

Ashley Coombe,
Warminster

TRANSPORT ASSESSMENT

Report prepared for
Rubix Land

December 2025

Report Reference 1973/2/B



ASHLEY HELME
ASSOCIATES



Transport Assessment

Ashley Coombe, Warminster

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Transport Assessment

Ashley Coombe, Warminster

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1 Introduction

- 1.1 Ashley Helme Associates Limited (AHA) are appointed by Rubix Land to prepare a Transport Assessment (TA) report to support the planning application for residential development on land off Ashley Coombe, Warminster (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1, in the context of the local highway network.

1.2 Proposed Development

- 1.2.1 The Site is presently agricultural/ field land. The proposed development comprises a residential development of up to **77 dwellings**. All matters are reserved, except access.

1.3 Scope of the Report

- 1.3.1 The transport policy context for the proposed development is outlined in Chapter 2. The principles of the access strategy adopted for the proposed development are also discussed in Chapter 2, and this provides the means to achieve transport policy objectives. It is fundamental to the approach of the applicant, as represented in this TA, that a holistic view is taken of the consideration of access to the proposed development by all modes of transport.
- 1.3.2 The issues addressed within the TA fall broadly into the following areas:
- (i) Accessibility by non-car modes, and
 - (ii) The vehicular traffic impact on the operational performance of the local highway network, assessed quantitatively for the TA defined study network.
- 1.3.3 The local highway network is described in Chapter 3. The proposed Site access arrangements are outlined in Chapter 4.
- 1.3.4 The transport sustainability of the proposed development is a key issue, as set out in the National Planning Policy Framework (NPPF, December 2024), and also Planning Practice Guidance (PPG, March 2014). Accessibility issues are identified in Chapter 2, and an accessibility appraisal of the Site by non-car modes is presented in Chapters 5 (Walk & Cycle) and 6 (Public Transport), using an accessibility mapping methodology. The planning application is accompanied by a Travel Plan and this is summarised in Chapter 7.
- 1.3.5 The estimation of the development generated traffic and associated With Development traffic flows is presented in Chapter 8.
- 1.3.6 The conclusions of the TA are presented in Chapter 9.



2 Policies & Principles of Access Strategy

2.1 A holistic approach is adopted for the desired access strategy. Due cognisance is taken of a range of relevant policy documents and considerations that represent current national and local policies. These include:

- National Planning Policy Framework (NPPF), December 2024,
- Planning Practice Guidance (PPG), March 2014,
- Wiltshire Core Strategy, January 2015
- Wiltshire Local Transport Plan, 2011-2026.

2.2 A general thrust of current national and local policies is to promote and deliver sustainable transport objectives, and this is a key factor in defining the access strategy for the proposed development.

2.3 There are a range of documents that provide advice and guidance identifying that the historic approach of adopting rigid highway design standards and considering this in isolation is not appropriate or desirable in today's world. This includes, for example, Manual for Streets (MfS) and the associated Manual for Streets 2 (MfS2).

2.4 NPPF: Achieving Sustainable Transport

2.4.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied.

2.4.2 Paragraph 7 of NPPF sets out that:

"The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection"

2.4.3 In paragraph 10, NPPF makes it clear that:

"So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development."



2.5 NPPF: Promoting Sustainable Transport

2.5.1 The Government's commitment to sustainable transport is emphasised in NPPF. Paragraph 109 advises development promoters to consider transport issues from the earliest stages of plan-making and development proposals using a **vision-led** approach, so that:

- "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."*

2.5.2 This is expanded in paragraph 110, which states:

*"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."* (AHA emphasis).

The proposed development respects and reflects this NPPF transport sustainability related objective.

2.5.3 NPPF states in paragraph 115 that:



"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.5.4 NPPF makes it clear in paragraph 116 that:

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

2.5.5 NPPF offers specific transport advice with respect to development proposals. In paragraph 117, NPPF sets out that development should:

- "a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*



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

2.5.6 NPPF sets out the documents that should be prepared for major developments. In paragraph 118, NPPF advises:

*"All developments that will generate significant amounts of movement should be required to provide a **travel plan**, and the application should be supported by a **vision-led transport statement** or **transport assessment** so that the likely impacts of the proposal can be assessed and monitored."* (AHA emphasis)."

