

AVAL CONSULTING GROUP.

CIVIL, ENVIRONMENT & STRUCTURAL ENGINEERS



Transport Statement

Midland Distribution Centre, Markfield Road, Groby LE6 0FS

ATC Design and Build Ltd

20th May 2025

Transport Statement
Midland Distribution Centre, Markfield Road, Groby LE6 0FS
ATC Design and Build Ltd

94170

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1 Introduction

1.1 Background

AVAL Consulting Group Limited (ACGL) has been commissioned by ATC Design and Build Ltd to provide the Transport Statement (TS) to support the Planning Application of the development at Midland Distribution Centre, Markfield Road, Groby LE6 0FS. This accompanies the Planning Application to the Local Authority (Hinckley and Bosworth Borough Council (HBBC)) for consent to undertake the proposed work at the site.

A description of the proposed scheme is provided below:

A two-storey extension of the Westermans industrial building.

This Transport Assessment will appraise the effects of the proposed changes at the site on the local highway network, footways and cycleways, and on-street parking conditions.

This TS has been carried out by good practice guidelines and has been prepared by the National Planning Policy Framework (NPPF) (2025) and current Planning Guidance documents for the HBBC.

1.2 Site Location

Midland Distribution Centre is strategically located on Markfield Road in Groby, Leicester. The site benefits from excellent transport connectivity, with direct access to the A50 and proximity to Junction 22 of the M1 motorway, facilitating efficient regional and national distribution. Positioned within an established industrial and logistics area, the unit is surrounded by a mix of commercial occupiers and is well-served by local amenities in Groby village. Leicester city centre is approximately 5 miles to the southeast, providing a broad labour pool and further commercial infrastructure. This location offers a prime setting for logistics, warehousing, or light industrial operations. Figure 1.1 below shows the site location.

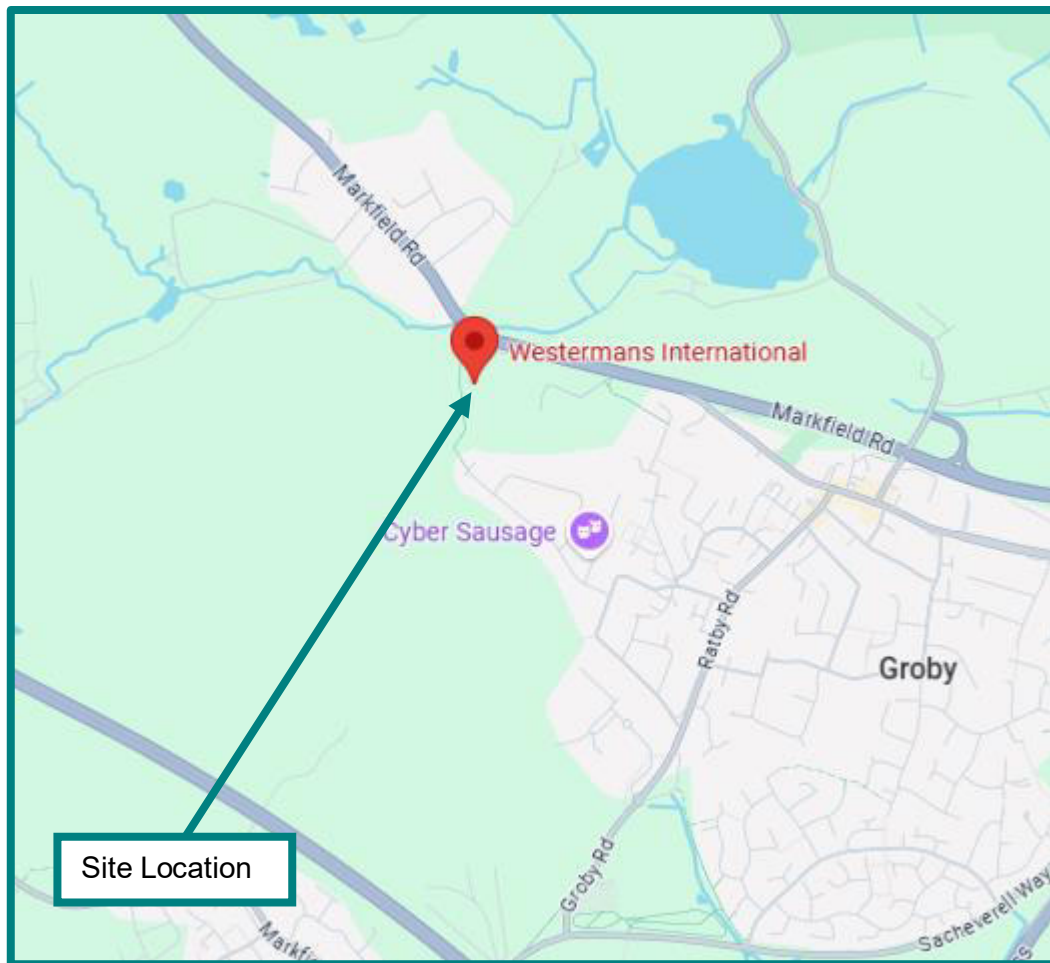


Figure 1.1: Site Location (image source: Google Maps)

1.3 Report Structure

The remainder of this TS is presented in the following order:

- Chapter 2: Relevant national and regional applicable policies;
- Chapter 3: Existing Baseline Conditions;
- Chapter 4: Development Proposal;
- Chapter 5: Forecast Trip Generation and Transport Impacts; and
- Chapter 6: Conclusion.

2 Policy and Guidance

This section lists all the latest regional and local policies, and statutory and non-statutory guidelines relevant to the proposed development.

2.1 National Guidance

2.1.1 National Planning Policy Framework (2025)

The principal national planning policy guidance concerning the proposed development is the National Planning Policy Framework (NPPF). The most recent update of the NPPF was published in February 2025, which replaces the December 2024 version by the Ministry of Levelling Up, Housing and Communities. The NPPF sets out the government's planning policies for England and how these are expected to be applied.

This revised Framework replaces the previous National Planning Policy Framework published in December 2024 and previous versions to that.

Three dimensions of sustainable development have been identified in the NPPF: economic, social, and environmental.

The proposed development complies with the guidance and requirements set out in this Revised NPPF.

The NPPF still has a "presumption in favour of sustainable development" and includes the following principles of relevance to this site:

- To drive and support economic development;
- To seek to secure high-quality design; and
- Manage growth by making full use of public transport, walking and cycling and focusing development on locations which are or can be made sustainable.

The policy suggests that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable modes can be maximised. Development should be located and designed where practical to achieve the following:

- Give priority to pedestrian and cycle movements, and have access to high-quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and
- Consider the needs of disabled people by all modes of transport.

2.1.2 National Planning Practice Guidance (NPPG, 2014)

Lessening the Traffic Generation NPPG is a web-based resource that brings together planning guidance on various topics in one place. It was launched in March

2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

The guidance note on 'Travel Plans, Transport Assessments and Statements' provides advice on when Transport Assessments and Transport Statements (TS) are required, and what they should contain. This has been referred to when preparing this report.

The above web-based NPPG replaces The Guidance on Transport Assessments (GTA) which was withdrawn in 2014. In it, the overarching principles in the preparation of Transport Assessments, Transport Statements, and Travel Plans (TPs) are laid out.

It advises that a TS is a 'lighter touch' assessment, whereas a TA is a more thorough assessment. A TS can be used in the case of developments with anticipated limited transport impacts (and limited vehicle impacts) and where fewer than 80 units are proposed.

The guidance highlights that TAs, TSs, and TPs are important because they can positively contribute to:

- Encouraging sustainable travel;
- and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new developments to increase existing road capacity or provide new roads.

