



Unit 5 Swallowfield Way, Hayes

Transport Statement

Client: Railpen Ltd

i-Transport Ref: LB/SPH/ITB210831-002

Date: 15 May 2026

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i-Transport LLP

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITB210831-002	DRAFT FOR CLIENT REVIEW	07/05/2026	LB/SPH	LB
ITB210831-002	FINAL	15/05/2026	LB/SPH	LB

File Ref: T:\Projects\210000 Series\210831ITB - Unit 5 Swallowfield\Admin\Report and Tech Notes\ITB210831-002
Transport Statement.docx

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SECTION 1 Introduction

1.1 Site Overview

- 1.1.1 i-Transport has been instructed to provide highways and transport advice to support an application for the external alterations to Unit 5, Swallowfield Way, Hayes, Hillingdon. The site is located to the south of Rigby Lane and west of Swallowfield Way within the Hayes industrial area. **Image 1.1** provides an overview of the site location.

Image 1: Site Location



- 1.1.2 Unit 5 currently comprises 3,484m² of floorspace for B2/B8 uses and 900m² of office floorspace arranged over two floors, with associated car parking and service yards. The proposals do not involve the creation of additional floorspace, or the change of use of the property. The planning application is for external alterations that will enhance the attractiveness of the unit from a marketability perspective, following a long term tenant leaving the property. Principally, the proposals comprise a reconfiguration of the service yard and car parking area, facilitating improved and more efficient operations, as detailed in full in Section 2.

1.1.3 This Transport Statement supports the planning application for the reconfiguration.

1.2 Purpose of the Report

1.2.1 This Transport Statement supports the planning application and demonstrates that the reconfiguration of the development will achieve the following:

- Align with the London Plan and Hillingdon Local Plan Parking standards;
- Provide safe and suitable access for all users, in particular HGVs;
- The proposed traffic generation of the site for either B2 or B8 land uses and office space will be the same as the existing use and therefore cause no further impact on the local highway network.

1.2.2 The structure of the report is set out below:

- **Section 2:** Development Proposal.
- **Section 3:** Trip Generation.
- **Section 4:** Parking Assessment.
- **Section 5:** Summary and Conclusion.

SECTION 2 Development Proposal

2.1.1 The proposed redevelopment of the site would not change the internal footprint or volume of the unit and retain the existing Gross Floor Area (GFA) of the B2/B8 land use and office space. The primary changes are the removal of the southern car park and its reversion to the service yard, the introduction of two new loading doors, and the removal of the existing ramps within the service yard.

2.2 Existing Layout

2.2.1 The extant use of the site, pursuant to the previous use and planning history of the building as a flexible B2/B8 use, which comprises the following:

- 3,484m² of ground floorspace for B2/B8 uses; and
- 450m² of ground floor office space;
- 450m² of 1st floor office space.

2.2.2 The site is supported by two formal car parking areas to the north and south, providing a total of 86 spaces. The parking arrangement to the north is the primary parking location of the site, with 45 spaces, whilst the southern raised parking provision offers 33 spaces.

2.2.3 In addition to the main parking areas, 8 parking spaces are currently accommodated within the operational yard area. These spaces provide additional flexibility for staff and/or visitor parking.

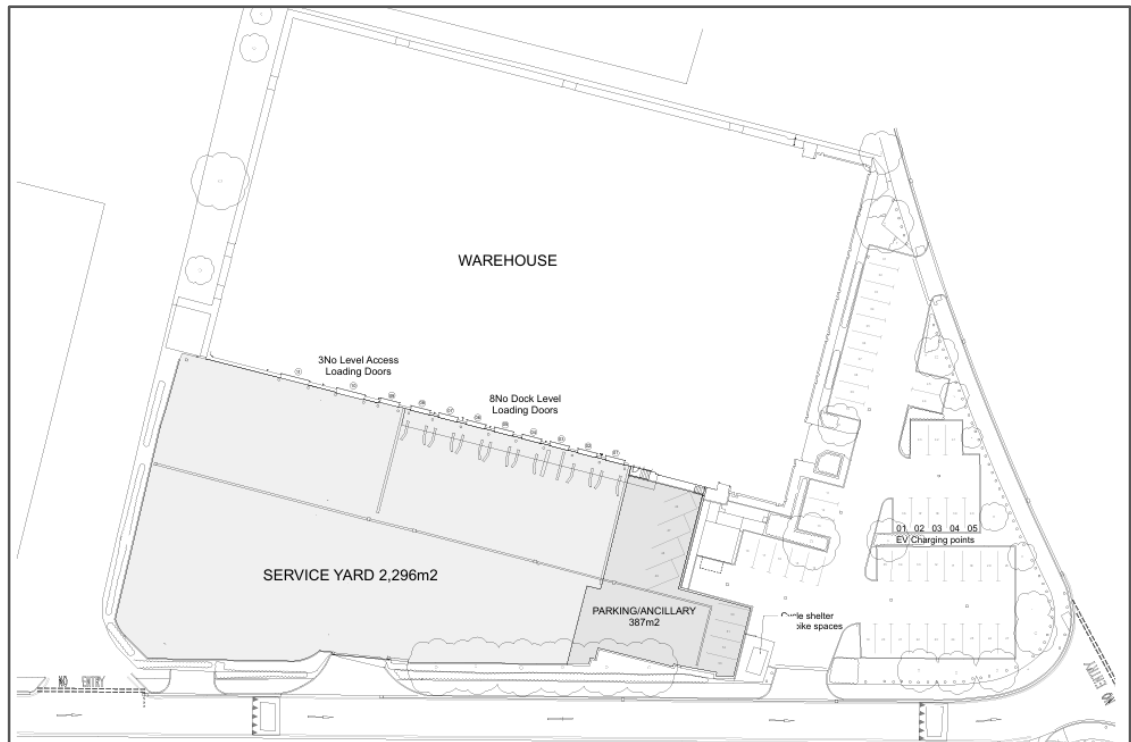
2.2.4 Cycle parking is currently provided in the form of a sheltered cycle storage with the capacity for 5 bicycles and is located adjacent to the northern car park access.

2.2.5 The main site access is utilised by all vehicles wanting to enter the service yard, and the southern car park and currently supports up to a maximum of 9 HGVs entering the site with 9 service doors on the eastern side of the building.

2.3 Proposed Layout

2.3.1 The proposed reconfiguration will expand the existing service yard through the removal of the southern car park and the existing ramps, as well as providing two additional level-access HGV loading bays and is shown on the masterplan included in **Appendix A. Image 2.1** provides an extract of the development proposal.

Image 2.1: Development Proposal

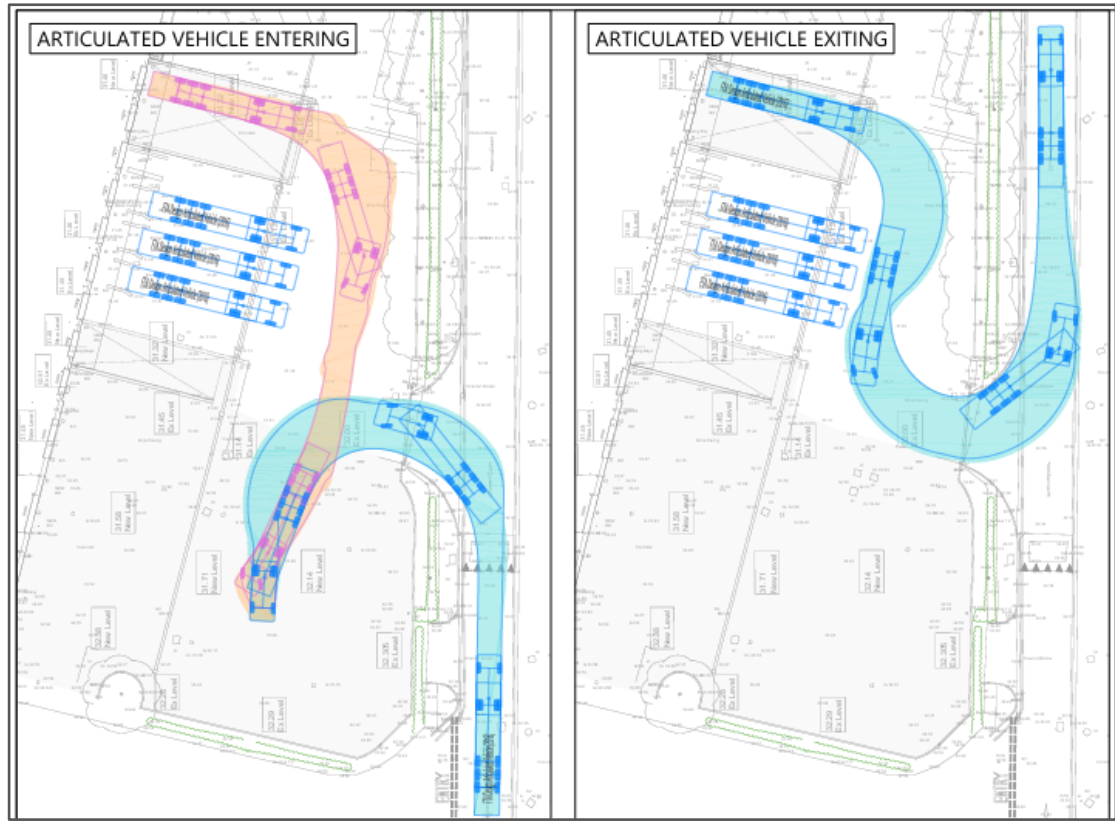


- 2.3.2 The removal of the southern car park will reduce the on-site car parking by 33 spaces, with 45 spaces in the northern car park and 8 in the service yard, for a total of 53 spaces remaining on site. A full parking assessment is set out in Section 4.

