

UNIT 1 – REAR OF 1 WEST VIEW, STOCKLEY ROAD, STOCKLEY

W674: ADDITIONAL HIGHWAYS TECHNICAL NOTE

Document Control

Issue	Ref	Prepared By	Checked By	Approved By	Date	Comments
1	W674-TN02	James Rossi	James Rossi	Julian Alexander	23.01.2026	Issue
2	W674-TN02	James Rossi	James Rossi	Julian Alexander	26.01.2026	Revised with client comments

1. Introduction

- 1.1. This Technical Note has been prepared on behalf of J&P Brown to support Wiltshire Council planning application PL/2025/03850 that reads as follows:

“Retrospective change of use of agricultural building to commercial, specifically falling within B8/E(g)(iii) and associated parking”

- 1.2. PFA Consulting previously prepared a ‘Highways Note’ dated April 2025 that accompanies the planning application. The planning application has since progressed and this Technical Note provides additional information in respect of vehicular movements and swept path analysis, with these matters understood to require further clarification.

2. Vehicular Movements

- 2.1. Table 4.1 of the ‘Highways Note’ (W674-01) reports on the observed vehicular movements along the drive leading to/from the site during a typical day. Two departures (outbound trips) occur during the AM peak hour with two arrivals (inbound trips) during the PM peak hour. Over the course of a 24-hour period, the link count established a total of 23 two-way movements though this includes those movements associated with No. 1 West View of which also uses the drive.
- 2.2. Since submission of the Highways Note, Wiltshire Council has requested swept path analysis be undertaken of HGV’s entering, turning around, and exiting the site noting that this represents the largest vehicle typically associated with B8 use.
- 2.3. HGV’s can be classified as Ordinary Goods Vehicles 1 (OGV) and Ordinary Goods Vehicles 2 (OGV2) with the classification determined on weight/number of axles. Vehicles greater than 3.5 tonnes with 4+ axles or 3 axles with articulated function are classed as OGV2 with all other HGVs (vehicles >3.5tonnes) within the OGV1 class. In this instance, it would be inappropriate to assess whether vehicles subject to OGV2 class can enter, turn around and exit the site when there are no such prospects of these vehicles being used having regard to the access arrangements and scale of storage provided. Nonetheless, OGV1s can enter, turn around and exit the site safely and suitably.
- 2.4. Tenants of the site have comprised a landscaping/fencing supply company and more recently a garage door fitter using the site for the storage of materials and goods. Such tenants have occupied the site on the understanding that the unit and access to the unit are suitable for their intended operations. Those operations preclude the use of deliveries by articulated vehicles (OGV2) with this limited by virtue of the access geometry and as evidenced in the link count data. Similarly, any future self-storage as opposed to commercial storage of the Unit would not result in articulated vehicle movements.

- 2.5. Appendix D of the Highway Note contains the raw survey data associated with the link count of the site access. Of the 23 daily movements, 4 were made by Light Goods Vehicles (LGV) and 2 by Ordinary (*also sometimes referred to as Other*) Goods Vehicles 1 (OGV1) vehicle classes. For the avoidance of doubt, these vehicle classes do not represent articulated vehicles. An extract of the COBA classification scheme along with the observed vehicular movements is provided overleaf.

Vehicular Movements Along Access to Unit 1 (by COBA Class)		No. of Two-way Movements
CAR	 Saloon	17
	 Estate	
	 People Carrier	
	 Car Towing / Carvan / Trailer	
LIGHT GOODS VEHICLE (LGV)	 Van	4
	 Pick-Up	
	 <3.5 Tonnes – single rear tyres	2
	 2 Axles Rigid	
OTHER GOODS VEHICLE (OGV1)	 2 Axles Rigid	
	 3 Axles Rigid	
	 4 Or More Axles Rigid	0
	 3 Axles Artic	
OTHER GOODS VEHICLE (OGV2)	 4 Or More Axles Artic	
	 Other Goods Vehicle With Trailer	
BUSES & COACHES (PSV)	 Double Deck Bus	0
	 Single Deck Bus/Coach	

- 2.6. Further to the above, PFA has undertaken swept path analysis of a 7.5 tonne lorry/curtain sider representative of an OGV1 that may be used (amongst other smaller vehicles) in delivering goods to/from the site. Drawing **W674-04 '7.5T Lorry Swept Path Analysis'** provided at **Appendix A** demonstrates that the site can suitably accommodate such vehicles (alongside that of car parking) though as already evidenced, the frequency of such vehicles is minimal.

