



Former Co-Operative Food, Mill Street, Calne

TRANSPORT STATEMENT

Prepared by: Entran Ltd



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DATE: June 2026

Former Co-Operative Food, Mill Street, Calne

TRANSPORT STATEMENT

Revision	Date	Notes	Author	Checked	Approved
V1	June 2026		AKL	DJA	RGW

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CONTENTS

1.	INTRODUCTION	3
2.	SITE LOCATION	4
3.	LOCAL TRANSPORT NETWORK	6
4.	PROPOSED DEVELOPMENT	15
5.	TRIP GENERATION	17
6.	SUMMARY AND CONCLUSIONS	18

TABLES

3.1	Bus Services
5.1	Proposed Trip Generation
5.2	Extant Land Use Trip Generation
5.3	Difference in Trip Generation

FIGURES

2.1	Strategic Site Location
2.2	Local Context
2.3	Site Red Line Plan
3.1	Existing Site Accesses
3.2	Existing Footways Alongside Mill Street
3.3	Footbridge over River Marden through the Site
3.4	Existing Footpath Network Surrounding the Site
3.5	1km and 2km Walking Isochrones
3.6	Local Signed Cycle Routes
3.7	Local Bus Routes
3.8	Existing Local Car Ownership
3.9	Personal Injury Accidents
4.1	Proposed Layout Plan

APPENDICES

A	PIA Data
B	Site Masterplan
C	TRICS Outputs



1. INTRODUCTION

Overview

- 1.1. This Transport Statement (TS) has been prepared by Entran Ltd to detail and assess transport matters associated with a planning application for demolition of the former Co-Operative Food, Mill Street, Calne and replacement with a 60-bed Care Home and 7 assisted living units.
- 1.2. The development is to include the creation of riverside walks and new park areas along with associated infrastructure and works including landscaping, servicing, parking, and access roads.
- 1.3. Full details of the proposed development are contained in Section 3 of this report.
- 1.4. This TA has sought to reference both National and Local Policy and Plan Documents including:
 - NPPF 2025
 - Travel Plans, Transport Assessments and Statements in decision making (2014)
 - DfT- GTA (2007)
 - Wiltshire Local Plan
 - Wiltshire Council Transport Assessment and Travel Plan Guidance
 - Wiltshire Local Transport Plan 3 (including parking standards guidance)
 - Calne Community Neighbourhood Plan 2018
 - Local Transport Note 1/20 (July 2020).
 - Local Transport Note 1/04 'Planning and Design for Walking and Cycling'
 - Planning for Cycling – CIHT • Guide to Inclusive Cycling (2019) – Wheels for Wellbeing
 - Designing for Cycle Traffic, International principles and practice – ICE

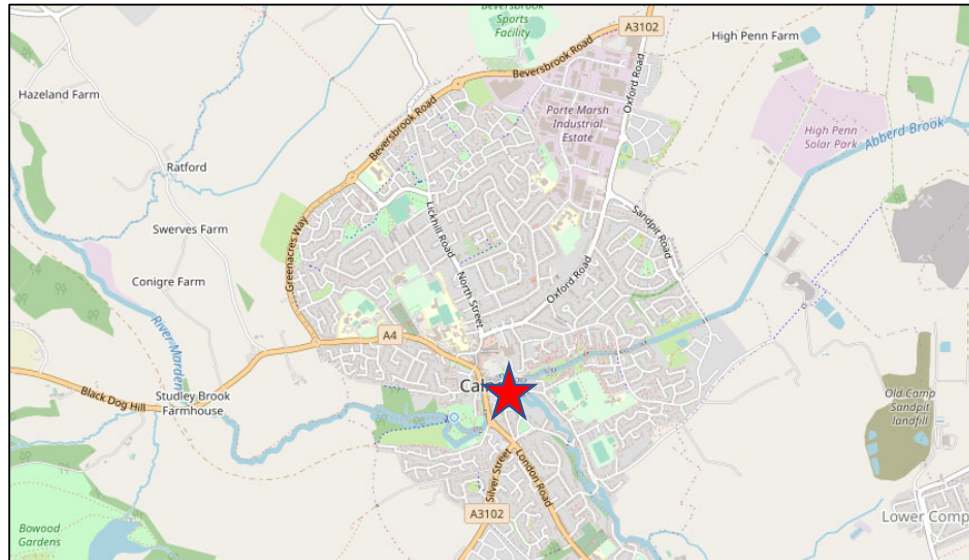
Structure of Report

- 1.5. This report provides details of the traffic and transportation issues associated with the development proposals and addresses the following:
 - Site Location
 - Highway Network
 - Development Proposals
 - Trip Generation
 - Summary and Conclusions

2. SITE LOCATION

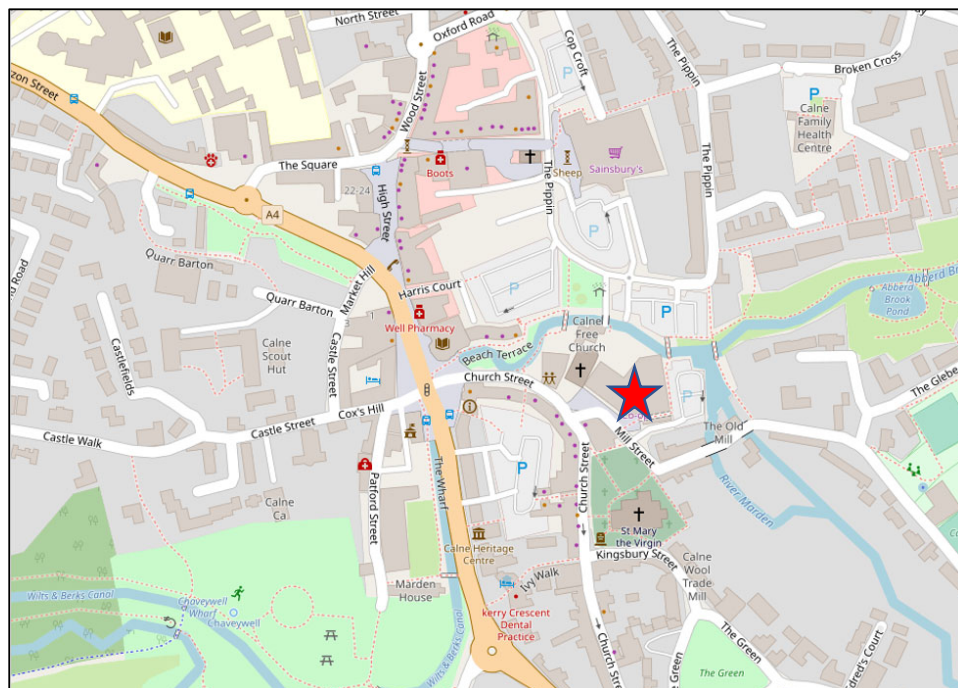
- 2.1. The application site is located in the centre of Calne, Wiltshire within the existing built-up area and also within Calne Conservation Area. The site is located with Mill Street to the south, The Pippin to the north, Calne Free Church to the west and the River Marden to the east. This river passes through the middle of the site downstream of the confluence with Abberd Brook and the Doctors Pond. The strategic site location is illustrated in **Figure 2.1** with the local context shown in **Figure 2.2** below.