HGV Servicing and Access Strategy

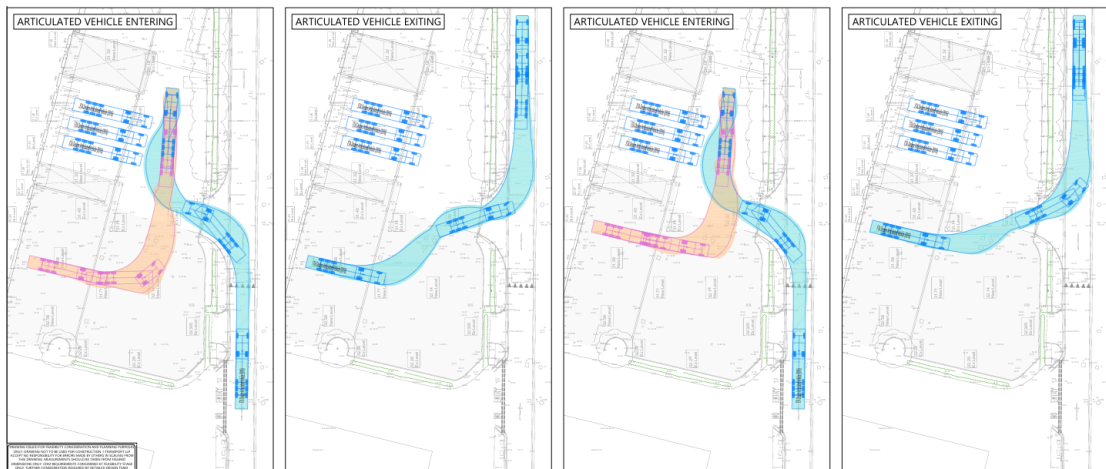
- 2.3.3 The primary change to the service yard is the increase in usable space due to the removal of the southern car park, which will allow for improved HGV entry and exit from the site.
- 2.3.4 Drawing **ITB210821-GA-005** shows an articulated vehicle entering and exiting the site in a forward gear; an extract of this is shown in **Image 2.2**.

Image 2.2: HGV Entry and Exit Swept Path Analysis



2.3.5 Two new level access loading doors are also proposed to the south of the building. Drawing **ITB210821-GA-005** shows an articulated vehicle appropriately navigating the service yard to access the loading doors, as well as exiting the site. **Image 2.3** provides an extract of this drawing.

Image 2.2: HGV Loading Door Swept Path Analysis



- 2.3.6 The two additional level access loading doors are not proposed to facilitate an increase in HGV trip generation at the site, given that the Gross Floor Area (GFA) of the buildings will remain unchanged. Instead, the additional loading doors are intended to support the more efficient operation of the expanded service yard, improving servicing arrangements and vehicle manoeuvrability within the site.

SECTION 3 Trip Generation

- 3.1.1** The proposed reconfiguration of the service yard will not alter the existing Gross Floor Area (GFA) of the site buildings. On this basis, the extant and proposed arrangements are anticipated to generate comparable traffic levels, with no material change in impact on the local highway network. Nevertheless, a review of the site's anticipated trip generation has been undertaken to demonstrate that the operational characteristics of the site would remain appropriate following the reconfiguration works.
- 3.1.2** In order to determine the likely vehicular trip generation of the extant and the proposed development, vehicular trip rates have been derived from comparable surveys within the TRICS database, the nationally established database of traffic generation.
- 3.1.3** The trip rates for both B2/B8 land uses and office space, and the subsequent traffic generation for the scheme, are summarised below in **Table 3.1 – Table 3.3** with the full TRICS outputs provided in **Appendix B**.
- 3.1.4** The trip rates applied are based upon the following parameters and have been obtained in line with TRICS best practice guidance:
- Tenure – Industrial Unit / Warehousing (Commercial) / Office
 - Region - Southern areas within the United Kingdom
 - Selected Locations - Surveys in Edge of Town

Table 3.1: B2 Land Use Trip Rates and Trip Generation – Total Vehicles

	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Twoway	Arrivals	Departures	Twoway
Trip Rate	1.395	0.195	1.59	0.101	0.973	1.074
Traffic Generation	49	7	56	4	34	38

Source: TRICS and Consultant Calculations

Table 3.2: B8 Land Use Trip Rates and Trip Generation – Total Vehicles

	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Twoway	Arrivals	Departures	Twoway
Trip Rate	0.384	0.119	0.503	0.142	0.459	0.601
Traffic Generation	13	4	17	5	16	21

Source: TRICS and Consultant Calculations

Table 3.3: Office Space Trip Rates and Trip Generation – Total Vehicles

	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Twoway	Arrivals	Departures	Twoway
Trip Rate	1.324	0.131	1.455	0.164	1.306	1.47
Traffic Generation	12	1	13	1	12	13

Source: TRICS and Consultant Calculations

- 3.1.5 The 'worst-case' scenario of the land uses would be the Industrial (B2) and Office Land uses, which would generate approximately 69 and 51 two-way movements in the morning and evening peak periods or roughly one vehicle per minute.
- 3.1.6 The traffic generation identified within **Tables 3.1 – 3.3** reflects the operational characteristics of the existing site. As the proposals relate solely to the reconfiguration of the service yard, with no increase in GFA, the proposals are not anticipated to materially alter existing traffic volumes or the operation of the local highway network.

SECTION 4 Parking Assessment

4.1 Existing Parking Provision

- 4.1.1 As outlined in Section 2, the existing parking arrangements across the site provide 86 spaces, split between the northern (45 spaces) and southern (33 spaces) car parks. The service yard provides 8 additional overflow/visitor parking spaces.

4.2 Local Parking Requirements

- 4.2.1 Both the London Plan and Hillingdon Borough parking standards have been reviewed for the appropriate level of vehicle and cycle parking. **Table 4.1** provides a summary of the parking requirements for each of the land uses.

Table 4.1: Hillingdon Borough Parking Standards

Land Use	Maximum Vehicle Parking Standards	Maximum Cycle Parking Standards
Offices	1 space per 50 - 100m ²	1 space per 250m ²
B2 (Industrial)	2 spaces plus 1 space per 50 - 100m ²	1 space per 500m ²
B8 (Warehousing)		

Source: London Borough of Hillingdon Local Plan Part 2

4.3 Proposed Parking Arrangements

- 4.3.1 The proposed parking arrangements for the development would involve the removal of the southern car park, reducing the onsite parking by 33 spaces, with the on-site parking being provided in the northern parking area (45 spaces) and 8 spaces within the service yard.
- 4.3.2 Five EV parking spaces will be provided within the northern car park in line with the 5% minimum of total parking provision in the Hillingdon Borough Parking Standards.
- 4.3.3 The on-site cycle provisions currently consist of a covered cycle store with capacity for 5 bikes; this will be retained as an appropriate level of cycle storage for the operational uses of the site.
- 4.3.4 The development proposal has been assessed against the standards set out above and is summarised in **Table 4.2** and **Table 4.3**.

Table 4.2: Development Vehicle Parking Provision

Use	Floorspace (m ²)	Relevant Standard	Indicative Requirement	
			(Per 50m ²)	(Per 100m ²)
Land Use (B2/8)	3,484	2 spaces plus 1 space per 50 - 100m ²	72 spaces	37 spaces

Use	Floorspace (m ²)	Relevant Standard	Indicative Requirement	
			(Per 50m ²)	(Per 100m ²)
Office	900	1 space per 50 - 100m ²	18 spaces	9 spaces
Total Sqm / Total Car Parking	4,384	—	90 spaces	46 spaces

Table 4.3: Development Cycle Parking Provision

Use	Floorspace (m ²)	Relevant Standard	Indicative Requirement
Land Use (B2/8)	3,484	1 space per 500 m ²	7 spaces
Office	900	1 space per 250m ²	4 spaces
Total Sqm / Total Cycle Parking	4,384	—	11 spaces

4.3.5 The above tables outline that for a new development of 4,384m² of floorspace (3,484m² B2/B8 use and 900m² Office space), 46 - 90 car parking spaces and 11 cycle spaces would be expected to be provided.

4.3.6 However, this site is already operational with an existing lawful use for B2/ B8 and office space with an existing parking provision of 86 parking spaces. The proposals relate solely to the reconfiguration of the service yard and associated parking layout, with no increase in floorspace or intensification of the existing use proposed. The reduction in parking provision therefore reflects a more efficient use of the site, whilst continuing to accommodate the operational requirements of the existing occupier.

4.3.7 The London Plan Policy T6.2 also states the following for B2 / B8 land uses:

“Car parking provision at Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to these office parking standards and take account of the significantly lower employment density in such developments. A degree of flexibility may also be applied to reflect different trip-generating characteristics. In these cases, appropriate provision for electric or other Ultra-Low Emission vehicles should be made.”

“Operational parking requirements should be considered on a case-by-case basis.”

