

Nisbets Ltd

Nisbets Distribution Centre, Chepstow

Transport Note

23-00988/TN/01

March 2024



1) Introduction

This Transport Note (TN) has been prepared by Corun Associates Ltd for Nisbets Ltd to outline the transport related matters associated with a proposed development of a temporary industrial structure to be constructed within the Newhouse Farm Industrial Estate, Chepstow.

The proposals are for the development of a 4,200sqm temporary industrial storage modular structure, to be constructed on a vacant area of hardstanding land located within the south of the already operational Nisbets Ltd unit site.

The Newhouse Farm Industrial Estate is a large employment area located directly south of the M48 Junction 2, in the southern extents of Chepstow. The Nisbets Ltd site itself is located in the east of the Newhouse Farm Industrial Estate.

The site location is shown in **Figure 1.1**. The proposed development layout plans are contained at **Appendix A**.

Figure 1.1: Site location



© Google Earth Pro

This TN assesses the following regards the proposed development:

- Accessibility of the site;
- Accident analysis of the local highway network;
- Development proposals; and
- Proposed development anticipated trip generation.

2) Accessibility

The site is located within an already established industrial estate, which is a significant employment area in the south of Chepstow. The proposed development will provide an additional facility within this existing industrial estate area, and will utilise the existing access opportunities that the industrial estate offers.

Local Highway Network

The proposed development will be contained within the Nisbets Ltd unit site located in the east of the Newhouse Farm Industrial Estate. Vehicular access to the Nisbets Ltd unit site is provided in the west, through the Newhouse Farm Industrial Estate access road network.

The Newhouse Farm Industrial Estate itself is accessed in the north west, via a roundabout junction with Loverose Way, which is the dedicated industrial estate access road, routing south from the M48 Junction 2 arrangement directly to the north.

The M48 provides direct connections through to the M4 in Wales in the west (approximately 11km), and through to the M4 and M5 in England to the east (approximately 9km and 11km respectively).

The A46 arm of the M48 J2 arrangement also provides a key strategic route north through Chepstow, continuing as the A48 towards Gloucester (approximately 58km).

The site is therefore strategically well located for the proposed industrial use.

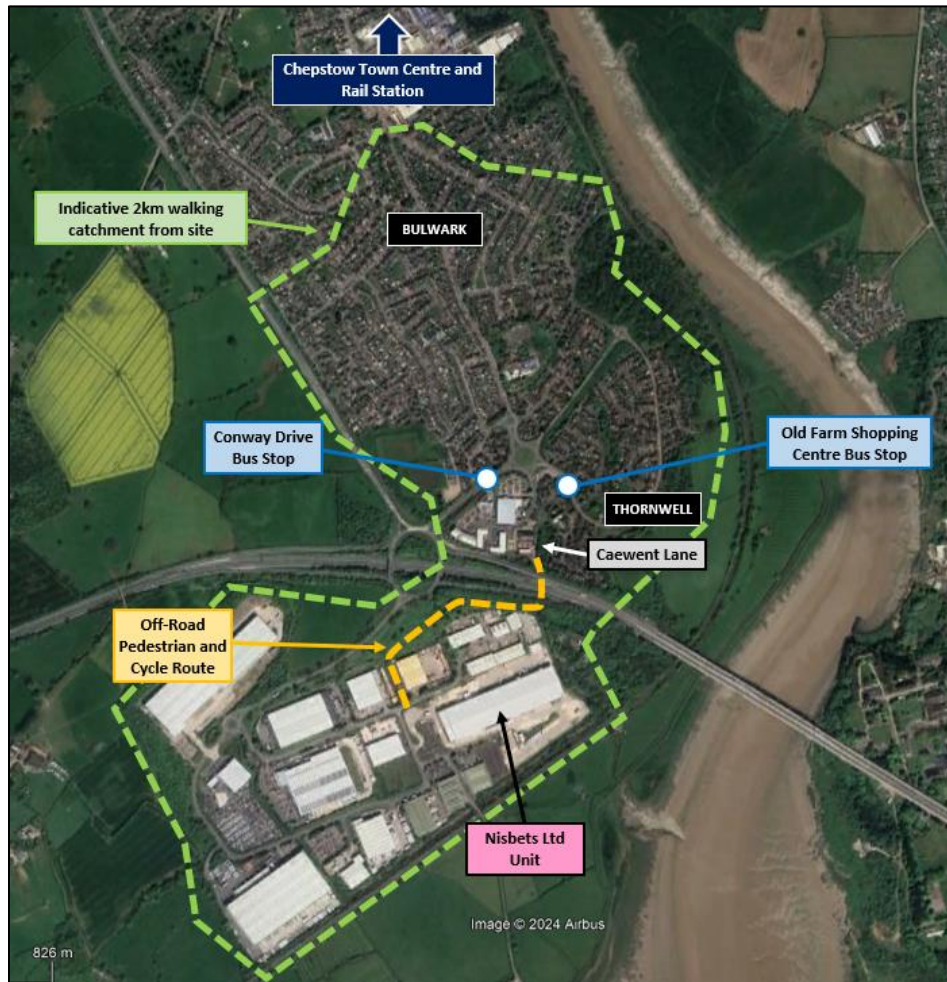
Non-Car Modes of Access

The overarching desire at all tiers of planning policy guidance is to influence a modal shift from single occupancy car travel towards more sustainable modes such as walking, cycling, and public transport.

