



**TRANSPORT STATEMENT
FOR
PROPOSED RESIDENTIAL DEVELOPMENT
OLD SARUM, SALISBURY, WILTSHIRE
ON BEHALF OF
PERSIMMON HOMES (WESSEX)**

APRIL 2021

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1.0 INTRODUCTION

- 1.1 This *Transport Statement (TS)* has been prepared by Cole Easdon Consultants Limited (CEC) on behalf of Persimmon Homes (Wessex) in respect of a planning application for a development comprising a total of 53 dwellings at Old Sarum, north of Salisbury. Refer to CEC Plan 5598/201 [*Site Location Plan*] contained in Appendix 1.

Background

- 1.2 Land at Old Sarum (circa 39ha) was originally allocated as part of Policy H2D of the Salisbury District Local Plan 2011 (June 2003)¹ for a mixed-use development, including new residential, employment, retail, education, recreation and community uses. The development was to be phased with development limited to 630 dwellings and 6 hectares of employment within the lifetime of the Local Plan to 2011. Development beyond 2011 would increase the total housing delivery to in order of 745 dwellings.
- 1.3 In June 2007 an outline planning application pursuant to the H2D allocation was approved by Salisbury District Council (now part of Wiltshire Council) - Planning Application Reference: S/2005/0211.
- 1.4 Most of the land reserved for employment is still outstanding, with only the Avonbourne Care Home constructed on this land. An application was approved in February 2019 for a children's nursery on some of the remaining land (Wiltshire Planning Reference 18/12102/FUL).
- 1.5 Land adjacent to the Salisbury Football Ground, referred to as Areas A & F, are allocated for employment land but have remained undeveloped and form part of this planning application.
- 1.6 In respect of the Old Sarum Local Centre, this was subject to a Reserved Matters consent allowed at appeal on the 29th November 2013². This consent granted planning permission for three retail units, a GP surgery and 30 apartments (including affordable housing).
- 1.7 The Old Sarum Local Centre was split into three distinct 'Blocks' (A, B and C). Block C as approved, included space for a GP surgery on the ground floor (500m²) and 14 affordable

¹ Superseded by the Wiltshire Core Strategy

² APP/Y3940/A/13/2204979

apartments over the first and second floors, seven units on each. Block C has been constructed and the residential units are now occupied.

- 1.8 This *TS* is being prepared to support development on the remaining parcel of land (Areas A & F), together with plans for residential development in place of the proposed GP surgery (Area G). The *TS* considers the traffic, transportation and highway implications associated with the development, including matters specific to the local highway network, the accessibility of the site by sustainable transport modes, the proposed access arrangements and parking provision, and the predicted vehicle trip generation.

Report Structure

- 1.9 The *TS* is structured as follows:
- Section 2.0 describes the transportation planning policy considerations;
 - Section 3.0 provides an appraisal of the existing site conditions, local highway network and accident record;
 - Section 4.0 outlines the development proposals;
 - Section 5.0 demonstrates the site's excellent accessibility by sustainable modes of travel;
 - Section 6.0 discusses the predicted vehicular trip generation; and
 - Section 7.0 summarises with discussion and conclusions.

2.0 POLICY CONTEXT

- 2.1 This Section of the Report outlines relevant transport planning policy at the national and local level.

National

- *National Planning Policy Framework (February 2019)*

Local

- *Wiltshire Core Strategy (adopted January 2015)*
- *Wiltshire Infrastructure Delivery Plan 3: 2011 - 2026 (December 2016)*
- *Salisbury Transport Strategy Summary (June 2018)*
- *Wiltshire Local Transport Plan 2011 - 2026 (March 2011)*

National Planning Policy Framework (February 2019)

- 2.2 An updated *National Planning Policy Framework (NPPF)* was released in February 2019. It provides a framework within which locally prepared plans for housing and other development can be produced.
- 2.3 The *NPPF* states that transport issues should be considered from the earliest stages of plan-making and development proposals so that, amongst others, *'the potential impacts of development on transport networks can be addressed; opportunities to promote walking, cycling and public transport use are identified and pursued; and that patterns of movements, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places'*.
- 2.4 It adds that the planning system should actively manage patterns of growth in support of the above objectives. Significant growth *'should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes'*.
- 2.5 In assessing specific applications for development, it should be ensured that *'appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and significant impacts from the development (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree'*.

- 2.6 In summary to the above, the *NPPF* states that *'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 would be severe'*.
- 2.7 Within the above context, the *NPPF* requires that applications for development should give priority first to pedestrian and cycle movements, both within the scheme and neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport. Also, that applications for development create places that are safe, secure and attractive; and allow for efficient delivery of goods, and access by service and emergency vehicles.
- Wiltshire Core Strategy (January 2015)***
- 2.8 The *Wiltshire Core Strategy* provides a planning policy framework for the county for the period up to 2026. It sets out the Council's spatial vision; key objectives; and overall principles for development. It outlines a sustainable spatial strategy for future development in the county and includes key principles of development; the location of strategic sites for new housing and employment development; and policies with which planning applications are assessed.
- 2.9 The Salisbury Area Strategy within the document describes how, in transport terms, the city is the crossing point between the West of England main line and the Wessex main line, making it a regional rail interchange. The Area Strategy relates that *'the cumulative impact of all strategic development sites at Salisbury will need to be considered in transport assessments for major developments'* and that *'transport solutions will be delivered in accordance with the evolving Salisbury Transport Strategy, and will support growth, as concluded through the Options Assessment Report, based on the radical option identified which would best enable Salisbury to meet the challenges of addressing future growth in travel demand in a sustainable manner'*.
- 2.10 The Salisbury Central Area Regeneration Programme comprises a number of brownfield development opportunities that aim to provide *'an improved quality of life for residents, an improved experience for visitors and an improved economic environment for businesses'*. The programme will include measures such as *'an improved public transport system, and a more pedestrian and cyclist friendly city'*.

- 2.11 The Old Sarum development, alongside the adjacent under-construction 'Longhedge Village' development, is classified as a 'mixed use allocation' in Figure 5.14 of the *Core Strategy*. The commercial premises along the southern side of Portway, opposite the Old Sarum development, is classified as a 'principal employment area'.
- 2.12 The Longhedge development is allocated for 450 dwellings in the *Core Strategy* although Wiltshire Council's Scoping Opinion, for the proposals that are the subject of this TS, describes how it is currently being built out for 673 dwellings. In addition, land to the south of the Old Sarum development, adjacent to the airfield, has also been allocated for potential development at Core Policy 25 of the *Core Strategy*.
- 2.13 Core Policy 3 [*Infrastructure Requirements*] requires all new development 'to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal'.
- 2.14 Core Policy 60 [*Sustainable Transport*] relates that 'the council will use its planning and transport powers to help reduce the need to travel... and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire'. Core Policy 61 [*Transport and New Development*] requires that 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. Core Policy 62 places a further requirement on the developer to provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.
- 2.15 Core Policy 63 refers to the emerging Transport Strategies for Chippenham, Trowbridge and Salisbury to help facilitate sustainable development growth. Core Policy 64 [*Demand Management*] refers to, amongst other measures, minimum residential parking standards and smarter choices measures.

Wiltshire Infrastructure Delivery Plan 3: 2011 - 2026 (December 2016)

- 2.16 The *IDP* sets out the infrastructure requirements to support planned new development in the county and formed part of the evidence base for the now-adopted *Core Strategy*. Funds from the Community Infrastructure Levy are expected to contribute towards the funding of these infrastructure requirements.

- 2.17 Five infrastructure projects for the Salisbury Community Area that will be relevant to the proposed development are:
- Park & Ride Schemes;
 - Buses;
 - Intelligent Transport Systems;
 - Walking & Cycling; and
 - Smarter Choices Promotion.
- 2.18 All of them have been prioritised as 'essential' to the delivery of the *Core Strategy* strategic development allocations, and an amber risk rating has been attached to each (meaning that while 'a clear source of funding has been identified it has not been secured, although there may be a statutory duty to provide'). They are also each linked to the *Salisbury Transport Strategy*, for phased delivery over the local plan period of 2011-2026.

Salisbury Transport Strategy Summary (June 2018)

- 2.19 The *Transport Strategy* seeks to ensure that the overall transport network can continue to operate satisfactorily with the level of development proposed within the *Core Strategy* and the *Wiltshire Housing Site Allocations Development Plan Document*. A number of objectives have been identified and the *Strategy* aims to achieve these through a range of measures designed to increase highway capacity and encourage sustainable travel modes.
- 2.20 The *Strategy* aims to optimise use of the Park & Ride facilities within the city, whilst reducing the number of cars parking within Salisbury City Centre. It also proposes improvements to the public transport network with Figure 4-1 of the *Strategy* indicating a public transport scheme from Portway at Old Sarum and the A345 towards Salisbury City Centre, ensuring that at least four buses per hour are provided on Park & Ride service 11 that serves the proposed development. Indicative walking and cycling schemes are also proposed to the east of the proposed development towards Salisbury City Centre (via Green Lane), and to the south and west of Old Sarum.
- 2.21 The *Transport Strategy* reports modelling results that are successful in reducing traffic congestion on the Salisbury highway network, 'with total journeys times in 2026 predicted to reduce by 0.2% in the morning peak hour and 0.4% in the evening peak hour compared to 2016', and thus mitigating the impact of the additional demand for travel. Furthermore, an 8% reduction in average queue lengths in both peak periods is expected.

Wiltshire Local Transport Plan (March 2011)

- 2.22 The local highway authority's third *Local Transport Plan (LTP3)* sets out the council's objectives, implementation plans and targets for transport in Wiltshire. The *LTP3* aims to contribute to the DfT's overarching national transport goals to support economic growth; reduce carbon emissions; promote equality of opportunity; contribute to better safety, security and health; and improve quality of life and a healthy natural environment.
- 2.23 Policy SO12 of the *LTP3* seeks to support planned growth in Wiltshire and ensure that new developments adequately provide for their sustainable transport requirements and mitigate their transport impacts. An identified indicator to measure progress against the aims of this policy includes accessibility from developments to a range of services by walking, cycling or public transport, against which the proposed development rates highly. Indeed, the accompanying *Accessibility Strategy* describes how, in 2011, only 14.8% of households did not have access to a car but that '*through sustainable development and appropriate transport planning the need to own and travel by car could be reduced*'.

