

**Proposed Light Industrial Development
High Post, near Salisbury, Wiltshire**

Spitfire Enterprises Ltd.

TRANSPORT ASSESSMENT

March 2026

Proposed Light Industrial Development

High Post, near Salisbury, Wiltshire

Transport Assessment

Document Control Sheet

Client:	Spitfire Enterprises Ltd.
Project Name:	Project Spitfire North Field
Project Number:	210106

Document Name:	Transport Assessment
Document Reference:	210106/TA

Revision History

Revision	Reason	Date:	Author:	Checked:	Approved:
20260311	First Issue	11/03/2026	JB	TB	TB
20260311.1	Minor updates	11/03/2026	JB	TB	TB
20260313	BREEAM updates	13/03/2026	JB	TB	TB

Contents

1.0	INTRODUCTION	1
1.1	Appointment of Connect Consultants.....	1
1.2	Site Location	1
1.3	Development Proposals.....	3
1.4	National and Local Transport Planning Policy	4
1.5	Car Parking Policy	7
1.6	BREEAM Assessment	9
1.7	Proposed Development Vision	10
1.8	Report Overview.....	10
2.0	SITE TRANSPORT CONTEXT	11
2.1	Introduction.....	11
2.2	Pedestrian Access	11
2.3	Access by Cycling.....	13
2.4	Access by Bus	15
2.5	Access by Rail	15
2.6	Vehicular Access.....	16
2.7	Accessible Amenities.....	16
2.8	Existing Highway Conditions	17
2.9	Road Safety Review	18
2.10	Section Conclusion	20
3.0	PROPOSED DEVELOPMENT	21
3.1	Development Proposals.....	21
3.2	Proposed Site Access Arrangements.....	21
3.3	Road Safety Audit	23
3.4	Car and Cycle Parking.....	23
3.5	Section Conclusion	23
4.0	TRAFFIC ASSESSMENT	25
4.1	Introduction.....	25
4.2	Existing Traffic Flows.....	25
4.3	Assessment Year Traffic Flows	26
4.4	Committed Development.....	26
4.5	Proposed Development Trip Attraction.....	27
4.6	Proposed Development Trip Distribution	29
4.7	Development Traffic Effect	30
4.8	Multimodal Trip Assessment.....	31
4.9	Section Conclusions.....	32
5.0	JUNCTION CAPACITY ASSESSMENT	34
5.1	Introduction.....	34
5.2	Computer Modelling Software	34
5.3	Capacity Analysis	34
5.4	Effect on Road Safety	35

5.5	Section Conclusions.....	35
6.0	SUMMARY AND CONCLUSIONS.....	36
6.1	Summary.....	36
6.2	Conclusions.....	37

List of Tables

Table 2.1 – Bus Service Details	15
Table 2.2 – Accessible Amenities within 500m	16
Table 2.3 – Summary of Weekday Peak Hour Vehicle Movements	18
Table 2.4 – Summary of Average Traffic Speeds	18
Table 4.1 – Comparison of Turning-Count data with ATC data	26
Table 4.2 – TEMPRO Growth Rates	26
Table 4.3 – TRICS Database Key Selection Criteria	28
Table 4.4 – TRICS Vehicle Trip Rate Data	29
Table 4.5 – Development Traffic Distribution at High Post Crossroad	30
Table 4.6 – Proposed Development Traffic Effect at High Post Crossroad	31
Table 4.7 – TRICS Multi-Modal Trip Rate Data – Office (4,645 sqm)	31
Table 4.8 – TRICS Multi-Modal Trip Rate Data – Warehouse (232 sqm)	32
Table 4.9 – TRICS Multi-Modal Trip Rate Data – Industrial Unit (2,090 sqm)	32
Table 4.10 – TRICS Multi-Modal Trip Rate Data – Total Development	32
Table 5.1 – ARCADY Summary – Proposed A345 Roundabout	34

List of Figures

Figure 1.1 – Site Location Plan	2
Figure 1.2 – Site in its Local Context	3
Figure 1.3 – Excerpt from Wiltshire Council Maximum Parking Standards	8
Figure 1.4 – Recommended Disabled Parking Provision, TAL 5/95	9
Figure 2.1 – Indicative 2km Walk Catchment	12
Figure 2.2 – Cycle Catchment Area	13
Figure 2.3 – Local Cycle Map	14
Figure 2.4 – Accessible Amenities Plan	17

List of Appendices

- Appendix 1 – Proposed Site Layout
- Appendix 2 – Collision Records
- Appendix 3 – Swept Path Analysis
- Appendix 4 – Surveyed Traffic Movements
- Appendix 5 – 2031 Base Flows
- Appendix 6 – Committed Development Traffic Flows
- Appendix 7 – TRICS Data
- Appendix 8 – Proposed Development Traffic Flows
- Appendix 9 – Rerouted Chemring Countermeasures Traffic
- Appendix 10 – Combined Development Traffic Effect
- Appendix 11 – 2031 + Committed Development + Proposed Development
- Appendix 12 – Proposed Site Access ARCADY Report

1.0 INTRODUCTION

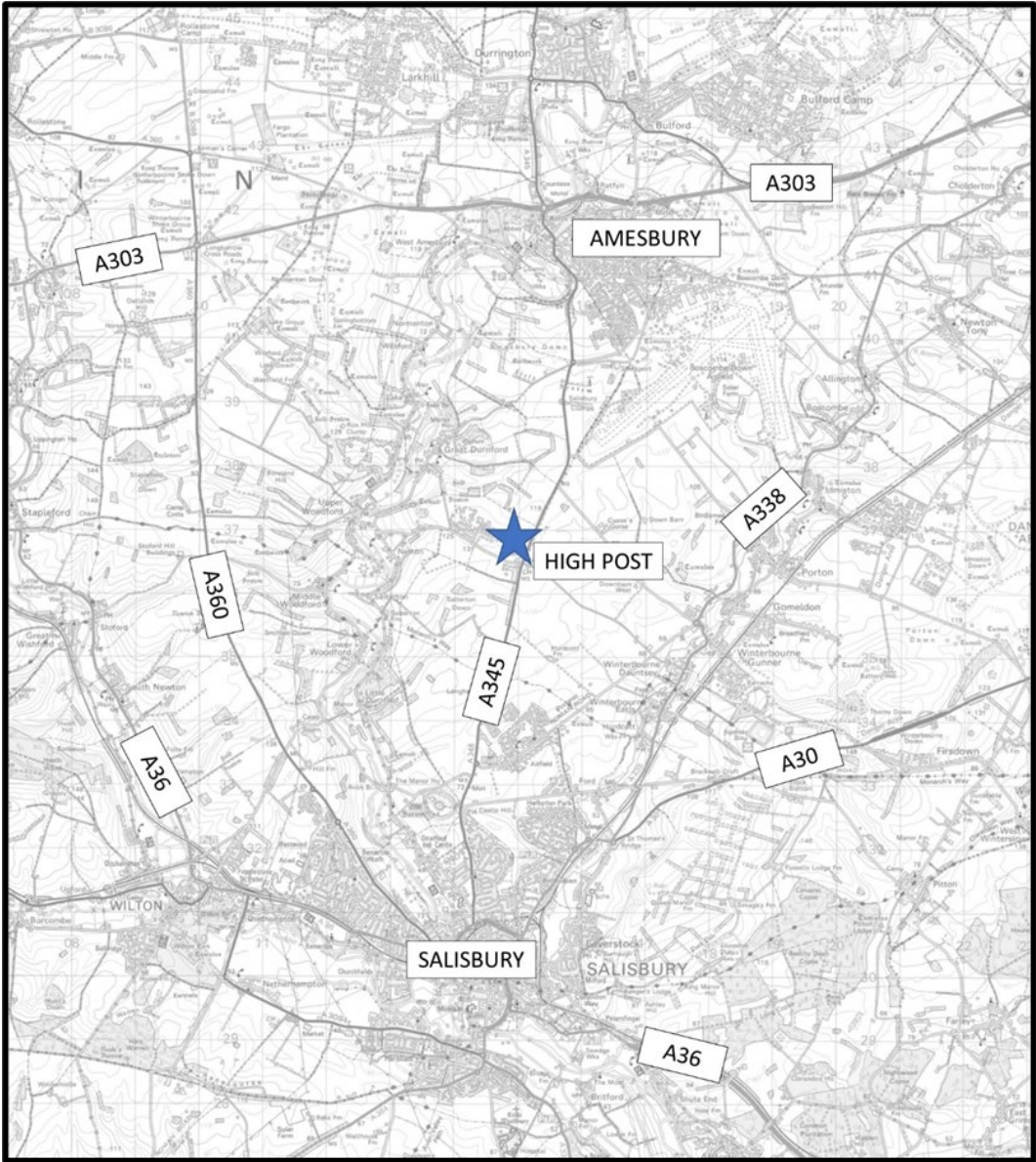
1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Spitfire Enterprises Ltd. in relation to a proposed light industrial development at High Post, near Salisbury, Wiltshire.

1.2 Site Location

- 1.2.1 The proposal site (herein referred to as 'the Site') is agricultural land located to the north of the High Post Crossroads on the A345, approximately six kilometres north of Salisbury and five kilometres south of Amesbury with direct frontage onto the A345 which forms the northern arm of the crossroads.
- 1.2.2 The Site is located in the vicinity of High Post Business Park, Wiltshire Council's salt store and gritter depot, the defence firm Chemring Countermeasures' facility, and also a petrol filling station with convenience store, a hotel/restaurant, golf club, and other commercial/industrial premises.
- 1.2.3 The plot immediately west of Wiltshire Council's salt store site received planning approval in early 2020 for a development of two new factory facilities and associated access road, parking, service yard and refuse storage (reference number 19/09327/FUL).
- 1.2.4 The land surrounding the High Post Crossroads is clearly considered by Wiltshire Council to be a location suitable for employment development.
- 1.2.5 The location of the Site is shown at Figure 1.1 below.
- 1.2.6 The Local Planning Authority and Local Highway Authority is Wiltshire Council (WC).

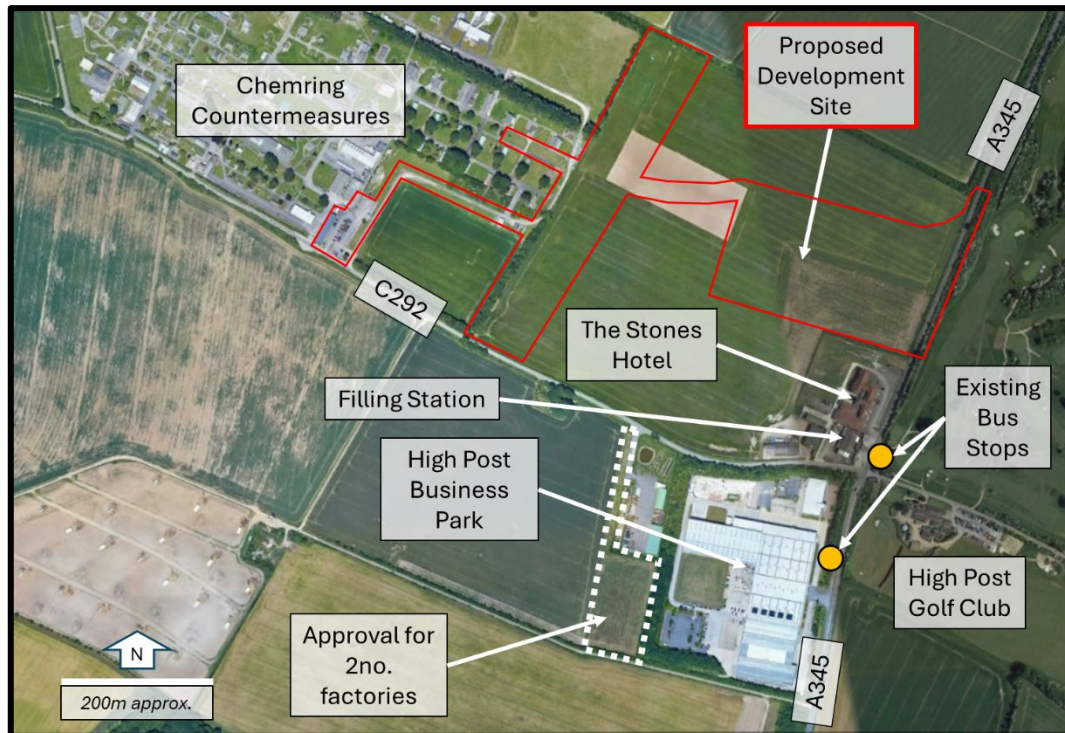
Figure 1.1 – Site Location Plan



Source: Ordnance Survey/Bing. N.B. Site denoted by blue star.

1.2.7 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. Approximate site boundary illustrated by red line.

1.3 Development Proposals

1.3.1 The development proposals are shown on the plan provided at Appendix 1. The proposal is for the "*Erection of a building amounting to 6,968 sqm GIA (Use Classes E(g), B2 and B8) with associated facilities, access with security, parking, hard and soft landscaping, drainage and associated works; A new roundabout from the A345 with footways and bus stops; A new access to Chemring Countermeasures UK including turning and security; Solar Fields; and associated works.*"

1.3.2 A brief description of the proposed access arrangements is set out below, which are also shown on the site layout plan at Appendix 1:-

- The Site will be accessed via a proposed new access road connecting to the A345 via a proposed roundabout junction, incorporating a shared-use pedestrian/cycle route and new bus stops on the A345.
- The proposed new building will be accessed via a simple T-Junction located on the south side of the access road approximately 110m west of the proposed A345 roundabout.
- The new access road will extend west into the Chemring Countermeasures site via a proposed replacement entrance with security gates and parking/waiting facilities.
- The existing Chemring Countermeasures site access on the C292 road will be closed.
- All staff and service vehicles will access the Site via the proposed access.
- There will be a direct pedestrian and cycle route between the Site and the C292 road as well as the A345.

- 1.3.3 The applicant and the project team have consulted with Wiltshire Council as both the Local Planning Authority and the Local Highway Authority in pre-application discussions which have helped shape the development proposals.

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, with a minor update on 7th February 2025. 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 Paragraph 109 sets out how transport solutions should be based on a vision-led approach:

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

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

- 1.4.5 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Wiltshire Core Strategy, 2015

- 1.4.6 Wiltshire Core Policy 60 *Sustainable Transport* sets out the Council's policy to promote sustainable travel:

Core Policy 60

Sustainable Transport

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

This will be achieved by:

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

1.4.7 Core Policy 61 *Transport and new development* provides further detail on the Council's expectations of new development proposals:

Core Policy 61

Transport and new development

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.

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

i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:

- a. Visually impaired and other disabled people*
- b. Pedestrians*
- c. Cyclists*
- d. Public transport*
- e. Goods vehicles*
- f. Powered two-wheelers*
- g. Private cars.*

ii. That the proposal is capable of being served by safe access to the highway network.

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

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

1.4.8 Core Policy 62 *Development impacts on the transport network* sets out that:

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.

Wiltshire Local Plan Transport Review 2021

- 1.4.9 The strategic traffic modelling of the Wiltshire Local Plan Transport Review 2021 shows at its Figure 2-4 the C292 with an additional 22 PCUs (Passenger Car Units) during the AM peak hour, resultant from the planned growth to 2036. This is shown along its whole length between Netton and the A345.
- 1.4.10 This is shown to equate to a volume:capacity ratio of between 85%-100% (Figure 2-6 of the Wiltshire Local Plan Transport Review 2021).
- 1.4.11 Figure 3-8 of the Wiltshire Local Plan Transport Review 2021 shows that with the proposed combined mitigation in Salisbury and Amesbury, the traffic flows on the C292 will decrease.
- 1.4.12 The proposed Project Spitfire development will affect only the eastern end of the C292; as set out later in this Transport Assessment, the applicant is aware of the sensitivity of potential traffic impacts on the Woodford Valley west of the Site, and will take active measures to prevent development traffic travelling to/from the west, such as signage at the access junction and via the Site's Travel Plan(s).

Updated Wiltshire Local Plan

- 1.4.13 An updated Local Plan for Wiltshire has been produced, setting-out a vision and framework for Wiltshire for the period to 2038. At the time of writing, the two Planning Inspectors examining the local plan have advised the council to withdraw it after identifying significant soundness concerns.

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."

Adopted Local Parking Standards

1.5.3 The local parking standards are set out in the *Wiltshire Local Transport Plan 2011 – 2026 Car Parking Strategy, March 2015* (LTP3), which are reiterated in Core Policy 64 *Demand management*.

1.5.4 Policy *PS4 - Private non-residential parking standards* of the abovementioned document states,

"The provision of parking associated with new private non-residential development will be limited to maximum parking standards (except for disabled parking spaces) ...

The actual parking provision for developments will be negotiated between the council and developers taking account of a range of issues including the mix of land uses, ancillary uses, scale of development, approach to design, opportunities for sharing parking and the role of local Park and Ride sites."

1.5.5 The maximum parking standards for non-residential developments are set out in LTP3 Appendix C, which sets individual maxima for business parks, general industry, and storage/distribution uses. An excerpt of the relevant section of the LTP Parking Standards table is provided in Figure 1.3.

Figure 1.3 – Excerpt from Wiltshire Council Maximum Parking Standards

B1: Business	Stand Alone Offices	1 per 30m ²
	Business Parks	1 per 35m ² (above 2500m ²)
B2: General Industry	General Industry	1 per 30m ² (less than 500m ²), 1 per 50m ² (min. 8 above 500m ²)
B8: Storage and Distribution	Storage and Distribution	1 per 30m ² (less than 500m ²), 1 per 200m ² (min. 8 above 500m ²)

Source: *Wiltshire Local Transport Plan 2011 – 2026 Car Parking Strategy, March 2015* (LTP3), Appendix C

Disabled Parking

1.5.6 Policy *PS12 Improving access and use* states that parking for disabled motorists should be in line with recognised national guidance, as a minimum.

- 1.5.7 The policy cites *Traffic Advisory Leaflet 5/95 (DfT, April 1995)* as the relevant national guidance, an excerpt of which is provided in Figure 1.4.

Figure 1.4 – Recommended Disabled Parking Provision, TAL 5/95

Car Park Used For:	Car Park Size	
	Up to 200 Bays	Over 200 Bays
Employees and visitors to business premises	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity

Source: *Traffic Advisory Leaflet 5/95 (DfT, April 1995), Table 2*

- 1.5.8 More recent guidance is provided in the DfT's publication *Inclusive Mobility (2005)* which recommends that 6% of parking should be allocated to disabled people, and also in the DfT's *Manual For Streets (2012)* which recommends that 5% of residential car parking is designated for use by disabled people.

Cycle Parking

- 1.5.9 The local cycle parking standards are set out in the LTP3 Cycling Strategy.

- 1.5.10 For 'B1 Business' uses, the standards require a minimum of:

"1 covered cycle space per 12 employees. +1 cycle space per 15 visitor parking spaces,

OR, where employee/visitor numbers cannot be estimated:

4 covered cycle spaces + 2 covered spaces for each 500m² above 1000m² gross floor area."

1.6 BREEAM Assessment

- 1.6.1 BREEAM or Building Research Establishment Environmental Assessment Method is an industry standard sustainability assessment method. Launched in 1990, by the Building Research Establishment it sets standards for the environmental performance of buildings through the design, specification, construction and operation phases and can be applied to new developments or refurbishment schemes.
- 1.6.2 The BREEAM Assessment utilises a system of credit scoring to determine the level of sustainability and environmental impact of a development. Credits are collated from a set of environmental sections and issues outlined in the 'BREEAM New Construction UK Version 7.0 Technical Manual – SD6074' to give an overall BREEAM rating. These sections and issues include Management, Health & Wellbeing, Energy, Transport, Water, Materials, Waste, Land Use Ecology, Pollution and Innovation.
- 1.6.3 The 'Tra 01 Transport Assessment and Travel Plan' section of 'BREEAM New Construction UK Version 7.0 Technical Manual – SD6074' outlines a set of values that aim to raise awareness of the existing local transport network and amenities, and identify ways to improve transport sustainability.

- 1.6.4 A maximum of two credits are awarded if development proposals include a Transport Assessment or Statement and an associated Travel Plan during the feasibility or design stages.
- 1.6.5 Both a Transport Assessment and Travel Plan have been produced for the proposed development, thereby earning two credits for Tra 01. They have been produced in accordance with the guidance set out in the 'BREEAM New Construction UK Version 7.0 Technical Manual – SD6074'.

1.7 Proposed Development Vision

- 1.7.1 In line with paragraph 109 of the NPPF, the vision of the proposed development is to provide a high quality employment development in an established employment location, providing safe and suitable access by all travel modes, and which encourages its users to travel by sustainable travel modes, including electric vehicles. The development will deliver local growth while minimising the effects of traffic movements to and from the Site, and not unacceptably impacting on the operation of the surrounding road network.

1.8 Report Overview

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

Section 2.0 Site Transport Context

- 1.8.2 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

- 1.8.3 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

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

Section 5.0 Junction Capacity Assessment

- 1.8.5 The results of the traffic assessment have been used to inform junction capacity assessment, and the methodology and results are outlined in this section of the report.

Section 6.0 Summary and Conclusions

- 1.8.6 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:-

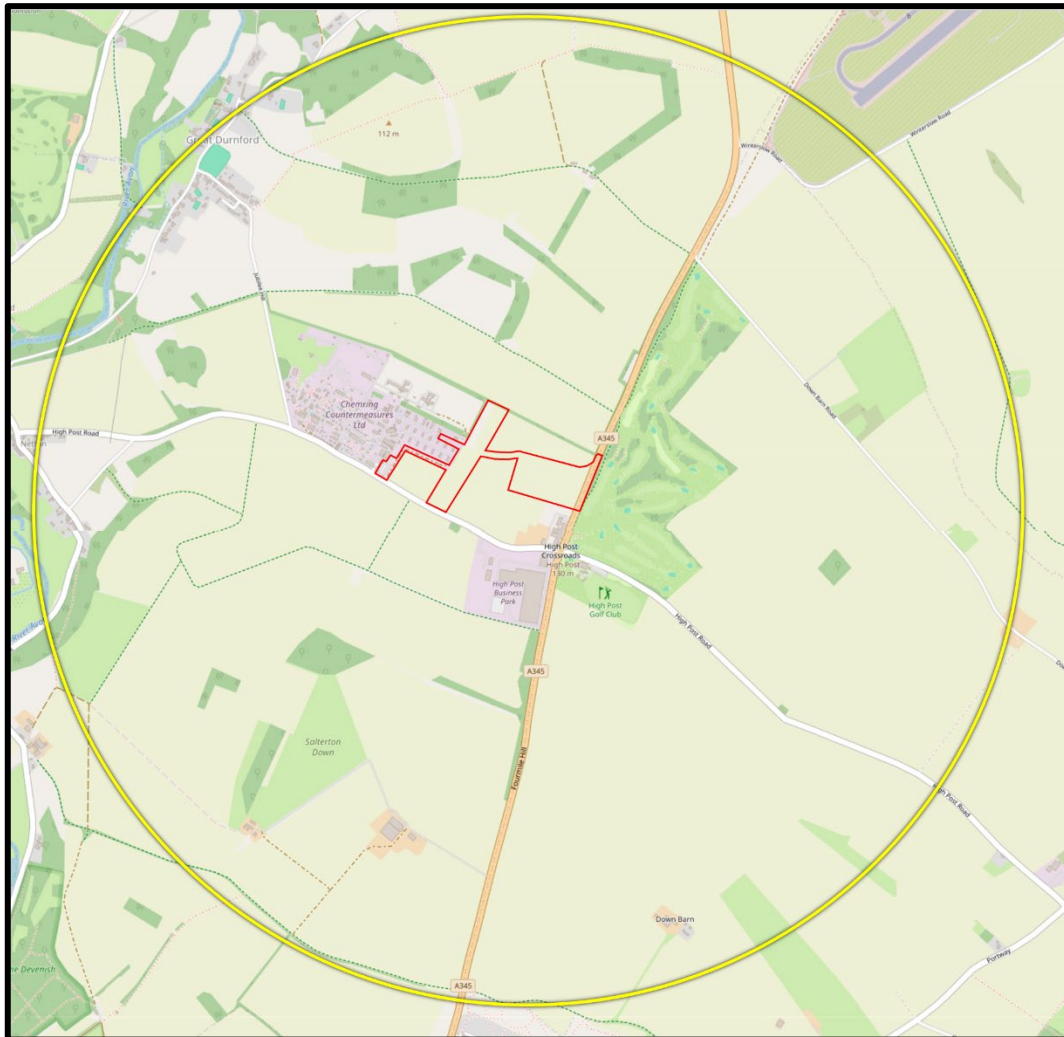
"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 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.
- 2.2.6 Based on the IHT maximum walk distance for commuting trips, the approximate 2km walk catchment from the Site is shown at Figure 2.1 below. .

Figure 2.1 – Indicative 2km Walk Catchment



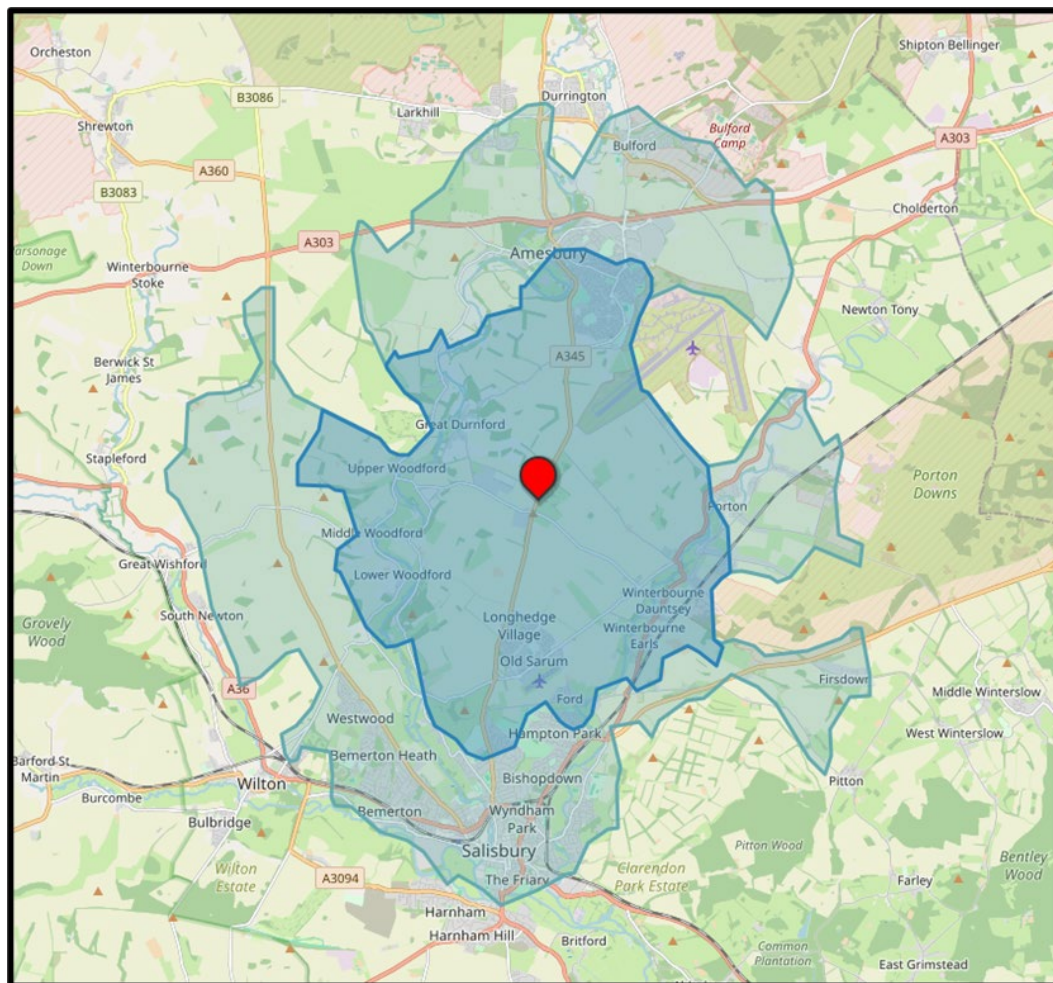
Source: Openstreetmap. Approximate Site boundary shown in red.

- 2.2.7 The 2km walk catchment indicates that there are a limited number of residences within the commuting walk catchment area, from where future employees might walk.
- 2.2.8 However, there are two bus stops on the A345 which are well within the catchment, and the proposal includes the provision of two new bus stops adjacent to the proposed Site access with footways connecting into the Site. There are therefore opportunities for future employees of the proposed development to travel to High Post by bus or car-sharing, and to make the last part of their commuting journey on foot.
- 2.2.9 In summary, while it is unlikely that many future employees or visitors of the proposed development will live within walking distance of the Site, the proposed new bus stops, access road, and footways will provide the opportunity for employees and visitors to travel by bus and walk the last part of the journey.

2.3 Access by Cycling

- 2.3.1 The 2024 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.5.3km. 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 2.2 below, being a 5km catchment (representing the 5.3km NTS average cycling distance) and an 8km catchment (being the distance of 80% of cycle trips).

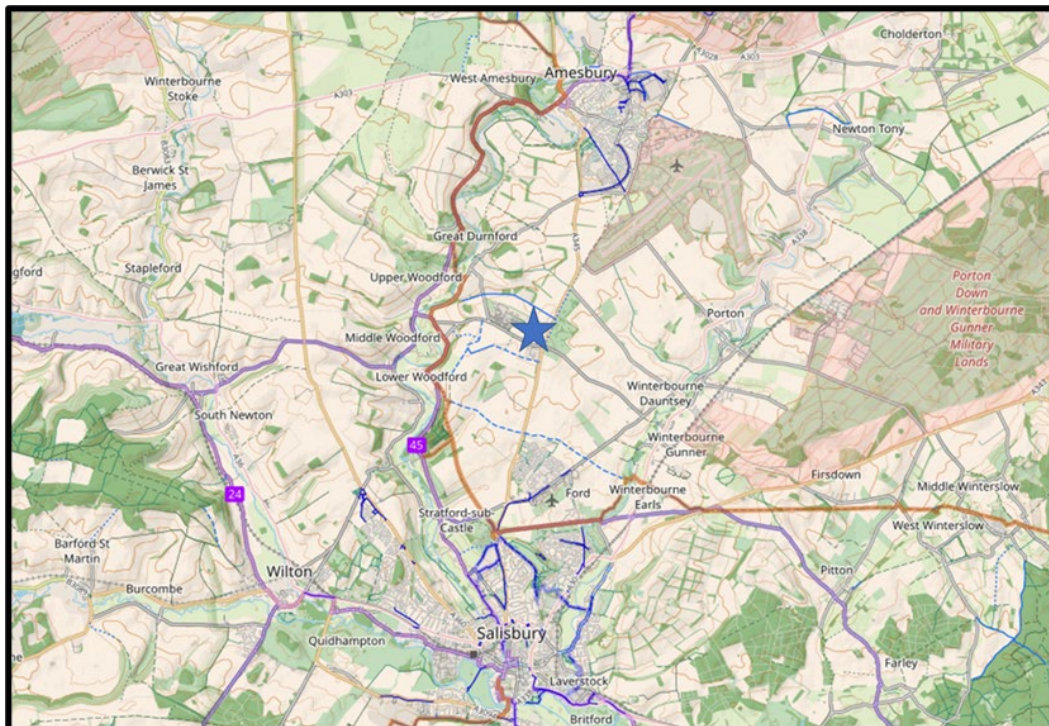
Figure 2.2 – Cycle Catchment Area



Source: Openrouteservice. N.B. Site denoted by red pin.

