



Wiltshire Council

Fives Court, Mere

Transport Statement

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I Introduction

I.1 Overview

- 1.1.1 PJA has been commissioned by Wiltshire Council (WC) to prepare a Transport Statement (TS) to support a change of use planning application for the proposed redevelopment of Fives Court, Mere from a vacant care home to sheltered housing with community facilities.
- 1.1.2 The site is located off Angel Lane, in a sustainable location in the centre of the village.
- 1.1.3 The purpose of this report is to consider the transport and highways implications of the proposed development. It demonstrates how access onto the local highway network can be gained safely by all modes, that there is an appropriate level of parking on site, and that the site can be suitable serviced by refuse and delivery vehicles.
- 1.1.4 This TS demonstrates that the development should not be prevented or refused on highways grounds as there would not be an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe.

I.2 Pre-Application Engagement and Feasibility Study

- 1.2.1 Wiltshire Council sought pre-application advice in March 2022 for the “*proposed redevelopment of Fives Court, Mere from vacant care home to a two storey older persons affordable housing complex comprising of 25 + units and communal facilities*”. Pre-application advice was provided in May 2022 (application no. ENQ/2022/00452).
- 1.2.2 The following advice was provided by the Local Highway Authority (LHA):

Highways

I note the proposed redevelopment of the former care home site for 25 new retirement units. The submission is heavily related to matters of ecology and no detailed highway information is provided. Due to the substandard nature of Angel Lane, which is narrow, has insufficient visibility at the junction with Church Street and lacks adequate pedestrian facilities, this Highway Authority would not support a development that creates a significant increase in trips. Any future submission must therefore include trip generation data for the existing and proposed use, with a wider assessment of the impact of the proposals on the local highway network.

In respect to car parking, adequate provision must be provided to meet Wiltshire's Car Parking Standards, which states that 'retirement' accommodation should provide parking based upon 1 space per unit, plus an additional 1 space per 5 units for visitors. The indicative site plan provided thus shows a significant under provision from this. Whilst the site plan is only indicative, I highlight that the bank of 7 spaces also have insufficient manoeuvrability space behind them. For clarity, parking spaces should measure a minimum of 2.4m x 4.8m and have at least 6m space behind them.



- 1.2.3 In 2023, PJA provided transport planning advice and a Technical Note to support a RIBA Stage 2 feasibility study for the site. This sought to address the concerns raised by the highway authority, notably around the substandard nature of Angel Lane and parking provision.
- 1.2.4 The feasibility work reviewed two options (part-refurb or new build) from a transport planning perspective. This included review of the access arrangements, parking provision, and servicing. PJA's report concluded that:
- The site is in a sustainable location, minimising the need to travel via private vehicle;
 - The proposed parking provision adheres to Wiltshire Council's standards;
 - Delivery, emergency and minibus vehicles can access and egress the site in forward gear; and
 - Vehicle trips generated by the proposed use would be minimal, and less than the extant use.
- 1.2.5 PJA's report identified that the access at Angel Lane is substandard, with visibility to the right impeded by a building. It was advised that commissioning a traffic survey on Angel Lane would be useful to understand vehicle speeds and volumes. This has been undertaken to support the planning application.
- 1.2.6 As part of the proposals, an existing pedestrian link to Barnes Place is to be retained, to provide a connection to local amenities in Mere. Barnes Place serves a small number of dwellings only. Interventions to improve Barnes Place for pedestrians have been proposed as part of the development.
- 1.2.7 This TS therefore aims to identify the transport characteristics of the proposed development site and surrounding area, and to examine the likely transport implications of the proposed development, building on the RIBA Stage 2 Feasibility Study previously undertaken.

1.3 Report Structure

- 1.3.1 The remainder of this report is structured as follows:
- Chapter 2: Policy Context
 - Chapter 3: Baseline Transport Conditions
 - Chapter 4: Accessibility
 - Chapter 5: Development Proposals
 - Chapter 6: Trip Generation Review
 - Chapter 7: Summary and Conclusions

2 Policy Context

2.1 National

National Planning Policy Framework

2.1.1 The National Planning Policy Framework (NPPF) was updated in December 2024 and sets out the Government's wider planning policies. The presumption in favour of sustainable development remains at its core, with greater emphasis on vision-led planning, meeting local housing targets and defining the grey belt.

2.1.2 Policies aimed at promoting sustainable transport are covered within section 9, paragraphs 109 to 118 of the NPPF with paragraph 109-110 stating that:

“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.”

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are, or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.1.3 Paragraph 115 of the NPPF relates to considering development proposals and states that:



“sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

safe and suitable access to the site can be achieved for all users;

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

any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

- 2.1.4 All of the points from paragraphs 109-115 have been considered in the design of the access, parking and servicing arrangement, by providing suitable infrastructure for all users and modes of transport. Furthermore, the site is located close to public transport links and local amenities, minimising the need for single-occupancy car trips.

- 2.1.5 Paragraph 116 states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

- 2.1.6 The following sections of this report demonstrate that the development should not be refused based on the highways grounds detailed above.

2.2 Local

Wiltshire Core Strategy

- 2.2.1 The Wiltshire Core Strategy 2015-2026 sets out the strategic vision for delivering sustainable growth over the period up to 2026. Core Policy 61 ‘Transport and new development’ emphasises the need for new development to reduce the dependency on private cars and encourage sustainable transport alternatives, by being suitably located and designed.

- 2.2.2 It states the following must be demonstrated in a transport assessment:

“i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy: a. Visually impaired and other disabled people b. Pedestrians c. Cyclists d. Public transport e. Goods vehicles f. Powered two-wheelers g. Private cars.

ii. That the proposal is capable of being served by safe access to the highway network.

iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.”

- 2.2.3 While the scope of the development does not require a full Transport Assessment report, this TS demonstrates that consideration has been given to all modes, with a focus improving pedestrian connectivity between the site and amenities within Mere. The proposed development is shown to result in a net decrease in vehicle trips on the local highway network, and therefore the use of the existing access arrangements on Angel Lane are considered to be safe and acceptable, where vehicle volumes and speeds are shown to be low, with no history of collisions here. The layout of the site has been designed to ensure delivery vehicles, emergency service vehicles, and minibuses can enter and exit in forward gear. Refuse collection would take place, as existing, on Angel Lane.

Wiltshire Local Transport Plan

- 2.2.4 The Wiltshire Local Transport Plan 2025-2038 (LTP4) sets out WC's strategic transport objectives, using a place-based approach that aligns with the Wiltshire Local Plan. The vision is for:

“A safe and connected transport system which protects the county's unique built, natural and historic environment, making this accessible for all, supports economic growth across Wiltshire's communities and contributes to a low carbon future.”

- 2.2.5 The site's is in a sustainable location, in close proximity to the centre of Mere where there are a number of local amenities and facilities which are within walking distance. This negates the need to travel by car for many journeys and there are bus stops within a short walking distance, which enable longer distance journeys to be completed without driving.
- 2.2.6 The pedestrian link to Barnes Place is proposed to be enhanced to make this a more attractive route for pedestrians into the centre of the village.
- 2.2.7 Car parking, including Blue Badge parking, is proposed on site. It is proposed to provide a mobility scooter store within the building and an external store for cycle parking. This will cater for the needs of all users.

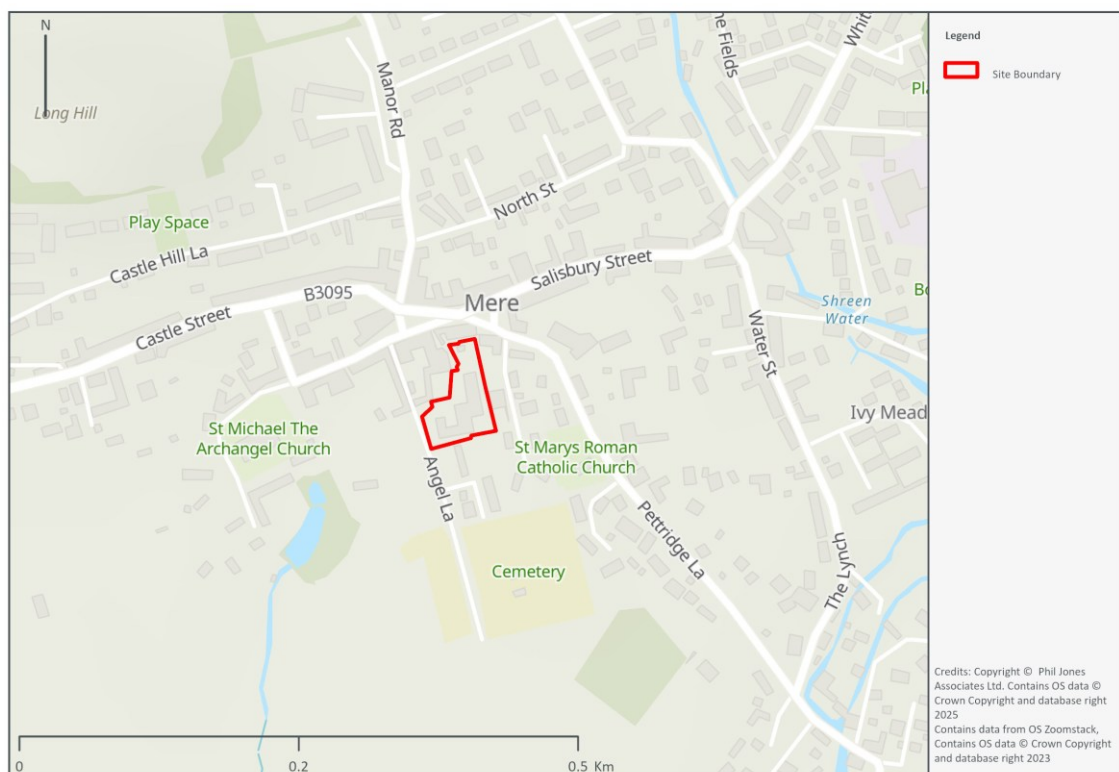


3 Baseline Transport Conditions

3.1 Site Location and Context

- 3.1.1 The site is currently occupied by a vacant care home on land east of Angel Lane, and south of the centre of Mere.
- 3.1.2 The Wiltshire Core Strategy classifies Mere as one of Wiltshire's 'Local Service Centres', which are defined as *"smaller towns and larger villages which serve a surrounding rural hinterland and possess a level of facilities and services that, together with improved local employment, provide the best opportunities outside the Market Towns for greater self-containment"*.
- 3.1.3 As described below, Mere benefits from a number of local amenities and facilities, negating the need to travel beyond the village for many journeys.
- 3.1.4 The location of the site is shown in Figure 3-1 below.

Figure 3-1: Site Location



- 3.1.5 When operational, the care home comprised 31 beds. At present the site has 14 car parking spaces, 11 to the rear/north of the site, and three adjacent to the entrance gate at the southwest (including one accessible bay).

- 3.1.6 Vehicular access to the site is from Angel Lane, on the western side of the site. There is a gate at the site access, approximately 16m set back from Angel Lane. This access is shared with a neighbouring property.