In order to achieve this, it is recognised that development should be located such that the need to travel by private car is reduced, in locations where there is good access to walking, cycling and public transport provision.

Accessibility to the site via non-car modes of travel is summarised in the sections below, and identified on **Figure 2.1**.

Figure 2.1: Accessibility to non-car modes of travel



© Google Earth Pro

Pedestrian and Cycle Access

Pedestrian and cycle access into the Newhouse Farm Industrial Estate is provided via an off-road route linking to Caerwent Lane, in the Thornwell area of south Chepstow (approximately an 800m route from the Nisbets Ltd unit site).

The Chartered Institution of Highways and Transportation document 'Providing for Journeys on Foot' identifies that a preferred maximum walking distance for commuting trips is 2km. A 2km walking distance from the site covers the Thornwell and Bulwark residential areas of south Chepstow.

LTN1/04 identifies that the mean average length for cycling journeys is 4km. The entirety of the wider Chepstow areas is located within an approximate 4km cycle distance from the site.

Bus

The nearest bus stops to the site are the Conway Drive and Old Farm Shopping Centre stops located within the Thornwell area of Chepstow to the north. These stops are both an approximate 15-minute walk from the site, and provide access to the Newport Bus services T7 and C1 respectively.

Service T7 routes between Chepstow and Bristol City Centre with approximately one service provided per hour in each direction along the route across the weekday and Saturday periods.

Service C7 is a local circular service routing between Chepstow town centre and the Thornbury area of the town. This service operates with approximately one service per hour along the route, across the weekday and Saturday periods.

Rail

Chepstow rail station is located in the Chepstow town centre area. Although beyond a reasonable walking distance from the site, the station can be reached in an approximate 20-minute cycle from the site.

3) Local Highway Safety

Local Highway Safety

A review has been carried out on local highway network safety in order to establish whether there are any current accident clusters or safety concerns in the vicinity of the site that may be exacerbated by the development proposal.

The website www.crashmap.co.uk has been interrogated to provide a review of accidents in the surrounding area.

CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone has been injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The website uses data obtained directly from official sources and compiled in an easy-to-use format showing each incident on a map. Incidents are plotted to within 10-metres of their location and the data includes all incidents up to the end of 2022.

An extract showing all CrashMap identified PIAs occurring in the vicinity of the site over the 5-year period between 2018 and 2022 is shown in **Figure 3.1**.

Figure 3.1: PIA plot extract



Source www.crashmap.co.uk - data extracted March 2024

The CrashMap data identifies that over the 5-year study period, two PIAs have occurred within the Newhouse Farm Industrial Estate access road network. One of these occurred in 2021 and involved car vehicles only. The other occurred in 2022 and involved a car vehicle with a pedestrian casualty. These are both isolated incidents, and do not identify any significant highways safety issues within the Newhouse Farm Industrial Estate access road network. These identified PIAs also occurred on a section of the Newhouse Farm Industrial Estate access road network which is not on the access route to the Nisbets Ltd unit site.

A total of seven PIAs are identified across the M48 J2 arrangement, with one classified as severe, and the remaining six classified as slight. All these PIAs involved motor vehicles only, with only one of the PIAs involving a goods vehicle. Although all incidents are regrettable, an average rate of 1.4 PIAs per year would not seem excessive at a key strategic junction of this type.

On a wider basis, a clustering of three fatal PIAs are identified along the A466, approximately 500m north of the M48 J2. All PIAs involved pedestrian casualties, with two occurring in 2021, and the other occurring in 2022. All of these fatal PIAs occurred in the vicinity of the on-road lay-by area for southbound vehicles along the A466, which is located directly next to the pedestrian footway running along the eastern edge of the road. The potential conflicts with vehicles in the lay-by area with both pedestrians on the footway, and moving vehicles on the A466 carriageway (i.e. from vehicle occupants exiting / entering the vehicle on the carriageway side of the vehicle) are potential significant highway safety issues at this location, which GCC should be aware of. The proposed development however, would not be anticipated to increase vehicle usage of the lay-by area along the A466, and would not therefore be anticipated to exacerbate this existing highway safety issue.

No further significant clustering of PIAs is identified across the local highway network.

The CrashMap data therefore suggests that there are no existing highway safety issues in the local area of significant relevance for the proposed development, and the minimal increase in traffic generated by the proposed development (as discussed later on in this TN) is highly unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.

4) Development Proposals

Proposed Development

The proposals are for the development of a 4,200sqm temporary industrial storage modular structure, to be constructed on a vacant area of hardstanding land located within the south of the already operational Nisbets Ltd unit site.

Vehicle and Pedestrian Access

Operational vehicle access into the existing Nisbets Ltd unit site is provided in the west, via a priority junction along the Newhouse Farm Industrial Estate access road network. An internal access road leads from this access point towards a secured gatehouse area, which controls vehicle access into the wider site area.

