

**PROPOSED MIXED-USE DEVELOPMENT
ARMISHAWS, NETHERHAMPTON ROAD, SALISBURY**

ARMISHAWS

Transport Assessment

July 2025

Proposed Mixed-Use Development
ARMISHAWS, NETHERHAMPTON ROAD, SALISBURY

Transport Assessment

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1.0 INTRODUCTION

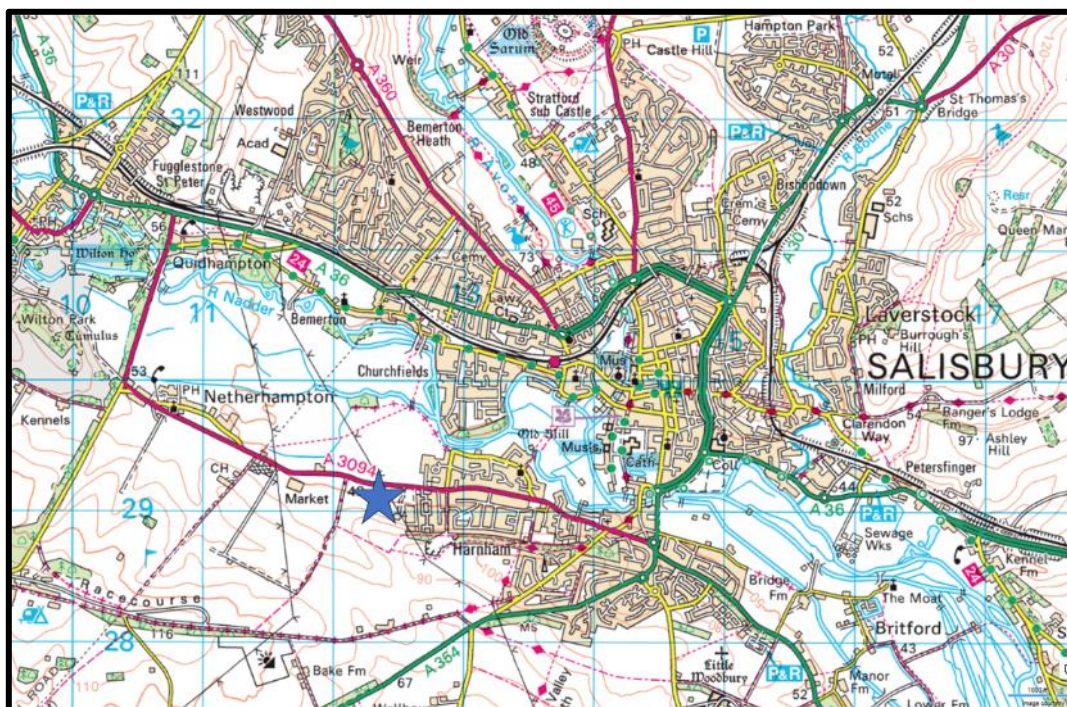
1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed in relation to a proposed redevelopment of the existing Armishaws Removals compound on land south of A3094 Netherhampton Road, Salisbury, Wiltshire.

1.2 Site Location

- 1.2.1 The proposal site (herein referred to as 'the Site') is located on the A3094 Netherhampton Road.
- 1.2.2 The Site is currently occupied by Armishaws Removals.
- 1.2.3 The Site is bound to the west by In-Excess DIY store, to the north by the A3094 Netherhampton Road, to the east by residential dwellings, to the south by an ongoing construction of employment units as part of the Bovis Homes development.
- 1.2.4 The location of the Site is shown at Figure 1.1 below.

Figure 1.1 – Site Location Plan



Source: Ordnance Survey/Bing. N.B. The proposal site is indicated by a blue star.

- 1.2.5 The Site is located in a largely built-up urban area with a number of residential dwellings in close proximity.
- 1.2.6 The ongoing Bovis Homes development includes approximately 640 dwellings as well as educational, employment, and local centres.
- 1.2.7 To the north of the Site, north of the A3094 Netherhampton Road, the ongoing Vistry Homes development includes c. 100 residential dwellings.
- 1.2.8 Figure 1.2 below identifies the context of the Site in relation to the local area.

Figure 1.2 – Site in its Local Context



Source: Google. N.B The proposal Site denoted by a yellow line, All Distances, Locations and Areas are approximate.

1.3 Existing Site Usage and Planning Background

1.3.1 Parts of the Site benefits from a previously approved planning permission, including:

Planning Application: 20/09510/FUL

1.3.2 Planning permission (local planning authority reference 17/02856/FUL) was granted by Wiltshire Council on 28th October 2020 for:

"Extension of existing warehouse"

Planning Application: 19/01104/FUL

1.3.3 Planning permission (local planning authority reference 17/02856/FUL) was granted by Wiltshire Council on 1st February 2019 for:

"Erection of B8 warehouse for a removals and storage company at a location already in use for the same purpose"

Planning Application: 17/02856/FUL

1.3.4 Planning permission (local planning authority reference 17/02856/FUL) was granted by Wiltshire Council on 22nd May 2017 for:

"Erection of a new warehouse for a removals and storage company"

1.3.5 Some other previously approved planning permissions on the Site include:

- S/1997/0215 – From furniture warehouse to B2 (General Industrial) & B8 (Storage & Distribution), permitted on 10th February 1997.
- S/1985/1017 – Extension to existing warehouse, permitted on 16th October 1985.

- S/81/0126 - Warehouse and internal office- commercial furniture depository, permitted on 1st April 1981.
- S/80/1280 – O/L -For proposed warehouse (containerised furniture depositories) and alteration of existing access, permitted on 18th February 1981.

1.4 Development Proposals

- 1.4.1 The development proposals are shown on the plan provided at Appendix 1. The proposal is for the redevelopment of Armishaws Removals Site to a mixed-use development with associated parking facilities.
- 1.4.2 A brief description of the proposed access arrangements is set out below, which are also shown on the site layout plan at Appendix 1:-
- Vehicle and non-car access will be provided via the existing site access on the A3094 Netherhampton Road to the north of the Site.
 - All vehicles including service vehicles will use the above access arrangements.
 - The internal site layout provides pedestrian routes through the parking area.
 - A secondary pedestrian access is located on the northeastern boundary of the Site.
- 1.4.3 Wiltshire Council is both the Local Planning Authority and the Local Highway Authority.

1.5 National and Local Transport Planning Policy

National Planning Policy Framework (NPPF), December 2024

- 1.5.1 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 12th December 2024, with a minor update on 7th February 2025. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.
- 1.5.2 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.
- 1.5.3 At its heart, the NPPF maintains its presumption in favour of sustainable development.
- 1.5.4 Paragraph 109 sets out how transport solutions should be based on a vision-led approach:

"109. Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”

1.5.5 Paragraphs 115 – 118 address how development proposals are to be considered:

"115. In assessing sites that may be allocated for development in plans, or specific applications for development, 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; and

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.”

"116. 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.”

"117. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

"118. 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."

Wiltshire Local Plan Review

- 1.5.6 Wiltshire Council is currently in the process of reviewing its Local Plan, at the time of writing the Wiltshire Core Strategy (WCS) remains the adopted plan.

Wiltshire Core Strategy (WCS), January 2015

- 1.5.7 The Wiltshire Core Strategy sets out the strategic vision up to the period of 2026; it sets out a series of strategic objectives to deliver the vision for Wiltshire, including:

"Strategic objective 6: To ensure that infrastructure is in place to support communities".

- 1.5.8 Core Policy 60: Sustainable Transport seeks to encourage sustainable modes of transport and sets out the following:

"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".

- 1.5.9 Core Policy 61: Transport and Development of the Core Strategy sets out the following:

"New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives".

- 1.5.10 Core Policy 62: Development impacts on the transport network:

"Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages. Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated".

- 1.5.11 Core Policy 64: Demand Management sets out the following:

"Demand management measures will be promoted where appropriate to reduce reliance on the car and to encourage the use of sustainable transport alternatives".

Wiltshire Local Transport Plan, March 2025

1.5.12 Wiltshire Local Transport Plan (LTP4) was endorsed at full council on 11 March 2025, and sets out council's strategic transport objectives, mission, vision, policies for the plan period 2025 -2038.

1.5.13 The LTP4 sets out the following vision for Wiltshire:

"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."

1.5.14 The LTP4 sets out the following policies:

- Avoid unnecessary travel Policy
 - Policy A1: Reduce the need to travel as often through combining journeys and providing digital options
 - Policy A2: Enabling access to services, jobs and other destinations within closer reach
- Shift to more sustainable modes of transport
 - Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving dedicated walking/ cycle routes, journey safety, access and quality
 - Policy S2: Provide more public and shared transport options and improve service quality
 - Policy S3: Provide better access to public and shared transport services
 - Policy S4: Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most
 - Policy S5: Encourage and enable shift to more sustainable modes for freight
- Improve vehicle, fuel and network efficiency
 - Policy I1: Facilitate and encourage move to low and zero emission vehicles
 - Policy I2: Enable safer, more efficient driving and operation of road networks
- Support and enable delivery of the Avoid, Shift and Improve policy areas
 - Policy SU1: Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport
 - Policy SU2: Work in partnership with Government bodies, stakeholders to improve transport for all
 - Policy SU3: Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered

1.6 Car Parking Policy

1.6.1 NPPF Chapter 9 *Promoting sustainable transport* sets out at paragraph 112 that,

"If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

1.6.2 Paragraph 113 states,

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

Adopted Local Car Parking Standards

1.6.3 An extract from the Wiltshire LTP Car Parking Strategy (adopted in March 2015) is provided at Figure 1.3

Figure 1.3 – Local Car Parking Standards Extract

Maximum parking standards ¹		
Use class	Land use	Standard
A1: Retail	Food Retail	1 per 14m ² (>1000m ²), 1 per 35 m ² (<1000m ²)
	Non-Food Retail	1 per 20m ² (>1000m ²), 1 per 35 m ² (<1000m ²)
A3: Food and Drink	Restaurant	1 per 5m ² public floor area
	Fast Food and Drive Through	1 per 5m ² public floor area
B2: General Industry	General Industry	1 per 30m ² (less than 500m ²), 1 per 50m ² (min. 8 above 500m ²)
B8: Storage and Distribution	Storage and Distribution	1 per 30m ² (less than 500m ²), 1 per 200m ² (min. 8 above 500m ²)

Source: Wiltshire Local Transport Plan 2011 to 2026 Car Parking Strategy, March 2015 (Appendix C)

Adopted Local Cycle Parking Standards

1.6.4 An extract from Wiltshire LTP Cycling Strategy (adopted in March 2014) is provided at Figure 1.4.

Figure 1.4 – Local Cycle Parking Standards Extract

Land Use	Area	Minimum Cycle Parking Standards
A1 Retail (food and non-food)	Principal Settlements and Market Towns	1 covered cycle space per 10 employees. + 1 visitor space per 15 car parking spaces
A2 Financial and professional services	All other areas	1 covered cycle space per 12 employees. + 1 visitor space per 20 car parking spaces
A3, A4, A5: Restaurants & cafes, pubs/bars & hot food takeaways		
B Business	Principal Settlements and Market Towns	1 covered cycle space per 10 employees. + 1 cycle space per 10 visitor parking spaces. OR, where employee/visitor numbers cannot be estimated: 4 covered cycle spaces + 2 covered spaces for each 400m ² above 1000m ² gross floor area
D1 Non-residential institutions (museums, libraries, galleries, exhibition halls, public halls and places of worship)		
D2 Assembly and Leisure (including cinemas, conference facilities, and leisure centres)	All other areas	1 covered cycle space per 12 employees. + 1 cycle space per 15 visitor parking spaces OR, where employee/visitor numbers cannot be estimated: 4 covered cycle spaces + 2 covered spaces for each 500m ² above 1000m ² gross floor area

Source: Wiltshire Local Transport Plan 2011 to 2026 Cycling Strategy, March 2014 (Appendix 4)

Adopted Local Powered Two-wheeler Parking Standards

- 1.6.5 An extract from Wiltshire LTP Powered Two-wheeler Strategy (adopted in March 2014) is provided at Figure 1.5.

Figure 1.5 – Local Powered Two-wheeler Parking Standards Extract

Land use	Minimum parking standards
All other uses.	1 secure space for every 20 car parking spaces. A minimum of 1 secure space to be provided where 10 or more car parking spaces are provided. If only one space is required, this may alternate as a car parking space, although the anchor point must be located safely to allow dual usage. If less than 10 car parking spaces are provided, it is expected that motorcyclists would use car parking spaces and no additional security measures are required although they are desirable. Exceptions may be allowed based on merit.

Source: Wiltshire Local Transport Plan 2011 to 2026 Powered Two-wheeler Strategy, March 2014 (Appendix 5)

1.7 Proposed Development Vision

- 1.7.1 In line with paragraph 109 of the NPPF, the vision of the proposed development is to provide a mixed-use development that has safe and suitable access by sustainable travel modes, and encourages their use, with an emphasis on travel by foot as this is the most relevant non-car travel mode for the proposed mix of uses. Also, that the development provides safe and suitable access by vehicular modes, to achieve reduced travel distances, and also encourage the use of electric vehicles. Furthermore, that the development does not unacceptably impact on the operation of the surrounding road network.

1.8 Report Overview

- 1.8.1 The remainder of this report is divided into five further sections, which are as follows: -

Section 2.0 Site Transport Context

- 1.8.2 This section of the report provides details of the Site context, including its accessibility by all relevant transport modes, and a road safety review.

Section 3.0 Proposed Development

- 1.8.3 The various components of the development proposal, including the Site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

- 1.8.4 This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects.

Section 5.0 Junction Capacity Assessment

- 1.8.5 The results of the traffic assessment have been used to inform junction capacity assessment, and the methodology and results are outlined in this section of the report.

Section 6.0 Summary and Conclusions

- 1.8.6 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

- 2.1.1 This section of the report considers the accessibility of the Site in terms of a range of transport modes.

2.2 Pedestrian Access

- 2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

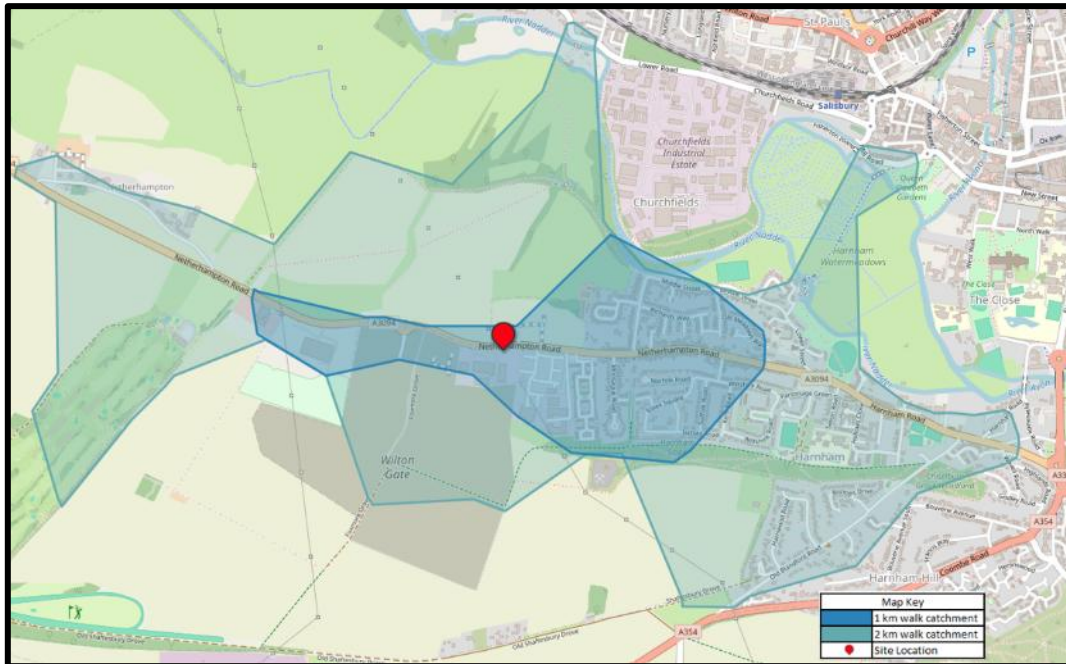
"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 2.2.2 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment. For retail trips, the likely maximum walk distance is 800m due to the fact that shoppers will be carrying bags on their return journey, while for work-based / commuting trips, people are likely to be prepared to walk further.
- 2.2.6 Based on walking distances of 800m and 2km, the indicative walking catchments of the Site are shown at Figure 2.1 below. These have been shown as 1km and 2km isochrones.

Figure 2.1 – Indicative 1km and 2km Walk Catchments



Source: Openrouteservice

- 2.2.7 The walk catchments above indicate that there is a significant area of residential development within walking distance of the Site, including much of Harnham and the emerging new developments around the Site.
- 2.2.8 To the east of the Site, the A3094 Netherhampton Road is flanked by footways on both sides of the road. To the west of the Site, the A3094 Netherhampton Road has a footway on its southern side (the same side as the Site) as shown at Figure 2.2.