2.2 Regional Guidance

2.2.1 Local Transport Planning in Leicestershire 2011-2026 - Leicestershire Local Transport Plan 3

The Leicestershire Local Transport Plan 3 (LTP3) outlines the county's long-term strategy for transport from 2011 to 2026. Its core aim is to support economic growth, improve connectivity, and enhance quality of life through a more efficient, safe, and sustainable transport system. The plan focuses on managing and maintaining existing infrastructure, reducing congestion, promoting accessibility, and encouraging the use of public transport, walking, and cycling. Environmental considerations and the need to reduce carbon emissions are also central to the strategy. LTP3 guides

local decision-making and investment in transport to align with broader planning and development goals across Leicestershire.

2.3 Local Guidance

2.3.1 Hinckley and Bosworth Borough Council – Core Strategy (Adopted December 2009)

The Hinckley and Bosworth Core Strategy (2009) sets out the long-term spatial vision and planning framework for the borough up to 2026. It establishes key development priorities, including housing growth, economic development, and infrastructure delivery, while aiming to protect the environment and promote sustainable communities. The strategy identifies specific areas for development and regeneration, supports improvements in transport and accessibility, and encourages high-quality design. It also guides decisions on land use and planning applications, ensuring that development aligns with both local needs and national planning policy objectives. The policies regarding transport are as follows:

Policy 5: Transport Infrastructure in the Sub-regional Centre states that:

“The following transport interventions (as detailed in the Hinckley Core Strategy Transport Review 2007) are proposed to support the additional development in and around the Hinckley sub-regional centre, particularly the urban extensions at Barwell and Earl Shilton, to promote sustainable development within the area:

- *Improvements to the A47/A5 ‘The Long Shoot’ junction to provide for additional public transport priority measures*
- *Links to existing urban area for buses (particularly the railway station), walking, cycling, and local traffic. Cycle routes to be implemented are identified in the Hinckley & Bosworth Borough Council’s Hinckley Cycle Network Plan. Priority will be given to those strategic routes which connect the Hinckley, Burbage, Barwell and Earl Shilton urban areas*
- *Improvements to the A47 (Hinckley Northern Perimeter Road and Earl Shilton by-pass) and A447 to facilitate improved public transport movement along those corridors*
- *New public transport linkages from proposed developments to Barwell and Earl Shilton, and improved public transport linkages between Barwell, Earl Shilton, Hinckley town centre and Hinckley Northern Perimeter Road employment areas*
- *New pedestrian and cycle linkages from proposed developments into Barwell and Earl Shilton*
- *Traffic calming measures in Barwell and Earl Shilton, e.g. along the Common and routes through Earl Shilton/Barwell*
- *Improvements to the provision and management of car parking and public transport to support the increased use of Hinckley town centre. Details of proposed schemes will be brought forward in the Barwell/Earl Shilton Area Action Plan and the Hinckley Town Centre Area Action Plan. Developers will be required to contribute towards the implementation of these initiatives through developer contributions where they meet the tests set out in national guidance. New development that would prejudice their implementation will not be permitted. In addition, to the measures identified above, the council will:*
- *Support the use of the canal system for cyclists, walkers and other leisure uses. Where appropriate, developers will be expected to provide developer contributions to improve path surfacing*
- *Support canal freight loading and unloading points along the Ashby Canal*

to encourage the use of canal based transport for business • Support the reopening of the Elmes Thorpe passenger railway station to serve Earl Shilton and Barwell.”

Policy 14: Rural Areas states that:

“Transport To support accessibility within the rural areas, the council will: • Support the safeguarding of the route of the National Forest line and stations at Desford and Bagworth, in case, in the longer term a cost effective passenger service reinstatement on that line may be achievable • Support the delivery of a viable, high quality public transport network between the Key Rural Centres and their nearest urban centre and between the Rural Villages and their nearest Key Rural Centre or urban centre • Support the provision of accessible transport services for mobility impaired and rurally isolated residents • Support further development of quality and reach of accessible transport services, including expansion of Shop Mobility • Support the continuation of the Leicestershire hourly services network (this network provides access within 800 metres to a service of at least hourly daytime frequency for 95% of Leicestershire people) and improving access at other times of the day • Support the continuation of demand responsive transport networks (for example, shared taxi services, community minibuses and rural dial a ride) to the following villages and hamlets that are not covered by the hourly services network: Kirkby Mallory, Peckleton, Shackerstone, Congerstone, parts of Carlton, Sutton Cheney, Shenton, Kirkby Grange and Botcheston • Deliver safe cycle paths as detailed in the Hinckley & Bosworth Council’s Rural Parishes Cycling Network Plan. This will deliver safe routes to school, to residential and employment areas, Key Rural Centres/urban areas, community and leisure facilities and into the countryside Developers will be required to contribute towards these initiatives through developer contributions and/or land where they meet the tests set out in national guidance. New development that would prejudice their implementation will not be permitted.”

2.3.2 Hinckley and Bosworth Borough Council – Hinckley and Bosworth Parking Guidance

The parking standards set out in Appendix D of the Hinckley and Bosworth Borough Council (HBBC) Local Plan provide specific guidance for developments based on their use class. For Class B8 warehouse use, which applies to the proposed extension, the required provision is 1 car parking space per 100 square metres of floor space. For warehouse facilities exceeding 9,300 square metres, a lower standard of 1 space per 150 square metres applies. Additionally, one HGV parking space is required for every 400 square metres of warehouse space.

The total floor area of the development at Midland Distribution Centre, will be approximately 4,944 square metres. Based on the standard parking requirement of 1 space per 100 square metres, the development will need to provide around 49 car parking spaces. In addition, using the 1:400 square metre ratio for HGV parking, approximately 12 dedicated HGV spaces will be required. These parking provisions are intended to ensure the development complies with local planning standards and adequately supports the operational requirements of the site.

2.4 Overall Guidance

The proposed development at Unit 4, Midland Distribution Centre is guided by a comprehensive set of national, regional, and local planning policies. At the national level, the National Planning Policy Framework (NPPF, 2025) emphasises sustainable development with a focus on economic growth, high-quality design, and transport sustainability. It supports developments that minimise the need to travel and prioritise walking, cycling, and access to public transport. Supporting this, the National Planning Practice Guidance (NPPG, 2014) outlines the importance of Transport Statements and Assessments in planning, especially in encouraging sustainable travel, reducing emissions, and improving accessibility and road safety.

Regionally, the Leicestershire Local Transport Plan 3 (2011–2026) underlines the importance of efficient, safe, and sustainable transport systems to support economic development and reduce environmental impact. It encourages investment in public transport, walking, and cycling infrastructure. Locally, the Hinckley and Bosworth Core Strategy (2009) sets the spatial planning vision for the borough, prioritising development that enhances transport infrastructure, promotes sustainable communities, and supports regeneration. Policies within this strategy include specific transport improvements in urban and rural areas and advocate developer contributions toward infrastructure enhancements.

In terms of site-specific requirements, the Hinckley and Bosworth Parking Guidance stipulates that Class B8 (warehouse) developments must provide 1 car parking space per 100 sqm of floor space and 1 HGV space per 400 sqm. Accordingly, the proposed 1,482 sqm extension will require around 15 car parking spaces and 4 HGV spaces to meet these local standards. These measures ensure the development remains compliant with policy objectives while supporting functional and sustainable site operation.

3 Existing Transport Conditions

3.1 Existing Site

The application site is located at Unit 4, Midland Distribution Centre, Markfield Road, Groby, Leicester LE6 0FS, within an established industrial and distribution area. The unit currently operates as part of a larger warehousing and logistics complex, with the immediate surroundings comprising industrial and commercial facilities, including Westermans International Ltd and Keltruck Limited – Scania Distributor, as well as an adjacent car park. The area designated for the proposed extension lies to the rear/side of the existing warehouse and is currently used for external storage and comprises unused land.

The site is well-served by the local highway network and is accessed directly from Markfield Road, offering good connectivity to the A50 and M1 motorway. The existing infrastructure and surrounding uses make the location well-suited for further warehouse development, with minimal impact on neighbouring operations.

3.2 Site Location

The approximate National Grid Reference for the site is X451576, Y307791.

