

ROVIA

Bath ASU

Bath ASU Manufacturing Facility, Corsham Science Park

Transport Statement

May 2026

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1 Introduction

- 1.1 Rovia is appointed by Bath ASU (the 'Applicant') to provide transport planning advice on a proposed development at Corsham Science Park. The Site is located within the jurisdiction of Wiltshire Council who act as the local planning and highway authority.

Site Location and Proposed Development

- 1.2 Corsham is a market town located between Chippenham and Bath. Corsham Science Park is located approximately 2.5km to the west of the Town Centre.
- 1.3 The location of the Site in a strategic context is shown in **Figure 1.1**.

Figure 1.1: Site Location (Strategic Context)



- 1.4 The Site comprises two existing units at the wider Corsham Science Park; Unit SP2 (currently vacant) and Unit SP3, along with associated service areas and car parking.
- 1.5 The Proposed Development comprises the fit-out of Unit SP2, including associated external plant, together with the construction of a new single-storey link building connecting Units SP2 and SP3. The resulting net increase in floorspace compared to the existing scheme is limited to 181 sqm.
- 1.6 The adjacent car park will be re-organised but there will be no net change in the number of spaces.
- 1.7 A Site Layout Plan for the Proposed Development is shown in **Appendix A**.

Pre-Application Advice

- 1.8 Pre-application advice has been received by Wiltshire Council, who consider the Proposed Development to be acceptable in principle. All points raised in the pre-application response in terms of transport have been considered.

This Report

- 1.9 This Transport Statement has been prepared to set out the effects of the Proposed Development on the local highway network. The report is structured as follows:
- Chapter 2: Site context including an overview of existing conditions
 - Chapter 3: Policy context
 - Chapter 4: Development proposals
 - Chapter 5: Trip generation and effect on the local highway network
 - Chapter 6: Summary and conclusions
- 1.10 A Framework Travel Plan, which includes measures to encourage sustainable travel, is included within **Appendix B** and should be read in conjunction with this Transport Statement. The aim of the Travel Plan is to encourage the uptake of sustainable modes of transport when travelling to the Site, including walking, cycling and public transport use, to reduce private vehicle trips, and reduce parking demand within the Site.

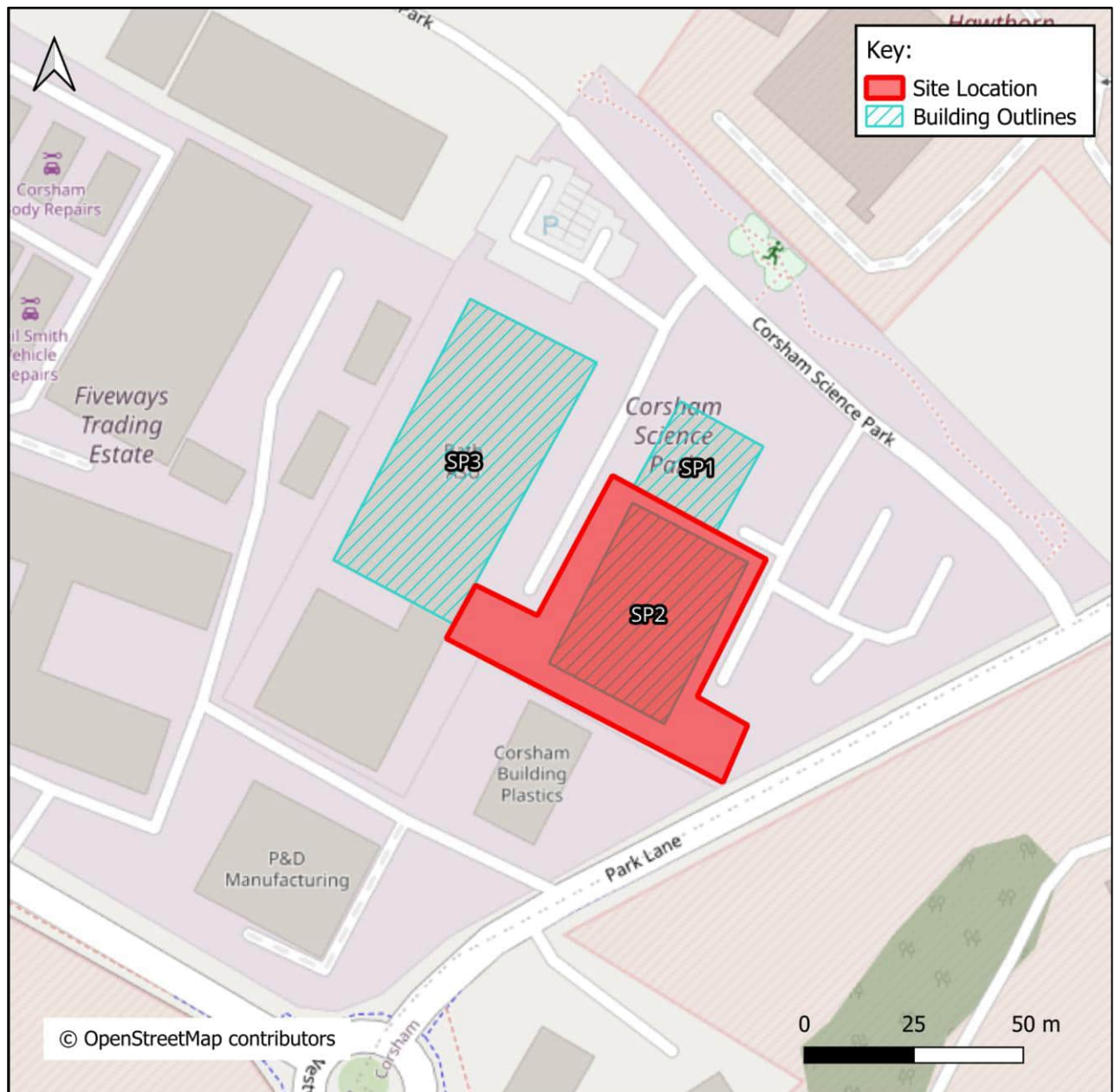
2 Existing Conditions

2.1 This section provides a review of the existing conditions surrounding the Site.

Site Location

2.2 The location of the Site in a strategic context is shown in **Figure 1.1**. The location of the Site in a more local context is shown in **Figure 2.1**.

Figure 2.1: Site Location (Local Context)

