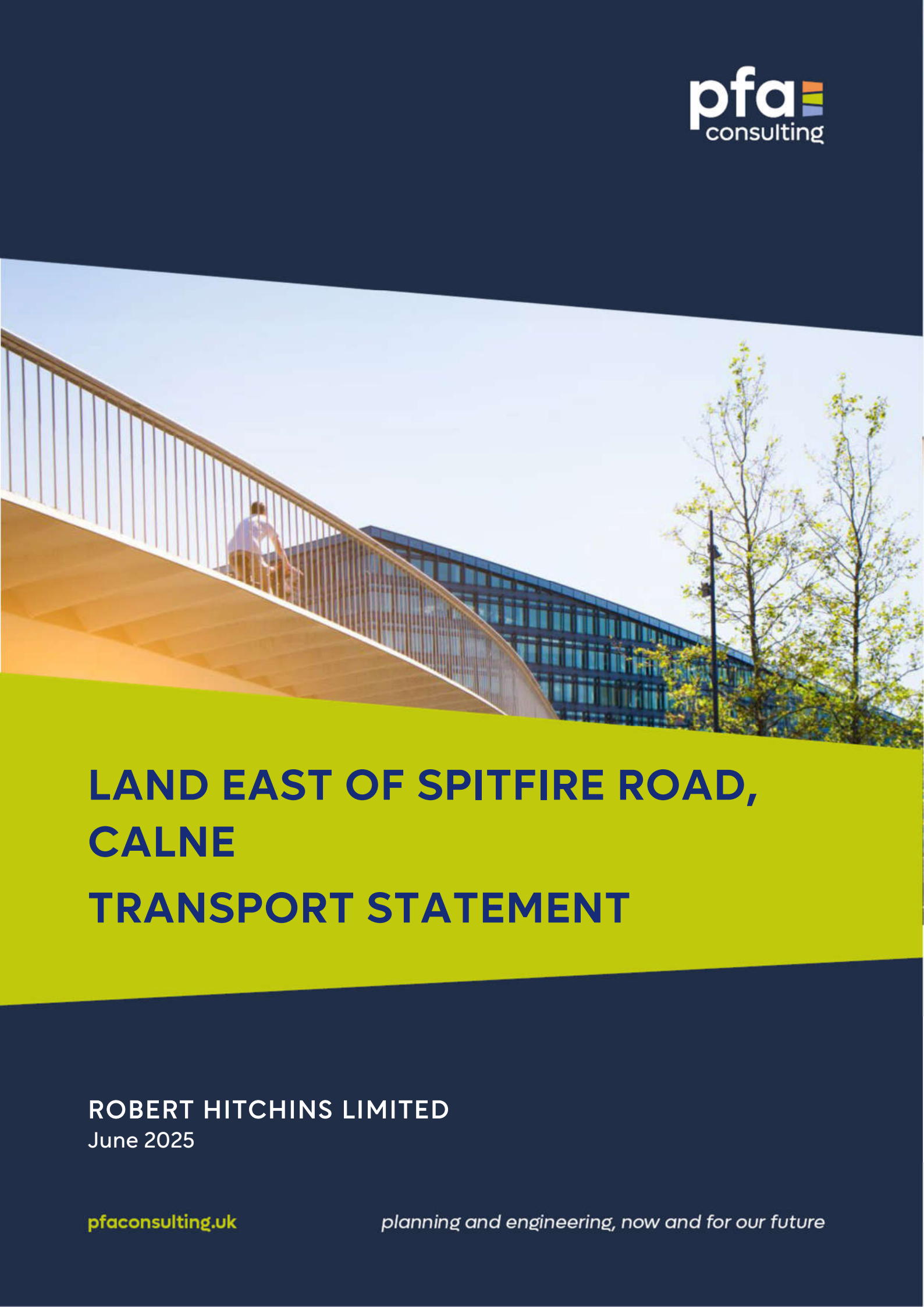


The background of the cover features a photograph of a modern architectural scene. In the foreground, a wide, curved concrete walkway with a metal railing leads upwards. A person is walking on this path. In the background, a large, modern building with a glass facade and a curved roofline is visible. To the right, there are some trees with yellow leaves. The sky is a clear, pale blue. The bottom half of the image is overlaid with a solid yellow-green color.

# **LAND EAST OF SPITFIRE ROAD, CALNE TRANSPORT STATEMENT**

**ROBERT HITCHINS LIMITED**

June 2025

## DOCUMENT CONTROL

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## 1. INTRODUCTION

### General

- 1.1. This Transport Statement (TS) has been prepared by PFA Consulting on behalf of Robert Hitchins Limited (RHL) and its successors in title to the land in support of a planning application for a residential development for up to 20 dwellings infrastructure, open space and landscaping on 'land east of Spitfire Road', Calne, Wiltshire. The application is in outline with all matters reserved.
- 1.2. The site is situated to the north east of Calne to the east of the recently constructed Spitfire Road distributor road and south of Abberd Lane approximately 1.8km from Calne town centre. To the northwest of the site is Oxford Road and the A3102 which routes to the east of Calne.
- 1.3. The location of the application site and surrounding local highway network is shown **Figure 1.1**, with an Illustrative Masterplan produced by RHL reproduced at **Appendix A**.

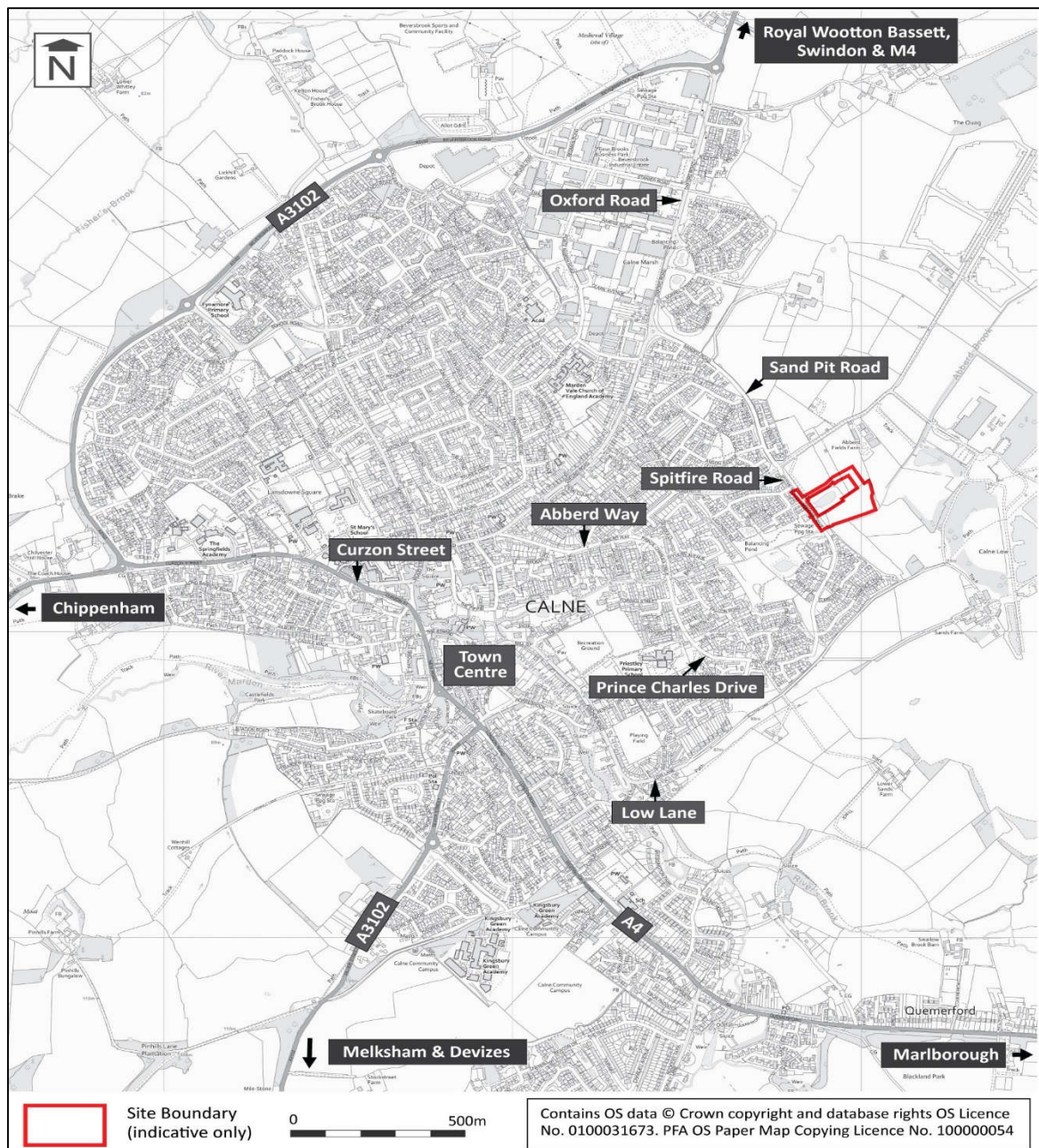
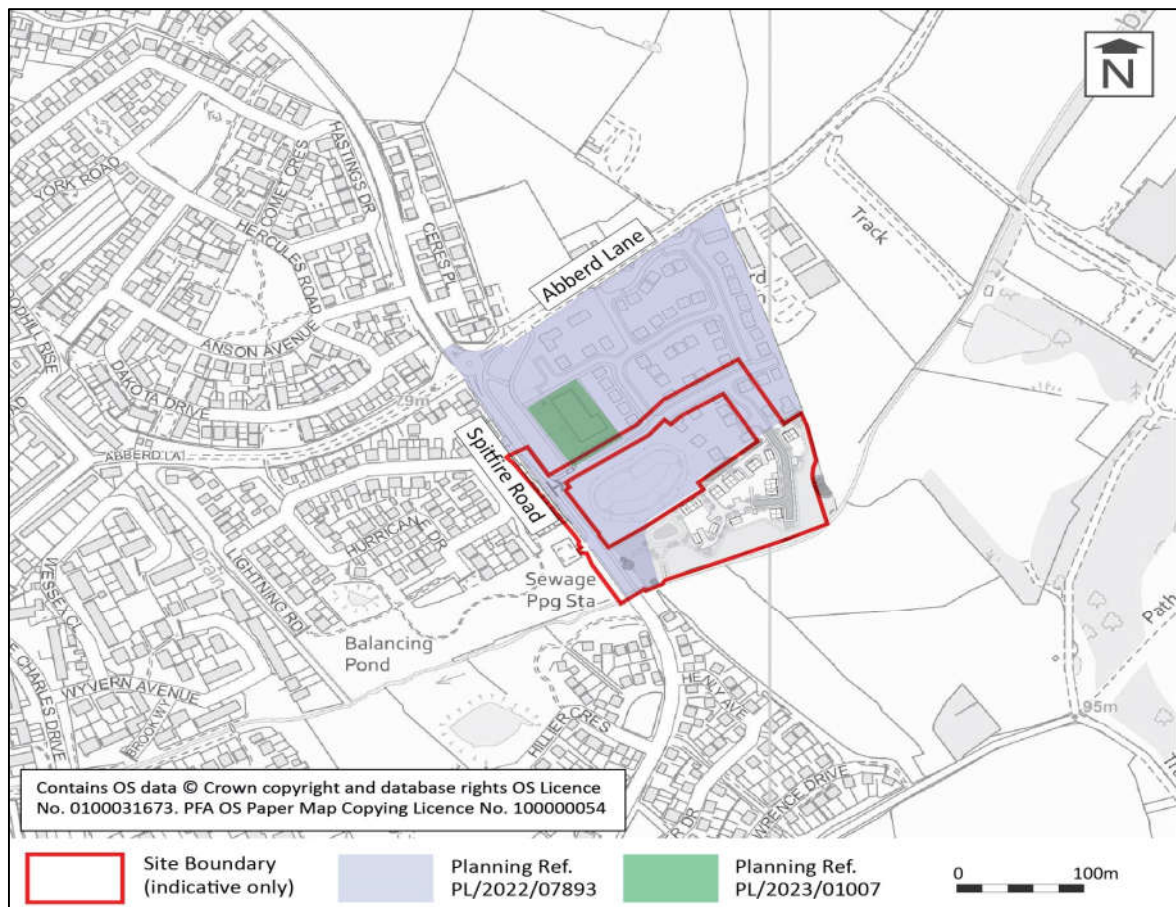


Figure 1.1: Site Location

## Planning Background

- 1.4. The application site is to be accessed from Spitfire Road through land which was the subject of an outline planning application (PL/2022/07893) by RHL for residential development for up to 90 dwellings, as shown on **Figure 1.2** below. The application was approved following a planning appeal (AP-37227).
- 1.5. A full planning application (PL/2023/01007) by RHL for a local centre comprising a day nursery (Class E(f)) and a convenience store (Class E(a)) on the adjacent land within the proposed residential development, as shown in the figure below, was also approved following a planning appeal. (AP-37228).
- 1.6. Vehicular access to application site and also the above two now consented developments, is proposed via an upgrade to the existing priority access on Spitfire Road.



**Figure 1.2: Planning Context**

## Scope of the Transport Statement

- 1.7. The National Planning Policy Framework (NPPF) states at paragraph 118 that applications for all developments that will generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.
- 1.8. This Transport Statement has been prepared with reference to the Government's Planning Practice Guidance to the NPPF. The category dealing with Transport Statements is contained in 'Travel Plans, Transport Assessments and Statements in Decision-taking'.

## **Outline of the Transport Statement**

- 1.9. Section 2 of this Transport Statement places the proposed development in the context of the national and local transport planning policy framework. The existing transport network, including opportunities for walking, cycling and public transport, is described in Section 3. Section 4 provides a description of the proposed development including access for all modes of transport. Traffic generation and highway impact is considered in Section 5, with summary and conclusions set out in Section 6.

## 2. PLANNING POLICY FRAMEWORK

- 2.1. The following provides a brief review of existing planning and transport policy at national and local level, which is considered relevant to the proposed development.

### National Policy

#### National Planning Policy Framework

- 2.2. National guidance on planning is set out in the National Planning Policy Framework (NPPF) December 2024 by the Ministry of Housing, Communities and Local Government. It sets out the Government's planning policies for England and how these should be applied. At the heart of the NPPF is a presumption in favour of sustainable development.
- 2.3. In assessing sites that may be allocated for development plans, or specific applications for development, NPPF at paragraph 115 states that it should be ensured that:
- a) **sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;**
  - b) **safe and suitable access to the site can be achieved for all users;**
  - c) **the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and**
  - d) **any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.**
- 2.4. Paragraph 116 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, following mitigation, would be severe, taking into account all reasonable future scenarios."**
- 2.5. Paragraph 118 states that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."**
- #### Planning Practice Guidance
- 2.6. The Government's planning practice guidance to the NPPF was launched as a web-based resource by DCLG in March 2014. Guidance on Transport Assessments fall within the category 'Travel plans, transport assessments and statements in decision-taking' (Reference ID: 42, Updated 06.03.2014). The guidance explains that travel plans, transport assessments and statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development, and are required for all developments which generate significant amounts of movement. The guidance has been taken into account in the preparation of this Transport Statement.

