

**PROPOSED CHANGE OF USE – COMMERCIAL TO RESIDENTIAL
AVONSIDE ENTERPRISE PARK, MELKSHAM**

Transport Statement

November 2025

Proposed Change of Use – Commercial to Residential

Avonside Enterprise Park, Melksham, SN12 8BT

TRANSPORT STATEMENT

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1.0 INTRODUCTION

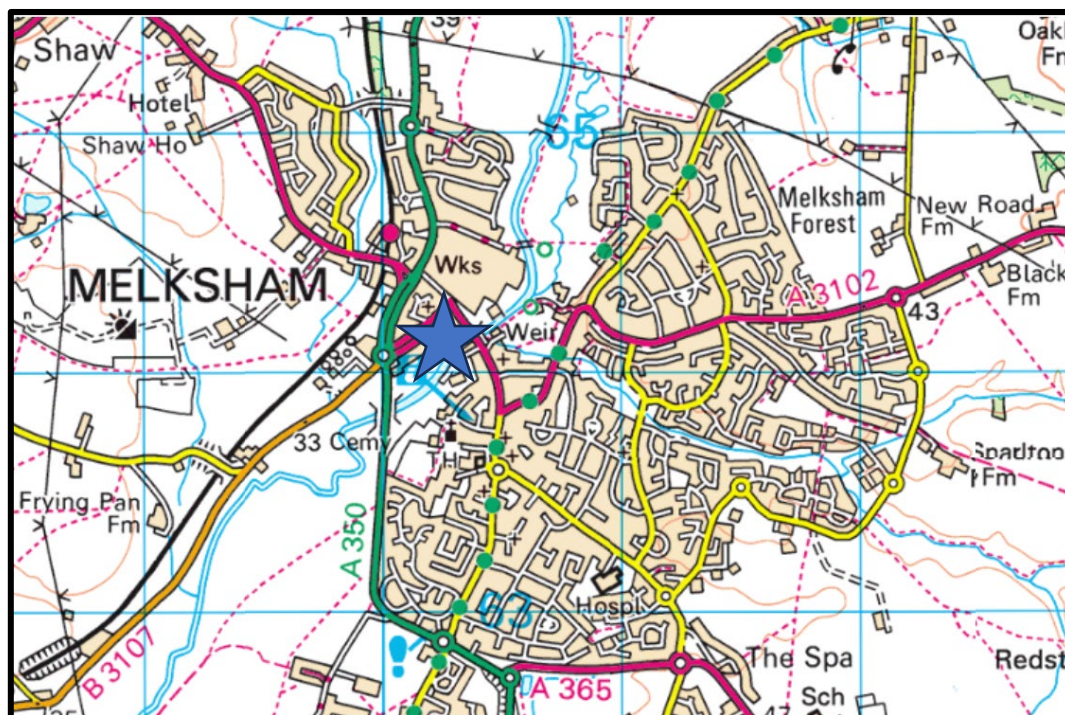
1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Create Real Estate in relation to a proposed change of use from commercial to residential at Avonside Enterprise Park, Melksham.

1.2 Site Location

- 1.2.1 The proposal site (herein referred to as 'the Site') is located in the Avonside Business Park, to the south of the A3102 New Broughton Road, a central location in Melksham.
- 1.2.2 The Site is bound to the north by the A3102 New Broughton Road, to the east by the A3102 Bath Road, to the south by the River Avon, and to the west by commercial buildings.
- 1.2.3 The location of the Site is shown at Figure 1.1 below.

Figure 1.1 – Site Location Plan



Source: Ordnance Survey. N.B. The approximate location of the Site is denoted by a blue star.

- 1.2.4 The Site is in a central location within Melksham, with a number of local services, facilities, and amenities in close proximity.
- 1.2.5 Figure 1.2 below identifies the context of the Site in relation to the local area.

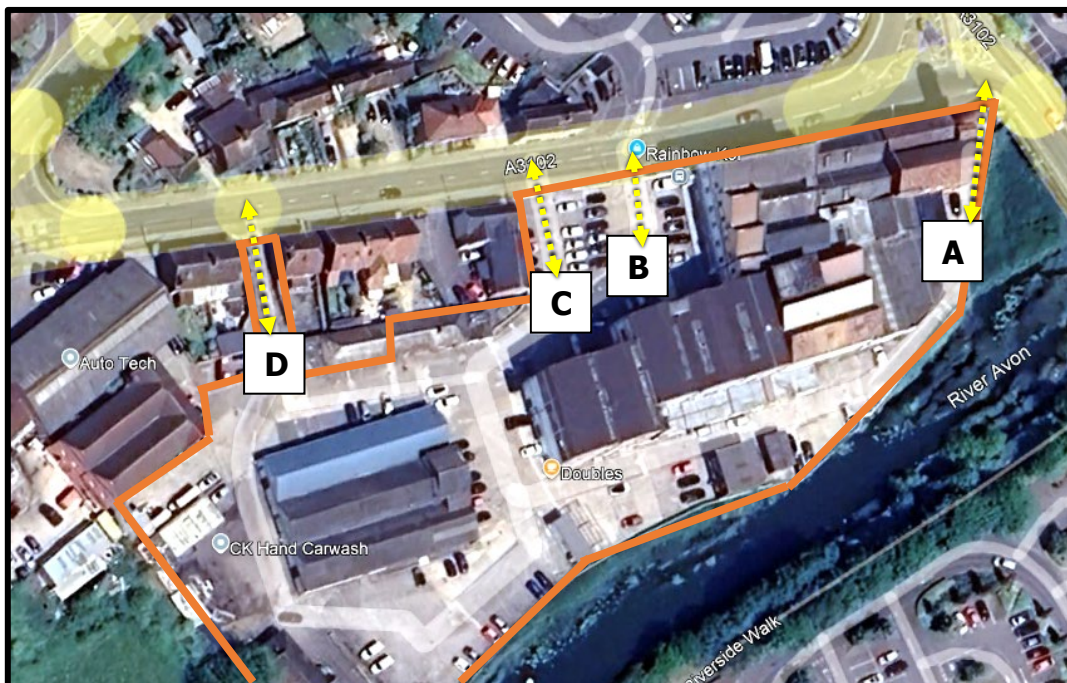
Figure 1.2 – Site in its Local Context



Source: Google Earth. N.B. The Site boundary is denoted by the orange line.

1.2.6 The Site is currently accessible from 4 access points. These are shown in Figure 1.3 below

Figure 1.3 – Existing Site Access Arrangements



Source: Google Earth. N.B. The Site accesses are marked in yellow and the Site boundary is denoted by the orange line.

1.3 Development Proposals

- 1.3.1 The development proposals are shown on the plans provided at Appendix 1. The proposal is for the existing commercial units in Blocks C and D to be converted into 21 residential dwellings. This forms part of a wider regeneration of the Avonside site. Further information is provided in section 3.0.
- 1.3.2 The proposal includes the rationalisation of the Site's access points, as follows (with reference to Figure 1.3): -
- Access A to be closed to vehicles and retained for pedestrians and cyclists.
 - Access B to serve as the primary entrance to the Site.
 - Access C will be closed.
 - Access D to be retained as the Site's vehicular exit.
- 1.3.3 The Local Planning Authority is Wiltshire Council; the Local Highway Authority is also Wiltshire Council.

1.4 National and Local Transport Planning Policy

National Planning Policy Framework (NPPF), December 2024

- 1.4.1 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 12th December 2024. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.
- 1.4.2 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.
- 1.4.3 At its heart, the NPPF maintains its presumption in favour of sustainable development.
- 1.4.4 Paragraphs 115 – 118 address how development proposals are to be considered:

"115. 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; and

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."

"116. 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."

"117. 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."*

"118. 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 and monitored."

Wiltshire Local Plan Review

- 1.4.5 Wiltshire Council is currently in the process of reviewing its Local Plan, at the time of writing the Wiltshire Core Strategy remains the adopted plan.

Wiltshire Core Strategy, January 2015

- 1.4.6 The Wiltshire Core Strategy sets out the strategic vision up to the period of 2026; it sets out a series of strategic objectives to deliver the vision for Wiltshire, including:

"Strategic objective 6: To ensure that infrastructure is in place to support communities".

- 1.4.7 Core Policy 60: Sustainable Transport seeks to encourage sustainable modes of transport and sets out the following:

"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".

- 1.4.8 Core Policy 61: Transport and Development of the Core Strategy sets out the following:

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

1.4.9 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".

1.4.10 Core Policy 64: Demand Management sets out the following:

"Demand management measures will be promoted where appropriate to reduce reliance on the car and to encourage the use of sustainable transport alternatives".

Wiltshire Local Transport Plan, Adopted March 2025

1.4.11 The Wiltshire Local Transport Plan is focused on four policy areas including: -

- *Avoid unnecessary travel.*
- *Shift to more sustainable modes of transport.*
- *Improve vehicle, fuel, and network efficiency.*
- *Support and enable delivery of the avoid/shift/and improve policy areas.*

1.4.12 These policies are shown in Figure 1.4 below.

Figure 1.4 – Policy Areas

Policy area	Policy	Objectives					
		 Rurality	 Health safety wellbeing	 Economic growth	 Futureproof	 Decarbonisation	 Unique environment
 Avoid unnecessary travel	A1 Reduce the need to travel as often through combining journeys and providing digital options	✓			✓	✓	✓
	A2 Enabling access to services, jobs and other destinations within closer reach	✓	✓	✓		✓	✓
 Shift to more sustainable modes of transport	S1 Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving dedicated walking/cycle routes, journey safety, access and quality	✓	✓	✓	✓	✓	✓
	S2 Provide more public and shared transport options, and improve service quality	✓	✓	✓		✓	✓
	S3 Provide better access to public and shared transport services	✓	✓	✓		✓	✓
	S4 Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most				✓	✓	✓
	S5 Encourage and enable shift to more sustainable modes for freight		✓	✓	✓	✓	✓
 Improve vehicle, fuel and network efficiency	I1 Facilitate and encourage move to low and zero emission vehicles	✓	✓		✓	✓	✓
	I2 Enable safer, more efficient driving and operation of road networks		✓	✓	✓	✓	
 Support and enable delivery of the Avoid, Shift and Improve policy areas	SU1 Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport	✓	✓			✓	✓
	SU2 Work in partnership with Government bodies, stakeholders to improve transport for all	✓	✓	✓	✓	✓	✓
	SU3 Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered	✓	✓	✓	✓	✓	✓

Source: Wiltshire Local Transport Plan, Adopted March 2025, Table 2.1 – Alignment between LTP4 policies and objectives, pp.44-45.

