

Proposed Residential and Village Shop
Development, Land West of Turnpike Close,
Semington

November 2025

TRANSPORT STATEMENT

REPORT

DOCUMENT:	Transport Statement
PROJECT:	Proposed Residential and Village Shop Development, Land West of Turnpike Close, Semington
CLIENT:	Hollins Strategic Land
JOB NUMBER:	4234
FILE ORIGIN:	Z:\projects\4234 Land West of Turnpike Close, Semington\Docs\Reports\4234TS.01.docx

DOCUMENT CHECKING:

Primary Author:	PJW	Initialled:
Contributor	LG	Initialled:
Review By:	PJW	Initialled:

Issue	Date	Status	Checked for Issue
1	31-10-25	First Draft	
2			
3			
4			

CONTENTS

1	INTRODUCTION	1
1.1	Preamble	1
2	DEVELOPMENT SITE AND PROPOSALS	2
2.1	Existing Site	2
2.2	Local Highway Network.....	2
2.3	Development Proposals	3
3	ACCESSIBILITY BY NON CAR MODES	6
3.1	Introduction.....	6
3.2	Access on Foot	7
3.3	Access by Cycle.....	10
3.4	Access by Bus	12
3.5	Accessibility by Rail	14
3.6	Accessibility Summary.....	14
4	TRAFFIC IMPACT ANALYSIS	16
4.1	Introduction.....	16
4.2	Assessment Criteria	16
4.3	Proposed Development	16
5	CONCLUSIONS	18

PLANS

Plan 1	Site Location
Plan 2	Proposed Site Layout
Plan 3	2km Pedestrian Catchment

APPENDICES

Appendix 1	TRICS Output – Proposed Houses
-------------------	---------------------------------------

1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons have been instructed by Hollins Strategic Land to advise on the traffic and transport implications relating to a planning application for a residential and village shop development on land to the west of Turnpike Close in Semington.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the forthcoming planning application.

1.1.3 Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 provides an assessment of the accessibility of the site by non-car modes including public transport.

1.1.4 Section 4 discusses the traffic impact of the proposed development, whilst Section 5 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The site is located in the village of Semington and comprises of a land parcel, rectangular in shape. The location of the site is shown on **Plan 1**.

2.1.2 To the north of the site lies a residential area which includes the rear of properties located along St Georges Place and Kendall Lane. Located to the east of the site is the rear of residential properties located along Turnpike Close along with a small industrial area. The A361 bounds the site to the south, while agricultural land bounds the site to the west.

2.2 Local Highway Network

2.2.1 Turnpike Close is a single carriageway road, which adjacent to the site entrance, provides access to twelve residential dwellings and a small number of industrial units. Regular street lighting is present along Turnpike Close with dropped kerbs provided in places.

2.2.2 There are currently no footways along the carriageway in proximity to the site, but new footways would be included as part of the proposed site access design. The existing footway network on Turnpike Close starts approximately 5 metres northeast of the site, where the carriageway provides access to nearby residential dwellings. Footways are then located on both sides of the carriageway with regular streetlighting present.

2.2.3 Adjacent to the site, Turnpike Close forms a priority-controlled junction with the A361. The A361 is a single carriageway road that runs in an east to west direction and is subject to the national speed limit. No footways are located to the west of the junction with Turnpike Close, however a 1.5-metre-wide footway is located on the northern side of the carriageway, to the east of the A361/Turnpike Close junction.

2.2.4 At its eastern end, the A361 forms a priority controlled roundabout junction with High Street (Semington Roundabout). High Street is a single carriageway road subject to a 30-mph speed limit. Footways are present on either side with street lighting present. High Street runs in a north-south direction providing access through the village centre of Semington. To the west of the site, the A361 connects the site with the nearby town, Trowbridge.

2.2.5 Continuing south, past Semington Roundabout, the A361 forms a priority-controlled junction with the A350 (Littleton Roundabout). The A350 is a single carriageway road that runs in a north to south direction, providing access to the nearby towns of Melksham and Chippenham.

2.3 Development Proposals

2.3.1 The proposals would provide up to 48 residential dwellings and a village shop (use class F2(a)). The development site is an allocated site within the Semington Neighbourhood Plan under Policy SEM10.