The development is strategically located on Markfield Road in Groby, Leicester, offering a highly accessible and logistically advantageous position. The site benefits from direct access to the A50 and is situated just a short distance from Junction 22 of the M1 motorway, enabling efficient regional and national distribution links across the UK. This connectivity supports the movement of goods and services and significantly enhances the site's appeal for logistics, warehousing, and industrial uses.

Public transport links in the local area are also well-established. Regular bus services operate along Markfield Road and throughout Groby, providing connections to Leicester city centre, Coalville, and surrounding villages, ensuring accessibility for employees without access to private vehicles. Leicester, located approximately 5 miles southeast of the site, acts as a major urban hub, offering a large labour pool, key infrastructure, and rail connections to Birmingham, Nottingham, and London.

The site's position within an established industrial and logistics zone places it alongside other key commercial occupiers such as Westermans International Ltd and Keltruck Limited – Scania Distributor, supporting potential synergies and shared infrastructure. The area also includes a car park and is supported by local amenities available in Groby village, contributing to the site's operational convenience. This combination of road accessibility, public transport availability, and strategic location makes the Midland Distribution Centre an ideal site for continued investment and sustainable expansion.

Appendix A presents a site location regional map, showing local transport routes.

3.3 Existing Local Area Conditions

3.3.1 Pedestrian Facilities

The pedestrian facilities in and around Midland Distribution Centre include a footpath along the eastern side of Markfield Road that connects to the A50 and forms part of a designated “safe walking route” to nearby areas and schools. To improve safety for pedestrians, particularly due to the volume of HGV traffic, a zebra-type crossing is proposed near the site entrance. Just beyond the western boundary of the site, a public footpath runs through nearby green space, offering an off-road walking route.

3.3.2 Public Transport Facilities

Public transport is readily accessible near the distribution centre. Several bus stops are located within a short walking distance: Lena Drive (approximately 38 meters away), Wallace Drive (around 212 meters), and Quarry House (about 278 meters). These stops are serviced by multiple bus routes connecting Groby to Leicester city centre and other surrounding areas. For rail services, Leicester Rail Station is the nearest, situated approximately 8.9 km away, offering connections to various destinations. Other nearby stations include Barrow upon Soar, Syston, Narborough, and Sileby, all within an 11.5 km radius.

3.3.3 Road Network

The site is located directly off Markfield Road with immediate access to the A50, a major arterial route that connects Leicester to the M1 motorway. The surrounding road network includes a mix of local and regional routes that support the movement of vehicles through Groby and the wider Leicestershire area. Markfield Road serves as the primary access route to the distribution centre, accommodating both commercial and general traffic. The area experiences frequent use by heavy goods vehicles due to the nature of operations at the site and its proximity to major transport corridors.

3.3.4 Local Parking Facilities

The development includes on-site parking to accommodate operational needs. In addition to this provision, there are several local car parks available in the surrounding area. Notable nearby options include the Stamford Arms car park on Leicester Road, the village hall car park off Forest Rise, and parking facilities adjacent to Groby Community College. These local car parks provide additional parking capacity for visitors and residents in the area.

3.3.5 Accident Data Analysis

Accidental records for the last five years (2019-2023) were obtained from CrashMap, which provides comprehensive data on reported road traffic accidents across the UK. According to the records, there has been only 3 accidents reported on Markfield Road during this period, as illustrated in Figure 3.1 below.

These minor incidents reflect a relatively low accident rate in the area, indicating that Markfield Road is generally safe for both vehicular and pedestrian traffic. Importantly, none of the recorded accidents have impacted the site or occurred in its immediate vicinity, suggesting that the surrounding roads are adequately maintained and monitored for safety.

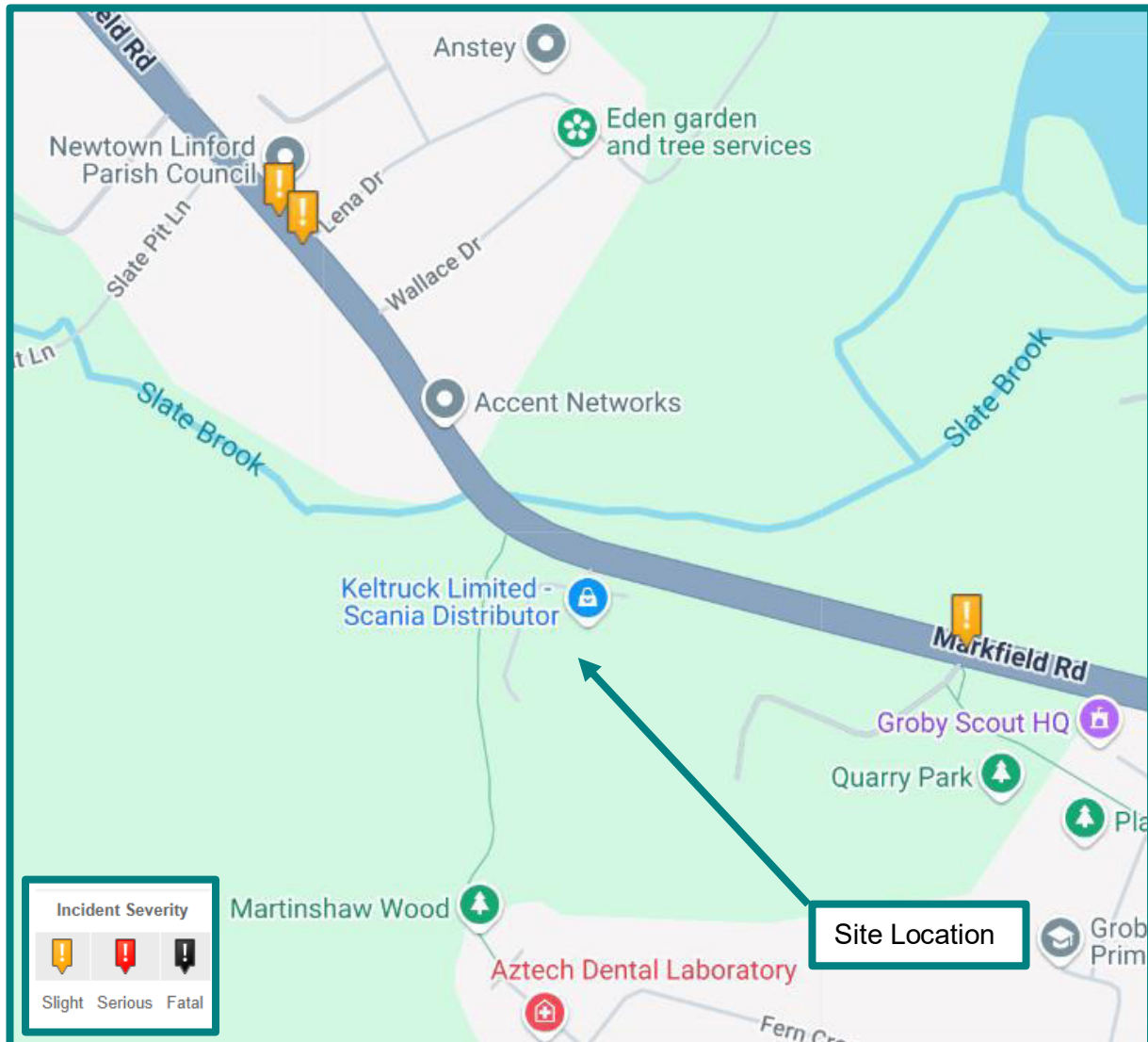


Figure 3.1: Map of Recorded Accidents from 2019-2023 (obtained from CrashMap).

4 Proposed Development

4.1 Proposed Development

A description of the proposed scheme is provided below:

A two-storey extension of the Westermans industrial building.

The proposed site layout plan is provided in Appendix C.

