



Transport Statement

North Farm Road, Royal Tunbridge Wells

Clearbell Capital LLP

Prepared by:

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Basis of Report

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1.0 Introduction

Overview

- 1.1 SLR has been appointed by Clearbell Capital LLP to provide highways and transport advice in relation to the proposed change of use of a unit on the High Brooms Industrial Estate, Royal Tunbridge Wells. The site is located within Tunbridge Wells Borough Council (TWBC) with Kent County Council (KCC) as the Highway Authority.
- 1.2 The site location is shown in **Figure 1.1**.

Figure 1.1: Site Location Plan



- 1.3 The proposals comprise a change of use at the unit from use class B2 to use class E(d) to allow the unit to operate as an indoor trampoline park.
- 1.4 This Transport Statement (TS) has been prepared to assess the potential effects of the development proposals on the local transport network and has been prepared with reference to relevant national, regional, and local planning policy guidance.

Report Structure

- 1.5 The remainder of the report is set out as follows:

Section 2 – Existing Conditions: Provides a description of the existing transport conditions;



Section 3 – Policy Context: Provides an overview of transport policy;

Section 4 – Development Proposals: Describes the proposed development, access and servicing arrangements,;

Section 5 – Trip Generation: Sets out the trip generation related to the development proposals and makes a judgement on the impact of the proposals; and

Section 6 – Summary and Conclusions: Summary and findings of the TS.



2.0 Existing Conditions

Overview

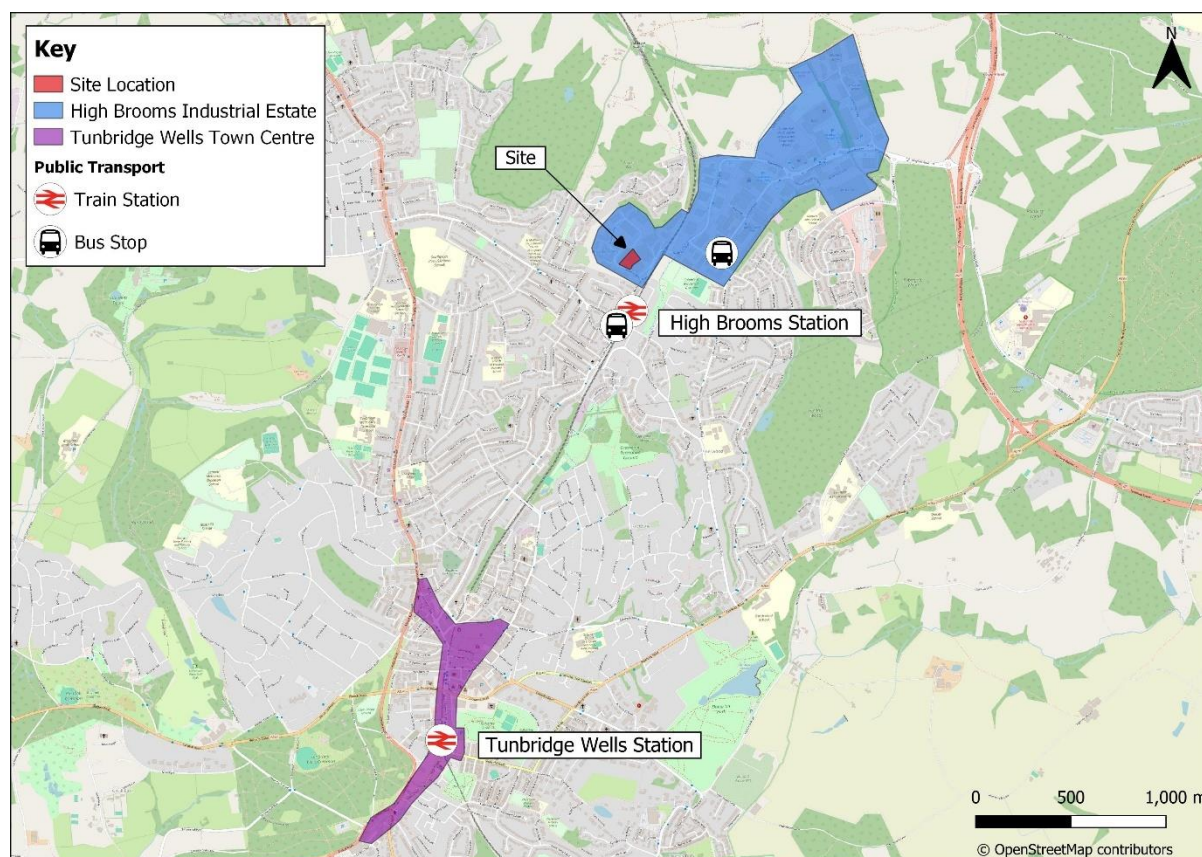
2.1 This section of the TS provides an overview of the current accessibility of the site in terms of sustainable travel as well as a high-level review of the local highway network.

Site Location

2.2 The site is located within the High Brooms Industrial Estate which is in the High Brooms residential area. The site is approximately 550m north of the High Brooms railway station and approximately 3.2km northeast of the Tunbridge Wells town centre.

2.3 The location of the site in a strategic context is shown in **Figure 2.1**.

Figure 2.1: Strategic Site Location



2.4 **Figure 2.1** illustrates that the site is well connected to public transport interchanges, with High Brooms station approximately an 8-minute walk to the south of the site along North Farm Road. Tunbridge Wells Town Centre is a commercial area providing a range of amenities, as well as Tunbridge Wells station which hosts additional services to those departing from High Brooms station. There are also several bus stops within proximity to the site, as shown in **Figure 2.1** and outlined further below.



Accessibility by Non-car Modes

Walking and Cycling

- 2.5 Pedestrian access to the site is currently provided via an unnamed private road which forms a connection to Chapman Way and subsequently North Farm Road. North Farm Road serves as the main route into the industrial estate.
- 2.6 Footways are provided along both sides of the North Farm Road carriageway which are sufficient in width and well paved. A pedestrian crossing point is located at the North Farm Road / Chapman Way junction with dropped kerbs and tactile paving. A pedestrian crossing with dropped kerbs and tactile paving, and pedestrian safety barriers, is located in close proximity to the High Brooms station allowing pedestrians to easily cross the North Farm Road carriageway towards the High Brooms station access point.
- 2.7 North Farm Road connects to a network of footways including those along Chapman Way to the west, which acts as the main spine road through the High Brooms Industrial Estate. The unnamed private road which borders the site to the north, and forms a connection with Chapman Way, has limited footways due to the adjacent Units' associated parking spaces. However, directly outside the site a footway is present, which provides direct access to the proposed pedestrian access.
- 2.8 North Farm Road benefits from street lighting at regular intervals, while Chapman Way and the unnamed private road benefit from a mixture of street lighting and lighting attached to the industrial estate units, as well as ambient lighting from the various occupied and active units.

Public Transport

Bus Services

- 2.9 The nearest bus stops to the site are the High Brooms Railway Station bus stops located on New Farm Road adjacent to the station, approximately 450m or a 7-minute walk, south of the site. These stops provide access to the 281 service which spans from High Brooms to Rushall via Tunbridge Wells, and 788 service which spans to Paddock Wood via Tunbridge Wells, and Central London via Tonbridge and Bexley.
- 2.10 In addition, to the north of the site along Longfield Road is the Lamberts Road bus stop, which is 750m, or a 10-minute walk from the proposed site. This bus stops provide access to an additional bus service, namely the 277 which spans from High Brooms to Tunbridge Wells Hospital Pembury to the north and Tunbridge Wells to the south.
- 2.11 The 281 route offers services approximately every 15 minutes between the hours of 06:00-10:00 and 14:00-16:30. Services outside these hours frequent the bus stop approximately 3/4 times per hour. This route operates with similar frequencies on Saturdays and reduced services on Sundays.
- 2.12 The 788 is a commuter route that offers two services between the hours of 05:30-07:30 in the AM and two returning services between 17:00-20:30 in the PM. This route operates Monday through Friday.



- 2.13 The 277 route offers services approximately every 40 minutes between the hours of 06:00-11:00, 14:00-19:00, and 20:30-23:00; services outside these hours frequent the bus stop approximately 2 times per hour. This route operates with similar frequencies on Saturdays and reduced services on Sundays.

Railway Services

- 2.14 The nearest train station to the site is High Brooms station located approximately 550m south of the site along North Farm Road. High Brooms station hosts Southeastern services to destinations including Hastings, Tunbridge Wells, and London Charing Cross.
- 2.15 The trains operate at a frequency of approximately 2/3 services per hour on a weekday and Saturday, and approximately 2 services per hour on a Sunday.
- 2.16 From the 2nd June 2024, proposed changes to the timetables include an extra 3 services running from Tunbridge Wells to Charing Cross on weekdays between 09:00-10:30, which will call at High Brooms. Also, on Saturday mornings, an extra service will run from Tunbridge Wells to Charing Cross, Tonbridge, and Sevenoaks.
- 2.17 High Brooms station has step free access to Platform 1 which accommodates the services towards London. A total of 32 cycle stands are located at the station entrance which help facilitate multi-modal trips.

Highway Network

Unnamed Private Road

- 2.18 Vehicular access to the site is achieved from an unnamed private road which borders the site to the northeast and east. This road is a no-through road two-way single carriageway which also serves several industrial units to the north of the site. This road features double yellow line restrictions adjacent to the site which extend the full length of the site perimeter. This road provides a direct connection to Chapman Way.

Chapman Way

- 2.19 Chapman Way is a two-way circular road which acts as the main spine road through the southern section of the High Brooms Industrial Estate, serving most of the industrial units in the area. There are footways present along both sides of the carriageway, with dropped kerbs present at crossing points. Chapman Way features double yellow line restrictions for the full extent of the section of the carriageway used to access the site. Chapman Way connects the unnamed private road to New Farm Road.

New Farm Road

- 2.20 New Farm Road is a two-way road along a northeast to southwest alignment. This road changes identification to Dowding Road to the north, where it provides access to Fountains Retail Park and subsequently Pembury Bypass (A21). To the south, North Farm Road provides a connection to the High Brooms train station and the High Brooms residential area. North Farm Road hosts a mixture of single and double yellow line restrictions which extend to High Brooms station and beyond; small sections of the carriageway are not



restricted (approximately 50m), located near the North Farm Road / Baldwins Lane junction. The single yellow line restrictions prevent parking on Monday through Saturday between the hours of 08:00 – 18:00.

Pembury Bypass (A21)

- 2.21 Pembury Bypass is a two-lane trunk road located to the east of site, extending from Pembury to Tonbridge. Pembury Bypass provides access to the M25 via Junction 5 approximately 19km north of the site. Pembury Bypass has recently been upgraded from a single-lane carriageway to dual-lane carriageway, which increased the overall width, removed existing bottlenecks, improved journey times and safety, and provided a new route for pedestrians, cyclists, and equestrians adjacent to the mainline carriageway.

Personal Injury Collision Data

- 2.22 CrashMap data between 2018 and 2022 (the latest 5-year period available) on the surrounding road network has been interrogated. The area assessed spans from High Brooms Road / North Farm Road junction to where North Farm Road becomes Dowding Way. The full extent of Chapman Way was also included in the assessment area.
- 2.23 The full CrashMap outputs are attached at **Appendix A**.
- 2.24 A total of 5 collisions occurred within the specified study area:
- 2 collisions occurred approximately 30m from the New Farm Road / Baldwins Lane junction; and
 - 3 collisions occurred at the Chapman Way / New Farm Road junction.
- 2.25 Of these collisions, none were classified as fatal, 2 were classified as serious, and 3 were classified as slight.
- 2.26 The first of the two serious collisions occurred in March 2021. The conditions were classified as a dry road, in daylight, and fine weather. It is stated that the vehicle involved was 'proceeded normally along the carriageway' and that the pedestrian casualty was 'in carriageway'.
- 2.27 The second of the two serious collisions occurred in June 2018. The conditions were classified as a dry road, in daylight, and fine weather. It is stated that one of the vehicles involved was 'proceeded normally along the carriageway' and that the other vehicle was 'in the act of turning right'. The casualty was one of the drivers.
- 2.28 The collisions which have occurred within the study area are not considered to indicate that there is any significant road safety issue on the local highway network in the vicinity of the site.

Summary

- 2.29 The site is well connected to public transport services including High Brooms train station, High Brooms railway Station bus stop, and Lamberts Road bus stop, which provide outward connections to Tunbridge Wells, Tonbridge, Bexley, Hastings, and Sevenoaks. These public



transport nodes are easily accessible from the site via the local highway network and pedestrian footpaths.

- 2.30 Chapman Way and New Farm Road, both of which are used to access the site, provide walking and cycling infrastructure. There are several crossing points provided at regular intervals along New Farm Road providing pedestrians with a safe route to public transport services.
- 2.31 Multi-modal travel is also available as adequate cycling infrastructure is located at High Brooms train station. Thus, opportunities are therefore available for future visitors to walk, cycle, and use public transport as the main mode of travel to and from the proposed site.
- 2.32 Personal injury collision data highlight no significant road safety issues on the local highway network.



3.0 Policy Context

National Policy

National Planning Policy Framework (December 2023)

3.1 The National Planning Policy Framework (NPPF) was originally published by the Ministry of Housing, Communities and Local Government in March 2012. Since then, the NPPF has been updated in July 2018, February 2019, July 2021, September 2023 and the most recent version was updated and published in December 2023.

3.2 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for other developments can be produced.

3.3 Paragraph 115 of the NPPF states:

“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 would be severe”.

