

Transport Statement

Project 77,
77 Marlborough Road,
Lancing Business Park



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Schedule of Appendices

- A Site Plan
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- C Vehicle Tracking

Document Control

Issue	Issue date	Compiled	Checked	Authorised
1	18/02/2026	TS	LNS	LNS
2	02-04-2026	TS	LNS	LNS
3	15-04-2026	TS	LNS	LNS

Executive Summary

GTA Civils & Transport Ltd has been commissioned by Industrial IT Systems Limited to prepare a Transport Statement (TS) in connection with a planning application for the proposed development.

The proposal is for the demolition of an existing single-storey building and the erection of a new two-storey commercial building at Lancing Business Park to serve as a base for Industrial IT Systems Limited. The site will be used for the supply of compact electrical equipment, with appropriate vehicle access for deliveries and operations.

This Transport Statement summarises the existing situation, local and national transport policy, the local highway network and modal choices available to future users and considers the likely transport impact of the proposed development through a trip forecasting exercise.

The proposals are in accordance with current policies and guidance provided by Adur district Council and are compliant with national guidance documents such as Manual for Streets (MfS). The proposals are also in accordance with the Department for Communities and Local Government's National Planning Policy Framework 2025 (NPPF).

The site can be accessed by sustainable forms of transport such as walking, cycle and by bus. Local bus services have a moderate frequency of services throughout the day to local destinations. Vehicular access to the site will be taken from Marlborough Road using the existing access point, which will be retained to serve the proposed development.

The development will provide:

- Cycle storage compliant with West Sussex County Council guidance ;
- Car parking compliant with West Sussex County Council guidance;
- Refuse storage with refuse vehicle access compliant with MfS1;
- EV charging points compliant with West Sussex County Council guidance;
- Suitable visibility splays at the existing site access with Marlborough Road;
- Allowance for emergency vehicle access within 45m of all entrances in accordance with MfS1.

- 1.1 The nationally recognised TRICS database has been used to forecast the additional trips associated with the proposed development. Using this data, the development is likely to result in an increase of approximately 3 two-way vehicle trips during the weekday AM peak period (0800–0900) and 2 two-way vehicle trips during the weekday PM peak period (1700–1800). Taken in isolation, the level of traffic generated by the proposal would not have a detrimental impact on the local highway network, nor on public transport, cycling, or pedestrian infrastructure, and would not result in any transport impacts that could reasonably be considered severe.

Overall, there are no material highway or transport impacts as a result of the proposed development.

2 Introduction

- 2.1 This Transport Statement (TS) has been prepared for Industrial IT Systems Limited to support the development of Project 77, 77 Marlborough Road, Lancing Business Park and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 2.2 GTA Civils & Transport Ltd has been commissioned by Industrial IT Systems Limited to prepare a Transport Statement (TS) in connection with a planning application for the proposed development.

Policy Context

- 2.3 This report has been written in accordance with the following policy frameworks:
 - National Planning Policy Framework (NPPF);
 - National Planning Policy Guidance (NPPG);
 - Manual for Streets (MfS 1 & 2);
 - Adur District Council Local Plan (2017-2032);
 - West Sussex County Council Local Transport Plan (2022-2036);

3 Existing Site Details

- 3.1 The site comprises an existing warehouse unit (Project 77), currently a vacant single-storey building, located within Lancing Business Park on Marlborough Road. The unit is positioned adjacent to the Airbrush Company to the west and benefits from an existing access and a car parking area to the rear (south), which currently provides roughly 5 parking spaces.
- 3.2 Vehicular access to the site is taken from Marlborough Road via an established access point serving the business park.
- 3.3 The site is located within an established commercial area. The nearest railway station is Lancing, and the closest bus stop is located on Brighton Road (A259) at Lancing Park.
- 3.4 An aerial view of the site is shown below in **Figure 3.1** with an approximate red line boundary highlighting the approximate site area.

Figure 3.1 – Aerial View of Existing Site



4 Local Highway Network

- 4.1 The site is accessed via Marlborough Road in Lancing Business Park, where a 20mph speed limit applies. Footways are provided on both sides of the road, and recent cycling improvements, together with wide carriageways and low speeds, make the area safe and accessible for pedestrians and cyclists.
- 4.2 Marlborough Road links to Winston Road around 250m west from the site, which connects to the A259 Brighton Road, a key east-west route. The site is approximately 600m from the A259 by road.
- 4.3 Lancing railway station is 1.1km away (14-minute walk, 4-minute cycle), and the nearest bus stop at Brighton Road (Lancing Park) is 450m away (6-minute walk, 2-minute cycle), served by routes 106, 700 Coastliner, N700 Coastliner, and 740.
- 4.4 Overall, the site benefits from good local highway access, safe pedestrian and cycle routes, and convenient public transport connections.
- 4.5 **Figure 4.1** shows the local highway network in the vicinity of the site.

Figure 4.1 – Local Highway Network



Source: Ordnance Survey

Accident Data

- 4.6 Accident records for Marlborough Road in the vicinity of the site access have been reviewed for the five-year period between 2020 and 2024. No accidents were recorded within the immediate vicinity during this time.
- 4.7 This indicates a very low level of recorded incidents on the local highway network, and it is therefore reasonable to conclude that the proposed development would not give rise to any highway safety concerns.

5 Modal Choices

- 5.1 Details and frequencies of local transport available and the overall accessibility of the site are outlined below.
- 5.2 The nearest bus stop to the site is located on Brighton Road (Lancing Park), approximately 450m from the site access, equating to around a 6-minute walk or 2-minute cycle. The stop is served by routes 106, 700 Coastliner, N700 Coastliner and 740, which provide regular connections to destinations including Brighton, Shoreham-by-Sea, Worthing and surrounding areas.
- 5.3 Lancing Railway Station is located approximately 1.1km from the site access, equating to around a 14-minute walk or a 4-minute cycle. The station provides regular services to a range of nearby and regional destinations, including Brighton, Worthing, Shoreham-by-Sea, Hove and London Victoria, with frequent connections available throughout the day.
- 5.4 Lancing Station is a Category B1 station and includes seated areas, toilet facilities and a heated waiting area for passengers.
- 5.5 The station provides 54 car parking spaces, including 6 accessible bays, as well as 24 cycle parking spaces. A taxi rank is also located directly in front of the station.
- 5.6 Walking and cycling within the business park are safe and actively encouraged, supported by improvements under the West Sussex Local Cycling & Walking Infrastructure Plan. Facilities include a toucan crossing, sections of the Orange Route, a shared-use path on the eastern side, and a two-way segregated cycle lane. The carriageway is wide, and continuous footpaths run along both sides of the road outside the proposed site, providing safe and convenient routes for pedestrians and cyclists.