2.6 PPG

2.6.1 The Department for Communities and Local Government (DCLG) launched the Planning Practice Guidance (PPG) web-based resource on 6 March 2014. The PPG includes advice on when transport assessments and transport statements are required, and what they should contain.

2.6.2 The PPG states that:

"Travel Plans, Transport Assessments and Statements can positively contribute to:

- *encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

2.6.3 With respect to Transport Assessments and Statements, PPG sets out that:

"The key issues to consider at the start of preparing a Transport Assessment or Statement may include:

- *the planning context of the development proposal;*
- *appropriate study parameters (i.e. area, scope and duration of study);*
- *assessment of public transport capacity, walking/ cycling capacity and road network capacity;*



- *road trip generation and trip distribution methodologies and/or assumptions about the development proposal;*
- *measures to promote sustainable travel;*
- *safety implications of development; and*
- *mitigation measures (where applicable) – including scope and implementation strategy."*

2.6.4 With respect to Travel Plans, PPG sets out that:

"Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area.

They should evaluate and consider:

- *benchmark travel data including trip generation databases;*
- *information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;*
- *relevant information about existing travel habits in the surrounding area;*
- *proposals to reduce the need for travel to and from the site via all modes of transport; and*
- *provision of improved public transport services."*

2.7 Wiltshire Core Strategy

2.7.1 The Wiltshire Core Strategy was adopted in January 2015.

2.7.2 Core Policy 60: Sustainable Transport

2.7.2.1 Core Policy 60 sets out the Council's position with respect to sustainable transport and states:

"1. The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire. This will be achieved by:

- planning developments in accessible locations*
- promoting sustainable transport alternatives to the use of the private car*



- iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community*
- iv. promoting appropriate demand management measures*
- v. influencing the routing of freight within and through the county*
- vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment."*

2.7.3 Core Policy 61: Transport and New Development

2.7.3.1 Core Policy 61 of the Core Strategy sets out the Council's position with regards to transport and new developments. Core Policy 61 states:

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

As part of a required transport assessment, the following must be demonstrated:

- 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.*

Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements."



2.7.4 Core Policy 62: Development impacts on the transport network

2.7.4.1 Core Policy 62 sets out the Council's position with respect to development impacts on the transport network and states:

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

2.7.5 Core Policy 63: Transport Strategies

2.7.5.1 Core Policy 63 of the Core Strategy sets out the Council's Transport Strategies. Core Policy 63 states:

"Packages of integrated transport measures will be identified in Chippenham, Trowbridge and Salisbury to help facilitate sustainable development growth. The packages will seek to achieve a major shift to sustainable transport by helping to reduce reliance on the private car and by improving sustainable transport alternatives."

Each of the packages will consider the implementation of the following:

- i. New and improved networks of routes for pedestrians and cyclists*
- ii. Enhanced public transport services and facilities*
- iii. Traffic management measures*
- iv. Demand management measures*
- v. Selective road improvements*
- vi. Interchange enhancements that are safe and accessible by all*
- vii. Smarter choices measures. These will be supported and implemented through developer contributions, LTP funding and joint working with partners and others.*

Transport strategies may also be developed for other urban and rural areas in the plan area.

The emerging strategies will have full regard for potential impacts upon the Natura 2000 network when assessing potential transport options. Transport options that are likely to have an unavoidable adverse effect on a Natura 2000 site will not be taken forward."



2.8 Wiltshire Local Transport Plan 2011-2026

2.8.1 Wiltshire Council is the local highway authority, and has responsibility for the development and delivery of the Local Transport Plan (LTP). It covers the period between 2011 and 2026 and replaces Somerset's Second Local Transport Plan (LTP 2).

2.8.2 The vision of the LTP is:

“To develop a transport system which helps support economic growth across Wiltshire's communities, giving choice and opportunity for people to safely access essential services. Transport solutions will be sensitive to the built and natural environment, with a particular emphasis on the need to reduce carbon emissions.”