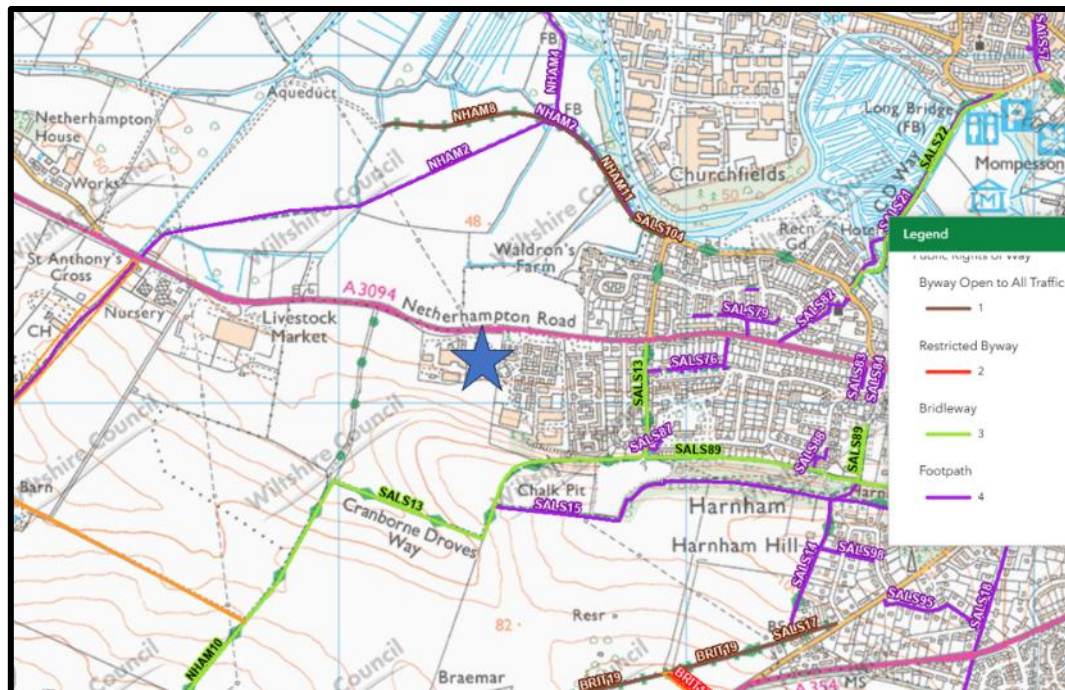
Figure 2.2 – Netherhampton Road, east of the Site



View facing west

2.2.9 As shown in Figure 2.3, there are a number of footpaths and rights of way within the vicinity of the proposal site. These provide a range of walking routes within the local area.

Figure 2.3 – Local Footpaths and Public Rights of Way



Source: <https://experience.arcgis.com/experience/cae051bfa5649fbb318c836afe901c1/page/Page>. N.B. The proposal site is denoted by a blue star.

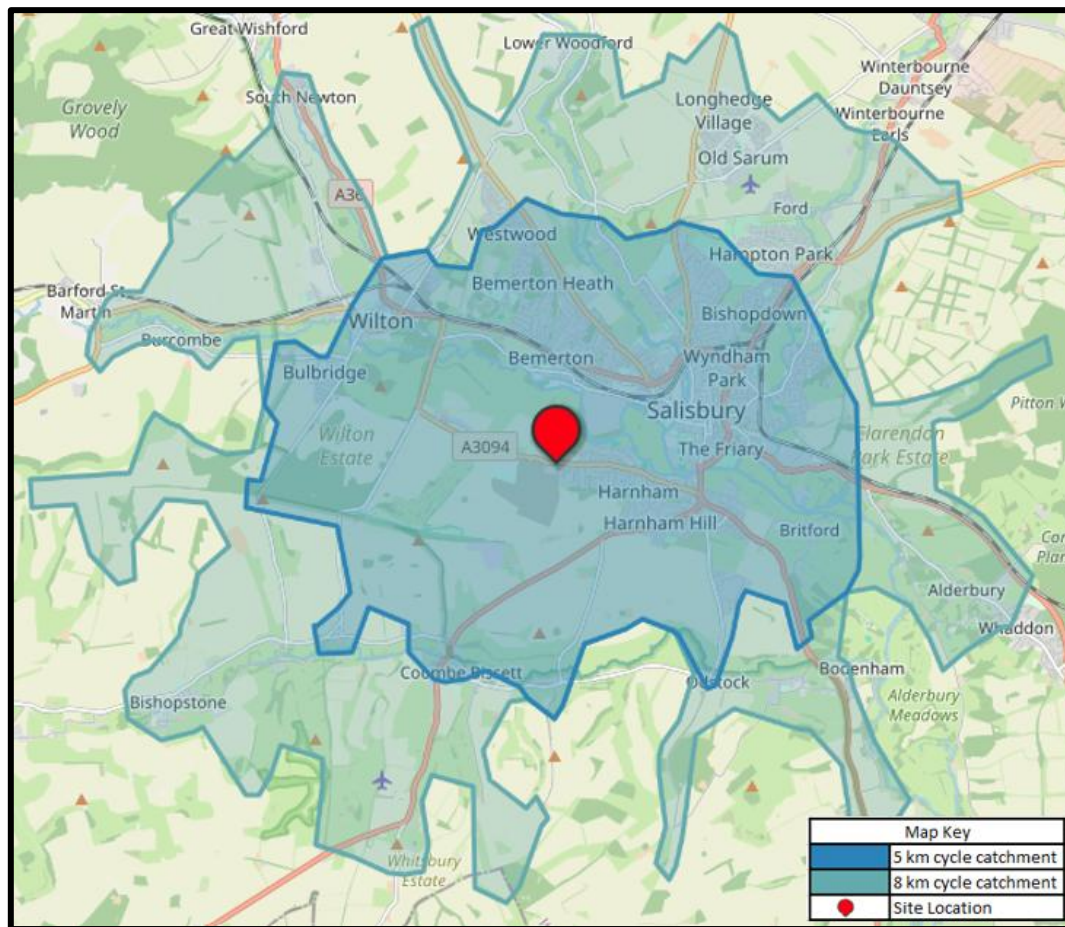
2.2.10 In light of the local pedestrian facilities, the Site is well connected to the local pedestrian network with opportunities for visitors and employees to make trips by foot.

2.3 Access by Cycling

2.3.1 The 2023 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.4.8km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are up to five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 8km.

2.3.2 Indicative cycle catchments are shown at Figure 2.4 below, being a 5km catchment (representing the 4.8km NTS average cycling distance) and an 8km catchment (being the distance of 80% of cycle trips).

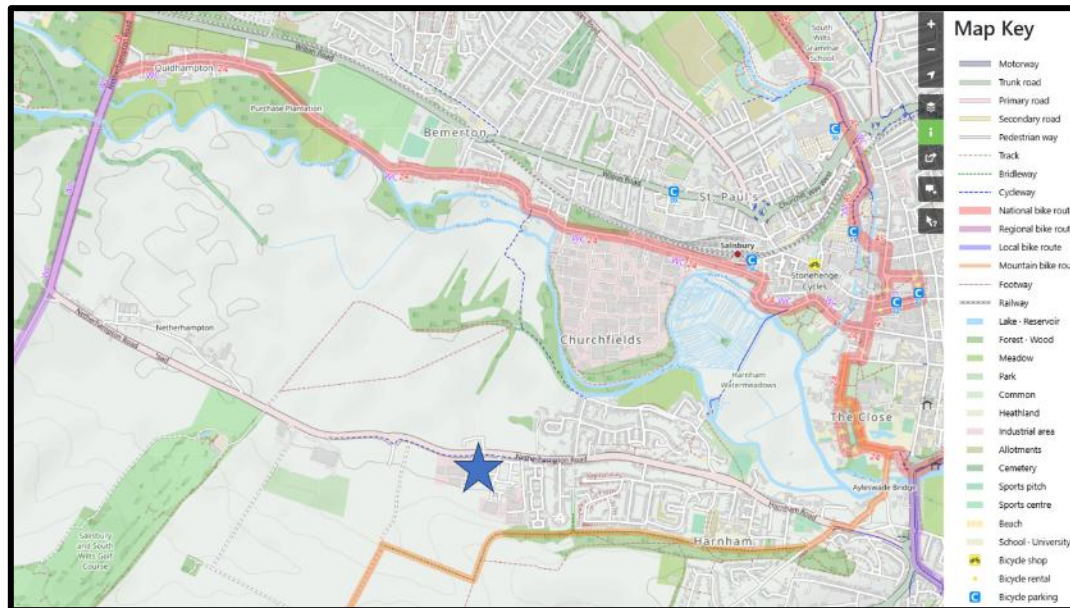
Figure 2.4 – Cycle Catchment Area



Source: Openrouteservice

- 2.3.3 The 5km cycle catchment includes the majority of Salisbury, including the surrounding villages of Bulbridge and Wilton. The 8km cycle catchment includes the entirety of Salisbury as well as several surrounding villages.
- 2.3.4 Figure 2.5 below, shows a cycle map for the local area and the surrounding areas taken from OpenStreetMap, showing local and national cycle ways in the area.

Figure 2.5 – Local Cycle Map



Source: OpenStreetMap. N.B. The proposal site is indicated by a blue star.

- 2.3.5 Local cycle routes run across the Site's access on the A3094 Netherhampton Road, connecting the Site to the local cycle network. There are a number of cycle routes in the centre of Salisbury.
- 2.3.6 Considering that the roads local to the Site are urban in character, and that the local topography is generally gentle, and the presence of cycle infrastructure, there are realistic and viable opportunities for visitors and employees to make trips by cycling.

2.4 Access by Bus

- 2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 2.4.2 The nearest bus stop to the Site, known as the 'Tylers Close', is located c.500m east of the Site's access.
- 2.4.3 The bus stop benefits from a bus timetable information and is indicated by a flag-and-pole.
- 2.4.4 The bus stop is served by frequent Salisbury Reds R5 (Salisbury City Centre - West Harnham) service, up to two services every hour during weekdays and Saturdays. The bus service provides a service every hour on Sundays.
- 2.4.5 The Salisbury Reds R5 bus service loops around the western extent of Salisbury, and connects the Site to the centre of Salisbury and south to Salisbury District Hospital.
- 2.4.6 Other bus services which call at the bus stop include the Salisbury Reds R14 (Salisbury City Centre – Harnham) and several bus services which serve local schools.
- 2.4.7 The bus stops and the likely walking routes to/from the Site are shown at Figure 2.6 below.

Figure 2.6 – Bus stop locations



Source: Google. N.B All Distances, Locations and Areas approximate.

- 2.4.8 It is understood that the adjacent Bovis Homes development is due to deliver an extension to the local bus route; Figure 5.1 of the Transport Assessment (TA) dated April 2019 supporting the Bovis Homes application (reference 19/05824/OUT) includes the extension of the local bus route westwards along Netherhampton Road past the Site. An extract is shown at Figure 2.7 below.

Figure 2.7 – Bus stop Extension (19/05824/OUT)



Source: Figure 5.1 of TPA TA dated April 2019, 19/05824/OUT. N.B. The proposal site is indicated by a blue star.

- 2.4.9 Images from Google, dated 8th December 2024, show a recently completed eastbound bus layby located c.220m east of the Site access, indicated at Figure 2.8.

Figure 2.8 – Nearby Bus Layby



Source: Google.

- 2.4.10 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the Site is accessible by public transport.

2.5 Access by Rail

- 2.5.1 Salisbury station is located c.2.3km walk distance from the Site Access.
- 2.5.2 The train station is served by frequent trains to London Waterloo up to twice an hour, Portsmouth Harbour, Cardiff Central and Exeter St Davids every hour.
- 2.5.3 Other train services which call at the train station include train services to Romsey, Reading, Yeovil Junction, Yeovil Pen Mill, Westbury, and Bristol Temple Meads. Albeit of limited frequency.
- 2.5.4 It is therefore feasible that some longer journeys to/from the proposed development can be made by train, with the connection between the station and the site being made on foot, by bike, taxi, bus, or car-share.

2.6 Vehicular Access

- 2.6.1 The proposed development will be served from the Site's existing access on the A3094 Netherhampton Road.
- 2.6.2 The access is shared with 'In-Excess' DIY store located immediately west of the Site.
- 2.6.3 The A3094 Netherhampton Road leads northwest to the A36 Wilton Road. The A3094 leads east to connect to the Harnham roundabout junction (A3094 New Harnham Road / A354 / A338 Downton Road / A338 New Harnham Road).

- 2.6.4 The A338 New Harnham Road connects to the A36, providing onward connections to the central, northern and eastern parts of Salisbury. The A354 provides connections to the southern extents of Salisbury and further afield.
- 2.6.5 Figure 1.1 shows the local highway context, demonstrating that the Site is readily accessible from the local and strategic road network.

2.7 Road Safety Review

- 2.7.1 Publicly available official collision records include collisions which resulted in a personal injury and which were reported to the police. The data does not include details of damage-only collisions or those which were not reported to the police.
- 2.7.2 Personal-injury collisions are classified by the police as one of either 'Slight', 'Serious' or 'Fatal'. Where more than one personal injury occurs, the classification is determined by the most serious. A description of each classification is provided in the DfT publication Instructions for the Completion of Road Accident Reports dated October 2004, summarised below:

Slight:

- Sprains, not necessarily requiring medical treatment
- Neck whiplash injury
- Bruises
- Slight cuts
- Slight shock requiring roadside attention.
- (Persons who are merely shaken and who have no other injury should not be included unless they receive or appear to need medical treatment).

Serious:

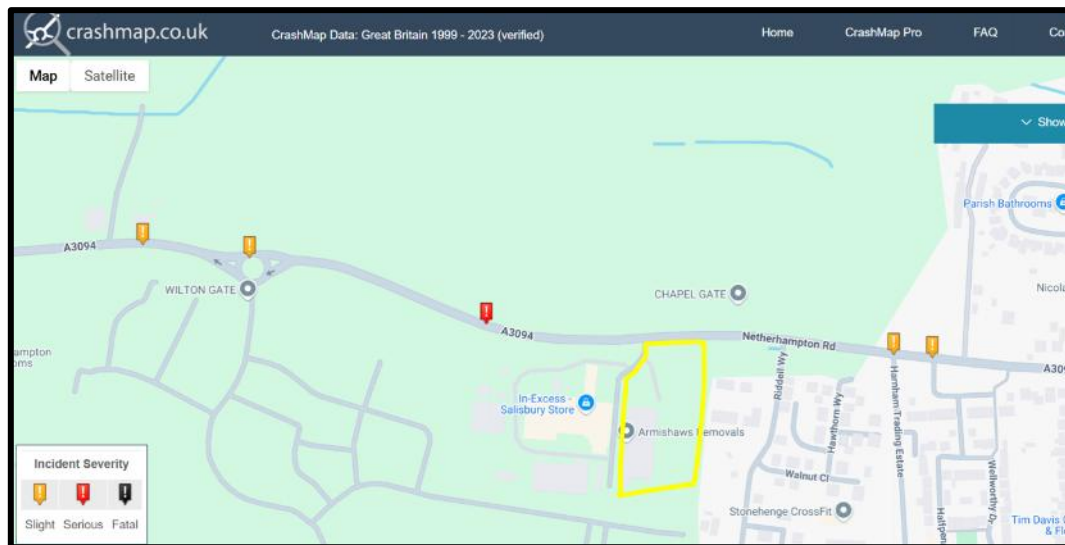
- Fracture
- Internal injury
- Severe cuts
- Crushing
- Burns (excluding friction burns)
- Concussion
- Severe general shock requiring hospital treatment
- Detention in hospital as an in-patient, either immediately or later
- Injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident.

Fatal:

- 'Fatal' injury includes only those cases where death occurs in less than 30 days as a result of the accident. 'Fatal' does not include death from natural causes or suicide.

- 2.7.3 Personal injury collision data has been obtained from Crashmap for the area local to the site for the most recent five-year period between 2019-2023. The locations and levels of severity of the recorded collisions are shown at Figure 2.9 below.

Figure 2.9 – Local Collision Map



Source: Crashmap. N.B. the proposal site is shown by a yellow line. All distances and measurements are approximate.

- 2.7.4 As shown above, no collisions have occurred in the vicinity of the Site access during the past five years.
- 2.7.5 There are also no locations within the study area that have had more than five collisions (i.e. one or more per year), therefore, the data has not been analysed in any further detail.
- 2.7.6 No pattern of collisions has been identified which is attributable to a road layout deficiency, nor one which is likely to be materially worsened by the development proposals.

2.8 Section Conclusion

- 2.8.1 The Site is surrounded by a pedestrian network that includes a number of crossing facilities, and a residential catchment within walking distance.
- 2.8.2 The area local to the Site is conducive to cycling, with a wide range of services and amenities within cycling distance, and there are good opportunities for visitors and staff to make their journeys by bike.
- 2.8.3 The bus stops local to the Site are served by frequent bus services, which provide access to / from a variety of destinations.
- 2.8.4 Salisbury rail station is also within cycling distance of the Site; some longer journeys to/from the proposed development can be made by train, with the connection between the station and the Site being made on foot, by bike, taxi, bus, or car-share.
- 2.8.5 The proposal site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.
- 2.8.6 Overall, the site has a good level of accessibility by all relevant transport modes, thereby complying with national and local transport planning policy including the vision of the proposed development.

3.0 PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 The development proposals are shown on the plan provided at Appendix 1. The proposal is for the redevelopment of Armishaws Removals Site to a mixed-use development with site composition including the following: -

- Four retail units, comprising;
 - A convenience store
 - Two B8 trade counter units
 - A coffee shop drive-through
- Car park with 75 spaces, of which
 - 12 spaces will be reserved for disabled users and
 - Six will provide electric vehicle charging points.
- Cycle parking will be provided for 26 cycles.
- Loading bays
- A dedicated bin store.