## Local Policy

### Wiltshire Local Transport Plan 4 (LTP4) 2025 – 2038

- 2.7. The Fourth Wiltshire Local Transport Plan (LTP4) covers the period from 2025 to 2038, and sets out the Council's strategic transport objectives, using a place-based approach that aligns with the Wiltshire Local Plan. It is designed to address the needs of three distinct areas: principal settlements, including Salisbury, Trowbridge, and Chippenham; market towns; and rural communities.
- 2.8. The overall vision of LTP4 is:
- “A safe and connected transport system which protects the county's unique built, natural and historic environment, making this accessible for all, supports economic growth across Wiltshire's communities and contributes to a low carbon future.”**
- 2.9. Four policy areas have been defined: Avoid, Shift, Improve and Support. The four policy areas and associated policies are set out below:
- Avoid:**
- Avoid unnecessary travel – giving people the choice to reduce the number and length of car trips needed through promoting digital connectivity, locating services, jobs and other destinations within closer reach and combining journeys.**
- Shift:**
- Shift to more sustainable modes of transport – providing better and more accessible options for travel via active travel, public and shared transport.**
- Improve:**
- Improve vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.**
- Support:**
- Support and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.**
- 2.10. LTP4 contains three place-based sub-strategies: Principal Settlements, Market Town and Rural Areas. The Market Town sub-strategy is relevant to Calne and states:
- “If the vision were to be achieved, our Market Towns would become even more accessible, safe and attractive places to live, work and visit. Most essential services and facilities would be easy to get to in a short journey, for which the natural choice would be to walk, wheel (including wheelchairs or pushchairs) or cycle using safe, well connected, and easy to navigate routes. For travel further afield, improved public and shared transport services would provide reliable and competitive options. In particular, new mobility hubs would facilitate convenient interchange between many types of transport in one location. Those travelling into our Market Towns, including visitors, would be able to enjoy all that they have to offer without needing to use a private car.”**

### **Wiltshire Core Strategy**

- 2.11. The Wiltshire Core Strategy was formally adopted on 20 January 2015 and sets out the Council's spatial vision, key objectives and the overall principles for development within the County for the plan period up to 2026.
- 2.12. Core Policy 1 identifies the settlements where sustainable development will take place to improve the lives of all those who live and work in Wiltshire. Calne is identified as a Market Town; these are defined as:
- "...the potential for significant development that will increase the jobs and homes in each town in order to help sustain and where necessary enhance their services and facilities and promote better levels of self-containment and viable sustainable communities."**
- 2.13. Policies in relation to transport include Core Policy 60 'Sustainable Transport', Core Policy 61 'Transport and Development' and Core Policy 62 'Development Impacts on the Transport Networks'.
- 2.14. Core Policy 60 'Sustainable Transport' states:
- The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.**
- 2.15. Core Policy 61 'Transport and Development' states:
- "New development should be located and designed to help reduce the need to travel, particularly by private car, and to encourage the use of sustainable transport alternatives."**
- 2.16. Core Policy 62 'Development Impacts on the Transport Networks' states:
- "Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages."**

### **Wiltshire Local Plan Review**

- 2.17. The current Local Plan is the Wiltshire Core Strategy. The Government requires every Local Plan to be reviewed at least once every five years. The Core Strategy was adopted in 2015 and is therefore being reviewed.
- 2.18. The purpose of the review of the adopted Local Plan will be to assess the future levels of need for new homes (including market, affordable and specialist housing) and employment land over the period 2016-2036 and to provide an appropriate basis for housing, employment land and infrastructure provision over that period.
- 2.19. Initial consultation on the scope of the plan commenced in 2017. Evidence gathering and informal consultation informed plan preparation with public consultation undertaken in 2023. In December 2024 the draft Local Plan was submitted to the Secretary of State for Examination in 2025.

### **Site Selection Report for Calne**

- 2.20. The Wiltshire Council Local Plan, Site Selection Report for Calne was published in January 2021. It sets out the site selection process for the settlement and concludes by showing the reasonable alternative sites that could be appropriate for development around the area of Calne – a pool of potential development sites.
- 2.21. 'Land East of Calne' site 488 encompasses the application site. The 'overall judgement' for site 488 'Land East of Calne' is set out below:

**“This site is adjacent to the revised settlement boundary and to SHELAA site 495 to the north. Site adjacent to the west is under construction for housing development (124 dwellings). Low flood risk, although southern boundary borders Abberd Brook. No likely significant heritage or landscape impacts. The site could be developed with surrounding sites.**

**Take forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.**

**It would be appropriate to combine this site with adjacent sites 451, 489 and 3168 to consider one logical extension to the town.**

**No justification for rejecting site at this stage. Take forward for further assessment.”**

#### **Calne Community Neighbourhood Plan**

2.22. The Calne Community Neighbourhood Plan was made in February 2018. It sets out the vision, objectives and policies to ensure the Town of Calne and the Parish of Calne Without maintains its uniqueness over the period 2016 to 2026.

2.23. Policy GA1 of the Neighbourhood Plan addresses sustainable transport. It states:

**“Development proposals must demonstrate how opportunities for the use of sustainable modes of transport are maximised. This should be achieved through maximising:**

- **the potential for cycling and walking throughout the site; and**
- **linkages, including bus connections through to the relevant town or village centre, employment provision and services & facilities located elsewhere in Calne or Calne Without.”**

2.24. Policy GA2 addresses highway impact in relation to development proposals. It states:

**“Development proposals that detrimentally impact the highway network in terms of congestion and/or safety must include for the appropriate mitigation of these impacts by highway improvements and/or financial contributions for the measures required.**

**New developments which involve alterations to existing highways and the provision of new highways must meet the following design criteria:**

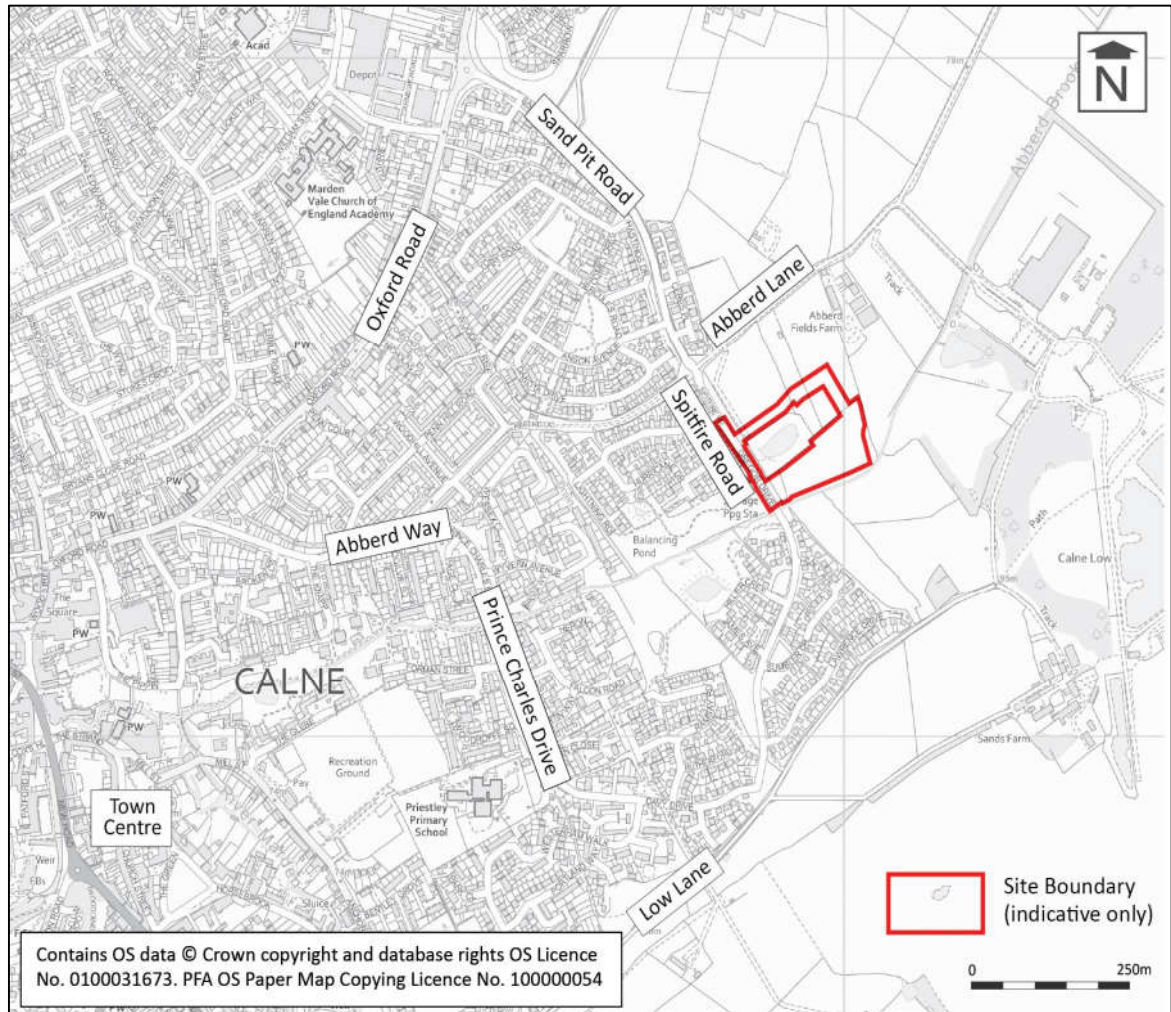
- **Provide suitable measures to accommodate traffic (including at peak times);**
- **Improve the safety and attractiveness of the street scene; and**
- **Integrate appropriate traffic-calming measures within the development.”**

2.25. To align with the Local Plan Review, the Neighbourhood Plan has been updated to cover the period 2023-2038. It remains as a draft at time of writing however, following an independent examination, an updated plan will likely be ‘made’ in the near future.

### 3. EXISTING TRANSPORT CONDITIONS

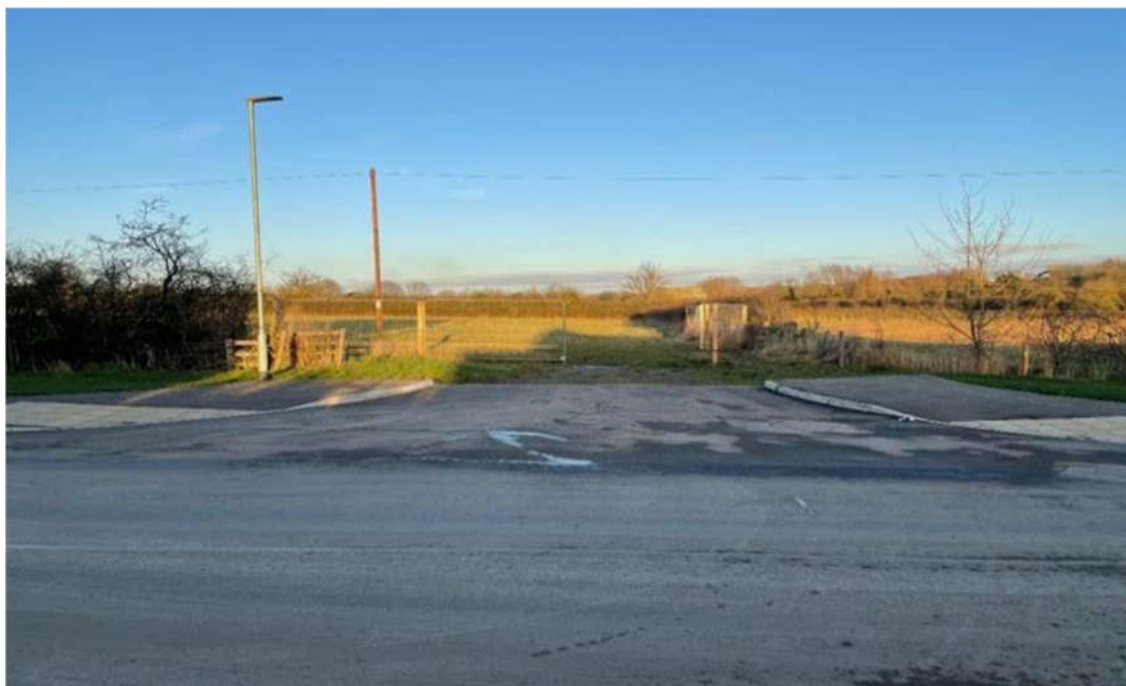
#### Site Context

- 3.1. The application site boundary and immediate surrounding local highway network is shown in **Figure 3.1**.



**Figure 3.1: Site Boundary and Local Highway Network**

- 3.2. The application site is currently predominantly agricultural land, bounded in part by hedgerows and trees. Spitfire Road forms the western boundary with the consented residential development to the north.
- 3.3. The application site is currently accessed from a simple priority junction built to provide an access to the land as part of the recently constructed Spitfire Road local distributor road, as shown in **Photograph 3.1** below.



**Photograph 3.1: Existing Access to Site from Spitfire Road**

### **Local Highway Network**

- 3.4. The local highway network comprises Spitfire Road, Abberd Lane, Sand Pit Road and Oxford Road as shown on **Figure 3.1** and described below.

### **Spitfire Road**

- 3.5. The application site is currently accessed from a simple priority junction from Spitfire Road. **Photograph 3.2** shows Spitfire Road which comprises a 7.3m wide single carriageway with a 2m footway on its western edge and 3m shared foot/cycleway along its eastern edge which routes between Abberd Lane and Low Lane. The road is street lit and is subject to a 30mph speed limit.



**Photograph 3.2: Spitfire Road looking south across site frontage**

- 3.6. Spitfire Road connects with Sand Pit Road and Abberd Lane by means of a mini-roundabout north of the application site, as shown in **Photograph 3.3** below.



**Photograph 3.3: Spitfire Road / Sand Pit Road / Abberd Lane Way mini-roundabout**

- 3.7. An Automatic Traffic Counts (ATC) was put down on Spitfire Road in the vicinity of the proposed site access for a 7-day period in February 2022. A summary of the results of the ATC survey is provided in **Table 3.1** below with the full outputs provided at **Appendix B**.

**Table 3.1: Traffic Flows on Spitfire Road (February 2022)**

| Road          | Direction  | 2022 Average Weekday Traffic Flows |                               |                    |
|---------------|------------|------------------------------------|-------------------------------|--------------------|
|               |            | AM Peak Hour<br>(08:00-09:00)      | PM Peak Hour<br>(17:00-18:00) | Daily<br>(24-hour) |
| Spitfire Road | Northbound | 34                                 | 19                            | 344                |
|               | Southbound | 24                                 | 31                            | 323                |
|               | Total      | 58                                 | 50                            | 667                |

#### **Abberd Lane**

- 3.8. Abberd Lane to the east of the Spitfire Road / Sand Pit Road mini-roundabout is approximately 6m in width with no footways or street lighting to either side, as shown in **Photograph 3.4** below. Somewhat surprisingly Abberd Lane is designated as a bridleway (CALW56) despite it being constructed and functioning as a road providing vehicular access to employment including the Hills Waste site located to the east of the application site.



**Photograph 3.4: Abberd Lane (Bridleway CALW56) looking west across the site frontage**

- 3.9. Abberd Lane to the west of the Spitfire Road / Sand Pit mini-roundabout is a designated bridleway (CLAN63) comprising a shared foot/cycleway measuring approximately 5m in width with street lighting providing an attractive link into Calne town centre.

**Sand Pit Road**

- 3.10. Sand Pit Road is a 7.3 metre wide single carriageway road, providing access to the residential developments both sides of the road. A 30mph speed limit is in operation and a footway is provided along its eastern edge with street lighting along its length as shown in **Photograph 3.5** below.



**Photograph 3.5: Sand Pit Road looking north**

- 3.11. Sand Pit Road meets Oxford Road by means of a roundabout as shown in **Photograph 3.6** below



**Photograph 3.6: Oxford Road / Sand Pit Road Roundabout**

#### **Oxford Road**

- 3.12. Oxford Road leads north to Wootton Bassett, the M4 and Swindon, and south to Calne town centre and the A4. Oxford Road has a junction with the A3102 Calne Eastern Bypass approximately 1km north of the junction with Sand Pit Road.
- 3.13. Oxford Road is a 7.3 metre wide single carriageway road in the vicinity of the junction with Sand Pit Road. North of the junction with Sand Pit Road, a 50mph speed applies; there is a footway on the west side only. Porte Marsh Industrial Estate is located to the west side of Oxford Road between Porte Marsh Road and the A3102.
- 3.14. A 30 mph speed limit applies to the Oxford Road/Sand Pit Road roundabout and continues along Oxford Road to The Pippin close to the town centre, where it reduces to 20mph. South of the Oxford Road/Sand Pit Road roundabout, footways are provided on both sides of Oxford Road. Approaching the town centre, on street parking is restricted and the road width reduces to 6.5 metres in places.

