

**SEAGRY HOUSE, UPPER SEAGRY,
CHIPPENHAM, WILTSHIRE.**

Transport Statement

Thala Family Investments Ltd.

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1. INTRODUCTION

1.1 Background

- 1.1.1 Neil Brant Consulting Ltd (NBC) has been appointed by Thala Family Investments Ltd. (the Applicant) to prepare a transport report in support of a Full planning application for the development of land at Seagry House, Upper Seagry, Chippenham, Wiltshire (the Site).
- 1.1.2 The site sits within the Unitary Authority administrative area of Wiltshire Council (WC) who act as both the Local Planning Authority (LPA) and Local Highway Authority (LHA).

1.2 Site & Development Proposals Overview

- 1.2.1 This Transport Statement (TS) is submitted in support of a Detailed planning application for the erection of buildings comprising 4 No. flexible B8 storage and distribution and/or Class E(g) Commercial, Business and Service units and the erection of buildings for mixed agricultural and equestrian workshop, storage and estate office and stables, all following demolition of existing B8 storage buildings and site remediation, together with associated parking, servicing, drainage, infrastructure, biodiversity net gain and landscaping and alterations to existing vehicular access.
- 1.2.2 The existing B8 building to be demolished has a lawful extant consent for B8 use (LPA Ref. N/05/00532/CLE) of 952 sq.m. GFA, plus ancillary structures of 100sq.m. (garage) and 18 sq.m. (shed). The existing site benefits from vehicular access (LPA Ref. N/04/00992/FUL) off the unclassified Startley Road.
- 1.2.3 The proposed buildings have a total GFA of 1,756 sq.m. (excluding stables and covered parking) split between Block A (595 sq.m.) and Block B (1,161 sq.m.). Therefore, the net increase in floor space of the Site is 804 sq.m.
- 1.2.4 It is proposed that Block A is used by the Applicant as the Estate Management area, replacing other existing facilities elsewhere on the Estate. Block B, comprising 4 No. units, will be let on a commercial basis to tenants.

1.3 Assessment Scoping

- 1.3.1 A pre-application submission (LPA Ref. ENQ/2025/00157) was submitted in February 2025 and formal response provided in the LPA (un-dated). 'Highways / parking issues' were provided by the LHA as part of the pre-application response, and which have informed aspects of the planning submission and this Transport Statement.
- 1.3.2 The LHA publish their approach to the preparation of transport assessments supporting development schemes in their publication Transport Assessment Guidance¹. Section 2 of the LHA

¹ Wiltshire Council, *Transport Assessment Guidance* (WC, undated)

assessment guidance sets out indicative thresholds for development requiring either a full Transport Assessment (TA) or more abridged Transport Statement (TS). In respect Land-Use Class B1(c) (light industry – now E(g) iii) a threshold of 1,500 sq.m. or below requires no assessment, 1,500 to 2,500 sq.m. a Transport Statement, and 2,500 sq.m. and above a Transport Assessment. The overall GFA for this Application is 1,620 sq.m. and the net increase in GFA is 695 sq.m. Therefore, the Application sits at the threshold for not requiring any form of assessment or at most, an abridged Transport Statement.

1.3.3 The LPA set out their requirements for Travel Plans in a Supplementary Planning Document² (SPD). Table 2 of the guidance states that in respect of Land-Use Class B1(c) (light industry – now E(g) iii) a threshold of 4,000 sq.m. or below, in a rural area, requires no Travel Plan.

1.3.4 This TS has been prepared in accordance with the relevant guidance contained within the Ministry of Housing, Communities & Local Government Planning Practice Guidance (PPG) for transport reports supporting new developments³.

1.4 Structure of the Report

1.4.1 The structure of the report is as follows:

- Chapter 2 outlines the existing transport conditions associated with the site;
- Chapter 3 includes a policy assessment of the development;
- Chapter 4 provides a description of the development proposal and
- Chapter 5 outlines the traffic generation forecast associated with the development;
- Chapter 6 provides a summary and conclusion to the Transport Statement.

² Wiltshire Council, *Development Related Travel Plans SPD* (WC, July 2009)

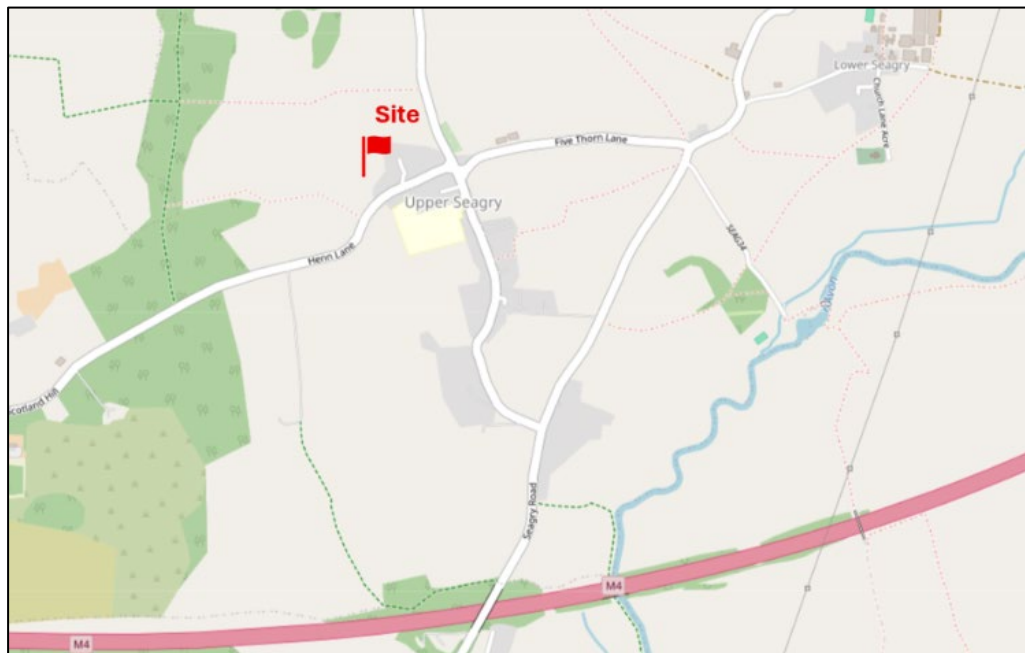
³ MHCLG Planning Practice Guidance Transport Assessments & Statements: www.gov.uk/guidance/travel-plans-transport-assessments-and-statements

2. EXISTING CONDITIONS

2.1 Development Site

- 2.1.1 The Site sits within the Seagry Estate north of Henn Lane and west of the unclassified road known as Startley Road, with a dedicated vehicular access formed to the latter.. The site location, in context to the adjacent road network is shown in **Figure 2-1** below.

Figure 2-1: Site Location



Source: OpenStreetMap

2.2 Sustainable Access

- 2.2.1 The Site location is rural and therefore opportunities for staff and visitors to walk have to be taken in the context of a significantly reduced local population and reduced active travel infrastructure, when compared to urban areas. However, that does not negate the need for employment sites and facilities within rural areas, such as that proposed within the Seagry Estate.

Walking

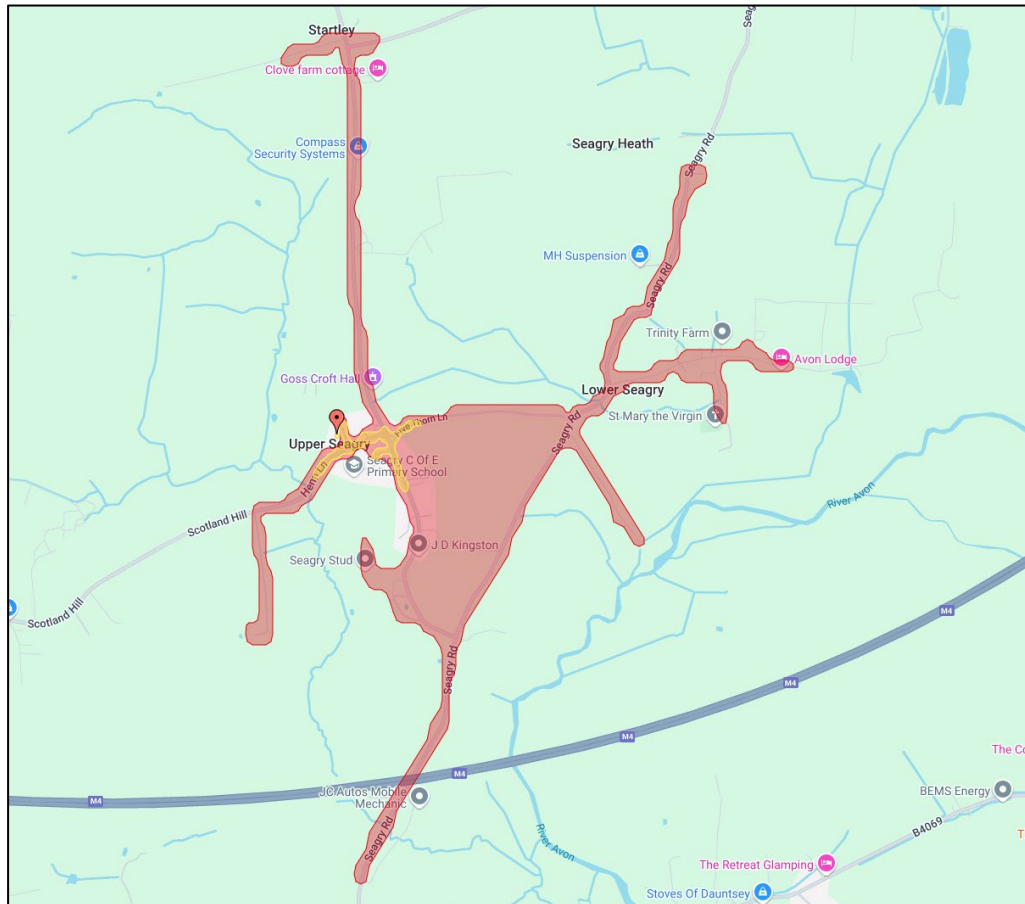
- 2.2.2 Walking is one of the most efficient modes of transport available, with the greatest number of travellers per square unit of highway and should always be the priority in design and promoted through improved infrastructure and awareness.
- 2.2.3 The document, Guidelines for Providing for Journeys on Foot⁴, suggests that the preferred maximum walking distance for commuting journeys is 2km. A further publication, Guidelines for Planning for Public Transport in Developments⁵ indicates that the maximum walking distance to a bus stop should not exceed 400 metres (5 minutes).