4.2 Proposed Site Access

Based on the proposed block plan for Unit 4, Midland Distribution Centre, Markfield Road, Groby, the development will be accessed via an upgraded entrance from Markfield Road, just south of the A50 junction. The access route leads directly into the site through a defined two-way carriageway, which curves gently through a landscaped corridor before reaching the main service yard and parking areas. The entrance accommodates HGV and light vehicle movements, with a turning area and sufficient radii to support larger vehicles. The internal access road loops around the southern and eastern boundaries of the building, facilitating clear circulation for deliveries, staff, and visitors. A security gate is positioned near the entrance, and the layout ensures separation between operational traffic and designated parking bays, supporting safe and efficient site access. Additionally, footpath connections from the site entrance provide pedestrian access to and from Markfield Road.

4.3 Parking Provision

4.3.1 Car Parking

The proposed development at Unit 4, Midland Distribution Centre, Markfield Road, Groby, includes a total of 50 on-site car parking spaces, located along the southern and eastern edges of the building. The parking provision comprises 35 standard bays, 5 accessible (disabled) bays, and 9 electric vehicle (EV) charging bay, all arranged within a dedicated parking area that is directly accessible from the site's internal access road.

This level of provision exceeds the minimum requirement set out in local planning policy, which typically applies a standard of 1 space per 100 square metres of gross floor area. With the total floorspace of the development measuring approximately 4,944 square metres, the required number of car parking spaces would be 49. The inclusion of 50 spaces, therefore, ensures compliance while offering additional capacity to support peak demand and operational flexibility.

The variety of bay types reflects a commitment to accessibility and sustainability, with the accessible bays located near building entrances for ease of access, and the EV bay supporting the shift towards low-emission travel. The parking area is clearly demarcated and segregated from the service yard, allowing for safe vehicle manoeuvring and pedestrian movement. Overall, the proposed car parking provision is considered sufficient, policy-compliant, and well-integrated into the site layout.

4.3.3 Cycle Parking Spaces

The proposed development also includes provision for 8 cycle parking spaces, located adjacent to the main entrance of the building within a convenient and visible area. The cycle stands are positioned under a covered shelter to provide protection from the elements and to encourage year-round use by staff and visitors.

According to local planning policy, cycle parking standards typically require 1 space per 500 square metres of gross floor area for employment uses such as B2 (general industrial) or B8 (storage and distribution). Based on the total floor area of approximately 4,944 square metres, the development would be expected to provide at least 10 cycle parking spaces to meet this standard.

While the proposed 8 spaces fall slightly short of the full policy requirement, the provision is considered broadly acceptable when viewed in the context of the site's location and likely mode share. The development is situated in a semi-rural setting with a primary reliance on vehicular access, and the level of cycle parking is proportionate to the anticipated demand. Furthermore, the high-quality, covered facilities ensure the spaces are practical and secure, supporting sustainable travel choices among employees and aligning with wider planning objectives to promote active transport.

4.4 Waste and Recycling Storage Provision / Waste Strategy

The development at Midland Distribution Centre includes a dedicated area for the storage and management of waste and recycling, in accordance with national and local policy requirements. The designated waste storage area is located to the rear of the building, away from public view and separate from operational and parking areas, ensuring that waste handling does not interfere with day-to-day site activities.

In line with Policy WDC6 of the Leicestershire Waste Development Framework and the National Planning Policy for Waste (NPPW, 2014), the strategy ensures that waste is managed in a manner that promotes the waste hierarchy — prioritising prevention, reuse, and recycling before disposal. The waste storage area is designed to accommodate clearly segregated bins or containers for general waste, recyclables (paper, cardboard, plastics, metals), and any site-specific waste streams generated through operations, such as packaging or materials related to logistics and warehousing.

Access to the waste storage area is unobstructed and designed to allow safe and efficient collection by commercial waste contractors. Vehicular access for refuse vehicles is incorporated into the service yard circulation, allowing waste to be removed without disrupting other site activities. Internal operational procedures will also include training and guidance for staff to ensure that waste is correctly sorted and stored.

In support of local environmental sustainability goals and Leicester and Leicestershire Waste and Recycling Strategy objectives, the development will encourage minimisation of waste through staff education and the use of suppliers that reduce unnecessary packaging. Consideration will also be given to future-

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proofing the waste area with capacity for additional recycling streams and compliance with any evolving regulatory requirements.

Overall, the proposed waste strategy supports efficient, safe, and environmentally responsible waste management, contributing to the broader goals of sustainable development and compliance with both local and national planning policies.

5 Forecast Trip Generation and Transport Impacts

5.1 Introduction

This chapter considers the vehicle trip generation of the proposed commercial scheme so that the impact of the development on the roads can be considered.

5.2 Forecast Trip Generation - Existing

The national TRICS trip generation database version 7.11.4 was used to select suitable/similar commercial sites, based on location, sustainable accessibility, dwelling numbers and parking numbers. The TRICS database provides vehicle trip rates per dwelling and forecasts/predicts the total number of vehicle trips to the proposed commercial scheme.

The vehicle trip rates per dwelling/unit are shown in Table 5.1 for the 3800 SQM unit development. The table presents the results for the peak hours of 8-9 am and 5-6 pm, which are the highest (worst case) peak hours for the AM and PM peaks. A summary of vehicle trips is also provided for the whole day. The hourly trip generation data can be found in Appendix E.

Table 5.1: Existing Forecast Vehicle and Person Trip Generation for 3800 SQM unit.

Time of Day	Cars		Cyclists		LGVs		OGVs		PSVs	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
05:00-06:00	8	2	0	0	2	2	4	5	0	0
06:00-07:00	4	1	0	0	0	1	5	11	0	0
07:00-08:00	7	0	0	0	1	1	1	3	0	1
08:00-09:00	10	2	1	0	1	2	2	3	0	0
09:00-10:00	2	0	0	0	0	0	3	2	0	0
10:00-11:00	3	1	0	0	3	3	3	4	0	0
11:00-12:00	1	2	0	0	1	2	3	3	0	0
12:00-13:00	2	3	0	0	1	1	4	2	0	0
13:00-14:00	4	3	0	0	1	2	3	3	0	0

14:00-15:00	3	4	0	1	1	1	5	2	0	0
15:00-16:00	1	8	0	0	1	1	4	3	0	0
16:00-17:00	2	4	0	0	1	1	2	4	0	0
17:00-18:00	2	12	0	0	1	0	1	3	0	0
18:00-19:00	1	4	0	0	0	0	1	1	0	0
19:00-20:00	1	2	0	0	1	1	1	0	0	0
20:00-21:00	0	1	0	0	0	0	0	0	0	0
TOTAL (whole day)	50	48	1	2	16	17	42	47	1	1

The 3800 SQM unit combined are anticipated to generate 21 vehicle trips during the AM peak and 19 during the PM peak. Throughout the day (7 am-7 pm), an estimated 110 vehicles will arrive, with 115 vehicles expected to depart. This normal level of traffic is consistent with the development's nature.

It's worth highlighting that within the context of these trips, some of them may encompass pick-ups and drop-offs.

5.2 Forecast Trip Generation - Proposed

The national TRICS trip generation database version 7.11.4 was used to select suitable/similar commercial sites, based on location, sustainable accessibility, dwelling numbers and parking numbers. The TRICS database provides vehicle trip rates per dwelling and forecasts/predicts the total number of vehicle trips to the proposed commercial scheme.

The vehicle trip rates per dwelling/unit are shown in Table 5.2 for the 1482 SQM unit development. The table presents the results for the peak hours of 8-9 am and 5-6 pm, which are the highest (worst case) peak hours for the AM and PM peaks. A summary of vehicle trips is also provided for the whole day. The hourly trip generation data can be found in Appendix E.

Table 5.2: Proposed Forecast Vehicle and Person Trip Generation for 1482 SQM unit.