- 2.3.3 The 8km cycle catchment includes most of Salisbury and Wilton, Amesbury, and a number of villages in the Woodford Valley, the Winterbournes, and Porton.
- 2.3.4 Figure 2.3 below, shows a cycle map for the surrounding area taken from OpenStreetMap, showing local and national cycle ways in the area.

Figure 2.3 – Local Cycle Map



Source: OpenStreetMap. N.B. The Site is indicated by a blue star.

- 2.3.5 There are no existing cycle parking facilities at the Site.
- 2.3.6 The most direct route to the site from Salisbury and Amesbury is the A345.
- 2.3.7 Cyclists travelling from Salisbury to the site at High Post who prefer not to use the A345 can readily use the roads through the Woodford Valley – there is a designated cycle route between the city centre and Netton, part of National Route 45, which passes c.1 mile (1.7km) to the west of the site. The cycle route is on-road, using lightly-trafficked lanes on the east side of the River Avon.
- 2.3.8 Similarly, cyclists from Amesbury also have the choice of the A345 or the same designated cycle route (National Route 45) via the Woodford Valley to Netton.
- 2.3.9 From Netton, cyclists can make the connection between the National Route 45 and the Site by continuing to cycle on-road for c.1 mile. This connection is via lightly-trafficked lanes which are very much the same character as those used by National Route 45.
- 2.3.10 The proposal includes a new shared footway/cycleway through the Site, extending from the southwestern corner of the Site's frontage on the C292 through the Site to the proposed buildings.
- 2.3.11 For those who might consider the climb up from the valley to the Site (c.60m climb over c.1,100m) to be a barrier to cycling, electric bikes can help overcome this, which can be purchased tax-efficiently through the government's Cycle Scheme, and which can be stored and charged at the Site.
- 2.3.12 There is also a public bridleway / byway route from Amesbury which runs parallel to the A345 directly to High Post.

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 stops to the site are located on the A345 north and south of the High Post Crossroads, approximately 450m – 600m from the proposed Site access junction. Both the northbound and southbound stops have shelters with seating and timetables.
- 2.4.3 There are no footways between the Site and the existing bus stops.
- 2.4.4 The proposal includes a pair of new bus stops on the A345 adjacent to the proposed roundabout, with crossing points incorporated into the roundabout design, and with footway connections into the Site. These new stops will provide shelters, seating, and real time travel information, and it is anticipated that they will be served by the same buses as the existing stops at High Post.
- 2.4.5 The High Post bus stops are served by the X4, X5, and Activ8 buses, which provide a combined frequency of typically five buses per hour between Salisbury, Amesbury and beyond.
- 2.4.6 The journey time from Salisbury centre to High Post is c.13 minutes, and the new Long Henge residential development is only 2-3 minutes from High Post.
- 2.4.7 The journey time from Amesbury centre to High Post is c.10 minutes.
- 2.4.8 Table 2.1 below summarises the routes that serve the existing bus stops, showing that there are regular and frequent buses between the Site and the local area.

Table 2.1 – Bus Service Details

Service	Bus Stop	Route	Approximate Peak Frequency / Period		
			Monday - Friday	Saturday	Sunday
X4	Northbound / Southbound	Salisbury / Amesbury / Larkhill	Two per hour	Two per hour	One per hour
X5	Northbound / Southbound	Salisbury / Amesbury / Pewsey / Marlborough / Swindon	One per hour	One per hour	None
Activ8	Northbound / Southbound	Salisbury / Amesbury / Tidworth / Andover	Three per hour	Three per hour	Two per hour

- 2.4.9 Having regard to the proximity of the proposed new bus stops, the frequency of buses and the areas that the existing local buses serve, the Site will be accessible by public transport.

2.5 Access by Rail

- 2.5.1 Salisbury station is operated by South Western Railway, with frequent trains between Portsmouth and Cardiff, and London and Exeter.
- 2.5.2 The station is approximately 4.7km from High Post, via the A345. It is therefore feasible that some longer journeys to/from the proposed development can be made by train, with the connection between the station and the site being made by bike, taxi, bus, or car-share.

2.6 Vehicular Access

- 2.6.1 The proposed development will be accessed via a proposed new roundabout junction on the A345.
- 2.6.2 The A345 is single-carriageway and subject to the national speed limit of 60mph in the vicinity of High Post.
- 2.6.3 The A345 extends from Salisbury, north to Amesbury, Pewsey, and Marlborough.
- 2.6.4 The northernmost residential areas of Salisbury are approximately 2.5km south of the Site; Salisbury city centre is approximately six kilometres south, where the A345 connects to a number of strategic routes radiating from the city.
- 2.6.5 Amesbury is approximately five kilometres north of High Post; the A345 connects to the A303, part of National Highways' Strategic Road Network, approximately one kilometre northwest of Amesbury.
- 2.6.6 Figure 1.1, above, shows the proposal site in its local highway context.
- 2.6.7 Overall, the Site has a prominent location in relation to the local strategic road network from which it is readily accessible.

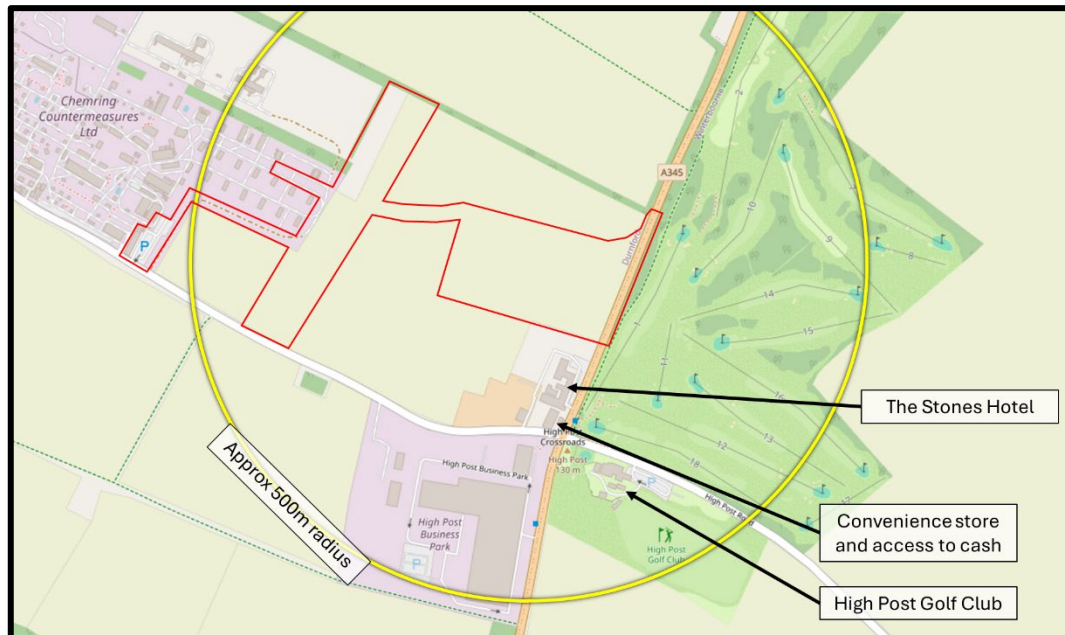
2.7 Accessible Amenities

- 2.7.1 As identified in Table 7.1 of the 'BREEAM New Construction UK Version 7.0 Technical Manual – SD6074', it is a requirement to identify key amenities within a radius of 500m of the Site, which are shown at Table 2.2 and Figure 2.4 below.

Table 2.2 – Accessible Amenities within 500m

Appropriate food outlet (i.e. groceries, convenience)	Spar Convenience Store at PFS	440m although not connected via a footway
Access to cash	ATM in Spar Convenience Store	440m although not connected via a footway
Access to an outdoor open space (public or private, suitably sized and accessible to building users)	On site amenity space	0m
Access to a recreation or leisure facility for fitness or sports	High Post Golf Club	500m although not connected via a footway
Publicly available postal facility	None within 500m walk	
Community facility	The Stones Hotel	400m although not connected via a footway
Over the counter services associated with a pharmacy	None within 500m walk	
Childcare facility or school	None within 500m walk	

Figure 2.4 – Accessible Amenities Plan



Source: Openstreetmap. Approximate Site boundary shown in red.

- 2.7.2 As part of the BREEAM assessment, it is necessary to also calculate the Public Transport Accessibility Index (PTAI) of the development site. The PTAI functions as an indicator for the accessibility and density of the public transport network relevant to the development site.
- 2.7.3 The PTAI should be calculated based on current information, and the distance to a compliant public transport node (bus stop) within 650m is measured via a safe pedestrian route. While the two bus stops at High Post are within 650m of the Site, there is no footway provision connecting them to the Site. On this basis, the Site currently has an AI of 0.
- 2.7.4 The proposal includes the provision of two new bus stops and pedestrian footways and crossings. With those in place the Site has a PTAI of 4.64 (between the range of 0 (worst) to 40 (best)).

2.8 Existing Highway Conditions

- 2.8.1 Traffic count surveys have been undertaken in November 2025, which have been used to inform the design of the Site access arrangements.
- 2.8.2 An Automatic Traffic Counter (ATC) was installed on the A345, located approximately 300m south of the High Post Signal Crossroads junction.
- 2.8.3 The ATC was operational for eighteen consecutive days between Thursday 13th November and Sunday 30th November inclusive, recording traffic flows, speeds, and vehicle classification throughout that time.

Traffic Flows

- 2.8.4 The ATC data identifies that the weekday AM peak hour on the A345 is 07:00-08:00 and the weekday PM peak hour is 16:00-17:00. A summary of the weekday peak hour average traffic flows and the average 24-hour daily total is shown in Table 2.3.

Table 2.3 – Summary of Weekday Peak Hour Vehicle Movements

Weekday Average		Northbound	Southbound	Two-Way
AM peak	0700-0800	591	559	1150
PM peak	1600-1700	592	598	1190
Daily	24hr	7476	7223	14699

Vehicle Classification

- 2.8.5 The data shows that during the weekday AM peak hour, 6% of the traffic on the A345 comprises heavy goods vehicles or buses. During the PM peak hour, heavy goods vehicle and buses account for 4% of the traffic.

Traffic Speeds

- 2.8.6 The ATC recorded average speeds as summarised in Table 2.4. This shows the mean average speeds and the 85th percentile average speeds, being the speed below which 85% of traffic travels (and which is exceeded by 15% of the traffic).
- 2.8.7 In the location of the ATC the traffic speeds were recorded generally within the speed limit.

Table 2.4 – Summary of Average Traffic Speeds

Average speeds (mph)	Mean Average	85 th Percentile
Northbound	43.2	50.0
Southbound	43.6	49.2

2.9 Road Safety Review

- 2.9.1 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.
- 2.9.2 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.

- 2.9.3 The official records of collisions on the roads local to the development site have been purchased from Wiltshire Council, covering the five years between 1st December 2020 and 3rd December 2025.
- 2.9.4 The details of the types, severity, and circumstances of the recorded incidents within the study area are provided in Appendix 2.
- 2.9.5 The records show that there has been a total of twelve collisions in the vicinity of High Post in the most recent five years; eleven were recorded as 'slight' injuries and one was recorded as a 'serious' injury. The details of these collisions are summarised below.
- 2.9.6 The 'serious' collision (reference 55023/22) occurred at High Post crossroads in dry daylight conditions, and involved a westbound car colliding with a northbound car which contravened a red light.
- 2.9.7 Only two of the collisions (02888/24 and C3598/22) occurred in wet conditions, both in the daylight. Reference 02888/24 involved rear-shunts between three vehicles heading northbound along the A345. Collision reference C3598/22 involved a vehicle travelling northbound taking evasive action to avoid rear shunting and in turn colliding with the front of a vehicle heading southbound.
- 2.9.8 One collision occurred in the dark (03546/21), in wet conditions, which involved three vehicles travelling southbound in the process of slowing down for traffic with vehicle one colliding into the rear of vehicle two causing vehicle two to be rear shunted into vehicle three. Collision reference F3700/24 occurred in dark, dry conditions with a vehicle heading westbound colliding with an eastbound vehicle.
- 2.9.9 The remaining seven 'slight' collisions occurred in dry, daylight conditions. One was attributed to cars proceeding through red lights at the crossroad (82227/21), two were attributed to a rear-shunt at traffic signals (A2637/21 and 64743/25), one involved a southbound car turning west into the path of a northbound car (251631233). Collision reference (67009/24) occurred due to a motorcycle losing control during an overtake manoeuvre, A3727/22 involved a vehicle turning left from C292 colliding with a northbound vehicle, and 39444/24 occurred as a vehicle heading southbound hit a pothole.

2.9.10 The collision record indicates that that there does not appear to be any particular pattern or consistent causal factor.

2.10 Section Conclusion

2.10.1 There are no travel patterns associated with existing building users as there is no existing building.

2.10.2 Frequent buses from Salisbury, Amesbury, and beyond, call at the nearby High Post bus stops, and it is anticipated that the same buses will call at the proposed new bus stops adjacent to the proposed Site access.

2.10.3 The proposed new footways and crossings will provide a pedestrian route between the Site, and the bus stops.

2.10.4 There are therefore opportunities for future employees to travel to the Site by bus or car-sharing and to walk the last stage of the journey.

2.10.5 The Site is within cycling distance of Salisbury and Wilton, Amesbury, and a number of villages in the Woodford Valley, the Winterbournes, and Porton.

2.10.6 There are viable route options for cyclists to ride between the Site and Salisbury/Amesbury without using the A345.

2.10.7 Salisbury rail station is also within cycling distance of the Site; some longer journeys to/from the proposed development can be made by train, with the connection between the station and the Site being made by bike, taxi, bus, or car-share.

2.10.8 The Site has a prominent location in relation to the local road network.

2.10.9 Overall, the Site has a good level of accessibility by all relevant transport modes, and importantly, the proposed development is accessible by non-car travel modes, thereby satisfying Wiltshire Core Policy 60 *Sustainable Transport*.

2.10.10 The recent local road safety records demonstrate that there is not any particular pattern or consistent causal factor of collisions on the local roads.

3.0 PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 The development proposals are shown on the plan provided at Appendix 1.

The proposal is for the erection of a building amounting to 6,968 sqm GIA (Use Classes E(g), B2 and B8) with associated facilities, access with security, parking, a new roundabout junction on the A345 with footways and bus stops, and a new access road serving the proposed new development and serving as a replacement access for the adjoining Chemring Countermeasures site.

3.2 Proposed Site Access Arrangements

3.2.1 The Site will be accessed via a proposed new access road connecting to the A345 via a proposed roundabout junction, incorporating a shared-use pedestrian/cycle route and new bus stops on the A345.

3.2.2 The existing access to Chemring Countermeasures on the C292 will be closed and replaced by the new access road which will extend west from the A345 into the Chemring Countermeasures site via a proposed replacement entrance with security gates and parking/waiting facilities.

3.2.3 The design process has considered alternative options for the form of the site access junction on the A345.

3.2.4 The first option that was considered was a simple T-junction. The Department for Transport's Design Manual for Roads and Bridges (DMRB) document 'CD123 Geometric design of at-grade priority and signal-controlled junctions' advises that simple T-junctions are suitable where the average total daily traffic flows (two-way) on the minor arm are fewer than 300 vehicles and on the major road are fewer than 13,000 vehicles. Given the recorded flows on the A345 of c.14,700, and that the daily traffic flows on the site access road are anticipated to be more than 300 vehicles, this junction form is not considered to be appropriate.

3.2.5 The next consideration was a T-junction with a ghost island right-turn lane, which is shown by CD123 to be an appropriate form for the anticipated traffic flows. However, the requirements for the design of such a junction in terms of width of lanes, length and gradient of tapering, visibility splays and length of storage capacity within the right-turn lane, is such that a fully compliant junction design is not feasible within the available land.

3.2.6 The other consideration was a signal-controlled junction. While this form of junction would potentially have a smaller footprint than the proposed roundabout junction, it was dismissed for two reasons; it would be located only a short distance from the existing signal-controlled High Post junction and there is a potential for the associated traffic queues to interact with one another, and also an additional set of traffic signals on the A345 would add to driver-delay and inconvenience on this strategic route.

3.2.7 The proposed roundabout junction design has been progressed because it can be constructed compliant with standards within the available land, it will operate well within capacity with minimal queuing and delay (details of the capacity assessment are provided later in this report), it can readily accommodate new bus laybys and pedestrian crossing points with refuge islands, and there is a precedent of new roundabout junctions having been constructed on the A345 (for example at Longhedge and the Portway Park and Ride).

Vehicle Access

- 3.2.8 The Site will be accessed by all vehicles from the proposed new roundabout junction on the A345, approximately 300m north of the High Post Crossroads.
- 3.2.9 The roundabout has been designed in accordance with the DMRB document CD116 'Geometric design of roundabouts', based on the posted speed limit of 60mph.
- 3.2.10 The site access road is 7.3m wide and extends west from the proposed roundabout.
- 3.2.11 The proposed new building on the Site will be accessed via a simple T-Junction located on the south side of the access road approximately 110m west of the proposed A345 roundabout. The proposed junction provides visibility splays of 43m in both directions, in accordance with the Manual for Streets (MfS) Stopping Sight Distance for the 30 mph design speed of the access road.
- 3.2.12 Beyond the proposed new building plot, the access road extends west through the Site to create a new entrance into the Chemring Countermeasures site, via a security gate at the boundary. A visitor parking/waiting area and HGV layby are proposed adjacent to the security gate.
- 3.2.13 The proposed access arrangements and swept path tracking of the proposed layout are shown in Appendix 1.

Non-Car Access

- 3.2.14 The proposal includes a 3.0m wide shared pedestrian/cycle route along the proposed access road, and pedestrian routes to both the proposed new building and to Chemring Countermeasures.
- 3.2.15 The pedestrian route extends to the A345 and the proposed pair of bus stops, including crossing facilities, thereby providing a pedestrian route to the both the northbound and southbound bus stops.
- 3.2.16 A 3.0m wide shared pedestrian/cycle route is proposed through the Site to its boundary with the C292, thereby providing a route for cyclists from Salisbury and Amesbury to access the proposed development via the designated cycle route 45 and the lightly-trafficked C292.

Inclusive Design

- 3.2.17 The proposed development has been designed to be accessible by all people, including those with disabilities and accessibility requirements.
- 3.2.18 The building accesses and internal pedestrian routes will waymarked, legible, and level, crossings will have dropped kerbs and tactile paving, and the proposed new bus stops will be raised to provide a level access to/from the buses.

Deliveries / Servicing

- 3.2.19 Delivery and service vehicles will access the proposed development via the proposed new access junction described above.
- 3.2.20 The proposed Site layout and access junctions have been tested with the swept path tracking of the largest vehicle that are anticipated to visit the Site, being a 16.5m articulated truck albeit this vehicle is not anticipated to regularly visit. Drawings of the swept path assessment are provided at Appendix 3.

- 3.2.21 The track plots show that the route through the Site is suitable and that the largest service vehicles will be able to manoeuvre within the Site, enabling them to arrive and depart in forward gear.

3.3 Road Safety Audit

- 3.3.1 The proposed design of the Site access roundabout junction will be subject to a Stage 1 Road Safety Audit (RSA) to be agreed with the LHA, undertaken by an independent, qualified Road Safety Auditor.

3.4 Car and Cycle Parking

Car Parking

- 3.4.1 The proposed development provides a total of 235 car parking spaces, as follows:
- Five visitor parking spaces of which one is designed to accessible dimensions and two electric vehicle charging bays.
 - 180 staff car parking spaces of which 11 are accessible spaces and 40 electric vehicle charging bays.
 - 50 overflow staff car parking spaces.
 - 28 secure sheltered cycle spaces in the form of 14 Sheffield stands, of which 6 spaces provided with electric charging facilities.
- 3.4.2 This is in accordance with the adopted local standards.

Disabled Parking

- 3.4.3 There is a total of 12 parking spaces for disabled users, equating to 5% of the total 235 car parking spaces.

Electric Vehicle Parking

- 3.4.4 A total of 42 EV parking spaces are provided within the Site.

Cycle Parking

- 3.4.5 The proposed development provides a total of 28 cycle parking spaces in the form of sheltered Sheffield stands, therefore according with local standards.

3.5 Section Conclusion

- 3.5.1 The proposed site access junction has been designed in accordance with the relevant DMRB/MfS standards, and will be subject to a Stage 1 Road Safety Audit (RSA).
- 3.5.2 Pedestrian and cycle movements are accommodated within the internal layout.
- 3.5.3 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.
- 3.5.4 The proposed on-site parking is provided in accordance with the local parking standards.
- 3.5.5 The proposed cycle parking includes electric charging facilities.

-
- 3.5.6 The proposal therefore accords with Core Policies 60, 61, 62 of the adopted local plan and with paragraphs 109, 112 and 113 of the NPPF. This includes complying with the vision of the proposed development.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

4.1.1 This section of the report provides details of the traffic data used for the assessment of the proposed development traffic effect. The assessment considers the effect of the proposed development traffic on the following junctions:

- 1) Proposed new Site Access / A345 roundabout.
- 2) High Post Crossroads signal-controlled junction.

4.1.2 The assessment will be based on a future assessment year of 2031, being five years after the year of planning application submission.

4.2 Existing Traffic Flows

4.2.1 Vehicle turning-count surveys were undertaken at the High Post Crossroad and at the existing access to Chemring Countermeasures on Thursday 13th November 2025. The survey date can therefore be considered to be a 'neutral' time of year.

4.2.2 The turning-count surveys recorded the vehicle movements at the junctions between the hours of 07:00-10:00 and 16:00-19:00 in order to capture the AM and PM peak periods.

4.2.3 The turning-count surveys recorded the weekday AM peak hour as 07:15-08:15, and the weekday PM peak hour as 16:15-17:15.

4.2.4 By way of validating the turning-count survey data, the recorded AM and PM peak-hour vehicle movements on the A345 southern arm of the crossroad have been compared to the average weekday ATC data from this road (summarised in section 2.8) for the same time period. The comparison is shown in Table 4.1.

4.2.5 The Institute of Environmental Assessment (IEMA) "Guidelines for the Environmental Assessment of Road Traffic" states at paragraph 3.16 that 'the day-to-day variation of traffic on a road is frequently at least some + or – 10%'.

4.2.6 Table 4.1 shows that the turning-count survey was undertaken on a day when both the AM and PM peak-hour traffic flow on the A345 (S) were slightly higher than the average weekday peak traffic flows for the survey period; both the AM and PM peak traffic flows were 5% higher than the surveyed average. This is less than the typical daily fluctuation in traffic flows cited in the IEMA guidance.

4.2.7 As such, it is demonstrated that the turning count surveys were undertaken on a day with typical traffic flows for that week, and the data is therefore considered suitable to use in a comparative assessment of junction operation.

Table 4.1 – Comparison of Turning-Count data with ATC data

		Northbound	Southbound	Two-Way
0715-0815	Turning Count Survey	664	623	1287
	ATC weekday average	618	604	1222
	Two-Way % Difference	5%		
1615-1715	Turning Count Survey	687	576	1263
	ATC weekday average	618	583	1201
	Two-Way % Difference	5%		

4.2.8 Schematic diagrams showing the local road network, study junctions, and the observed baseline weekday AM and PM peak-hour traffic flows, are provided at Appendix 4.

4.3 Assessment Year Traffic Flows

4.3.1 The assessment will be based on a future assessment year of 2031 (Application year + 5 years). Growth factors have been applied to the surveyed traffic flows (shown graphically at Appendix 5 to represent the future year to account for projected economic growth and local development forecasts.

4.3.2 The growth factors for the period 2025 to 2031 have been derived from the TEMPRO database version 8.1, adjusting the output for car drivers for the geographical area of "Wiltshire" (with area type "All" and road type "All"). The resultant growth factors are summarised below at Table 4.2.

Table 4.2 – TEMPRO Growth Rates

Peak Period	2025 to 2031
	Resultant Growth
AM	1.0576
PM	1.0582

4.3.3 The TEMPRO growth factors have been applied to the surveyed flows to produce the forecast 2031 base traffic flows. These are shown on schematic diagrams provided at Appendix 5.

4.4 Committed Development

4.4.1 Local committed developments (developments with planning permission but not yet constructed or occupied) will have a future traffic impact on the local highway network, but the traffic will not have been picked up in the baseline traffic surveys.

4.4.2 The TEMPRO growth factors account for local development forecasts, in particular the traffic associated with developments that are identified in Local Plans.

4.4.3 One specific committed development which should be included in this assessment is the approved employment development on land adjacent to the Wiltshire Council Salt Depot site on the C292.

4.4.4 Planning application 19-09327-FUL was approved in January 2020, which allowed the "erection of two new factory facilities and associated access road, parking, service yard and refuse storage areas, for Naish Felts Ltd and Wallgate Washrooms Ltd".

- 4.4.5 The planning application included a staff travel survey which identified that a total of 60 staff cars would travel to and from the development, of which 13 would travel via Middle Woodford.
- 4.4.6 For the purposes of this assessment, it has been assumed that all 60 cars would arrive at the site during the AM peak hour, and all 60 would depart during the PM peak hour, which is likely a robust assumption.
- 4.4.7 It is assumed that the 13 cars which travel through Middle Woodford will all travel through Netton junction; and that they are split equally north and south on Woodford Road at the Upper Woodford Junction.
- 4.4.8 It is assumed that the remaining 47 cars travel via the A345 High Post crossroad, split north and south pro rata with the recorded traffic flows on the A345.
- 4.4.9 The committed development traffic flows have been mapped on to the local road network, and subsequently added to the 2031 traffic flows to produce the flows for the scenario '2031 + Committed Development Traffic', shown at Appendix 6.

Apsley Precision Engineering

- 4.4.10 A planning application was refused by Wiltshire Council in 2025 for a proposed new premises (comprising Use Classes E(g), B2 (general industrial), B8 (storage and distribution)) for Apsley Precision Engineering on a site immediately west of the High Post Business Park and the Council's salt depot on the C292.
- 4.4.11 The applicant has submitted an appeal against the refusal, so although this is not a committed development, it is given consideration herein.
- 4.4.12 The Transport Statement for the Apsley Precision Engineering application sets out that the anticipated growth of the business following its relocation to the proposed new premises would result in an additional 15 vehicle movements during each of the peak hours. This is a robust assumption on the basis that all staff would travel during the peak hours, whereas the business operates on shift patterns so its staff typically travel to/from work at times outside the peaks.

4.5 Proposed Development Trip Attraction

- 4.5.1 The industry-standard TRICS database (version 8.25.12) has been used to identify the average trip generation of developments with comparable characteristics to the proposed development.
- 4.5.2 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.
- 4.5.3 Following the TRICS best practice guidance, the database has been filtered using the criteria set out in Table 4.3 to obtain a dataset of comparable development sites.

Table 4.3 – TRICS Database Key Selection Criteria

TRICS version 8.25.12			
Land use and trip rate selection			
Select Land Use By:	Full list Of Active Main/Sub Land Uses		
Main Land Use:	02 - EMPLOYMENT		
Sub Land Use:	A - OFFICE	C – INDUSTRIAL UNIT	F – WAREHOUSING (COMMERICAL)
Calculation Options:	Total Vehicles		
Regions:	All England excluding Greater London		
Primary filtering			
Trip Rate Parameters:	Gross Floor Area		
Range:	2,000-10,000 sqm	600-7000 sqm	190-9000 sqm
Selected Dates:	01/01/10 – 05/06/25	01/01/10 – 03/06/25	01/01/10 – 24/06/25
Week days to include:	Weekdays		
Location Types to include:	Edge of Town, Free Standing		
Secondary filtering			
Population < 1 Mile:	<15,000		
Population < 5 Miles:	<75,000		

- 4.5.4 As the Site is located in a geographically more remote location than some of the TRICS sites in the resultant datasets, it is possible that the proposed development might have a higher vehicle trip attraction than suggested by the TRICS data.
- 4.5.5 In the interests of using a robust set of trip rates in this assessment, the proposed development trip rates for each of the proposed uses/categories within the Site have been derived by calculating the average of the three highest trip-rate sites in each dataset.
- 4.5.6 The full TRICS outputs are provided at Appendix 7; summaries of the resultant vehicular trip rates (per 100sqm) during the weekday AM and PM peak hours are set out at Table 4.4 alongside the equivalent vehicle trip numbers for the proposed development.

Table 4.4 – TRICS Vehicle Trip Rate Data

Peak	Average Vehicle Trip Rates (per 100sqm)			Vehicle Trip Attraction		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Offices (4,645sqm)						
Weekday 07:15-08:15	0.558	0.097	0.655	26	5	30
Weekday 16:15-17:15	0.199	1.021	1.220	9	47	57
Warehouse / Assembly (232sqm)						
Weekday 07:15-08:15	0.323	0.207	0.530	1	0	1
Weekday 16:15-17:15	0.270	0.275	0.545	1	1	1
Industrial Unit (2,090sqm)						
Weekday 07:15-08:15	0.442	0.138	0.580	9	3	12
Weekday 16:15-17:15	0.106	0.523	0.628	2	11	13
<u>Combined Total Development Vehicle Trips</u>						
Weekday 07:15-08:15				36	8	43
Weekday 16:15-17:15				12	59	71

N.B. Some of the figures include mathematical rounding.

- 4.5.7 As illustrated in Table 4.4 above, based on TRICS data (average of the three highest trip rates for each category) the proposed development is expected to generate 43 vehicle trips in AM peak hour and 71 trips in the PM peak hour respectively.

4.6 Proposed Development Trip Distribution

Proposed Development Traffic

- 4.6.1 The proposed development trip distribution on the local road network is assumed to follow the same pattern as the existing background traffic using November 2025 survey data. In other words, the turning proportions north/south at the proposed A345 roundabout are assumed to be pro-rata with the recorded traffic flows on the A345. Similarly at the High Post Crossroads, the development traffic is assumed to be pro-rata with the observed turning proportions.
- 4.6.2 As noted earlier in this report, the applicant is aware of the sensitivity of potential traffic impacts on the Woodford Valley west of the Site, and will take active measures to prevent development traffic travelling to/from the west, such as signage at the access junction and via the Site's Travel Plan(s).
- 4.6.3 The assumed distribution of development traffic at the High Post Crossroads, based on observed traffic flows, is summarised in Table 4.5.

Table 4.5 – Development Traffic Distribution at High Post Crossroad

	Observed Traffic Flows		
Peak	A345 North	A345 South	Winterbourne East
AM Arrivals	59%	34%	7%
AM Departures	56%	17%	27%
PM Arrivals	46%	17%	38%
PM Departures	60%	11%	30%

N.B. Some of the figures include mathematical rounding.

- 4.6.4 The resultant development traffic movements on the local road network are shown on diagrams at Appendix 8.

Rerouted Chemring Countermeasures Traffic

- 4.6.5 The existing access to the Chemring Countermeasures site will be closed, and its traffic will be rerouted via the proposed roundabout junction on the A345.
- 4.6.6 The November 2025 traffic surveys recorded the vehicle movements at the Chemring Countermeasures access on the C292, and the rerouting of these vehicle movements during the weekday AM and PM peak hours has been mapped on to the local road network, shown at Appendix 9.

4.7 Development Traffic Effect

- 4.7.1 The distribution of the combined traffic of the proposed development and the rerouted Chemring Countermeasures traffic is shown on diagrams at Appendix 10.
- 4.7.2 This shows that the overall net effect of the proposed development is that there will be 13 fewer vehicle movements through the High Post Crossroad junction in the AM peak hour, and only six additional vehicle movements through the junction during the PM peak hour.
- 4.7.3 The combined proposed development traffic has been added to the '2031 + Committed Development' traffic to produce the scenario '2031 + Committed + Proposed'. This is shown on diagrams at Appendix 11.
- 4.7.4 Table 4.6 shows the total numbers of vehicles through the A345 High Post Crossroad in these scenarios, demonstrating the net change in vehicle numbers at this junction.