⁴ Institution of Highways & Transportation, *Guidelines for Providing for Journeys on Foot* (IHT, 2000)

⁵ Institution of Highways & Transportation, *Guideline for Planning for Public Transport in Developments* (IHT, 1999)

- 2.2.4 In line with the established range of reasonable walking distances in the above text, 400m (5 minutes – yellow isochrone) to bus stops and 2,000m (25 minute – red isochrone) to village residential areas walk isochrones⁶, are illustrated in **Figure 2-2** below.

Figure 2-2: Walk Distance Isochrones



- 2.2.5 The Site is clearly located within reasonable walking distance (<400m) of the existing bus stops at The New Inn junction (see **para. 2.2.15** below) and within reasonable walking distance (<2,000m) of all of Upper Seagry and Startley, in which employees may live.

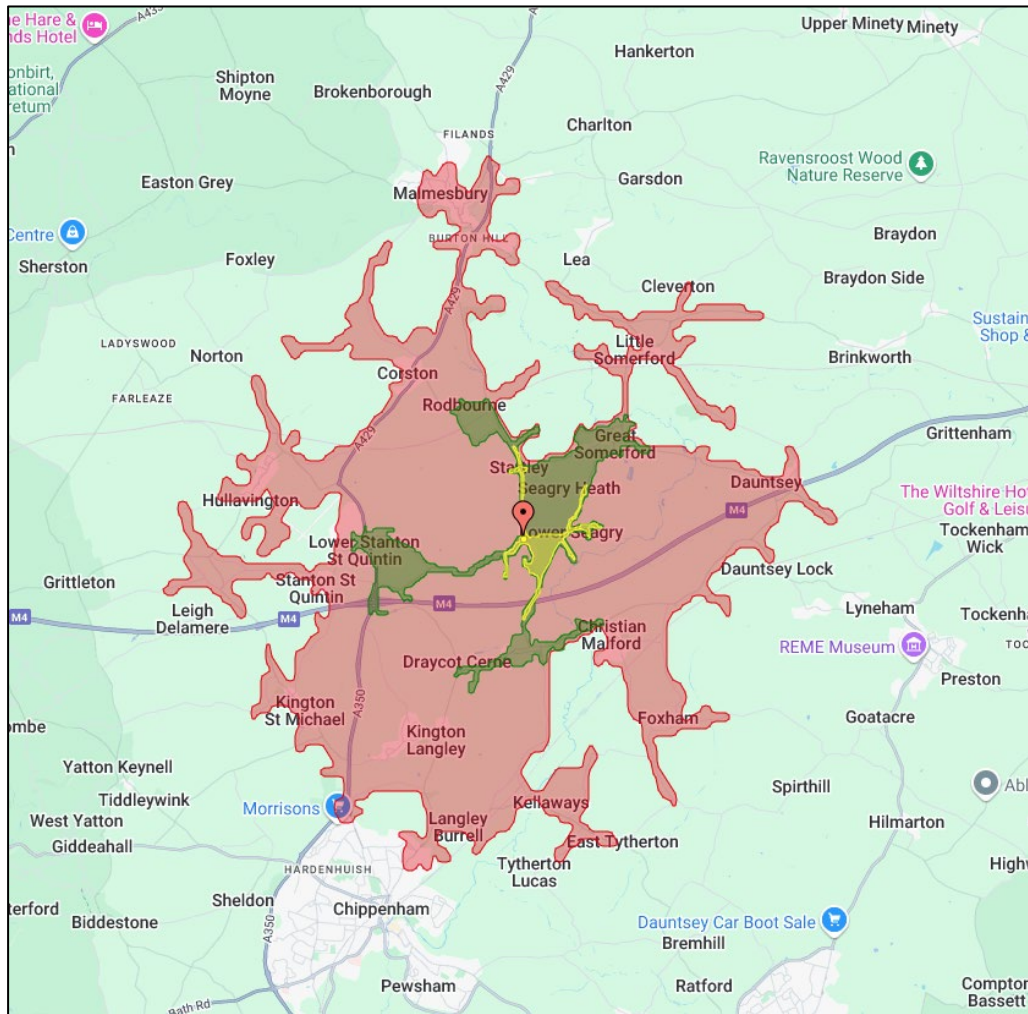
Cycling

- 2.2.6 Cycling is a very efficient mobility method and has great potential to replace a significant number of trips otherwise made by the private car. The publication *Cycle Audit and Cycle Review*⁷ suggests that journeys of up to 8km (a 30-minute cycle time) are considered to be a comfortable distance for a reasonably fit person.
- 2.2.7 2,000m (7½ minute – yellow isochrone) , 4,000m (15 minute – green isochrone) and 8,000m (30 minute – red isochrone) cycle distance isochrones from the site are illustrated in **Figure 2-3** over the page.

⁶ National Online Transport Information System: GIS Isochrones

⁷ Institution of Highways & Transportation, *Cycle Audit and Cycle Review* (IHT 1998)

Figure 2-3: Cycle Distance Isochrones



- 2.2.8 It is evident that the surrounding rural area is located within a 30 minute (8km) cycle ride, including the northern fringe of Chippenham.

Public Rights of Way

- 2.2.9 There are no Public Rights of Way (PRoW) across the Site of affected by the proposed development.

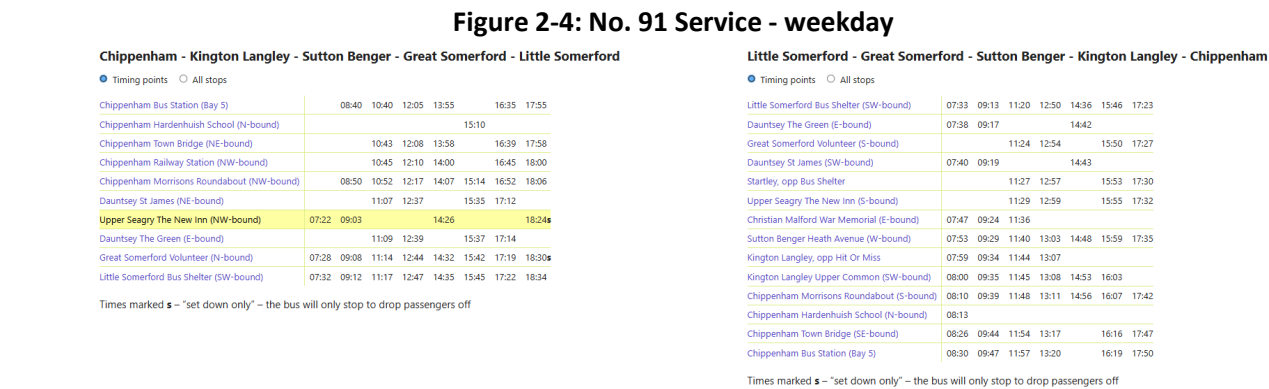
Summary of Active Travel

- 2.2.10 In summary of active travel (pedestrian and cycle travel) it has been found that the Site is located with good access to bus services and within reasonable walking and cycling distance of residential areas of Upper Seagry and Startley.

Bus Travel

- 2.2.11 As discussed above, the distance over which people are prepared to walk and cycle is not definitive and has to be considered as a range and access to public transport services has been similarly considered in that context.

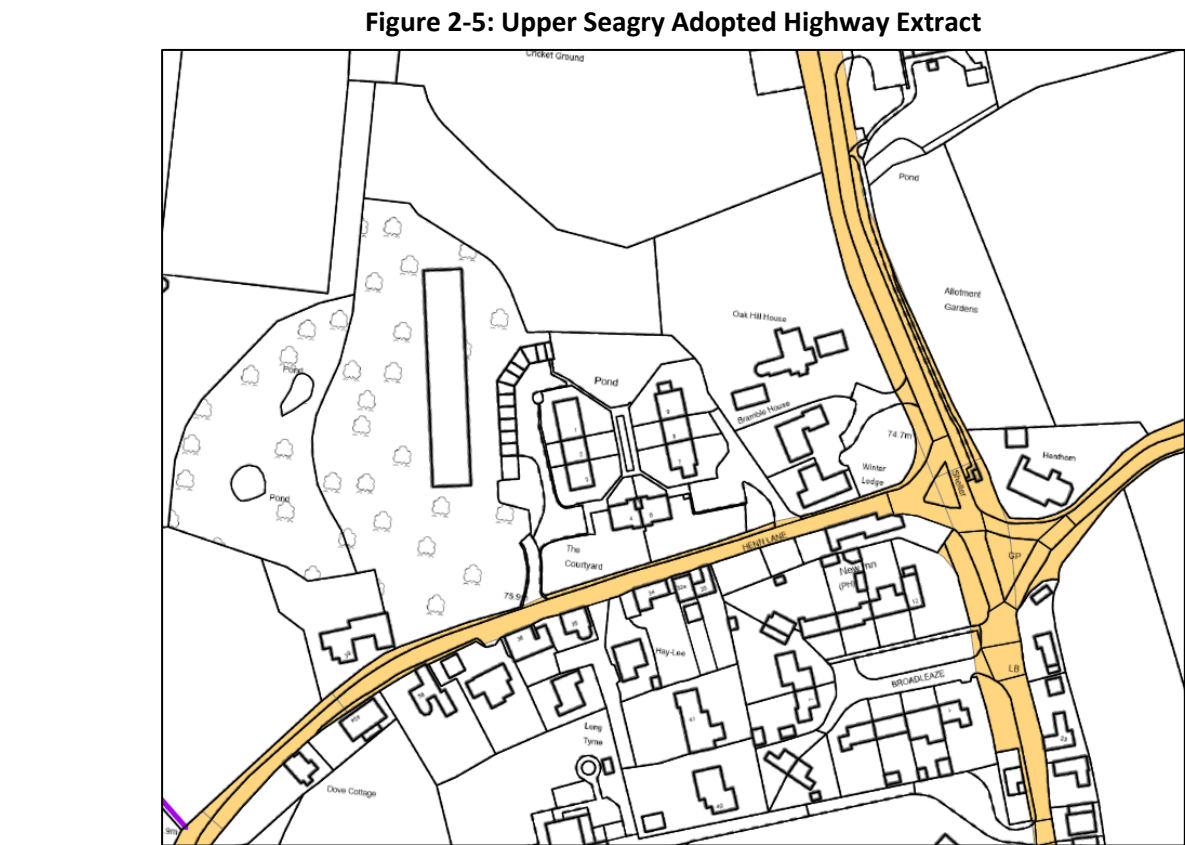
- 2.2.12 The nearest bus stops to the Site are located at The New Inn junction, at about a 2 to 3 minute walk from the centre of the Site, and thereby within the preferable 5 minute maximum.
- 2.2.13 The No.91 service operates from Chippenham following a ‘figure of eight’ route encompassing many of the villages north of Chippenham and south of Malmesbury with an approximate 2-hour frequency in each direction of travel, between approximately 07:22 and 18.24 weekdays and at a lesser frequency between 07:40 and 19:01 on Saturdays. The bus journey time from Chippenham to Upper Seagry is 18 minutes.