2.3.2 Relevant parts of that policy are as follows:

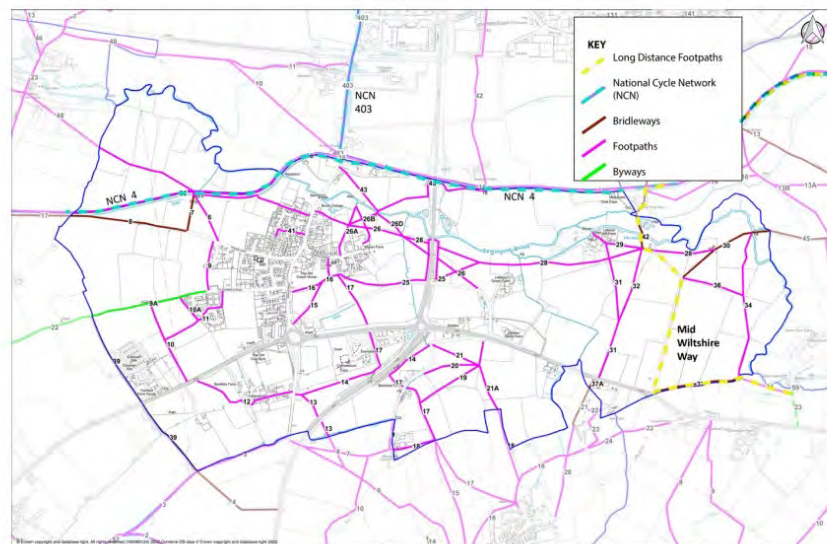
3. The development proposals will be expected to be informed by robust and meaningful community engagement, in accordance with the Semington Pre-Application Engagement Protocol. The overall development of the site should be informed by the site design principals and concepts masterplanning framework set out in the Semington Design Codes and Masterplanning Report and illustrated on Map 14, should include the following key features (secured by planning condition where appropriate):

c. Pedestrian and cycle linkages through the site particularly linking to the existing Public Right of Way network and to facilitate access to key facilities in the village (including the new village shop) via the east and northern site boundaries; and,

d. Safe access, including vehicular access, which should not be directly from the A361 (which is part of the provision of sufficient car and cycle parking which is appropriately sited within the development.

2.3.3 Below is an image of Map 7 from the NP which shows the various pedestrian and cycle linkages around the site and the village which shows the numerous potential routes on footways, footpaths, the National Cycle Network as well as bridleways and byways.

Map 7: Public Rights of Way and Cycle Network



2.3.4 The units will be served via a proposed site access junction off Turnpike Close. This will be in the form of a priority-controlled T-junction which will include a radius of 6-metres, a 5.5-metre-wide carriageway and 2.0-metre-wide footways located on either side. The proposed footways will link with the internal and external pedestrian network of the site.

2.3.5 The site was originally proposed to be served by the A361 which is part of the Primary Route Network. However, Wiltshire Council have advised that there is presumption against permitting new accesses on the Primary Route Network outside of built-up areas. Policy CP62 of the Wiltshire Core Strategy (para 6.155) states the below;

'Outside of built-up areas, proposals that involve a new direct access onto the national primary route network will not be permitted in order to assist with traffic flow and reduce risk. Exceptions will only be made where the type of development is such that it requires a primary route location, such as roadside service facility. For the avoidance of doubt (and to accord with the Department for Transport definitions) 'built up roads' relate to roads with speed limits (ignoring temporary limits) of 40mph or less, and 'over-riding need' would be typified by the provision of service areas, facilities for the travelling public, maintenance compounds and exceptionally, other major transport interchanges'

2.3.6 The Neighbourhood Plan process resulted in the access being off Turnpike Close, as agreed with Wiltshire highways officers. The proposed site layout is shown in **Plan 2**.

2.3.7 As will be detailed in the following section of the report, the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car. This will clearly reduce the reliance on the private car.

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

‘Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.’

3.1.3 One of the core principles of the NPPF is to *‘actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.’*

3.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot;
- accessibility by cycle;
- accessibility by bus; and
- accessibility by rail.

3.2 Access on Foot

- 3.2.1** It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 3.2.2** Existing footways are provided along Turnpike Close. A pedestrian link will be provided onto the A361 via the new vehicular access and also to the eastern frontage of the site which borders Turnpike Close. New footway links will be provided between the site and the existing footway on the northern side of Turnpike Close as part of the proposals.
- 3.2.3** From Turnpike Close, footways connect onto High Street which are present on either side of the carriageway. These travel north through the village, connecting the site with nearby amenities and residential areas.
- 3.2.4** To the north of the site, separated by an adjacent residential development site, is St George's Road which runs east-west towards the High Street to the east. St George's Road has a footway on the southern side of the road.
- 3.2.5** As such, in the vicinity of the site there is a well-established network of footways on at least one side of the road close to the site. New sections of footway on Turnpike Close will be provided to plug any small gaps on the local network with the conversion of adopted verges to new footway.
- 3.2.6** The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.
- 3.2.7** The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 3.1**.

