ttp consulting

transport planning specialists

RGP Holdings Limited

Land East of Craufurd Industrial Estate, Silverdale Road, Hayes UB3 3BL

Transport Statement and Servicing Plan

February 2026

TTP Consulting Ltd
27 Beak Street
London W1F 9RU
Tel: 020 7100 0753

www.ttp-consulting.co.uk

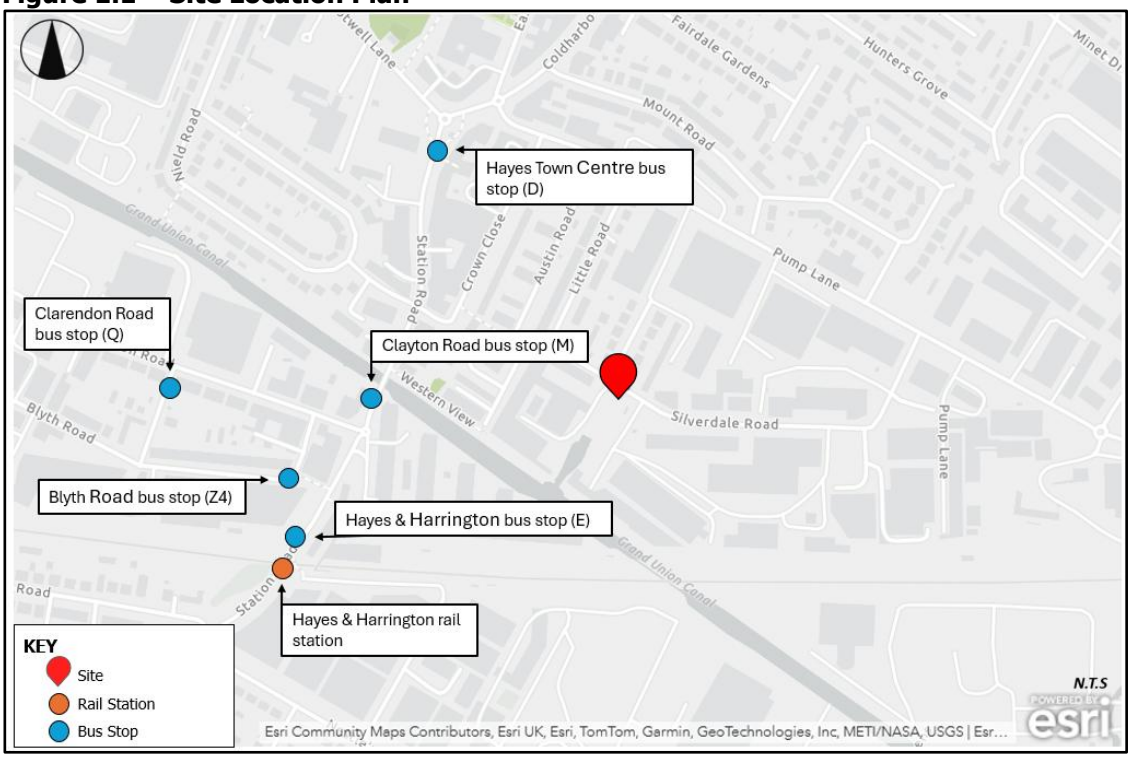
Contents

Appendices

1 INTRODUCTION

1.1 TTP Consulting has been appointed by RGP Holdings Limited to provide traffic and transport advice in relation to the development proposals for land to the immediate east of the Craufurd Industrial Estate on Silverdale Road in Hayes. The site location is shown in **Figure 1.1**.

Figure 1.1 – Site Location Plan



1.2 The site has been in industrial use for many years and is currently being used by a company that supplies concrete and general building products. The development proposals seek the construction of two industrial units with car and cycle parking as well as areas for vehicles to manoeuvre, load and unload. The new buildings subject to this application are proposed to be temporary given the long term vision to bring forward a comprehensive, residential-led, mixed use redevelopment of the Craufurd Industrial Estate.

1.3 This report considers the effect of development in transport terms including trip generation, car and cycle parking, deliveries and servicing. The remainder of the report is structured as follows:

- Section 2 describes the existing conditions;
- Section 3 reviews relevant transport policies;
- Section 4 provides detail of the development proposals and considers potential effects;

- A servicing plan is provided at Section 5 and
- Section 6 provides a summary and conclusion.

2 THE EXISTING CONDITION

The Site and Surrounding Area

2.1 The site is located at the western end of Silverdale Road in Hayes. It is currently being used by a company that supplies concrete and general building products who operate from a number of portacabins and temporary structures. The site is bordered by Silverdale Road to the north and an access road to the east which the site shares with the adjacent Silverdale Industrial Park. To the south, the site is bound by industrial land and Shackles Dock, a disused dock on the Grand Union Canal, whilst the western boundary of the site is formed by the access road to the Craufurd Industrial Estate. The Grand Union Canal passes in a broadly east/west alignment to the south of Shackles Dock.

2.2 The site is located approximately 500 metres walk from Hayes and Harlington Station and some 100 metres walk from Hayes town centre as defined on the London Borough of Hillingdon Local Plan Policies Map. Land to the east of Silverdale Industrial Park is also in industrial use whilst land to the north and west is residential. The Hayes Town Centre Estate is located on the western side of Silverdale Road approximately 100 metres to the west of the site. The estate is currently undergoing regeneration with construction work for Phase 1 to the north of the site nearing completion. Station Road lies to the west of the Hayes Town Centre Estate and contains a range of shops, cafes and other typical town centre facilities.

Accessibility

Local Road Network

2.3 Silverdale Road is a single carriageway, two-way road, that borders the site to the north. To the east, it passes the Silverdale Industrial Park and then turns to the north where it provides access to Pump Lane. To the west of the access to the Craufurd industrial Estate, a kerb with bollards prevents vehicles from progressing west along Silverdale Road. Vehicles approaching this point from the west are unable to continue along Silverdale Road in an eastbound direction and can only access Chalfont Road, a residential cul-de-sac opposite the access to Craufurd Industrial Estate. Cyclists are able to pass along the length of Silverdale Road.

2.4 Pump Lane is a single carriageway road that meets Coldharbour Lane, East Avenue and Botwell Lane at a roundabout junction approximately 300 metres to the north west of the site. To the east, Pump Lane provides access to the southbound carriageway of The Parkway (the A312). The northbound carriageway of the A312 is accessible from Bilton Way, which meets Pump Lane at a roundabout some 500 metres to the east of the site. The A312 provides access to Heathrow to the south and Northolt to the north.

Walking

2.5 There are footways on both sides of Silverdale Road outside the site. These provide access east toward Pump Lane and west toward the town centre, which can be accessed by pedestrians by way of a footpath through the Hayes Town Centre Estate that leads to Crown Close. Pedestrians can access Western View at the south western end of Silverdale Road by way of a ramp. Western View is a cul-de-sac that provides access west to Station Road.

2.6 The Grand Union Canal Walk is accessible from the eastern end of Western View. The Grand Union Canal passes between London and Birmingham and pedestrians can use the towpath to access Southall Green to the east and Stockley Park to the west within 30 minutes.

2.7 **Figure 2.1** shows an 800 metre (10-minute) and 2km (25-minute) walking distance around the site. Hayes station, the High Street, the Grand Union Canal and multiple bus stops are all accessible within a 10 minute walk, whilst a network of street between the M4 to the south and the Uxbridge Road to the north is accessible within a 25 minute walk.