The existing Nisbets Ltd unit site also has a staff / visitor car parking area located in the west of the site. This parking area has capacity for approximately 175 vehicles, and is accessible from a separate priority junction arrangement in the south west corner of the site.

Pedestrian access is provided through a gated access point in the north west corner on the existing Nisbets Ltd unit site. This access point connects directly into the existing footway network running through the Newhouse Farm Industrial Estate, and is on the desire line towards the off-road pedestrian and cycle route providing access into the industrial estate. A network of marked pedestrian routes are also provided through the existing Nisbets Ltd unit site.

The development proposals will not alter the existing access arrangements into the site.

Two shuttered access points will be provided into the proposed new unit on the site (one located in the north west and north east corners of the proposed unit respectively). The swept path drawing contained at **Appendix A** identifies that there is sufficient operational space provided within the site for a max legal articulated vehicle (16.5m) to safely access each of the proposed unit access points, manoeuvre within the site, and then exit the site in a forward gear.

Internal pedestrian routes will also be provided towards the entrance points of the proposed new unit on the site. These routes will provide connections between the existing unit on the site, and will be clearly marked for pedestrian use, and segregated from the operational areas where possible.

Parking Provision

The proposed new unit will provide an additional facility within the existing Nisbets Ltd unit site, and will be operated by the existing workforce at the site. The new unit is not therefore anticipated to generate an

increase in non-operational vehicle movements at the site. No additional non-operational car parking spaces are therefore proposed at the site.

The proposed new unit on the site will be located on an area of hardstanding which has previously been used for HGV parking. As identified on the drawings contained at **Appendix A**, the site offers sufficient room to safely accommodate parking for at least 10 displaced HGV vehicles, within the remaining hardstanding area located to the west of the proposed new unit. This is considered sufficient for the HGV parking requirements in this location on site.

5) Site Traffic

The following section outlines the anticipated trip generation of the proposed development.

The anticipated trip generation for the proposed new unit on the site has been estimated using the TRICS database. TRICS is a nationally accepted database providing information relating to the total number of trips generated by various land uses based on existing traffic surveys at similar sites throughout the United Kingdom. From the TRICS database, a trip rate is derived which provides the number of expected trips per unit of measure, in this case, per 100sqm of floorspace.

The proposed development will provide a new unit, which will be used to support the existing operation on the wider site. It is not anticipated that this additional structure will increase trips on a linear basis at the site (per square metre of floorspace). For robustness however, this TN has assumed that trips at the proposed new unit will increase on a linear basis.

To represent the proposed industrial unit use of the new unit, the TRICS category '02 – Employment / C – Industrial Unit' was utilised. In order to extract a representative sample of survey sites from the TRICS database, the following parameters were applied:

- All sites in Greater London and Ireland excluded;
- Includes only 'Edge of Town' located sites;
- Sites with surveys identified as undertaken during the Covid pandemic period were excluded;

As identified previously, the proposed unit will be operated by the existing workforce at the site, and is not therefore anticipated to generate an increase in non-operational vehicle movements at the site. As such, only a trip rate for HGV vehicles has been extracted from the TRICS database.

A copy of the TRICS output is included in **Appendix B**.

Trip rates have been extracted for the weekday 12-hour period between 07:00 to 19:00, which is anticipated to be the busiest period across the week at the site. As an employment use, negligible trips would be anticipated over the weekend period at the site. Should the site be operational over any weekend period however, trips over these periods would not be anticipated to be any greater than those over the weekday period.

Utilising the extracted TRICS trip rates, **Table 5.1** identifies the anticipated 12-hour weekday trip generation for the proposed new unit.

Table 5.1: Proposed new unit (4,200sqm) anticipated HGV trip generation

Time Period		TRICS Trip Rate			Total Trips		
From	To	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00	08:00	0.016	0.015	0.031	1	1	2
08:00	09:00	0.008	0.023	0.031	0	1	1
09:00	10:00	0.02	0.008	0.028	1	0	1
10:00	11:00	0.046	0.039	0.085	2	2	4
11:00	12:00	0.020	0.020	0.040	1	1	2
12:00	13:00	0.012	0.019	0.031	1	1	2
13:00	14:00	0.004	0.008	0.012	0	0	0
14:00	15:00	0.004	0.008	0.012	0	0	0
15:00	16:00	0.020	0.016	0.036	1	1	2
16:00	17:00	0.008	0.012	0.020	0	1	1
17:00	18:00	0.000	0.000	0.000	0	0	0
18:00	19:00	0.000	0.000	0.000	0	0	0
12-Hour Total		-	-	-	7	8	15

Table 5.1 illustrates that the proposed new unit on the site would be anticipated to generate up to approximately 15 two-way HGV vehicular trips over a typical 12-hour weekday period. This equates to approximately one additional HGV trip onto the surrounding highway network every 50-minutes across the 12-hour period.