3.2 Local Highway Network

Angel Lane

- 3.2.1 Angel Lane is a single carriageway road between Church Street to the north and terminates at Mere Cemetery to the south. Angel Lane provides access to Mere Cemetery and a small number of houses only.
- 3.2.2 Angel Lane is 5.5m wide adjacent to the access but narrows to 4.0m to the north of the access, restricted between buildings.
- 3.2.3 It is subject to a 30mph speed limit however speeds are observed to be significantly slower due to the geometry and nature of the road.
- 3.2.4 A 7-day Automatic Traffic Count (ATC) was installed on Angel Lane in September 2025. The raw data is provided at **Appendix A** and summarised in Table 3-1.

Table 3-1: ATC Results, Angel Lane

Direction	5-Day Avr. Volume	7-Day Avr. Volume	7-Day Avr. Speed	7-Day 85 th % Speed	% HGV
Northbound	65	61	12.1mph	15.3mph	2%
Southbound	69	67	14.0mph	17.7mph	2%

- 3.2.5 As shown, the average daily traffic volumes on Angel Lane are very low and recorded 85th percentile vehicle speeds are also very low.
- 3.2.6 There is a section of public layby car parking on the eastern side of Angel Lane, which is approximately 2m x 24m, therefore accommodating up to four vehicles parked at any one time.

Barnes Place

- 3.2.7 Barnes Place is a residential cul-de-sac adjoining Boar Street at a simple priority junction. Barnes Place is approximately 100m in length, approximately 5.0m wide throughout, and provides direct access to private driveways on either side. At the southern end, there are six lock-up garages and a turning head.
- 3.2.8 There are currently no footways on Barnes Place. The footpath connection from the site leads to Barnes Place, approximately 35m south of Boar Street. There is also a footpath leading towards the cemetery at the southern end of Barnes Place, connecting to Public Right of Way MERE49A.



- 3.2.9 From the junction with Boar Street, double yellow lines feature for approximately 15m on the western side.
- 3.2.10 An ATC was installed on Barnes Place in January 2025. The raw data is provided at **Appendix B** and summarised in Table 3-2.

Table 3-2: ATC Results, Barnes Place

Direction	5-Day Avr. Volume	7-Day Avr. Volume	7-Day Avr. Speed	7-Day 85 th % Speed	% HGVs
Northbound	19	19	9.9mph	12.4mph	2%
Southbound	25	24	12.0mph	15.0mph	2%

- 3.2.11 As shown, the average daily traffic volumes on Barnes Place are very low and recorded 85th percentile vehicle speeds are also very low.
- 3.2.12 Proposals to enhance Barnes Place are summarised in Chapter 5.

Church Street and The Square, Mere Village Centre

- 3.2.13 Angel Lane meets Church Street at a simple priority junction. In turn, Church Street leads to St Michael's Church and residential uses to the west, and there is no through route in this direction for vehicles.
- 3.2.14 To the east, there is a triangular junction arrangement in the village centre where Church Street meets the B3092 Castle Street at a priority junction. Castle Street becomes the B3095 Salisbury Street to the east of this point. There is a one-way westbound section of Salisbury Street which connects the B3095 with Church Street at a priority junction.
- 3.2.15 The road network within the village is subject to a 30mph speed limit. The road network within the village centre is characterised by a combination of double yellow line parking restrictions, single yellow line restrictions, and on-street car parking.
- 3.2.16 The B3092/B3095 is a single carriageway road which runs in an east-west direction through the centre of Mere. The B3092 leads westwards to Bourton and Wincanton, and the B3095 leads west/northwards to Warminster.

Strategic Road Network

- 3.2.17 The A303 Mere Bypass is located to the north of Mere and has junctions with the B3092 and B3095 at either end of the village. The A303 is part of the Strategic Road Network and provides a link to the nearest major build up areas, including Salisbury, Frome, Warminster, and Yeovil.

3.3 Highway Safety

- 3.3.1 In order to establish whether there are any safety concerns on the local highway network that could be exacerbated by travel demand associated with the proposed development, collision records for the most recently available five-year period plus any known data to date (2019-2023) has been sourced from the Department for Transport. Figure 3-2 and Table 3-3 summarise the recorded collisions in the vicinity of the site.

Figure 3-2: Recorded Collision Locations

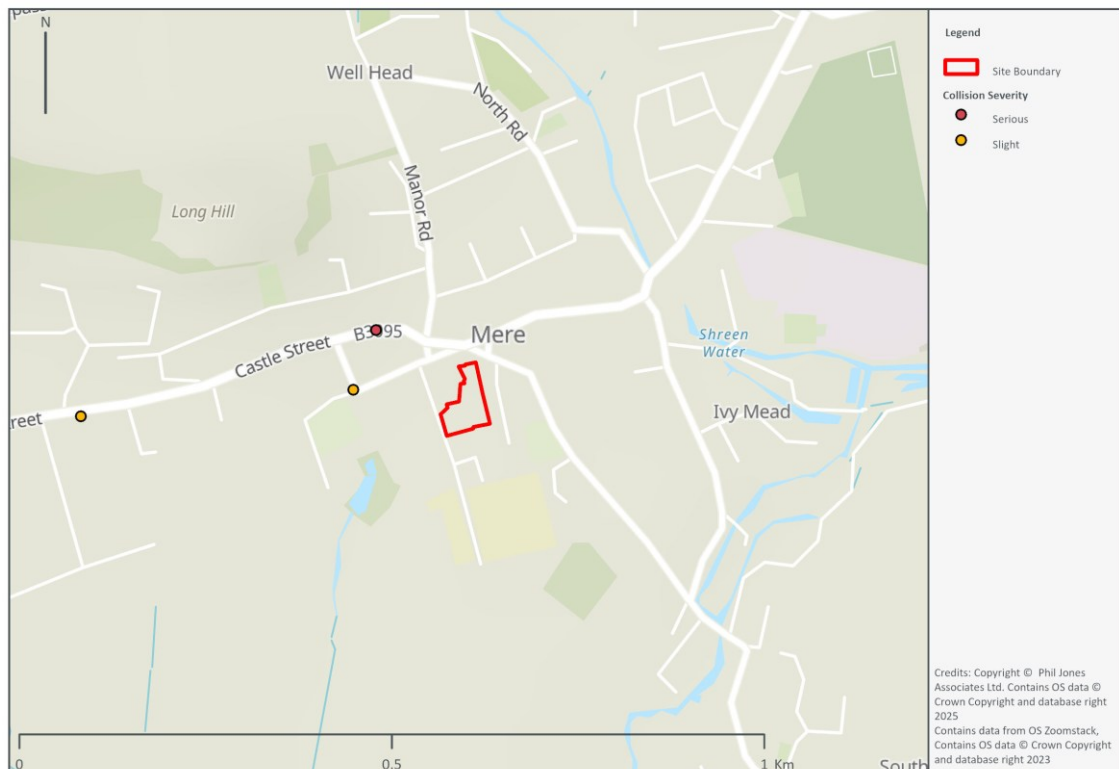


Table 3-3: Recorded Collision Summary

Location	Date	Severity	Vehicles	Casualties	Casualty Type
Church St/Barton Lane Junction	05/10/2019	Slight	1	1	Pedestrian
B3095 Castle Street	05/07/2021	Slight	1	1	Pedestrian
B3095 Castle Street	01/10/2022	Serious	1	1	Pedestrian

- 3.3.2 Overall, there have only been three collisions within the study area within the recent five-year period, each involving a single pedestrian and single vehicle. The causation factors are unknown, but it is possible that the serious collision on Castle Street which took place on 01/10/22 at 11:42 occurred where a pedestrian was crossing the road away from a formal crossing.



- 3.3.3 There are no apparent collision clusters or hotspots which would suggest any underlying highway safety issues in the vicinity of the site. It is noted that none of these occurred along Angel Lane or Barnes Place, nor at their respective junctions with Church Lane and Boar Street.
- 3.3.4 Given the low number of collisions that have occurred and that there are no apparent patterns to these, and that this TS demonstrates that the proposed development will result in a net decrease in vehicle trips, it is summarised that the proposed development would not exacerbate the existing highway safety situation.

4 Accessibility

4.1 Walking and Wheeling

4.1.1 Active Travel England's (ATE) Planning Application Assessment Toolkit (2023) sets out active travel assessment criteria for new developments. ATE states that most buildings of a development should be within 800m (10-minute walk) of a range of amenities such as primary schools, food shops, cafes and community buildings using well-designed routes.

4.1.2 Figure 4-1 illustrates the locations and relevant amenities reachable within an 800m walk from the site. A summary of the amenities is given in Table 4-1.