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Time of Day	Cars		Cyclists		LGVs		OGVs		PSVs	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
05:00-06:00	3	1	0	0	1	1	1	2	0	0
06:00-07:00	1	0	0	0	0	0	2	4	0	0
07:00-08:00	3	0	0	0	0	0	1	1	0	0
08:00-09:00	4	1	0	0	1	1	1	1	0	0
09:00-10:00	1	0	0	0	0	0	1	1	0	0
10:00-11:00	1	0	0	0	1	1	1	1	0	0
11:00-12:00	1	1	0	0	1	1	1	1	0	0
12:00-13:00	1	1	0	0	0	1	2	1	0	0
13:00-14:00	2	1	0	0	1	1	1	1	0	0
14:00-15:00	1	2	0	0	0	0	2	1	0	0
15:00-16:00	0	3	0	0	0	0	1	1	0	0
16:00-17:00	1	2	0	0	0	0	1	1	0	0
17:00-18:00	1	5	0	0	0	0	1	1	0	0
18:00-19:00	0	2	0	0	0	0	1	1	0	0
19:00-20:00	0	1	0	0	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0	0	0	0	0
TOTAL (whole day)	19	19	1	1	6	6	16	18	0	0

The 1482 SQM unit combined are anticipated to generate 9 vehicle trips during the AM peak and 8 during the PM peak. Throughout the day (7 am-7 pm), an estimated 42 vehicles will arrive, with 44 vehicles expected to depart. This normal level of traffic is consistent with the development's nature.

It's worth highlighting that within the context of these trips, some of them may encompass pick-ups and drop-offs.

5.2 Forecast Trip Generation – Total

The national TRICS trip generation database version 7.11.4 was used to select suitable/similar commercial sites, based on location, sustainable accessibility, dwelling numbers and parking numbers. The TRICS database provides vehicle trip rates per dwelling and forecasts/predicts the total number of vehicle trips to the proposed commercial scheme.

The vehicle trip rates per dwelling/unit are shown in Table 5.3 for the 5282 SQM unit development. The table presents the results for the peak hours of 8-9 am and 5-6 pm, which are the highest (worst case) peak hours for the AM and PM peaks. A summary of vehicle trips is also provided for the whole day. The hourly trip generation data can be found in Appendix E.

Table 5.3: Total Forecast Vehicle and Person Trip Generation for 5282 SQM unit.

Time of Day	Cars		Cyclists		LGVs		OGVs		PSVs	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
05:00-06:00	11	3	0	0	3	3	5	7	0	0
06:00-07:00	5	1	0	0	0	1	7	16	0	0
07:00-08:00	10	1	0	0	1	1	2	4	0	1
08:00-09:00	14	3	1	0	2	2	3	4	1	0
09:00-10:00	3	0	0	0	1	0	4	2	0	0
10:00-11:00	4	1	0	0	4	4	4	5	0	0
11:00-12:00	2	2	0	0	2	2	4	4	0	0
12:00-13:00	3	4	0	0	2	2	5	3	0	0
13:00-14:00	5	4	0	0	2	2	5	4	0	0
14:00-15:00	4	5	0	0	1	2	6	3	0	1
15:00-16:00	1	11	0	1	1	1	5	4	0	0
16:00-17:00	2	6	0	0	1	2	3	5	1	0
17:00-18:00	2	16	0	0	1	1	2	4	0	0
18:00-19:00	1	6	0	0	0	0	2	2	0	0

19:00-20:00	1	3	0	0	1	1	1	0	0	0
20:00-21:00	0	1	0	0	0	0	0	0	0	0
TOTAL (whole day)	69	67	2	2	22	23	59	65	2	2

The 5282 SQM unit combined are anticipated to generate 30 vehicle trips during the AM peak and 26 during the PM peak. Throughout the day (7 am-7 pm), an estimated 154 vehicles will arrive, with 159 vehicles expected to depart. This normal level of traffic is consistent with the development's nature.

It's worth highlighting that within the context of these trips, some of them may encompass pick-ups and drop-offs.

5.3 Proposed Transport Impacts

The proposed development at Unit 4, Midland Distribution Centre, is expected to result in a modest increase in vehicle movements, with a forecast of approximately 30 trips during the AM peak and 26 during the PM peak. Over the course of a standard day, the site is anticipated to generate around 154 arrivals and 159 departures. These levels of traffic are consistent with the operational nature of a logistics-based facility and are not expected to place undue pressure on the surrounding road network. Importantly, many trips are distributed across early and late hours, reducing peak-hour impacts and supporting a more balanced flow of traffic throughout the day.

The development benefits from a well-designed vehicular access arrangement via Markfield Road, with a direct link to the A50 and the wider strategic road network, including the M1. The access layout facilitates efficient and safe movement of both staff and delivery vehicles. A dedicated service yard and a one-way system for HGVs enhance safety and reduce the likelihood of conflict between different types of traffic. Internally, vehicle circulation has been carefully considered to ensure minimal disruption and smooth operations, further mitigating potential traffic impacts on the surrounding area.

To complement the 50 on-site car parking spaces, which include standard, accessible, and EV charging bays, the development also incorporates sustainable transport measures. Secure cycle parking has been included to encourage cycling among staff, and pedestrian connectivity to the surrounding network is supported by nearby footpaths and proposed improvements, such as a zebra crossing at the site entrance. These provisions reflect a positive approach to sustainable travel, helping to reduce reliance on the private car and contributing to the site's overall accessibility. As such, the development is expected to integrate well with the existing transport infrastructure and operate without significant adverse impact.

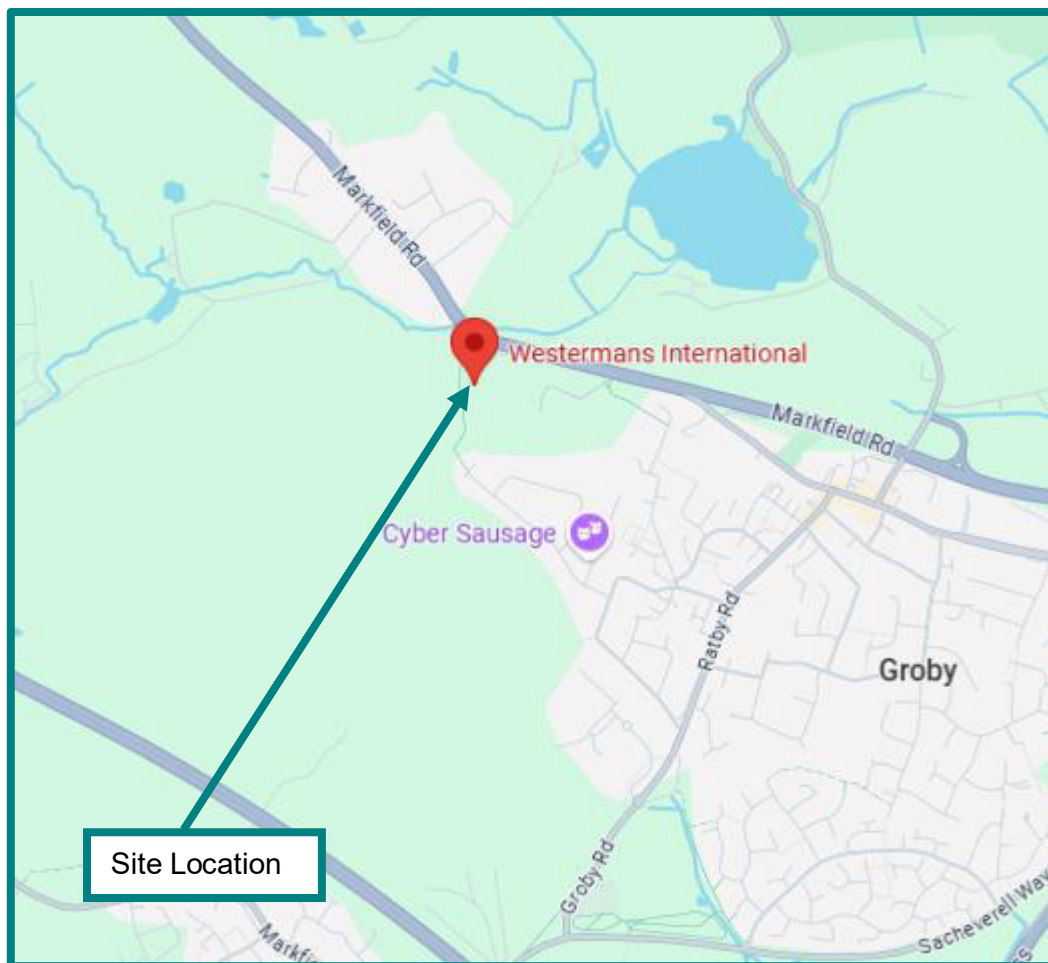
6 Conclusion

In summary, the proposed extension at Unit 4, Midland Distribution Centre, Markfield Road, Groby, has been carefully designed to align with national, regional, and local planning policy objectives. The development supports sustainable economic growth by enhancing existing commercial infrastructure within a well-connected industrial location. With direct access to the A50 and close proximity to the M1, the site is ideally positioned to accommodate the transport needs of a modern logistics operation without placing undue strain on the local road network.