3.4 Within this context, applications for development should:

- *“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;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and;*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

3.5 With regard to the necessary documentation, paragraph 117 states 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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

3.6 As such this TS sets out to assess the likely impacts of the proposed development on the transport network. A Travel Plan will only be required if a significant number of new movements would be generated by the site, and therefore, this is also summarised within Chapter 5 of this report.



Regional Policy

Kent County Council Design Guide – Parking Standards (2021)

- 3.7 This guidance sets out the parking standards for development proposals in Kent. It considers parking for all types of vehicles and seeks to balance the need to provide an appropriate parking provision, ensure the safe operation of the public highway and encourage travel by sustainable modes.
- 3.8 These standards have been summarised in **Table 3.1** below.

Table 3.1: Kent County Council Cycle and Car Parking Standards

CAR PARKING		
Land Use	Staff	Visitor
N/a	Determined on first principles approach	
DISABLED PARKING		
Car Park Size	Requirement	
50 to 200 spaces	3 designated spaces or 6% of the total capacity, whichever is greater	
ELECTRIC VEHICLE PARKING		
Non-Residential Uses	Requirement	
All Uses with Off-Street Parking	10% Active Charging Spaces and 100% Passive Charging Spaces *	
CYCLE PARKING		
Land Use	Short Stay	Long Stay
Sui Generis Uses	Determined on first principles approach	

*Change of use applications will be discussed on an individual basis

- 3.9 The parking standards outlined in Table 2 of the KCC design guide for parking standards, which is summarised in **Table 3.1** above, does not specify parking requirements for the proposed Trampoline Park use class. However, Paragraph 2 on Page 9 states that:

“Where a particular land use is not included in Table 2, an individual assessment is required, using a first principles approach. It should be demonstrated that demand for parking is either met on-site or mitigated and managed as appropriate. The parking standards include staff, unless otherwise stated”.

- 3.10 Therefore, the proposed levels of car parking have been identified and thus justified through a parking accumulation assessment, which is detailed in **Section 4**.



Local Policy

- 3.11 The Tunbridge Wells Development Plan consists of three documents: Local Plan (2006), Core Strategy (2010), and Site Allocations Local Plan (2016).
- 3.12 These documents are due to be superseded by the Emerging Local Plan (2020-2038) which is currently in the Examination Stage of preparation with a target adoption date of 2024. Thus, despite its lack of adoption, considerable weight can be placed on the policies with the Emerging Local Plan due to its advanced stage in the preparation process.

Tunbridge Wells Local plan (2006)

- 3.13 The Tunbridge Wells Local Plan is a locally based land use document that makes provision for both change and the conservation of the best features of the locality. It is in general conformity with the Kent Structure Plan (1996) and the Kent & Medway Structure Plan (2006).
- 3.14 Chapter 12 sets out the development management aims in relation to “Transport and Parking”. These aims include:
- *“To ensure that the layout and design of new development is readily accessible including safe and direct routes for pedestrians, cyclists and the mobility impaired which links to existing networks;*
 - *To ensure that new development is not detrimental to highway safety, either in terms of access onto the highway network or the level of traffic likely to be generated by the development;*
 - *To ensure that the level of parking provided with new development enables the most effective use of land and reflects the proximity of local services and the availability of alternative transport provision;*
 - *To make suitable parking provision for people with disabilities and cyclists as part of new development; and*
 - *To ensure that proposals for new development are accessible by a range of transport modes, including public transport, cycling and walking and, where appropriate, make suitable provision towards new transport and public parking infrastructure.”*
- 3.15 These aims are achieved through a series of policies, of which the ones relevant to the proposed site are outlined below.
- 3.16 Policy TP1 refers to *“the requirement for new developments to demonstrate the adequacy of transport infrastructure to serve the development”*.
- 3.17 Policy TP2 states that *“proposals for smaller-scale non-residential development in excess of 500 square metres gross floorspace, or expecting more than 50 person trips on any day of the week, will be required to be accompanied by an outline statement of Transport Assessment”*.



- 3.18 Policy TP4 refers to a set of criteria that the proposals will need to satisfy in order to be permitted. This includes:
- *“The road hierarchy and the function of routes have adequate capacity to cater for the traffic which will be generated by the development, taking into account the use of, and provision for, alternative modes to the private car;*
 - *A safely located access with adequate visibility exists or could be created; and*
 - *The traffic generated by the proposal does not compromise the safe and free flow of traffic or the safe use of the road by others. Where a proposal necessitates highway improvements, the developer will be required to meet the cost of the improvements where these are fairly and reasonably related to the development.”*
- 3.19 This TS provides sufficient evidence that the development proposals comply with the criteria outlined above.
- 3.20 Policy TP5 addresses vehicle parking standards, stating that *“Vehicle parking in connection with development proposals other than those covered by [specific policies] will be restricted to the maximum necessary having regard to local highway conditions. Kent County Council’s Vehicle Parking Standards, adopted by the Council, will be applied to such development proposals”*.
- 3.21 Policy TP9 addresses cycle parking standards, stating that *“Cycle parking standards for new non-residential development are set out in Kent County Council’s Cycling Strategy for Kent, and these standards will be applied to new development”*.
- 3.22 The vehicle and cycle parking standards, and the compliance of the proposed development in relation to those standards, are detailed below in Section 4.

Summary

- 3.23 The site is in a location which is accessible by public transport and active travel modes. This has been discussed in **Section 2** of this report.
- 3.24 Further details will be provided in following sections of the report as to how the proposed development accords to relevant policy including ensuring no adverse transport impact as a result of the proposed development.



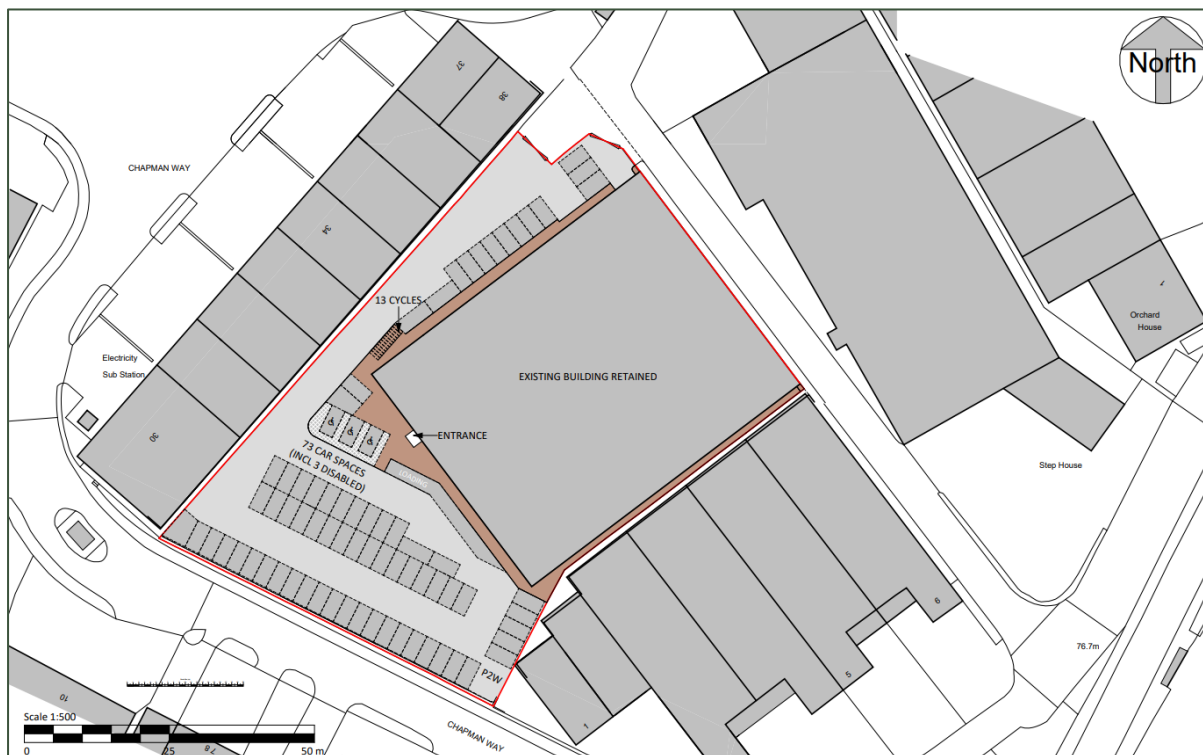
4.0 Development Proposals

- 4.1 This section of the report sets out the development proposals for the site including access, parking, servicing, and outlines the results from a parking accumulation assessment.

Proposals

- 4.2 The proposals are for the change of use of the existing unit from a printing business (Use Class B2) to an indoor trampoline park (Use Class E(d)).
- 4.3 The building currently provides 3,175 sqm floorspace comprising a warehouse (2,431sqm), ground floor office (147sqm), first floor office (167sqm), and mezzanine (430sqm) however as part of its fit out works the proposed occupier will be removing the mezzanine floor. This will reduce the amount of floorspace within the building to 2,745 sqm. This floor area is hereby referred to as 'proposed'. These internal alterations do not require planning permission, however, are relevant for transport assessment purposes.
- 4.4 The proposed site layout plan is attached at **Appendix B** with a snip provided in **Figure 4.1**.

Figure 4.1: Indicative Site Layout Plan



Access Arrangements

Vehicular

- 4.5 Vehicular access to the site will be achieved via the existing access on the unnamed private road to the north of the site plot. This access is a priority-controlled junction which will not be altered by the proposal.

Pedestrian and Cycle

- 4.6 Pedestrian and cycle access will be taken from the existing access on the unnamed private road to the north of the site plot. This access point can be accessed directly via the footways adjacent to the site.

Parking

Cycle

- 4.7 Regarding cycle parking, the development will accord with the KCC parking standards set out within Kent County Council Design Guide – Parking Standards (2021). These standards can be seen above in **Table 3.1**.
- 4.8 The cycle parking standards state that they will be decided on a first principles approach.
- 4.9 A total of 13 sheltered cycle parking spaces are proposed for the unit. These spaces will be secure, available for visitors only, and sheltered from the weather. The cycle parking facilities are located on the northwest of the sites external area, located close to the pedestrian access point.

Car

- 4.10 The proposed level of car parking for the development has been identified using a first principles approach, as outlined in the KCC parking standards set out within Kent County Council Design Guide – Parking Standards (2021). As justified by the parking accumulation assessment set out in **Section 4**, the proposals will provide a total of 73 car parking spaces. There will be 3 Blue Badge spaces provided which accords with the KCC parking standards.
- 4.11 In regards to EV capable spaces, the KCC parking standards outline that change of use applications will be decided on an individual basis. There are no EV charging spaces proposed within the change of use application which primarily relates to the use of the building for an indoor trampoline park.

Servicing

- 4.12 All servicing and deliveries will be undertaken on-site within the loading bay / service yard.
- 4.13 Swept path analysis has been undertaken to demonstrate different sized delivery and servicing vehicles accessing and egressing the proposed loading bay. The swept path analysis demonstrates how the access arrangements and service yard design supports these movements.



- 4.14 Refuse vehicles will access the loading bay in forward gear. Sufficient space is provided for the vehicle to reverse out of the loading bay and egress the site in forward gear. All other delivery and servicing vehicles will be able to access the loading bay in forward gear, with sufficient space to turn around and egress the site in forward gear.
- 4.15 The swept path analysis drawings are included within **Appendix C**.

Summary

- 4.16 Vehicular, pedestrian, and cycle access to the site will be achieved via the existing access on the unnamed private road. This takes the form of a priority-controlled junction. This access point can be accessed directly via the footways adjacent to the site.
- 4.17 The proposals will provide a total of 13 sheltered cycle parking spaces. These spaces will be secure, available for visitors only, and sheltered from the weather. This is in line with KKC parking guidance.
- 4.18 All servicing and deliveries will be undertaken on-site within the loading bay / service yard. Swept path analysis supports the design of the loading bay and service yard as it shows no issues when tracking the anticipated servicing and delivery vehicles.



5.0 Trip Generation

Overview

- 5.1 This section details the level of trip generation associated with the extant use and the proposed use of the site.
- 5.2 Industry-standard TRICS software has been used to derive trip generation. TRICS is a database of trip rates from a wide variety of land uses (retail, employment, leisure etc.) across the UK. Traffic and travel surveys are carried out to measure how many people travel to a site, by mode and what time of day. The purpose of the database is to provide an estimate of likely trip generation to/from a land use, by comparing it with trip generation from existing comparative sites of the same land use.
- 5.3 Due to the nature of the extant and proposed uses of the site a direct comparison between the two is not deemed suitable. This is due to the extant printing business generating the majority of trips throughout the week with few trips occurring on the weekend. Alternatively, the proposed Trampoline Park is expected to perform the majority of its operations on the weekend, with some operation during the week albeit the weekday operations are envisaged to be greatly reduced.
- 5.4 This is supported by the TRICS database as the returned Printing Business trip rates were limited to Tuesday, Thursday, and Friday. Similarly, the trip rates returned for the Trampoline Park were limited to Saturday and Sunday.
- 5.5 Therefore, the trip generation profiles have been outlined below, with conclusions drawn from generally accepted assumptions regarding the two use classes.