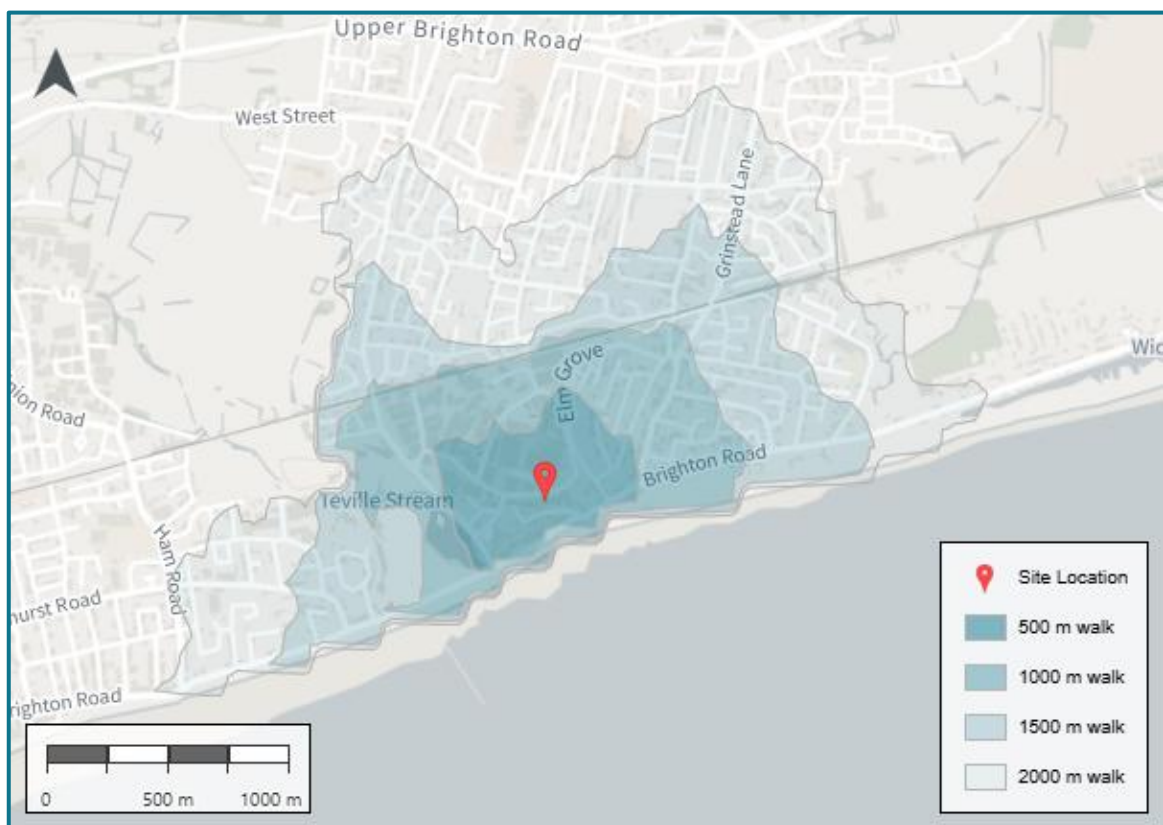
Taxis in Lancing

- Taxi Link Lancing
- Arrow Taxi Group
- Shoreham Airport Cabs
- Access Cars & Buses
- Shoreham Taxis

Accessibility by Foot

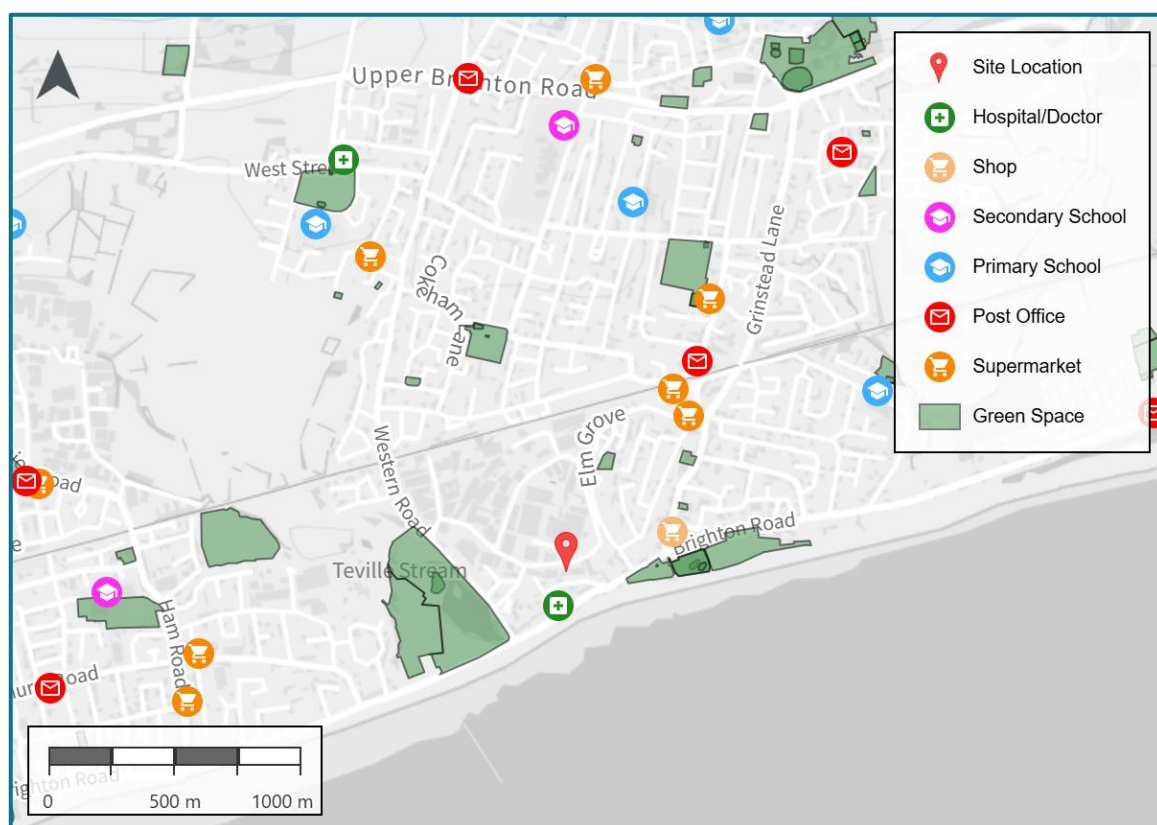
- 5.7 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).
- 5.8 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:
- “Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Paragraph 74)
- 5.9 **Figure 5.1** demonstrates an approximate 2km walking distance isochrone surrounding the site, this representing a journey time of approximately 25-minutes. The isochrones are based on an average walking speed of 1.4m/s, with increments of 500m.