Figure 2.1 - Strategic Site Location



©OpenStreetMap contributors

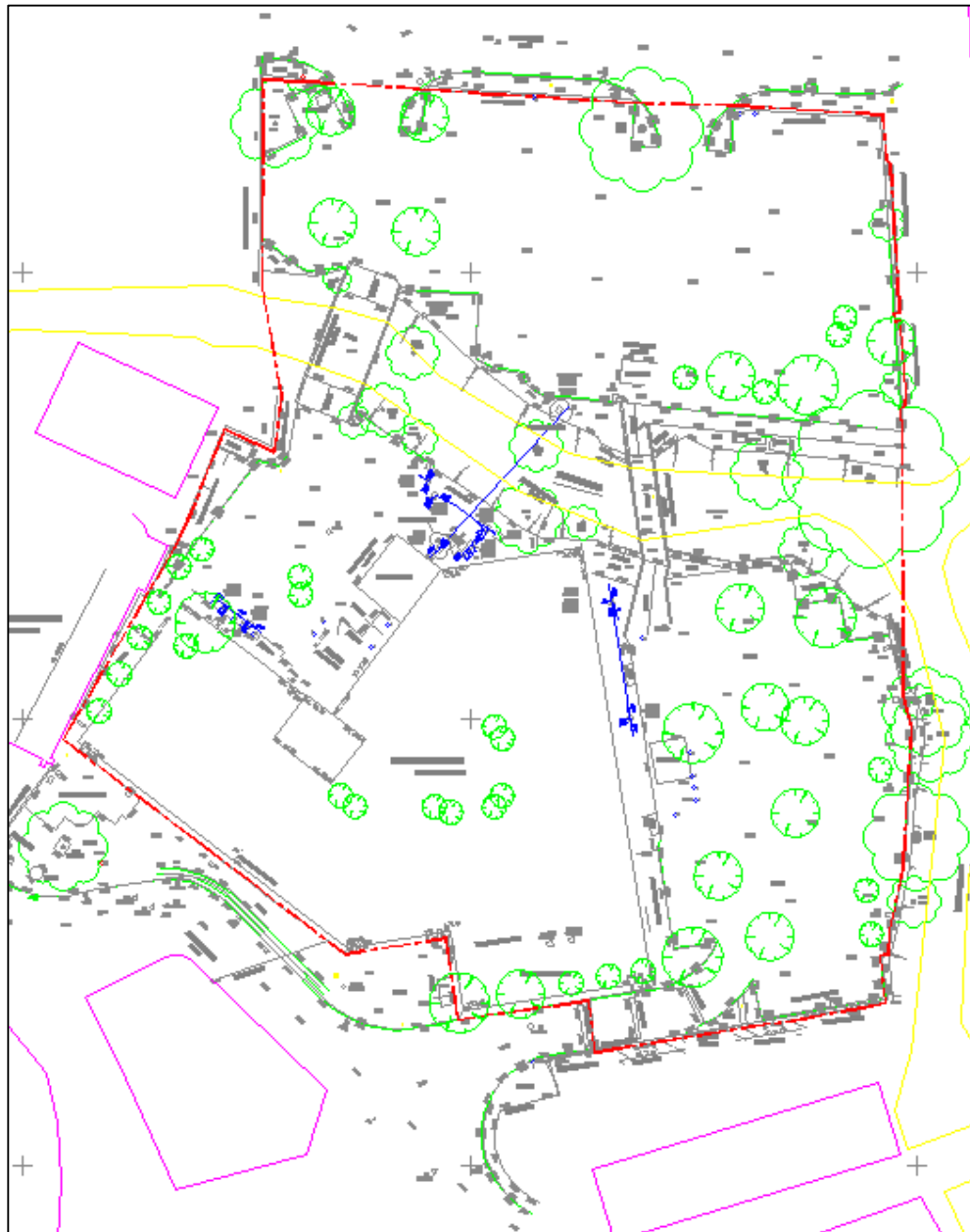
Figure 2.2 - Local Context



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- 2.2. The existing site comprises an existing flat roofed two storey commercial building containing a food retail unit on the ground floor which until recently housed a Co-Op foodstore, with separate office space located on the first floor, facing Mill Street. There is also a separate café located within this building on the ground floor. To the rear is a 39-space customer car park.
- 2.3. Connecting to this car park is a pedestrian footbridge crossing the River Marden which links to a further car park which is served from The Pippin via a mini-roundabout junction and a second priority junction. To the east of the pedestrian footbridge is a road bridge between the two portions of the site, which provided access to servicing and delivery vehicles to the foodstore.
- 2.4. A summary of the application red line boundary plan is included as **Figure 2.3** below.

Figure 2.3 –Site Red Line Plan



3. LOCAL TRANSPORT NETWORK

Site Access

- 3.1. The site currently takes vehicle access from Mill Street and also The Pippin via two points of access. The site access from Mill St forms a simple priority junction leading into a 39-space customer car park. A separate point of pedestrian access is provided via an undercroft which runs parallel to the vehicular access.
- 3.2. The site access from The Pippin is formed from the south arm to a four-arm mini-roundabout junction as well as a simple priority junction located 30 metres to the East. Both these accesses lead into an uncontrolled car parking area which is owned by the site.
- 3.3. There is a pedestrian bridge providing access across the River Marden linking the north and south part of the site. A further bridge for vehicles is located to the west of the pedestrian bridge which formerly provided servicing and delivery access to the food store.
- 3.4. The existing access arrangements are illustrated below in **Figure 3.1**.

Figure 3.1 – Existing Site Accesses





Local Highway Network

- 3.5. The site access junction with Mill Street takes the form of a simple priority junction.
- 3.6. Mill Street forms a street lit single carriageway road bounded by footways to one side. The local speed limit is 30 mph and there are double yellow waiting restrictions in place on the site access bellmouth and north-west side of the road in the vicinity of the site. On-street parking of a few spaces is permitted on Mill Street just to the south east of the junction.
- 3.7. Mill Street continues south-east towards Calne Recreation Grounds and into the local residential estates. In the other direction, Mill Street merges into Church Street approximately 50m to the north-west of the site access junction. The southern arm of Church Street is one way only in a southbound direction leading towards A4 London Road. Church Street includes a number of retail outlets and has footways to both sides of the carriageway.
- 3.8. Church Street continues north-west to join A4 Curzon Street at a four-arm traffic signal-controlled junction which includes controlled pedestrian crossing facilities on all arms.
- 3.9. The Pippin to the north of the site forms a street lit single carriageway road that provides access to the north part of the town. Footways are provided. To the east of the priority T- junction access to the site there is a restriction to permit only westbound traffic (except buses). To the north of the four-arm mini roundabout junction access, The Pippin passes Sainsbury's food store before joining Oxford Road at a mini-roundabout junction.
- 3.10. The A4 forms a primary route through the centre of Calne and connects to the town of Chippenham to the West and Marlborough to the East. The A4 also provides access to the A3102 that links to Royal Wootton Bassett to the North and Melksham/Devizes to the south.