Figure 2.1 – Walking Isochrone Map

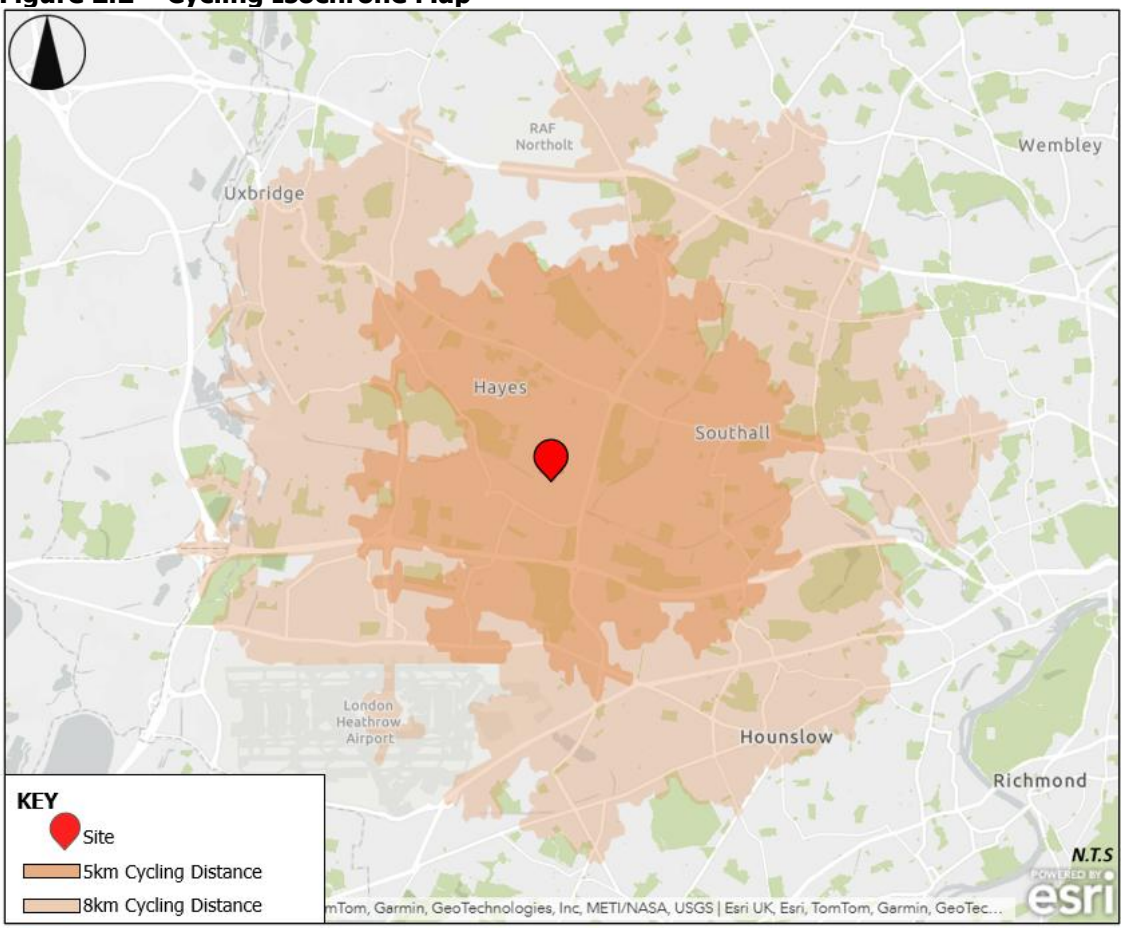
2.8 **Table 2.1** shows distances between the site and local bus stops and train station. This demonstrates that there are a number of public transport services within a short walking distance based upon an average walking speed of 80 metres per minute.

Table 2.1 – Approximate Distances to Local Public Transport Services			
Stop / Station	**Location**	**Distance**	**Approximate Walking Time**
Public Transport stop			
Clayton Road bus stop (M)	Station Road	350m	5-minutes
Hayes Town centre bus stop (D)	Station Road	400m	5-minutes
Blyth Road bus stop (Z4)	Blyth Road	500m	7-minutes
Hayes & Harlington bus stop (E)	Station Road	550m	8-minutes
Hayes & Harlington train station	Station Road	550m	8-minutes
Clarendon Road bus stop (Q)	Clarendon Road	600m	8-minutes

Cycling

2.9 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length. **Figure 2.2** shows a 5km and 8km cycling distance from the site. Southhall can be reached within a 5km cycle ride of the site, whilst areas such as Hounslow, Uxbridge and Heathrow Airport can be reached within an 8km cycle.

Figure 2.2 – Cycling Isochrone Map



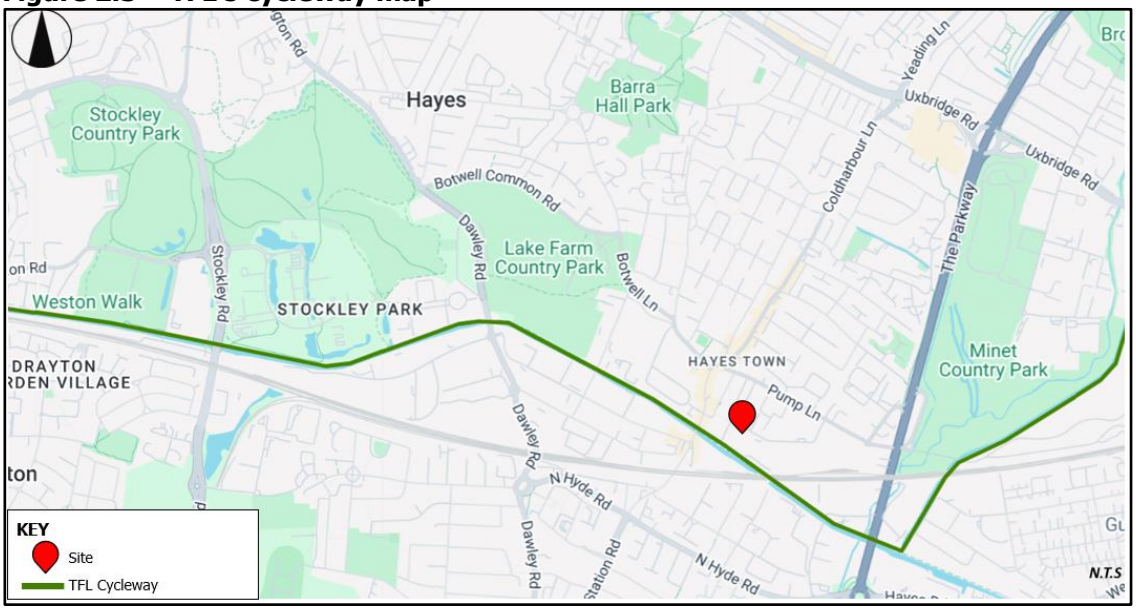
2.10 As noted, cyclists are able to pass along the length of Silverdale Road and can access Station Road by dismounting and walking their bicycle through the Hayes Town Centre Estate to Crown

Close, which leads onto Station Road. Alternatively, cyclists can access Station Road by cycling north from Silverdale Road onto Little Road, which leads to Pump Lane where cyclists can head west to join Station Road.

2.11 Footways on Station Road are segregated with a track for cyclists next to the pedestrian path. This segregated route passes through the town in a north/south alignment and provides access to cycle paths on Uxbridge Road to the north and to an Asda superstore to the south of the town centre.

2.12 An extract from Transport for London's (TfL) cycle map is provided at **Figure 2.3**.

Figure 2.3 – TFL's cycleway map



2.13 The TfL cycle map shows that the Grand Union towpath can be used by cyclists. The route provides access west as far as West Drayton and east as far as Ladbrooke Grove.

Public Transport

By Bus

2.14 The closest bus stop to the site is Clayton Road bus stop (M), which is located on Station Road within a five minute walk of the site. The stop is served by routes 90, 140, 195, 278, 350, 696, 698, E6, H98, N140 and U4 which offer connections to destinations including Feltham, Harrow, Brentford, Ruislip, Heathrow Airport and Uxbridge. A copy of Hayes TFL bus spider map is provided at **Appendix A**.

By Rail

2.15 The closest station to the site is Hayes & Harlington rail station located within a ten minute walk to the south west of the site. The station is served by Great Western Railway and Elizabeth Line services, with regular departures toward Heathrow Airport, Abbey Wood, Shenfield, Reading and Maidenhead.

PTAL

2.16 Public Transport Accessibility Levels (PTAL's) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The PTAL is categorised in six levels, where 6 represent a high level of accessibility and 1 a low level of accessibility.

2.17 TFL's WebCAT website indicates that the site has a PTAL level of 4, although Silverdale Road to the immediate west of the site has a PTAL rating of 5. This demonstrates that the site has an excellent level of accessibility by public transport. A copy of the WebCAT PTAL report is provided at **Appendix B**.

3 POLICY

National Planning Policy Framework

3.1 The National Planning Policy Framework (NPPF) was most recently updated in February 2025. It sets out the Government's planning policies for England and how these are expected to be applied.

3.2 Paragraph 116 advises that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios".

3.3 Paragraph 117 states that:

"Within this context, applications for development should:

a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) Create places that are safe, secure and attractive – which minimise for scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

3.4 When considering the transport effects of a development, NPPF state at paragraph 118 that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

London Plan

3.5 The London Plan is a Spatial Development Strategy which sets out the framework for the development of London over a period of 20-25 years and was published in March 2021. The document strives to promote a healthier and more active London with improving air quality and reducing car parking provision at the forefront of the plan.

3.6 Policy T1 seeks a strategic approach to transport and states at paragraph 10.1.1. that:

"The integration of land use and transport, and the provision of a robust and resilient public transport network, are essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way. In order to help facilitate this, an integrated strategic approach to transport is needed, with an ambitious aim to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use. Without this shift away from car use, which the policies in the Plan and the Mayor's Transport Strategy seek to deliver, London cannot continue to grow sustainably."

3.7 Policy T5, 'cycling', suggests that barriers to cycling can be removed and that a healthy environment in which people choose to cycle can be created through appropriate levels of cycle parking which are fit for purpose, secure and well-located. Cycle parking standards are set out in Table 10.2 of the London Plan. **Table 3.1** shows relevant cycle parking standards.

Table 3.1 – Minimum Cycle Parking Standards		
Use Class	**Long-stay**	**Short stay**
B2-B8 storage / distribution	1 space per 500sqm	1 space per 1,000sqm

3.8 Car parking is discussed at Policy T6. It advises that;

"Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy."

And

"Adequate provision should be made for efficient deliveries and servicing and emergency access."