3. Review of TRICS Database

- 3.1. Trip generation was established at time of the preparing the Highways Note on a first principles basis by way of undertaking a link count. However, it is recognised that the tenanted nature of the unit is such that the operations of a different tenant may result in a differing number of movements.

- 3.2. In the interests of robustness, PFA has undertaken an interrogation of the TRICS V8 database in obtaining trip rates of comparable B8 storage facilities. Sites were filtered by size, with those greater than 5,000m² omitted from the assessment. Whilst Unit 1 is smaller than this threshold at ~315m², more stringent filtering resulted in fewer survey sites thus the use of this value in the interests of best practice. Only 'Edge of Town' sites were available for use in the assessment though the 'Free Standing' location type had been selected in the filtering process.
- 3.3. **Table 3.1** presents the total vehicle trip rates and OGV specific trip rates with **Table 3.2** containing the forecast trip generation. **Appendix B** contains the output report.

Table 3.1: Vehicular Trip Generation Rates (Trip Rates per 100m²)

Time Period	Total Vehicular Trip Rates			OGV Trip Rates		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
AM Peak Hour (08:00 – 09:00)	0.353	0.152	0.505	0.071	0.063	0.134
PM Peak Hour (17:00 – 18:00)	0.105	0.350	0.455	0.037	0.037	0.074
Daily (00:00-00:00)	2.914	2.913	5.893	1.015	1.014	2.029

Note: Total Vehicular Trip Rates includes OGV Trip Rates

Table 3.2: Forecast Vehicular Trip Generation (Trips associated with 315m²)

Time Period	Total Vehicular Trips			OGV Trips		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
AM Peak Hour (08:00 – 09:00)	1	0	2	0	0	0
PM Peak Hour (17:00 – 18:00)	0	1	1	0	0	0
Daily (00:00-00:00)	9	9	19	3	3	6

Note: Total Vehicular Trips includes OGV Trips, Rounding Errors Applicable

- 3.4. The TRICS data shows that the use of Unit 1 for B8 purposes could be expected to result in some 19 two-way movements daily and just six trips made by OGV's. TRICS does not disaggregate OGV1 and OGV2 classes but for the reasons already stated, these could be assumed to comprise OGV1 movements. The 19 two-way daily movements are typically less than had been observed (23 movements) at time of the link count with OGV movements not materially different to that of the link count (6 vs 2). The data shows that no OGV movements are forecast during the typical network peak hour periods when there is the greatest level of activity by other land uses.

4. Extant vs Proposed Trip Generation

- 4.1. Prior to Unit 1 operating within the B8 land use class, the unit was associated with agricultural use and generated vehicular movements associated with such activities. It is important to note that under the sites agricultural use, access was unfettered and there were no restrictions on the type or timing of vehicular movements. The significance of this is that the proposals do not give rise to movements that had not previously occurred (or had lawful use to) historically.
- 4.2. It is understood that rigid curtain-sided vehicles historically delivered materials to the site. A single delivery would result in two two-way movements (one in and one out). The link count demonstrates the same level of OGV movement under a B8 use of the site.
- 4.3. Setting aside deliveries by OGV's, the agricultural use of the site would incur movements by other agricultural machinery such as tractors. Multiple trips into and out of the site could be expected by

tractors during periods of the year associated with peak agricultural activity. Tractors are classified as OGV1 and their unfettered access could generate greater levels of OGV1 movement than that under consideration of a B8 use. It is plausible that the B8 use of the site would result in a net betterment in terms of the number of movements made by larger vehicles.