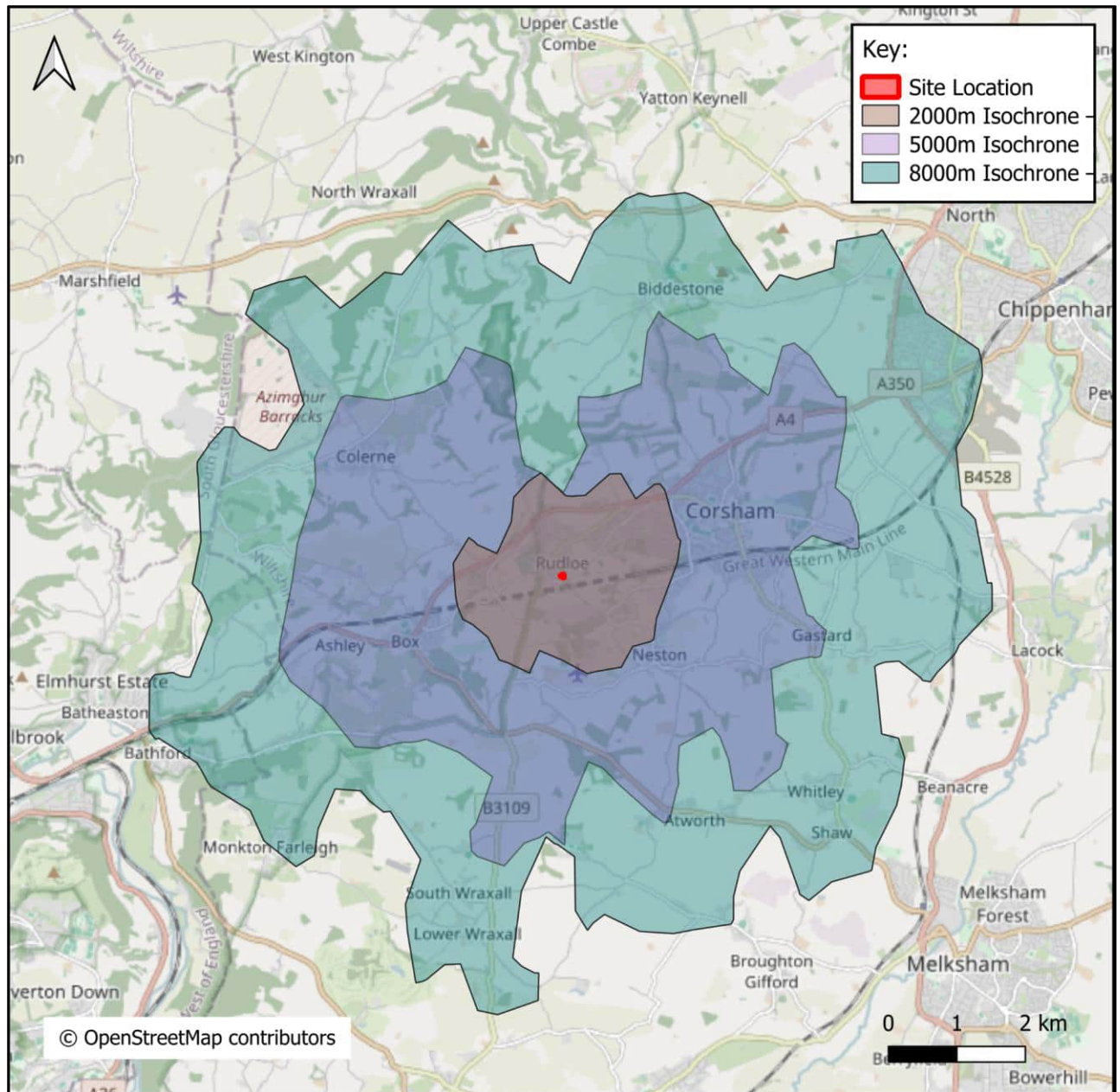


- 2.3 Corsham Science Park lies approximately 2.5km west of Corsham town centre. It is bordered by Park Lane to the south-east, Westwells Road to the south-west, and the B3109 to the north-west. Access to the Science Park is provided via a priority junction on Park Lane.
- 2.4 Units SP2 and SP3, which together make up the development site, are located in the eastern part of Corsham Science Park, adjacent to Park Lane. Unit SP2 is currently vacant, while Unit SP3 is occupied by the Applicant, Bath ASU. Unit SP1 is located next to Unit SP2 but does not form part of the development site.

Active Travel

- 2.5 Walking is widely recognised as the most important mode of travel at a local level and has the greatest potential to replace short car journeys, particularly those under 2km. This equates to an approximate walking time of 25 minutes, based on an average speed of 80 metres per minute, as advised by the Chartered Institution of Highways and Transportation.
- 2.6 Cycling also offers significant potential to replace short car trips, especially those under 5km, and can form part of longer journeys when combined with public transport. Furthermore, the Department for Transport's (DfT) *Cycle Infrastructure Design* (October 2008) notes that cycle trips exceeding 5 miles (8km) are not uncommon. A 5km journey typically takes around 19 minutes at an average speed of 268 metres per minute (10 mph), while an 8km journey would take approximately 30 minutes at the same average speed.
- 2.7 A 2km, 5km and 8km catchment from the Site is shown in **Figure 2.2**.

Figure 2.2: 2km, 5km and 8km Catchment from Centre of the Site



- 2.8 Large residential areas lie within 2km of the Site, and the entirety of Corsham falls within a 5km radius. As a result, there is strong potential for employees living in Corsham to travel to the Site by active modes.
- 2.9 To assist active travel, a footway is provided along the full length of the Corsham Science Park Access Road, connecting to a shared footway/cycleway on the southern side of Park Lane. This shared route forms part of the Corsham Cycle Route Network, as mapped by Connecting Wiltshire in conjunction with Wiltshire Council (see **Appendix C**). The route extends along Park Lane towards Corsham Town Centre, offering a high-quality, segregated corridor for cyclists and pedestrians.
- 2.10 To the west and north of the site, Westwells Road features a footway on its southern side, while additional footways are present along the western side of the B3109 Bradford Road.

Public Transport

- 2.11 The nearest bus stop to Corsham Science Park is located on Leafy Lane, approximately 600m from the entrance to Units SP2 and SP3. Additional bus stops are situated on Westwells Road, close to the Ministry of Defence site, at a distance of around 850m from the Site.
- 2.12 Local bus routes serving these bus stops are summarised in **Table 2.1**.

Table 2.1: Local Bus Services

Route No.	Stop	Route	Weekday Frequency	First Bus (Weekday)	Last Bus (Weekday)
231	Leafy Lane	Bath - Box - Rudloe - Corsham - Chippenham	30 mins	06:23	23:32
10/10A	Westwells Lane	Corsham Town Service (Loop)	60-120 minutes	10:07	14:07

- 2.13 **Table 2.1** indicates that local bus services are of a good standard, particularly Route 231. This route operates at half-hourly intervals, providing connections to Corsham, Bath, and Chippenham, with services running from early morning through to late evening. As a result, there is strong potential for employees to travel to and from the site using public transport.
- 2.14 Corsham historically had a railway station, which closed in 1965. Network Rail has since recommended the construction of a new station to enhance local connectivity. However, at this stage, no delivery timescale or funding has been confirmed.

Local Highway Network

- 2.15 A description of the local highway network in the vicinity of the Site is provided below.

Corsham Science Park Road

- 2.16 Corsham Science Park Road serves as the primary access route through the Science Park, linking to Park Lane via a priority junction. It is a single carriageway, with on-street parking available along its southern side, as well as smaller parking areas on the northern side. Several additional priority junctions provide access to individual units along the road. Corsham Science Park Road has wide, tree-lined verges, with a footway on the northern side.

Park Lane

- 2.17 Park Lane is a single carriageway road running in a south-west to north-west direction. It connects to the A4 Bath Road to the east, providing access to Corsham Town Centre, and to Westwells Road to the west via a roundabout. As noted, a shared footway/cycleway is provided along its southern side.

Westwells Road

- 2.18 Westwells Road is a single carriageway running in a north-west to south-east direction. It connects to the B3109 Bradford Road to the north-west via a roundabout and provides the primary access to the Corsham Ministry of Defence site.

B3019 Bradford Road

- 2.19 The B3109 Bradford Road is a single carriageway running broadly north to south, forming the main route between Corsham and Bradford-on-Avon. A footway is provided on its western side in the vicinity of the junction with Westwells Road.

Personal Injury Collision Data

- 2.20 The CrashMap website, which records personal injury collisions (PICs), has been reviewed for the area surrounding the Site, including Corsham Science Park Road, Park Lane, and Westwells Road, covering the most recent five-year period (2020–2024).
- 2.21 The data shows that no recorded PICs have occurred on Corsham Science Park Road or Park Lane during this period. Two PICs resulting in slight injuries were recorded to the south-east of the Park Lane/Westwells Road roundabout, and one PIC, also resulting in slight injuries, was recorded at the Westwells Road/Bradford Road roundabout.
- 2.22 In light of the small number of incidents and their dispersed nature, no significant highway safety concerns have been identified within the local area.

Summary

- 2.23 This section has summarised the existing conditions surrounding the Site. It demonstrates that the Site is accessible by walking, cycling and bus, with good potential for employees to travel using active modes or public transport.

3 Policy Context

- 3.1 The key national and local transport policies that have been considered as part of the Proposed Development from a transport perspective are summarised in this Section.