3.9 With regard to B2 and B8 use classes, Policy T6.2 advises that;

"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;"

3.10 Table 10.4 of the London Plan notes that the maximum car parking provision for office development in outer London Boroughs is 1 space per 100 square metres gross internal area (GIA).

Hillingdon Local Plan

3.11 The Hillingdon Local Plan comprises two parts and provides detail of the Council's development strategy for the borough. Part 1 'Strategic Policies', was adopted in November 2012 and sets out a long-term spatial vision and objectives for the Borough and how they will be achieved.

3.12 Policy T1 'Accessible Local Destinations' notes that;

"The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision."

3.13 The 'Development Management Policies' document forms Part 2 of the Local Plan. Its purpose is to provide detailed policies that will form the basis of the Council's decisions on individual planning applications.

3.14 Policy DMT1 'Managing Transport Impacts' advises that;

"*In order for developments to be acceptable they are required to:*

i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/ or the services and facilities necessary to support the development;

ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

iii) provide equal access for all people, including inclusive access for disabled people;

iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network."

3.15 Policy DMT2 'Highways Impacts' notes that development proposals must ensure that:

"i) safe and efficient vehicular access to the highway network is provided to the Council's standards;

ii) they do not contribute to the deterioration of air quality, noise or local amenity to safety of all road users and residents;

iii) safe, secure and convenient access and facilities for cyclists and pedestrians are satisfactorily accommodated in the design of highway and traffic management schemes;

iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and

v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity."

3.16 Public transport is the subject of Policy DMT 4. It notes that;

"The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services, …."

3.17 With regard to walking and cycling, Policy DMT 5 advises that;

"Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network,.."

3.18 Policy DMT6 'Vehicle Parking' states that:

"A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) transport appraisal and travel plan has been approved, and parking provision is in accordance with its recommendations."

3.19 Appendix C specifies a car parking standard for industrial development of two spaces plus one space per 50 – 100 sqm of gross floorspace. It also specifies that one cycle parking space should be provided per 500 square metres. It should be noted that the more recent London Plan parking standards have superseded Local Plan standards.

4 DEVELOPMENT PROPOSAL AND EFFECTS

Proposal Overview

4.1 The development proposal comprises the construction of two industrial units (A1 and A2) located either side of a shared parking/servicing area. The two units provide 902 square metres (GIA) of industrial floor space. The gross external area (GEA) of the two buildings is 982 square metres. The proposal does not seek to change the use of the site, given that it's already within industrial use. A copy of the architect's proposed site layout plan is provided **Appendix C**.

Access

4.2 The existing access on the eastern side of the site will be closed and vehicles will instead use the access road to the Craufurd Industrial Estate, which the proposals will effectively form an extension to. There will be two vehicular points of access into the site from the estate access road, one which will lead to a small parking area outside Unit A1 toward the northern extent of the site and a second that will lead to the shared parking/loading area that sits between the two units.

4.3 A separate pedestrian/cycle access will be located approximately 10 metres to the east of the vehicular access. This provides direct access the entrance of Unit A1 and a cycle parking area for that unit. A two metre wide footway will lead from this area along the eastern boundary of the site to Unit A2, where additional cycle parking will be provided. This footway will cross the two vehicular access points to the site and zebra crossing markings will be used to show pedestrian priority.

Parking and Loading

4.4 The site will provide six car parking spaces, three for each unit. Two of these spaces will be wider spaces suitable for use by blue badge holders and two electric vehicle charging points will be provided each of which will be capable of charging two vehicles.

4.5 An additional two marked bays will be provided for each unit for the loading and unloading of commercial vehicles. One bay per unit will be sized to accommodate light vans, whilst the second will accommodate rigid heavy good vehicles of up to eight metres in length. The HGV loading bay extends into the buildings where roller shutter doors will enable goods to be loaded and unloaded within each unit.

4.6 A secure, covered cycle parking area will be provided close to each unit. Each cycle parking area provides parking for four standard bicycles and two larger bikes such as cargo bikes. This

provision exceeds minimum London Plan standards and will help encourage people to cycle to and from the site.

Trip Attraction

4.7 To determine the level of trips to and from the development, reference has been made to the TRICS database to obtain total person and vehicle trip rates for comparable industrial sites. Industrial sites with a floor area of less than 2,000 square metres have been selected for this assessment.

4.8 A copy of the TRICS output report is provided at **Appendix D**, whilst vehicle and total person trips and trip rates during typical weekday morning and evening peak hour periods and over the course of a 12 hour day are shown in **Tables 4.1** and **4.2** respectively.

Table 4.1 – Total Vehicle Trip Rates and Trip Generation 902 sq.m Industrial Use

Time Period	Trip Rates per 100 sqm		Total Vehicle Trips	
	In	Out	In	Out
8am – 9am	0.913	0.228	8	2
5pm – 6pm	0	0.137	0	1
Total (7am – 7pm)	2.922	2.922	26	26

Table 4.2 – Total Person Trip Rates and Trip Generation 902 sq.m Industrial Use

Time Period	Trip Rates per 100 sqm		Total Person Trips	
	In	Out	In	Out
8am – 9am	1.142	0.228	10	2
5pm – 6pm	0	0.137	0	1
Total (7am – 7pm)	3.927	3.927	35	35

4.9 This assessment indicates that the level of vehicle trips associated with the proposed development would be low, with a total of 10 vehicle movements during the typical morning peak hour period and a total of 26 vehicles entering and exiting the site over the course of a 12 hour day. This level of activity can be accommodated within the on site parking and loading areas and is not expected to have any effect on the operation of the local highway network given that it is likely to be within fluctuations that occur on a daily basis in any event.

4.10 The total number of person trips to and from the site is also expected to be low, with the majority of people travelling within the vehicles detailed in Table 4.1. Other people would be arriving and departing the site by foot or cycle having either used this mode of transport for the whole journey, or as part of a multi modal trip involving public transport. The level of trips involved is low and not anticipated to have any effect on the operation of the local transport infrastructure.

5 SERVICING PLAN

5.1 The proposed industrial units will each be provided with 2 bays to accommodate commercial vehicles making deliveries or collecting materials from the site. The TRICS analysis at Appendix D indicates that nine light goods vehicles would visit the site per day, which can comfortably be accommodated within the facilities proposed.

5.2 Industrial units of this size are not expected to generate many heavy goods vehicle trips and the TRICS assessment indicates that two HGVs would visit the site per day. Swept path analysis demonstrating that an eight metre heavy goods vehicle (the largest vehicle that will need to access units of the size proposed) and light vans can manoeuvre to and from the loading bays for each unit is provided at **Appendix E**. The eight metre HGV used for this analysis is a tipper lorry, which is not a vehicle that expected to visit the site, but is comparable to a flatbed/rigid HGV of that would likely be used.

5.3 HGV trips would include refuse vehicles collecting waste and recycling material from the site. Each unit is provided with a dedicated waste storage area located close to the western boundary of the site. It is proposed that waste and recycling material would be collected at the same time as other units on the Craufurd Industrial Estate with refuse vehicles stopping on the estate access road to collect bins rather than having to enter the site.

5.4 Industrial units will generate a level of commercial vehicle movement given the nature of the businesses that operate in industrial areas. However, efforts will be made to minimise the level of service vehicle trips to and from the site and tenants will be encouraged to consider the following measures to reduce the level of commercial vehicle trips.

- Utilise cargo bikes for the collection of goods and materials where possible;
- Consider whether deliveries could be consolidated onto a single vehicle;
- Identify whether common supplies such as water or stationery could be sourced from suppliers that already serve the estate; and
- Use local couriers so that vehicles can be used to make multiple collections and deliveries in the area.

6 SUMMARY AND CONCLUSION

6.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the proposed development of two industrial units on industrial land adjacent to the Craufurd Industrial Estate on Silverdale Road in Hayes. Temporary permission is sought given that the long term vision for the site is to bring forward a residential masterplan as indicated in the Local Plan.