3.2 Proposed Site Access Arrangements

- 3.2.1 Vehicle and non-car access will be provided via the existing site access on the A3094 Netherhampton Road to the north of the Site. The Site access is shared with 'In-Excess' DIY store located to the west of the Site.
- 3.2.2 The Site access will be upgraded with new white lining to formalise the access priorities between the Site and In-Excess.
- 3.2.3 All vehicles including service vehicles will use the above access arrangements.
- 3.2.4 The internal site layout provides pedestrian routes through the parking area.
- 3.2.5 A secondary pedestrian access is located on the northeastern boundary of the Site.

3.3 Deliveries / Servicing

Proposed Deliveries / Servicing Access Arrangements

- 3.3.1 Delivery and service vehicles will access the proposed development via the existing access.
- 3.3.2 The proposed site layout has been assessed for the swept path tracking of a 10m rigid delivery vehicle and an 11.2m refuse collection vehicle. Drawings of the swept path assessment are provided at Appendix 2.
- 3.3.3 The track plots show that the service vehicle access route is satisfactory and that service vehicles will be able to manoeuvre within the site, enabling them to arrive and depart in forward gear.

3.4 Car and Cycle Parking

- 3.4.1 The adopted local parking standards are set out in Section 1.6 above.

Car Parking

Unit 1:

- 3.4.2 For food retail developments, the standards equate to a maximum provision of 10 car parking spaces (one space per 35 sqm for developments less than 1000 sqm [$331 \div 35 = 9.5$]).

Unit 2:

- 3.4.3 Unit 2 could be occupied by either non-food retail or B8 retail development.
- 3.4.4 If occupied by non-food retail development, the standards equate to a maximum provision of 11 car parking spaces (one space per 35 sqm for developments less than 1000 sqm [$370 \div 35 = 10.6$]).
- 3.4.5 If occupied by B8 development, the standards equate to a maximum provision of 12 car parking spaces (one space per 30 sqm for developments less than 500 sqm [$370 \div 30 = 12.3$]).

Unit 3:

- 3.4.6 Unit 3 could be occupied by either non-food retail or B8 retail development.
- 3.4.7 If occupied by non-food retail development, the standards equate to a maximum provision of 11 car parking spaces (one space per 35 sqm for developments less than 1000 sqm [$370 \div 35 = 10.6$]).
- 3.4.8 If occupied by B8 development, the standards equate to a maximum provision of 12 car parking spaces (one space per 30 sqm for developments less than 500 sqm [$370 \div 30 = 12.3$]).

Unit 4:

- 3.4.9 For fast food and drive-through developments, the standards equate to a maximum provision of 21 car parking spaces (one space per 5 sqm public floor area [$103 \div 5 = 20.6$]).

Existing Armishaws Warehouse:

- 3.4.10 For storage and distribution (B8) development, the standards equate to a maximum provision of 10 car parking spaces (one space per 200 sqm for developments above 500 sqm [$1935 \div 200 = 9.6$]).
- 3.4.11 Based on the adopted parking standards, the proposed development requires a total maximum of 69 car parking spaces if Units 2 and 3 are occupied as non-food retail units, or a total maximum of 74 car parking spaces if Units 2 and 3 are occupied as B8 units.
- 3.4.12 The proposed development provides a total of 75 car parking spaces.

Cycle Parking

- 3.4.13 Based on the adopted cycle parking standards for food and non-food retail developments, the proposed development requires a minimum of one covered space per 10 employees + one cycle space per 10 visitor parking spaces. Or four covered cycle spaces + two covered spaces for each 400sqm above 1000 sqm gross floor area.
- 3.4.14 The proposed development provides 13 Sheffield-type cycle stands, providing parking for 26 cycles.

Disabled Parking Standards and Provision

- 3.4.15 The proposed development provides 12 disabled car parking bays.

Electric Vehicle (EV) Parking Standards and Provision

3.4.16 The proposed development provides six electric vehicle charging points.

3.5 Section Conclusion

- 3.5.1 The proposed development will be served from the existing access junction, upgraded with white lining to formalise traffic priority between the Site and In-Excess.
- 3.5.2 Pedestrian movements are accommodated within the internal site layout.
- 3.5.3 Swept path analysis shows that the access arrangements and layout of the proposed development are suitable for the largest vehicles that are expected to use the site.
- 3.5.4 The proposed on-site parking is provided broadly in accordance with the local parking standards.
- 3.5.5 The proposal therefore accords with the adopted local plan and with paragraphs 109, 112 and 113 of the NPPF. This includes complying with the vision of the proposed development.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

4.1.1 This section of the report provides details of the traffic data used for the assessment of the proposed development.

4.2 Existing Traffic Flows

4.2.1 Due to ongoing long-term construction works on the A3094 Netherhampton Road in the vicinity of the Site, the traffic flows are not likely to be representative of normal conditions, and therefore no new traffic survey data has been collected for this assessment.

4.2.2 In lieu of new surveys, traffic flow data has been derived from the Transport Assessment (TA) submitted for the approved Vistry Homes development (local planning authority reference PL/2021/06594).

4.2.3 Appendix I of the Vistry Homes TA produced by TPA, dated June 2021, includes traffic flow data on the A3094 Netherhampton Road past the Site's access junction.

4.2.4 The Vistry Homes TA presented the traffic flows for the scenario 'Base 2026 plus Development' in the weekday AM and PM peak hours, which comprises the following:

- Forecast 2026 background traffic
- Land South of Netherhampton development traffic (Bovis Homes)
- Bookers Site development traffic
- Land North of Netherhampton development (Vistry Homes)

4.2.5 The Vistry Homes TA recorded the weekday AM peak hour of total vehicle movements as 08:15 - 09:15, and the weekday PM peak hour as 17:15 - 18:15.

4.2.6 Schematic diagrams showing the Site access junction with the 'Base 2026 plus Development' weekday peak-hour traffic flows derived from the Vistry Homes TA described above, are provided at Appendix 3.

4.3 Assessment Year Traffic Flows

4.3.1 The assessment will be based on a future assessment year of 2030 (Application year + 5 years). Growth factors have been applied to the Vistry Homes TA 'Base 2026 plus Development' traffic flows (shown graphically at Appendix 3) to represent the future year, to account for projected economic growth and local development forecasts.

4.3.2 The growth factors for the period 2026 to 2030 have been derived from the TEMPRO database version 8.1, adjusting the output for car drivers for the geographical area of "Wiltshire" (with area type "All" and road type "All"). The resultant growth factors are summarised below at Table 4.1.

Table 4.1 – TEMPRO Growth Rates

Peak Period	2026 to 2030
	Resultant Growth
AM	1.04063
PM	1.04170

- 4.3.3 The TEMPRO growth factors have been applied to the Vistry Homes TA 'Base 2026 plus Development' flows to produce the forecast 2030 base traffic flows, which include the local committed development traffic. These are shown on schematic diagrams provided at Appendix 4.

4.4 Existing Site Trip Attraction

Armishaws Removals Trip Attraction

- 4.4.1 The Site is currently occupied by Armishaws Removals warehousing.
- 4.4.2 To understand the traffic attraction associated with the existing site use, the industry-standard TRICS database (current version 7.11.4) has been used.
- 4.4.3 The TRICS database is an industry-standard collection of traffic surveys, detailing hourly trip arrivals and departures, recorded from a variety of existing development sites using a standardised methodology.
- 4.4.4 Following the TRICS best practice guidance, the database has been filtered using the following criteria in Table 4.2 to obtain a dataset of comparable development sites.

Table 4.2 – TRICS Database Filtering – Warehousing (Self Storage)

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	02 - EMPLOYMENT
Sub Land Use:	E - WAREHOUSING (SELF STORAGE)
Calculation Options:	Vehicle Trip Rates
Regions:	England, excluding Greater London
Primary filtering	
Trip Rate Parameters:	Gross Floor Area
Range:	1350 to 5500 sqm
Selected Dates:	01/01/16 to 15/10/21
Week days to include:	Weekdays only
Location Types to include:	Suburban Area, Edge of Town
Secondary filtering	
Population < 1 Mile:	<50,000
Population < 5 Miles:	+500,000

- 4.4.5 Surveys undertaken during periods of Covid restrictions have been excluded from the datasets.
- 4.4.6 The resultant average vehicle trip rates (per 100sqm) during the observed peak hours, along with the equivalent average vehicle trip numbers based on the 1,935sqm of the existing Armishaws Removals, are set out at Table 4.3. The TRICS outputs are provided at Appendix 5.

Table 4.3 – TRICS Data: Existing Warehousing (Self Storage)

Peak	Average Trip Rates (per 100 sqm)			Traffic Attraction (1,935sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM	0.118	0.085	0.203	2	2	4
PM	0.062	0.141	0.203	1	3	4

4.4.7 The TRICS data shows that the Site could potentially attract an average of 4 vehicle movements during each of the weekday AM and PM peak hours.

4.4.8 These trips are assumed to turn in and out of the Site access from the east/west pro-rata with the baseline traffic flows, and are shown on schematic diagrams at Appendix 6.

In-Excess Trip Attraction

4.4.9 As aforementioned in Section 3.2, the Site access on the A3094 Netherhampton Road is shared with 'In-Excess' DIY store.

4.4.10 To understand the potential traffic attraction associated with the existing 'In-Excess' DIY store, the industry-standard TRICS database (current version 7.11.4) has been filtered using the following criteria in Table 4.4 to obtain a dataset of comparable development sites.

Table 4.4 – TRICS Database Filtering – DIY Superstore - Without Garden Centre

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	01 - RETAIL
Sub Land Use:	E - DIY SUPERSTORE - WITHOUT GARDEN CENTRE
Calculation Options:	Vehicle Trip Rates
Regions:	England, excluding Greater London
Primary filtering	
Trip Rate Parameters:	Parking spaces
Range:	38 to 720 units
Selected Dates:	01/01/00 to 07/11/23
Week days to include:	Weekdays
Location Types to include:	Edge of Town
Secondary filtering	
Population < 1 Mile:	<50,000
Population < 5 Miles:	<250,000

4.4.11 Surveys undertaken during periods of Covid restrictions have been excluded from the datasets.

4.4.12 The resultant average vehicle trip rates (per car parking space, being the simpler parameter to calculate) during the observed peak hours, along with the equivalent average vehicle trip numbers based on the 91 car parking spaces of the existing In-Excess DIY store, are set out at Table 4.5. The TRICS outputs are provided at Appendix 5.

Table 4.5 – TRICS Data: DIY Superstore - Without Garden Centre

Peak	Average Trip Rates (per car park)			Traffic Attraction (91 Parking Spaces)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM	0.398	0.352	0.75	36	32	68
PM	0.352	0.43	0.782	32	39	71

- 4.4.13 The TRICS data shows that the existing In-Excess DIY store could potentially attract an average of 68 – 71 vehicle movements during the weekday AM and PM peak hours.
- 4.4.14 These trips are assumed to turn in and out of the Site access from the east/west pro-rata with the baseline traffic flows, and are shown on schematic diagrams at Appendix 6.
- 4.4.15 The traffic movements associated with the existing Armishaw's units and the In Excess site have been combined with the Vistry Homes TA 'Base 2026 plus Development' flows to produce the forecast '2030 base + existing' traffic movements, which include the local committed development traffic and the existing traffic using the Site access junction. These are shown on schematic diagrams at Appendix 7.

4.5 Proposed Development Trip Attraction

- 4.5.1 The industry-standard TRICS database (version 7.11.4) has been used to identify the average trip generation of developments with comparable characteristics to the proposed development.
- 4.5.2 Following the TRICS best practice guidance, the database has been filtered using the following criteria in Table 4.6 to obtain a dataset of comparable development sites.

Table 4.6 – TRICS Database Key Selection Criteria

TRICS version 7.11.4			
Land use and trip rate selection			
Select Land Use By:	Full list Of Active Main/Sub Land Uses		
Main Land Use:	01 - RETAIL		06 - HOTEL, FOOD & DRINK
Sub Land Use:	O - CONVENIENCE STORE	R - TRADE SHOP	J - DRIVE THROUGH COFFEE SHOP
Calculation Options:	Vehicle Trip Rates		
Regions:	England, excluding Greater London		
Primary filtering			
Trip Rate Parameters:	Gross Floor Area		
Range:	292 to 574	275 to 970	140 to 305
Selected Dates:	01/01/16 to 19/03/24	01/01/16 to 08/11/23	01/01/16 to 21/06/24
Week days to include:	Weekdays		
Location Types to include:	Suburban Area, Edge of Town, Neighbourhood Centre		Suburban Area, Edge of Town
Secondary filtering			
Population < 1 Mile:	<50,000		
Population < 5 Miles:	<500,000	+500,000	<500,000
Covid Surveys Excluded:	Yes		

- 4.5.3 The full TRICS outputs are provided at Appendix 5; summaries of the resultant vehicular trip rates (per 100sqm) during the weekday AM and PM peak hours are set out at Table 4.7, alongside the equivalent vehicle trip numbers for the proposed mixed-use development.

Table 4.7 – TRICS Vehicle Trip Rate Data – Proposed Development

Peak	Average Vehicle Trip Rates (per 100sqm)			Vehicle Trip Attraction (based on proposed floor areas)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Convenience store (331sqm)						
AM	7.174	7.046	14.22	24	23	47
PM	7.661	8.071	15.732	25	27	52
Drive through coffee shop (264sqm)						
AM	23.137	21.961	45.098	61	58	119
PM	6.569	7.647	14.216	17	20	38
Trade shops (740sqm)						
AM	3.057	2.501	5.558	23	19	41
PM	1.853	2.177	4.03	14	16	30
<u>Combined Total Development Vehicle Trips</u>						
Weekday 08:15-09:15				108	100	208
Weekday 16:15-17:15				57	63	120

N.B. Some of the figures include mathematical rounding.

4.5.4 TRICS data shows that the proposed development could attract an average of 208 and 120 additional traffic movements in/out of the Site access during the weekday AM and PM peak hours respectively.

4.6 Pass-by / Diverted / Linked Trips / Trade Diversions

4.6.1 The traffic that will be attracted to the proposed development will comprise the following trip types:-

- Pass by trips resulting from people who currently use the road adjacent to the Site for a trip involving another purpose who will visit the Site while passing.
- Diverted trips derived from people who are using the road network close to the Site for another purpose who will divert their trips to visit the Site while passing in the broad vicinity.
- Transferred trips by people who would change their destination from a competing attraction, to the proposed development.
- Linked trips undertaken by existing visitors to a specific local destination who visit the proposed development as part of their existing trip.
- Primary trips made by people who travel for the specific purpose of visiting the proposed development, but not included in the trip types above.

4.6.2 TRICS research report 14/1 titled 'Pass-by & Diverted Trips' sets out that a large variety of results have been observed for the combination of pass-by, diverted, and linked trips and that a site-by-site approach should be taken to the application of these 'secondary' trips. Specifically the TRICS 14/1 report notes that:

"It is recommended that for an assessment of the quantum of pass-by and diverted trips that a first principles approach is taken for each site, whereby a process is defined for the assessment of these trips and agreed by the applicant and determining authority."

- 4.6.3 The commercial and academic research contained within the TRICS 14/1 report identifies levels of pass-by proportions ranging from 6% to 72%, combined levels of pass-by and diverted trip proportions ranging from 57% to 67%, and average linked trip proportions (with town centres / district centres) ranging from 46% to 60%.
- 4.6.4 The research is undertaken by a number of researchers and institutions, which shows (and which is logical) that some trip types will overlap others, such as 'transferred pass-by' trips.

Linked Trips

- 4.6.5 Given the mix of uses of the proposed development, it is reasonable to assume that a proportion of the trips to the Site will be linked trips, comprising visits to more than one of the proposed units.
- 4.6.6 This assessment assumes that 20% of the trips attracted to the Site are linked trips, and therefore the trip numbers associated with the proposed development have been reduced by 20%.

Consideration of Secondary Trip Types

- 4.6.7 The principles that determine the proportion of secondary trips used within this assessment involve consideration of the Site, and the ability for the location characteristics to result in proportions of secondary trips within the ranges set out within the TRICS research. In doing so, the assessment will identify a set of proportions that are suitably robust as a means to consider the effects of the proposed development.
- 4.6.8 The TRICS research shows that the proportion of pass-by trips can vary significantly up to observed values of approximately 70% and is dependent on a number of factors, not limited to vehicle volumes on the roads adjacent to the site, the proximity of residences, the proximity of employment / retail, and the number of competing attractions.
- 4.6.9 Likewise, the TRICS research shows that the proportion of diverted trips can vary site-to-site and again for simplicity, a diverted rate of 50% has been used.
- 4.6.10 The TRICS research identifies linked trip proportions in the region of c.50% and above, which is dependent upon the proximity of local retail destinations. As above, and established within the TRICS research, linked trips may include pass-by or diverted trips and so care must be taken when assigning these proportions.
- 4.6.11 The Site has been entirely occupied by Armishaws Removals. The current proposal is for it to be occupied by a convenience store, two B8 trade counters, a coffee drive-through, as well as retaining Armishaws Removals.
- 4.6.12 As these proposed uses are different in traffic attraction terms, the proportion of trip-types are likely to vary between these uses.