National Planning Policy Framework (December 2024)

- 3.2 The currently adopted NPPF (December 2024) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for development can be produced.
- 3.3 Paragraph 116 of the NPPF states, *"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."*

Draft National Planning Policy Framework (December 2025)

- 3.4 **Policy TR6** relates to the assessment of transport impacts in relation to new development. Paragraph 3 of Policy TR6 states, *"All development proposals should be capable of proceeding without having a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety, taking into account any mitigation measures proposed as well as any wider network improvements"*.

Wiltshire Core Strategy (January 2015)

- 3.5 Wiltshire Council's current Local Plan is the Wiltshire Core Strategy, which was adopted in January 2015. A new Local Plan is being prepared by Wiltshire Council, which was in the examination phase. However, the Planning Inspectorate has recommended that Wiltshire Council withdraw the Local Plan from examination, or it will be recommended non-adoption. Wiltshire Council is due to decide on its course of action at a scheduled Cabinet meeting in May 2026.
- 3.6 The current Core Strategy sets out Wiltshire Council's strategic planning policy for the period up to 2026. Several policies relate to transport and new development. The key policy is **Core Policy 61**, which is summarised below:

"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;*
- 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”.

Wiltshire Local Transport Plan

- 3.7 The fourth Wiltshire Council Local Transport Plan 2025 -2038 (LTP4) was adopted in March 2025. The vision, as set out in LTP4 is to provide:

“A safe and connected transport system which protects the county's unique built, natural and historic environment making this accessible for all, supports sustainable economic growth across Wiltshire's communities and contributes to a low carbon future”.

Summary

- 3.8 The Proposed Development accords with national and local transport policy. In particular, the Proposed Development is located in an area which can be accessed via a range of sustainable transport modes, in line with Core Policy 61 of the Wiltshire Core Strategy.
- 3.9 This Transport Statement demonstrates that there will not be an unacceptable impact on highway safety, and that the impacts of the Proposed Development on the road network are not severe, in line with Paragraph 116 of the currently adopted NPPF.

4 Proposed Development

4.1 This Section provides an overview of the Proposed Development.

Proposed Development

- 4.2 The Site comprises two existing units at Corsham Science Park, namely Unit SP2 (currently vacant) and Unit SP3, together with associated service areas and car parking. The proposed site layout is shown in **Appendix A**.
- 4.3 The Proposed Development comprises the fit-out of Unit SP2, including associated external plant, and the construction of a new single-storey link building connecting Units SP2 and SP3.
- 4.4 Unit SP2 is currently vacant. The proposed fit-out, including the introduction of a partial mezzanine, does not increase the overall floorspace of Unit SP2 beyond that which already benefits from extant planning permission. Unit SP3 will remain unchanged.
- 4.5 The proposed single-storey link building between Units SP2 and SP3 will result in a net increase of 181 sqm of additional floorspace.

Staff Numbers

- 4.6 Whilst Unit SP2 is currently unoccupied, it benefits from an extant planning permission. As a result, any employees associated with the lawful use of Unit SP2 are already established in principle and are not considered to arise as a consequence of the Proposed Development.
- 4.7 Furthermore, the proposed single-storey link building between Units SP2 and SP3 is intended primarily to provide functional connectivity between the two buildings, rather than to create additional employment floorspace. Accordingly, the Proposed Development is not expected to result in any material increase in employee numbers over and above those already permitted.

Access

- 4.8 No amendments are proposed to the existing vehicular or pedestrian access arrangements serving the Site.

Car Parking

- 4.9 The adjacent car park will be re-organised but there will be no net change in the number of spaces. Given that this application covers the fit out of the consented floorspace for SP2 (of which associated parking has already been provided) and that the increase in floorspace is to provide functional connectivity between SP2 and SP3, there will be no change in the overall parking provision as a result of the development.

Cycle Parking

- 4.10 No additional cycle parking will be proposed as a result of the development. The uptake of cycle parking will be monitored as part of the Travel Plan.

Servicing

- 4.11 There will be no change to the existing servicing arrangements for units SP2 and SP3.

Travel Plan

- 4.12 The Applicant is dedicated to making the development as sustainable as possible. To support this, a Framework Travel Plan has been prepared, outlining the strategies and measures that will be put in place to promote sustainable travel for employees and visitors wherever feasible. The Framework Travel Plan is shown in **Appendix B**.
- 4.13 The Framework Travel Plan provides the foundation for a Full Travel Plan to be developed prior to occupation of the Proposed Development. It outlines a range of measures and incentives aimed at promoting sustainable travel to Corsham Science Park. It also establishes targets for reducing car-based trips and sets out a strategy for ongoing monitoring and review.
- 4.14 Through the Travel Plan, the following measures and initiatives could be provided:
- Travel Welcome Packs, providing sustainable travel information to employees, with further travel plan information provided on mobility notice boards/hubs around the Site.
 - A Travel Voucher scheme that will allow employees to make claims against the costs of bus tickets, or walking/cycling equipment.
 - Information and maps showing bus stops, and details of fares, frequencies and travel times to key destinations.
 - The introduction of a car sharing scheme, potentially through 'Liftshare'.
 - Information and updates on local and national sustainable travel events
 - The appointment of a travel plan co-ordinator to oversee the implementation of the Travel Plan.
- 4.15 A Travel Plan is an evolving document that will be regularly updated as new measures and opportunities are introduced.

5 Trip Generation and Effect on Local Highway Network

Trip Generation

- 5.1 As set out in Section 4, the Proposed Development comprises the fit-out of Unit SP2, including associated external plant, together with the construction of a new single-storey link building connecting Units SP2 and SP3. The resulting net increase in floorspace above what is already permitted is solely attributable to the link building amounts to 181 sqm. The link building is intended primarily to provide functional connectivity between the two buildings rather than to create additional employment floorspace. As such, the Proposed Development is not expected to result in any increase in employee numbers over and above those already permitted.
- 5.2 Notwithstanding the above, and in order to provide a robust assessment, a trip generation exercise has been undertaken in respect of the additional floorspace. Trip rates have been derived from the approved Transport Statement that accompanied the initial planning application for Units SP1 and SP2, dated January 2013. The associated TRICS output is provided in **Appendix C**. The resulting vehicle trip rates and the corresponding vehicle trip generation for the AM and PM peak hours are summarised in **Table 5.1**.

Table 5.1: Vehicle Trip Rates (per 100sqm) and Vehicle Trip Generation (181 sqm)

Use	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Trip Rate	1.588	0.287	1.875	0.190	1.256	1.447
Trip Generation	3	1	4	1	2	3

- 5.3 **Table 5.1** demonstrates that, even if the additional floorspace were to generate vehicle trips, the resulting increase would not be significant. Specifically, the forecast uplift amounts to only four vehicle trips during the AM peak hour and three vehicle trips during the PM peak hour, over and above those associated with the permitted use of the Site.

Effect of the Local Highway Network

- 5.4 As the Proposed Development will not generate a significant number of additional vehicle trips beyond those already permitted under the existing planning permission, it is concluded that there will be no material effect on the operation or performance of the local highway network.
- 5.5 Furthermore, a new Travel Plan has been prepared for the Site. As discussed, the aim of the Travel Plan is to encourage greater uptake of sustainable modes of transport, including walking, cycling, and public transport, thereby reducing reliance on the private car.

6 Summary and Conclusion

- 6.1 Rovia has been appointed by Bath ASU (the 'Applicant') to provide transport planning advice in respect of a proposed development at Corsham Science Park. The Site falls within the administrative area of Wiltshire Council, which acts as both the local planning authority and the local highway authority.
- 6.2 The Site comprises two existing units within the wider Corsham Science Park: Unit SP2 (currently vacant) and Unit SP3, together with associated service areas and car parking.
- 6.3 The Site benefits from access to a range of sustainable transport modes, with good walking, cycling, and public transport connections to Corsham Town Centre and the surrounding area.
- 6.4 The Proposed Development comprises the fit-out of Unit SP2, including associated external plant, together with the construction of a new single-storey link building connecting Units SP2 and SP3. The resulting net increase in floorspace above what is already permitted is limited to 181 sqm, and the Proposed Development is not expected to result in any material increase in employee numbers over and above those already permitted.
- 6.5 As a result, there will be no significant increase in vehicle trips associated with the Proposed Development, and consequently no material effect on the operation or performance of the local highway network.
- 6.6 In addition, a new Travel Plan has been prepared for the Site. The aim of the Travel Plan is to encourage greater uptake of sustainable modes of transport, including walking, cycling, and public transport, thereby reducing reliance on the private car.
- 6.7 In conclusion and having regard to the information contained within this Transport Statement, the Proposed Development is considered to be acceptable from a transport planning perspective.