Old Sarum, Salisbury, Wiltshire

- 2.24 This *TS* seeks to identify how the objectives identified by the policy context are achieved by the proposed development.

3.0 SITE LOCATION & HIGHWAY NETWORK

Site Description

- 3.1 The proposed development is situated within the boundary covering the outline application for the Old Sarum housing development, an area situated to the north of Portway, Old Sarum. The development is broadly split into two portions to the east and west, with some development connecting the two portions to the north of Salisbury Football Club's ground.
- 3.2 Most of the proposed development for this application will be situated in a parcel of land bounded by Salisbury Football Club's ground in the south-west, Sherbourne Drive in the north-west, Roger Way to the north-east and Bunting Lane to the south-east. This is referred to as Areas A & F.
- 3.3 The remainder of the development within this application will be located at the eastern end of what is referred to as the local centre within the development (Area G), consisting of three blocks featuring apartments on the first and second floors. Shop units were proposed for the ground floor of the western and central blocks (Blocks A and B), and a GP surgery proposed for the eastern block (Block C), with a car parking area located adjacent to Blocks A and B.
- 3.4 The proposed development is planned to replace the proposed GP surgery on the ground floor of Block C. This block is bordered by the Co-op food store and apartments (forming Block B of the local centre) to the south west, a foot and cycleway to the south east (set back from Portway), properties fronting onto Partridge Way to the north east and by car parking serving the apartments within Blocks B and C (including the vacant ground floor reserved for a GP surgery) to the north west.

Local Highway Network

Sherbourne Drive

- 3.5 Forming the spine road through the development, Sherbourne Drive forms a crescent approximately 1.3km long, accessed off of two signalised junctions from Portway.
- 3.6 Streetlighting and footways are provided along the length of the road, mostly adjacent to the carriageway. A small section is separated by a grass verge for approx. 200m at its eastern end. On-street parking is permitted along the entire length, although all properties have off-street parking provided. A 30mph speed limit applies along the entire length,

aided by a sinuous alignment and regular speed tables which help to keep vehicle speeds slow.

- 3.7 Footways along Sherbourne Road are 2m wide, and the road width is 6m for the majority of its length. Bus stops are provided for the southwest-bound direction of travel. Sherbourne Drive serves a number of secondary residential roads.

Roger Way

- 3.8 Roger Way is one of those secondary residential roads, and runs on a northwest to southeast axis, accessed at both ends from priority junctions off Sherbourne Drive. Roger Way forms the north-eastern boundary to the main parcel of land connected with this application, and features 2.0m wide footways along the majority of its length on both sides. The exception to this is along the boundary to this parcel of land, which currently features a 2.0m grassed service margin. The carriageway width of Roger Way is 6.0m. The speed limit on the road is 30mph; there is one speed table on a straight length of the road. Refer to Photographs 3.1 and 3.2.



Photograph 3.1: Roger Way (Looking North) showing main development site



Photograph 3.2: Roger Way (Looking South)

Bunting Lane

- 3.9 Bunting Lane leads southwest from Roger Way as the minor arm of a priority-controlled junction. It forms the south-western boundary to the main parcel of land connected with this application. The road terminates after approximately 70 metres and currently has no turning facility. The carriageway width is 3.5m. A 2.0m-wide footway and streetlighting is provided along the south side of the road. Whilst properties front onto Bunting Lane's southern side, their allocated parking is accessed off Henry Lane to the rear. It is possible to walk to Salisbury Football Club's ground from the end of Bunting Lane. Refer to Photograph 3.3.



Photograph 3.3: Bunting Lane

Portway

- 3.10 Portway forms the main route into and out of the Old Sarum area towards Salisbury City Centre and beyond. This road connects Old Sarum with the A345 (for Salisbury and Amesbury) in the south west and the A388 in the north east (for villages to the northeast of Salisbury). It heads east from Beehive roundabout (at the junction with the A345, adjacent to the Park & Ride site of the same name), and runs for approximately 420m before coming to a 4-arm roundabout serving Ramsbury Drive (which provides a short-cut onto Sherbourne Drive, avoiding traffic signals) and Castle Gate Business Park. A footway is provided along the southern side of the section of road only. It is indicated on the *Salisbury Cycle Map* as a shared footway / cycleway but has no apparent signing to this effect. Street lighting is present on the approaches to the two roundabouts.
- 3.11 Continuing 250m north east, a 4-arm signalised junction can be found, which forms the western access into Sherbourne Drive and access into Lancaster Road / Sarum Business Park

(as shown in Photograph 3.4). The development located on space previously proposed for the GP surgery can be accessed from this junction. A second set of signals can be found 500m from the first and forms the eastern access into Sherbourne Drive and access into Old Sarum Park (as shown in Photograph 3.5). This is the most suitable access for people travelling to and from Roger Way, where the majority of the development in this proposal can be found.

- 3.12 Between Ramsbury Drive and the eastern access into Sherbourne Drive, footways and streetlighting are provided along the vast majority of length. The northern footway is shared with cyclists between Ramsbury Drive, past the western access into Sherbourne Drive, and also the frontage of Area G as far as Partridge Way, with the majority of this length set back from the road by a grass verge and hedgerows.



Photograph 3.4: Portway / Sherbourne Drive (West) / Lancaster Road signalised junction



Photograph 3.5: Portway / Sherbourne Drive (East) / Old Sarum Park signalised junction

- 3.13 Staggered toucan crossings are provided at both signalised junctions for Sherbourne Drive. These enable pedestrians from the housing development to cross to the southern side of

Portway, where a footway leads alongside the road to Green Lane. A traffic-free cycle route continues south from the end of Green Lane towards Salisbury. Cyclists would need to travel on-road between Partridge Way and Green Lane.

- 3.14 From Beehive Roundabout and alongside the Old Sarum development, Portway is subject to a 40mph speed limit. Beyond the development it is subject to the national speed limit (60mph).

Personal Injury Accidents

- 3.15 For personal injury accident data, this Report has referred to the information provided by the Crashmap.co.uk website. Whilst Crashmap.co.uk does not contain full accident descriptions and causation factors, it does provide useful information relating to accident frequency, severity and vehicles involved.
- 3.16 The extent of the study area, consists of the Old Sarum development, a 1.5km section of Portway, between the eastern end of the development (and adjacent to the entrance into Throgmorton Hall) and Beehive roundabout, plus a 500m section of the A345 road to the north and south of the same roundabout.
- 3.17 The most recent five-year period of data available from Crashmap.co.uk covers the period from 1st January 2015 to 31st December 2019. The results are summarised below in Table 3.1.

Table 3.1: Summary of Personal Injury Accidents within the vicinity of the proposed site [Period 1st January 2015 to 31st December 2019 inclusive]

Year	2015	2016	2017	2018	2019
	3	2	3	3	2

Severity	<i>Slight</i>	<i>Serious</i>	<i>Fatal</i>
Accidents	12	1	0
Casualties	15	3	0

- 3.18 From Table 3.1 it can be determined that there has been a total of 13 personal injury accidents within the study area, of which 12 were recorded as 'slight' in severity, and one was recorded as 'serious'. There were no fatal accidents recorded within the study period. The accidents resulted in a total of 18 injuries (which included two pedal cyclists, one motorcyclist and two pedestrians), three of which were serious.

- 3.19 Five of the accidents were reported either on or along the approaches to Beehive roundabout, which included the serious accident. The single accident reported on the southern approach involved two goods vehicles. Both accidents reported on the northern approach involved at least two cars, with the serious accident involving a young driver. Those accidents reported on the roundabout involved a car and a motorcycle, and a single car.
- 3.20 All of the remaining accidents were recorded along Portway. Two accidents were recorded between Beehive and Ramsbury Drive / Castlegate Business Park roundabouts - one at the Assisi Travel car park involving a single car and a pedestrian, and the other involving four vehicles (including at least one pedal cycle and a young driver).
- 3.21 Two accidents were reported close to the western junction with Sherbourne Drive, both involving two cars (one involving a young driver). Two accidents were reported at the eastern junction with Sherbourne Drive - both involving at least one goods vehicle and at least one car. One accident involving a goods vehicle and a pedestrian was reported midway between the two junctions (adjacent to Partridge Way), and a further accident involving a car and a pedal cycle was reported at the junction with Green Lane.
- 3.22 No accidents were reported within the Old Sarum development, except for those recorded on Portway.
- 3.23 The accident record within the study area has been consistent between 2015 and 2019, Over the five-year period only 2.6 accidents per year have been recorded on average within the study area.
- 3.24 As the A345 is a busy road, it is understandable that road accidents will take place along it; however, the number of accidents recorded at Beehive Roundabout where it meets Portway has been very low. Only one accident was recorded on the roundabout each year between 2015 and 2016, with no accidents recorded since then. No accidents have been recorded on either the northern or southern approaches to the roundabout since 2018. Accidents that were recorded along Portway were spread across the road, with only a small number of accidents recorded at the main access point into the proposed development (Sherbourne Drive east).



- 3.25 Based on the low numbers of accidents, particularly at access points into the parcels of proposed development, CEC considers that there are no highway safety reasons associated with either Portway or Beehive roundabout to preclude the development as proposed.

4.0 DEVELOPMENT PROPOSALS

- 4.1 The proposed development comprises of 53 dwellings. 46 of these will be located within the parcel of land situated between Roger Way and Salisbury City Football Club's ground (referred to as Areas A & F). The remaining seven dwellings will take the place of the consented GP surgery, situated on the ground floor of apartment Block C situated off Crosier Close, close to the Sherbourne Drive (west) / Portway signalised junction (referred to as Area G).

Areas A & F Proposals

- 4.2 Drawing No. 1377-100(P3) [*Planning Layout*] (by The Noble Consultancy), and contained within Appendix 2, shows the following residential development schedule for Areas A & F:

Private Units

- 4 No. two bedroom houses; and
- 28 No. three bedroom houses.

Affordable Units

- 2 No. one bedroom apartments;
- 6 No. two bedroom houses;
- 5 No. three bedroom houses; and
- 1 No. four bedroom house.