Figure 4-1: Walking Isochrone

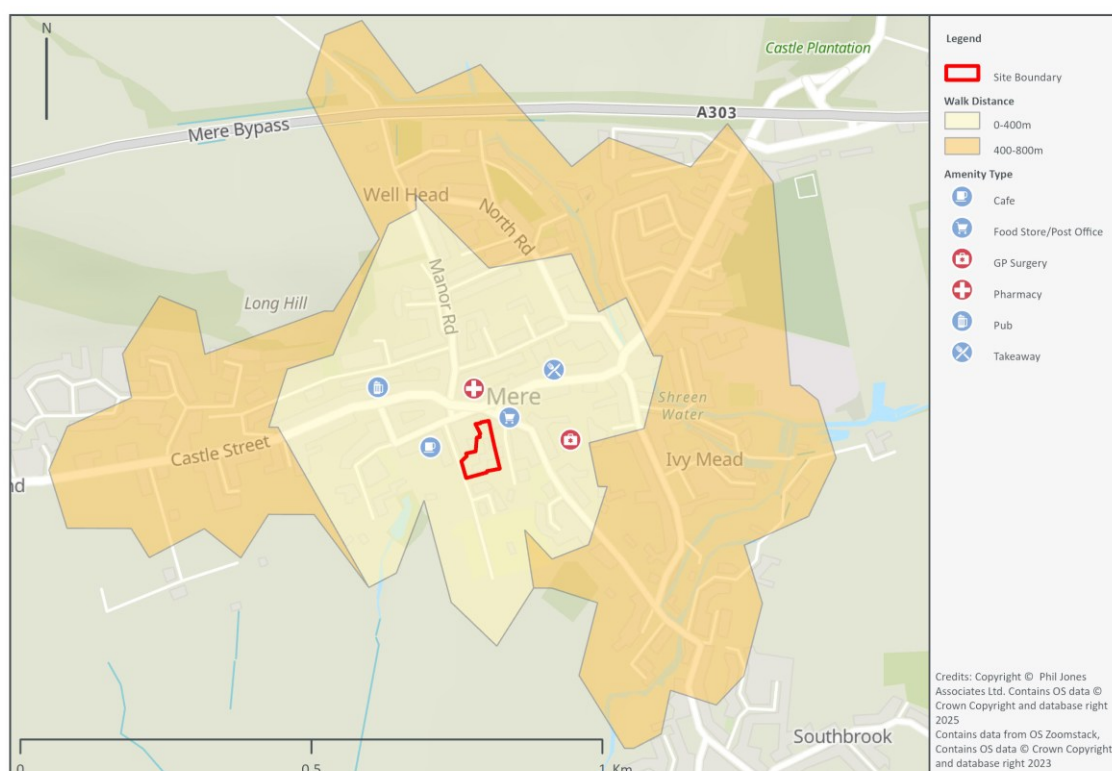


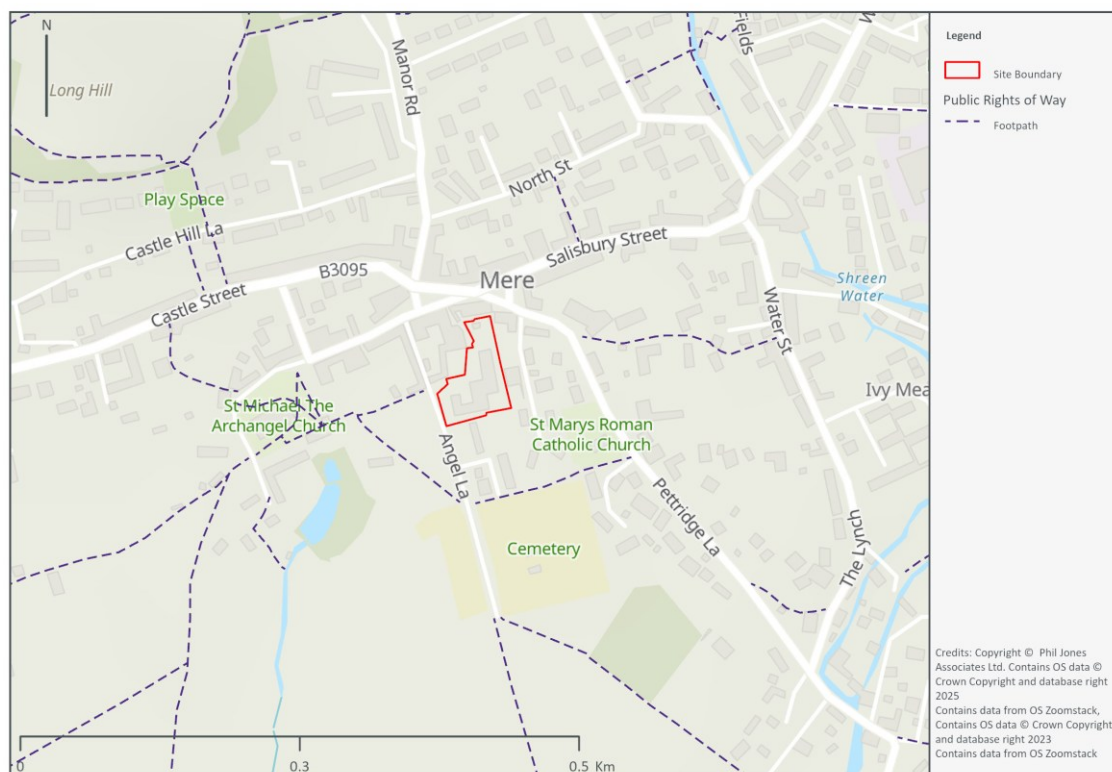
Table 4-1: Amenities Accessible by Pedestrians from the Site Access

Amenity Type	Distance	Within ATE Standard
Cafe	<400m	Yes
Food Store/Post Office	<400m	Yes
GP Surgery	<400m	Yes
Pharmacy	<400m	Yes
Pub	<400m	Yes
Takeaway	<400m	Yes



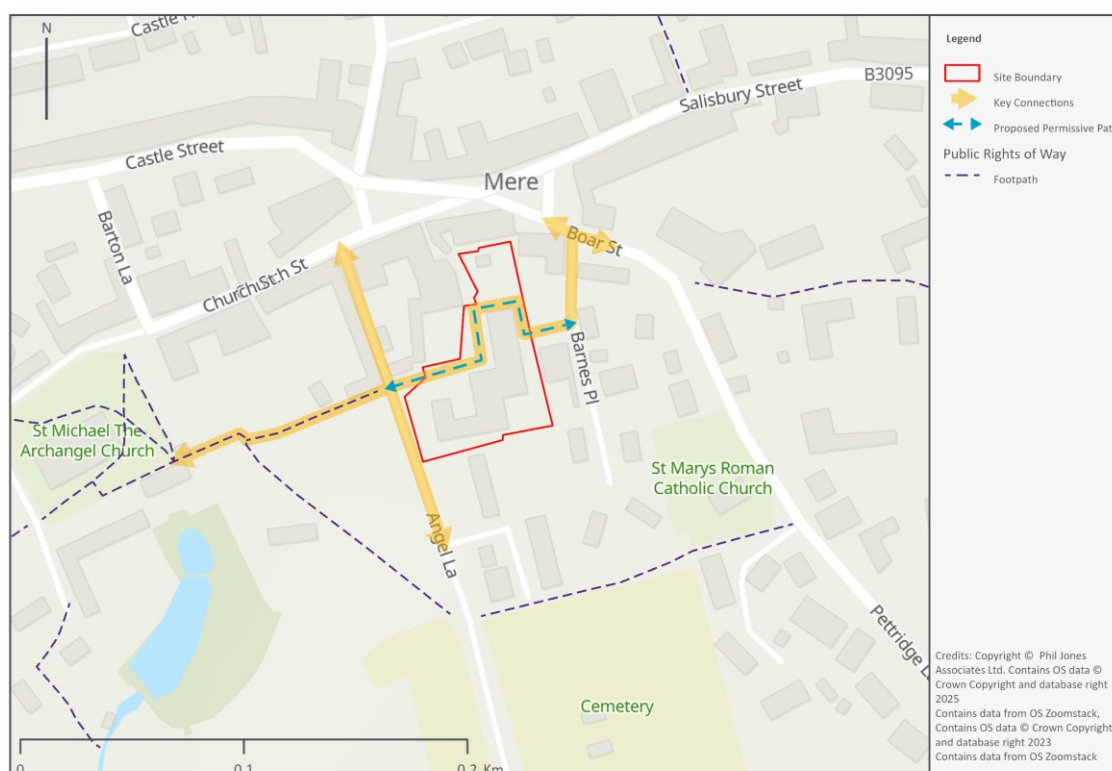
- 4.1.3 It can therefore be said that residents have a number of services/facilities within very close walking distance, reducing the need to travel beyond the village by private car.
- 4.1.4 There is a separate pedestrian entrance from Angel Lane to the south of the main vehicle access. There is also pedestrian link on the eastern side of the site which links to Barnes Place, offering an alternative route to the centre of Mere.
- 4.1.5 There is an approximately 1.5m wide footway on the eastern side of Angel Lane, which runs for 20m from Church Street and recommences south of the site access for 30m, and is 1.2m wide, but is in a poor state of repair. Although there are no continuous footways on Angel Lane, the volume and speed of traffic on Angel Lane is shown to be very low and can therefore be considered a traffic calmed environment. This is also the case on Barnes Place.
- 4.1.6 There is a comprehensive network of pedestrian infrastructure within the village centre, including footways on both sides of Castle Street, Salisbury Street and Boar Street. There are several uncontrolled crossing points within the village centre, in the form of dropped kerbs and a zebra crossing. Mere, more broadly, is well connected by the Public Right of Way (PRoW) network, providing increased permeability for pedestrians, including footpaths to the south and east of the site. The surrounding PRoW are shown in Figure 4-2.

Figure 4-2: Existing Public Rights of Way



- 4.1.7 As part of the proposed development, there are opportunities to enhance neighbourhood connections.
- 4.1.8 The network of local lanes surrounding the site provide the opportunity to consider the site as part of an extended route that ends and begins at the church, formed as a walled route that expands into small places along its length. This route would continue across the site and connect to the short length of footpath between the site and Barnes Place. The introduction of a permissive path across the site will enhance connectivity for residents of the site, as well as local residents.
- 4.1.9 Figure 4-3 shows these key connections and the proposed permissive path, and how it links to the existing PRoW network.

Figure 4-3: Key Connections and Proposed Permissive Path



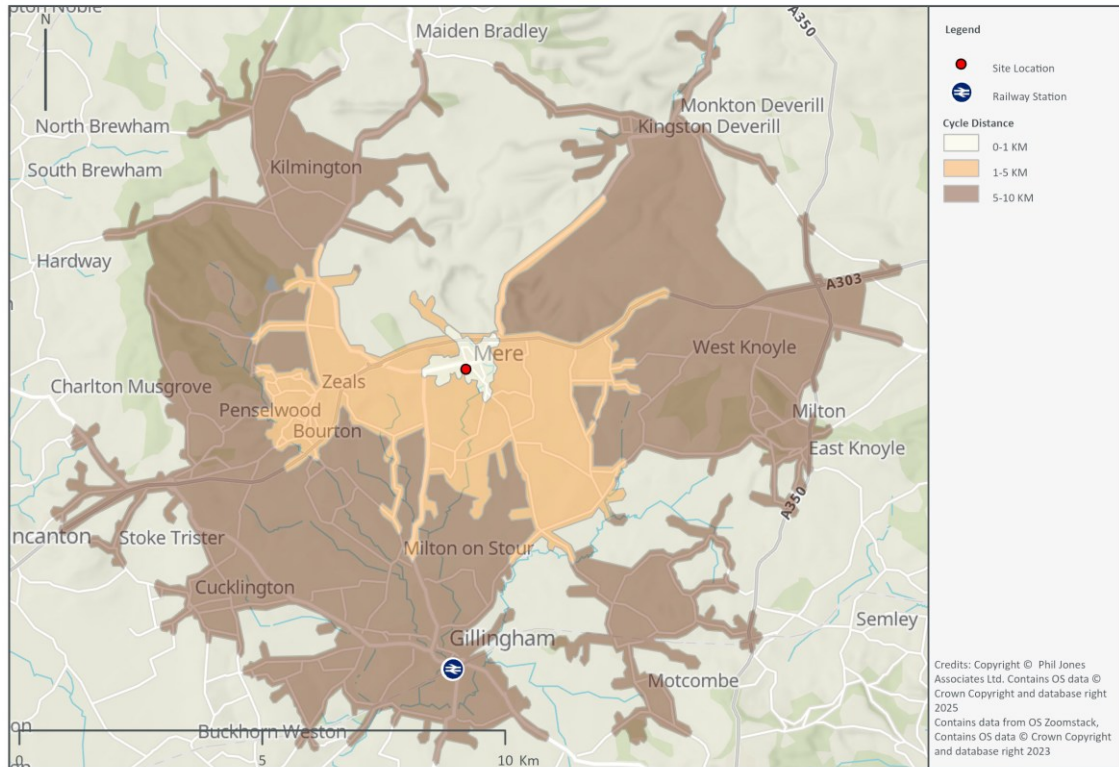
- 4.1.10 The permissive path would be open during daylight hours only. Further details on this would be provided at a later stage.

4.2 Cycling

- 4.2.1 There are four Sheffield stands adjacent to the Post Office/convenience store and bus stops on Boar Street which can accommodate eight cycles.

4.2.2 Guidance on Local Cycling and Walking Infrastructure Plans (LCWIPs) from DfT states that it is possible for cycling to replace trips made by other modes of transport, typically up to 10km. Figure 4-4 below shows this potential cycling catchment.