Extant Use

- 5.6 An assessment of the extant use at the site has been undertaken to establish the existing trip generation for the Printing Business with a use class B2. The Printing Business makes full use of the unit therefore the full unit area has been used to inform the trip generation. This consists of the warehouse, ground floor office, first floor office, and mezzanine comprising a total of 3,175sqm.
- 5.7 The industry standard TRICS database has been interrogated and the following criteria has been used to determine suitable survey sites within the database:
- Land Use: 02/C Employment/Industrial Unit;
 - Gross Floor Area: 1726-5244sqm;
 - Date Range: January 2015 to November 2022;
 - Location Types: Edge of Town, Free Standing; and
 - Regions: All Regions except Greater London.
- 5.8 The full TRICS output is included at **Appendix D**. The resulting trip rates (e.g. [0.482]) and trips forecasted (e.g.15) for total vehicles and HGVs for the existing use are presented in **Table 5.1**. The trips generated have been based on the total unit floor area of 3,175sqm.



Table 5.1: Total Extant Trip Rates and Trip Generation (3,175sqm)

TIME	TOTAL VEHICLES			HGVs		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
00:00-01:00	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]
01:00-02:00	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]
02:00-03:00	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]
03:00-04:00	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]
04:00-05:00	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]
05:00-06:00	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]
06:00-07:00	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]
07:00-08:00	15 [0.482]	5 [0.144]	20 [0.626]	1 [0.019]	0 [0.144]	1 [0.626]
08:00-09:00	18 [0.564]	3 [0.100]	21 [0.664]	0 [0]	0 [0.100]	0 [0.664]
09:00-10:00	10 [0.308]	5 [0.162]	15 [0.470]	0 [0.012]	0 [0.162]	1 [0.470]
10:00-11:00	7 [0.219]	8 [0.238]	15 [0.457]	1 [0.019]	1 [0.238]	2 [0.457]
11:00-12:00	7 [0.226]	5 [0.163]	12 [0.389]	1 [0.044]	0 [0.163]	2 [0.389]
12:00-13:00	5 [0.151]	6 [0.188]	11 [0.339]	1 [0.019]	1 [0.188]	2 [0.339]
13:00-14:00	11 [0.332]	15 [0.470]	25 [0.802]	0 [0.006]	0 [0.470]	1 [0.802]
14:00-15:00	4 [0.131]	6 [0.200]	11 [0.331]	0 [0.006]	1 [0.200]	1 [0.331]
15:00-16:00	3 [0.088]	3 [0.101]	6 [0.189]	0 [0]	0 [0.101]	0 [0.189]
16:00-17:00	3 [0.100]	8 [0.238]	11 [0.338]	0 [0.013]	0 [0.238]	1 [0.338]
17:00-18:00	3	17	20	0	0	1



	[0.094]	[0.545]	[0.639]	[0.006]	[0.545]	[0.639]
18:00-19:00	1 [0.026]	8 [0.238]	8 [0.264]	0 [0]	0 [0.238]	0 [0.264]
19:00-20:00	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]
20:00-21:00	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]
21:00-22:00	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]
22:00-23:00	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]
23:00-24:00	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]
Daily:	86 [2.721]	88 [2.787]	175 [5.508]	5 [0.144]	5 [0.151]	9 [0.295]

5.9 As shown above, based on these trip rates the extant site generates a total of 21 and 20 two-way vehicle trips in the typical network AM and PM peaks respectively, with 175 daily two-way vehicle trips. This includes a total of 0 and 1 two-way HGV trips in the peak hours respectively.

Proposed Use

- 5.10 The proposed floorspace comprises the warehouse (2,431sqm), ground floor office (147sqm), and first floor office (167sqm), totalling 2,745sqm.
- 5.11 In order to establish the proposed total vehicle trip rates, the TRICS database has been further interrogated to find comparable sites. The following criteria has been used to determine suitable survey sites within the database:
- Land Use: 07/X Trampoline Park;
 - Gross Floor Area: 1726-5244sqm;
 - Date Range: January 2015 to November 2022;
 - Location Types: Edge of Town, Free Standing; and
 - Regions: All Regions except Greater London.

The full TRICS output is included at **Appendix E**. The resulting trip rates (e.g. [0.482]) and trips forecasted (e.g.15) for total vehicles the proposed use are presented in **Table 5.2**. It worth noting that HGV movements have been accounted for when undergoing this trip generation assessment, however, there were no HGV trips outlined and thus they have not been displayed below.



Table 5.2: Total Proposed Trip Rates and Trip Generation (2,745sqm)

TIME	TOTAL VEHICLES		
	Arr.	Dep.	Two-way
00:00-01:00	0 [0]	0 [0]	0 [0]
01:00-02:00	0 [0]	0 [0]	0 [0]
02:00-03:00	0 [0]	0 [0]	0 [0]
03:00-04:00	0 [0]	0 [0]	0 [0]
04:00-05:00	0 [0]	0 [0]	0 [0]
05:00-06:00	0 [0]	0 [0]	0 [0]
06:00-07:00	0 [0]	0 [0]	0 [0]
07:00-08:00	1 [0.037]	0 [0.018]	2 [0.055]
08:00-09:00	12 [0.430]	2 [0.062]	14 [0.492]
09:00-10:00	20 [0.723]	4 [0.151]	24 [0.874]
10:00-11:00	43 [1.554]	21 [0.772]	64 [2.326]
11:00-12:00	50 [1.808]	34 [1.246]	84 [3.054]
12:00-13:00	51 [1.867]	57 [2.072]	108 [3.939]
13:00-14:00	51 [1.840]	50 [1.808]	100 [3.648]
14:00-15:00	45 [1.640]	51 [1.862]	96 [3.502]
15:00-16:00	47 [1.710]	49 [1.775]	96 [3.485]
16:00-17:00	31 [1.139]	44 [1.619]	76 [2.758]
17:00-18:00	16 [0.594]	32 [1.182]	49 [1.776]



18:00-19:00	13 [0.469]	24 [0.858]	36 [1.327]
19:00-20:00	7 [0.263]	14 [0.517]	21 [0.780]
20:00-21:00	5 [0.169]	12 [0.442]	17 [0.611]
21:00-22:00	0 [0]	1 [0.038]	1 [0.038]
22:00-23:00	0 [0]	0 [0]	0 [0]
23:00-24:00	0 [0]	0 [0]	0 [0]
Daily:	391 [14.243]	396 [14.422]	787 [28.665]

- 5.12 As shown above, based on these trip rates the proposed site will generate a total of 14 and 49 two-way vehicle trips in the typical network AM and PM peaks respectively, with 787 daily two-way vehicle trips.

Mode Share

- 5.13 In order to justify the proposed level of cycle parking, a review of the 2011 Census data 'WU03EW – Location of usual residence and place of work by method of travel to work' has been reviewed. This has been calculated for the surrounding area in which the site is located (Super Output Area E02005166 - Tunbridge Wells 005). This is summarised in **Table 5.3**.



Table 5.3: Method of Travel to Work Census Data

METHOD OF TRAVEL TO WORK	MODE SPLIT	TRIP GENERATION
Underground, metro, light rail or tram	3%	1
Train	6%	33
Bus	6%	11
Taxi	0%	2
Motorcycle	1%	17
Driving a car or van	77%	565
Passenger in a car or van	2%	35
Bicycle	2%	13
On Foot	3%	108
Other	1%	2
Total	100%	787

5.14 **Table 5.3** shows that it is expected that 13 people (based on proposed floor area) will travel to the proposed site via cycling. This supports the proposals to provide 13 cycle parking spaces.

Forecast Parking Demand

Parking Accumulation Assessment

5.15 In order to provide justification into the level of car parking proposed, analysis has been undertaken to determine the forecast car parking demand for the proposed site. The purpose of undertaking this parking accumulation is to inform the design process with the aim of reflecting how the site is envisaged to operate. This assessment is based on the 24-hour trip generation profile of the site. Given that it is a leisure use, it has been assumed that the site will be at its busiest at the weekend.

5.16 The same TRICS database parameters have been used for this parking accumulation assessment as those that were used for the proposed trip generation assessment. These have been outlined above in paragraph 5.11. However, the 'Car' trip rates have been selected for use within this parking accumulation assessment as opposed to 'Total Vehicles'.

5.17 Similarly to the trip generation assessment associated with the proposed use has been accounted for. This quantum is outlined in paragraphs 5.10.

5.18 The forecast car parking demand for the proposals is shown in **Table 5.4** below.



Table 5.4: Forecast Parking Demand (2,745sqm)

TIME	PROPOSALS		
	Arrivals	Departures	Parking Accumulation
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	1	0	1
08:00-09:00	12	2	11
09:00-10:00	19	4	26
10:00-11:00	41	21	47
11:00-12:00	48	33	61
12:00-13:00	50	55	56
13:00-14:00	49	48	57
14:00-15:00	44	50	51
15:00-16:00	45	48	49
16:00-17:00	30	43	36
17:00-18:00	16	31	21
18:00-19:00	12	23	10
19:00-20:00	7	14	4
20:00-21:00	5	12	0
21:00-22:00	0	1	0
22:00-23:00	0	0	0
23:00-00:00	0	0	0

5.19 **Table 5.4** shows that there could be a maximum demand of up to 61 vehicles when assessing the proposals reflecting that the occupier will be removing the 430 sqm mezzanine as part of its fit out works.

5.20 The table above demonstrates that the proposed parking provision of 73 spaces is sufficient to accommodate the anticipated demand.



Summary

- 5.21 The trip generation outlined in **Table 5.1** highlights that the extant Printing Business generates 175 two-way daily vehicle trips during the week. The trip generation outlined in **Table 5.2** highlights that the proposed Trampoline Park will generate 787 two-way vehicle trips during the weekend.
- 5.22 Due to the nature of the development, the proposed Trampoline Park will not create a significant number of trips in the weekday AM or PM peak hours when the network is the most constrained. As such, the proposed development will have a negligible impact on the highway network during the week.
- 5.23 The development peak hour is between 12:00-13:00 during the weekend, generating 108 trips. Given that it is widely accepted that the highway network generally operates with more capacity at the weekend, and once the trips have been distributed onto North Farm Road, it is considered that the development will not have a significant impact on the highway network.
- 5.24 The mode share assessment supports the proposals for 13 cycle parking spaces.
- 5.25 The proposals will provide 73 car parking spaces, as identified by parking accumulation assessments.



6.0 Summary and Conclusion

Summary

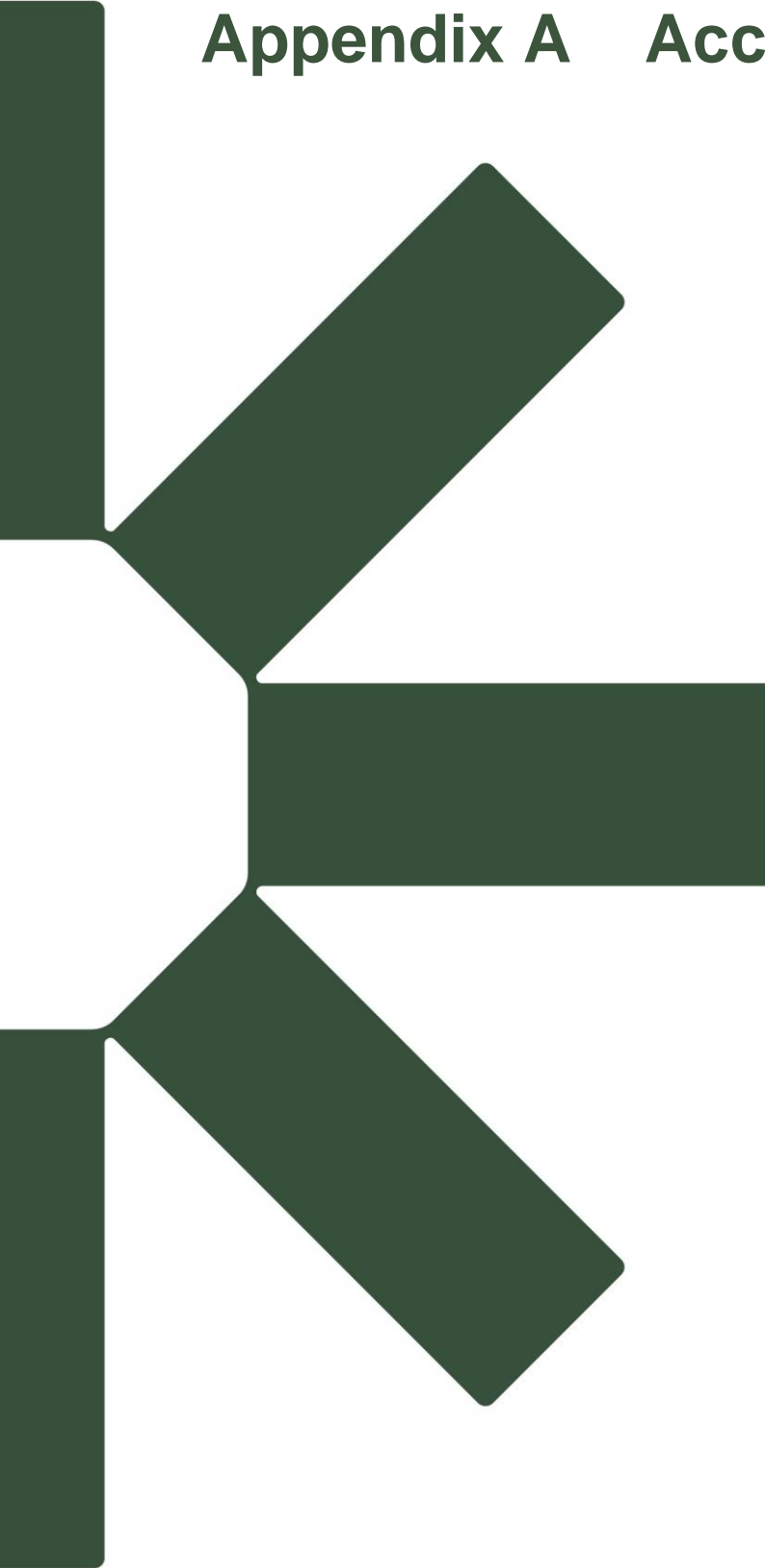
- 6.1 This TS has been prepared by SLR on behalf of Clearbell Capital LLP to provide highways and transport advice in relation to the proposed change of use of a unit on the High Brooms Industrial Estate, Royal Tunbridge Wells.
- 6.2 The proposals comprise a change of use at the unit from use class B2 to use class E(d) to allow the unit to operate as an indoor trampoline park.
- 6.3 This TS demonstrates the following:
- The existing floor area of 3,175sqm will remain unchanged. Fit out works will reduce this floor area to 2,745sqm;
 - The site is located within a highly accessible location with a wide range of transport opportunities available to reduce the reliance on the private car;
 - The development proposals conform to national, local, and regional policy;
 - Delivery and servicing activity will take place on site and thus will not affect the local highway network. The proposed usage will likely result in a reduction in servicing vehicle trips to the site.
 - The proposed use would likely result in a negligible impact on the highway network in the AM and PM weekday peak hours when the network is at its most constrained. The proposals would result in an insignificant impact on the highway network during the weekend.
 - The mode share assessment identified a need for 13 cycle parking which are proposed at the site.
 - The parking accumulation assessment identified the need for a minimum of 61 spaces at the proposed development. This justifies the proposals for 73 parking spaces.