Area G Proposal

- 4.3 Area G originally formed part of the wider local centre for the development (as shown in Photograph 4.1), split into three blocks. 'Block C' located at the eastern end of the local centre consisted of 14 No. affordable apartments on the first and second floors, with the ground floor reserved for a proposed GP surgery, as shown on Drawing No. 149-100-01 [*Local Centre Planning Layout*] (by Westbury Partnerships) within Appendix 2. As shown in Photograph 4.2, the area reserved for the GP surgery remains vacant. The proposal is to convert the ground floor into seven affordable apartments:

Affordable Units

- 2 No. one bedroom apartments; and
- 5 No. two bedroom apartments.



Photograph 4.1: Old Sarum 'Local Centre'



Photograph 4.2: The Vacant Ground Floor of Block C of the Local Centre, forming the site of Area G

Car Parking

- 4.4 Wiltshire Council's *LTP3* has an accompanying '*Car Parking Strategy*' (March 2015). This document sets out the following relevant car parking standards (minima):
- 1-bedroom dwellings: 1 space per unit;
 - 2 - 3-bedroom dwellings: 2 spaces per unit;
 - 4+ bedroom dwellings: 3 spaces per unit; and
 - visitor parking: 0.2 spaces per unit (unallocated).
- 4.5 Garages measuring 6.0m x 3.0m internally may count towards the parking requirement. Whilst the standards should ensure sufficient parking is provided in new developments,

there is an element of flexibility allowed, where specific circumstances can be demonstrated.

- 4.6 For Areas A & F the abovementioned *Planning Layout* shows that a total of 90 allocated parking spaces together with seven visitor parking spaces have been provided. The allocated spaces will be a mixture of driveway, garage and on-street parking spaces, whilst all visitor spaces will be located on-street.
- 4.7 For the reserved matters application relating to the proposed local centre, it was proposed for 20 parking spaces (including one disabled space) to be allocated for the GP surgery, located in the parking area directly to the north of the Block C, as shown in Drawing No. 21678 PP-01(D) [*Local Plan Centre Parking Plan*] (by Barton Willmore) and contained within Appendix 2.
- 4.8 The requirement for the replacement residential units within Block C is a minimum of 13 parking spaces (including one visitor space), based on the above parking standards. As part of the revised proposals shown in the abovementioned *Local Centre Planning Layout*, 16 of the spaces previously allocated for the GP surgery will be retained for the new apartments (space used by the other four will be used for a new bicycle and refuse store). 12 of the spaces will be allocated to the apartments, and four will be allocated for visitors.

Cycle Parking

- 4.9 Wiltshire Council's *LTP3 Cycling Strategy* (March 2014) provides the following minimum cycle parking standards for houses and flats:
- 1 covered space per bedroom for up to 3-bedroom dwellings;
 - 3 covered spaces per unit for 4-bedroom dwellings; and
 - 1 visitor space per 20 bedrooms.
- 4.10 The *Cycling Strategy* advises that cycle parking should be in an internal area or within a covered, lockable enclosure, i.e. garage, shed or locker. There should be suitable access to the highway. Where cycle parking is provided in a garage, this is additional to space for car parking. Cycle sheds in front gardens are permitted but should be an appropriate size and design and / or appropriately screened so as not to create a visual intrusion. For flats, parking may be provided in communal hallways, so long as it is in a lockable enclosure or the cycle frame may be locked to an immovable object and there is suitable access to the

highway. Table 4.1 shows the number of cycle parking spaces proposed, based on the accommodation schedules shown in Paragraphs 4.2 and 4.3.

Table 4.1: Cycle Parking Space Allocation

Size of Dwelling	Number of Dwellings	Proposed Number of Allocated Spaces	Total Number of Spaces Proposed
One-bedroom Apartment	4	One space per unit	4 spaces
Two-Bedroom House	10	Two spaces per unit	20 spaces
Two-Bedroom Apartment	5	Two Spaces Per Unit	10 Spaces
Three-Bedroom House	33	Three spaces per unit	99 spaces
Four-Bedroom House	1	Three spaces per unit	3 spaces
Visitor Parking Spaces	53	1 space per 20 bedrooms	7 spaces

- 4.11 Based on the number of bedrooms the development will provide secure cycle storage to accommodate at least 143 bicycles.
- 4.12 Two cycle storage areas will be provided to cover all of the apartments within Block C (both existing apartments as well as those proposed as part of Area G). One of these will be the existing storage area located at the western end of the block. The existing cycle storage area located at the eastern end of Block C will be replaced with a new storage area located at the south eastern corner of the car parking area just to the north of Block C (as shown in Drawing No. 149-100-01 [*Local Centre Planning Layout*] (by Westbury Partnerships) within Appendix 2).
- 4.13 Cycle parking for the units within Areas A & F will be accommodated either in garages (for those properties with them), or in sheds located within private gardens.

Proposed Means of Vehicular Access

Areas A & F

- 4.14 As can be seen from Drawing No. 1377-100(P3) [*Planning Layout*] (by the Noble Consultancy), in Appendix 2, site access to this parcel of land will be from Roger Way. Residents of Plots 1 to 7 will use the already established Bunting Lane to access parking spaces for their properties from Roger Way. Two separate accesses off Roger Way will be created, one to access parking for Plots 13 to 23, and another to access parking for Plots 30 to 37. A private drive will be created to provide access to parking for Plots 44 to 46. Parking for all other Plots will front onto Roger Way.

Area G

- 4.15 Vehicular access for Area G will be from Sherbourne Drive (west) via Crosier Close into the parking area located to the rear of the Local Centre.

Pedestrian / Cycle Access

Areas A & F

- 4.16 A new footway will be created along Roger Way between Sherbourne Drive and Bunting Lane on the south western side, which will bridge the gap between the two points, and provide continuous footway provision along Roger Way. A new footway will also be provided along the north western side of Bunting Lane to serve the new properties facing onto this road. The two new accesses will feature footways on both sides connecting onto all other properties that do not face onto Roger Way, whilst those that do face onto this road, will have individual footpaths leading off of the footway.

Area G

- 4.17 The proposed residential units front onto the existing foot and cycleway located off Portway between Sherbourne Drive (west) and Partridge Drive, with entrances into the proposed units leading directly from the foot and cycleway. Controlled toucan crossings are located approximately 600m to the south west of the entrances providing a safe walking and cycling route towards Beehive Roundabout.

Refuse Collection

- 4.18 CEC Plan 5598/206 [*Refuse Vehicle Swept Path Analysis*] in Appendix 1 illustrates that the proposed layout for Areas A & F can accommodate a refuse collection vehicle with dimensions of 11.3m x 2.6m. The site layout has been designed with wide turning points at the western end of each proposed access point and also at Bunting Lane to make it easier for larger vehicles to perform turning movements.
- 4.19 Two refuse storage areas will be provided within Block C (covering existing apartments and the apartments proposed as part of Area G). The existing storage area at the western end of Block C will be retained, but a new storage area located at the south eastern end of the car park for Block C, will replace the existing storage area at the eastern end of the block.
- 4.20 Refuse will be collected in the same manner as that currently adopted for existing apartments in Blocks B and C, with refuse vehicles performing a circuit of the car parking area to the rear of Block C.

5.0 ACCESSIBILITY & SUSTAINABILITY

Introduction

- 5.1 Both national and local planning policy stress the need for new development to be provided in locations with good accessibility by non-car modes of transport. This accessibility is a central feature influencing the overall sustainability of a site, and its potential impacts on the surrounding transport networks. As stressed by the *NPPF*, development that is sustainable should go ahead '*without delay*'. This Section sets out the application site's accessibility by walking, cycling, and public transport, and demonstrates how it is situated in a sustainable location. It also identifies the locations of important day-to-day services and facilities such as schools and supermarkets in relation to the site, and considers how these facilities can be reached by sustainable modes. Refer also to CEC Plan 5598/202 [*Accessibility Plan*], located within Appendix 1.

Access to Key Services

- 5.2 The development will be well placed to take advantage of the infrastructure, services and facilities that already operate within the Old Sarum development. This includes Old Sarum Primary School and nursery, Old Sarum community centre and Local Centre.
- 5.3 Table 5.1 identifies the distances to the nearest services and facilities in relation to the middle of Areas A & F. Distances from Area G are expected to be lower as this is located closer to Portway.

Table 5.1: Approximate Distances to Local Services

Description	Approx. Distance from Site by car	Approx. Distance from Site for walking/cycling	Local Service
Convenience Store	950m (0.6 miles)	950m (0.6 miles)	Co-op Food, 1 Crosier Close, SP4 6GX
Supermarket	6.4km (4.0 miles)	3.1km (1.9 miles)	ALDI, London Road, SP1 3HP
	4.8km (3.0 miles)	4.5km (2.8 miles)	Waitrose & Partners, Churchill Way West, SP2 7TS
Bank	6.3km (3.9 miles)	4.9km (3.1 miles)	Lloyds Bank, 38 Blue Boar Row, SP1 1DB
Gym / Leisure Facilities	1.0km (0.6 miles)	1.0km (0.6 miles)	Sarum CrossFit, 11 Lancaster Rd, SP4 6FB
Hairdresser	450m (0.3 miles)	450m (0.3 miles)	Essential Beauty, SP4 6FP

Description	Approx. Distance from Site by car	Approx. Distance from Site for walking/cycling	Local Service
	1.1km (0.7 miles)	1.1km (0.7 miles)	Serene Beauty, 22, Portway Business Centre, SP4 6QX
Petrol Station	6.3km (3.9 miles)	2.7km (1.7 miles)	Four Acres BP, London Road, SP1 3HP
Post Office	6.5km (4.0 miles)	3.3km (2.1 miles)	Bishopdown Post Office, 35 Barrington Road, SP1 3JD
Public House	2.8km (1.7 miles)	2.4km (1.5 miles)	The Old Castle, Old Castle Road, SP1 3SF
Dentist	6.8km (4.2 miles)	3.1km (1.9 miles)	Bishopdown Farm Dental Practice, 28 St Clements Way, SP1 3FF
Doctors / GP	6.8km (4.2 miles)	3.1km (1.9 miles)	Bishopdown Surgery, 28 St Clements Way, SP1 3FF
Pharmacy	6.8km (4.3 miles)	3.1km (1.9 miles)	Bishopdown Pharmacy, St Clements Way, SP1 3FF
Primary School (and Nursery)	750m (0.5 miles)	750m (0.5 miles)	Old Sarum Primary School, 15 Pheasant Drive, SP4 6GH
Secondary Schools (with Sixth Forms)	4.2km (2.6 miles)	3.8km (2.4 miles)	South Wilts Grammar School for Girls, Stratford Road, SP1 3JJ
	6.5km (4.1 miles)	3.9km (2.4 miles)	St Edmund's Girls School, St Joseph's School, & Wyvern College
College	5.8km (3.6 miles)	5.6km (3.5 miles)	Salisbury UTC, Wilton Road, SP2 7EU
	6.6km (4.1 miles)	5.5km (3.4 miles)	Wiltshire College, SP1 2JW
Railway Station	5.5km (3.4 miles)	5.3km (3.3 miles)	Salisbury Railway Station

5.4 Although now superseded by the *NPPF, Planning Guidance Document PPG13: Transport* outlines that walking is the most important mode of travel at the local level and '*offers the greatest potential to replace short car trips, particularly under 2 kilometres*'. That guidance document also outlines that cycling can replace car trips up to 5km in distance travel.