Appendix A

Site Layout Plan



This drawing will be at scale shown below at A1 size

0 5 10 20 30 40 50
SCALE 1:500 METRES

GENERAL NOTES:

1. CONTRACTOR TO CONFIRM ALL DIMENSIONS AND LEVELS ON SITE PRIOR TO COMMENCEMENT OF WORKS.

2. WORKMANSHIP, MATERIALS AND TESTING SHALL COMPLY WITH ALL RELEVANT ISO, EN AND NATIONAL STANDARDS AND LOCAL AUTHORITY REGULATIONS.

3. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER DOCUMENTS FOR THE WORKS.

4. USE FIGURED DIMENSIONS ONLY. ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE. ALL LEVELS IN METRES. DO NOT SCALE. CHECK THIS DRAWING HAS NOT BEEN ENLARGED / REDUCED.

A:	17 EXISTING CAR PARKING SPACES + 4 ADDITIONAL SPACES
B:	49 EXISTING CAR PARKING SPACES
C:	15 EXISTING CAR PARKING SPACES
D:	8 EXISTING CAR PARKING SPACES
E:	29 EXISTING CAR PARKING SPACES
F:	6 EXISTING CAR PARKING SPACES
G:	8 EXISTING CAR PARKING SPACES + 6 ADDITIONAL SPACES
Total: 132 EXISTING CAR PARK SPACES + 10 ADDITIONAL SPACES = 142	

P02	BACKGROUND UPDATED	CA	MIS		
P01	FIRST ISSUE - FOR SRE MODELLING	CA			16/03/26

REV	DESCRIPTION	DRAWN	AUTHOR	CHECKED	APPRO	DATE
REVISION CODE: Pxx = WIP, Sxx = SHARED, Cxx = PUBLISHED						

Drawing Stage

PLANNING



a Pharmaxo company

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Project Name

BATH ASU - STERILE FACILITY DESIGN

Title

PLANNING - SITE PLAN - PROPOSED

Drawn By	CA	Date Created	01/12/25	Status	S0
Project No	300031				Revision
Drawing No	300031-SCI-PL-SI-DP-AR-101				P02

Appendix B

Framework Travel Plan

ROVIA

Bath ASU

Bath ASU Manufacturing Facility, Corsham Science Park

Travel Plan

May 2026

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Figure 2.1	Site Location (Local Context)
Figure 2.2	2km, 5km and 8km Catchment from Centre of the Site

1 Introduction

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Figure 1.1: Site Location (Strategic Context)



- 1.4 The Site comprises two existing units at the wider Corsham Science Park; Unit SP2 (currently vacant) and Unit SP3, along with associated service areas and car parking.
- 1.5 The Proposed Development comprises the fit-out of Unit SP2, including associated external plant, together with the construction of a new single-storey link building connecting Unit SP2 and Unit SP3. The resulting net increase in floorspace compared to the existing scheme is limited to 181sqm.

This Framework Travel Plan

- 1.6 The Applicant is committed to ensuring that Bath ASU at Corsham Science Park is as sustainable as possible. Therefore, this Framework Travel Plan has been prepared to set out the management tools and measures that will be implemented to encourage employees and visitors of the Site to travel sustainably, where possible. This Framework Travel Plan acts as a template for the Full Travel Plan to be prepared upon occupation of the Site.
- 1.7 The main aim of this Framework Travel Plan is to put in place the management tools deemed necessary to enable current and future employees and visitors of all units at the site to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for trying to eliminate the barriers that prevent employees and customers from using sustainable modes, which in effect can self-manage single-occupancy vehicle use.

Report Structure

- 1.8 Following this introductory section, the remainder of this report is structured as follows:
- Section 2: Accessibility by Non-car Modes
 - Section 3: Objectives and Benefits
 - Section 4: Targets
 - Section 5: Management
 - Section 6: Travel Plan Measures
 - Section 7: Monitoring and Reporting
 - Section 8: Action Plan

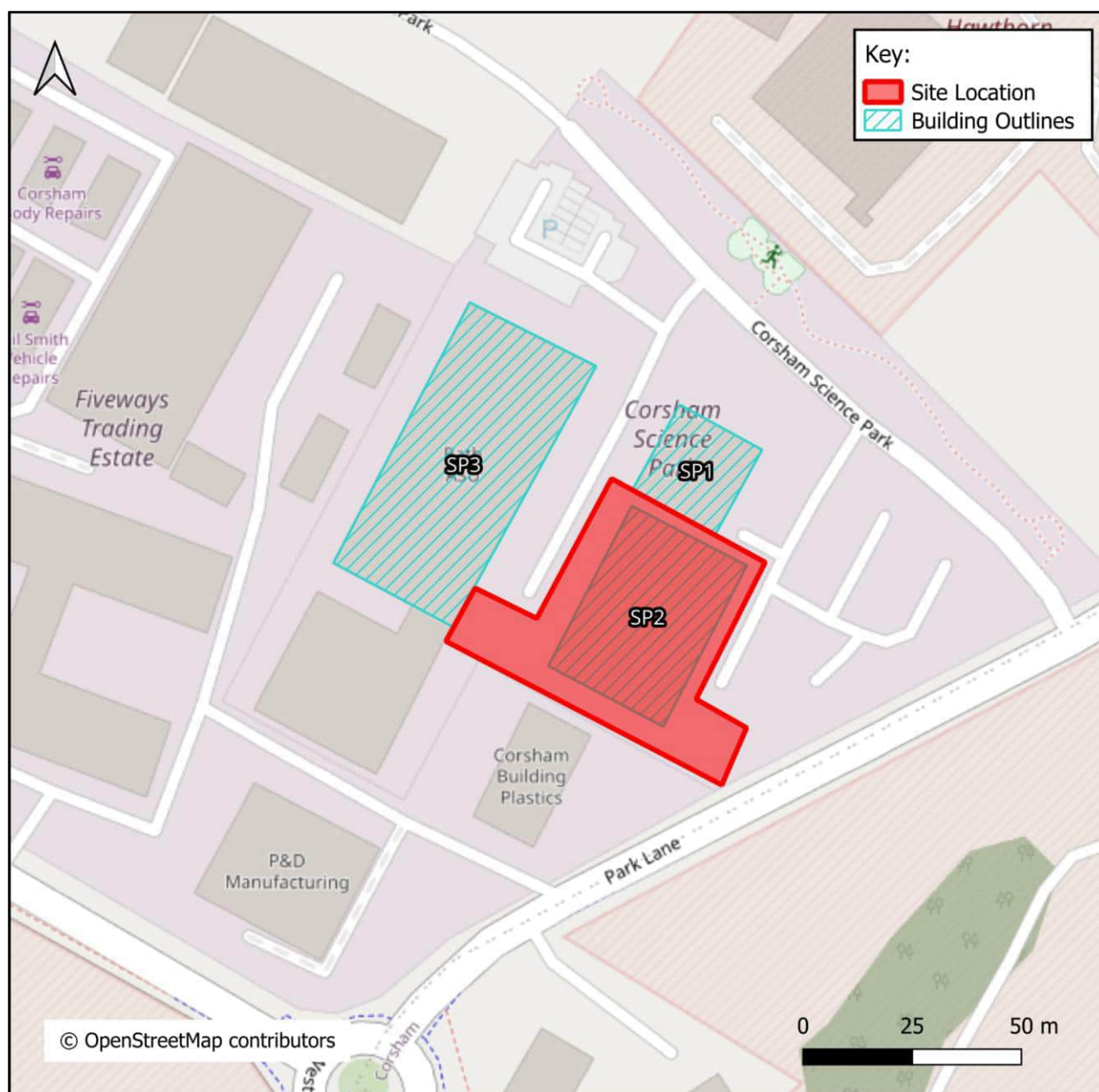
2 Accessibility by Non-Car Modes of Transport

- 2.1 This section of the Framework Travel Plan provides an overview of the current accessibility of the Site in terms of sustainable travel.