Conclusion

- 6.4 It has been concluded that the change of use proposals are supported by sustainable transport means including foot, cycle, bus, and train services. These services also support multi-modal travel.
- 6.5 On the basis of the above, it is concluded that proposals accord with national, regional, and local planning policy and can be accommodated without detriment to the local transport network.
- 6.6 As such, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.



Appendix A Accident Data





Validated Data

Crash Date: Wednesday, June 20, 2018

Time of Crash: 07:30:00

Crash Reference: 2018460305413

Highest Injury Severity: Serious

Road Number: U0

Casualties: 1

Highway Authority: Kent exc Medway Towns

Vehicles: 2

Local Authority: Tunbridge Wells

OS Grid Reference: 559497 141618

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

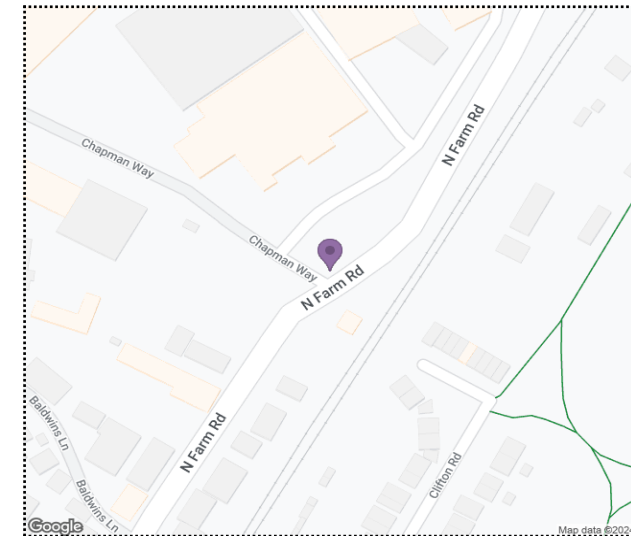
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date:

Wednesday, June 20, 2018

Time of Crash: 07:30:00

Crash Reference: 2018460305413

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	16	Male	56 - 65	Vehicle is in the act of turning right	Offside	Unknown	None	None
2	Car (excluding private hire)	10	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Wednesday, March 17, 2021

Time of Crash: 16:50:00

Crash Reference: 2021461030482

Highest Injury Severity: Serious

Road Number: U0

Casualties: 1

Highway Authority: Kent exc Medway Towns

Vehicles: 1

Local Authority: Tunbridge Wells

OS Grid Reference: 559410 141475

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

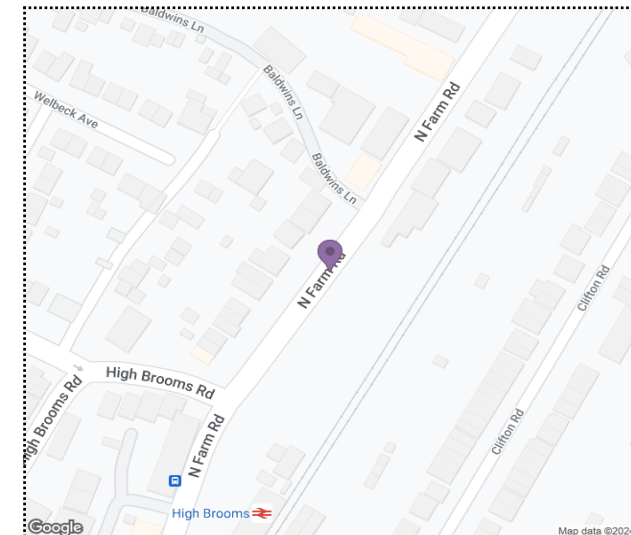
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: Zebra crossing

Road Type: Single carriageway

Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, March 17, 2021

Time of Crash:

16:50:00

Crash Reference: 2021461030482

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	18	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

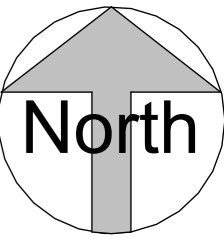
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix B Proposed Site Layout Plan





CHAPMAN WAY

Electricity Sub Station

13 CYCLES

EXISTING BUILDING RETAINED

ENTRANCE

73 CAR SPACES (INCL 3 DISABLED)

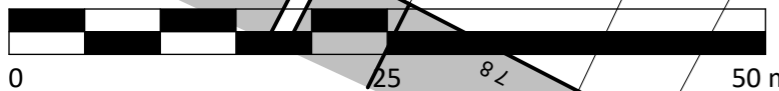
LOADING

Orchard House

Step House

76.7m

Scale 1:500



Offices
Woking
London
Milton Keynes
Warsaw

Architecture
Planning
Master Planning
Urban Design
Interiors

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Woking, Surrey,
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Revisions:
P1 ISSUED FOR COMMENT
P2 PARKING ADJUSTED
P3 PARKING ADJUSTED
P4 CYCLES ADJUSTED

Drawn / Chkd: Date:
MC/SC 01.03.2024
MC/SC 07.03.2024
MC/SC 11.03.2024
MC/SC 11.03.2024

Client:
CLEARBELL

Project:
NORTH FARM ROAD

Drawing Title:
PROPOSED SITE LAYOUT

Checked by: SC
Scale @ A3: 1 : 500
Date: 01.03.2024

Job No: 11655
Stage_Drawing No: PL_003
Rev: P4

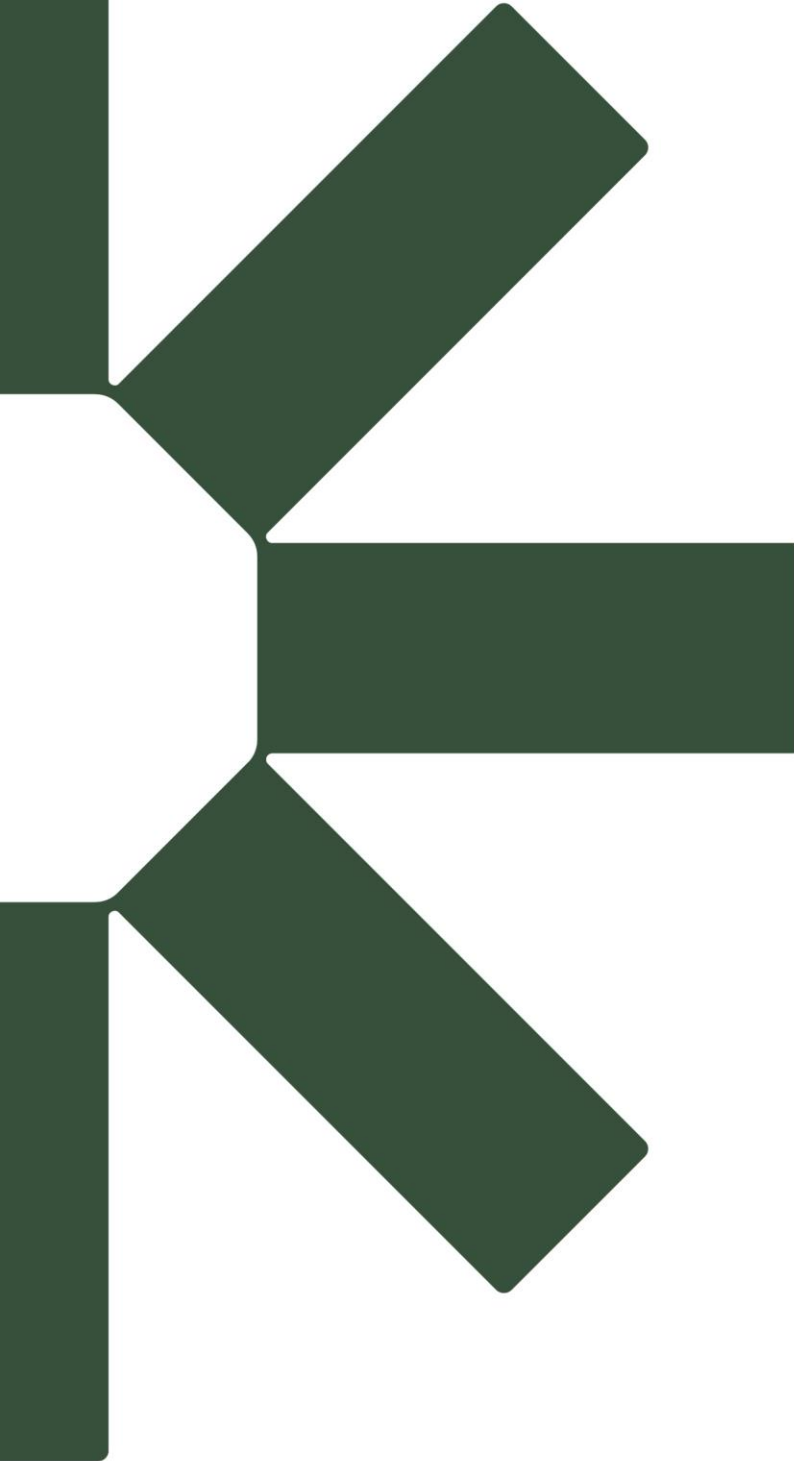
Construction Preliminary Information
Approval Tender



PRC Architecture & Planning

Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantities to be reported to the PRC Group. The copyright of the drawings and designs contained therein remains vested in the PRC Group.