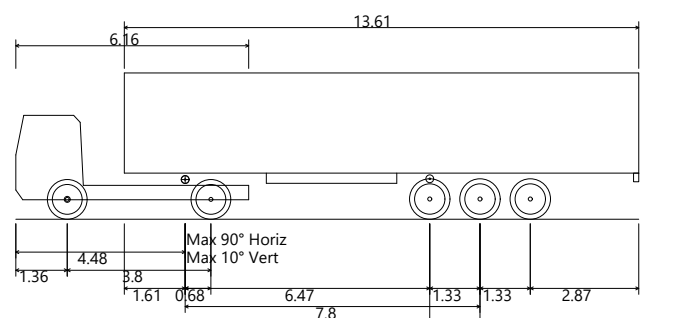
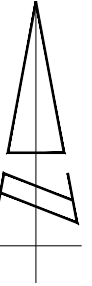
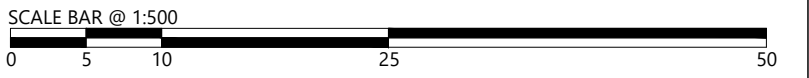
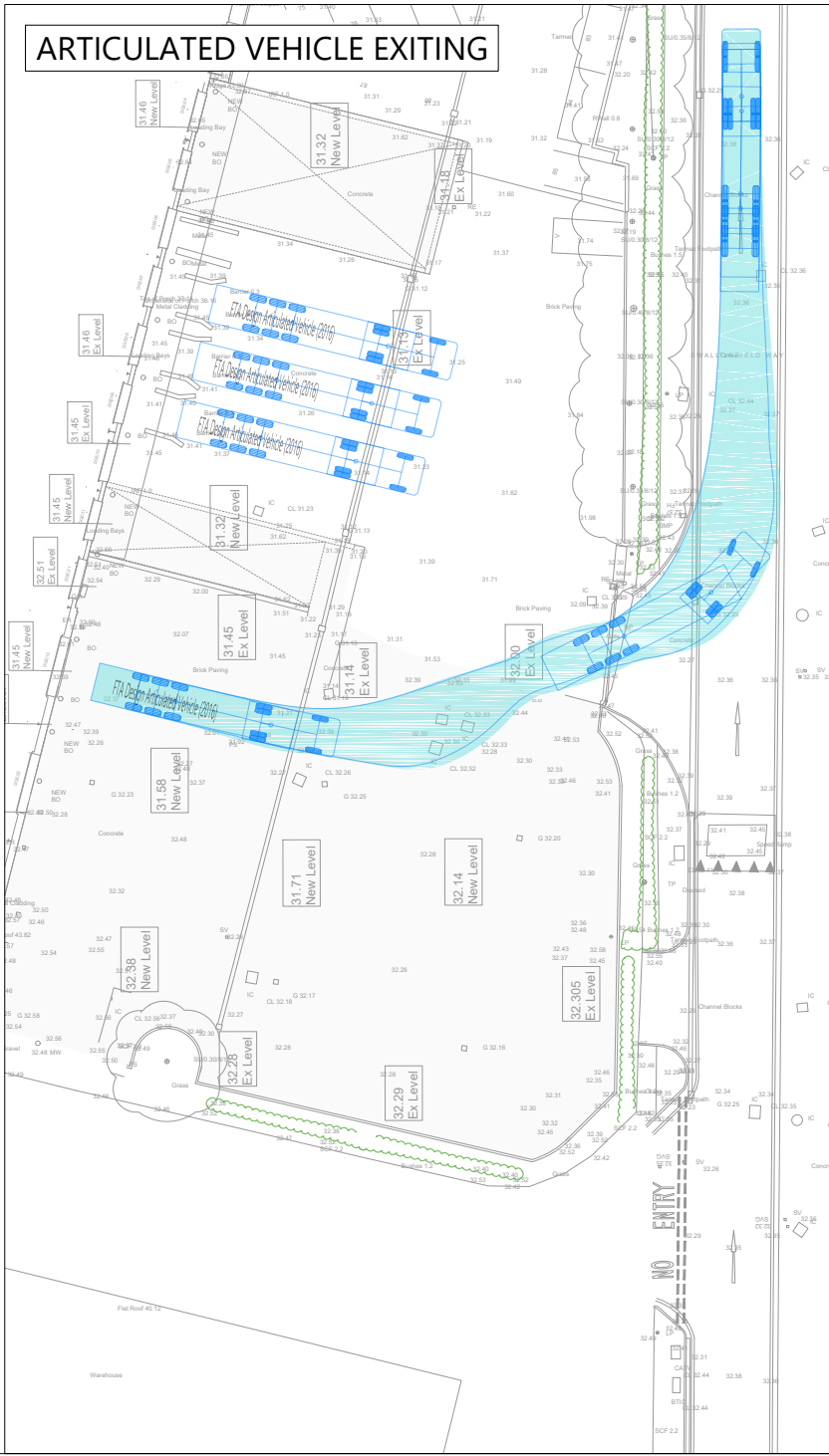
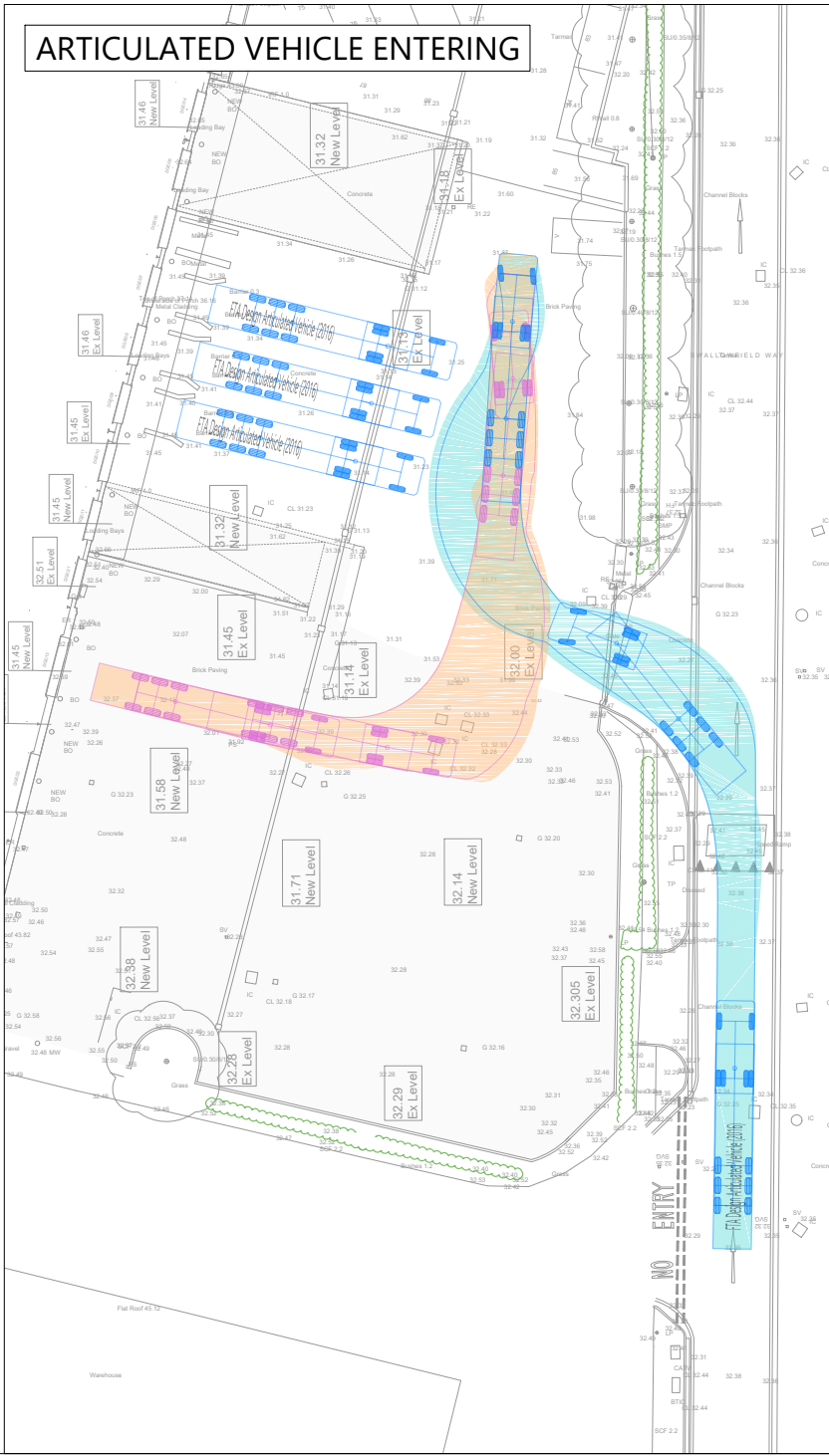
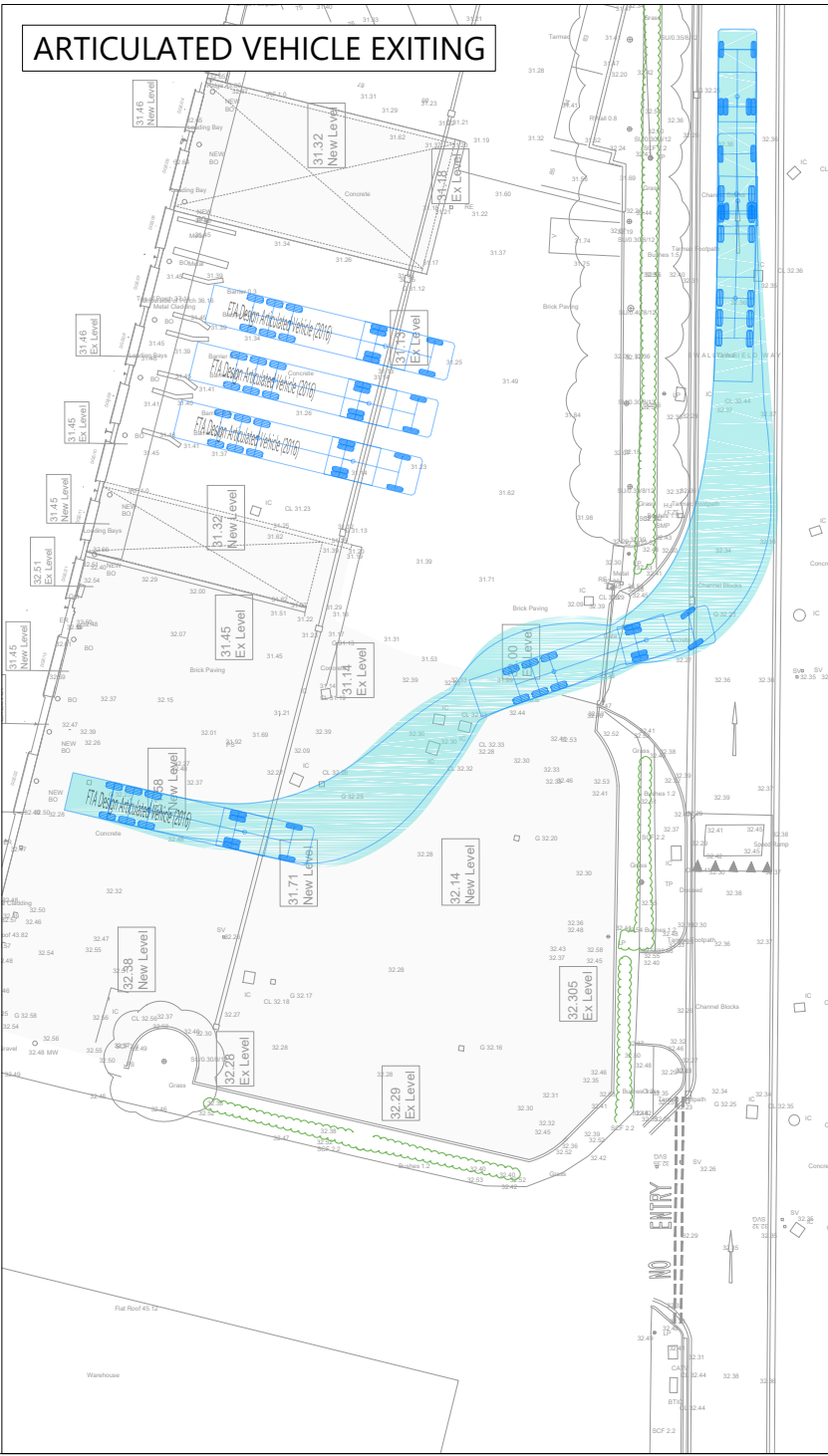
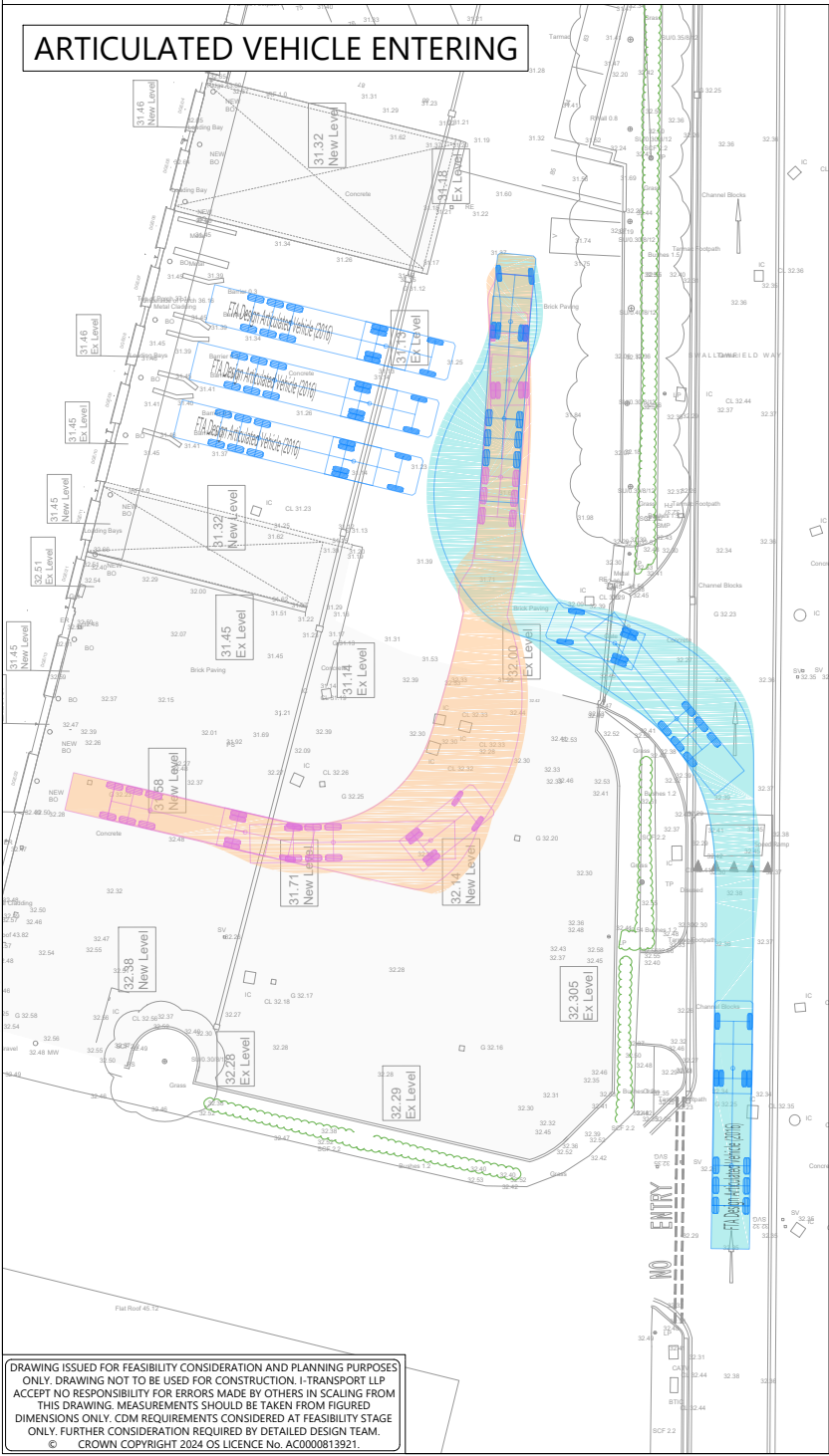