Site Location

- 2.2 The location of the Site in a strategic context is shown in **Figure 1.1**. The location of the Site in a more local context is shown in **Figure 2.1**.

Figure 2.1: Site Location (Local Context)

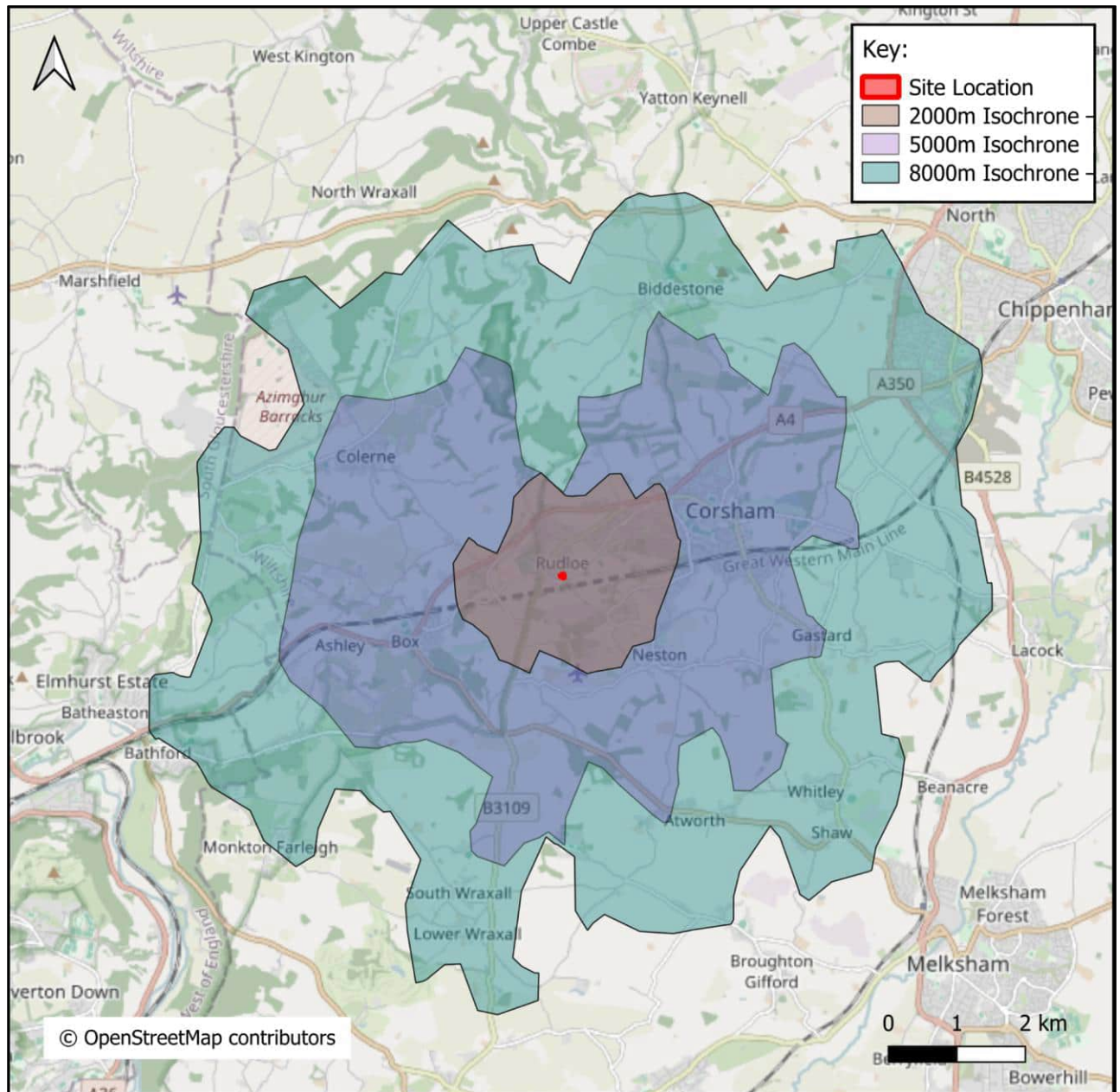


- 2.3 Corsham Science Park lies approximately 2.5km west of Corsham town centre. It is bordered by Park Lane to the south-east, Westwells Road to the south-west, and the B3109 to the north-west. Access to the Science Park is provided via a priority junction on Park Lane.
- 2.4 Units SP2 and SP3, which together make up the development site, are located in the eastern part of Corsham Science Park, adjacent to Park Lane. Unit SP2 is currently vacant, while Unit SP3 is occupied by the Applicant, Bath ASU. Unit SP1 is located next to Unit SP2 but does not form part of the development site.

Active Travel

- 2.5 Walking is widely recognised as the most important mode of travel at a local level and has the greatest potential to replace short car journeys, particularly those under 2km. This equates to an approximate walking time of 25 minutes, based on an average speed of 80 metres per minute, as advised by the Chartered Institution of Highways and Transportation.
- 2.6 Cycling also offers significant potential to replace short car trips, especially those under 5km, and can form part of longer journeys when combined with public transport. Furthermore, the Department for Transport's (DfT) *Cycle Infrastructure Design* (October 2008) notes that cycle trips exceeding 5 miles (8km) are not uncommon. A 5km journey typically takes around 19 minutes at an average speed of 268 metres per minute (10 mph), while an 8km journey would take approximately 30 minutes at the same average speed.
- 2.7 A 2km, 5km and 8km catchment from the Site is shown in **Figure 2.2**.

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- 2.8 Large residential areas lie within 2km of the Site, and the entirety of Corsham falls within a 5km radius. As a result, there is strong potential for employees living in Corsham to travel to the Site by active modes.
- 2.9 To assist active travel, a footway is provided along the full length of the Corsham Science Park Access Road, connecting to a shared footway/cycleway on the southern side of Park Lane. This shared route forms part of the Corsham Cycle Route Network, as mapped by Connecting Wiltshire in conjunction with Wiltshire Council (see **Appendix A**). The route extends along Park Lane towards Corsham Town Centre, offering a high-quality, segregated corridor for cyclists and pedestrians.

- 2.10 To the west and north of the site, Westwells Road features a footway on its southern side, while additional footways are present along the western side of the B3109 Bradford Road.

Public Transport

- 2.11 The nearest bus stop to Corsham Science Park is located on Leafy Lane, approximately 600m from the entrance to Units SP2 and SP3. Additional bus stops are situated on Westwells Road, close to the Ministry of Defence site, at a distance of around 850m from the Site.
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- 2.13 **Table 2.1** indicates that local bus services are of a good standard, particularly Route 231. This route operates at half-hourly intervals, providing connections to Corsham, Bath, and Chippenham, with services running from early morning through to late evening. As a result, there is strong potential for employees to travel to and from the site using public transport.
- 2.14 Corsham historically had a railway station, which closed in 1965. Network Rail has since recommended the construction of a new station to enhance local connectivity. However, at this stage, no delivery timescale or funding has been confirmed.

Summary

- 2.15 This section has summarised the existing conditions surrounding the Site. It demonstrates that the Site is accessible by walking, cycling and bus, with good potential for employees to travel using active modes or public transport.

3 Travel Plan Objectives and Benefits

3.1 This section outlines the objectives and benefits of the Travel Plan.

Objectives

3.2 The Travel Plan is designed to guide employees and visitors of the Site towards more sustainable travel choices and to reduce single-occupancy vehicle travel. Its overarching objective is:

“To actively engage employees and visitors and encourage the adoption of sustainable travel options to and from the site. By promoting active and sustainable modes of transport, the plan aims to reduce the development’s impact on the surrounding highway network and reduce parking demand.”