Sustainability audit

- 3.11. Initial pedestrian, cycle and public transport audits have been carried out for the area surrounding the site to include an analysis of the current facilities for journeys by modes other than the private car.

Pedestrian and Cyclists

- 3.12. The Design Manual for Roads and Bridges (DMRB) TD 91/05 "Provision for Non-Motorised Users" states in paragraph 2.3 that "walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances".
- 3.13. Acceptable walking distances will vary considerably depending on various factors such as fitness and land topography; however, guidelines by the Institution of Highways and Transportation (IHT) state the acceptability of distances in metres to various attractions, are as follows:
 - Desirable : 500m
 - Acceptable : 1,000m (12-13 mins)
 - Preferred Maximum : 2,000m
- 3.14. Manual for Streets usefully states 'The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present' (MfS, Para 6.3.1).
- 3.15. TD 91/05 states in paragraph 2.11 that "cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport".

- 3.16. Local Transport Note (LTN) 2/08 Cycle Infrastructure Design details in paragraph 1.5 “Typical cycle trip distances”. In common with other modes, many utility cycle journeys are less than three miles, although, for commuter journeys a trip distance of over five miles is not uncommon. Novice and occasional leisure cyclists cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a way-marked leisure route could easily involve distances of 20-30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose”.
- 3.17. Within a walk distance of 2.0km, the site is accessible to most of the town via footways along all local roads and off-road routes, providing a continuous link between the site and the local area. This includes controlled and uncontrolled pedestrian crossing points with dropped kerbs.
- 3.18. **Figure 3.2** illustrates the footways provided alongside Mill Street in the vicinity of the site. The footway standard is good quality with standard widths provided and dropped kerbs across the site access. This footway leads directly towards the commercial and retail centre of Calne.

Figure 3.2 – Existing Footways Alongside Mill Street



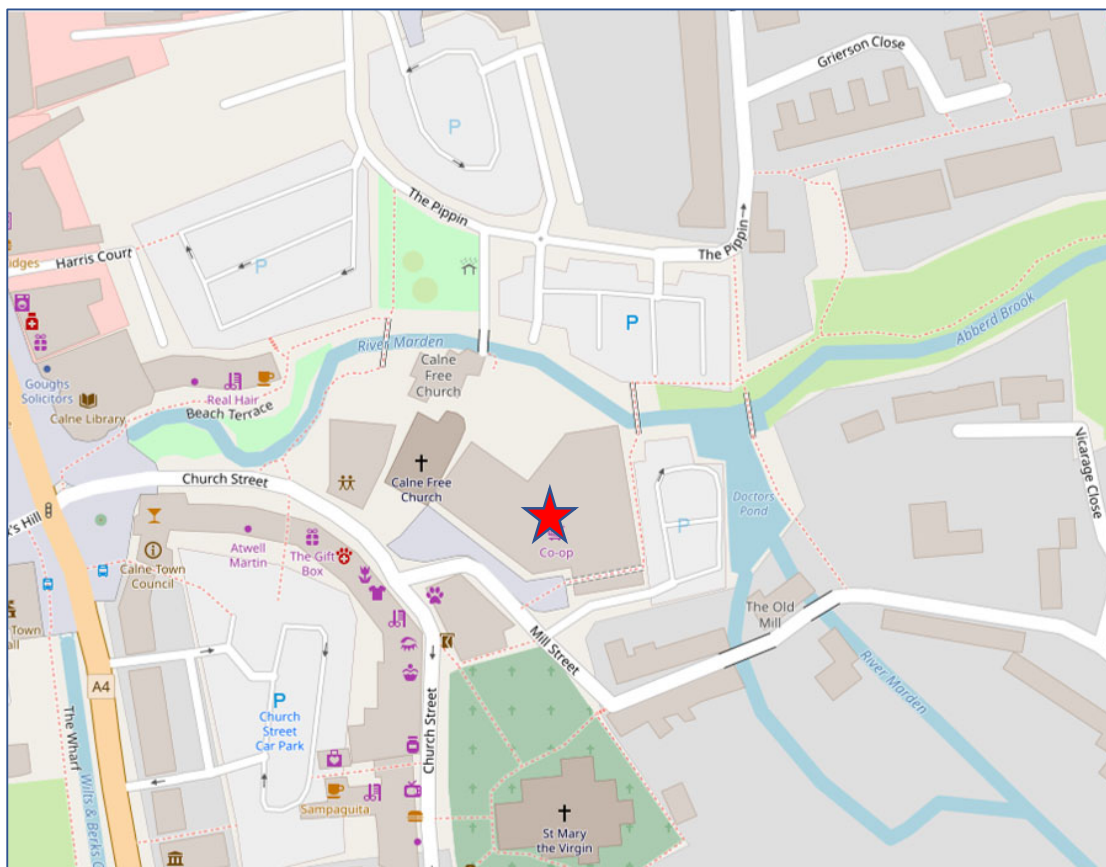
- 3.19. **Figure 3.3** illustrates the pedestrian footbridge through the site which provides one of several local footpath links over the River Marden which helps to reduce diversionary routing and severance issues of the north part of Calne.