#### **Road Safety**

- 3.15. Information on personal injury collisions in the vicinity of the site has been obtained from [www.crashmap.co.uk](http://www.crashmap.co.uk) for the latest available three year period since 01 January 2020 for Spitfire Road, Sand Pit Road, Abberd Lane and the Oxford Road/Sand Pit Road roundabout.
- 3.16. There was only a single, slight collision within this study area and time period. The collision, on Sand Pit Road is summarised in **Table 3.2**.

**Table 3.2: Summary of Collisions in the Vicinity of the Site**

| Police Ref | Date     | Road / Junction                                             | Severity | Description                                                                                                                                                                           |
|------------|----------|-------------------------------------------------------------|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 35104/21   | 15/04/21 | Sand Pit Road, 325m south east of junction with Oxford Road | Slight   | V1 (van) travelling south east. V2(tipper) travelling north west. V1 has moved into middle of road to go around parked cars and into the path of V2. V1 collides front with V2 front. |

- 3.17. It is concluded that there is no evidence that suggests any particular road safety issues that the proposed development could potentially exacerbate.

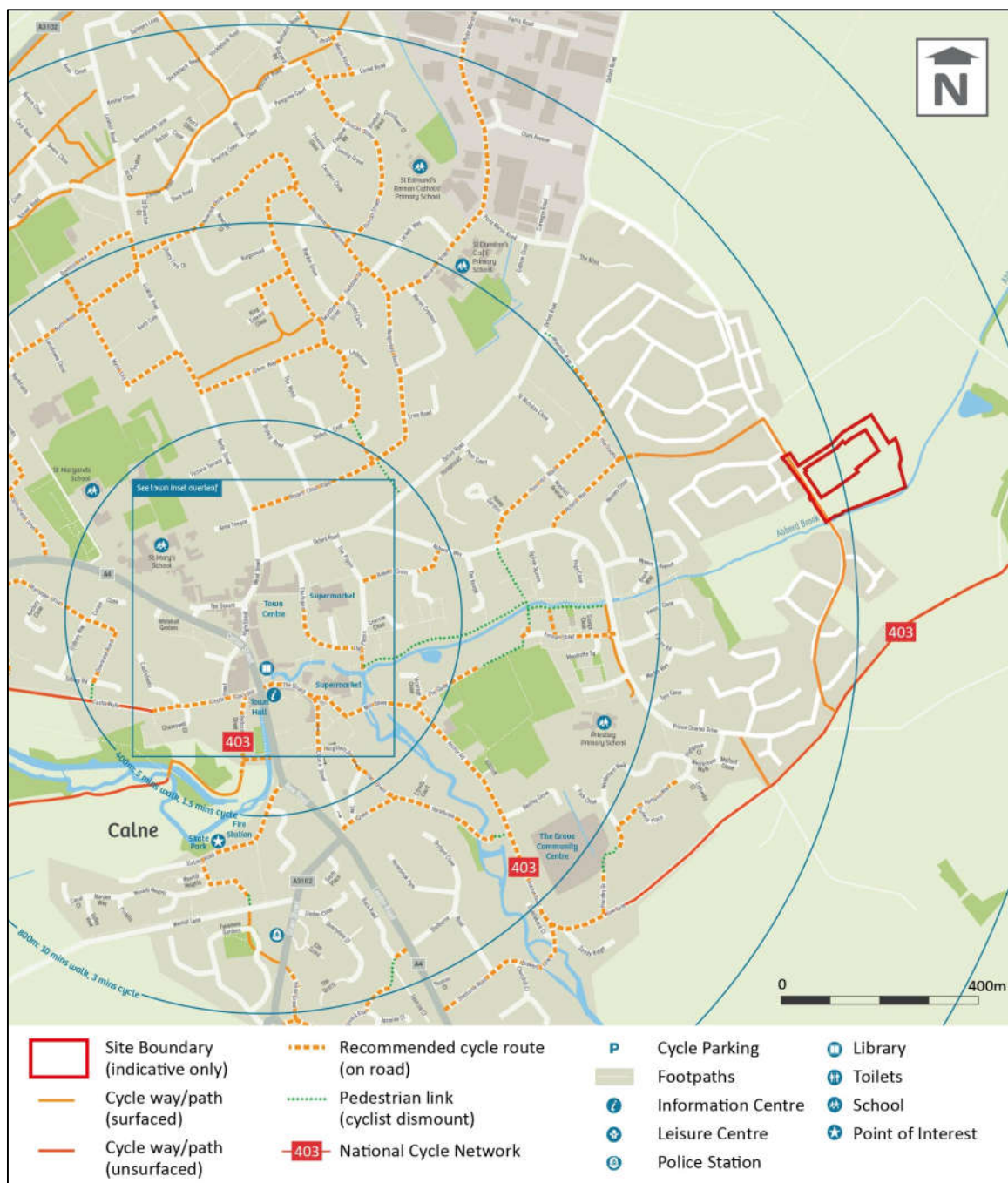
### **Pedestrian and Cycling Facilities**

- 3.18. As described above there are existing pedestrian and cycling facilities on Spitfire Road comprising 3m footway / cycleway running along the eastern edge of the road and 2m footway along its western edge. At the Spitfire Road / Sand Pit Road mini-roundabout the footway / cycleway connects with Abberd Lane, with a surfaced and lit bridleway (CLAN63) running to the west connecting with Abberd Way providing an attractive pedestrian / cycle route to residential area to the west and Calne town centre. Bridleway CLAN63 on Abberd Lane is shown in **Photograph 3.7** below. To the south the footway / cycleway on Spitfire Road connects with Low Lane which is the route of National Cycle Network Route 403.



**Photograph 3.7: Abberd Lane Bridleway (CLAN63)**

- 3.19. Wiltshire Council's cycle map of Calne identifies cycling facilities in the vicinity of the application site. An extract from the cycle map, which has been annotated to show the site and recent new links in the vicinity of the site, is shown in **Figure 3.2**. The cycle map shows surface route on Abberd Lane and the NCN Route 403 that routes along Low Lane which are connected by the cycleway on Spitfire Road.



**Figure 3.2: Extract from Wiltshire Council's Cycle Map of Calne**

(Site Boundary and new routes added by PFA Consulting)

### Public Rights of Way

- 3.20. Public rights of way in the vicinity of the application site are shown in **Figure 3.3**, with reference to WC's Rights of Way Explorer. This includes the bridleways along Abberd Lane (CLAN63 & CALW56). A Footpath (CALW16) also runs to the south of the site where it meets and routes along Low Lane. These public rights of way connect to further public rights of way in the surrounding area providing access to the surrounding countryside and other parts of the town.

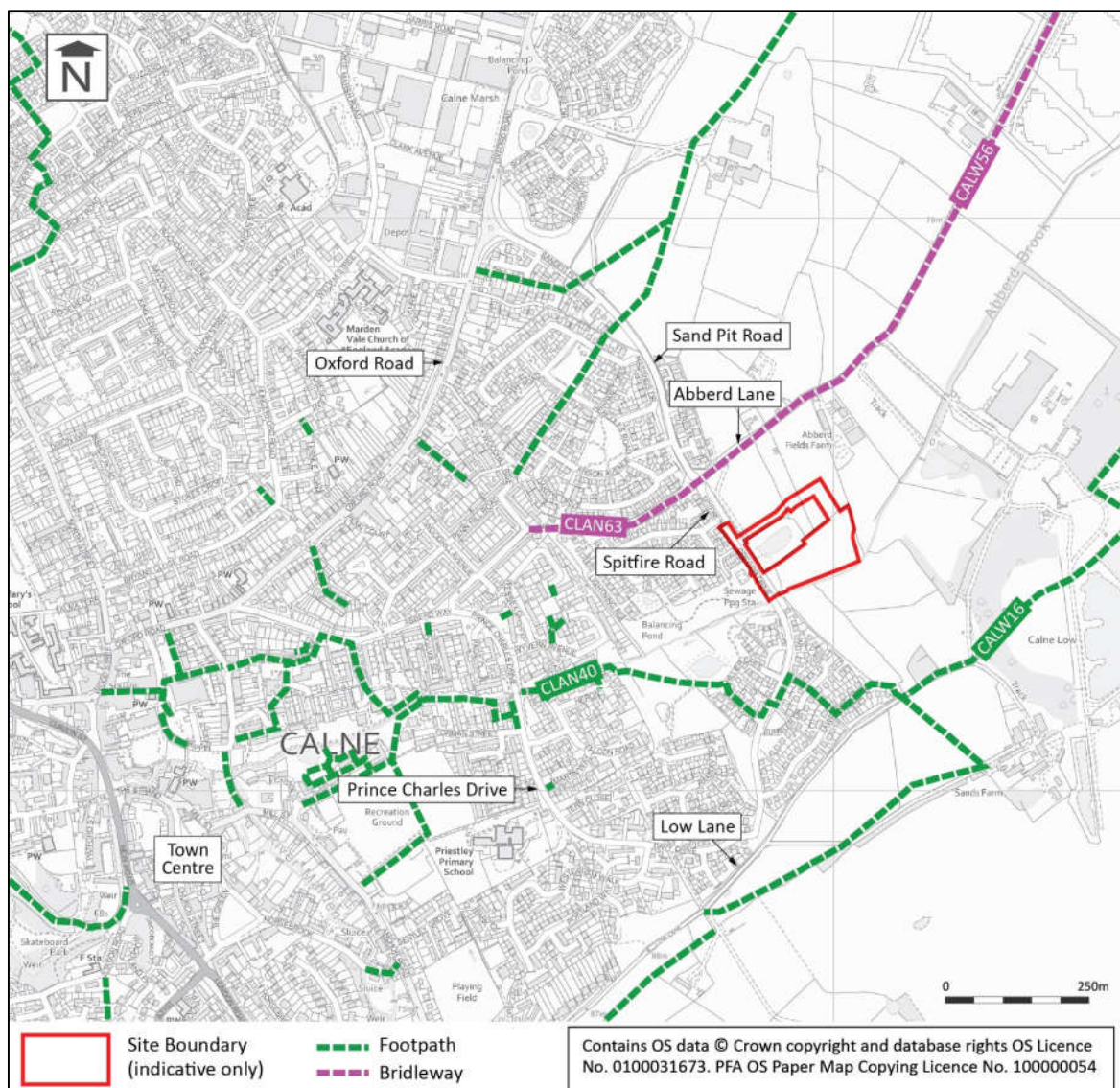


Figure 3.3: Public Rights of Way (Source: Wiltshire Council Rights of Way Explorer)

### National Cycle Network

- 3.21. National cycle network route 403 (NCN Route 403), which is a 42 mile cycling route which crosses the North Wessex Downs and Savernake Forest and links Chippenham to Marlborough and the Kennet & Avon Canal, is accessible via Low Lane (which also provides access to the CALW16 footpath, as mentioned above) to the south of the application site.

### Local Facilities

- 3.22. The use of sustainable means of transport is more attractive and convenient when local facilities and services are within walking or cycling distance.
- 3.23. Manual for Streets (MfS) at paragraph 4.4.1 states that walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800m). However, it states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km. The latest NTS data from 2022 published in 2023 by DfT shows 83% of trips under 1 mile (1.6km) are made on foot.

- 3.24. Cycling distances of 5km are generally considered acceptable; Local Transport Note 1/20 (July 2020): Cycle Infrastructure Design produced by the DfT considers that a distance of 5 miles (8km) in length is an achievable distance to cycle for most people.
- 3.25. The walking distances from the site centroid to local facilities are set out in **Table 3.3**.

**Table 3.3: Local Facilities and Distances**

| Local Facilities | Name                                                         | Distance from Site Centroid (metres) | Accessible via                                                                        |
|------------------|--------------------------------------------------------------|--------------------------------------|---------------------------------------------------------------------------------------|
| Bus Stops        | Dog and Partridge Stops                                      | 1,000m                               |    |
| Local Shops      | SPAR Convenience Store                                       | 350m                                 |    |
|                  | Londis, Oxford Road                                          | 950m                                 |    |
|                  | Sainsbury's, Oxford Road                                     | 1,400m                               |    |
|                  | Tesco's, Oxford Road                                         | 1,700m                               |    |
| Primary Schools  | Priestley Primary School                                     | 1,000m                               |    |
|                  | Marden Vale CE Academy                                       | 1,300m                               |    |
|                  | Saint Edmunds Catholic Primary School                        | 1,700m                               |    |
| Secondary School | Kingsbury Green Academy                                      | 2,300m                               |    |
| Leisure          | Locally Equipped Area for Play                               | 300m                                 |    |
|                  | Local Centre and Public Open Space at Land North of Low Lane | 400m                                 |    |
|                  | The Dog and Partridge Public House                           | 850m                                 |    |
|                  | Calne Community Hub and Library                              | 1,500m                               |  |
|                  | Calne Recreation Club                                        | 1,300m                               |  |
|                  | Calne Leisure Centre                                         | 2,300m                               |  |
| Dentist          | ADP Dentist, Calne                                           | 1,300m                               |  |
|                  | Kerry Crescent Dental Practice                               | 1,600m                               |  |
| Pharmacy         | Boots                                                        | 1,400m                               |  |
| Doctor           | Calne Family Health Centre                                   | 1,100m                               |  |
|                  | Northlands Surgery                                           | 1,500m                               |  |
| Post Office      | Post Office, Phelps Parade                                   | 1,400m                               |  |
| Town Centre      | Calne Town Centre                                            | 1,400m                               |  |
| Employment       | Porte Marsh Industrial Estate                                | 1,800m                               |  |

Note: Distances are by foot or cycle on the most direct routes; thresholds <2km for walking and <5km for cycling

- 3.26. **Table 3.3** shows that there is a range of existing local facilities within walking and cycling distance of the site.
- 3.27. Following the recent approval of local centre (PL/2023/10421), on the land immediately north of the application site, future residents would be able to easily access the proposed day nursery and convenience store catering for everyday grocery needs.
- 3.28. **Figure 3.4** shows the existing local facilities in the vicinity of the site.