3.3 To support this, the Travel Plan sets out the following sub-objectives:

- Raise awareness of sustainable travel options available to employees and visitors
- Improve infrastructure and ensure good connectivity within the development and with the wider area
- Provide clear and accessible information on alternative transport modes available near the Site.

3.4 These objectives will be delivered through a coordinated package of physical and management measures that support sustainable travel.

Benefits

3.5 The achievement of the objectives will bring about a wide range of benefits for the employees, occupiers and customers, as well as the wider community as set out below:

Employee Benefits:

- The potential opportunity to save money by using alternative modes of travel or car sharing
- Improved quality of employee journeys to and from work
- Health benefits associated with cycling walking, including reduced levels of stress.

Site Occupant / Occupier Benefits

- An improved compliance within the planning context
- A demonstration of any environmental credentials
- An incentive to recruiting and retaining staff
- A healthier and more productive workforce.

Wider Community Benefits

- On-going reductions in vehicular generated traffic on the local highway network
- Health benefits associated with walking and cycling
- A contribution towards overall reductions in travel emissions.

4 Travel Plan Targets

- 4.1 Targets are measurable goals that help assess progress toward the Travel Plan's objectives. They are reviewed through a structured monitoring programme (see **Section 7**) to ensure they remain SMART: Specific, Measurable, Achievable, Realistic, and Time-related.
- 4.2 There are two types of targets defined in this Framework Travel Plan:
- Action Targets – Non-quantifiable actions to be completed within specific timeframes.
 - Aim Targets – Quantifiable goals focused on achieving modal shift.

Action Targets

- 4.3 The key action targets are set out below:
- A Travel Plan Coordinator (TPC) will be appointed upon occupation of the site;
 - The initial travel plan survey will be undertaken after 6 months or once the development reaches 75% occupancy, whichever is sooner; and
 - The finalised Travel Plan, including baseline mode share and targets, will be submitted to Wiltshire Council travel planning officers within 6 months of the completion of the first travel plan survey.

Aim Targets

- 4.4 In the absence of site-specific data, 2011 Census Method of Travel to Work data for the workplace population has been obtained for employees of the Wiltshire Council 017 MSOA mid-level super output area (MSOA), which encompasses the Site.
- 4.5 The resultant mode split anticipated at the Proposed Development is presented in **Table 4.1**.

Table 4.1: Baseline Mode Split

Mode	Travel to Work Mode Share
Rail	1%
Bus	1%
Taxi	0%
Motorcycle	1%
Car Driver	74%
Car Passenger	5%
Cycling	5%
Walking	12%
Total	100%

- 4.6 The information presented in **Table 4.1** indicates that 74% of the local population currently drive to work. Approximately 18% travel to work via active travel modes or public transport.
- 4.7 Although definitive aim targets are not appropriate at this stage, a provisional target is proposed based on the Census 2011 data. The provisional target for the Travel Plan is to reduce car driver trips by 5% over a five-year period. This is summarised in **Table 4.2**.

Table 4.2: Provision Modal Split Targets

Mode	Single Occupancy Car - Modal Split			
	Baseline	Year 1	Year 3	Year 5
Achieve a 5% reduction in Car Driver mode share	74%	73%	71%	69%

- 4.8 This provisional target will be reviewed following the initial baseline travel surveys.

Baseline Travel Survey

- 4.9 To establish a robust baseline, a questionnaire survey will be conducted within six-months of occupation. The survey content will be agreed with Wiltshire Council Travel Plan Officers.
- 4.10 The undertaking of the baseline surveys represents the start of the Travel Plan for monitoring purposes and is described as Year 0. A minimum response rate of 30% will be expected.

- 4.11 Survey results will inform the refinement of targets in **Table 4.2**. Follow-up surveys will be conducted in Years 1, 3, and 5, aligned with the anniversary of the baseline survey for consistency.
- 4.12 The survey will aim to:
- Identify any barriers to active or sustainable travel and what could be done to remove them; and
 - Understand the proportion of people travelling as a car driver and how this can be reduced.
- 4.13 The targets outlined above will be delivered through a coordinated package of physical and management measures designed to support and encourage sustainable travel. These measures are detailed in **Section 6**.

5 Management

5.1 This section outlines the strategic approach to managing and implementing the Travel Plan.

Travel Plan Coordinator

5.2 A TPC will be appointed upon occupation. The TPC will be part of the management team and act as the central point of contact for all transport, access, and travel-related matters for employees. Their contact details will be shared with the relevant officer at the Wiltshire Council once appointed.

TPC Responsibilities

5.3 The main roles and responsibilities of the TPC are to:

- Promote the objectives and benefits of the Travel Plan
- Implement and manage measures set out in the Travel Plan
- Report to and consult with the site management company and other involved stakeholders, such as Wiltshire Council, regarding the implementation and progression of the Travel Plan
- Develop and distribute employee travel packs
- Monitor the success of the Travel Plan against the agreed targets
- Report the results of the Travel Plan surveys to stakeholders
- Act as a point of contact for information and exchanging ideas and best practice with employees.

Funding

5.4 The Developer will fund the TPC role and cover the annual costs associated with administering the Travel Plan. Funding will also be provided for the measures outlined in the Travel Plan.

5.5 The time commitment required by the TPC will vary depending on the stage of occupation and the intensity of monitoring and engagement activities.

6 Measures and Initiatives

6.1 This section of the Travel Plan outlines the specific measures to be implemented in order to achieve the Travel Plan objectives.

Employee Travel Pack

6.2 All employees will be provided with a Travel Pack upon their arrival. This will include the following information:

- Name and contact details of the TPC and their availability to speak to employees
- An introduction to the Workplace Travel Plan, its purpose and a summary of the document
- Information on the health benefits of using active travel modes of transport
- Public transport information, including bus stop locations
- Maps of key walking and cycling facilities
- Benefits of car sharing, advice on how to find a car sharing partner and location of car sharing parking spaces
- Details of any cycle discounts and loan schemes.

Travel Notice Boards

6.3 A travel notice board will be provided. This will include the same details as included within the employee travel packs and will be provided in a prominent location.

Personalised Travel Planning

6.4 The TPC will offer a personalised travel planning service for all employees upon request. As described previously, details for the TPC will be provided in the employee travel packs and on the travel notice boards for each unit.

Walking and Cycling

6.5 Maps and details of the existing walking and cycling routes surrounding the Site will be shared with employees, in particular the Park Lane route to Corsham town centre.

6.6 Secure cycle parking is provided at the Site.

Car Sharing

6.7 A car-sharing scheme will be established to support employees who live in similar locations and work comparable shift patterns to share journeys to and from the Site. The scheme could be delivered through the Liftshare platform, to help match employees and encourage participation.

- 6.8 The TPC will investigate the feasibility of allocating designated parking spaces for car sharers within the car park. Where possible, these spaces will be located in convenient, highly visible locations close to the building entrance to incentivise car sharing.
- 6.9 The TPC will also ensure that a “guaranteed lift home” process is in place. This will provide reassurance to employees who car share that they will be able to return home should their arranged lift become unavailable at short notice for any reason.

Public Transport

- 6.10 Timetables for all local bus services will be included within employee travel packs, together with up-to-date fare information to help staff understand available public transport options.
- 6.11 The TPC will explore opportunities to provide travel vouchers that employees could exchange for bus tickets. This initiative would enable staff to trial bus travel and assess whether it represents a practical and sustainable alternative to private car use.

Marketing Strategy

- 6.12 All new employees will be informed of the Travel Plan at inductions. The information will also be contained in the employee travel pack.

7 Monitoring and Review

- 7.1 Travel Plans form part of a continuous process for improvement, requiring monitoring, review and revision to ensure they remain relevant to the site.
- 7.2 This section outlines how the Travel Plan will be monitored and reviewed to ensure that both action and aim targets are being met effectively.