- 2.2.14 In summary, the site has close access to a bus service accessible via a safe footway route.

2.3 Adopted Public Highway

- 2.3.1 Highway records recording the extent of roads adopted and maintained at the public’s expense (Adopted Highway) have been acquired from the LHA, with an extract copied at Figure 2-5 below.



- 2.3.2 The HMPE plan confirms that the unclassified road to the east of the Site is adopted public highway at the location of the existing Site access on to it.

2.4 Startley Road

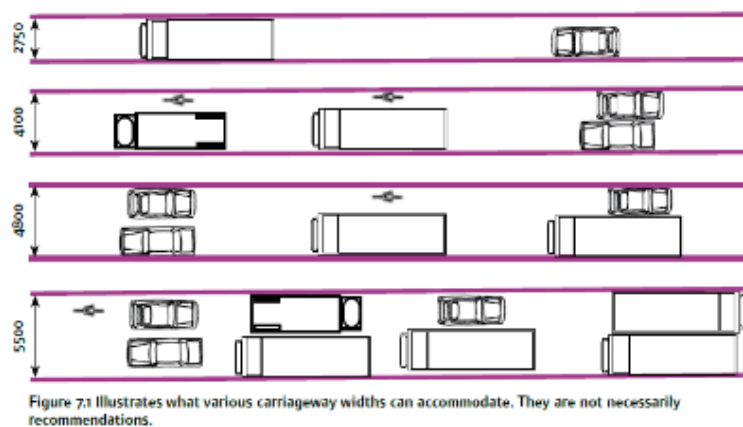
- 2.4.1 Through the village of Upper Seagry the road is an un-classified road subject to a 30mph speed limit. In the vicinity of the existing Site access it is formed as a two lane single carriageway road with a width of 5.6 to 6.0m with adjacent highway verges, this is illustrated in the site photograph at **Figure 2-6** below.

Figure 2-6: Startley Road (looking south from site access)



- 2.4.2 *Manual for Street*⁸ (**Figure 2-7** below) identifies that a minimum carriageway width of 5.5m is required to accommodate two HGVs to pass, and therefore the road is of sufficient width to accommodate the low volume of HGV and agricultural traffic that use it.

Figure 2-7: MfS Carriageway Widths



⁸ Department for Transport, *Manual for Streets* (HMSO, 2007)

- 2.4.3 The road is not lit by street lighting through the full extent of the village and 30mph speed limit and such 30mph repeater signs are provided.
- 2.4.4 A footway of 1.4m width is provided to the east of the road and segregated by a 2.0m verge from the carriageway, as shown in **Figure 2-8** below.

Figure 2-8: Footway Provision



- 2.4.5 The Site benefits from existing direct vehicular access off the road to the east as shown in **Figure 2-9** below. The existing access is formed as a relatively newly constructed simple priority junction serving the existing farm buildings and operations within the Site.

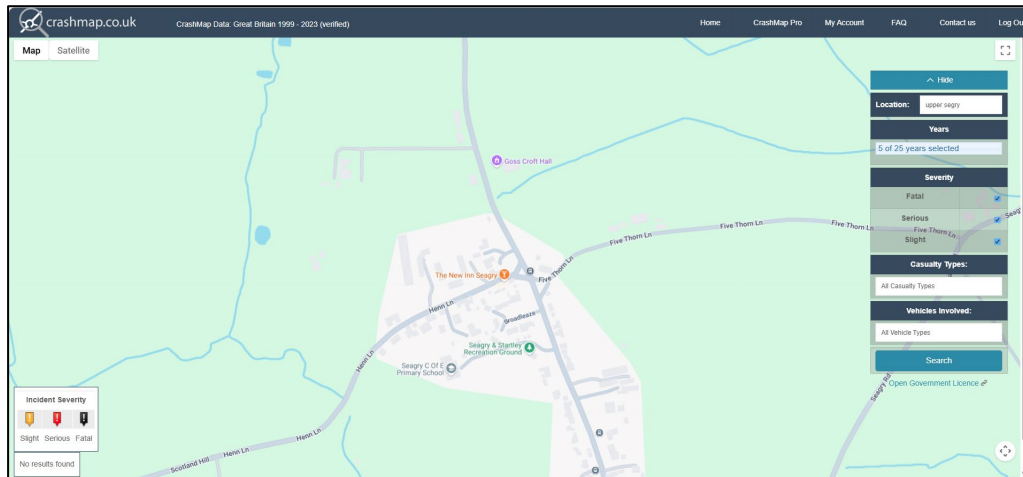
Figure 2-9: Existing Site Access



2.5 Road Safety

- 2.5.1 Reference has been made to the www.crashmap.co.uk website which details the location, date, and severity of recorded road traffic incidents, i.e. those that result in personal injury (PIAs). The PIA mapping plot is illustrated in **Figure 2-10** below.

Figure 2-10: Crashmap RTA Search Results



- 2.5.2 The Crashmap website has identified that during the preceding 5 year period to the end of 2023 no road traffic accidents occurred in the vicinity of the Site. Therefore, no existing road safety issues have been found that would preclude safe access for all road users to the application site.

3. POLICY REVIEW

3.1.1 This section of the report reviews relevant transport planning policy at a National and Local level.

3.2 National Policy - National Planning Policy Framework (NPPF)

3.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The National Planning Policy Framework is a material consideration in planning decisions.

3.2.2 The current NPPF (February 2025) replaces the revised National Planning Policy Framework published in December 2024.

3.2.3 Section 2, paragraphs 7 to 14, set out the requirements to achieve sustainable development and the presumption in favour of sustainable development. The three stated overarching objectives [para.8], which are interdependent and need to be pursued in mutually supportive ways, and relating them to transport and infrastructure being:

an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

3.2.4 Within NPPF [para.11] there is a presumption in favour of sustainable development, which in terms of planning decisions means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies or granting permission unless:

Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or*
- ii any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.*

3.2.5 Section 9 of the NPPF focusses on sustainable transport and sets out the considerations that should be made in decision making of application. It states at paragraph 109, that:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

3.2.6 In considering development proposals and assessing sites that may be allocated for development in plans, or specific applications for development, Paragraph 115 states that:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*

- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

3.2.7 At paragraph 116 it is stated that:

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

3.2.8 At paragraph 117 it clarifies that:

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

3.2.9 So as to inform the above considerations, at paragraph 118 it states that:

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

3.2.10 As will be established in this Transport Statement, the requirements of the NPPF are demonstrated as being met by the proposals and the supporting technical reports.

3.3 Local Policy

Wiltshire Core Strategy (Adopted) 2015

3.3.1 The Wiltshire Core Strategy Development Plan Document was formally adopted on 20 January

2015. It provides an overarching planning policy framework for Wiltshire for the period up to 2026. Policies with regards to the implications of development on traffic and transportation are summarised below.

Core Policy 3 – Infrastructure requirements

All new development will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal. Infrastructure requirements will be delivered directly by the developer and/or through an appropriate financial contribution prior to, or in conjunction with, new development.

Core Policy 60 – Sustainable transport

The Council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

This will be achieved by:

- planning developments in accessible locations*
- promoting sustainable transport alternatives to the use of the private car*
- maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community*
- promoting appropriate demand management measures*
- influencing the routing of freight within and through the county assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.*

Core Policy 61 – Transport and new development

New development should be located and designed to reduce the need to travel by private car, and to encourage the use of sustainable alternatives.

As part of a required transport assessment, the following must be demonstrated:

- i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:*
 - Visually impaired and other disabled people*
 - Pedestrians*
 - Cyclists*
 - Public transport*
 - Goods vehicles*
 - Powered two-wheelers*
 - Private cars*
- ii. That the proposal is capable of being served by safe access to the highway network.*

iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.

Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

Core Policy 62 – Development impacts on the transport network

Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

Proposals for new development should not be accessed directly from the national primary route network outside built-up areas unless an over-riding need can be demonstrated.