Figure 3.3 – Footbridge over River Marden through the Site



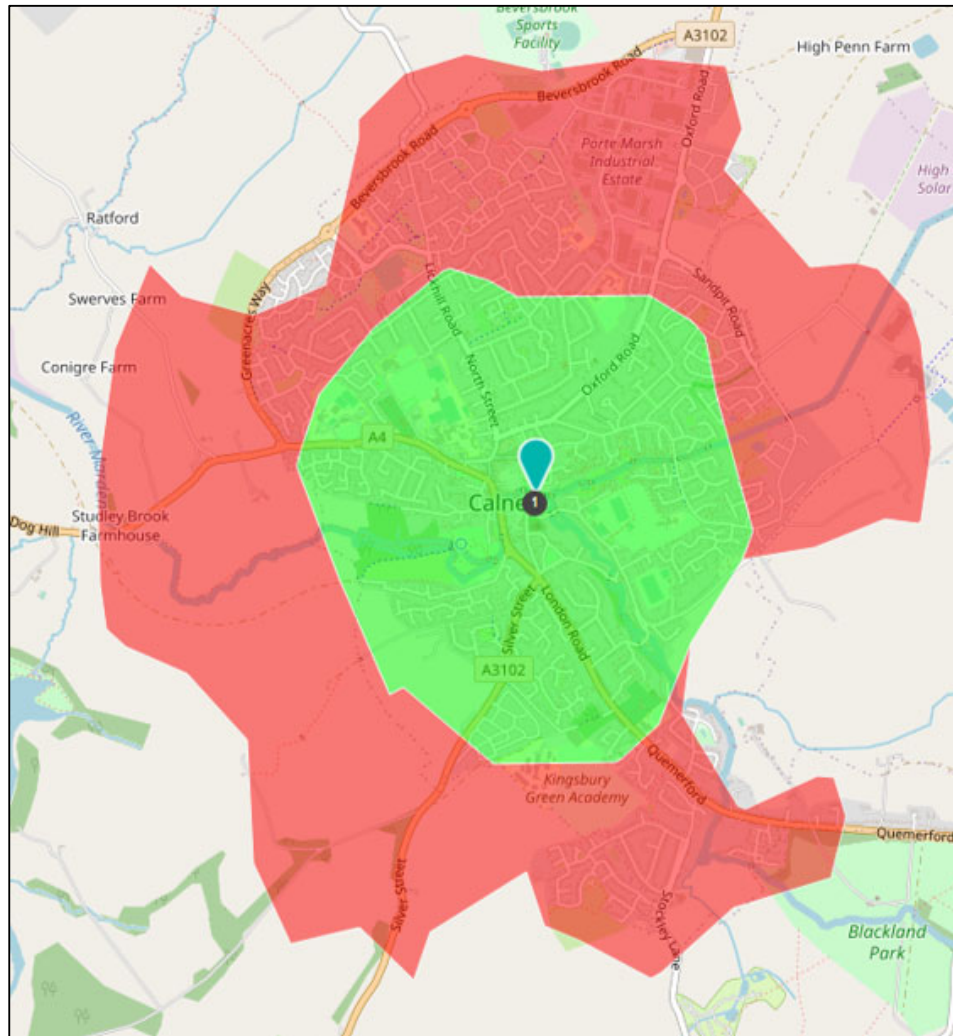
- 3.20. This footbridge provides a link to the on-site car park which in turn links to local footways provided alongside The Pippin and also the footpath network crossing and alongside The River Marden and Abberd Brook. The Pippin also links to the end of Phelps Parade and into the High Street.
- 3.21. In addition to the above, there is a footpath provided opposite the Mill St access which cuts through to join with Church Street. A further footpath link is provided to the south on Church Road which links through to the A4 (Ivy Walk).
- 3.22. **Figure 3.4** provides an illustration of the existing pedestrian footpath network immediately surrounding and incorporating the site. There is a good network of footways and footpaths leading in all directions which provides the site with very good permeability and excellent opportunities for journeys on foot.

Figure 3.4 – Existing Footpath Network Surrounding the Site



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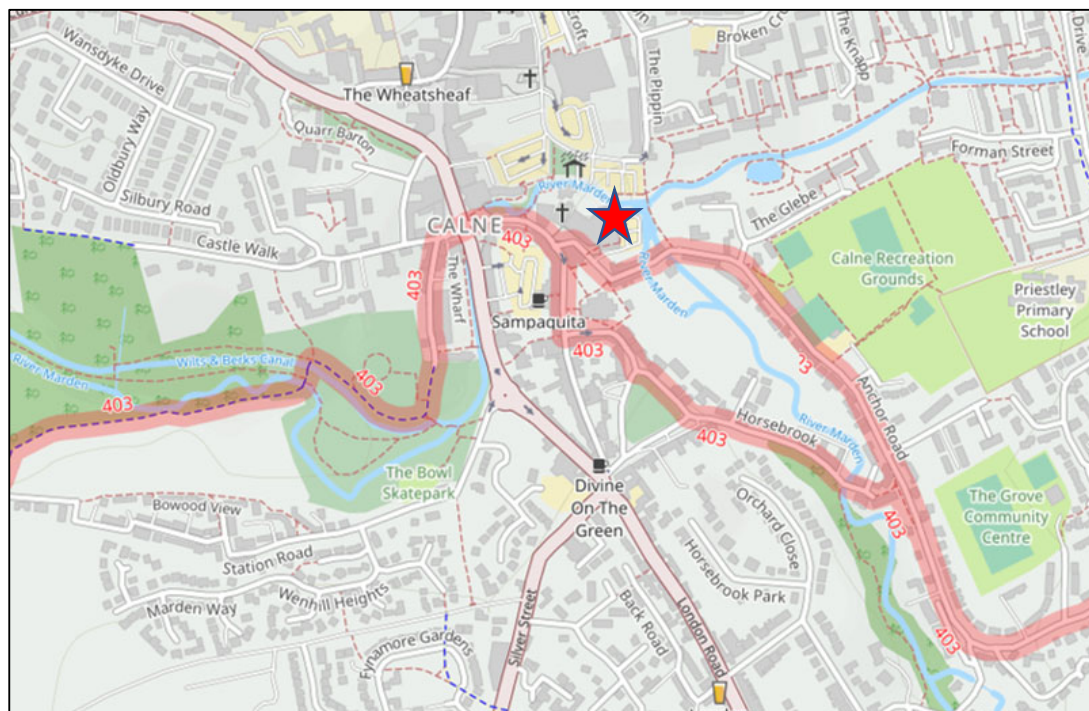
- 3.23. These foot links help reduce any severance of the site to surrounding areas by foot and cycle. **Figure 3.5** provides an illustration of the extent of the surrounding urban area which is located within a comfortable 1,000m and 2,000m walk of the site. Within 2,000m walk of the site there is a population of 27,000 residents and includes the majority of Calne.
- 3.24. The town centre is located within a short 5-minute walk of the site. Within this distance there are multiple food retail outlets (e.g. Sainsbury's to the north of the site), dentist, GP surgery, post office, pharmacies, library, churches, takeaways and a range of other retail outlets. Open space and recreational facilities are located a short (3 minute) walk to the south east of the site at Calne Recreation Grounds and also Castlefields Canal and River Park to the west. Educational facilities are also within a short walk of the site at Priestley Primary School.

Figure 3.5 – 1km and 2km Walking Isochrones

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- 3.25. **Figure 3.6** provides an illustration of local cycle routes in the local area. NCR route 403 passes through Calne between Avebury and Chippenham along Mill Street adjacent to the site. This route uses a combination of quiet roads and the use of shared use foot/cycle paths leading away from Calne.
- 3.26. Within the town itself, Wiltshire Council is working with Calne Town Council to implement a range of local cycle improvements which are part funded through Section 106 contributions from consented and under construction residential developments on the eastern fringes of the town. This includes the implementation of a future upgrade to the footpath alongside Abberd Brook to shared cycle use.
- 3.27. A comprehensive mapping source showing existing and potential future routes can be found at https://www.wiltshire.gov.uk/media/3321/Calne-Town-cycle-map/pdf/Calne_2.pdf?m=637158239852230000.