Joint Melksham Neighbourhood Plan, 2020-2026

1.4.13 Policy 9: Town Centre: -

"Development proposals within the town centre Commercial Area as defined in Wiltshire Core Strategy will be supported provided:

- The use will contribute to sustaining or enhancing the range or quality of shopping provision and the vitality and viability of the town centre;*
- The proposal is in keeping with the scale and character of the centre of this Market Town and, where appropriate, preserves or enhances the Conservation Area;*
- Access to public transport, cycle routes and car parking is considered and addressed;*
- Where appropriate, a positive contribution is made to conserving and enhancing the appearance and quality of primary frontages and town centre pedestrian and cycle routes;*

- *Appropriate regard is demonstrated for current and appropriate national and local guidance and established best practice."*

1.4.14 Policy 11: Sustainable Transport and Active Travel: -

"All developments must be planned in line with the Sustainable Transport Hierarchy. Applications for major development must demonstrate through an effective Travel Plan (in accordance with Wiltshire Core Strategy Core Policy CP61) how sustainable transport modes are maximised and that safe and suitable movement can be achieved for all people.

As a key element in the local sustainable transport network, proposals that would achieve further improvements to the accessibility and quality of the links between the wider town and Melksham Railway Station will be supported. Improvements to the quality of the public realm around the station, will also be supported."

1.5 Car Parking Policy

1.5.1 NPPF Chapter 9 *Promoting sustainable transport* sets out at paragraph 112 that,

"If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

1.5.2 Paragraph 113 states,

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

Wiltshire Council Adopted Local Transport Plan – Car Parking Strategy (2011-2026)

1.5.3 Wiltshire Council Policy PS6 - Residential parking standards: -

"The provision of car parking associated with well-designed new residential development will be determined in accordance with an approach which takes account of:

- *dwelling size*

- *the appropriate mix of parking types (e.g. unallocated, on-street, visitor etc).*

A set of minimum parking standards for residential development (based on allocated parking) has been developed to provide a basis for this approach. In determining the appropriate mix of parking types, the presumption will be that unallocated communal parking will be included in the majority of new residential developments.

Reduced residential parking requirements will be considered in the following circumstances:

- *where there are significant urban design or heritage issues*
- *where parking demand is likely to be low*
- *where any parking overspill can be controlled"*

1.5.4 Wiltshire Council Policy PS6 - Residential parking standards – Additional comments: -

"While the provision of required parking spaces should always be well integrated within the wider design approach to a residential development, it is acknowledged that the requirement to achieve minimum standards could have an adverse impact where there are significant design or heritage issues (e.g. in terms of the ability to safeguard and conserve the scale, character, setting, distinctiveness, functionality and/or cultural value of a development or local area). As part of the integration with the wider design approach to a development, appropriate measures should also be considered to reduce the environmental impact of providing the required parking spaces (e.g. the use of permeable surfaces to reduce surface water run-off).

In town centres in particular, parking demand is likely to be less (e.g. because of the availability of a range of local services and good local sustainable transport options) and any tendency for potential parking overspill onto nearby streets is or can be controlled.

The council will require a design statement and/or transport assessment to justify any reduced residential parking requirement. In addition, residential travel plans and other 'smarter choices' measures may be required to help reduce the need for, and/or usage of, residential parking spaces."

1.5.5 Wiltshire Council Policy PS12 - Improving access and use: -

"The council will promote the convenient access to parking facilities in Wiltshire by ensuring that:

- *parking for disabled motorists (Blue Badge holders) is provided in line with recognised national guidance (as a minimum)*
- *where appropriate (e.g. at supermarkets and retail centres), provision is made for 'parent and child' spaces*
- *parking facilities are clearly signed and that good levels of information on the location and availability of parking is provided*
- *parking facilities are 'safer by design'*

- *facilities for service vehicles or those delivering goods are, as far as possible, segregated to avoid conflict and their use as overflow car parking areas."*

1.5.6 Minimum Parking Standards: -

"Wiltshire Council believes it appropriate to have minimum residential parking standards as opposed to maximum parking standards for residential development across Wiltshire as they make the case that although car use in town centres may be low, car ownership is high as residents may use their car to visit friends and family elsewhere."

1.5.7 Table 1.1 below sets out the minimum residential parking standards.

Table 1.1 – Wiltshire Council Minimum Residential Parking Standards (allocated parking)

Bedrooms	Minimum Spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor Parking	0.2 spaces per dwelling (unallocated)

Source: Wiltshire Council Parking Standards, Table 7.1 Minimum parking standards (allocated)

1.5.8 Discounting maximum parking standards for private non-residential parking: -

"The use of accessibility levels as a basis for the discounting of maximum parking standards is now an established policy among many local authorities. The council has identified a process, following best practice, to apply such an approach to private non-residential developments in Wiltshire.

The discounting process has two stages:

- *Assess the broad development location in terms of the spatial band in which it is located and apply a primary discount.*
- *Assess the actual site in terms of local accessibility to non-car modes of transport through the use of a questionnaire and apply a secondary discount based on the resulting questionnaire score. The questionnaire will result in a development being scored on the basis of the current level of accessibility it has to non-car modes of transport. The score will enable the site to be assessed as having low, moderate, high or very high local accessibility. This score will be translated in the secondary discount using the percentages identified in a table. "*

1.5.9 The primary discount is shown in Table 1.3 below. The secondary discount is shown in Table 1.3 below.

Table 1.2 – Primary discount based on broad development location

Spatial area location	Initial discount
Band 1 and 2 town centres	10%
All other areas in bands 1,2,3, and 4	0%

Table 1.3 – Secondary discount based on local accessibility of the development Site

Accessibility rating	Points from questionnaire	Secondary discount
Low	0 to 14	0%
Moderate	15 to 22	5 to 10%
High	23 to 30	10 to 25%
Very high	30 to 36	At least 25%

1.5.10 Discounting process: -

"The primary and the secondary discounts are then added together to calculate the overall discount. This discount is then removed from the basic parking provision (taken from the basic parking standards table according to the size of the development)."

1.5.11 Policy 4: Ultra Low Emission Vehicle Charging: -

"Where shared or off-plot parking spaces are provided, the charging provision locations should have appropriate regard for pedestrian movement. Proposals for new employment, leisure or retail developments are also encouraged to make provision for charging facilities for staff and / or other users."

1.6 Proposed Development Vision

- 1.6.1 In line with paragraph 109 of the NPPF, the vision of the proposed development is to provide 21 residential apartments that have safe and suitable access by sustainable travel modes, and encourages their use. Also, that the development provides safe and suitable access by vehicular modes, to achieve reduced travel distances, and also encourage the use of electric vehicles. Furthermore, that the development does not unacceptably impact on the operation of the surrounding road network.

1.7 Report Overview

- 1.7.1 The remainder of this report is divided into five further sections, which are as follows: -

Section 2.0 Site Transport Context

- 1.7.2 This section of the report provides details of the Site context, including its accessibility by all relevant transport modes, and a road safety review.

Section 3.0 Proposed Development

- 1.7.3 The various components of the development proposal, including the Site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

- 1.7.4 This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects.

Section 5.0 Summary and Conclusions

- 1.7.5 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

- 2.1.1 This section of the report considers the accessibility of the Site in terms of a range of transport modes.

2.2 Pedestrian Access

- 2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

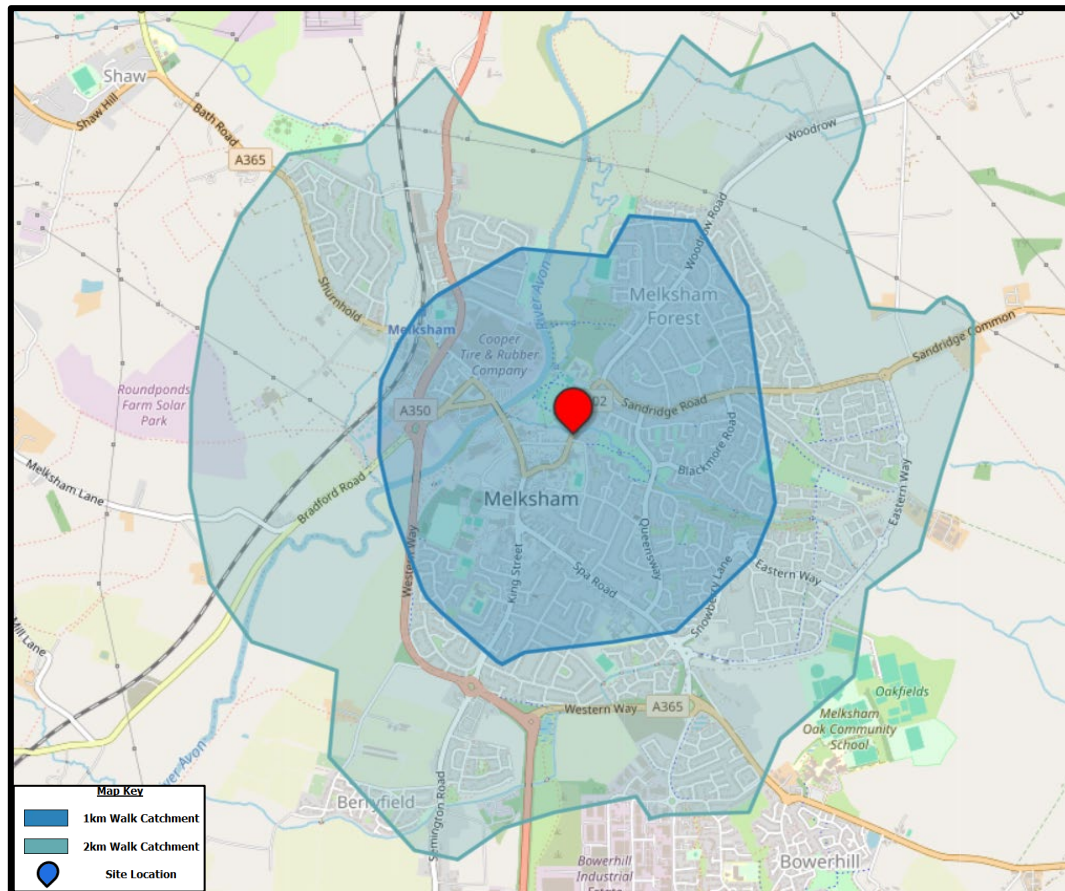
"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 2.2.2 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment. For retail trips, the likely maximum walk distance is 800m due to the fact that shoppers will be carrying bags on their return journey, while for work-based / commuting trips, people are likely to be prepared to walk further.
- 2.2.6 Indicative walking catchments of the Site are shown at Figure 2.1 below. These have been shown as 1km and 2km isochrones.

Figure 2.1 – Indicative 1km and 2km Walking Catchments



Source: OpenRouteService.