5. Conclusion

- 5.1. This Technical Note has been prepared to provide further information in respect of the type of movements associated with Unit 1 operating under B8 use. It has been demonstrated by reference to the link count that the site will not generate movements by articulated vehicles. The largest type of vehicle expected to serve the site is a rigid vehicle within the OGV1 classification. Accompanying swept path analysis has demonstrated that a 7.5 tonne lorry (OGV1) can safely and suitably enter and exit the site in forward gear.
- 5.2. The link count data has been compared to that of typical movements from comparable B8 uses as deduced from TRICS. This has identified that the overall vehicular trip generation under a B8 use could be slightly lower than that observed when occupied by a previous tenant of the site. Slightly greater levels of OGV1 movement could be expected but the levels remain de-minimis.
- 5.3. The implications of the proposed B8 use must be assessed having regard to the site's historic agricultural use. The scale of the Unit is such that the level of OGV1 traffic is unlikely to be materially different as OGV1 trips historically have occurred in the form of deliveries. Other movements by larger agricultural vehicles would also have occurred with these now removed following the proposal. Given that both the link count and TRICS data identifies that the majority of vehicular movements would not be made by OGV1, the proposal can plausibly represent a betterment in terms of overall traffic movement.
- 5.4. It is concluded that there are no unacceptable impacts on highway safety or cumulative impacts on the road network that could be considered severe to otherwise prevent or refuse development on highway grounds having regard to Paragraph 116 of the NPPF, December 2024.

Appendices:

Appendix A W674-04 7.5T Lorry Swept Path Analysis

Appendix B TRICS Output Report

Vehicle Entry



Vehicle Exit



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Status

FOR INFORMATION

This drawing is produced for initial discussion and illustrative purposes only, and should not be relied upon for tender or pricing purposes.

0m15m

Scale 1:500

NOTES

1. This drawing is based on Ordnance Survey Data.

2. The red line boundary is plotted as contained in the previous planning statement prepared by Woolley & Wallis in support of application PL/2023/07923. Wider land control indicated as advised by Wolley & Wallis during phone call on 03.04.2025

KEY

Site Boundary

Wider Land in Client Control

VEHICLE PROFILE

7.5t Lorry

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

8.010m

2.100m

3.556m

0.351m

2.064m

4.00s

7.400m

Rev	Date	Description	Drawn	Check
#	23/01/26	First Issue	JR	JA

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Client

J&P Brown

Project

Unit 1 - Stockley Road,
Stockley

Drawing Title

7.5T Lorry
Swept Path Analysis

Sheet 1 of 1	
Drawing No.	Rev
W674/04	-
E-Mail: jrossi@pfaconsulting.co.uk	A3

Audit Code: cc39c5e2-3aa3-49bf-9570-1bfc93863c70

Filtering Summary:

Land Use: 02/F EMPLOYMENT/WAREHOUSING (COMMERCIAL)

Selected Trip Rate Calculation Parameter Range: 190 - 5000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 190 - 4836 sqm GFA

Date Range: Minimum: 05/07/1990 Maximum: 24/06/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Friday	3
Monday	3
Thursday	1
Tuesday	2
Wednesday	2

Main Location Types selected:

Edge of Town	11
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Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	10
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

1,001 to 5,000	3
10,001 to 15,000	3
25,001 to 50,000	1
5,001 to 10,000	4

Audit Code: cc39c5e2-3aa3-49bf-9570-1bfc93863c70

Population <5 Mile ranges selected:

125,001 to 250,000	5
25,001 to 50,000	1
250,001 to 500,000	1
5,001 to 25,000	2
500,001 or More	1
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	9

PTAL Rating:

No PTAL Present	11
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Audit Code: cc39c5e2-3aa3-49bf-9570-1bfc93863c70

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	BO	BEDFORD
	HC	HAMPSHIRE
	SC	SURREY
	SP	SOUTHAMPTON
03	SOUTH WEST	
	TB	TORBAY
04	EAST ANGLIA	
	SF	SUFFOLK
06	WEST MIDLANDS	
	WM	WEST MIDLANDS
	WO	WORCESTERSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
09	NORTH	
	CU	CUMBERLAND

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

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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:	190 to 4836 (units:sqm)
Range Selected by User:	190 to 5000 (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	3 days
Monday	3 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	11
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	11 days
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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	9 days
No Sub Category	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	1 days
Servicing vehicles Unknown	10 days

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Secondary Filtering Selection:

Use Class:

B8	9 surveys
N/A	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:

0 - 6282

Population within 1 mile:

1,001 to 5,000	3 surveys
10,001 to 15,000	3 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	4 surveys

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

Population within 5 miles:

125,001 to 250,000	5 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	2 surveys
500,001 or More	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	2 surveys
1.1 to 1.5	9 surveys

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

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Petrol filling station:

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

Travel Plan:

No	11 surveys
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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	11 surveys
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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

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LIST OF SITES relevant to selection parameters:

Site 1:	BO-02-F-01	Gross floor area:	3500 sqm
Development Name:	DRINKS WHOLESALER	Number of employees:	1 EMPLOY
Location:	BEDFORD	Parking Spaces:	51.00
Postcode:	MK42 0AW	Number of employees:	25.00
Main Location Type:	Edge of Town	Survey Date:	15/10/2020
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 2:	CU-02-F-01	Gross floor area:	4007 sqm
Development Name:	WAREHOUSING & DISTRIBUTION	Number of employees:	1 EMPLOY
Location:	BRAMPTON	Parking Spaces:	79.00
Postcode:	CA8 1SW	Number of employees:	65.00
Main Location Type:	Edge of Town	Survey Date:	19/06/2024
Sub Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 3:	HC-02-F-03	Gross floor area:	3665 sqm
Development Name:	PPE DISTRIBUTION	Number of employees:	1 EMPLOY
Location:	PARK GATE	Parking Spaces:	48.00
Postcode:	PO14 4LW	Number of employees:	80.00
Main Location Type:	Edge of Town	Survey Date:	
Sub Location Type:	Industrial Zone	Survey Day:	
PTAL:	n/a		
Site 4:	NY-02-F-01	Gross floor area:	1750 sqm
Development Name:	REMOVALS SERVICE	Number of employees:	1 EMPLOY
Location:	KNARESBOROUGH	Parking Spaces:	40.00
Postcode:	HG5 8PJ	Number of employees:	20.00
Main Location Type:	Edge of Town	Survey Date:	
Sub Location Type:	Industrial Zone	Survey Day:	
PTAL:	n/a		
Site 5:	SC-02-F-04	Gross floor area:	4460 sqm
Development Name:	WAREHOUSING	Number of employees:	2 EMPLOY
Location:	CHERTSEY	Parking Spaces:	40.00
Postcode:	KT16 9LW	Number of employees:	26.00
Main Location Type:	Edge of Town	Survey Date:	27/11/2007
Sub Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a		
Site 6:	SF-02-F-01	Gross floor area:	4550 sqm
Development Name:	PHARMACY DISTRIB.	Number of employees:	20 EMPLOY
Location:	THETFORD	Parking Spaces:	
Postcode:	IP24 3RW	Number of employees:	80.00
Main Location Type:	Edge of Town	Survey Date:	27/09/2002
Sub Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site 7:	SF-02-F-03	Gross floor area:	4700 sqm
Development Name:	ROAD HAULAGE	Number of employees:	1 EMPLOY
Location:	IPSWICH	Parking Spaces:	55.00
Postcode:	IP3 9SL	Number of employees:	75.00
Main Location Type:	Edge of Town	Survey Date:	18/09/2015
Sub Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		

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Site 8:	SP-02-F-01	Gross floor area:	4000 sqm
Development Name:	WAREHOUSING	Number of employees:	1 EMPLOY
Location:	SOUTHAMPTON	Parking Spaces:	105.00
Postcode:	SO16 0YS	Number of employees:	60.00
Main Location Type:	Edge of Town	Survey Date:	21/11/2007
Sub Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 9:	TB-02-F-01	Gross floor area:	190 sqm
Development Name:	OPTICS WAREHOUSE	Number of employees:	1 EMPLOY
Location:	PAIGNTON	Parking Spaces:	33.00
Postcode:	TQ4 7QL	Number of employees:	10.00
Main Location Type:	Edge of Town	Survey Date:	29/03/2019
Sub Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site 10:	WM-02-F-02	Gross floor area:	3625 sqm
Development Name:	LOGISTICS FIRM	Number of employees:	1 EMPLOY
Location:	BIRMINGHAM	Parking Spaces:	15.00
Postcode:	B30 3HN	Number of employees:	50.00
Main Location Type:	Edge of Town	Survey Date:	
Sub Location Type:	Commercial Zone	Survey Day:	
PTAL:	n/a		
Site 11:	WO-02-F-02	Gross floor area:	3824 sqm
Development Name:	DISTRIB. CENTRE	Number of employees:	78 EMPLOY
Location:	WORCESTER	Parking Spaces:	
Postcode:	WR4 9XN	Number of employees:	120.00
Main Location Type:	Edge of Town	Survey Date:	10/09/2002
Sub Location Type:	Industrial Zone	Survey Day:	Tuesday
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AR-02-F-01	11-11-2009	Sites other than those in England have been deselected as understood to be the preference of Wiltshire Council in historic assessments of trip generation.
BG-02-F-01	13-10-2014	Sites other than those in England have been deselected as understood to be the preference of Wiltshire Council in historic assessments of trip generation.
CR-02-F-02	26-06-2009	Sites other than those in England have been deselected as understood to be the preference of Wiltshire Council in historic assessments of trip generation.
CR-02-F-03	15-10-2019	Sites other than those in England have been deselected as understood to be the preference of Wiltshire Council in historic assessments of trip generation.
DL-02-F-02	29-09-2011	Sites other than those in England have been deselected as understood to be the preference of Wiltshire Council in historic assessments of trip generation.
DL-02-F-04	19-05-2021	Sites other than those in England have been deselected as understood to be the preference of Wiltshire Council in historic assessments of trip generation.
DL-02-F-05	30-05-2023	Sites other than those in England have been deselected as understood to be the preference of Wiltshire Council in historic assessments of trip generation.
HI-02-F-01	24-05-2006	Sites other than those in England have been deselected as understood to be the preference of Wiltshire Council in historic assessments of trip generation.
ML-02-F-01	04-05-2011	Sites other than those in England have been deselected as understood to be the preference of Wiltshire Council in historic assessments of trip generation.
NW-02-F-02	25-11-2020	Sites other than those in England have been deselected as understood to be the preference of Wiltshire Council in historic assessments of trip generation.