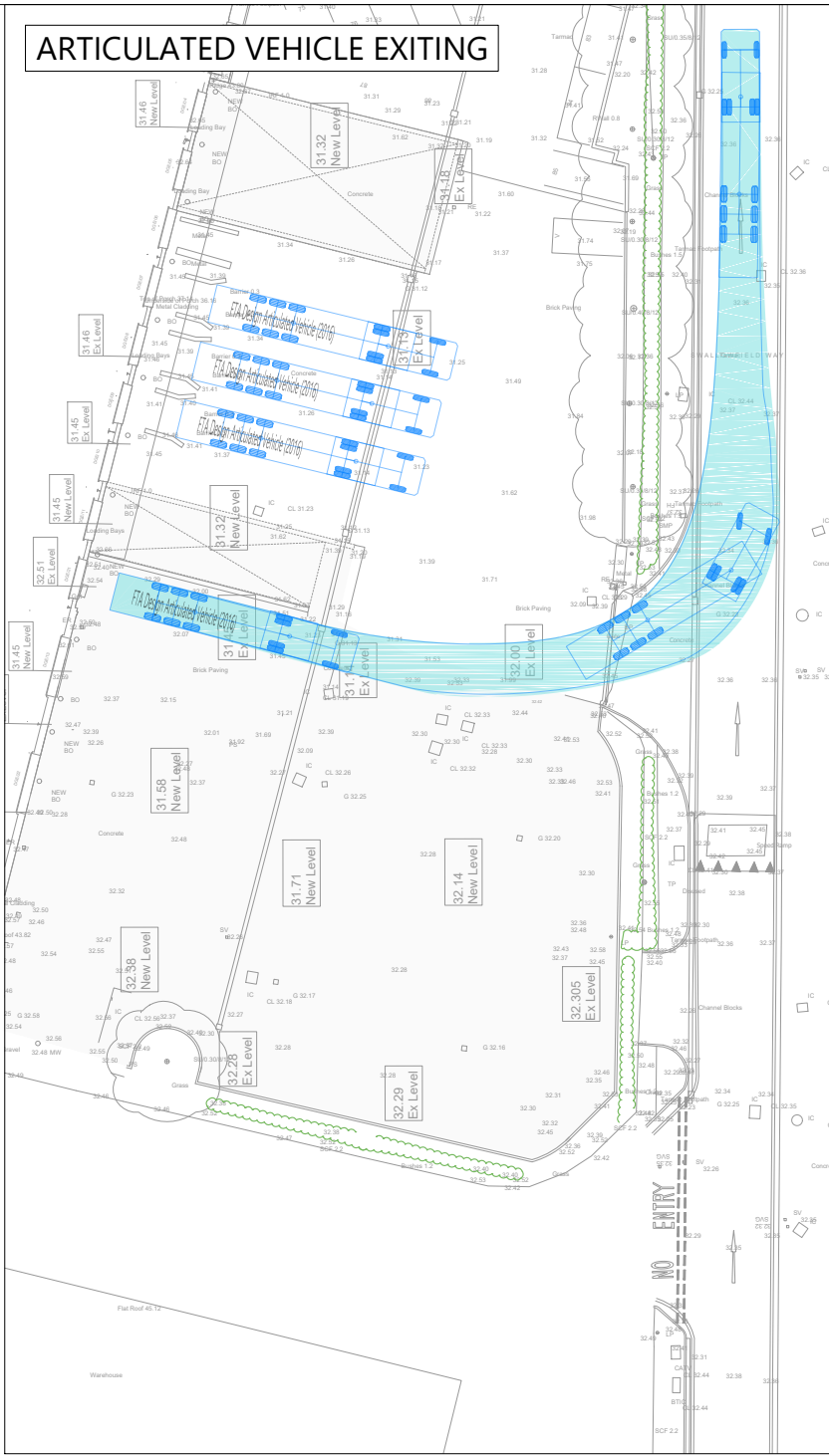
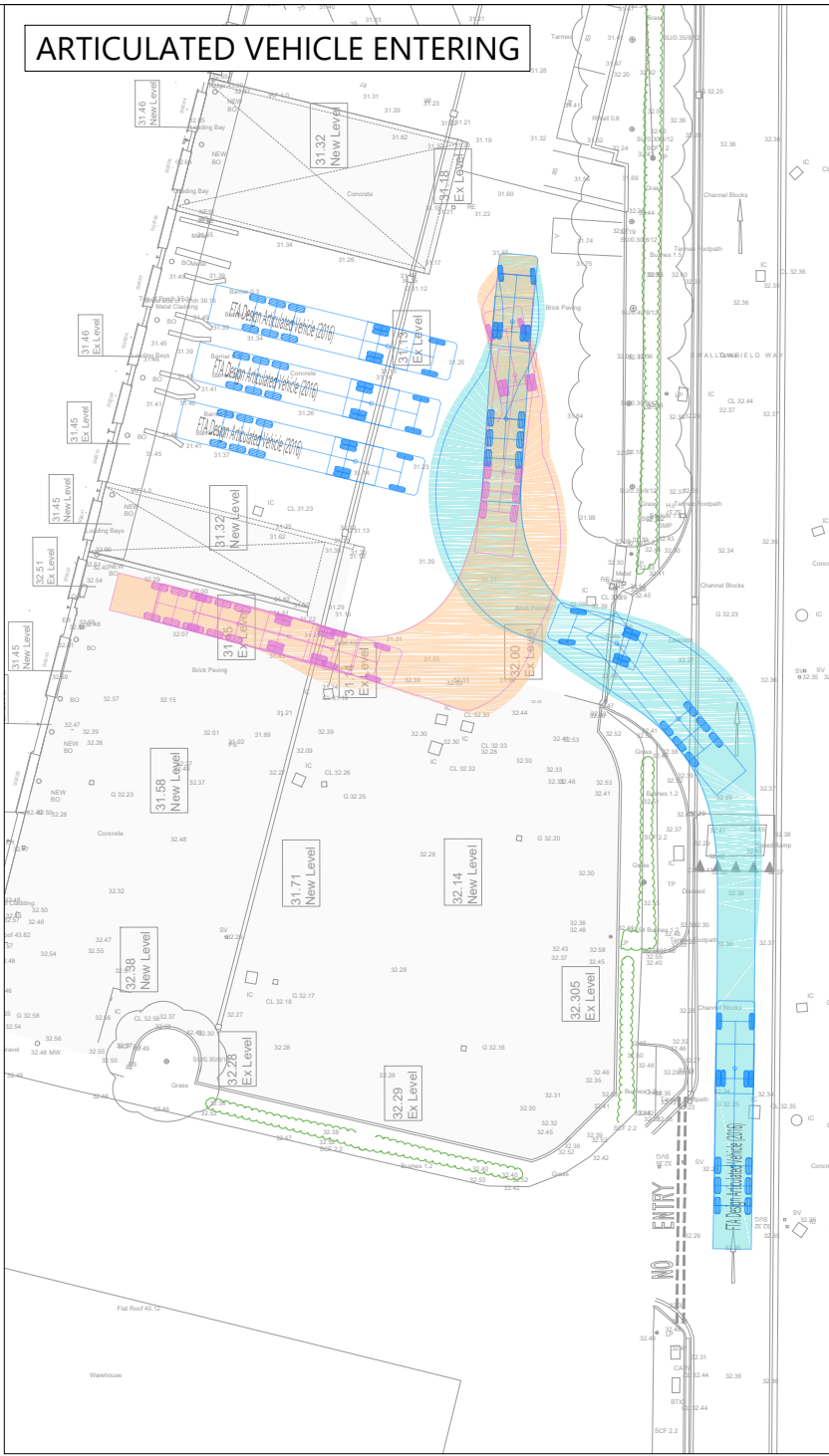
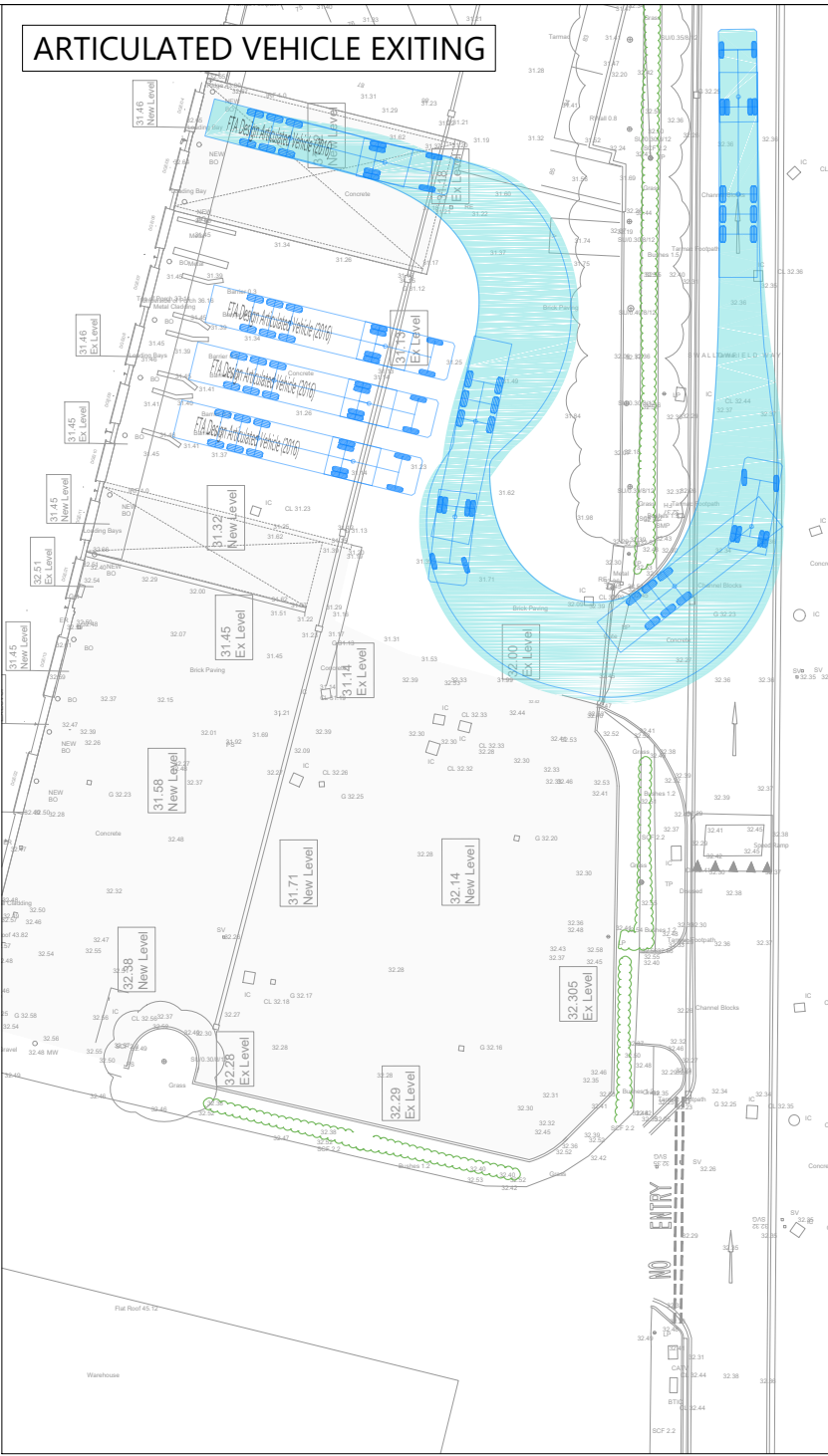
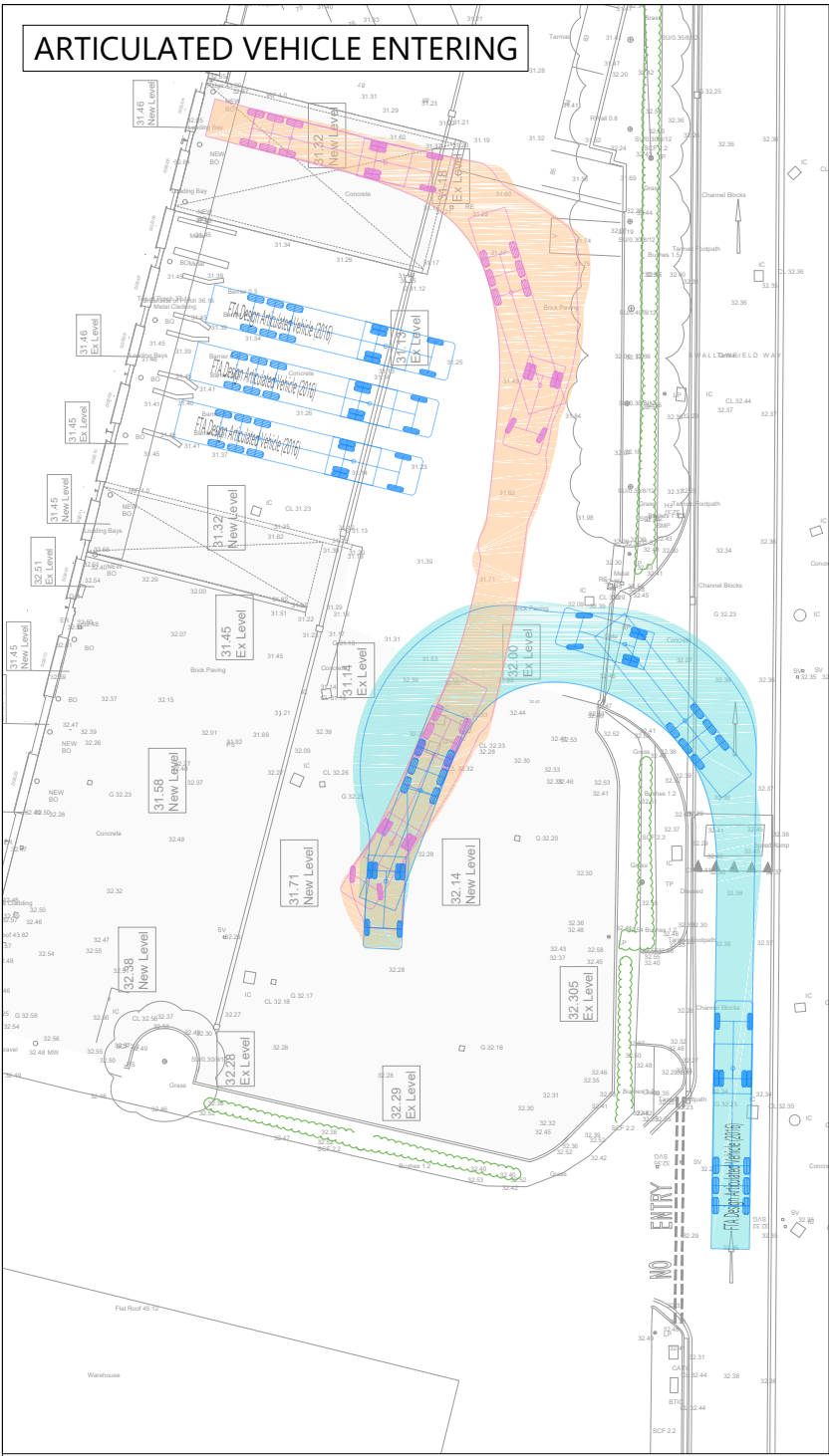
4.3.8 On this basis, the proposed parking provision is considered appropriate when assessed against Hillingdon Local Plan Part 2 parking standards as well as the established operational characteristics of the site, including staff parking demand, servicing activity, shift patterns, and the proposed improvements to servicing efficiency within the yard area. The retained level of parking is therefore considered sufficient to support the ongoing operation of the site.