Table 4.6 – Proposed Development Traffic Effect at High Post Crossroad

Scenario		A345 High Post Crossroad
2031 + Committed Development	AM	1600
	PM	1631
2031 + Committed Development + Proposed Development	AM	1586
	PM	1637
Net Traffic Effect	AM	-13
	PM	6

Consideration of Apsley Precision Engineering Proposed New Premises

- 4.7.5 As noted earlier in this section, if the Apsley Precision Engineering proposal is allowed at appeal, it is anticipated to result in 15 additional vehicle movements at the High Post Crossroad during the peak hours. When combined with the proposed development traffic effect, the result would be an additional two vehicle movements in the AM peak hour and 21 additional vehicles movements in the PM peak hour.

4.8 Multimodal Trip Assessment

- 4.8.1 The TRICS database has been used to identify the multimodal trip attraction of the proposed development, following the same principles as for the vehicle trip assessment above.
- 4.8.2 The resultant average numbers of trips by various travel modes associated with each of the categories within the proposed development are set out in the tables below.

Table 4.7 – TRICS Multi-Modal Trip Rate Data – Office (4,645 sqm)

Mode	07:15 – 08:15			16:15 – 17:15		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Cyclists	2	0	2	1	5	5
Vehicle Occupants	26	2	28	15	49	64
Pedestrians	13	2	15	6	23	28
Public Transport Users	27	0	27	1	30	31
Total People	68	5	72	22	106	128

Table 4.8 – TRICS Multi-Modal Trip Rate Data – Warehouse (232 sqm)

Mode	07:15 – 08:15			16:15 – 17:15		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Cyclists	0	0	0	0	1	1
Vehicle Occupants	16	13	29	12	19	31
Pedestrians	1	0	1	1	1	1
Public Transport Users	0	0	0	0	0	0
Total People	17	13	30	12	20	33

Table 4.9 – TRICS Multi-Modal Trip Rate Data – Industrial Unit (2,090 sqm)

Mode	07:15 – 08:15			16:15 – 17:15		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Cyclists	1	0	1	0	1	1
Vehicle Occupants	38	5	43	5	28	33
Pedestrians	3	0	3	1	3	4
Public Transport Users	0	0	0	0	0	0
Total People	41	5	46	6	32	38

Table 4.10 – TRICS Multi-Modal Trip Rate Data – Total Development

Mode	07:15 – 08:15			16:15 – 17:15		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Cyclists	3	0	3	1	6	7
Vehicle Occupants	79	20	100	32	96	128
Pedestrians	16	3	18	7	26	33
Public Transport Users	27	0	27	1	30	31
Total People	126	23	149	40	158	199

4.9 Section Conclusions

- 4.9.1 The traffic assessment is based on traffic survey data recorded during a neutral period, on a day which is shown to have had typical traffic flows.
- 4.9.2 The 2031 assessment year base traffic has been derived from the survey data, using TEMPRO growth forecasts plus robust assumptions of the traffic from the adjacent committed development.
- 4.9.3 The industry-standard TRICS database has been used to identify the average vehicle trip rates for the proposed development, taking the robust approach of calculating the average trip rates from the three highest trip-rates within the TRICS datasets.

-
- 4.9.4 The TRICS data shows that the proposed development could attract an average of 43 vehicle movements in the weekday AM peak hour, and 71 vehicle movements in the weekday PM peak hour.
 - 4.9.5 The distribution of the proposed development traffic on the local road network is based on the reasonable assumption that it will be pro-rata with the observed traffic flows.
 - 4.9.6 The assessment includes the rerouting of the existing Chemring Countermeasures traffic via the proposed new access road.
 - 4.9.7 The traffic assessment shows that the overall effect of the proposed development, comprising new traffic to/from the proposed new building and the rerouting of the existing Chemring Countermeasures traffic, is a net reduction of 13 vehicle movements through the High Post Crossroad junction in the AM peak hour and a net increase of only six vehicle movements through the junction during the PM peak hour.

5.0 JUNCTION CAPACITY ASSESSMENT

5.1 Introduction

- 5.1.1 The traffic assessment in Section 4.0 identifies the net traffic effect of the proposed development on the local road network and junctions.
- 5.1.2 At the High Post Crossroad junction there is shown to be a net reduction of 13 vehicle movements in the AM peak hour a net increase of only six vehicle movements through the junction during the PM peak hour.
- 5.1.3 This scale of traffic effect does not warrant further assessment of the High Post Crossroad junction in terms of its capacity and operation.
- 5.1.4 This section of the TA sets out the junction capacity assessment of the proposed new roundabout junction on the A345.

5.2 Computer Modelling Software

- 5.2.1 The ARCADY9 computer program is an industry standard computer package for modelling the operation of roundabouts. ARCADY uses the geometry of the junction combined with traffic flow information to predict capacity. The software provides a number of results in its output, the most meaningful of which is the Ratio of Flow to Capacity (RFC), where an RFC of 1.00 on any approach to the junction reflects a traffic demand equal to the theoretical capacity of that approach.
- 5.2.2 ARCADY is typically operated using 'One Hour' mode which estimates the traffic profile for an hour-long period based a bell-shaped curve with a 15-minute 'Warm Up' period before, and a 15-minute 'Cool Down' period either side of the 60-minute peak-hour. This simulates the robust scenario of a peak within the peak hour.

5.3 Capacity Analysis

Proposed A345 Roundabout

- 5.3.1 The ARCADY9 computer program has been used to assess the operation of the proposed site access junction, based on the proposed junction geometry.
- 5.3.2 The operation of the junction has been assessed for the '2031 base traffic + Committed Development + Proposed Development (Weekday AM / PM Peaks).
- 5.3.3 The summary results of the ARCADY tests are set out at Table 5.1; the ARCADY output report is provided at Appendix 12.

Table 5.1 – ARCADY Summary – Proposed A345 Roundabout

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2031 + Committed Development + Proposed Development						
1 - A345 - North	1.0	4.20	0.50	0.7	3.55	0.40
2 - A345 - South	0.8	3.52	0.45	0.9	3.45	0.47
3 - Access road	0.0	2.72	0.02	0.1	3.20	0.12

- 5.3.4 The assessment indicates that the proposed roundabout will operate well within capacity, with a maximum RFC of 0.45 during the weekday AM peak hour, and 0.47 during the weekday PM peak hour.

5.4 Effect on Road Safety

- 5.4.1 Section 2.9 reviews the collision records from the most recent five years available. It concludes that there does not appear to be any particular pattern of collisions.
- 5.4.2 The capacity assessment of the proposed site access / A345 roundabout shows that the junction will operate well within capacity in the 2031 'with development' scenario.
- 5.4.3 The traffic analysis shows that the proposed development will result in a net reduction in total traffic movements through the High Post Crossroad junction, notably with fewer vehicles turning to/from the C292 as a result of the rerouting of the Chemring Countermeasures traffic.
- 5.4.4 Therefore, the proposed development is not likely to materially worsen the occurrence or materially affect the pattern of collisions at the A345 High Post crossroad.
- 5.4.5 There is expected to be a negligible development traffic effect at the two study junctions in the Woodford Valley, but even if a small number of development-related vehicles travel through these junctions, contrary to the measures that the developer will put in place to prevent it happening, there will be a negligible effect on road safety.

5.5 Section Conclusions

- 5.5.1 The capacity assessment shows that the proposed A345 Roundabout will operate within capacity during both peak periods.
- 5.5.2 The proposed development traffic is not likely to materially worsen the occurrence or materially affect the pattern of collisions in the vicinity of the A345 High Post Crossroad.
- 5.5.3 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 the proposal satisfies Local Plan policies CP60, CP61, and CP62.
- 5.5.4 The proposed development also complies with the NPPF vision led approach.
- 5.5.5 Overall therefore, the traffic effect of the proposed development is acceptable.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

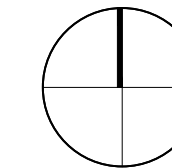
- 6.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Hibberd Development in relation to a proposed light industrial development at High Post, near Salisbury, Wiltshire.
- 6.1.2 The proposal comprises of the erection of a building amounting to 6,968 sqm GIA (Use Classes E(g), B2 and B8) with associated facilities, access with security, parking, a new roundabout junction on the A345 with footways, crossings, and bus stops, and a new access road serving the proposed new development and serving as a replacement access for the adjoining Chemring Countermeasures site.
- 6.1.3 Frequent buses from Salisbury, Amesbury, and beyond, call at the nearby High Post bus stops, and it is anticipated that the same buses will call at the proposed new bus stops adjacent to the proposed Site access.
- 6.1.4 The proposed new footways and crossings will provide a pedestrian route between the Site, and the bus stops.
- 6.1.5 There are therefore opportunities for future employees to travel to the Site by bus or car-sharing and to walk the last stage of the journey.
- 6.1.6 The Site is within cycling distance of Salisbury and Wilton, Amesbury, and a number of villages in the Woodford Valley, the Winterbournes, and Porton.
- 6.1.7 There are viable route options for cyclists to ride between the Site and Salisbury/Amesbury without using the A345.
- 6.1.8 Salisbury rail station is also within cycling distance of the Site; some longer journeys to/from the proposed development can be made by train, with the connection between the station and the Site being made by bike, taxi, bus, or car-share.
- 6.1.9 The Site has a prominent location in relation to the local road network.
- 6.1.10 Overall, the Site has a good level of accessibility by all relevant transport modes, in line with the development's vision and Wiltshire Core Policy 60 *Sustainable Transport*.
- 6.1.11 The recent local road safety records demonstrate that there is not any particular pattern or consistent causal factor of collisions on the local roads.
- 6.1.12 The proposed Site access junction has been designed in accordance with the DMRB standards for the observed traffic speeds, and will be subject to a Stage 1 Road Safety Audit (RSA).
- 6.1.13 Pedestrian and cycle movements are accommodated within the internal site layout.
- 6.1.14 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.
- 6.1.15 The proposed on-site parking is provided in accordance with the local parking standards.
- 6.1.16 The traffic assessment is based on traffic survey data recorded during a neutral period, on a day which is shown to have had typical traffic flows.
- 6.1.17 The 2031 assessment year base traffic has been derived from the survey data, using TEMPRO growth forecasts plus robust assumptions of the traffic from the adjacent committed development.

- 6.1.18 The industry-standard TRICS database has been used to identify the average vehicle trip rates for the proposed development, taking the robust approach of calculating the average trip rates from the three highest trip-rates within the TRICS datasets.
- 6.1.19 The TRICS data shows that the proposed development could attract an average of 43 vehicle movements in the weekday AM peak hour, and 71 vehicle movements in the weekday PM peak hour.
- 6.1.20 The distribution of the proposed development traffic on the local road network is based on the reasonable assumption that it will be pro-rata with the observed traffic flows.
- 6.1.21 The assessment includes the rerouting of the existing Chemring Countermeasures traffic via the proposed new access road.
- 6.1.22 The traffic assessment shows that the overall effect of the proposed development, comprising new traffic to/from the proposed new building and the rerouting of the existing Chemring Countermeasures traffic, is a net reduction of 13 vehicle movements through the High Post Crossroad junction in the AM peak hour and a net increase of only six vehicle movements through the junction during the PM peak hour.
- 6.1.23 The capacity assessment shows that the proposed A345 Roundabout will operate within capacity during both peak periods.
- 6.1.24 The proposed development traffic is not likely to materially worsen the occurrence or materially affect the pattern of collisions in the vicinity of the A345 High Post Crossroad.

6.2 Conclusions

- 6.2.1 The proposal is shown to accord with the Core Policies of the adopted local plan and with Paragraphs 115 and 117 of the NPPF.
- 6.2.2 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). The proposals are also in line with the development's vision.
- 6.2.3 The proposed development is shown to satisfy Wiltshire Core Policies 60, 61, and 62, and there are therefore no highways and transport reasons to refuse this planning application.

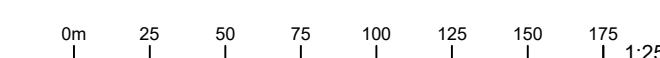
APPENDIX 1 – PROPOSED SITE LAYOUT



All details shown on this drawing are based upon typical site conditions related to the area. No responsibility can be accepted for abnormal conditions unless reported to the Architects, so that design amendments may be considered.

ORIGINAL DRAWING SIZE : A1

Scale Reference



Application Boundary

Other land in control of the applicant

Project Spitfire
Salisbury

Callen-Lenz

Chemring
Innovating to protect

CSA Architects
RIBA Chartered Practice

Tel 01872 265 310
www.csa-architects.co.uk
info@csa-architects.co.uk
St Piran House, Heron Way
Newham, Truro, Cornwall, TR1 2XN



Client:

SPITFIRE ENTERPRISES LTD

Job Description / Location

PROPOSED DEVELOPMENT ADJACENT
TO HIGH POST BUSINESS PARK

SALISBURY, WILTSHIRE SP4 6AT

Drawing Title

PROPOSED

MASTERPLAN OVERVIEW

Date	Scale	Drawn By	Checked
FEB 26	1:2500	SK	
Job. No.	Drawing No.	Revision	
3553	005	D	

PLANNING

Arable Field

Arable Field

The Stones Hotel

This drawing is copyright and may not be altered, traced, copied, photographed or used for any purpose other than that for which it is issued without written permission from CSA Architects.

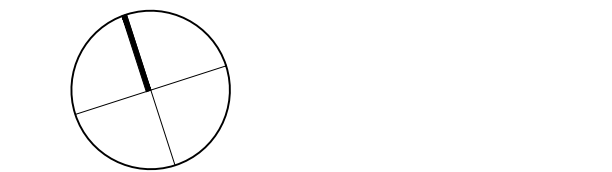
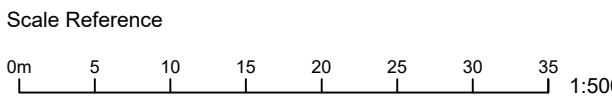
Contractors are not to scale from this drawing, but to check all dimensions on site prior to the commencement of work.

Any discrepancies should be reported to the Architect.

All details shown on this drawing are based upon typical site conditions related to the area. No responsibility can be accepted for abnormal conditions unless reported to the Architects, so that design amendments may be considered.

Notes / Revisions			
REV	DATE	NOTES	BY
C	23.02.26	Minor tweaks to earth bunding.	SK
B	23.02.26	Sheeting adjusted. Schedule update.	SK
A	18.02.26	Parking bays, cycle spaces, EV etc	SK
-	09.02.26	Initial Issue to Design Team	SK

ORIGINAL DRAWING SIZE : A1



Drawing Key

Application boundary

Plot boundary

Schedule of Accommodation

CALLEN LENZ - Main Building			
Gross Internal Area - GIA	m ²	ft ²	
OFFICE GF	2323	25,000	
OFFICE FF	2323	25,000	
2 STOREY OFFICE TOTAL	4645	50,000	
R&D / ASSEMBLY OFFICE GF	2090	22,500	
ASSEMBLY WAREHOUSE GF	232	2,500	
ASSEMBLY / R&D TOTAL	2323	25,000	
TOTAL - GIA	6,968	75,000	
TOTAL - GEA	4,785	51,506	

CALLEN LENZ - Entry Pavilion			
Gross Internal Area - GIA	m ²	ft ²	
SECURITY OFFICE GF	175	1,884	

Car parking	No.
Visitor Car spaces (of which accessible) [of which EV charging]	5 (1) [2]
Staff Car spaces (of which accessible) [of which EV charging]	180 (11) [40]
Overflow car spaces	50
TOTAL	235

Cycle spaces	No.
[of which with electric charging facility]	28 [6]

Project Spitfire
Salisbury

Callen-Lenz Chemring
Innovating to protect

CSA Architects
RIBA Chartered Practice

Tel 01872 265 310
www.csa-architects.co.uk
info@csa-architects.co.uk
St Piran House, Heron Way
Newham, Truro, Cornwall, TR1 2XN

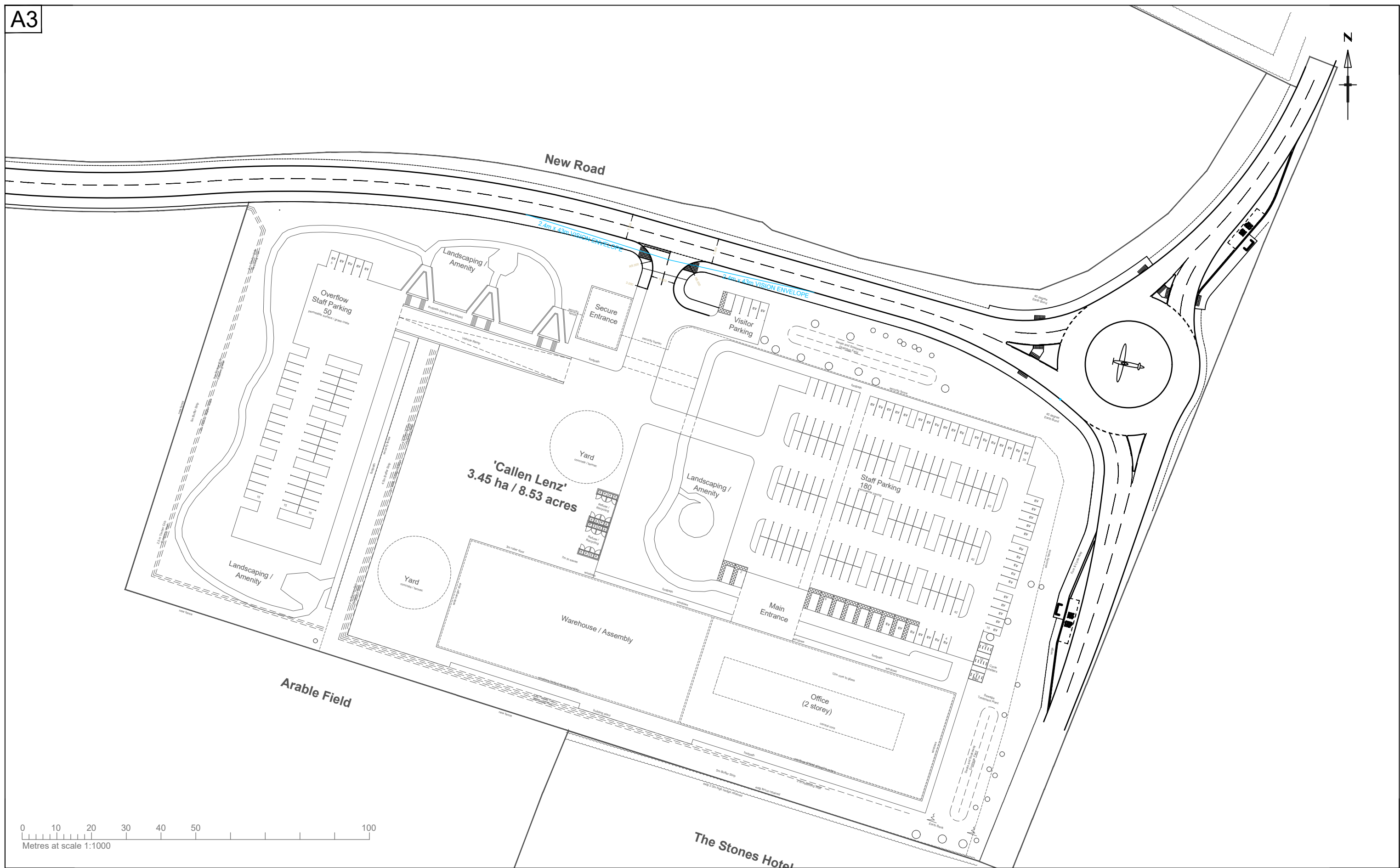
RIBA

Client
SPITFIRE ENTERPRISES LTD

Job Description / Location
PROPOSED DEVELOPMENT ADJACENT TO HIGH POST BUSINESS PARK

SALISBURY, WILTSHIRE SP4 6AT

Drawing Title
**PROPOSED SITE PLAN
AREA A
'CALLEN LENZ'**



Reproduced from Ordnance Survey material by permission of Ordnance Survey on behalf of the Controller of His Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Connect Consultants Ltd Licence number: 100022432

connect
CONSULTANTS

78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG
Tel: 01454 320 220 Web: www.connect-consultants.com
Fax: 01454 320 099 Email: bristol@connect-consultants.com



client
HIBBERD DEVELOPMENT LIMITED

project
HIGH POST
PROJECT SPITFIRE
NORTH FIELD

title
PROPOSED SITE ACCESS

date
MARCH 2026

drawn by
T.A.S

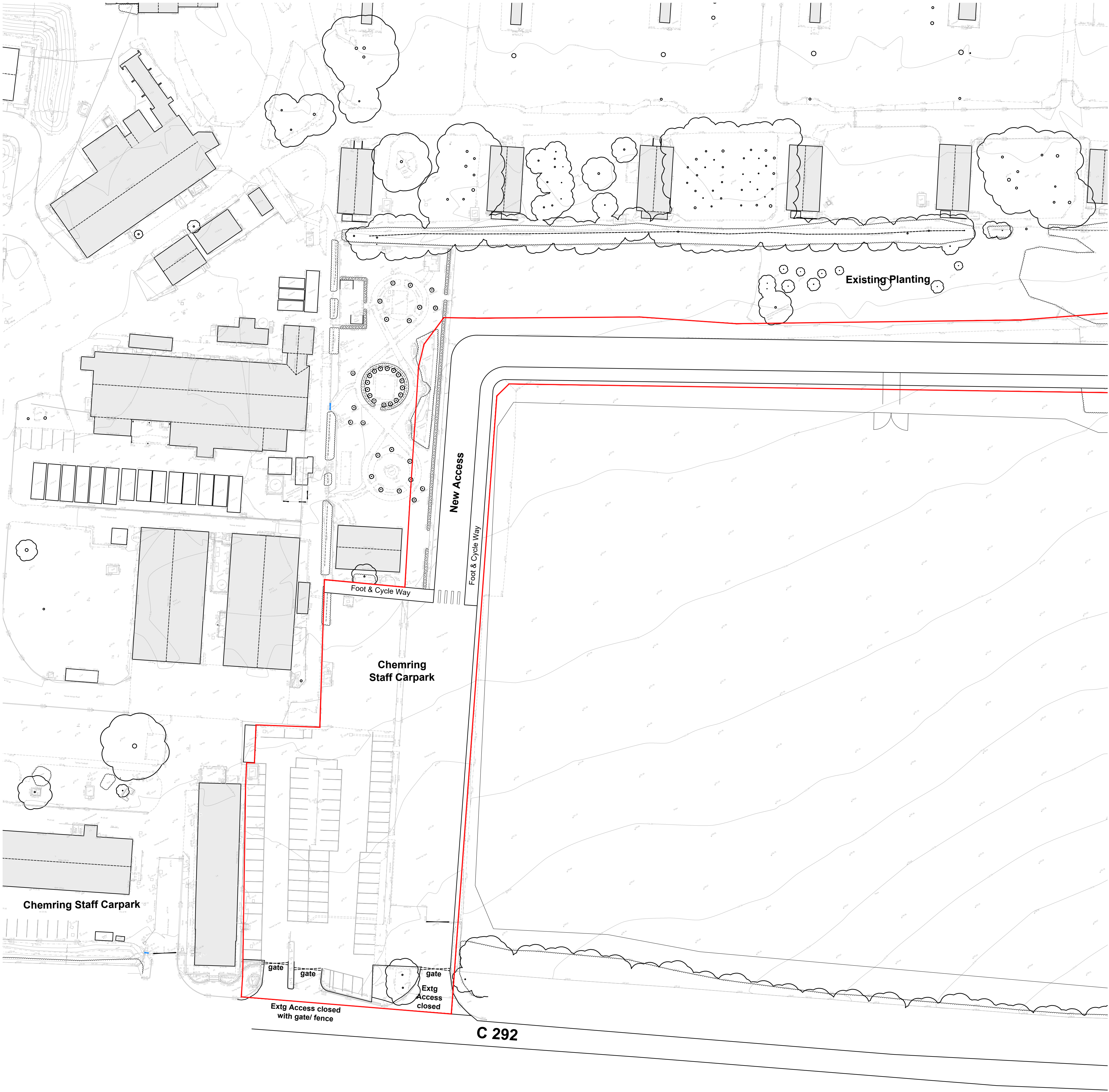
checked by
T.B

scale
1:1000

status
PLANNING

drawing number
21106 - 013

rev.



This drawing is copyright and may not be altered, traced, copied, photographed or used for any purpose other than that for which it is issued without written permission from CSA Architects.

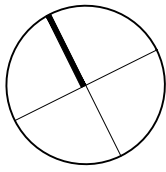
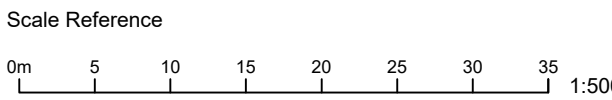
Contractors are not to scale from this drawing, but to check all dimensions on site prior to the commencement of work.

Any discrepancies should be reported to the Architect.

All details shown on this drawing are based upon typical site conditions related to the area. No responsibility can be accepted for abnormal conditions unless reported to the Architects, so that design amendments may be considered.

Notes / Revisions				
REV	DATE	NOTES	BY	
A	23.02.26	Minor tweak (fence / gate to car park)	SK	
-	23.02.26	Initial Issue	SK	

ORIGINAL DRAWING SIZE : A1



Drawing Key

— Application boundary



CSA Architects
RIBA Chartered Practice

Tel 01872 265 310
www.csa-architects.co.uk
info@csa-architects.co.uk
St Piran House, Heron Way
Newham, Truro, Cornwall, TR1 2XN



Client
SPITFIRE ENTERPRISES LTD

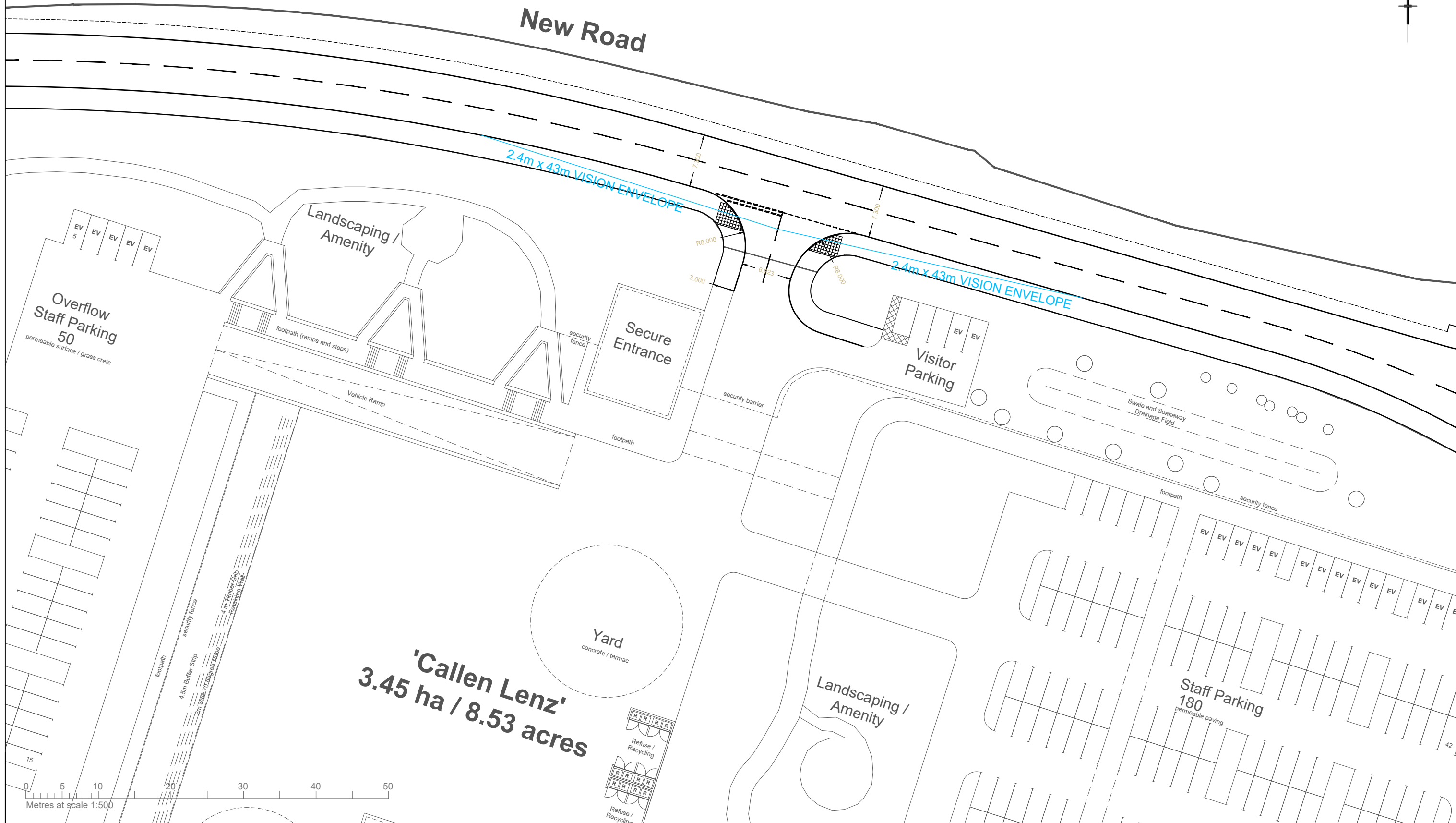
Job Description / Location
**PROPOSED DEVELOPMENT ADJACENT
TO HIGH POST BUSINESS PARK**

SALISBURY, WILTSHIRE SP4 6AT

Drawing Title
**PROPOSED SITE PLAN
AREA D
'CHEMRING STAFF CAR PARK'**

Date	Scale	Drawn By	Checked
FEB 26	1:500	SK	
Job. No.	Drawing No.	Revision	
3553	013	A	