- 4.6.13 Reasonably, it is to be expected that a higher proportion of pass-by and diverted trips would occur at a coffee drive-through and convenience store as the items sold by users need to be purchased on a regular basis. Conversely, the items sold by the B8 trade counters or stored at a self-storage warehouse are often 'considered' purchases, or purchases of materials/supplies that need to be made at a specific time to allow a project to be completed. This means a higher proportion of primary trips, and a lower proportion of pass-by and diverted trips to the B8 trade counters or stored at a self-storage warehouse when compared to a coffee drive-through and a convenience store.
- 4.6.14 Based on the above, this assessment assumes that 50% of the proposed drive-through and convenience store trips are pass-by trips drawn from the A3094 Netherhampton Road.
- 4.6.15 These trips are assumed to turn in and out of the Site access from the east/west pro-rata with the baseline traffic flows.

Consideration of Primary Trips

- 4.6.16 The assessment is based on the simplified assumption that 90% of trips associated with the proposed trade counter units are primary trips, i.e. new trips made for the sole purpose of visiting the unit/s.
- 4.6.17 These trips are assumed to turn in and out of the Site access from the east/west pro-rata with the baseline traffic flows.

Total Proposed Development

- 4.6.18 Diagrams showing the traffic movements associated with each of the trip types that would be attracted to each of the units of the proposed development are provided at Appendix 8.

4.7 Net Traffic Effect

- 4.7.1 The net traffic effect of the proposed development is calculated by combining each of the respective trip types to the proposed development's traffic attraction for each of the proposed units.
- 4.7.2 Assuming that 20% of the proposed development's traffic comprises linked trips, the total site trip attraction, shown in Table 4.7, will be reduced by 20%. This resultant Site trip attraction is shown below in Table 4.8.

Table 4.8 – Proposed Development Net Trip Attraction

	Total Trip Attraction (TRICS data, Table 4.7)			Net Trip Attraction Assuming 20% Linked Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday 08:15-09:15	108	100	208	86	80	166
Weekday 16:15-17:15	57	63	120	45	51	96

- 4.7.3 This overall net effect is shown on diagrams at the end of Appendix 8 and is summarised at Table 4.9 below.

Table 4.9 – Net Traffic Effect

Junction	AM Peak	PM Peak
Site Access / A3094 Netherhampton Road	130	78
A3094 Netherhampton Road west	42	34
A3094 Netherhampton Road east	53	25

4.7.4 The net traffic effect of the proposed development has been combined with the traffic flows of the scenario '2030 base + existing' to derive the assessment scenario '2030 base + existing + proposed', the result of which is shown on diagrams at Appendix 9.

4.8 Section Conclusions

- 4.8.1 Due to ongoing construction work meaning that local traffic conditions are unlikely to be normal, the background traffic flow data has been derived from the Transport Assessment submitted for the approved Vistry Homes development (local planning authority reference PL/2021/06594).
- 4.8.2 The industry-standard TRICS database has been used to identify the average vehicle trip rates for the proposed development.
- 4.8.3 TRICS data shows that the proposed development could attract an average of 166 and 96 additional traffic movements during the weekday AM and PM peak hours respectively, taking account of the potential for linked trips.
- 4.8.4 The assessment is based on realistic assumptions for the trip types and distribution of traffic associated with the proposed development.
- 4.8.5 The results show that the peak-hour traffic effect is minimal beyond the Site access junction.
- 4.8.6 The proposal therefore accords with the adopted local plan and does not conflict with Paragraph 116 of the NPPF.

5.0 JUNCTION CAPACITY ASSESSMENT

5.1 Introduction

- 5.1.1 Junction capacity tests of the Site access junction on the A3094 Netherhampton Road have been undertaken along with a consideration of the development traffic effect on highway safety.

5.2 Computer Modelling Software

- 5.2.1 The PICADY9 module of the Junctions9 package is an industry standard computer package for modelling the operation of priority-controlled (give-way) junctions. PICADY uses the geometry of the junction combined with traffic flow information to predict capacity. The software provides a number of results in its output, the most meaningful of which is the Ratio of Flow to Capacity (RFC), where an RFC of 1.00 on any approach to the junction reflects a traffic demand equal to the theoretical capacity of that approach.
- 5.2.2 PICADY is typically operated using 'One Hour' mode which estimates the traffic profile for an hour-long period based a bell-shaped curve with a 15-minute 'Warm Up' period before, and a 15-minute 'Cool Down' period either side of the 60-minute peak-hour. This simulates the robust scenario of a peak within the peak hour.

5.3 Capacity Analysis

The PICADY9 computer program has been used to assess the operation of the Site access on the A3094 Netherhampton Road.

- 5.3.1 The operation of the junction has been assessed for the scenario '2030 Base + Existing + Proposed Development' (weekday AM and PM peaks), based on the existing junction geometry. The model has been run on 'One Hour' mode.
- 5.3.2 The summary results of the PICADY tests are set out at Table 5.1 below, where Stream B is the site access road and Stream C is Netherhampton Road west (eastbound). The full PICADY output report is provided at Appendix 10.

Table 5.1 – PICADY Summary – Site Access / A3094 Netherhampton Road

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2030 Base + Committed and Proposed Developments						
Stream B-AC	0.7	22.26	0.43	0.4	15.81	0.30
Stream C-AB	1.5	5.23	0.33	0.6	4.87	0.18

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

- 5.3.3 The results of the PICADY tests indicate that the Site Access / A3094 Netherhampton Road junction will operate within capacity in the future scenario with the proposed development in place.

5.4 Effect on Road Safety

- 5.4.1 Section 2.7 reviews the local collision records from the most recent five years available. It concludes that there does not appear to be any particular pattern of collisions on the local road network.

- 5.4.2 The effect of the proposed development traffic is not likely to materially worsen the occurrence or materially affect the pattern of collisions.

5.5 Section Conclusions

- 5.5.1 The capacity assessment indicates that the Site Access / A3094 Netherhampton Road junction will operate within capacity in the future scenario with the proposed development in place.
- 5.5.2 The overall traffic effect is not likely to materially worsen the occurrence or materially affect the pattern of collisions on the local road network.
- 5.5.3 Overall, the scale of residual impact cannot be considered to be severe when viewed in the context of the NPPF planning test (NPPF paragraph 116), and the proposal satisfies local planning policies.
- 5.5.4 The proposed development also complies with the NPPF vision-led approach.
- 5.5.5 Overall therefore, the traffic effect of the proposed development is acceptable.

6.0 SUMMARY AND CONCLUSIONS

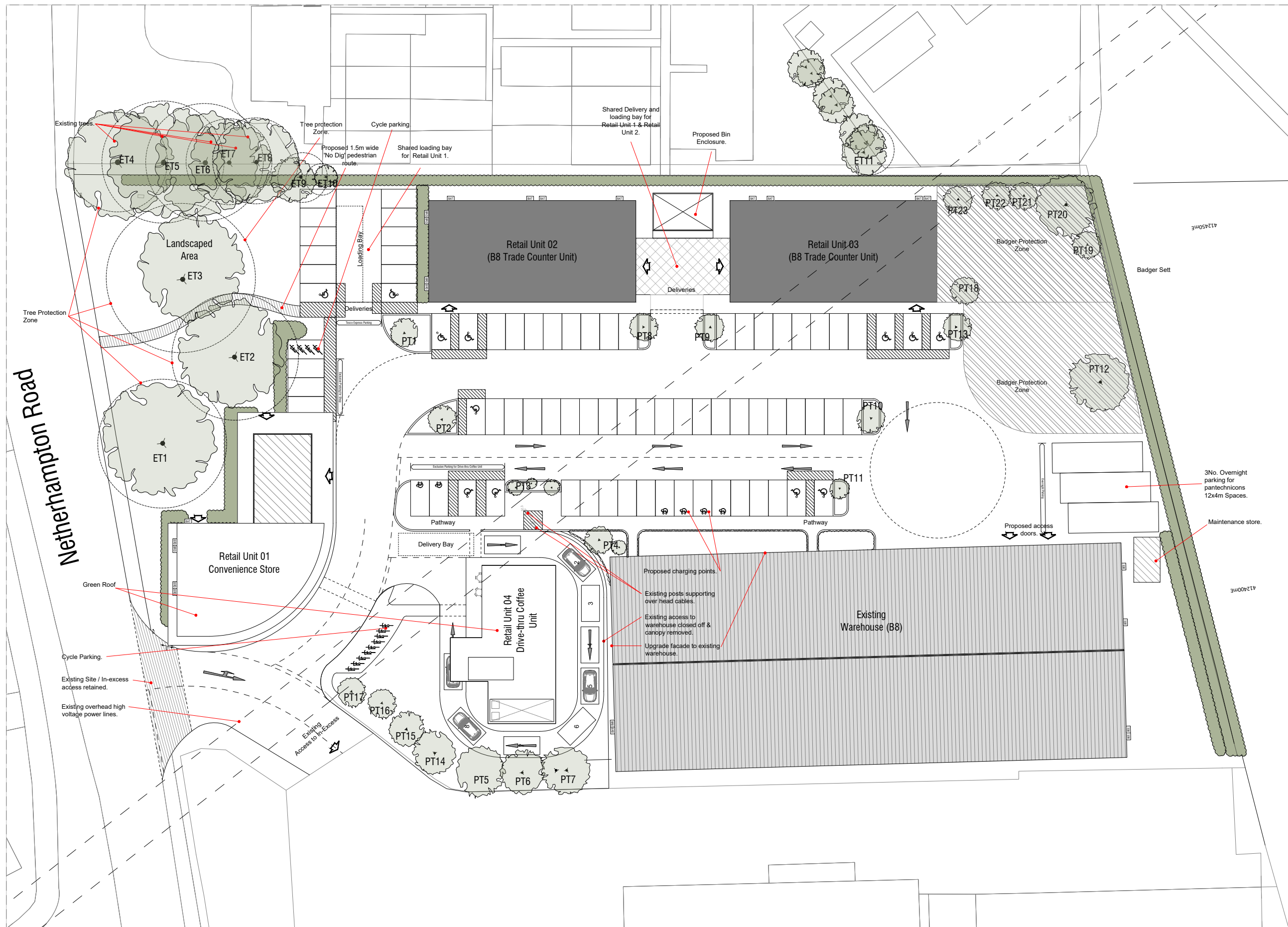
6.1 Summary

- 6.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed in relation to a proposed re-development of the existing Armishaws Removals compound on land south of A3094 Netherhampton Road, Salisbury, Wiltshire.
- 6.1.2 The Site is surrounded by a pedestrian network that includes a number of crossing facilities, and a residential catchment within walking distance.
- 6.1.3 The area local to the Site is conducive to cycling, with a wide range of services and amenities within cycling distance, and there are good opportunities for visitors and staff to make their journeys by bike.
- 6.1.4 The bus stops local to the Site are served by frequent bus services, which provide access to / from a variety of destinations.
- 6.1.5 Salisbury rail station is also within cycling distance of the Site; some longer journeys to/from the proposed development can be made by train, with the connection between the station and the Site being made on foot, by bike, taxi, bus, or car-share.
- 6.1.6 The proposal site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.
- 6.1.7 Overall, the Site has a good level of accessibility by all relevant transport modes in line with the proposed development's vision.
- 6.1.8 The proposed development will be served from the existing access junction, upgraded with white lining to formalise traffic priority between the Site and In-Excess.
- 6.1.9 Pedestrian movements are accommodated within the internal site layout.
- 6.1.10 Swept path analysis shows that the access arrangements and layout of the proposed development are suitable for the largest vehicles that are expected to use the site.
- 6.1.11 The proposed on-site parking is provided broadly in accordance with the local parking standards.
- 6.1.12 The industry-standard TRICS database has been used to identify the average vehicle trip rates for the proposed development.
- 6.1.13 TRICS data shows that the proposed development could attract an average of 166 and 96 additional traffic movements during the weekday AM and PM peak hours respectively, taking account of the potential for linked trips.
- 6.1.14 The assessment is based on realistic assumptions for the trip types and distribution of traffic associated with the proposed development.
- 6.1.15 The results show that the peak-hour traffic effect is minimal beyond the Site access junction.
- 6.1.16 The capacity assessment indicates that the Site Access / A3094 Netherhampton Road junction will operate within capacity in the future scenario with the proposed development in place.
- 6.1.17 The overall traffic effect is not likely to materially worsen the occurrence or materially affect the pattern of collisions on the network.

6.2 Conclusions

- 6.2.1 The proposal is shown to accord with the adopted local plan and with Paragraphs 115 and 117 of the NPPF.
- 6.2.2 Overall, the scale of residual impact cannot be considered to be severe when viewed in the context of the NPPF planning test (NPPF paragraph 116). The proposals are also in line with the development's vision.

APPENDIX 1 – PROPOSED SITE LAYOUT



01 - Proposed Site Plan

- General Notes:**
- Do not scale drawings other than for planning purposes and refer only to figured dimensions.
 - Contractor is to raise any concerns of discrepancies in this drawing and that of what is noted on site to the architect before building works commence.
 - In the circumstance that the drawing relates to an existing building or setting, the contractor is to confirm there is no conflict between this drawings dimensions and the actual building/settings dimensions.
 - Refer to all other project consultants and specialists relevant drawings and specifications.
 - It is the contractor responsibility to ensure all site dimensions, levels and setting out is in line with the architects drawings.
 - Refer to the Structural Engineers drawings for full details on structure where necessary

P4	02.07.25	Site Vehicle Tracking Improvements
P3	20.06.25	Planning Issue
P2	10.06.25	Planning Issue
P1	10.04.25	Planning Issue
Rev:	Date:	Revision History:

T: 01722 680 419
M: 07810 647 790
W: info@esdon-architecture.com

Project:
25-020
Armishaws

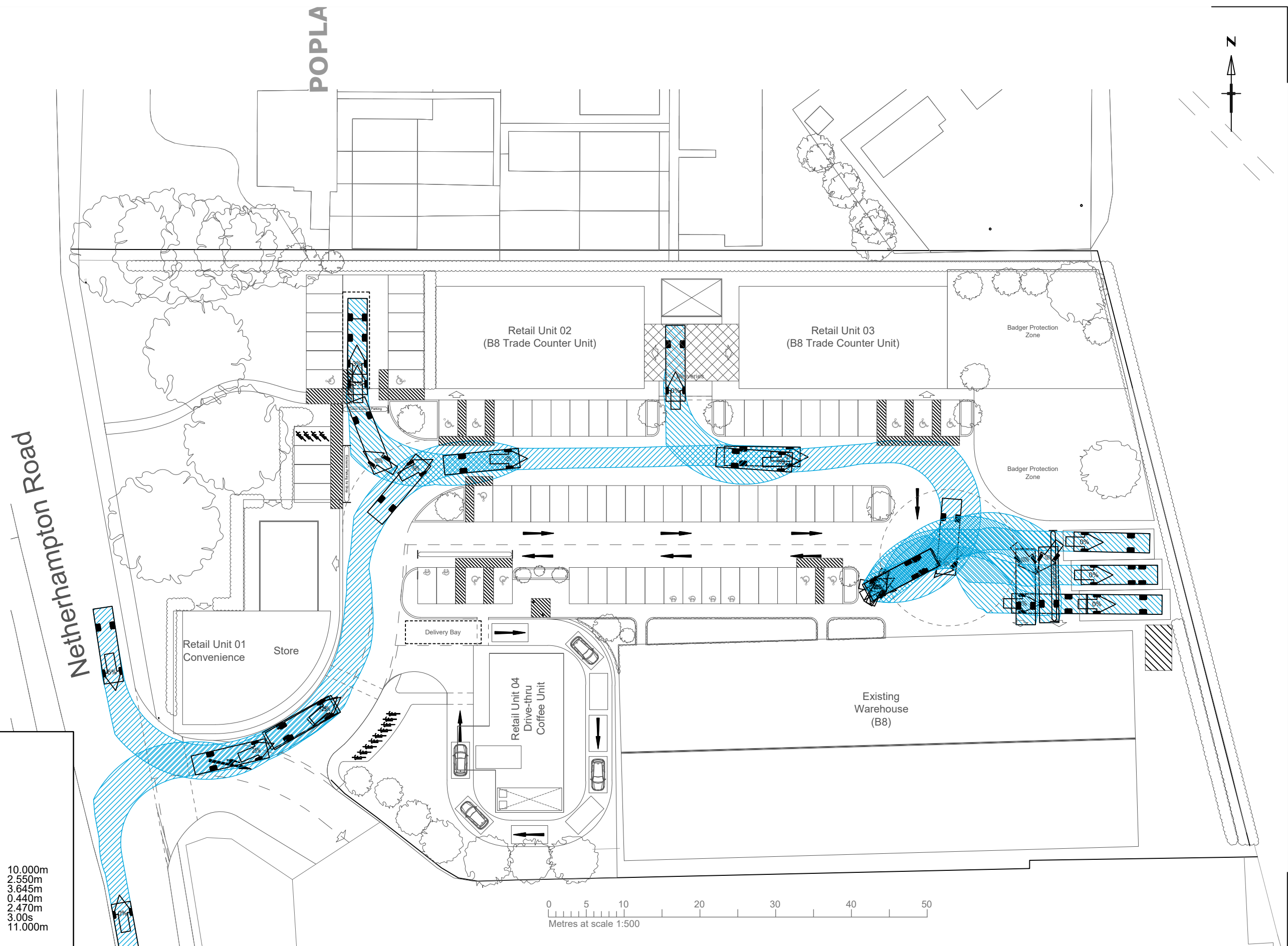
Name:	Date:	Name:	Date:
Designed by: EE		Checked: EE	
Drawn By: EE		Approved: EE	