6.2 In summary it is considered that:

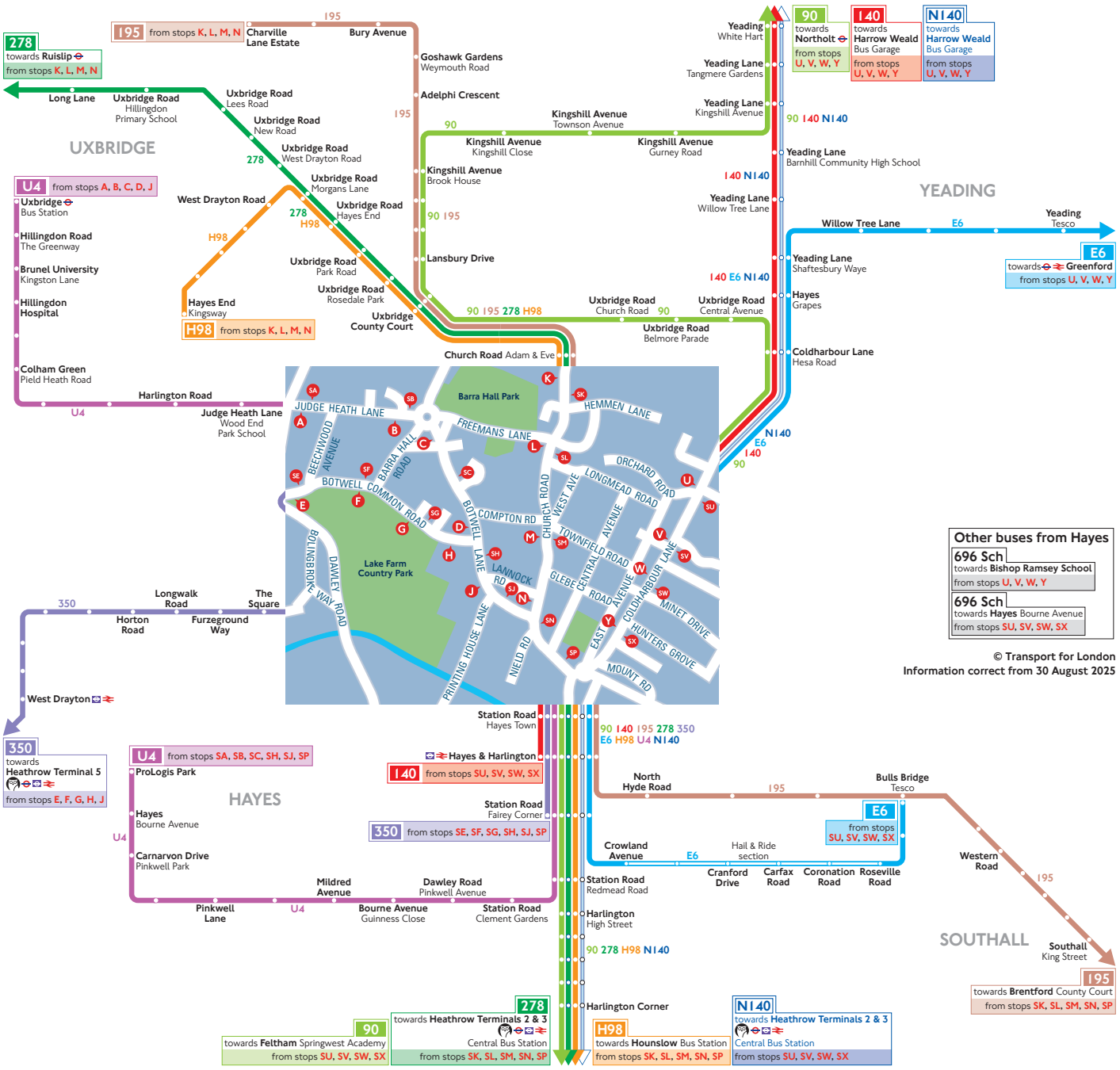
- The site is an accessible location close to local bus stops, the train station and Hayes town centre;
- The site is accessible on foot and cycle and will provide a dedicated point of access for pedestrians and cyclists that leads to a segregated route through the site;
- Vehicle parking provision accords with London Plan standards and provides spaces for blue badge holders and electric vehicle charging facilities.
- The development provides secure cycle parking in accordance with relevant local standards;
- The level of trips to and from the site will be low; and
- It is not envisaged that the proposed development will be detrimental to the operation of the local transport network.

6.3 It is therefore considered that there are no transport reasons that the development should be resisted as it meets the test of the National Planning Policy Framework, which states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

Appendix A

Buses from Hayes



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop **A** to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
	Tube station with 24-hour service Friday and Saturday nights
Sch	School journeys

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

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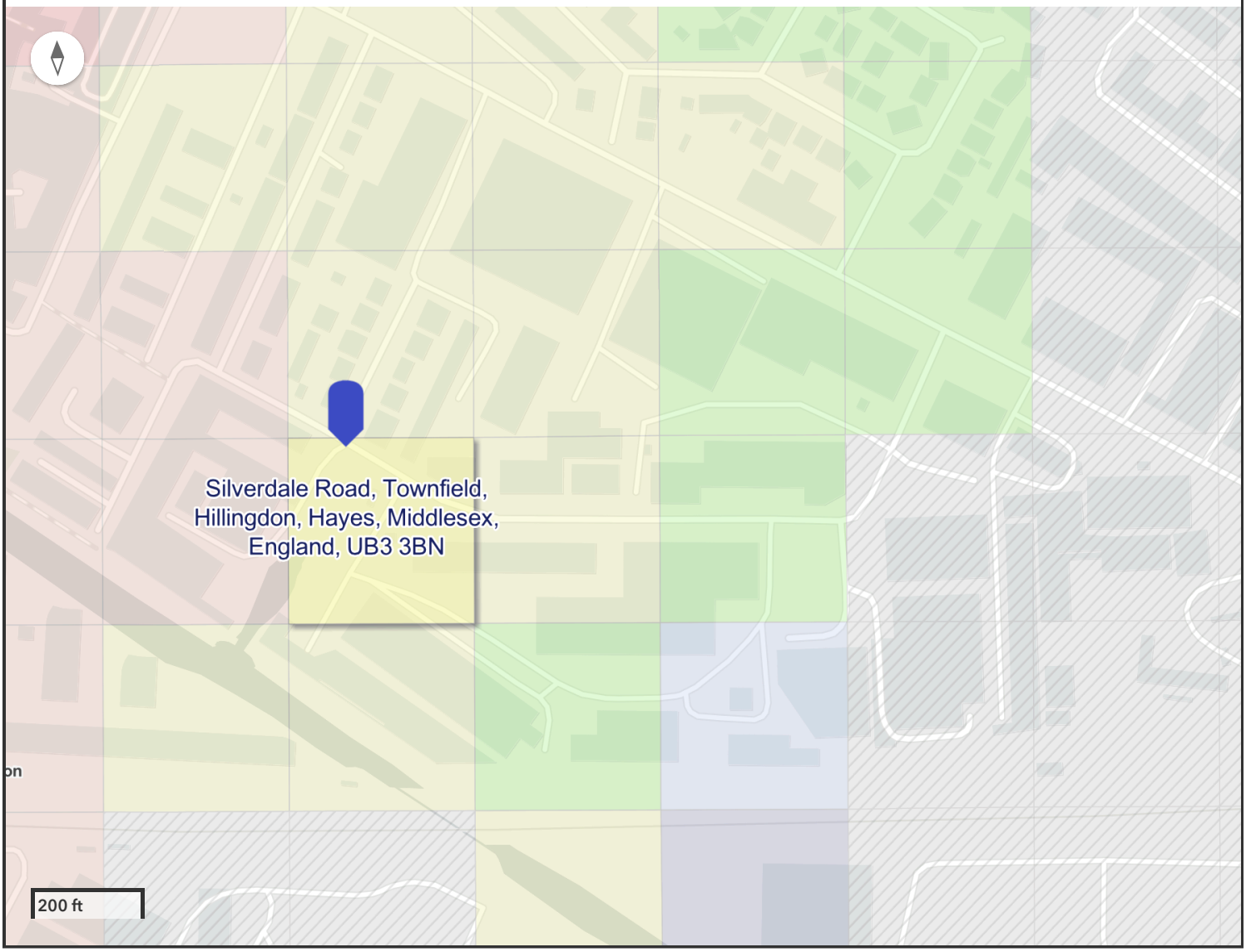
Appendix B

PTAL - 4



Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, GeoTechnologies, Inc, METI/NASA, USGS

TfL Stations

Underground Stations

National Rail Stations

Bus Stops

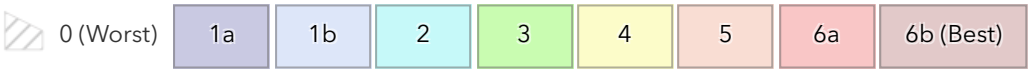
Elizabeth Line Stations

DLR Stations

Overground Stations

Tramlink Stations

PTAL 2023 RESULT



PTAL 2023 Score

4

Grid ID: 75691

Coordinates: 510045,179552 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins

▼

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Clayton Road	140	7.50	392.07
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Clayton Road	U4	7.00	392.07
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Clayton Road	H98	6.00	392.07
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Clayton Road	90	5.33	392.07
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Clayton Road	E6	4.67	392.07
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Clayton Road	195	4.67	392.07
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Clayton Road	278	4.00	392.07

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Hayes Town	SL9	5.00	539.01

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Blyth Road	U5	5.00	558.74

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Clayton Road	350	3.00	392.07

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Abbey	3.67	641.35

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Abbey	2.33	641.35

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Maidenhead-Abbey	1.67	641.35

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Heathrow	1.67	641.35

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Abbey	1.00	641.35

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Abbey	0.67	641.35

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Paddington	0.33	641.35

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Paddington	0.33	641.35

Mode	Stop	Route	Service Frequency	Walk Distance (m)

RAIL	Hayes & Harlington	Heathrow	0.33	641.35

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Reading-Liverpool	0.33	641.35

