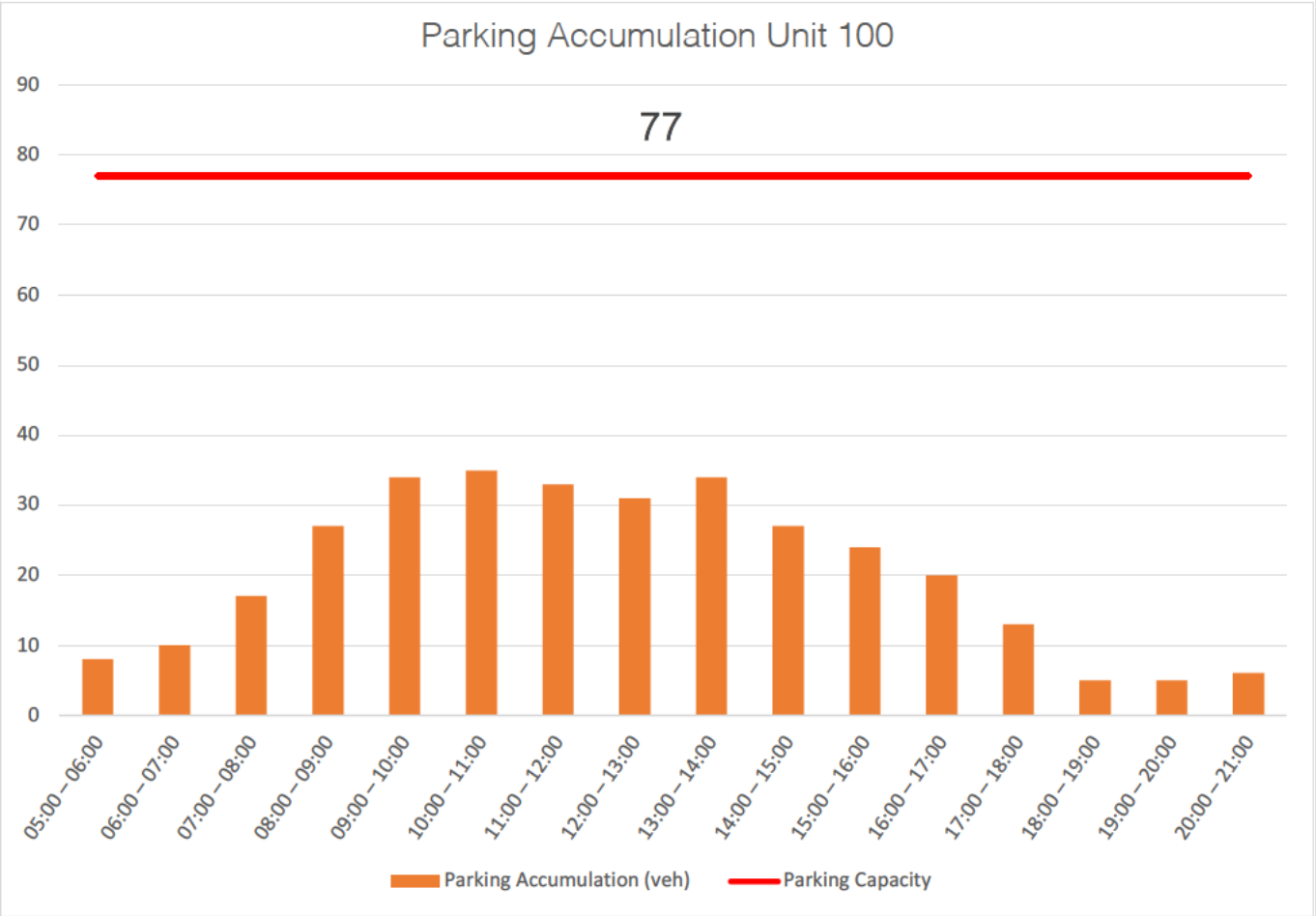
Figure 1.1 Parking Accumulation – Proposed Industrial Units 210 and 220



1.6.6 Figure 1.1 demonstrates that the development proposals would generate a maximum parking demand of 30 spaces on the northern plot for Units 210 and 220. Therefore, the proposed parking provision of 54 spaces will continue to more than adequately cater for the demand generated by the development, resulting in no overspill parking onto the surrounding local road network. The reduction of 6 car parking spaces in response to the EA will therefore not be expected to affect the parking rationale in this regard.

1.6.7 Unit 100 will provide a total of 77 car parking spaces in the southern plot. The parking accumulation for the development proposals over a typical weekday profile is demonstrated in Figure 1.2.

Figure 1.2 Parking Accumulation – Proposed Industrial Unit 100



1.6.8 Figure 1.2 demonstrates that the development proposals would generate a maximum parking demand of 35 spaces on the southern plot for Unit 100. Therefore, the proposed parking provision of 77 spaces will more than adequately cater for the demand generated by the development resulting in no overspill parking onto the surrounding local road network, including the capacity to accommodate the crossover of staff shift patterns.

HGV Parking Provision

1.6.9 It is noted that the provision of HGV parking has been increased as part of the site layout configuration. However, this TAA has confirmed that the level of HGVs accessing the site will have decreased as a result of the reduction in GIA.

1.6.10 The additional provision of HGV parking provides a benefit for the level of HGVs able to remain on site within the HGV parking provision, rather than have to leave the site to allow for another HGV to utilise the HGV parking space. As such, the increased level of HGV parking provides a benefit to reduce the requirement for higher levels of HGV movements to and from the site.

1.7 Summary

1.7.1 This TAA has informed RBC, Surrey County Council and NH of any highways related outcomes as a result of the amendments to the site layout as a result of the comments raised by RBC and the EA on Unit 100 and Units 210/220 respectively.

1.7.2 Fundamentally, this TAA demonstrates that all matters addressed within the previously submitted highways reports have not been negatively impacted. As such, the development proposals should continue to be acceptable on highways terms.

APPENDIX A

Site Layout

Block Plan
Scale 1:500

10m SCALE 1:500

- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

UNIT 100 GIA		
Warehouse Area	128,043 ft²	11,895 m²
Ground Floor Core	2,476 ft²	230 m²
Escape Core	459 ft²	43 m²
First Floor Office	7,538 ft²	700 m²
Second Floor Office	7,538 ft²	700 m²
Transport Office First Floor	1,563 ft²	145 m²
Transport Office Second Floor	1,563 ft²	145 m²
Total GIA Area	**149,180 ft²**	**13,859 m²**
UNIT 100 GEA		
Warehouse Area	130,573 ft²	12,131 m²
Ground Floor Core	2,758 ft²	256 m²
Escape Core	546 ft²	51 m²
First Floor Office	8,099 ft²	752 m²
Second Floor Office	8,099 ft²	752 m²
Transport Office First Floor	1,697 ft²	158 m²
Transport Office Second Floor	1,697 ft²	158 m²
Total GEA Area	**153,470 ft²**	**14,258 m²**
UNIT 210 GIA		
Warehouse Area	12,901 ft²	1,199 m²
Ground Floor Core	689 ft²	64 m²
First Floor Office	1,601 ft²	149 m²
Total GIA Area	**15,192 ft²**	**1,411 m²**
UNIT 210 GEA		
Warehouse Area	13,547 ft²	1,259 m²
Ground Floor Core	778 ft²	72 m²
First Floor Office	1,747 ft²	162 m²
Total GEA Area	**16,072 ft²**	**1,493 m²**
UNIT 220 GIA		
Warehouse Area	15,055 ft²	1,399 m²
Ground Floor Core	689 ft²	64 m²
First Floor Office	2,066 ft²	192 m²
Total GIA Area	**17,810 ft²**	**1,655 m²**
UNIT 220 GEA		
Warehouse Area	15,739 ft²	1,462 m²
Ground Floor Core	778 ft²	72 m²
First Floor Office	2,242 ft²	208 m²
Total GEA Area	**18,759 ft²**	**1,743 m²**
Total Area GIA	**182,182 ft²**	**16,925 m²**
Total Area GEA	**188,300 ft²**	**17,493 m²**

rev	amendments	by	ckd	date
V	Boundary line re-profiled.	LAH	AJL	13.10.22
U	Mode Transport coordinated / Boundary line re-profiled.	LAH	AJL	12.10.22
T	Substation and parking relocated to suit easement.	LAH	AJL	07.10.22
S	Mode Transport & AAC coordinated.	LAH	AJL	30.09.22

PLANNING

THIS DRAWING IS TO BE USED FOR THE STATED PURPOSE ONLY AND SHOULD NOT BE USED FOR ANY OTHER

Weybridge Business Park, Weybridge

Proposed Block Plan

BRIDGE

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RIBA PoW Stage:	2 - Concept Design
Document Suitability:	S1
Drawn / Checked:	LAH / MT
Date:	30.09.22
Scale:	1:500 A1
UMC Project Number:	21490
Document Reference:	Drawing no: Revision:
21490 - UMC - ZZZZ - SI - DR - A	0602 V

APPENDIX B

TRICS Outputs

Calculation Reference: AUDIT-754101-220503-0528

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : G - PARCEL DISTRIBUTION CENTRES

TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	HO	HOUNSLOW	1 days
02	**SOUTH EAST**		
	SO	SLOUGH	1 days
05	**EAST MIDLANDS**		
	NT	NOTTINGHAMSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	3000 to 15583 (units: sqm)
Range Selected by User:	2000 to 50000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 11/05/21

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

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

Selected Location Sub Categories:

Commercial Zone	2
Development Zone	1

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

Secondary Filtering selection:

Use Class:

B8	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	2 days
No	1 days

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

PTAL Rating:

No PTAL Present	2 days
1b Very poor	1 days

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

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

LIST OF SITES relevant to selection parameters

1 **HO-02-G-06** **DPD & DPD LOCAL** **HOUNSLOW**
FOREST ROAD
FELTHAM

Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 3862 sqm
Survey date: FRIDAY *26/04/19* *Survey Type: MANUAL*

2 **NT-02-G-02** **CITY LINK** **NOTTINGHAMSHIRE**
MILLENIUM WAY
NOTTINGHAM
PHOENIX CENTRE
Edge of Town
Commercial Zone
Total Gross floor area: 3000 sqm
Survey date: MONDAY *17/06/13* *Survey Type: MANUAL*

3 **SO-02-G-02** **DHL** **SLOUGH**
HORTON ROAD
SLOUGH
COLNBROOK
Edge of Town
Development Zone
Total Gross floor area: 15583 sqm
Survey date: TUESDAY *11/05/21* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.039	1	15583	0.032	1	15583	0.071
01:00 - 02:00	1	15583	0.096	1	15583	0.071	1	15583	0.167
02:00 - 03:00	1	15583	0.141	1	15583	0.135	1	15583	0.276
03:00 - 04:00	1	15583	0.205	1	15583	0.193	1	15583	0.398
04:00 - 05:00	1	15583	0.308	1	15583	0.225	1	15583	0.533
05:00 - 06:00	2	9723	0.489	2	9723	0.154	2	9723	0.643
06:00 - 07:00	**2**	**9723**	**0.766**	2	9723	0.324	2	9723	1.090
07:00 - 08:00	3	7482	0.561	**3**	**7482**	**0.699**	**3**	**7482**	**1.260**
08:00 - 09:00	3	7482	0.450	3	7482	0.463	3	7482	0.913
09:00 - 10:00	3	7482	0.321	3	7482	0.437	3	7482	0.758
10:00 - 11:00	3	7482	0.214	3	7482	0.365	3	7482	0.579
11:00 - 12:00	3	7482	0.196	3	7482	0.303	3	7482	0.499
12:00 - 13:00	3	7482	0.294	3	7482	0.285	3	7482	0.579
13:00 - 14:00	3	7482	0.379	3	7482	0.374	3	7482	0.753
14:00 - 15:00	3	7482	0.276	3	7482	0.330	3	7482	0.606
15:00 - 16:00	3	7482	0.299	3	7482	0.405	3	7482	0.704
16:00 - 17:00	3	7482	0.601	3	7482	0.481	3	7482	1.082
17:00 - 18:00	3	7482	0.446	3	7482	0.606	3	7482	1.052
18:00 - 19:00	3	7482	0.374	3	7482	0.388	3	7482	0.762
19:00 - 20:00	2	9292	0.544	2	9292	0.441	2	9292	0.985
20:00 - 21:00	2	9292	0.274	2	9292	0.248	2	9292	0.522
21:00 - 22:00	2	9292	0.183	2	9292	0.436	2	9292	0.619
22:00 - 23:00	1	15583	0.340	1	15583	0.314	1	15583	0.654
23:00 - 24:00	1	15583	0.116	1	15583	0.160	1	15583	0.276
Total Rates:			7.912			7.869			15.781

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

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

Parameter summary

Trip rate parameter range selected:	3000 - 15583 (units: sqm)
Survey date date range:	01/01/13 - 11/05/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 03:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:00 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 05:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:00 - 06:00	2	9723	0.000	2	9723	0.000	2	9723	0.000
06:00 - 07:00	2	9723	0.000	2	9723	0.000	2	9723	0.000
07:00 - 08:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
08:00 - 09:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
09:00 - 10:00	**3**	**7482**	**0.004**	**3**	**7482**	**0.004**	**3**	**7482**	**0.008**
10:00 - 11:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
11:00 - 12:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
12:00 - 13:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
13:00 - 14:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
14:00 - 15:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
15:00 - 16:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
16:00 - 17:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
17:00 - 18:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
18:00 - 19:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
19:00 - 20:00	2	9292	0.000	2	9292	0.000	2	9292	0.000
20:00 - 21:00	2	9292	0.000	2	9292	0.000	2	9292	0.000
21:00 - 22:00	2	9292	0.000	2	9292	0.000	2	9292	0.000
22:00 - 23:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:00 - 24:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
Total Rates:			0.004			0.004			0.008

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.032	1	15583	0.032	1	15583	0.064
01:00 - 02:00	1	15583	0.019	1	15583	0.019	1	15583	0.038
02:00 - 03:00	1	15583	0.064	1	15583	0.083	1	15583	0.147
03:00 - 04:00	1	15583	0.116	1	15583	0.103	1	15583	0.219
04:00 - 05:00	1	15583	0.109	1	15583	0.122	1	15583	0.231
05:00 - 06:00	2	9723	0.118	2	9723	0.087	2	9723	0.205
06:00 - 07:00	2	9723	0.077	2	9723	0.082	2	9723	0.159
07:00 - 08:00	3	7482	0.071	3	7482	0.111	3	7482	0.182
08:00 - 09:00	3	7482	0.080	**3**	**7482**	**0.138**	3	7482	0.218
09:00 - 10:00	3	7482	0.080	3	7482	0.053	3	7482	0.133
10:00 - 11:00	3	7482	0.085	3	7482	0.116	3	7482	0.201
11:00 - 12:00	3	7482	0.040	3	7482	0.040	3	7482	0.080
12:00 - 13:00	3	7482	0.067	3	7482	0.045	3	7482	0.112
13:00 - 14:00	3	7482	0.045	3	7482	0.036	3	7482	0.081
14:00 - 15:00	3	7482	0.036	3	7482	0.080	3	7482	0.116
15:00 - 16:00	3	7482	0.031	3	7482	0.049	3	7482	0.080
16:00 - 17:00	3	7482	0.151	3	7482	0.116	3	7482	0.267
17:00 - 18:00	3	7482	0.040	3	7482	0.071	3	7482	0.111
18:00 - 19:00	3	7482	0.067	3	7482	0.094	3	7482	0.161
19:00 - 20:00	2	9292	0.048	2	9292	0.124	2	9292	0.172
20:00 - 21:00	2	9292	0.108	2	9292	0.054	2	9292	0.162
21:00 - 22:00	2	9292	0.075	2	9292	0.102	2	9292	0.177
22:00 - 23:00	**1**	**15583**	**0.212**	1	15583	0.083	**1**	**15583**	**0.295**
23:00 - 24:00	1	15583	0.083	1	15583	0.051	1	15583	0.134
Total Rates:			1.854			1.891			3.745

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
02:00 - 03:00	1	15583	0.006	1	15583	0.006	1	15583	0.012
03:00 - 04:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
04:00 - 05:00	1	15583	0.019	1	15583	0.019	1	15583	0.038
05:00 - 06:00	2	9723	0.010	2	9723	0.015	2	9723	0.025
06:00 - 07:00	2	9723	0.021	2	9723	0.010	2	9723	0.031
07:00 - 08:00	3	7482	0.018	3	7482	0.027	3	7482	0.045
08:00 - 09:00	3	7482	0.018	3	7482	0.013	3	7482	0.031
09:00 - 10:00	3	7482	0.009	3	7482	0.004	3	7482	0.013
10:00 - 11:00	3	7482	0.004	3	7482	0.009	3	7482	0.013
11:00 - 12:00	3	7482	0.013	3	7482	0.013	3	7482	0.026
12:00 - 13:00	3	7482	0.004	3	7482	0.018	3	7482	0.022
13:00 - 14:00	3	7482	0.022	3	7482	0.013	3	7482	0.035
14:00 - 15:00	3	7482	0.009	3	7482	0.022	3	7482	0.031
15:00 - 16:00	3	7482	0.027	3	7482	0.018	3	7482	0.045
16:00 - 17:00	3	7482	0.013	3	7482	0.013	3	7482	0.026
17:00 - 18:00	3	7482	0.013	3	7482	0.009	3	7482	0.022
18:00 - 19:00	3	7482	0.009	3	7482	0.018	3	7482	0.027
19:00 - 20:00	**2**	**9292**	**0.032**	2	9292	0.016	2	9292	0.048
20:00 - 21:00	2	9292	0.005	2	9292	0.005	2	9292	0.010
21:00 - 22:00	2	9292	0.032	**2**	**9292**	**0.032**	**2**	**9292**	**0.064**
22:00 - 23:00	1	15583	0.032	1	15583	0.032	1	15583	0.064
23:00 - 24:00	1	15583	0.019	1	15583	0.019	1	15583	0.038
Total Rates:			0.348			0.337			0.685

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 03:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:00 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 05:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:00 - 06:00	2	9723	0.000	2	9723	0.010	2	9723	0.010
06:00 - 07:00	2	9723	0.005	2	9723	0.005	2	9723	0.010
07:00 - 08:00	3	7482	0.004	3	7482	0.009	3	7482	0.013
08:00 - 09:00	3	7482	0.000	3	7482	0.004	3	7482	0.004
09:00 - 10:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
10:00 - 11:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
11:00 - 12:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
12:00 - 13:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
13:00 - 14:00	3	7482	0.000	3	7482	0.004	3	7482	0.004
14:00 - 15:00	3	7482	0.009	3	7482	0.004	3	7482	0.013
15:00 - 16:00	3	7482	0.000	3	7482	0.004	3	7482	0.004
16:00 - 17:00	3	7482	0.004	3	7482	0.000	3	7482	0.004
17:00 - 18:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
18:00 - 19:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
19:00 - 20:00	**2**	**9292**	**0.011**	2	9292	0.000	2	9292	0.011
20:00 - 21:00	2	9292	0.000	2	9292	0.000	2	9292	0.000
21:00 - 22:00	2	9292	0.000	2	9292	0.005	2	9292	0.005
22:00 - 23:00	1	15583	0.006	**1**	**15583**	**0.013**	**1**	**15583**	**0.019**
23:00 - 24:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
Total Rates:			0.039			0.058			0.097