Figure 5.1 – 2km Walking Isochrone



- 5.10 Examples of key destinations and their proximity to the site are highlighted in **Figure 5.2** and listed below in **Table 5.1**. Walking times are based on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot, and cycle times are based on an average cycle speed of 15.5km/h.

Figure 5.2 – Local Amenities Nearby Site



5.11 There are a number of facilities and services available to future residents this including (but is not limited to):

Table 5.1 – Accessibility of the Proposed Development Site to Key Services

Destination	Distance from Site (metres)	Walk Time (minutes)	Cycle Time (minutes)
Green Space (Lancing Beach Green)	400m	6	2
Shop (Lancing Convenience Store)	550m	8	2
Gill Pharmacy	900m	12	4
Supermarket (Budgens)	1000m	13	4
Lancing Post Office	1100m	14	4
Seaside Primary School	1800m	22	7
Secondary School (The Sir Robert Woodard Academy)	2300m	28	9

Walking Accessibility Description

- 5.12 Walking within the area around the proposed site is convenient and safe. The business park is served by footpaths along both sides of the roads, and local improvements under the West Sussex Local Cycling & Walking Infrastructure Plan have enhanced connectivity. Key amenities, including green spaces, shops, pharmacies, post offices, and schools, are all within a short walking distance of the site, generally between 6 and 28 minutes on foot. This proximity encourages sustainable travel for staff and visitors.

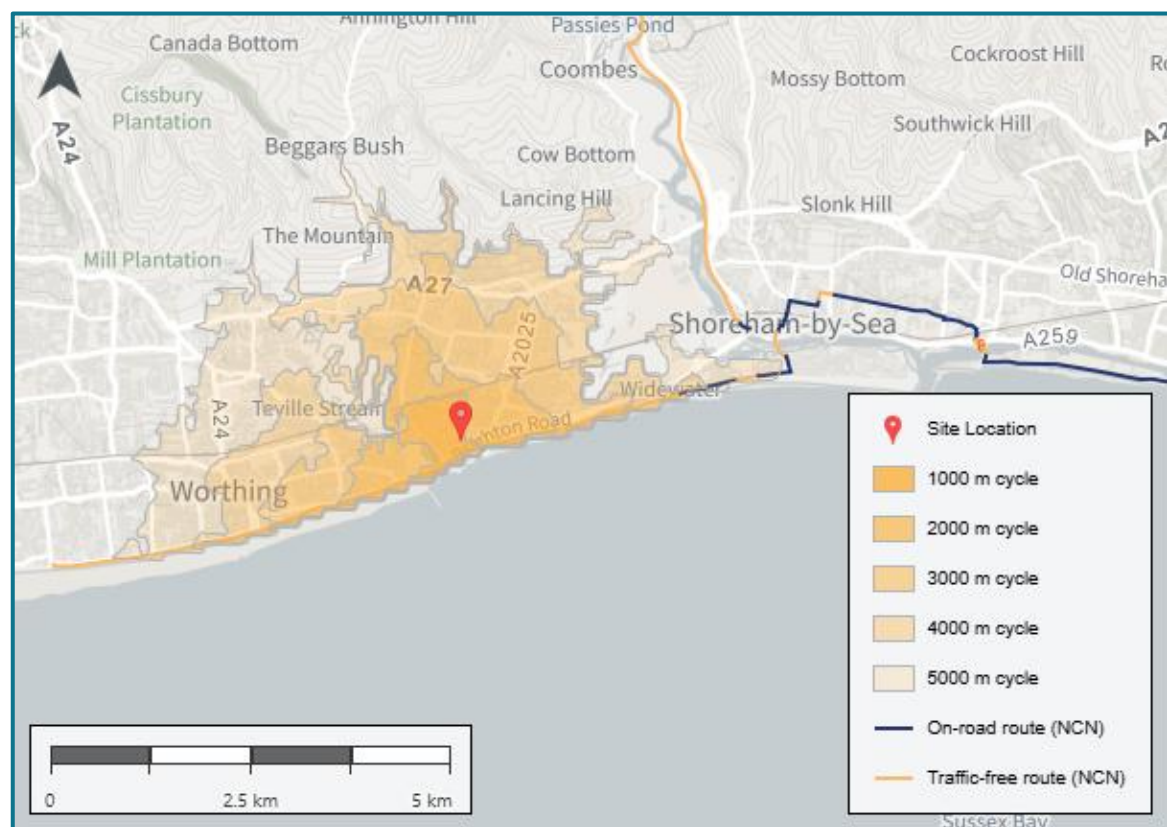
Accessibility by Cycle

5.13 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- 'Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport' (Paragraph 77)

5.14 **Figure 5.3** demonstrates an approximate 5km cycling distance isochrone surrounding the site, this representing a journey time of approximately 19-minutes. The isochrones are based on an average cycling speed of 15.5km/h, with increments of 1 km.