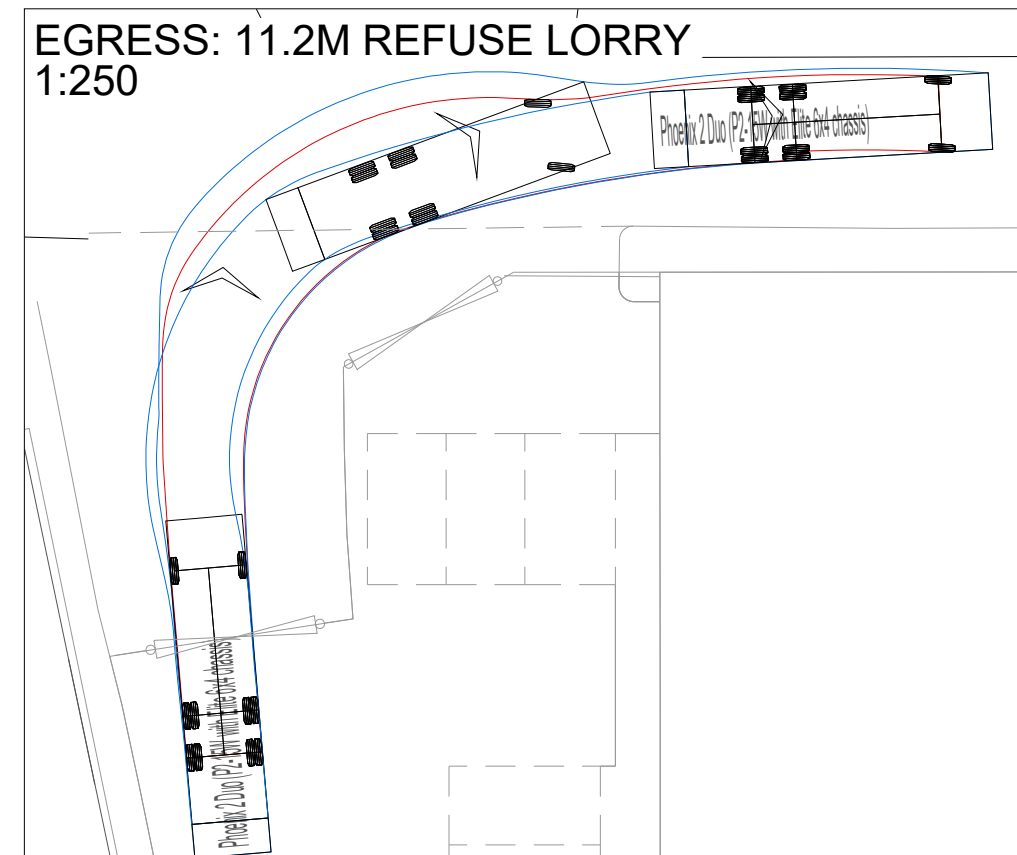
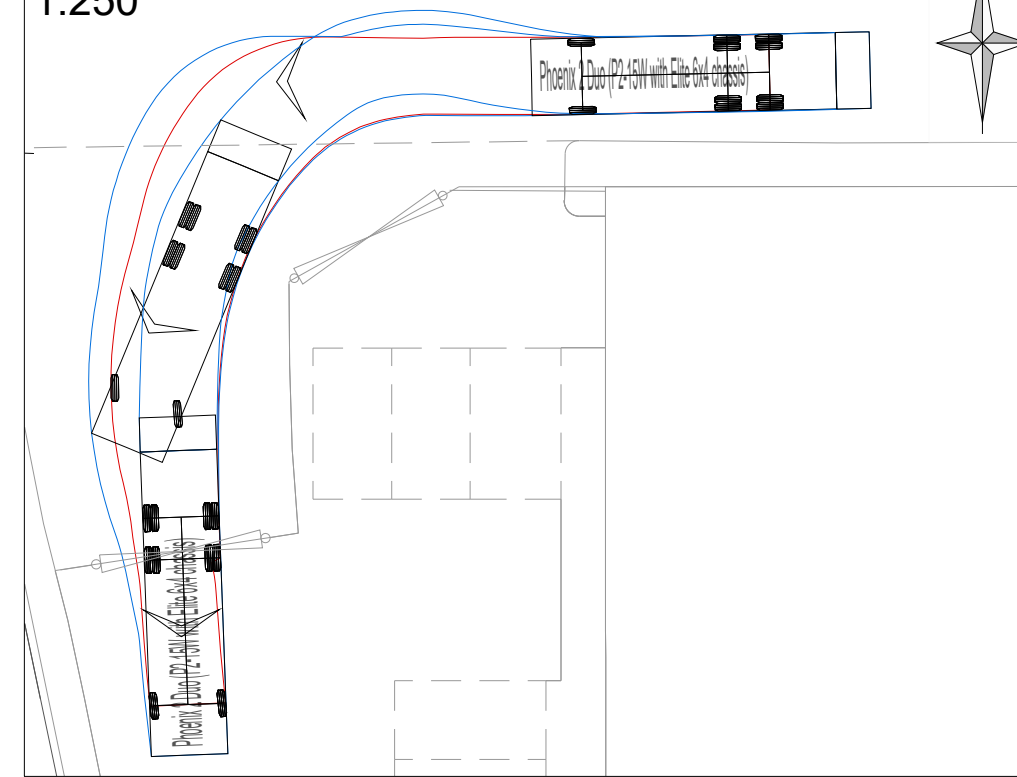
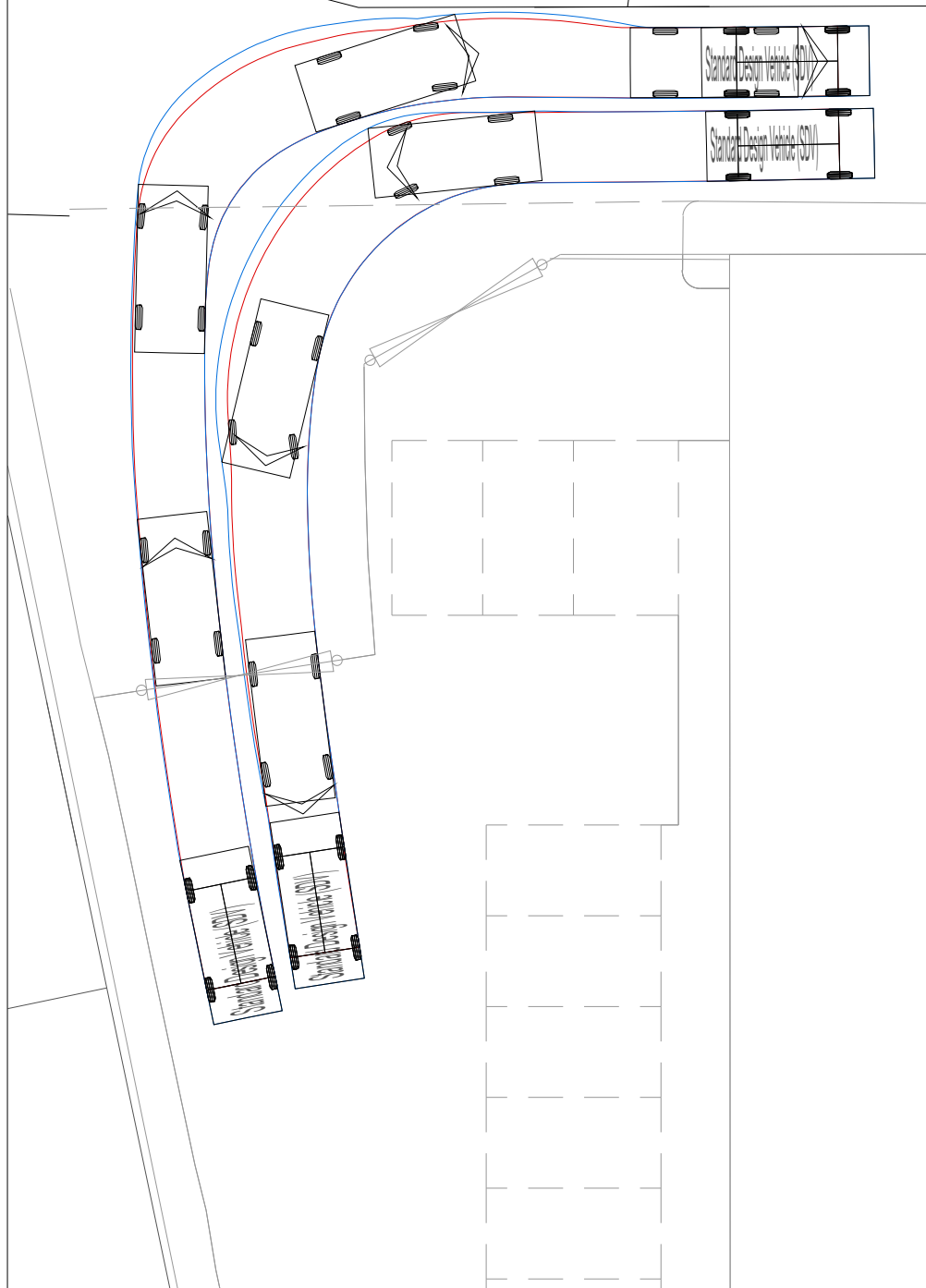
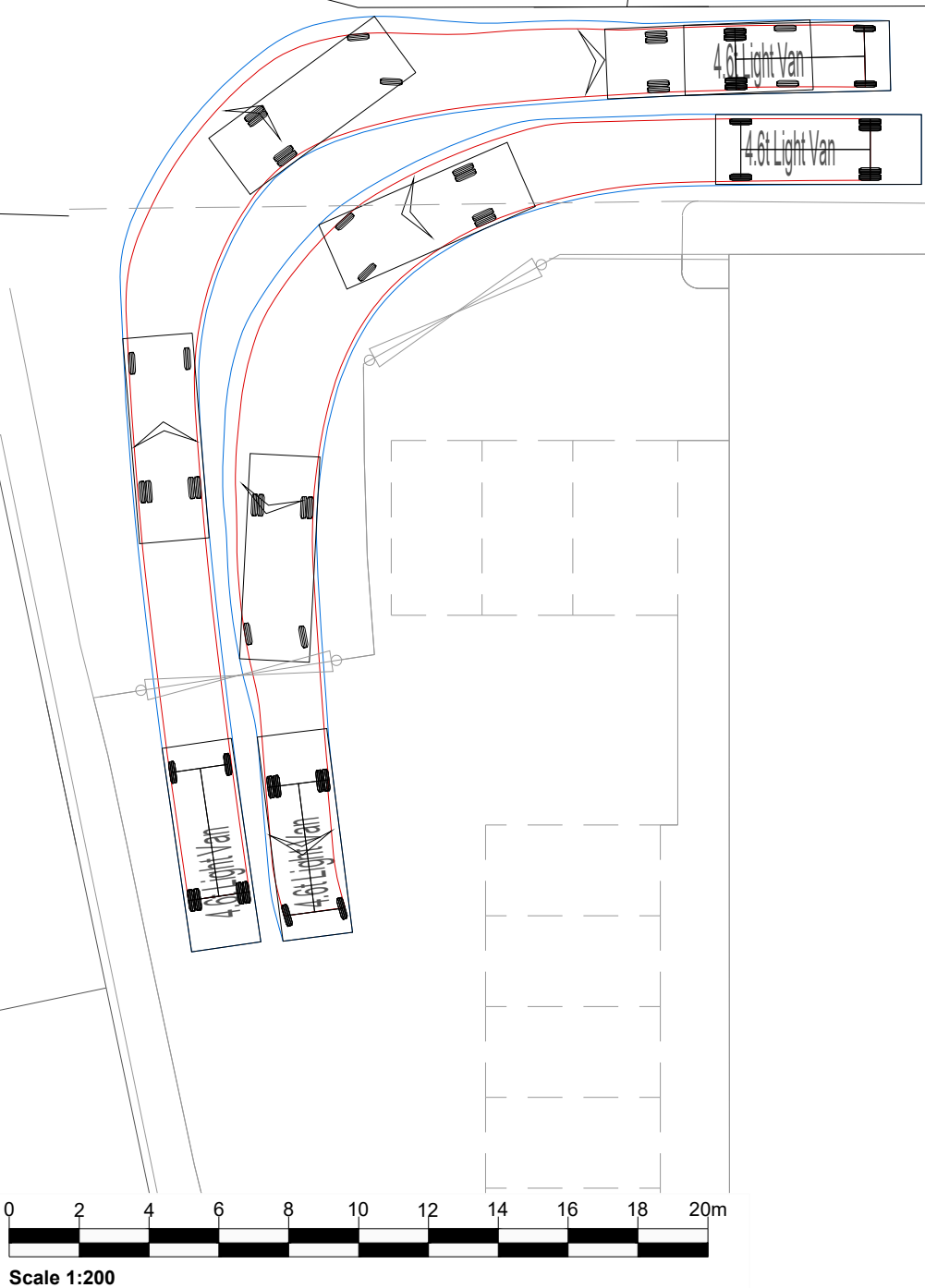
Appendix C Swept Path Analysis



ACCESS & EGRESS: 4.5T LIGHT VAN

ACCESS & EGRESS: SDV

ACCESS: 11.2M REFUSE LORRY 1:250




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Drawing Status & Suitability Code

Designed	CG	Checked	Authorised
Date	05.03.24	Date	
Drawing Number	AT/A01	Rev.	B

Client
CLEARBELL

Project
North Farm Road Trampoline Park

Drawing Title
SWEPT PATH ANALYSIS
PROPOSED ACCESS JUNCTION
4.5T LIGHT VAN, 11.2M REFUSE LORRY & SDV

Scale
1:200 (UNLESS SHOWN) @ A3

SLR Project No.
416.065284.00001

B	Site layout updated	11.03.24	CG	JM	PW
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Rev	Amendments	Date	By	Chk	Auth

Notes:

Standard Design Vehicle (SDV)

- Overall Length: 4.800m
- Overall Width: 2.000m
- Overall Body Height: 1.800m
- Min Body Ground Clearance: 0.100m
- Track Width: 2.000m
- Lock to lock time: 4.00s
- Wall to Wall Turning Radius: 6.000m

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

- Overall Length: 11.200m
- Overall Width: 4.500m
- Overall Body Height: 4.500m
- Min Body Ground Clearance: 0.200m
- Track Width: 4.500m
- Lock to lock time: 9.00s
- Kerb to Kerb Turning Radius: 9.000m

4.6t Light Van

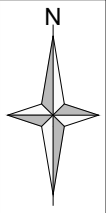
- Overall Length: 5.985m
- Overall Width: 2.000m
- Overall Body Height: 2.500m
- Min Body Ground Clearance: 0.200m
- Track Width: 1.785m
- Lock to lock time: 4.00s
- Kerb to Kerb Turning Radius: 6.000m

Legend:

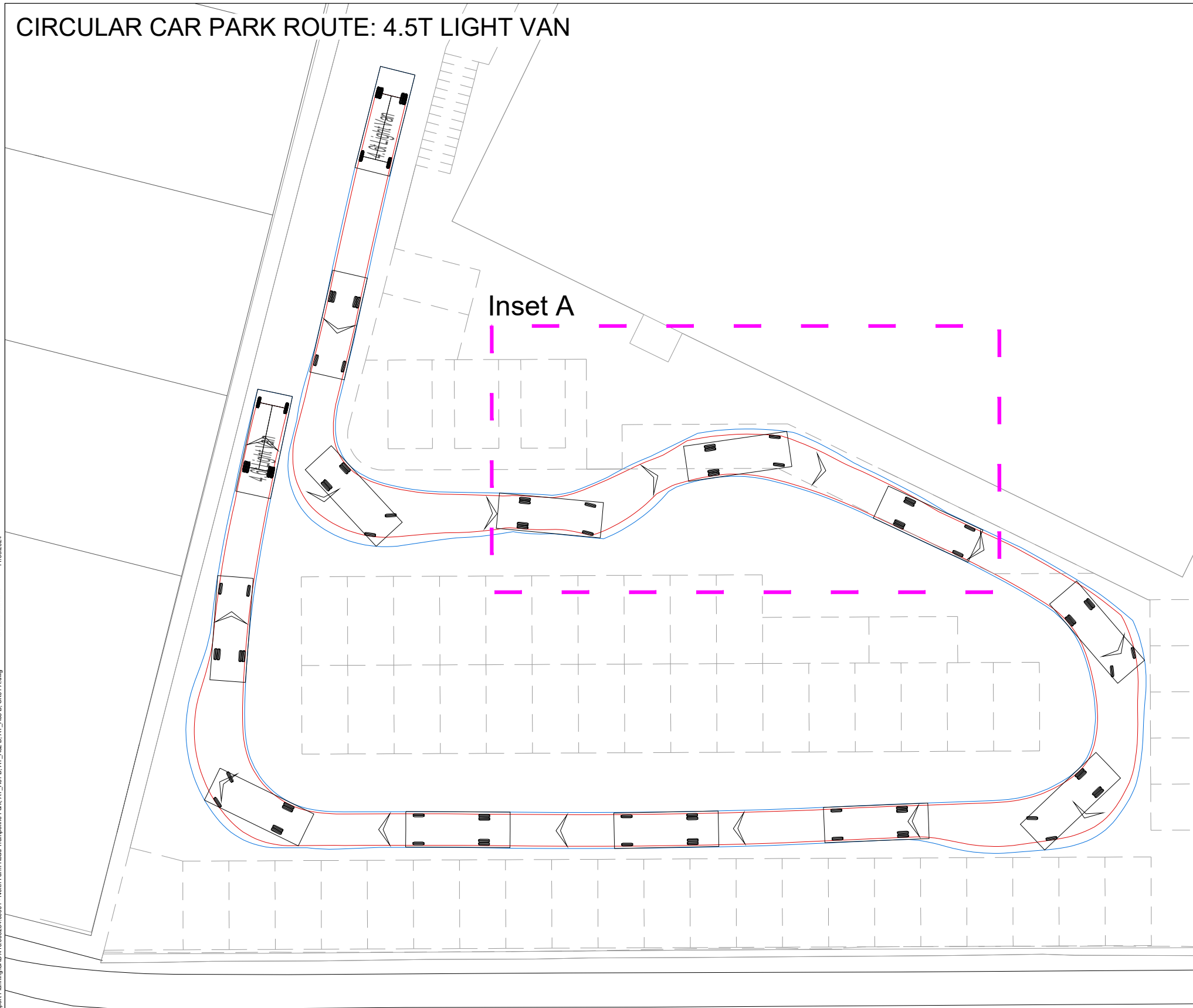
TEXT

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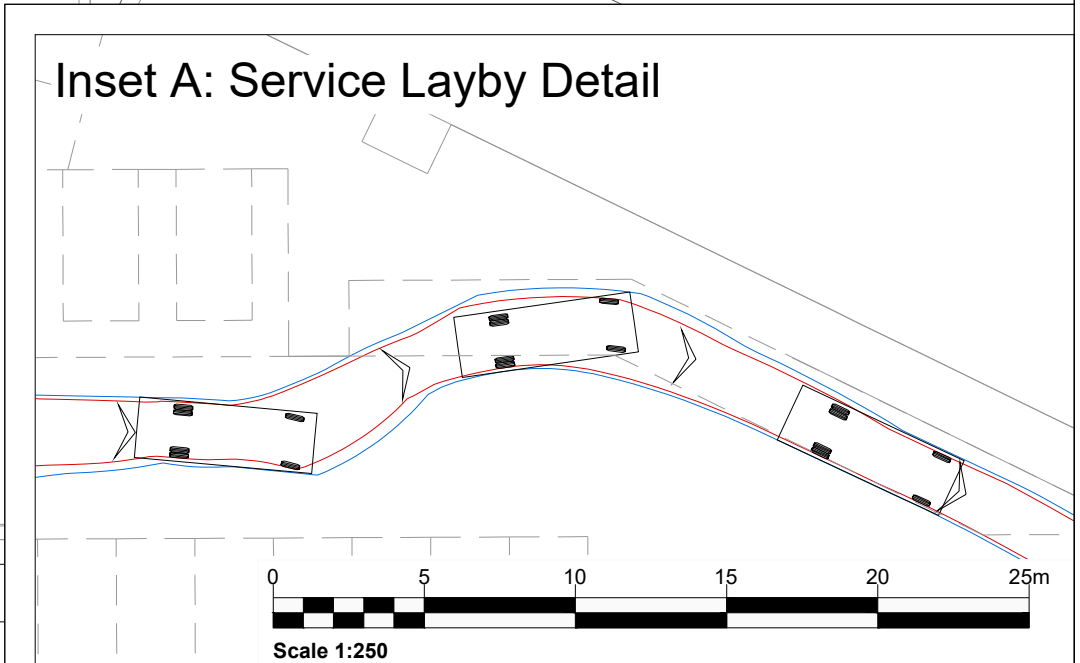
CIRCULAR CAR PARK ROUTE: 4.5T LIGHT VAN



11/03/2024
X:\Vistas\Projects\416.065284.00001 - North Farm Road Trampoline Park\Transport Planning\CAD\416.065284.00001 - North Farm Road Trampoline Park_AT_A01 B_AT_A02 B_AT_A03 B_SK01 A.dwg



Inset A




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Designed	Drawn	Checked	Authorised
	CG		
Date	Date	Date	Date
	05.03.24		
Drawing Number	Rev.	Scale	
	B	1:250 @ A3	

Client
CLEARBELL

Project
North Farm Road Trampoline Park

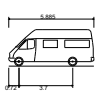
Drawing Title
**SWEPT PATH ANALYSIS
INTERNAL CIRCULAR ROUTE
4.5T LIGHT VAN**

SLR Project No.
416.065284.00001

B	Site layout updated	11.03.24	CG	JM	PW
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Rev	Amendments	Date	By	Chk	Auth

Notes:



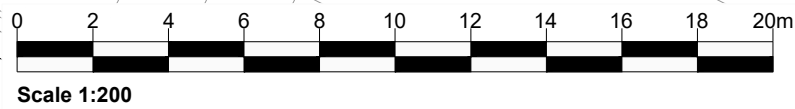
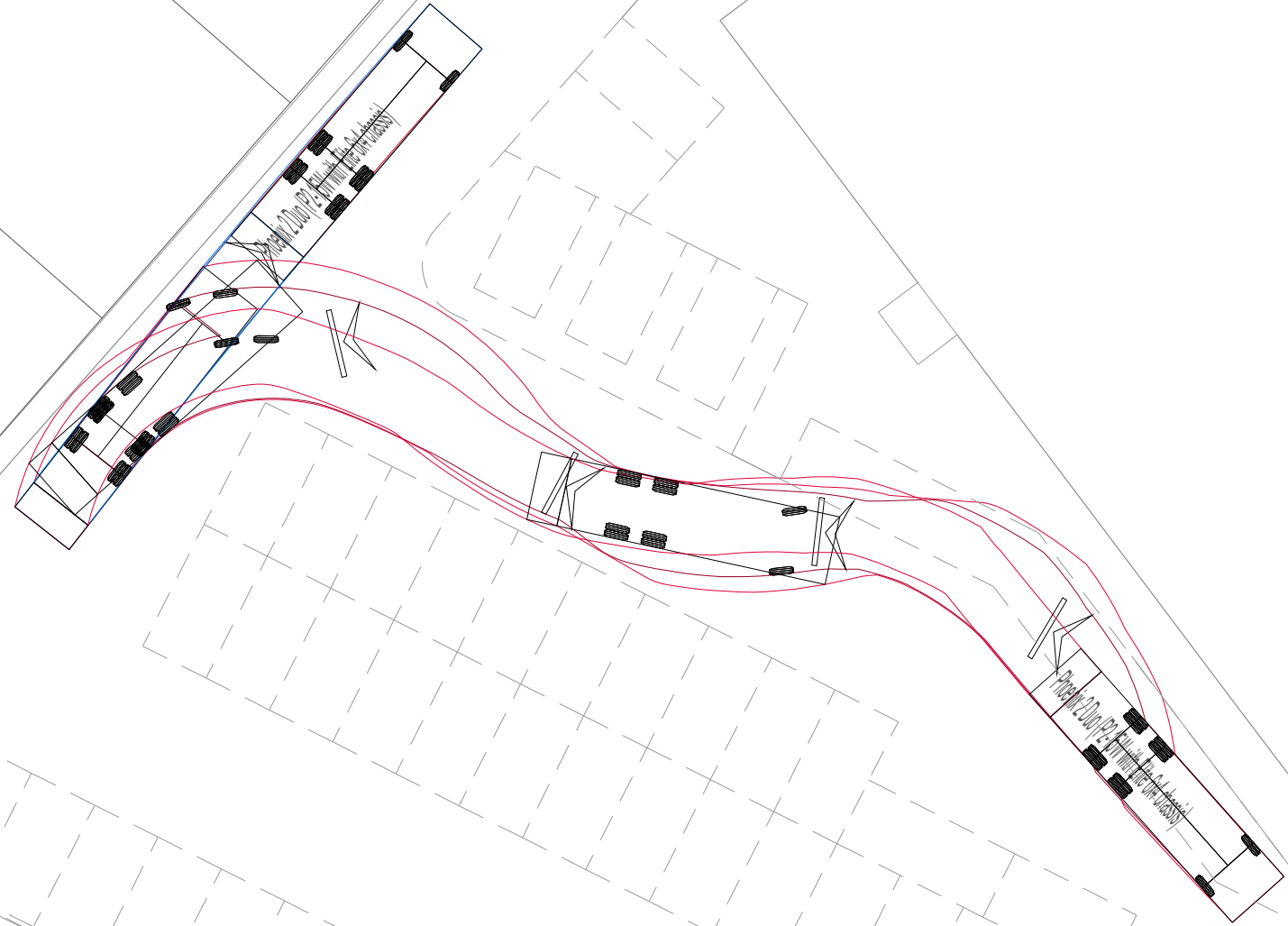
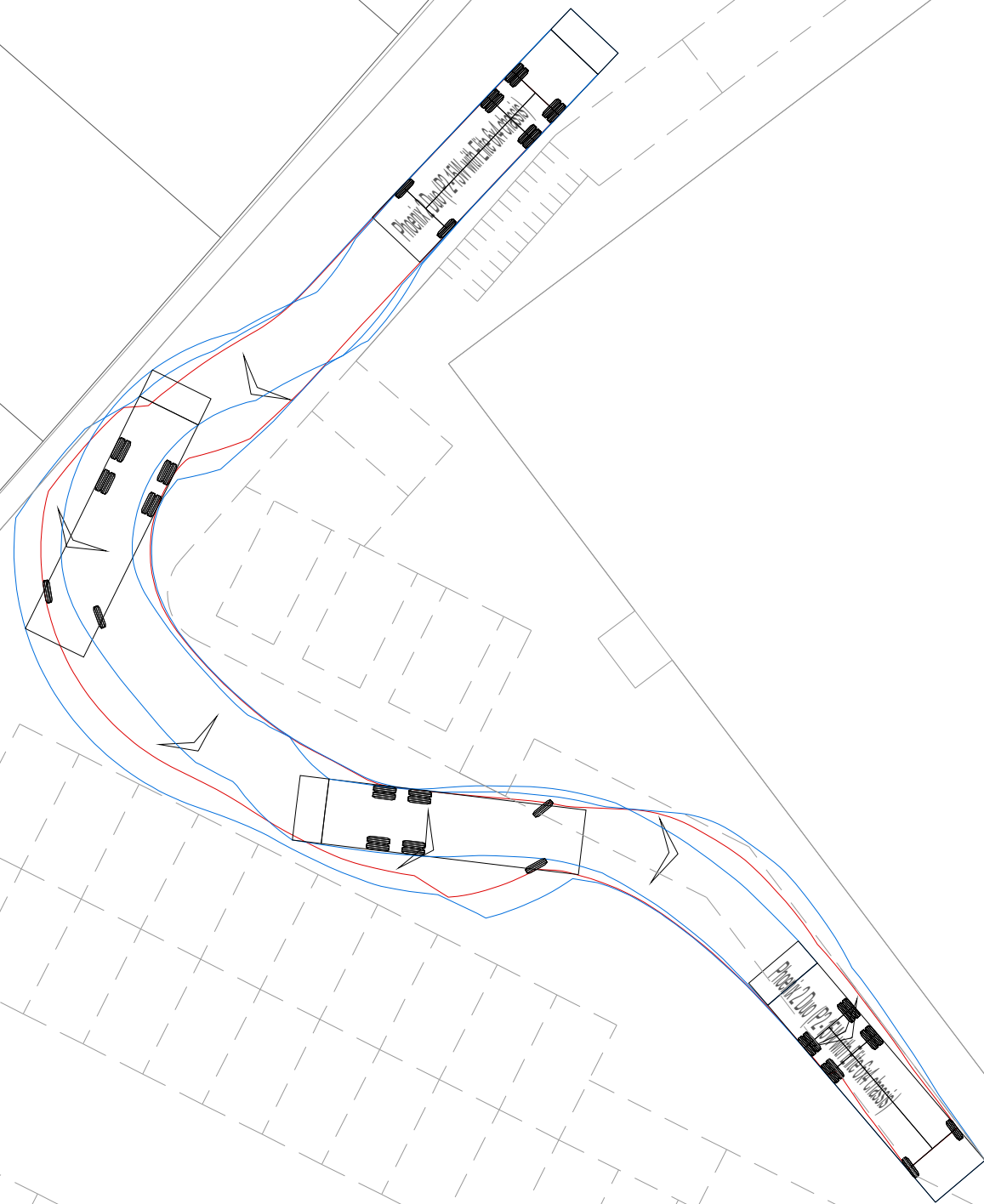
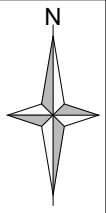
4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.520m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