Monitoring Strategy

- 7.3 The monitoring programme for the Travel Plan will begin with the initial travel survey. Further employee travel surveys will be carried out in Years 1, 3 and 5, to monitor progress towards the interim and final targets.
- 7.4 The key purposes of monitoring are to:
- Assess progress against the Travel Plan's targets using key performance indicators.
 - Provide feedback to the TPC and Wiltshire to inform any necessary adjustments to the plan.
- 7.5 In addition to the employee travel surveys, monitoring of the following is also useful to judge whether the implementation of certain measures needs to be modified:
- The number of Liftshare users
 - The level of usage of cycle parking spaces
 - Demand for additional cycle parking facilities
 - Use of car sharing spaces, if applied
 - Quality of off-site walking and cycling facilities and
 - Comments received from employees relating to the operation and implementation of the Travel Plan.

Reporting

- 7.6 A Travel Plan Review report will be prepared annually. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data. If it is a survey year, the report will also contain the raw employee travel survey data. This report will be provided to Wiltshire Council travel planning officers and the TPC will be available to discuss the report should this be requested.

8 Action Plan

- 8.1 The Action Plan presented in **Table 8.1** summarises the key measures outlined in **Section 5**. These initiatives are designed to influence travel behaviour among employees, supporting the achievement of the initial targets set out in this Travel Plan.
- 8.2 The Action Plan will be reviewed and updated in Years 1, 3, and 5 as part of the ongoing Travel Plan monitoring process, ensuring it remains responsive to site conditions and user feedback.

Table 8.1: Action Plan

Measure	Timescale	Monitoring	Responsibility
Appointment of Site-Wide Travel Plan Coordinator	Upon occupation	-	Site Occupant
Personalised Travel Planning service	Upon request	TPC to record the number of employees who have used this service	TPC
Employee Travel Packs (including all information on walking, cycling, public transport, taxis, car sharing and TPC details)	Upon appointment of TPC. The TPC will prepare these packs and distribute them to employees	Ongoing. TPC to record when packs have been distributed and whether any feedback has been received	TPC
Travel Notice Boards (including all information on walking, cycling, public transport, taxis, car sharing and TPC details)	Upon occupation of each unit and ongoing as information is updated	TPC to continually update as needed	TPC
Explore provision of secure cycle parking facilities	Ongoing	TPC to monitor use of cycle parking to see if any additional supply is required to meet demand	TPC / Site Occupant
Explore provision of Electric Vehicle Charging Points	Ongoing	TPC to monitor whether any EVCP are required to meet demand	TPC / Site Occupant
Set up Liftshare Scheme and provision of dedicated car-sharing spaces	Ongoing	TPC to set up and provide details of Liftshare scheme to employees	TPC
Explore opportunities to provide travel vouchers	Ongoing	TPC to monitor demand	TPC

Travel surveys to be conducted	Within six months of occupation	Monitoring surveys at years 1, 3 and 5	TPC
Monitoring report to be submitted to Wiltshire Council	Years 1, 3 and 5	Wiltshire Council feedback	TPC

Appendix A

Key

Cycle way/path (surfaced)

Cycle way/path (unsurfaced)

Recommended cycle route (on road)

Pedestrian link (cyclists dismount)

WCW

Wiltshire Cycle Way

P

Cycle Parking

Footpaths

i

Information Centre

Leisure Centre

Police Station

Library

Toilets

School

Point of Interest

Base map data © OpenStreetMap contributors. Additional data by Wiltshire Council
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Cartography by Lovell Johns Ltd August 2014





Why cycle?

Connecting Wiltshire is trying to encourage more people to cycle, whether it be to work, school, shopping or just for leisure. Not only can it improve your health and fitness, help the environment and beat congestion, but it can also save you money.



Did you know? By cycling a 3 mile trip to work it will save you around £1.50 each day in fuel and car maintenance costs

Cycling is a great way to introduce some exercise into your daily routine. It can also help reduce stress and is a great way to clear your head at the end of the day.

Code of conduct for shared use paths

When you are cycling, please:

- Give way to walkers and wheelchair users and leave them plenty of room.
- Take care around horse riders especially when approaching from behind.
- Be prepared to slow down or stop.
- Don't cycle at excessive speed.
- Be careful at junctions, bends, entrances or any other places where people could appear without warning.
- Don't assume that everyone can see or hear you.
- Use your bell or call out. Don't surprise people. Acknowledge those who give way to you.
- Keep to your side of any dividing line.
- Use lights when it gets dark or in dull weather. Carry a spare set of lights or batteries with you.

When you are walking, please:

- Listen for bells. Bells are not an order for you to get out of the way. They are to make you aware that cyclists are looking for a safe opportunity to pass.
- Allow cyclists to pass when it's safe. Remember cyclists need time to brake and stop.
- Keep your dog under control.
- Keep to your side of any dividing line. Please be tolerant where space is limited.

Keep your bike safe

- Buy a good lock and make sure you always lock the frame of the bike to the parking stand.
- Take removable lights with you.
- A good rule of thumb is that your lock should cost around 10% of the value of your bike, or to look out for 'Sold Secure' ratings.
- You can insure your bike on your home insurance policy or buy specialist cycle cover.
- Make sure you record your cycle frame number which will help you recover it if it's stolen.

Bike Maintenance

There are many friendly bike shops in Wiltshire who can help you keep your bike running smoothly.

Learning some basic bike maintenance is useful for keeping your bike in good condition:

Every time you use your bike

- Check the air pressure in your tyres and pump up if needed.
- Make sure your brakes are working

Weekly (for frequent cyclists)

- Oil your chain

Less frequently

- Oil any moving parts of the bike. Take care not to get oil on your brake pads or wheel rims.
- Check your brake pads for wear. They should contact squarely with the wheel rim not the tyre.
- Check the frame for damage and make sure any bolts are securely tightened.

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Travel made simple

Cycle map

Corsham

Leisure routes

Several of Sustrans' National Cycle Network (NCN) routes pass through Wiltshire:

NCN 4 is a long distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St. Davids.

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There are also many local routes. The Wiltshire Cycleway is a circular route passing through many of Wiltshire's towns.

Look for the blue route signs or visit www.connectingwiltshire.co.uk

Time/Distance/Calorie Counter

The times and distances to the right are based on following the recommended cycle routes where possible and with a cycling speed of 10mph (this is an unhurried speed on the flat). If you cycle quicker, your journey time can be even shorter and you can burn more calories.

For journey time, distance and calorie information for other destinations, why not use our journey planner at www.connectingwiltshire.co.uk

	Town centre	Springfield Community Campus / Corsham School	Corsham Court	The Pound Arts Centre	Leaffield Industrial Estate	Rudloe Community Centre	MoD Corsham (Westwells Road)	Fiveways Trading Estate	Meriton Recreation Ground
Town centre									
Springfield Community Campus / Corsham School	3 mins 0.6 miles 15 Cals								
Corsham Court	1 mins 0.1 miles 5 Cals	5 mins 0.8 miles 25 Cals							
The Pound Arts Centre	4 mins 0.4 miles 20 Cals	4 mins 0.7 miles 20 Cals	4 mins 0.7 miles 20 Cals						
Leaffield Industrial Estate	9 mins 1.5 miles 45 Cals	9 mins 1.1 miles 45 Cals	10 mins 1.7 miles 50 Cals	7 mins 1.1 miles 35 Cals					
Rudloe Community Centre	9 mins 1.8 miles 45 Cals	9 mins 1.5 miles 45 Cals	9 mins 1.7 miles 45 Cals	9 mins 1.9 miles 45 Cals	12 mins 2.2 miles 60 Cals				
MoD Corsham (Westwells Road)	12 mins 2.1 miles 60 Cals	12 mins 1.9 miles 60 Cals	13 mins 2.4 miles 65 Cals	10 mins 1.7 miles 50 Cals	5 mins 1 miles 25 Cals	8 mins 1 miles 40 Cals			
Fiveways Trading Estate	11 mins 2.3 miles 55 Cals	10 mins 1.8 miles 50 Cals	11 mins 2.3 miles 55 Cals	11 mins 2.1 miles 55 Cals	7 mins 1.6 miles 35 Cals	3 mins 0.6 miles 15 Cals	2 mins 0.6 miles 10 Cals		
Meriton Recreation Ground	2 mins 0.4 miles 10 Cals	1 mins 0.2 miles 5 Cals	3 mins 0.5 miles 15 Cals	2 mins 0.5 miles 10 Cals	9 mins 1.4 miles 45 Cals	17 mins 2.4 miles 85 Cals	13 mins 2.1 miles 65 Cals	15 mins 2.1 miles 75 Cals	

www.connectingwiltshire.co.uk

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Where everybody matters

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Registered company details

Rovia Transport Planning Limited (No. 15965675)