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Heathrow	0.33	641.35

Appendix C

consultants

notes

Do not scale this drawing
All dimensions to be checked by the Contractor before construction proceeds
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rev	date	by	app.	description
P01	19:01:26	APB	TE	COMMENTS INCORPORATED
P02	22:01:26	APB	TE	COMMENTS INCORPORATED
P03	06:02:26	APB	TE	COMMENTS INCORPORATED

location

Watkins Gray International LLP
Three Tuns House, 109 Borough High Street
www.wgi.co.uk
Architects
LONDON. SE1 1NL
mail@wgi.co.uk

Project Title
CRAUFURD INDUSTRIAL ESTATE
SILVERDALE ROAD, HAYES, MIDDLESEX

Drawing Title
PROPOSED SITE PLAN

Drawn	Checked by	Scale
APB	TE	1:200@A1
Level	Plan	Date
–		03:12:25
Project No.	Drawing No.	Revision
122016	P1002	P03

FILENAME: D:_NORVE\Projects_2024\P122016 – Craufurd Ind Estate\122016–Site Plan.dwg
DATE PLOTTED: 06.02.2026 01:12 PM BY: ########## FROM: ##########

Appendix D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day

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:	GFA
Actual Range:	620 to 67459 (units:sqm)
Range Selected by User:	620 to 2000 (units:sqm)
Parking Spaces Range:	7 - 50

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 08/11/23

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

Selected survey days:

Thursday	2 days

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

Selected survey types:

Manual count	2
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 undertaking using machines

Selected Locations:

Edge of Town	1 days
Suburban Area	1 days

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

Selected Location Sub Categories:

Industrial Zone	2 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	2 days

Secondary Filtering Selection:

Use Class:

Not Known	2 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:

458 - 3584

Population within 1 mile:

25,001 to 50,000	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
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	1 surveys

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

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	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	2 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

1 **NF-02-C-04** **EXHIBITION DESIGN & MANUF.** **NORFOLK**
FLETCHER WAY
NORWICH
UPPER HELLESDON
Suburban Area
Industrial Zone
Site area: 0.086 hect
Survey date: Thursday 14/11/2019 Survey Type: Manual

2 **NY-02-C-03** **WORKWEAR MANUFACTURER** **NORTH YORKSHIRE**
WETHERBY ROAD
KNARESBOROUGH
Edge of Town
Industrial Zone
Site area: 0.35 hect
Survey date: Thursday 29/06/2023 Survey Type: Manual

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

Total Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 1130 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
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	2	1095	0.411	4.644	0.000	0.000	0.411	4.644
08:00-09:00	2	1095	0.913	10.320	0.228	2.580	1.141	12.900
09:00-10:00	2	1095	0.274	3.096	0.183	2.064	0.457	5.160
10:00-11:00	2	1095	0.183	2.064	0.365	4.128	0.548	6.192
11:00-12:00	2	1095	0.183	2.064	0.274	3.096	0.457	5.160
12:00-13:00	2	1095	0.228	2.580	0.365	4.128	0.593	6.708
13:00-14:00	2	1095	0.228	2.580	0.183	2.064	0.411	4.644
14:00-15:00	2	1095	0.228	2.580	0.183	2.064	0.411	4.644
15:00-16:00	2	1095	0.183	2.064	0.228	2.580	0.411	4.644
16:00-17:00	2	1095	0.091	1.032	0.776	8.772	0.867	9.804
17:00-18:00	2	1095	0.000	0.000	0.137	1.548	0.137	1.548
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			2.922	33.023	2.922	33.023	5.844	66.046

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:	620 - 2000 (units: sqm)
Survey date date range:	14/11/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Total People

Calculation factor: 100 sqm

Estimated TRIP rate value per 1130 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
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	2	1095	0.594	6.708	0.000	0.000	0.594	6.708
08:00-09:00	2	1095	1.142	12.900	0.228	2.580	1.370	15.480
09:00-10:00	2	1095	0.274	3.096	0.183	2.064	0.457	5.160
10:00-11:00	2	1095	0.228	2.580	0.411	4.644	0.639	7.224
11:00-12:00	2	1095	0.183	2.064	0.320	3.612	0.503	5.676
12:00-13:00	2	1095	0.411	4.644	0.594	6.708	1.005	11.352
13:00-14:00	2	1095	0.411	4.644	0.365	4.128	0.776	8.772
14:00-15:00	2	1095	0.365	4.128	0.365	4.128	0.730	8.256
15:00-16:00	2	1095	0.228	2.580	0.274	3.096	0.502	5.676
16:00-17:00	2	1095	0.091	1.032	1.050	11.868	1.141	12.900
17:00-18:00	2	1095	0.000	0.000	0.137	1.548	0.137	1.548
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			3.927	44.374	3.927	44.374	7.854	88.749

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:	620 - 2000 (units: sqm)
Survey date date range:	14/11/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Cyclists

Calculation factor: 100 sqm

Estimated TRIP rate value per 1130 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
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	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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Parameter Summary:

Trip rate parameter range selected:	620 - 2000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

PSVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 1130 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
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	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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

Parameter Summary:

Trip rate parameter range selected:	620 - 2000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

OGVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 1130 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
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	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.046	0.516	0.046	0.516	0.092	1.032
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.046	0.516	0.046	0.516	0.092	1.032
11:00-12:00	2	1095	0.046	0.516	0.046	0.516	0.092	1.032
12:00-13:00	2	1095	0.046	0.516	0.046	0.516	0.092	1.032
13:00-14:00	2	1095	0.046	0.516	0.000	0.000	0.046	0.516
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.046	0.516	0.046	0.516
16:00-17:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.230	2.580	0.230	2.580	0.460	5.160

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:	620 - 2000 (units: sqm)
Survey date date range:	14/11/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Taxis

Calculation factor: 100 sqm

Estimated TRIP rate value per 1130 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
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	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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

Parameter Summary:

Trip rate parameter range selected:	620 - 2000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Cars

Calculation factor: 100 sqm

Estimated TRIP rate value per 1130 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
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	2	1095	0.411	4.644	0.000	0.000	0.411	4.644
08:00-09:00	2	1095	0.639	7.224	0.046	0.516	0.685	7.740
09:00-10:00	2	1095	0.137	1.548	0.046	0.516	0.183	2.064
10:00-11:00	2	1095	0.000	0.000	0.137	1.548	0.137	1.548
11:00-12:00	2	1095	0.046	0.516	0.137	1.548	0.183	2.064
12:00-13:00	2	1095	0.091	1.032	0.274	3.096	0.365	4.128
13:00-14:00	2	1095	0.137	1.548	0.137	1.548	0.274	3.096
14:00-15:00	2	1095	0.091	1.032	0.000	0.000	0.091	1.032
15:00-16:00	2	1095	0.137	1.548	0.137	1.548	0.274	3.096
16:00-17:00	2	1095	0.046	0.516	0.685	7.740	0.731	8.256
17:00-18:00	2	1095	0.000	0.000	0.137	1.548	0.137	1.548
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			1.735	19.607	1.736	19.607	3.471	39.215

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:	620 - 2000 (units: sqm)
Survey date date range:	14/11/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

LGVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 1130 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
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	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.228	2.580	0.137	1.548	0.365	4.128
09:00-10:00	2	1095	0.137	1.548	0.137	1.548	0.274	3.096
10:00-11:00	2	1095	0.137	1.548	0.183	2.064	0.320	3.612
11:00-12:00	2	1095	0.091	1.032	0.091	1.032	0.182	2.064
12:00-13:00	2	1095	0.091	1.032	0.046	0.516	0.137	1.548
13:00-14:00	2	1095	0.046	0.516	0.046	0.516	0.092	1.032
14:00-15:00	2	1095	0.137	1.548	0.183	2.064	0.320	3.612
15:00-16:00	2	1095	0.046	0.516	0.046	0.516	0.092	1.032
16:00-17:00	2	1095	0.046	0.516	0.091	1.032	0.137	1.548
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.959	10.836	0.960	10.836	1.919	21.671

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:	620 - 2000 (units: sqm)
Survey date date range:	14/11/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Motorcycles

Calculation factor: 100 sqm

Estimated TRIP rate value per 1130 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
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	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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

Parameter Summary:

Trip rate parameter range selected:	620 - 2000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Servicing Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 1130 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
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	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.091	1.032	0.091	1.032	0.182	2.064
09:00-10:00	2	1095	0.046	0.516	0.046	0.516	0.092	1.032
10:00-11:00	2	1095	0.091	1.032	0.091	1.032	0.182	2.064
11:00-12:00	2	1095	0.091	1.032	0.091	1.032	0.182	2.064
12:00-13:00	2	1095	0.046	0.516	0.046	0.516	0.092	1.032
13:00-14:00	2	1095	0.046	0.516	0.000	0.000	0.046	0.516
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.046	0.516	0.046	0.516
16:00-17:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.411	4.644	0.411	4.644	0.822	9.288

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

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

Parameter Summary:

Trip rate parameter range selected:	620 - 2000 (units: sqm)
Survey date date range:	14/11/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Vehicle Occupants