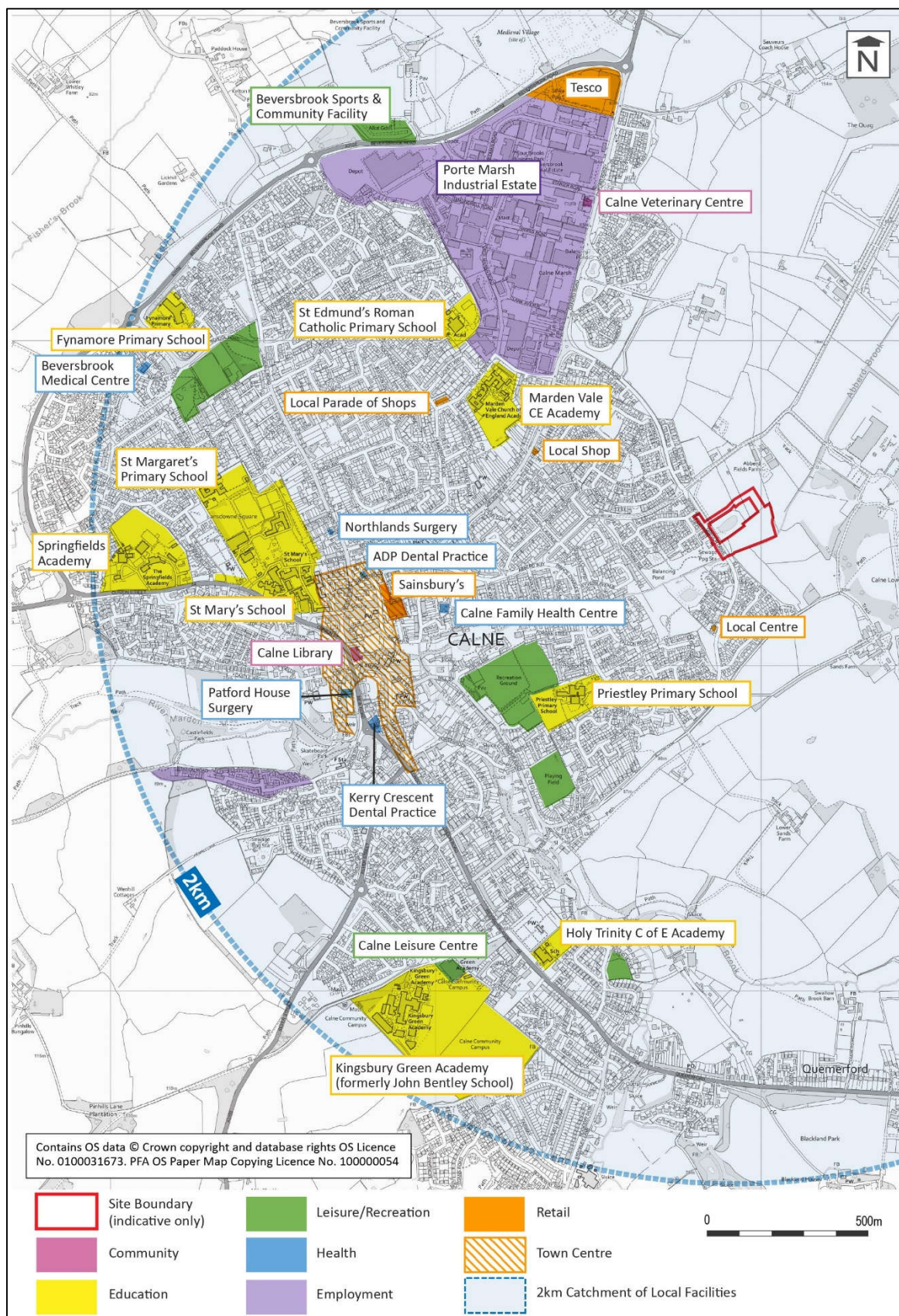


Figure 3.4: Local Facilities

## Bus Services

- 3.29. The nearest bus stops to the site at present are located on Oxford Road approximately 1.0km from the centre of the site. The bus stops on Oxford Road are served by bus service 55, operated by Stagecoach, the route of this service is shown on **Figure 3.7** and a summary of bus service information is set out in **Table 3.4** that includes other services that operate from Calne town centre.
- 3.30. With the completion of Davy Drive/Gregor Drive connecting Princes Charles Drive with Spitfire Road, the opportunity exists for bus service 55 to be rerouted from Oxford Road to serve the new residential developments that have been constructed in recent years to the east of Calne, as shown on **Figure 3.5**. The increased population to the south east of Calne resulting from existing and the proposed development lend further support to the possible rerouting of bus services. Stagecoach has previously identified an interest to reroute its service 55 along the new spine road to serve recently constructed and future planned development.
- 3.31. The design of Davy Drive/Gregor Drive includes the provision of bus stops to facilitate future bus services. Previous development has identified areas for proposed bus stops either side of Spitfire Road, south of the mini-roundabout with Abberd Lane. Kassel kerbs have already been provided though bus stop cage markings and other infrastructure such as flag/poles and shelters would be subject to review following any future commitment of an operator to service this part of Calne. The walk distance to these bus stops from an approximate centre of the site is 200m.

**Table 3.4: Summary Bus Service Information**

| Service No. | Route                                                 | Days      | Approximate Frequency |                   |              |
|-------------|-------------------------------------------------------|-----------|-----------------------|-------------------|--------------|
|             |                                                       |           | First Service         | Daytime Frequency | Last Service |
| 55          | Swindon – Calne – Chippenham                          | Mon – Fri | 05:16                 | 20 mins           | 00:13        |
|             |                                                       | Saturday  | 06:10                 | 20 mins           | 00:13        |
|             |                                                       | Sunday    | 08:07                 | 30 mins           | 23:12        |
|             | Chippenham – Calne – Swindon                          | Mon – Fri | 05:38                 | 20 mins           | 23:37        |
|             |                                                       | Saturday  | 06:43                 | 20 mins           | 23:37        |
|             |                                                       | Sunday    | 08:33                 | 30 mins           | 22:32        |
| 42          | Calne – Marlborough (via Avebury)                     | Mon-Fri   | 07:30                 | 9 services        | 17:43        |
|             |                                                       | Saturday  | 07:30                 | 7 services        | 16:03        |
|             |                                                       | Sunday    | -                     | -                 | -            |
|             | Marlborough - Calne (via Avebury)                     | Mon-Fri   | 08:58                 | 8 services        | 18:28        |
|             |                                                       | Saturday  | 09:12                 | 6 services        | 16:14        |
|             |                                                       | Sunday    | -                     | -                 | -            |
| 33/X33      | Chippenham to Devizes                                 | Mon-Fri   | 07:15                 | 8 services        | 17:52        |
|             |                                                       | Saturday  | 07:38                 | 7 services        | 17:30        |
|             |                                                       | Sunday    | -                     | -                 | -            |
|             | Devizes to Chippenham                                 | Mon-Fri   | 08:27                 | 7 services        | 18:40        |
|             |                                                       | Saturday  | 08:25                 | 6 services        | 16:56        |
|             |                                                       | Sunday    | -                     | -                 | -            |
| 43          | Calne, Heddington – Stockley – Calne (circular route) | Mon-Fri   | 10:43                 | 3 services        | 14:03        |
|             |                                                       | Saturday  | 10:15                 | 2 services        | 12:08        |
|             |                                                       | Sunday    | -                     | -                 | -            |

Note: Information obtained from stagecoachbus.com and Traveline on 03 June 2024.

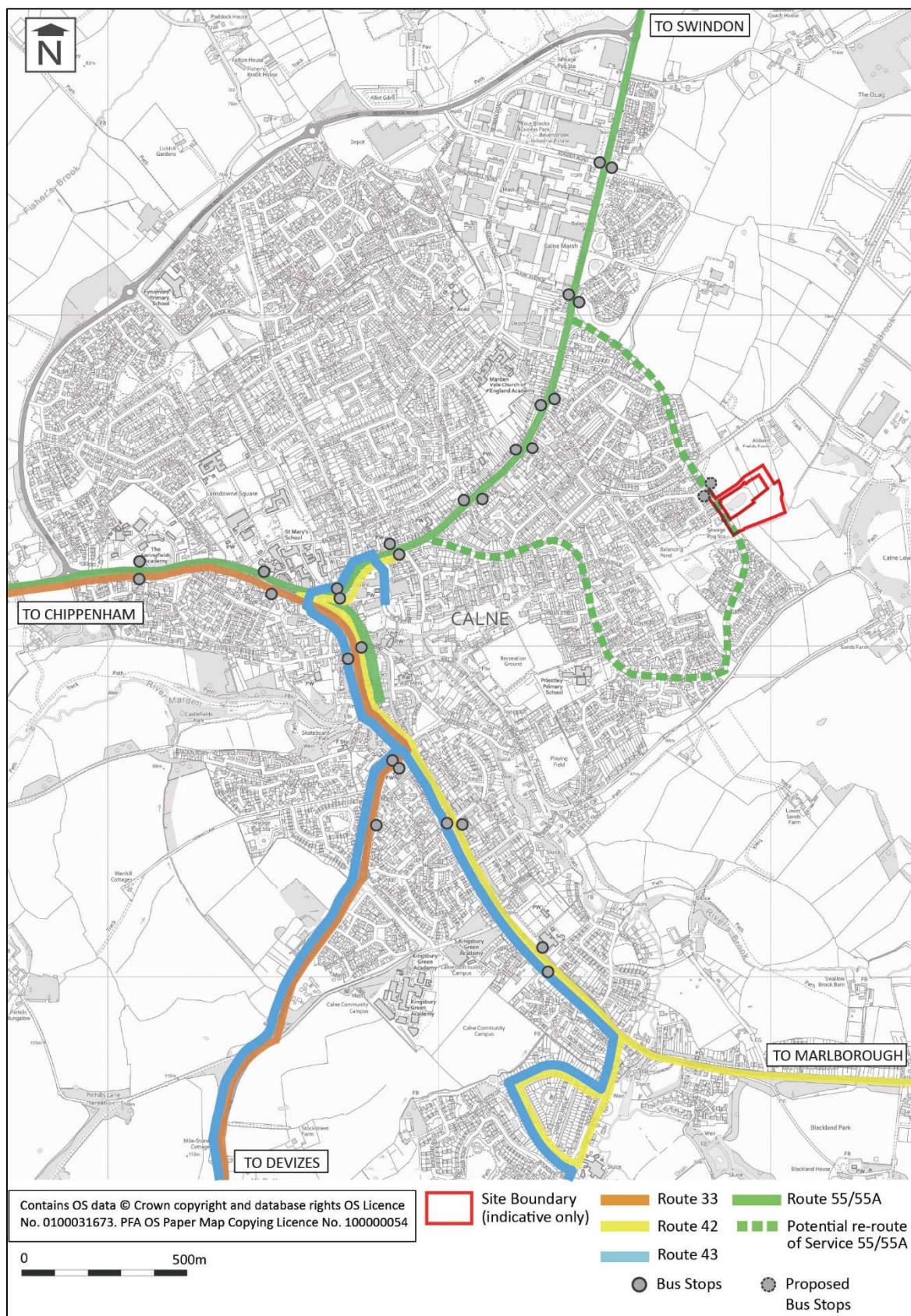


Figure 3.5: Existing & Proposed Bus Services

## 4. PROPOSED DEVELOPMENT

### Development Proposals

- 4.1. The development proposals comprise up to 20 dwellings with associated infrastructure, ancillary facilities and landscaping. A copy of the Illustrative Masterplan, produced by RHL, is reproduced at **Appendix A**, an extract from which is shown in **Figure 4.1** below.



Figure 4.1: Illustrative Masterplan

### Means of Access

#### Vehicular Access

- 4.2. The proposed site access arrangements from Spitfire Road is consistent with that proposed for the adjacent consented residential development, as shown on PFA drawing H690/01 Rev F 'Proposed Site Access Arrangements' reproduced at **Appendix C**. Vehicular access is to be taken from the existing access on Spitfire Road which is a simple priority junction. The drawing shows a 7.0m wide access with 7.0m radii to tie into the existing bell mouth with visibility splays of 2.4m by 43m to both sides reflecting the 30mph speed limit on Spitfire Road. As access is a reserved matter the details of the junction arrangements will be finalised at reserved matters stage or more than likely dealt with as part of the adjacent consented development.

#### Pedestrian and Cyclist Access

- 4.3. The existing 3.0m wide shared footway/cycleway which runs along Spitfire Road would cross the bell mouth of the proposed site access junction; an extension into the site of the shared footway/cycleway is proposed along the northern side of the site access.

- 4.4. An additional pedestrian connection to the shared footway/cycleway on Spitfire Road is also proposed further south providing a more direct route to the proposed residential development.
- 4.5. There is currently no connection between the footway on the east side of Sand Pit Road to the shared footway/cycleway on the east side of Spitfire Road at the roundabout to north with Abberd Lane. It is proposed therefore to extend the 3.0m shared route around the roundabout radius into Abberd Lane enabling pedestrians to cross the splitter island and reach the existing footpath on Sand Pit Road; this would also allow pedestrians and cyclist to transition onto Abberd Lane which is a bridleway. The splitter island is to be widened to provide a central width of 2.5m with dropped kerbs and tactile paving ensuring a safe crossing of Abberd Lane.
- 4.6. The existing splitter island on Spitfire Road south of the roundabout is also to be widened to 3m to better accommodate pedestrians and cyclists crossing Spitfire Road and accessing the shared foot/cycleway on Abberd Lane to the west for trips to/from Calne town centre.
- 4.7. The widening of the two splitter islands to facilitate the safe movement of pedestrian and cyclists, **has** resulted in the need to widen the carriageway on the Abberd Lane east approach to the roundabout and the Spitfire Road exit to adequately accommodate the swept paths of HGVs, including those HGVs associated with the operation of Hills waste site served from Abberd Lane.
- 4.8. The above improvements to pedestrian/cycle connectivity and the associated carriageway widening are shown on PFA drawing H690/01 Rev F at **Appendix C**, with the HGV swept paths shown on PFA drawing H690/02 Rev B at **Appendix D**.

#### **Public Transport Access**

- 4.9. The provision of public transport services allows opportunities for sustainable travel over longer distances complementing the provision of walk and cycle links for shorter journeys.
- 4.10. As previously discussed the completion of the spine road connecting Sand Pit Road and Prince Charles Drive provides the opportunity for bus services to be re-routed from Oxford Road to serve the new residential developments east of Calne (Stagecoach have indicated their desire to do this with their Service 55). The spine road has been designed as a bus route with the provision of bus stops along its length. Drawing H690/01 Rev F at **Appendix C** shows the location of bus stops on both sides of Spitfire Road along the site's frontage, which will be accessible to residents of the proposed development.
- 4.11. Overall, it is considered that safe and suitable access can be achieved in accordance with the NPPF and local planning policy.

#### **Parking Provision**

- 4.12. The applicant recognises the importance of providing appropriate parking provision within the proposed development. Car and cycle parking would be provided in accordance with Wiltshire Council's adopted parking standards at the time of the reserved matters applications.

#### **Residential Travel Plan**

- 4.13. The adjacent consented residential development was supported by the provision of a Residential Travel Plan. It is proposed that this Residential Travel Plan also includes the additional dwellings within this application to help encourage walking, cycling and public transport use by future residents.

## 5. TRAFFIC GENERATION AND HIGHWAY IMPACTS

- 5.1. Traffic generation has been estimated for the residential development proposal using the TRICS database for 'Houses Privately Owned'. Comparable sites were reviewed in the database to determine suitable trip rates. The TRICS outputs for 'Houses Privately Owned' are included at **Appendix E**.
- 5.2. The use of 'Houses Privately Owned' trip rates for the residential development is considered a 'robust' assessment given that 30% of the total residential units will be for affordable housing in accordance with Core Policy 43 of the adopted Wiltshire Core Strategy. The vehicular peak hour trip rates derived from TRICS are set out in **Table 5.1** below for the weekday AM peak hour (08:00-09:00) and weekday PM peak hour (17:00-18:00) time periods.

**Table 5.1: TRICS Trip Rates – Privately Owned Housing (trips per dwelling)**

| Time Period                | Arrivals | Departures | Total |
|----------------------------|----------|------------|-------|
| AM Peak Hour (08:00-09:00) | 0.158    | 0.373      | 0.531 |
| PM Peak Hour (17:00-18:00) | 0.345    | 0.154      | 0.499 |

- 5.3. Applying the above trip rates to the proposed development comprising 20 dwellings provides estimates of the likely traffic generation for the weekday AM and PM peak hours, as set out in **Table 5.2** below.

**Table 5.2: Traffic Generation of Proposed Development (20 Dwellings)**

| Time Period                | Arrivals | Departures | Total |
|----------------------------|----------|------------|-------|
| AM Peak Hour (08:00-09:00) | 3        | 8          | 11    |
| PM Peak Hour (17:00-18:00) | 7        | 3          | 10    |

- 5.4. The proposed development of 20 dwellings would only generate 11 (two-way) vehicle trips in the AM and PM peak hours. It is considered that this level of traffic would not have any material impact on the operation or safety of the surrounding local highway network.

### Construction Traffic

- 5.5. Construction of the proposed development will give rise to deliveries of materials and products that will be transported by heavy goods vehicles (HGVs). Construction traffic is temporary and will have a relatively short-term effect on existing roads within the adjacent highway network.
- 5.6. The mitigation measures to address the transport impacts associated with the construction of the proposed development will be co-ordinated and implemented by means of a Construction Traffic Management Plan (CTMP) which can be secured by a planning condition. This will likely include an HGV routing agreement which will seek to minimise the traffic effects of HGVs during the construction phases of development, and an agreement to avoid deliveries by HGVs during peak times.

### Summary

- 5.7. Overall, the proposed development would not have a material impact on the operation of the local highway network.