3.4 Summary of Policy Compliance

- 3.4.1 The review of existing active travel infrastructure has established that the Site is well located to connect to existing bus services and the village of Upper Seagry, as an employment site.
- 3.4.2 Car, HGV and cycle parking would be provided in accordance with the County standards and the development would be accessed off an appropriate standard of road by means of a safe and efficient junction and there would be no residual severe cumulative impacts.
- 3.4.3 It has been found that the proposed development would be compliant with National and Local Policies with regards to sustainable development and transport planning objectives.

4. DEVELOPMENT PROPOSALS

4.1 Development

- 4.1.1 The Site has an extant lawful consent for B8 use (LPA Ref. N/05/00532/CLE), with the existing building of 952 sq.m. GFA, plus ancillary structures of 100sq.m. (garage) and 18 sq.m. (shed). The existing site benefits from vehicular access (LPA Ref. N/04/00992/FUL) off the unclassified Startley Road.
- 4.1.2 Detailed planning consent is sought for the erection of buildings comprising 4 No. flexible B8 storage and distribution and/or Class E(g) Commercial, Business and Service units and the erection of buildings for mixed agricultural and equestrian workshop, storage and estate office and stables, all following demolition of existing B8 storage buildings and site remediation, together with associated parking, servicing, drainage, infrastructure, biodiversity net gain and landscaping and alterations to existing vehicular access
- 4.1.3 The proposed buildings have a total GFA of 1,756 sq.m. (excluding stables and covered parking) split between Block A (595 sq.m.) and Block B (1,161 sq.m.). Therefore, the net increase in floor space of the Site is 804 sq.m.
- 4.1.4 It is proposed that Block A will be used by the Applicant as the Estate Management compound, replacing other existing facilities elsewhere on the Estate. Block B, comprising 4 No. units, will be let on a commercial basis to tenants.

4.2 Proposed Layout and Servicing

- 4.2.1 The proposed site general arrangement (Dwg. No. 2386-020L) is attached at **Appendix A**.
- 4.2.2 **Block A** (Estate Management Compound) comprises a yard surrounded by stables, a tack room, covered parking barn, workshop, storage area and administrative office. The area is unlikely to be serviced by vehicles larger than a 4x4 towing a horse box as the bin store is to the rear and would be serviced via the route to Block B.
- 4.2.3 **Block B** (Commercial Units) comprises 4 No. flexible B8 / E(g) units served off a common access to their front. Given the modest size of the units, they are most likely to be serviced by light goods vans and up to medium sized HGVs (OGV1) type vehicles in respect of parcel delivery and collections.
- 4.2.4 The access has been designed to accommodate the swept path of a large refuse vehicle, the largest vehicle likely to access the site, with a dedicated turning head area. The swept paths of the design vehicles accessing Block A (Dwg. No. 23075-SPA-02B – Range Rover towing a horse box) and Block B (Dwg. No. 23075-SPA-01B – 10m Rigid HGV) are attached at **Appendix C**.

4.3 Active Travel

- 4.3.1 The site will be accessible to pedestrians and cyclists as illustrated in Dwg. No. 23075-PHL-01C attached at **Appendix B**. A 1.2m width footway has been provided adjacent to the access road, but as this footway will not be segregated from the carriageway by a kerb upstand, there is no physical restriction on the available width to pedestrians.
- 4.3.2 Safe and secure cycle parking for employees will be provided for 12 No. covered cycle spaces.

4.4 Vehicular Access

- 4.4.1 The proposed site access layout plan is illustrated in Drawing No. 23075-PHL-01C attached at **Appendix B**. It is proposed that access is formed by widening the existing site access priority junction on to Startley Road.
- 4.4.2 The proposed access junction is formed with a 6.0m width over a length to allow two HGVs to pass, with gates in-set to the site at a suitable distance to allow entering vehicles to wait without impede traffic on the highway. Junction sightlines of 2.4m x 43m (MfS 30mph) are formed at the junction in both directions and are fully contained within existing highway verge by virtue of that width being c2.5-3.0m.
- 4.4.3 The access road, a private access road, has been designed so as to minimise its impact on the landscape and tree root protection areas and includes sections of no-dig construction. So as to minimise the impacts of the root protection areas, a length of single-lane shuttle working (3.2m width) is proposed. A line of sight (forward visibility) has been designed in to the layout (shown as the amber dashed line on the access plan) allowing opposing vehicles to see whether it is clear to proceed before entering the short section of single lane working.

4.5 Car Parking & EV Charging Provision

- 4.5.1 Car parking provision is proposed off-street, as follows:
- Block A – 4 No. covered (parking barn) bays inclusive of EV charging for 2 vehicles (i.e. 1 x charge station)
 - Block B – 21 spaces divided as 1- No. standard bays and 11 No. vans bays inclusive of 2 No. disabled parking bays and 4 No. EV charging bays (i.e. 2 No. charge stations – Bays 1 to 4).
- 4.5.2 Passive EV charging provision (ducting) will be provided to all parking spaces allowing for additional EV charging stations to be provided as demand requires.
- 4.5.3 In summary, Block B parking will be provided in accordance with that set out in the pre-application consultation response, 1 space per 50 sq.m., which is compliant with the rates set out in the Local Transport Plan annex on parking.

5. TRAFFIC IMPACT

5.1 Introduction

5.1.1 This section of the report outlines the trip generation forecasts and potential for traffic impact from the proposed development of the Site.

5.1.2 There will be no additional trip generation associated with Block A, as that accommodates the relocation of the existing Estates Office and Management facilities. Block B incorporates the demolition of an existing B8 building and replacement with a larger floor area building, and will therefore see an intensification (net increase) in use.

5.2 Trip Generation

5.2.1 The TRICS 7.11.4 database has been interrogated in order to determine the likely number of trips associated with the existing and proposed development.

Proposed E(g)iii Class (old B1c) Light Industrial Use & B8 Commercial Warehousing

5.2.2 The following criterion was used to determine trip rates for the development scheme.

- 02 Employment / C Industrial Unit
- Excluding London, NI & Eire
- Freestanding / Out of Town / Village
- GFA 150sq.m +
- Population <5 miles < 75,000
- Survey dates cut-off 1st Jan 2010

5.2.3 The proposed development does not meet the typical criteria of a B8 warehouse in terms of size and location. A review of the current TRICS database does not identify any commercial warehousing surveys located using the TRICS criteria of 'Free Standing', 'Out of Town' and 'Village', other than significantly larger and fundamentally a different type of development (large distribution centres).

5.2.4 The closest match in respect of location is survey site DV-02-F02 & F03 – LIDL Distribution Centre. Whilst clearly unrepresentative in overall scales and nature, the site does provide rates that can be applied as a proxy to this development.

5.2.5 The TRICS output reports described in this Chapter are contained in **Appendix D. Table 5-1** over the page summarises the TRICS derived vehicular trip rates, with both gross and net traffic demand, i.e. without and with taking in to consideration the extant 952 sq.m. B8 site use.

Table 5-1: Trip Rates & Numbers

	Trip Rates*				Trips			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
B8 Extant Use	0.167	0.068	0.046	0.090	2	1	<1	1
E(g) Light Industrial	1.591	0.052	0.106	1.556	18	<1	1	18
Net Change E(g)	-	-	-	-	+16	0	0	+17
B8 Warehousing	0.167	0.068	0.046	0.090	2	1	<1	1
Net Change B8	-	-	--		0	0	0	0

* trip rates per 100 sq.m.

- 5.2.6 As can be seen in **Table 5-1** above, trip generation from the E(g) land-use is greatest, resulting in a net increase of 16/17 vehicle trips in the peak hours. Alternatively, the B8 use results in no material change in peak hour vehicular trip numbers. It is likely that the E(g) and B8 uses will be mixed, to some degree, and as such the resulting trip levels would be somewhere between no net change and plus 17 vehicles.
- 5.2.7 Taking the 100% E(g) uses as a worst case, the additional 17 trips in each peak hour equates to a vehicles every 4 minutes, which would have a negligible effect on the operational capacity and road safety of the local highway network.
- 5.2.8 As a consequence of the above findings, no further assessment of the distribution, assignment and relative impacts on the wider highway network is warranted.
- 5.2.9 In summary, it is considered that the level of traffic impact on road safety and the freeflow conditions of the adjoining highway network would not be demonstrably impacted by the proposed development.

6. SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Neil Brant Consulting Ltd (NBC) has been appointed by Thala Family Investments Ltd. (the Applicant) to prepare a transport report in support of a Full planning application for the development of land at Seagry House, Upper Seagry, Chippenham, Wiltshire (the Site).
- 6.1.2 This Transport Statement (TS) is submitted in support of a Detailed planning application for the erection of buildings comprising 4 No. flexible B8 storage and distribution and/or Class E(g) Commercial, Business and Service units and the erection of buildings for mixed agricultural and equestrian workshop, storage and estate office and stables, all following demolition of existing B8 storage buildings and site remediation, together with associated parking, servicing, drainage, infrastructure, biodiversity net gain and landscaping and alterations to existing vehicular access.
- 6.1.3 It has been found that the Site is located with good access to bus services and within reasonable walking and cycling distance of residential areas of the village.
- 6.1.4 The site currently benefits from a single point of vehicular access directly from the public highway to the east of the Site.
- 6.1.5 No trend or road safety deficiency has been found on the adjacent road network that would preclude safe and efficient access to the development being achieved.
- 6.1.6 It is proposed that access is formed as a slightly enlarged priority junction on to Startley Road with a suitably compliant layout incorporating corner radii and carriageway width accommodating the sept paths of agricultural and HGV traffic.
- 6.1.7 Staff and visitor cycle and car parking has been identified and includes for provision of EV charging stations.
- 6.1.8 The generation of vehicular trips has been determined using industry standard software and methods. It has been determined that there would be no significant or material traffic impact occurring on the adjacent highway network.

6.2 Conclusion

In light of the findings of this Transport Statement, the proposed development is demonstrated to be policy compliant, and there is no reason as to why this application should be refused on highway grounds.