Audit Code: cc39c5e2-3aa3-49bf-9570-1bfc93863c70

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

Total Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 315 sqm shown in shaded columns

*BOLD print indicates peak (busiest) period

Period	Trips per 100 sqm GFA		
	Inbound	Outbound	Total
08:00-09:00	0.353	0.152	0.505
17:00-18:00	0.105	0.350	0.455

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00	3	2566	0.286	0.900	0.130	0.409	0.416	1.309
06:00-07:00	3	2566	0.208	0.655	0.234	0.737	0.442	1.392
07:00-08:00	11	3479	0.214	0.675	0.138	0.436	0.352	1.111
08:00-09:00	11	3479	0.353	1.111	0.152	0.477	0.505	1.588
09:00-10:00	11	3479	0.219	0.691	0.144	0.453	0.363	1.144
10:00-11:00	11	3479	0.212	0.667	0.172	0.543	0.384	1.210
11:00-12:00	11	3479	0.180	0.568	0.186	0.584	0.366	1.152
12:00-13:00	11	3479	0.199	0.626	0.180	0.568	0.379	1.194
13:00-14:00	11	3479	0.308	0.971	0.277	0.872	0.585	1.843
14:00-15:00	11	3479	0.240	0.757	0.253	0.798	0.493	1.555
15:00-16:00	11	3479	0.165	0.519	0.308	0.971	0.473	1.490
16:00-17:00	11	3479	0.136	0.428	0.246	0.774	0.382	1.202
17:00-18:00	11	3479	0.105	0.329	0.350	1.103	0.455	1.432
18:00-19:00	11	3479	0.050	0.156	0.144	0.453	0.194	0.609
19:00-20:00	3	2566	0.039	0.123	0.052	0.164	0.091	0.287
20:00-21:00	3	2566	0.000	0.000	0.013	0.041	0.013	0.041
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			2.914	9.176	2.979	9.384	5.893	18.560

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

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

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Audit Code: cc39c5e2-3aa3-49bf-9570-1bfc93863c70

Parameter Summary:

Trip rate parameter range selected:	190 - 5000 (units: sqm)
Survey date date range:	10/09/2002 - 19/06/2024
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
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: cc39c5e2-3aa3-49bf-9570-1bfc93863c70