Legend:

TEXT

SERVICE LAYBY ACCESS: REFUSE LORRY

SERVICE LAYBY EGRESS: REFUSE LORRY



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Drawing Status & Suitability Code

Designed	CG	Checked	Authorised
Date	05.03.24	Date	Date

Drawing Number **AT/A03**

Client
CLEARBELL

Project
North Farm Road Trampoline Park

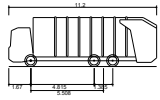
Drawing Title
**SWEPT PATH ANALYSIS
SERVICE LAYBY
REFUSE LORRY**

Scale **1:200** @ **A3** SLR Project No. **416.065284.00001**

B	Site layout updated	11.03.24	CG	JM	PW
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Rev	Amendments	Date	By	Chk	Auth
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Notes:

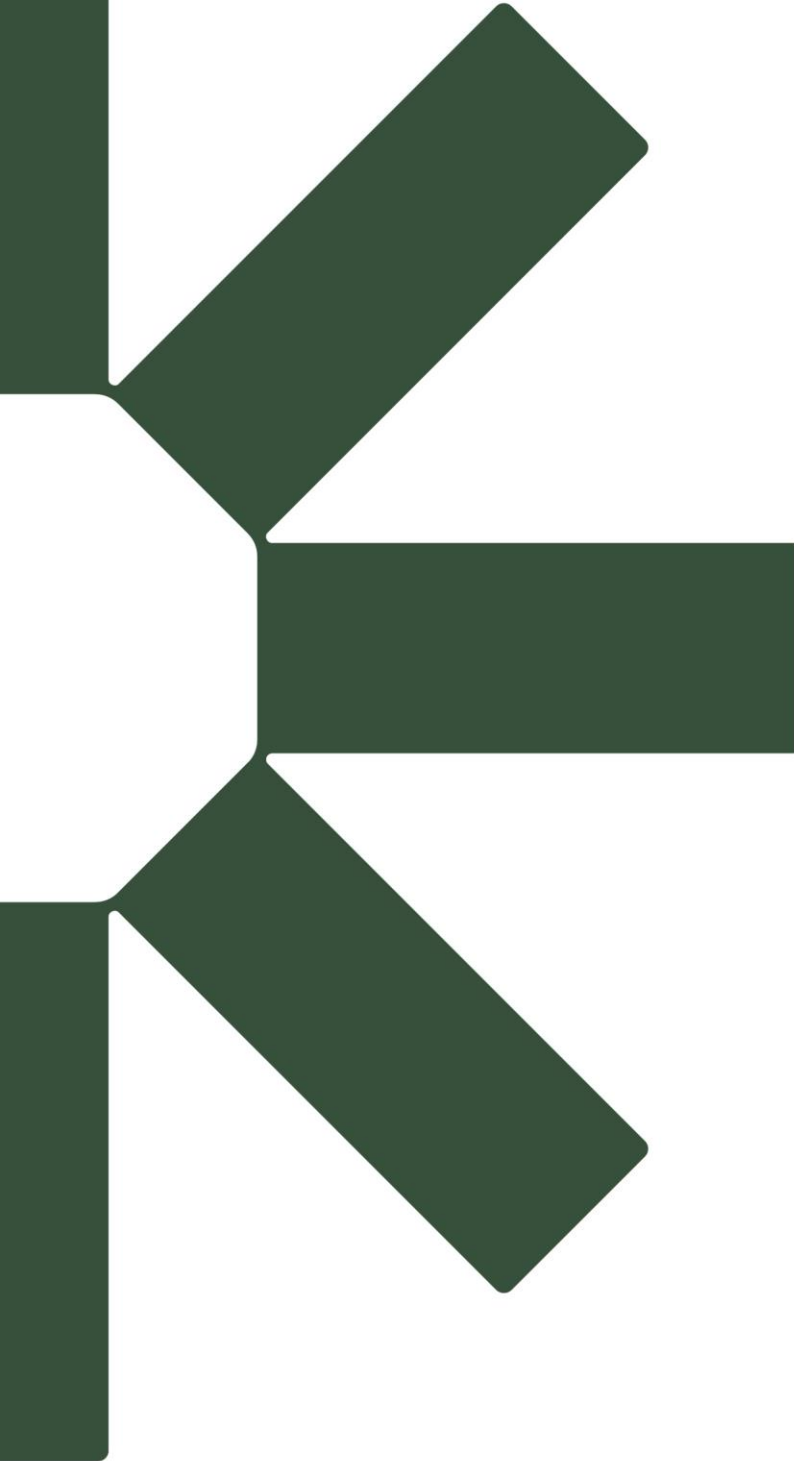


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.741m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

Legend:



Appendix D Extant Use Full TRICS Output



Filtering Summary

Land Use	02/C	EMPLOYMENT/INDUSTRIAL UNIT
Selected Trip Rate Calculation Parameter Range	1726-5244 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1772-3572 sqm GFA	
Date Range	Minimum: 01/01/15	Maximum: 26/11/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Wednesday	1
	Thursday	4
	Friday	1
Main Location Types selected	Edge of Town	5
	Free Standing (PPS6 Out of Town)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	7 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	1
	5,001 to 10,000	2
	10,001 to 15,000	1
	20,001 to 25,000	1
Population <5 Mile ranges selected	5,001 to 25,000	2
	25,001 to 50,000	2
	100,001 to 125,000	1
	125,001 to 250,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	3
	2.1 to 2.5	1
PTAL Rating	No PTAL Present	6
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-529505-240306-0355

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
14	LEINSTER	
	KK KILKENNY	2 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	TY TYRONE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1772 to 3572 (units: sqm)
Range Selected by User: 1726 to 5244 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 26/11/22

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:

Wednesday	1 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	5
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	4
Residential Zone	1
Out of Town	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	6 days
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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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days
2.1 to 2.5	1 days

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

Travel Plan:

No	6 days
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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	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	HC-02-C-01 JAYS CLOSE BASINGSTOKE	ENGINEERING COMPANY	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3000 sqm <i>Survey date: THURSDAY 16/06/16</i>		<i>Survey Type: MANUAL</i>
2	KK-02-C-01 HEBRON IND. ESTATE KILKENNY	VEHICLE UPHOLSTERY CENTRE	KILKENNY
	Edge of Town Industrial Zone Total Gross floor area: 1772 sqm <i>Survey date: THURSDAY 26/10/17</i>		<i>Survey Type: MANUAL</i>
3	KK-02-C-02 HEBRON ROAD KILKENNY	COOLING SYSTEMS COMPANY	KILKENNY
	Edge of Town Industrial Zone Total Gross floor area: 3572 sqm <i>Survey date: FRIDAY 04/10/19</i>		<i>Survey Type: MANUAL</i>
4	MG-02-C-02 COOLSHANNAGH ROAD MONAGHAN COOLSHANNAGH	ENGINEERING COMPANY	MONAGHAN
	Edge of Town Residential Zone Total Gross floor area: 3240 sqm <i>Survey date: WEDNESDAY 16/11/16</i>		<i>Survey Type: MANUAL</i>
5	PB-02-C-01 NEWARK ROAD PETERBOROUGH FENGATE	STEEL FABRICATOR	PETERBOROUGH
	Edge of Town Industrial Zone Total Gross floor area: 1772 sqm <i>Survey date: THURSDAY 29/09/22</i>		<i>Survey Type: MANUAL</i>
6	TY-02-C-01 DRUM ROAD NEAR COOKSTOWN	ELECTRICAL MOTOR COMPANY	TYRONE
	Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 2600 sqm <i>Survey date: THURSDAY 14/03/19</i>		<i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EC-02-C-02	covid

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2659	0.169	6	2659	0.088	6	2659	0.257
07:30 - 08:00	6	2659	0.313	6	2659	0.056	6	2659	0.369
08:00 - 08:30	6	2659	0.263	6	2659	0.044	6	2659	0.307
08:30 - 09:00	6	2659	0.301	6	2659	0.056	6	2659	0.357
09:00 - 09:30	6	2659	0.201	6	2659	0.081	6	2659	0.282
09:30 - 10:00	6	2659	0.107	6	2659	0.081	6	2659	0.188
10:00 - 10:30	6	2659	0.125	6	2659	0.119	6	2659	0.244
10:30 - 11:00	6	2659	0.094	6	2659	0.119	6	2659	0.213
11:00 - 11:30	6	2659	0.107	6	2659	0.038	6	2659	0.145
11:30 - 12:00	6	2659	0.119	6	2659	0.125	6	2659	0.244
12:00 - 12:30	6	2659	0.063	6	2659	0.088	6	2659	0.151
12:30 - 13:00	6	2659	0.088	6	2659	0.100	6	2659	0.188
13:00 - 13:30	6	2659	0.125	6	2659	0.295	6	2659	0.420
13:30 - 14:00	6	2659	0.207	6	2659	0.175	6	2659	0.382
14:00 - 14:30	6	2659	0.075	6	2659	0.119	6	2659	0.194
14:30 - 15:00	6	2659	0.056	6	2659	0.081	6	2659	0.137
15:00 - 15:30	6	2659	0.038	6	2659	0.063	6	2659	0.101
15:30 - 16:00	6	2659	0.050	6	2659	0.038	6	2659	0.088
16:00 - 16:30	6	2659	0.069	6	2659	0.050	6	2659	0.119
16:30 - 17:00	6	2659	0.031	6	2659	0.188	6	2659	0.219
17:00 - 17:30	6	2659	0.063	6	2659	0.263	6	2659	0.326
17:30 - 18:00	6	2659	0.031	6	2659	0.282	6	2659	0.313
18:00 - 18:30	6	2659	0.013	6	2659	0.157	6	2659	0.170
18:30 - 19:00	6	2659	0.013	6	2659	0.081	6	2659	0.094
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.721			2.787			5.508

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

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

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Parameter summary

Trip rate parameter range selected:	1772 - 3572 (units: sqm)
Survey date date range:	01/01/15 - 26/11/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
07:30 - 08:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
08:00 - 08:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
08:30 - 09:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
09:00 - 09:30	6	2659	0.006	6	2659	0.006	6	2659	0.012
09:30 - 10:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
10:00 - 10:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
10:30 - 11:00	6	2659	0.006	6	2659	0.006	6	2659	0.012
11:00 - 11:30	6	2659	0.006	6	2659	0.006	6	2659	0.012
11:30 - 12:00	6	2659	0.006	6	2659	0.006	6	2659	0.012
12:00 - 12:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
12:30 - 13:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
13:00 - 13:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
13:30 - 14:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
14:00 - 14:30	6	2659	0.006	6	2659	0.006	6	2659	0.012
14:30 - 15:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
15:00 - 15:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
15:30 - 16:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
16:00 - 16:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
16:30 - 17:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
17:00 - 17:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
17:30 - 18:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
18:00 - 18:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
18:30 - 19:00	6	2659	0.006	6	2659	0.006	6	2659	0.012
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.036			0.036			0.072

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

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

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
07:30 - 08:00	6	2659	0.019	6	2659	0.006	6	2659	0.025
08:00 - 08:30	6	2659	0.000	6	2659	0.006	6	2659	0.006
08:30 - 09:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
09:00 - 09:30	6	2659	0.006	6	2659	0.000	6	2659	0.006
09:30 - 10:00	6	2659	0.006	6	2659	0.006	6	2659	0.012
10:00 - 10:30	6	2659	0.019	6	2659	0.025	6	2659	0.044
10:30 - 11:00	6	2659	0.000	6	2659	0.006	6	2659	0.006
11:00 - 11:30	6	2659	0.013	6	2659	0.000	6	2659	0.013
11:30 - 12:00	6	2659	0.031	6	2659	0.013	6	2659	0.044
12:00 - 12:30	6	2659	0.006	6	2659	0.013	6	2659	0.019
12:30 - 13:00	6	2659	0.013	6	2659	0.025	6	2659	0.038
13:00 - 13:30	6	2659	0.006	6	2659	0.013	6	2659	0.019
13:30 - 14:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
14:00 - 14:30	6	2659	0.000	6	2659	0.006	6	2659	0.006
14:30 - 15:00	6	2659	0.006	6	2659	0.013	6	2659	0.019
15:00 - 15:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
15:30 - 16:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
16:00 - 16:30	6	2659	0.013	6	2659	0.000	6	2659	0.013
16:30 - 17:00	6	2659	0.000	6	2659	0.006	6	2659	0.006
17:00 - 17:30	6	2659	0.006	6	2659	0.013	6	2659	0.019
17:30 - 18:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
18:00 - 18:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
18:30 - 19:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.144			0.151			0.295

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2659	0.006	6	2659	0.000	6	2659	0.006
07:30 - 08:00	6	2659	0.044	6	2659	0.000	6	2659	0.044
08:00 - 08:30	6	2659	0.006	6	2659	0.000	6	2659	0.006
08:30 - 09:00	6	2659	0.013	6	2659	0.000	6	2659	0.013
09:00 - 09:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
09:30 - 10:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
10:00 - 10:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
10:30 - 11:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
11:00 - 11:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
11:30 - 12:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
12:00 - 12:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
12:30 - 13:00	6	2659	0.000	6	2659	0.006	6	2659	0.006
13:00 - 13:30	6	2659	0.006	6	2659	0.019	6	2659	0.025
13:30 - 14:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
14:00 - 14:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
14:30 - 15:00	6	2659	0.000	6	2659	0.013	6	2659	0.013
15:00 - 15:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
15:30 - 16:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
16:00 - 16:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
16:30 - 17:00	6	2659	0.000	6	2659	0.019	6	2659	0.019
17:00 - 17:30	6	2659	0.000	6	2659	0.019	6	2659	0.019
17:30 - 18:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
18:00 - 18:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
18:30 - 19:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.075			0.076			0.151