- 4.3.9 Overall, the proposals represent a balanced approach, maintaining sufficient parking to support the operational needs of the site while facilitating improvements to the servicing and operational efficiency of the service yard.

SECTION 5 Summary and Conclusion

- 5.1.1 i-Transport has been instructed to provide highways and transport advice to support the redevelopment of Unit 5, Swallowfield, Hillingdon.
- 5.1.2 The proposals comprise the reconfiguration of the existing service yards with the removal of the southern car park, introduction of two additional level-access loading doors, and removal of existing ramps, with the GFA of the building remaining unchanged.
- 5.1.3 A technical review of the proposed layout has been undertaken with swept path analysis for an articulated vehicle successfully entering, navigating to the new loading bays and exiting the site in a forward gear.
- 5.1.4 A trip generation exercise has been undertaken to understand the existing and proposed traffic generation of the site for all land uses utilised on site (B2, B8 and Office space). In a 'worst case scenario', the site will generate 70 and 51 two-way movements in the peak hours. Given that the site is already operational and there is no change in GFA or use, the proposals are not expected to result in a material change in traffic generation or a severe impact on the operation of the local highway network.
- 5.1.5 A parking assessment has been undertaken against the Hillingdon Parking Standards. The assessment demonstrates that, whilst the proposed parking provision is reduced compared to the existing arrangement, this reflects the reconfiguration of the site rather than an increase in demand. The retained provision is considered sufficient to support the ongoing operational requirements of the site.
- 5.1.6 Provision is made for 5 EV vehicles, and cyclists will have access to 5 spaces within a covered and secure location, supporting sustainable travel choices for staff.
- 5.1.7 Overall, the proposals provide a more efficient operational layout for the service yard, maintain safe and suitable access for all users (including HGVs), and would not be expected to result in a material change in traffic generation or a severe impact on the local highway network.

DRAWINGS



FTA Design Articulated Vehicle (2016)

Overall Length	16.48m
Overall Width	2.55m
Overall Body Height	3.87m
Min Body Ground Clearance	0.51m
Max Track Width	2.47m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.60m

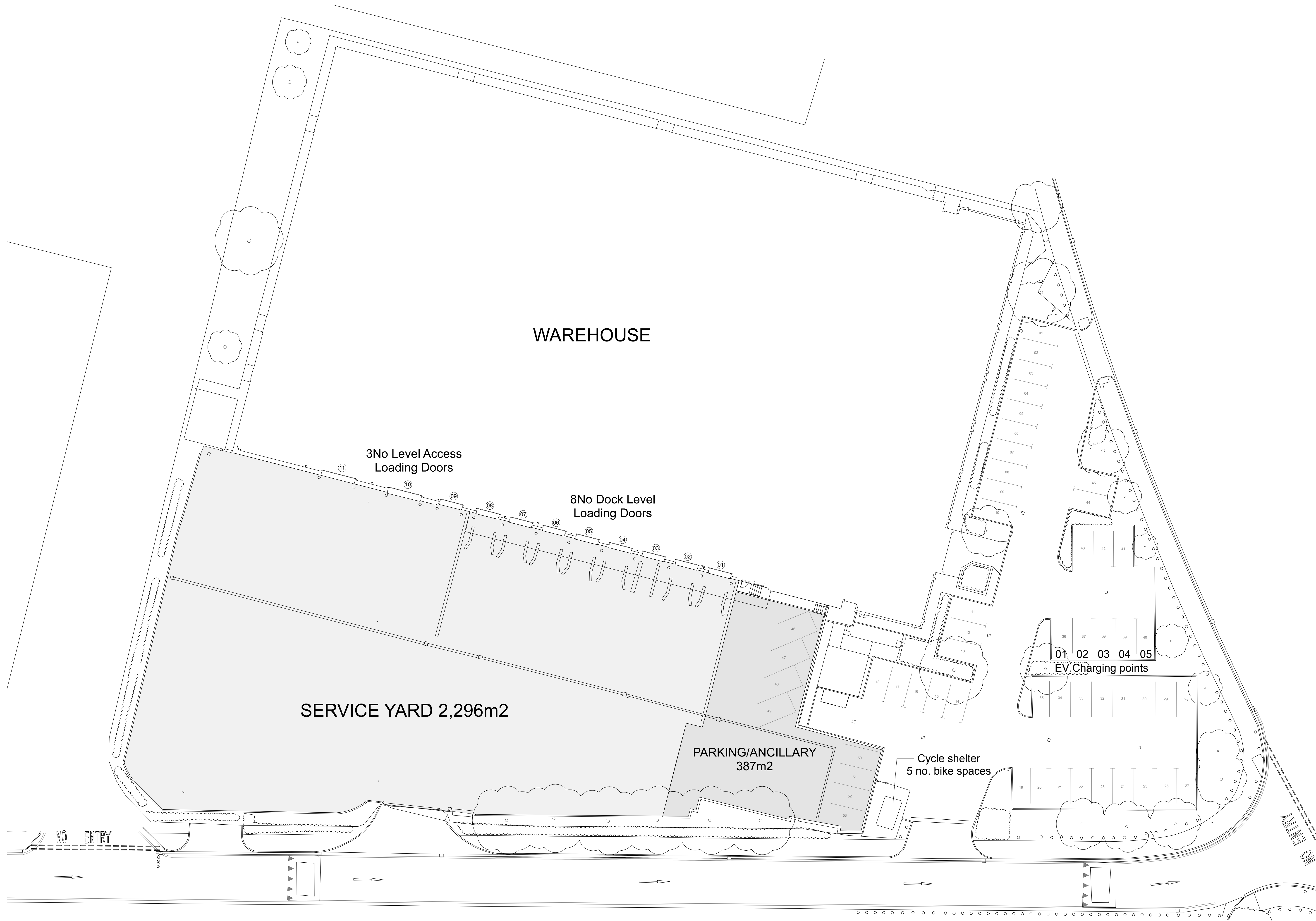
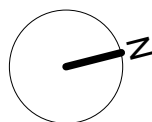
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REV	DATE	BY	DESCRIPTION		CHK APD
STATUS: FOR INFORMATION					
 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB www.i-transport.co.uk Tel: 01256 898366					
TITLE: SWEPT PATH ANALYSIS - ARTICULATED VEHICLE					
PROJECT: UNIT 5 SWALLOWFIELD					
CLIENT: RAILPEN LIMITED					
DRAWN: JD		CHECKED: LB		APPROVED: LB	
PROJECT No: ITB210831		SCALE @ A2: 1:500		DATE: 05.05.26	
DRAWING No: ITB210831-GA-005				REV: -	

APPENDIX A. PROPOSED LAYOUT ARRANGEMENT

0m 1m 5m 10m

Scale



Rev.	Description	Date	Drawn by
1	Do not scale this drawing. The Contractor is to verify all dimensions & conditions on site and report any discrepancies to the Architect before proceeding.		
2	This drawing is to be read in conjunction with all relevant project documentation.		
3	This drawing is subject to the approval of the appropriate Statutory Authorities.		

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Project:
**UNIT 5 SWALLOWFIELD WAY
HAYES
UB3 1DQ**

Title:
SITE PLAN PROPOSED

Scale: 1:200 @AO Date: 29 04 26

Drawn by: MF Checked by: MW

Drawing No.: 2602_SK_002 Revision: /

Status:
INFORMATION

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APPENDIX B. TRICS OUTPUTS

Audit Code: c3c4bf57-ab5c-45fa-b71f-cbee2007caaa

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	2 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 day
	WK	WARWICKSHIRE	1 day
	WM	WEST MIDLANDS	1 day

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

Audit Code: c3c4bf57-ab5c-45fa-b71f-cbee2007caaa

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:	1068 to 9216 (units:sqm)
Range Selected by User:	1000 to 10000 (units:sqm)
Parking Spaces Range:	7 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/88 to 03/06/25

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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

Selected Locations:

Edge of Town	5 days
--------------	--------

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

Selected Location Sub Categories:

Commercial Zone	1 days
Industrial Zone	3 days
No Sub Category	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	4 days

Audit Code: c3c4bf57-ab5c-45fa-b71f-cbee2007caaa

Secondary Filtering Selection:

Use Class:

Not Known

5 surveys

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

Population within 500m Range:

11 - 4459

Population within 1 mile:

10,001 to 15,000

3 surveys

15,001 to 20,000

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:

125,001 to 250,000

1 surveys

50,001 to 75,000

3 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:

0.5 or Less

1 surveys

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: c3c4bf57-ab5c-45fa-b71f-cbee2007caaa

Petrol filling station:

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

Travel Plan:

No 5 surveys

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

PTAL Rating:

No PTAL Present 5 surveys

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

COVID-19 Restrictions:

No

Audit Code: c3c4bf57-ab5c-45fa-b71f-cbee2007caaa

1	DC-02-C-02	NEWSPAPER HQ	DORSET
HAMPSHIRE ROAD WEYMOUTH CHICKERELL Edge of Town Industrial Zone Gross floor area: 3035.00 sqm Survey date: Tuesday 04/07/2000			
			Survey Type: Manual
2	DC-02-C-07	NEW LOOK	DORSET
MERCERY ROAD WEYMOUTH Edge of Town No Sub Category Gross floor area: 5467.00 sqm Survey date:			
			Survey Type: Manual
3	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE
COLLEGE ROAD HEREFORD BURCOTT Edge of Town Commercial Zone Gross floor area: 1880.00 sqm Survey date: Tuesday 22/10/2013			
			Survey Type: Manual
4	WK-02-C-01	MACHINE ENGINEERING	WARWICKSHIRE
CASTLE MOUND WAY RUGBY Edge of Town Industrial Zone Gross floor area: 9216.00 sqm Survey date: Wednesday 10/11/2021			
			Survey Type: Manual
5	WM-02-C-03	INDUSTRIAL GLASS	WEST MIDLANDS
DOWNING STREET SMETHWICK Edge of Town Industrial Zone Gross floor area: 5070.00 sqm Survey date: Tuesday 06/11/2012			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AR-02-C-02 12-11-2009	12-11-2009	Non UK
CS-02-C-01 28-04-2015	28-04-2015	Non UK
FU-02-C-01 10-06-2014	10-06-2014	North
HE-02-C-01 14-10-2010	14-10-2010	Duplicated
HI-02-C-01 24-05-2006	24-05-2006	North
MG-02-C-01 04-12-2012	04-12-2012	Non UK
NY-02-C-03 29-06-2023	29-06-2023	North
RM-02-C-01 14-04-2025	14-04-2025	North
WA-02-C-01 18-11-2008	18-11-2008	North

Audit Code: c3c4bf57-ab5c-45fa-b71f-cbee2007caaa

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	9216	0.098	0.000	0.098
06:00-07:00	1	9216	0.011	0.000	0.011
07:00-08:00	5	4934	0.559	0.057	0.616
08:00-09:00	5	4934	1.395	0.195	1.590
09:00-10:00	5	4934	0.304	0.130	0.434
10:00-11:00	5	4934	0.207	0.182	0.389
11:00-12:00	5	4934	0.186	0.207	0.393
12:00-13:00	5	4934	0.251	0.385	0.636
13:00-14:00	5	4934	0.418	0.328	0.746
14:00-15:00	5	4934	0.235	0.195	0.430
15:00-16:00	5	4934	0.170	0.263	0.433
16:00-17:00	5	4934	0.134	0.535	0.669
17:00-18:00	5	4934	0.101	0.973	1.074
18:00-19:00	5	4934	0.097	0.482	0.579
19:00-20:00	1	9216	0.000	0.000	0.000
20:00-21:00	1	9216	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.166	3.932	8.098

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: c3c4bf57-ab5c-45fa-b71f-cbee2007caaa

Parameter Summary:

Trip rate parameter range selected:	1000 - 10000 (units: sqm)
Survey date date range:	04/07/2000 - 10/11/2021
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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: c3c4bf57-ab5c-45fa-b71f-cbee2007caaa

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

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	1	9216	0.000	0.000	0.000
06:00-07:00	1	9216	0.000	0.000	0.000
07:00-08:00	5	4934	0.004	0.000	0.004
08:00-09:00	5	4934	0.020	0.020	0.040
09:00-10:00	5	4934	0.012	0.000	0.012
10:00-11:00	5	4934	0.008	0.008	0.016
11:00-12:00	5	4934	0.020	0.024	0.044
12:00-13:00	5	4934	0.000	0.016	0.016
13:00-14:00	5	4934	0.020	0.016	0.036
14:00-15:00	5	4934	0.012	0.020	0.032
15:00-16:00	5	4934	0.008	0.008	0.016
16:00-17:00	5	4934	0.000	0.004	0.004
17:00-18:00	5	4934	0.000	0.000	0.000
18:00-19:00	5	4934	0.008	0.004	0.012
19:00-20:00	1	9216	0.000	0.000	0.000
20:00-21:00	1	9216	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.112	0.120	0.232

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: c3c4bf57-ab5c-45fa-b71f-cbee2007caaa

Parameter Summary:

Trip rate parameter range selected:	1000 - 10000 (units: sqm)
Survey date date range:	04/07/2000 - 10/11/2021
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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: ad3e49ae-759d-4c3a-8cad-88addf8713b3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	HD	HILLINGDON
		1 day
02	SOUTH EAST	
	EX	ESSEX
		1 day
03	SOUTH WEST	
	DC	DORSET
		1 day
06	WEST MIDLANDS	
	WO	WORCESTERSHIRE
		1 day

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



Audit Code: ad3e49ae-759d-4c3a-8cad-88addf8713b3

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:	1676 to 8673 (units:sqm)
Range Selected by User:	1000 to 10000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/07/90 to 16/09/25

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

Selected survey days:

Friday	2 days
Thursday	1 days
Tuesday	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	4 days
--------------	--------

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

Selected Location Sub Categories:

Commercial Zone	1 days
Industrial Zone	3 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	3 days
Servicing vehicles Unknown	1 days

Audit Code: ad3e49ae-759d-4c3a-8cad-88addf8713b3

Secondary Filtering Selection:

Use Class:

B8	3 surveys
N/A	1 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:

243 - 2102

Population within 1 mile:

10,001 to 15,000	2 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	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	2 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:

0.6 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: ad3e49ae-759d-4c3a-8cad-88addf8713b3

Petrol filling station:

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

Travel Plan:

No	3 surveys
Yes	1 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:

2 - 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: ad3e49ae-759d-4c3a-8cad-88addf8713b3

1 MERCERY ROAD WEYMOUTH RADIPOLE Edge of Town Commercial Zone Gross floor area: 6226.00 sqm Survey date: Friday 09/05/2025	DC-02-F-02	PHARMACY DISTRIBRUTION	DORSET	Survey Type: Manual
2 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Gross floor area: 6560.00 sqm Survey date: Friday 18/05/2018	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX	Survey Type: Manual
3 NINE ACRES CLOSE HAYES Edge of Town Industrial Zone Gross floor area: 8673.00 sqm Survey date: Thursday 27/09/2018	HD-02-F-01	FOOD DISTRIBUTOR	HILLINGDON	Survey Type: Manual
4 COTSWOLD WAY WORCESTER Edge of Town Industrial Zone Gross floor area: 3824.00 sqm Survey date: Tuesday 10/09/2002	WO-02-F-02	DISTRIB. CENTRE	WORCESTERSHIRE	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CU-02-F-01 19-06-2024	19-06-2024	North
NY-02-F-01 19-06-2023	19-06-2023	North

Audit Code: ad3e49ae-759d-4c3a-8cad-88addf8713b3

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					
06:00-07:00					
07:00-08:00	4	6321	0.253	0.095	0.348
08:00-09:00	4	6321	0.384	0.119	0.503
09:00-10:00	4	6321	0.305	0.174	0.479
10:00-11:00	4	6321	0.170	0.178	0.348
11:00-12:00	4	6321	0.253	0.297	0.550
12:00-13:00	4	6321	0.273	0.261	0.534
13:00-14:00	4	6321	0.297	0.281	0.578
14:00-15:00	4	6321	0.198	0.261	0.459
15:00-16:00	4	6321	0.123	0.150	0.273
16:00-17:00	4	6321	0.166	0.265	0.431
17:00-18:00	4	6321	0.142	0.459	0.601
18:00-19:00	4	6321	0.087	0.261	0.348
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.651	2.801	5.452

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: ad3e49ae-759d-4c3a-8cad-88addf8713b3

Parameter Summary:

Trip rate parameter range selected:	1000 - 10000 (units: sqm)
Survey date date range:	10/09/2002 - 09/05/2025
Number of weekdays (Monday-Friday):	4
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: ad3e49ae-759d-4c3a-8cad-88addf8713b3

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					
06:00-07:00					
07:00-08:00	4	6321	0.032	0.024	0.056
08:00-09:00	4	6321	0.047	0.036	0.083
09:00-10:00	4	6321	0.055	0.051	0.106
10:00-11:00	4	6321	0.047	0.051	0.098
11:00-12:00	4	6321	0.059	0.083	0.142
12:00-13:00	4	6321	0.071	0.047	0.118
13:00-14:00	4	6321	0.051	0.040	0.091
14:00-15:00	4	6321	0.020	0.032	0.052
15:00-16:00	4	6321	0.044	0.020	0.064
16:00-17:00	4	6321	0.028	0.032	0.060
17:00-18:00	4	6321	0.016	0.024	0.040
18:00-19:00	4	6321	0.036	0.012	0.048
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.506	0.452	0.958

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: ad3e49ae-759d-4c3a-8cad-88addf8713b3

Parameter Summary:

Trip rate parameter range selected:	1000 - 10000 (units: sqm)
Survey date date range:	10/09/2002 - 09/05/2025
Number of weekdays (Monday-Friday):	4
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: e154be8f-86b6-4c6a-8abb-46d7dde9a4d6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	HD	HILLINGDON
02	SOUTH EAST	
	ES	EAST SUSSEX
	HC	HAMPSHIRE
	HF	HERTFORDSHIRE
	IW	ISLE OF WIGHT
	KC	KENT
	ON	LUTON
	SC	SURREY
	WS	WEST SUSSEX
03	SOUTH WEST	
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE
	DC	DORSET
	WL	WILTSHIRE
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE
	SF	SUFFOLK
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE
	NM	WEST NORTHAMPTONSHIRE
06	WEST MIDLANDS	
	WO	WORCESTERSHIRE
09	NORTH	
	TV	TEES VALLEY

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

Audit Code: e154be8f-86b6-4c6a-8abb-46d7dde9a4d6

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:	1020 to 10000 (units:sqm)
Range Selected by User:	1000 to 10000 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/09/84 to 24/09/25

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

Selected survey days:

Monday	7 days
Thursday	6 days
Tuesday	7 days
Wednesday	4 days

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

Selected survey types:

Manual count	23
Direction ATC Count	1

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	24 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	5 days
Development Zone	2 days
Industrial Zone	7 days
No Sub Category	6 days
Residential Zone	3 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	4 days
Servicing vehicles Unknown	20 days

Audit Code: e154be8f-86b6-4c6a-8abb-46d7dde9a4d6

Secondary Filtering Selection:

Use Class:

Not Known

24 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 - 4250

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	11 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	1 surveys
Not Known	2 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	12 surveys
25,001 to 50,000	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	3 surveys
Not Known	2 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	13 surveys
1.1 to 1.5	6 surveys
1.6 to 2.0	1 surveys
Not Known	4 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: e154be8f-86b6-4c6a-8abb-46d7dde9a4d6