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

Cyclists

Calculation factor: 100 sqm

Estimated TRIP rate value per 315 sqm shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00	3	2566	0.000	0.000	0.000	0.000	0.000	0.000
06:00-07:00	3	2566	0.026	0.082	0.000	0.000	0.026	0.082
07:00-08:00	11	3479	0.005	0.016	0.000	0.000	0.005	0.016
08:00-09:00	11	3479	0.010	0.033	0.000	0.000	0.010	0.033
09:00-10:00	11	3479	0.003	0.008	0.003	0.008	0.006	0.016
10:00-11:00	11	3479	0.003	0.008	0.000	0.000	0.003	0.008
11:00-12:00	11	3479	0.003	0.008	0.005	0.016	0.008	0.024
12:00-13:00	11	3479	0.005	0.016	0.000	0.000	0.005	0.016
13:00-14:00	11	3479	0.000	0.000	0.003	0.008	0.003	0.008
14:00-15:00	11	3479	0.005	0.016	0.008	0.025	0.013	0.041
15:00-16:00	11	3479	0.000	0.000	0.026	0.082	0.026	0.082
16:00-17:00	11	3479	0.000	0.000	0.003	0.008	0.003	0.008
17:00-18:00	11	3479	0.000	0.000	0.008	0.025	0.008	0.025
18:00-19:00	11	3479	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00	3	2566	0.000	0.000	0.000	0.000	0.000	0.000
20:00-21:00	3	2566	0.000	0.000	0.000	0.000	0.000	0.000
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.060	0.189	0.056	0.173	0.116	0.362

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

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

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Audit Code: cc39c5e2-3aa3-49bf-9570-1bfc93863c70

Parameter Summary:

Trip rate parameter range selected:	190 - 5000 (units: sqm)
Survey date date range:	10/09/2002 - 19/06/2023
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
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: cc39c5e2-3aa3-49bf-9570-1bfc93863c70

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

PSVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 315 sqm shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00	3	2566	0.000	0.000	0.000	0.000	0.000	0.000
06:00-07:00	3	2566	0.000	0.000	0.000	0.000	0.000	0.000
07:00-08:00	11	3479	0.000	0.000	0.008	0.025	0.008	0.025
08:00-09:00	11	3479	0.005	0.016	0.000	0.000	0.005	0.016
09:00-10:00	11	3479	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	11	3479	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	11	3479	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	11	3479	0.003	0.008	0.000	0.000	0.003	0.008
13:00-14:00	11	3479	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	11	3479	0.000	0.000	0.005	0.016	0.005	0.016
15:00-16:00	11	3479	0.003	0.008	0.003	0.008	0.006	0.016
16:00-17:00	11	3479	0.005	0.016	0.000	0.000	0.005	0.016
17:00-18:00	11	3479	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	11	3479	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00	3	2566	0.000	0.000	0.000	0.000	0.000	0.000
20:00-21:00	3	2566	0.000	0.000	0.000	0.000	0.000	0.000
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.016	0.049	0.016	0.049	0.032	0.099

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

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

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Audit Code: cc39c5e2-3aa3-49bf-9570-1bfc93863c70

Parameter Summary:

Trip rate parameter range selected:	190 - 5000 (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:	10
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: cc39c5e2-3aa3-49bf-9570-1bfc93863c70

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

OGVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 315 sqm shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00	3	2566	0.065	0.205	0.078	0.246	0.143	0.451
06:00-07:00	3	2566	0.065	0.205	0.182	0.573	0.247	0.778
07:00-08:00	11	3479	0.034	0.107	0.081	0.255	0.115	0.362
08:00-09:00	11	3479	0.071	0.222	0.063	0.198	0.134	0.420
09:00-10:00	11	3479	0.086	0.272	0.073	0.230	0.159	0.502
10:00-11:00	11	3479	0.078	0.247	0.076	0.239	0.154	0.486
11:00-12:00	11	3479	0.084	0.263	0.089	0.280	0.173	0.543
12:00-13:00	11	3479	0.084	0.263	0.055	0.173	0.139	0.436
13:00-14:00	11	3479	0.118	0.370	0.071	0.222	0.189	0.592
14:00-15:00	11	3479	0.110	0.346	0.050	0.156	0.160	0.502
15:00-16:00	11	3479	0.094	0.296	0.068	0.214	0.162	0.510
16:00-17:00	11	3479	0.052	0.165	0.065	0.206	0.117	0.371
17:00-18:00	11	3479	0.037	0.115	0.037	0.115	0.074	0.230
18:00-19:00	11	3479	0.024	0.074	0.026	0.082	0.050	0.156
19:00-20:00	3	2566	0.013	0.041	0.000	0.000	0.013	0.041
20:00-21:00	3	2566	0.000	0.000	0.000	0.000	0.000	0.000
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			1.015	3.191	1.014	3.189	2.029	6.380

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

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Audit Code: cc39c5e2-3aa3-49bf-9570-1bfc93863c70

Parameter Summary:

Trip rate parameter range selected:	190 - 5000 (units: sqm)
Survey date date range:	10/09/2002 - 19/06/2024
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
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.