The transport assessment demonstrates that the forecast trip generation will be modest and spread across the day, with minimal impact during peak hours. The provision of 50 on-site car parking spaces, along with a clearly defined access and internal circulation layout, ensures that vehicle movements—particularly those of HGVs—can be managed efficiently and safely. Additionally, the integration of sustainable transport infrastructure, including covered cycle parking and pedestrian improvements such as a new zebra crossing, promotes alternative travel modes and reflects the commitment to reducing car dependency.

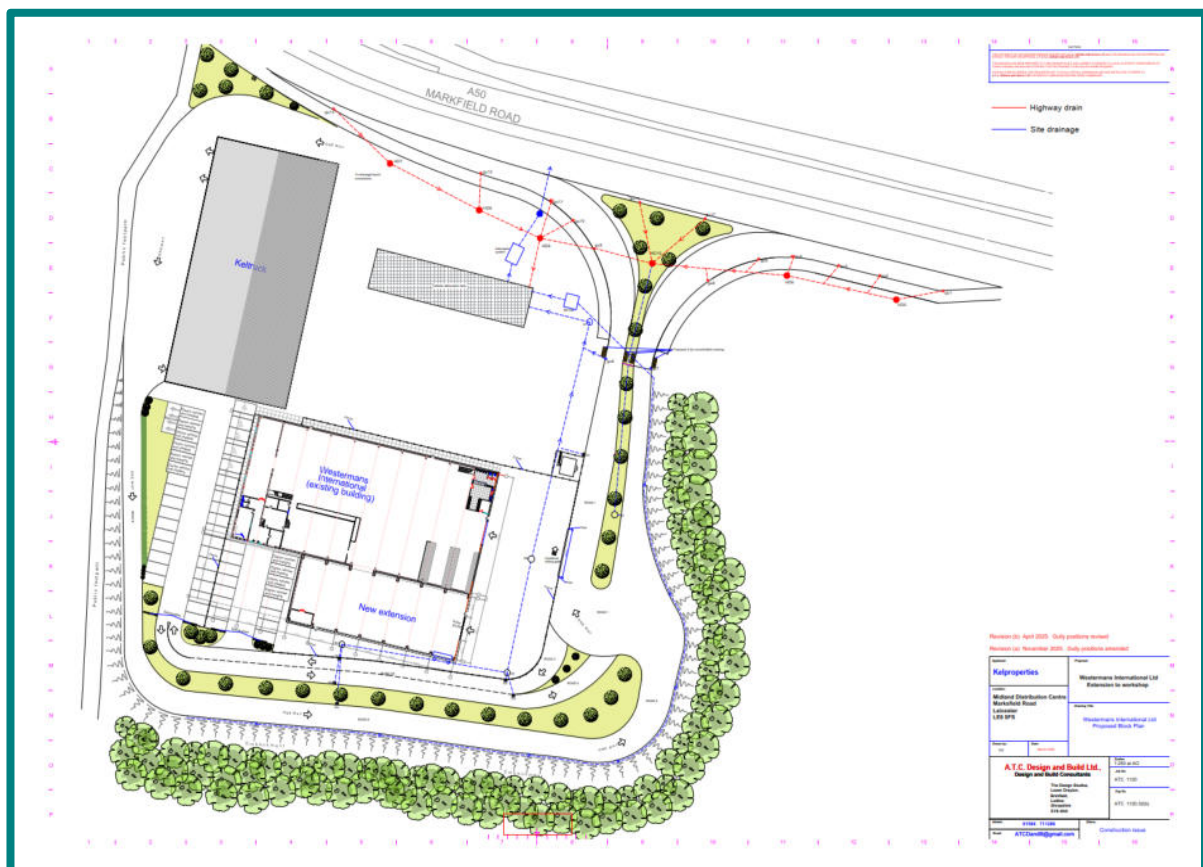
Overall, the proposed development is supported by a robust and policy-compliant transport strategy. It will operate effectively within the context of the local and strategic highway network while encouraging safer, more accessible, and more sustainable travel. The scheme is therefore considered acceptable in transport terms and fully capable of accommodating the forecast operational demands.

Appendix A : Location Plan



Source: Google Maps

Appendix B : Proposed Site Plans



Source: Client

Transport Statement
Midland Distribution Centre, Markfield Road, Groby LE6 0FS
ATC Design and Build Ltd

94170

Appendix C : Trip rates from TRICS

Calculation Reference: AUDIT-808401-250507-0548

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	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: 190 to 4700 (units: sqm)
Range Selected by User: 190 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 19/06/24

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

Selected survey days:

Monday 4 days
Wednesday 1 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 Centre 1
Edge of Town 5

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
Commercial Zone 1
Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 12 days - Selected

Secondary Filtering selection:

Use Class:

B8 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®.

Filter by Site Operations Breakdown:

All Surveys Included

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	3 days
10,001 to 15,000	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:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 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	2 days
1.1 to 1.5	4 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.

LIST OF SITES relevant to selection parameters

1	CU-02-F-01 CARLISLE ROAD BRAMPTON	WAREHOUSING & DISTRIBUTION	CUMBERLAND
	Edge of Town Industrial Zone Total Gross floor area: 4007 sqm Survey date: WEDNESDAY 19/06/24		Survey Type: MANUAL
2	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21		Survey Type: MANUAL
3	KS-02-F-01 MORTIMER STREET CLECKHEATON	ELECTRONICS DISTRIBUTION	KIRKLEES
	Edge of Town Centre Built-Up Zone Total Gross floor area: 1507 sqm Survey date: MONDAY 19/09/16		Survey Type: MANUAL
4	NY-02-F-01 GRIMBALD CRAG CLOSE KNARESBOROUGH	REMOVALS SERVICE	NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 1750 sqm Survey date: MONDAY 19/06/23		Survey Type: MANUAL
5	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15		Survey Type: MANUAL
6	WM-02-F-02 SOVEREIGN ROAD BIRMINGHAM KINGS NORTON	LOGISTICS FIRM	WEST MIDLANDS
	Edge of Town Commercial Zone Total Gross floor area: 3625 sqm Survey date: MONDAY 09/11/15		Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-F-01	unusable
LC-02-F-02	unusable
SC-02-F-04	unusable
SP-02-F-01	unusable
TV-02-F-03	unusable
WM-02-F-01	unusable

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
TB-02-F-01	29/03/19	unusable