2.8.3 The document sets out the goals of the LTP based on the national transport goals, which are to:

- *Support economic growth;*
- *Reduce carbon emissions;*
- *Contribute to better safety, security and health;*
- *Promote equality of opportunity;*
- *Improve quality of life and a healthy natural environment.*

2.8.4 The document also sets out the Council's approach to the five national transport goals. A number of local strategic transport objectives have been developed to sit underneath the goals to more clearly reflect local circumstances and these are set out in the LTP.

2.9 Principles of the Access Strategy

2.9.1 The access strategy for the development provides the means to achieve the identified policy objectives by optimising the opportunity for access to/from the Site by non-car modes. This is in accordance with all local and national policies.

2.9.2 The accessibility of the Site for those travelling on foot and cycle is reviewed in Chapter 5, and takes account of the existing and proposed facilities. The current accessibility of the Site by public transport is outlined in Chapter 6 herein, together with the development proposals for public transport. The proposed development takes account of the needs of the mobility impaired.



2.9.3 The Access Strategy for the development is cohesive, reflecting the need to appropriately consider and enable provision for the movement of people and goods. This is in accordance with the aims and spirit of NPPF. This includes considering, inter alia:

- Permeability of the Site from/connection to the surrounding locality, for all modes of transport, motorised and non-motorised,
- Internal access arrangements, all to be the subject of reserved matters application(s), should minimise distance travelled by all modes (where appropriate),
- Emergency access requirements must be met.

2.9.4 The development proposals adopt an integrated approach to managing travel demand, offering safe and sustainable access for all by a choice of sustainable transport alternatives, between homes and employment and a range of services and facilities, such as retail, health, education, and leisure.

2.10 Summary

2.10.1 In summary, the development proposal respects and promotes the principles of transport sustainability, and is consistent with national and local transport policy objectives.



3 Highway Network

3.1 The location of the Site is indicated on Figure 1.1 in the context of the local highway network.

3.2 The Site is located to the south and east of Ashley Coombe, which is public highway.

3.3 Ashley Coombe

3.3.1 Ashley Coombe is a single carriageway road, circa 5.5m wide and subject to a 30mph speed limit. Though in practice speeds are likely to be significantly lower than the speed limit due to it being a cul-de-sac and the alignment of the road.

3.3.2 There is continuous footway along both sides of Ashley Coombe between the Site land and Ashley Place.

3.3.3 In addition to providing a field access to the Site land, Ashley Coombe provides access to circa 50 residential properties.

3.3.4 Ashley Coombe forms a simple priority-controlled junction with Ashley Place to the northwest of the Site.

3.4 Ashley Place

3.4.1 Ashley Place is a single carriageway road, circa 4.5-6.1m wide and subject to a 30mph speed limit. There is footway on both sides of the road and street lighting is present.

3.4.2 Ashley Place is a bus route and there is a stop on the east side of the road to the north of Ashley Coombe.

3.4.3 Ashley Place forms a priority-controlled T-junction with Deverill Road circa 100m west of the junction with Ashley Coombe. Ashley Coombe forms a priority-controlled junction with Hillwood Lane circa 150m north of Ashley Coombe.

3.5 Hillwood Lane

3.5.1 Hillwood Avenue is a single carriageway road, circa 4.3-6.5m wide. There is footway on the south side of Hillwood Avenue. Footway is absent on the north side of the road. Street lighting is present on Hillwood Avenue.



- 3.5.2 Hillwood Avenue forms a priority-controlled crossroads junction with Deverill Road and Bradley Road to the west of the Site.

3.6 Deverill Road

- 3.6.1 Deverill Road is a single carriageway road and is subject to a 30mph speed limit at the junction with Ashley Place, changing to the national speed limit circa 120m south of the junction.
- 3.6.2 Deverill Road is circa 9m wide in the vicinity of the junction with Ashley Place and there are ghost island right turn lane markings at the junction. Further north at the junction with Hillwood Lane, the width of Deverill Road reduces to circa 7.7-8.7m in width. There are no ghost island right turn lane markings at this junction.
- 3.6.3 There is grass verge, but no footway on the east side of Deverill Road at the junction with Ashley Place. Footway is present on the west side of the road and continues to the junction with Hillwood Lane.
- 3.6.4 Deverill Road is a bus route and there are stops on both sides of the road circa 30m north of Ashley Place, though the southbound stop is unmarked.