## 6. SUMMARY AND CONCLUSIONS

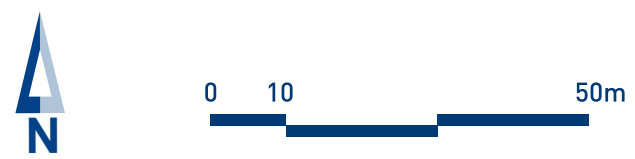
- 6.1. This Transport Statement has been prepared by PFA Consulting on behalf of Robert Hitchins Ltd (RHL), and its successors in title to the land, for submission with a planning application for residential development on 'land east of Spitfire Road', Calne. The planning application will be in outline with all matters reserved.
- 6.2. The development proposals comprise up to 20 dwellings with associated infrastructure, ancillary facilities and landscaping. The application site is to be accessed from Spitfire Road through land which has recently been consented following a planning appeal (PL/2022/07893 / APP-37227) for residential development for up to 90 dwellings. The vehicular access arrangements for both applications are consistent and comprise a simple priority junction on Spitfire Road with suitable visibility.
- 6.3. The proposed development has been assessed in accordance with the requirements of the National Planning Policy Framework (NPPF). This Transport Statement has demonstrated that the site is well located to existing and proposed local facilities which, together with connections to existing and proposed infrastructure would ensure future residents would have opportunities to travel by sustainable modes.
- 6.4. Although access is a reserved matter, the assessment has shown how the access arrangements to the site can be achieved utilising the existing access from Spitfire Road. An extension of the existing shared footway/cycleway which runs along the eastern side of Sand Pit Road is proposed along the main access, with an additional pedestrian connection further south. Widening of the splitter islands and carriageway on both Abberd Lane and Spitfire Road at the mini-roundabout to the north will provide safe crossings for pedestrians and cyclists, and accommodate the swept paths of HGVs.
- 6.5. It is proposed that the Residential Travel Plan which supported the planning application for the adjacent consented residential development be extended to include the additional dwellings within this application to help encourage walking, cycling and public transport use by future residents.
- 6.6. The small level of traffic generated by the proposed development would not have any material impact on the operation or safety of the surrounding local highway network.
- 6.7. Overall, the Transport Statement has addressed the transport impacts of the proposed development. It has demonstrated that opportunities for using sustainable transport modes are available; safe and suitable access can be achieved; and the residual traffic impacts can be accommodated on the surrounding local highway in accordance with the NPPF and Local Planning Policy.







- KEY**
- SITE ACCESS
  - DWELLINGS
  - EXISTING VEGETATION
  - PROPOSED STREET TREE
  - PROPOSED AMENITY TREE
  - PRIVATE DRIVEWAY
  - INDICATIVE SUDS
  - INFORMAL FOOTPATH
  - INTERNAL ROAD
  - PLAY AREA



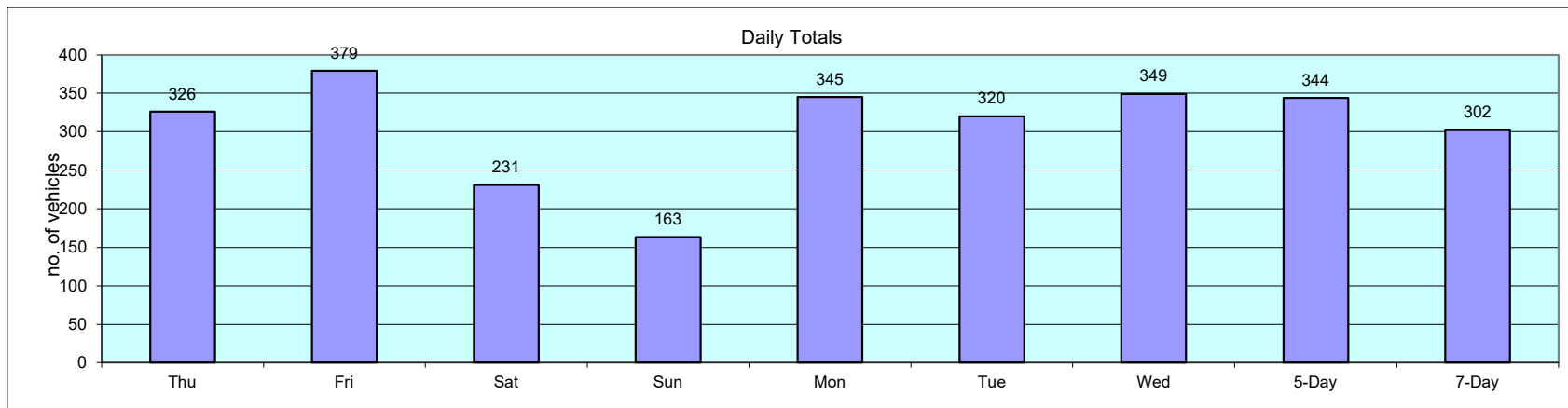
|                                                                                                                                                                                                    |  |                              |                    |                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------|--------------------|-----------------------|
| Site Name:<br>LAND EAST OF SPITFIRE ROAD                                                                                                                                                           |  | Drawing Number:<br>381.UD.01 |                    | Revision:<br>G        |
| Drawing Title:<br>ILLUSTRATIVE MASTERPLAN                                                                                                                                                          |  | Drawn By:<br>LD              | Checked By:<br>GRJ | Date:<br>19/06/25     |
|                                                                                                                                                                                                    |  |                              |                    | Scale:<br>1:1000 @ A3 |
| <br><b>Robert Hitchins</b><br>The Complete Development Solution<br><small>The Manor, Boddington, Cheltenham, Gloucestershire, GL51 0TJ<br/>Tel: 01242 680694<br/>www.robert-hitchins.co.uk</small> |  |                              |                    |                       |



| 11058 CALNE          |                                                                        |                            |               |               |                                   |                   |            |            |                         |                       |
|----------------------|------------------------------------------------------------------------|----------------------------|---------------|---------------|-----------------------------------|-------------------|------------|------------|-------------------------|-----------------------|
| FEBRUARY 2022        |                                                                        |                            |               |               | Posted<br>Speed<br>Limit<br>(PSL) | Total<br>Vehicles | 5 Day Ave. | 7 Day Ave. | Average<br>85%ile Speed | Average<br>Mean Speed |
| Site                 | Location                                                               | Direction                  | Start Date    | End Date      |                                   |                   |            |            |                         |                       |
| Site No:<br>11058002 | Site 2 - Spitfire Road,<br>Calne (att to l/c 11)<br>51.44097, -1.98842 | Channel:<br>Northwestbound | Thu 03-Feb-22 | Wed 09-Feb-22 | 30                                | 2113              | 344        | 302        | 30.8                    | 25.1                  |
|                      |                                                                        | Channel:<br>Southeastbound | Thu 03-Feb-22 | Wed 09-Feb-22 |                                   | 2010              | 323        | 287        | 31.4                    | 26.0                  |

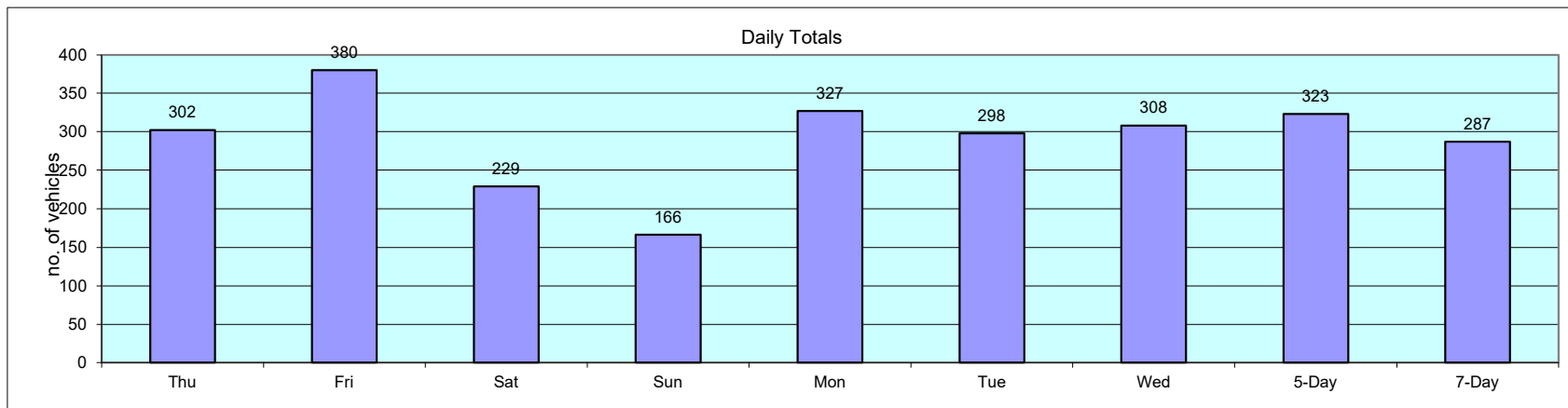
|                       |               |            |                         |            |            |            |                                               |       |       |
|-----------------------|---------------|------------|-------------------------|------------|------------|------------|-----------------------------------------------|-------|-------|
| 11058                 | CALNE         |            | Site No: 11058002       |            | Location   |            | Site 2 - Spitfire Road, Calne (att to l/c 11) |       |       |
|                       | FEBRUARY 2022 |            | Channel: Northwestbound |            |            |            |                                               |       |       |
|                       | Thu           | Fri        | Sat                     | Sun        | Mon        | Tue        | Wed                                           | 5-Day | 7-Day |
| TIME PERIOD           | 03/02/2022    | 04/02/2022 | 05/02/2022              | 06/02/2022 | 07/02/2022 | 08/02/2022 | 09/02/2022                                    | Av    | Av    |
| Week Begin: 03-Feb-22 |               |            |                         |            |            |            |                                               |       |       |
| 00:00                 | 0             | 1          | 1                       | 1          | 0          | 0          | 0                                             | 0     | 0     |
| 01:00                 | 0             | 2          | 0                       | 0          | 0          | 0          | 1                                             | 1     | 0     |
| 02:00                 | 0             | 0          | 0                       | 1          | 0          | 0          | 0                                             | 0     | 0     |
| 03:00                 | 1             | 1          | 0                       | 1          | 0          | 2          | 0                                             | 1     | 1     |
| 04:00                 | 1             | 1          | 1                       | 0          | 1          | 2          | 2                                             | 1     | 1     |
| 05:00                 | 4             | 6          | 1                       | 0          | 4          | 2          | 3                                             | 4     | 3     |
| 06:00                 | 15            | 11         | 3                       | 3          | 15         | 18         | 16                                            | 15    | 12    |
| 07:00                 | 36            | 34         | 6                       | 0          | 30         | 39         | 38                                            | 35    | 26    |
| 08:00                 | 29            | 45         | 19                      | 4          | 35         | 30         | 31                                            | 34    | 28    |
| 09:00                 | 14            | 19         | 18                      | 9          | 18         | 20         | 20                                            | 18    | 17    |
| 10:00                 | 27            | 24         | 23                      | 18         | 19         | 13         | 15                                            | 20    | 20    |
| 11:00                 | 21            | 19         | 23                      | 19         | 17         | 19         | 21                                            | 19    | 20    |
| 12:00                 | 15            | 17         | 19                      | 17         | 24         | 22         | 26                                            | 21    | 20    |
| 13:00                 | 16            | 29         | 15                      | 19         | 30         | 17         | 22                                            | 23    | 21    |
| 14:00                 | 24            | 31         | 9                       | 11         | 24         | 21         | 22                                            | 24    | 20    |
| 15:00                 | 25            | 42         | 13                      | 13         | 34         | 21         | 23                                            | 29    | 24    |
| 16:00                 | 40            | 30         | 17                      | 10         | 41         | 37         | 40                                            | 38    | 31    |
| 17:00                 | 20            | 19         | 17                      | 11         | 16         | 18         | 20                                            | 19    | 17    |
| 18:00                 | 13            | 11         | 13                      | 12         | 13         | 15         | 19                                            | 14    | 14    |
| 19:00                 | 8             | 13         | 13                      | 8          | 9          | 13         | 16                                            | 12    | 11    |
| 20:00                 | 6             | 13         | 8                       | 0          | 6          | 7          | 7                                             | 8     | 7     |
| 21:00                 | 7             | 6          | 7                       | 5          | 5          | 2          | 3                                             | 5     | 5     |
| 22:00                 | 4             | 4          | 3                       | 0          | 2          | 1          | 3                                             | 3     | 2     |
| 23:00                 | 0             | 1          | 2                       | 1          | 2          | 1          | 1                                             | 1     | 1     |
| 12H,7-19              | 280           | 320        | 192                     | 143        | 301        | 272        | 297                                           | 294   | 258   |
| 16H,6-22              | 316           | 363        | 223                     | 159        | 336        | 312        | 339                                           | 333   | 293   |
| 18H,6-24              | 320           | 368        | 228                     | 160        | 340        | 314        | 343                                           | 337   | 296   |
| 24H,0-24              | 326           | 379        | 231                     | 163        | 345        | 320        | 349                                           | 344   | 302   |
| Am                    | 07:00         | 08:00      | 11:00                   | 11:00      | 08:00      | 07:00      | 07:00                                         |       |       |
| Peak                  | 36            | 45         | 23                      | 19         | 35         | 39         | 38                                            |       |       |
| Pm                    | 16:00         | 15:00      | 12:00                   | 13:00      | 16:00      | 16:00      | 16:00                                         |       |       |
| Peak                  | 40            | 42         | 19                      | 19         | 41         | 37         | 40                                            |       |       |

|             |               |            |            |                         |            |            |                                               |       |       |
|-------------|---------------|------------|------------|-------------------------|------------|------------|-----------------------------------------------|-------|-------|
| 11058       | CALNE         |            |            | Site No: 11058002       |            | Location   | Site 2 - Spitfire Road, Calne (att to I/c 11) |       |       |
|             | FEBRUARY 2022 |            |            | Channel: Northwestbound |            |            |                                               |       |       |
|             | Thu           | Fri        | Sat        | Sun                     | Mon        | Tue        | Wed                                           | 5-Day | 7-Day |
| TIME PERIOD | 03/02/2022    | 04/02/2022 | 05/02/2022 | 06/02/2022              | 07/02/2022 | 08/02/2022 | 09/02/2022                                    | Av    | Av    |