APPENDICES

APPENDIX A

Proposed Site General Layout

Dwg. No. 2386-020L

LEGEND

- Site Boundary
- Block paved roads/footpaths
- Soft landscaping areas
- Tarmac Road
- New trees
- Native hedgerows



Site Plan - Whole Site
Proposed

TEA ARCHITECTS
5 Argyle Street
Bath
BA2 4BA
www.tea-architects.co.uk

Do not scale, use only figured dimension unless for planning purposes. Dimensions are depicted in millimetres unless stated otherwise. All dimensions and setting out are to be checked on site prior to starting work, report any discrepancies immediately. This drawing is not to be used for other the valuation or purchase of a property or building use.

Copyright of this drawing belongs solely to TEA Architects Ltd. This drawing must only be used for the purposes for which it is supplied and its contents must not be reproduced for any purpose without written permission.

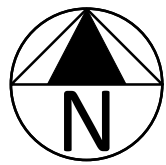
Project Name:	Land South Of Seagry House
Drawing Title:	Whole Site Plan - Proposed
Project Number:	2386
Drawing No:	020
Revision:	1.
Date:	18/07/2025
Status:	Planning
Scale @ A2	1:500

APPENDIX B

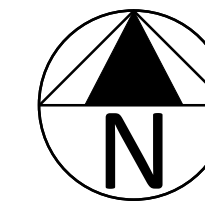
Proposed Site Access Plan

Dwg. No. 23075-PHL-01C

KEY PLAN



NTS



Existing ditch

Junction visibility splay
(2.4m x 43m - MfS 30mph)

Proposed uncontrolled pedestrian crossing

Two-way

Existing
ditch

Existing culvert to be adjusted to accommodate proposed junction

Existing
footway

function visibility splay
(2.4m x 43m - MfS 30mph)

Forward visibility splay
(17m - MfS 15mph)

Junction visibility splay
(2.4m x 25m - MfS 20mph)

forward visibility splay
(m)

Junction visibility splay
(2.4m x 25m - MfS 20mph)

Key

- Site boundary
- Tree root protection area
- Forward visibility splay (highway bend)
- Forward visibility splay
- Junction visibility splay
- Carriageway
- Footway
- Construction to include tree root protection measure (Cellweb or similar approved)
- Proposed tactile paving

3.65 Dimension (m)

R10 Radius (m)

Note,

1. This drawing is intended to support the planning application only.
2. All works are indicative only and subject to confirmation at a later design stage.
3. All highway works are subject to approval from the highway authority.

C	Cellweb extent adjusted and boundary removed	30/07/25	JH	NB
B	Site layout updated	21/07/25	JH	NB
A	First issue	17/07/25	JH	NB
REV.	DESCRIPTION	Date	BY	CHK

DRAWING STATUS: FOR INFORMATION ONLY

DESIGN BY:



CLIENT:

Thala Family Investments Ltd.

ARCHITECT:

TEA Architects

PROJECT: Upper Seagry

TITLE: Preliminary Access Layout

SCALE @ A1:
0 1:250 12.5 metres

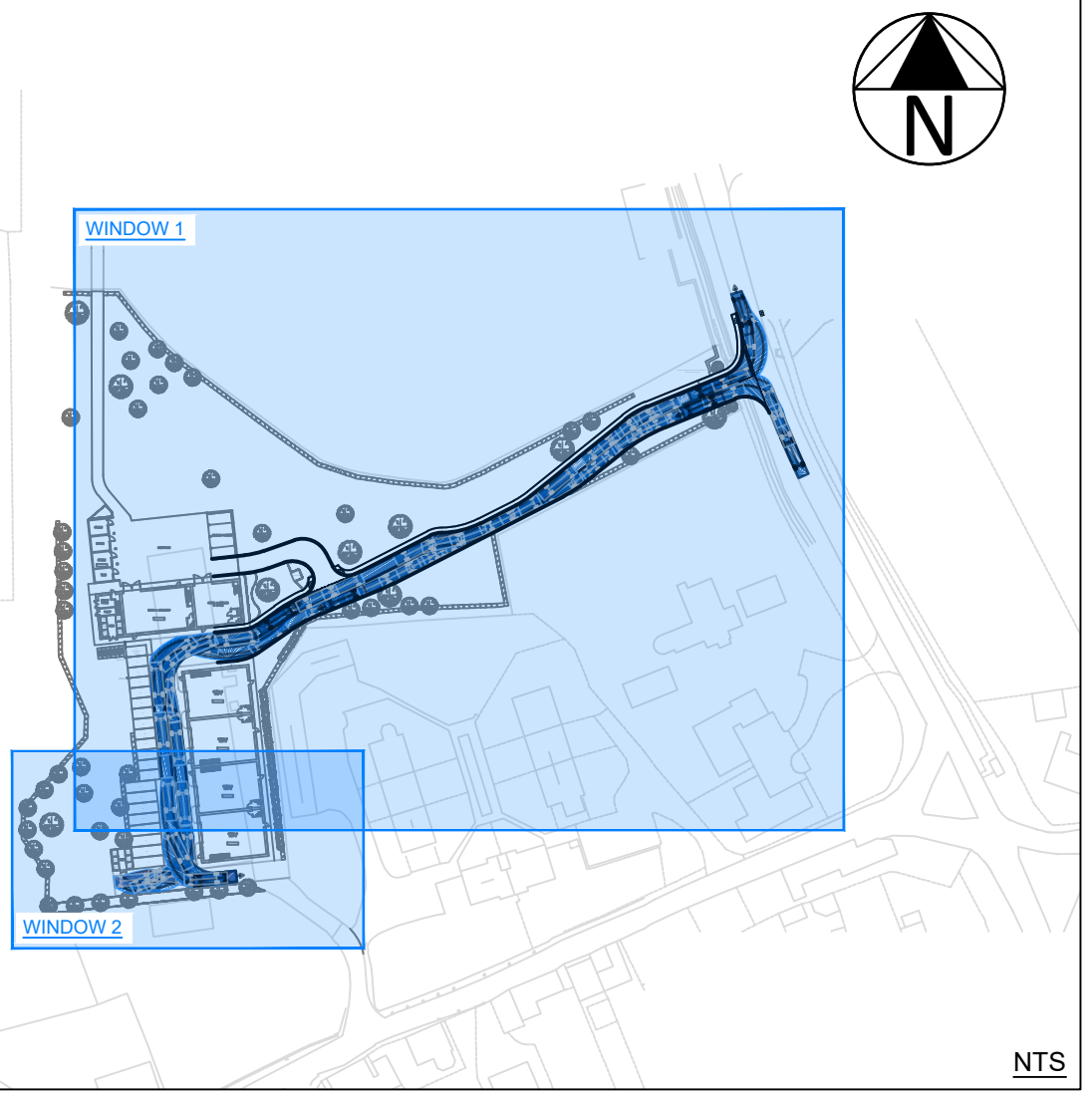
PROJECT No: 23075	DRAWING No: PHL-01	REV: C
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APPENDIX C