Figure 5.3 – 5km Cycle Isochrone



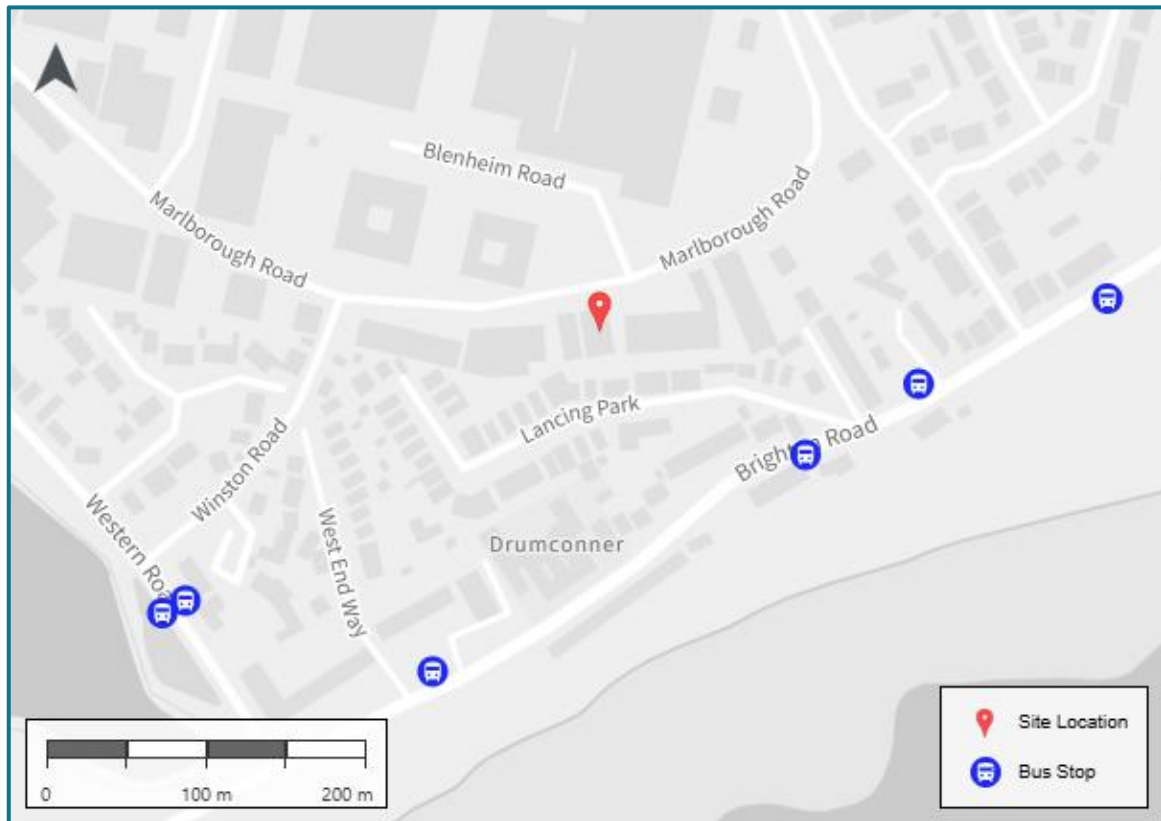
Cycling Accessibility Summary

5.15 Cycling around the proposed site is convenient and well supported by the local infrastructure. The business park benefits from wide carriageways, segregated cycle lanes, and shared-use paths, providing safe routes for cyclists. Key amenities, including green spaces, shops, pharmacies, post offices, and schools, are all within a short cycling distance of the site, generally between 2 and 9 minutes by bike. This makes cycling a practical and attractive option for staff and visitors.

Bus Services

- 5.16 Bus stops are located adjacent to the site as shown in **Figure 5.4**. The nearest bus stop is located at Lancing Park, approximately 450m from the site, this represents a 6-minute walk. This stop is served by route numbers 106, 740, 700 Coastliner and N700 Coastliner.

Figure 5.4 – Nearest Bus Stops to Site



- 5.17 **Table 4.2** below indicates the route destinations and approximate frequencies of the bus routes serving the bus stops near the site.

Table 5.2 – Local Bus Service Frequencies

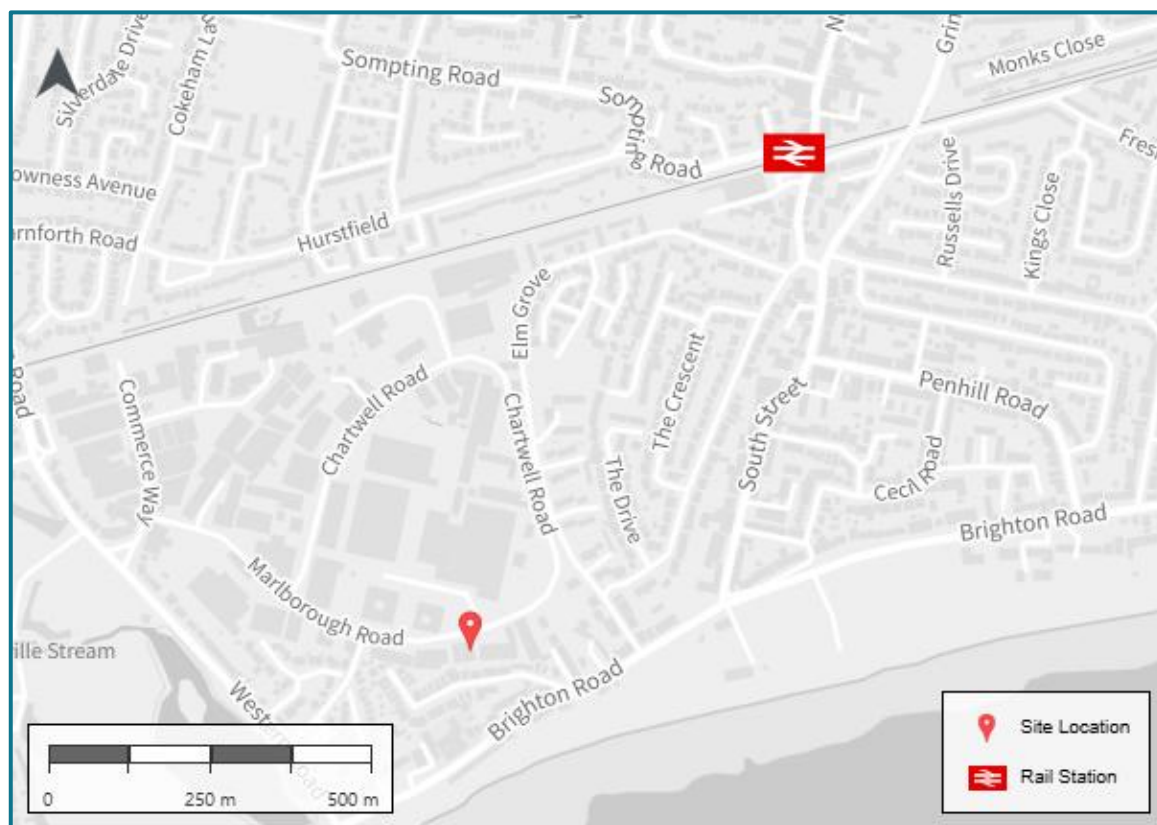
Stop	Service	Destination	Monday-Friday Frequency	Saturday Frequency	Sunday Frequency
Lancing Park	106	Henfield - Worthing	1 per day (Tuesday's, Wednesday's and Friday's)	No service	No service
Lancing Park	106	Worthing - Henfield	1 per day (Tuesday's, Wednesday's and Friday's)	No Service	No Service
Lancing Park	700	Brighton - Worthing	5 per hour	5 per hour	4 per hour
Lancing Park	700	Worthing - Brighton	5 per day	5 per day	4 per day
Lancing Park	N700	Brighton - Worthing	4 per early morning	4 per early morning	2 per day
Lancing Park	N700	West Worthing - Brighton	3 per early morning	3 per early morning	2 per day
Lancing Park	740	South Lancing – Steyning School	1 per day (Including Surrey & ESCC days)	No Service	No Service
Lancing Park	740	Steyning School – South Lancing	1 per day (Including Surrey & ESCC days)	No Service	No Service