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
01:00 - 02:00	1	15583	0.058	1	15583	0.051	1	15583	0.109
02:00 - 03:00	1	15583	0.058	1	15583	0.039	1	15583	0.097
03:00 - 04:00	1	15583	0.077	1	15583	0.083	1	15583	0.160
04:00 - 05:00	1	15583	0.128	1	15583	0.071	1	15583	0.199
05:00 - 06:00	2	9723	0.273	2	9723	0.051	2	9723	0.324
06:00 - 07:00	**2**	**9723**	**0.355**	2	9723	0.093	2	9723	0.448
07:00 - 08:00	3	7482	0.334	3	7482	0.316	**3**	**7482**	**0.650**
08:00 - 09:00	3	7482	0.276	3	7482	0.067	3	7482	0.343
09:00 - 10:00	3	7482	0.102	3	7482	0.080	3	7482	0.182
10:00 - 11:00	3	7482	0.071	3	7482	0.049	3	7482	0.120
11:00 - 12:00	3	7482	0.089	3	7482	0.098	3	7482	0.187
12:00 - 13:00	3	7482	0.129	3	7482	0.111	3	7482	0.240
13:00 - 14:00	3	7482	0.169	3	7482	0.200	3	7482	0.369
14:00 - 15:00	3	7482	0.098	3	7482	0.116	3	7482	0.214
15:00 - 16:00	3	7482	0.120	3	7482	0.232	3	7482	0.352
16:00 - 17:00	3	7482	0.147	3	7482	0.218	3	7482	0.365
17:00 - 18:00	3	7482	0.116	**3**	**7482**	**0.414**	3	7482	0.530
18:00 - 19:00	3	7482	0.147	3	7482	0.174	3	7482	0.321
19:00 - 20:00	2	9292	0.339	2	9292	0.156	2	9292	0.495
20:00 - 21:00	2	9292	0.054	2	9292	0.097	2	9292	0.151
21:00 - 22:00	2	9292	0.048	2	9292	0.258	2	9292	0.306
22:00 - 23:00	1	15583	0.096	1	15583	0.193	1	15583	0.289
23:00 - 24:00	1	15583	0.013	1	15583	0.083	1	15583	0.096
Total Rates:			3.303			3.250			6.553

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
02:00 - 03:00	1	15583	0.006	1	15583	0.006	1	15583	0.012
03:00 - 04:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
04:00 - 05:00	1	15583	0.051	1	15583	0.006	1	15583	0.057
05:00 - 06:00	2	9723	0.082	2	9723	0.000	2	9723	0.082
06:00 - 07:00	**2**	**9723**	**0.309**	2	9723	0.129	**2**	**9723**	**0.438**
07:00 - 08:00	3	7482	0.120	3	7482	0.232	3	7482	0.352
08:00 - 09:00	3	7482	0.076	3	7482	0.245	3	7482	0.321
09:00 - 10:00	3	7482	0.116	**3**	**7482**	**0.290**	3	7482	0.406
10:00 - 11:00	3	7482	0.049	3	7482	0.187	3	7482	0.236
11:00 - 12:00	3	7482	0.053	3	7482	0.147	3	7482	0.200
12:00 - 13:00	3	7482	0.085	3	7482	0.107	3	7482	0.192
13:00 - 14:00	3	7482	0.125	3	7482	0.111	3	7482	0.236
14:00 - 15:00	3	7482	0.125	3	7482	0.098	3	7482	0.223
15:00 - 16:00	3	7482	0.111	3	7482	0.098	3	7482	0.209
16:00 - 17:00	3	7482	0.281	3	7482	0.125	3	7482	0.406
17:00 - 18:00	3	7482	0.267	3	7482	0.089	3	7482	0.356
18:00 - 19:00	3	7482	0.134	3	7482	0.094	3	7482	0.228
19:00 - 20:00	2	9292	0.118	2	9292	0.135	2	9292	0.253
20:00 - 21:00	2	9292	0.097	2	9292	0.081	2	9292	0.178
21:00 - 22:00	2	9292	0.022	2	9292	0.043	2	9292	0.065
22:00 - 23:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
23:00 - 24:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
Total Rates:			2.246			2.229			4.475

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 03:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
03:00 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 05:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
05:00 - 06:00	2	9723	0.005	2	9723	0.000	2	9723	0.005
06:00 - 07:00	2	9723	0.005	2	9723	0.010	2	9723	0.015
07:00 - 08:00	**3**	**7482**	**0.013**	3	7482	0.009	**3**	**7482**	**0.022**
08:00 - 09:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
09:00 - 10:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
10:00 - 11:00	3	7482	0.004	3	7482	0.004	3	7482	0.008
11:00 - 12:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
12:00 - 13:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
13:00 - 14:00	3	7482	0.009	3	7482	0.009	3	7482	0.018
14:00 - 15:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
15:00 - 16:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
16:00 - 17:00	3	7482	0.000	3	7482	0.004	3	7482	0.004
17:00 - 18:00	3	7482	0.009	**3**	**7482**	**0.013**	3	7482	0.022
18:00 - 19:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
19:00 - 20:00	2	9292	0.005	2	9292	0.000	2	9292	0.005
20:00 - 21:00	2	9292	0.000	2	9292	0.005	2	9292	0.005
21:00 - 22:00	2	9292	0.005	2	9292	0.000	2	9292	0.005
22:00 - 23:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:00 - 24:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
Total Rates:			0.061			0.066			0.127

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.*

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

Filtering Summary

Land Use	02/G	EMPLOYMENT/PARCEL DISTRIBUTION CENTRES
Selected Trip Rate Calculation Parameter Range	763-24154 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1496-15583 sqm GFA	
Date Range	Minimum: 01/01/14	Maximum: 11/05/21
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday Friday	1 1
Main Location Types selected	Edge of Town	2
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000 10,001 to 15,000	1 1
Population <5 Mile ranges selected	125,001 to 250,000 250,001 to 500,000	1 1
Car Ownership <5 Mile ranges selected	1.1 to 1.5	2
PTAL Rating	No PTAL Present	2
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-754101-220621-0644

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : G - PARCEL DISTRIBUTION CENTRES
TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	SO	SLOUGH	1 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1496 to 15583 (units: sqm)
Range Selected by User:	763 to 24154 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 11/05/21

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

Selected survey days:

Tuesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1

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

Secondary Filtering selection:

Use Class:

B8	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:
All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	1 days

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

PTAL Rating:

No PTAL Present	2 days

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

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

LIST OF SITES relevant to selection parameters

Site(1):	LN-02-G-01	Gross floor area:	1496 sqm
Development Name:	PARCELFORCE WORLDWIDE		
Location:	LINCOLN	Parking spaces:	36
Postcode:	LN6 3LQ	No of Employees:	50
Main Location Type:	Edge of Town	Survey Date:	28/06/19
Sub-Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		

Site(2):	SO-02-G-02	Gross floor area:	15583 sqm
Development Name:	DHL		
Location:	SLOUGH	Parking spaces:	798
Postcode:	SL3 0BB	No of Employees:	897
Main Location Type:	Edge of Town	Survey Date:	11/05/21
Sub-Location Type:	Development Zone	Survey Day:	Tuesday
PTAL:	n/a		

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.039	1	15583	0.032	1	15583	0.071
01:00 - 02:00	1	15583	0.096	1	15583	0.071	1	15583	0.167
02:00 - 03:00	1	15583	0.141	1	15583	0.135	1	15583	0.276
03:00 - 04:00	1	15583	0.205	1	15583	0.193	1	15583	0.398
04:00 - 05:00	1	15583	0.308	1	15583	0.225	1	15583	0.533
05:00 - 06:00	2	8540	0.609	2	8540	0.187	2	8540	0.796
06:00 - 07:00	**2**	**8540**	**0.667**	2	8540	0.375	2	8540	1.042
07:00 - 08:00	2	8540	0.492	**2**	**8540**	**0.925**	**2**	**8540**	**1.417**
08:00 - 09:00	2	8540	0.504	2	8540	0.369	2	8540	0.873
09:00 - 10:00	2	8540	0.351	2	8540	0.263	2	8540	0.614
10:00 - 11:00	2	8540	0.252	2	8540	0.316	2	8540	0.568
11:00 - 12:00	2	8540	0.217	2	8540	0.328	2	8540	0.545
12:00 - 13:00	2	8540	0.340	2	8540	0.310	2	8540	0.650
13:00 - 14:00	2	8540	0.445	2	8540	0.404	2	8540	0.849
14:00 - 15:00	2	8540	0.281	2	8540	0.316	2	8540	0.597
15:00 - 16:00	2	8540	0.351	2	8540	0.492	2	8540	0.843
16:00 - 17:00	2	8540	0.568	2	8540	0.492	2	8540	1.060
17:00 - 18:00	2	8540	0.404	2	8540	0.708	2	8540	1.112
18:00 - 19:00	2	8540	0.404	2	8540	0.422	2	8540	0.826
19:00 - 20:00	2	8540	0.580	2	8540	0.422	2	8540	1.002
20:00 - 21:00	2	8540	0.281	2	8540	0.222	2	8540	0.503
21:00 - 22:00	1	15583	0.218	1	15583	0.520	1	15583	0.738
22:00 - 23:00	1	15583	0.340	1	15583	0.314	1	15583	0.654
23:00 - 24:00	1	15583	0.116	1	15583	0.160	1	15583	0.276
Total Rates:			8.209			8.201			16.410