Servicing & Access Vehicle Swept Path

Dwg. No.s 23075-SPA-01B & SPA-02B

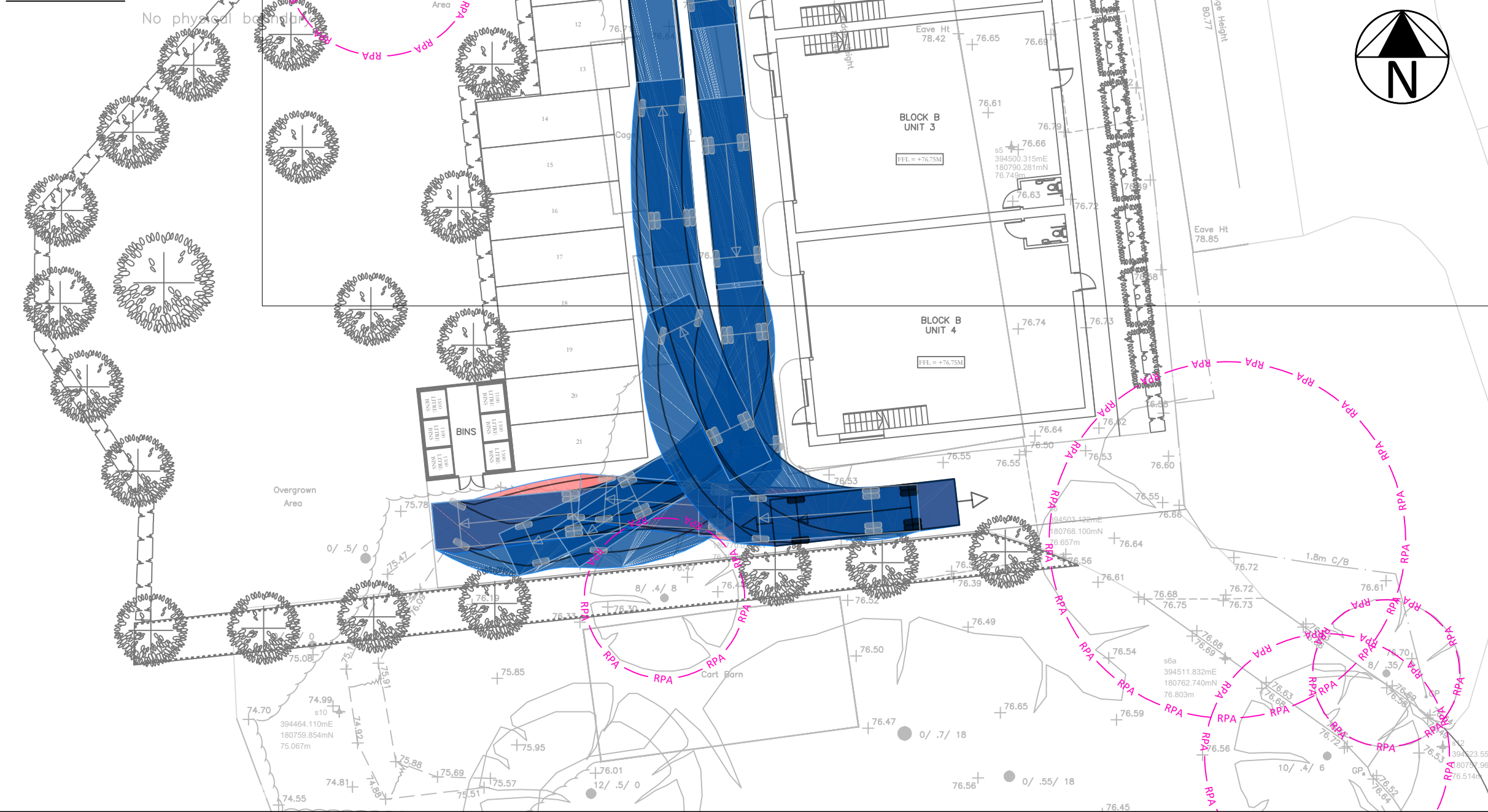
KEY PLAN



WINDOW 1

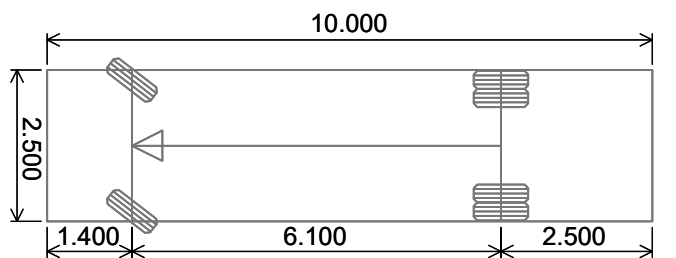


WINDOW 2



Key
Site boundary
Tree root protection area

- Note,
1. This drawing is intended to support the planning application only.
2. All works are indicative only and subject to confirmation at a later design stage.
3. All highway works are subject to approval from the highway authority.



Vehicle name	HG Rigid Vehicle (FTA 1998)
Description	Designing for deliveries, FTA 1998
Overall length (m)	10.000
Overall width (m)	2.500
Maximum track width (m)	2.470
Kerb to kerb radius (m)	11.000

B	Boundary removed	30/07/25	JH	NB
A	First issue	21/07/25	JH	NB
REV.	DESCRIPTION	Date	BY	CHK

DRAWING STATUS: FOR INFORMATION ONLY

DESIGN BY:

HIGHWAY ENGINEERING & TRANSPORT PLANNING

CLIENT:
-

ARCHITECT:
-

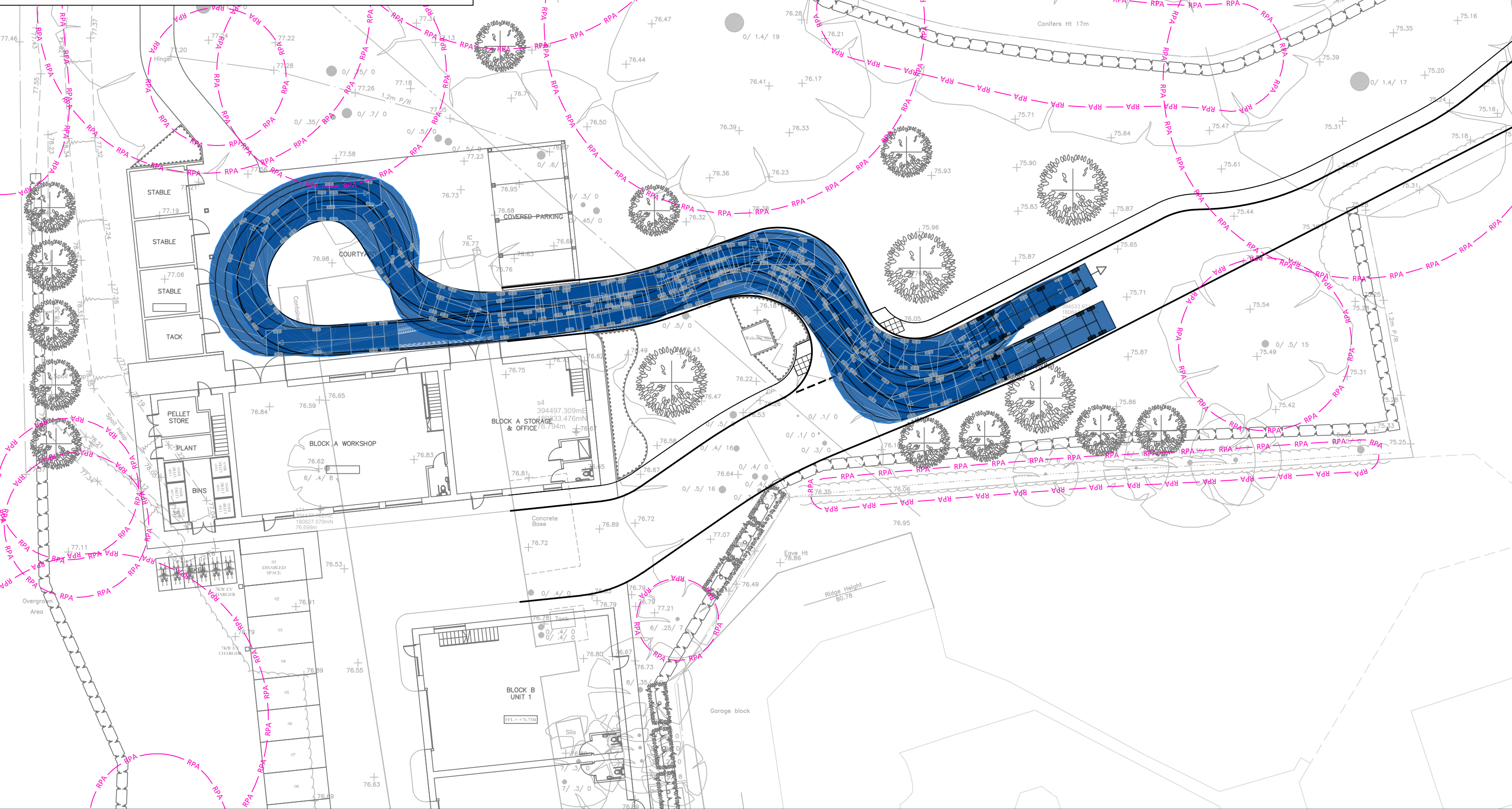
PROJECT:
Upper Seagry

TITLE:
Swept Path Analysis
Access Layout - Option 1
Rigid HGV Vehicle

SCALE @ A1:
0 1:250 12.5 metres

PROJECT No:	DRAWING No:	REV:
23075	SPA-01	B

KEY PLAN

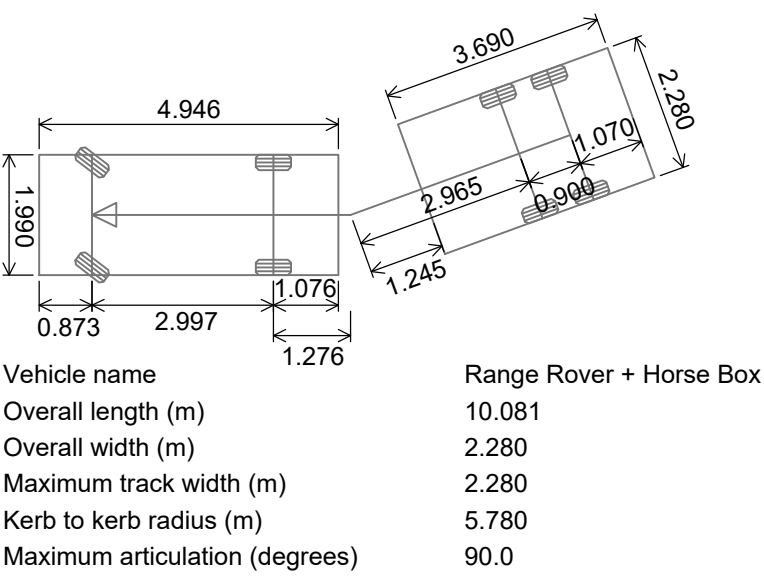


Key

- Site boundary
- RPA
- Tree root protection area

Note,

- This drawing is intended to support the planning application only.
- All works are indicative only and subject to confirmation at a later design stage.
- All highway works are subject to approval from the highway authority.