5.18 As Table 4.2 demonstrates, there is a good frequency of bus services to key destinations throughout the day. The short walking distance between the nearby bus stops and the site means that travel by bus is a convenient sustainable modal choice for residents and visitors of the proposed development

Rail Services

- 5.19 The nearest railway station is Lancing, located approximately 1.1km from the site, as shown in **Figure 5.5**.

Figure 5.5 – Nearest Rail Stations to Site



- 5.20 The journey times and service frequencies are set out below in **Table 5.3**.

Table 5.3 – Local Rail Services

Station	Destination	Frequency	Journey Time
Lancing	Brighton	4 / hour	16 mins
Lancing	Worthing	6 / hour	4 mins
Lancing	London Victoria	2 / hour	1 hour 19 mins
Lancing	Shoreham-By-Sea	6 / hour	4 mins
Lancing	Hove	6 / hour	12 mins
Lancing	East Worthing	3 / hour	3 mins
Lancing	Portslade	6 / hour	9 mins
Lancing	Goring-By-Sea	4 / hour	11 mins
Lancing	Durrington-On-Sea	4 / hour	9 mins

Rail Accessibility Summary

- 5.21 Lancing Railway Station is located approximately 1.1 km from the site access, which is around a 14-minute walk or 4-minute cycle. The station provides frequent services to a range of nearby and regional destinations, including Brighton, Worthing, Shoreham-by-Sea, Hove, and London Victoria, making it a convenient option for both local and longer-distance journeys.
- 5.22 Lancing Station is a Category B1 station, offering passenger facilities such as seated areas, toilets, and a heated waiting area. The station also provides 54 car parking spaces (including 6 accessible bays) and 24 cycle parking spaces, with a taxi rank located directly outside.
- 5.23 The combination of walking, cycling, and public transport accessibility supports sustainable travel for staff and visitors to the proposed site.

6 Proposed Development

- 6.1 The proposed development involves the demolition of the existing single-storey warehouse unit and the construction of a two-storey commercial building for Industrial IT Systems Limited. The new building will provide a total floor area of approximately 850 m² and will accommodate a maximum of 15 employees.
- 6.2 The proposal includes 11 car parking spaces to serve staff and visitors, comprising 2 spaces within the forecourt (including 1 accessible space) and a further 9 spaces located to the rear of the building.

Deliveries

- 6.3 The proposed development is expected to generate regular deliveries by smaller vans, with only occasional HGV movements anticipated (approximately 1–2 per year). As such, the overall impact on the local highway network will be minimal. Deliveries will continue to take place from the roadside, consistent with the arrangements for the existing use of the site.

Staff Travel Patterns and Sustainable Commuting

- 6.4 A proportion of the current workforce live locally to the site, meaning that walking and cycling are realistic and attractive options for travelling to and from work. This is supported by the surrounding footway and cycle infrastructure within the business park and the wider area. In addition, some employees car share at the current site, which helps to reduce the overall number of vehicles travelling to the site on a daily basis.
- 6.5 These existing travel patterns demonstrate that the development is likely to generate a lower parking demand, as not all staff will rely on single-occupancy car journeys.
- 6.6 The proposed site layout plan is shown in **Appendix A**.

Proposed Access

- 6.7 Vehicular access to the site will be via the existing access on Marlborough Road, as illustrated in **Figure 5.1**.
- 6.8 The proposed development will utilise the existing site access, which will remain unchanged. The current access arrangement provides adequate visibility in both directions and is considered suitable to serve the proposed level of development.
- 6.9 Therefore, adequate visibility to meet the Manual for Streets standards is achievable.

Figure 6.1 – Site Access



Car Parking

- 6.10 The proposed development will provide 9 car parking spaces to the rear of the site and 2 on the new hard standing forecourt, representing an increase compared with the existing provision. While standard parking guidance indicates that a higher level of parking demand, the proposed level of parking is considered appropriate given the scale and nature of the use. The previous use of the building was of a similar type and operated with a comparable level of parking demand. The proposed layout has been designed to accommodate this provision efficiently, including a new extended dropped kerb to serve a hardstanding forecourt area providing the 2 parking spaces.
- 6.11 In addition to the above, the number of employees is relatively low, and many live locally, making walking and cycling realistic options for commuting. In addition, the site benefits from good accessibility to public transport, with bus stops on Marlborough Road located approximately a 6-minute walk from the site and Lancing railway station within a 14-minute walk (or a short cycle). Sustainable travel choices will be actively promoted to employees to reduce reliance on private car travel.
- 6.12 In accordance with West Sussex County Council guidance on parking at new developments (Appendix B: Electric Vehicle Space Allocations), approximately 49% of the parking provision should be served by electric vehicle charging facilities. As such, around half of the proposed parking spaces will be provided as electric vehicle charging spaces, in line with current policy requirements.
- 6.13 Overall, the proposed level of parking is considered sufficient to accommodate the anticipated demand, taking into account the modest number of employees, existing travel behaviour, and the availability and promotion of sustainable transport options.

- 6.14 Swept path analysis demonstrating access to the proposed parking spaces is included in **Appendix C**.

Cycle Parking

- 6.15 A total of 8 cycle parking spaces will be provided as part of the proposed development, comprising 6 spaces for staff and 2 spaces for visitors, all of which will be located at the rear of the proposed building. This level of provision has been calculated in accordance with West Sussex County Council guidance on parking at new developments (Table 3: Non-Residential Parking Demand), based on the proposed total floor area of 850 sqm.
- 6.16 The proposed cycle parking provision is therefore considered appropriate to support and encourage cycling as a sustainable mode of travel to and from the site. **Figure 5.2** illustrates the relevant extract from the guidance used to inform this provision.