5.5 It can be seen from Table 5.1 that approximately five of the identified services and facilities lie within the aforementioned walking distance of 2.0km. An additional two of the identified amenities lie only a little beyond this distance (<3km). All of the identified amenities lie within the aforementioned 5.0km cycling distance, apart from the two colleges and the railway station. In addition, for nearly all amenities, the walking or

cycling distance is shorter than the distance by road, due to the high permeability of the local area for travel by these modes, including direct routes to the town centre (via Ford Village). Accordingly, there is significant potential for short journeys to be made by sustainable modes of transport.

- 5.6 Details of locations within Salisbury that may attract people from the proposed development are shown in the following paragraphs. Refer also to CEC Plan 5598/202 [*Accessibility Plan*] contained within Appendix 1. Journey times to these destinations are calculated based on a walking speed of 1.4 meters per second³ and a cycling speed of 12kph⁴.

Employment

- 5.7 Principal employment areas in Salisbury, easily accessed from the proposed development site include:
- Old Sarum Park (450m / 0.3 miles / 5-minute walk / 2-minute cycle);
 - Sarum Business Park (950m / 0.6 miles / 11-minute walk / 5-minute cycle);
 - Castle Gate Business Park (1.3km / 0.8 miles / 15-minute walk / 6-minute cycle); and
 - Churchfields Industrial Estate, Salisbury (6.0km / 3.8 miles / 30-minute cycle).
- 5.8 The first three principal employment areas are situated along Portway, and are within easy walking distance from the proposed development. Churchfields Industrial Estate can be accessed using National Cycle Network Route 45, which is detailed below.

Education

- 5.9 A new primary school has been opened as part of the Old Sarum development, located off Sherborne Drive (west). Old Sarum Primary School is approximately nine minutes' walk from the proposed development (approximately 750m away). The close proximity of the school will therefore help to counter the trend reported in the *National Travel Survey 2017* for the average distance travelled for education purposes increasing by 25% to 2.5 miles since 1995/97.
- 5.10 There are four secondary schools located to the south of the development, approximately 45-55 minutes' walk or within 19-20 minutes on a bicycle.

³ *Providing for Journeys on Foot, CIHT*

⁴ As recommended by the DfT

- 5.11 The closest to the development is the South Wilts Grammar School, located approximately 3.8km (2.4 miles) to the south west of the development. It can also be accessed using local bus services from Old Sarum, with a journey time of 13 minutes. The school is restricted to females aged 11-16 who pass their 11+ entry test. It also has a sixth form which is open to pupils of all genders (and is the nearest post 16 education establishment to the development).
- 5.12 Most secondary pupils will travel to schools located approximately 3.9 to 4.3km to the south east of the development (2.4-2.6 miles) situated in Laverstock. These are:
- Wyvern Boys College (Church of England);
 - St Edmunds Girls School (Church of England); and
 - St Joseph's School (Catholic - Mixed).
- 5.13 The *National Travel Survey 2017* reports that 35% of children aged 11-16 walk to school albeit, with the walking and cycling distance to the existing schools being shorter than the equivalent journey by car, it is expected that the proportion walking from the proposed development will be higher than this.

Shopping, Leisure and Recreation

- 5.14 As mentioned in Section 2.0 a small local centre is located at the western side of Sherbourne Drive, close to the signalised junction with Portway. This includes a Co-Op convenience store, which is open seven days a week from early morning until late evening, on the ground floor, located approximately 950m (0.6 miles) from the Areas A & F (11 minutes' walk or 5-minute cycle), and adjacent to the Area G.
- 5.15 The nearest supermarket is an ALDI located on London Road, approximately 3.1km to the south east (37 minutes' walk or 16 minutes cycle), and can be accessed via the direct cycle route from Portway to Ford Village, which cannot be taken by cars (resulting in a similar journey time to cycling).
- 5.16 Waitrose & Partners supermarket is located on Churchill Way, close to the A345, approximately 4.5km (2.8 miles), to the south west of the development. It is a 23-minute cycle ride or a 20-minute bus journey from the proposed development. Additional retail outlets such as Sports Direct, Home Sense and Smyths Toy Superstore can also be found here.

- 5.17 The nearest large leisure centre is Five Rivers Leisure Centre (4.6km or 2.9 miles), located to the south west of South Wilts Grammar School, and reached in 23 minutes by bicycle. Bus services from the development also operate close to the leisure centre and stop at bus stops on the A345 (Castle Roundabout / Butts Road).
- 5.18 Most other shopping, leisure and recreation facilities can be found in Salisbury city centre, where the nearest cinema, most high street chains and a number of bars and restaurants are located. New Canal, which is located centrally within the city centre is 5.1 km (or 3.1 miles) from the proposed development, and is within a 25-minute bus or cycle ride.

Other Facilities

- 5.19 The nearest medical facilities (including GP surgery, dental practice and pharmacy), are located in the Bishopdown suburb (approximately 3.1km or 1.9 miles away). It is a 16-minute cycle ride or 37-minute walk, with pedestrians and cyclists able to take advantage of the cycle route between Portway and Ford. The nearest Accident & Emergency facility is located to the far south of Salisbury at the district hospital (7.8km or 4.8 miles from the development).
- 5.20 A number of residents may choose to travel to destinations outside of Salisbury for work (and other activities). These destinations are described in the public transport section below.

Walking and Cycling Network

- 5.21 Pedestrians and cyclists are well catered for in the vicinity of the proposed development, partly by virtue of the dedicated infrastructure that has been provided for them as part of the development. Within the proposed and adjacent development parcels, design speeds are low, helping to provide a safe environment for these road users. Footways are provided along the majority of the roads within the development, with shared spaces present where vehicle volumes are low.
- 5.22 A shared footway / cycleway is provided along the southern side of Portway from the A345 Beehive roundabout to the south western corner of the Old Sarum development adjacent to the roundabout connecting Ramsbury Drive and Castle Gate Business Park. At this point the shared footway / cycleway crosses to the opposite side of the road over the southern section of Ramsbury Drive and along the northern side of Portway, as far as the western access into Sherbourne Drive.

- 5.23 A further shared footway and cycleway is provided from the eastern access into Sherbourne Drive, where a toucan crossing facilitates safe crossing over to the southern side of Portway where access can be made into Green Lane, which provides a shortcut for pedestrians and cyclists heading south west. A section of Green Lane between Portway and Ford is traffic free.
- 5.24 A largely traffic free route from the A345 into Salisbury city centre is provided using the shared footway / cycleway alongside the A345, which then crosses to the south of Old Sarum Fort. This joins the National Cycle Network route 45 (NCN45) to the south of Stratford Road alongside the Avon Valley Nature Reserve, and the River Avon into the city centre.
- 5.25 NCN45 also heads northwards on-road along Stratford Road towards Amesbury. National Cycle Network route 24 (NCN 24) can be accessed from Salisbury city centre, which along the southern edges of the city centre is largely traffic free. From Salisbury city centre NCN24 operates on-road towards Wilton and Warminster in the west and Alderbury and Romsey in the south east.

Public Transport - Bus

Existing Service Provision

- 5.26 As noted in the *Transport Assessment* for the outline application covering the Old Sarum development, a proposal was made for a bus service to operate a circular route around the development. This bus service has now been implemented providing a direct service from the development into Salisbury city centre.
- 5.27 Bus stops (many with shelters) are spread throughout the development, enabling the proposed development to be located within close proximity to a bus service. The nearest bus stop to Areas A & F is located on Sherbourne Drive (Robin Road Stop) (approx. 130m from the centre of Roger Way) close to the junction with Norman Drive. This bus stop features a bus flag and timetable information. For Area G the nearest bus stop is located on Portway (Partridge Way), approximately 120m from the site, and approximately 450m to the south of Areas A & F. This features a shelter, flag and bus timetable information.
- 5.28 Table 5.2 below summarises the existing bus services that operate from Sherbourne Drive and Portway, as well as services operating from the A345 (Beehive Bus Stop), located approximately 1.5km from the site, which provides bus services during late evenings.

Table 5.2: Summary of existing bus services operating close to the site

Service No.	Bus Stop	Route	Typical Frequency
X4 Salisbury Reds	Beehive	Salisbury City Centre - Castle Road - Beehive - Boscombe Down - Amesbury - Durrington - Larkhill	MONDAY - SATURDAY Approx. every 30 mins 06:00-19:00, then every 60 mins until 23:00 SUNDAY & PUBLIC HOLIDAYS Approx. every 60 mins 08:30-17:30
	Robin Road / Partridge Way	Diverts at Beehive to serve Old Sarum Estate	MONDAY - SATURDAY Approx. every 60 mins 20:00-23:00 NO SUNDAY SERVICE
X5 Salisbury Reds	Beehive	Salisbury City Centre - Castle Road - Beehive - Amesbury - Durrington - Upavon - Pewsey - Marlborough - Chisledon - Swindon	MONDAY - SATURDAY Approx. every 60 mins 07:00-17:00 NO SUNDAY SERVICE
Activ8 Salisbury Reds / Stagecoach	Beehive	Salisbury City Centre - Castle Road - Beehive - Amesbury - Bulford - Tidworth - Ludgershall - Andover	MONDAY - SATURDAY Approx. every 30 mins 06:00-18:30 Then every 60 mins until 23:30 SUNDAYS Approx. every 60 mins 09:00-22:00
Red 11 Park & Ride 11 Salisbury Reds	Robin Road / Partridge Way	Salisbury City Centre - Castle Road - Beehive Park & Ride (Park & Ride 11 only) - Old Sarum Estate	MONDAY - SATURDAY (& PUBLIC HOLIDAYS) Approx. every 12-15 mins 0620-1915 SUNDAYS Approx. every 60 mins 08:45-17:45
67 X67 Stagecoach South	Partridge Way	Tidworth - Shipton Bellinger - Newton Tony - Porton - Old Sarum - Castle Road - Salisbury City Centre	WEEKDAYS 3 return journeys SATURDAYS 2 return journeys

5.29 As can be seen from Table 5.2 a frequent bus service is provided directly to residents living in the proposed development into Salisbury city centre, seven days a week until late in the evening. This meets with best-practice guidance from CIHT (*Planning for Public Transport in Developments* (1999)), who suggest that 'new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop'.