- 2.2.7 The walk catchments above indicate that the central parts of Melksham, including the town centre, are within a 1km walk from the Site; therefore the Site is within walking distance of a range of facilities/services. The 2km walking catchment includes the whole of Melksham and the norther parts of Bowerhill, providing a number of employment destinations within walking distance.
- 2.2.8 The Site has direct access to New Broughton Road which has footways on both sides, connecting the Site to the wider pedestrian network within the town.
- 2.2.9 As shown in Figure 2.2, there are a number of footpaths and rights of way within the vicinity of the Site. These provide a range of walking routes within the local area for the future occupants of the proposed development.

Figure 2.2 – Local Footpaths and Public Rights of Way



Source: OpenRouteService N.B. The proposal Site is denoted by a blue star.

- 2.2.10 There is a range of facilities and amenities in Melksham within walking distance of the Site.
- 2.2.11 Table 2.1 below lists a number of key local destinations along with their approximate walk distance from the Site.

Table 2.1 – Local Facilities Summary

Destination	Walk distance from the Site	Type
Commercial Offices	On site	Employment
Café	On site	Café
Lidl	100m	Supermarket
Sainsbury's	250m	Supermarket
Waitrose	250m	Supermarket
ASDA	250m	Supermarket
Sainsbury's Pharmacy	250m	Retail
Sainsbury's ATM	250m	Retail
CrossFit Civitas	On site	Leisure
Snap Fitness	250m	Leisure
River Mead School and Nursery	650m	Education
Melksham Community Campus (Gym and Library)	650m	Education and Leisure
Melksham Community Hospital	1.5km	Healthcare
Giffords Surgery	1.5km	Healthcare
Melksham Post Office	650m	Retail
Millenium Riverside Walk	100m	Leisure
King George V Park, Dog Park, and Outdoor Gym	400m	Leisure

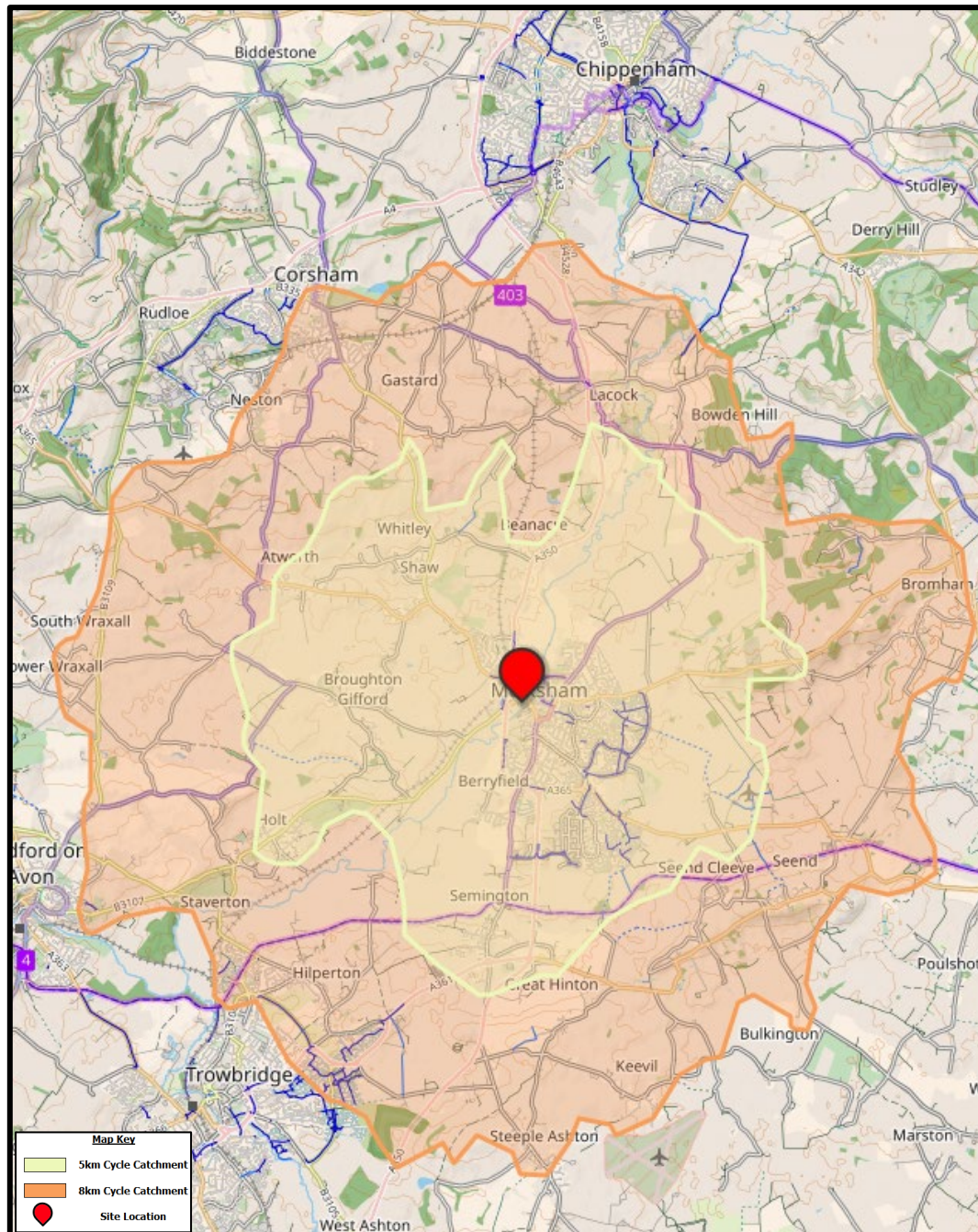
2.2.12 In light of the local pedestrian facilities, the Site is well connected to the local pedestrian network with opportunities for residents to make trips by foot.

2.3 Access by Cycling

2.3.1 The 2023 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.4.8km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are up to five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 8km.

2.3.2 Indicative cycle catchments are shown at Figure 2.3 below, being a 5km catchment (representing the 4.8km NTS average cycling distance) and an 8km catchment (being the distance of 80% of cycle trips).

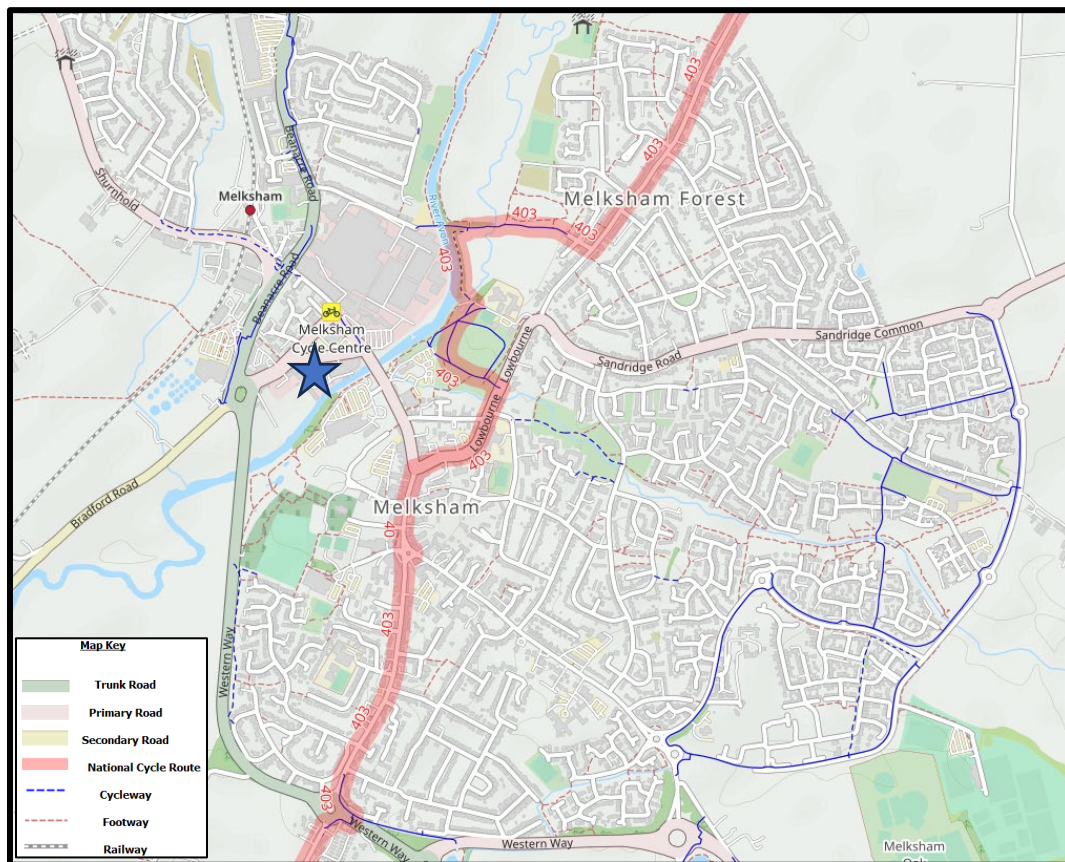
Figure 2.3 – Cycle Catchment Area



Source: OpenRouteService.

- 2.3.3 The 5km cycle catchment includes all of Melksham.
- 2.3.4 The 8km cycle catchment includes the northern parts of Trowbridge, while Chippenham is just beyond the 8km cycle distance. Both Trowbridge and Chippenham are accessible by dedicated cycle routes from Melksham. There is therefore a significant range of destinations within cycling distance of the Site.
- 2.3.5 Figure 2.4 below, shows a cycle map for Melksham and the surrounding areas taken from OpenStreetMap, showing local cycle ways in the area.

Figure 2.4 – Local Cycle Map



Source: OpenStreetMap. N.B. The Site location is denoted by the blue star.

- 2.3.6 The National Cycle Way 403 passes through Melksham, broadly north/south, providing a route across the town and between Melksham, Chippenham, and Trowbridge.
- 2.3.7 Considering that the roads local to the Site are urban in character, and that the local topography is generally gentle, there are realistic and viable opportunities for residents to make trips by cycling.

2.4 Access by Bus

- 2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 2.4.2 The nearest bus stop to the Site is called *Avonside Enterprise Park* located on the A3102 New Broughton Road adjacent to the Site. Another bus stop, called *Melksham, opp Baptist Church*, is located on the A3102 Old Broughton Road c.230m from the Site. Both are marked with a flag-and-pole and provide timetables.
- 2.4.3 These stops are each served by over 60 buses on a weekday day between 06:50 and 23:47, 50 buses on Saturdays between 07:21 and 23:58, and 19 buses on Sundays between 08:40 and 19:31, provided by the following services: 14/15 (Melksham), X34 (Chippenham and Trowbridge), 68/69/X69 (Corsham, Trowbridge, Frome), X76 (Marlborough and Bath) 271/272/273 (Bath and Devizes).
- 2.4.4 The bus stops and the walking routes to/from the Site are shown at Figure 2.5 below.

Figure 2.5 – Bus stop locations



Source: Google Earth. N.B All Distances, Locations and Areas approximate.

2.4.5 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the Site is accessible by public transport.