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

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

Parameter summary

Trip rate parameter range selected:	1496 - 15583 (units: sqm)
Survey date date range:	01/01/14 - 11/05/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.032	1	15583	0.032	1	15583	0.064
01:00 - 02:00	1	15583	0.019	1	15583	0.019	1	15583	0.038
02:00 - 03:00	1	15583	0.064	1	15583	0.083	1	15583	0.147
03:00 - 04:00	1	15583	0.116	1	15583	0.103	1	15583	0.219
04:00 - 05:00	1	15583	0.109	1	15583	0.122	1	15583	0.231
05:00 - 06:00	2	8540	0.193	2	8540	0.111	2	8540	0.304
06:00 - 07:00	2	8540	0.129	2	8540	0.111	2	8540	0.240
07:00 - 08:00	2	8540	0.094	**2**	**8540**	**0.258**	**2**	**8540**	**0.352**
08:00 - 09:00	2	8540	0.111	2	8540	0.076	2	8540	0.187
09:00 - 10:00	2	8540	0.111	2	8540	0.076	2	8540	0.187
10:00 - 11:00	2	8540	0.123	2	8540	0.152	2	8540	0.275
11:00 - 12:00	2	8540	0.053	2	8540	0.053	2	8540	0.106
12:00 - 13:00	2	8540	0.088	2	8540	0.070	2	8540	0.158
13:00 - 14:00	2	8540	0.053	2	8540	0.053	2	8540	0.106
14:00 - 15:00	2	8540	0.064	2	8540	0.105	2	8540	0.169
15:00 - 16:00	2	8540	0.076	2	8540	0.064	2	8540	0.140
16:00 - 17:00	2	8540	0.111	2	8540	0.146	2	8540	0.257
17:00 - 18:00	2	8540	0.041	2	8540	0.094	2	8540	0.135
18:00 - 19:00	2	8540	0.082	2	8540	0.100	2	8540	0.182
19:00 - 20:00	2	8540	0.059	2	8540	0.123	2	8540	0.182
20:00 - 21:00	2	8540	0.105	2	8540	0.047	2	8540	0.152
21:00 - 22:00	1	15583	0.090	1	15583	0.122	1	15583	0.212
22:00 - 23:00	**1**	**15583**	**0.212**	1	15583	0.083	1	15583	0.295
23:00 - 24:00	1	15583	0.083	1	15583	0.051	1	15583	0.134
Total Rates:			2.218			2.254			4.472

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
02:00 - 03:00	1	15583	0.006	1	15583	0.006	1	15583	0.012
03:00 - 04:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
04:00 - 05:00	1	15583	0.019	1	15583	0.019	1	15583	0.038
05:00 - 06:00	2	8540	0.012	2	8540	0.018	2	8540	0.030
06:00 - 07:00	2	8540	0.023	2	8540	0.012	2	8540	0.035
07:00 - 08:00	2	8540	0.023	2	8540	0.035	2	8540	0.058
08:00 - 09:00	2	8540	0.023	2	8540	0.018	2	8540	0.041
09:00 - 10:00	2	8540	0.012	2	8540	0.006	2	8540	0.018
10:00 - 11:00	2	8540	0.006	2	8540	0.012	2	8540	0.018
11:00 - 12:00	2	8540	0.018	2	8540	0.018	2	8540	0.036
12:00 - 13:00	2	8540	0.006	2	8540	0.023	2	8540	0.029
13:00 - 14:00	2	8540	0.029	2	8540	0.018	2	8540	0.047
14:00 - 15:00	2	8540	0.012	2	8540	0.029	2	8540	0.041
15:00 - 16:00	2	8540	0.035	2	8540	0.023	2	8540	0.058
16:00 - 17:00	2	8540	0.018	2	8540	0.018	2	8540	0.036
17:00 - 18:00	2	8540	0.018	2	8540	0.012	2	8540	0.030
18:00 - 19:00	2	8540	0.012	2	8540	0.023	2	8540	0.035
19:00 - 20:00	2	8540	0.035	2	8540	0.018	2	8540	0.053
20:00 - 21:00	2	8540	0.006	2	8540	0.006	2	8540	0.012
21:00 - 22:00	**1**	**15583**	**0.039**	**1**	**15583**	**0.039**	**1**	**15583**	**0.078**
22:00 - 23:00	1	15583	0.032	1	15583	0.032	1	15583	0.064
23:00 - 24:00	1	15583	0.019	1	15583	0.019	1	15583	0.038
Total Rates:			0.416			0.410			0.826

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 03:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:00 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 05:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:00 - 06:00	2	8540	0.000	2	8540	0.012	2	8540	0.012
06:00 - 07:00	2	8540	0.006	2	8540	0.000	2	8540	0.006
07:00 - 08:00	2	8540	0.000	2	8540	0.006	2	8540	0.006
08:00 - 09:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
09:00 - 10:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
10:00 - 11:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
11:00 - 12:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
12:00 - 13:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
13:00 - 14:00	2	8540	0.000	2	8540	0.006	2	8540	0.006
14:00 - 15:00	**2**	**8540**	**0.012**	2	8540	0.006	2	8540	0.018
15:00 - 16:00	2	8540	0.000	2	8540	0.006	2	8540	0.006
16:00 - 17:00	2	8540	0.006	2	8540	0.000	2	8540	0.006
17:00 - 18:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
18:00 - 19:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
19:00 - 20:00	2	8540	0.012	2	8540	0.000	2	8540	0.012
20:00 - 21:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
21:00 - 22:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
22:00 - 23:00	1	15583	0.006	**1**	**15583**	**0.013**	**1**	**15583**	**0.019**
23:00 - 24:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
Total Rates:			0.042			0.055			0.097

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
01:00 - 02:00	1	15583	0.058	1	15583	0.051	1	15583	0.109
02:00 - 03:00	1	15583	0.058	1	15583	0.039	1	15583	0.097
03:00 - 04:00	1	15583	0.077	1	15583	0.083	1	15583	0.160
04:00 - 05:00	1	15583	0.128	1	15583	0.071	1	15583	0.199
05:00 - 06:00	2	8540	0.316	2	8540	0.059	2	8540	0.375
06:00 - 07:00	**2**	**8540**	**0.422**	2	8540	0.094	2	8540	0.516
07:00 - 08:00	2	8540	0.299	2	8540	0.404	**2**	**8540**	**0.703**
08:00 - 09:00	2	8540	0.287	2	8540	0.053	2	8540	0.340
09:00 - 10:00	2	8540	0.105	2	8540	0.064	2	8540	0.169
10:00 - 11:00	2	8540	0.070	2	8540	0.053	2	8540	0.123
11:00 - 12:00	2	8540	0.094	2	8540	0.117	2	8540	0.211
12:00 - 13:00	2	8540	0.146	2	8540	0.146	2	8540	0.292
13:00 - 14:00	2	8540	0.240	2	8540	0.252	2	8540	0.492
14:00 - 15:00	2	8540	0.123	2	8540	0.129	2	8540	0.252
15:00 - 16:00	2	8540	0.152	2	8540	0.310	2	8540	0.462
16:00 - 17:00	2	8540	0.176	2	8540	0.240	2	8540	0.416
17:00 - 18:00	2	8540	0.146	**2**	**8540**	**0.492**	2	8540	0.638
18:00 - 19:00	2	8540	0.182	2	8540	0.217	2	8540	0.399
19:00 - 20:00	2	8540	0.357	2	8540	0.146	2	8540	0.503
20:00 - 21:00	2	8540	0.064	2	8540	0.088	2	8540	0.152
21:00 - 22:00	1	15583	0.058	1	15583	0.308	1	15583	0.366
22:00 - 23:00	1	15583	0.096	1	15583	0.193	1	15583	0.289
23:00 - 24:00	1	15583	0.013	1	15583	0.083	1	15583	0.096
Total Rates:			3.673			3.692			7.365

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
02:00 - 03:00	1	15583	0.006	1	15583	0.006	1	15583	0.012
03:00 - 04:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
04:00 - 05:00	1	15583	0.051	1	15583	0.006	1	15583	0.057
05:00 - 06:00	2	8540	0.082	2	8540	0.000	2	8540	0.082
06:00 - 07:00	2	8540	0.088	2	8540	0.146	2	8540	0.234
07:00 - 08:00	2	8540	0.053	2	8540	0.211	2	8540	0.264
08:00 - 09:00	2	8540	0.082	**2**	**8540**	**0.222**	2	8540	0.304
09:00 - 10:00	2	8540	0.123	2	8540	0.117	2	8540	0.240
10:00 - 11:00	2	8540	0.047	2	8540	0.094	2	8540	0.141
11:00 - 12:00	2	8540	0.053	2	8540	0.141	2	8540	0.194
12:00 - 13:00	2	8540	0.100	2	8540	0.070	2	8540	0.170
13:00 - 14:00	2	8540	0.111	2	8540	0.070	2	8540	0.181
14:00 - 15:00	2	8540	0.082	2	8540	0.053	2	8540	0.135
15:00 - 16:00	2	8540	0.088	2	8540	0.094	2	8540	0.182
16:00 - 17:00	**2**	**8540**	**0.263**	2	8540	0.082	**2**	**8540**	**0.345**
17:00 - 18:00	2	8540	0.187	2	8540	0.094	2	8540	0.281
18:00 - 19:00	2	8540	0.129	2	8540	0.082	2	8540	0.211
19:00 - 20:00	2	8540	0.123	2	8540	0.135	2	8540	0.258
20:00 - 21:00	2	8540	0.105	2	8540	0.076	2	8540	0.181
21:00 - 22:00	1	15583	0.026	1	15583	0.051	1	15583	0.077
22:00 - 23:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
23:00 - 24:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
Total Rates:			1.818			1.756			3.574