5.30 At least a further five buses an hour (Monday to Saturday daytime) to Salisbury can be accessed from the A345 (Beehive bus stop), which is approximately 16 minutes' walk from the proposed development and located at the western end of Portway. This bus stop also provides direct bus services to Amesbury, Tidworth, Andover, Marlborough and Swindon, where many of the residents of Old Sarum may work or wish to visit. Additional bus services to Bournemouth, Poole and Devizes can be accessed from Salisbury city centre.

Public Transport - Rail

- 5.31 Salisbury rail station is situated 5.3km (3.3 miles) walking / cycling distance from the proposed development. The station is situated on the Exeter to London Main Line (served by South Western Railway), which crosses the Wessex Main Line at this point (served by GWR).
- 5.32 Table 5.3 summarises the service frequency to principal destinations from Salisbury station, many of which can be reached by direct services. The table demonstrates that the town is well connected to other urban centres by sustainable means, including London, Basingstoke, Bath, Bristol, Southampton and Portsmouth, which are important employment centres outside Salisbury, as well as popular retail and recreational destinations.

Table 5.3: Summary of Services Available from Salisbury Station

Destination	Typical Journey Time	Typical Frequency	Weekend Services
London Waterloo	1 hour 32 minutes	Approx. 2 trains per hour	Sat: Approx. 2 trains per hour Sun: Approx. 1 train per hour
Woking (for Heathrow Airport)	1 hour 2 minutes	Approx. 2 trains per hour	Sat: Approx. 2 trains per hour Sun: Approx. 1 train per hour
Basingstoke via Andover	41 minutes	Approx. 2 trains per hour	Sat: Approx. 2 trains per hour Sun: Approx. 1 train per hour
Yeovil Junction	49 minutes	Approx. 1 train per hour	Approx. 1 train per hour
Exeter St David's via Honiton	1 hour 51 minutes	Approx. 1 train per hour	Approx. 1 train per hour
Portsmouth Harbour via Fareham	1 hour 20 minutes	Approx. 1 train per hour	Approx. 1 train per hour
Southampton via Romsey	32 minutes	Approx. 1 train per hour	Approx. 1 train per hour
Trowbridge via Westbury	39 minutes	Approx. 1 train per hour	Approx. 1 train per hour
Bath Spa	57 minutes	Approx. 1 train per hour	Approx. 1 train per hour
Bristol Temple Meads	1 hour 10 minutes	Approx. 1 train per hour	Approx. 1 train per hour
Cardiff Central via Newport	2 hours 2 minutes	Approx. 1 train per hour	Approx. 1 train per hour

Destination	Typical Journey Time	Typical Frequency	Weekend Services
Great Malvern Via Gloucester	3 hours 18 minutes	3 return journeys	Sat: 2 return journeys Sun: Change at Bristol
Brighton Via Worthing	2 hours 7 minutes	1 return journey	Sat: 1 return journey Sun: 2 return journeys

- 5.33 Salisbury Station can be reached in approximately 25 minutes by bike, and there is cycle parking available at the station for 110 bicycles. Bicycles can also be taken on board most trains, however on trains from London Waterloo, Basingstoke and Exeter to Salisbury these need to be reserved, and cannot be taken on board trains on weekdays that are due to arrive at London Waterloo between 07:15 and 10:00, and due to depart from London Waterloo between 16:45 and 19:00.

Summary

- 5.34 This Section of the Report has demonstrated that future residents of the proposed development will not be reliant on the private car.
- 5.35 A primary school is situated within a ten-minute walk of the site, whilst existing secondary schools and employment areas are situated within a comfortable cycling distance that is typically shorter than the route by motor vehicle.
- 5.36 Frequent bus services operate from bus stops located in close proximity to the proposed development directly into Salisbury town centre, with frequent bus services to nearby towns available in close proximity to the development at the western end of Portway.
- 5.37 Salisbury railway station lies within a comfortable cycling distance and offers access to a number of other centres for a wider retail, recreation and employment offer. Future residents could potentially travel to work in Southampton, for example, within an hour's commute of the site using a bicycle and train.

6.0 PREDICTED FUTURE VEHICLE TRIP GENERATION

- 6.1 This Section of the Report considers the predicted vehicular trip generation of the proposed development. To estimate the vehicular trips predicted to be generated from both parcels of land, the TRICS database (version 7.7.4) has been used, assessing sites within England (outside of London), Scotland and Wales.
- 6.2 For Areas A & F, the TRICS category 'Residential - Mixed Private / Affordable Housing' was used. Developments of up to 100 dwellings located on the edge of town were selected. This resulted in 17 sites being available. Each site was assessed individually to determine whether the location was comparable to the application site.
- 6.3 Following a review of each survey site, nine sites were removed from the selection for the following reasons:
- seven sites were removed as they were served by a much higher level of public transport than comparable; and
 - two sites were removed as they were served by a much lower level of public transport.
- 6.4 The assessment and filtering process resulted in eight survey sites being selected from the TRICS database with a comparable location and level of public transport. The TRICS analysis resulted in predicted vehicle trip generation rates per dwelling. Tables 6.1 and 6.2 summarise the vehicle trip generation rates and predicted number of vehicle trips for the weekday AM (08:00 to 09:00) and PM (17:00 to 18:00) peak hour periods.

Table 6.1: Vehicle Trip Generation Rates for Residential Houses (Per Unit)

Mixed Affordable / Private Housing	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0.099	0.311	0.410
PM Peak Hour (17:00-18:00)	0.303	0.172	0.475

Table 6.2: Predicted Volume of Vehicle Trips for Proposed Residential Houses - Areas A & F (46 Units)

Mixed Affordable / Private Housing	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	5 vph	14 vph	19 vph
PM Peak Hour (17:00-18:00)	14 vph	8 vph	22 vph

vph = vehicles per hour

- 6.5 For Area G, the TRICS category 'Residential - Affordable / Local Authority Flats' was used. Developments of up to 30 dwellings located on the edge of town or in neighbourhood centres were selected. This resulted in seven sites being available.
- 6.6 The same assessment process was used as before, with five sites removed from the selection, as all were served by a much higher level of public transport than considered comparable. This resulted in two sites with a comparable location and level of public transport. Tables 6.3 and 6.4 summarise the vehicle trip generation rates per dwelling and predicted number of vehicle trips for the weekday AM and PM peak hour periods.

Table 6.3: Vehicle Trip Generation Rates for Affordable Apartments (Per Unit)

Affordable / Local Authority Flats	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0.077	0.077	0.154
PM Peak Hour (17:00-18:00)	0.115	0.154	0.269

Table 6.4: Predicted Volume of Vehicle Trips for Proposed Apartments - Area G (7 Units)

Affordable / Local Authority Flats	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	1 vph	1 vph	2 vph
PM Peak Hour (17:00-18:00)	1 vph	1 vph	2 vph

vph = vehicles per hour

- 6.7 Full TRICS outputs are contained within Appendix 3.

Proposed Development - Total Predicted Volume of Vehicle Trips

- 6.8 Based on the above assessments; Table 6.5 shows the proposed volume of vehicle trips for both Areas A & F, and Area G combined.

Table 6.5: Predicted Volume of Vehicle Trips for Old Sarum Development (53 Units)

Affordable / Local Authority Flats	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	6 vph	15 vph	21 vph
PM Peak Hour (17:00-18:00)	15 vph	9 vph	24 vph

vph = vehicles per hour

- 6.9 As can be seen from Table 6.5 A total of 21 two-way vehicle trips is predicted to be generated during the AM peak hour, with a total of 24 two-way trips predicted during the PM peak hour.

7.0 SUMMARY & RECOMMENDATIONS

7.1 This TS has been prepared by CEC on behalf of Persimmon Homes (Wessex) in respect of a planning application for a development comprising a total of 53 dwellings at Old Sarum, north of Salisbury.

7.2 In accordance with relevant transport planning policy, this Report has considered the highway, traffic and transportation issues associated with the proposed development and its conclusions are thus:

- the development lies within close proximity to a number of local facilities, including a primary school, nursery, convenience store, gym and hairdresser, as well as a number of business parks located along the southern side of Portway, providing potential employment opportunities to residents. All of these are accessible by foot and bicycle;
- the development is located in close proximity to off-road foot and cycle routes that provide links to secondary schools, the nearest supermarket, the nearest GP, dentist and pharmacy and the nearest post office, providing a more direct route to these facilities than can be made by car;
- additional foot and cycle routes are available, providing largely traffic free routes into Salisbury city centre via National Cycle Network Route 45;
- regular bus services are available from Sherbourne Drive and The Portway directly into Salisbury city centre. Additional bus services can be accessed from Beehive Roundabout, providing links to Amesbury, Swindon, Marlborough, Tidworth and Andover within reasonable walking distance;
- car and cycle parking will be provided in accordance with the standards of Wiltshire Council's *Car Parking Strategy* and *Cycling Strategy* respectively;
- data obtained from Crashmap.co.uk confirms that over a five-year period from January 2015 to December 2019 only twelve personal injury accidents covering the development site, an area of Portway between Beehive Roundabout and Throgmorton Hall, and the northern and southern approaches to Beehive Roundabout. Five of these were recorded on or on the approaches to Beehive Roundabout, with the remainder spread fairly evenly across Portway;
- roads within the vicinity of the Old Sarum development such as Sherbourne Drive and Ramsbury Drive have an excellent highway safety record, with no personal injury accidents recorded along these roads during the same period;
- swept path analysis has been carried out along the main accesses into Areas A & F, which show that a refuse vehicle can safely negotiate its way onto and through the

development, and Area G is part of an existing building that is already served by such vehicles;

- a TRICS exercise undertaken to inform this Report predicts that only 21 two-way vehicle movements can be expected to be generated by the combined developments during the AM peak hour period and some 24 two-way vehicle trips during the PM peak hour period; and
- it is not expected that the additional traffic generated from the proposed development will pose a significant risk to highway safety within the vicinity of the development.