2.5 Access by Rail

2.5.1 Melksham station is operated by Great Western Railway, with frequent trains between Swindon and Westbury, and Gloucester and Salisbury.

2.5.2 The station is approximately 650m from the Site via Bath Road. It is therefore feasible that some longer journeys to/from the proposed development can be made by train.

2.6 Vehicular Access

2.6.1 The proposed development will be served via existing accesses on the A3102 New Broughton Road.

2.6.2 The A3102 New Broughton Road is two-lane one-way (westbound) road of approximately 6m width, with a speed limit of 30mph in the vicinity of the Site. It forms part of a gyratory system with Old Broughton Road and Bath Road.

2.6.3 Approximately 250m west of the Site, the A3102 connects to the A350 at the Farmers Roundabout, providing a route north to Chippenham and the M4 motorway, and south to Trowbridge, Westbury, and Warminster.

2.6.4 The A3012 leads east of Melksham to Calne and beyond to Swindon.

2.6.5 .

2.6.6 Figure 2.6 below shows the Site in its local highway context.

Figure 2.6 – Surrounding Highway Network

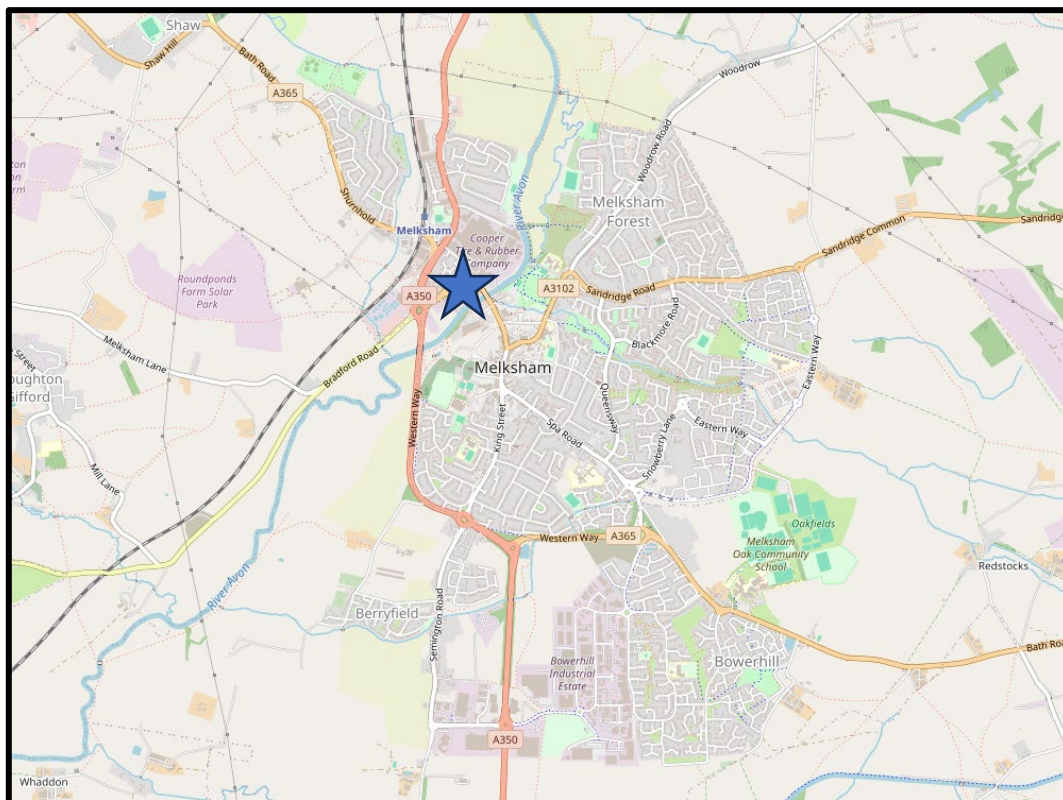


Image Source: OpenStreetMap.org. N.B. The Site location is denoted by the blue star.

2.6.7 Overall, the Site has a prominent location in relation to the local road network from which it is readily accessible.

2.7 Road Safety Review

2.7.1 Publicly available official collision records include collisions which resulted in a personal injury and which were reported to the police. The data does not include details of damage-only collisions or those which were not reported to the police.

2.7.2 Personal-injury collisions are classified by the police as one of either 'Slight', 'Serious' or 'Fatal'. Where more than one personal injury occurs, the classification is determined by the most serious. A description of each classification is provided in the DfT publication Instructions for the Completion of Road Accident Reports dated October 2004, summarised below:

Slight:

- Sprains, not necessarily requiring medical treatment
- Neck whiplash injury
- Bruises
- Slight cuts
- Slight shock requiring roadside attention.
- (Persons who are merely shaken and who have no other injury should not be included unless they receive or appear to need medical treatment).

Serious:

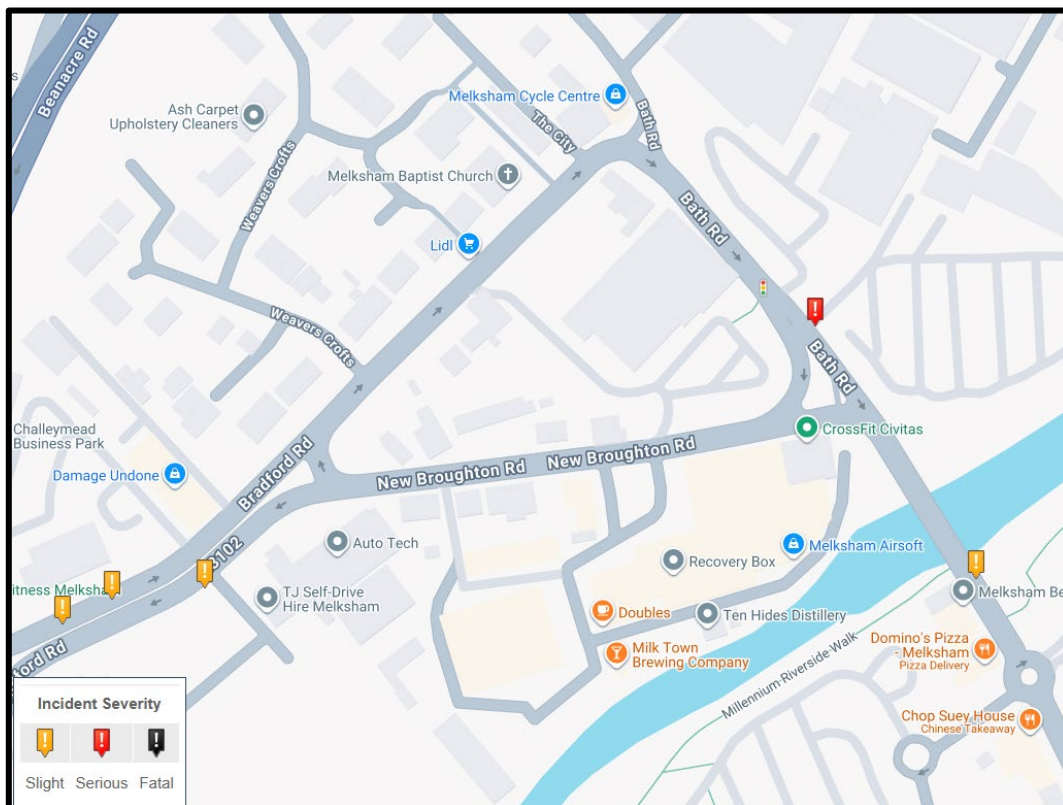
- Fracture
- Internal injury
- Severe cuts
- Crushing
- Burns (excluding friction burns)
- Concussion
- Severe general shock requiring hospital treatment
- Detention in hospital as an in-patient, either immediately or later
- Injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident.

Fatal:

- 'Fatal' injury includes only those cases where death occurs in less than 30 days as a result of the accident. 'Fatal' does not include death from natural causes or suicide.

2.7.3 Personal injury collision data has been obtained from Crashmap for the area local to the Site for the most recent five-year period between 2020-2024. The locations and levels of severity of the recorded collisions are shown at Figure 2.7 below.

Figure 2.7 – Local Collision Map



Source: Crashmap.

- 2.7.4 The CrashMap data above shows that in the most recent available five years there have been no cluster locations where more than five collisions have occurred (i.e. with an average of one collision per year), indicating that there are no locations with a particular road safety concern.

2.8 Section Conclusion

- 2.8.1 The Site is surrounded by a pedestrian network, and a range of services/facilities within walking distance.
- 2.8.2 The area local to the Site is conducive to cycling, with a wide range of services and amenities within cycling distance, and there are good opportunities for residents to make their journeys by bike.
- 2.8.3 The bus stops local to the Site are served by frequent bus services, which provide access to / from a variety of destinations.
- 2.8.4 Melksham rail station is also within walking distance of the Site; some longer journeys to/from the proposed development can be made by train.
- 2.8.5 The Site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.
- 2.8.6 Overall, the Site has a good level of accessibility by all relevant transport modes, thereby complying with national and local transport planning policy.

3.0 PROPOSED DEVELOPMENT

3.1 Development Proposals

- 3.1.1 The development proposals are shown on the plan provided at Appendix 1, which comprise various improvements within the Site as part of a regeneration of the Avonside Enterprise Park.
- 3.1.2 The planning application for a change of use, to which this Transport Statement relates, comprises the change of use of the existing commercial units in Blocks C and D to create 21 residential apartments of the following mix: -
- 1 No. Studio flat.
 - 16 No. One-bedroom flats.
 - 4 No. Two-bedroom flats.
 - Formalisation of parking bays.
 - Rationalisation of access points and vehicular circulation within the Site.

3.2 Proposed Site Access Arrangements

- 3.2.1 The Site has four existing accesses, shown on Figure 1.3 above. The proposal includes rationalising the number of accesses by creating separate entry and exit points on New Broughton Road and creating a one-way circulation through the Site.

Pedestrian and Cycle Access

- 3.2.2 The existing eastern access to the Site (Access A in Figure 1.3) is proposed to be closed to vehicles and to become a pedestrian and cycle access.
- 3.2.3 A pedestrian access will be provided adjacent to Block D.
- 3.2.4 Pedestrians and cycles will also be able to access the Site through the primary access (Access B in Figure 1.3).
- 3.2.5 Pedestrian movements are accommodated within the Site layout, providing permeability around the Site's various commercial and residential units.

Vehicle Access

- 3.2.6 All vehicles will access the Site from New Broughton Road via the Site's existing main access (identified as Access B in Figure 1.3) which will become entry-only and will be the Site's primary access.
- 3.2.7 One existing access off New Broughton Road (Access C in Figure 1.3) will be closed and removed.
- 3.2.8 The existing western access (Access D in Figure 1.3) will be retained and will become the Site's vehicular exit.
- 3.2.9 A one-way system for vehicles will be implemented through the Site, providing access to the parking and delivery/servicing areas. The layout includes an internal loop so that vehicles can recirculate within the parking area.