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 03:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
03:00 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 05:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
05:00 - 06:00	2	8540	0.006	2	8540	0.000	2	8540	0.006
06:00 - 07:00	2	8540	0.006	2	8540	0.012	2	8540	0.018
07:00 - 08:00	**2**	**8540**	**0.018**	2	8540	0.012	**2**	**8540**	**0.030**
08:00 - 09:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
09:00 - 10:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
10:00 - 11:00	2	8540	0.006	2	8540	0.006	2	8540	0.012
11:00 - 12:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
12:00 - 13:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
13:00 - 14:00	2	8540	0.012	2	8540	0.012	2	8540	0.024
14:00 - 15:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
15:00 - 16:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
16:00 - 17:00	2	8540	0.000	2	8540	0.006	2	8540	0.006
17:00 - 18:00	2	8540	0.012	**2**	**8540**	**0.018**	2	8540	0.030
18:00 - 19:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
19:00 - 20:00	2	8540	0.006	2	8540	0.000	2	8540	0.006
20:00 - 21:00	2	8540	0.000	2	8540	0.006	2	8540	0.006
21:00 - 22:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
22:00 - 23:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:00 - 24:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
Total Rates:			0.078			0.084			0.162

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

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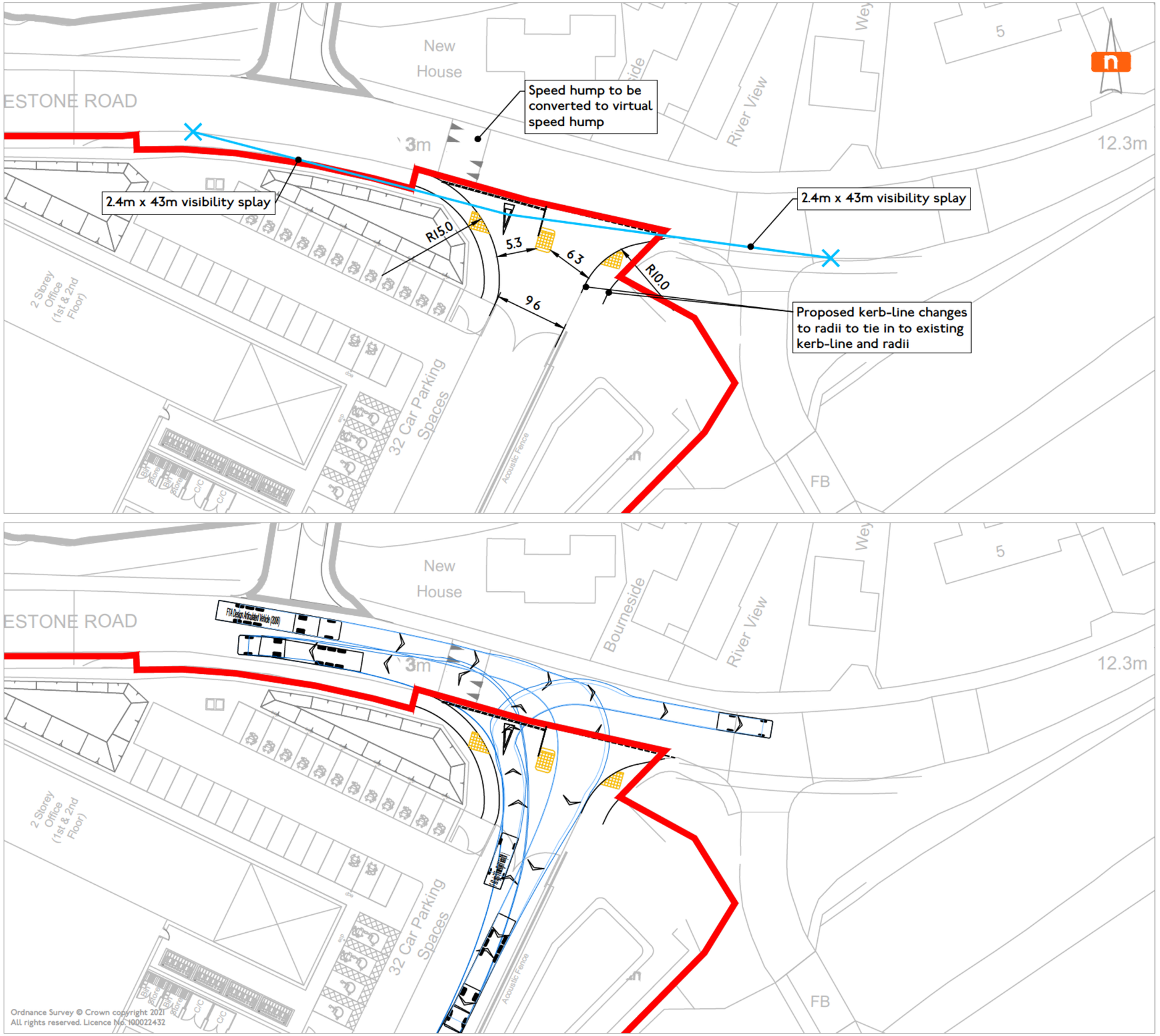
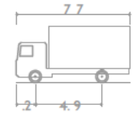
APPENDIX C

Access Arrangement Drawings



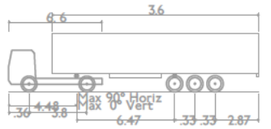
Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 20 6".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.



FTA Design 7.5 Tonne Rigid Vehicle (20 6)

Overall Length	7.70m
Overall Width	2.200m
Overall Body Height	3.380m
Min Body Ground Clearance	0.375m
Track Width	2.20m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.000m



FTA Design Articulated Vehicle (2006)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.375m
Max Track Width	2.470m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	6.600m

REV	DATE	REMARKS
D	14.10.2022	Layout updated
C	11.10.2022	Kerb l ne updated
B	22.09.2022	Layout Updated Follow ng RSAI
A	16.09.2022	Layout Updated
	09.09.2022	n t al ssue

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Southern Car Park Site Access (Addlestone Road)

DRAWING NO.

J32-6432-PS-005

DRAWN	CHECKED
KM	MF
CREATED	SCALE
Sep '22	1:500 at A3

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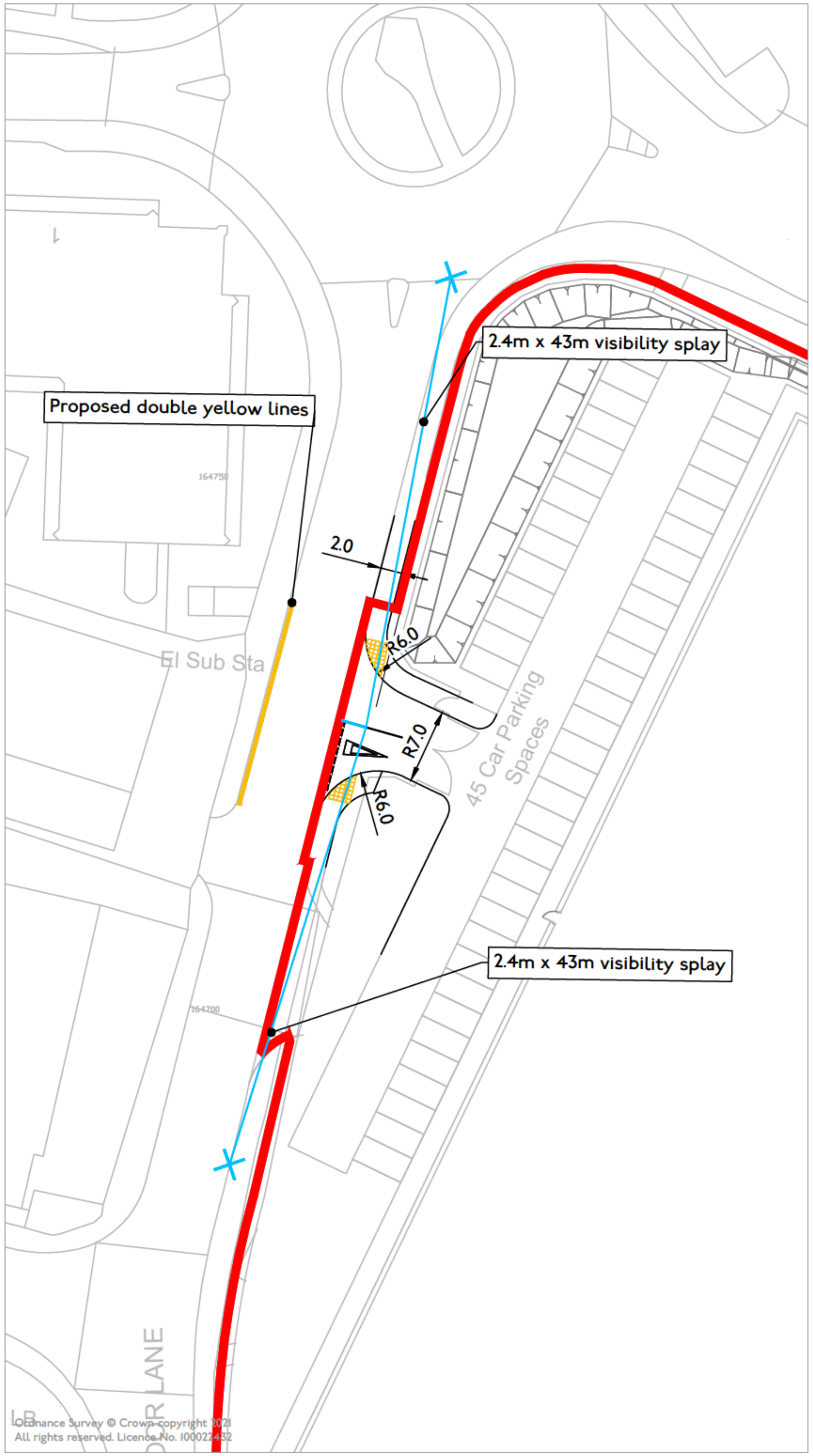
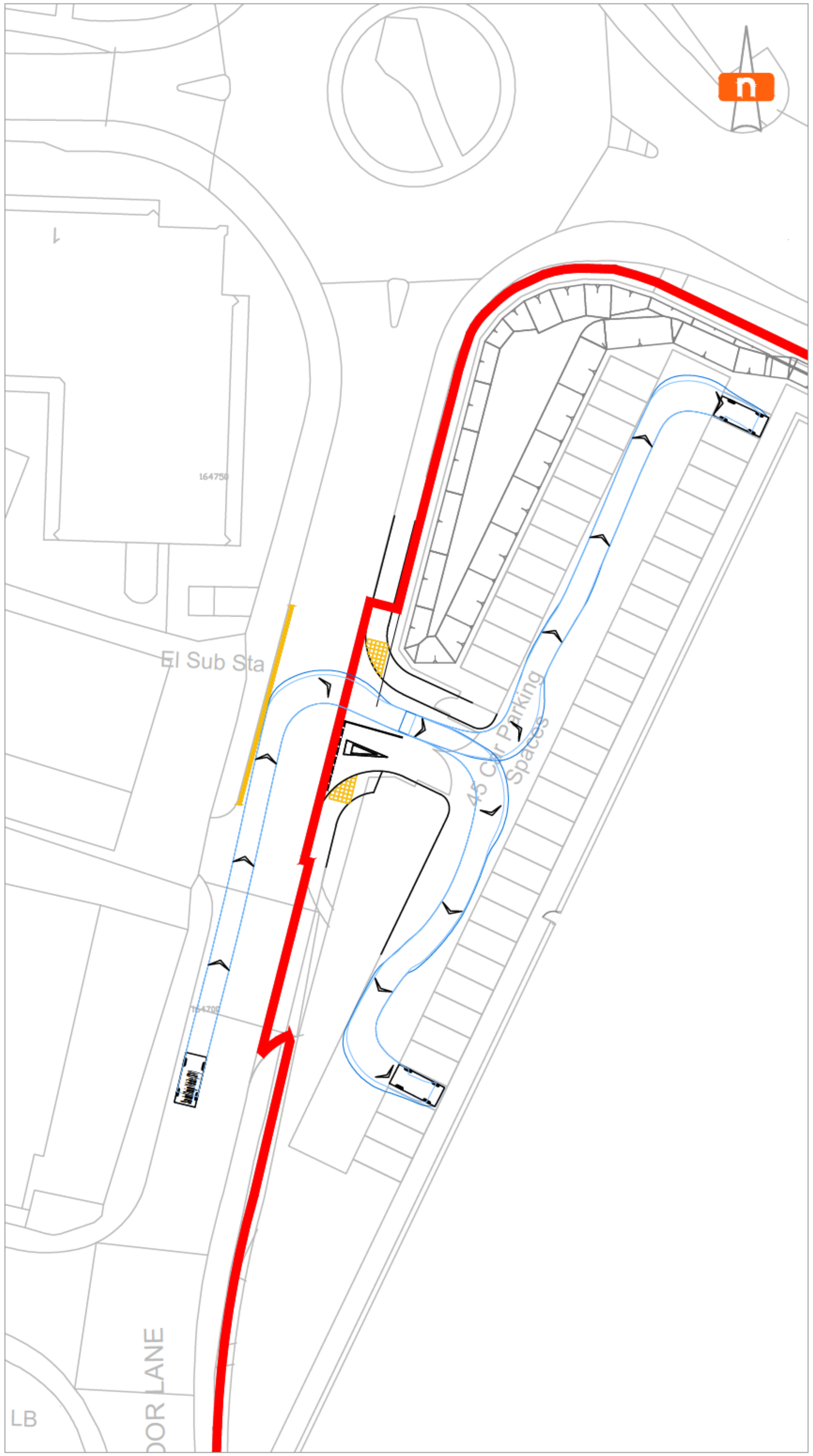
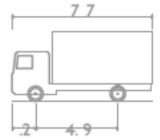
mode transport planning