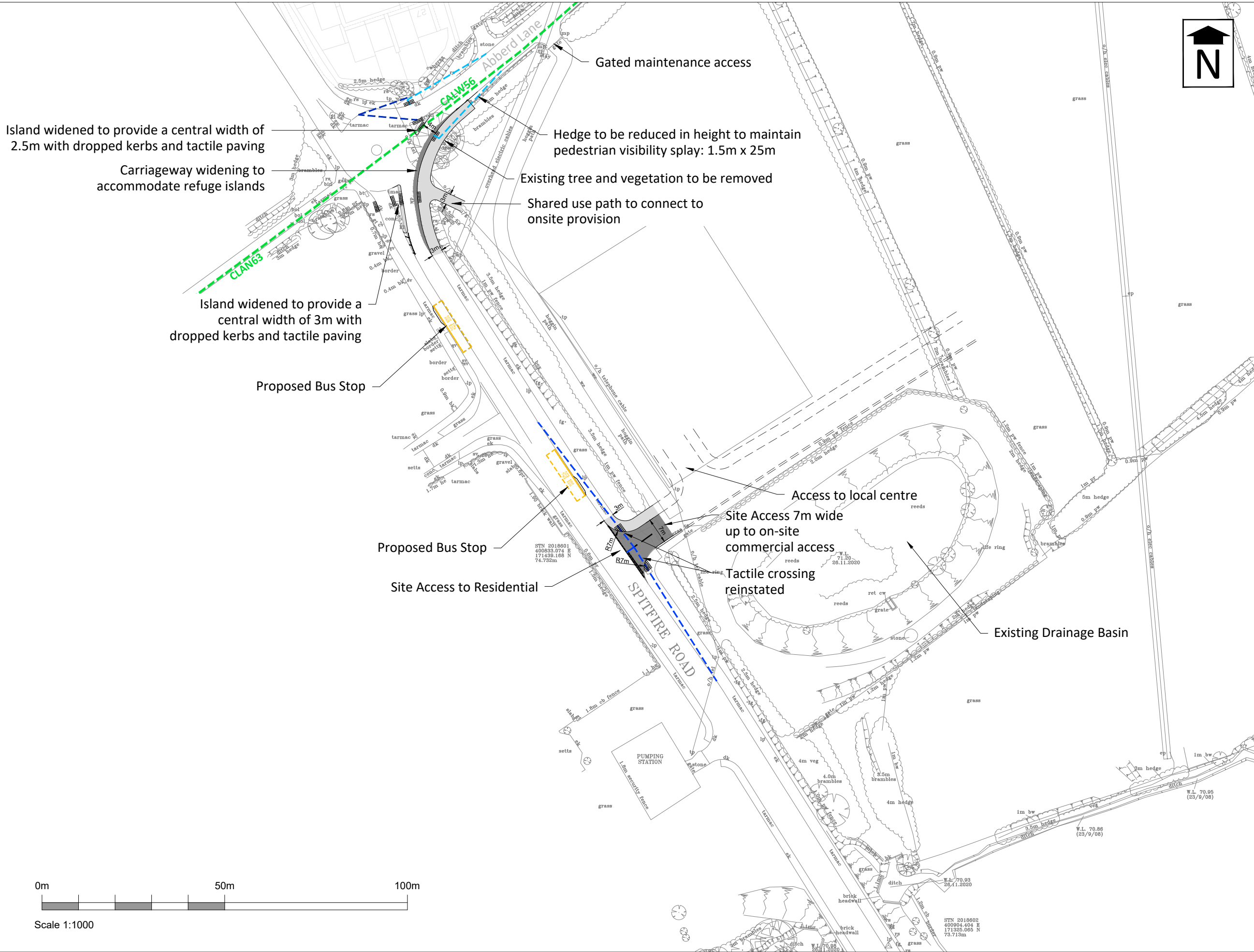


|                       |               |            |                         |            |            |            |                                               |       |       |
|-----------------------|---------------|------------|-------------------------|------------|------------|------------|-----------------------------------------------|-------|-------|
| 11058                 | CALNE         |            | Site No: 11058002       |            | Location   |            | Site 2 - Spitfire Road, Calne (att to I/c 11) |       |       |
|                       | FEBRUARY 2022 |            | Channel: Southeastbound |            |            |            |                                               |       |       |
|                       | Thu           | Fri        | Sat                     | Sun        | Mon        | Tue        | Wed                                           | 5-Day | 7-Day |
| TIME PERIOD           | 03/02/2022    | 04/02/2022 | 05/02/2022              | 06/02/2022 | 07/02/2022 | 08/02/2022 | 09/02/2022                                    | Av    | Av    |
| Week Begin: 03-Feb-22 |               |            |                         |            |            |            |                                               |       |       |
| 00:00                 | 0             | 2          | 2                       | 3          | 1          | 1          | 0                                             | 1     | 1     |
| 01:00                 | 1             | 2          | 1                       | 1          | 0          | 0          | 1                                             | 1     | 1     |
| 02:00                 | 0             | 0          | 0                       | 0          | 0          | 0          | 0                                             | 0     | 0     |
| 03:00                 | 0             | 0          | 0                       | 0          | 0          | 1          | 0                                             | 0     | 0     |
| 04:00                 | 0             | 0          | 0                       | 0          | 0          | 0          | 0                                             | 0     | 0     |
| 05:00                 | 0             | 0          | 0                       | 0          | 0          | 0          | 0                                             | 0     | 0     |
| 06:00                 | 3             | 1          | 1                       | 0          | 2          | 4          | 1                                             | 2     | 2     |
| 07:00                 | 22            | 30         | 5                       | 1          | 31         | 22         | 30                                            | 27    | 20    |
| 08:00                 | 21            | 34         | 4                       | 1          | 19         | 24         | 21                                            | 24    | 18    |
| 09:00                 | 18            | 19         | 10                      | 3          | 20         | 12         | 12                                            | 16    | 13    |
| 10:00                 | 25            | 20         | 15                      | 13         | 16         | 18         | 19                                            | 20    | 18    |
| 11:00                 | 15            | 23         | 17                      | 13         | 14         | 16         | 20                                            | 18    | 17    |
| 12:00                 | 12            | 23         | 18                      | 15         | 22         | 20         | 21                                            | 20    | 19    |
| 13:00                 | 27            | 35         | 19                      | 16         | 27         | 19         | 21                                            | 26    | 23    |
| 14:00                 | 14            | 21         | 16                      | 19         | 18         | 17         | 17                                            | 17    | 17    |
| 15:00                 | 26            | 37         | 18                      | 19         | 39         | 20         | 14                                            | 27    | 25    |
| 16:00                 | 17            | 34         | 25                      | 8          | 31         | 28         | 23                                            | 27    | 24    |
| 17:00                 | 38            | 25         | 20                      | 13         | 26         | 29         | 35                                            | 31    | 27    |
| 18:00                 | 27            | 24         | 18                      | 13         | 21         | 26         | 25                                            | 25    | 22    |
| 19:00                 | 15            | 18         | 13                      | 13         | 17         | 16         | 16                                            | 16    | 15    |
| 20:00                 | 8             | 17         | 10                      | 4          | 9          | 12         | 14                                            | 12    | 11    |
| 21:00                 | 10            | 12         | 8                       | 8          | 9          | 6          | 9                                             | 9     | 9     |
| 22:00                 | 2             | 3          | 8                       | 2          | 1          | 4          | 6                                             | 3     | 4     |
| 23:00                 | 1             | 0          | 1                       | 1          | 4          | 3          | 3                                             | 2     | 2     |
| 12H,7-19              | 262           | 325        | 185                     | 134        | 284        | 251        | 258                                           | 276   | 243   |
| 16H,6-22              | 298           | 373        | 217                     | 159        | 321        | 289        | 298                                           | 316   | 279   |
| 18H,6-24              | 301           | 376        | 226                     | 162        | 326        | 296        | 307                                           | 321   | 285   |
| 24H,0-24              | 302           | 380        | 229                     | 166        | 327        | 298        | 308                                           | 323   | 287   |
| Am                    | 10:00         | 08:00      | 11:00                   | 11:00      | 07:00      | 08:00      | 07:00                                         |       |       |
| Peak                  | 25            | 34         | 17                      | 13         | 31         | 24         | 30                                            |       |       |
| Pm                    | 17:00         | 15:00      | 16:00                   | 15:00      | 15:00      | 17:00      | 17:00                                         |       |       |
| Peak                  | 38            | 37         | 25                      | 19         | 39         | 29         | 35                                            |       |       |

|             |               |            |            |                         |            |            |                                               |       |       |
|-------------|---------------|------------|------------|-------------------------|------------|------------|-----------------------------------------------|-------|-------|
| 11058       | CALNE         |            |            | Site No: 11058002       |            | Location   | Site 2 - Spitfire Road, Calne (att to l/c 11) |       |       |
|             | FEBRUARY 2022 |            |            | Channel: Southeastbound |            |            |                                               |       |       |
|             | Thu           | Fri        | Sat        | Sun                     | Mon        | Tue        | Wed                                           | 5-Day | 7-Day |
| TIME PERIOD | 03/02/2022    | 04/02/2022 | 05/02/2022 | 06/02/2022              | 07/02/2022 | 08/02/2022 | 09/02/2022                                    | Av    | Av    |







Stratton Park House, Wanborough Road  
Swindon, SN3 4HG

Telephone  
01793 828000

Website  
www.pfapl.com

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

#### NOTES

1. Based on Survey by Ruxton  
Surveys, drawing no. 21099/01 dated  
May 2021

- 2.4 x 43m Visibility Splay
- 1.5 x 25m Pedestrian  
Visibility Splay
- Pedestrian Intervisibility  
Zone
- Bridleway
- Carriageway
- Foot/Cycleway

| Rev | Date     | Description                                                                | Drawn | Check |
|-----|----------|----------------------------------------------------------------------------|-------|-------|
| F   | 16/01/23 | Minor amendments to site access                                            | TLH   | JA    |
| E   | 10/01/23 | Additional cycle facilities added                                          | TLH   | JA    |
| D   | 26/09/22 | Access road amended to reflect change in width to 6m                       | JR    | JA    |
| C   | 15/09/22 | Presentation update                                                        | JR    | JA    |
| B   | 12/09/22 | Pedestrian visibility and intervisibility shown. Shared use path extended. | JR    | JA    |
| A   | 24/08/22 | Revised to show offsite shared use path and refuge island on Abberd Lane   | JR    | JA    |
| #   | 03/03/22 | First Issue                                                                | TLH   | JA    |

Status  
**PRELIMINARY**



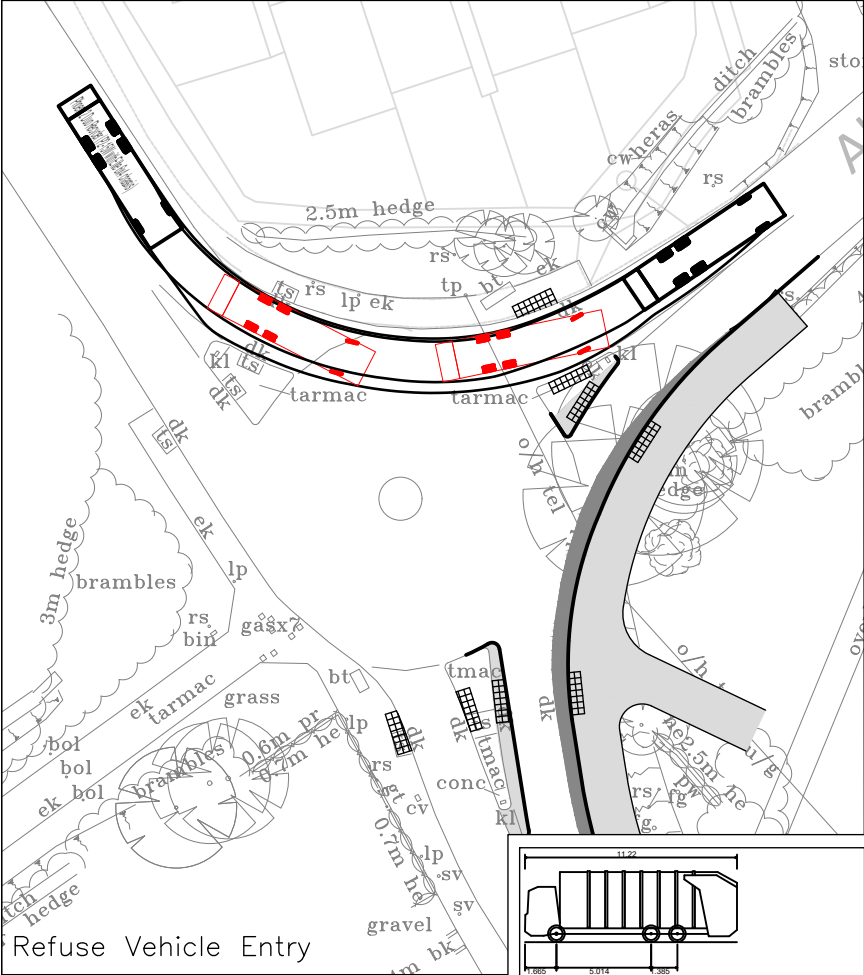
Project  
**Land off Spitfire Road  
Calne**

Drawing Title  
**Proposed Site Access  
Arrangements**

Drawing No. **H690/1** Rev F

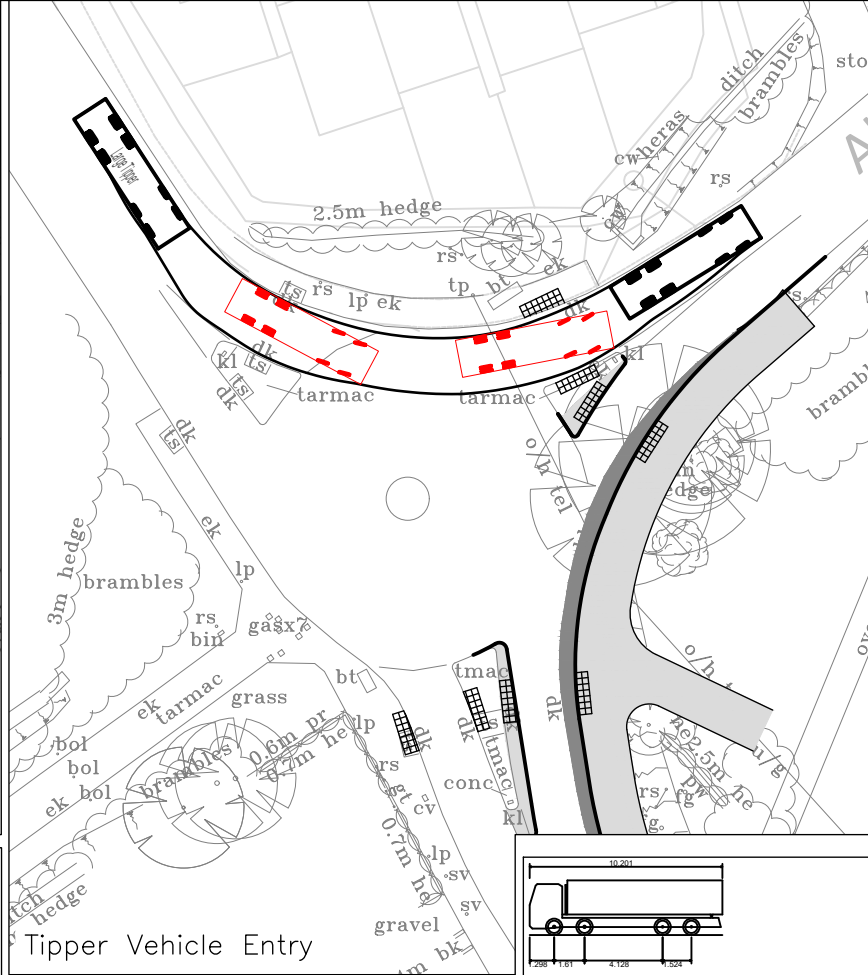
Date: Mar 2022 Scale: 1:1000 @ A3  
E-Mail: thillier@pfapl.com





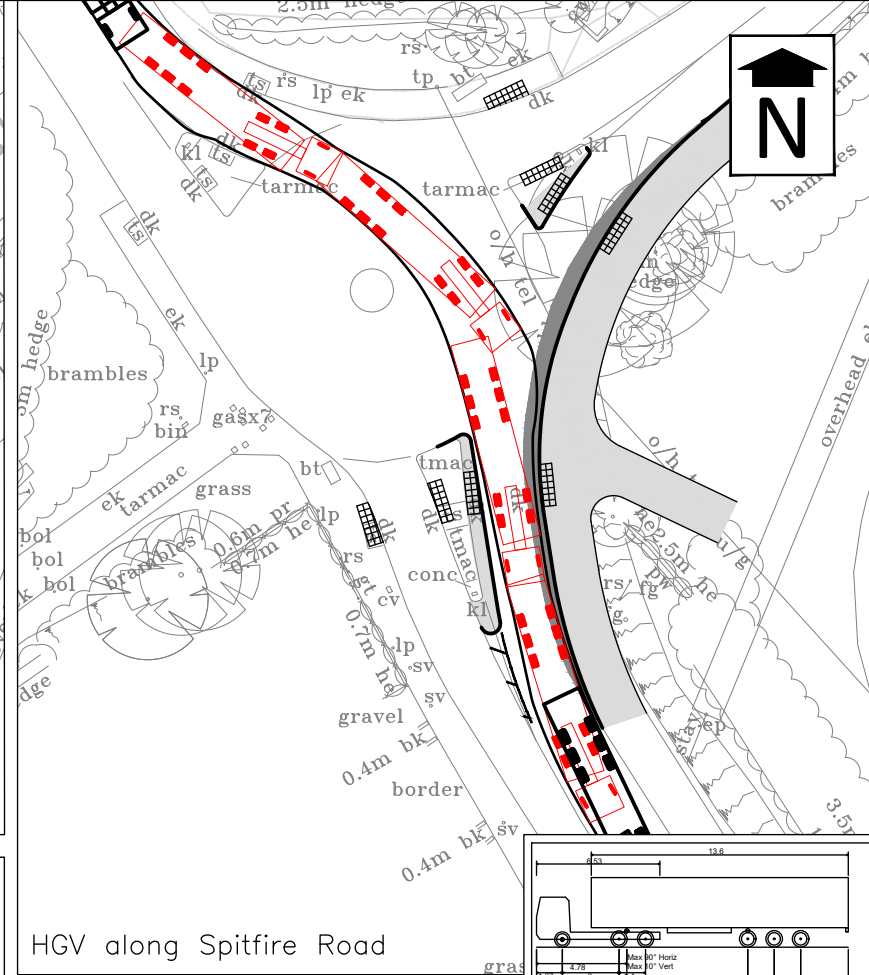
Refuse Vehicle Entry

|                                                        |         |
|--------------------------------------------------------|---------|
| Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis) |         |
| Overall Length                                         | 11.220m |
| Overall Width                                          | 2.530m  |
| Overall Body Height                                    | 3.756m  |
| Min Body Ground Clearance                              | 0.309m  |
| Track Width                                            | 2.530m  |
| Lock to lock time                                      | 4.00s   |
| Kerb to Kerb Turning Radius                            | 11.550m |