3.3 Deliveries / Servicing

- 3.3.1 Delivery and service vehicles will access the Site as per the existing arrangements, albeit inbound via the eastern access and outbound via the western access, consistent with the proposed on-site one-way system.
- 3.3.2 Residential bin stores are located on the ground floor of the proposed residential blocks, and the bins will be wheeled to an onsite collection point between the residential blocks.
- 3.3.3 A designated loading bay will be located within the parking area.
- 3.3.4 The Site layout has been assessed for goods and refuse vehicle manoeuvres based on the FTA 10m rigid goods vehicle and 11.2m refuse vehicle. Drawings of the swept path assessment are provided at Appendix 2.
- 3.3.5 The track plots show that the route through the Site is satisfactory and that service vehicles will be able to manoeuvre within the Site, enabling them to arrive and depart in forward gear.

3.4 Car and Cycle Parking

- 3.4.1 The existing parking arrangements at the Site will be formalised as part of the wider regeneration project.

Residential Car Parking

- 3.4.2 25 car parking spaces are proposed for the proposed residential apartments, which are shown on the Proposed Site Plan (Appendix 1) as R1- R25.
- 3.4.3 The adopted local parking standards set out in section 1.5 require a minimum of one space per one-bedroom unit and two spaces for the two-bedroom units, which equates to a minimum provision of 25 spaces $((17 \times 1) + (4 \times 2) = 25)$. Therefore, the proposed parking provision for future residents is in accordance with the adopted local standards.
- 3.4.4 Visitors will be able to park elsewhere within the Site's car parking areas.
- 3.4.5 The remaining 98 spaces within the onsite car parking areas will be available for use by staff and visitors associated with the existing commercial units on the Site.

Disabled Parking

- 3.4.6 Four disabled parking spaces are proposed adjacent to the primary access, and a further two disabled spaces are proposed towards the western end of the Site's parking area.

Cycle Parking

- 3.4.7 Cycle parking for the residents will be provided within secure covered cycle stores conveniently located for the residential units, accommodating at least one space per bedroom.
- 3.4.8 The residents' cycle store is shown on the Proposed Site Plan (Appendix 1) at the eastern end of Block C.
- 3.4.9 Cycle parking for employees based on the Site will be provided within secure covered cycle stores associated with the commercial units.
- 3.4.10 Visitor cycle parking will be provided in various locations around the Site.

3.5 Section Conclusion

- 3.5.1 The development proposals comprise various improvements within the Site as part of a regeneration of the Avonside Enterprise Park.
- 3.5.2 The planning application for a change of use, to which this Transport Statement relates, comprises the change of use of the existing commercial units in Blocks C and D to create 21 residential apartments; 17no. one-bedroom units and 4no. two-bedroom units.
- 3.5.3 The existing vehicular accesses to the Site will be rationalised to just two access points, creating a one-way route through the Site; entering through the eastern access and exiting through the western access.
- 3.5.4 The existing vehicle access in the eastern corner of the Site will become a non-car access for pedestrians and cycles only.
- 3.5.5 Pedestrian movements are accommodated within the internal site layout.
- 3.5.6 The proposed residential car parking is in accordance with the adopted local standards.
- 3.5.7 Cycle parking for the residents will be provided within secure covered cycle stores conveniently located for the residential units, accommodating at least one space per bedroom.
- 3.5.8 Swept path analysis shows that the access arrangements and layout of the proposed development are suitable for the largest vehicles that are expected to use the Site.
- 3.5.9 The proposal therefore accords with Core Policies 60-64 of the Wiltshire Core Strategy, and with Policies PS6 and PS12 of the Wiltshire Local Transport Plan, and with paragraphs 114 and 116 of the NPPF.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

- 4.1.1 The planning application for a change of use, to which this Transport Statement relates, comprises the change of use of the existing commercial units in Blocks C and D to create 21 residential apartments (17no one-bedroom and 4no. two-bedroom).
- 4.1.2 The pertinent question relating to the traffic effect of the proposed development is whether the proposal will result in significantly more traffic than the existing uses on the Site, and if so, whether there would be an unacceptable impact on highway safety or whether the impact on the road network would be severe.
- 4.1.3 The following traffic analysis considers first the baseline position of the traffic attraction of the existing uses of the commercial units, and second the traffic generation of the proposed apartments.
- 4.1.4 The net traffic effect of the proposed change of use is then calculated as the difference between the existing and the proposed.

4.2 Existing Site Trip Attraction

- 4.2.1 The Site comprises various commercial units accommodating a range of businesses and uses.
- 4.2.2 Table 4.1 provides a list of the existing commercial units within Blocks C and D which are subject to the proposed change of use to residential dwellings.

Table 4.1 – Existing Commercial Units of Blocks C and D

Unit	Net Lettable Area (Sq.m)	Current Use	Current Use Class (Under the Amendments to the Use Class Order)	Previous Use
F6, F7, and F8	243	VACANT	Sui Generis	Angels Swingers Club
G9, G10, G11, G12, G16, G19, F5, F11, F4 A-C	1278	Leisure (Airsoft)	E(d)	Airsoft service known as 'Lock & Load')
S2	70	VACANT	E(d) using previous usage	Genshin Kai Martial Arts
S14	135	VACANT	Long standing VACANCY for 10 years or more	
G15	44	VACANT	E(c)(iii) using previous usage	Wiltshire Stair Lifts

- 4.2.3 It is feasible that instead of the proposed redevelopment, the Site could be refurbished and occupied within its extant planning permission, i.e., without needing planning approval.
- 4.2.4 To understand the potential traffic attraction of this 'fallback scenario', the industry-standard TRICS database (version 7.11.4) has been used.
- 4.2.5 The TRICS database is an industry-standard collection of traffic surveys, detailing hourly trip arrivals and departures, recorded from a variety of existing development sites using a standardised methodology.

Units F6, F7, and F8

- 4.2.6 The previous use of these units is sui generis, and it is understood that it was used as a swingers' club. For simplicity, the trip rate has been assessed under the TRICS category of pub/restaurant which is considered a suitable analogue.
- 4.2.7 Following the TRICS best practice guidance, the database has been filtered using the following criteria in Table 4.2 to obtain a dataset of comparable development sites.

Table 4.2 – TRICS Database Filtering – Units F6, F7, and F8

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	06 – HOTEL, FOOD & DRINK
Sub Land Use:	C – PUB/RESTAURANT
Calculation Options:	Vehicle Trip Rates
Regions:	All
Primary filtering	
Trip Rate Parameters:	Gross Floor Area
Range:	100 - 500 sqm
Selected Dates:	01/01/10 to 16/10/23
Week days to include:	Weekdays only
Location Types to include:	Town Centre, Edge of Town Centre
Secondary filtering	
Population < 1 Mile:	<50,000
Population < 5 Miles:	<250,000

- 4.2.8 Surveys undertaken during periods of Covid restrictions have been excluded from the datasets.
- 4.2.9 The resultant average vehicle trip rates (per 100sqm) during the typical traffic peak hours, along with the equivalent average vehicle trip numbers based on the 243sq.m of the units, are set out at Table 4.3. The TRICS outputs are provided at Appendix 3.

Table 4.3 – TRICS Data: Fallback Position – Units F6, F7, and F8

Total Vehicles	Average Trip Rates (per 100 sqm)			Traffic Attraction (243sq.m)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0	0	0	0	0	0
17:00-18:00	1.645	1.001	2.646	4	2	6

4.2.10 The TRICS data shows that the site could potentially attract an average of 0 and 6 vehicle movements during the weekday AM and PM peak hours respectively.

Units G9, G10, G11, G12, G16, G19, F5, F11, F4 A-C, S2, and S14

4.2.11 Most of these units have an existing use class of E(d) (Indoor sport, recreation or fitness), and while the extant use-class of unit S14 is unknown, for the purposes of this assessment these units have been grouped together and assessed under the TRICS category FITNESS CLUB (PRIVATE).

4.2.12 This comprises a total area of 1,483 sq.m ($1,278 + 70 + 135 = 1,483$).

4.2.13 Following the TRICS best practice guidance, the database has been filtered using the criteria in Table 4.4 to obtain a dataset of comparable development sites.

Table 4.4 – TRICS Database Filtering – Fitness Club

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	06 – LEISURE
Sub Land Use:	C – FITNESS CLUB (PRIVATE)
Calculation Options:	Vehicle Trip Rates
Regions:	All
Primary filtering	
Trip Rate Parameters:	Site Area
Range:	500 – 2500 sqm
Selected Dates:	01/01/10 to 17/04/24
Week days to include:	Weekdays only
Location Types to include:	Town Centre, Edge of Town Centre
Secondary filtering	
Population < 1 Mile:	<20,000
Population < 5 Miles:	<75,000

4.2.14 Surveys undertaken during periods of Covid restrictions have been excluded from the datasets.

4.2.15 The resultant average vehicle trip rates (per 100sqm) during the observed peak hours, along with the equivalent average vehicle trip numbers based on the combined 1,483 sq.m of the units, are set out at Table 4.5. The TRICS outputs are provided at Appendix 3.

Table 4.5 – TRICS Data: Fallback Position – Fitness Club

	Average Trip Rates (per 100sqm)			Traffic Attraction (1,483sqm)		
Total Vehicles	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	2.031	2.404	4.435	30	36	66
17:00-18:00	4.232	2.37	6.602	63	35	98

4.2.16 The TRICS data shows that the units could potentially attract an average of 66 and 98 vehicle movements during the weekday AM and PM peak hours respectively.

Unit G15

- 4.2.17 The floor area for this unit of 44sq.m would equate to a negligible number of peak-hour trips, so a nominal one trip has been assumed in each of the weekday AM and PM peak hours.

Combined Total Trip Numbers – Fallback Position

- 4.2.18 The weekday AM and PM peak-hour vehicle trip numbers for each of the units set out above have been combined to derive the total vehicle trip attraction of the fallback position (i.e. Table 4.3 plus Table 4.5 plus Unit G15). This is set out in Table 4.6.

Table 4.6 – TRICS Data: Fallback Position – Combined

Total Vehicles	Arrivals	Departures	Total
Units F6, F7, and F8 (Pub/Restaurant)			
08:00-09:00	0	0	0
17:00-18:00	4	2	6
Units G9, G10, G11, G12, G16, G19, F5, F11, F4 A-C, S2, and S14 (Fitness Club)			
08:00-09:00	30	36	66
17:00-18:00	63	35	98
Unit G15 (E(c)(iii))			
08:00-09:00	1	0	1
17:00-18:00	0	1	1
Total Combined			
08:00-09:00	31	36	67
17:00-18:00	67	39	105

- 4.2.19 Table 4.6 shows that if the Site was to be reoccupied under the extant permitted use-classes, there could be a total of 67 vehicle movements during the weekday AM peak hour and 105 vehicle movements during the weekday PM peak hour.