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2659	0.125	6	2659	0.050	6	2659	0.175
07:30 - 08:00	6	2659	0.276	6	2659	0.013	6	2659	0.289
08:00 - 08:30	6	2659	0.201	6	2659	0.013	6	2659	0.214
08:30 - 09:00	6	2659	0.269	6	2659	0.031	6	2659	0.300
09:00 - 09:30	6	2659	0.144	6	2659	0.031	6	2659	0.175
09:30 - 10:00	6	2659	0.069	6	2659	0.044	6	2659	0.113
10:00 - 10:30	6	2659	0.063	6	2659	0.063	6	2659	0.126
10:30 - 11:00	6	2659	0.050	6	2659	0.044	6	2659	0.094
11:00 - 11:30	6	2659	0.044	6	2659	0.013	6	2659	0.057
11:30 - 12:00	6	2659	0.031	6	2659	0.056	6	2659	0.087
12:00 - 12:30	6	2659	0.044	6	2659	0.038	6	2659	0.082
12:30 - 13:00	6	2659	0.050	6	2659	0.044	6	2659	0.094
13:00 - 13:30	6	2659	0.088	6	2659	0.232	6	2659	0.320
13:30 - 14:00	6	2659	0.150	6	2659	0.138	6	2659	0.288
14:00 - 14:30	6	2659	0.056	6	2659	0.088	6	2659	0.144
14:30 - 15:00	6	2659	0.038	6	2659	0.063	6	2659	0.101
15:00 - 15:30	6	2659	0.019	6	2659	0.044	6	2659	0.063
15:30 - 16:00	6	2659	0.025	6	2659	0.019	6	2659	0.044
16:00 - 16:30	6	2659	0.038	6	2659	0.038	6	2659	0.076
16:30 - 17:00	6	2659	0.019	6	2659	0.163	6	2659	0.182
17:00 - 17:30	6	2659	0.025	6	2659	0.213	6	2659	0.238
17:30 - 18:00	6	2659	0.019	6	2659	0.251	6	2659	0.270
18:00 - 18:30	6	2659	0.006	6	2659	0.150	6	2659	0.156
18:30 - 19:00	6	2659	0.006	6	2659	0.075	6	2659	0.081
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.855			1.914			3.769

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2659	0.044	6	2659	0.038	6	2659	0.082
07:30 - 08:00	6	2659	0.019	6	2659	0.038	6	2659	0.057
08:00 - 08:30	6	2659	0.056	6	2659	0.025	6	2659	0.081
08:30 - 09:00	6	2659	0.031	6	2659	0.025	6	2659	0.056
09:00 - 09:30	6	2659	0.044	6	2659	0.044	6	2659	0.088
09:30 - 10:00	6	2659	0.031	6	2659	0.031	6	2659	0.062
10:00 - 10:30	6	2659	0.044	6	2659	0.031	6	2659	0.075
10:30 - 11:00	6	2659	0.038	6	2659	0.063	6	2659	0.101
11:00 - 11:30	6	2659	0.044	6	2659	0.019	6	2659	0.063
11:30 - 12:00	6	2659	0.050	6	2659	0.050	6	2659	0.100
12:00 - 12:30	6	2659	0.013	6	2659	0.038	6	2659	0.051
12:30 - 13:00	6	2659	0.025	6	2659	0.031	6	2659	0.056
13:00 - 13:30	6	2659	0.031	6	2659	0.044	6	2659	0.075
13:30 - 14:00	6	2659	0.050	6	2659	0.038	6	2659	0.088
14:00 - 14:30	6	2659	0.013	6	2659	0.019	6	2659	0.032
14:30 - 15:00	6	2659	0.013	6	2659	0.006	6	2659	0.019
15:00 - 15:30	6	2659	0.019	6	2659	0.013	6	2659	0.032
15:30 - 16:00	6	2659	0.025	6	2659	0.019	6	2659	0.044
16:00 - 16:30	6	2659	0.019	6	2659	0.013	6	2659	0.032
16:30 - 17:00	6	2659	0.013	6	2659	0.019	6	2659	0.032
17:00 - 17:30	6	2659	0.031	6	2659	0.031	6	2659	0.062
17:30 - 18:00	6	2659	0.013	6	2659	0.031	6	2659	0.044
18:00 - 18:30	6	2659	0.006	6	2659	0.006	6	2659	0.012
18:30 - 19:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.672			0.672			1.344

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

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

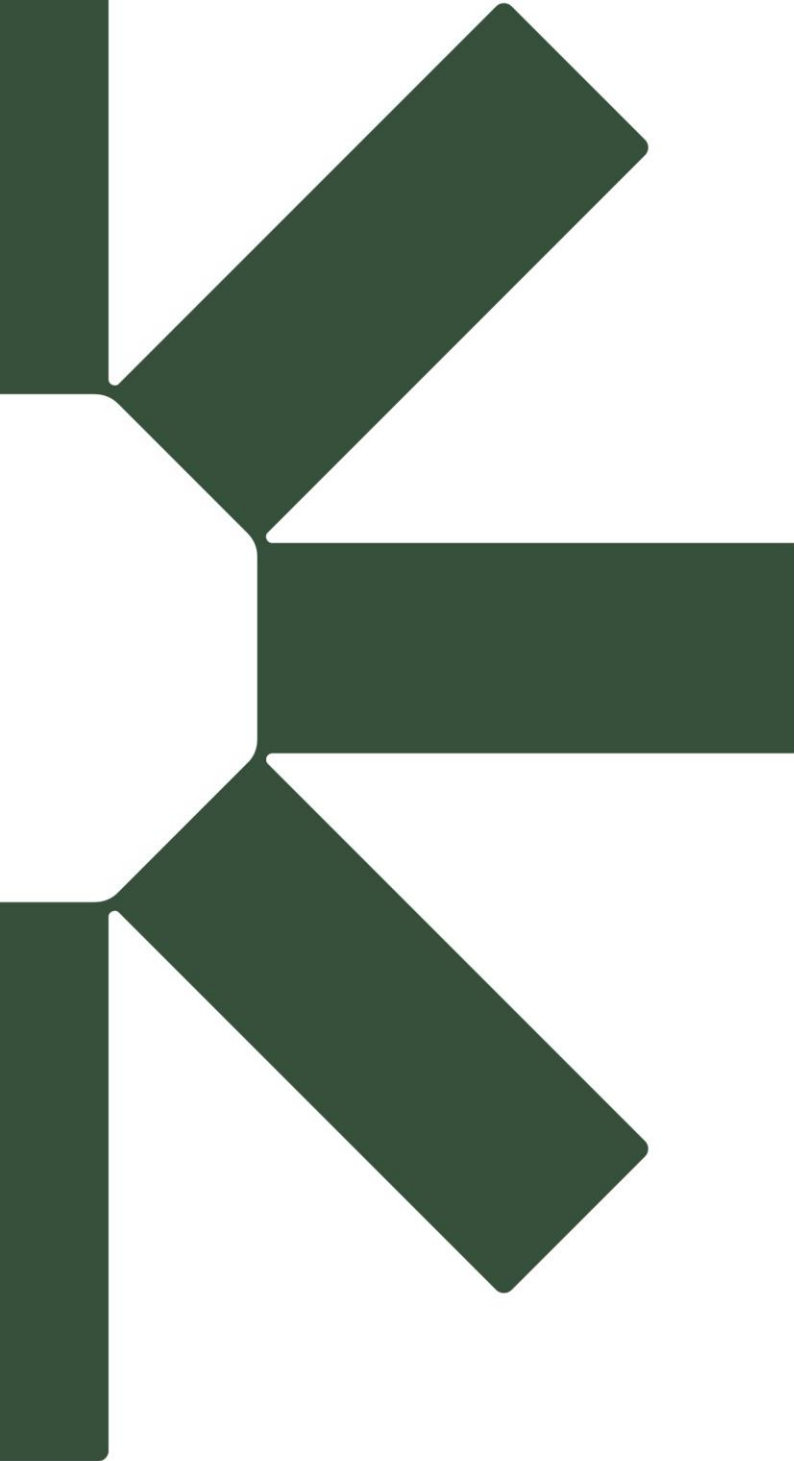
TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
07:30 - 08:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
08:00 - 08:30	6	2659	0.006	6	2659	0.000	6	2659	0.006
08:30 - 09:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
09:00 - 09:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
09:30 - 10:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
10:00 - 10:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
10:30 - 11:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
11:00 - 11:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
11:30 - 12:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
12:00 - 12:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
12:30 - 13:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
13:00 - 13:30	6	2659	0.000	6	2659	0.006	6	2659	0.006
13:30 - 14:00	6	2659	0.006	6	2659	0.000	6	2659	0.006
14:00 - 14:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
14:30 - 15:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
15:00 - 15:30	6	2659	0.000	6	2659	0.006	6	2659	0.006
15:30 - 16:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
16:00 - 16:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
16:30 - 17:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
17:00 - 17:30	6	2659	0.000	6	2659	0.006	6	2659	0.006
17:30 - 18:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
18:00 - 18:30	6	2659	0.000	6	2659	0.000	6	2659	0.000
18:30 - 19:00	6	2659	0.000	6	2659	0.000	6	2659	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.012			0.018			0.030

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.*

Appendix E Proposed Use Full TRICS Output



Calculation Reference: AUDIT-529505-240304-0356

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : X - TRAMPOLINE PARK
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ON LUTON	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1726 to 5422 (units: sqm)
Range Selected by User: 1726 to 5422 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 26/11/22

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:

Saturday 5 days
Sunday 1 days

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

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 5
Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:

Industrial Zone 3
Retail Zone 1
No Sub Category 2

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 Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:

Use Class:

E(d) 6 days

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:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	5 days

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

Travel Plan:

No	6 days
----	--------

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

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

TRIP RATE for Land Use 07 - LEISURE/X - TRAMPOLINE PARK

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	5422	0.037	1	5422	0.018	1	5422	0.055
08:00 - 09:00	5	3211	0.430	5	3211	0.062	5	3211	0.492
09:00 - 10:00	6	3089	0.723	6	3089	0.151	6	3089	0.874
10:00 - 11:00	6	3089	1.554	6	3089	0.772	6	3089	2.326
11:00 - 12:00	6	3089	1.808	6	3089	1.246	6	3089	3.054
12:00 - 13:00	6	3089	1.867	6	3089	2.072	6	3089	3.939
13:00 - 14:00	6	3089	1.840	6	3089	1.808	6	3089	3.648
14:00 - 15:00	6	3089	1.640	6	3089	1.862	6	3089	3.502
15:00 - 16:00	6	3089	1.710	6	3089	1.775	6	3089	3.485
16:00 - 17:00	6	3089	1.139	6	3089	1.619	6	3089	2.758
17:00 - 18:00	6	3089	0.594	6	3089	1.182	6	3089	1.776
18:00 - 19:00	6	3089	0.469	6	3089	0.858	6	3089	1.327
19:00 - 20:00	4	2658	0.263	4	2658	0.517	4	2658	0.780
20:00 - 21:00	4	2658	0.169	4	2658	0.442	4	2658	0.611
21:00 - 22:00	4	2658	0.000	4	2658	0.038	4	2658	0.038
22:00 - 23:00	1	2600	0.000	1	2600	0.000	1	2600	0.000
23:00 - 24:00									
Total Rates:			14.243			14.422			28.665

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

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

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Parameter summary

Trip rate parameter range selected:	1726 - 5422 (units: sqm)
Survey date range:	01/01/15 - 26/11/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	5
Number of Sundays:	1
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 shown. 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 07 - LEISURE/X - TRAMPOLINE PARK
CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	5422	0.037	1	5422	0.018	1	5422	0.055
08:00 - 09:00	5	3211	0.430	5	3211	0.062	5	3211	0.492
09:00 - 10:00	6	3089	0.707	6	3089	0.146	6	3089	0.853
10:00 - 11:00	6	3089	1.500	6	3089	0.750	6	3089	2.250
11:00 - 12:00	6	3089	1.748	6	3089	1.219	6	3089	2.967
12:00 - 13:00	6	3089	1.813	6	3089	2.018	6	3089	3.831
13:00 - 14:00	6	3089	1.786	6	3089	1.748	6	3089	3.534
14:00 - 15:00	6	3089	1.603	6	3089	1.813	6	3089	3.416
15:00 - 16:00	6	3089	1.657	6	3089	1.732	6	3089	3.389
16:00 - 17:00	6	3089	1.095	6	3089	1.565	6	3089	2.660
17:00 - 18:00	6	3089	0.588	6	3089	1.133	6	3089	1.721
18:00 - 19:00	6	3089	0.453	6	3089	0.831	6	3089	1.284
19:00 - 20:00	4	2658	0.254	4	2658	0.499	4	2658	0.753
20:00 - 21:00	4	2658	0.169	4	2658	0.433	4	2658	0.602
21:00 - 22:00	4	2658	0.000	4	2658	0.038	4	2658	0.038
22:00 - 23:00	1	2600	0.000	1	2600	0.000	1	2600	0.000
23:00 - 24:00									
Total Rates:			13.840			14.005			27.845

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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