AVAL CONSULTING GROUP AP ELLIS ROAD CHELTENHAM

Licence No: 808401

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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	1	4007	0.125	1	4007	0.075	1	4007	0.200
05:30 - 06:00	1	4007	0.225	1	4007	0.150	1	4007	0.375
06:00 - 06:30	1	4007	0.150	1	4007	0.150	1	4007	0.300
06:30 - 07:00	1	4007	0.075	1	4007	0.200	1	4007	0.275
07:00 - 07:30	6	3209	0.125	6	3209	0.073	6	3209	0.198
07:30 - 08:00	6	3209	0.135	6	3209	0.047	6	3209	0.182
08:00 - 08:30	6	3209	0.182	6	3209	0.062	6	3209	0.244
08:30 - 09:00	6	3209	0.213	6	3209	0.104	6	3209	0.317
09:00 - 09:30	6	3209	0.088	6	3209	0.021	6	3209	0.109
09:30 - 10:00	6	3209	0.052	6	3209	0.026	6	3209	0.078
10:00 - 10:30	6	3209	0.093	6	3209	0.078	6	3209	0.171
10:30 - 11:00	6	3209	0.130	6	3209	0.104	6	3209	0.234
11:00 - 11:30	6	3209	0.057	6	3209	0.068	6	3209	0.125
11:30 - 12:00	6	3209	0.088	6	3209	0.083	6	3209	0.171
12:00 - 12:30	6	3209	0.099	6	3209	0.062	6	3209	0.161
12:30 - 13:00	6	3209	0.099	6	3209	0.099	6	3209	0.198
13:00 - 13:30	6	3209	0.114	6	3209	0.109	6	3209	0.223
13:30 - 14:00	6	3209	0.114	6	3209	0.078	6	3209	0.192
14:00 - 14:30	6	3209	0.145	6	3209	0.109	6	3209	0.254
14:30 - 15:00	6	3209	0.068	6	3209	0.104	6	3209	0.172
15:00 - 15:30	6	3209	0.073	6	3209	0.213	6	3209	0.286
15:30 - 16:00	6	3209	0.078	6	3209	0.109	6	3209	0.187
16:00 - 16:30	6	3209	0.099	6	3209	0.151	6	3209	0.250
16:30 - 17:00	6	3209	0.042	6	3209	0.093	6	3209	0.135
17:00 - 17:30	6	3209	0.057	6	3209	0.249	6	3209	0.306
17:30 - 18:00	6	3209	0.042	6	3209	0.135	6	3209	0.177
18:00 - 18:30	5	3549	0.028	5	3549	0.096	5	3549	0.124
18:30 - 19:00	5	3549	0.028	5	3549	0.045	5	3549	0.073
19:00 - 19:30	1	4007	0.075	1	4007	0.075	1	4007	0.150
19:30 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 20:30	1	4007	0.000	1	4007	0.025	1	4007	0.025
20:30 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
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:			2.899			2.993			5.892

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:	190 - 4700 (units: sqm)
Survey date date range:	01/01/04 - 19/06/24
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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.

AVAL CONSULTING GROUP AP ELLIS ROAD CHELTENHAM

Licence No: 808401

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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	1	4007	0.025	1	4007	0.025	1	4007	0.050
05:30 - 06:00	1	4007	0.075	1	4007	0.100	1	4007	0.175
06:00 - 06:30	1	4007	0.100	1	4007	0.125	1	4007	0.225
06:30 - 07:00	1	4007	0.025	1	4007	0.175	1	4007	0.200
07:00 - 07:30	6	3209	0.021	6	3209	0.047	6	3209	0.068
07:30 - 08:00	6	3209	0.016	6	3209	0.031	6	3209	0.047
08:00 - 08:30	6	3209	0.036	6	3209	0.036	6	3209	0.072
08:30 - 09:00	6	3209	0.026	6	3209	0.031	6	3209	0.057
09:00 - 09:30	6	3209	0.036	6	3209	0.021	6	3209	0.057
09:30 - 10:00	6	3209	0.042	6	3209	0.021	6	3209	0.063
10:00 - 10:30	6	3209	0.026	6	3209	0.052	6	3209	0.078
10:30 - 11:00	6	3209	0.047	6	3209	0.042	6	3209	0.089
11:00 - 11:30	6	3209	0.036	6	3209	0.031	6	3209	0.067
11:30 - 12:00	6	3209	0.036	6	3209	0.036	6	3209	0.072
12:00 - 12:30	6	3209	0.052	6	3209	0.021	6	3209	0.073
12:30 - 13:00	6	3209	0.052	6	3209	0.031	6	3209	0.083
13:00 - 13:30	6	3209	0.042	6	3209	0.036	6	3209	0.078
13:30 - 14:00	6	3209	0.047	6	3209	0.036	6	3209	0.083
14:00 - 14:30	6	3209	0.083	6	3209	0.042	6	3209	0.125
14:30 - 15:00	6	3209	0.036	6	3209	0.016	6	3209	0.052
15:00 - 15:30	6	3209	0.057	6	3209	0.052	6	3209	0.109
15:30 - 16:00	6	3209	0.042	6	3209	0.026	6	3209	0.068
16:00 - 16:30	6	3209	0.047	6	3209	0.078	6	3209	0.125
16:30 - 17:00	6	3209	0.010	6	3209	0.016	6	3209	0.026
17:00 - 17:30	6	3209	0.021	6	3209	0.031	6	3209	0.052
17:30 - 18:00	6	3209	0.016	6	3209	0.036	6	3209	0.052
18:00 - 18:30	5	3549	0.011	5	3549	0.023	5	3549	0.034
18:30 - 19:00	5	3549	0.023	5	3549	0.011	5	3549	0.034
19:00 - 19:30	1	4007	0.025	1	4007	0.000	1	4007	0.025
19:30 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 20:30	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:30 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
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:			1.111			1.228			2.339

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.

AVAL CONSULTING GROUP AP ELLIS ROAD CHELTENHAM

Licence No: 808401

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

PSVS**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	1	4007	0.000	1	4007	0.000	1	4007	0.000
05:30 - 06:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
06:00 - 06:30	1	4007	0.000	1	4007	0.000	1	4007	0.000
06:30 - 07:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
07:00 - 07:30	6	3209	0.000	6	3209	0.005	6	3209	0.005
07:30 - 08:00	6	3209	0.000	6	3209	0.010	6	3209	0.010
08:00 - 08:30	6	3209	0.000	6	3209	0.000	6	3209	0.000
08:30 - 09:00	6	3209	0.010	6	3209	0.000	6	3209	0.010
09:00 - 09:30	6	3209	0.000	6	3209	0.000	6	3209	0.000
09:30 - 10:00	6	3209	0.000	6	3209	0.000	6	3209	0.000
10:00 - 10:30	6	3209	0.000	6	3209	0.000	6	3209	0.000
10:30 - 11:00	6	3209	0.000	6	3209	0.000	6	3209	0.000
11:00 - 11:30	6	3209	0.000	6	3209	0.000	6	3209	0.000
11:30 - 12:00	6	3209	0.000	6	3209	0.000	6	3209	0.000
12:00 - 12:30	6	3209	0.005	6	3209	0.000	6	3209	0.005
12:30 - 13:00	6	3209	0.000	6	3209	0.000	6	3209	0.000
13:00 - 13:30	6	3209	0.000	6	3209	0.000	6	3209	0.000
13:30 - 14:00	6	3209	0.000	6	3209	0.000	6	3209	0.000
14:00 - 14:30	6	3209	0.000	6	3209	0.000	6	3209	0.000
14:30 - 15:00	6	3209	0.000	6	3209	0.010	6	3209	0.010
15:00 - 15:30	6	3209	0.000	6	3209	0.005	6	3209	0.005
15:30 - 16:00	6	3209	0.005	6	3209	0.000	6	3209	0.005
16:00 - 16:30	6	3209	0.010	6	3209	0.000	6	3209	0.010
16:30 - 17:00	6	3209	0.000	6	3209	0.000	6	3209	0.000
17:00 - 17:30	6	3209	0.000	6	3209	0.000	6	3209	0.000
17:30 - 18:00	6	3209	0.000	6	3209	0.000	6	3209	0.000
18:00 - 18:30	5	3549	0.000	5	3549	0.000	5	3549	0.000
18:30 - 19:00	5	3549	0.000	5	3549	0.000	5	3549	0.000
19:00 - 19:30	1	4007	0.000	1	4007	0.000	1	4007	0.000
19:30 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 20:30	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:30 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
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:			0.030			0.030			0.060

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.