Scale: @A3	Status:
1:500	Planning

Drawing Title:
Proposed Site Plan

Drawing No:	Rev:
10-002	P4

APPENDIX 2 – SWEPT PATH ANALYSIS



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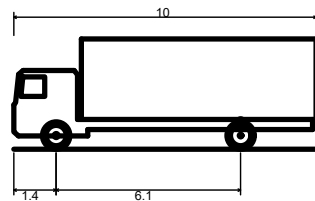
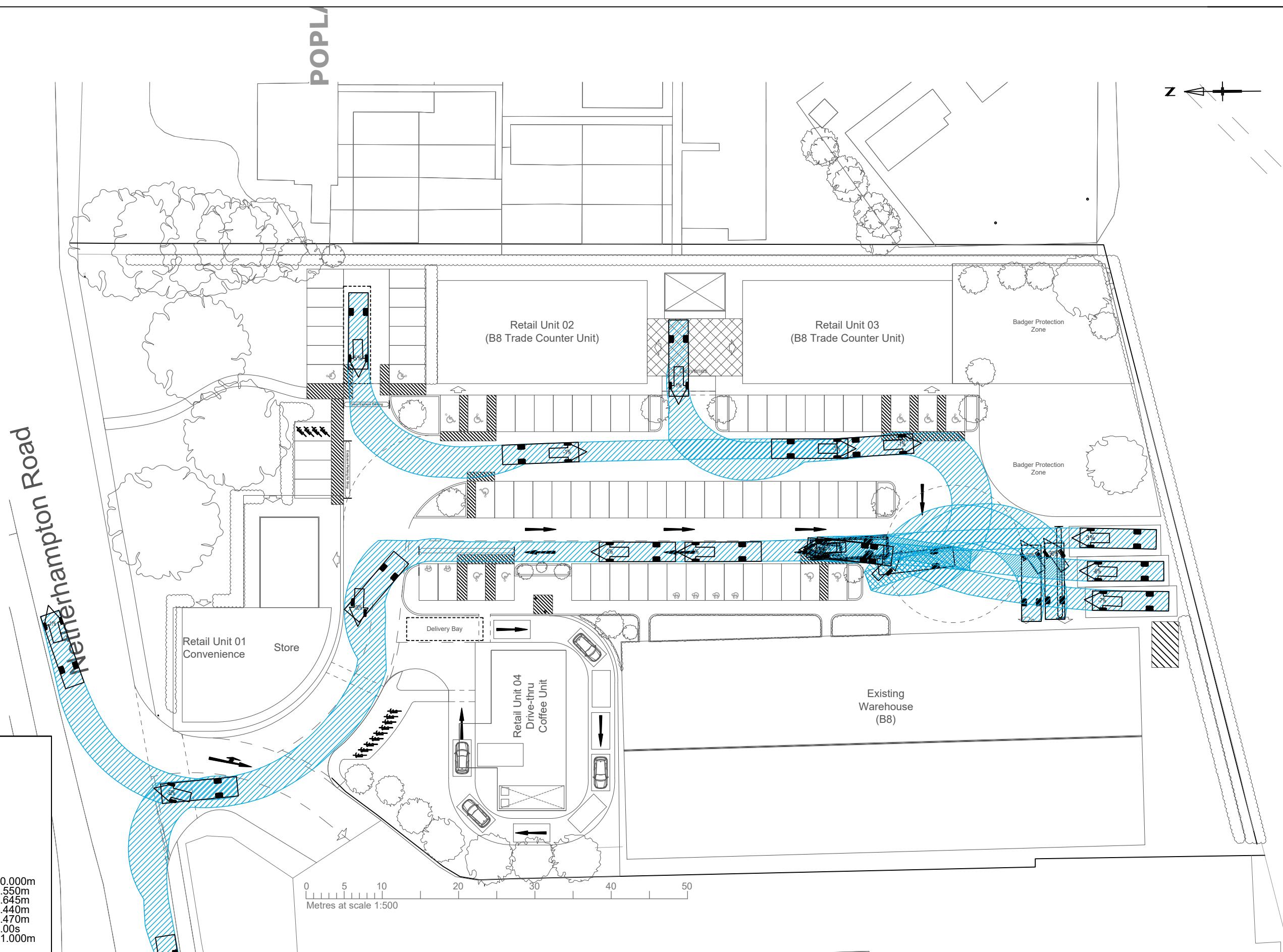


client
ARMISHAWS

project
**NETHERHAMPTON ROAD
MIXED-USE DEVELOPMENT**

title
**SWEPT PATH ANALYSIS
RIGID VEHICLE MANOEUVRE**

date JULY 2025	drawn by F.R	checked by T.B
scale 1:500	status PLANNING	
drawing number 240194-TR001	rev.	



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

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client
ARMISHAWS

project
NETHERHAMPTON ROAD
MIXED-USE DEVELOPMENT

title
SWEEP PATH ANALYSIS
RIGID VEHICLE MANOEUVRE
OUTBOUND MANOEUVRE

date
JULY 2025

scale
1:500

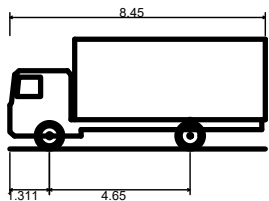
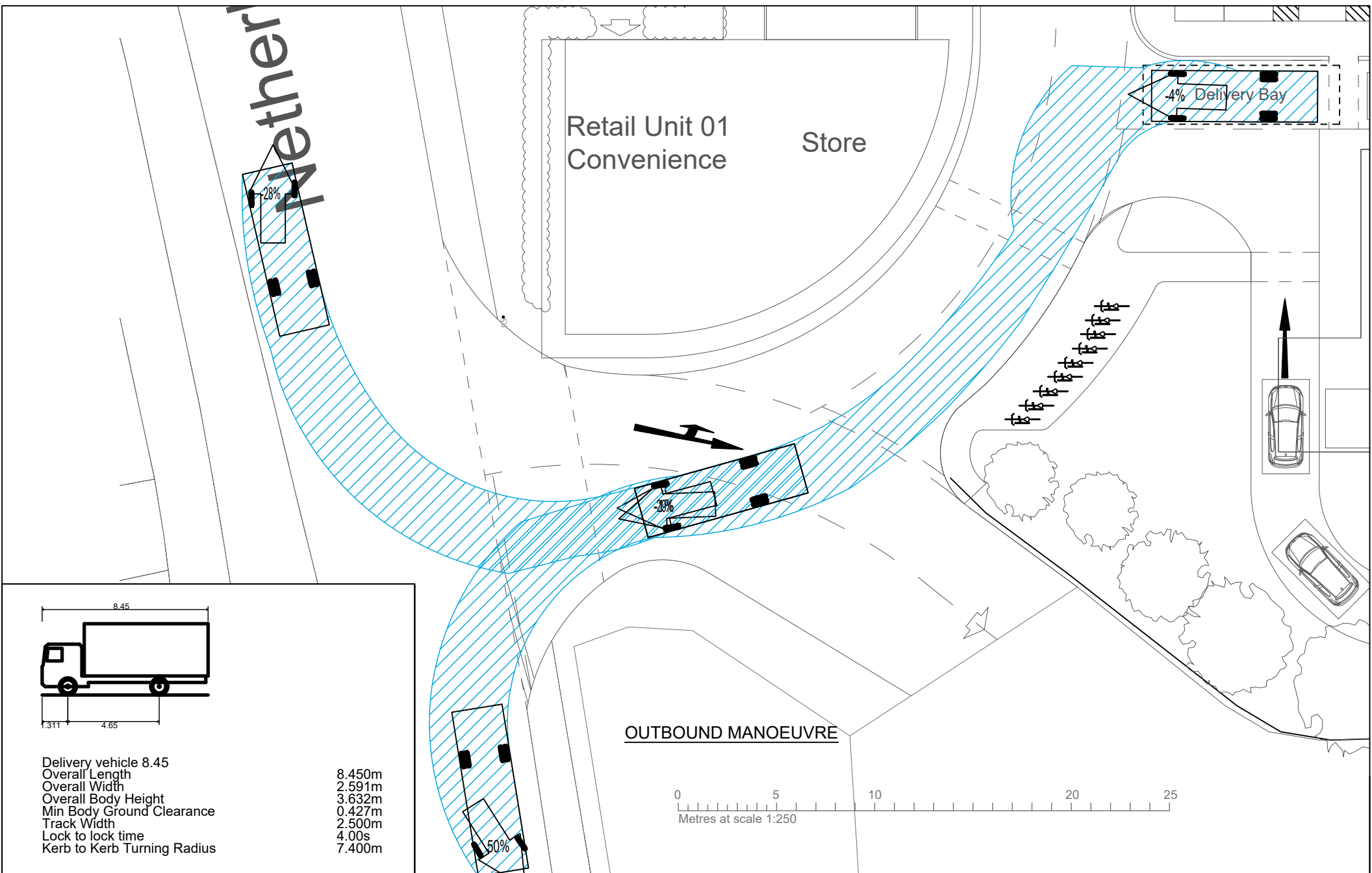
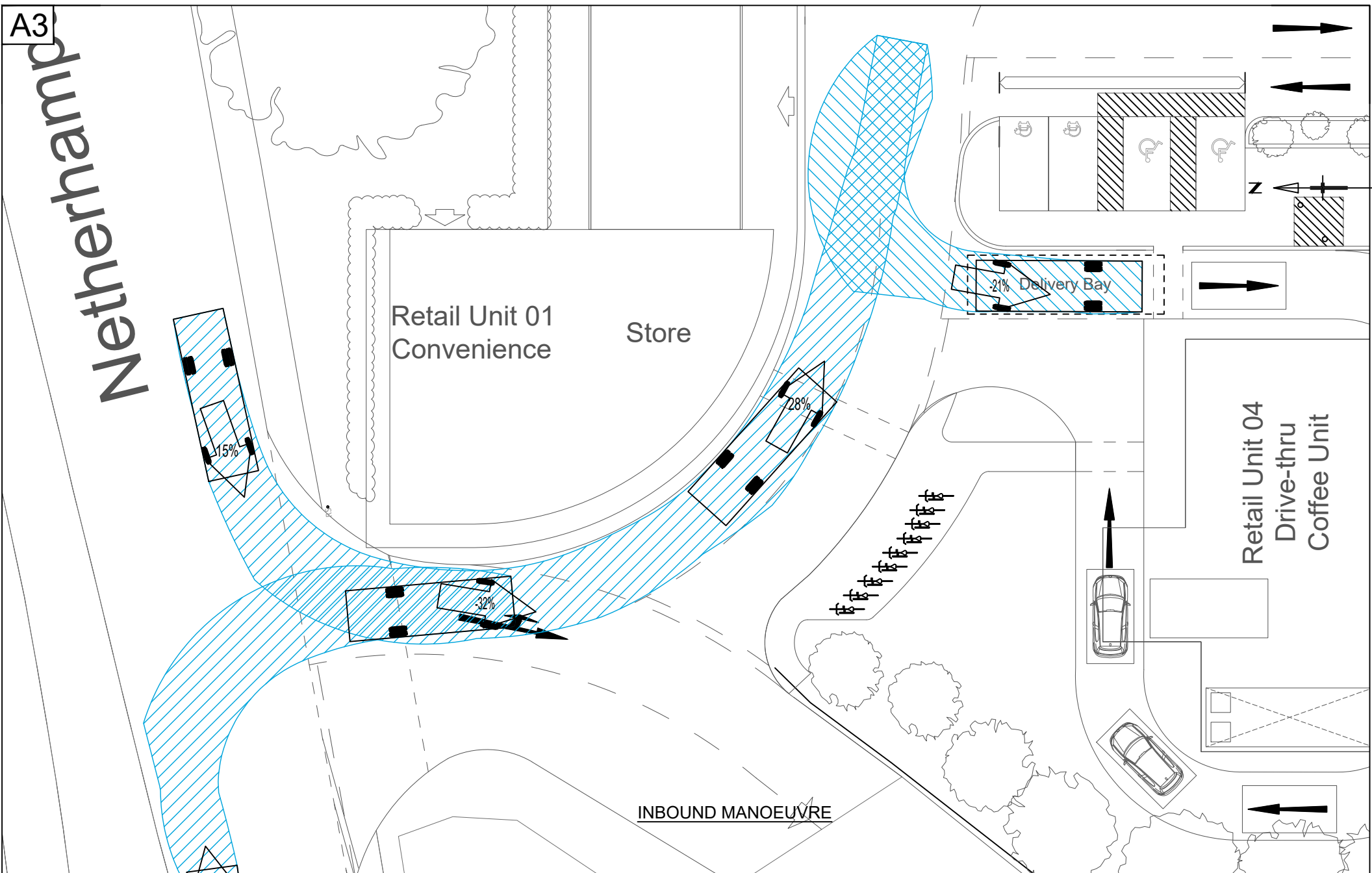
drawing number
240194-TR002

status
PLANNING

drawn by
F.R

checked by
T.B

rev.



Delivery vehicle 8.45
Overall Length 8.450m
Overall Width 2.591m
Overall Body Height 3.632m
Min Body Ground Clearance 0.427m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

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client
ARMISHAWS
project
NETHERHAMPTON ROAD
MIXED-USE DEVELOPMENT

title
SWEPT PATH ANALYSIS
DELIVERY VEHICLE MANOEUVRE

scale
1:250

drawn by
F.R

drawing number
240194-TR003

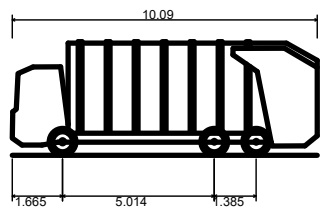
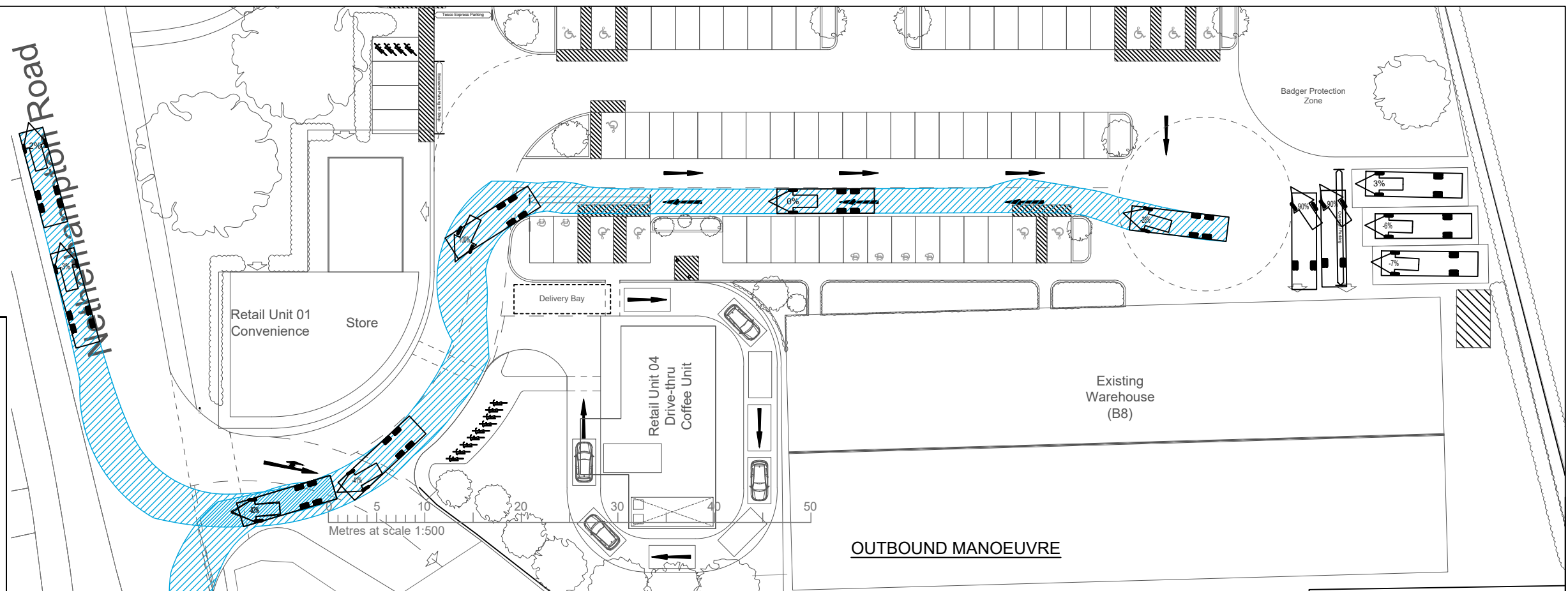
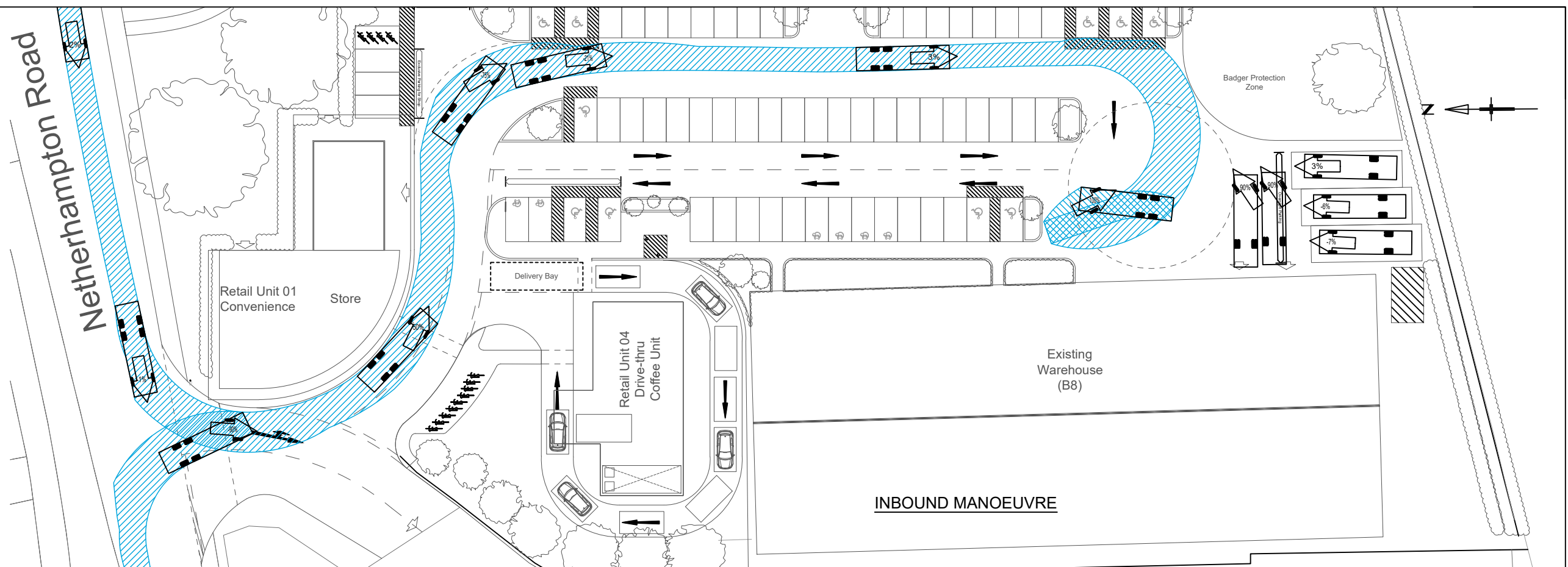
status
PLANNING

date
JULY 2025

checked by
T.B

rev.