Suggested Preferred Maximum Walk	
Commuting/School	Elsewhere
2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 3.2.8** The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*
- 3.2.9** Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1 which states that offers the greatest potential to replace short car trips, particularly those under 2 km.
- 3.2.10** Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:
- All journey purposes – 1,930 metres;
 - Commuting – 2,400 metres;
 - Shopping – 1,600 metres;
 - Education – 3,200 or 4,800 metres;
 - Personal business – 1,600 metres.

- 3.2.11** Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 3.2** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 3.2 WYG Report/NTS Data Walk Distances

- 3.2.12** In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.
- 3.2.13** Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- 'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'*
- 3.2.14** In light of the above, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3**.
- 3.2.15** The 2,000-metre pedestrian catchment illustrates that almost the entirety of the Semington boundary falls within the 2km catchment. Clearly, this represents a key destination for potential employment, retail and leisure trips.
- 3.2.16** Plan 3 provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

3.2.17 **Table 3.3** below, shows the walking distance from the centre point of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria. The proposals will also include the provision of a village shop as per the site allocation.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Employment Units	250m	1,950m	YES
Semington Football Club	300m	1,950m	YES
St. George's Road Bus Stop	350m	1,950m	YES
Post Box on Littlemarsh Lane	450m	1,950m	YES
St George's C of E Primary School	700m	3,200m	YES
Semington Village Hall	700m	1,950m	YES
St Georges Road Tennis Courts	900m	1,950m	YES
Wessex Close Play Area	950m	1,950m	YES
Kenet & Avon Canal Walk	1,100m	1,950m	YES
Trowbridge Rugby Football Club	1,500m	1,950m	YES

Table 3.3 Distance from Site to Local Facilities

3.2.18 As can be seen, the site is located in close proximity to a number of a local amenities, including a number of employment units, a primary school, a bus stop and leisure/sports facilities as well as including the local shop provision.

3.2.19 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and existing local services and amenities.

3.3 Access by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

- 3.3.2** The new advice contained within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.
- 3.3.3** The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*
- 3.3.4** A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Semington, Melksham, Trowbridge, Bradford-on-Avon, and Hilperton.
- 3.3.5** National Cycle Route 4 runs north of the site. Locally, it connects Semington with Staverton and Trowbridge to the south-west. In the vicinity of the site this cycle route is off-road and can be accessed via a 5-minute cycle or a 16-minute walk.
- 3.3.6** National Cycle Route 403 is also located to the north of the development site. Locally, this route provides access along the High Street (see image below) from Semington to Chippenham via the centre of Melksham. This route is an on-road cycle route within Semington which is lightly trafficked through the village.



High Street, Semington

3.3.7 These links are highlighted earlier in this report in paragraph with reference to Map 7 of the Neighbourhood Plan as well as Policy SEM5 which refers to the 'public rights of way and cycle network' of the village.

3.3.8 The site can, therefore, be considered as being accessible by cycle.

3.4 Access by Bus

3.4.1 The nearest bus stop to the site is located along the A361, to the northeast of the development site, located via around a 2-minute walk. This stop consists of a bus stop shelter and timetable. The nearest bus stops to the site are shown on **Plan 3**.

3.4.2 A summary of the services available from the nearest bus stops from the development site is provided in **Table 3.4** below.

Serv No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
X34	Chippenham – Melksham - Trowbridge - Frome	2	Every 30 mins	2	1	Every 60 mins	2	Every 60 mins
X34	Frome – Trowbridge – Melksham - Chippenham	2	Every 30 mins	3	2	Every 60 mins	2	Every 60 mins
49	Swindon – Devizes – Semington – Trowbridge	2	Every 60 mins	2	1	Every 60 mins	2	Every 60 mins

Table 3.4 Existing Bus Services Operating in the Vicinity of the Site

- 3.4.3** As can be seen from Table 3.4, the nearest bus stops to the site provides various services throughout the day to destinations such as Chippenham, Trowbridge and Frome.
- 3.4.4** It is noted that the above services provide a choice of how people travel with the bus services operating from around 6.15am to around 7pm, making travel by public transport a real alternative to travelling by car for all types of journey purpose.
- 3.4.5** In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 3.5** below.