PLANNING



Reproduced from Ordnance Survey material by permission of Ordnance Survey on behalf of the Controller of His Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Connect Consultants Ltd Licence number: 100022432

connect
CONSULTANTS

78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG
Tel: 01454 320 220 Web: www.connect-consultants.com
Fax: 01454 320 099 Email: bristol@connect-consultants.com



client
HIBBERD DEVELOPMENT LIMITED

project
HIGH POST
PROJECT SPITFIRE
NORTH FIELD

title
PROPOSED SITE ACCESS

date
MARCH 2026

drawn by
T.A.S

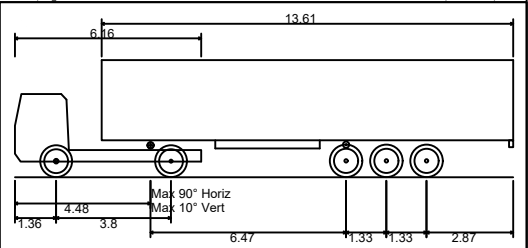
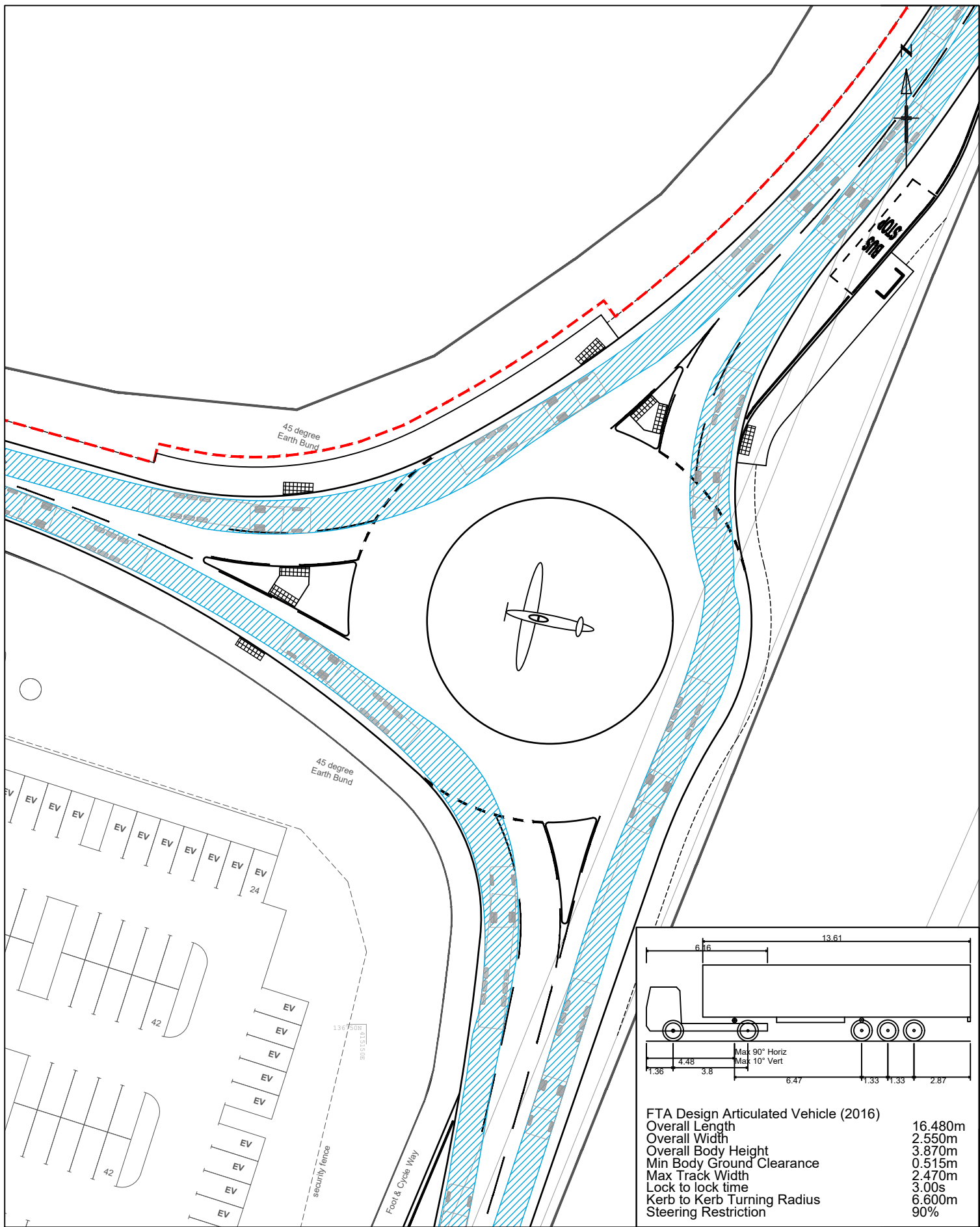
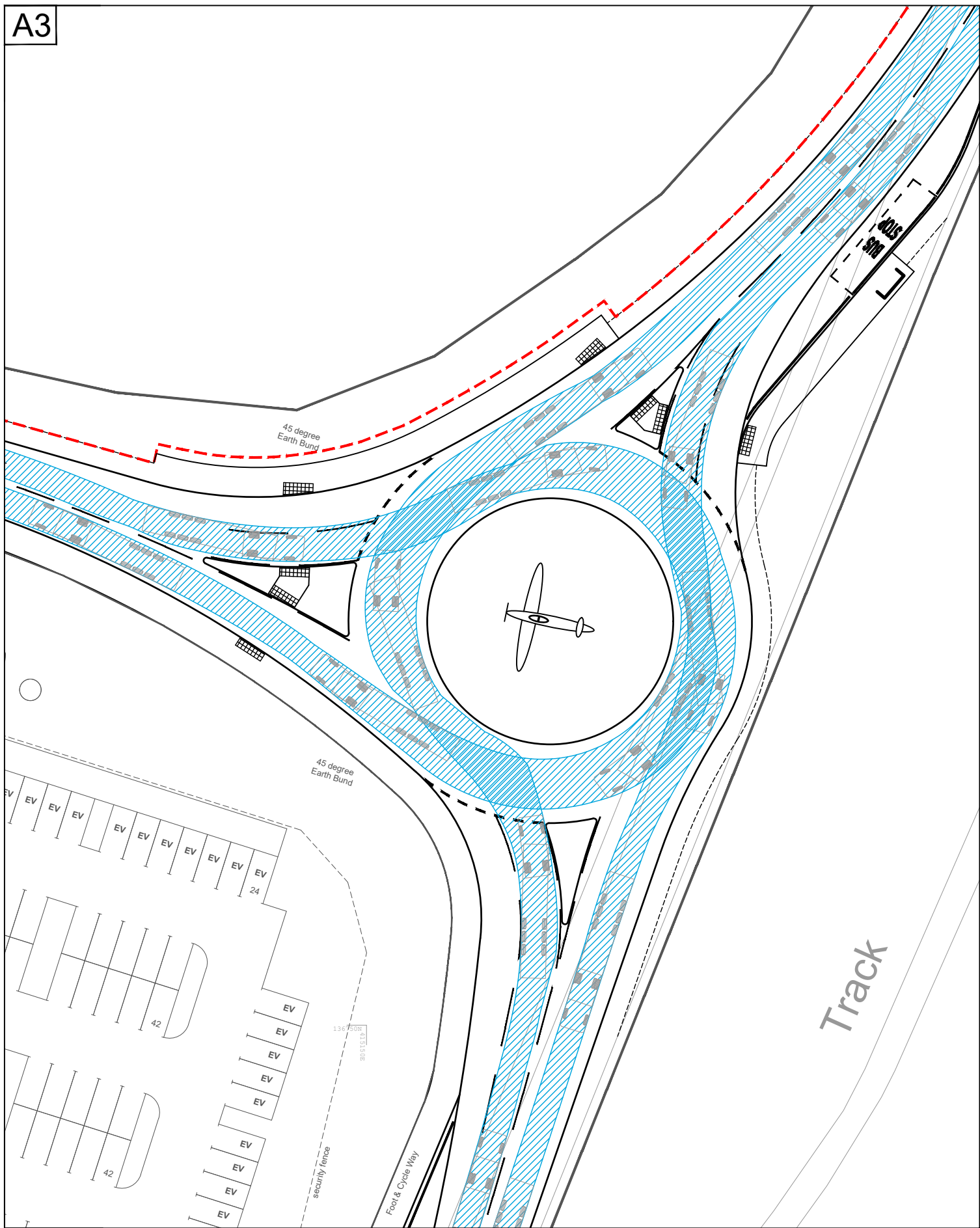
checked by
T.B

scale
1:500

status
PLANNING

drawing number
21106 - 012

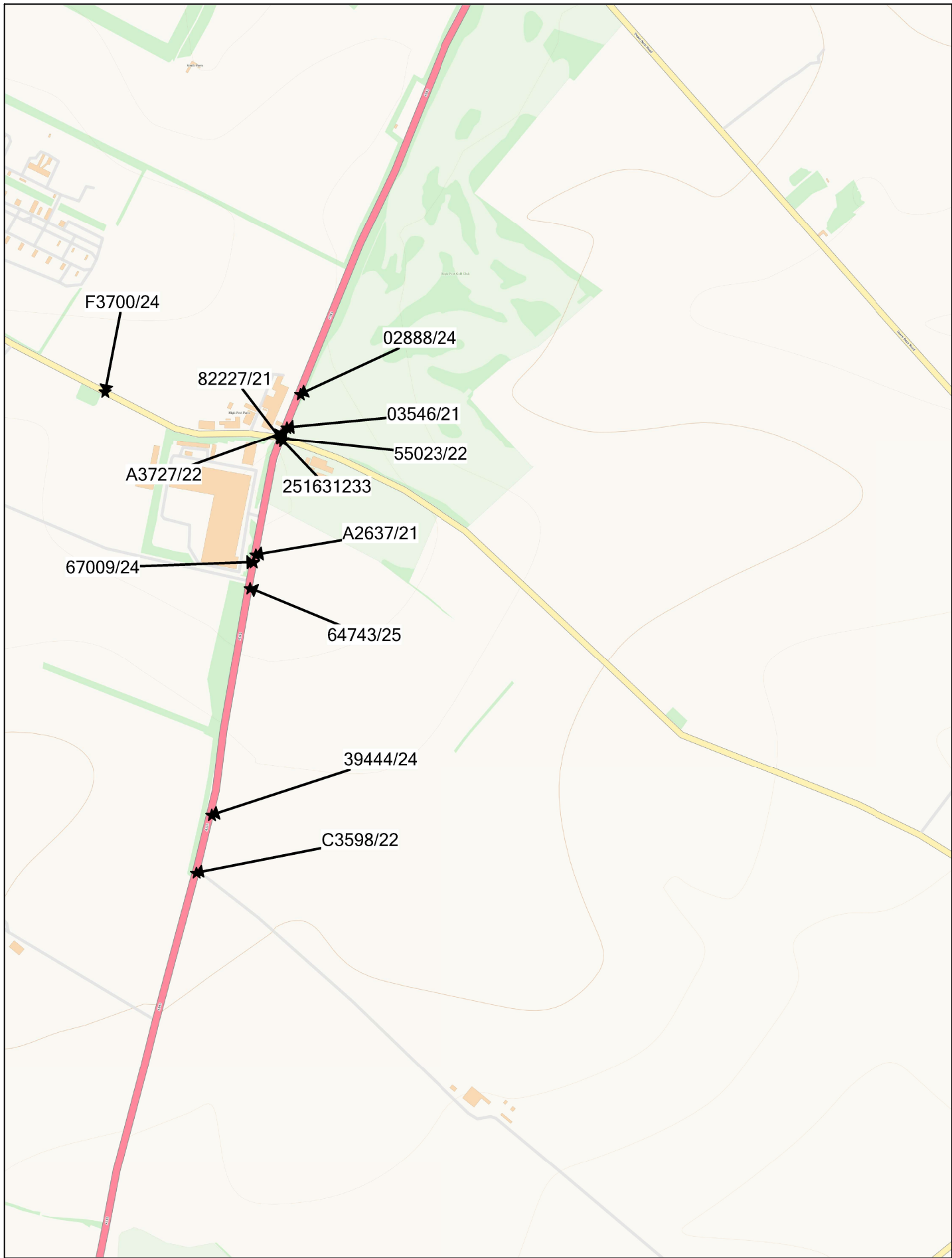
rev.
A



FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m
Steering Restriction	90%

Reproduced from Ordnance Survey material by permission of Ordnance Survey on behalf of the Controller of His Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Connect Consultants Ltd Licence number: 100022432

connect CONSULTANTS 78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG Tel: 01454 320 220 Web: www.connect-consultants.com Fax: 01454 320 099 Email: bristol@connect-consultants.com bsi  UKAS MANAGEMENT SYSTEMS QUALITY MANAGEMENT SYSTEM ISO 9001 : 2015 FS 594947	safecontractor APPROVED	client HIBBERD DEVELOPMENT LIMITED	title SWEPT PATH ANALYSIS FTA DESIGN ARTICULATED VEHICLE	date MARCH 2026		drawn by T.A.S	checked by T.B
		project HIGH POST PROJECT SPITFIRE NORTH FIELD		scale 1:1000	status PLANNING		
		drawing number 21106 - TR020			rev. A		



Her Majesty's Office (c) Crown Copyright

SCALE	1 : 11450
DATE	05/01/2026
DRAWING No.	
DRAWN BY	

APPENDIX 2 – COLLISION RECORDS



INTERPRETED LISTING REPORT

Run on: 05/01/2026 11:36:40

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: High Post

03546/21	12/01/2021	Tuesday	2130	Darkness: street lights present and lit	Fine - no high winds	Vehs: 3	Cas: 1
Slight	A 345	Speed limit: 60		Single carriageway	Road surface Wet/Damp	E415078	N136514
Junction detail:	Crossroads				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Automatic traffic signal				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: Road works		

A345, HIGH POST, SALISBURY, WILTSHIRE

V1, V2, V3 (CAR'S) TRAV SW. V2 & V3 WERE SLOWING FOR TRAFFIC AND V1 HAS COLLIDED INTO THE REAR OF V2. V2 HAS THEN SHUNTED INTO V3. JT.

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Failed to look properly		Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded		Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded		Not Coded	Not Coded	Not coded

Vehicle 1 : Car Age: 57 Male

Going ahead other		VRM: **Excluded**
Travelling NE - SW	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Vehicle 2 : Car Age: 25 Male

Held up waiting to go ahead		VRM: **Excluded**
Travelling NE - SW	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Vehicle 3 : Car Age: 31 Male

Held up waiting to go ahead		VRM: **Excluded**
Travelling NE - SW	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Driver / Rider

Seatbelt: Unknown

Age: 31 Male

Slight

82227/21	23/08/2021	Monday	0737	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Slight	A 345	Speed limit: 60		Single carriageway	Road surface Dry	E415063	N136488
Junction detail:	Crossroads				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Automatic traffic signal				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A345 HIGH POST FOUR MILE HILL, AT C/RDS WITH C292 HIGH POST RD. SALISBURY. SMO



Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: High Post

V1(VAN) TRAV N. V2(CAR) TRAV E. V1 HAS DISOBEYED RED TRAFFIC LIGHT AT C/RDS CAUSING V2 TO COLLIDE FRONT WITH V1 N/S. V1 HAS OVERTURNED AND COLLIDED WITH ROAD SIGN. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Disobeyed automatic traffic signal	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Careless/Reckless/In a hurry	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Van / Goods 3.5 tonnes mgw and under

Age: 41 Male

Going ahead other	VRM: **Excluded**
Travelling S - N	Impact: Offside Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Mid Junction - on roundabout or main road Hit and Run: Not hit and run
Skid: Skidded & overturned	No tow / articulation Left hand drive: No
Hit object In/Off c'way: None/Other permanent object	Journey: Journey as part of work

Casualty 1: Driver / Rider

Age: 41 Male

Slight

Seatbelt: Worn and independently confirmed

Vehicle 2 : Car

Age: 51 Female

Going ahead other	VRM: **Excluded**
Travelling W - E	Impact: Front Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Mid Junction - on roundabout or main road Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation Left hand drive: No
Hit object In/Off c'way: None/None	Journey: Journey as part of work

A2637/21	20/10/2021	Wednesday	1534	Daylight	Fine - no high winds	Vehs: 3	Cas: 2
Slight	A 345	Speed limit: 60		Single carriageway	Road surface Dry	E415007	N136223
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A345 FOUR MILE HILL, 270M S OF HIGH POST CROSSROADS. AMESBURY. SMO

V1(CAR) TRAV S. V2(VAN) TRAV S. V3(VAN) TRAV S. V3 HAS STOPPED FOR TRAFFIC, V2 HAS SLOWED BEHIND. V1 HAS FAILED TO STOP IN TIME, TAKEN EVASIVE ACTION COLLIDING WITH N/S VERGE AND THEN STRIKING V2 REAR, PUSHING V2 INTO V3 REAR. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Possible	Following too close	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Vehicle 2	Possible	Sudden braking	Not Coded	Not Coded	Not coded

Vehicle 1 : Car

Age: 25 Male

Going ahead other	VRM: **Excluded**
Travelling N - S	Impact: Front Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct Hit and Run: Not hit and run
Skid: Overturned	No tow / articulation Left hand drive: No
Hit object In/Off c'way: None/Other permanent object	Journey: Other

Casualty 1: Driver / Rider

Age: 25 Male

Slight

Seatbelt: Not worn

Casualty 2: Vehicle Passenger

Age: 27 Male

Slight

Seatbelt: Not worn



Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: High Post

Vehicle 2 : Van / Goods 3.5 tonnes mgw and under		
Age: 24	Male	
Stopping		VRM: **Excluded**
Travelling N - S	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Journey as part of work

Vehicle 3 : Van / Goods 3.5 tonnes mgw and under		
Age: 26	Male	
Stopping		VRM: **Excluded**
Travelling N - S	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Journey as part of work

55023/22	27/05/2022	Friday	1613	Daylight	Fine - no high winds	Vehs: 2	Cas: 2
Serious	A 345	Speed limit: 60		Single carriageway	Road surface Dry	E415061	N136489
Junction detail:	Crossroads				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Automatic traffic signal				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A345 HIGH POST, AT C/RDS WITH HIGH POST RD, AMESBURY. SMO

V1(CAR) TRAV N. V2(CAR) TRAV W. V1 HAS CONTRAVENED A RED LIGHT AND COLLIDED FRONT O/S WITH V2 FRONT. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Disobeyed automatic traffic signal	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car		
Age: 61	Male	
Going ahead other		VRM: **Excluded**
Travelling S - N	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Mid Junction - on roundabout or main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other

Vehicle 2 : Car		
Age: 53	Female	
Going ahead other		VRM: **Excluded**
Travelling E - W	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Mid Junction - on roundabout or main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Taking pupil to/from school

Casualty 1: Driver / Rider Age: 53 Female Serious

Seatbelt: Worn but not independently confirmed

Casualty 2: Vehicle Passenger Age: 15 Female Slight

Seatbelt: Worn but not independently confirmed



INTERPRETED LISTING REPORT

Run on: 05/01/2026 11:36:40

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: High Post

A3727/22	02/10/2022	Sunday	1202	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Slight	A 345	Speed limit: 60		Single carriageway	Road surface Dry	E415069	N136502
Junction detail:	Other junction				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A45, AT JCT WITH GARAGE, APPROX 20M N OF HIGH POST RD, AMESBURY. SMO

V1(CAR) TRAV N. V2(CAR) TRAV N. V1 HAS PULLED OUT OF JCT INTO PATH OF V2. V1 HAS COLLIDED FRONT WITH V2 N/S. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Failed to judge other persons path or speed	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Junction restart	Not Coded	Not Coded	Not coded

Vehicle 1 : Car

Age: 65 Male

Turning left		VRM: **Excluded**
Travelling W - N	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Entering main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other

Vehicle 2 : Car

Age: 24 Male

Going ahead other		VRM: **Excluded**
Travelling S - N	Impact: Nearside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Cleared junction or waiting/parked at junction exit	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other

Casualty 1: Vehicle Passenger

Age: 24 Female

Slight

Seatbelt: Unknown

C3598/22	23/11/2022	Wednesday	0948	Daylight	Other	Vehs: 2	Cas: 2
Slight	A 345	Speed limit: 60		Single carriageway	Road surface Wet/Damp	E414872	N135497
Junction detail:	Staggered or T Junction				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A345 FOURMILE HILL, AT JCT WITH HURDCOTT FIELD, AMESBURY. SMO

V1(TIPPER) TRAV N. V2(CAR) TRAV S. V1 HAS FAILED TO STOP IN TIME FOR STATIC TRAFFIC, TAKEN EVASIVE ACTION, SWERVED INTO PATH OF V2. V1 HAS COLLIDED FRONT WITH V2 FRONT. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Slippery road (due to weather)	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Following too close	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Failed to judge other persons path or speed	Not Coded	Not Coded	Not coded



INTERPRETED LISTING REPORT

Run on: 05/01/2026 11:36:40

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: High Post

Vehicle 1 : Van / Goods 3.5 tonnes mgw and under

Age: 48 Male

Overtaking stationary vehicle offside

VRM: **Excluded**

Travelling S - N

Impact: Front

Breath test: **Excluded**

Location Lane: On main carriageway

Junction location: Approaching
junction/Parked at approach
No tow / articulation

Hit and Run: Not hit and run

Skid: Skidded

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Journey as part of work

Casualty 1: Vehicle Passenger

Age: 36 Female

Slight

Seatbelt: Unknown

Vehicle 2 : Car

Age: 42 Male

Going ahead other

VRM: **Excluded**

Travelling N - S

Impact: Front

Breath test: **Excluded**

Location Lane: On main carriageway

Junction location: Approaching
junction/Parked at approach
No tow / articulation

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Journey as part of work

Casualty 2: Driver / Rider

Age: 42 Male

Slight

Seatbelt: Unknown

39444/24	07/04/2024	Sunday	1334	Daylight	Fine - no high winds	Vehs: 1	Cas: 2
Slight	A 345	Speed limit: 60		Single carriageway	Road surface Dry	E414907	N135629
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: Other object		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A345 FOURMILE HILL, APPROX 840M SW OF HIGH POST, SALISBURY. SMO
V1(CAR) TRAV SW. V1 HAS HIT A POT HOLE, LEFT C/WAY N/S AND INTO FIELD. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Poor or defective road surface	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Swerved	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Loss of control	Not Coded	Not Coded	Not coded

Vehicle 1 : Car

Age: 35 Female

Going ahead other

VRM: **Excluded**

Travelling NE - SW

Impact: Front

Breath test: **Excluded**

Location Lane: On main carriageway

Junction location: Not at, or within 20M of Jct

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

No tow / articulation

Left hand drive: No

Hit object In/Off c'way: /Wall or fence

Journey: Unknown

Casualty 1: Driver / Rider

Age: 35 Female

Slight

Seatbelt: Worn but not independently confirmed

Casualty 2: Vehicle Passenger

Age: 14 Male

Slight

Seatbelt: Worn but not independently confirmed

67009/24	09/06/2024	Sunday	1427	Daylight	Fine - no high winds	Vehs: 1	Cas: 1
Slight	A 345	Speed limit: 60		Single carriageway	Road surface Dry	E415002	N136206
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A345 FOURMILE HILL, APPROX 100M S OF HIGHPOST BUSINESS PARK, SALISBURY. SMO
V1(M/CYCLE) TRAV S. V1 HAS ATTEMPTED TO OVERTAKE A VEHICLE, LOST CONTROL AND V1 RIDER DISPLACED. SMO



Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: High Post

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Possible	Deposit on road (eg oil, mud, chippings)	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Loss of control	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Motorcycle - unknown cc

Age: 73 Female

Overtaking moving vehicle on offside

VRM: **Excluded**

Travelling N - S

Impact: Front

Breath test: **Excluded**

Location Lane: On main carriageway

Junction location: Not at, or within 20M of Jct

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

No tow / articulation

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Unknown

Casualty 1: Driver / Rider

Age: 73 Female

Slight

Seatbelt: Not applicable

F3700/24	31/12/2024	Tuesday	1615	Darkness: no street lighting	Fine - high winds	Vehs: 2	Cas: 2
Slight	Unclassified	Speed limit: 60		Single carriageway	Road surface Dry	E414664	N136596
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

UC LANE, APPROX 400M W OF A345 HIGH POST, SALISBURY. SMO

V1(CAR) TRAV W. V2(CAR) TRAV E. BOTH VEHICLES HAVE COLLIDED FRONT O/S WITH FRONT O/S. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Road layout (eg bend, hill, narrow road)	Not Coded	Not Coded	Not coded
Vehicle 2	Very likely	Road layout (eg bend, hill, narrow road)	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car

Age: 17 Female

Going ahead other

VRM: **Excluded**

Travelling E - W

Impact: Front

Breath test: **Excluded**

Location Lane: On main carriageway

Junction location: Not at, or within 20M of Jct

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

No tow / articulation

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Unknown

Casualty 1: Driver / Rider

Age: 17 Female

Slight

Seatbelt: Unknown

Vehicle 2 : Car

Age: 24 Female

Going ahead other

VRM: **Excluded**

Travelling W - E

Impact: Front

Breath test: **Excluded**

Location Lane: On main carriageway

Junction location: Not at, or within 20M of Jct

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

No tow / articulation

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Commuting to/from work

Casualty 2: Driver / Rider

Age: 24 Female

Slight

Seatbelt: Unknown

02888/24	09/01/2024	Tuesday	0758	Daylight	Fine - no high winds	Vehs: 3	Cas: 1
Slight	A 345	Speed limit: 60		Single carriageway	Road surface Wet/Damp	E415109	N136590



INTERPRETED LISTING REPORT

Run on: 05/01/2026 11:36:40

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: High Post

Junction detail: Not at or within 20M
Junction Control: Not at junction
Did officer attend: Officer attended the collision

Crossing facilities: No crossing facility within 50 metres
Carriageway hazards: None
Crossing control: None in 50m / not controlled
Special Conditions: None

A345 HIGH POST, O/SIDE THE STONES HOTEL, AMESBURY. EM

V1 (CAR), V2 (VAN) AND V3 (CAR) TRAV N. V1 HAS COLLIDED FRONT WITH V3 REAR, V3 HAS LEFT THE SCENE. V2 HAS THEN COLLIDED FRONT WITH V1 REAR. EM

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Possible	Slippery road (due to weather)	Vehicle 2	Possible	Careless/Reckless/In a hurry
Vehicle 2	Possible	Failed to judge other persons path or speed	Vehicle 2	Possible	Loss of control
Vehicle 2	Possible	Following too close	Not Coded	Not Coded	Not coded

Vehicle 1 : Car

Age: 41 Male

Stopping VRM: **Excluded**
Travelling S - N Impact: Front Breath test: **Excluded**
Location Lane: On main carriageway Junction location: Not at, or within 20M of Jct Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn No tow / articulation Left hand drive: No
Hit object In/Off c'way: None/None Journey: Journey as part of work

Casualty 1: Driver / Rider

Age: 41 Male

Slight

Seatbelt: Unknown

Vehicle 2 : Van / Goods 3.5 tonnes mgw and under

Age: 58 Male

Stopping VRM: **Excluded**
Travelling S - N Impact: Front Breath test: **Excluded**
Location Lane: On main carriageway Junction location: Not at, or within 20M of Jct Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn No tow / articulation Left hand drive: No
Hit object In/Off c'way: None/None Journey: Journey as part of work

Vehicle 3 : Car

Age: Unknown

Stopping VRM: **Excluded**
Travelling S - N Impact: Back Breath test: **Excluded**
Location Lane: On main carriageway Junction location: Not at, or within 20M of Jct Hit and Run: Vehicle hit but failed to stop
Skid: Did not skid, jack-knife or overturn No tow / articulation Left hand drive: No
Hit object In/Off c'way: None/None Journey: Unknown

64743/25	28/05/2025	Wednesday	1737	Daylight	Fine - no high winds	Vehs: 3	Cas: 2
Slight	A 345	Speed limit: 60		Single carriageway	Road surface Dry	E414994	N136146
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: Road works		

A345 FOURMILE HILL APPROX 350M S OF HIGH POST RD, SALISBURY. EM

V1 (CAR), V2 (CAR) AND V3 (CAR) TRAV SW. V3 AND V2 CAME TO A STOP FOR TEMP TRAFF LIGHTS. V1 FAILED TO REACT. V1 COLLIDED FRONT WITH V2 REAR, PUSHING V2 INTO V3 REAR. EM

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Careless/Reckless/In a hurry	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Failed to judge other persons path or speed	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded



Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: High Post

Vehicle 1 : Car		Age: 45 Male
Going ahead other		VRM: **Excluded**
Travelling NE - SW	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown
Vehicle 2 : Car		Age: 31 Male
Stopping		VRM: **Excluded**
Travelling NE - SW	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown
Casualty 1: Driver / Rider	Age: 31 Male	Slight
Seatbelt: Unknown		
Vehicle 3 : Car		Age: 22 Male
Stopping		VRM: **Excluded**
Travelling NE - SW	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown
Casualty 2: Driver / Rider	Age: 22 Male	Slight
Seatbelt: Unknown		

251631233	14/08/2025	Thursday	1121	Daylight	Fine - no high winds	Vehs: 2	Cas: 3
Less serious	A 345	Speed limit: 60		Single carriageway	Road surface Dry	E415062	N136490
Junction detail:	Crossroads				Crossing facilities:		
Junction Control:	Automatic traffic signal				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions:		

A345 AT JUNCTION WITH UNCLASSIFIED ROAD, NETTON, WILTSHIRE

V1 TRAVELLING W ON C292 IN SALISBURY. V2 TRAVELLING N ON A345 AT JUNCTION WITH C292. V1 HAS TURNED RIGHT AT CROSSROADS INTO PATH OF V2. V1 COLLIDED INTO V2 CAUSING V1 TO LEAVE CARRIAGEWAY OFFSIDE.