During the typical weekday highway AM and PM peak hour periods (08:00 to 09:00 and 17:00 to 18:00 respectively) the proposed new unit would be anticipated to generate a total of 1 and 0 two-way HGV trips respectively.

The proposed development is therefore anticipated to generate a minimal volume of additional vehicle trips, and will therefore have a negligible impact on local highway network capacity.

7) Conclusion

This Transport Note (TN) has been prepared by Corun Associates Ltd for Nisbets Ltd to outline the transport related matters associated with a proposed development of a temporary industrial structure to be constructed within the Newhouse Farm Industrial Estate, Chepstow.

The proposals are for the development of a 4,200sqm temporary industrial storage modular structure, to be constructed on a vacant area of hardstanding land located within the south of the already operational Nisbets Ltd unit site.

The site is located within an already established industrial estate, which is a significant employment area in the south of Chepstow. The proposed development will provide an additional facility within this existing industrial estate area, and will utilise the existing access opportunities that the industrial estate offers.

The development proposals will not alter the existing access arrangements into the Nisbets Ltd unit site, which will remain as per existing.

Two shuttered access points will be provided into the proposed new unit (one located in the north west and north east corners of the proposed unit respectively). Swept path analysis identifies that there is sufficient operational space provided within the site for a max legal articulated vehicle (16.5m) to safely access each of the proposed unit access points, manoeuvre within the site, and then exit the site in a forward gear.

Internal pedestrian routes will also be provided towards the entrance points of the proposed new unit on the site. These routes will provide connections between the existing unit on the site, and will be clearly marked for pedestrian use, and segregated from the operational areas where possible.

The proposed new unit will provide an additional facility within the existing Nisbets Ltd unit site, and will be operated by the existing workforce at the site. The new unit is not therefore anticipated to generate an increase in non-operational vehicle movements at the site. No additional non-operational car parking spaces are therefore proposed at the site, with the existing parking area provided at the unit sufficient for demand of these vehicles.

The proposed new unit on the site will be located on an area of hardstanding which has previously been used for HGV parking. The site offers sufficient room to safely accommodate parking for at least 10 displaced HGV vehicles, within the remaining hardstanding area located to the west of the proposed new unit. This is considered sufficient for the HGV parking requirements at this location on site.

The proposed new unit on the site would be anticipated to generate up to approximately 15 two-way HGV vehicular trips over a typical 12-hour weekday period. This equates to approximately one additional HGV trip onto the surrounding highway network every 50-minutes across the 12-hour period.

As an employment use, negligible trips would be anticipated over the weekend period at the site. Should the site be operational over any weekend period however, trips over these periods would not be anticipated to be any greater than those over the weekday period.

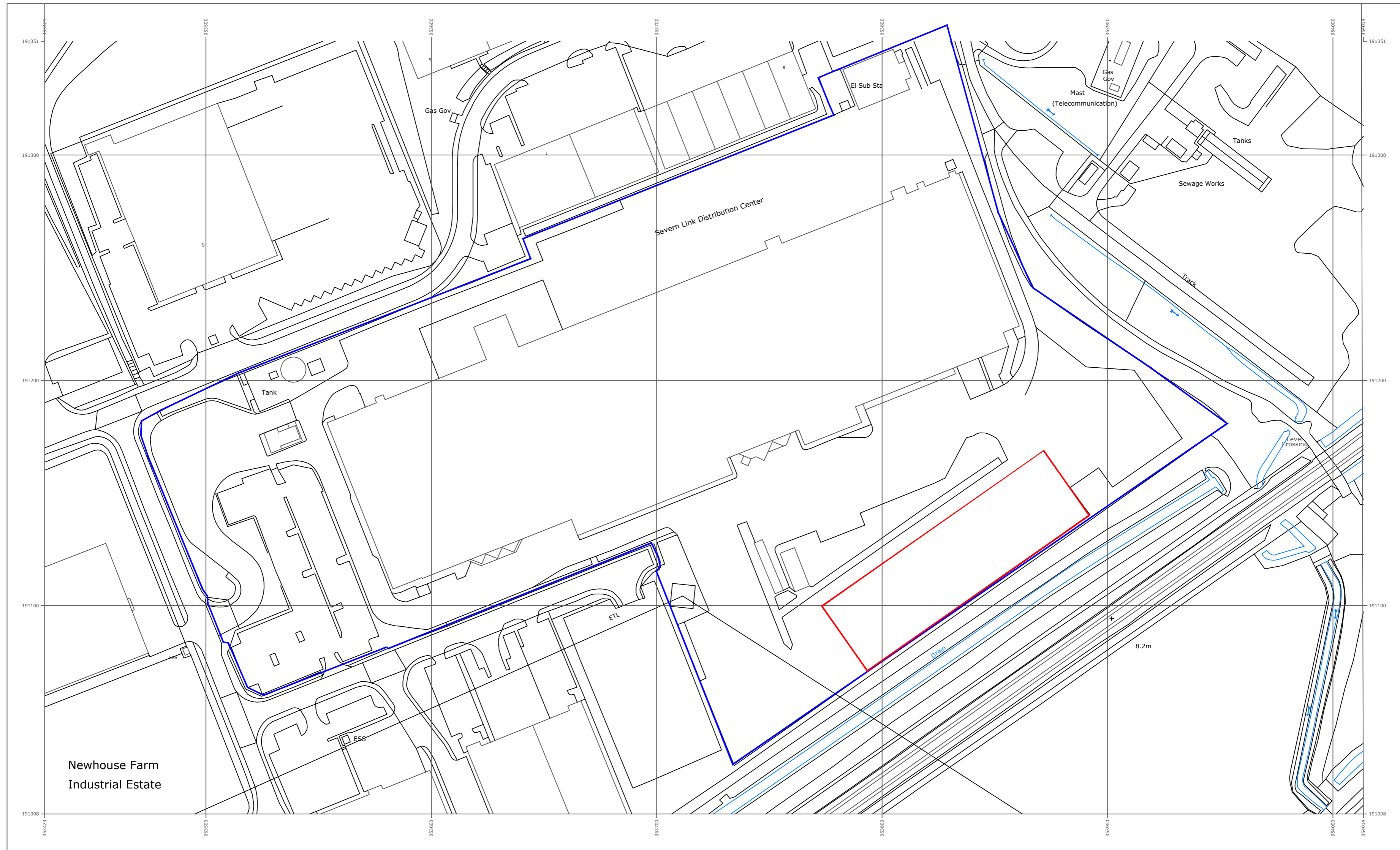
The proposed development is therefore anticipated to generate a minimal volume of additional vehicle trips, and will therefore have a negligible impact on local highway network capacity.