A3



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 10.09m
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

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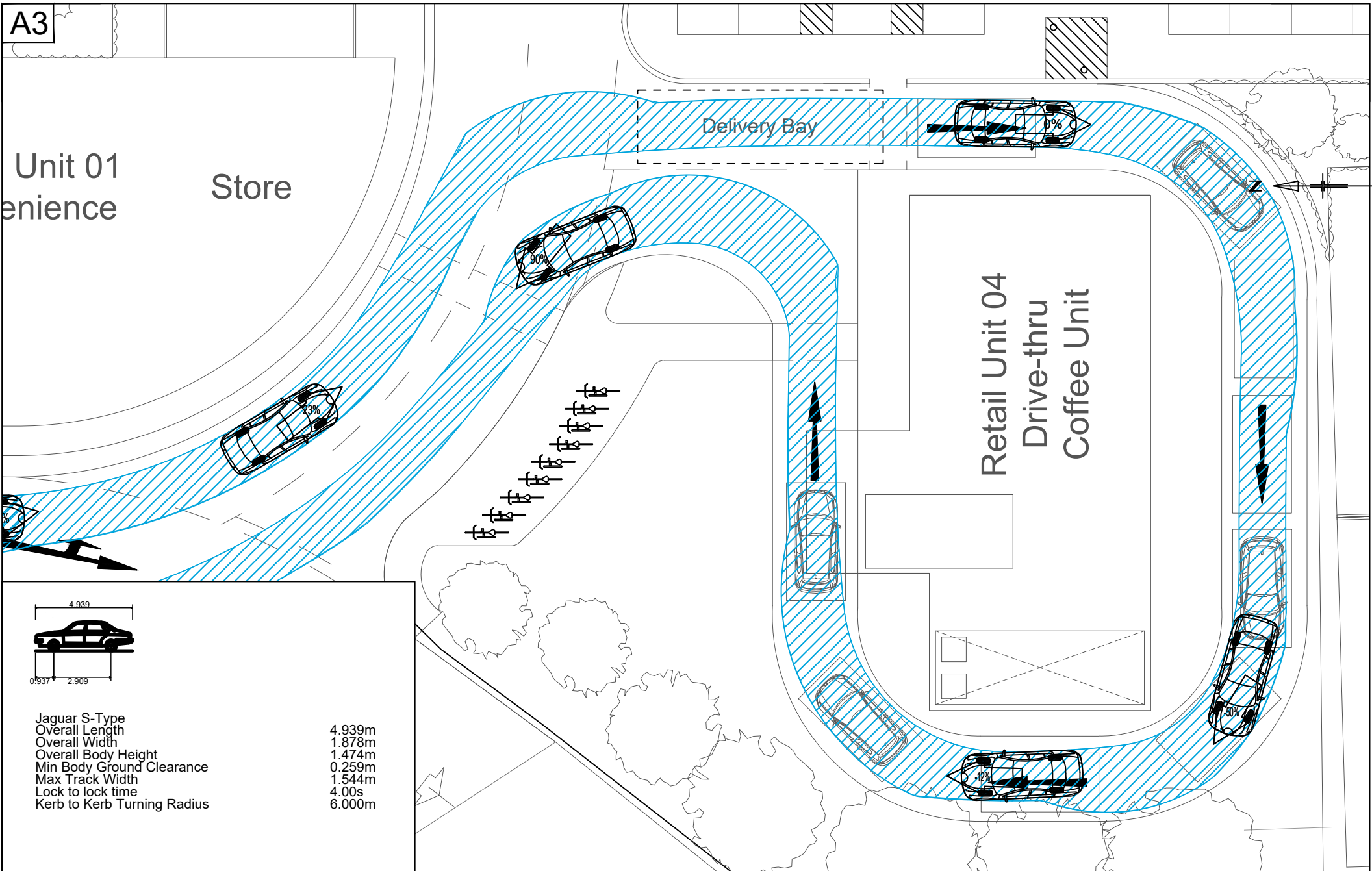
78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG
Tel: 01454 320 220 Web: www.connect-consultants.com
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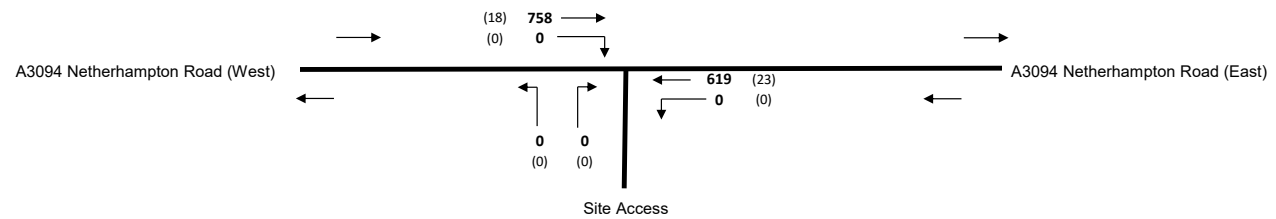
client
ARMISHAWS
project
**NETHERHAMPTON ROAD
MIXED-USE DEVELOPMENT**

title
**SWEPT PATH ANALYSIS
REFUSE VEHICLE MANOEUVRE**

date JULY 2025	drawn by F.R	checked by T.B
scale 1:500	status PLANNING	
drawing number 240194-TR004	rev.	



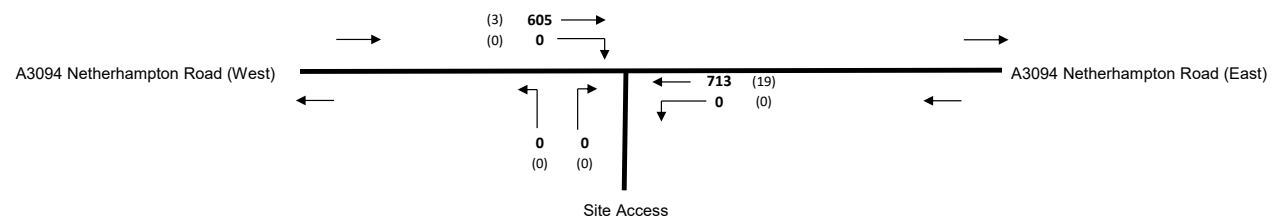
APPENDIX 3 – TRAFFIC FLOWS: VISTRY HOMES 'BASE 2026 PLUS DEVELOPMENT'



0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
AM Peak - (08:15 - 09:15) - Vistry Homes TA 'Base 2026 plus Development' Traffic Flows

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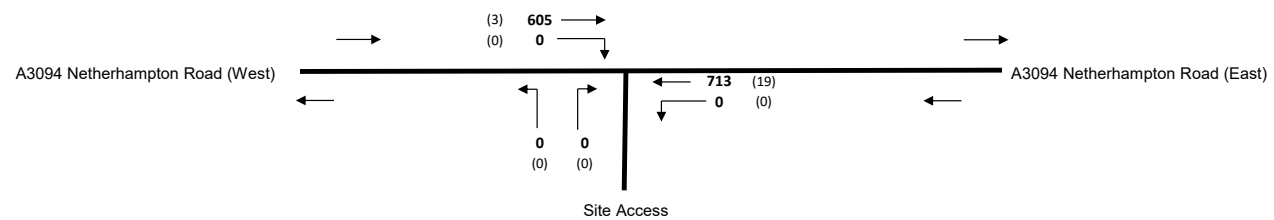


0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
PM Peak - (17:15 - 18:15) - Vistry Homes TA 'Base 2026 plus Development' Traffic Flows

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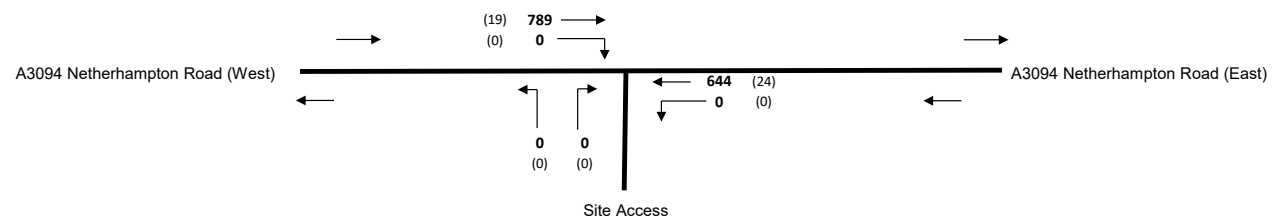
APPENDIX 4 – 2030 BASE FLOWS



0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
Sat Peak - (12:45 - 13:45) - Vistry Homes TA 'Base 2026 plus Development' Traffic Flows

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0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
AM Peak - (08:15 - 09:15) - 2030 Base Traffic Flows

connect CONSULTANTS

APPENDIX 5 – TRICS DATA

Calculation Reference: AUDIT-142301-250626-0629

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : E - WAREHOUSING (SELF STORAGE)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1350 to 5500 (units: sqm)
Range Selected by User: 1350 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 15/10/21

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

Selected survey days:
Monday 1 days
Tuesday 1 days
Wednesday 1 days
Thursday 1 days
Friday 1 days

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

Selected survey types:
Manual count 5 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 undertaking using machines.

Selected Locations:
Suburban Area (PPS6 Out of Centre) 3
Edge of Town 2

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

Selected Location Sub Categories:
Industrial Zone 3
Development Zone 1
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:

Use Class:
B8 5 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Travel Plan:

No	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CU-02-E-01	BOX CLEVER SELF STORAGE	CUMBERLAND
	MILLBROOK ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3100 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
2	NG-02-E-02	BIG YELLOW SELF STORAGE	NOTTINGHAM
	LENTON LANE		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	2860 sqm	
	Survey date: THURSDAY	17/11/16	Survey Type: MANUAL
3	NY-02-E-01	SELF STORAGE	NORTH YORKSHIRE
	OAKNEY WOOD ROAD		
	SELBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1350 sqm	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
4	SD-02-E-01	BIG YELLOW SELF STORAGE	SWINDON
	DRAKES WAY		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	4925 sqm	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
5	TW-02-E-01	1ST STORAGE	TYNE & WEAR
	STONEYGATE CLOSE		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	5500 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
SF-02-E-01	24/06/21	covid

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	5	3547	0.045	5	3547	0.017	5	3547	0.062
08:00 - 09:00	5	3547	0.118	5	3547	0.085	5	3547	0.203
09:00 - 10:00	5	3547	0.186	5	3547	0.164	5	3547	0.350
10:00 - 11:00	5	3547	0.169	5	3547	0.158	5	3547	0.327
11:00 - 12:00	5	3547	0.118	5	3547	0.096	5	3547	0.214
12:00 - 13:00	5	3547	0.226	5	3547	0.231	5	3547	0.457
13:00 - 14:00	5	3547	0.147	5	3547	0.124	5	3547	0.271
14:00 - 15:00	5	3547	0.158	5	3547	0.186	5	3547	0.344
15:00 - 16:00	5	3547	0.147	5	3547	0.152	5	3547	0.299
16:00 - 17:00	5	3547	0.118	5	3547	0.124	5	3547	0.242
17:00 - 18:00	5	3547	0.062	5	3547	0.141	5	3547	0.203
18:00 - 19:00	5	3547	0.023	5	3547	0.028	5	3547	0.051
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.517			1.506			3.023

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	1350 - 5500 (units: sqm)
Survey date date range:	01/01/16 - 15/10/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-142301-250626-0614

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : E - DIY SUPERSTORE - WITHOUT GARDEN CENT
TOTAL VEHICLES

Selected regions and areas:

05 EAST MIDLANDS
LN LINCOLNSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: Parking spaces
Actual Range: 128 to 128 (units:)
Range Selected by User: 38 to 720 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 07/11/23

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

Selected survey days:

Friday 1 days

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

Selected survey types:

Manual count 1 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 1

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:

Retail Zone 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(a) 1 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
125,001 to 250,000 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 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.

Petrol filling station:
Included in the survey count 0 days
Excluded from count or no filling station 1 days

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

Travel Plan:
Not Known 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	LN-01-E-01	WICKES	LINCOLNSHIRE
	OUTER CIRCLE ROAD		
	LINCOLN		
	Edge of Town		
	Retail Zone		
	Total Parking spaces:	128	
	Survey date: FRIDAY	26/04/02	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 01 - RETAIL/E - DIY SUPERSTORE - WITHOUT GARDEN CENT
TOTAL VEHICLES
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	128	0.227	1	128	0.180	1	128	0.407
08:00 - 09:00	1	128	0.398	1	128	0.352	1	128	0.750
09:00 - 10:00	1	128	0.664	1	128	0.523	1	128	1.187
10:00 - 11:00	1	128	0.695	1	128	0.609	1	128	1.304
11:00 - 12:00	1	128	0.906	1	128	0.992	1	128	1.898
12:00 - 13:00	1	128	0.781	1	128	0.797	1	128	1.578
13:00 - 14:00	1	128	0.781	1	128	0.820	1	128	1.601
14:00 - 15:00	1	128	0.875	1	128	0.852	1	128	1.727
15:00 - 16:00	1	128	0.641	1	128	0.625	1	128	1.266
16:00 - 17:00	1	128	0.641	1	128	0.703	1	128	1.344
17:00 - 18:00	1	128	0.352	1	128	0.430	1	128	0.782
18:00 - 19:00	1	128	0.563	1	128	0.500	1	128	1.062
19:00 - 20:00	1	128	0.461	1	128	0.594	1	128	1.055
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.984			7.977			15.961

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:

128 - 128 (units:)

Survey date range:

01/01/00 - 07/11/23

Number of weekdays (Monday-Friday):

1

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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

Calculation Reference: AUDIT-142301-250626-0623

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use
: 01 - RETAIL

Category
: O - CONVENIENCE STORE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	SD SWINDON	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Connect Consultants 78 Broad Street Chipping Sodbury

Licence No: 142301

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 292 to 574 (units: sqm)
 Range Selected by User: 50 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/03/24

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
Tuesday	1 days
Wednesday	2 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	9 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:

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

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
High Street	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:**Use Class:**

E(a)	9 days
------	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 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	1 days
25,001 to 50,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	4 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	9 days

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

Travel Plan:

No	9 days
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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	9 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BC-01-O-01 WIMBORNE ROAD BOURNEMOUTH WINTON Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: 550 sqm Survey date: THURSDAY 29/09/22	SAINSBURY'S LOCAL BOURNEMOUTH CHRISTCHURCH & POOLE
2	ES-01-O-02 VICTORIA DRIVE EASTBOURNE Edge of Town Residential Zone Total Gross floor area: 574 sqm Survey date: TUESDAY 19/03/24	SAINSBURY'S LOCAL EAST SUSSEX
3	LS-01-O-01 AINSTY ROAD WETHERBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 539 sqm Survey date: MONDAY 26/09/16	CO-OPERATIVE LEEDS
4	NY-01-O-03 FOREST ROAD NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 305 sqm Survey date: MONDAY 19/09/16	CO-OPERATIVE NORTH YORKSHIRE
5	SD-01-O-01 THE CIRCLE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 292 sqm Survey date: FRIDAY 23/09/16	ONE STOP SWINDON
6	ST-01-O-01 STAFFORD ROAD CANNOCK Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 404 sqm Survey date: WEDNESDAY 14/06/23	TESCO EXPRESS STAFFORDSHIRE
7	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 330 sqm Survey date: FRIDAY 07/04/17	CO-OPERATIVE TYNE & WEAR

LIST OF SITES relevant to selection parameters (Cont.)

8	WS-01-O-01	CO-OP	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	500 sqm	
	Survey date: THURSDAY	12/05/22	Survey Type: MANUAL
9	WS-01-O-02	SAINSBURY'S LOCAL	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	409 sqm	
	Survey date: WEDNESDAY	11/05/22	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.