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Ineffective observation by either the driver, rider or pedestrian	Vehicle 1	Very likely	Driver/rider being aggressive, dangerous or reckless
Vehicle 1	Very likely	Driver / rider overshot junction or poor turn / manoeuvre	Not Coded	Not Coded	Not coded
Vehicle 2	Very likely	Sudden braking or braking in a way unsuitable for conditions	Not Coded	Not Coded	Not coded



Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: High Post

Vehicle 1 : Car			Age: 72 Male
Turning right		VRM: **Excluded**	
Travelling NE - W	Impact: Front	Breath test: **Excluded**	
Location Lane: On main carriageway	Junction location: Mid Junction - on roundabout or main road	Hit and Run: Not hit and run	
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No	
Hit object In/Off c'way: None/None		Journey: Unknown	
Casualty 1: Driver / Rider			Age: 72 Male
Seatbelt: Unknown		Less serious	
Casualty 2: Vehicle Passenger			Age: 79 Female
Seatbelt: Unknown		Less serious	
		Other head injury	
Vehicle 2 : Car			Age: 40 Female
Going ahead		VRM: **Excluded**	
Travelling S - N	Impact: Front	Breath test: **Excluded**	
Location Lane: On main carriageway	Junction location: Mid Junction - on roundabout or main road	Hit and Run: Not hit and run	
Skid: Skidded	No tow / articulation	Left hand drive: No	
Hit object In/Off c'way: None/None		Journey: Unknown	
Casualty 3: Driver / Rider			Age: 40 Female
Seatbelt: Unknown		Slight	
		Whiplash or neck pain	



Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: High Post

Collisions involving:

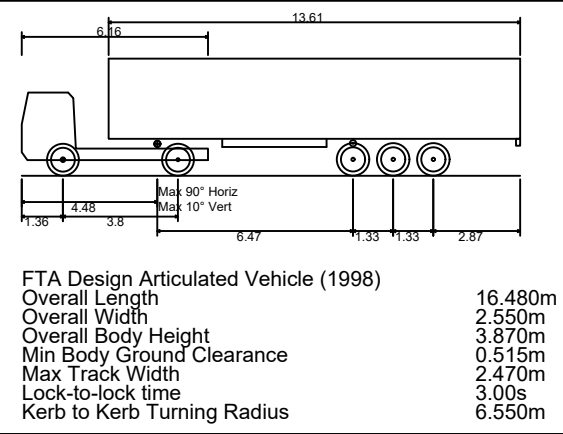
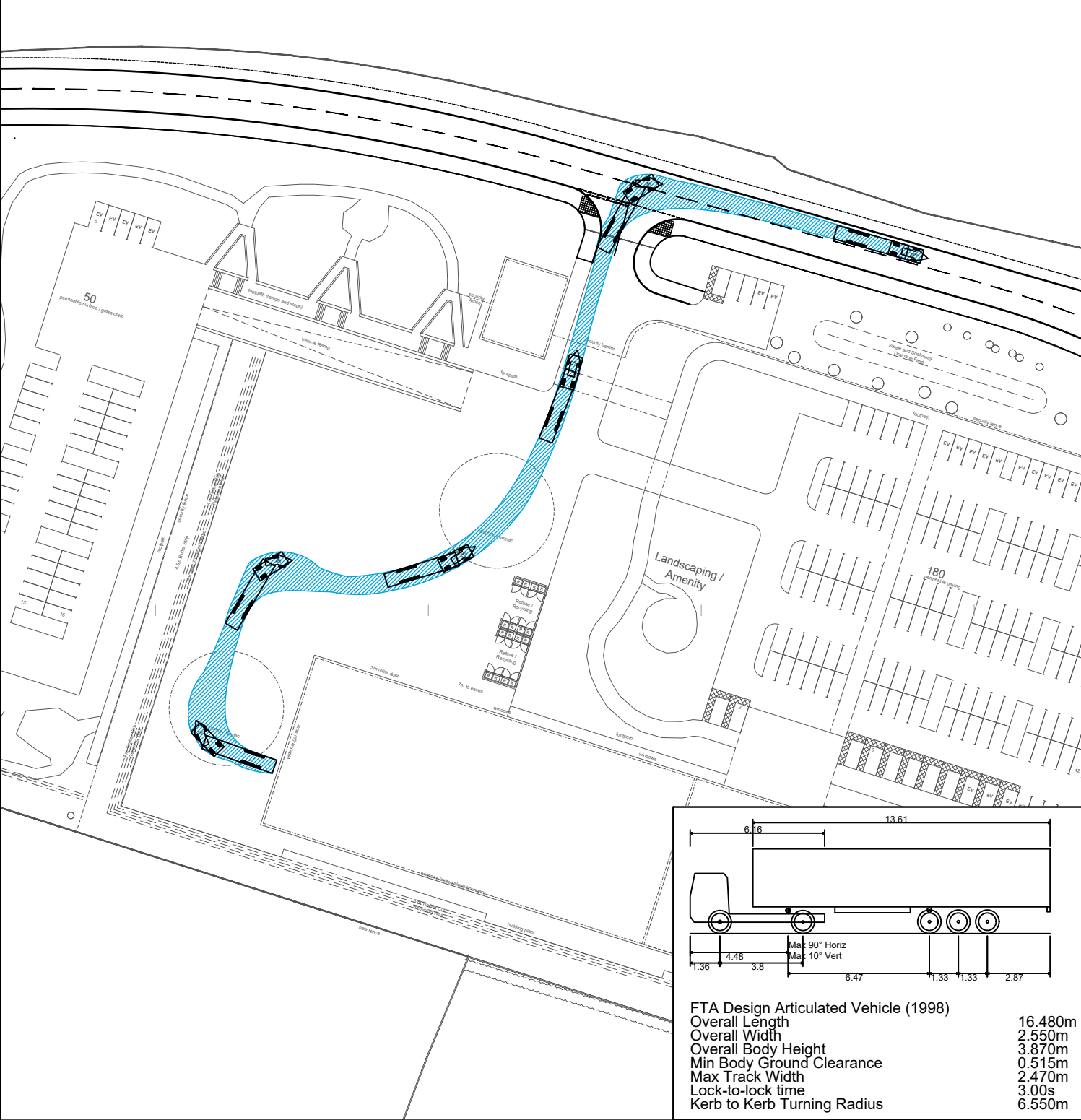
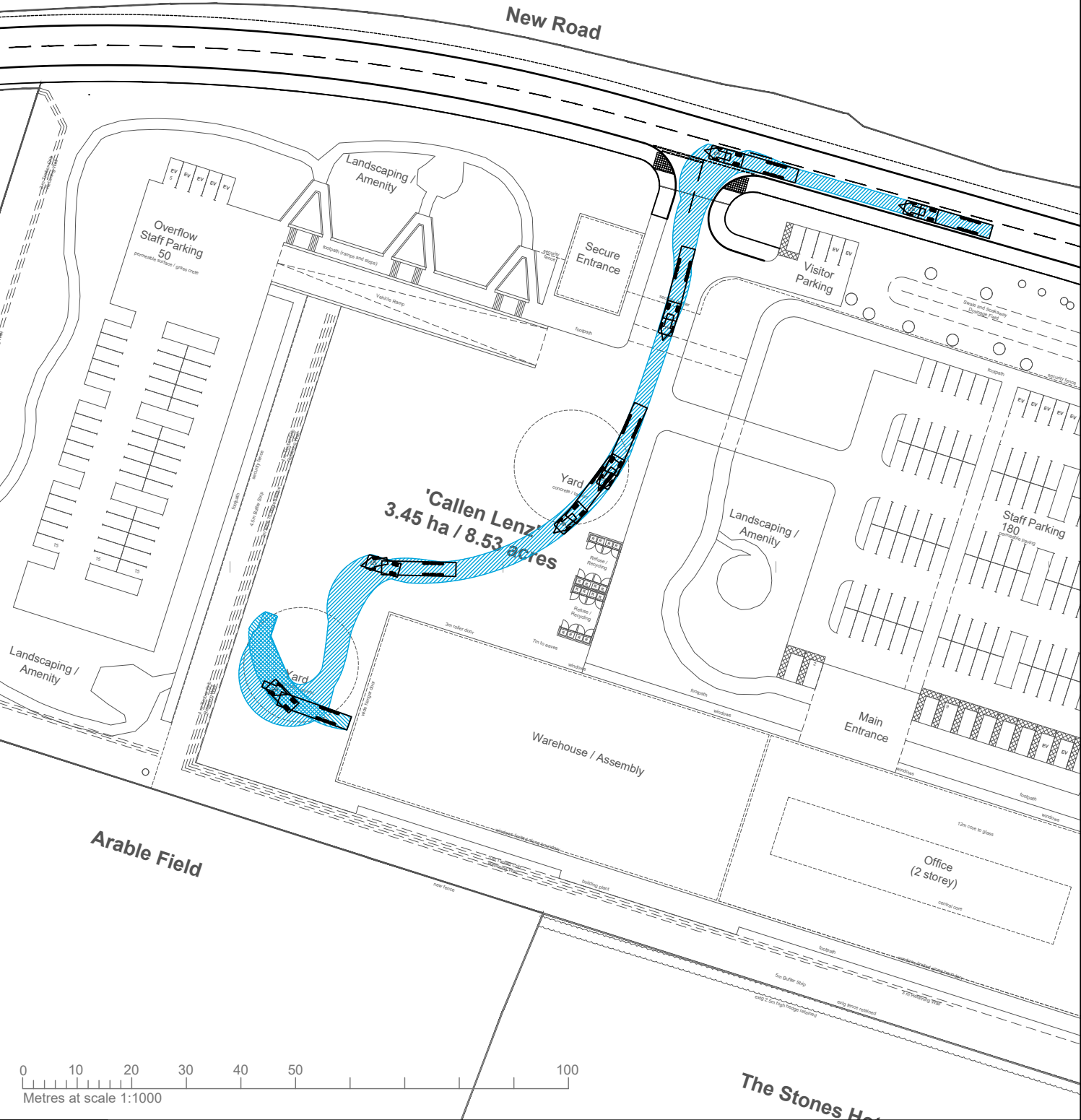
	Fatal	Serious	Slight	Total
Motor Vehicles Only	0	2	9	11
2-wheeled motor vehicles	0	0	1	1
Pedal Cycles	0	0	0	0
Horses & Other	0	0	0	0

Total Collisions	0	2	10	12
-------------------------	----------	----------	-----------	-----------

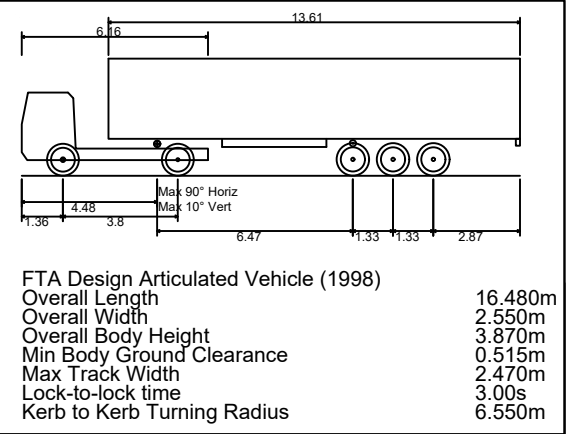
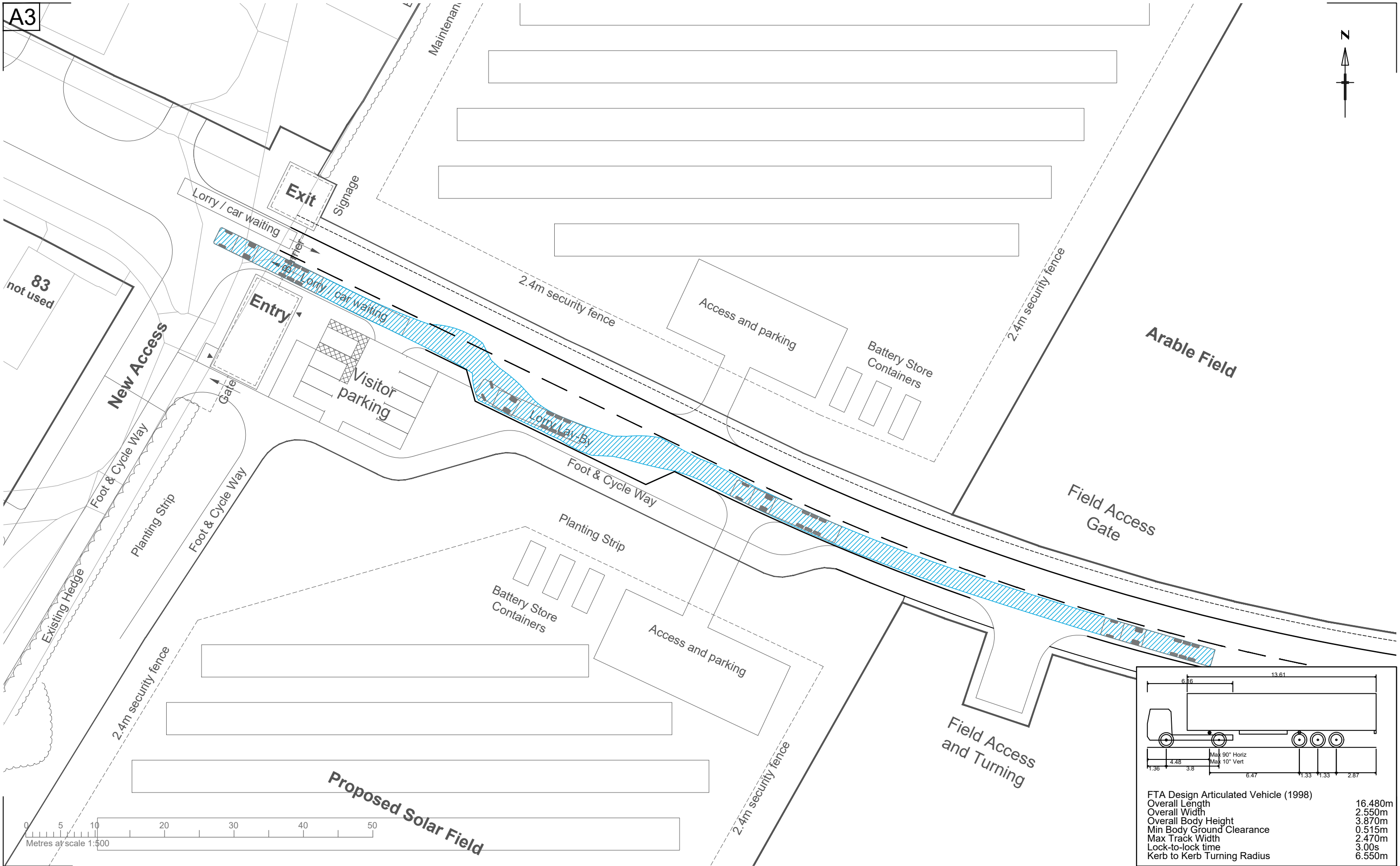
Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	0	2	11	13
Vehicle Passenger	0	1	5	6
Motorcycle rider	0	0	1	1
Cyclist	0	0	0	0
Pedestrians	0	0	0	0
Other	0	0	0	0
Total	0	3	17	20

APPENDIX 3 – SWEPT PATH ANALYSIS

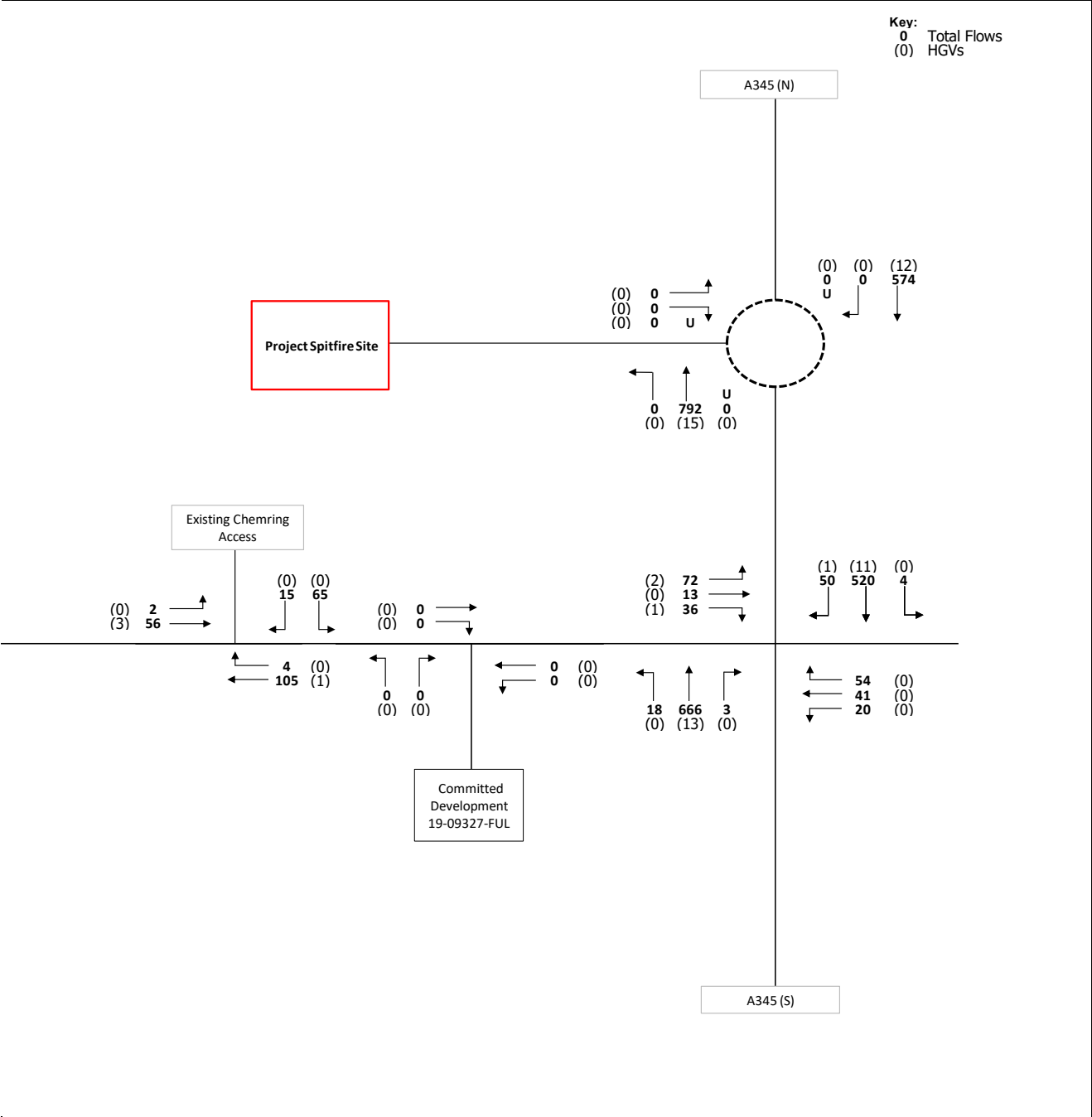


Reproduced from Ordnance Survey material by permission of Ordnance Survey on behalf of the Controller of His Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Connect Consultants Ltd Licence number: 100022432

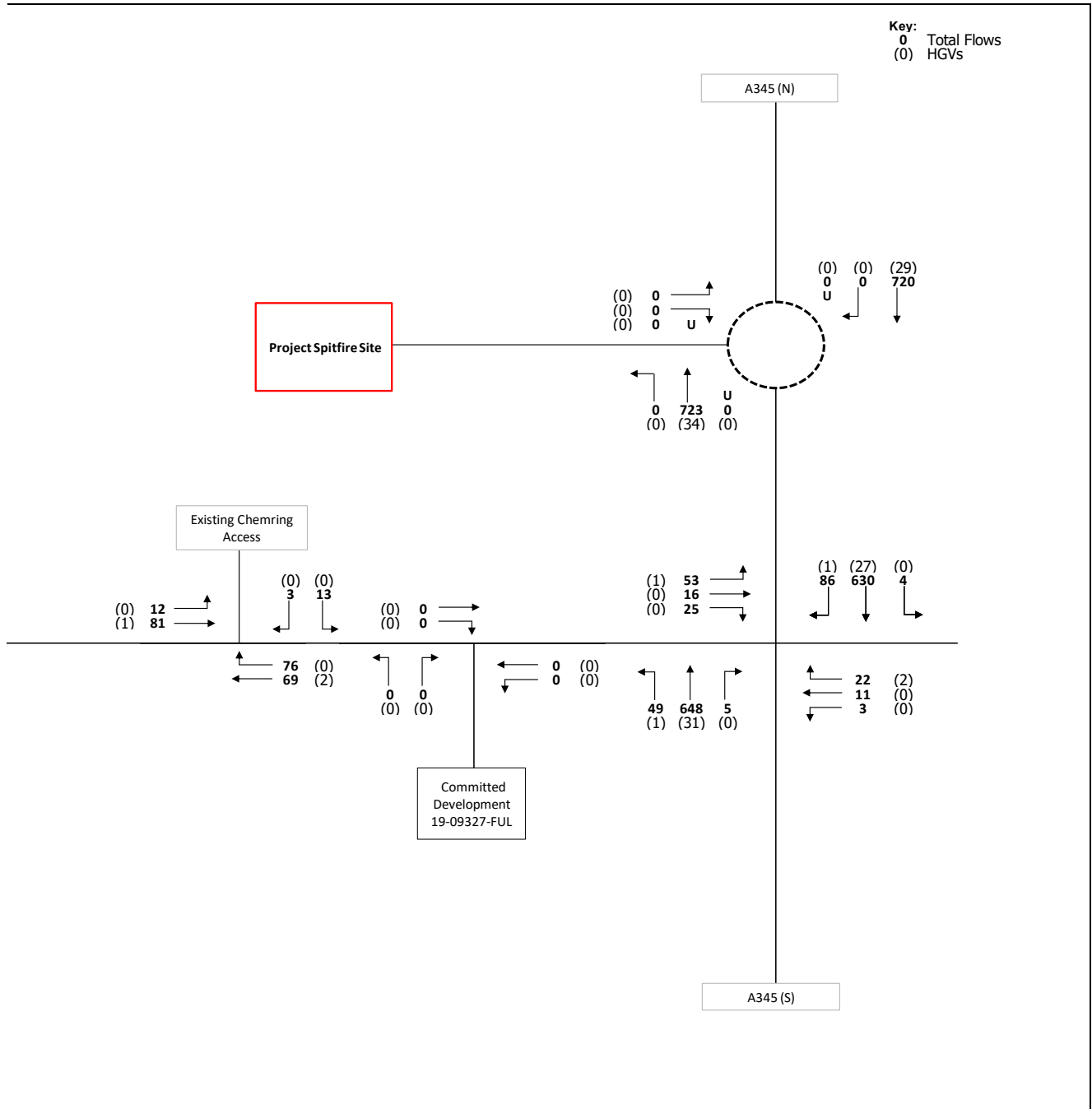


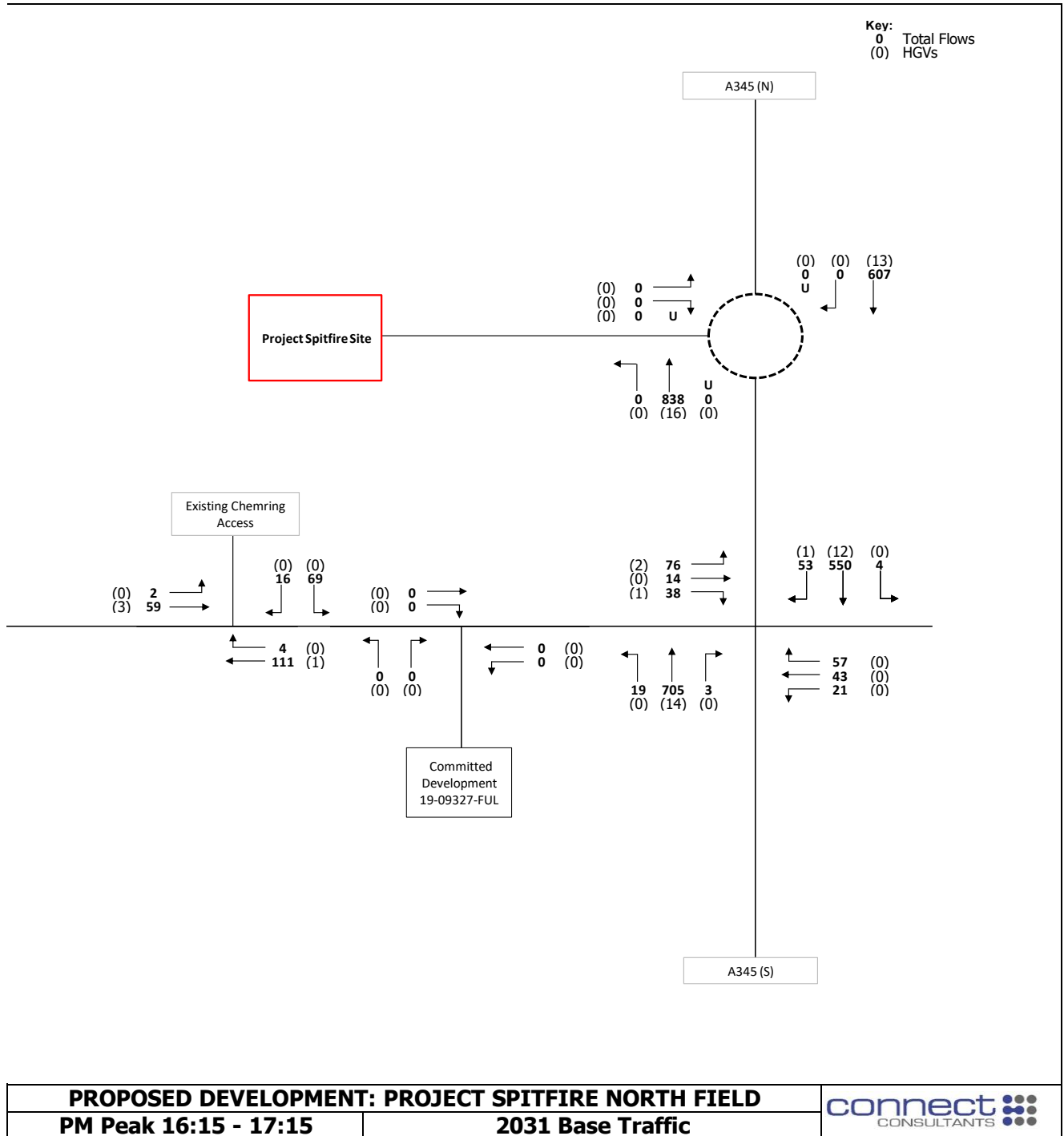
Reproduced from Ordnance Survey material by permission of Ordnance Survey on behalf of the Controller of His Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Connect Consultants Ltd Licence number: 100022432

APPENDIX 4 – SURVEYED TRAFFIC MOVEMENTS

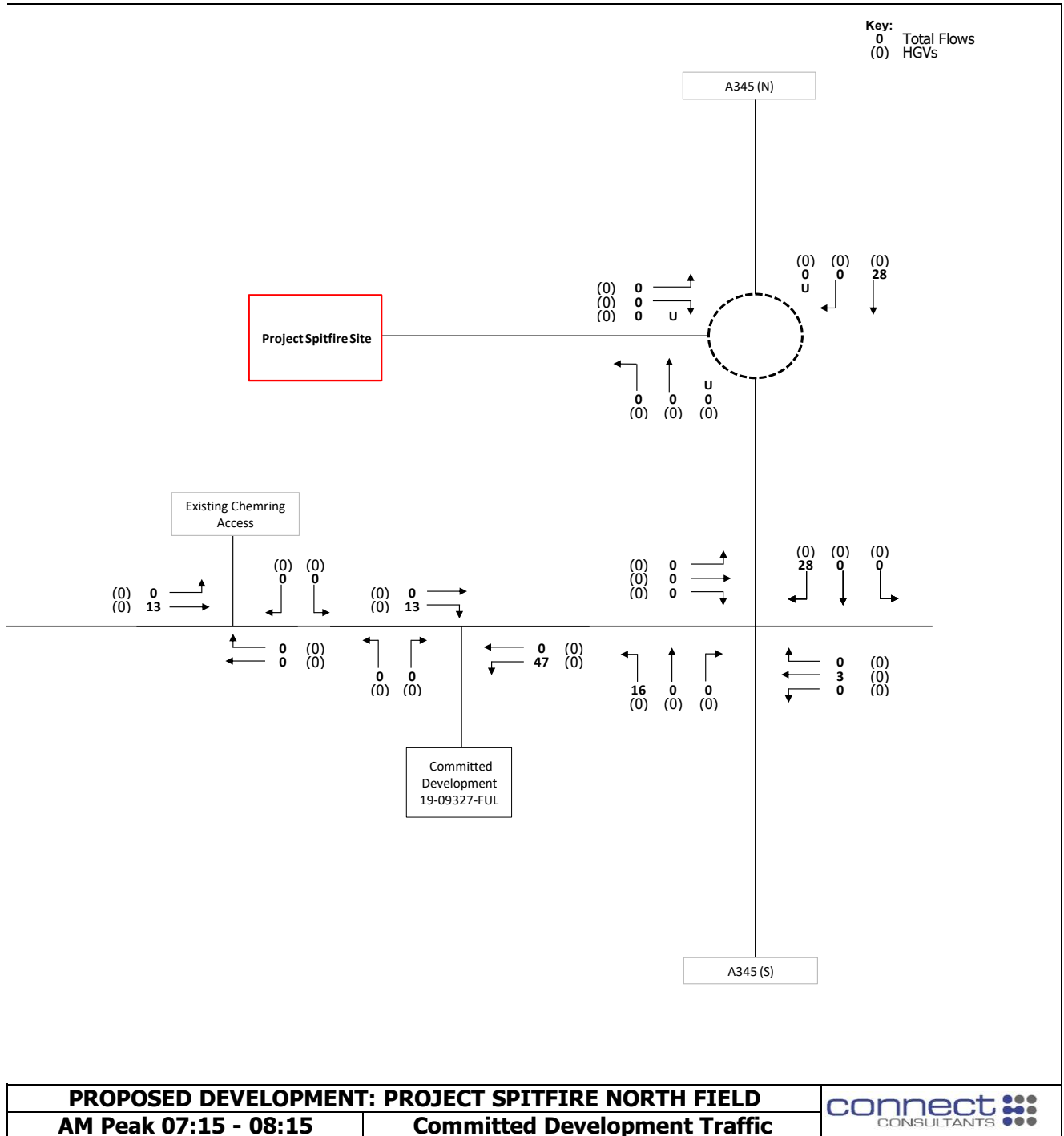


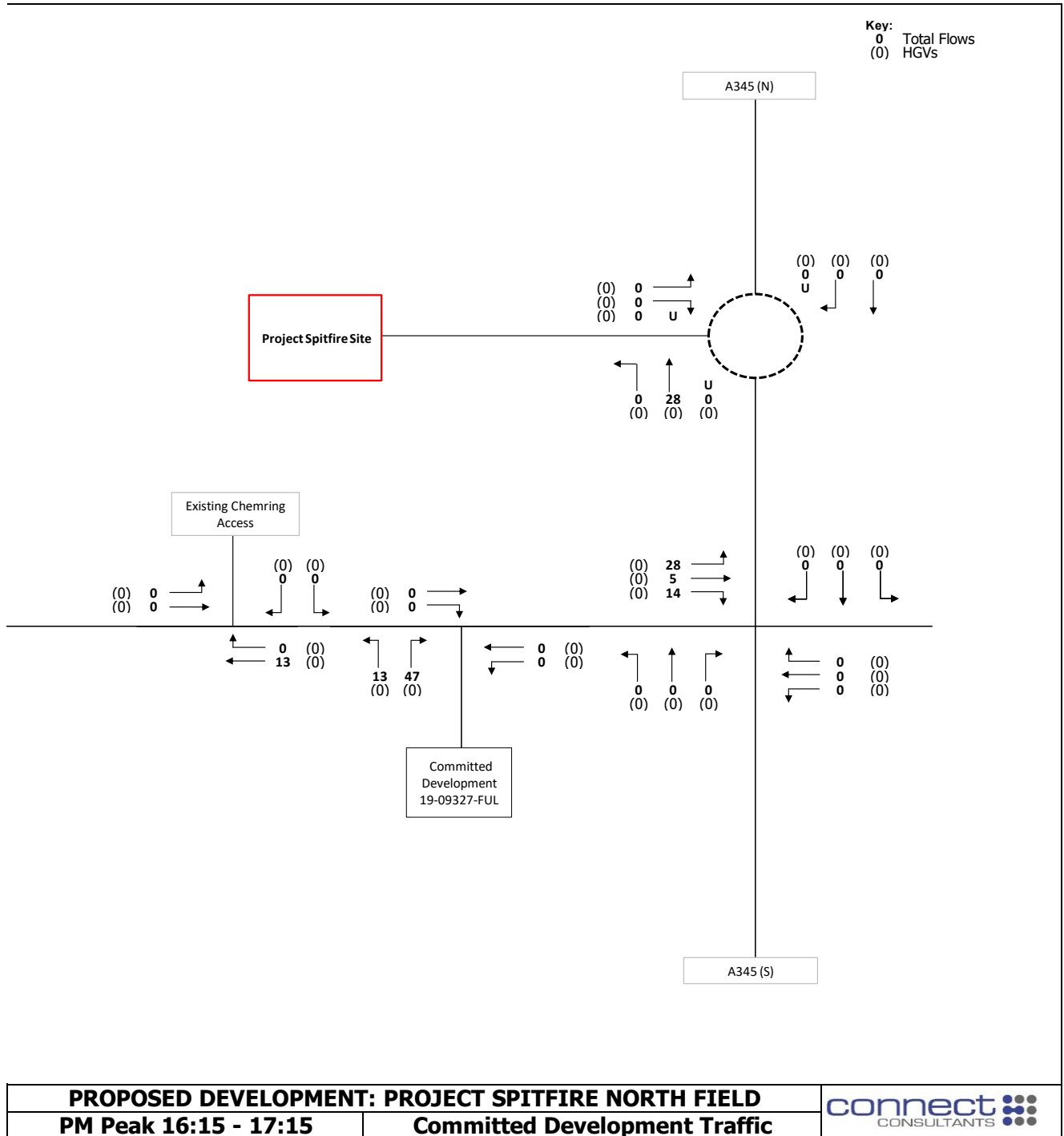
APPENDIX 5 – 2031 BASE FLOWS

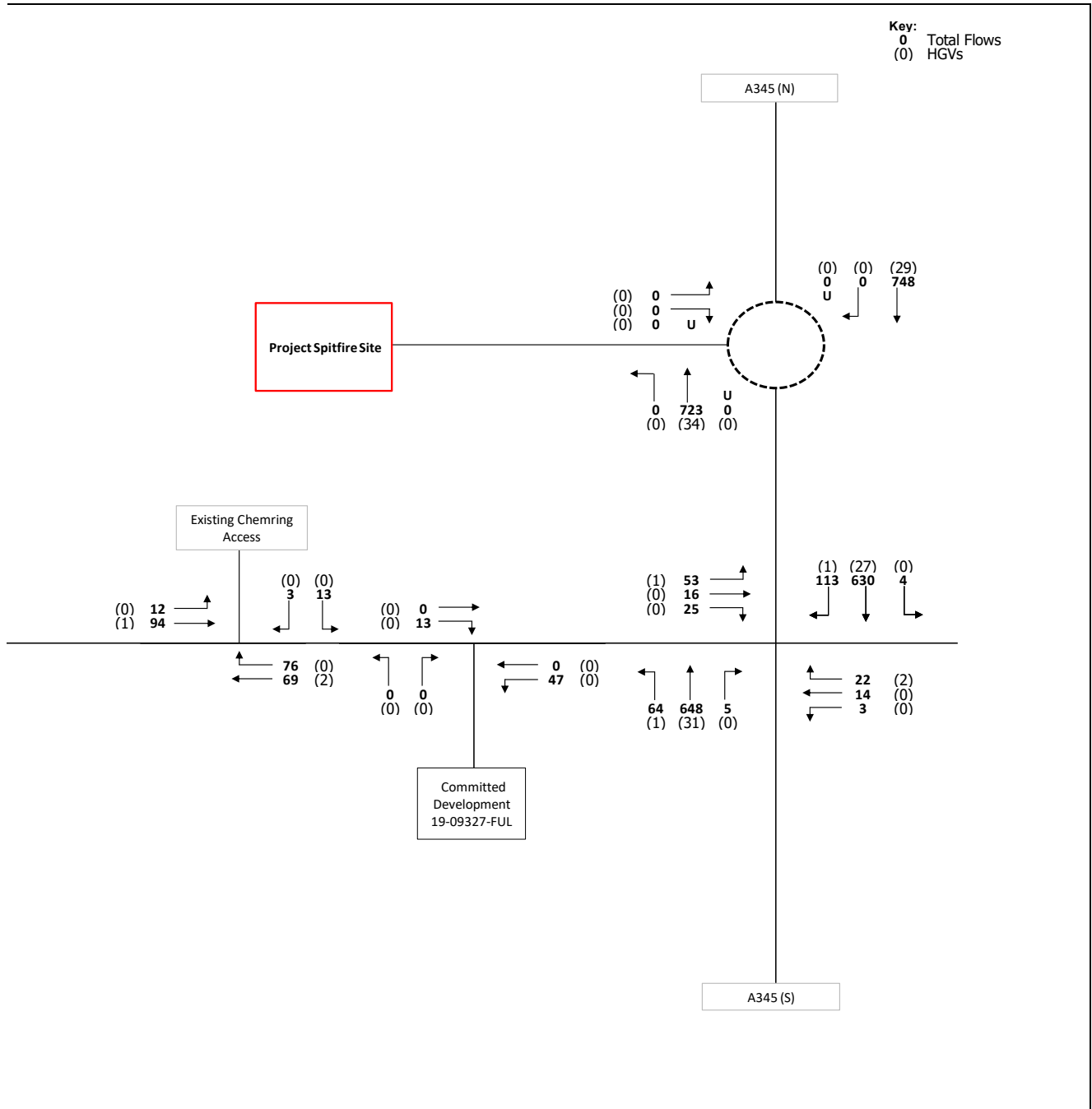




APPENDIX 6 – COMMITTED DEVELOPMENT TRAFFIC FLOWS









APPENDIX 7 – TRICS DATA

Audit Code: 0bf7c5a0-e9d4-46a0-a1d2-1996dcc7f076

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
10	WALES		
	CO	CONWY	1 day

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

Audit Code: 0bf7c5a0-e9d4-46a0-a1d2-1996dcc7f076

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	2052 to 6186 (units:sqm)
Range Selected by User:	2000 to 12000 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/09/84 to 05/06/25