Destination	Duration
Melksham	7 mins
Trowbridge town centre	11 mins
Chippenham town centre	31 mins

Table 3.5 Example Bus Journey Times from the Site

3.4.6 The above table demonstrates that Melksham is only around a 7 minute bus journey and Trowbridge is just a 11-minute bus journey from the site.

3.4.7 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Accessibility by Rail

3.5.1 The nearest train station located to the site is Melksham, despite being located outside of the 2km pedestrian catchment, this station can be accessed via a 10-minute bus journey on the X34 service. This train station is managed by Great Western Railway and has 1 platform, offering 2 services per hour to destinations such as Westbury and Swindon.

3.5.2 Trowbridge station is also located near the site and can be accessed via a 21-minute bus journey on the X34 service. This station has 2 platforms, offering 8 services an hour to destinations including Gloucester, Cardiff and Portsmouth.

3.5.3 These two stations are also located within a reasonably short cycle journey from the site. Both around a 30 minute cycle journey from the site and Melksham provides covered cycle parking provision.

3.5.4 This provides opportunities for commuting/leisure opportunities from the site via rail.

3.6 Accessibility Summary

3.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

3.6.2 The following conclusions can be drawn from this section of the report:

- The site has been allocated within the Neighbourhood Plan and therefore the Council are satisfied that the site is suitably accessible.
- The proposals will include the provision for a village shop.
- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Semington;
- It has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site;
- The services from the bus stops on High Street and the A361, travelling to destinations such as Chippenham, Melksham, Trowbridge and Frome, shows that the proposed development can be considered as accessible by bus; and
- The site is accessible via rail with both Melksham and Trowbridge stations located just a short bus or cycle journey away.

3.6.3 In light of the above, it is considered that the site is suitably accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the proposed development site is suitably accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Assessment Criteria

4.2.1 Given the proposed land use, it is assumed reasonable to consider the AM and PM weekday peak hours as being those with the greatest impact on the local highway network.

4.3 Proposed Development

4.3.1 As previously stated, the proposals would provide a total of up to 48 dwellings and a village shop.

4.3.2 Trips to the proposed village shop are expected to be internal and sustainable trips from the site and the local area and are therefore considered as ancillary trips.

4.3.3 In order to establish the vehicular trip rates for the proposed houses, reference has been made to the latest TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Residential, Houses Privately Owned;
- Greater London and Republic of Ireland sites excluded;
- Range 15 to 55 units;
- Edge of Town, Village and Suburban Area locations; and
- Weekday surveys only.

- 4.3.4** A summary of the resulting trip rates and the likely level of trips that would occur as a result of the proposed houses is included in **Table 4.1**, below, with the TRICS output being provided at **Appendix 4**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.172	0.381	8	18
	PM Peak Hour	0.319	0.176	15	8

Table 4.1 Proposed Development Trip Rates and Trips

- 4.3.5** As can be seen from the above table, the proposed development is predicted to result in 26 two-way vehicular trips during the weekday AM peak and 23 two-way trips during the weekday PM peak period.
- 4.3.6** The DfT document 'Guidance on Transport Assessment' provided some suggested thresholds in respect to traffic impact and, at Appendix B, advised that the formal assessment of a junction may not be required for developments that would typically generate fewer than 30 two-way additional trips. Whilst this guidance was withdrawn in 2014, the document still represents good practice when assessing the transport impacts of a development.
- 4.3.7** On this basis, capacity assessments have not been undertaken for any of the nearby junctions.

5 CONCLUSIONS

5.1.1 Eddisons have been instructed by Hollins Strategic Land to advise on the traffic and transport implications relating to a planning application for a residential development on land to the west of Turnpike Close in the Semington area of Trowbridge.