Figure 3.6 – Local Signed Cycle Routes



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- 3.28. This review of facilities and routes has identified that there are no major obstacles to walking or cycling and the site is highly accessible to the Town Centre and surrounding suburban areas.

Public Transport

- 3.29. The closest regular bus services are provided on A4 New Road to the west of the site which include bus laybys, shelters and timetable information. These bus stops are within 200 metres / 3 minutes' walk of the centre of the site. Access to the westbound bus stop is improved by the controlled pedestrian crossing at the adjacent traffic signal junction. Further stops are on the Pippin also close to the site.
- 3.30. These bus stops are served by Service 33, 42, 43, 55, and 40A / C. **Table 3.1** provides a summary of the bus services provided.

Table 3.1 - Bus Services

Service No.	Route	Mon-Fri Freq.
33	Chippenham – Derry Hill – Calne – Bromham – Rowde- Devizes	1 per 2hrs
42	Calne – Compton Bassett – Avebury – Marlborough	1 per hr
43	Calne – Heddington Wick – Stockley – Calne	1 per 2hrs
55	Swindon – Royal Wootton Bassett – Lyneham – Calne - Chippenham	3 per hr
40A / C	Town Services	Combined every 40 mins

- 3.31. Table 3.1 illustrates that there are a good range of frequent bus services located within a short walk of the site. Weekend services are provided on some of the routes listed.
- 3.32. There is a further bus stop with shelter located on The Pippin which is within 100m of the site, services 40A, 40C and 42 call at this stop.
- 3.33. An illustration of the routes served is provided in **Figure 3.7**. More details can be found at <https://www.stagecoachbus.com/timetables>, <https://bustimes.org/operators/stagecoach-in-gloucester> <https://www.swindonbus.co.uk/services> and <https://www.faresaver.co.uk/timetable.php>

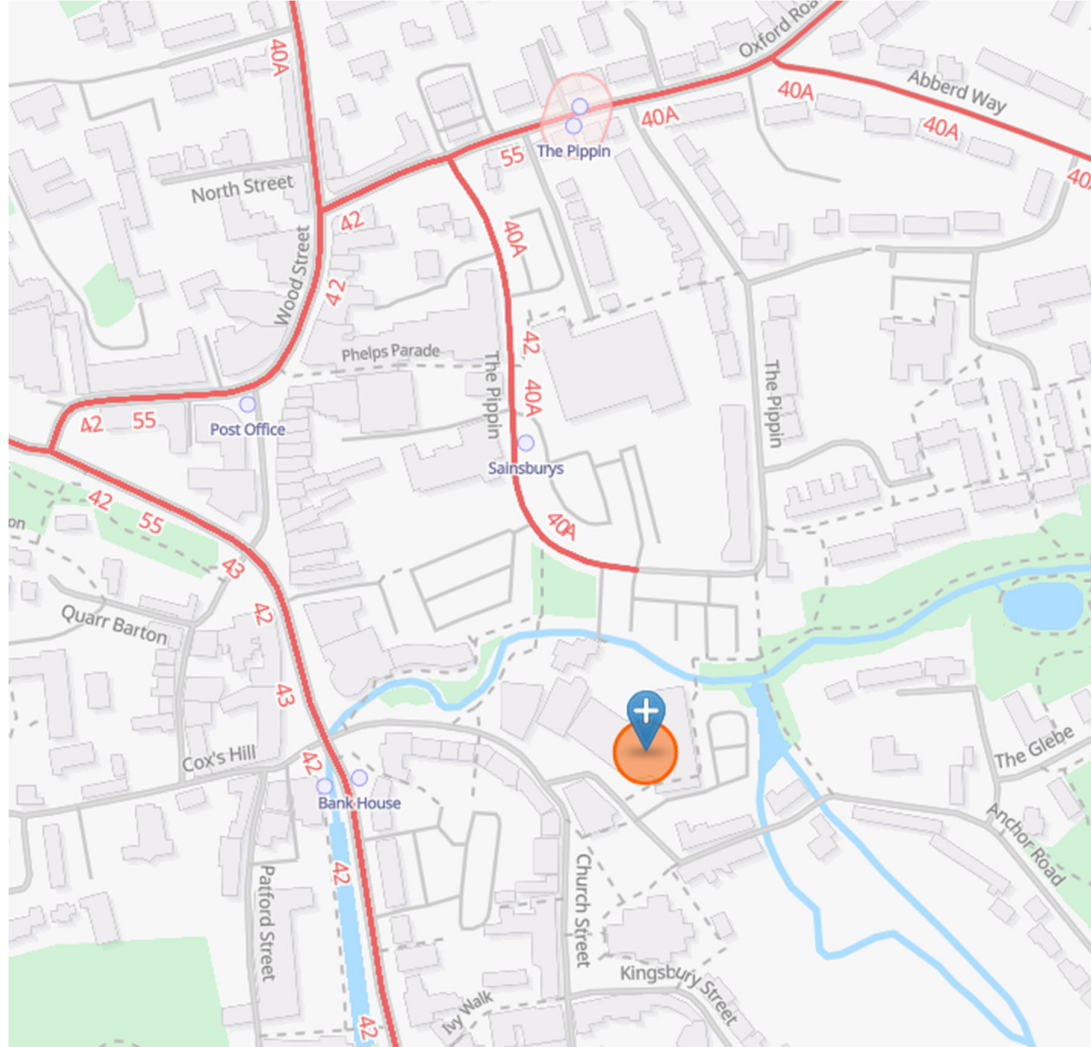


Figure 3.7 – Local Bus Routes

©OpenStreetMap contributors

- 3.34. The nearest railway station is Chippenham which is located 8 km from the site. The station includes ticket office, covered waiting areas, toilets, cycle parking and taxi services. This station is on the Great Western Railway Main Line between Bristol and London Paddington with regular high frequency services to the City.
- 3.35. It is evident that good opportunities exist to travel to and from the site by foot, by bike, or using local public transport. This is a good site to promote sustainable travel and reduce reliance on the private car.

Road Safety

- 3.36. Personal injury accident data for the local area has been obtained from www.crashmap.co.uk for the same local area included by the transport reports supporting the former planning consent. **Figure 3.9** illustrates the accidents recorded in the local area over a five-year period 2016 to 2021.