82 St. John Street, London, England, EC1M 4JN

www.rovia.co.uk

Appendix C

Corsham Cycle Route Network (Connecting Wiltshire Map)

Key

Cycle way/path (surfaced)

Cycle way/path (unsurfaced)

Recommended cycle route (on road)

Pedestrian link (cyclists dismount)

WCW

Wiltshire Cycle Way

P

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Base map data © OpenStreetMap contributors. Additional data by Wiltshire Council
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www.connectingwiltshire.co.uk
connectingwiltshire@wiltshire.gov.uk



www.connectingwiltshire.co.uk

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- www.facebook.com/connectingwiltshire



Travel made simple



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Appendix D

TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : B - BUSINESS PARK

VEHICLES

Selected regions and areas:

03 SOUTH WEST	
DC DORSET	1 days
WL WILTSHIRE	1 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
05 EAST MIDLANDS	
LN LINCOLNSHIRE	1 days
NT NOTTINGHAMSHIRE	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	1 days
WO WORCESTERSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NO NORTH LINCOLNSHIRE	1 days
08 NORTH WEST	
GM GREATER MANCHESTER	1 days
09 NORTH	
TW TYNE & WEAR	1 days
10 WALES	
CF CARDIFF	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Range: 975 to 4460 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 16/06/09

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	6

Selected Location Sub Categories:

Industrial Zone	4
Residential Zone	2
Built-Up Zone	2
No Sub Category	3

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
B1	10 days

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	4 days

Travel Plan:

No	11 days
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1	CF-02-B-02	BUSINESS/TECH. UNITS, CARDIFF	CARDIFF
	CRICKHOWELL ROAD ST MELLONS CARDIFF Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 2587 sqm Survey date: FRIDAY 20/10/06		Survey Type: MANUAL
2	DC-02-B-01	BUSINESS PARK, POOLE	DORSET
	COMMERCIAL ROAD POOLE Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 1570 sqm Survey date: THURSDAY 17/07/08		Survey Type: MANUAL
3	GM-02-B-03	BUSINESS PARK, SALE	GREATER MANCHESTER
	CROSS STREET SALE Edge of Town Industrial Zone Total Gross floor area: 3985 sqm Survey date: FRIDAY 28/05/04		Survey Type: MANUAL
4	LN-02-B-01	BUSINESS PARK, LINCOLN	LINCOLNSHIRE
	BISHOPS ROAD LINCOLN Edge of Town Industrial Zone Total Gross floor area: 4460 sqm Survey date: TUESDAY 17/05/05		Survey Type: MANUAL
5	NO-02-B-02	BUSINESS PARK, SCUNTHORPE	NORTH LINCOLNSHIRE
	DONCASTER ROAD SCUNTHORPE Edge of Town Residential Zone Total Gross floor area: 1574 sqm Survey date: THURSDAY 22/09/05		Survey Type: MANUAL
6	NT-02-B-01	BUSINESS PARK, NOTTINGHAM	NOTTINGHAMSHIRE
	PARK LANE NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 2321 sqm Survey date: THURSDAY 17/05/07		Survey Type: MANUAL
7	SF-02-B-01	BUSINESS PK, BURY ST EDMUNDS	SUFFOLK
	KEMPSON WAY BURY ST EDMUNDS Edge of Town Industrial Zone Total Gross floor area: 2480 sqm Survey date: WEDNESDAY 10/05/06		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

- | | | | |
|-----------|-------------------|--|------------------------|
| 8 | SH-02-B-03 | BUSINESS CENTRE, TELFORD | SHROPSHIRE |
| | | CASTLE STREET
HADLEY
TELFORD
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 1300 sqm
Survey date: TUESDAY 16/06/09 | Survey Type: MANUAL |
| 9 | TW-02-B-01 | BUSINESS PARK, NEWCASTLE | TYNE & WEAR |
| | | ST THOMAS STREET

NEWCASTLE
Town Centre
Built-Up Zone
Total Gross floor area: 975 sqm
Survey date: TUESDAY 03/05/05 | Survey Type: MANUAL |
| 10 | WL-02-B-01 | BUSINESS PK,WOOTTON BASSETT | WILTSHIRE |
| | | HIGH STREET
COPED HALL
WOOTTON BASSETT
Edge of Town
Residential Zone
Total Gross floor area: 2600 sqm
Survey date: MONDAY 02/10/06 | Survey Type: MANUAL |
| 11 | WO-02-B-01 | BUSINESS PARK, REDDITCH | WORCESTERSHIRE |
| | | BURNT MEADOW ROAD
MOORS MOAT NTH IND. EST
REDDITCH
Edge of Town
Industrial Zone
Total Gross floor area: 3525 sqm
Survey date: TUESDAY 02/05/06 | Survey Type: MANUAL |

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	11	2439	0.134	11	2439	0.052	11	2439	0.186
07:30 - 08:00	11	2439	0.458	11	2439	0.067	11	2439	0.525
08:00 - 08:30	11	2439	0.641	11	2439	0.119	11	2439	0.760
08:30 - 09:00	11	2439	0.947	11	2439	0.168	11	2439	1.115
09:00 - 09:30	11	2439	0.660	11	2439	0.198	11	2439	0.858
09:30 - 10:00	11	2439	0.309	11	2439	0.157	11	2439	0.466
10:00 - 10:30	11	2439	0.335	11	2439	0.250	11	2439	0.585
10:30 - 11:00	11	2439	0.235	11	2439	0.287	11	2439	0.522
11:00 - 11:30	11	2439	0.261	11	2439	0.306	11	2439	0.567
11:30 - 12:00	11	2439	0.231	11	2439	0.313	11	2439	0.544
12:00 - 12:30	11	2439	0.268	11	2439	0.488	11	2439	0.756
12:30 - 13:00	11	2439	0.321	11	2439	0.298	11	2439	0.619
13:00 - 13:30	11	2439	0.380	11	2439	0.321	11	2439	0.701
13:30 - 14:00	11	2439	0.388	11	2439	0.309	11	2439	0.697
14:00 - 14:30	11	2439	0.257	11	2439	0.257	11	2439	0.514
14:30 - 15:00	11	2439	0.239	11	2439	0.272	11	2439	0.511
15:00 - 15:30	11	2439	0.253	11	2439	0.328	11	2439	0.581
15:30 - 16:00	11	2439	0.198	11	2439	0.287	11	2439	0.485
16:00 - 16:30	11	2439	0.194	11	2439	0.406	11	2439	0.600
16:30 - 17:00	11	2439	0.153	11	2439	0.503	11	2439	0.656
17:00 - 17:30	11	2439	0.130	11	2439	0.690	11	2439	0.820
17:30 - 18:00	11	2439	0.060	11	2439	0.567	11	2439	0.627
18:00 - 18:30	11	2439	0.063	11	2439	0.239	11	2439	0.302
18:30 - 19:00	11	2439	0.030	11	2439	0.145	11	2439	0.175
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			7.145			7.027			14.172

Parameter summary

Trip rate parameter range selected:	975 - 4460 (units: sqm)
Survey date date range:	01/01/03 - 16/06/09
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

ROVIA

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