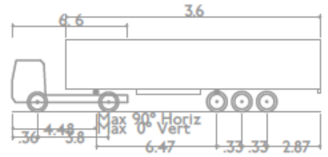
Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 20 6".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.



FTA Design 7.5 Tonne Rigid Vehicle (20 6)

Overall Length	7.70m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.20m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m



FTA Design Articulated Vehicle (2006)

Overall Length	6.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.5 5m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

REV	DATE	REMARKS
B	14.10.2022	Layout Updated
A	22.09.2022	Layout Updated Follow ng RSAI
	16.09.2022	n t al ssue

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Hamm Moor Site Access

DRAWING NO.

J32-6432-PS-007

DRAWN	KM	CHECKED	MF
CREATED	Sep '22	SCALE	1:500 at A3

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mode
transport planning

APPENDIX D

Stage 1 Road Safety Audit

WEYBRIDGE BUSINESS PARK, ADDLESTONE ROAD & HAMM MOOR LANE, WEYBRIDGE

Stage 1 Road Safety Audit

J190120

mode transport planning (London)

23rd September 2022

GTC Grange Transport Consulting

Weybridge Business Park, Addlestone Road & Hamm Moor Lane, Weybridge

Stage 1 Road Safety Audit

J190120

September 2022

Client: mode transport planning (London)

Rev	Report Reference	Date	Issue Status	Prepared	Checked
-	220921_J190120_Weybridge_RSA1_v1.1.docx	23.09.22	Final	IM	WL

CONTENTS

1. Introduction

1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Tuesday 20 September 2022. The audit was undertaken on behalf of mode transport planning (London).

1.1.2 The audit has been carried out in response to a brief supplied by Matthew Fitchett of mode transport planning (London) and agreed with the audit team.

1.1.3 The Road Safety Audit team comprised of the following individuals:

[redacted] [redacted]
Audit Team Leader

[redacted] [redacted]
Audit Team Member

[redacted]
Audit Team Observer

1.1.4 A site visit was undertaken by the Audit Team on Tuesday 20 September 2022, between the hours of 10:30 and 11:30. The weather was sunny, and the road surface was dry. Traffic was moderate and the level of pedestrians and cyclist passing the site was minimal.

1.2 Site Location

1.2.1 The site is located at part of the Weybridge Business Park, to the east of Hamm Moor Lane and along Addlestone Road, Weybridge.

1.3 Highway description

1.3.1 Addlestone Road is a two-way single carriageway road running generally east-west between Weybridge and Addlestone. To the east and at the River Wey, it becomes Bridge Road and connects with the B374 Heath Road. To the west Addlestone Road forms a 4-arm roundabout with Hamm Moor Lane, Dashwood Lang Road, and Link Road.

1.3.2 Traffic calming in the form of speed humps are installed at regular intervals along the entire section of Addlestone Road. The western extent of Addlestone Road serves commercial units whilst the eastern extent along Bridge Road serves residential dwellings.

1.3.3 Addlestone Road is subject to a 30mph speed limit. The carriageway has a 7.5T weight restriction and a reduced width of 7'0" at the bridge over the River Wey, where a single lane, traffic signal operation is in place.

1.3.4 In the vicinity of the site footways are provided on both sides of Addlestone Road. To the east of the site the footway is provided only on the northern side of the road, whilst a tow path is present along the River Wey (south of Addlestone Road).

1.3.5 The vertical alignment of Addlestone Road is generally level in the vicinity of the site, whilst the horizontal alignment comprises of a gentle left-hand and right-hand bend in the eastbound direction.

1.3.6 The existing northern access (former Toshiba office complex) incorporates a bridge over a River Wey tributary, which runs parallel and north of Addlestone Road in the vicinity of the site.

1.3.7 Hamm Moor Lane is a cul-de-sac routing in a southerly direction to serve the business park. It is a two-way single carriageway road of approximate 7.2 metres width in the vicinity of the site. Parking restrictions are present on either side of the road and take the form of double and single yellow lines.

1.3.8 Collison history data has been provided for the 5-year period between January 2016 and July 2021 in the vicinity of the site. A review of the collision data indicates two slight severity collisions occurred in January 2021 and May 2016 in the vicinity of the site on Addlestone Road. Three slight severity collisions occurred in Feburary, March, and August of 2016 at various locations on the Hamm Moor Lane roundabout.

1.4 Scheme proposals

1.4.1 The redevelopment of the Toshiba office complex north of Addlestone Road and the Weybridge Business Park south of the carriageway is proposed for warehousing and office units (17,820sqm GIA).

1.4.2 The proposals submitted for Stage 1 RSA relate only to the new access junction (eastern extent) on the southern side of Addlestone Road, and the new access junction on the eastern side of Hamm Moor Lane, including amended junction radii with priority working along Addlestone Road and Hamm Moor Lane, new crossing facilities, and footways.

1.5 Departures from Standards

1.5.1 The Audit Team has not been informed of any departures from standards relating to the designs submitted for audit.

1.6 Road Safety Audit

1.6.1 The Road Safety Audit has been carried out in accordance with the principals of the National Highways document, as described in the Design Manuals for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit.

1.6.2 The Audit Team has examined and reported only on the road safety implications of the scheme as presented by mode transport planning (London), and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to design standards without touching on technical audit.

1.6.3 The Road Safety Audit includes a desktop study where all documents provided by the Design Team are reviewed. A list of the documents and drawings submitted for this Stage 1 RSA can be found at Appendix B.

1.6.4 The submitted design drawings have been annotated to show the location of problems identified during this Stage 1 Road Safety Audit. These plans are shown at Appendix C.

1.6.5 The recommendations offered within this report should not be regarded as prescriptive. Whilst recommendations have been made with this report, there may be equally satisfactory or superior alternative solutions to the identified problems. The Audit Team will be pleased to consider any alternatives if required.

2. Problems identified from this audit

2.1 Addlestone Road (Site 1)

2.1.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 1	
Location	Addlestone Road site access
Summary	Speed hump situated within the access bellmouth

The new access will involve increasing the existing junction radii. An existing speed hump is located close to the junction and will ultimately be within the vehicle turning area for the new junction. This may cause instability to HGVs and two-wheeled vehicles whilst manoeuvring in/out of the access.