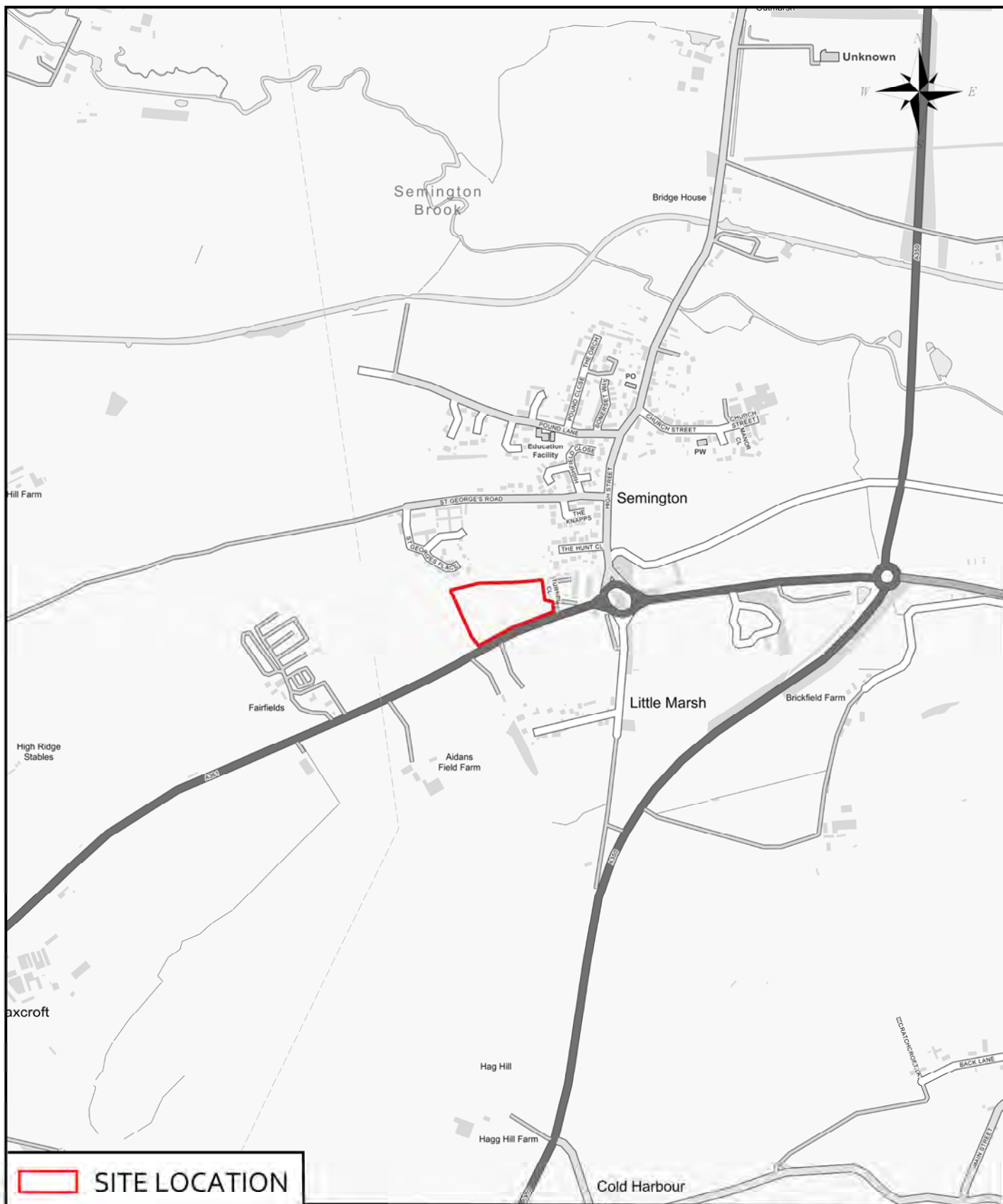
5.1.2 The proposals would provide a total of up to 48 dwellings and a village shop (use class F2(a)).

5.1.3 A number of conclusions can be drawn from the report, namely:

- The proposed development will be accessed by safe and efficient vehicular access arrangements.
- The site has been allocated within the Neighbourhood Plan and therefore the Council are satisfied that the site is suitably accessible.
- The proposals will include the provision for a village shop.
- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Semington;
- It has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site;
- The services from the bus stops on High Street and the A361, travelling to destinations such as Chippenham, Trowbridge and Frome, shows that the proposed development can be considered as accessible by bus; and
- The site is accessible via rail with both Melksham and Trowbridge stations located just a short bus journey away.
- The traffic impact of the proposals would not be material.