3.8 Study Network

- 3.8.1 The TA study network comprises the following junctions:

REF	JUNCTION	CONTROL
SJ1	Ashley Place/Deverill Road	Priority;
SJ2	Deverill Road/Hillwood Lane/Bradley Road	Priority;

3.9 Existing Junction Geometry

- 3.9.1 The existing study network junctions are presented on the following drawings:

REF	JUNCTION	Drg No
SJ1	Ashley Place/Deverill Road	1973/01;
SJ2	Deverill Road/Hillwood Lane/Bradley Road	1973/02;



3.9.2 SJ1: Ashley Place/Deverill Road

- 3.9.2.1 Ashley Place forms a priority-controlled T-junction with Deverill Road to the west of the Site and the existing geometry is presented on Drg No 1973/01. SJ1 is subject to a 30mph speed limit. There are ghost island right turn lane markings at the junction
- 3.9.2.2 There is footway on the west side of Deverill Road at the junction and on the north side of Ashley Place. Street lighting is present at the junction.

3.9.3 SJ2: Deverill Road/Hillwood Lane/Bradley Road

- 3.9.3.1 Deverill Road forms a priority-controlled crossroads junction with Bradley Road and Hillwood Lane to the west of the Site and the existing geometry is presented on Drg No 1973/02. SJ2 is subject to a 30mph speed limit.
- 3.9.3.2 There is footway on the West side of Deverill, both sides of Bradley Road and on the south side of Hillwood Lane at the junction. Street lighting is present at the junction.

3.10 Personal Collision History

- 3.10.1 The latest five-year personal collision records for the TA study junctions and the highway in the vicinity of the Site has been purchased from Wiltshire Council (WC). The data covers the period 1 December 2019 to 30 November 2024. A plan of the reported collisions is included in Appendix A.
- 3.10.2 Review of the data confirms that there have been two recorded collisions within the requested area of Warminster between 1 December 2019 to 30 November 2024.
- 3.10.3 The first recorded collision occurred 27 February 2023. A car travelling northwards on Deverill Road between Ludlow Road and Bradley Road collided with a parked car. The collision is classified as slight. The collision is classified as slight.
- 3.10.4 The second recorded collision occurred on Wyle Road near to the junction with Thames Close. The collision occurred on 20th August 2024. A car lost control and struck a wall before colliding with two parked cars.
- 3.10.5 Whilst every collision is regrettable, the data provided by WC does not provide evidence of a recurring collision pattern or problem that requires mitigation as part of the proposed development.



4 Proposed Site Access Arrangements

4.1 Design Philosophy

4.1.1 It is accepted that the way a new residential scheme relates to its surrounding area is key to its success. Guidance on the design of residential developments is set out in documents such as Manual for Streets (MfS). This advocates that residential design should:

- Be based on a hierarchical design process placing pedestrians at the top.
- Recognise that streets fulfil a community function with spaces for social interaction.
- Create an inclusive environment that recognises the needs of all ages and abilities.
- Focus on pedestrian desire lines.
- Create a permeable network of streets with strong connectivity to a range of routes.

4.1.2 The starting point of a new residential scheme is to first identify the existing places/amenities near to the site and their relative importance. Then, from this, form an understanding of how an area works to enable proposed points of connection and linkage to be identified, both within and outside the site, so that important desire lines are achieved. MfS recognises that:

- A permeable and well-connected movement network can positively affect how much people walk or cycle or use public transport which helps to achieve a sustainable environment and good quality of life for its community,
- A good range of local amenities within easy access of residents can help to create a walkable neighbourhood, and
- Walking and cycling are important modes of travel, offering a more sustainable alternative to the car, making a positive contribution to the overall character of the place, public health and to tackle climate change through carbon emissions reductions.