4.3 Proposed Development Trip Generation

- 4.3.1 As above, the industry-standard TRICS database (version 7.11.4) has been used to identify the average trip generation of residential developments with comparable characteristics to the proposed development.
- 4.3.2 Table 4.7 sets out the key filtering criteria which have been used to obtain a dataset of comparable sites.

Table 4.7 – TRICS Database Key Selection Criteria – Proposed Flats

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	03 - RESIDENTIAL
Sub Land Use:	C - FLATS PRIVATELY OWNED
Calculation Options:	Vehicle Trip Rates
Regions:	All
Primary filtering	
Trip Rate Parameters:	No. of Dwellings
Range:	15 – 35
Selected Dates:	01/01/10 to 18/10/23
Week days to include:	Weekdays only
Location Types to include:	Edge of Town Centre
Secondary filtering	
Population < 1 Mile:	<50,000
Population < 5 Miles:	<500,000

- 4.3.3 The full TRICS outputs are provided at Appendix 3; summaries of the resultant vehicular trip rates (per dwelling) during the typical weekday AM and PM peak hours are set out at Table 4.8, alongside the equivalent vehicle trip numbers for the proposed development.

Table 4.8 – TRICS Vehicle Trip Rate Data – Proposed Flats

	Average Vehicle Trip Rates (per unit)			Vehicle Trip Numbers (21 flats)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM 08:00 – 09:00	0.049	0.203	0.252	1	4	5
PM 17:00 – 18:00	0.187	0.115	0.302	4	2	6

- 4.3.4 Table 4.8 shows that the proposed residential flats could generate a total of five vehicle movements during the weekday AM peak hour and six vehicle movements during the weekday PM peak hour.

4.4 Net Traffic Effect

- 4.4.1 As set out in Section 4.1, the pertinent test is the scale of increase in traffic generation associated with the proposed development compared that of the existing development on the Site. In other words, the difference between the fallback position and the proposed development.
- 4.4.2 The net traffic generation of the proposed development is calculated by subtracting the trip numbers of the fallback position from the trip numbers of the proposed development, the results of which are shown at Table 4.9 below.

Table 4.9 – Net Traffic Effect

Peak Period	Arrivals	Departures	Total
AM 08:00 – 09:00	-30	-31	-61
PM 17:00 – 18:00	-63	-36	-99

- 4.4.3 The analysis shows that the proposed change of use represents a net reduction in the number peak-hour vehicle trips associated with the Site.

4.5 Section Conclusions

- 4.5.1 The industry-standard TRICS database has been used to identify the average vehicle trip rates for both the fallback position based on the existing uses of the commercial units subject to the proposed change of use, and for the proposed development of 21 flats.
- 4.5.2 The TRICS data shows that the proposed change of use would result in a reduction in the number peak-hour vehicle trips associated with the Site.
- 4.5.3 Even ignoring the fallback position, the proposed residential flats are shown to generate an average of 5-6 vehicle movements in the weekday peak hours, which is a negligible number of additional vehicle movements.
- 4.5.4 The proposal therefore accords with Paragraph 116 of the NPPF.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Create Real Estate in relation to a proposed change of use from commercial to residential at Avonside Enterprise Park, Melksham.
- 5.1.2 The proposal forms part of a wider regeneration of the Avonside site, and the change of use relates to the existing commercial units in Blocks C and D which are to be converted into 21 residential dwellings.
- 5.1.3 The Site is in central Melksham and is surrounded by the town centre pedestrian network that provides access to a range of services/facilities within walking distance.
- 5.1.4 The area local to the Site is conducive to cycling, with a wide range of services and amenities within cycling distance, and there are good opportunities for residents to make their journeys by bike.
- 5.1.5 The bus stops local to the Site are served by frequent bus services, which provide access to / from a variety of destinations.
- 5.1.6 Melksham rail station is also within walking distance of the Site; some longer journeys to/from the proposed development can be made by train.
- 5.1.7 The Site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.
- 5.1.8 Overall, the site has a good level of accessibility by all relevant transport modes.
- 5.1.9 The existing vehicular accesses to the Site will be rationalised to just two access points, creating a one-way route through the Site; entering through the eastern access and exiting through the western access.
- 5.1.10 The existing vehicle access in the eastern corner of the Site will become a non-car access for pedestrians and cycles only.
- 5.1.11 Pedestrian movements are accommodated within the internal site layout.
- 5.1.12 The proposed residential car parking is in accordance with the adopted local standards.
- 5.1.13 Cycle parking for the residents will be provided within secure covered cycle stores conveniently located for the residential units, accommodating at least one space per bedroom.
- 5.1.14 Swept path analysis shows that the access arrangements and layout of the proposed development are suitable for the largest vehicles that are expected to use the Site.
- 5.1.15 The industry-standard TRICS database has been used to identify the average vehicle trip rates for both the fallback position based on the existing uses of the commercial units subject to the proposed change of use, and for the proposed development of 21 flats.
- 5.1.16 The TRICS data shows that the proposed change of use would result in a reduction in the number peak-hour vehicle trips associated with the Site.
- 5.1.17 Even ignoring the fallback position, the proposed residential flats are shown to generate an average of 5-6 vehicle movements in the weekday peak hours, which is a negligible number of additional vehicle movements.

5.1.18 The proposal therefore accords with Core Policies 60-64 of the Wiltshire Core Strategy, and with Policies PS6 and PS12 of the Wiltshire Local Transport Plan, and with paragraphs 115 to 118 of the NPPF.

5.2 Conclusions

5.2.1 The proposal is shown to accord with the adopted local transport plan and with Paragraphs 115 to 118 of the NPPF.

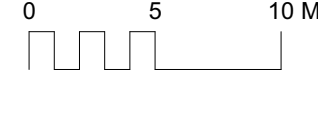
5.2.2 Overall, the scale of residual impact cannot be considered to be severe when viewed in the context of the NPPF planning test (NPPF paragraph 116), and there are therefore no highways and transport reasons to refuse this planning application.

APPENDIX 1 – PROPOSED SITE PLANS



NOTE:
Change of Use to Block D Level 1
Only
Permitted Development to Block D
Level G & 2 Only

NOTE:
Permitted Development to Block C
Level G-3



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All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings. Sizes of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual sizes/dimensions. Sizes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions.

This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information. All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers recommended details.

Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the attention of the Architect.

DO NOT SCALE FROM THIS DRAWING.

DRAWING NOTES:

KEY:

- Site Boundary (External Works/Landscape and Advertisement Applications)
- Change of Use Application (First Floor Only)
- Permitted Development for Residential

NOTE: landscape plan is indicative and based on proposed layouts from the Prior Approval application please read in conjunction with landscape architect information.

P1 24/07/25 For Planning
REV. DATE NOTE

DRAWN

CLIENT CREATE REAL ESTATE.	DRAWING Proposed Site Plan	
PROJECT Avonside	STATUS PLANNING	APPROVED NJ
DWG No. 1275_PL_GA-00	Revision P1	DATE JULY 2025
	SCALE 1:300 @ A1 (1:600 @ A3)	

BGY
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APPENDIX 2 – SWEPT PATH ANALYSIS

A3

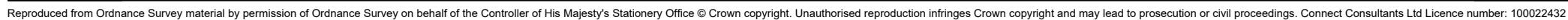
The site plan shows several buildings and parking areas. A blue hatched area is proposed, extending from the bottom left towards the center. The plan includes labels for various units and blocks, along with a north arrow and a vehicle diagram with dimensions.

Building Labels:

- BLOCK D: EXISTING COMMERCIAL UNIT NIA - 795CM (AOD - 34.422)
- BLOCK E: EXISTING COMMERCIAL UNIT NIA - 50.9 SOM (AOD - 34.915), EXISTING COMMERCIAL UNIT NIA - 90 SOM (AOD - 34.402), EXISTING COMMERCIAL UNIT NIA - 106.6 SOM (AOD - 34.776)
- BLOCK F: EXISTING UNIT NIA - 152.4 SOM (AOD - 34.422)
- BLOCK C: EXISTING COMMERCIAL UNIT NIA - 438.5 SOM (AOD - 34.113), EXISTING COMMERCIAL UNIT NIA - 235.9 SOM (AOD - 34.200)
- BLOCK G: EXISTING COMMERCIAL UNIT NIA - 207.6 SOM (AOD - 34.400)
- BLOCK H: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK I: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK J: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK K: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK L: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK M: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK N: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK O: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK P: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK Q: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK R: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK S: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK T: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK U: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK V: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK W: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK X: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK Y: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)
- BLOCK Z: EXISTING COMMERCIAL UNIT NIA - 207.4 SOM (AOD - 34.400)

Vehicle Dimensions:

Vehicle	Overall Length	Overall Width	Overall Body Height	Min Body Ground Clearance	Track Width	Lock to lock time	Kerb to Kerb Turning Radius
FTA Design 13/18 Tonne Rigid Vehicle (2016)	10.000m	2.550m	3.645m	0.440m	2.470m	3.00s	11.000m



APPENDIX 3 – TRICS DATA

Calculation Reference: AUDIT-142301-251024-1047

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
01	GREATER LONDON	
	WH WANDSWORTH	1 days
03	SOUTH WEST	
	DV DEVON	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
14	LEINSTER	
	LU LOUTH	2 days
	WX WEXFORD	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	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: No of Dwellings
Actual Range: 16 to 33 (units:)
Range Selected by User: 15 to 35 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 18/10/23

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:

Monday	3 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7 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	7
---------------------	---

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:

Residential Zone	6
No Sub Category	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	7 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