5.1.4 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS



SITE LOCATION

CLIENT

HOLLINS STRATEGIC LAND

DRAWING TITLE:

**LAND WEST OF TURNPIKE CLOSE,
SEMINGTON
SITE LOCATION**

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:

4234-01

REVISION:

-

DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
LG	30.07.25	PJW	30.07.25	NTS @ A4

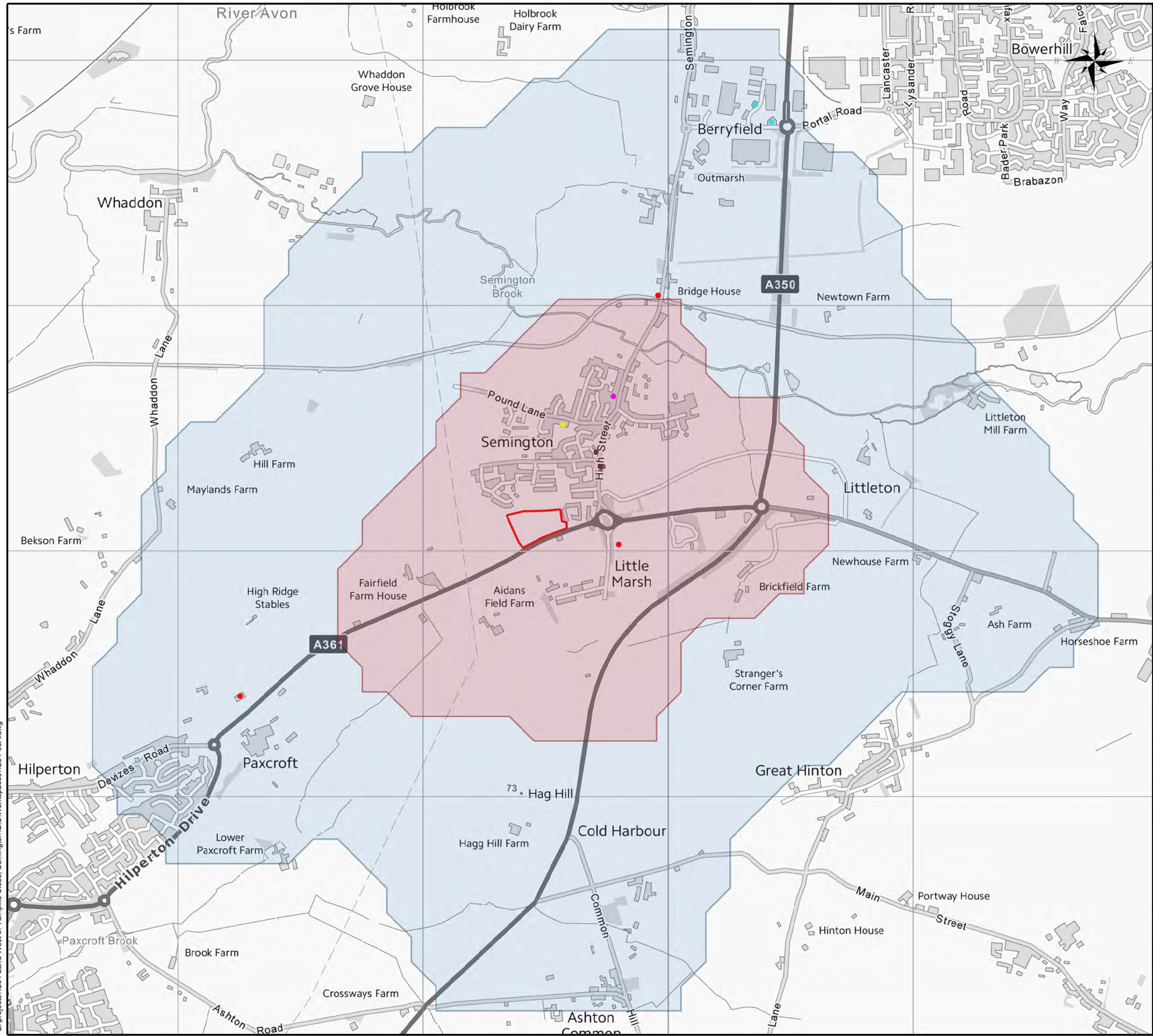
Eddisons



Drawing Title: Illustrative Masterplan
 Drawing Number: 2829 - URB - XX - XX - DR - UD - 9001
 Project: Land at Turnpike Close, Semington, Wiltshire

Revision: 04
 Scale: 1.1000 @ A3
 Date: 24.11.2025

theurbanists



NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Bus stops
- Cafe/Takeaway/Public House
- Sport/Leisure
- Education
- Community

REV	DETAILS	DRAWN	CHECKED	DATE
-----	---------	-------	---------	------

CLIENT:
HOLLINS STRATEGIC LAND

PROJECT:
LAND WEST OF TURNPIKE CLOSE, SEMINGTON

DRAWING TITLE:
800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:
NTS @ A3