Figure 4-4: Cycling Isochrone



4.2.3 Given the intended client group will be residents aged 60 plus, this potential cycling catchment is more of relevance to visitors and staff.

4.3 Public Transport

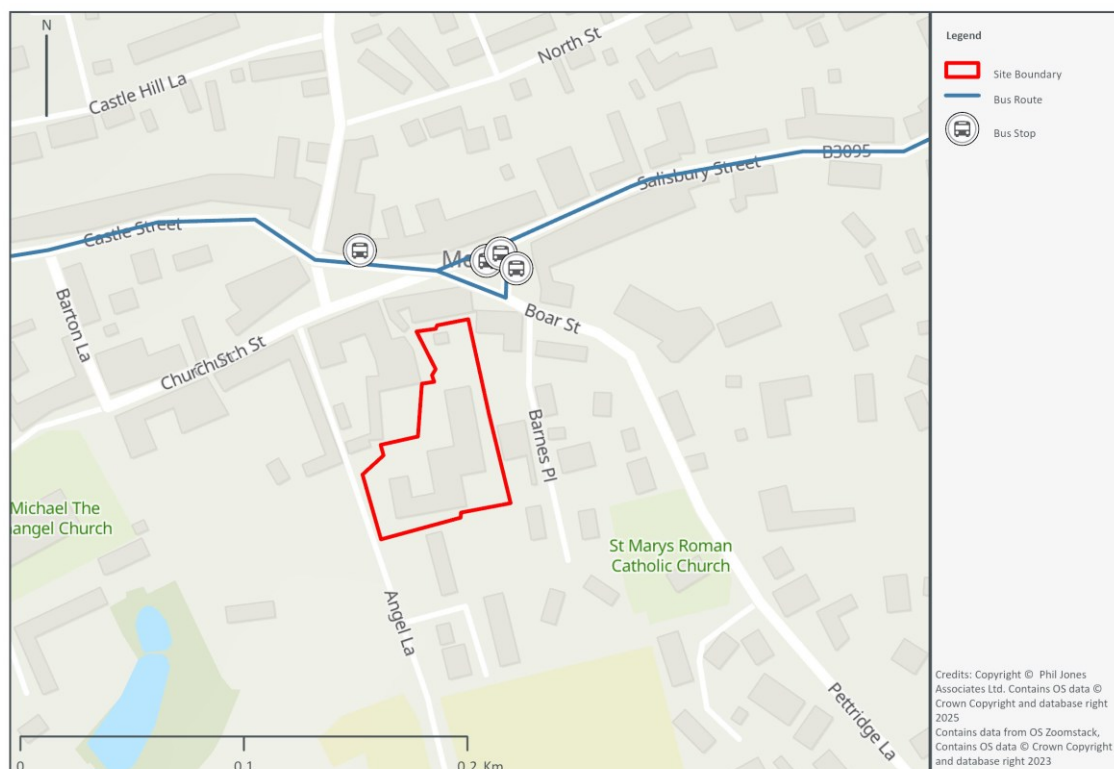
4.3.1 The nearest bus stops are located in the centre of Mere on Salisbury Street (B3095) and Boar Street, known as 'Turning Circle'. The stops are approximately 100m walking distance from the centre of the site via Barnes Place, or 200m via Angel Lane, or two to three minutes, approximately.

4.3.2 The stops are identified by with flagpole and timetable information. These are served by bus services:

- 25 - Salisbury to Tisbury/Wincanton - 5 services/day, Monday to Saturday
- 57 – Warminster to Mere – 3 services/day, Monday to Saturday
- 80 – Mere to Frome – 1 service/day, Wednesdays
- 82 – Mere to Warminster - 1 service/day, Fridays

4.3.3 Figure 4-5 illustrates the locations of the bus stops and the route of the services through Mere.

Figure 4-5: Local Bus Stops and Route



- 4.3.4 WC recently launched a brand-new on-demand bus service, serving the rural communities of south-west Wiltshire in the Warminster and Mere area. Passengers can book a bus to/from a stop in Mere using the Wiltshire Connect smartphone app or by phone. The new service also provides new connections to Frome in Somerset, and Shaftesbury and Gillingham in Dorset. Buses operate from 6am-8pm Monday to Friday, and 8am-7.30pm on Saturdays, but not on bank holidays. The service replaces the existing Mere Taxi-bus and local bus routes 54 and 58.
- 4.3.5 The nearest railway station to the site is Gillingham Dorset, approximately 8km to the south of the site, which is accessible by an approximately 32-min cycle or bus service 57. The location of the station in proximity to the site is shown in Figure 4-4. Warminster station is located approximately 16km north of the site.
- 4.3.6 The direct services available from Gillingham Dorset include London Waterloo, Exeter St David's, and Yeovil Junction.
- 4.3.7 Overall, the site is considered to be suitably served by public transport. The proximity of the bus stops to the site, as well as their routeing and frequency, makes travel by bus a convenient and attractive option for site users.

5 Development Proposals

5.1 Overview

5.1.1 It is proposed to part-refurbish the Fives Court care home and provide sheltered housing with community facilities. It is proposed to provide a total of 20 units (10 x 1-bed units and 10 x 2-bed units). The proposed site layout and ground floor plan is shown in **Appendix C**.

5.2 Access

5.2.1 It is proposed to retain the existing vehicular and pedestrian access onto Angel Lane, and the pedestrian link on the eastern side of the site which links to Barnes Place. The locations of the access points are shown in Figure 5-1 below.

Figure 5-1: Extract of Site Plan with Proposed Access Points



Vehicular Access – Angel Lane

- 5.2.2 Access to the site will be from Angel Lane, on the western side of the site, using the same access arrangements as the extant care home use.
- 5.2.3 Where the access road meets Angel Lane, the kerb is built out on the northern side. The mouth of the junction is 11.2m wide, with the narrowest point being 5.5m.
- 5.2.4 As referenced previously, the visibility from the site access north onto Angel Lane is constrained by the building which abuts the carriageway. There is greater visibility to the south.
- 5.2.5 As per the pre-app engagement, the highway authority raised concern regarding the sub-standard visibility on Angel Lane. Although Angel Lane is subject to a 30mph speed limit, actual vehicle speeds are observed to be significantly lower than the posted speed limit. This is likely due to the geometry and nature of the road. As per Manual for Streets, carriageway width is known to correlate with vehicle speeds.
- 5.2.6 As summarised previously, the 85th percentile speeds on Angel Lane are:
- Northbound: 15.3 mph
 - Southbound: 17.7 mph
- 5.2.7 The observed speeds therefore confirm that vehicles travel slowly along Angel Lane.
- 5.2.8 It is noted that there have been no recorded collisions on Angel Lane.
- 5.2.9 As will be shown in Chapter 5 of this TS, the proposed use would result in a net decrease in vehicle trips compared to the extant use. While visibility remains substandard, the proposed development is not resulting in an intensification of the access junction and therefore should not be considered unsafe.
- 5.2.10 On this basis, the proposed vehicle access arrangements are not considered to be unsafe and should be deemed as acceptable.

Pedestrian Access – Angel Lane and Barnes Place

- 5.2.11 The separate pedestrian entrance from Angel Lane to the south of the main vehicle access is to be provided. Given the vehicle volumes and speeds on Angel Lane, pedestrians using the carriageway for a short section before joining the existing footway network is considered to be acceptable, as per the existing situation.
- 5.2.12 The existing pedestrian link on the eastern side of the site to Barnes Place leading to Boar Street is to be retained. This will be considered as the primary pedestrian access to the village centre.



- 5.2.13 As confirmed by the traffic data, Barnes Place serves a very low volume of traffic, which travel at very low speed. It is proposed to enhance the pedestrian environment by introducing a length of virtual footway between the footpath and Boar Street.
- 5.2.14 A plan showing off-site proposals on Barnes Place are provided at **Appendix D**.
- 5.2.15 As described previously, it is proposed to provide a permissive path through the site, during daytime hours, between Angel Lane and Barnes Place to catering for the wider connections in Mere.

5.3 Parking

Car

- 5.3.1 Wiltshire Council's Car Parking Strategy forms part of the Wiltshire Local Transport Plan (LTP3) 2011-2026, approved in March 2015. Appendix C of the strategy sets out the parking standards for 'Sheltered Accommodation', which requires one space per two units plus one space per five units.
- 5.3.2 It is proposed to provide a total of 15 car parking spaces, including two accessible spaces. While it is recognised that this exceeds WC's maximum standards, this provision is expected to fully satisfy the parking demand from residents, staff, and visitors, mitigating the risk of any overspill parking off-site.
- 5.3.3 Electric vehicle charging points will be provided to all parking bays where possible subject to the root projection area of the Yew Tree to the west of the car park.
- 5.3.4 There is also free public parking along Angel Lane to the south the site access (space for four to five cars).
- 5.3.5 There are two free public car parks in Mere with a total of 104 spaces (Salisbury Street: 67 spaces and Castle Street: 37 spaces). This is expected to accommodate any additional parking demand for staff/visitors of the site.

Scooter

- 5.3.6 It is proposed to provide a mobility scooter store, able to accommodate 13 mobility scooters as shown on the site plans (see **Appendix C**).

Cycle

- 5.3.7 Appendix 4 'Cycle Parking Standards' of the Wiltshire Local Transport Plan Cycling Strategy (2011-2026) sets out cycle parking standards for new build and change of use developments.
- 5.3.8 The proposed development would sit within Use Class C3, where cycle parking is required for residents and visitors, however the standards state that exceptions may be made for certain types

of special needs housing. It is considered that due to the nature of the intended client group, most cycle users will be visitors.

- 5.3.9 Therefore, it is proposed to provide four cycle parking spaces in the form of two Sheffield stands in an external store. This equates to a visitor space per five bedrooms, exceeding the minimum standard for Use Class C3 visitor spaces.

5.4 Servicing

- 5.4.1 A shared bay for a minibus, ambulance or smaller delivery vehicle is proposed adjacent to the main entrance (8.0m x 4.0m).
- 5.4.2 This bay would provide suitable space for passengers to embark and alight safely. WC confirm that a minibus would briefly drop off guests at 10:00 and pick up at 14.30 and would not stay on-site between these times. This is for Mere Day Centre twice per week.
- 5.4.3 Vehicles would drive into this bay to wait/board passengers before using the turning head proposed on the northern side of the site, adjacent to the main car parking area.
- 5.4.4 The turning head can accommodate delivery vehicles up to 7.5T box vans to turn within the site. More regular home delivery/grocery vehicles, typically undertaken in smaller 3.5T panel vans, can use the drop-off bay.
- 5.4.5 Swept path analysis of a 7.5T box van (L 8.01m x W 2.1m), ambulance (L 5.5m x W 2.0m), minibus (L 6.3m x W 2.2m), and 3.5T box van (L: 5.4 x W: 2.0m) are provided in **Appendix E**.
- 5.4.6 It has been agreed with WC that the strategy for refuse collection would be via Angel Lane, where refuse collection operatives would carry refuse from the site to the refuse collection vehicle. This is given the lack of space in the site for a refuse vehicle to turn and is as per the previous arrangements on-site.



6 Trip Generation Review

Extant Use

6.1.1 TRICS database has been used to estimate the vehicle trip generation of the extant use of the site as a 31-bed care home.