Figure 5.2: WSCC Non-Residential Cycle Parking Guidance (Table 3)

E Commercial, Business and Service – Business (office, research and development and light industrial process)	1 space per 30sqm	1 space per 150sqm for staff and 1 space per 500sqm for visitors
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Servicing and Emergency Vehicle Access

- 6.17 The site is designed in accordance with Manual for Streets (MfS1) standards which states within paragraph 6.8.9 that '*waste collection vehicles should be able to get within 25m of the storage point and the gradient between the two should not exceed 1:12*'. Bin storage will be close to the highway and refuse vehicles will stop on street to service the site as they do for the existing building.
- 6.18 Fire appliances will be able to reach within 45 metres of all parts of the proposed building, in accordance with Paragraph 13.1 of Approved Document B of the Building Regulations.

7 Trip Generation

Proposed Trip Generation – TRICS Analysis

7.1 To determine the potential traffic generation associated with the proposed development, a TRICS trip rate assessment has been undertaken. TRICS is a nationally recognised database containing typical trip generation rates for a range of development types and is commonly used to assess the traffic impacts of new development. **Table 6.1** presents the trip rate data for the existing building, which has an approximate floor area of 540 sqm, while **Table 6.2** presents the trip rate data for the proposed two-storey building, with an approximate floor area of 850 sqm.

7.2

The proposed development comprises the demolition of the existing building and the construction of a two-storey commercial unit for industrial use, with associated parking and access arrangements. The TRICS database has been interrogated for appropriate matches to industrial units, with the following relevant parameters being applied:

- Survey Year: Post 2014 surveys;
- Regions: All regions;
- Days: Weekdays only;
- Location: Edge of Town and Free-Standing area location types;
- Range: 150 - 3000 (units sqm);
- Car Ownership: From 0.6 to 2.5.

7.3 Table 7.1 below provides the relevant TRICS trip rate data, based on the site selection criteria above.

Table 7.1 below presents the trip rates associated with the existing site area.

Table 7.1 – TRICS Trip Rate Assessment – Existing Building (540 sqm)

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	4	1	4	0	3	4	19	19	38

Resultant trips rounded to the nearest whole number

7.4 **Table 7.2** shows the resultant trips based on the development scale.

Table 7.2 – Proposed Development Trips (850 sqm)

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	6	1	7	1	5	6	30	30	59

Resultant trips rounded to the nearest whole number

7.5 **Table 7.3** illustrates the increase in trips generated by the proposed development.

Table 7.3 – Net Increase in Vehicle Trips for Proposed Development

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	2	0	3	1	2	2	11	11	21

Resultant trips rounded to the nearest whole number

7.6 The full details of the TRICS assessment can be seen in **Appendix B**.

Summary of Trips

7.7 Using the information derived from the TRICS database, the proposed development is likely to result in a net increase in vehicle trips of:

- Around 3 two-way vehicle trips in the weekday AM peak period (0800–0900);
- Around 2 two-way vehicle trips in the weekday PM peak period (1700–1800);
- Overall, around 21 additional two-way daily weekday vehicle trips.

7.8 Based on the TRICS analysis, the forecast increase in traffic generation associated with the proposed development can be readily accommodated on the local highway network. As such, no further highway impact assessment or mitigation measures are considered necessary.