Recommendation	Provide sufficient distance between the speed hump and the new junction.

Problem 2	
Location	Site access – gates
Summary	Insufficient clearance/setback of gate to carriageway
The site access includes a set of gates setback from Addlestone Road. The gates appear to be setback less than the length of the expected HGVs. This is likely to result in HGVs overhanging into Addlestone Road and in the path of passing vehicles, increasing the risk of collisions with passing traffic.	
Recommendation	Redesign the gate arrangement to ensure HGVs do not obstruct the highway if the gates are shut.

2.2 Hamm Moor Lane (Site 2)

2.2.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

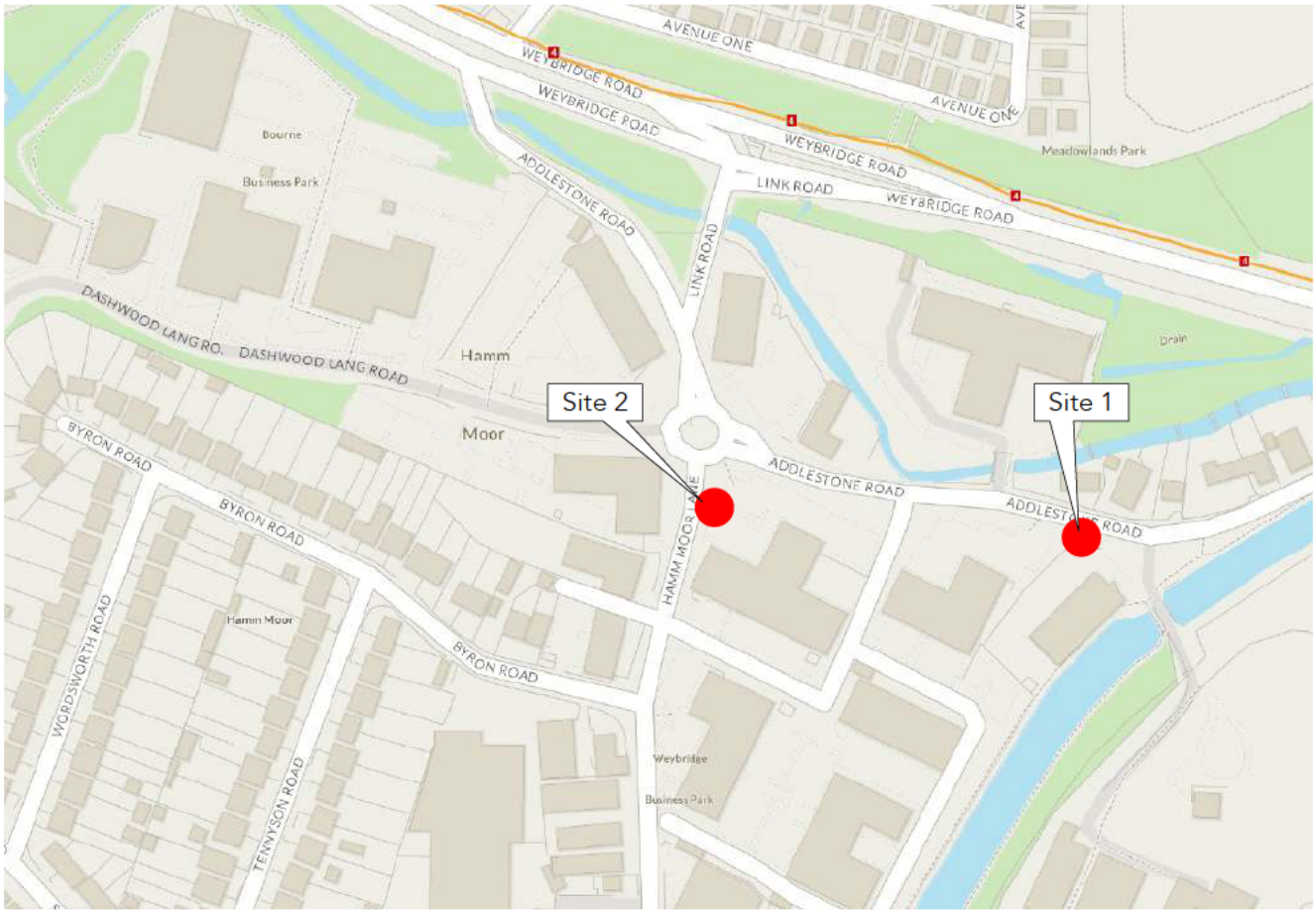
Problem 3	
Location	Opposite the site access
Summary	On-street parking obstructing the new access
On-street parking occurs along the western side of Hamm Moor Lane where no parking restrictions are in place, and directly opposite the new access junction. This will cause northbound traffic to pass the parked vehicles using the opposing lane, and into the path of vehicles entering/exiting the site, resulting in head-on collisions.	
Recommendation	Prevent parking in the vicinity of the site access.

3. Audit Team Statement

3.1.1 We certify that the drawings listed at **Appendix B** have been examined, and that this Audit has been carried out in accordance with the principles and requirements of GG119, with the sole purpose of identifying road safety matters to be addressed in order to improve the safety of the scheme.

Road Safety Audit Team Leader

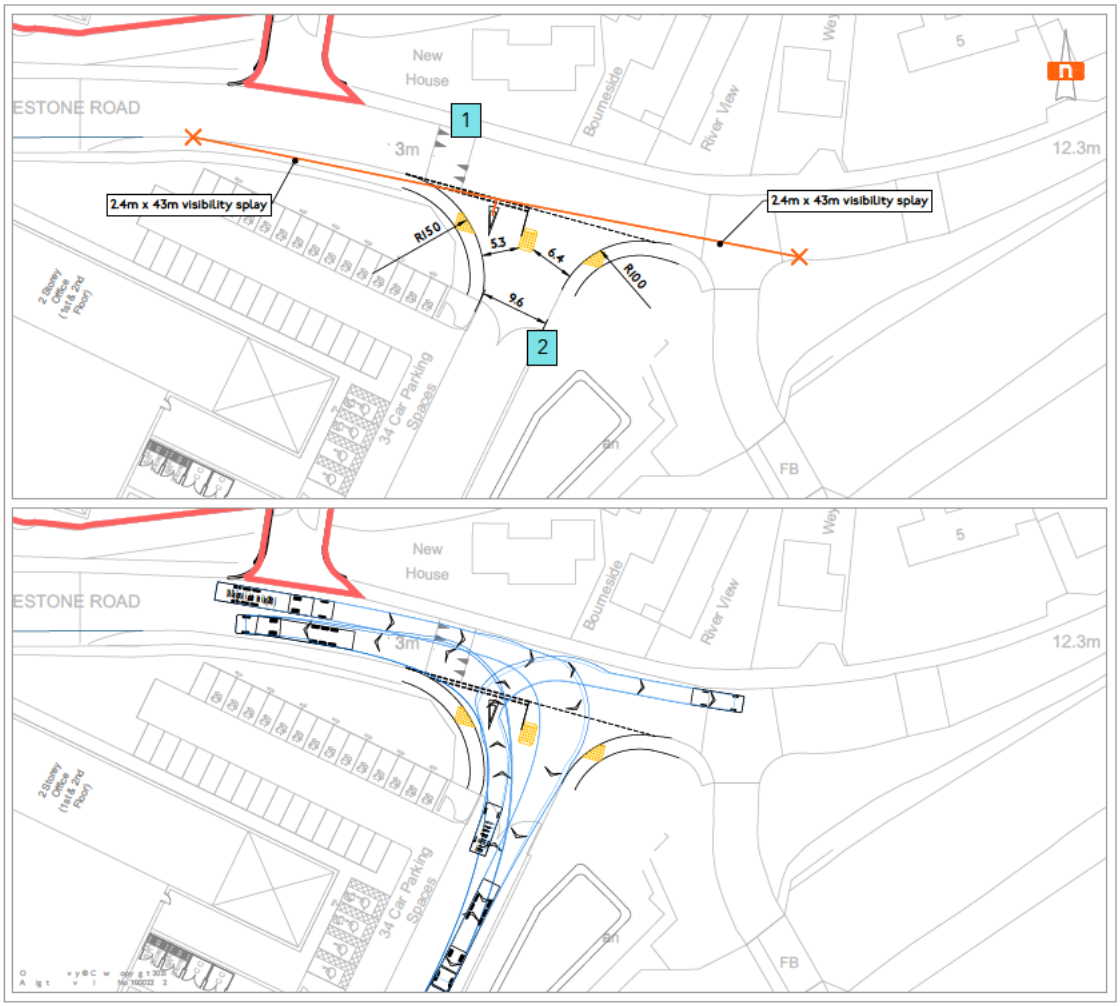
Appendix A Site Location Plan



Appendix B Documents provided for Audit

- J32-6431-PS-005 Rev A – Southern Car Park Site Access (Addlestone Road)
- J32-6431-PS-007 – Hamm Moor Site Access Option
- 220422 326431 Transport Assessment v1.1
- RSA Briefing Note_September 16th

Appendix C Problem Location Plan



A	16 09 2022	Layout Updated
-	09.09.2022	Initial Issue
V	DA	A

Bridge UK Properties 7 LP

Weybridge Business Park

Southern Car Park Site Access (Addlestone Road)