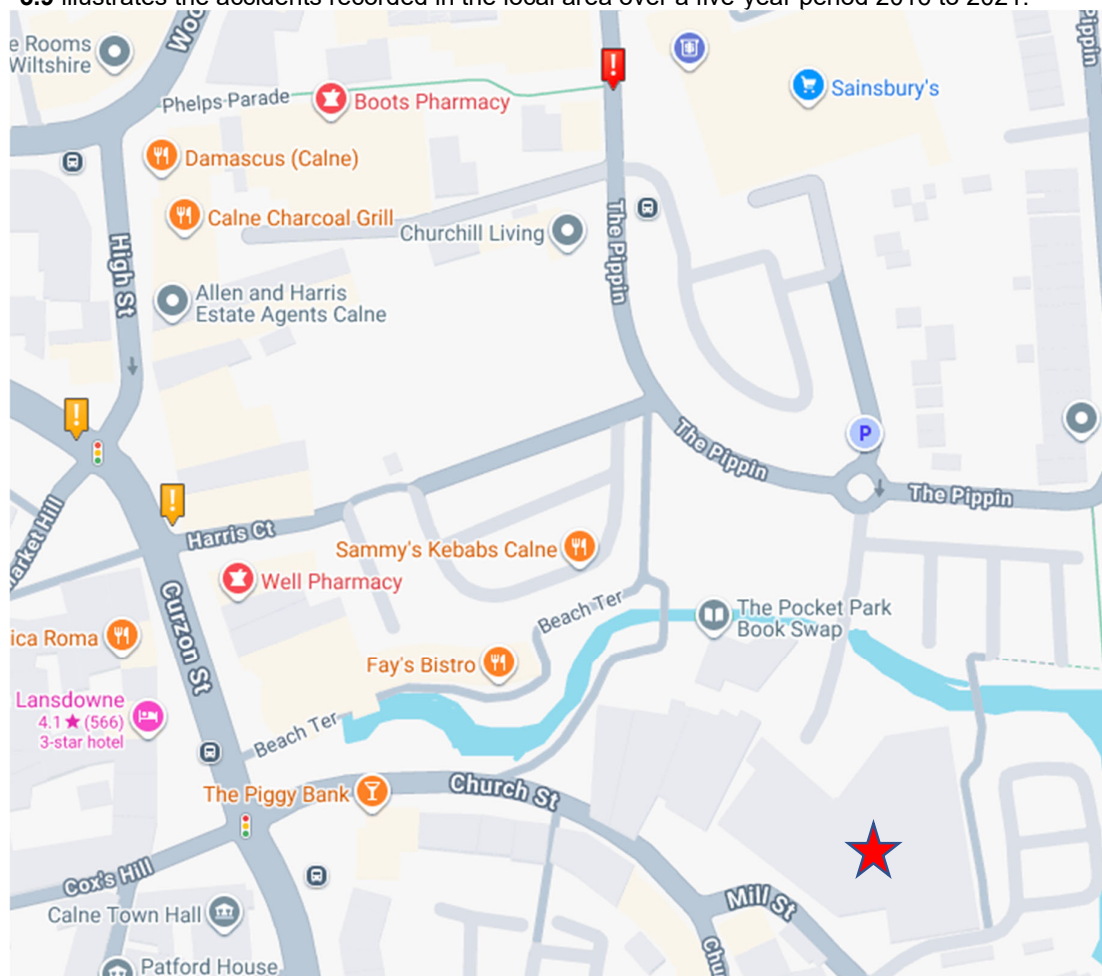
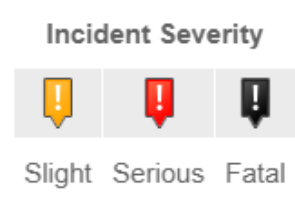


Figure 3.9 – Personal Injury Accidents



© Googlemaps /Crashmap

- 3.37. A review of the accident detail identifies that within a reasonable proximity of the site access there have been 3 personal injury accidents in the last five-year period of which one was classified as serious.
- 3.38. There were no significant cluster of accidents.
- 3.39. The serious severity PIA that occurred on the Pippin related to vehicle to pedestrian interaction at the pedestrian crossing where a male over 75 struck another male on a damp road.
- 3.40. The data suggests there are no frequent common causes relating to highway deficiencies in the



DATE: June 2026

vicinity of the site.

3.41. The relevant accident data is contained at **Appendix B** to this report.

4. PROPOSED DEVELOPMENT

Development Composition

- 4.1. As specified in Section 1, the proposed development comprises the demolition of the former Co-Op building Mill St, Calne and replacement with a 60 bed care home and 7 x 3-bed assisted living units with staffing levels in the region of 15-20. The site includes for an ambulance bay.
- 4.2. Cedar Care have confirmed residents will not be offered parking spaces except in occasional exceptional circumstances. Their general observation is that if a potential resident is fit enough and able to drive, then they would not need the facilities that Cedar Care provide and so would not be offered a room within their homes.
- 4.3. An illustration of the proposed layout is provided in **Figure 4.1**. Architect plans are contained at **Appendix C**.



Figure 4.1 – Proposed Layout Plan



Vehicle Access

- 4.4. It is proposed to re-use the existing vehicle access from Mill Street to the former supermarket car park to serve the Care Home. This vehicle access has formed a much busier entrance to the site in the past without any known operational or safety issues.
- 4.5. The 7 assisted living units will be accessed from The Pippin.

Pedestrian Access

- 4.6. The development would be designed with a high degree of permeability for foot and cycle access through the site.
- 4.7. Footpath links would be designed to be direct, at-grade and step-less, with vehicle circulating areas designed for low speeds to help ensure safe interactions in shared spaces such as the car parking areas.
- 4.8. The existing footbridge across the River Marden would be retained and enhanced by new riverside footpaths seamlessly linking into the existing network. Pre-application comments received from Wiltshire Council Highways requested that the footways on-site should be a minimum of 2.5m in width to allow seamless connection to the proposed widening/improvement scheme for the footpath alongside Abberd Brook to the east of the site.
- 4.9. A new footpath link and open space area would be provided adjacent to the western boundary alongside Calne Free Church to emerge directly onto the Mill Street footway.

Vehicle Parking Provision

- 4.10. The development proposes 15 care home staff / visitor parking spaces which includes two blue badge spaces accessed off Mill Street. In addition, adjacent to the assisted living units there will be another 20 care home staff and visitor car parking spaces. The overall provision is therefore 35 spaces.
- 4.11. With the Councils standards being 1 spaces per 4 beds and 1 space per 2 staff, this would equate to of 22 visitor spaces and 10 staff spaces.
- 4.12. The overall provision is therefore policy compliant.

Cycle Parking Provision

- 4.13. Cycle parking requirements are set out in The Wiltshire Local Transport Plan Cycling Strategy 2011-2026 Appendix 4.
- 4.14. Based on this guidance the proposal is for 6 covered cycle stands.

Servicing and Refuse Collection

- 4.15. Refuse collection will be from the kerbside on The Pippin as well as Mill Street as per existing refuse and recycling services provided to local residents. The layout would allow a refuse lorry to approach within 20m of the bin store on Mill St.
- 4.16. It is envisaged that delivery vehicles and less frequent removal lorry access would access the site either from the kerbside or via the parking areas, as required.



5. TRIP GENERATION

Introduction

- 5.1. In order to determine the likely impact of the proposed development, it is necessary to determine the expected trip generation of the proposed development.