Calculation factor: 100 sqm

Estimated TRIP rate value per 1130 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
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	2	1095	0.411	4.644	0.000	0.000	0.411	4.644
08:00-09:00	2	1095	1.005	11.352	0.228	2.580	1.233	13.932
09:00-10:00	2	1095	0.274	3.096	0.183	2.064	0.457	5.160
10:00-11:00	2	1095	0.228	2.580	0.411	4.644	0.639	7.224
11:00-12:00	2	1095	0.183	2.064	0.320	3.612	0.503	5.676
12:00-13:00	2	1095	0.365	4.128	0.457	5.160	0.822	9.288
13:00-14:00	2	1095	0.320	3.612	0.274	3.096	0.594	6.708
14:00-15:00	2	1095	0.365	4.128	0.320	3.612	0.685	7.740
15:00-16:00	2	1095	0.228	2.580	0.274	3.096	0.502	5.676
16:00-17:00	2	1095	0.091	1.032	0.868	9.804	0.959	10.836
17:00-18:00	2	1095	0.000	0.000	0.137	1.548	0.137	1.548
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			3.470	39.215	3.472	39.215	6.942	78.429

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:	620 - 2000 (units: sqm)
Survey date date range:	14/11/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Pedestrians

Calculation factor: 100 sqm

Estimated TRIP rate value per 1130 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
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	2	1095	0.183	2.064	0.000	0.000	0.183	2.064
08:00-09:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.046	0.516	0.137	1.548	0.183	2.064
13:00-14:00	2	1095	0.091	1.032	0.091	1.032	0.182	2.064
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.091	1.032	0.091	1.032
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.320	3.612	0.319	3.612	0.639	7.224

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:	620 - 2000 (units: sqm)
Survey date date range:	14/11/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Public Transport Users

Calculation factor: 100 sqm

Estimated TRIP rate value per 1130 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
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	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.137	1.548	0.000	0.000	0.137	1.548
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	1095	0.000	0.000	0.046	0.516	0.046	0.516
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.091	1.032	0.091	1.032
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.137	1.548	0.137	1.548	0.274	3.096

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:	620 - 2000 (units: sqm)
Survey date date range:	29/06/2023 - 29/06/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Bus/Tram Passengers

Calculation factor: 100 sqm

Estimated TRIP rate value per 1130 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
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	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.137	1.548	0.000	0.000	0.137	1.548
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	1095	0.000	0.000	0.046	0.516	0.046	0.516
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.091	1.032	0.091	1.032
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.137	1.548	0.137	1.548	0.274	3.096

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:	620 - 2000 (units: sqm)
Survey date date range:	29/06/2023 - 29/06/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Coach Passengers

Calculation factor: 100 sqm

Estimated TRIP rate value per 1130 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
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	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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

Parameter Summary:

Trip rate parameter range selected:	620 - 2000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Total Rail Passengers

Calculation factor: 100 sqm

Estimated TRIP rate value per 1130 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
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	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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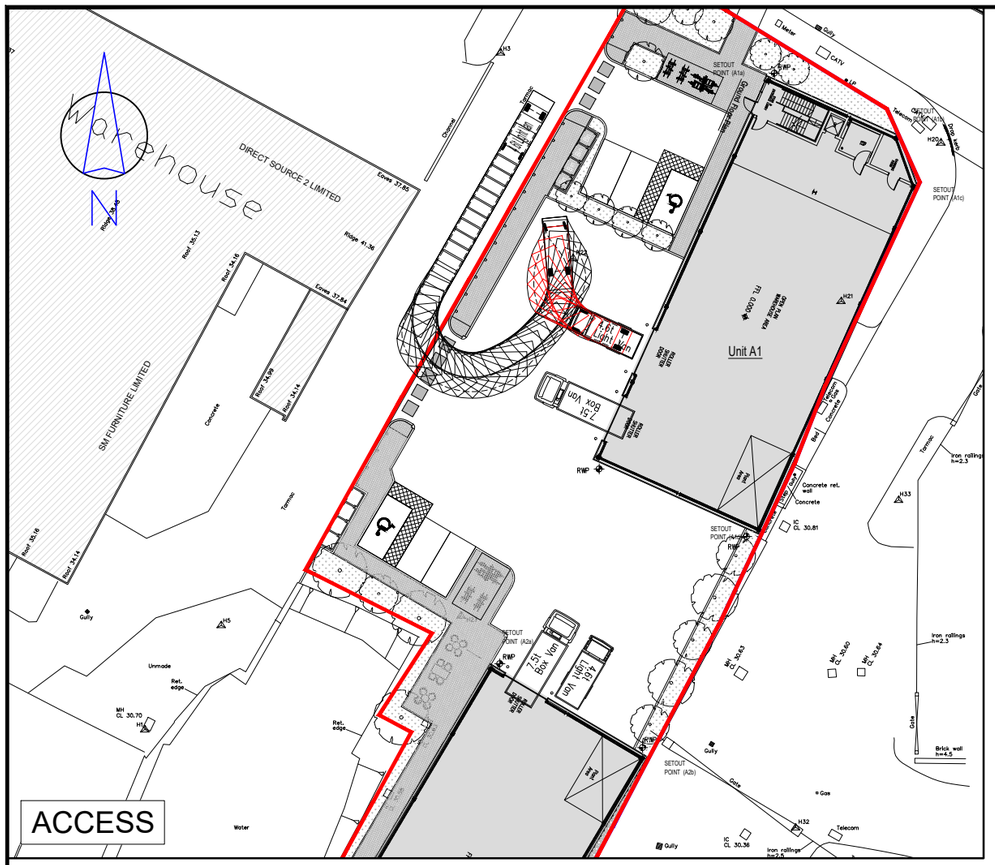
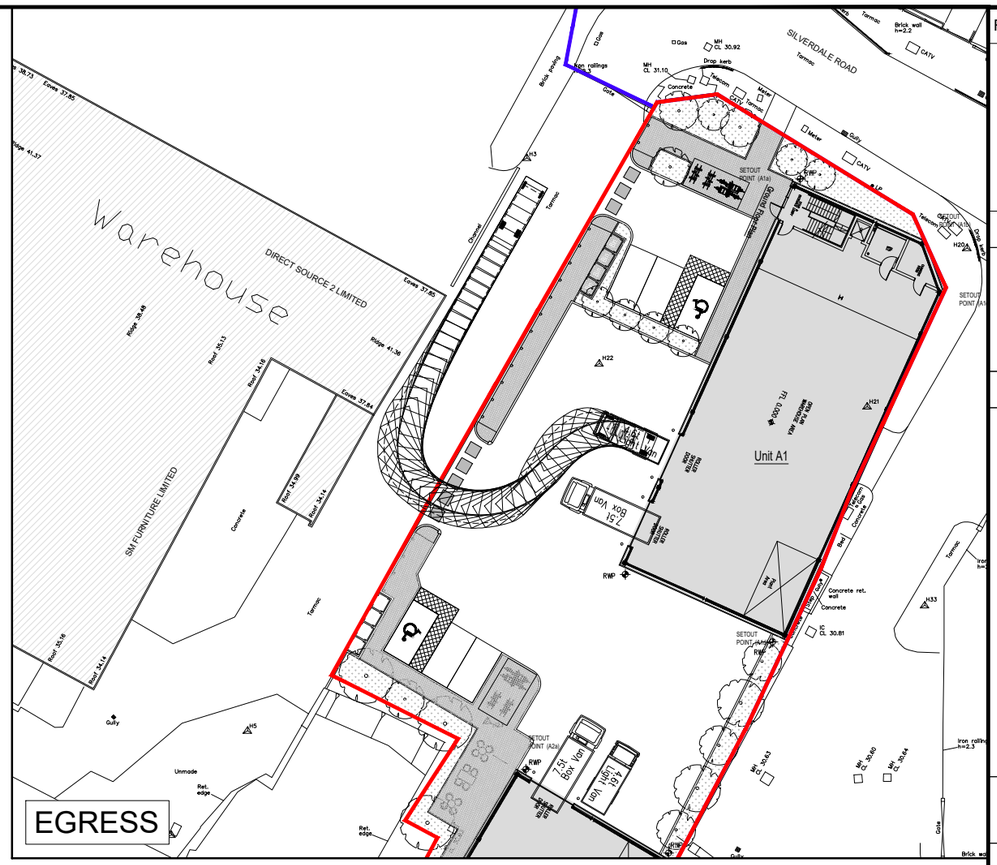
Parameter Summary:

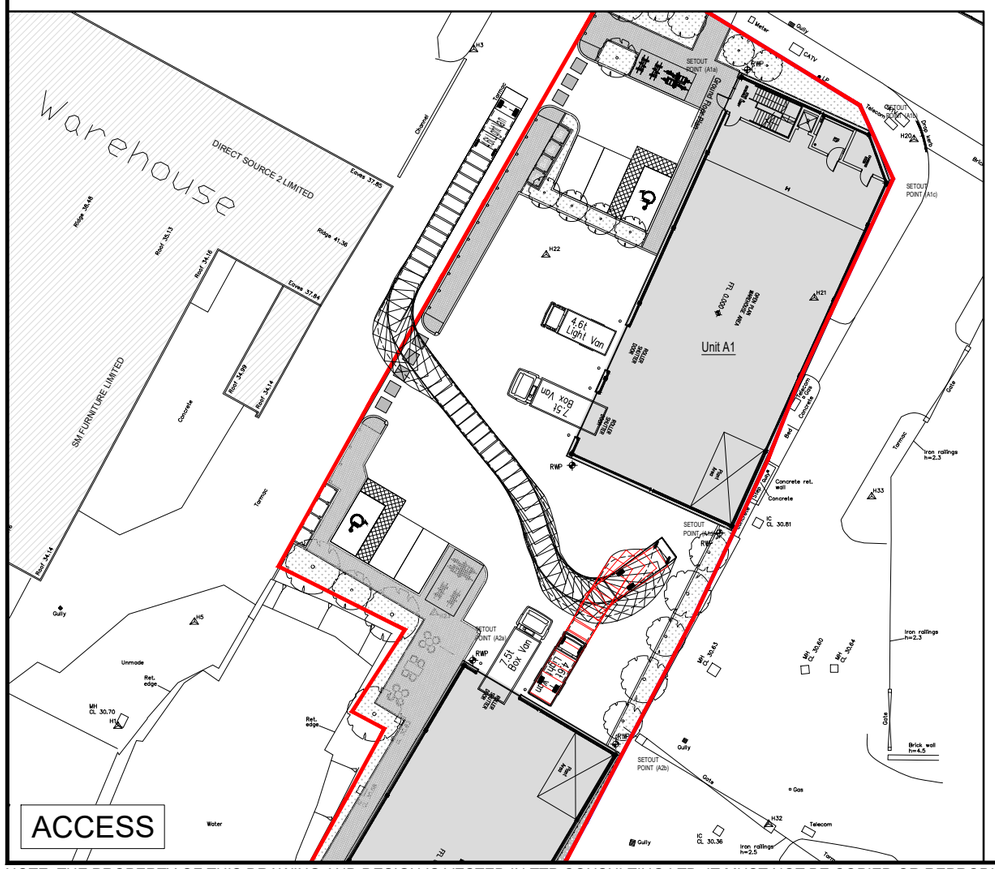
Trip rate parameter range selected:	620 - 2000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

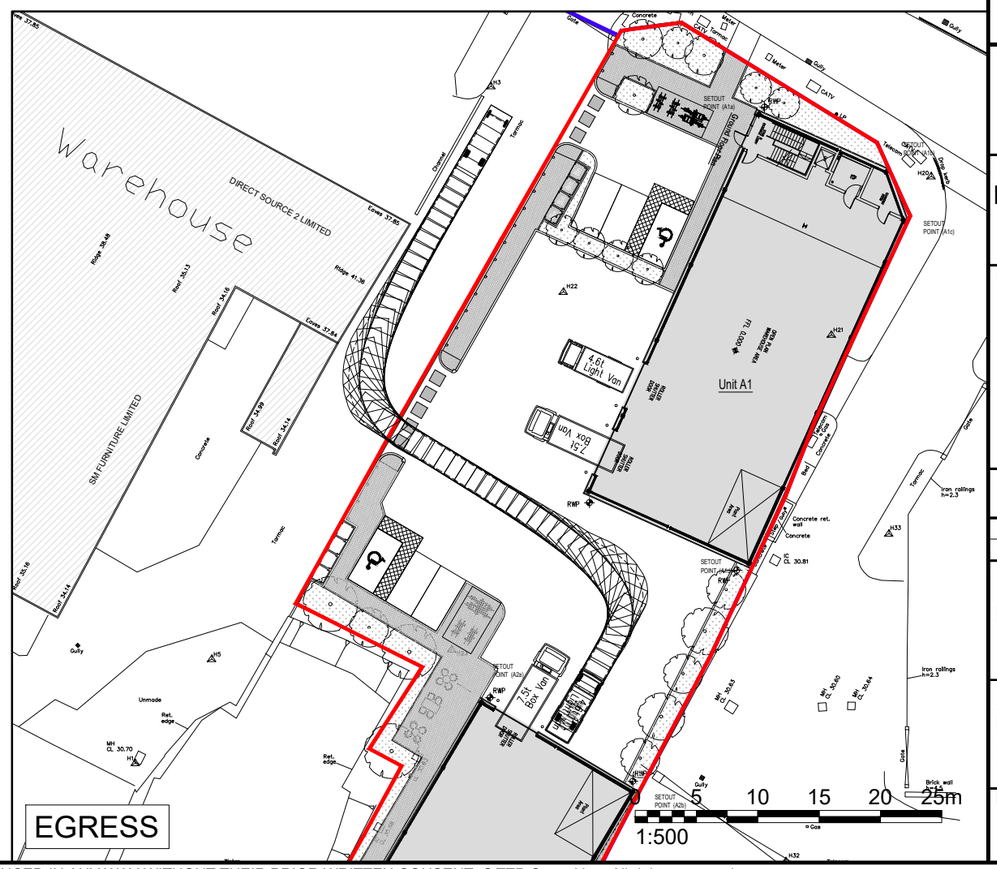
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

Appendix E







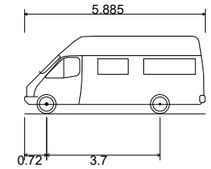


Rev	Details	Drawn	Checked	Date
...	...	...	...	...

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

4.6T LIGHT VAN



Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

FORWARD MOVEMENTS
(design speed - 5kph)

REVERSE MOVEMENTS
(design speed - 2.5kph)

Client

...

Project

Land East of Craufurd Industrial Estate, Silverdale Road

Drawing Title

Vehicle Swept Path Analysis
4.6T Light Van

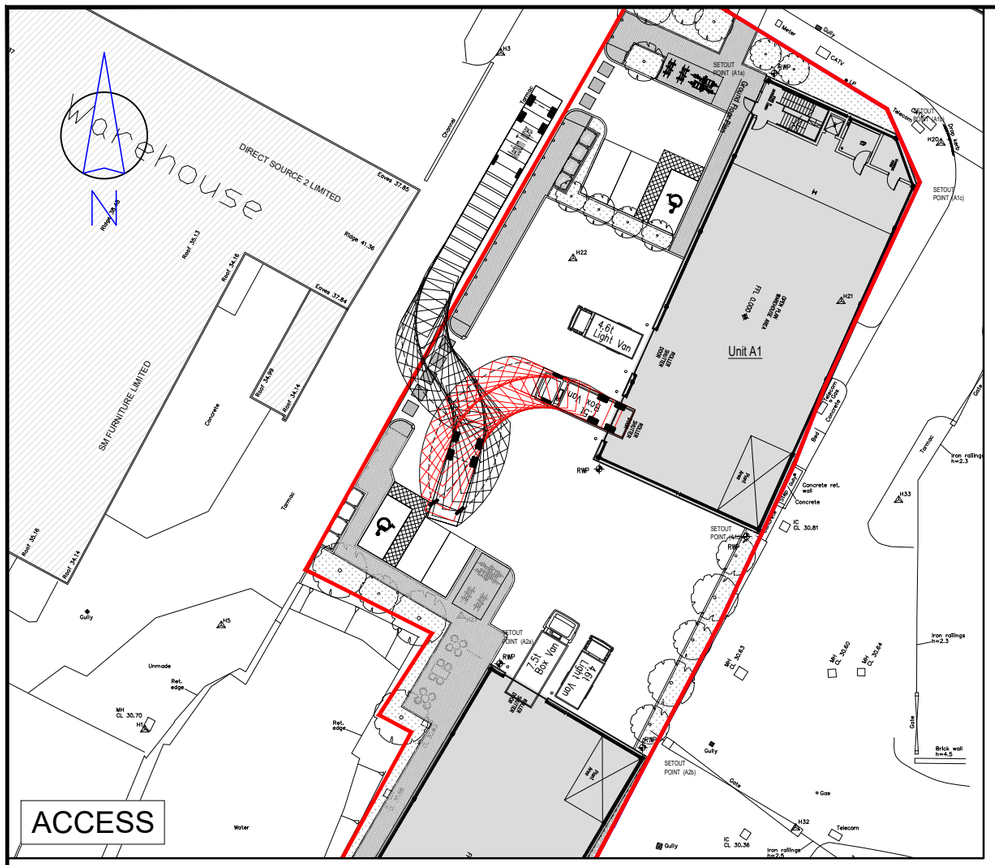
Scale	1:500	Size	A3
Drawn	MW		11.02.26
Checked	PS		11.02.26