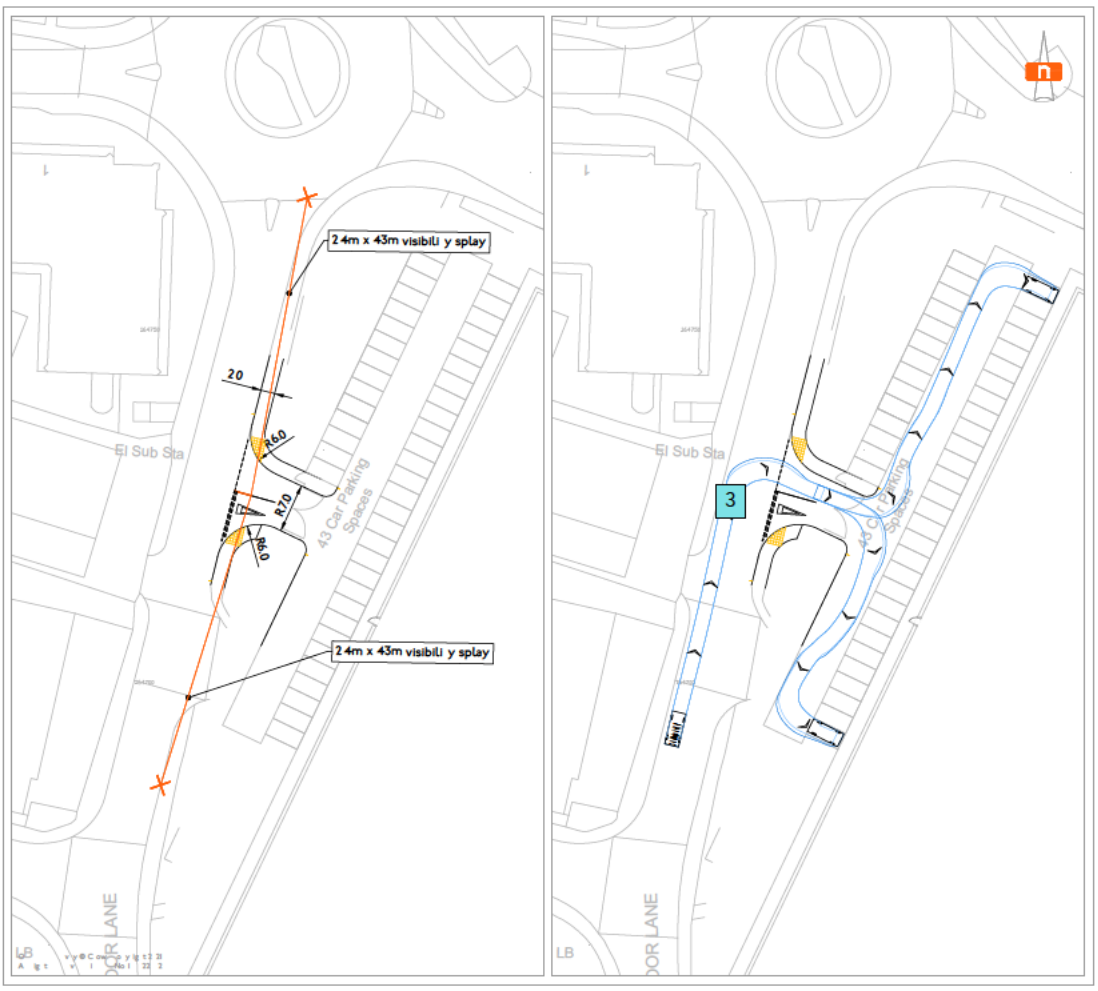
J32-6432-PS-005

KM	MF
Sep '22	1:500 at A3

mode transport planning

Weybridge Business Park, Addlestone Road & Hamm Moor Lane, Weybridge

Stage 1 Road Safety Audit



REV	DATE	REMARKS
	16 09 2022	Initial Issue

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Hamm Moor Site Access

DRAWING NO

J32-6432-PS-007

DRAWN	CHECKED
KM	MF
CREATED	SCALE
Sep '22	1:500 at A3

mode transport planning

mode
transport planning

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1) Introduction

Weybridge Business Park - RSA Stage 1 Response Report

Job Number: 326431 Date: 13.10.22 Client: Bridge UK Properties 7

Prepared By: [redacted] Reviewed By: Matthew Fitchett

Project Details

Project:	Redevelopment of two plots of industrial land use on the northern and southern sides of Addlestone Road.
Report Title:	Stage 1 Road Safety Audit Response Report
Date of Report:	13.10.2022
Document Ref & Revision:	221013 326431 Designers Response V1.0
Prepared by:	mode Transport Planning

Authorisation Sheet

Prepared by:	[redacted]
Position:	Transport Planner
Signed:	[redacted]
Organisation:	mode Transport Planning
Date:	13.10.2022

Approved by:	[redacted]
Position:	Director
Signed:	
Organisation:	Grange Transport Consulting
Date:	

1.1. This report results from a Stage 1 Road Safety Audit (RSA) carried out on Tuesday 20 September 2022 (Ref: 220921_J190120_RSA1_v1.1). The audit was undertaken on behalf of mode transport planning (London).

1.2. The audit was carried out in response to a brief supplied by [redacted] of mode transport planning (London) and agreed with the audit team.

1.3. The Road Safety Audit team comprised of the following individuals:

[redacted]

1.4. Addlestone Road is a two-way single carriageway road running generally east-west between Weybridge and Addlestone. To the east and at the River Wey, it becomes Bridge Road and connects with the B374 Heath Road. To the west Addlestone Road forms a 4-arm roundabout with Hamm Moor Lane, Dashwood Lang Road, and Link Road.

1.5. Traffic calming in the form of speed humps are installed at regular intervals along the entire section of Addlestone Road. The western extent of Addlestone Road serves commercial units whilst the eastern extent along Bridge Road serves residential dwellings.

1.6. Addlestone Road is subject to a 30mph speed limit. The carriageway has a 7.5T weight restriction and a reduced width of 7'0" at the bridge over the River Wey, where a single lane, traffic signal operation is in place.

1.7. In the vicinity of the site footways are provided on both sides of Addlestone Road. To the east of the site the footway is provided only on the northern side of the road, whilst a tow path is present along the River Wey (south of Addlestone Road).

1.8. The vertical alignment of Addlestone Road is generally level in the vicinity of the site, whilst the horizontal alignment comprises of a gentle left-hand and right-hand bend in the eastbound direction.

1.9. The existing northern access (former Toshiba office complex) incorporates a bridge over a River Wey tributary, which runs parallel and north of Addlestone Road in the vicinity of the site.

1.10. Hamm Moor Lane is a cul-de-sac routing in a southerly direction to serve the business park. It is a two-way single carriageway road of approximate 7.2 metres width in the vicinity of the site. Parking restrictions are present

on either side of the road and take the form of double and single yellow lines.

1.11. A review of the five-year (2016-2021) collision data indicates two slight severity collisions occurred in January 2021 and May 2016 in the vicinity of the site on Addlestone Road. Three slight severity collisions occurred in February, March, and August of 2016 at various locations on the Ham Moor Lane roundabout.

1.12. The Road Safety Audit has been carried out in accordance with the principals of the National Highways document, as described in the Design Manuals for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit.

1.13. The Audit Team has examined and reported only on the road safety implications of the scheme as presented by mode transport planning, and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to design standards without touching on technical audit.

1.14. The redevelopment of the Toshiba office complex north of Addlestone Road and the Weybridge Business Park south of the carriageway is proposed for office and warehousing units (17,820sqm GIA).

1.15. The proposals submitted for Stage 1 RSA relate only to the new access junction (eastern extent) on the southern side of Addlestone Road, and the new access junction on the eastern side of Hamm Moor Lane, including amended junction radii with priority working along Addlestone Road and Hamm Moor Lane, new crossing facilities, and footways.

1.16. The Road Safety Audit includes a desktop study where all documents provided by the Design Team are reviewed. A list of the documents and drawing submitted for this Stage 1 RSA can be found at Appendix B of the Stage 1 RSA report.

1.1. The Audit Team has not been informed of any departures from standards relating to the designs submitted for audit.

2) Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Response Organisation	Overseeing Response Organisation	Agreed RSA Response
2.1: Problem 1 Location: Addlestone Road site access Summary: Speed hump situated within the access bellmouth The new access will involve increasing the existing junction radii. An existing speed hump is located close to the junction and will ultimately be within the vehicle turning area for the new junction. This may cause instability to HGVs and two-wheeled vehicles whilst manoeuvring in/out of the access.	Provide sufficient distance between the speed hump and the new junction	**Problem – Agreed** **Recommendation – Disagreed** The existing speed hump will be amended to a virtual speed hump with only road markings used.	-	-
2.2: Problem 2 Location: Addlestone Road site access - gates Summary: Insufficient clearance / setback of gate to carriageway The site access includes a set of gates setback from Addlestone Road. The gates appear to be setback less than the length of the expected HGVs. This is likely to result in HGVs overhanging into Addlestone Road and in the path of passing vehicles, increasing the risk of collisions with passing traffic.	Redesign the gate arrangement to ensure HGVs do not obstruct the highway if the gates are shut	**Problem – Disagreed** **Recommendation – Disagreed** Site access gates will be managed 24/7 by on-site security to mitigate any potential occuranes of HGVs having to wait on Addlestone Road.	-	-
2.3: Problem 3 Location: Opposite Hamm Moor Lane site access Summary: On-street parking obstructing the new access On-street parking occurs along the western side of Hamm Moor Lane where no parking restrictions are in place, and directly opposite the new access junction. This will cause northbound traffic to pass the parked vehicles using the	Prevent parking in the vicinity of the site access	**Problem – Agreed** **Recommendation – Agreed** Double yellow lines are proposed on the western side of the Hamm Moor Lane carriageway to prevent cars parking and causing obstructions	-	-

RSA Problem	RSA Recommendation	Design Response Organisation	Overseeing Response Organisation	Agreed RSA Response
opposing lane, and into the path of vehicles entering/exiting the site, resulting in head-on collisions.				