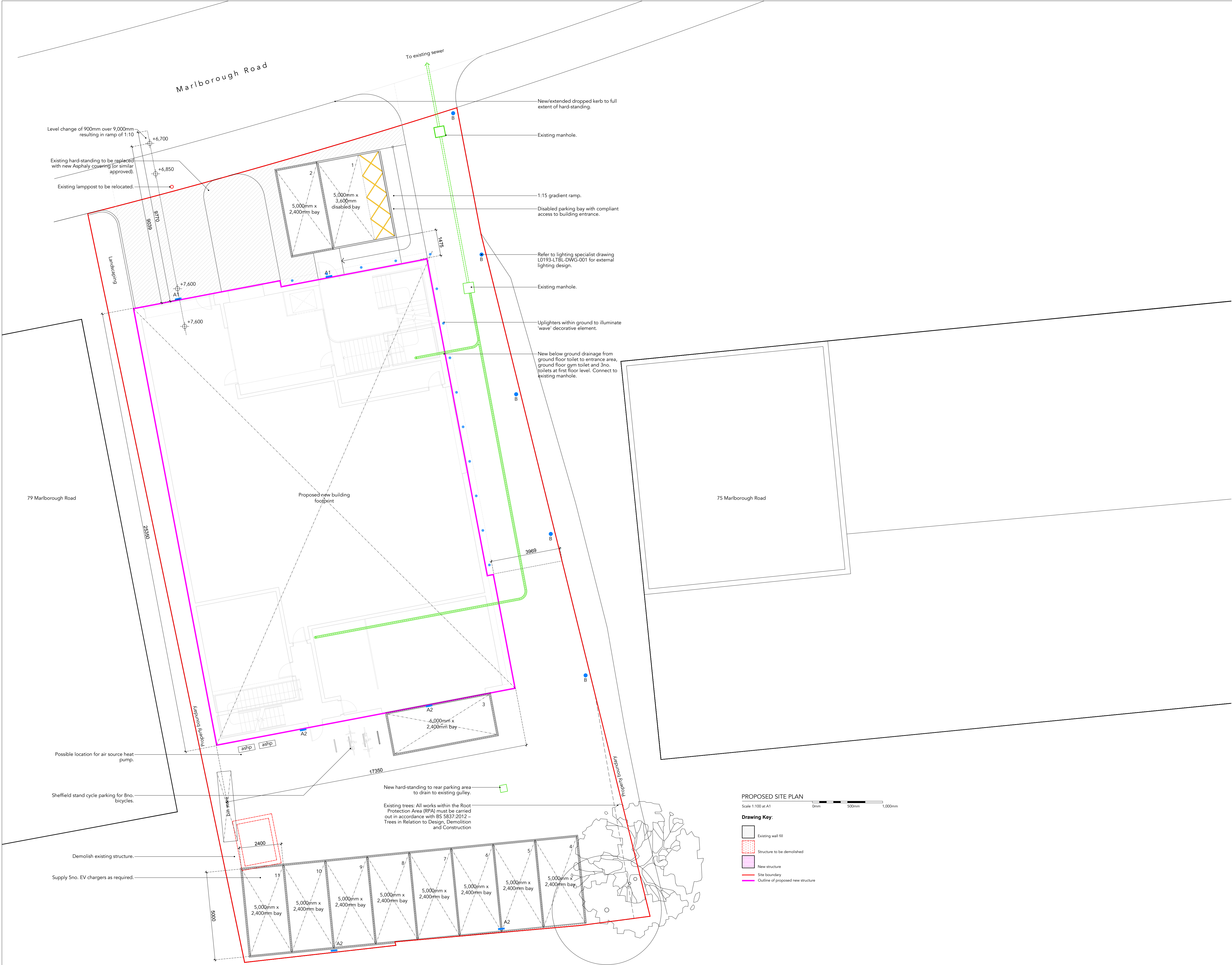
8 Conclusion

- 8.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed development from a transport perspective.
- 8.2 Key transport-relevant elements of the development, including parking, access, trip generation and the impacts upon the surrounding transport networks, have been considered.
- 8.3 The proposed development comprises the demolition of the existing single-storey building and the construction of a new two-storey commercial unit, with associated parking and servicing arrangements. The scale and nature of the proposal are consistent with the existing and surrounding uses within Lancing Business Park, and the development is not expected to materially change the overall transport characteristics of the site.
- 8.4 The site can be accessed by sustainable forms of transport such as buses which have a moderate frequency of services throughout the day to local destinations.
- 8.5 Access to the site will be via Marlborough Road, with the existing access arrangement retained to serve the proposed development.
- 8.6 Using the detailed TRICS database, the proposed development is likely to result in an increase of approximately 3 two-way vehicle trips during the weekday AM peak period (0800–0900) and approximately 2 two-way vehicle trips during the weekday PM peak period (1700–1800).
- 8.7 The estimated level of trips generated by the development can easily be accommodated on the surrounding highway network.
- 8.8 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

Appendix A

Site Layout Plan



PLANNING

Proposed site plan

079-3-s001

Project: 77 Marlborough Rd, Lancing. BN15 8UF

Scale: 1:100 at A1

Issue date: 126/03/2026 - Rev.B - additional information included

Drawn by: JMP

NOTES:

All measurements and site conditions are to be checked prior to the preparation of drawings or commencement of works. This drawing belongs to James Patterson Architects Ltd. and is protected by the Copyright, Designs and Patents Act, 1998.

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Appendix B

TRICS Output Data



Audit Code: 88183bea-87aa-4c9a-9efc-bf978e278a86

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 day
	HC	HAMPSHIRE	1 day
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
	PB	PETERBOROUGH	1 day
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 day
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	LC	LANCASHIRE	2 days
09	NORTH		
	CU	CUMBERLAND	1 day
10	WALES		
	VG	VALE OF GLAMORGAN	1 day
11	SCOTLAND		
	FI	FIFE	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day
	MA	MAYO	1 day
13	MUNSTER		
	KE	KERRY	1 day
14	LEINSTER		
	KK	KILKENNY	1 day
	WX	WEXFORD	1 day
17	ULSTER (NORTHERN IRELAND)		
	TY	TYRONE	1 day

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

Audit Code: 88183bea-87aa-4c9a-9efc-bf978e278a86

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	150 to 3000 (units:sqm)
Range Selected by User:	150 to 3000 (units:sqm)
Parking Spaces Range:	4 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/14 to 03/06/25

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

Selected survey days:

Friday	4 days
Thursday	12 days
Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	19
Direction ATC Count	0

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

Selected Locations:

Edge of Town	17 days
Free Standing	2 days

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

Selected Location Sub Categories:

Commercial Zone	1 days
Industrial Zone	17 days
Out of Town	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	17 days



Audit Code: 88183bea-87aa-4c9a-9efc-bf978e278a86

Secondary Filtering Selection:

Use Class:

Not Known

19 surveys

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

Population within 500m Range:

0 - 2800

Population within 1 mile:

1,000 or Less	2 surveys
1,001 to 5,000	2 surveys
10,001 to 15,000	6 surveys
20,001 to 25,000	2 surveys
5,001 to 10,000	7 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	6 surveys
25,001 to 50,000	4 surveys
5,000 or Less	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	3 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	7 surveys
1.1 to 1.5	10 surveys
1.6 to 2.0	1 surveys
2.1 to 2.5	1 surveys

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

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Petrol filling station:

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

Travel Plan:

No 19 surveys

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

PTAL Rating:

No PTAL Present 19 surveys

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

COVID-19 Restrictions:

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

Audit Code: 88183bea-87aa-4c9a-9efc-bf978e278a86

1	BO-02-C-01	PUMPS, MOTORS & FANS	BEDFORD
POSTLEY ROAD BEDFORD KEMPSTON Edge of Town Industrial Zone Site area: 0.20000000298023224 hect Survey date: Thursday 15/10/2020			
			Survey Type: Manual
2	CS-02-C-01	AV SPECIALISTS	SLIGO
RATHFINN CLOSE SLIGO FINISKLIN BUSINESS PARK Edge of Town Commercial Zone Site area: 0.47999998927116394 hect Survey date: Tuesday 28/04/2015			
			Survey Type: Manual
3	CU-02-C-01	STEEL FABRICATION	CUMBERLAND
BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Site area: 0.17000000178813934 hect Survey date: Friday 15/10/2021			
			Survey Type: Manual
4	FI-02-C-02	GLASS SPECIALISTS	FIFE
DICKSON STREET DUNFERMLINE Edge of Town Industrial Zone Site area: 0.49000000953674316 hect Survey date: Thursday 20/04/2023			
			Survey Type: Manual
5	GS-02-C-02	MARINE ENGINE PRODUCTION GLOUCESTERSHIRE	
DAVY WAY GLOUCESTER HARDWICKE Edge of Town Industrial Zone Site area: 0.41999998688697815 hect Survey date: Friday 23/04/2021			
			Survey Type: Manual
6	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
JAYS CLOSE BASINGSTOKE Edge of Town Industrial Zone Site area: 1.1200000047683716 hect Survey date: Thursday 16/06/2016			
			Survey Type: Manual
7	KE-02-C-01	PRINT & GRAPHIC DESIGN	KERRY
WOODLANDS ROAD KILLARNEY Edge of Town Industrial Zone Site area: 0.05000000074505806 hect Survey date: Thursday 17/10/2019			
			Survey Type: Manual
8	KK-02-C-01	VEHICLE UPHOLSTERY CENTRE KILKENNY	
HEBRON IND. ESTATE			