A review of the accident record has identified that there are no existing highway safety issues in the local area of significant relevance for the proposed development, and the minimal increase in traffic generated by the proposed development is highly unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.

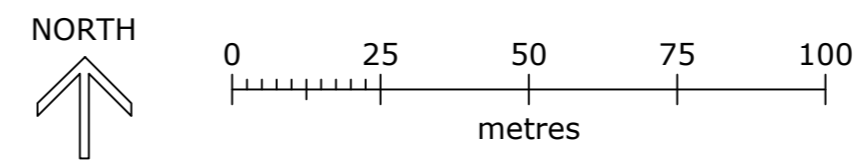
There are no reasons in highway and transportation terms why the proposed development should not therefore be consented.

Appendix A

Proposed Development Plans



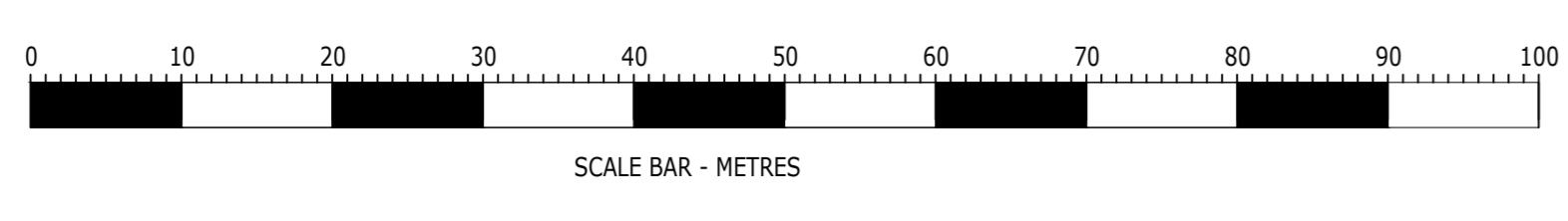
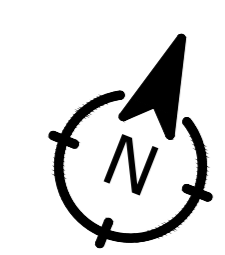
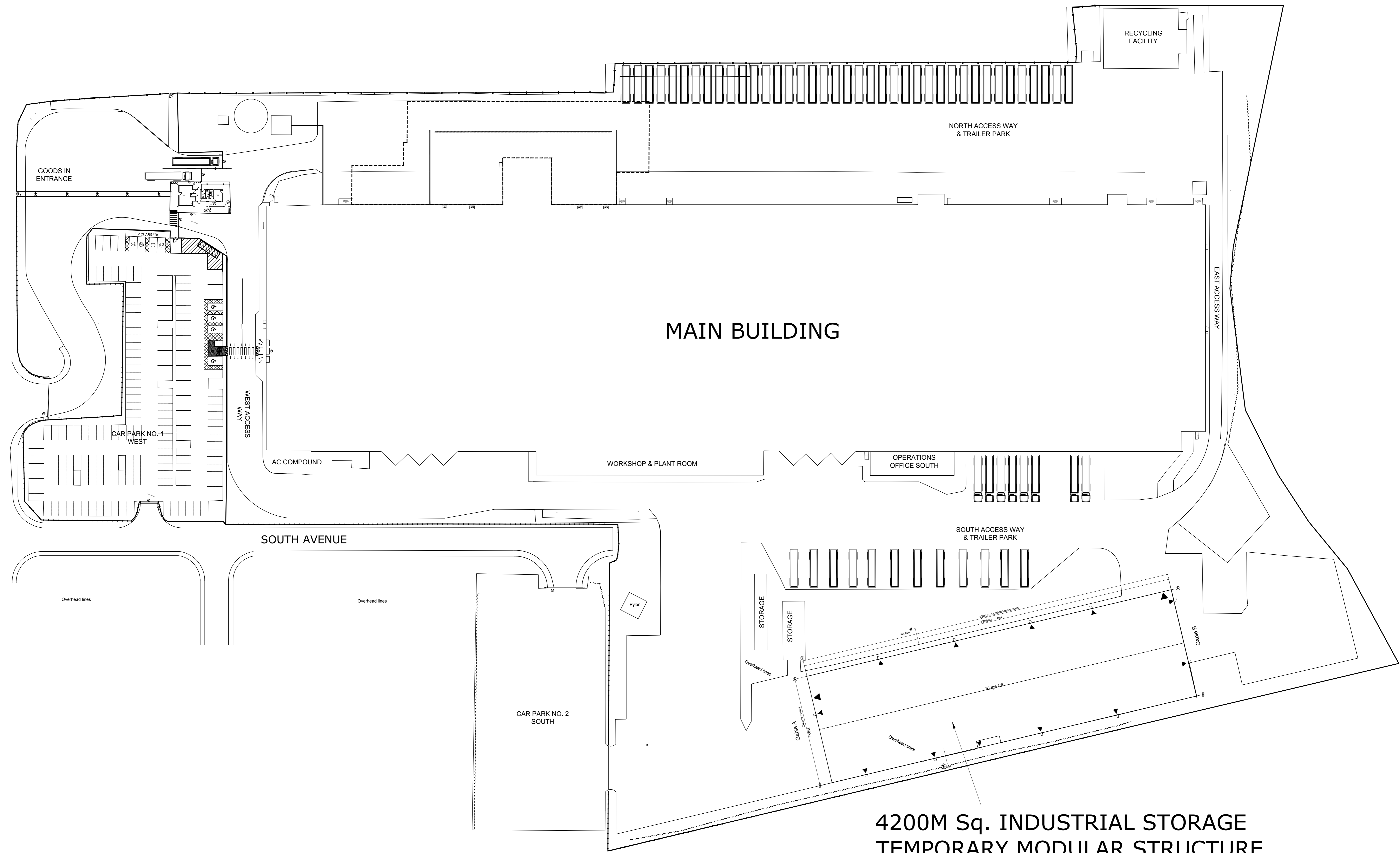
Serial number: 281670
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Project NISBETS CHEPSTOW
Location Newhouse Farm Industrial Estate NP16 6UD
Title LOCATION PLAN A2
Date 04.03.2004
Scale 1:2500 @ A2