C3	7 days
----	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 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	1 days
25,001 to 50,000	4 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	6 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	7 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
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	DV-03-C-01 BONHAY ROAD EXETER	BLOCK OF FLATS		DEVON
	Edge of Town Centre Residential Zone Total No of Dwellings:		27	
	Survey date: MONDAY		10/07/17	Survey Type: MANUAL
2	HI-03-C-02 KING STREET NAIRN	BLOCK OF FLATS		HIGHLAND
	Edge of Town Centre Residential Zone Total No of Dwellings:		16	
	Survey date: WEDNESDAY		19/04/23	Survey Type: MANUAL
3	LU-03-C-02 NICHOLAS STREET DUNDALK	BLOCK OF FLATS		LOUTH
	Edge of Town Centre Residential Zone Total No of Dwellings:		33	
	Survey date: MONDAY		16/09/13	Survey Type: MANUAL
4	LU-03-C-03 NICHOLAS STREET DUNDALK	BLOCK OF FLATS		LOUTH
	Edge of Town Centre Residential Zone Total No of Dwellings:		20	
	Survey date: MONDAY		16/09/13	Survey Type: MANUAL
5	MG-03-C-01 MALL ROAD MONAGHAN	BLOCK OF FLATS		MONAGHAN
	Edge of Town Centre No Sub Category Total No of Dwellings:		28	
	Survey date: FRIDAY		06/09/13	Survey Type: MANUAL
6	WH-03-C-01 AMIES STREET CLAPHAM JUNCTION	BLOCKS OF FLATS		WANDSWORTH
	Edge of Town Centre Residential Zone Total No of Dwellings:		30	
	Survey date: WEDNESDAY		09/05/12	Survey Type: MANUAL
7	WX-03-C-01 UPPER GEORGE'S STREET WEXFORD	BLOCKS OF FLATS		WEXFORD
	Edge of Town Centre Residential Zone Total No of Dwellings:		28	
	Survey date: THURSDAY		20/04/23	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
MA-03-C-01	Covid
MS-03-C-04	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	26	0.016	7	26	0.154	7	26	0.170
08:00 - 09:00	7	26	0.049	7	26	0.203	7	26	0.252
09:00 - 10:00	7	26	0.132	7	26	0.093	7	26	0.225
10:00 - 11:00	7	26	0.027	7	26	0.077	7	26	0.104
11:00 - 12:00	7	26	0.038	7	26	0.033	7	26	0.071
12:00 - 13:00	7	26	0.071	7	26	0.055	7	26	0.126
13:00 - 14:00	7	26	0.099	7	26	0.071	7	26	0.170
14:00 - 15:00	7	26	0.055	7	26	0.082	7	26	0.137
15:00 - 16:00	7	26	0.126	7	26	0.060	7	26	0.186
16:00 - 17:00	7	26	0.066	7	26	0.066	7	26	0.132
17:00 - 18:00	7	26	0.187	7	26	0.115	7	26	0.302
18:00 - 19:00	7	26	0.137	7	26	0.049	7	26	0.186
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.003			1.058			2.061

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:	16 - 33 (units:)
Survey date range:	01/01/10 - 18/10/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	26	0.005	7	26	0.005	7	26	0.010
08:00 - 09:00	7	26	0.000	7	26	0.000	7	26	0.000
09:00 - 10:00	7	26	0.005	7	26	0.005	7	26	0.010
10:00 - 11:00	7	26	0.000	7	26	0.000	7	26	0.000
11:00 - 12:00	7	26	0.005	7	26	0.005	7	26	0.010
12:00 - 13:00	7	26	0.000	7	26	0.000	7	26	0.000
13:00 - 14:00	7	26	0.000	7	26	0.000	7	26	0.000
14:00 - 15:00	7	26	0.011	7	26	0.011	7	26	0.022
15:00 - 16:00	7	26	0.000	7	26	0.000	7	26	0.000
16:00 - 17:00	7	26	0.000	7	26	0.000	7	26	0.000
17:00 - 18:00	7	26	0.005	7	26	0.005	7	26	0.010
18:00 - 19:00	7	26	0.000	7	26	0.000	7	26	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.031			0.031			0.062		

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	26	0.000	7	26	0.000	7	26	0.000
08:00 - 09:00	7	26	0.000	7	26	0.000	7	26	0.000
09:00 - 10:00	7	26	0.005	7	26	0.000	7	26	0.005
10:00 - 11:00	7	26	0.000	7	26	0.005	7	26	0.005
11:00 - 12:00	7	26	0.000	7	26	0.000	7	26	0.000
12:00 - 13:00	7	26	0.005	7	26	0.000	7	26	0.005
13:00 - 14:00	7	26	0.000	7	26	0.005	7	26	0.005
14:00 - 15:00	7	26	0.000	7	26	0.000	7	26	0.000
15:00 - 16:00	7	26	0.005	7	26	0.000	7	26	0.005
16:00 - 17:00	7	26	0.000	7	26	0.005	7	26	0.005
17:00 - 18:00	7	26	0.000	7	26	0.000	7	26	0.000
18:00 - 19:00	7	26	0.000	7	26	0.000	7	26	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	26	0.000	7	26	0.016	7	26	0.016
08:00 - 09:00	7	26	0.016	7	26	0.011	7	26	0.027
09:00 - 10:00	7	26	0.005	7	26	0.005	7	26	0.010
10:00 - 11:00	7	26	0.000	7	26	0.000	7	26	0.000
11:00 - 12:00	7	26	0.000	7	26	0.000	7	26	0.000
12:00 - 13:00	7	26	0.000	7	26	0.000	7	26	0.000
13:00 - 14:00	7	26	0.000	7	26	0.000	7	26	0.000
14:00 - 15:00	7	26	0.000	7	26	0.005	7	26	0.005
15:00 - 16:00	7	26	0.016	7	26	0.005	7	26	0.021
16:00 - 17:00	7	26	0.011	7	26	0.000	7	26	0.011
17:00 - 18:00	7	26	0.016	7	26	0.005	7	26	0.021
18:00 - 19:00	7	26	0.000	7	26	0.000	7	26	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.047			0.111

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.

Calculation Reference: AUDIT-142301-251024-1006

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : C - PUB/RESTAURANT

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	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: 250 to 471 (units: sqm)
Range Selected by User: 100 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 16/10/23

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:

Wednesday 1 days
Friday 3 days

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

Selected survey types:

Manual count 4 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:

Town Centre 2
Edge of Town Centre 2

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:

Development Zone 1
High Street 1
No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected
Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
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	4 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BR-06-C-01	WETHERSPOON	BRISTOL CITY
	THE WATERFRONT		
	BRISTOL		
	HARBOURSIDE		
	Town Centre		
	Development Zone		
	Total Gross floor area:	327 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
2	EC-06-C-01	PUB/RESTAURANT	CHESHIRE EAST
	OXFORD ROAD		
	MACCLESFIELD		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	471 sqm	
	Survey date: FRIDAY	10/11/17	Survey Type: MANUAL
3	SH-06-C-03	PUB/RESTAURANT	SHROPSHIRE
	ABBAY FOREGATE		
	SHREWSBURY		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	350 sqm	
	Survey date: FRIDAY	16/06/23	Survey Type: MANUAL
4	WO-06-C-03	PUB/RESTAURANT	WORCESTERSHIRE
	THE TYTHING		
	WORCESTER		
	Town Centre		
	High Street		
	Total Gross floor area:	250 sqm	
	Survey date: WEDNESDAY	23/11/16	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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	349	0.095	3	349	0.286	3	349	0.381
11:00 - 12:00	4	350	1.288	4	350	0.501	4	350	1.789
12:00 - 13:00	4	350	5.508	4	350	1.788	4	350	7.296
13:00 - 14:00	4	350	3.505	4	350	2.790	4	350	6.295
14:00 - 15:00	4	350	1.931	4	350	1.288	4	350	3.219
15:00 - 16:00	4	350	2.217	4	350	1.502	4	350	3.719
16:00 - 17:00	4	350	1.788	4	350	1.288	4	350	3.076
17:00 - 18:00	4	350	1.645	4	350	1.001	4	350	2.646
18:00 - 19:00	4	350	5.866	4	350	5.651	4	350	11.517
19:00 - 20:00	4	350	5.436	4	350	7.725	4	350	13.161
20:00 - 21:00	4	350	4.721	4	350	5.722	4	350	10.443
21:00 - 22:00	4	350	3.004	4	350	3.290	4	350	6.294
22:00 - 23:00	4	350	1.073	4	350	3.076	4	350	4.149
23:00 - 24:00	4	350	1.717	4	350	4.077	4	350	5.794
Total Rates:			39.794			39.985			79.779

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:	250 - 471 (units: sqm)
Survey date range:	01/01/10 - 16/10/23
Number of weekdays (Monday-Friday):	4
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 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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	349	0.000	3	349	0.000	3	349	0.000
11:00 - 12:00	4	350	0.000	4	350	0.000	4	350	0.000
12:00 - 13:00	4	350	0.143	4	350	0.143	4	350	0.286
13:00 - 14:00	4	350	0.072	4	350	0.072	4	350	0.144
14:00 - 15:00	4	350	0.072	4	350	0.072	4	350	0.144
15:00 - 16:00	4	350	0.000	4	350	0.000	4	350	0.000
16:00 - 17:00	4	350	0.000	4	350	0.000	4	350	0.000
17:00 - 18:00	4	350	0.072	4	350	0.072	4	350	0.144
18:00 - 19:00	4	350	2.003	4	350	2.003	4	350	4.006
19:00 - 20:00	4	350	1.860	4	350	1.860	4	350	3.720
20:00 - 21:00	4	350	1.502	4	350	1.502	4	350	3.004
21:00 - 22:00	4	350	0.429	4	350	0.429	4	350	0.858
22:00 - 23:00	4	350	0.215	4	350	0.215	4	350	0.430
23:00 - 24:00	4	350	0.930	4	350	0.930	4	350	1.860
Total Rates:			7.298			7.298			14.596

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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	349	0.000	3	349	0.000	3	349	0.000
11:00 - 12:00	4	350	0.072	4	350	0.072	4	350	0.144
12:00 - 13:00	4	350	0.143	4	350	0.072	4	350	0.215
13:00 - 14:00	4	350	0.000	4	350	0.072	4	350	0.072
14:00 - 15:00	4	350	0.072	4	350	0.072	4	350	0.144
15:00 - 16:00	4	350	0.000	4	350	0.000	4	350	0.000
16:00 - 17:00	4	350	0.000	4	350	0.000	4	350	0.000
17:00 - 18:00	4	350	0.000	4	350	0.000	4	350	0.000
18:00 - 19:00	4	350	0.000	4	350	0.000	4	350	0.000
19:00 - 20:00	4	350	0.000	4	350	0.000	4	350	0.000
20:00 - 21:00	4	350	0.000	4	350	0.000	4	350	0.000
21:00 - 22:00	4	350	0.000	4	350	0.000	4	350	0.000
22:00 - 23:00	4	350	0.000	4	350	0.000	4	350	0.000
23:00 - 24:00	4	350	0.000	4	350	0.000	4	350	0.000
Total Rates:			0.287			0.288			0.575

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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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	349	0.095	3	349	0.095	3	349	0.190
11:00 - 12:00	4	350	0.429	4	350	0.000	4	350	0.429
12:00 - 13:00	4	350	0.143	4	350	0.143	4	350	0.286
13:00 - 14:00	4	350	0.000	4	350	0.072	4	350	0.072
14:00 - 15:00	4	350	0.000	4	350	0.000	4	350	0.000
15:00 - 16:00	4	350	0.000	4	350	0.072	4	350	0.072
16:00 - 17:00	4	350	0.072	4	350	0.143	4	350	0.215
17:00 - 18:00	4	350	0.072	4	350	0.000	4	350	0.072
18:00 - 19:00	4	350	0.000	4	350	0.072	4	350	0.072
19:00 - 20:00	4	350	0.000	4	350	0.143	4	350	0.143
20:00 - 21:00	4	350	0.000	4	350	0.000	4	350	0.000
21:00 - 22:00	4	350	0.072	4	350	0.072	4	350	0.144
22:00 - 23:00	4	350	0.000	4	350	0.000	4	350	0.000
23:00 - 24:00	4	350	0.000	4	350	0.000	4	350	0.000
Total Rates:			0.883	0.812			1.695		