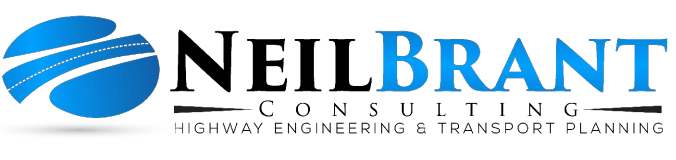


Vehicle name	Range Rover + Horse Box
Overall length (m)	10.081
Overall width (m)	2.280
Maximum track width (m)	2.280
Kerb to kerb radius (m)	5.780
Maximum articulation (degrees)	90.0

B	Boundary removed	30/07/25	JH	NB
A	First issue	21/07/25	JH	NB
REV.	DESCRIPTION	Date	BY	CHK

DRAWING STATUS:
FOR INFORMATION ONLY

DESIGN BY:



Highway Engineering & Transport Planning

CLIENT:

-

ARCHITECT:

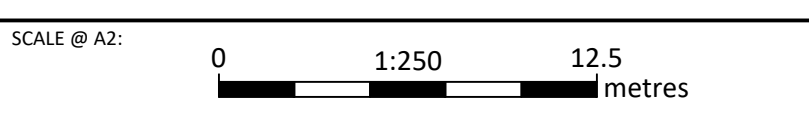
-

PROJECT:

Upper Seagry

TITLE:

Swept Path Analysis
Stable Courtyard Access - Option 1



PROJECT No:	DRAWING No:	REV:
23075	SPA-02	B

APPENDIX D

TRICS Datasheets

Calculation Reference: AUDIT-759001-250516-0544

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02 SOUTH EAST
WS WEST SUSSEX 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: 11375 to 11375 (units: sqm)
 Range Selected by User: 150 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 08/11/23

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

Selected survey days:

Thursday 1 days

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

Selected survey types:

Manual count 1 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:

Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:

Out of Town 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 1 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:

1,000 or Less 1 days

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

Population within 5 miles:

50,001 to 75,000 1 days

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

Car ownership within 5 miles:

1.6 to 2.0 1 days

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

Travel Plan:

Yes 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1	WS-02-C-02	AVIATION COMPANY	WEST SUSSEX
	MAYDWELL AVENUE		
	NEAR HORSHAM		
	SLINFOLD		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	11375 sqm	
	Survey date: THURSDAY	23/01/14	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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11375	0.026	1	11375	0.000	1	11375	0.026
06:30 - 07:00	1	11375	0.123	1	11375	0.044	1	11375	0.167
07:00 - 07:30	1	11375	0.132	1	11375	0.018	1	11375	0.150
07:30 - 08:00	1	11375	0.273	1	11375	0.009	1	11375	0.282
08:00 - 08:30	1	11375	1.134	1	11375	0.026	1	11375	1.160
08:30 - 09:00	1	11375	0.457	1	11375	0.026	1	11375	0.483
09:00 - 09:30	1	11375	0.114	1	11375	0.044	1	11375	0.158
09:30 - 10:00	1	11375	0.079	1	11375	0.018	1	11375	0.097
10:00 - 10:30	1	11375	0.079	1	11375	0.070	1	11375	0.149
10:30 - 11:00	1	11375	0.070	1	11375	0.053	1	11375	0.123
11:00 - 11:30	1	11375	0.035	1	11375	0.062	1	11375	0.097
11:30 - 12:00	1	11375	0.018	1	11375	0.018	1	11375	0.036
12:00 - 12:30	1	11375	0.026	1	11375	0.132	1	11375	0.158
12:30 - 13:00	1	11375	0.114	1	11375	0.114	1	11375	0.228
13:00 - 13:30	1	11375	0.079	1	11375	0.044	1	11375	0.123
13:30 - 14:00	1	11375	0.053	1	11375	0.062	1	11375	0.115
14:00 - 14:30	1	11375	0.062	1	11375	0.035	1	11375	0.097
14:30 - 15:00	1	11375	0.044	1	11375	0.062	1	11375	0.106
15:00 - 15:30	1	11375	0.018	1	11375	0.088	1	11375	0.106
15:30 - 16:00	1	11375	0.009	1	11375	0.044	1	11375	0.053
16:00 - 16:30	1	11375	0.035	1	11375	0.132	1	11375	0.167
16:30 - 17:00	1	11375	0.070	1	11375	0.193	1	11375	0.263
17:00 - 17:30	1	11375	0.035	1	11375	0.114	1	11375	0.149
17:30 - 18:00	1	11375	0.018	1	11375	1.196	1	11375	1.214
18:00 - 18:30	1	11375	0.088	1	11375	0.360	1	11375	0.448
18:30 - 19:00	1	11375	0.018	1	11375	0.141	1	11375	0.159
19:00 - 19:30	1	11375	0.035	1	11375	0.044	1	11375	0.079
19:30 - 20:00	1	11375	0.009	1	11375	0.088	1	11375	0.097
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.253			3.237			6.490

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:	11375 - 11375 (units: sqm)
Survey date range:	01/01/10 - 08/11/23
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
06:30 - 07:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
07:00 - 07:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
07:30 - 08:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
08:00 - 08:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
08:30 - 09:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
09:00 - 09:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
09:30 - 10:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
10:00 - 10:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
10:30 - 11:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
11:00 - 11:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
11:30 - 12:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
12:00 - 12:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
12:30 - 13:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
13:00 - 13:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
13:30 - 14:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
14:00 - 14:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
14:30 - 15:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
15:00 - 15:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
15:30 - 16:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
16:00 - 16:30	1	11375	0.009	1	11375	0.009	1	11375	0.018
16:30 - 17:00	1	11375	0.009	1	11375	0.009	1	11375	0.018
17:00 - 17:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
17:30 - 18:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
18:00 - 18:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
18:30 - 19:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
19:00 - 19:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
19:30 - 20:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.018			0.018			0.036

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
06:30 - 07:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
07:00 - 07:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
07:30 - 08:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
08:00 - 08:30	1	11375	0.009	1	11375	0.000	1	11375	0.009
08:30 - 09:00	1	11375	0.009	1	11375	0.009	1	11375	0.018
09:00 - 09:30	1	11375	0.009	1	11375	0.009	1	11375	0.018
09:30 - 10:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
10:00 - 10:30	1	11375	0.026	1	11375	0.018	1	11375	0.044
10:30 - 11:00	1	11375	0.009	1	11375	0.018	1	11375	0.027
11:00 - 11:30	1	11375	0.018	1	11375	0.026	1	11375	0.044
11:30 - 12:00	1	11375	0.009	1	11375	0.009	1	11375	0.018
12:00 - 12:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
12:30 - 13:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
13:00 - 13:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
13:30 - 14:00	1	11375	0.009	1	11375	0.009	1	11375	0.018
14:00 - 14:30	1	11375	0.009	1	11375	0.009	1	11375	0.018
14:30 - 15:00	1	11375	0.009	1	11375	0.009	1	11375	0.018
15:00 - 15:30	1	11375	0.009	1	11375	0.009	1	11375	0.018
15:30 - 16:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
16:00 - 16:30	1	11375	0.009	1	11375	0.000	1	11375	0.009
16:30 - 17:00	1	11375	0.009	1	11375	0.018	1	11375	0.027
17:00 - 17:30	1	11375	0.009	1	11375	0.000	1	11375	0.009
17:30 - 18:00	1	11375	0.000	1	11375	0.009	1	11375	0.009
18:00 - 18:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
18:30 - 19:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
19:00 - 19:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
19:30 - 20:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.152			0.152			0.304

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
06:30 - 07:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
07:00 - 07:30	1	11375	0.009	1	11375	0.000	1	11375	0.009
07:30 - 08:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
08:00 - 08:30	1	11375	0.009	1	11375	0.000	1	11375	0.009
08:30 - 09:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
09:00 - 09:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
09:30 - 10:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
10:00 - 10:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
10:30 - 11:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
11:00 - 11:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
11:30 - 12:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
12:00 - 12:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
12:30 - 13:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
13:00 - 13:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
13:30 - 14:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
14:00 - 14:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
14:30 - 15:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
15:00 - 15:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
15:30 - 16:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
16:00 - 16:30	1	11375	0.009	1	11375	0.000	1	11375	0.009
16:30 - 17:00	1	11375	0.000	1	11375	0.009	1	11375	0.009
17:00 - 17:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
17:30 - 18:00	1	11375	0.000	1	11375	0.009	1	11375	0.009
18:00 - 18:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
18:30 - 19:00	1	11375	0.000	1	11375	0.009	1	11375	0.009
19:00 - 19:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
19:30 - 20:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.027			0.027			0.054

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11375	0.026	1	11375	0.000	1	11375	0.026
06:30 - 07:00	1	11375	0.123	1	11375	0.044	1	11375	0.167
07:00 - 07:30	1	11375	0.132	1	11375	0.018	1	11375	0.150
07:30 - 08:00	1	11375	0.264	1	11375	0.009	1	11375	0.273
08:00 - 08:30	1	11375	1.125	1	11375	0.026	1	11375	1.151
08:30 - 09:00	1	11375	0.431	1	11375	0.018	1	11375	0.449
09:00 - 09:30	1	11375	0.070	1	11375	0.009	1	11375	0.079
09:30 - 10:00	1	11375	0.053	1	11375	0.009	1	11375	0.062
10:00 - 10:30	1	11375	0.035	1	11375	0.026	1	11375	0.061
10:30 - 11:00	1	11375	0.035	1	11375	0.018	1	11375	0.053
11:00 - 11:30	1	11375	0.009	1	11375	0.018	1	11375	0.027
11:30 - 12:00	1	11375	0.000	1	11375	0.009	1	11375	0.009
12:00 - 12:30	1	11375	0.000	1	11375	0.132	1	11375	0.132
12:30 - 13:00	1	11375	0.079	1	11375	0.079	1	11375	0.158
13:00 - 13:30	1	11375	0.062	1	11375	0.026	1	11375	0.088
13:30 - 14:00	1	11375	0.026	1	11375	0.018	1	11375	0.044
14:00 - 14:30	1	11375	0.026	1	11375	0.000	1	11375	0.026
14:30 - 15:00	1	11375	0.009	1	11375	0.026	1	11375	0.035
15:00 - 15:30	1	11375	0.000	1	11375	0.070	1	11375	0.070
15:30 - 16:00	1	11375	0.000	1	11375	0.035	1	11375	0.035
16:00 - 16:30	1	11375	0.000	1	11375	0.105	1	11375	0.105
16:30 - 17:00	1	11375	0.009	1	11375	0.123	1	11375	0.132
17:00 - 17:30	1	11375	0.000	1	11375	0.062	1	11375	0.062
17:30 - 18:00	1	11375	0.018	1	11375	1.160	1	11375	1.178
18:00 - 18:30	1	11375	0.070	1	11375	0.352	1	11375	0.422
18:30 - 19:00	1	11375	0.018	1	11375	0.141	1	11375	0.159
19:00 - 19:30	1	11375	0.026	1	11375	0.044	1	11375	0.070
19:30 - 20:00	1	11375	0.009	1	11375	0.079	1	11375	0.088
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.655			2.656			5.311