Connect Consultants 78 Broad Street Chipping Sodbury

Licence No: 142301

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	1.200	1	500	0.800	1	500	2.000
06:00 - 07:00	7	469	1.768	7	469	1.585	7	469	3.353
07:00 - 08:00	9	434	4.971	9	434	4.612	9	434	9.583
08:00 - 09:00	9	434	7.174	9	434	7.046	9	434	14.220
09:00 - 10:00	9	434	5.867	9	434	5.355	9	434	11.222
10:00 - 11:00	9	434	5.739	9	434	5.509	9	434	11.248
11:00 - 12:00	9	434	5.560	9	434	5.662	9	434	11.222
12:00 - 13:00	9	434	7.507	9	434	7.456	9	434	14.963
13:00 - 14:00	9	434	6.252	9	434	5.790	9	434	12.042
14:00 - 15:00	9	434	6.072	9	434	6.277	9	434	12.349
15:00 - 16:00	9	434	6.405	9	434	6.277	9	434	12.682
16:00 - 17:00	9	434	6.790	9	434	6.149	9	434	12.939
17:00 - 18:00	9	434	7.661	9	434	8.071	9	434	15.732
18:00 - 19:00	9	434	7.635	9	434	7.610	9	434	15.245
19:00 - 20:00	9	434	6.380	9	434	6.380	9	434	12.760
20:00 - 21:00	8	451	3.572	8	451	4.265	8	451	7.837
21:00 - 22:00	8	451	2.409	8	451	2.797	8	451	5.206
22:00 - 23:00	5	487	0.780	5	487	0.944	5	487	1.724
23:00 - 24:00	3	438	0.000	3	438	0.228	3	438	0.228
Total Rates:			93.742			92.813			186.555

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: 292 - 574 (units: sqm)
Survey date range: 01/01/16 - 19/03/24
Number of weekdays (Monday-Friday): 9
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.

Calculation Reference: AUDIT-142301-250626-0605

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : R - TRADE SHOP
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	SC SURREY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 275 to 970 (units: sqm)
Range Selected by User: 275 to 970 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 08/11/23

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

Selected survey days:

Tuesday 2 days
Wednesday 1 days
Friday 1 days

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

Selected survey types:

Manual count 4 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:

Suburban Area (PPS6 Out of Centre) 3
Edge of Town 1

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

Selected Location Sub Categories:

Industrial Zone 4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

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

Travel Plan:

No	4 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	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	KC-01-R-01	SCREWFIX		KENT
	MILL WAY			
	SITTINGBOURNE			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	970 sqm		
	Survey date: WEDNESDAY	08/11/23		Survey Type: MANUAL
2	NY-01-R-01	TOOLSTATION		NORTH YORKSHIRE
	OAKNEY WOOD ROAD			
	SELBY			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	275 sqm		
	Survey date: TUESDAY	10/05/22		Survey Type: MANUAL
3	SC-01-R-01	TOOLSTATION		SURREY
	PRAETORIAN PLACE			
	REDHILL			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	414 sqm		
	Survey date: TUESDAY	10/05/22		Survey Type: MANUAL
4	WM-01-R-01	TOOLSTATION		WEST MIDLANDS
	ALDRIDGE ROAD			
	BIRMINGHAM			
	PERRY BAR			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	500 sqm		
	Survey date: FRIDAY	19/11/21		Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BP-01-R-01	19/04/21	covid

Connect Consultants 78 Broad Street Chipping Sodbury

Licence No: 142301

TRIP RATE for Land Use 01 - RETAIL/R - TRADE SHOP

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	540	0.463	4	540	0.000	4	540	0.463
07:00 - 08:00	4	540	2.872	4	540	2.686	4	540	5.558
08:00 - 09:00	4	540	3.057	4	540	2.501	4	540	5.558
09:00 - 10:00	4	540	3.566	4	540	3.520	4	540	7.086
10:00 - 11:00	4	540	3.752	4	540	3.983	4	540	7.735
11:00 - 12:00	4	540	3.520	4	540	3.289	4	540	6.809
12:00 - 13:00	4	540	4.122	4	540	3.891	4	540	8.013
13:00 - 14:00	4	540	3.937	4	540	4.308	4	540	8.245
14:00 - 15:00	4	540	3.798	4	540	3.798	4	540	7.596
15:00 - 16:00	4	540	3.196	4	540	3.520	4	540	6.716
16:00 - 17:00	4	540	2.964	4	540	2.964	4	540	5.928
17:00 - 18:00	4	540	1.853	4	540	2.177	4	540	4.030
18:00 - 19:00	4	540	1.945	4	540	2.084	4	540	4.029
19:00 - 20:00	4	540	1.390	4	540	1.482	4	540	2.872
20:00 - 21:00	4	540	0.046	4	540	0.185	4	540	0.231
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			40.481			40.388			80.869

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:	275 - 970 (units: sqm)
Survey date range:	01/01/16 - 08/11/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Calculation Reference: AUDIT-142301-250626-0613

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : J - DRIVE THROUGH COFFEE SHOP
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	NM WEST NORTHAMPTONSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CU CUMBERLAND	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 140 to 305 (units: sqm)
Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 21/06/24

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

Selected survey days:

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

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

Selected survey types:

Manual count 5 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
Edge of Town 3

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

Selected Location Sub Categories:

Industrial Zone 2
Commercial Zone 1
Retail Zone 1
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 5 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

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

Travel Plan:

No	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CU-06-J-03 A689 CARLISLE	COSTA COFFEE		CUMBERLAND
	Edge of Town Commercial Zone Total Gross floor area:	225 sqm		
	Survey date: THURSDAY	20/06/24	Survey Type: MANUAL	
2	CU-06-J-04 LONDON ROAD CARLISLE	COSTA COFFEE		CUMBERLAND
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	225 sqm		
	Survey date: FRIDAY	21/06/24	Survey Type: MANUAL	
3	HC-06-J-01 COTSWORTH ROAD GOSPORT	COSTA COFFEE		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area:	185 sqm		
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL	
4	MS-06-J-02 COOPERS LANE LIVERPOOL BRINTONWOOD	STARBUCKS		MERSEYSIDE
	Edge of Town Industrial Zone Total Gross floor area:	245 sqm		
	Survey date: WEDNESDAY	01/05/24	Survey Type: MANUAL	
5	NM-06-J-01 DARNELL WAY NORTHAMPTON	BEWICHD COFFEE		WEST NORTHAMPTONSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	140 sqm		
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL	

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HE-06-J-01	24/11/20	covid
NN-06-J-01	23/10/20	covid
SF-06-J-01	25/09/20	covid
WO-06-J-01	09/10/20	covid

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	183	0.548	2	183	0.000	2	183	0.548
06:00 - 07:00	5	204	5.392	5	204	5.196	5	204	10.588
07:00 - 08:00	5	204	17.353	5	204	15.490	5	204	32.843
08:00 - 09:00	5	204	23.137	5	204	21.961	5	204	45.098
09:00 - 10:00	5	204	22.157	5	204	20.196	5	204	42.353
10:00 - 11:00	5	204	15.980	5	204	16.078	5	204	32.058
11:00 - 12:00	5	204	16.176	5	204	15.686	5	204	31.862
12:00 - 13:00	5	204	18.529	5	204	20.196	5	204	38.725
13:00 - 14:00	5	204	12.451	5	204	13.235	5	204	25.686
14:00 - 15:00	5	204	14.412	5	204	14.412	5	204	28.824
15:00 - 16:00	5	204	11.569	5	204	11.471	5	204	23.040
16:00 - 17:00	5	204	9.510	5	204	10.784	5	204	20.294
17:00 - 18:00	5	204	6.569	5	204	7.647	5	204	14.216
18:00 - 19:00	5	204	4.608	5	204	4.902	5	204	9.510
19:00 - 20:00	4	194	3.871	4	194	4.516	4	194	8.387
20:00 - 21:00	3	183	2.364	3	183	3.091	3	183	5.455
21:00 - 22:00	2	163	0.923	2	163	1.231	2	163	2.154
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			185.549			186.092			371.641

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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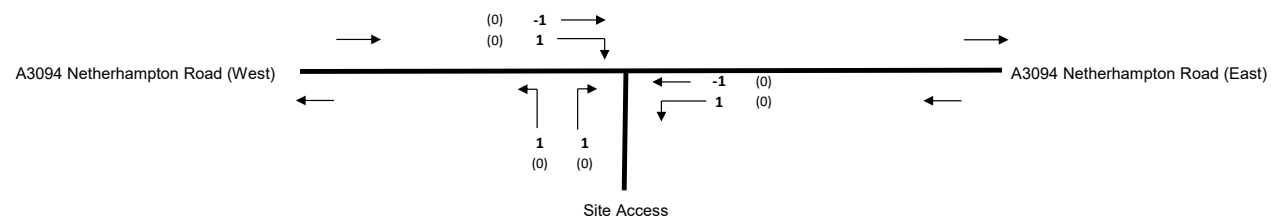
Parameter summary

Trip rate parameter range selected:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

140 - 305 (units: sqm)
 01/01/16 - 21/06/24
 9
 0
 0
 4
 0

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

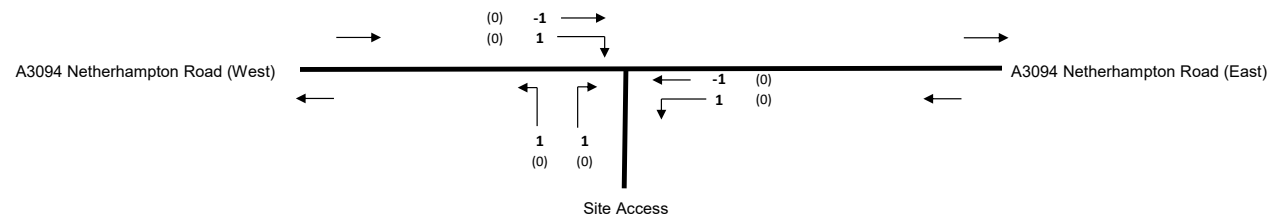
APPENDIX 6 – EXISTING SITE TRAFFIC MOVEMENTS



0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
AM Peak - (08:15 - 09:15) - Existing Site Warehouse Trips

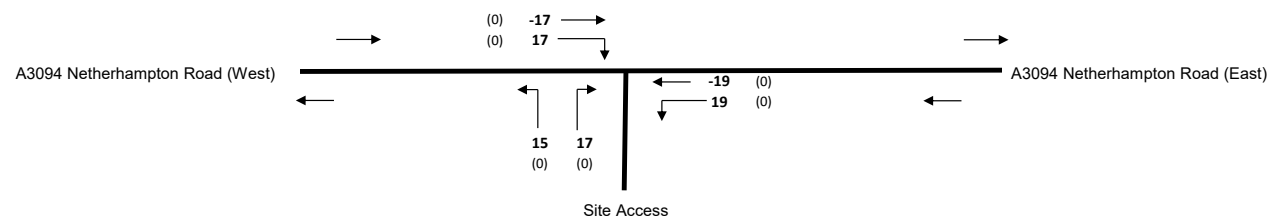
connect 
 CONSULTANTS



0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
PM Peak - (17:15 - 18:15) - Existing Site Warehouse Trips

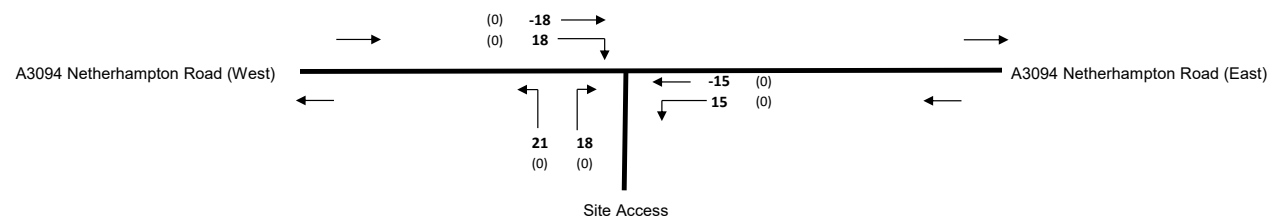
connect 
CONSULTANTS



0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
AM Peak - (08:15 - 09:15) - Existing Site In-Excess Trips

connect 
 CONSULTANTS

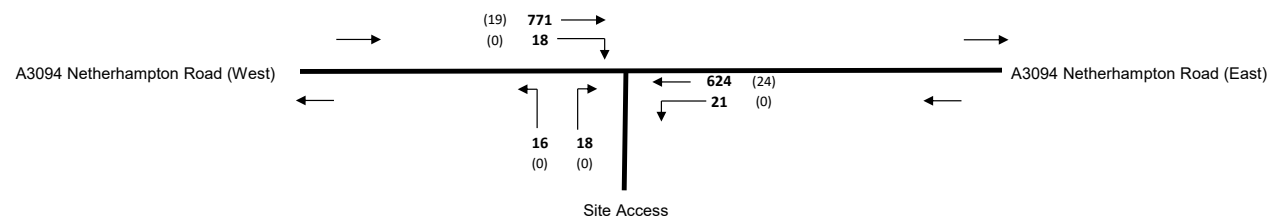


0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
PM Peak - (17:15 - 18:15) - Existing Site In-Excess Trips

connect CONSULTANTS

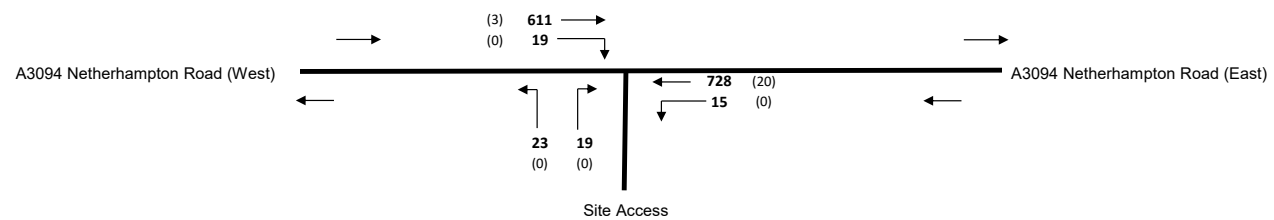
APPENDIX 7 – 2030 BASE + EXISTING FLOWS



0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
AM Peak - (08:15 - 09:15) - 2030 Base + Existing

connect CONSULTANTS

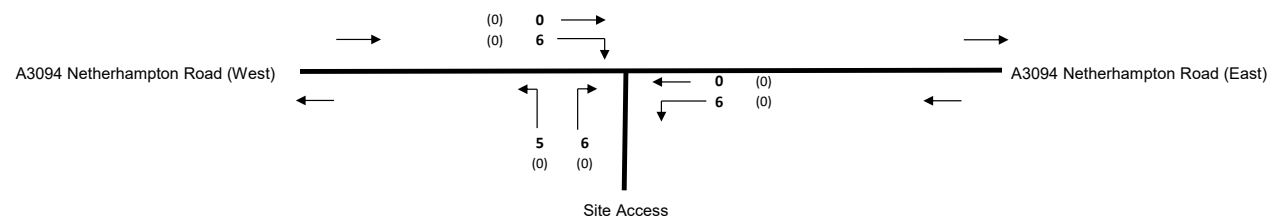


0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
PM Peak - (17:15 - 18:15) - 2030 Base + Existing

connect CONSULTANTS

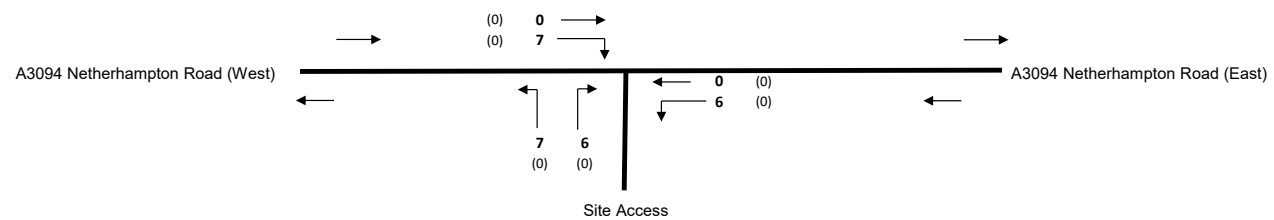
APPENDIX 8 – PROPOSED DEVELOPMENT TRAFFIC MOVEMENTS



0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
AM Peak - (08:15 - 09:15) - Proposed Convenience Store - Primary