6.1.2 The following parameters in TRICS were selected to represent the site:

- Main Land Use: Health
- Sub Land Use: Care Home (Elderly Residential)
- Locations: Edge of Town Centre, Suburban
- Days of Week: Weekdays only
- Selected Dates: 2010 – present

6.1.3 The TRICS output is provided as **Appendix F** and the trip rates are summarised in Table 6-1.

Table 6-1: Vehicle Trips: Permitted Use

	Trip Rate (Per Bed)		Vehicle Trips (31 Beds)		
	In	Out	In	Out	2-Way
AM Peak (08:00 – 09:00)	0.095	0.074	3	2	5
PM Peak (17:00 – 18:00)	0.053	0.090	2	3	5
12 Hour (07:00 – 19:00)	1.008	0.986	32	31	63

6.1.4 It is shown that the extant use of the site would have generated five two-way vehicle trips in the AM and PM peak hours, and 63 two-way vehicle trips over the daily 12-hour period between 07:00 and 19:00.

Proposed Use

6.1.5 TRICS database has been used to estimate the vehicle trip generation of the proposed use of the site as a 21-unit sheltered accommodation.

6.1.6 The following parameters in TRICS were selected to represent the site:

- Main Land Use: Residential
- Sub Land Use: Sheltered Accommodation
- Locations: Edge of Town Centre, Suburban
- Days of Week: Weekdays only
- Selected Dates: 2010 – present

6.1.7 The TRICS output is provided as **Appendix F** and the trip rates are summarised in Table 6-2.

Table 6-2: Vehicle Trips: Proposed Use

	Trip Rate (Per Dwell)		Vehicle Trips (20 Dwells)		
	In	Out	In	Out	2-Way
AM Peak (08:00 – 09:00)	0.066	0.070	1	1	2
PM Peak (17:00 – 18:00)	0.074	0.087	1	2	3
12 Hour (07:00 – 19:00)	1.152	1.160	23	23	46

6.1.8 It is shown that the proposed use of the site could generate three two-way vehicle trips during the AM and PM network peak periods, and 46 two-way vehicle trips over the 12-hour daily period between 07:00 and 19:00.

6.1.9 During the network peak hours, there would be a vehicle trip every 20 minutes, either entering or exiting the site, which would be imperceptible to the local highway network.

Net Traffic Impact

6.1.10 The net traffic impact is calculated by comparing the vehicle trip generation of the extant use (31-bed care home) with the proposed use (up to 20 unit sheltered accommodation). This is summarised in Table 6-3.

Table 6-3: Vehicle Trips: Net Change

	Permitted		Proposed		Net Change		
	In	Out	In	Out	In	Out	2-Way
AM Peak (08:00 – 09:00)	3	2	1	1	-2	-1	-3
PM Peak (17:00 – 18:00)	2	3	1	2	-1	-1	-2
12 Hour (07:00 – 19:00)	32	31	23	23	-9	-8	-17

6.1.11 The TRICS analysis demonstrates that the proposed use of the site would represent a net decrease in vehicular traffic compared to the extant use of the site. There would be a net decrease of three vehicle trips in the AM peak and of two vehicles in trips in the PM peak, and a decrease of 17 vehicle trips throughout the day.

6.1.12 On this basis, the proposed development should not be prevented or refused on highways grounds as there would not be an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe, as per NPPF paragraph 116.



7 Conclusions

- 7.1.1 PJA has been commissioned by WC to prepare a TS to support a change of use planning application for the proposed redevelopment of Fives Court, Mere from a vacant care home to sheltered housing with community facilities.
- 7.1.2 It is summarised that the site is in a sustainable village centre location. This is expected to reduce the need to travel off site and out of Mere via private vehicle.
- 7.1.3 It is proposed to take advantage of the existing vehicular access arrangement on Angel Lane, where vehicle volumes and speeds are observed to be low. Pedestrian access is proposed on Angel Lane, as per the existing arrangement, as well as via Barnes Place, where it is proposed to enhance the pedestrian environment with virtual footway, signage and dropped kerb provision across Boar Street.
- 7.1.4 It is proposed to provide 15 car parking spaces, including two accessible spaces. Mobility scooter parking will be provided within a central store, to accommodate 13 scooters. Four cycle parking spaces are proposed for visitors/staff.
- 7.1.5 Swept path analysis of a delivery vehicle, ambulance, and a minibus have been undertaken. The analysis demonstrates that these vehicles can suitably access and egress the site in forward gear, with sufficient space to manoeuvre within the site. Refuse collection would take place from Angel Lane, without the collection vehicle entering the site.
- 7.1.6 A vehicular trip generation assessment using TRICS for the extant care home and proposed sheltered accommodation demonstrates that the proposed use would generate minimal vehicle trips during the typical network peak hours, and over the 12-hour 07:00 - 19:00 period. The proposed use would also generate a net decrease in traffic compared to the extant use, and therefore the continued use of the existing vehicular access from Angel Lane should be considered as acceptable in line with the LHA pre-application comments.
- 7.1.7 Based on the evidence presented in this TS, the proposed development should not be prevented or refused on highways grounds as there would not be an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe.



Appendix A ATC Data: Angel Lane

[illegible]

10 September 2025

[illegible]

11 September 2025

[illegible]

12 September 2025

[illegible]

13 September 2025

[illegible]

14 September 2025

[illegible]

15 September 2025

[illegible]

Grand Total

[illegible]



SITE: ATC - Angel Lane, Mere, Wiltshire

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.089573, -2.269105

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

	Tue 09-Sep	Wed 10-Sep	Thu 11-Sep	Fri 12-Sep	Sat 13-Sep	Sun 14-Sep	Mon 15-Sep	Averages 1-5. 1-7.	
Hour									
0000-0100	0	0	0	0	0	0	0	0	0
0100-0200	0	0	0	0	0	0	0	0	0
0200-0300	0	0	1	1	1	1	2	0.8	0.9
0300-0400	1	0	0	0	0	0	0	0.2	0.1
0400-0500	0	0	0	0	0	0	0	0	0
0500-0600	1	0	0	0	1	2	0	0.2	0.6
0600-0700	2	0	2	3	0	0	4	2.2	1.6
0700-0800	6	0	12	11	3	0	6	7	5.4
0800-0900	8	0	8	9	4	2	14	7.8	6.4
0900-1000	1	6	5	1	0	4	4	3.4	3
1000-1100	8	3	1	2	9	6	1	3	4.3
1100-1200	4	5	3	7	10	5	2	4.2	5.1
1200-1300	8	5	4	4	1	4	6	5.4	4.6
1300-1400	7	6	6	5	4	3	6	6	5.3
1400-1500	6	4	2	5	1	4	3	4	3.6
1500-1600	3	4	4	3	6	7	4	3.6	4.4
1600-1700	5	5	4	3	2	1	5	4.4	3.6
1700-1800	1	3	1	3	4	1	2	2	2.1
1800-1900	8	4	3	6	4	2	4	5	4.4
1900-2000	4	3	2	3	0	3	1	2.6	2.3
2000-2100	1	2	3	3	1	4	2	2.2	2.3
2100-2200	0	1	0	2	0	3	1	0.8	1
2200-2300	0	0	0	0	1	0	0	0	0.1
2300-2400	0	0	0	0	0	0	0	0	0
Totals									
0700-1900	65	45	53	59	48	39	57	55.8	52.3
0600-2200	72	51	60	70	49	49	65	63.6	59.4
0600-0000	72	51	60	70	50	49	65	63.6	59.6
0000-0000	74	51	61	71	52	52	67	64.8	61.1
AM Peak	1000 8	900 6	700 12	700 11	1100 10	1000 6	800 14		
PM Peak	1800 8	1300 6	1300 6	1800 6	1500 6	1500 7	1300 6		

[illegible]

10 September 2025

[illegible]

11 September 2025

[illegible]

12 September 2025

[illegible]

13 September 2025

[illegible]

14 September 2025

[illegible]

15 September 2025

[illegible]

Grand Total

[illegible]



SITE: ATC - Angel Lane, Mere, Wiltshire

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.089573, -2.269105

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

	Tue 09-Sep	Wed 10-Sep	Thu 11-Sep	Fri 12-Sep	Sat 13-Sep	Sun 14-Sep	Mon 15-Sep	Averages	
Hour								1-5.	1-7.
0000-0100	0	0	0	0	0	0	0	0	0
0100-0200	0	0	0	0	0	1	0	0	0.1
0200-0300	0	0	0	0	1	0	0	0	0.1
0300-0400	1	0	0	0	0	0	0	0.2	0.1
0400-0500	0	0	0	0	0	0	0	0	0
0500-0600	0	0	0	0	0	0	0	0	0
0600-0700	3	0	1	2	0	0	1	1.4	1
0700-0800	3	0	4	3	3	0	3	2.6	2.3
0800-0900	1	0	3	3	0	3	8	3	2.6
0900-1000	2	2	3	4	6	3	7	3.6	3.9
1000-1100	6	3	3	3	7	5	2	3.4	4.1
1100-1200	8	6	2	5	8	7	1	4.4	5.3
1200-1300	7	8	5	6	3	5	7	6.6	5.9
1300-1400	7	3	5	6	2	2	3	4.8	4
1400-1500	4	4	5	5	5	3	6	4.8	4.6
1500-1600	7	6	3	3	1	6	5	4.8	4.4
1600-1700	9	7	4	5	4	4	7	6.4	5.7
1700-1800	8	9	10	12	6	5	7	9.2	8.1
1800-1900	3	6	4	5	7	3	4	4.4	4.6
1900-2000	4	3	1	4	3	3	1	2.6	2.7
2000-2100	4	7	6	5	2	5	1	4.6	4.3
2100-2200	0	2	1	4	1	3	3	2	2
2200-2300	0	1	1	0	1	1	1	0.6	0.7
2300-2400	0	0	0	0	1	0	0	0	0.1
Totals									
0700-1900	65	54	51	60	52	46	60	58	55.4
0600-2200	76	66	60	75	58	57	66	68.6	65.4
0600-0000	76	67	61	75	60	58	67	69.2	66.3
0000-0000	77	67	61	75	61	59	67	69.4	66.7
AM Peak	1100 8	1100 6	700 4	1100 5	1100 8	1100 7	800 8		
PM Peak	1600 9	1700 9	1700 10	1700 12	1800 7	1500 6	1700 7		



Appendix B ATC Data: Barnes Place

Project Number	055-031	
what3words	https://w3w.co/calculate.reconnect.thuddin	
Road Name	Barnes Place	
Town/Village	Mere	
Easting/Northing (X/Y)	Easting	Northing
	381328	132312
Survey Start/End Dates	Start Date	End Date
	06/01/2025	15/01/2025



Posted Speed Limit (mph)		30		
Combined 85th%ile Speed (mph)		13.72		
Total Vehicles		387		
% Exceeding PSL		0.0%		
		A-B	B-A	Total
Total Vehicles by Direction		168	219	387
		A-B	B-A	Total
5-day Average Speeds (mph)		9.64	11.79	10.71
		A-B	B-A	Total
7-day Average Speeds (mph)		9.89	11.98	10.93
Class	Vehicle Type	Total Vehicles by Class (A-B)	Total Vehicles by Class (B-A)	Total Vehicles by Class (Total)
1	Cycle	6	2	8
2	Motor Cycle	0	0	0
3	Car	119	182	301
4	LGV	39	31	70
5	2 Axled Rigid	4	4	8
6	3 Axled Rigid	0	0	0
7	4 Axled Rigid	0	0	0
8	3 Axled Artic	0	0	0
9	4 Axled Artic	0	0	0
10	5+ Axled Artic	0	0	0
11	Bus	0	0	0



Appendix C Proposed Site Layout



KEY

- Tarmac - Existing / New
- Shared Surface - Herringbone Pavers (Grey)
- Paving - Blocks / Slabs
- Decked Terrace
- Gravel
- Grass / Ornamental Planting
- Hedgerow
- Proposed Tree
- Existing Tree
- Existing tree removed
- EV charging point

Parking:

- 15 x Unallocated / visitor spaces
- 2 x Accessible spaces
- A - Ambulance / Minibus bay
- Total parking spaces 15
- 4 x Cycle parking spaces

General Notes:

Refer to Landscape Architects drawing: 324-GLA-00-00-DR-L-1001 Landscape Plan for planting, surface materials and boundary treatments details.