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	22 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:

No PTAL Present	24 surveys
-----------------	------------

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

COVID-19 Restrictions:

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



Audit Code: e154be8f-86b6-4c6a-8abb-46d7dde9a4d6

1	BC-02-A-01	OFFICES	BOURNEMOUTH CHRISTCHURCH & POOLE
DEANSLEIGH ROAD BOURNEMOUTH LITTLEDOWN Edge of Town Built-Up Zone Gross floor area: 5585.00 sqm Survey date: Wednesday 24/04/1996			
			Survey Type: Manual
2	CA-02-A-02	OFFICES	CAMBRIDGESHIRE
JJ THOMSON AVENUE CAMBRIDGE Edge of Town Development Zone Gross floor area: 4912.00 sqm Survey date: Wednesday 04/12/2024			
			Survey Type: Manual
3	CA-02-A-04	OFFICE	CAMBRIDGESHIRE
MADINGLEY RISE CAMBRIDGE Edge of Town No Sub Category Gross floor area: 5463.00 sqm Survey date: Tuesday 28/01/2025			
			Survey Type: Manual
4	DC-02-A-01	OFFICES	DORSET
LYNCH LANE WEYMOUTH Edge of Town Industrial Zone Gross floor area: 2400.00 sqm Survey date:			
			Survey Type: Manual
5	ES-02-A-05	DENTAL BOARD	EAST SUSSEX
COMPTON PLACE ROAD EASTBOURNE Edge of Town Residential Zone Gross floor area: 10000.00 sqm Survey date: Tuesday 03/11/1992			
			Survey Type: Manual
6	HC-02-A-09	ERICSON	HAMPSHIRE
MAPLEWOOD BASINGSTOKE CHINEHAM BUSINESS PARK Edge of Town Commercial Zone Gross floor area: 9000.00 sqm Survey date: Thursday 22/11/2007			
			Survey Type: Manual
7	HD-02-A-02	OFFICE	HILLINGDON
STATION ROAD HAYES Edge of Town No Sub Category Gross floor area: 3250.00 sqm Survey date:			
			Survey Type: Manual
8	HD-02-A-06	OFFICE	HILLINGDON
106 OXFORD ROAD UXBRIDGE Edge of Town			



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No Sub Category

Gross floor area: 3760.00 sqm

Survey date: Thursday 13/07/1989

Survey Type: Manual

9	HF-02-A-05	OFFICES	HERTFORDSHIRE
CRANBORNE ROAD			
POTTERS BAR			
Edge of Town			
Commercial Zone			
Gross floor area: 3378.00 sqm			
Survey date:			
Survey Type: Manual			

10	IW-02-A-01	ELECTRICAL CO.	ISLE OF WIGHT
TAYLOR ROAD			
CARISBROOKE			
GUNVILLE TRADING ESTATE			
Edge of Town			
No Sub Category			
Gross floor area: 3391.00 sqm			
Survey date: Thursday 12/11/1992			
Survey Type: Manual			

11	KC-02-A-06	LAND REGISTRY	KENT
FOREST ROAD			
TUNBRIDGE WELLS			
CAMDEN PARK			
Edge of Town			
Residential Zone			
Gross floor area: 5677.00 sqm			
Survey date: Tuesday 01/12/2009			
Survey Type: Manual			

12	KC-02-A-07	KCC HIGHWAYS REG.	KENT
KAVELIN WAY			
ASHFORD			
HENWOOD IND. ESTATE			
Edge of Town			
Commercial Zone			
Gross floor area: 2525.00 sqm			
Survey date:			
Survey Type: Manual			

13	KC-02-A-08	KCC HIGHWAYS REG. OFFICE	KENT
ST MICHAEL'S CLOSE			
AYLESFORD			
CLAY WOOD			
Edge of Town			
Industrial Zone			
Gross floor area: 3168.00 sqm			
Survey date:			
Survey Type: Manual			

14	LN-02-A-01	OFFICES	LINCOLNSHIRE
LINCOLN WAY			
LOUTH			
FAIRFIELD			
Edge of Town			
Industrial Zone			
Gross floor area: 2114.00 sqm			
Survey date:			
Survey Type: Manual			

15	NM-02-A-01	OFFICES	WEST NORTHAMPTONSHIRE
THE LAKES			
NORTHAMPTON			
Edge of Town			
Commercial Zone			
Gross floor area: 9225.00 sqm			

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Survey date: Thursday 22/10/2020

Survey Type: Manual

16 CAPABILITY GREEN LUTON Edge of Town Industrial Zone Gross floor area: 3066.00 sqm Survey date: Tuesday 17/11/1992	ON-02-A-01	FINANCIAL ADVISORS	LUTON	Survey Type: Manual
17 GUILDFORD ROAD DORKING WESTCOTT Edge of Town No Sub Category Gross floor area: 5110.00 sqm Survey date: Thursday 23/02/1989	SC-02-A-04	LIFE ASSURANCE	SURREY	Survey Type: Manual
18 NEW INN LANE GUILDFORD MERROW Edge of Town Industrial Zone Gross floor area: 1075.00 sqm Survey date: Tuesday 10/10/2000	SC-02-A-11	COUNCIL OFFICES	SURREY	Survey Type: Manual
19 WHITE HOUSE ROAD IPSWICH Edge of Town Industrial Zone Gross floor area: 2800.00 sqm Survey date: Thursday 24/09/2020	SF-02-A-03	OFFICES	SUFFOLK	Survey Type: Manual
20 LINGFIELD WAY DARLINGTON MORTON PARK Edge of Town Commercial Zone Gross floor area: 3500.00 sqm Survey date:	TV-02-A-02	BUILDING SOCIETY	TEES VALLEY	Survey Type: Manual
21 THE CRESCENT AMESBURY SUNRISE WAY Edge of Town Development Zone Gross floor area: 2500.00 sqm Survey date: Tuesday 18/09/2018	WL-02-A-01	PET INSURANCE COMPANY	WILTSHIRE	Survey Type: Manual
22 STOURPORT ROAD KIDDERMINSTER Edge of Town Industrial Zone Gross floor area: 5945.00 sqm Survey date: Tuesday 13/10/2020	WO-02-A-03	IT SERVICES	WORCESTERSHIRE	Survey Type: Manual
23	WS-02-A-04	WATER COMPANY	WEST SUSSEX	



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YEOMAN ROAD
WORTHING
DURRINGTON
Edge of Town
Residential Zone
Gross floor area: 6502.00 sqm
Survey date: Wednesday 08/03/2000

Survey Type: Manual

24 WS-02-A-06

SOUTHERN WATER OFFICES WEST SUSSEX

YEOMAN ROAD
WORTHING
Edge of Town
No Sub Category
Gross floor area: 5700.00 sqm
Survey date: Wednesday 18/05/2022

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AK-02-A-01 23-05-2017	23-05-2017	North
AN-02-A-06 20-11-2018	20-11-2018	Ireland
AS-02-A-01 01-09-1999	01-09-1999	North
CO-02-A-01 28-03-2018	28-03-2018	North
CP-02-A-01 19-11-1992	19-11-1992	North
CR-02-A-01 23-06-2014	23-06-2014	Ireland
CV-02-A-01 25-10-2022	25-10-2022	Ireland
DA-02-A-02 18-10-2018	18-10-2018	North
DH-02-A-02 27-11-2012	27-11-2012	North
DL-02-A-08 19-05-2021	19-05-2021	Ireland
EB-02-A-02 14-10-1992	14-10-1992	North
EB-02-A-04 22-10-1992	22-10-1992	North
EB-02-A-05 22-10-1992	22-10-1992	North
EC-02-A-04 04-05-2021	04-05-2021	North
FI-02-A-01 19-03-1998	19-03-1998	North
HI-02-A-03 20-05-2009	20-05-2009	North
LC-02-A-07 13-05-2005	13-05-2005	North
LU-02-A-01 09-11-2020	09-11-2020	Ireland
MG-02-A-02 16-11-2016	16-11-2016	Ireland
MT-02-A-01 05-10-2007	05-10-2007	North
NF-02-A-05 12-09-2022	12-09-2022	North
NF-02-A-07 02-04-2025	02-04-2025	North
PB-02-A-02 20-10-2011	20-10-2011	North
PB-02-A-04 19-10-2016	19-10-2016	North
TW-02-A-03 11-12-2008	11-12-2008	North
TW-02-A-04 29-09-2009	29-09-2009	North

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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	1	6502	0.000	0.000	0.000
01:00-02:00	1	6502	0.000	0.000	0.000
02:00-03:00	1	6502	0.000	0.077	0.077
03:00-04:00	1	6502	0.000	0.000	0.000
04:00-05:00	1	6502	0.000	0.000	0.000
05:00-06:00	1	6502	0.015	0.185	0.200
06:00-07:00	3	5159	0.103	0.116	0.219
07:00-08:00	21	4623	0.738	0.105	0.843
08:00-09:00	24	4585	1.324	0.131	1.455
09:00-10:00	24	4585	0.838	0.164	1.002
10:00-11:00	24	4585	0.254	0.163	0.417
11:00-12:00	24	4585	0.214	0.220	0.434
12:00-13:00	24	4585	0.278	0.501	0.779
13:00-14:00	24	4585	0.451	0.353	0.804
14:00-15:00	24	4585	0.227	0.280	0.507
15:00-16:00	24	4585	0.184	0.373	0.557
16:00-17:00	24	4585	0.161	0.854	1.015
17:00-18:00	24	4585	0.164	1.306	1.470
18:00-19:00	22	4683	0.083	0.418	0.501
19:00-20:00	2	6044	0.025	0.372	0.397
20:00-21:00	2	6044	0.058	0.132	0.190
21:00-22:00	2	6044	0.066	0.298	0.364
22:00-23:00	1	6502	0.000	0.077	0.077
23:00-00:00	1	6502	0.000	0.015	0.015
Total Rates:			5.183	6.140	11.323

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

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

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Parameter Summary:

Trip rate parameter range selected:	1000 - 10000 (units: sqm)
Survey date date range:	11/07/1988 - 19/05/2025
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	30
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.