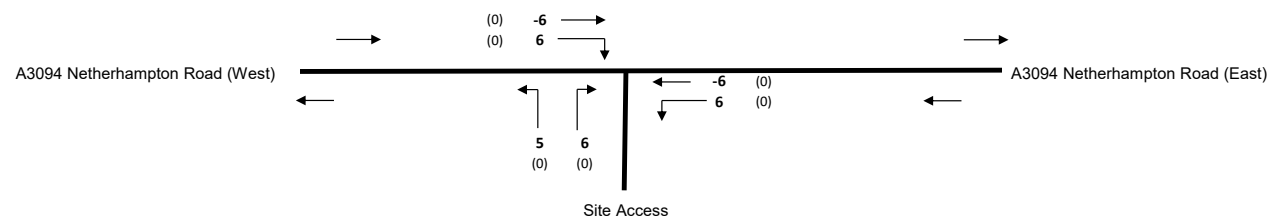
connect 
 CONSULTANTS



0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
PM Peak - (17:15 - 18:15) - Proposed Convenience Store - Primary

connect CONSULTANTS

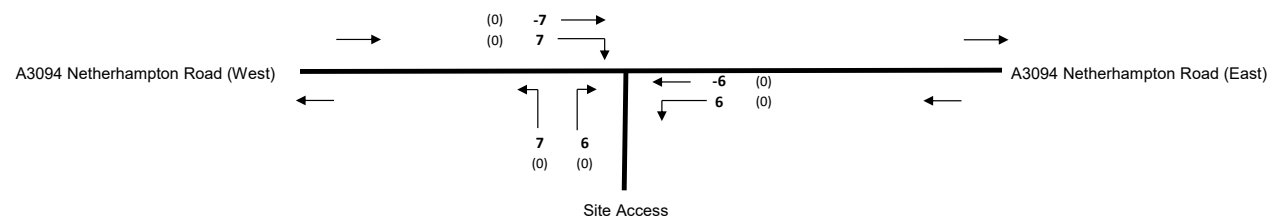


0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road

AM Peak - (08:15 - 09:15) - Proposed Convenience Store - Pass-by

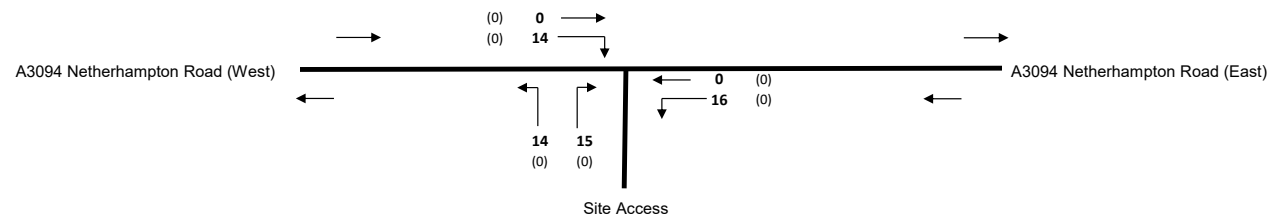
connect CONSULTANTS



0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
PM Peak - (17:15 - 18:15) - Proposed Convenience Store - Pass-by

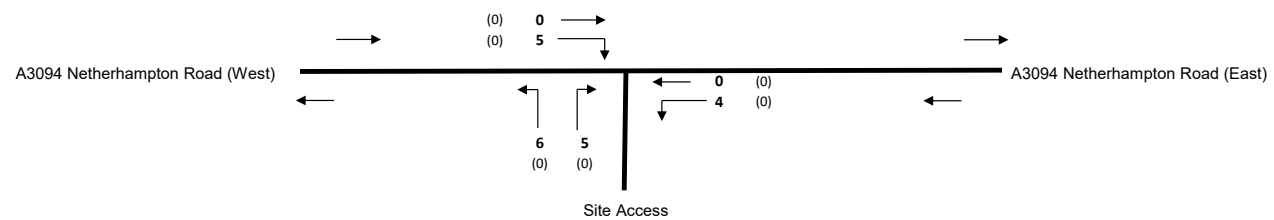
connect 
CONSULTANTS



0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
AM Peak - (08:15 - 09:15) - Proposed Coffee Drive Through - Primary

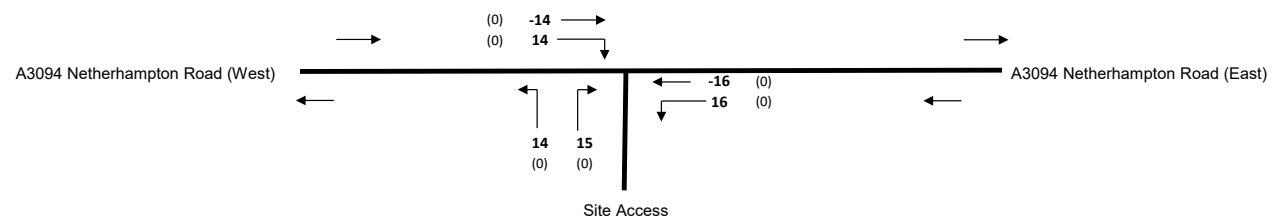
connect 
 CONSULTANTS



0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
PM Peak - (17:15 - 18:15) - Proposed Coffee Drive Through - Primary

connect 
 CONSULTANTS

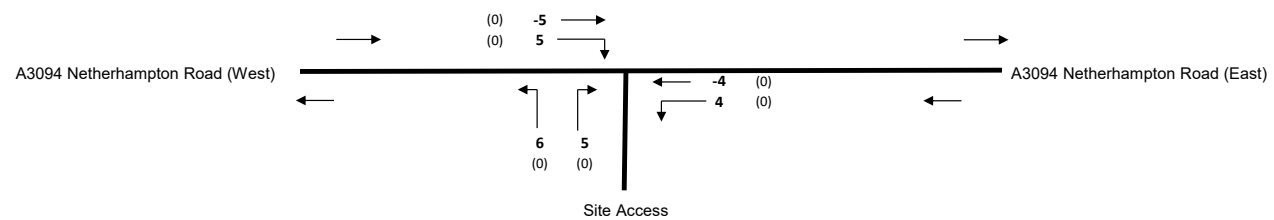


0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road

AM Peak - (08:15 - 09:15) - Proposed Coffee Drive Through - Pass-by

connect 
CONSULTANTS

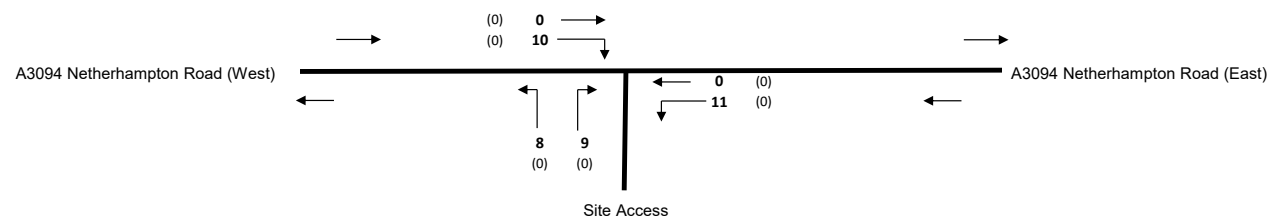


0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road

PM Peak - (17:15 - 18:15) - Proposed Coffee Drive Through - Pass-by

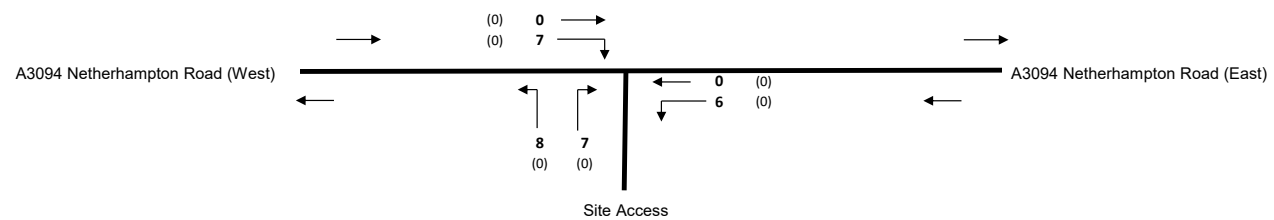
connect CONSULTANTS



0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
AM Peak - (08:15 - 09:15) - Proposed Trade Shops - Primary

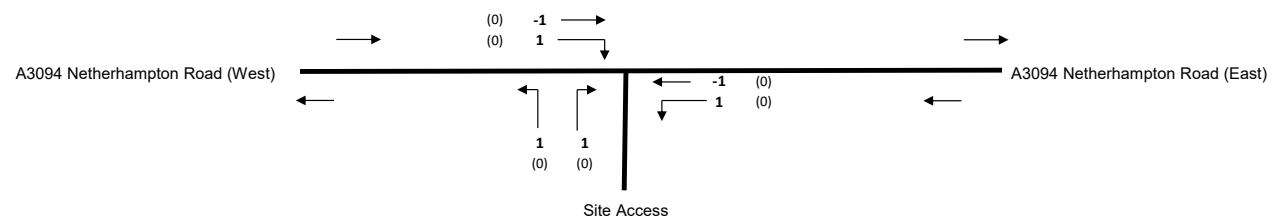
connect 
 CONSULTANTS



0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
PM Peak - (17:15 - 18:15) - Proposed Trade Shops - Primary

connect 
 CONSULTANTS

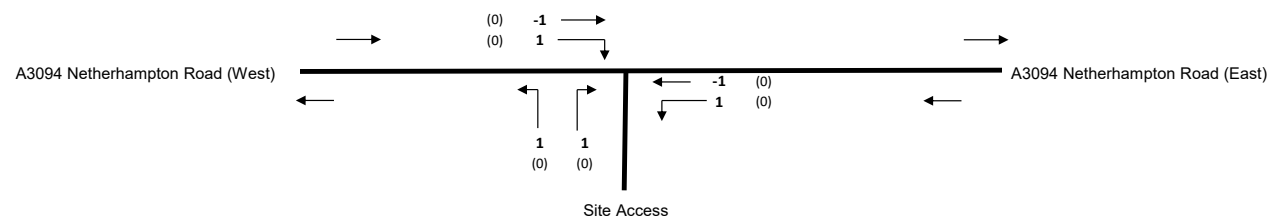


0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road

AM Peak - (08:15 - 09:15) - Proposed Trade Shops - Pass-by

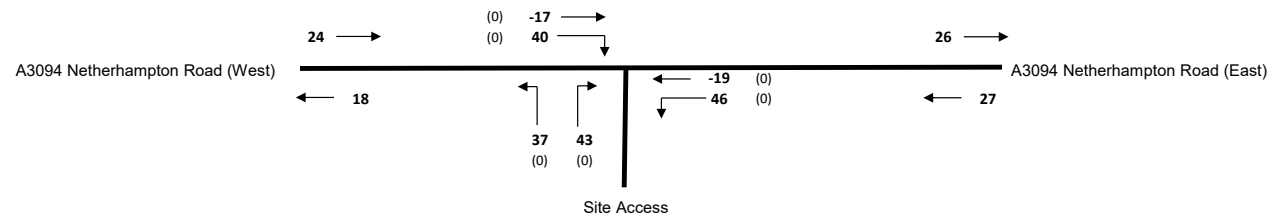
connect CONSULTANTS



0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
PM Peak - (17:15 - 18:15) - Proposed Trade Shops - Pass-by

connect 
 CONSULTANTS

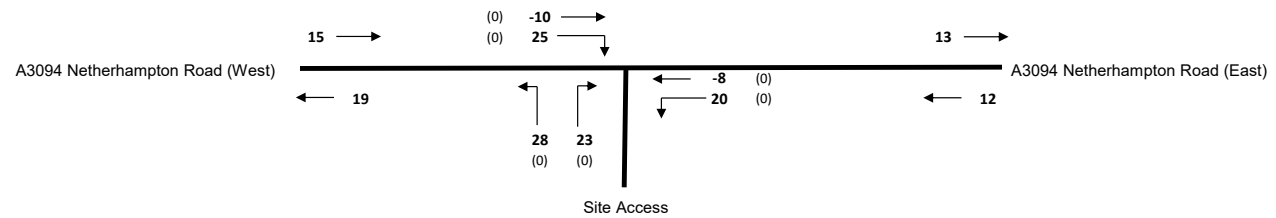


0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development

AM Peak - (08:15 - 09:15) - Proposed Development Net Total

connect 
CONSULTANTS



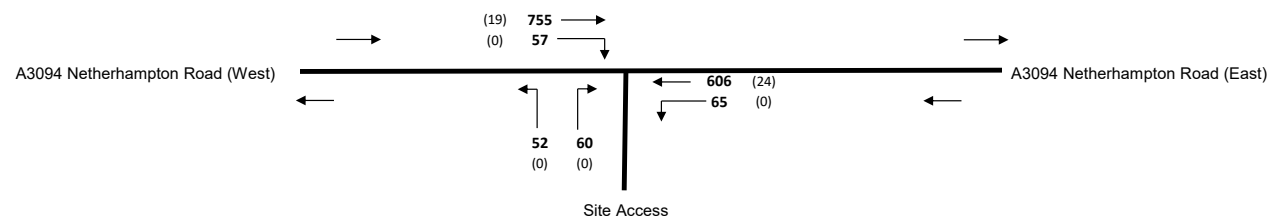
0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development

PM Peak - (17:15 - 18:15) - Proposed Development Net Total

connect 
CONSULTANTS

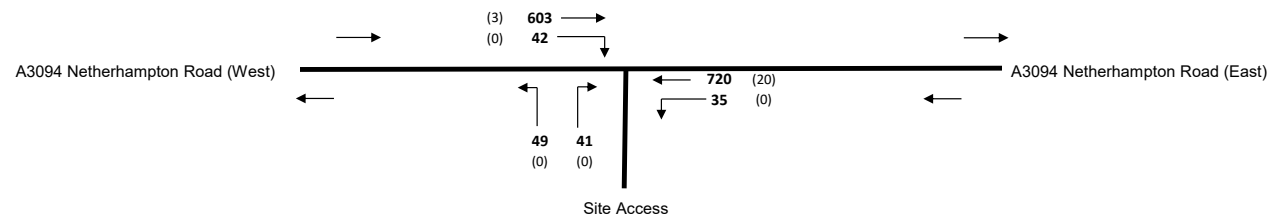
APPENDIX 9 – 2030 BASE + EXISTING + PROPOSED FLOWS



0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
AM Peak - (08:15 - 09:15) - 2030 Base + Existing + Proposed Development

connect 
 CONSULTANTS



0 Total Vehicles
(0) HGVs

PROPOSED DEVELOPMENT: Mixed Use development, Armishaws, Netherhampton Road
PM Peak - (17:15 - 18:15) - 2030 Base + Existing + Proposed Development

connect 
 CONSULTANTS

APPENDIX 10 – PICADY OUTPUT REPORT

Junctions 9					
PICADY 9 - Priority Intersection Module					
Version: 9.5.1.7462					
© Copyright TRL Limited, 2019					
For sales and distribution information, program advice and maintenance, contact TRL:					
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk					
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution					

Filename: Access junction.j9

Path: K:\Armishaws\Salisbury, Netherhampton Road, Armishaws site (240194)\Calcs\Tests

Report generation date: 04/07/2025 19:44:27

»2030 Base + Existing + Proposed Development, AM

»2030 Base + Existing + Proposed Development, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2030 Base + Existing + Proposed Development						
Stream B-AC	0.7	22.26	0.43	0.4	15.81	0.30
Stream C-AB	1.5	5.23	0.33	0.6	4.87	0.18

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	26/06/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCL\Robert
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 Base + Existing + Proposed Development	AM	ONE HOUR	08:00	09:30	15
D2	2030 Base + Existing + Proposed Development	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 Base + Existing + Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00			110.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	25	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	598	0.099	0.251	0.158	0.359
B-C	768	0.107	0.272	-	-
C-B	638	0.226	0.226	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 Base + Existing + Proposed Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	671	100.000
B		✓	112	100.000
C		✓	812	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	65	606
	B	60	0	52
	C	755	57	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	24
	B	0	0	0
	C	19	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.43	22.26	0.7	C
C-AB	0.33	5.23	1.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	418	0.202	83	0.2	10.736	B
C-AB	121	880	0.138	120	0.4	4.737	A
C-A	490			490			
A-B	49			49			
A-C	456			456			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	101	364	0.276	100	0.4	13.609	B
C-AB	186	939	0.198	185	0.7	4.756	A
C-A	544			544			
A-B	58			58			
A-C	545			545			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	123	285	0.432	122	0.7	21.818	C
C-AB	333	1028	0.324	330	1.4	5.150	A
C-A	561			561			
A-B	72			72			
A-C	667			667			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	123	285	0.433	123	0.7	22.256	C
C-AB	335	1030	0.326	335	1.4	5.234	A
C-A	559			559			
A-B	72			72			
A-C	667			667			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	101	363	0.277	102	0.4	13.854	B
C-AB	188	941	0.200	191	0.7	4.896	A
C-A	542			542			
A-B	58			58			
A-C	545			545			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	417	0.202	85	0.3	10.852	B
C-AB	123	881	0.139	124	0.4	4.821	A
C-A	488			488			
A-B	49			49			
A-C	456			456			

2030 Base + Existing + Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030 Base + Existing + Proposed Development	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	755	100.000
B		✓	90	100.000
C		✓	645	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	35	720
	B	41	0	49
	C	603	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	20
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.30	15.81	0.4	C
C-AB	0.18	4.87	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	446	0.152	67	0.2	9.475	A
C-AB	72	813	0.088	71	0.2	4.851	A
C-A	414			414			
A-B	26			26			
A-C	542			542			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	81	398	0.204	81	0.3	11.347	B
C-AB	103	856	0.121	103	0.3	4.779	A
C-A	476			476			
A-B	31			31			
A-C	647			647			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	327	0.303	98	0.4	15.704	C
C-AB	167	921	0.181	166	0.6	4.769	A
C-A	543			543			
A-B	39			39			
A-C	793			793			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	327	0.303	99	0.4	15.809	C
C-AB	168	922	0.182	167	0.6	4.789	A
C-A	543			543			
A-B	39			39			
A-C	793			793			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	81	397	0.204	82	0.3	11.425	B
C-AB	104	857	0.121	105	0.3	4.811	A
C-A	476			476			
A-B	31			31			
A-C	647			647			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	446	0.152	68	0.2	9.532	A
C-AB	72	813	0.089	73	0.2	4.873	A
C-A	413			413			
A-B	26			26			
A-C	542			542			