Audit Code: 88183bea-87aa-4c9a-9efc-bf978e278a86

KILKENNY

Edge of Town

Industrial Zone

Site area: 0.44999998807907104 hect

Survey date: Thursday 26/10/2017

Survey Type: Manual

9 LC-02-C-05 NUTRITION MANUFACTURE LANCASHIRE

FURNESS DRIVE

POULTON-LE-FYLDE

Edge of Town

Industrial Zone

Site area: 0.15000000596046448 hect

Survey date: Wednesday 30/06/2021

Survey Type: Manual

10 LC-02-C-06 STEEL FABRICATION LANCASHIRE

TOLLGATE ROAD

BURSCOUGH

Edge of Town

Industrial Zone

Site area: 0.13050000369548798 hect

Survey date: Thursday 21/04/2022

Survey Type: Manual

11 LE-02-C-01 COMMERCIAL VEHICLE SERVICES LEICESTERSHIRE

WYMESWOLD ROAD

NEAR LOUGHBOROUGH

BURTON ON THE WOLDS

Free Standing

Industrial Zone

Site area: 0.05999999865889549 hect

Survey date: Friday 17/06/2022

Survey Type: Manual

12 MA-02-C-01 MECHANICAL ENGINEERING MAYO

KILMAINE ROAD

BALLINROBE

Edge of Town

Industrial Zone

Site area: 0.44999998807907104 hect

Survey date: Friday 09/10/2020

Survey Type: Manual

13 NF-02-C-03 SHEET METAL CONTRACTOR NORFOLK

ELVIN WAY

NORWICH

HELLESDON

Edge of Town

Industrial Zone

Site area: 0.052000001072883606 hect

Survey date: Thursday 07/11/2019

Survey Type: Manual

14 NY-02-C-03 WORKWEAR MANUFACTURER NORTH YORKSHIRE

WETHERBY ROAD

KNARESBOROUGH

Edge of Town

Industrial Zone

Site area: 0.3499999940395355 hect

Survey date: Thursday 29/06/2023

Survey Type: Manual

15 PB-02-C-01 STEEL FABRICATOR PETERBOROUGH

NEWARK ROAD

PETERBOROUGH

FENGATE

Edge of Town



Audit Code: 88183bea-87aa-4c9a-9efc-bf978e278a86

Industrial Zone

Site area: 0.25999999046325684 hect

Survey date: Thursday 29/09/2022

Survey Type: Manual

16 DRUM ROAD NEAR COOKSTOWN Free Standing Out of Town Site area: 0.699999988079071 hect Survey date: Thursday 14/03/2019	TY-02-C-01	ELECTRICAL MOTOR COMPANY TYRONE	
			Survey Type: Manual

17 VERLON CLOSE BARRY Edge of Town Industrial Zone Site area: 0.5199999809265137 hect Survey date: Thursday 06/05/2021	VG-02-C-01	ALCOHOL ANALYSIS PRODUCTSVALE OF GLAMORGAN	
			Survey Type: Manual

18 FREDERICK ROAD KIDDERMINSTER Edge of Town Industrial Zone Site area: 0.21 hect Survey date: Tuesday 03/06/2025	WO-02-C-01	INDUSTRIAL UNIT	WORCESTERSHIRE
			Survey Type: Manual

19 CLONARD ROAD WEXFORD WHITEMILL Edge of Town Industrial Zone Site area: 0.5099999904632568 hect Survey date: Thursday 20/04/2023	WX-02-C-01	WHOLESALE BAKERY	WEXFORD
			Survey Type: Manual

Audit Code: 88183bea-87aa-4c9a-9efc-bf978e278a86

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	7	1174	0.024	0.000	0.024
06:00-07:00	9	1232	0.253	0.036	0.289
07:00-08:00	19	1326	0.599	0.103	0.702
08:00-09:00	19	1326	0.655	0.147	0.802
09:00-10:00	19	1326	0.341	0.191	0.532
10:00-11:00	19	1326	0.262	0.286	0.548
11:00-12:00	19	1326	0.246	0.230	0.476
12:00-13:00	19	1326	0.202	0.290	0.492
13:00-14:00	19	1326	0.310	0.353	0.663
14:00-15:00	19	1326	0.222	0.254	0.476
15:00-16:00	19	1326	0.147	0.270	0.417
16:00-17:00	19	1326	0.127	0.468	0.595
17:00-18:00	19	1326	0.079	0.580	0.659
18:00-19:00	18	1331	0.029	0.188	0.217
19:00-20:00	7	1174	0.024	0.061	0.085
20:00-21:00	7	1174	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.520	3.457	6.977

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

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 3000 (units: sqm)
Survey date date range:	28/04/2015 - 03/06/2025
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

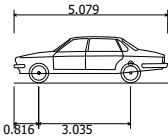
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

Appendix C

Vehicle Tracking



- GENERAL NOTES**
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
 5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
 6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.
 7. If viewing this drawing as an Autocad file (.dwg) in digital format then it is done so with this Disclaimer due to the fact that it can be altered and manipulated following its issue by GTA Civils & Transport and therefore, any alteration or modification of DWG data files provided by GTA Civils & Transport, by you or a third party, without GTA Civils and Transport's express written approval, is done so entirely at your own risk. Modification includes (but is not limited to) turning layers on and off, unfreezing layers and reloading, turning on and off print functions and unloading x-refs.
 8. Your attention is also drawn to the fact that the information contained within this file may be subject to alteration at any time, pending technical approval from an approving authority or at the client's instruction. It is therefore strongly recommended that multiple and regular cross checks are made against the current contract drawings. It is your responsibility to ensure that the correct issue or revision of the DWG data file is being used and requests for updated information made accordingly.
 9. Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.



Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	1.831m
Max Track Width	4.00s
Lock to lock time	5.900m
Kerb to Kerb Turning Radius	



Vehicle wheels outline



Vehicle Body envelope

P2	AMENDED TO LATEST SITE LAYOUT	02-04-2026	TS	ART	
P1	INITIAL ISSUE	18-02-2026	TS	ART	
Rev	Amendments	Date	Dsn	Chk	
Status					
PRELIMINARY					
Client					
INDUSTRIAL IT SYSTEMS					
Architect					
Project					
77 MARLBOROUGH ROAD					
Title					
ANTICIPATED SWEPT PATH OF A LARGE CAR					
Date		Scale @ A1		1:250	
FEB 2026					
Clients Ref.		Project Ref.		14241	
 Civils & Transport Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel.01444 871444 Web: www.gtacivils.co.uk					
Drawing Number				Rev.	
14241_2200				P2	



Civil Engineering - Transport Planning - Flood Risk

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