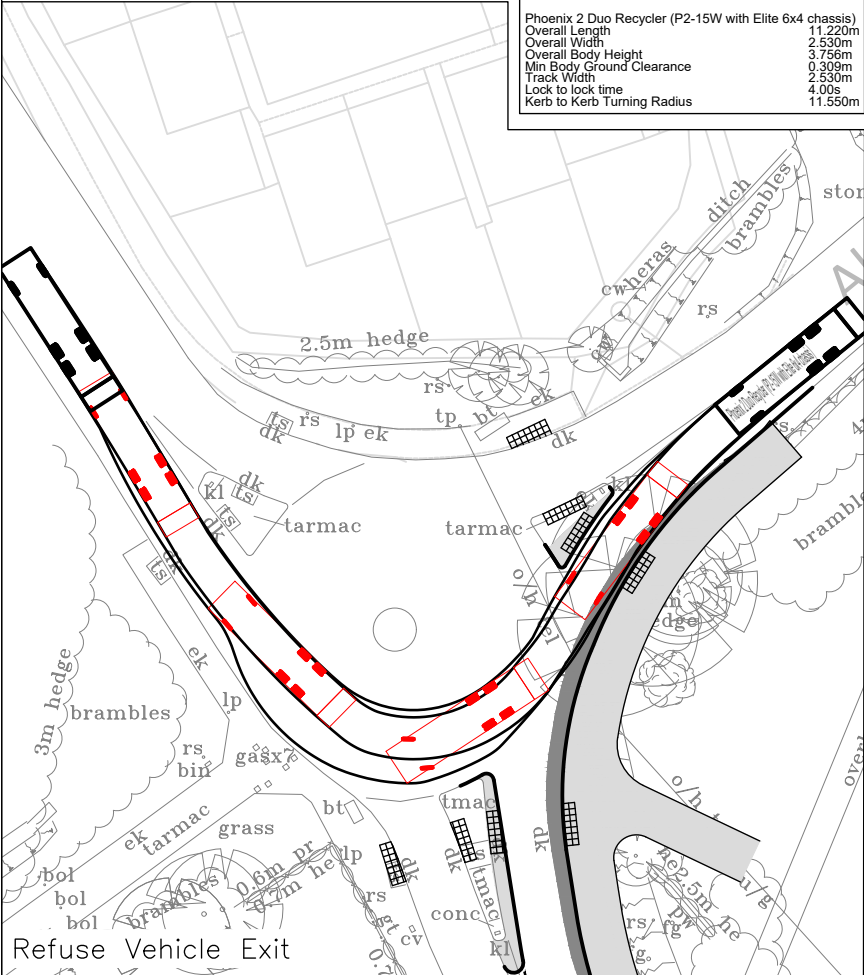
Tipper Vehicle Entry

|                             |         |
|-----------------------------|---------|
| Large Tipper                |         |
| Overall Length              | 10.201m |
| Overall Width               | 2.495m  |
| Overall Body Height         | 2.890m  |
| Min Body Ground Clearance   | 0.341m  |
| Track Width                 | 2.471m  |
| Lock to lock time           | 6.00s   |
| Kerb to Kerb Turning Radius | 11.550m |

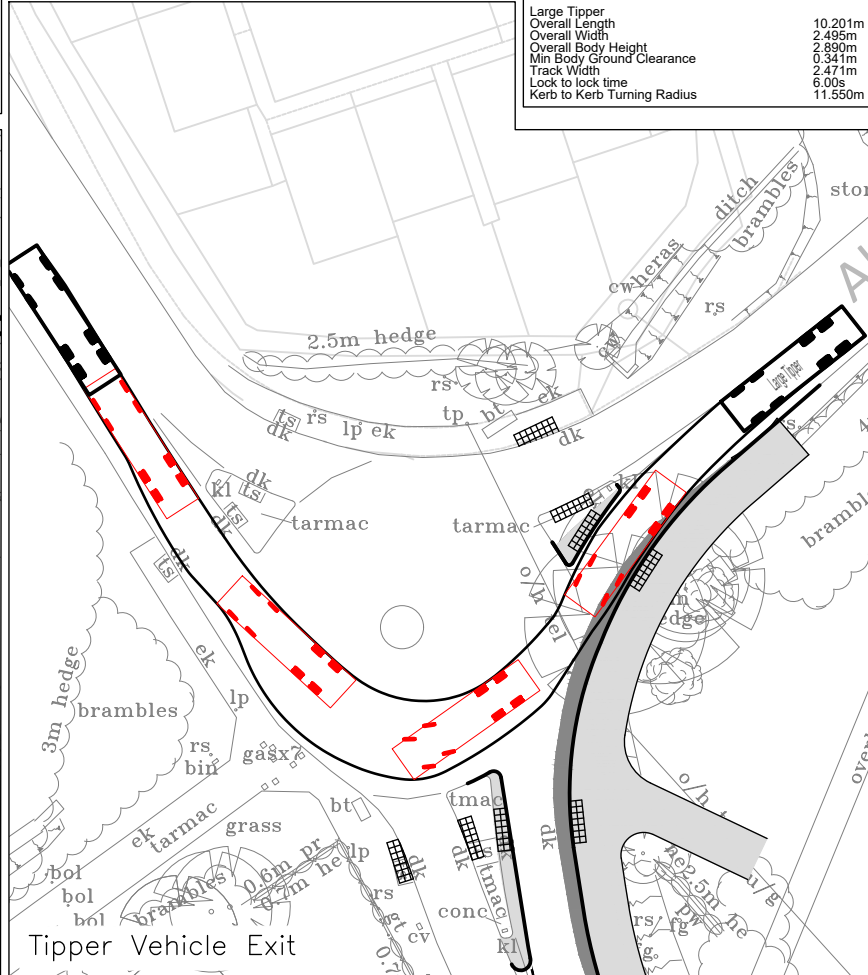


HGV along Spitfire Road

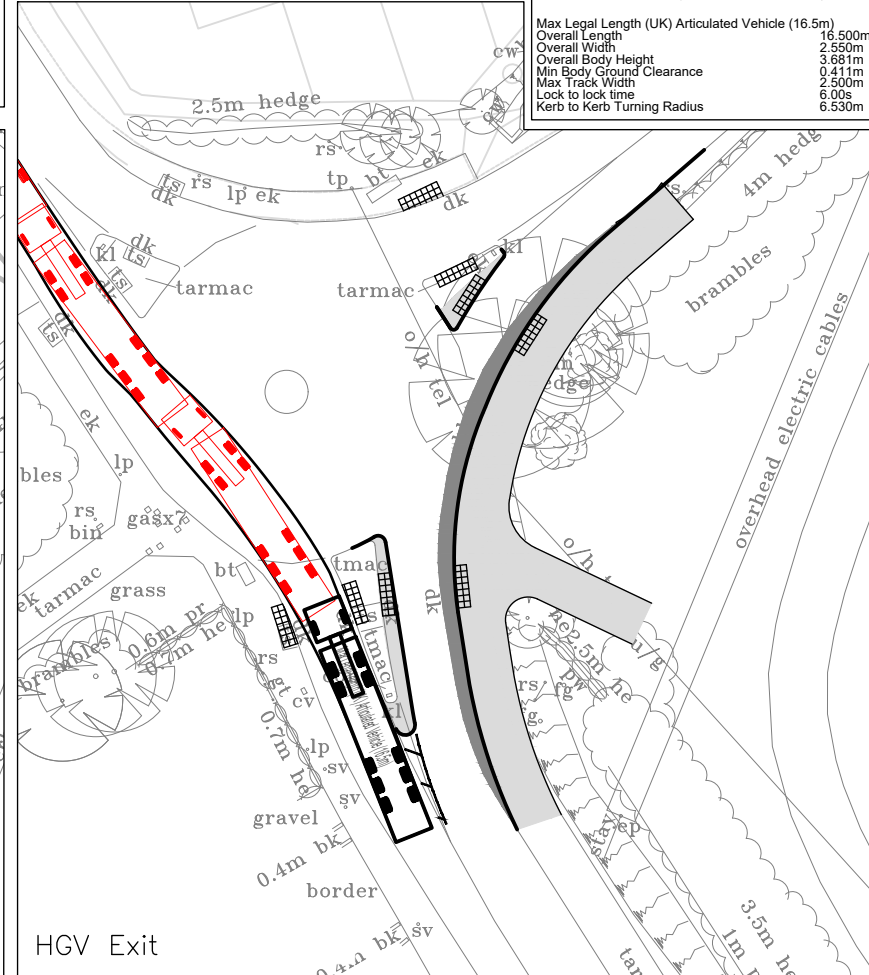
|                                                   |         |
|---------------------------------------------------|---------|
| Max Legal Length (UK) Articulated Vehicle (16.5m) |         |
| Overall Length                                    | 16.500m |
| Overall Width                                     | 2.550m  |
| Overall Body Height                               | 3.681m  |
| Min Body Ground Clearance                         | 0.411m  |
| Max Track Width                                   | 2.500m  |
| Lock to lock time                                 | 6.00s   |
| Kerb to Kerb Turning Radius                       | 6.530m  |



Refuse Vehicle Exit



Tipper Vehicle Exit



HGV Exit



Stratton Park House, Wanborough Road  
Swindon, SN3 4HG

Telephone  
01793 828000

Website  
www.pfapl.com

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

#### NOTES

1. Based on Survey by Ruxton  
Surveys, drawing no. 21099/01 dated  
May 2021

| Rev                                                                                                                                                  | Date     | Description                | Drawn | Check |
|------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------------------------|-------|-------|
| B                                                                                                                                                    | 10/01/23 | Additional movements added | TLH   | JA    |
| A                                                                                                                                                    | 15/09/22 | Presentation update        | JR    | JA    |
| #                                                                                                                                                    | 12/09/22 | First Issue.               | JR    | JA    |
| Status                                                                                                                                               |          |                            |       |       |
| PRELIMINARY                                                                                                                                          |          |                            |       |       |
| Client                                                                                                                                               |          |                            |       |       |
| <br><b>Robert Hitchins</b><br>The Complete Development Solution |          |                            |       |       |
| Project                                                                                                                                              |          |                            |       |       |
| Land off Spitfire Road<br>Calne                                                                                                                      |          |                            |       |       |
| Drawing Title                                                                                                                                        |          |                            |       |       |
| Swept Path Analysis                                                                                                                                  |          |                            |       |       |
| Drawing No.                                                                                                                                          |          |                            |       |       |
| H690/2                                                                                                                                               |          |                            |       |       |
| Rev B                                                                                                                                                |          |                            |       |       |
| Date: September 2022                                                                                                                                 |          | Scale: 1:500 @ A3          |       |       |
| E-Mail: jrossi@pfapl.com                                                                                                                             |          |                            |       |       |



Calculation Reference: AUDIT-712101-200716-0701

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL VEHICLES

Selected regions and areas:

|    |                  |        |
|----|------------------|--------|
| 02 | SOUTH EAST       |        |
|    | ES EAST SUSSEX   | 1 days |
|    | HF HERTFORDSHIRE | 1 days |
|    | KC KENT          | 1 days |
|    | WS WEST SUSSEX   | 1 days |
| 04 | EAST ANGLIA      |        |
|    | NF NORFOLK       | 1 days |
| 06 | WEST MIDLANDS    |        |
|    | ST STAFFORDSHIRE | 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: 134 to 288 (units: )  
 Range Selected by User: 100 to 300 (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: 01/01/12 to 23/09/19

*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    | 2 days |
| Wednesday | 2 days |
| Thursday  | 1 days |
| Friday    | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 6 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 | 6 |
|--------------|---|

*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 | 6 |
|------------------|---|

*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

6 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 1 mile:

1,000 or Less

1 days

5,001 to 10,000

3 days

10,001 to 15,000

2 days

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

Population within 5 miles:

5,001 to 25,000

2 days

50,001 to 75,000

1 days

75,001 to 100,000

3 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

1 days

1.1 to 1.5

4 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

3 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

6 days

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

LIST OF SITES relevant to selection parameters

|   |                                                               |                          |                     |
|---|---------------------------------------------------------------|--------------------------|---------------------|
| 1 | ES-03-A-04<br>NEW LYDD ROAD<br>CAMBER                         | MIXED HOUSES & FLATS     | EAST SUSSEX         |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:    | 134                      |                     |
|   | Survey date: FRIDAY                                           | 15/07/16                 | Survey Type: MANUAL |
| 2 | HF-03-A-03<br>HARE STREET ROAD<br>BUNTINGFORD                 | MIXED HOUSES             | HERTFORDSHIRE       |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:    | 160                      |                     |
|   | Survey date: MONDAY                                           | 08/07/19                 | Survey Type: MANUAL |
| 3 | KC-03-A-07<br>RECULVER ROAD<br>HERNE BAY                      | MIXED HOUSES             | KENT                |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:    | 288                      |                     |
|   | Survey date: WEDNESDAY                                        | 27/09/17                 | Survey Type: MANUAL |
| 4 | NF-03-A-06<br>BEAUFORT WAY<br>GREAT YARMOUTH<br>BRADWELL      | MIXED HOUSES             | NORFOLK             |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:    | 275                      |                     |
|   | Survey date: MONDAY                                           | 23/09/19                 | Survey Type: MANUAL |
| 5 | ST-03-A-07<br>BEACONSIDE<br>STAFFORD<br>MARSTON GATE          | DETACHED & SEMI-DETACHED | STAFFORDSHIRE       |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:    | 248                      |                     |
|   | Survey date: WEDNESDAY                                        | 22/11/17                 | Survey Type: MANUAL |
| 6 | WS-03-A-04<br>HILLS FARM LANE<br>HORSHAM<br>BROADBRIDGE HEATH | MIXED HOUSES             | WEST SUSSEX         |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:    | 151                      |                     |
|   | Survey date: THURSDAY                                         | 11/12/14                 | 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL 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 | 6        | 209         | 0.103     | 6          | 209         | 0.295     | 6        | 209         | 0.398     |
| 08:00 - 09:00 | 6        | 209         | 0.158     | 6          | 209         | 0.373     | 6        | 209         | 0.531     |
| 09:00 - 10:00 | 6        | 209         | 0.138     | 6          | 209         | 0.174     | 6        | 209         | 0.312     |
| 10:00 - 11:00 | 6        | 209         | 0.119     | 6          | 209         | 0.154     | 6        | 209         | 0.273     |
| 11:00 - 12:00 | 6        | 209         | 0.117     | 6          | 209         | 0.148     | 6        | 209         | 0.265     |
| 12:00 - 13:00 | 6        | 209         | 0.157     | 6          | 209         | 0.144     | 6        | 209         | 0.301     |
| 13:00 - 14:00 | 6        | 209         | 0.170     | 6          | 209         | 0.145     | 6        | 209         | 0.315     |
| 14:00 - 15:00 | 6        | 209         | 0.183     | 6          | 209         | 0.190     | 6        | 209         | 0.373     |
| 15:00 - 16:00 | 6        | 209         | 0.287     | 6          | 209         | 0.181     | 6        | 209         | 0.468     |
| 16:00 - 17:00 | 6        | 209         | 0.288     | 6          | 209         | 0.177     | 6        | 209         | 0.465     |
| 17:00 - 18:00 | 6        | 209         | 0.345     | 6          | 209         | 0.154     | 6        | 209         | 0.499     |
| 18:00 - 19:00 | 6        | 209         | 0.281     | 6          | 209         | 0.195     | 6        | 209         | 0.476     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          | 2.346       |           |            | 2.330       |           |          | 4.676       |           |