Refer to Civil Engineer's drawings and documents for site levels, surface permeability and site drainage strategy.

NOT FOR CONSTRUCTION

Date	No.	Revision Notes
07/11/2025	P05	Barnes Place access path, gate and boundary updated. Paving and drainage for south and west facing properties amended.
14/11/2025	P06	Key updated ground floor plan added.
19/11/2025	P07	Updated and issued for planning information.

Design Firm



Project Title
Fives Court
Angel Lane, Mere, Warminster BA12 6DH

Sheet Title
Site Plan Proposed

Sheet Scale 1:500@A3	Drawn By MLS
Total Sheets 0	Reviewed By MSS

File Name
2116 - Masterfile.vwxp

Sheet No.
Project ID - Originator - Volume - Level - Type - Role - Number
WCMRFC-Q50 -00 -00 -DR-A-0003

Suitability
Code - Description
S0 INITIAL STATUS

Revision
Code - Number
P07





KEY

- New walls
- Retained existing walls

3 x 1-bed partments

6 x 2-bed apartments

Total Dwellings 9

Total GIFA (Ground Floor) 889.3 m²

General Notes:

Refer to Landscape Architect drawing: 324-GLA-00-00-DR-L-1001 Landscape Plan for planting, surface materials and boundary treatments.

Refer to Civil Engineer's drawings and documents for site levels, drainage and structural design strategy.

NOT FOR CONSTRUCTION

Date	No.	Revision Notes
26/06/2025	P05	Plans updated to reflect design development since pre-application
24/07/2025	P06	Updated to reflect design changes
03/09/2025	P07	Drawing updated in line with latest consultant information - issued for final coordination

FOR COORDINATION

Design Firm



Project Title
Fives Court
Angel Lane, Mere, Warminster BA12 6DH

Sheet Title
Ground Floor Plan

Sheet Scale
1:100@A1

Drawn By
MLS

Total Sheets
0

Reviewed By
MSS

File Name
2116 - Masterfile.vwpx

Sheet No.
Project ID - Originator - Volume - Level - Type - Role - Number
WCMRFC-050-00-00-DR-A-0004

Suitability
Code - Description
S0 INITIAL STATUS

Revision
Code - Number
P07



Appendix D Off-Site Proposals: Barnes Place



Existing dropped kerb on southern side of Boar Street, outside the Post Office, to be extended to the corner with Barnes Place.

Pedestrians to leave the advisory footway at the end of Barnes Place and turn left, spending the minimum amount of time on the carriageway of Boar Street and then rejoining the footway.

Virtual footway on western side of Barnes Place between footpath link to site and Boar Street.

– Site

Warning/corduroy paving at end of footpath before Barnes Place to warn pedestrians of transition into shared space with mixed traffic.

Existing footpath from Site to Barnes—
Place. Surface to be reviewed and any
vegetation to be cut back to maximise
width between boundary fences.

- Dropped kerb extended on northern side of Boar Street, directly opposite advisory footway on Barnes Place.

Highway Extent

Diagram 544.1 (S2-2-23)
Pedestrians in road ahead sign.

Highway Extent

Diagram 544.1 (S2-2-23)
Pedestrians in road ahead sign.

CDM Note

These drawings have been produced with reference to the CDM Regulations 2015.
Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

1. Do not scale from this drawing.
2. All dimensions in metres (m) unless stated otherwise.
3. The purpose of this drawing is to demonstrate how pedestrian access from the Site can be enhanced via Barnes Place.
4. This drawing is based on one50studio drawing 'WCMRFC-050-00-00-DR-A-0003-P07 Site Plan Proposed' (dated November 2025).
5. Highway boundary has been redrawn as per Wiltshire Council's highways plan dated 15.08.2025 (provided by Wiltshire Council).
6. Barnes Place was previously land owned by Wiltshire Council, but is not highway land, but is has recently been has been transferred into Highways Authority Ownership.
7. Surveys on Barnes Place in January 2025 observed that:
 - 7.1. N-B: 19 vehicles per day, 9.9mph average speed, 12.4mph 85 percentile speed.
 - 7.2. S-B: 24 vehicles per day, 12.0mph average speed, 15.0mph 85th percentile speed.
8. All proposed road markings and signs are indicative and subject to detailed design at a later stage.
9. The design is preliminary and subject to discussion with the planning and highway authority.
10. This version of the drawing reflects comments made by Wiltshire Council in October 2025. sent via email.

P4	20.11.25	Layout updated	VB	AP	MM
P3	21.10.25	Layout update	AP	MM	MM
P2	10.10.25	Updated as per WC comments	AP	MM	MM
P1	24.9.25	FIRST ISSUE	AP	MM	MM
Rev	Date	Revision Note	Drw	Chk	App



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Client

Wiltshire Council

Project

Fives Court, Mere

Title

Access Arrangements
Barnes Place

Drawing Issue Status For Planning

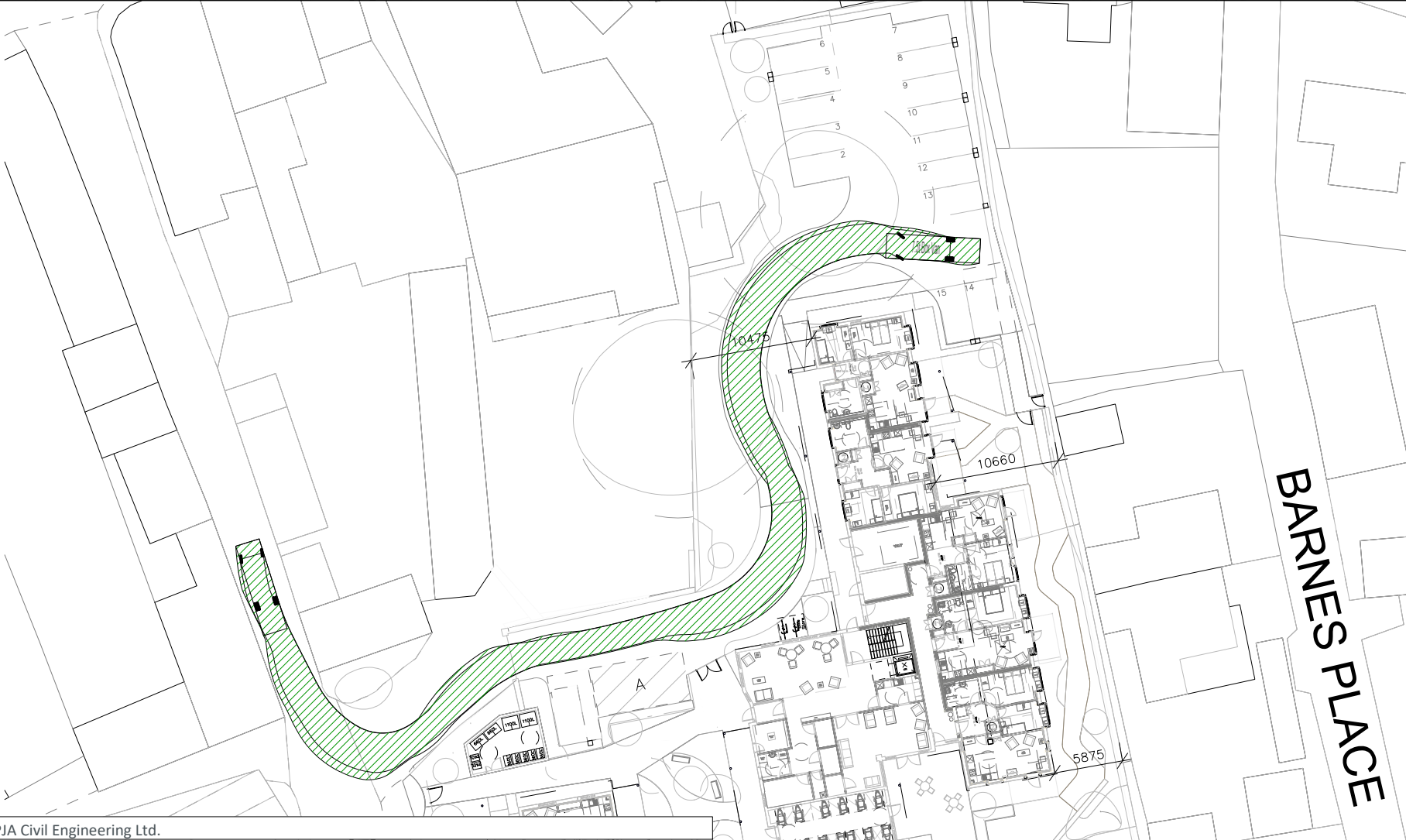
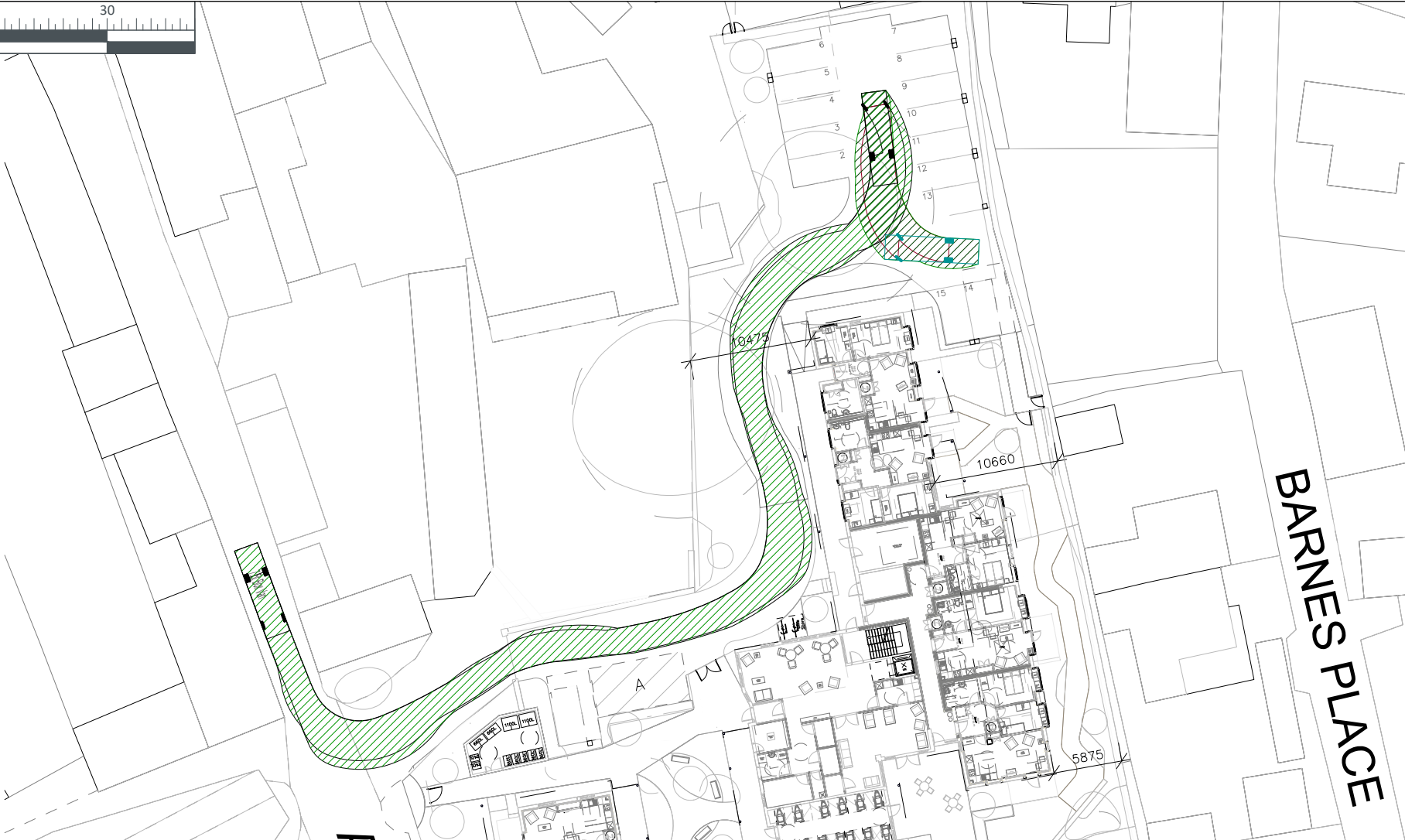
PJA Ref	Scale @ A3	Date
09427	1:200	24.09.2025