DRAWN:	LG	CHECKED:	PJW	DATE:	JUL 25
--------	----	----------	-----	-------	--------

Eddisons
340 Deansgate
Manchester
M3 4LY
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	4234-03	REVISION:	-
-----------------	---------	-----------	---



APPENDICES

Croft Transport Solutions 9 Jordan Street Manchester

Licence No: 851401

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	15-55 DWELLS	
Actual Trip Rate Calculation Parameter Range	17-55 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 23/05/24
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	7
	Tuesday	10
	Wednesday	13
	Thursday	5
	Friday	4
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	8
	Edge of Town	21
	Neighbourhood Centre (PPS6 Local Centre)	10
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	12 - Selected
	Servicing vehicles Excluded	38 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	7
	5,001 to 10,000	10
	10,001 to 15,000	8
	15,001 to 20,000	4
	20,001 to 25,000	3
	25,001 to 50,000	5
	50,001 to 100,000	1
Population <5 Mile ranges selected	5,000 or Less	1
	5,001 to 25,000	5
	25,001 to 50,000	4
	50,001 to 75,000	4
	75,001 to 100,000	6
	100,001 to 125,000	2
	125,001 to 250,000	11
	250,001 to 500,000	3
	500,001 or More	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	13
	1.1 to 1.5	23
	1.6 to 2.0	3
PTAL Rating	No PTAL Present	37
	1b Very poor	1
	2 Poor	1

Calculation Reference: AUDIT-851401-250805-0809

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	EN ENFIELD	1 days
02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	4 days
	KC KENT	1 days
	MW MEDWAY	1 days
	SC SURREY	2 days
03	SOUTH WEST	
	DC DORSET	1 days
	SD SWINDON	1 days
	SM SOMERSET	2 days
04	EAST ANGLIA	
	NF NORFOLK	5 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	IM ISLE OF MAN	3 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 17 to 55 (units:)
Range Selected by User: 15 to 55 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 23/05/24

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	7 days
Tuesday	10 days
Wednesday	13 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	38 days
Directional ATC Count	1 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)	8
Edge of Town	21
Neighbourhood Centre (PPS6 Local Centre)	10

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

Selected Location Sub Categories:

Residential Zone	33
Village	6

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	12 days - Selected
Servicing vehicles Excluded	38 days - Selected

Secondary Filtering selection:

Use Class:

C3 39 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:

1,000 or Less	1 days
1,001 to 5,000	7 days
5,001 to 10,000	10 days
10,001 to 15,000	8 days
15,001 to 20,000	4 days
20,001 to 25,000	3 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	5 days
25,001 to 50,000	4 days
50,001 to 75,000	4 days
75,001 to 100,000	6 days
100,001 to 125,000	2 days
125,001 to 250,000	11 days
250,001 to 500,000	3 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	13 days
1.1 to 1.5	23 days
1.6 to 2.0	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:

Yes	13 days
No	26 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	37 days
1b Very poor	1 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE WEST & CHESTER
2	BN-03-A-02 SWEETS WAY WHETSTONE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 21 Survey date: TUESDAY 03/07/18	MIXED HOUSES	BARNET
3	CT-03-A-01 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: 46 Survey date: WEDNESDAY 22/06/22	MIXED HOUSES	CENTRAL BEDFORDSHIRE
4	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 09/11/22	MIXED HOUSES	DORSET
5	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17	SEMI DETACHED	DURHAM
6	EN-03-A-01 BOLLINGBROKE PARK COCKFOSTERS Edge of Town Residential Zone Total No of Dwellings: 32 Survey date: WEDNESDAY 24/11/21	TERRACED & SEMI-DETACHED	ENFIELD
7	ES-03-A-09 THE FAIRWAY NEWHAVEN Edge of Town Residential Zone Total No of Dwellings: 47 Survey date: MONDAY 13/03/23	DETACHED & SEMI-DETACHED	EAST SUSSEX
8	ES-03-A-13 A265 HEATHFIELD Edge of Town Residential Zone Total No of Dwellings: 36 Survey date: MONDAY 18/03/24	DETACHED HOUSES	EAST SUSSEX

LIST OF SITES relevant to selection parameters (Cont.)