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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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	349	0.000	3	349	0.191	3	349	0.191
11:00 - 12:00	4	350	0.787	4	350	0.143	4	350	0.930
12:00 - 13:00	4	350	5.150	4	350	1.574	4	350	6.724
13:00 - 14:00	4	350	3.362	4	350	2.575	4	350	5.937
14:00 - 15:00	4	350	1.788	4	350	1.144	4	350	2.932
15:00 - 16:00	4	350	2.217	4	350	1.431	4	350	3.648
16:00 - 17:00	4	350	1.788	4	350	1.288	4	350	3.076
17:00 - 18:00	4	350	1.431	4	350	0.858	4	350	2.289
18:00 - 19:00	4	350	3.863	4	350	3.433	4	350	7.296
19:00 - 20:00	4	350	3.505	4	350	5.794	4	350	9.299
20:00 - 21:00	4	350	3.219	4	350	4.220	4	350	7.439
21:00 - 22:00	4	350	2.575	4	350	2.861	4	350	5.436
22:00 - 23:00	4	350	0.858	4	350	2.861	4	350	3.719
23:00 - 24:00	4	350	0.787	4	350	3.147	4	350	3.934
Total Rates:			31.330			31.520			62.850

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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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	349	0.095	3	349	0.095	3	349	0.190
11:00 - 12:00	4	350	0.429	4	350	0.286	4	350	0.715
12:00 - 13:00	4	350	0.072	4	350	0.000	4	350	0.072
13:00 - 14:00	4	350	0.072	4	350	0.072	4	350	0.144
14:00 - 15:00	4	350	0.000	4	350	0.000	4	350	0.000
15:00 - 16:00	4	350	0.000	4	350	0.072	4	350	0.072
16:00 - 17:00	4	350	0.000	4	350	0.000	4	350	0.000
17:00 - 18:00	4	350	0.143	4	350	0.072	4	350	0.215
18:00 - 19:00	4	350	0.000	4	350	0.215	4	350	0.215
19:00 - 20:00	4	350	0.072	4	350	0.072	4	350	0.144
20:00 - 21:00	4	350	0.000	4	350	0.000	4	350	0.000
21:00 - 22:00	4	350	0.000	4	350	0.000	4	350	0.000
22:00 - 23:00	4	350	0.000	4	350	0.000	4	350	0.000
23:00 - 24:00	4	350	0.000	4	350	0.000	4	350	0.000
Total Rates:			0.883			0.884			1.767

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-142301-251024-1018

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	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: 554 to 2400 (units: sqm)
 Range Selected by User: 500 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 17/04/24

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:

Tuesday 1 days
 Thursday 1 days

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

Selected survey types:

Manual count 2 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 2

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:

Built-Up Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 1 days
 E(d) 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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days
 15,001 to 20,000 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:

5,001 to 25,000	1 days
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:

0.6 to 1.0	2 days
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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	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	KS-07-K-01	FITNESS CLUB	KIRKLEES
	GELDERD ROAD		
	BIRSTALL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2400 sqm	
	Survey date: TUESDAY	22/04/14	Survey Type: MANUAL
2	WM-07-K-02	STRENGTH & FITNESS GYM	WEST MIDLANDS
	FAR GOSFORD STREET		
	COVENTRY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	554 sqm	
	Survey date: THURSDAY	17/10/13	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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1477	2.268	2	1477	0.203	2	1477	2.471
07:00 - 08:00	2	1477	1.693	2	1477	1.693	2	1477	3.386
08:00 - 09:00	2	1477	2.031	2	1477	2.404	2	1477	4.435
09:00 - 10:00	2	1477	2.877	2	1477	2.742	2	1477	5.619
10:00 - 11:00	2	1477	2.471	2	1477	2.844	2	1477	5.315
11:00 - 12:00	2	1477	1.523	2	1477	1.760	2	1477	3.283
12:00 - 13:00	2	1477	1.557	2	1477	2.573	2	1477	4.130
13:00 - 14:00	2	1477	2.099	2	1477	2.437	2	1477	4.536
14:00 - 15:00	2	1477	1.828	2	1477	1.253	2	1477	3.081
15:00 - 16:00	2	1477	2.200	2	1477	1.828	2	1477	4.028
16:00 - 17:00	2	1477	2.437	2	1477	1.422	2	1477	3.859
17:00 - 18:00	2	1477	4.232	2	1477	2.370	2	1477	6.602
18:00 - 19:00	2	1477	3.758	2	1477	3.081	2	1477	6.839
19:00 - 20:00	2	1477	3.182	2	1477	3.487	2	1477	6.669
20:00 - 21:00	2	1477	1.523	2	1477	2.877	2	1477	4.400
21:00 - 22:00	2	1477	0.135	2	1477	2.234	2	1477	2.369
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			35.814			35.208			71.022

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

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Parameter summary

Trip rate parameter range selected:	554 - 2400 (units: sqm)
Survey date range:	01/01/10 - 17/04/24
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
07:00 - 08:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
08:00 - 09:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
09:00 - 10:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
10:00 - 11:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
11:00 - 12:00	2	1477	0.034	2	1477	0.034	2	1477	0.068
12:00 - 13:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
13:00 - 14:00	2	1477	0.034	2	1477	0.034	2	1477	0.068
14:00 - 15:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
15:00 - 16:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
16:00 - 17:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
17:00 - 18:00	2	1477	0.034	2	1477	0.034	2	1477	0.068
18:00 - 19:00	2	1477	0.034	2	1477	0.034	2	1477	0.068
19:00 - 20:00	2	1477	0.034	2	1477	0.034	2	1477	0.068
20:00 - 21:00	2	1477	0.034	2	1477	0.034	2	1477	0.068
21:00 - 22:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.204			0.204			0.408

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
07:00 - 08:00	2	1477	0.034	2	1477	0.034	2	1477	0.068
08:00 - 09:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
09:00 - 10:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
10:00 - 11:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
11:00 - 12:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
12:00 - 13:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
13:00 - 14:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
14:00 - 15:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
15:00 - 16:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
16:00 - 17:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
17:00 - 18:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
18:00 - 19:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
19:00 - 20:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
20:00 - 21:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
21:00 - 22:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.034			0.068

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
07:00 - 08:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
08:00 - 09:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
09:00 - 10:00	2	1477	0.034	2	1477	0.000	2	1477	0.034
10:00 - 11:00	2	1477	0.000	2	1477	0.034	2	1477	0.034
11:00 - 12:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
12:00 - 13:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
13:00 - 14:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
14:00 - 15:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
15:00 - 16:00	2	1477	0.034	2	1477	0.000	2	1477	0.034
16:00 - 17:00	2	1477	0.000	2	1477	0.034	2	1477	0.034
17:00 - 18:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
18:00 - 19:00	2	1477	0.068	2	1477	0.000	2	1477	0.068
19:00 - 20:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
20:00 - 21:00	2	1477	0.000	2	1477	0.102	2	1477	0.102
21:00 - 22:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.136			0.170			0.306

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1477	2.200	2	1477	0.203	2	1477	2.403
07:00 - 08:00	2	1477	1.625	2	1477	1.659	2	1477	3.284
08:00 - 09:00	2	1477	1.997	2	1477	2.404	2	1477	4.401
09:00 - 10:00	2	1477	2.844	2	1477	2.742	2	1477	5.586
10:00 - 11:00	2	1477	2.437	2	1477	2.810	2	1477	5.247
11:00 - 12:00	2	1477	1.422	2	1477	1.659	2	1477	3.081
12:00 - 13:00	2	1477	1.523	2	1477	2.573	2	1477	4.096
13:00 - 14:00	2	1477	2.031	2	1477	2.336	2	1477	4.367
14:00 - 15:00	2	1477	1.726	2	1477	1.117	2	1477	2.843
15:00 - 16:00	2	1477	2.200	2	1477	1.828	2	1477	4.028
16:00 - 17:00	2	1477	2.336	2	1477	1.422	2	1477	3.758
17:00 - 18:00	2	1477	4.028	2	1477	2.268	2	1477	6.296
18:00 - 19:00	2	1477	3.656	2	1477	2.810	2	1477	6.466
19:00 - 20:00	2	1477	3.148	2	1477	3.419	2	1477	6.567
20:00 - 21:00	2	1477	1.490	2	1477	2.844	2	1477	4.334
21:00 - 22:00	2	1477	0.135	2	1477	2.167	2	1477	2.302
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.798			34.261			69.059

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1477	0.068	2	1477	0.000	2	1477	0.068
07:00 - 08:00	2	1477	0.034	2	1477	0.000	2	1477	0.034
08:00 - 09:00	2	1477	0.034	2	1477	0.000	2	1477	0.034
09:00 - 10:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
10:00 - 11:00	2	1477	0.034	2	1477	0.034	2	1477	0.068
11:00 - 12:00	2	1477	0.068	2	1477	0.034	2	1477	0.102
12:00 - 13:00	2	1477	0.034	2	1477	0.000	2	1477	0.034
13:00 - 14:00	2	1477	0.034	2	1477	0.068	2	1477	0.102
14:00 - 15:00	2	1477	0.102	2	1477	0.135	2	1477	0.237
15:00 - 16:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
16:00 - 17:00	2	1477	0.102	2	1477	0.000	2	1477	0.102
17:00 - 18:00	2	1477	0.102	2	1477	0.068	2	1477	0.170
18:00 - 19:00	2	1477	0.068	2	1477	0.203	2	1477	0.271
19:00 - 20:00	2	1477	0.000	2	1477	0.034	2	1477	0.034
20:00 - 21:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
21:00 - 22:00	2	1477	0.000	2	1477	0.068	2	1477	0.068
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.680			0.644			1.324	

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
07:00 - 08:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
08:00 - 09:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
09:00 - 10:00	2	1477	0.034	2	1477	0.000	2	1477	0.034
10:00 - 11:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
11:00 - 12:00	2	1477	0.000	2	1477	0.034	2	1477	0.034
12:00 - 13:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
13:00 - 14:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
14:00 - 15:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
15:00 - 16:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
16:00 - 17:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
17:00 - 18:00	2	1477	0.068	2	1477	0.000	2	1477	0.068
18:00 - 19:00	2	1477	0.000	2	1477	0.034	2	1477	0.034
19:00 - 20:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
20:00 - 21:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
21:00 - 22:00	2	1477	0.000	2	1477	0.000	2	1477	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.068			0.170

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.