Drawing No.	Revision
09427-TR-A-0001	P4

Primary Contact
bristol@pja.co.uk



Appendix E Swept Path Analysis



CDM Note

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

- Do not scale from this drawing.
- All dimensions in metres (m) unless stated otherwise.
- The purpose of this drawing is to demonstrate how delivery vehicles can enter and exit the site in forward gear.
- This drawing is based on one50studio drawing 'WCMRFC-050-00-00-DR-A-0003-P07 Site Plan Proposed' (dated November 2025).
- See design vehicle dimensions in profile below.

7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

P4	20.11.25	Updated layout	VB	AP	MM
P3	21.10.25	Updated layout	AP	MM	MM
P2	10.10.25	Updated for planning	AP	MM	MM
P1	24.9.25	FIRST ISSUE	AP	MM	MM
Rev	Date	Revision Note	Drw	Chk	App

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Client

Wiltshire Council

Project

Fives Court, Mere

Title

Vehicle Tracking
7.5T Box Van

Drawing Issue Status

For Planning

PJA Ref	Scale @ A3	Date
09427	1:500	24.09.2025
Drawing No.		Revision
09427-TR-A-0002		P4
Primary Contact	bristol@pja.co.uk	



CDM Note

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

- Do not scale from this drawing.
- All dimensions in metres (m) unless stated otherwise.
- The purpose of this drawing is to demonstrate how ambulances can enter and exit the site in forward gear.
- This drawing is based on one50studio drawing 'WCMRFC-050-00-00-DR-A-0003-P07 Site Plan Proposed' (dated November 2025).
- See design vehicle dimensions in profile below.

Ambulance	5.461m
Overall Length	2.020m
Overall Width	2.498m
Overall Body Height	0.225m
Min Body Ground Clearance	1.860m
Track Width	4.00s
Lock to lock time	6.500m
Kerb to Kerb Turning Radius	

P4	20.11.25	Updated layout	VB	AP	MM
P3	21.10.25	Updated layout	AP	MM	MM
P2	10.10.25	Updated for planning	AP	MM	MM
P1	24.9.25	FIRST ISSUE	AP	MM	MM

Rev	Date	Revision Note	Drw	Chk	App
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Client

Wiltshire Council

Project

Fives Court, Mere

Title

Vehicle Tracking
Ambulance

Drawing Issue Status

For Planning

PJA Ref	Scale @ A3	Date
09427	1:500	24.09.2025
Drawing No.		Revision
09427-TR-A-0003		P4
Primary Contact	bristol@pja.co.uk	



CDM Note

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

- Do not scale from this drawing.
- All dimensions in metres (m) unless stated otherwise.
- The purpose of this drawing is to demonstrate how minibuses can enter and exit the site in forward gear.
- This drawing is based on one50studio drawing 'WCMRFC-050-00-00-DR-A-0003-P07 Site Plan Proposed' (dated November 2025).
- See design vehicle dimensions in profile below.

Mini Bus	
Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.450m

P4	20.11.25	Updated layout	VB	AP	MM
P3	21.10.25	Updated layout	AP	MM	MM
P2	10.10.25	Updated for planning	AP	MM	MM
P1	24.9.25	FIRST ISSUE	AP	MM	MM

Rev	Date	Revision Note	Drw	Chk	App
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Client

Wiltshire Council

Project

Fives Court, Mere

Title

Vehicle Tracking Minibus

Drawing Issue Status

For Planning

PJA Ref	Scale @ A3	Date
09427	1:500	24.09.2025

Drawing No.	Revision
09427-TR-A-0004	P4

Primary Contact

bristol@pja.co.uk



CDM Note

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

- Do not scale from this drawing.
- All dimensions in metres (m) unless stated otherwise.
- The purpose of this drawing is to demonstrate how 3.5T panel vans can enter and exit the site in forward gear.
- This drawing is based on one50studio drawing 'WCMRFC-050-00-00-DR-A-0003-P07 Site Plan Proposed' (dated November 2025).
- See design vehicle dimensions in profile below.

3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

P3	20.11.25	Updated layout	VB	AP	MM
P2	21.10.25	Updated layout	AP	MM	MM
P1	10.10.25	FIRST ISSUE	AP	MM	MM
Rev	Date	Revision Note	Drw	Chk	App

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Client

Wiltshire Council

Project

Fives Court, Mere

Title

Vehicle Tracking
3.5T Panel Van

Drawing Issue Status

For Planning

PJA Ref	Scale @ A3	Date
09427	1:500	10.10.2025
Drawing No.		Revision
09427-TR-A-0005		P3
Primary Contact	bristol@pja.co.uk	



Appendix F TRICS Outputs

Audit Code: 493d39e1-cdd5-4a7d-9aa0-c38262f710f3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH

Category: F - CARE HOME (ELDERLY RESIDENTIAL)

Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	KI	KINGSTON
		1 day
02	SOUTH EAST	
	ES	EAST SUSSEX
		1 day
	HF	HERTFORDSHIRE
		1 day
	SS	SOUTHEND ON SEA
		1 day
	WG	WOKINGHAM
		1 day
	WS	WEST SUSSEX
		1 day
05	EAST MIDLANDS	
	DY	DERBY
		1 day
	NT	NOTTINGHAMSHIRE
		1 day
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS	LEEDS
		1 day
	NY	NORTH YORKSHIRE
		1 day
09	NORTH	
	TW	TYNE & WEAR
		1 day
10	WALES	
	NW	NEWPORT
		1 day
	SW	SWANSEA
		1 day
11	SCOTLAND	
	SR	STIRLING
		1 day
14	LEINSTER	
	WX	WEXFORD
		1 day
15	GREATER DUBLIN	
	DL	DUBLIN
		1 day
17	ULSTER (NORTHERN IRELAND)	
	AR	ARMAGH
		1 day

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

Audit Code: 493d39e1-cdd5-4a7d-9aa0-c38262f710f3

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:	RESIDE
Actual Range:	16 to 89 (units:RESIDE)
Range Selected by User:	16 to 180 (units:RESIDE)
Parking Spaces Range:	3 - 110

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 20/04/24

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
Thursday	4 days
Tuesday	7 days
Wednesday	5 days

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

Selected survey types:

Manual count	18
Direction ATC Count	0

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 Centre	6 days
Suburban Area (PPS6 Out of Centre)	12 days

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:

No Sub Category	4 days
Residential Zone	14 days

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 Vehicle Counts:

Servicing vehicles Excluded	12 days
Servicing vehicles Included	6 days

Audit Code: 493d39e1-cdd5-4a7d-9aa0-c38262f710f3

Secondary Filtering Selection:

Use Class:

C2	18 surveys
----	------------

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:

450 - 7900

Population within 1 mile:

10,001 to 15,000	3 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	6 surveys
5,001 to 10,000	6 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	5 surveys
25,001 to 50,000	3 surveys
250,001 to 500,000	3 surveys
50,001 to 75,000	3 surveys
500,001 or More	2 surveys
75,001 to 100,000	1 surveys

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	7 surveys
1.1 to 1.5	10 surveys
1.6 to 2.0	1 surveys

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:

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	17 surveys
Yes	1 surveys

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:

2 - Poor	1 surveys
No PTAL Present	17 surveys

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.

COVID-19 Restrictions:

No

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.