7.3 Based on the information provided above, and when assessing the proposal in the context of the *National Planning Policy Framework* (2019), it is concluded that there will be no severe residual cumulative impacts resulting from the development nor an unacceptable impact on highway safety and that, accordingly, this application should not be prevented or refused on highways grounds.

Cole Easdon Consultants Limited
April 2021

Appendix 1

Scale: 1:12,500

Old Sarum Development
Outline Planning
Consent Boundary

Longhedge Cottages

AREA A & F

Beehive Park & Ride

AREA G

OLD
SARUM

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Scale: 1:50,000

Old Sarum Development

SALISBURY

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Job Title:

Old Sarum, Salisbury
Wiltshire

Drawing Title:

Site Location Plan

Client:

Persimmon Homes
(Wessex)

Drawn By

CGC

Checked By

KRA

Date Drawn

January 2019

Drawing No.

Plan 5598/201

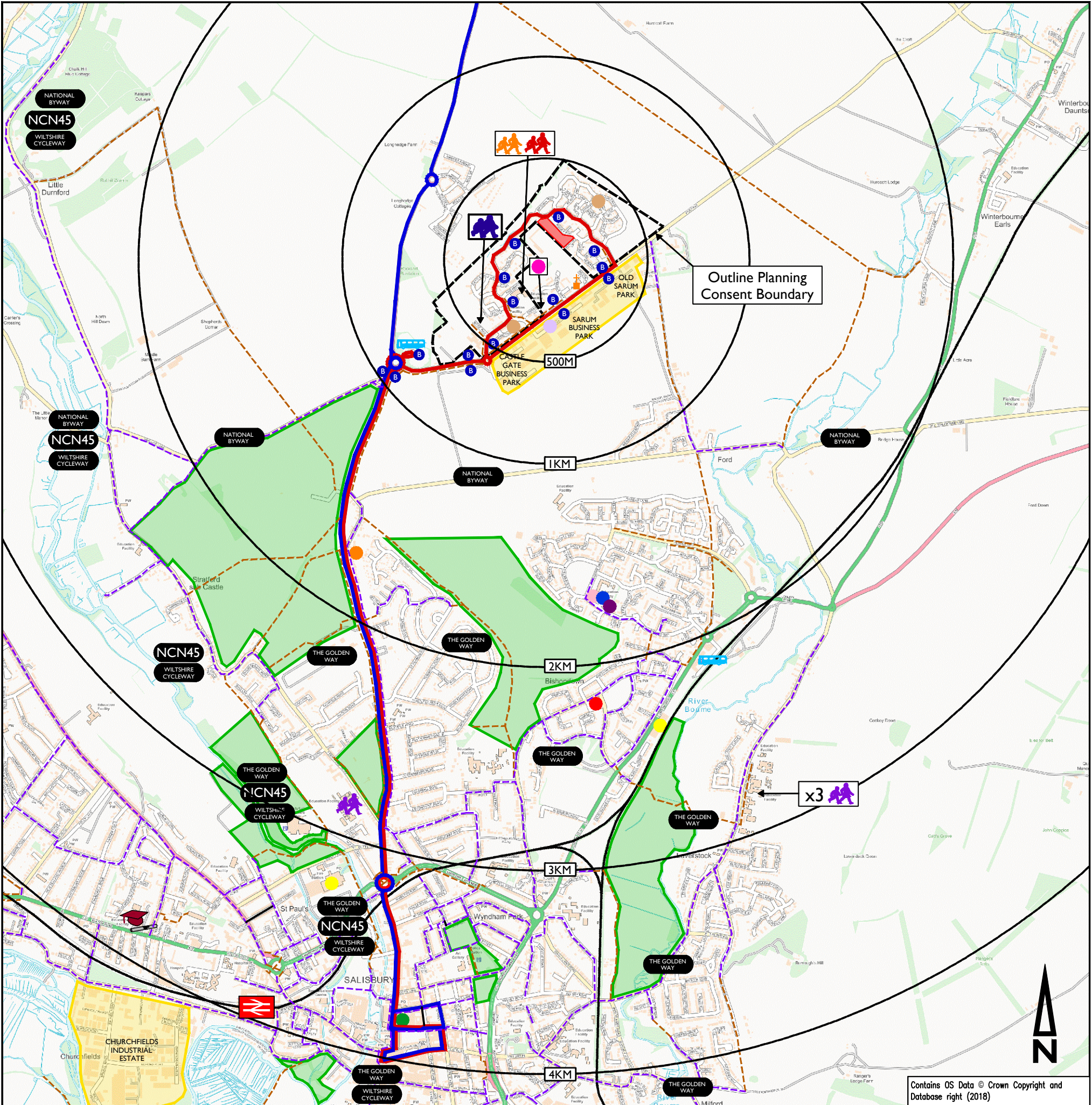
Drawing Status:

CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK	FOR COMMENT
	FOR PLANNING
	FOR TENDER
	FOR APPROVAL
	FOR CONSTRUCTION
	AS BUILT

Scale

As Shown (A4)

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Key:

- Isolines centred on Old Sarum
- Primary School
- Secondary School
- Current Nursery School
- Proposed Nursery School by others
- Further Education
- Place of Worship pertinent to Development site
- Employment
- Green Space
- Old Sarum Development Outline Planning Consent Boundary
- SITE LOCATION
- Supermarket
- Pharmacy
- Doctors/GP
- Post Office
- Dentist
- Public House
- Bank
- Convenience Store
- Hairdresser
- Gym
- Railway Station
- Railway Line
- Park & Ride Site
- Bus Stops pertinent to Development Site
- Red 11 and Park & Ride 11 Bus Routes
- X4, X5 and Activ8 Bus Routes
- Wiltshire Council Recommended On Road Cycle Route
- Wiltshire Council Off Road Cycle Route
- Cycle Route Name or Number

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E-mail: cec@ColeEasdon.com

Job Title:

Old Sarum, Salisbury
Wiltshire

Drawing Title:

Accessibility Plan

Drawing Status:

FOR COMMENT	
FOR PLANNING	
FOR TENDER	
FOR APPROVAL	
FOR CONSTRUCTION	
AS BUILT	

Client:

Persimmon Homes
(Wessex)

Drawn By

CGC

Checked By

KRA

Date Drawn

January 2019

Drawing No.

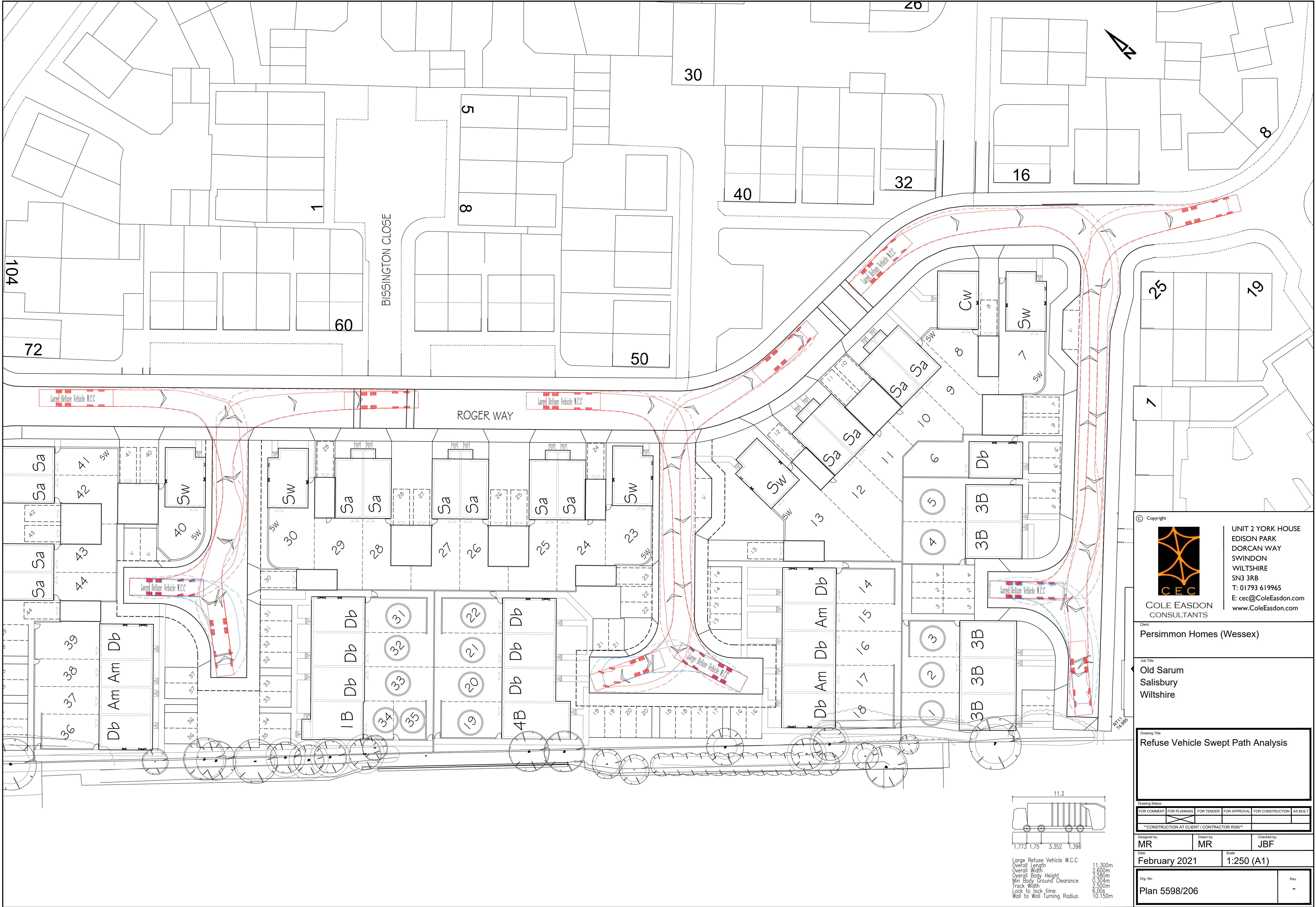
Plan 5598/202

Scale

1:20,000 (A3)