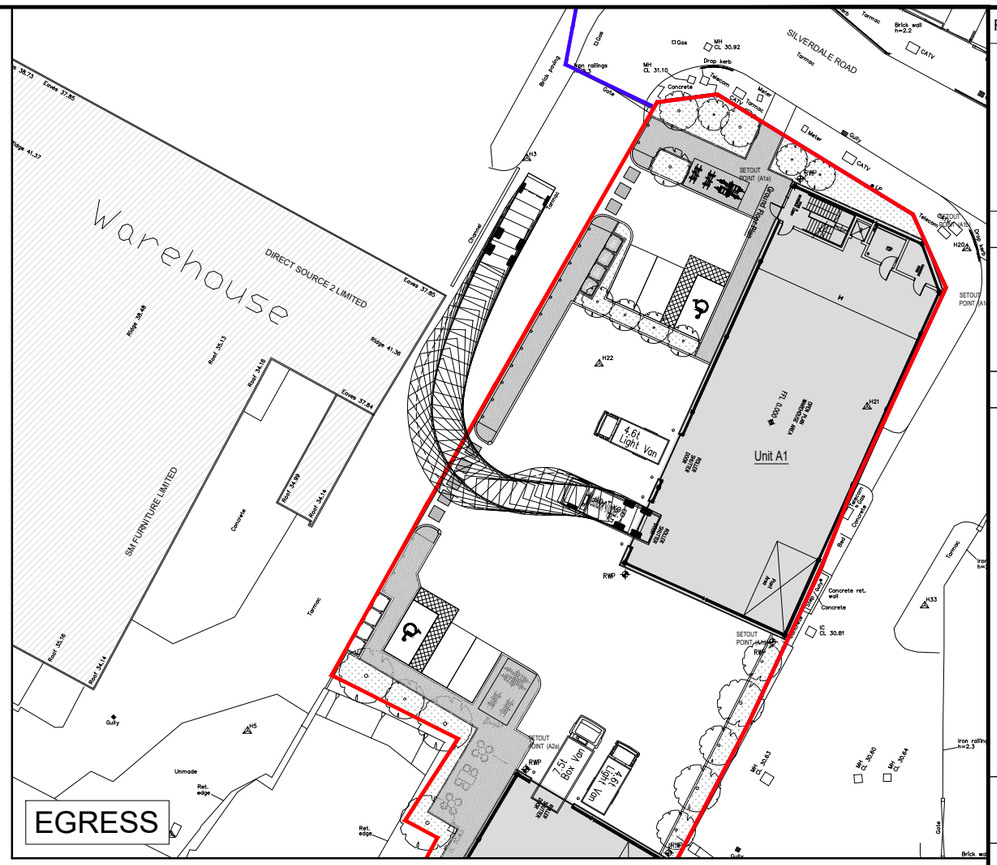
ttp consulting
transport planning specialists

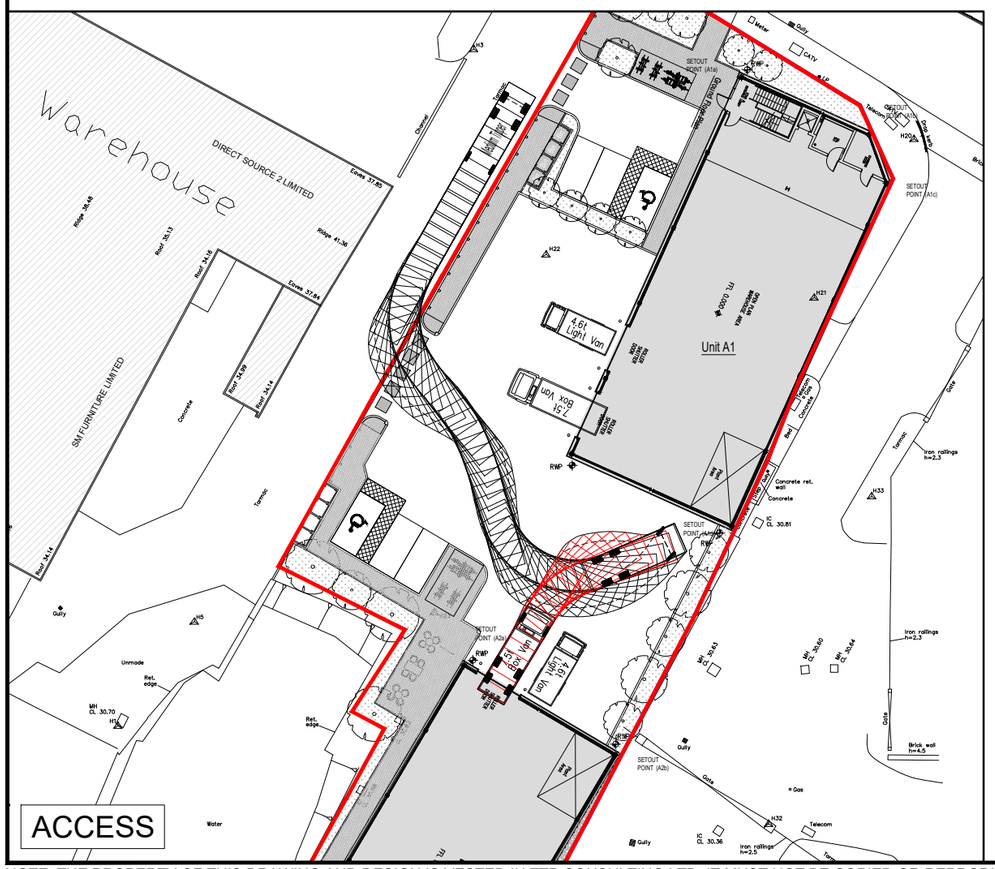
27 Beak Street
London
W1F 9RU
Tel. No. 0207 1000 753

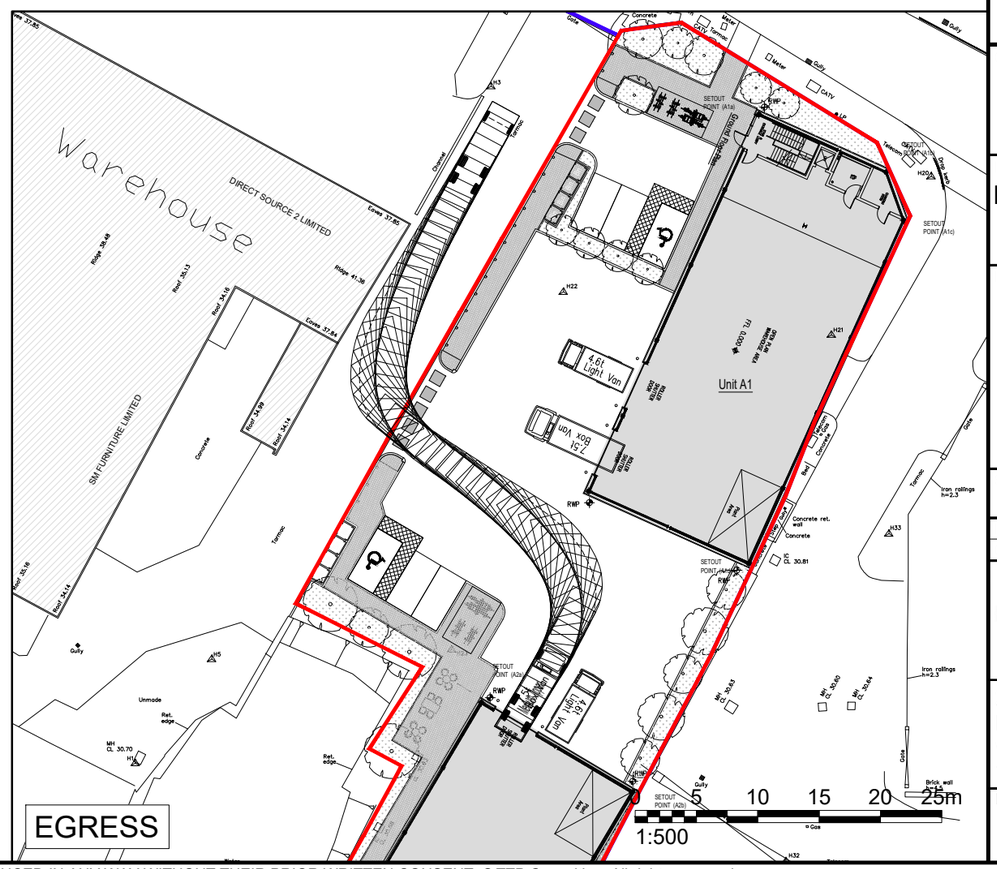
Drawing Number	Rev
2025-5516-TR16	...

2025-5516-TR16 VSPA 4.6T LIGHT VAN.DWG







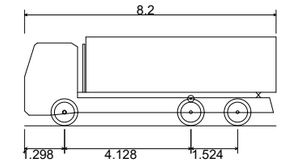


Rev	Details	Drawn	Checked	Date
...	...	...	...	...

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

MEDIUM TIPPER



Overall Length	8.200m
Overall Width	2.500m
Overall Body Height	2.894m
Min Body Ground Clearance	0.344m
Max Track Width	2.500m
Lock to Lock Time	5.00s
Kerb to Kerb Turning Radius	9.284m

FORWARD MOVEMENTS
(design speed - 5kph)

REVERSE MOVEMENTS
(design speed - 2.5kph)

Client

...

Project

Land East of Craufurd Industrial Estate, Silverdale Road

Drawing Title

Vehicle Swept Path Analysis
8.2m Medium Tipper

Scale	1:500	Size	A3
Drawn	MW		11.02.26
Checked	PS		11.02.26

ttp consulting
transport planning specialists

27 Beak Street
London
W1F 9RU
Tel. No. 0207 1000 753

Drawing Number	Rev
2025-5516-TR17	...

2025-5516-TR17 VSPA 8.2M MEDIUM TIPPER.DWG