Proposed Trip Generation

- 5.2. For the purposes of this assessment the proposed vehicle trip generation of the site was determined via interrogation of the standardised TRICS version 8 database using latest TRICS guidance on site selection and best fit criteria. Accordingly, **Table 5.1** summarises the expected weekday AM and PM trip rates for the 81 resident care home and assisted living proposals. The TRICS outputs are attached as **Appendix C**.

Table 5.1 – Proposed Residential Trip Generation

Peak	Trip Rates			Trip Generation		
	Inbound	Outbound	Two-Way	Inbound	Outbound	Two-Way
AM Peak	0.094	0.077	0.171	8	6	14
PM Peak	0.088	0.155	0.243	7	13	20

- 5.3. It can be seen that the trip generation for the proposed residential units would be 14 trips in the weekday AM peak hour and 20 trips in the weekday PM peak hour.

Existing Consented Trip Generation

- 5.4. The weekday peak trip generation of the existing 1,700 sq.m consented convenience foodstore (using Discount foodstore trip rates) development is summarised in **Table 5.2**. The office space above the retail unit has been ignored for the purposes of this assessment, as has the small café unit in operation in part of the building and the existing car park use in the northern part of the site. Noite – due to reduced local populations many sites are excluded. An allowance of 50% has been applied to cover passby and linked trips

Table 5.2 – Extant Land Use Trip Generation

Peak	Trip Rates			Trip Generation		
	Inbound	Outbound	Two-Way	Inbound	Outbound	Two-Way
AM Peak	1.956	1.034	2.990	17	26	43
PM Peak	5.771	6.078	11.849	49	51	100

- 5.5. The consented land use therefore produces 43 vehicle trips in the AM peak and 100 trips in the PM peak. The difference between the existing and proposed development is illustrated in Table 5.3.

Table 5.3 – Difference in Trip Generation

Peak	Trip Generation		
	Inbound	Outbound	Two-Way
AM Peak	-9	-20	-29
PM Peak	-42	-38	-80

- 5.6. The proposed development is therefore expected to generate significantly less vehicle trips in the AM and PM peak periods when compared to the existing consented land use.
- 5.7. The proposed development will therefore not lead to any material impact on the local highway.



6. SUMMARY AND CONCLUSIONS

Summary

- 6.1. The proposed development would comprise;
- 60 care home beds and 7 assisted living units
 - 35 car parking spaces
 - 12 Cycle parking spaces
 - Enhanced footpath network and public spaces with lighting, landscaping to create pleasant pedestrian and cyclist friendly environment (for all regardless of the level of mobility or visual impairment) with internal roads to be private / adopted as required.
- 6.2. It is proposed to retain and reconfigure the existing multiple points of access to and through the site to optimally serve the proposed development layout and also to provide enhancements for external through trips routing through the development.
- 6.3. The site would be designed with a high degree of permeability for foot and cycle access into shared areas, including cycle parking areas. Foot links between each of the units will also be designed to be direct, at-grade and stepless, with vehicle circulating areas designed for low speeds to help ensure safe interactions in shared spaces such as the car parking areas.
- 6.4. A significant reducing in car borne trips will benefit highway safety and operation.
- 6.5. No material impacts are expected as a result of the proposed development and the proposed development would lead to 29 less vehicle trips in the AM Peak and 80 less vehicle trips in the PM peak when compared to the existing consented land use. Therefore, no further assessment of the transport and highway implications of the development should reasonably be required.

Conclusion

- 6.6. Based on these findings, the development proposals are not expected to lead to any localised material off-site highway issues on the adjacent transportation network. It is therefore concluded that the impact has been fairly and reasonably addressed and there should be no reason for highways related objection to the proposed development.



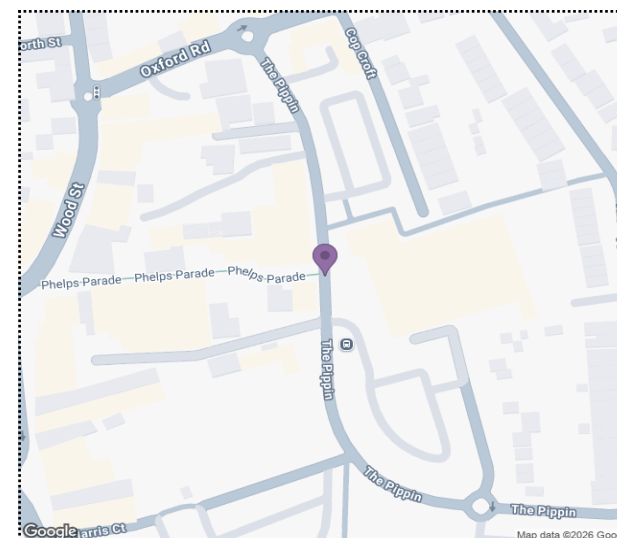
DATE: June 2022

Appendix A



Validated Data

Crash Date:	Tuesday, July 4, 2023	Time of Crash:	13:52:00	Crash Reference:	2023546987723
Highest Injury Severity:	Serious	Road Number:	U	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	1
Local Authority:	Wiltshire			OS Grid Reference:	399831 171173
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Tuesday, July 4, 2023

Time of Crash: 13:52:00

Crash Reference: 2023546987723

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	9	Male	Over 75	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	66 - 75	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/faq

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DATE: June 2022

Appendix B



Proposed New Care Home
Former Co-op Store, Mill Street, Calne

Proposed Site Plan
New Care Home and Assisted Living Units

Project	4473	3	005	G	PLANNING
Rev	Date	Drawn	Rev	Status	
G	16.06.2026			Bin Store Added	
F	13.05.2026			Issued for consultant comment	
E	05.05.2026			Revised in response to Public Meeting	
D	27.04.2026			Updated to client comments	
C	20.03.2026			Parking increased, bin and bike stores amended	
B	04.03.2026			Amendments to consultant comments	
A	27.02.2026			Updated to revised scheme	

Scale 1:250
Size A1 L
IB MB Nov '25



DATE: June 2022

Appendix C

Audit Code: 03813b11-97e8-44eb-968c-1ef24e79dd17

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: C - DISCOUNT FOOD STORES

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

11	SCOTLAND		
	HI	HIGHLAND	1 day
14	LEINSTER		
	WX	WEXFORD	1 day
16	ULSTER (REPUBLIC OF IRELAND)		
	DN	DONEGAL	1 day
	MG	MONAGHAN	1 day
17	ULSTER (NORTHERN IRELAND)		
	TY	TYRONE	1 day

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

Audit Code: 03813b11-97e8-44eb-968c-1ef24e79dd17

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:	1200 to 2089 (units:sqm)
Range Selected by User:	1200 to 2100 (units:sqm)
Parking Spaces Range:	1 - 230

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/14 to 09/03/26

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	5
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:

Town Centre	1 days
Edge of Town Centre	4 days

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

Selected Location Sub Categories:

Industrial Zone	1 days
No Sub Category	3 days
Retail Zone	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	2 days
Servicing vehicles Unknown	3 days