Drawn By GS
Drawing No. NIS C SITE LOCATION PLAN 01

The information in this drawing is confidential and should not be disclosed to others without the written permission of Nisbets. Site dimensions where indicated to be checked. If encountered, discrepancies between drawing/specification, contact Nisbets for clarification. RESPONSIBILITY IS NOT ACCEPTED FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. ALL CONSTRUCTION INFORMATION SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY.



**4200M Sq. INDUSTRIAL STORAGE
TEMPORARY MODULAR STRUCTURE**



Project NISBETS CHEPSTOW - Delta 2000
 Location Newhouse Farm Industrial Estate NP16 6UD
 Title PROPOSED SITE PLAN - TEMP STRUCTURE
 Date 04.03.2024
 Scale 1:500 @ A0

Drawn By GS
 Drawing No. NIS C PROP SITE PLAN 04

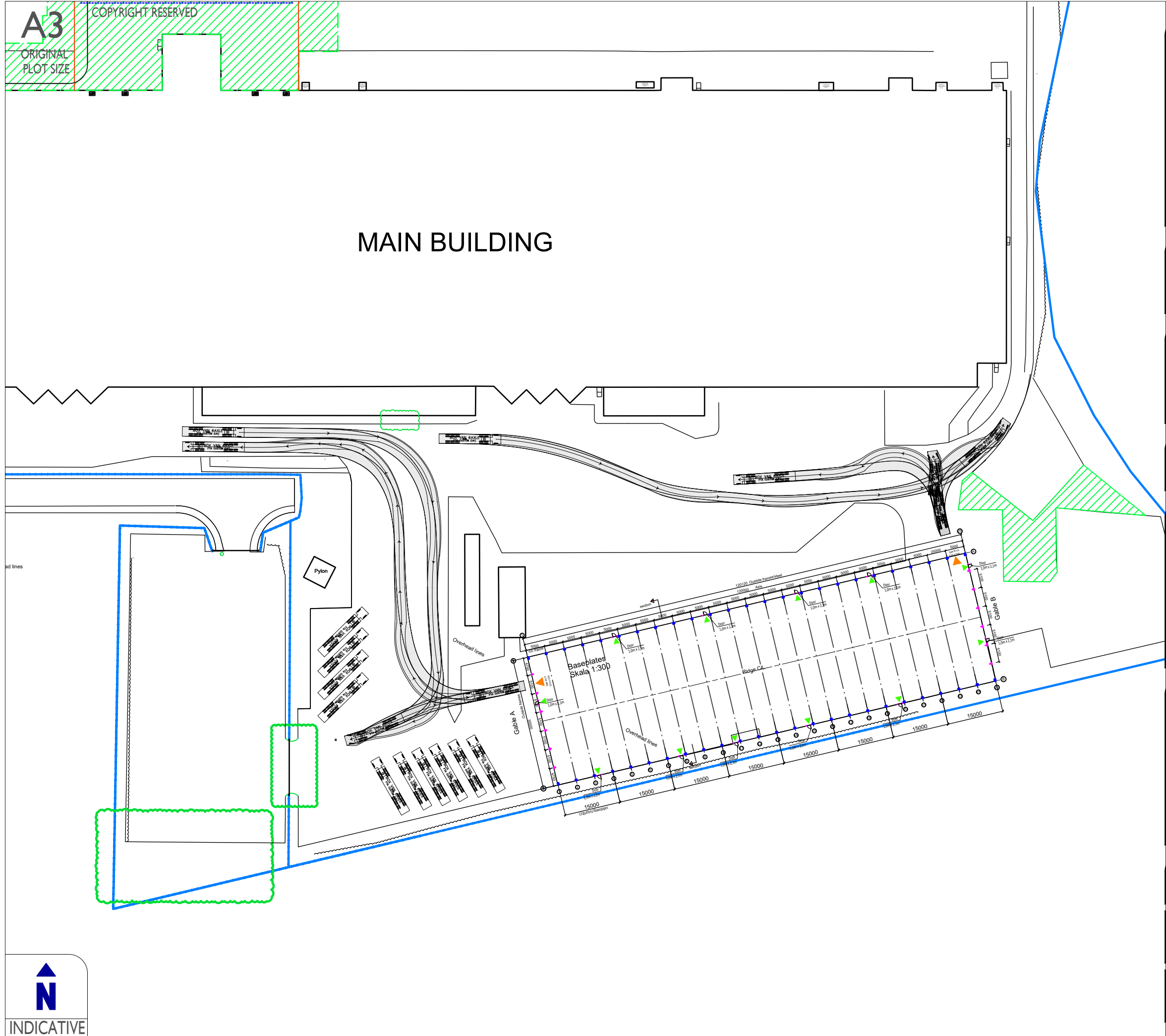
The information in this drawing is confidential and should not be disclosed to others without the written permission of Nisbets. Site dimensions where indicated to be checked. If encountered, discrepancies between drawing/specification, contact Nisbets for clarification. RESPONSIBILITY IS NOT ACCEPTED FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. ALL CONSTRUCTION INFORMATION SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY.

A3

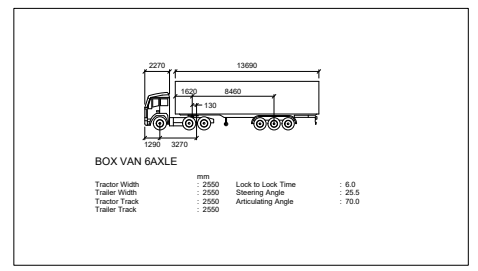
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ORIGINAL PLOT SIZE

MAIN BUILDING



NOTES:



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This drawing is based on [Company's Name] Drawing No:

Rev	Date	Details	Drawn by	Checked by
A	Mar'24	New Layout Added	MA	MA

CORUN
Transport and Highway Engineering

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CLIENT:
Nisbets Limited

PROJECT:
**Nisbets Distribution Centre
Chepstow**

TITLE:
**Proposed Temporary Storage Unit
Swept Path Analysis
Max Legal Artic (16.5m)**

STATUS:
Preliminary

SCALE: 1:1000	DATE: Mar'24	DRAWN: MA	CHECKED: MA
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JOB NO: 24-00988	DRAWING NO: SP01	REVISION:
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Appendix B

TRICS Output

Calculation Reference: AUDIT-751101-240307-0350

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
OGVS

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	EC CHESHIRE EAST	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days
11	SCOTLAND	
	FI FIFE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 260 to 9216 (units: sqm)
 Range Selected by User: 150 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 20/04/23

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	6 days
Friday	1 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	10
--------------	----

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	9
Development Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	10 days
-----------	---------

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	7 days

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

Travel Plan:

No	10 days
----	---------

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

PTAL Rating:

No PTAL Present	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BP-02-C-01 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Total Gross floor area: 1010 sqm <i>Survey date: THURSDAY 20/06/19</i>	POWDER COATINGS	BLACKPOOL	<i>Survey Type: MANUAL</i>
2	BR-02-C-02 SOUTH LIBERTY LANE BRISTOL Edge of Town Industrial Zone Total Gross floor area: 1475 sqm <i>Survey date: TUESDAY 22/09/15</i>	STAINLESS FITTINGS	BRISTOL CITY	<i>Survey Type: MANUAL</i>
3	CU-02-C-01 BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 715 sqm <i>Survey date: FRIDAY 15/10/21</i>	STEEL FABRICATION	CUMBERLAND	<i>Survey Type: MANUAL</i>
4	EC-02-C-01 BRUNEL ROAD MACCLESFIELD LYME GREEN BUS. PARK Edge of Town Development Zone Total Gross floor area: 6658 sqm <i>Survey date: MONDAY 19/09/16</i>	OFFICE FURNITURE	CHESHIRE EAST	<i>Survey Type: MANUAL</i>
5	FI-02-C-02 DICKSON STREET DUNFERMLINE Edge of Town Industrial Zone Total Gross floor area: 1240 sqm <i>Survey date: THURSDAY 20/04/23</i>	GLASS SPECIALISTS	FIFE	<i>Survey Type: MANUAL</i>
6	HC-02-C-01 JAYS CLOSE BASINGSTOKE Edge of Town Industrial Zone Total Gross floor area: 3000 sqm <i>Survey date: THURSDAY 16/06/16</i>	ENGINEERING COMPANY	HAMPSHIRE	<i>Survey Type: MANUAL</i>
7	LC-02-C-06 TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Total Gross floor area: 700 sqm <i>Survey date: THURSDAY 21/04/22</i>	STEEL FABRICATION	LANCASHIRE	<i>Survey Type: MANUAL</i>
8	NF-02-C-03 ELVIN WAY NORWICH HELLESDON Edge of Town Industrial Zone Total Gross floor area: 260 sqm <i>Survey date: THURSDAY 07/11/19</i>	SHEET METAL CONTRACTOR	NORFOLK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	PB-02-C-01 NEWARK ROAD PETERBOROUGH FENGATE Edge of Town Industrial Zone Total Gross floor area: 1772 sqm <i>Survey date: THURSDAY 29/09/22</i>	STEEL FABRICATOR	PETERBOROUGH	<i>Survey Type: MANUAL</i>
10	WK-02-C-01 CASTLE MOUND WAY RUGBY Edge of Town Industrial Zone Total Gross floor area: 9216 sqm <i>Survey date: WEDNESDAY 10/11/21</i>	MACHINE ENGINEERING	WARWICKSHIRE	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-C-01	Undertaken during identified Covid period
EC-02-C-02	Undertaken during identified Covid period
GS-02-C-02	Undertaken during identified Covid period
LC-02-C-05	Undertaken during identified Covid period
VG-02-C-01	Undertaken during identified Covid period

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
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05:30 - 06:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
06:00 - 06:30	3	3719	0.000	3	3719	0.000	3	3719	0.000
06:30 - 07:00	3	3719	0.018	3	3719	0.009	3	3719	0.027
07:00 - 07:30	10	2605	0.012	10	2605	0.000	10	2605	0.012
07:30 - 08:00	10	2605	0.004	10	2605	0.015	10	2605	0.019
08:00 - 08:30	10	2605	0.004	10	2605	0.008	10	2605	0.012
08:30 - 09:00	10	2605	0.008	10	2605	0.004	10	2605	0.012
09:00 - 09:30	10	2605	0.008	10	2605	0.000	10	2605	0.008
09:30 - 10:00	10	2605	0.012	10	2605	0.008	10	2605	0.020
10:00 - 10:30	10	2605	0.027	10	2605	0.027	10	2605	0.054
10:30 - 11:00	10	2605	0.019	10	2605	0.012	10	2605	0.031
11:00 - 11:30	10	2605	0.008	10	2605	0.008	10	2605	0.016
11:30 - 12:00	10	2605	0.012	10	2605	0.012	10	2605	0.024
12:00 - 12:30	10	2605	0.004	10	2605	0.015	10	2605	0.019
12:30 - 13:00	10	2605	0.008	10	2605	0.004	10	2605	0.012
13:00 - 13:30	10	2605	0.004	10	2605	0.004	10	2605	0.008
13:30 - 14:00	10	2605	0.000	10	2605	0.004	10	2605	0.004
14:00 - 14:30	10	2605	0.004	10	2605	0.004	10	2605	0.008
14:30 - 15:00	10	2605	0.000	10	2605	0.004	10	2605	0.004
15:00 - 15:30	10	2605	0.008	10	2605	0.008	10	2605	0.016
15:30 - 16:00	10	2605	0.012	10	2605	0.008	10	2605	0.020
16:00 - 16:30	10	2605	0.008	10	2605	0.008	10	2605	0.016
16:30 - 17:00	10	2605	0.000	10	2605	0.004	10	2605	0.004
17:00 - 17:30	10	2605	0.000	10	2605	0.000	10	2605	0.000
17:30 - 18:00	10	2605	0.000	10	2605	0.000	10	2605	0.000
18:00 - 18:30	9	2756	0.000	9	2756	0.000	9	2756	0.000
18:30 - 19:00	9	2756	0.000	9	2756	0.000	9	2756	0.000
19:00 - 19:30	2	4958	0.000	2	4958	0.000	2	4958	0.000
19:30 - 20:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
20:00 - 20:30	2	4958	0.000	2	4958	0.000	2	4958	0.000
20:30 - 21:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.180			0.166			0.346

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.*