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:           | 134 - 288 (units: ) |
| Survey date range:                            | 01/01/12 - 23/09/19 |
| Number of weekdays (Monday-Friday):           | 6                   |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

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 | 6        | 209         | 0.001     | 6          | 209         | 0.001     | 6        | 209         | 0.002     |
| 08:00 - 09:00 | 6        | 209         | 0.004     | 6          | 209         | 0.003     | 6        | 209         | 0.007     |
| 09:00 - 10:00 | 6        | 209         | 0.002     | 6          | 209         | 0.002     | 6        | 209         | 0.004     |
| 10:00 - 11:00 | 6        | 209         | 0.001     | 6          | 209         | 0.001     | 6        | 209         | 0.002     |
| 11:00 - 12:00 | 6        | 209         | 0.000     | 6          | 209         | 0.001     | 6        | 209         | 0.001     |
| 12:00 - 13:00 | 6        | 209         | 0.001     | 6          | 209         | 0.000     | 6        | 209         | 0.001     |
| 13:00 - 14:00 | 6        | 209         | 0.001     | 6          | 209         | 0.001     | 6        | 209         | 0.002     |
| 14:00 - 15:00 | 6        | 209         | 0.000     | 6          | 209         | 0.001     | 6        | 209         | 0.001     |
| 15:00 - 16:00 | 6        | 209         | 0.006     | 6          | 209         | 0.005     | 6        | 209         | 0.011     |
| 16:00 - 17:00 | 6        | 209         | 0.001     | 6          | 209         | 0.002     | 6        | 209         | 0.003     |
| 17:00 - 18:00 | 6        | 209         | 0.002     | 6          | 209         | 0.000     | 6        | 209         | 0.002     |
| 18:00 - 19:00 | 6        | 209         | 0.000     | 6          | 209         | 0.001     | 6        | 209         | 0.001     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.019     |            |             | 0.018     |          |             | 0.037     |

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

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 | 6        | 209         | 0.004     | 6          | 209         | 0.002     | 6        | 209         | 0.006     |
| 08:00 - 09:00 | 6        | 209         | 0.003     | 6          | 209         | 0.003     | 6        | 209         | 0.006     |
| 09:00 - 10:00 | 6        | 209         | 0.006     | 6          | 209         | 0.002     | 6        | 209         | 0.008     |
| 10:00 - 11:00 | 6        | 209         | 0.002     | 6          | 209         | 0.002     | 6        | 209         | 0.004     |
| 11:00 - 12:00 | 6        | 209         | 0.002     | 6          | 209         | 0.002     | 6        | 209         | 0.004     |
| 12:00 - 13:00 | 6        | 209         | 0.005     | 6          | 209         | 0.006     | 6        | 209         | 0.011     |
| 13:00 - 14:00 | 6        | 209         | 0.004     | 6          | 209         | 0.002     | 6        | 209         | 0.006     |
| 14:00 - 15:00 | 6        | 209         | 0.003     | 6          | 209         | 0.005     | 6        | 209         | 0.008     |
| 15:00 - 16:00 | 6        | 209         | 0.004     | 6          | 209         | 0.004     | 6        | 209         | 0.008     |
| 16:00 - 17:00 | 6        | 209         | 0.003     | 6          | 209         | 0.003     | 6        | 209         | 0.006     |
| 17:00 - 18:00 | 6        | 209         | 0.004     | 6          | 209         | 0.001     | 6        | 209         | 0.005     |
| 18:00 - 19:00 | 6        | 209         | 0.002     | 6          | 209         | 0.003     | 6        | 209         | 0.005     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.042     |            |             | 0.035     |          |             | 0.077     |

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

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 | 6        | 209         | 0.006     | 6          | 209         | 0.004     | 6        | 209         | 0.010     |
| 08:00 - 09:00 | 6        | 209         | 0.008     | 6          | 209         | 0.015     | 6        | 209         | 0.023     |
| 09:00 - 10:00 | 6        | 209         | 0.000     | 6          | 209         | 0.002     | 6        | 209         | 0.002     |
| 10:00 - 11:00 | 6        | 209         | 0.002     | 6          | 209         | 0.005     | 6        | 209         | 0.007     |
| 11:00 - 12:00 | 6        | 209         | 0.002     | 6          | 209         | 0.002     | 6        | 209         | 0.004     |
| 12:00 - 13:00 | 6        | 209         | 0.003     | 6          | 209         | 0.003     | 6        | 209         | 0.006     |
| 13:00 - 14:00 | 6        | 209         | 0.002     | 6          | 209         | 0.002     | 6        | 209         | 0.004     |
| 14:00 - 15:00 | 6        | 209         | 0.002     | 6          | 209         | 0.002     | 6        | 209         | 0.004     |
| 15:00 - 16:00 | 6        | 209         | 0.006     | 6          | 209         | 0.005     | 6        | 209         | 0.011     |
| 16:00 - 17:00 | 6        | 209         | 0.010     | 6          | 209         | 0.010     | 6        | 209         | 0.020     |
| 17:00 - 18:00 | 6        | 209         | 0.013     | 6          | 209         | 0.009     | 6        | 209         | 0.022     |
| 18:00 - 19:00 | 6        | 209         | 0.003     | 6          | 209         | 0.006     | 6        | 209         | 0.009     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.057     |            |             | 0.065     |          |             | 0.122     |

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL VEHICLE OCCUPANTS

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 | 6        | 209         | 0.128     | 6          | 209         | 0.529     | 6        | 209         | 0.657     |
| 08:00 - 09:00 | 6        | 209         | 0.223     | 6          | 209         | 0.746     | 6        | 209         | 0.969     |
| 09:00 - 10:00 | 6        | 209         | 0.200     | 6          | 209         | 0.303     | 6        | 209         | 0.503     |
| 10:00 - 11:00 | 6        | 209         | 0.174     | 6          | 209         | 0.269     | 6        | 209         | 0.443     |
| 11:00 - 12:00 | 6        | 209         | 0.178     | 6          | 209         | 0.259     | 6        | 209         | 0.437     |
| 12:00 - 13:00 | 6        | 209         | 0.264     | 6          | 209         | 0.236     | 6        | 209         | 0.500     |
| 13:00 - 14:00 | 6        | 209         | 0.291     | 6          | 209         | 0.241     | 6        | 209         | 0.532     |
| 14:00 - 15:00 | 6        | 209         | 0.291     | 6          | 209         | 0.315     | 6        | 209         | 0.606     |
| 15:00 - 16:00 | 6        | 209         | 0.564     | 6          | 209         | 0.298     | 6        | 209         | 0.862     |
| 16:00 - 17:00 | 6        | 209         | 0.562     | 6          | 209         | 0.296     | 6        | 209         | 0.858     |
| 17:00 - 18:00 | 6        | 209         | 0.660     | 6          | 209         | 0.247     | 6        | 209         | 0.907     |
| 18:00 - 19:00 | 6        | 209         | 0.543     | 6          | 209         | 0.351     | 6        | 209         | 0.894     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 4.078     |            |             | 4.090     |          |             | 8.168     |

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

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 | 6        | 209         | 0.014     | 6          | 209         | 0.018     | 6        | 209         | 0.032     |
| 08:00 - 09:00 | 6        | 209         | 0.032     | 6          | 209         | 0.044     | 6        | 209         | 0.076     |
| 09:00 - 10:00 | 6        | 209         | 0.029     | 6          | 209         | 0.033     | 6        | 209         | 0.062     |
| 10:00 - 11:00 | 6        | 209         | 0.037     | 6          | 209         | 0.043     | 6        | 209         | 0.080     |
| 11:00 - 12:00 | 6        | 209         | 0.019     | 6          | 209         | 0.031     | 6        | 209         | 0.050     |
| 12:00 - 13:00 | 6        | 209         | 0.033     | 6          | 209         | 0.033     | 6        | 209         | 0.066     |
| 13:00 - 14:00 | 6        | 209         | 0.034     | 6          | 209         | 0.021     | 6        | 209         | 0.055     |
| 14:00 - 15:00 | 6        | 209         | 0.028     | 6          | 209         | 0.033     | 6        | 209         | 0.061     |
| 15:00 - 16:00 | 6        | 209         | 0.059     | 6          | 209         | 0.049     | 6        | 209         | 0.108     |
| 16:00 - 17:00 | 6        | 209         | 0.045     | 6          | 209         | 0.045     | 6        | 209         | 0.090     |
| 17:00 - 18:00 | 6        | 209         | 0.045     | 6          | 209         | 0.023     | 6        | 209         | 0.068     |
| 18:00 - 19:00 | 6        | 209         | 0.049     | 6          | 209         | 0.063     | 6        | 209         | 0.112     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.424     |            |             | 0.436     |          |             | 0.860     |

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL BUS/TRAM PASSENGERS

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 | 6        | 209         | 0.000     | 6          | 209         | 0.001     | 6        | 209         | 0.001     |
| 08:00 - 09:00 | 6        | 209         | 0.002     | 6          | 209         | 0.025     | 6        | 209         | 0.027     |
| 09:00 - 10:00 | 6        | 209         | 0.001     | 6          | 209         | 0.006     | 6        | 209         | 0.007     |
| 10:00 - 11:00 | 6        | 209         | 0.002     | 6          | 209         | 0.001     | 6        | 209         | 0.003     |
| 11:00 - 12:00 | 6        | 209         | 0.004     | 6          | 209         | 0.006     | 6        | 209         | 0.010     |
| 12:00 - 13:00 | 6        | 209         | 0.002     | 6          | 209         | 0.004     | 6        | 209         | 0.006     |
| 13:00 - 14:00 | 6        | 209         | 0.004     | 6          | 209         | 0.003     | 6        | 209         | 0.007     |
| 14:00 - 15:00 | 6        | 209         | 0.002     | 6          | 209         | 0.004     | 6        | 209         | 0.006     |
| 15:00 - 16:00 | 6        | 209         | 0.014     | 6          | 209         | 0.012     | 6        | 209         | 0.026     |
| 16:00 - 17:00 | 6        | 209         | 0.008     | 6          | 209         | 0.005     | 6        | 209         | 0.013     |
| 17:00 - 18:00 | 6        | 209         | 0.007     | 6          | 209         | 0.004     | 6        | 209         | 0.011     |
| 18:00 - 19:00 | 6        | 209         | 0.022     | 6          | 209         | 0.009     | 6        | 209         | 0.031     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.068     |            |             | 0.080     |          |             | 0.148     |

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL TOTAL RAIL PASSENGERS

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 | 6        | 209         | 0.000     | 6          | 209         | 0.004     | 6        | 209         | 0.004     |
| 08:00 - 09:00 | 6        | 209         | 0.000     | 6          | 209         | 0.010     | 6        | 209         | 0.010     |
| 09:00 - 10:00 | 6        | 209         | 0.000     | 6          | 209         | 0.002     | 6        | 209         | 0.002     |
| 10:00 - 11:00 | 6        | 209         | 0.000     | 6          | 209         | 0.001     | 6        | 209         | 0.001     |
| 11:00 - 12:00 | 6        | 209         | 0.000     | 6          | 209         | 0.001     | 6        | 209         | 0.001     |
| 12:00 - 13:00 | 6        | 209         | 0.000     | 6          | 209         | 0.001     | 6        | 209         | 0.001     |
| 13:00 - 14:00 | 6        | 209         | 0.001     | 6          | 209         | 0.000     | 6        | 209         | 0.001     |
| 14:00 - 15:00 | 6        | 209         | 0.001     | 6          | 209         | 0.000     | 6        | 209         | 0.001     |
| 15:00 - 16:00 | 6        | 209         | 0.006     | 6          | 209         | 0.002     | 6        | 209         | 0.008     |
| 16:00 - 17:00 | 6        | 209         | 0.004     | 6          | 209         | 0.001     | 6        | 209         | 0.005     |
| 17:00 - 18:00 | 6        | 209         | 0.004     | 6          | 209         | 0.000     | 6        | 209         | 0.004     |
| 18:00 - 19:00 | 6        | 209         | 0.006     | 6          | 209         | 0.002     | 6        | 209         | 0.008     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.022     |            |             | 0.024     |          |             | 0.046     |

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL PUBLIC TRANSPORT USERS

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 | 6        | 209         | 0.000     | 6          | 209         | 0.005     | 6        | 209         | 0.005     |
| 08:00 - 09:00 | 6        | 209         | 0.002     | 6          | 209         | 0.035     | 6        | 209         | 0.037     |
| 09:00 - 10:00 | 6        | 209         | 0.001     | 6          | 209         | 0.009     | 6        | 209         | 0.010     |
| 10:00 - 11:00 | 6        | 209         | 0.002     | 6          | 209         | 0.002     | 6        | 209         | 0.004     |
| 11:00 - 12:00 | 6        | 209         | 0.004     | 6          | 209         | 0.006     | 6        | 209         | 0.010     |
| 12:00 - 13:00 | 6        | 209         | 0.002     | 6          | 209         | 0.005     | 6        | 209         | 0.007     |
| 13:00 - 14:00 | 6        | 209         | 0.005     | 6          | 209         | 0.003     | 6        | 209         | 0.008     |
| 14:00 - 15:00 | 6        | 209         | 0.003     | 6          | 209         | 0.004     | 6        | 209         | 0.007     |
| 15:00 - 16:00 | 6        | 209         | 0.020     | 6          | 209         | 0.014     | 6        | 209         | 0.034     |
| 16:00 - 17:00 | 6        | 209         | 0.012     | 6          | 209         | 0.006     | 6        | 209         | 0.018     |
| 17:00 - 18:00 | 6        | 209         | 0.011     | 6          | 209         | 0.004     | 6        | 209         | 0.015     |
| 18:00 - 19:00 | 6        | 209         | 0.028     | 6          | 209         | 0.010     | 6        | 209         | 0.038     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.090     |            |             | 0.103     |          |             | 0.193     |

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

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 | 6        | 209         | 0.148     | 6          | 209         | 0.556     | 6        | 209         | 0.704     |
| 08:00 - 09:00 | 6        | 209         | 0.265     | 6          | 209         | 0.840     | 6        | 209         | 1.105     |
| 09:00 - 10:00 | 6        | 209         | 0.230     | 6          | 209         | 0.347     | 6        | 209         | 0.577     |
| 10:00 - 11:00 | 6        | 209         | 0.215     | 6          | 209         | 0.318     | 6        | 209         | 0.533     |
| 11:00 - 12:00 | 6        | 209         | 0.204     | 6          | 209         | 0.298     | 6        | 209         | 0.502     |
| 12:00 - 13:00 | 6        | 209         | 0.303     | 6          | 209         | 0.277     | 6        | 209         | 0.580     |
| 13:00 - 14:00 | 6        | 209         | 0.333     | 6          | 209         | 0.268     | 6        | 209         | 0.601     |
| 14:00 - 15:00 | 6        | 209         | 0.325     | 6          | 209         | 0.354     | 6        | 209         | 0.679     |
| 15:00 - 16:00 | 6        | 209         | 0.649     | 6          | 209         | 0.365     | 6        | 209         | 1.014     |
| 16:00 - 17:00 | 6        | 209         | 0.629     | 6          | 209         | 0.356     | 6        | 209         | 0.985     |
| 17:00 - 18:00 | 6        | 209         | 0.729     | 6          | 209         | 0.283     | 6        | 209         | 1.012     |
| 18:00 - 19:00 | 6        | 209         | 0.623     | 6          | 209         | 0.430     | 6        | 209         | 1.053     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          | 4.653       |           |            | 4.692       |           |          | 9.345       |           |

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.