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
06:30 - 07:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
07:00 - 07:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
07:30 - 08:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
08:00 - 08:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
08:30 - 09:00	1	11375	0.009	1	11375	0.000	1	11375	0.009
09:00 - 09:30	1	11375	0.035	1	11375	0.026	1	11375	0.061
09:30 - 10:00	1	11375	0.026	1	11375	0.009	1	11375	0.035
10:00 - 10:30	1	11375	0.018	1	11375	0.026	1	11375	0.044
10:30 - 11:00	1	11375	0.026	1	11375	0.018	1	11375	0.044
11:00 - 11:30	1	11375	0.009	1	11375	0.018	1	11375	0.027
11:30 - 12:00	1	11375	0.009	1	11375	0.000	1	11375	0.009
12:00 - 12:30	1	11375	0.026	1	11375	0.000	1	11375	0.026
12:30 - 13:00	1	11375	0.035	1	11375	0.035	1	11375	0.070
13:00 - 13:30	1	11375	0.018	1	11375	0.018	1	11375	0.036
13:30 - 14:00	1	11375	0.018	1	11375	0.035	1	11375	0.053
14:00 - 14:30	1	11375	0.026	1	11375	0.026	1	11375	0.052
14:30 - 15:00	1	11375	0.026	1	11375	0.026	1	11375	0.052
15:00 - 15:30	1	11375	0.009	1	11375	0.009	1	11375	0.018
15:30 - 16:00	1	11375	0.009	1	11375	0.009	1	11375	0.018
16:00 - 16:30	1	11375	0.018	1	11375	0.018	1	11375	0.036
16:30 - 17:00	1	11375	0.044	1	11375	0.044	1	11375	0.088
17:00 - 17:30	1	11375	0.026	1	11375	0.044	1	11375	0.070
17:30 - 18:00	1	11375	0.000	1	11375	0.026	1	11375	0.026
18:00 - 18:30	1	11375	0.018	1	11375	0.009	1	11375	0.027
18:30 - 19:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
19:00 - 19:30	1	11375	0.009	1	11375	0.000	1	11375	0.009
19:30 - 20:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.414			0.396			0.810

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
06:30 - 07:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
07:00 - 07:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
07:30 - 08:00	1	11375	0.009	1	11375	0.000	1	11375	0.009
08:00 - 08:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
08:30 - 09:00	1	11375	0.009	1	11375	0.000	1	11375	0.009
09:00 - 09:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
09:30 - 10:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
10:00 - 10:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
10:30 - 11:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
11:00 - 11:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
11:30 - 12:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
12:00 - 12:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
12:30 - 13:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
13:00 - 13:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
13:30 - 14:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
14:00 - 14:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
14:30 - 15:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
15:00 - 15:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
15:30 - 16:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
16:00 - 16:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
16:30 - 17:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
17:00 - 17:30	1	11375	0.000	1	11375	0.009	1	11375	0.009
17:30 - 18:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
18:00 - 18:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
18:30 - 19:00	1	11375	0.000	1	11375	0.000	1	11375	0.000
19:00 - 19:30	1	11375	0.000	1	11375	0.000	1	11375	0.000
19:30 - 20:00	1	11375	0.000	1	11375	0.009	1	11375	0.009
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.018			0.018			0.036

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

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Calculation Reference: AUDIT-759001-240621-0619

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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: 49081 to 49081 (units: sqm)
 Range Selected by User: 49081 to 49081 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 22/11/21 to 22/11/21

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

Selected survey days:

Monday 1 days

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

Selected survey types:

Manual count 1 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:

Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:

Out of Town 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

B8 1 days

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

Population within 1 mile:

1,001 to 5,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
100,001 to 125,000 1 days

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

Car ownership within 5 miles:
1.1 to 1.5 1 days

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

Travel Plan:
No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1	DV-02-F-03 CHILLPARK BRAKE NEAR EXETER CLYST HONITON Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: Survey date: MONDAY	LIDL DISTRIBUTION CENTRE 49081 sqm 22/11/21	DEVON Survey Type: MANUAL
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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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.14

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	49081	0.061	1	49081	0.016	1	49081	0.077
05:30 - 06:00	1	49081	0.073	1	49081	0.014	1	49081	0.087
06:00 - 06:30	1	49081	0.033	1	49081	0.024	1	49081	0.057
06:30 - 07:00	1	49081	0.047	1	49081	0.020	1	49081	0.067
07:00 - 07:30	1	49081	0.039	1	49081	0.020	1	49081	0.059
07:30 - 08:00	1	49081	0.053	1	49081	0.033	1	49081	0.086
08:00 - 08:30	1	49081	0.081	1	49081	0.035	1	49081	0.116
08:30 - 09:00	1	49081	0.086	1	49081	0.033	1	49081	0.119
09:00 - 09:30	1	49081	0.053	1	49081	0.035	1	49081	0.088
09:30 - 10:00	1	49081	0.033	1	49081	0.037	1	49081	0.070
10:00 - 10:30	1	49081	0.053	1	49081	0.033	1	49081	0.086
10:30 - 11:00	1	49081	0.026	1	49081	0.022	1	49081	0.048
11:00 - 11:30	1	49081	0.020	1	49081	0.026	1	49081	0.046
11:30 - 12:00	1	49081	0.037	1	49081	0.031	1	49081	0.068
12:00 - 12:30	1	49081	0.031	1	49081	0.049	1	49081	0.080
12:30 - 13:00	1	49081	0.047	1	49081	0.053	1	49081	0.100
13:00 - 13:30	1	49081	0.035	1	49081	0.043	1	49081	0.078
13:30 - 14:00	1	49081	0.029	1	49081	0.065	1	49081	0.094
14:00 - 14:30	1	49081	0.020	1	49081	0.075	1	49081	0.095
14:30 - 15:00	1	49081	0.024	1	49081	0.067	1	49081	0.091
15:00 - 15:30	1	49081	0.014	1	49081	0.029	1	49081	0.043
15:30 - 16:00	1	49081	0.016	1	49081	0.035	1	49081	0.051
16:00 - 16:30	1	49081	0.010	1	49081	0.018	1	49081	0.028
16:30 - 17:00	1	49081	0.020	1	49081	0.024	1	49081	0.044
17:00 - 17:30	1	49081	0.022	1	49081	0.045	1	49081	0.067
17:30 - 18:00	1	49081	0.024	1	49081	0.045	1	49081	0.069
18:00 - 18:30	1	49081	0.014	1	49081	0.029	1	49081	0.043
18:30 - 19:00	1	49081	0.002	1	49081	0.022	1	49081	0.024
19:00 - 19:30	1	49081	0.014	1	49081	0.020	1	49081	0.034
19:30 - 20:00	1	49081	0.010	1	49081	0.006	1	49081	0.016
20:00 - 20:30	1	49081	0.024	1	49081	0.008	1	49081	0.032
20:30 - 21:00	1	49081	0.010	1	49081	0.022	1	49081	0.032
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:			1.061			1.034			2.095

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:	49081 - 49081 (units: sqm)
Survey date date range:	22/11/21 - 22/11/21
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL 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	49081	0.014	1	49081	0.008	1	49081	0.022
05:30 - 06:00	1	49081	0.008	1	49081	0.002	1	49081	0.010
06:00 - 06:30	1	49081	0.022	1	49081	0.014	1	49081	0.036
06:30 - 07:00	1	49081	0.020	1	49081	0.006	1	49081	0.026
07:00 - 07:30	1	49081	0.026	1	49081	0.012	1	49081	0.038
07:30 - 08:00	1	49081	0.020	1	49081	0.029	1	49081	0.049
08:00 - 08:30	1	49081	0.018	1	49081	0.020	1	49081	0.038
08:30 - 09:00	1	49081	0.024	1	49081	0.014	1	49081	0.038
09:00 - 09:30	1	49081	0.037	1	49081	0.029	1	49081	0.066
09:30 - 10:00	1	49081	0.024	1	49081	0.020	1	49081	0.044
10:00 - 10:30	1	49081	0.037	1	49081	0.016	1	49081	0.053
10:30 - 11:00	1	49081	0.008	1	49081	0.020	1	49081	0.028
11:00 - 11:30	1	49081	0.012	1	49081	0.014	1	49081	0.026
11:30 - 12:00	1	49081	0.014	1	49081	0.016	1	49081	0.030
12:00 - 12:30	1	49081	0.008	1	49081	0.022	1	49081	0.030
12:30 - 13:00	1	49081	0.010	1	49081	0.020	1	49081	0.030
13:00 - 13:30	1	49081	0.004	1	49081	0.020	1	49081	0.024
13:30 - 14:00	1	49081	0.000	1	49081	0.022	1	49081	0.022
14:00 - 14:30	1	49081	0.006	1	49081	0.016	1	49081	0.022
14:30 - 15:00	1	49081	0.004	1	49081	0.014	1	49081	0.018
15:00 - 15:30	1	49081	0.006	1	49081	0.004	1	49081	0.010
15:30 - 16:00	1	49081	0.004	1	49081	0.004	1	49081	0.008
16:00 - 16:30	1	49081	0.004	1	49081	0.006	1	49081	0.010
16:30 - 17:00	1	49081	0.008	1	49081	0.002	1	49081	0.010
17:00 - 17:30	1	49081	0.008	1	49081	0.008	1	49081	0.016
17:30 - 18:00	1	49081	0.018	1	49081	0.008	1	49081	0.026
18:00 - 18:30	1	49081	0.008	1	49081	0.006	1	49081	0.014
18:30 - 19:00	1	49081	0.000	1	49081	0.008	1	49081	0.008
19:00 - 19:30	1	49081	0.006	1	49081	0.006	1	49081	0.012
19:30 - 20:00	1	49081	0.006	1	49081	0.002	1	49081	0.008
20:00 - 20:30	1	49081	0.006	1	49081	0.002	1	49081	0.008
20:30 - 21:00	1	49081	0.004	1	49081	0.002	1	49081	0.006
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:			0.394			0.392			0.786

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.