Revision

-



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Client
Persimmon Homes (Wessex)

Job Title
Old Sarum
Salisbury
Wiltshire

Drawing Title
Refuse Vehicle Swept Path Analysis

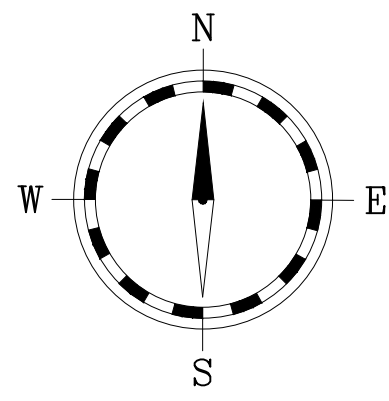
Drawing Status:					
FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT
CONSTRUCTION AT CLIENT / CONTRACTOR RISK					

Designed by: MR	Drawn by: MR	Checked by: JBF
--------------------	-----------------	--------------------

Date February 2021	Scale 1:250 (A1)
-----------------------	---------------------

Dwg No. Plan 5598/206	Rev. -
--------------------------	-----------

Appendix 2



AREAS A & F, OLD SARUM

The contractor is to check and verify all building and site dimensions, levels and sewer invert levels at connection points before work starts. The contractor is to comply in all respects with current building legislation - British Standards Specifications, Building Regulations etc, whether or not specifically stated on this drawing.

Sheet Size
A1

0m 10m 20m 30m 40m

Rev Date

AREAS A & F, OLD SARUM, SALISBURY SCHEDULE OF ACCOMMODATION (Private)					
Code	Name	Beds	Sq. Ft.	No.	Total Sq. Ft.
Am	Alnmouth	2	643	4	2,572
Db	Danbury	3	811	6	4,866
Sa	Saunton	3	1035	16	16,560
Sw	Sherwood	3	968	5	4,840
Cw	Charnwood	3	1012	1	1,012
HOUSING TOTALS		Total	32	29,850	

SCHEDULE OF ACCOMMODATION (Affordable)					
Code	Name	Beds	Sq. Ft.	No.	Total Sq. Ft.
1B(GF)	Beadnell	1	431	1	431
1B(FF)	Beadnell	1	460	1	460
Db	Danbury	2	811	6	4,866
3B	WP3520	3	1001	5	5,005
4B	WP4620	4	1141	1	1,141
HOUSING TOTALS		Total	14	11,903	

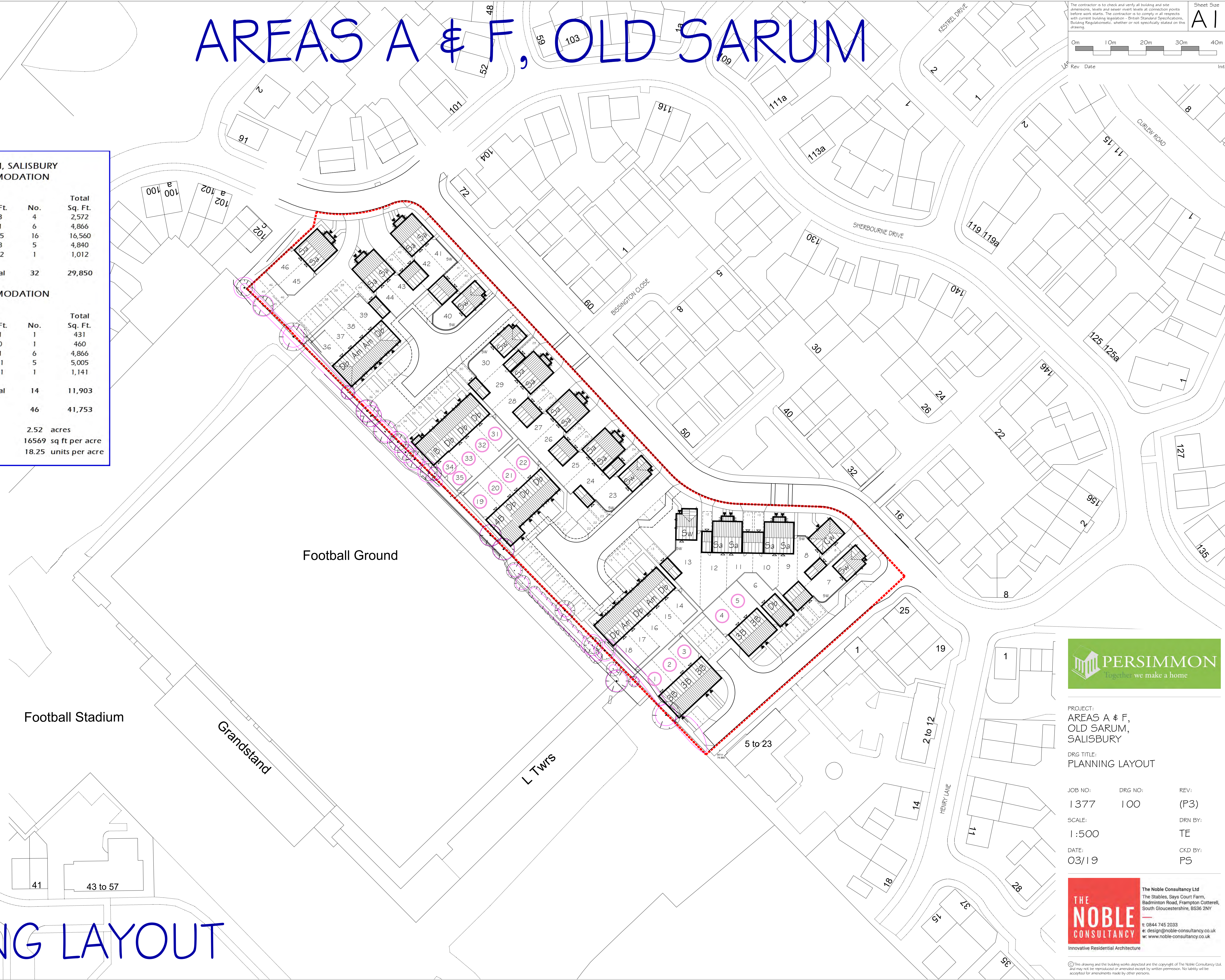
SITE TOTALS			46	41,753	
Nett Site Area		2.52	acres		
Coverage		16569	sq ft per acre		
Density		18.25	units per acre		

KEY - LAYOUT

NOTE - Drawing to be read in conjunction with the following detailed drawings:-
Landscaping Layouts
1377-54 (Streetscenes)

- 1.8m high close boarded fence
- 1.8m high timber gates fitted with Pad bolts or similar
- 1.8m high timber post and panel fence
- 1.8m high screen wall (material to match associated dwelling)
- 0.6m high timber knee rail
- 900mm square p.c. paving slabs for private paths
- Plot number
- Indicates Affordable Units
- Indicates Garage personnel door
- Indicates front & rear door positions
- Indicates 1m high bollards
- Indicates refuse collection point with concrete slabs below and 0.6m high timber knee rail to perimeter
- Indicates grey coloured block pavours
- Proposed trees (Refer to Landscaping Layout for details)
- Existing trees (Refer to Landscaping Layout for details)
- Extent of Root Protection Area (Refer to Landscaping Layout for details)
- Existing trees and hedges to be removed
- Proposed shrub beds / climber (Refer to Landscaping Layout for details)
- Proposed turf & wildflower seedmix planting (Refer to Landscaping Layout for details)

PLANNING LAYOUT



PROJECT:
**AREAS A & F,
OLD SARUM,
SALISBURY**

DRG TITLE:
PLANNING LAYOUT

JOB NO:	DRG NO:	REV:
1377	100	(P3)
SCALE:		DRN BY:
1:500		TE
DATE:		CKD BY:
03/19		PS

THE NOBLE CONSULTANCY

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Innovative Residential Architecture

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PARKING SCHEDULE

- Apartments (R) = 50 Spaces
- Doctor's Surgery (D)
4 rooms x 5 spaces = 20 spaces
- Shop (S)
577m² / 35 = 17 spaces
- Visitor spaces = 15

Total of 102 spaces

The scaling of this drawing cannot be assured

Revision		Date	Drn	Ckd
A	Revised to latest PL-03 RevF	11.03.13	DG	AC
B	Revised to latest PL-03 RevG	10.05.13	DG	AC
C	Revised to latest PL-03 RevH	19.06.13	DG	AC
D	Layout revised to PL-03 RevJ, Visitor spaces added.	01.07.13	DG	AC

Project
**Old Sarum
Salisbury**

Drawing Title
**Local Centre
Parking Plan**

Date	Scale	Drawn by	Check by
04.12.12	1:500 @ A3	DG	AC
Project No	Drawing No	Revision	
21678	PP-01	D	