Audit Code: 03813b11-97e8-44eb-968c-1ef24e79dd17

Secondary Filtering Selection:

Use Class:

E(a)	5 surveys
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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:

400 - 7800

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	2 surveys
5,001 to 10,000	2 surveys

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

Population within 5 miles:

5,001 to 25,000	3 surveys
25,001 to 50,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	2 surveys
1.6 to 2.0	2 surveys

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

Audit Code: 03813b11-97e8-44eb-968c-1ef24e79dd17

Petrol filling station:

PFS is present at the site but is excluded from the count 5 surveys

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

Travel Plan:

No 5 surveys

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

PTAL Rating:

No PTAL Present 5 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 03813b11-97e8-44eb-968c-1ef24e79dd17

1 MCCARTERS ROAD BUNCRANA Edge of Town Centre No Sub Category Gross floor area: 1480.00 sqm Survey date: Wednesday 29/05/2019	DN-01-C-01	ALDI	DONEGAL Survey Type: Manual
2 CAMANACHD CRESCENT FORT WILLIAM Edge of Town Centre Retail Zone Gross floor area: 1300.00 sqm Survey date: Tuesday 17/06/2014	HI-01-C-02	LIDL	HIGHLAND Survey Type: Manual
3 NORTH ROAD MONAGHAN Edge of Town Centre Industrial Zone Gross floor area: 1680.00 sqm Survey date: Wednesday 16/11/2016	MG-01-C-01	LIDL	MONAGHAN Survey Type: Manual
4 MOLESWORTH STREET COOKSTOWN STATION SQUARE RET. PK Town Centre No Sub Category Gross floor area: 1400.00 sqm Survey date: Thursday 21/03/2019	TY-01-C-02	LIDL	TYRONE Survey Type: Manual
5 TRINITY STREET WEXFORD Edge of Town Centre No Sub Category Gross floor area: 1297.00 sqm Survey date: Thursday 20/04/2023	WX-01-C-01	ALDI	WEXFORD Survey Type: Manual

Audit Code: 03813b11-97e8-44eb-968c-1ef24e79dd17

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	1460	0.616	0.160	0.776
08:00-09:00	5	1431	1.956	1.034	2.990
09:00-10:00	5	1431	4.457	3.158	7.615
10:00-11:00	5	1431	4.359	3.563	7.922
11:00-12:00	5	1431	4.876	4.471	9.347
12:00-13:00	5	1431	5.603	5.575	11.178
13:00-14:00	5	1431	4.946	4.848	9.794
14:00-15:00	5	1431	4.793	5.044	9.837
15:00-16:00	5	1431	5.505	6.134	11.639
16:00-17:00	5	1431	5.575	6.036	11.611
17:00-18:00	5	1431	5.771	6.078	11.849
18:00-19:00	5	1431	4.094	4.513	8.607
19:00-20:00	5	1431	3.954	4.443	8.397
20:00-21:00	4	1464	2.954	4.115	7.069
21:00-22:00	4	1464	1.178	1.434	2.612
22:00-23:00	2	1388	0.036	0.432	0.468
23:00-00:00					
Total Rates:			60.673	61.038	121.711

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

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

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Audit Code: 03813b11-97e8-44eb-968c-1ef24e79dd17

Parameter Summary:

Trip rate parameter range selected:	1200 - 2100 (units: sqm)
Survey date date range:	17/06/2014 - 20/04/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 552e692f-6341-4c87-92bb-4d5016460ad7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH
Category: F - CARE HOME (ELDERLY RESIDENTIAL)

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 day
11	SCOTLAND		
	SR	STIRLING	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day
14	LEINSTER		
	WX	WEXFORD	1 day

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

Audit Code: 552e692f-6341-4c87-92bb-4d5016460ad7

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:	RESIDE
Actual Range:	60 to 99 (units:RESIDE)
Range Selected by User:	50 to 110 (units:RESIDE)
Parking Spaces Range:	3 - 68

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/13 to 28/11/25

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

Selected survey days:	
Monday	1 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:	
Manual count	4
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 Centre	1 days
Suburban Area	2 days
Edge of Town	1 days

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

Selected Location Sub Categories:	
Residential Zone	4 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	3 days

Audit Code: 552e692f-6341-4c87-92bb-4d5016460ad7

Secondary Filtering Selection:

Use Class:

C2

4 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:

641 - 2300

Population within 1 mile:

5,001 to 10,000	3 surveys
15,001 to 20,000	1 surveys

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

Population within 5 miles:

5,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
50,001 to 75,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5

4 surveys

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

Audit Code: 552e692f-6341-4c87-92bb-4d5016460ad7

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 4 surveys

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

PTAL Rating:

No PTAL Present 4 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No



Audit Code: 552e692f-6341-4c87-92bb-4d5016460ad7

1 CHURCH HILL SLIGO Edge of Town Residential Zone Number of residents: 99.00 RESIDE Survey date: Monday 27/04/2015	CS-05-F-01	NURSING HOME	SLIGO Survey Type: Manual
2 BATTLE ROAD HAILSHAM Edge of Town Centre Residential Zone Number of residents: 69.00 RESIDE Survey date: Wednesday 13/07/2016	ES-05-F-02	CARE HOME	EAST SUSSEX Survey Type: Manual
3 PERTH ROAD DUNBLANE Suburban Area Residential Zone Number of residents: 60.00 RESIDE Survey date: Wednesday 18/06/2014	SR-05-F-01	NURSING HOME	STIRLING Survey Type: Manual
4 DAVITT ROAD NORTH WEXFORD Suburban Area Residential Zone Number of residents: 69.00 RESIDE Survey date: Thursday 20/04/2023	WX-05-F-01	NURSING HOME	WEXFORD Survey Type: Manual

Audit Code: 552e692f-6341-4c87-92bb-4d5016460ad7

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Total Vehicles

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	74	0.172	0.064	0.236
08:00-09:00	4	74	0.094	0.077	0.171
09:00-10:00	4	74	0.155	0.077	0.232
10:00-11:00	4	74	0.114	0.088	0.202
11:00-12:00	4	74	0.141	0.135	0.276
12:00-13:00	4	74	0.094	0.088	0.182
13:00-14:00	4	74	0.141	0.168	0.309
14:00-15:00	4	74	0.178	0.192	0.370
15:00-16:00	4	74	0.145	0.152	0.297
16:00-17:00	4	74	0.101	0.158	0.259
17:00-18:00	4	74	0.088	0.155	0.243
18:00-19:00	4	74	0.064	0.084	0.148
19:00-20:00	3	66	0.030	0.086	0.116
20:00-21:00	3	66	0.000	0.010	0.010
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.517	1.534	3.051

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: 552e692f-6341-4c87-92bb-4d5016460ad7

Parameter Summary:

Trip rate parameter range selected:	50 - 110 (units: RESIDE)
Survey date date range:	18/06/2014 - 20/04/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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