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Edge of Town	3 days
--------------	--------

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

Selected Location Sub Categories:

Commercial Zone	1 days
Development Zone	1 days
Industrial Zone	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	2 days
Servicing vehicles Unknown	1 days

Audit Code: 0bf7c5a0-e9d4-46a0-a1d2-1996dcc7f076

Secondary Filtering Selection:

Use Class:

Not Known

3 surveys

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

Population within 500m Range:

0 - 1750

Population within 1 mile:

1,001 to 5,000

1 surveys

10,001 to 15,000

1 surveys

5,001 to 10,000

1 surveys

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

Population within 5 miles:

25,001 to 50,000

1 surveys

5,001 to 25,000

1 surveys

50,001 to 75,000

1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0

2 surveys

1.1 to 1.5

1 surveys

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

Audit Code: 0bf7c5a0-e9d4-46a0-a1d2-1996dcc7f076

Petrol filling station:

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

Travel Plan:

No	3 surveys
----	-----------

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

PTAL Rating:

No PTAL Present	3 surveys
-----------------	-----------

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

COVID-19 Restrictions:

No

Audit Code: 0bf7c5a0-e9d4-46a0-a1d2-1996dcc7f076

1 NARROW LANE LLANDUDNO JUNCTION Edge of Town Commercial Zone Gross floor area: 6186 sqm Survey date: Wednesday 28/03/2018	CO-02-A-01	GOVERNMENT OFFICES	CONWY	Survey Type: Manual
2 LINCOLN WAY LOUTH FAIRFIELD Edge of Town Industrial Zone Gross floor area: 2114 sqm Survey date:	LN-02-A-01	OFFICES	LINCOLNSHIRE	Survey Type: Manual
3 THE CRESCENT AMESBURY SUNRISE WAY Edge of Town Development Zone Gross floor area: 2500 sqm Survey date: Tuesday 18/09/2018	WL-02-A-01	PET INSURANCE COMPANY	WILTSHIRE	Survey Type: Manual

Audit Code: 0bf7c5a0-e9d4-46a0-a1d2-1996dcc7f076

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3600	0.194	0.074	0.268
08:00-09:00	3	3600	1.648	0.167	1.815
09:00-10:00	3	3600	1.907	0.222	2.129
10:00-11:00	3	3600	0.667	0.157	0.824
11:00-12:00	3	3600	0.306	0.176	0.482
12:00-13:00	3	3600	0.278	0.380	0.658
13:00-14:00	3	3600	0.454	0.398	0.852
14:00-15:00	3	3600	0.380	0.380	0.760
15:00-16:00	3	3600	0.250	0.343	0.593
16:00-17:00	3	3600	0.213	0.602	0.815
17:00-18:00	3	3600	0.157	2.278	2.435
18:00-19:00	3	3600	0.046	1.185	1.231
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			6.500	6.362	12.862

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 0bf7c5a0-e9d4-46a0-a1d2-1996dcc7f076

Parameter Summary:

Trip rate parameter range selected:	2000 - 12000 (units: sqm)
Survey date date range:	28/03/2018 - 29/04/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

Audit Code: 5c3c9289-9809-4316-bb4d-ff34445afee1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

08	NORTH WEST		
	LC	LANCASHIRE	1 day
11	SCOTLAND		
	HI	HIGHLAND	1 day
14	LEINSTER		
	WX	WEXFORD	1 day

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

Audit Code: 5c3c9289-9809-4316-bb4d-ff34445afee1

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	600 to 6658 (units:sqm)
Range Selected by User:	150 to 10000 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	13/09/88 to 03/06/25

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

Selected survey days:	
Thursday	2 days
Wednesday	1 days

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

Selected survey types:	
Manual count	3
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	3 days

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

Selected Location Sub Categories:	
Industrial Zone	3 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Unknown	3 days

Audit Code: 5c3c9289-9809-4316-bb4d-ff34445afee1

Secondary Filtering Selection:

Use Class:

Not Known

3 surveys

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

Population within 500m Range:

3 - 1591

Population within 1 mile:

1,001 to 5,000

1 surveys

10,001 to 15,000

1 surveys

5,001 to 10,000

1 surveys

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

Population within 5 miles:

25,001 to 50,000

1 surveys

5,001 to 25,000

1 surveys

50,001 to 75,000

1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0

1 surveys

1.1 to 1.5

2 surveys

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

Audit Code: 5c3c9289-9809-4316-bb4d-ff34445afee1

Petrol filling station:

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

Travel Plan:

No 3 surveys

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

PTAL Rating:

No PTAL Present 3 surveys

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

COVID-19 Restrictions:

No

Audit Code: 5c3c9289-9809-4316-bb4d-ff34445afee1

1	HI-02-C-01	DAIRY	HIGHLAND
TOM SEMPLE ROAD NAIRN BALMAKEITH BUSINESS PK Edge of Town Industrial Zone Site area: 1.0800000429153442 hect Survey date: Wednesday 24/05/2006			
			Survey Type: Manual
2	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Site area: 0.13050000369548798 hect Survey date: Thursday 21/04/2022			
			Survey Type: Manual
3	WX-02-C-01	WHOLESALE BAKERY	WEXFORD
CLONARD ROAD WEXFORD WHITEMILL Edge of Town Industrial Zone Site area: 0.5099999904632568 hect Survey date: Thursday 20/04/2023			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AR-02-C-02 12-11-2009	12-11-2009	x
CS-02-C-01 28-04-2015	28-04-2015	x
EC-02-C-01 19-09-2016	19-09-2016	x
FU-02-C-01 10-06-2014	10-06-2014	x
HE-02-C-02 22-10-2013	22-10-2013	x
KE-02-C-01 17-10-2019	17-10-2019	x
KK-02-C-01 26-10-2017	26-10-2017	x
KK-02-C-02 04-10-2019	04-10-2019	x
LE-02-C-01 17-06-2022	17-06-2022	x
MA-02-C-01 09-10-2020	09-10-2020	x
NY-02-C-02 19-04-2005	19-04-2005	x
RO-02-C-02 26-09-2014	26-09-2014	x

Audit Code: 5c3c9289-9809-4316-bb4d-ff34445afee1

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	1583	0.000	0.000	0.000
06:00-07:00	2	1583	0.126	0.032	0.158
07:00-08:00	3	2055	0.389	0.114	0.503
08:00-09:00	3	2055	0.600	0.211	0.811
09:00-10:00	3	2055	0.308	0.211	0.519
10:00-11:00	3	2055	0.324	0.373	0.697
11:00-12:00	3	2055	0.211	0.081	0.292
12:00-13:00	3	2055	0.178	0.227	0.405
13:00-14:00	3	2055	0.146	0.259	0.405
14:00-15:00	3	2055	0.243	0.227	0.470
15:00-16:00	3	2055	0.243	0.227	0.470
16:00-17:00	3	2055	0.130	0.551	0.681
17:00-18:00	3	2055	0.032	0.438	0.470
18:00-19:00	3	2055	0.032	0.130	0.162
19:00-20:00	2	1583	0.000	0.032	0.032
20:00-21:00	2	1583	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.962	3.113	6.075

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: 5c3c9289-9809-4316-bb4d-ff34445afee1

Parameter Summary:

Trip rate parameter range selected:	150 - 10000 (units: sqm)
Survey date date range:	24/05/2006 - 20/04/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
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.

Audit Code: 5c3c9289-9809-4316-bb4d-ff34445afee1

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

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	1583	0.000	0.000	0.000
06:00-07:00	2	1583	0.063	0.032	0.095
07:00-08:00	3	2055	0.049	0.032	0.081
08:00-09:00	3	2055	0.032	0.049	0.081
09:00-10:00	3	2055	0.081	0.065	0.146
10:00-11:00	3	2055	0.146	0.130	0.276
11:00-12:00	3	2055	0.032	0.000	0.032
12:00-13:00	3	2055	0.049	0.032	0.081
13:00-14:00	3	2055	0.032	0.049	0.081
14:00-15:00	3	2055	0.049	0.049	0.098
15:00-16:00	3	2055	0.097	0.097	0.194
16:00-17:00	3	2055	0.032	0.081	0.113
17:00-18:00	3	2055	0.000	0.065	0.065
18:00-19:00	3	2055	0.000	0.016	0.016
19:00-20:00	2	1583	0.000	0.000	0.000
20:00-21:00	2	1583	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.662	0.697	1.359

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 5c3c9289-9809-4316-bb4d-ff34445afee1

Parameter Summary:

Trip rate parameter range selected:	150 - 10000 (units: sqm)
Survey date date range:	24/05/2006 - 20/04/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
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.

Audit Code: 7498d388-c14c-44ef-a658-18fa3831e4e2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA		
	SF	SUFFOLK	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
10	WALES		
	NW	NEWPORT	1 day

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

Audit Code: 7498d388-c14c-44ef-a658-18fa3831e4e2

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	890 to 9000 (units:sqm)
Range Selected by User:	190 to 12000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/07/90 to 24/06/25

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

Selected survey days:

Friday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Free Standing	1 days

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

Selected Location Sub Categories:

Industrial Zone	3 days
-----------------	--------

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	3 days
----------------------------	--------

Audit Code: 7498d388-c14c-44ef-a658-18fa3831e4e2

Secondary Filtering Selection:

Use Class:

B8	3 surveys
----	-----------

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

Population within 500m Range:

0 - 760

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

5,000 or Less	1 surveys
5,001 to 25,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	2 surveys

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

Audit Code: 7498d388-c14c-44ef-a658-18fa3831e4e2

Petrol filling station:

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

Travel Plan:

No 3 surveys

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

PTAL Rating:

No PTAL Present 3 surveys

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

COVID-19 Restrictions:

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

Audit Code: 7498d388-c14c-44ef-a658-18fa3831e4e2

1	CU-02-F-01	WAREHOUSING & DISTRIBUTION	CUMBERLAND
CARLISLE ROAD BRAMPTON Edge of Town Industrial Zone Gross floor area: 4007 sqm Survey date: Wednesday 19/06/2024			
		Survey Type: Manual	
2	NW-02-F-02	AMAZON DEPOT	NEWPORT
LLANWERN WORKS NEWPORT Free Standing Industrial Zone Gross floor area: 4836 sqm Survey date: Wednesday 25/11/2020			
		Survey Type: Manual	
3	SF-02-F-03	ROAD HAULAGE	SUFFOLK
CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Gross floor area: 4700 sqm Survey date: Friday 18/09/2015			
		Survey Type: Manual	

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WX-02-F-01 20-04-2023	20-04-2023	.

Audit Code: 7498d388-c14c-44ef-a658-18fa3831e4e2

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4007	0.349	0.225	0.574
06:00-07:00	2	4422	0.249	0.271	0.520
07:00-08:00	3	4514	0.288	0.177	0.465
08:00-09:00	3	4514	0.428	0.295	0.723
09:00-10:00	3	4514	0.362	0.192	0.554
10:00-11:00	3	4514	0.273	0.347	0.620
11:00-12:00	3	4514	0.199	0.362	0.561
12:00-13:00	3	4514	0.222	0.288	0.510
13:00-14:00	3	4514	0.199	0.295	0.494
14:00-15:00	3	4514	0.244	0.199	0.443
15:00-16:00	3	4514	0.236	0.266	0.502
16:00-17:00	3	4514	0.288	0.281	0.569
17:00-18:00	3	4514	0.214	0.258	0.472
18:00-19:00	3	4514	0.126	0.096	0.222
19:00-20:00	1	4007	0.075	0.075	0.150
20:00-21:00	1	4007	0.000	0.025	0.025
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.752	3.652	7.404

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 7498d388-c14c-44ef-a658-18fa3831e4e2

Parameter Summary:

Trip rate parameter range selected:	190 - 12000 (units: sqm)
Survey date date range:	18/09/2015 - 19/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
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.

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST	
	DC	DORSET
		1 day
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE
		1 day
10	WALES	
	CO	CONWY
		1 day

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

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	2114 to 6186 (units:sqm)
Range Selected by User:	2000 to 10000 (units:sqm)
Parking Spaces Range:	0 - 1471

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 05/06/25

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

Selected survey days:

Monday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Edge of Town	3 days
--------------	--------

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

Selected Location Sub Categories:

Commercial Zone	1 days
Industrial Zone	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	2 days

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Secondary Filtering Selection:

Use Class:

Not Known	3 surveys
-----------	-----------

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

Population within 500m Range:

0 - 1186

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
5,001 to 10,000	1 surveys

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 surveys
50,001 to 75,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	1 surveys

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

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Petrol filling station:

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

Travel Plan:

No 3 surveys

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

PTAL Rating:

No PTAL Present 3 surveys

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

COVID-19 Restrictions:

No

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

1	CO-02-A-01	GOVERNMENT OFFICES	CONWY
NARROW LANE LLANDUDNO JUNCTION Edge of Town Commercial Zone Gross floor area: 6186 sqm Survey date: Wednesday 28/03/2018			
			Survey Type: Manual
2	DC-02-A-01	OFFICES	DORSET
LYNCH LANE WEYMOUTH Edge of Town Industrial Zone Gross floor area: 2400 sqm Survey date:			
			Survey Type: Manual
3	LN-02-A-01	OFFICES	LINCOLNSHIRE
LINCOLN WAY LOUTH FAIRFIELD Edge of Town Industrial Zone Gross floor area: 2114 sqm Survey date:			
			Survey Type: Manual

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3567	0.196	0.019	0.215
08:00-09:00	3	3567	1.439	0.150	1.589
09:00-10:00	3	3567	1.318	0.290	1.608
10:00-11:00	3	3567	0.589	0.196	0.785
11:00-12:00	3	3567	0.449	0.271	0.720
12:00-13:00	3	3567	0.346	0.421	0.767
13:00-14:00	3	3567	0.467	0.383	0.850
14:00-15:00	3	3567	0.355	0.458	0.813
15:00-16:00	3	3567	0.290	0.486	0.776
16:00-17:00	3	3567	0.336	0.720	1.056
17:00-18:00	3	3567	0.112	1.645	1.757
18:00-19:00	3	3567	0.065	0.953	1.018
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.962	5.992	11.954

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	28/03/2018 - 19/05/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3567	0.542	0.056	0.598
08:00-09:00	3	3567	4.215	0.234	4.449
09:00-10:00	3	3567	3.505	0.636	4.141
10:00-11:00	3	3567	1.645	0.486	2.131
11:00-12:00	3	3567	1.103	0.654	1.757
12:00-13:00	3	3567	0.673	1.860	2.533
13:00-14:00	3	3567	1.449	0.935	2.384
14:00-15:00	3	3567	0.645	0.897	1.542
15:00-16:00	3	3567	0.533	0.832	1.365
16:00-17:00	3	3567	0.589	1.692	2.281
17:00-18:00	3	3567	0.131	4.037	4.168
18:00-19:00	3	3567	0.075	1.617	1.692
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			15.105	13.936	29.041

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	28/03/2018 - 19/05/2025
Number of weekdays (Monday-Friday):	3
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.

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3567	0.009	0.000	0.009
08:00-09:00	3	3567	0.187	0.000	0.187
09:00-10:00	3	3567	0.056	0.000	0.056
10:00-11:00	3	3567	0.028	0.009	0.037
11:00-12:00	3	3567	0.009	0.000	0.009
12:00-13:00	3	3567	0.000	0.019	0.019
13:00-14:00	3	3567	0.000	0.000	0.000
14:00-15:00	3	3567	0.019	0.056	0.075
15:00-16:00	3	3567	0.019	0.019	0.038
16:00-17:00	3	3567	0.019	0.093	0.112
17:00-18:00	3	3567	0.000	0.112	0.112
18:00-19:00	3	3567	0.009	0.047	0.056
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.355	0.355	0.710

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	28/03/2018 - 19/05/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3567	0.000	0.000	0.000
08:00-09:00	3	3567	0.000	0.000	0.000
09:00-10:00	3	3567	0.000	0.000	0.000
10:00-11:00	3	3567	0.000	0.000	0.000
11:00-12:00	3	3567	0.000	0.000	0.000
12:00-13:00	3	3567	0.000	0.000	0.000
13:00-14:00	3	3567	0.000	0.000	0.000
14:00-15:00	3	3567	0.000	0.000	0.000
15:00-16:00	3	3567	0.000	0.000	0.000
16:00-17:00	3	3567	0.000	0.000	0.000
17:00-18:00	3	3567	0.000	0.000	0.000
18:00-19:00	3	3567	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3567	0.000	0.000	0.000
08:00-09:00	3	3567	0.000	0.000	0.000
09:00-10:00	3	3567	0.009	0.000	0.009
10:00-11:00	3	3567	0.000	0.000	0.000
11:00-12:00	3	3567	0.009	0.009	0.018
12:00-13:00	3	3567	0.000	0.000	0.000
13:00-14:00	3	3567	0.000	0.009	0.009
14:00-15:00	3	3567	0.000	0.000	0.000
15:00-16:00	3	3567	0.009	0.000	0.009
16:00-17:00	3	3567	0.000	0.000	0.000
17:00-18:00	3	3567	0.000	0.009	0.009
18:00-19:00	3	3567	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.027	0.027	0.054

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	28/03/2018 - 28/03/2018
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3567	0.000	0.000	0.000
08:00-09:00	3	3567	0.019	0.009	0.028
09:00-10:00	3	3567	0.028	0.028	0.056
10:00-11:00	3	3567	0.019	0.028	0.047
11:00-12:00	3	3567	0.019	0.028	0.047
12:00-13:00	3	3567	0.019	0.009	0.028
13:00-14:00	3	3567	0.028	0.019	0.047
14:00-15:00	3	3567	0.028	0.028	0.056
15:00-16:00	3	3567	0.000	0.009	0.009
16:00-17:00	3	3567	0.019	0.009	0.028
17:00-18:00	3	3567	0.037	0.047	0.084
18:00-19:00	3	3567	0.009	0.009	0.018
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.225	0.223	0.448

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	28/03/2018 - 19/05/2025
Number of weekdays (Monday-Friday):	3
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.

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3567	0.187	0.019	0.206
08:00-09:00	3	3567	1.327	0.112	1.439
09:00-10:00	3	3567	1.187	0.243	1.430
10:00-11:00	3	3567	0.495	0.150	0.645
11:00-12:00	3	3567	0.346	0.206	0.552
12:00-13:00	3	3567	0.308	0.364	0.672
13:00-14:00	3	3567	0.383	0.318	0.701
14:00-15:00	3	3567	0.299	0.383	0.682
15:00-16:00	3	3567	0.243	0.449	0.692
16:00-17:00	3	3567	0.290	0.664	0.954
17:00-18:00	3	3567	0.056	1.449	1.505
18:00-19:00	3	3567	0.056	0.879	0.935
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.177	5.236	10.413

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	28/03/2018 - 19/05/2025
Number of weekdays (Monday-Friday):	3
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.

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3567	0.000	0.000	0.000
08:00-09:00	3	3567	0.065	0.028	0.093
09:00-10:00	3	3567	0.084	0.019	0.103
10:00-11:00	3	3567	0.056	0.019	0.075
11:00-12:00	3	3567	0.056	0.028	0.084
12:00-13:00	3	3567	0.019	0.037	0.056
13:00-14:00	3	3567	0.056	0.037	0.093
14:00-15:00	3	3567	0.028	0.047	0.075
15:00-16:00	3	3567	0.028	0.028	0.056
16:00-17:00	3	3567	0.009	0.037	0.046
17:00-18:00	3	3567	0.000	0.047	0.047
18:00-19:00	3	3567	0.000	0.047	0.047
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.401	0.374	0.775

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	28/03/2018 - 19/05/2025
Number of weekdays (Monday-Friday):	3
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.

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Motorcycles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3567	0.009	0.000	0.009
08:00-09:00	3	3567	0.028	0.000	0.028
09:00-10:00	3	3567	0.009	0.000	0.009
10:00-11:00	3	3567	0.019	0.000	0.019
11:00-12:00	3	3567	0.019	0.000	0.019
12:00-13:00	3	3567	0.000	0.009	0.009
13:00-14:00	3	3567	0.000	0.000	0.000
14:00-15:00	3	3567	0.000	0.000	0.000
15:00-16:00	3	3567	0.009	0.000	0.009
16:00-17:00	3	3567	0.019	0.009	0.028
17:00-18:00	3	3567	0.019	0.093	0.112
18:00-19:00	3	3567	0.000	0.019	0.019
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.131	0.130	0.261

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	28/03/2018 - 28/03/2018
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Vehicle Occupants

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3567	0.215	0.019	0.234
08:00-09:00	3	3567	1.570	0.150	1.720
09:00-10:00	3	3567	1.551	0.327	1.878
10:00-11:00	3	3567	0.654	0.224	0.878
11:00-12:00	3	3567	0.523	0.299	0.822
12:00-13:00	3	3567	0.383	0.505	0.888
13:00-14:00	3	3567	0.533	0.430	0.963
14:00-15:00	3	3567	0.383	0.486	0.869
15:00-16:00	3	3567	0.308	0.439	0.747
16:00-17:00	3	3567	0.393	0.776	1.169
17:00-18:00	3	3567	0.103	1.879	1.982
18:00-19:00	3	3567	0.028	1.028	1.056
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			6.644	6.562	13.206

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	28/03/2018 - 19/05/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3567	0.103	0.037	0.140
08:00-09:00	3	3567	0.785	0.084	0.869
09:00-10:00	3	3567	0.776	0.262	1.038
10:00-11:00	3	3567	0.514	0.159	0.673
11:00-12:00	3	3567	0.421	0.271	0.692
12:00-13:00	3	3567	0.224	0.860	1.084
13:00-14:00	3	3567	0.589	0.299	0.888
14:00-15:00	3	3567	0.224	0.308	0.532
15:00-16:00	3	3567	0.178	0.252	0.430
16:00-17:00	3	3567	0.150	0.374	0.524
17:00-18:00	3	3567	0.028	0.832	0.860
18:00-19:00	3	3567	0.028	0.262	0.290
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.020	4.000	8.020

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	28/03/2018 - 19/05/2025
Number of weekdays (Monday-Friday):	3
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.

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3567	0.215	0.000	0.215
08:00-09:00	3	3567	1.673	0.000	1.673
09:00-10:00	3	3567	1.121	0.047	1.168
10:00-11:00	3	3567	0.449	0.093	0.542
11:00-12:00	3	3567	0.150	0.084	0.234
12:00-13:00	3	3567	0.065	0.477	0.542
13:00-14:00	3	3567	0.327	0.206	0.533
14:00-15:00	3	3567	0.019	0.047	0.066
15:00-16:00	3	3567	0.028	0.121	0.149
16:00-17:00	3	3567	0.028	0.449	0.477
17:00-18:00	3	3567	0.000	1.215	1.215
18:00-19:00	3	3567	0.009	0.280	0.289
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.084	3.019	7.103

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	28/03/2018 - 28/03/2018
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Bus/Tram Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3567	0.121	0.000	0.121
08:00-09:00	3	3567	1.103	0.000	1.103
09:00-10:00	3	3567	0.794	0.047	0.841
10:00-11:00	3	3567	0.327	0.084	0.411
11:00-12:00	3	3567	0.140	0.075	0.215
12:00-13:00	3	3567	0.065	0.383	0.448
13:00-14:00	3	3567	0.308	0.150	0.458
14:00-15:00	3	3567	0.019	0.028	0.047
15:00-16:00	3	3567	0.028	0.056	0.084
16:00-17:00	3	3567	0.028	0.206	0.234
17:00-18:00	3	3567	0.000	0.710	0.710
18:00-19:00	3	3567	0.009	0.178	0.187
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.942	1.917	4.859

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	28/03/2018 - 28/03/2018
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Coach Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3567	0.000	0.000	0.000
08:00-09:00	3	3567	0.000	0.000	0.000
09:00-10:00	3	3567	0.000	0.000	0.000
10:00-11:00	3	3567	0.000	0.000	0.000
11:00-12:00	3	3567	0.000	0.000	0.000
12:00-13:00	3	3567	0.000	0.000	0.000
13:00-14:00	3	3567	0.000	0.000	0.000
14:00-15:00	3	3567	0.000	0.000	0.000
15:00-16:00	3	3567	0.000	0.000	0.000
16:00-17:00	3	3567	0.000	0.000	0.000
17:00-18:00	3	3567	0.000	0.000	0.000
18:00-19:00	3	3567	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Rail Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3567	0.093	0.000	0.093
08:00-09:00	3	3567	0.570	0.000	0.570
09:00-10:00	3	3567	0.327	0.000	0.327
10:00-11:00	3	3567	0.121	0.009	0.130
11:00-12:00	3	3567	0.009	0.009	0.018
12:00-13:00	3	3567	0.000	0.093	0.093
13:00-14:00	3	3567	0.019	0.056	0.075
14:00-15:00	3	3567	0.000	0.019	0.019
15:00-16:00	3	3567	0.000	0.065	0.065
16:00-17:00	3	3567	0.000	0.243	0.243
17:00-18:00	3	3567	0.000	0.505	0.505
18:00-19:00	3	3567	0.000	0.103	0.103
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.139	1.102	2.241

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: da8720be-cb15-408c-9a26-bfb39c9ed46a

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	28/03/2018 - 28/03/2018
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Pedestrians

Selected regions and areas:

03	SOUTH WEST	
	DC	DORSET
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
09	NORTH	
	FU	WESTMORLAND & FURNESS
11	SCOTLAND	
	HI	HIGHLAND
16	ULSTER (REPUBLIC OF IRELAND)	
	MG	MONAGHAN
17	ULSTER (NORTHERN IRELAND)	
	AR	ARMAGH

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

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	2800 to 9216 (units:sqm)
Range Selected by User:	2000 to 10000 (units:sqm)
Parking Spaces Range:	7 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/88 to 03/06/25

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

Selected survey days:

Monday	1 days
Thursday	1 days
Tuesday	2 days
Wednesday	2 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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

Selected Locations:

Edge of Town	6 days
--------------	--------

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

Selected Location Sub Categories:

Industrial Zone	4 days
No Sub Category	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	5 days

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

Secondary Filtering Selection:

Use Class:

Not Known

6 surveys

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

Population within 500m Range:

11 - 4459

Population within 1 mile:

1,001 to 5,000	3 surveys
10,001 to 15,000	1 surveys
5,001 to 10,000	2 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	4 surveys
1.6 to 2.0	1 surveys

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

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

Petrol filling station:

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

Travel Plan:

No 6 surveys

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

PTAL Rating:

No PTAL Present 6 surveys

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

COVID-19 Restrictions:

No

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

1	AR-02-C-02	EMTEK	ARMAGH
SILVERWOOD ROAD LURGAN SILVERWOOD INDUSTRIAL AREA Edge of Town Industrial Zone Site area: 2.5999999046325684 hect Survey date: Thursday 12/11/2009			
			Survey Type: Manual
2	DC-02-C-07	NEW LOOK	DORSET
MERCERY ROAD WEYMOUTH Edge of Town No Sub Category Site area: 4.099999904632568 hect Survey date:			
			Survey Type: Manual
3	FU-02-C-01	DOMINO'S PIZZA	WESTMORLAND & FURNESS
COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Site area: 0.7900000214576721 hect Survey date: Tuesday 10/06/2014			
			Survey Type: Manual
4	HI-02-C-01	DAIRY	HIGHLAND
TOM SEMPLE ROAD NAIRN BALMAKEITH BUSINESS PK Edge of Town Industrial Zone Site area: 1.0800000429153442 hect Survey date: Wednesday 24/05/2006			
			Survey Type: Manual
5	MG-02-C-01	ENGINEERING	MONAGHAN
COOLSHANNAGH ROAD NEAR MONAGHAN COOLSHANNAGH Edge of Town No Sub Category Site area: 1.2799999713897705 hect Survey date: Tuesday 04/12/2012			
			Survey Type: Manual
6	WK-02-C-01	MACHINE ENGINEERING	WARWICKSHIRE
CASTLE MOUND WAY RUGBY Edge of Town Industrial Zone Site area: 2.0299999713897705 hect Survey date: Wednesday 10/11/2021			
			Survey Type: Manual

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6083	0.099	0.000	0.099
06:00-07:00	2	6083	0.041	0.008	0.049
07:00-08:00	6	4476	0.562	0.074	0.636
08:00-09:00	6	4476	1.259	0.160	1.419
09:00-10:00	6	4476	0.231	0.175	0.406
10:00-11:00	6	4476	0.142	0.142	0.284
11:00-12:00	6	4476	0.123	0.138	0.261
12:00-13:00	6	4476	0.179	0.268	0.447
13:00-14:00	6	4476	0.276	0.302	0.578
14:00-15:00	6	4476	0.190	0.156	0.346
15:00-16:00	6	4476	0.060	0.171	0.231
16:00-17:00	6	4476	0.112	0.376	0.488
17:00-18:00	6	4476	0.078	0.916	0.994
18:00-19:00	6	4476	0.078	0.402	0.480
19:00-20:00	2	6083	0.049	0.049	0.098
20:00-21:00	2	6083	0.025	0.033	0.058
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.504	3.370	6.874

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	24/05/2006 - 10/11/2021
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

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

Total People

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6083	0.115	0.000	0.115
06:00-07:00	2	6083	0.090	0.008	0.098
07:00-08:00	6	4476	0.670	0.086	0.756
08:00-09:00	6	4476	1.549	0.175	1.724
09:00-10:00	6	4476	0.290	0.179	0.469
10:00-11:00	6	4476	0.171	0.145	0.316
11:00-12:00	6	4476	0.149	0.156	0.305
12:00-13:00	6	4476	0.220	0.376	0.596
13:00-14:00	6	4476	0.376	0.361	0.737
14:00-15:00	6	4476	0.235	0.201	0.436
15:00-16:00	6	4476	0.071	0.231	0.302
16:00-17:00	6	4476	0.138	0.518	0.656
17:00-18:00	6	4476	0.093	1.221	1.314
18:00-19:00	6	4476	0.093	0.521	0.614
19:00-20:00	2	6083	0.058	0.049	0.107
20:00-21:00	2	6083	0.025	0.033	0.058
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.343	4.260	8.603

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date range:	24/05/2006 - 10/11/2021
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

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

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6083	0.000	0.000	0.000
06:00-07:00	2	6083	0.016	0.000	0.016
07:00-08:00	6	4476	0.019	0.000	0.019
08:00-09:00	6	4476	0.011	0.000	0.011
09:00-10:00	6	4476	0.004	0.000	0.004
10:00-11:00	6	4476	0.000	0.000	0.000
11:00-12:00	6	4476	0.000	0.000	0.000
12:00-13:00	6	4476	0.000	0.000	0.000
13:00-14:00	6	4476	0.004	0.004	0.008
14:00-15:00	6	4476	0.000	0.007	0.007
15:00-16:00	6	4476	0.000	0.007	0.007
16:00-17:00	6	4476	0.000	0.015	0.015
17:00-18:00	6	4476	0.007	0.011	0.018
18:00-19:00	6	4476	0.000	0.004	0.004
19:00-20:00	2	6083	0.000	0.000	0.000
20:00-21:00	2	6083	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.061	0.048	0.109

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	24/05/2006 - 10/11/2021
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.