Audit Code: 493d39e1-cdd5-4a7d-9aa0-c38262f710f3

1	AR-05-F-02	NURSING HOME	ARMAGH
CHARLES STREET PORTADOWN Suburban Area (PPS6 Out of Centre) Residential Zone Number of residents: 21 RESIDE Survey date: Wednesday 18/10/2023			
			Survey Type: Manual
2	DL-05-F-01	NURSING HOME	DUBLIN
MOUNT ANVILLE PARK DUBLIN GOATSTOWN Suburban Area (PPS6 Out of Centre) Residential Zone Number of residents: 16 RESIDE Survey date: Tuesday 05/09/2017			
			Survey Type: Manual
3	DY-05-F-01	NURSING HOME	DERBY
29 VILLAGE STREET DERBY Suburban Area (PPS6 Out of Centre) Residential Zone Number of residents: 70 RESIDE Survey date: Tuesday 21/10/2014			
			Survey Type: Manual
4	ES-05-F-02	CARE HOME	EAST SUSSEX
BATTLE ROAD HAILSHAM Edge of Town Centre Residential Zone Number of residents: 69 RESIDE Survey date: Wednesday 13/07/2016			
			Survey Type: Manual
5	HF-05-F-02	NURSING HOME	HERTFORDSHIRE
BEACONSFIELD ROAD ST ALBANS Edge of Town Centre No Sub Category Number of residents: 25 RESIDE Survey date: Tuesday 01/10/2013			
			Survey Type: Manual
6	KI-05-F-01	NURSING HOME	KINGSTON
COOMBE LANE WEST KINGSTON UPON THAMES Suburban Area (PPS6 Out of Centre) Residential Zone Number of residents: 89 RESIDE Survey date: Tuesday 05/11/2019			
			Survey Type: Manual
7	LS-05-F-01	NURSING HOME	LEEDS
CLIFF ROAD LEEDS HYDE PARK Suburban Area (PPS6 Out of Centre) Residential Zone Number of residents: 58 RESIDE Survey date: Tuesday 15/06/2010			
			Survey Type: Manual
8	NT-05-F-02	NURSING HOME	NOTTINGHAMSHIRE
MOOR LANE NEAR NOTTINGHAM BINGHAM Edge of Town Centre			

Audit Code: 493d39e1-cdd5-4a7d-9aa0-c38262f710f3

No Sub Category

Number of residents: 34 RESIDE

Survey date: Monday 14/11/2016

Survey Type: Manual

9 GOLDCROFT COMMON NEAR NEWPORT CAERLEON Edge of Town Centre No Sub Category Number of residents: 54 RESIDE Survey date: Wednesday 12/10/2022	NW-05-F-01	NURSING HOME	NEWPORT	Survey Type: Manual
---	-------------------	---------------------	----------------	---------------------

10 HAMBLETON GROVE KNARESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Number of residents: 75 RESIDE Survey date: Monday 19/06/2023	NY-05-F-06	CARE HOME	NORTH YORKSHIRE	Survey Type: Manual
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11 PERTH ROAD DUNBLANE Suburban Area (PPS6 Out of Centre) Residential Zone Number of residents: 60 RESIDE Survey date: Wednesday 18/06/2014	SR-05-F-01	NURSING HOME	STIRLING	Survey Type: Manual
--	-------------------	---------------------	-----------------	---------------------

12 WINSTON AVENUE SOUTHEND-ON-SEA WESTCLIFF Edge of Town Centre Residential Zone Number of residents: 17 RESIDE Survey date: Thursday 24/10/2013	SS-05-F-01	NURSING HOME	SOUTHEND ON SEA	Survey Type: Manual
--	-------------------	---------------------	------------------------	---------------------

13 ST HELENS ROAD SWANSEA Edge of Town Centre No Sub Category Number of residents: 78 RESIDE Survey date: Wednesday 11/12/2013	SW-05-F-01	NURSING HOME	SWANSEA	Survey Type: Manual
---	-------------------	---------------------	----------------	---------------------

14 MOORE STREET GATESHEAD FELLING SHORE Suburban Area (PPS6 Out of Centre) Residential Zone Number of residents: 52 RESIDE Survey date: Thursday 02/05/2019	TW-05-F-03	NURSING HOME	TYNE & WEAR	Survey Type: Manual
---	-------------------	---------------------	------------------------	---------------------

15 BARKHAM ROAD WOKINGHAM Suburban Area (PPS6 Out of Centre) Residential Zone Number of residents: 58 RESIDE Survey date: Tuesday 20/11/2012	WG-05-F-01	NURSING HOME	WOKINGHAM	Survey Type: Manual
---	-------------------	---------------------	------------------	---------------------

Audit Code: 493d39e1-cdd5-4a7d-9aa0-c38262f710f3

16 CLARENDON SQUARE LEAMINGTON SPA Suburban Area (PPS6 Out of Centre) Residential Zone Number of residents: 32 RESIDE Survey date: Thursday 25/10/2012	WK-05-F-01	NURSING HOME	WARWICKSHIRE Survey Type: Manual
17 WYKEHAM ROAD WORTHING Suburban Area (PPS6 Out of Centre) Residential Zone Number of residents: 54 RESIDE Survey date: Tuesday 17/05/2022	WS-05-F-02	NURSING HOME	WEST SUSSEX Survey Type: Manual
18 DAVITT ROAD NORTH WEXFORD Suburban Area (PPS6 Out of Centre) Residential Zone Number of residents: 69 RESIDE Survey date: Thursday 20/04/2023	WX-05-F-01	NURSING HOME	WEXFORD Survey Type: Manual

Audit Code: 493d39e1-cdd5-4a7d-9aa0-c38262f710f3

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Total Vehicles

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	18	52	0.114	0.075	0.189
08:00-09:00	18	52	0.095	0.074	0.169
09:00-10:00	18	52	0.101	0.056	0.157
10:00-11:00	18	52	0.113	0.077	0.190
11:00-12:00	18	52	0.082	0.075	0.157
12:00-13:00	18	52	0.076	0.086	0.162
13:00-14:00	18	52	0.105	0.086	0.191
14:00-15:00	18	52	0.091	0.100	0.191
15:00-16:00	18	52	0.078	0.125	0.203
16:00-17:00	18	52	0.054	0.087	0.141
17:00-18:00	18	52	0.053	0.090	0.143
18:00-19:00	18	52	0.046	0.055	0.101
19:00-20:00	18	52	0.061	0.067	0.128
20:00-21:00	18	52	0.025	0.041	0.066
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.094	1.094	2.188

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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Audit Code: 493d39e1-cdd5-4a7d-9aa0-c38262f710f3

Parameter Summary:

Trip rate parameter range selected:	16 - 180 (units: RESIDE)
Survey date range:	15/06/2010 - 18/10/2023
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: F - SHELTERED ACCOMMODATION

Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	SM	SOMERSET	1 day
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 day
	LN	LINCOLNSHIRE	1 day
	NT	NOTTINGHAMSHIRE	1 day
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 day
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 day
	LC	LANCASHIRE	1 day
10	WALES		
	DB	DENBIGHSHIRE	1 day
11	SCOTLAND		
	EL	EAST LOTHIAN	1 day
17	ULSTER (NORTHERN IRELAND)		
	DE	DERRY	1 day

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

Audit Code: efb57606-c4d2-499e-bd9a-e9a72345a2e4

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:	DWELLS
Actual Range:	0.15 to 1.58 (units:DWELLS)
Range Selected by User:	5 to 124 (units:DWELLS)
Parking Spaces Range:	8 - 100

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/10 to 23/06/24

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:	
Friday	4 days
Monday	1 days
Thursday	2 days
Tuesday	3 days
Wednesday	1 days

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

Selected survey types:	
Manual count	11
Direction ATC Count	0

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 Centre	5 days
Suburban Area (PPS6 Out of Centre)	6 days

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:	
No Sub Category	2 days
Residential Zone	9 days

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 Vehicle Counts:	
Servicing vehicles Excluded	9 days
Servicing vehicles Included	2 days

Secondary Filtering Selection:

Use Class:

C3

11 surveys

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:

1250 - 2648

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	1 surveys
250,001 to 500,000	3 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	1 surveys
500,001 or More	2 surveys
75,001 to 100,000	2 surveys

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	6 surveys
1.1 to 1.5	5 surveys

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.

Audit Code: efb57606-c4d2-499e-bd9a-e9a72345a2e4

Petrol filling station:

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	11 surveys
----	------------

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

PTAL Rating:

No PTAL Present	11 surveys
-----------------	------------

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.

COVID-19 Restrictions:

No

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.

Audit Code: efb57606-c4d2-499e-bd9a-e9a72345a2e4

1 HIGHFIELD PARK RHYL Edge of Town Centre Residential Zone Site area: 0.8 hect Survey date: Tuesday 11/11/2014	DB-03-F-02	SHELTERED HOUSING	DENBIGHSHIRE	Survey Type: Manual
2 WILLOWBROOK LANE COLERAINE Edge of Town Centre No Sub Category Site area: 0.42 hect Survey date: Friday 20/05/2022	DE-03-F-01	SHELTERED ACCOMMODATION DERRY		Survey Type: Manual
3 INVERESK ROAD MUSSELBURGH Edge of Town Centre Residential Zone Site area: 0.238 hect Survey date: Monday 23/04/2018	EL-03-F-01	SHELTERED HOUSING	EAST LoTHIAN	Survey Type: Manual
4 LANCASTER ROAD SALFORD SWINTON PARK Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.408 hect Survey date: Friday 21/06/2019	GM-03-F-07	SHELTERED HOUSING	GREATER MANCHESTER	Survey Type: Manual
5 RICHMOND AVENUE BURSCOUGH Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.23 hect Survey date: Thursday 21/04/2022	LC-03-F-02	SHELTERED HOUSING	LANCASHIRE	Survey Type: Manual
6 AYLESTONE LANE LEICESTER WIGSTON Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.33 hect Survey date: Thursday 27/09/2012	LE-03-F-02	SHELTERED HOUSING	LEICESTERSHIRE	Survey Type: Manual
7 WILLOW CLOSE HECKINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.58 hect Survey date: Tuesday 11/12/2012	LN-03-F-01	SHELTERED HOUSING	LINCOLNSHIRE	Survey Type: Manual
8 NORTH GRANGE ROAD LEEDS HEADINGLEY Suburban Area (PPS6 Out of Centre)	LS-03-F-01	SHELTERED HOUSING	LEEDS	

Audit Code: efb57606-c4d2-499e-bd9a-e9a72345a2e4

Residential Zone

Site area: 0.15 hect

Survey date: Tuesday 15/06/2010

Survey Type: Manual

9 BEAUMONT STREET NOTTINGHAM SNEINTON Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.27 hect Survey date: Friday 21/06/2013	NT-03-F-01	SHELTERED HOUSING	NOTTINGHAMSHIRE
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Survey Type: Manual

10 THE AVENUE TAUNTON STAPLEGROVE ROAD Edge of Town Centre Residential Zone Site area: 0.24 hect Survey date: Friday 28/09/2012	SM-03-F-01	SHELTERED HOUSING	SOMERSET
---	-------------------	--------------------------	-----------------

Survey Type: Manual

11 EARLSWOOD WAY CANNOCK BRIDGTOWN Edge of Town Centre No Sub Category Site area: 0.37 hect Survey date: Wednesday 25/09/2019	ST-03-F-01	SHELTERED HOUSING	STAFFORDSHIRE
---	-------------------	--------------------------	----------------------

Survey Type: Manual

Audit Code: efb57606-c4d2-499e-bd9a-e9a72345a2e4

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	44	0.045	0.049	0.094
08:00-09:00	11	44	0.066	0.070	0.136
09:00-10:00	11	44	0.099	0.113	0.212
10:00-11:00	11	44	0.138	0.138	0.276
11:00-12:00	11	44	0.134	0.128	0.262
12:00-13:00	11	44	0.111	0.118	0.229
13:00-14:00	11	44	0.097	0.126	0.223
14:00-15:00	11	44	0.095	0.099	0.194
15:00-16:00	11	44	0.105	0.089	0.194
16:00-17:00	11	44	0.118	0.085	0.203
17:00-18:00	11	44	0.074	0.087	0.161
18:00-19:00	11	44	0.070	0.058	0.128
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.152	1.160	2.312

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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Audit Code: efb57606-c4d2-499e-bd9a-e9a72345a2e4

Parameter Summary:

Trip rate parameter range selected:	5 - 124 (units: DWELLS)
Survey date range:	15/06/2010 - 20/05/2022
Number of weekdays (Monday-Friday):	11
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.