9	GM-03-A-11	TERRACED & SEMI-DETACHED	GREATER MANCHESTER
	RUSHFORD STREET		
	MANCHESTER		
	LEVENSHULME		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
10	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
11	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
12	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
	KILN ROAD		
	LIPHOOK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
13	HC-03-A-37	MIXED HOUSES	HAMPSHIRE
	REDFIELDS LANE		
	FLEET		
	CHURCH CROOKHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: WEDNESDAY	27/03/24	Survey Type: MANUAL
14	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
	KING BRUDE ROAD		
	INVERNESS		
	SCORGUIE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL
15	IM-03-A-01	MIXED HOUSES	ISLE OF MAN
	BALLAKILLOWEY ROAD		
	COLBY		
	BALLAKILLOWEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	31	
	Survey date: TUESDAY	21/05/24	Survey Type: MANUAL
16	IM-03-A-02	MIXED HOUSES	ISLE OF MAN
	SHORE ROAD		
	KIRK MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	23/05/24	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	IM-03-A-05 SCARLETT ROAD CASTLETOWN	MIXED HOUSES	ISLE OF MAN
	Edge of Town Residential Zone Total No of Dwellings:	45	
	Survey date: TUESDAY	21/05/24	Survey Type: MANUAL
18	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	51	KENT
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
19	LC-03-A-31 GREENSIDE PRESTON COTTAM	DETACHED HOUSES	LANCASHIRE
	Edge of Town Residential Zone Total No of Dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
20	LS-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	46	LEEDS
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
21	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES	MEDWAY
	Edge of Town Residential Zone Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
22	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
23	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
24	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	55	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	NF-03-A-37	MIXED HOUSES		NORFOLK
	GREENFIELDS ROAD			
	DEREHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	44		
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL	
26	NF-03-A-51	SEMI-DETACHED		NORFOLK
	CITY ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	34		
	Survey date: TUESDAY	13/09/22	Survey Type: MANUAL	
27	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	36		
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL	
28	NY-03-A-14	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	PALACE ROAD			
	RIPON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	45		
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL	
29	PB-03-A-04	DETACHED HOUSES		PETERBOROUGH
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL	
30	SC-03-A-07	MIXED HOUSES		SURREY
	FOLLY HILL			
	FARNHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	41		
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL	
31	SC-03-A-10	MIXED HOUSES		SURREY
	GUILDFORD ROAD			
	ASH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	32		
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

32	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: THURSDAY 22/09/16 Survey Type: MANUAL		
33	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 Survey date: FRIDAY 22/09/17 Survey Type: MANUAL		
34	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18 Survey Type: MANUAL		
35	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18 Survey Type: MANUAL		
36	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL		
37	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES	WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL		
38	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19 Survey Type: MANUAL		
39	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES	WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 Survey date: MONDAY 21/11/16 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
AC-03-A-05	30/04/21	Covid
BO-03-A-01	15/10/20	Covid
BY-03-A-01	09/09/20	Covid
CA-03-A-07	27/05/21	Covid
GS-03-A-02	23/04/21	Covid
NM-03-A-02	20/10/20	Covid
NN-03-A-01	20/10/20	Covid
SE-03-A-01	10/09/20	Covid
SF-03-A-08	16/09/20	Covid
WO-03-A-07	01/10/20	Covid

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	37	0.073	39	37	0.267	39	37	0.340
08:00 - 09:00	39	37	0.172	39	37	0.381	39	37	0.553
09:00 - 10:00	39	37	0.160	39	37	0.196	39	37	0.356
10:00 - 11:00	39	37	0.135	39	37	0.174	39	37	0.309
11:00 - 12:00	39	37	0.162	39	37	0.156	39	37	0.318
12:00 - 13:00	39	37	0.167	39	37	0.175	39	37	0.342
13:00 - 14:00	39	37	0.174	39	37	0.162	39	37	0.336
14:00 - 15:00	39	37	0.172	39	37	0.207	39	37	0.379
15:00 - 16:00	39	37	0.275	39	37	0.201	39	37	0.476
16:00 - 17:00	39	37	0.272	39	37	0.167	39	37	0.439
17:00 - 18:00	39	37	0.319	39	37	0.176	39	37	0.495
18:00 - 19:00	39	37	0.262	39	37	0.156	39	37	0.418
19:00 - 20:00	2	27	0.226	2	27	0.094	2	27	0.320
20:00 - 21:00	2	27	0.226	2	27	0.226	2	27	0.452
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.795			2.738			5.533

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	17 - 55 (units:)
Survey date range:	01/01/16 - 23/05/24
Number of weekdays (Monday-Friday):	49
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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.

eddisons.com

Eddisons

Eddisons, 340 Deansgate,
Manchester, M3 4LY

T: +44 (0) 161 837 7350

www.eddisons.com