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

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

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6083	0.000	0.000	0.000
06:00-07:00	2	6083	0.000	0.000	0.000
07:00-08:00	6	4476	0.000	0.000	0.000
08:00-09:00	6	4476	0.000	0.000	0.000
09:00-10:00	6	4476	0.000	0.000	0.000
10:00-11:00	6	4476	0.000	0.000	0.000
11:00-12:00	6	4476	0.000	0.000	0.000
12:00-13:00	6	4476	0.000	0.000	0.000
13:00-14:00	6	4476	0.000	0.000	0.000
14:00-15:00	6	4476	0.000	0.000	0.000
15:00-16:00	6	4476	0.000	0.000	0.000
16:00-17:00	6	4476	0.000	0.000	0.000
17:00-18:00	6	4476	0.000	0.000	0.000
18:00-19:00	6	4476	0.000	0.000	0.000
19:00-20:00	2	6083	0.000	0.000	0.000
20:00-21:00	2	6083	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

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

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6083	0.000	0.000	0.000
06:00-07:00	2	6083	0.016	0.000	0.016
07:00-08:00	6	4476	0.015	0.011	0.026
08:00-09:00	6	4476	0.048	0.022	0.070
09:00-10:00	6	4476	0.034	0.041	0.075
10:00-11:00	6	4476	0.045	0.034	0.079
11:00-12:00	6	4476	0.037	0.034	0.071
12:00-13:00	6	4476	0.019	0.034	0.053
13:00-14:00	6	4476	0.026	0.019	0.045
14:00-15:00	6	4476	0.015	0.019	0.034
15:00-16:00	6	4476	0.015	0.019	0.034
16:00-17:00	6	4476	0.026	0.022	0.048
17:00-18:00	6	4476	0.011	0.019	0.030
18:00-19:00	6	4476	0.000	0.007	0.007
19:00-20:00	2	6083	0.000	0.049	0.049
20:00-21:00	2	6083	0.000	0.025	0.025
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.307	0.355	0.662

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	24/05/2006 - 10/11/2021
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

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

Vehicle Occupants

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6083	0.099	0.000	0.099
06:00-07:00	2	6083	0.058	0.008	0.066
07:00-08:00	6	4476	0.607	0.078	0.685
08:00-09:00	6	4476	1.445	0.168	1.613
09:00-10:00	6	4476	0.253	0.179	0.432
10:00-11:00	6	4476	0.171	0.145	0.316
11:00-12:00	6	4476	0.145	0.153	0.298
12:00-13:00	6	4476	0.201	0.320	0.521
13:00-14:00	6	4476	0.335	0.346	0.681
14:00-15:00	6	4476	0.220	0.182	0.402
15:00-16:00	6	4476	0.063	0.220	0.283
16:00-17:00	6	4476	0.115	0.451	0.566
17:00-18:00	6	4476	0.082	1.099	1.181
18:00-19:00	6	4476	0.089	0.477	0.566
19:00-20:00	2	6083	0.058	0.049	0.107
20:00-21:00	2	6083	0.025	0.033	0.058
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.966	3.908	7.874

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	24/05/2006 - 10/11/2021
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

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

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6083	0.016	0.000	0.016
06:00-07:00	2	6083	0.016	0.000	0.016
07:00-08:00	6	4476	0.045	0.007	0.052
08:00-09:00	6	4476	0.086	0.007	0.093
09:00-10:00	6	4476	0.034	0.000	0.034
10:00-11:00	6	4476	0.000	0.000	0.000
11:00-12:00	6	4476	0.004	0.004	0.008
12:00-13:00	6	4476	0.019	0.056	0.075
13:00-14:00	6	4476	0.037	0.011	0.048
14:00-15:00	6	4476	0.015	0.011	0.026
15:00-16:00	6	4476	0.007	0.004	0.011
16:00-17:00	6	4476	0.022	0.048	0.070
17:00-18:00	6	4476	0.004	0.104	0.108
18:00-19:00	6	4476	0.004	0.041	0.045
19:00-20:00	2	6083	0.000	0.000	0.000
20:00-21:00	2	6083	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.309	0.293	0.602

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	24/05/2006 - 10/11/2021
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.

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

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

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6083	0.000	0.000	0.000
06:00-07:00	2	6083	0.000	0.000	0.000
07:00-08:00	6	4476	0.000	0.000	0.000
08:00-09:00	6	4476	0.007	0.000	0.007
09:00-10:00	6	4476	0.000	0.000	0.000
10:00-11:00	6	4476	0.000	0.000	0.000
11:00-12:00	6	4476	0.000	0.000	0.000
12:00-13:00	6	4476	0.000	0.000	0.000
13:00-14:00	6	4476	0.000	0.000	0.000
14:00-15:00	6	4476	0.000	0.000	0.000
15:00-16:00	6	4476	0.000	0.000	0.000
16:00-17:00	6	4476	0.000	0.004	0.004
17:00-18:00	6	4476	0.000	0.007	0.007
18:00-19:00	6	4476	0.000	0.000	0.000
19:00-20:00	2	6083	0.000	0.000	0.000
20:00-21:00	2	6083	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.007	0.011	0.018

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 3204567c-e34c-4494-961f-15111a82360d

Parameter Summary:

Trip rate parameter range selected:	2000 - 10000 (units: sqm)
Survey date date range:	24/05/2006 - 10/06/2014
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.

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
09	NORTH		
	CU	CUMBERLAND	1 day

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

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	950 to 8673 (units:sqm)
Range Selected by User:	950 to 10000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/07/90 to 24/06/25

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

Selected survey days:

Monday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
--------------	--------

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

Selected Location Sub Categories:

Industrial Zone	2 days
-----------------	--------

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	1 days

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Secondary Filtering Selection:

Use Class:

B8	2 surveys
----	-----------

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

Population within 500m Range:

243 - 2102

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	1 surveys

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 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	2 surveys
------------	-----------

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

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Petrol filling station:

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

Travel Plan:

No 2 surveys

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

PTAL Rating:

No PTAL Present 2 surveys

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

COVID-19 Restrictions:

No

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

1	CU-02-F-01	WAREHOUSING & DISTRIBUTION	CUMBERLAND
CARLISLE ROAD BRAMPTON Edge of Town Industrial Zone Gross floor area: 4007 sqm Survey date: Wednesday 19/06/2024			
		Survey Type: Manual	
2	NY-02-F-01	REMOVALS SERVICE	NORTH YORKSHIRE
GRIMBALD CRAG CLOSE KNARESBOROUGH Edge of Town Industrial Zone Gross floor area: 1750 sqm Survey date:			
		Survey Type: Manual	

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4007	0.349	0.225	0.574
06:00-07:00	1	4007	0.225	0.349	0.574
07:00-08:00	2	2878	0.295	0.208	0.503
08:00-09:00	2	2878	0.243	0.226	0.469
09:00-10:00	2	2878	0.191	0.104	0.295
10:00-11:00	2	2878	0.156	0.174	0.330
11:00-12:00	2	2878	0.087	0.104	0.191
12:00-13:00	2	2878	0.174	0.122	0.296
13:00-14:00	2	2878	0.156	0.174	0.330
14:00-15:00	2	2878	0.261	0.278	0.539
15:00-16:00	2	2878	0.208	0.174	0.382
16:00-17:00	2	2878	0.243	0.347	0.590
17:00-18:00	2	2878	0.156	0.330	0.486
18:00-19:00	2	2878	0.052	0.035	0.087
19:00-20:00	1	4007	0.075	0.075	0.150
20:00-21:00	1	4007	0.000	0.025	0.025
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.871	2.950	5.821

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Parameter Summary:

Trip rate parameter range selected:	950 - 10000 (units: sqm)
Survey date date range:	19/06/2023 - 19/06/2024
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

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

Total People

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4007	0.424	0.275	0.699
06:00-07:00	1	4007	0.299	0.449	0.748
07:00-08:00	2	2878	0.365	0.278	0.643
08:00-09:00	2	2878	0.330	0.313	0.643
09:00-10:00	2	2878	0.261	0.174	0.435
10:00-11:00	2	2878	0.226	0.226	0.452
11:00-12:00	2	2878	0.156	0.174	0.330
12:00-13:00	2	2878	0.208	0.174	0.382
13:00-14:00	2	2878	0.226	0.261	0.487
14:00-15:00	2	2878	0.365	0.365	0.730
15:00-16:00	2	2878	0.278	0.243	0.521
16:00-17:00	2	2878	0.295	0.452	0.747
17:00-18:00	2	2878	0.191	0.400	0.591
18:00-19:00	2	2878	0.052	0.035	0.087
19:00-20:00	1	4007	0.075	0.075	0.150
20:00-21:00	1	4007	0.000	0.025	0.025
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.751	3.919	7.670

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Parameter Summary:

Trip rate parameter range selected:	950 - 10000 (units: sqm)
Survey date date range:	19/06/2023 - 19/06/2024
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

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

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4007	0.000	0.000	0.000
06:00-07:00	1	4007	0.000	0.000	0.000
07:00-08:00	2	2878	0.000	0.000	0.000
08:00-09:00	2	2878	0.017	0.000	0.017
09:00-10:00	2	2878	0.000	0.000	0.000
10:00-11:00	2	2878	0.000	0.000	0.000
11:00-12:00	2	2878	0.000	0.000	0.000
12:00-13:00	2	2878	0.000	0.000	0.000
13:00-14:00	2	2878	0.000	0.000	0.000
14:00-15:00	2	2878	0.000	0.000	0.000
15:00-16:00	2	2878	0.000	0.000	0.000
16:00-17:00	2	2878	0.000	0.017	0.017
17:00-18:00	2	2878	0.000	0.000	0.000
18:00-19:00	2	2878	0.000	0.000	0.000
19:00-20:00	1	4007	0.000	0.000	0.000
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.017	0.017	0.034

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Parameter Summary:

Trip rate parameter range selected:	950 - 10000 (units: sqm)
Survey date date range:	19/06/2023 - 19/06/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

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

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4007	0.000	0.000	0.000
06:00-07:00	1	4007	0.000	0.000	0.000
07:00-08:00	2	2878	0.000	0.052	0.052
08:00-09:00	2	2878	0.035	0.000	0.035
09:00-10:00	2	2878	0.000	0.000	0.000
10:00-11:00	2	2878	0.000	0.000	0.000
11:00-12:00	2	2878	0.000	0.000	0.000
12:00-13:00	2	2878	0.017	0.000	0.017
13:00-14:00	2	2878	0.000	0.000	0.000
14:00-15:00	2	2878	0.000	0.035	0.035
15:00-16:00	2	2878	0.017	0.017	0.034
16:00-17:00	2	2878	0.035	0.000	0.035
17:00-18:00	2	2878	0.000	0.000	0.000
18:00-19:00	2	2878	0.000	0.000	0.000
19:00-20:00	1	4007	0.000	0.000	0.000
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.104	0.104	0.208

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Parameter Summary:

Trip rate parameter range selected:	950 - 10000 (units: sqm)
Survey date date range:	19/06/2024 - 19/06/2024
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

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

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4007	0.100	0.125	0.225
06:00-07:00	1	4007	0.125	0.299	0.424
07:00-08:00	2	2878	0.017	0.122	0.139
08:00-09:00	2	2878	0.104	0.104	0.208
09:00-10:00	2	2878	0.174	0.104	0.278
10:00-11:00	2	2878	0.052	0.104	0.156
11:00-12:00	2	2878	0.052	0.035	0.087
12:00-13:00	2	2878	0.104	0.069	0.173
13:00-14:00	2	2878	0.087	0.122	0.209
14:00-15:00	2	2878	0.174	0.104	0.278
15:00-16:00	2	2878	0.156	0.122	0.278
16:00-17:00	2	2878	0.087	0.156	0.243
17:00-18:00	2	2878	0.104	0.069	0.173
18:00-19:00	2	2878	0.052	0.017	0.069
19:00-20:00	1	4007	0.025	0.000	0.025
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.413	1.552	2.965

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Parameter Summary:

Trip rate parameter range selected:	950 - 10000 (units: sqm)
Survey date date range:	19/06/2023 - 19/06/2024
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

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

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4007	0.000	0.000	0.000
06:00-07:00	1	4007	0.000	0.000	0.000
07:00-08:00	2	2878	0.000	0.000	0.000
08:00-09:00	2	2878	0.017	0.017	0.034
09:00-10:00	2	2878	0.000	0.000	0.000
10:00-11:00	2	2878	0.000	0.000	0.000
11:00-12:00	2	2878	0.000	0.000	0.000
12:00-13:00	2	2878	0.000	0.000	0.000
13:00-14:00	2	2878	0.000	0.000	0.000
14:00-15:00	2	2878	0.000	0.000	0.000
15:00-16:00	2	2878	0.000	0.000	0.000
16:00-17:00	2	2878	0.000	0.000	0.000
17:00-18:00	2	2878	0.000	0.000	0.000
18:00-19:00	2	2878	0.000	0.000	0.000
19:00-20:00	1	4007	0.000	0.000	0.000
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.017	0.017	0.034

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Parameter Summary:

Trip rate parameter range selected:	950 - 10000 (units: sqm)
Survey date date range:	19/06/2023 - 19/06/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

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

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4007	0.200	0.050	0.250
06:00-07:00	1	4007	0.100	0.025	0.125
07:00-08:00	2	2878	0.243	0.017	0.260
08:00-09:00	2	2878	0.069	0.069	0.138
09:00-10:00	2	2878	0.017	0.000	0.017
10:00-11:00	2	2878	0.035	0.000	0.035
11:00-12:00	2	2878	0.035	0.052	0.087
12:00-13:00	2	2878	0.035	0.035	0.070
13:00-14:00	2	2878	0.035	0.035	0.070
14:00-15:00	2	2878	0.052	0.087	0.139
15:00-16:00	2	2878	0.017	0.017	0.034
16:00-17:00	2	2878	0.087	0.156	0.243
17:00-18:00	2	2878	0.017	0.261	0.278
18:00-19:00	2	2878	0.000	0.017	0.017
19:00-20:00	1	4007	0.025	0.050	0.075
20:00-21:00	1	4007	0.000	0.025	0.025
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.967	0.896	1.863

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Parameter Summary:

Trip rate parameter range selected:	950 - 10000 (units: sqm)
Survey date date range:	19/06/2023 - 19/06/2024
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

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

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4007	0.050	0.050	0.100
06:00-07:00	1	4007	0.000	0.025	0.025
07:00-08:00	2	2878	0.017	0.017	0.034
08:00-09:00	2	2878	0.017	0.035	0.052
09:00-10:00	2	2878	0.000	0.000	0.000
10:00-11:00	2	2878	0.069	0.069	0.138
11:00-12:00	2	2878	0.000	0.017	0.017
12:00-13:00	2	2878	0.017	0.017	0.034
13:00-14:00	2	2878	0.035	0.017	0.052
14:00-15:00	2	2878	0.035	0.035	0.070
15:00-16:00	2	2878	0.017	0.017	0.034
16:00-17:00	2	2878	0.035	0.035	0.070
17:00-18:00	2	2878	0.035	0.000	0.035
18:00-19:00	2	2878	0.000	0.000	0.000
19:00-20:00	1	4007	0.025	0.025	0.050
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.352	0.359	0.711

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Parameter Summary:

Trip rate parameter range selected:	950 - 10000 (units: sqm)
Survey date date range:	19/06/2023 - 19/06/2024
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

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

Motorcycles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4007	0.000	0.000	0.000
06:00-07:00	1	4007	0.000	0.000	0.000
07:00-08:00	2	2878	0.017	0.000	0.017
08:00-09:00	2	2878	0.000	0.000	0.000
09:00-10:00	2	2878	0.000	0.000	0.000
10:00-11:00	2	2878	0.000	0.000	0.000
11:00-12:00	2	2878	0.000	0.000	0.000
12:00-13:00	2	2878	0.000	0.000	0.000
13:00-14:00	2	2878	0.000	0.000	0.000
14:00-15:00	2	2878	0.000	0.017	0.017
15:00-16:00	2	2878	0.000	0.000	0.000
16:00-17:00	2	2878	0.000	0.000	0.000
17:00-18:00	2	2878	0.000	0.000	0.000
18:00-19:00	2	2878	0.000	0.000	0.000
19:00-20:00	1	4007	0.000	0.000	0.000
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.017	0.017	0.034

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Parameter Summary:

Trip rate parameter range selected:	950 - 10000 (units: sqm)
Survey date date range:	19/06/2023 - 19/06/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

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

Vehicle Occupants

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4007	0.424	0.275	0.699
06:00-07:00	1	4007	0.299	0.449	0.748
07:00-08:00	2	2878	0.347	0.278	0.625
08:00-09:00	2	2878	0.313	0.313	0.626
09:00-10:00	2	2878	0.261	0.156	0.417
10:00-11:00	2	2878	0.208	0.208	0.416
11:00-12:00	2	2878	0.122	0.156	0.278
12:00-13:00	2	2878	0.208	0.156	0.364
13:00-14:00	2	2878	0.208	0.226	0.434
14:00-15:00	2	2878	0.365	0.347	0.712
15:00-16:00	2	2878	0.278	0.226	0.504
16:00-17:00	2	2878	0.278	0.417	0.695
17:00-18:00	2	2878	0.191	0.400	0.591
18:00-19:00	2	2878	0.052	0.035	0.087
19:00-20:00	1	4007	0.075	0.075	0.150
20:00-21:00	1	4007	0.000	0.025	0.025
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.629	3.742	7.371

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Parameter Summary:

Trip rate parameter range selected:	950 - 10000 (units: sqm)
Survey date date range:	19/06/2023 - 19/06/2024
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

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

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4007	0.000	0.000	0.000
06:00-07:00	1	4007	0.000	0.000	0.000
07:00-08:00	2	2878	0.017	0.000	0.017
08:00-09:00	2	2878	0.000	0.000	0.000
09:00-10:00	2	2878	0.000	0.017	0.017
10:00-11:00	2	2878	0.017	0.017	0.034
11:00-12:00	2	2878	0.035	0.017	0.052
12:00-13:00	2	2878	0.000	0.017	0.017
13:00-14:00	2	2878	0.017	0.017	0.034
14:00-15:00	2	2878	0.000	0.017	0.017
15:00-16:00	2	2878	0.000	0.017	0.017
16:00-17:00	2	2878	0.017	0.017	0.034
17:00-18:00	2	2878	0.000	0.000	0.000
18:00-19:00	2	2878	0.000	0.000	0.000
19:00-20:00	1	4007	0.000	0.000	0.000
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.103	0.136	0.239

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Parameter Summary:

Trip rate parameter range selected:	950 - 10000 (units: sqm)
Survey date date range:	19/06/2023 - 19/06/2024
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.

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

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

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4007	0.000	0.000	0.000
06:00-07:00	1	4007	0.000	0.000	0.000
07:00-08:00	2	2878	0.000	0.000	0.000
08:00-09:00	2	2878	0.000	0.000	0.000
09:00-10:00	2	2878	0.000	0.000	0.000
10:00-11:00	2	2878	0.000	0.000	0.000
11:00-12:00	2	2878	0.000	0.000	0.000
12:00-13:00	2	2878	0.000	0.000	0.000
13:00-14:00	2	2878	0.000	0.017	0.017
14:00-15:00	2	2878	0.000	0.000	0.000
15:00-16:00	2	2878	0.000	0.000	0.000
16:00-17:00	2	2878	0.000	0.000	0.000
17:00-18:00	2	2878	0.000	0.000	0.000
18:00-19:00	2	2878	0.000	0.000	0.000
19:00-20:00	1	4007	0.000	0.000	0.000
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.017	0.017

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Parameter Summary:

Trip rate parameter range selected:	950 - 10000 (units: sqm)
Survey date date range:	19/06/2023 - 19/06/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

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

Bus/Tram Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4007	0.000	0.000	0.000
06:00-07:00	1	4007	0.000	0.000	0.000
07:00-08:00	2	2878	0.000	0.000	0.000
08:00-09:00	2	2878	0.000	0.000	0.000
09:00-10:00	2	2878	0.000	0.000	0.000
10:00-11:00	2	2878	0.000	0.000	0.000
11:00-12:00	2	2878	0.000	0.000	0.000
12:00-13:00	2	2878	0.000	0.000	0.000
13:00-14:00	2	2878	0.000	0.017	0.017
14:00-15:00	2	2878	0.000	0.000	0.000
15:00-16:00	2	2878	0.000	0.000	0.000
16:00-17:00	2	2878	0.000	0.000	0.000
17:00-18:00	2	2878	0.000	0.000	0.000
18:00-19:00	2	2878	0.000	0.000	0.000
19:00-20:00	1	4007	0.000	0.000	0.000
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.017	0.017

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Parameter Summary:

Trip rate parameter range selected:	950 - 10000 (units: sqm)
Survey date date range:	19/06/2023 - 19/06/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

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

Coach Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4007	0.000	0.000	0.000
06:00-07:00	1	4007	0.000	0.000	0.000
07:00-08:00	2	2878	0.000	0.000	0.000
08:00-09:00	2	2878	0.000	0.000	0.000
09:00-10:00	2	2878	0.000	0.000	0.000
10:00-11:00	2	2878	0.000	0.000	0.000
11:00-12:00	2	2878	0.000	0.000	0.000
12:00-13:00	2	2878	0.000	0.000	0.000
13:00-14:00	2	2878	0.000	0.000	0.000
14:00-15:00	2	2878	0.000	0.000	0.000
15:00-16:00	2	2878	0.000	0.000	0.000
16:00-17:00	2	2878	0.000	0.000	0.000
17:00-18:00	2	2878	0.000	0.000	0.000
18:00-19:00	2	2878	0.000	0.000	0.000
19:00-20:00	1	4007	0.000	0.000	0.000
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

Parameter Summary:

Trip rate parameter range selected:	950 - 10000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

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

Total Rail Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4007	0.000	0.000	0.000
06:00-07:00	1	4007	0.000	0.000	0.000
07:00-08:00	2	2878	0.000	0.000	0.000
08:00-09:00	2	2878	0.000	0.000	0.000
09:00-10:00	2	2878	0.000	0.000	0.000
10:00-11:00	2	2878	0.000	0.000	0.000
11:00-12:00	2	2878	0.000	0.000	0.000
12:00-13:00	2	2878	0.000	0.000	0.000
13:00-14:00	2	2878	0.000	0.000	0.000
14:00-15:00	2	2878	0.000	0.000	0.000
15:00-16:00	2	2878	0.000	0.000	0.000
16:00-17:00	2	2878	0.000	0.000	0.000
17:00-18:00	2	2878	0.000	0.000	0.000
18:00-19:00	2	2878	0.000	0.000	0.000
19:00-20:00	1	4007	0.000	0.000	0.000
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

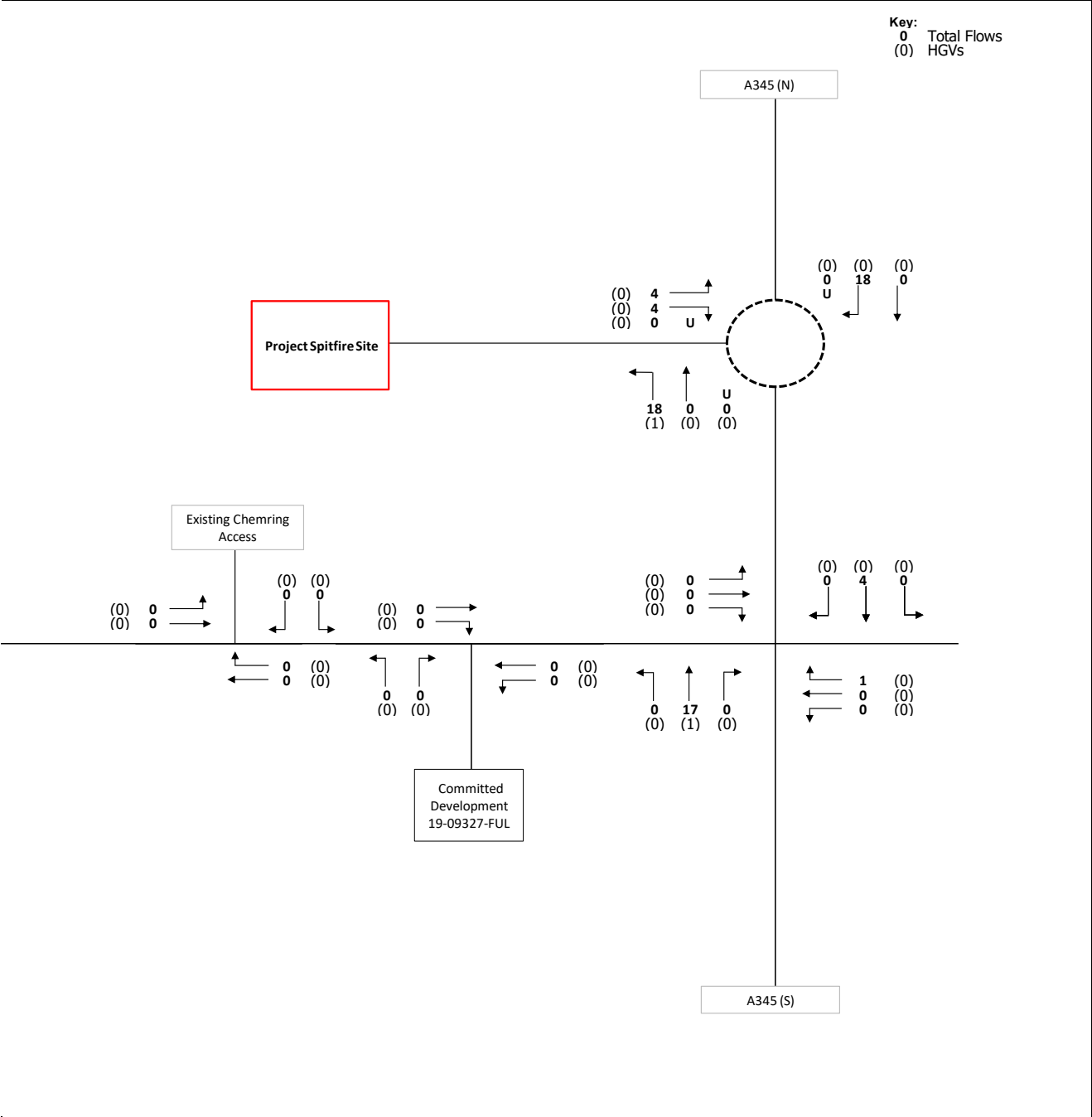
Audit Code: 058c5f4d-08a8-4cf7-a047-fc8a4e75894b

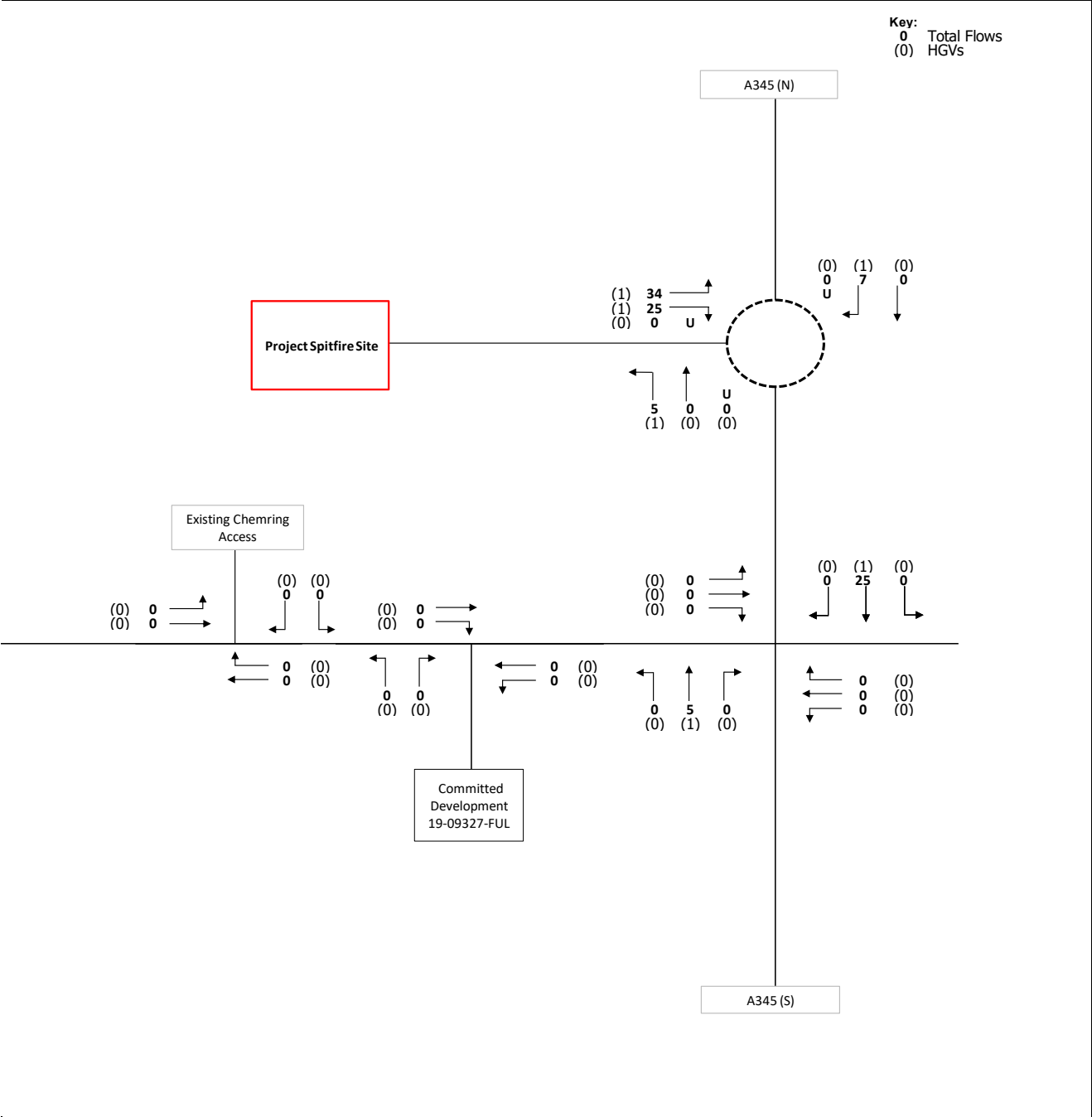
Parameter Summary:

Trip rate parameter range selected:	950 - 10000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

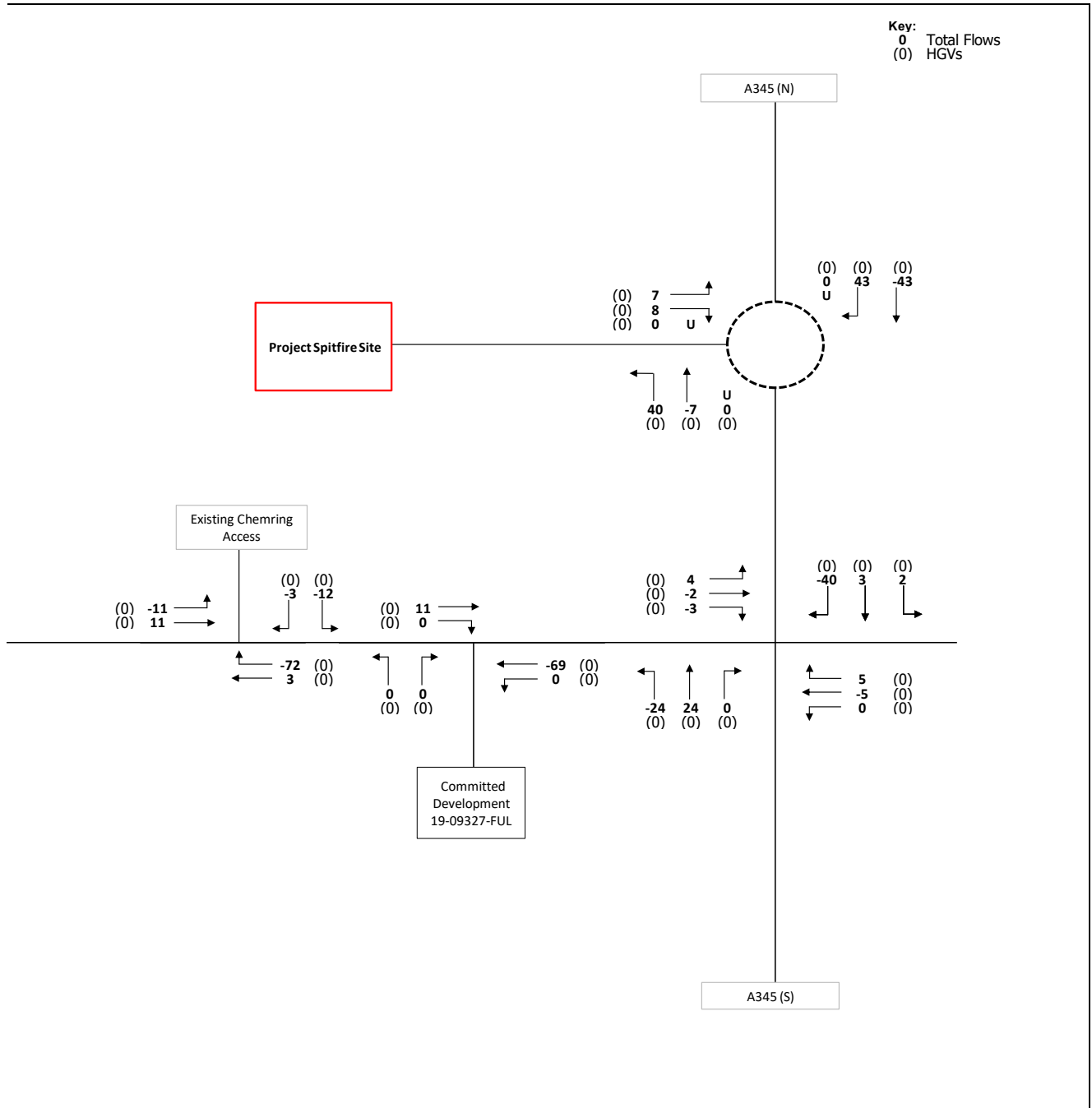
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

APPENDIX 8 – PROPOSED DEVELOPMENT TRAFFIC FLOWS



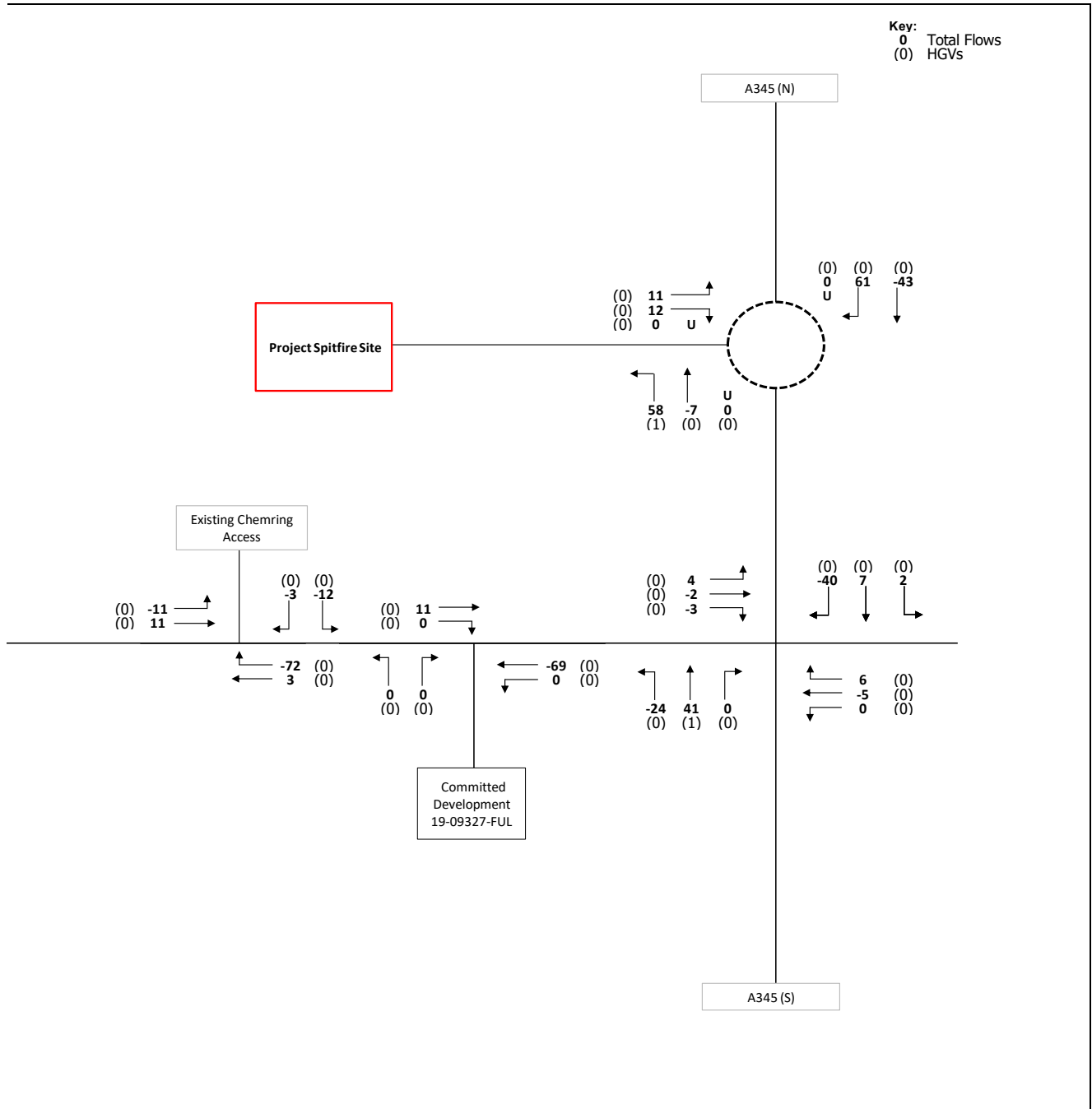


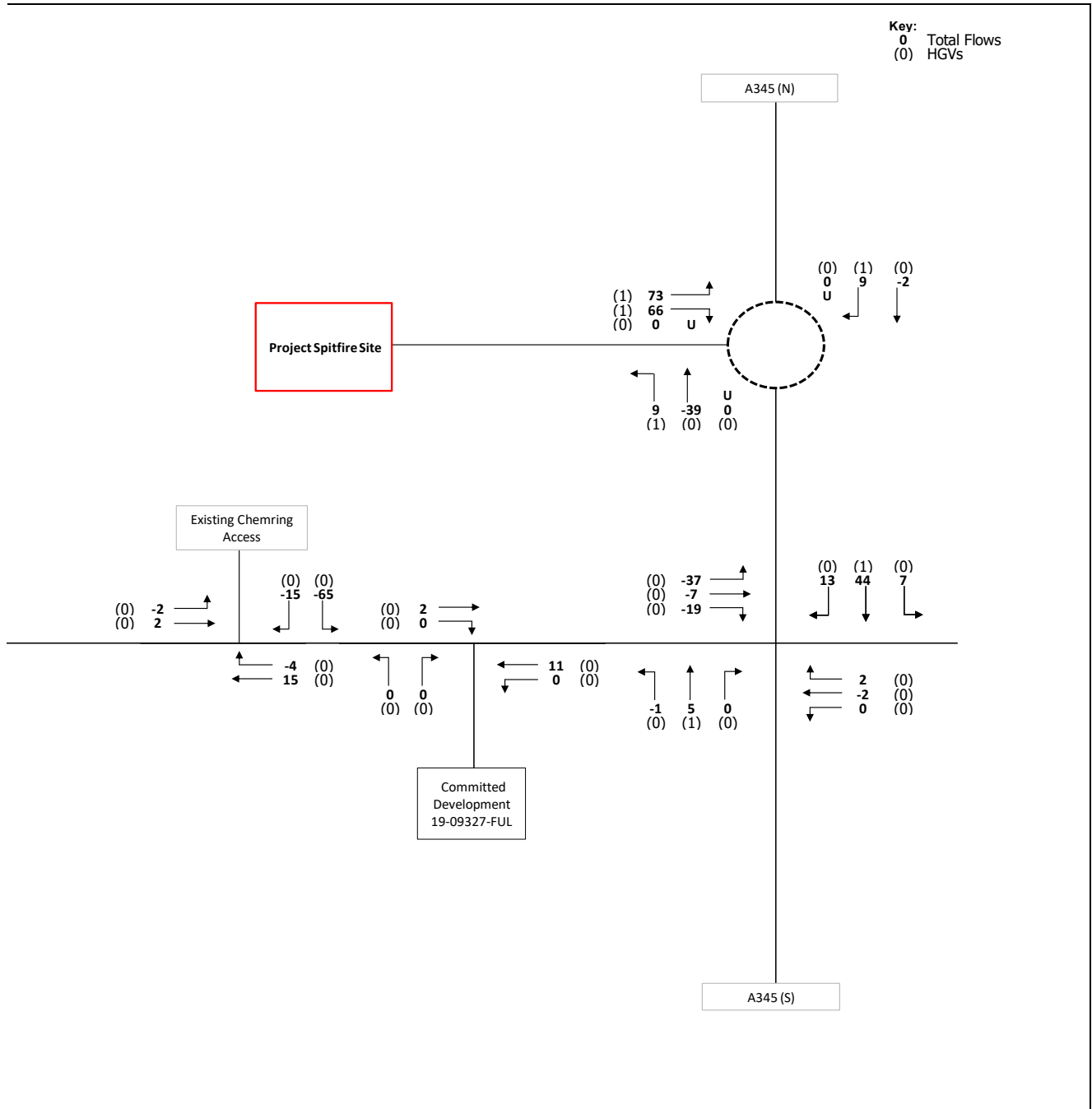
APPENDIX 9 – REROUTED CHEMRING COUNTERMEASURES TRAFFIC



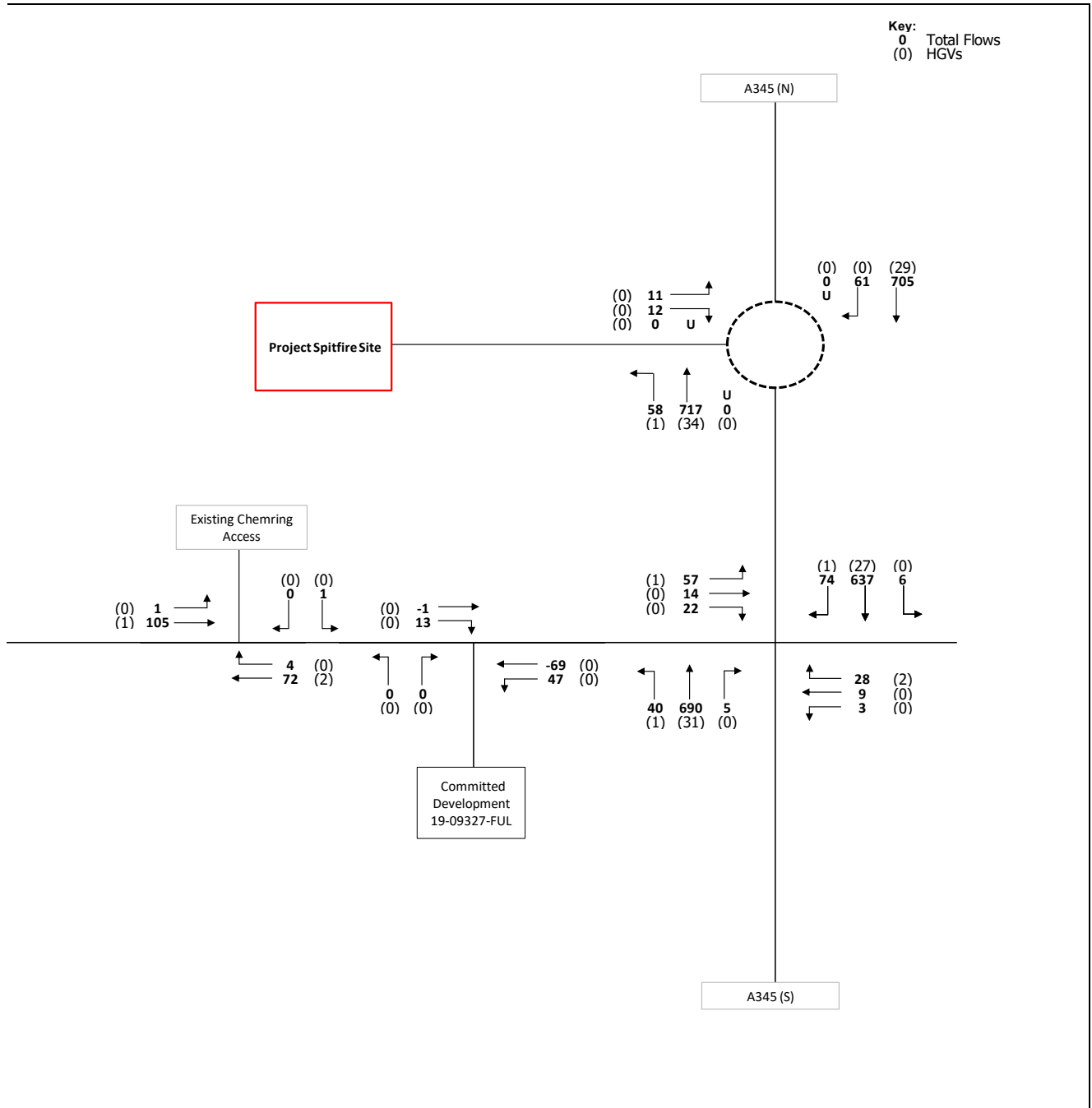
PROPOSED DEVELOPMENT: PROJECT SPITFIRE NORTH FIELD		connect 
AM Peak 07:15 - 08:15	Rerouted Chemring Traffic	

APPENDIX 10 – COMBINED DEVELOPMENT TRAFFIC EFFECT

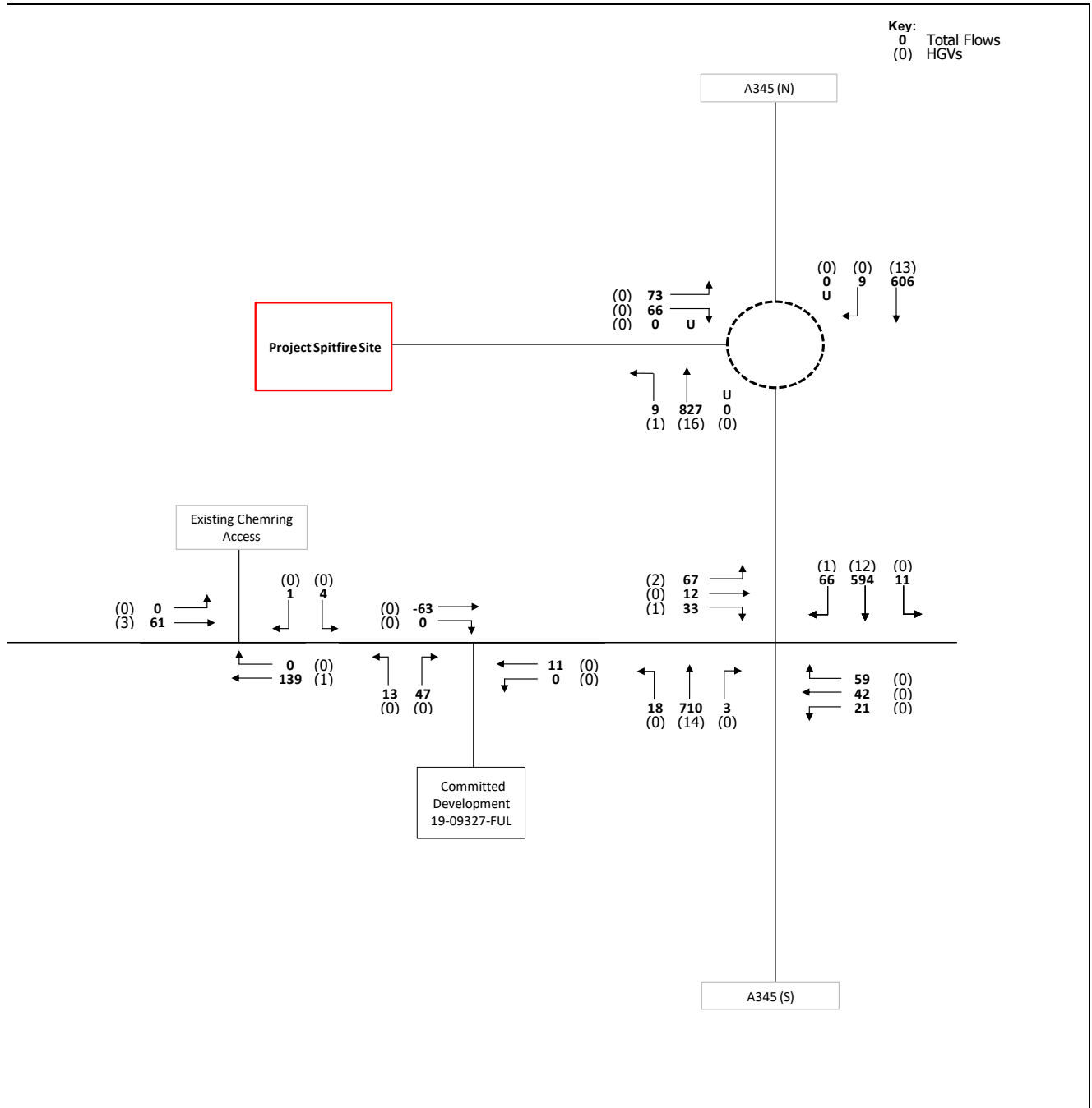




APPENDIX 11 – 2031 + COMMITTED DEVELOPMENT + PROPOSED DEVELOPMENT



PROPOSED DEVELOPMENT: PROJECT SPITFIRE NORTH FIELD		connect 
AM Peak 07:15 - 08:15	2031 + Committed + Proposed	



PROPOSED DEVELOPMENT: PROJECT SPITFIRE NORTH FIELD		connect 
PM Peak 16:15 - 17:15	2031 + Committed + Proposed	

APPENDIX 12 – PROPOSED SITE ACCESS ARCADY REPORT

Junctions 9						
ARCADY 9 - Roundabout Module						
Version: 9.5.1.7462 © Copyright TRL Limited, 2019						
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: 20260226 - Proposed A345 Roundabout.j9

Path:

Report generation date: 10/03/2026 10:29:38

»2031 + Committed Development + Proposed Development, AM

»2031 + Committed Development + Proposed Development, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2031 + Committed Development + Proposed Development						
1 - A345 - North	1.0	4.20	0.50	0.7	3.55	0.40
2 - A345 - South	0.8	3.52	0.45	0.9	3.45	0.47
3 - Access road	0.0	2.72	0.02	0.1	3.20	0.12

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

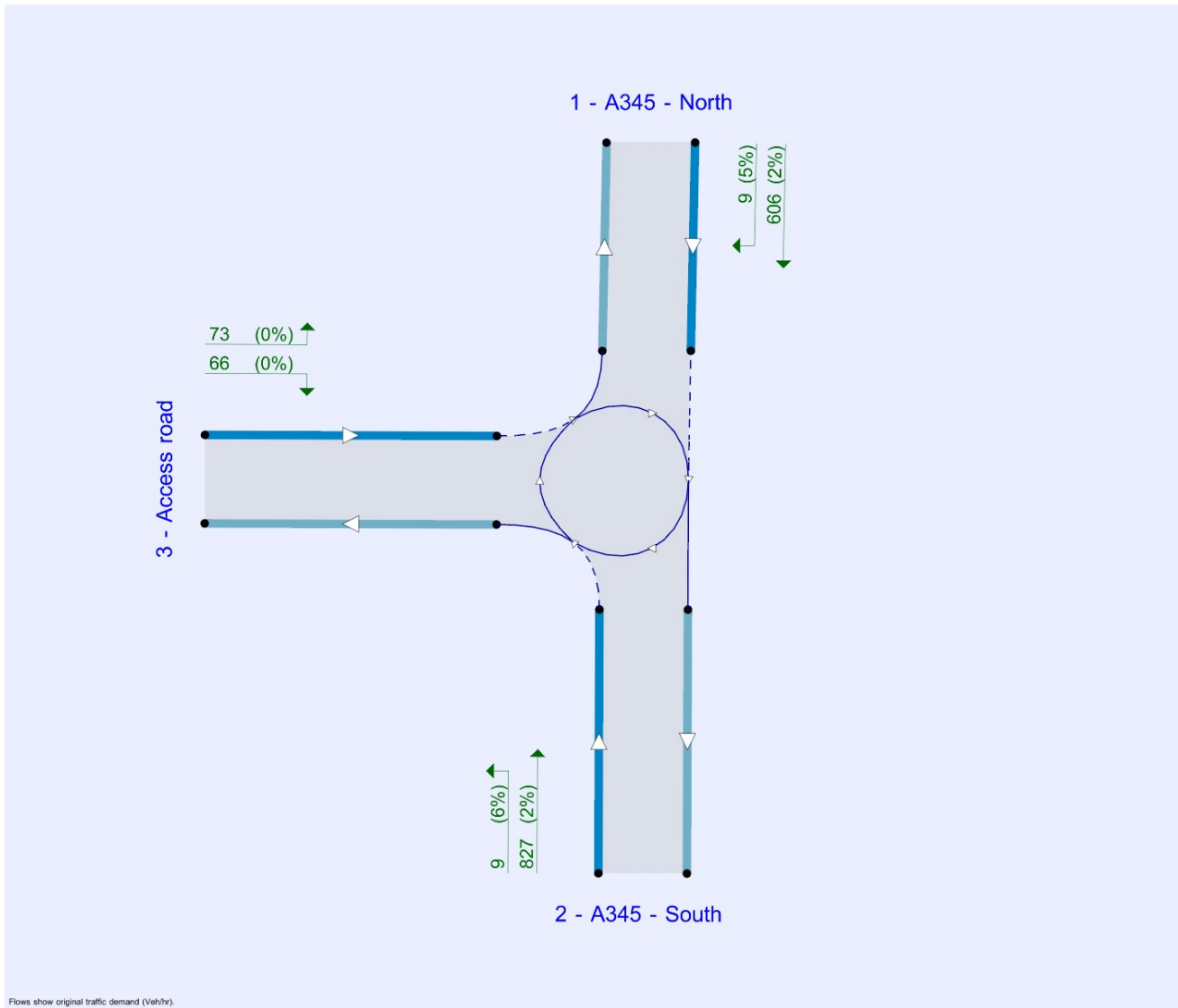
File summary

File Description

Title	
Location	
Site number	
Date	10/03/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCL\JBolderson
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 + Committed Development + Proposed Development	AM	ONE HOUR	07:00	08:30	15
D2	2031 + Committed Development + Proposed Development	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 + Committed Development + Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Proposed A345 Roundabout	Standard Roundabout		1, 2, 3	3.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A345 - North	
2	A345 - South	
3	Access road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A345 - North	3.69	7.95	14.9	30.0	41.0	37.7	
2 - A345 - South	3.97	8.00	27.6	20.0	41.0	33.2	
3 - Access road	3.74	7.56	18.5	40.0	41.0	21.7	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A345 - North	0.651	1773
2 - A345 - South	0.698	2012
3 - Access road	0.701	1927

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 + Committed Development + Proposed Development	AM	ONE HOUR	07:00	08:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A345 - North		✓	767	100.000
2 - A345 - South		✓	775	100.000
3 - Access road		✓	23	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A345 - North	2 - A345 - South	3 - Access road
From	1 - A345 - North	0	706	61
	2 - A345 - South	717	0	58
	3 - Access road	11	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A345 - North	2 - A345 - South	3 - Access road
From	1 - A345 - North	0	4	1
	2 - A345 - South	5	0	1
	3 - Access road	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:00-07:15	1 - A345 - North	577	599
	2 - A345 - South	583	611
	3 - Access road	17	17
07:15-07:30	1 - A345 - North	690	715
	2 - A345 - South	697	729
	3 - Access road	21	21
07:30-07:45	1 - A345 - North	844	876
	2 - A345 - South	853	893
	3 - Access road	25	25
07:45-08:00	1 - A345 - North	844	876
	2 - A345 - South	853	893
	3 - Access road	25	25
08:00-08:15	1 - A345 - North	690	715
	2 - A345 - South	697	729
	3 - Access road	21	21
08:15-08:30	1 - A345 - North	577	599
	2 - A345 - South	583	611
	3 - Access road	17	17

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A345 - North	0.50	4.20	1.0	A
2 - A345 - South	0.45	3.52	0.8	A
3 - Access road	0.02	2.72	0.0	A

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A345 - North	577	9	1703	0.339	575	0.5	3.187	A
2 - A345 - South	583	46	1890	0.309	582	0.4	2.747	A
3 - Access road	17	538	1531	0.011	17	0.0	2.377	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A345 - North	690	11	1702	0.405	689	0.7	3.552	A
2 - A345 - South	697	55	1884	0.370	696	0.6	3.028	A
3 - Access road	21	644	1453	0.014	21	0.0	2.512	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A345 - North	844	13	1700	0.497	843	1.0	4.193	A
2 - A345 - South	853	67	1876	0.455	852	0.8	3.513	A
3 - Access road	25	789	1347	0.019	25	0.0	2.722	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A345 - North	844	13	1700	0.497	844	1.0	4.205	A
2 - A345 - South	853	67	1876	0.455	853	0.8	3.519	A
3 - Access road	25	789	1347	0.019	25	0.0	2.724	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A345 - North	690	11	1702	0.405	691	0.7	3.566	A
2 - A345 - South	697	55	1884	0.370	698	0.6	3.035	A
3 - Access road	21	645	1452	0.014	21	0.0	2.515	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A345 - North	577	9	1703	0.339	578	0.5	3.203	A
2 - A345 - South	583	46	1890	0.309	584	0.4	2.756	A
3 - Access road	17	540	1530	0.011	17	0.0	2.379	A

2031 + Committed Development + Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Proposed A345 Roundabout	Standard Roundabout		1, 2, 3	3.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031 + Committed Development + Proposed Development	PM	ONE HOUR	16:00	17:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A345 - North		✓	615	100.000
2 - A345 - South		✓	836	100.000
3 - Access road		✓	139	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A345 - North	2 - A345 - South	3 - Access road
From	1 - A345 - North	0	606	9
	2 - A345 - South	827	0	9
	3 - Access road	73	66	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A345 - North	2 - A345 - South	3 - Access road
From	1 - A345 - North	0	2	5
	2 - A345 - South	2	0	6
	3 - Access road	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:00-16:15	1 - A345 - North	463	472
	2 - A345 - South	629	642
	3 - Access road	105	105
16:15-16:30	1 - A345 - North	553	564
	2 - A345 - South	752	767
	3 - Access road	125	125
16:30-16:45	1 - A345 - North	677	691
	2 - A345 - South	920	939
	3 - Access road	153	153
16:45-17:00	1 - A345 - North	677	691
	2 - A345 - South	920	939
	3 - Access road	153	153
17:00-17:15	1 - A345 - North	553	564
	2 - A345 - South	752	767
	3 - Access road	125	125
17:15-17:30	1 - A345 - North	463	472
	2 - A345 - South	629	642
	3 - Access road	105	105

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A345 - North	0.40	3.55	0.7	A
2 - A345 - South	0.47	3.45	0.9	A
3 - Access road	0.12	3.20	0.1	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A345 - North	463	50	1706	0.271	462	0.4	2.889	A
2 - A345 - South	629	7	1966	0.320	628	0.5	2.685	A
3 - Access road	105	621	1484	0.071	104	0.1	2.610	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A345 - North	553	59	1700	0.325	552	0.5	3.138	A
2 - A345 - South	752	8	1965	0.382	751	0.6	2.962	A
3 - Access road	125	743	1396	0.089	125	0.1	2.830	A

16:30 - 16:45

Am	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A345 - North	677	73	1691	0.400	676	0.7	3.546	A
2 - A345 - South	920	10	1964	0.469	919	0.9	3.443	A
3 - Access road	153	910	1277	0.120	153	0.1	3.201	A

16:45 - 17:00

Am	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A345 - North	677	73	1691	0.400	677	0.7	3.549	A
2 - A345 - South	920	10	1964	0.469	920	0.9	3.448	A
3 - Access road	153	911	1277	0.120	153	0.1	3.203	A

17:00 - 17:15

Am	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A345 - North	553	59	1700	0.325	554	0.5	3.142	A
2 - A345 - South	752	8	1965	0.382	753	0.6	2.972	A
3 - Access road	125	744	1395	0.090	125	0.1	2.836	A

17:15 - 17:30

Am	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A345 - North	463	50	1706	0.271	463	0.4	2.900	A
2 - A345 - South	629	7	1966	0.320	630	0.5	2.694	A
3 - Access road	105	623	1482	0.071	105	0.1	2.613	A