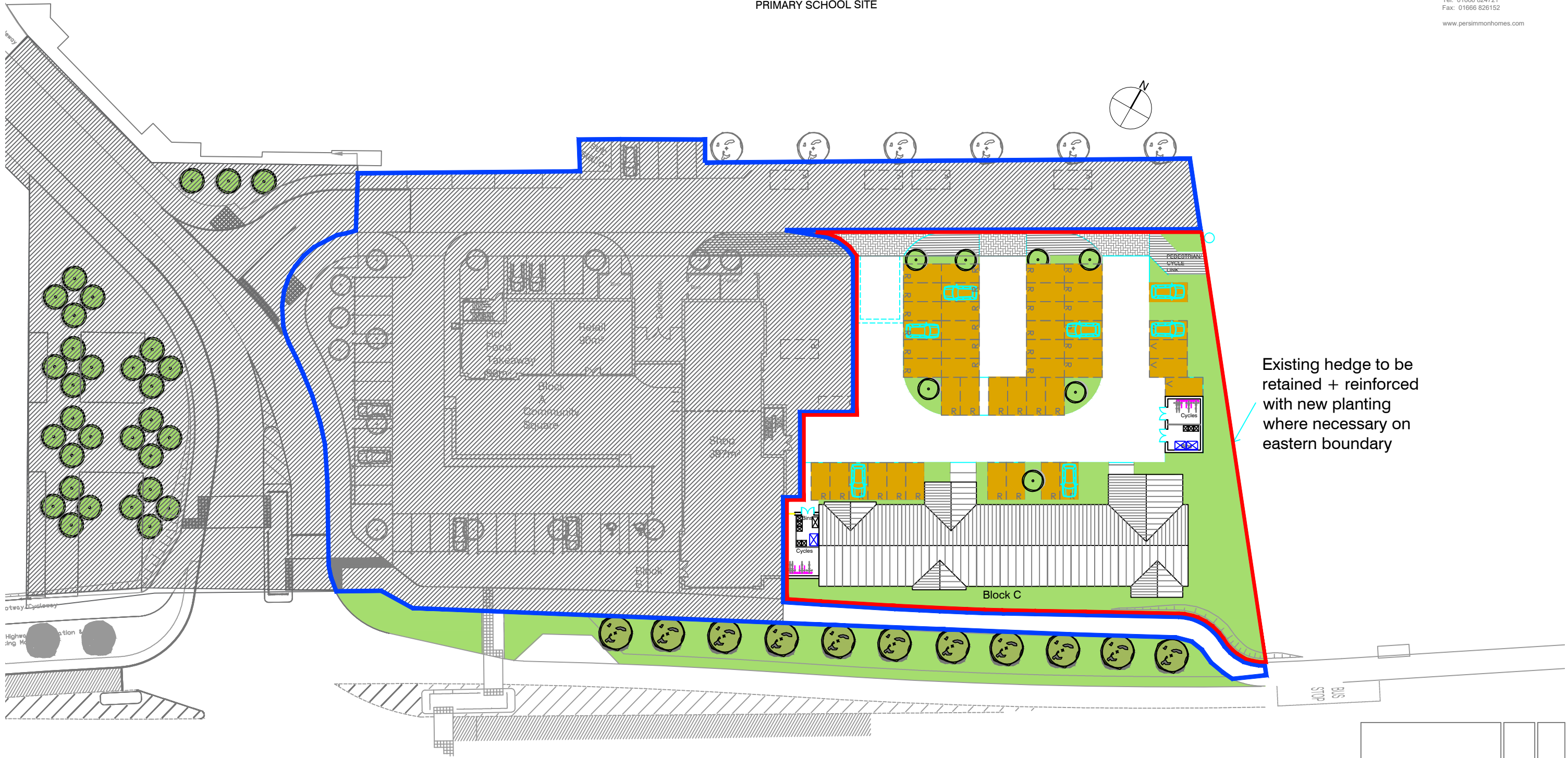
**BARTON
WILLMORE**

Planning • Master Planning & Urban Design
Architecture • Landscape Planning & Design • Project Services
Environmental & Sustainability Assessment • Graphic Design

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PRIMARY SCHOOL SITE



Existing hedge to be retained + reinforced with new planting where necessary on eastern boundary



BY VISITORS		DATE		BY	
DRAWN		CHECKED		SCALE	
AJW		16.09.15		1:500 @ A3	
DRAWING NO.				REVISION	
149 - 100 - 01				-	
DRAWING TITLE					
LOCAL CENTRE					
PLANNING LAYOUT					
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Appendix 3

Calculation Reference: AUDIT-228601-210222-0241

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	OX OXFORDSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	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: No of Dwellings
 Actual Range: 6 to 20 (units:)
 Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 07/10/16

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	2 days
---------	--------

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

Selected survey types:

Manual count	2 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	2
--------------	---

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	2
------------------	---

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.

Secondary Filtering selection:

Use Class:

C3	2 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000 2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

75,001 to 100,000 1 days

125,001 to 250,000 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 2 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:

Not Known 1 days

No 1 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 2 days

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

LIST OF SITES relevant to selection parameters

1	LN-03-D-01	BLOCKS OF FLATS	LINCOLNSHIRE
	WOODFIELD AVENUE		
	LINCOLN		
	BIRCHWOOD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	10/09/02	Survey Type: MANUAL
2	OX-03-D-01	FLATS	OXFORDSHIRE
	FAIRLAWN END		
	OXFORD		
	UPPER WOLVERCOTE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	6	
	Survey date: TUESDAY	05/10/10	Survey Type: MANUAL

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
BR-03-D-01	Too Much Public Transport
BR-03-D-03	Too Much Public Transport
CF-03-D-01	Too Much Public Transport
DH-03-D-01	Too Much Public Transport
WO-03-D-02	Too Much Public Transport

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	13	0.077	2	13	0.115	2	13	0.192
08:00 - 09:00	2	13	0.077	2	13	0.077	2	13	0.154
09:00 - 10:00	2	13	0.154	2	13	0.038	2	13	0.192
10:00 - 11:00	2	13	0.038	2	13	0.000	2	13	0.038
11:00 - 12:00	2	13	0.115	2	13	0.077	2	13	0.192
12:00 - 13:00	2	13	0.115	2	13	0.192	2	13	0.307
13:00 - 14:00	2	13	0.192	2	13	0.115	2	13	0.307
14:00 - 15:00	2	13	0.154	2	13	0.269	2	13	0.423
15:00 - 16:00	2	13	0.115	2	13	0.154	2	13	0.269
16:00 - 17:00	2	13	0.231	2	13	0.038	2	13	0.269
17:00 - 18:00	2	13	0.115	2	13	0.154	2	13	0.269
18:00 - 19:00	2	13	0.385	2	13	0.346	2	13	0.731
19:00 - 20:00	1	6	0.000	1	6	0.333	1	6	0.333
20:00 - 21:00	1	6	0.167	1	6	0.000	1	6	0.167
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.935			1.908			3.843

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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Parameter summary

Trip rate parameter range selected:	6 - 20 (units:)
Survey date range:	01/01/02 - 07/10/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	5

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.

Calculation Reference: AUDIT-228601-210222-0204

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	OX OXFORDSHIRE	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	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: No of Dwellings
 Actual Range: 16 to 100 (units:)
 Range Selected by User: 9 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 14/11/19

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	7 days
Friday	2 days

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

Selected survey types:

Manual count	11 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	11
--------------	----

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
Residential Zone	9
No Sub Category	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.

Secondary Filtering selection:

Use Class:

C3

11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000

3 days

5,001 to 10,000

6 days

25,001 to 50,000

2 days

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

Population within 5 miles:

25,001 to 50,000

6 days

50,001 to 75,000

2 days

125,001 to 250,000

1 days

250,001 to 500,000

2 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

1.6 to 2.0

1 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:

Yes

8 days

No

3 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

11 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-M-03	SEMI-DETACHED	CUMBRIA
	MOORCLOSE ROAD		
	WORKINGTON		
	SALTERBECK		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	82	
	Survey date: MONDAY	20/06/05	Survey Type: MANUAL
2	DV-03-M-02	MIXED HOUSES & FLATS	DEVON
	SAINT PETER 'S QUAY		
	TOTNES		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	90	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
3	ES-03-M-12	MIXED HOUSES & FLATS	EAST SUSSEX
	PARK ROAD		
	HAILSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	93	
	Survey date: THURSDAY	21/06/18	Survey Type: MANUAL
4	ES-03-M-15	MIXED HOUSES	EAST SUSSEX
	FIELD END		
	MARESFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	80	
	Survey date: WEDNESDAY	13/03/19	Survey Type: MANUAL
5	ES-03-M-17	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD		
	HAILSHAM		
	AMBERSTONE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
6	LE-03-M-01	SEMI DETACHED	LEICESTERSHIRE
	RYDER ROAD		
	LEICESTER		
	BRAUNSTONE FRITH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	27/09/12	Survey Type: MANUAL
7	NF-03-M-04	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
8	OX-03-M-01	MIXED HOUSES	OXFORDSHIRE
	WENMAN ROAD		
	THAME		
	Edge of Town		
	Industrial Zone		
	Total No of Dwellings:	100	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
9	TW-03-M-01	DETACHED & BUNGALOWS	TYNE & WEAR
	WESTLANDS		
	NEWCASTLE		
	CHAPEL HOUSE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	WS-03-M-05	MIXED HOUSING	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	92	
	Survey date: THURSDAY	23/10/14	Survey Type: MANUAL
11	WS-03-M-21	MIXED HOUSES	WEST SUSSEX
	CLAPPERS LANE		
	BRACKLESHAM BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL

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
CA-03-M-01	Poor Public Transport Provision
DH-03-M-02	Too much public transport
MS-03-M-02	Too much public transport
MS-03-M-03	Too much public transport
RE-03-M-01	Too much public transport
WM-03-M-01	Too much public transport
WS-03-M-06	Too much public transport
WS-03-M-07	Poor Public Transport Provision
WY-03-M-01	Too Much Public Transport

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	73	0.107	11	73	0.262	11	73	0.369
08:00 - 09:00	11	73	0.099	11	73	0.311	11	73	0.410
09:00 - 10:00	11	73	0.140	11	73	0.190	11	73	0.330
10:00 - 11:00	11	73	0.140	11	73	0.143	11	73	0.283
11:00 - 12:00	11	73	0.142	11	73	0.139	11	73	0.281
12:00 - 13:00	11	73	0.168	11	73	0.157	11	73	0.325
13:00 - 14:00	11	73	0.157	11	73	0.168	11	73	0.325
14:00 - 15:00	11	73	0.170	11	73	0.195	11	73	0.365
15:00 - 16:00	11	73	0.214	11	73	0.173	11	73	0.387
16:00 - 17:00	11	73	0.236	11	73	0.152	11	73	0.388
17:00 - 18:00	11	73	0.303	11	73	0.172	11	73	0.475
18:00 - 19:00	11	73	0.276	11	73	0.158	11	73	0.434
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.152			2.220			4.372

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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Parameter summary

Trip rate parameter range selected: 16 - 100 (units:)
 Survey date range: 01/01/02 - 14/11/19
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 6
 Surveys manually removed from selection: 9

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.