AVAL CONSULTING GROUP AP ELLIS ROAD CHELTENHAM

Licence No: 808401

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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	1	4007	0.000	1	4007	0.000	1	4007	0.000
05:30 - 06:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
06:00 - 06:30	1	4007	0.000	1	4007	0.000	1	4007	0.000
06:30 - 07:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
07:00 - 07:30	6	3209	0.000	6	3209	0.000	6	3209	0.000
07:30 - 08:00	6	3209	0.005	6	3209	0.000	6	3209	0.005
08:00 - 08:30	6	3209	0.010	6	3209	0.000	6	3209	0.010
08:30 - 09:00	6	3209	0.005	6	3209	0.000	6	3209	0.005
09:00 - 09:30	6	3209	0.000	6	3209	0.000	6	3209	0.000
09:30 - 10:00	6	3209	0.000	6	3209	0.005	6	3209	0.005
10:00 - 10:30	6	3209	0.005	6	3209	0.000	6	3209	0.005
10:30 - 11:00	6	3209	0.000	6	3209	0.000	6	3209	0.000
11:00 - 11:30	6	3209	0.005	6	3209	0.000	6	3209	0.005
11:30 - 12:00	6	3209	0.000	6	3209	0.000	6	3209	0.000
12:00 - 12:30	6	3209	0.005	6	3209	0.000	6	3209	0.005
12:30 - 13:00	6	3209	0.000	6	3209	0.000	6	3209	0.000
13:00 - 13:30	6	3209	0.000	6	3209	0.000	6	3209	0.000
13:30 - 14:00	6	3209	0.000	6	3209	0.000	6	3209	0.000
14:00 - 14:30	6	3209	0.000	6	3209	0.000	6	3209	0.000
14:30 - 15:00	6	3209	0.000	6	3209	0.005	6	3209	0.005
15:00 - 15:30	6	3209	0.000	6	3209	0.016	6	3209	0.016
15:30 - 16:00	6	3209	0.000	6	3209	0.005	6	3209	0.005
16:00 - 16:30	6	3209	0.000	6	3209	0.000	6	3209	0.000
16:30 - 17:00	6	3209	0.000	6	3209	0.005	6	3209	0.005
17:00 - 17:30	6	3209	0.000	6	3209	0.005	6	3209	0.005
17:30 - 18:00	6	3209	0.000	6	3209	0.000	6	3209	0.000
18:00 - 18:30	5	3549	0.000	5	3549	0.000	5	3549	0.000
18:30 - 19:00	5	3549	0.000	5	3549	0.000	5	3549	0.000
19:00 - 19:30	1	4007	0.000	1	4007	0.000	1	4007	0.000
19:30 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 20:30	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:30 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
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:			0.035			0.041			0.076

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.

AVAL CONSULTING GROUP AP ELLIS ROAD CHELTENHAM

Licence No: 808401

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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	1	4007	0.050	1	4007	0.025	1	4007	0.075
05:30 - 06:00	1	4007	0.150	1	4007	0.025	1	4007	0.175
06:00 - 06:30	1	4007	0.050	1	4007	0.000	1	4007	0.050
06:30 - 07:00	1	4007	0.050	1	4007	0.025	1	4007	0.075
07:00 - 07:30	6	3209	0.078	6	3209	0.010	6	3209	0.088
07:30 - 08:00	6	3209	0.114	6	3209	0.000	6	3209	0.114
08:00 - 08:30	6	3209	0.130	6	3209	0.016	6	3209	0.146
08:30 - 09:00	6	3209	0.140	6	3209	0.036	6	3209	0.176
09:00 - 09:30	6	3209	0.047	6	3209	0.000	6	3209	0.047
09:30 - 10:00	6	3209	0.005	6	3209	0.000	6	3209	0.005
10:00 - 10:30	6	3209	0.026	6	3209	0.005	6	3209	0.031
10:30 - 11:00	6	3209	0.047	6	3209	0.016	6	3209	0.063
11:00 - 11:30	6	3209	0.016	6	3209	0.026	6	3209	0.042
11:30 - 12:00	6	3209	0.021	6	3209	0.016	6	3209	0.037
12:00 - 12:30	6	3209	0.021	6	3209	0.021	6	3209	0.042
12:30 - 13:00	6	3209	0.031	6	3209	0.052	6	3209	0.083
13:00 - 13:30	6	3209	0.052	6	3209	0.042	6	3209	0.094
13:30 - 14:00	6	3209	0.052	6	3209	0.031	6	3209	0.083
14:00 - 14:30	6	3209	0.047	6	3209	0.057	6	3209	0.104
14:30 - 15:00	6	3209	0.021	6	3209	0.047	6	3209	0.068
15:00 - 15:30	6	3209	0.010	6	3209	0.140	6	3209	0.150
15:30 - 16:00	6	3209	0.016	6	3209	0.073	6	3209	0.089
16:00 - 16:30	6	3209	0.010	6	3209	0.042	6	3209	0.052
16:30 - 17:00	6	3209	0.031	6	3209	0.073	6	3209	0.104
17:00 - 17:30	6	3209	0.026	6	3209	0.213	6	3209	0.239
17:30 - 18:00	6	3209	0.016	6	3209	0.093	6	3209	0.109
18:00 - 18:30	5	3549	0.017	5	3549	0.073	5	3549	0.090
18:30 - 19:00	5	3549	0.006	5	3549	0.034	5	3549	0.040
19:00 - 19:30	1	4007	0.025	1	4007	0.050	1	4007	0.075
19:30 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 20:30	1	4007	0.000	1	4007	0.025	1	4007	0.025
20:30 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
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:			1.305			1.266			2.571

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.

AVAL CONSULTING GROUP AP ELLIS ROAD CHELTENHAM

Licence No: 808401

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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	1	4007	0.050	1	4007	0.025	1	4007	0.075
05:30 - 06:00	1	4007	0.000	1	4007	0.025	1	4007	0.025
06:00 - 06:30	1	4007	0.000	1	4007	0.025	1	4007	0.025
06:30 - 07:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
07:00 - 07:30	6	3209	0.021	6	3209	0.010	6	3209	0.031
07:30 - 08:00	6	3209	0.005	6	3209	0.005	6	3209	0.010
08:00 - 08:30	6	3209	0.010	6	3209	0.010	6	3209	0.020
08:30 - 09:00	6	3209	0.026	6	3209	0.031	6	3209	0.057
09:00 - 09:30	6	3209	0.005	6	3209	0.000	6	3209	0.005
09:30 - 10:00	6	3209	0.005	6	3209	0.005	6	3209	0.010
10:00 - 10:30	6	3209	0.036	6	3209	0.021	6	3209	0.057
10:30 - 11:00	6	3209	0.031	6	3209	0.047	6	3209	0.078
11:00 - 11:30	6	3209	0.005	6	3209	0.010	6	3209	0.015
11:30 - 12:00	6	3209	0.031	6	3209	0.031	6	3209	0.062
12:00 - 12:30	6	3209	0.021	6	3209	0.021	6	3209	0.042
12:30 - 13:00	6	3209	0.010	6	3209	0.016	6	3209	0.026
13:00 - 13:30	6	3209	0.021	6	3209	0.031	6	3209	0.052
13:30 - 14:00	6	3209	0.016	6	3209	0.010	6	3209	0.026
14:00 - 14:30	6	3209	0.016	6	3209	0.010	6	3209	0.026
14:30 - 15:00	6	3209	0.010	6	3209	0.021	6	3209	0.031
15:00 - 15:30	6	3209	0.005	6	3209	0.010	6	3209	0.015
15:30 - 16:00	6	3209	0.016	6	3209	0.005	6	3209	0.021
16:00 - 16:30	6	3209	0.026	6	3209	0.031	6	3209	0.057
16:30 - 17:00	6	3209	0.000	6	3209	0.000	6	3209	0.000
17:00 - 17:30	6	3209	0.010	6	3209	0.005	6	3209	0.015
17:30 - 18:00	6	3209	0.010	6	3209	0.005	6	3209	0.015
18:00 - 18:30	5	3549	0.000	5	3549	0.000	5	3549	0.000
18:30 - 19:00	5	3549	0.000	5	3549	0.000	5	3549	0.000
19:00 - 19:30	1	4007	0.025	1	4007	0.025	1	4007	0.050
19:30 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 20:30	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:30 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
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:			0.411			0.435			0.846

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.