4.1.3 MfS advocates residential design that creates walkable neighbourhoods. MfS sets out in para 4.4.1 that:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”



- 4.1.4 A holistic approach to the Site access arrangements is at the core of the development Site access strategy. Thus, there is a cohesive 'package' of development access arrangements for differing modes of travel, comprising, walk, cycle, bus and motor vehicles. Further information about walk and cycle modes is presented in Chapter 5, and about public transport in Chapter 6.

4.2 Design Considerations

4.2.1 Design Guidance

- 4.2.1.1 The design guidance considered includes Manual for Streets 1 (MfS1), MfS2 and the Design Manual for Roads and Bridges (DMRB).

- 4.2.1.2 MfS2 states that:

*"...most MfS advice can be applied to a highway regardless of speed limit. **It is therefore recommended that as a starting point for any scheme affecting non-trunk roads, designers should start with MfS.**"* (para 1.3.2)

Wookey Hole Road is not a trunk road.

- 4.2.1.3 MfS continues in para 1.3.3:

*"Where designers do refer to DMRB for detailed technical guidance on specific aspects, for example on strategic inter-urban and non-trunk roads, it is recommended that they **bear in mind the key principles of MfS**, and apply DMRB in a way that **respects local context**. It is further recommended that DMRB or other standards and guidance is **only used** when the guidance contained in MfS is not sufficient or where particular evidence leads a designer to conclude that MfS is not applicable."*

4.3 Site Access Arrangements

- 4.3.1 The proposed Site Access arrangements are shown on Drg No 1973/04 and comprise:
- (i) Extension of Ashley Coombe into the Site to provide 5.5m access road (Drg No 1973/04);
 - (ii) Provide 2m footway on west side of the access road between properties 12 and 14 Ashley Coombe and then 2m footway on both sides of the road within the Site.



4.3.2 Swept Path Analysis

- 4.4.3.1 Drg No 1973/SP/02 demonstrates that an 11.2m refuse vehicle can turn into and out of the Site access in an acceptable manner.

4.3.3 Stage 1 Road Safety Audit

- 4.4.3.1 The applicant confirms that a Stage 1 RSA will be undertaken of the proposed Site access arrangements. The applicant would welcome initial feedback from Wiltshire Council (WC) highways prior to commissioning the RSA so that any changes required by WC can be incorporated into the design which can then be considered in the RSA.

4.4 Mobility Impaired

- 4.4.1 The needs of those with mobility impairment are an important component of the detailed design of the development. This is advocated in NPPF. The detailed design of the internal layout of the development, which must be the subject of reserved matters approval, will describe the facilities to be provided on Site to assist the mobility impaired, taking account of guidance and standards together with good practice and local/national policies.

4.5 Summary

- 4.5.1 The planning application seeks the determination of access. The scheme is to be served by extending Ashley Coombe into the Site. The access arrangements are presented on Drg No 1973/04.
- 4.5.2 It is considered that the proposed access arrangements provide a suitable means of accessing the development.



5 Walk & Cycle

5.1 Walk

5.1.1 It is established and acknowledged that walking is the most important mode of travel at the local level, and offers the greatest potential to replace short car trips, particularly under 2km.

5.1.2 National Travel Survey (2024)

5.1.2.1 The National Travel Survey of 2024 (NTS 2024) is the latest available data. NTS 2024 confirms that 29% of **all** trips are undertaken on foot. However, for trips up to 1 mile (1.6km), 81% of journeys are carried out on foot.

5.1.2.2 The NTS establishes that:

- (i) 25% of all trips were under 1 mile (1.6km) and 70% were under 5 miles (8km);
- (ii) 81% of all trips under 1 mile are made by foot;
- (iii) The average number of walk trips per person 2024 was 267;
- (iv) Walking accounts for 29% of all trips and 4% of distance travelled;
- (v) Education and Shopping trips account for 36% of all walk trips;
- (vi) For children aged 5 to 10, 83% of trips less than a mile to school are made by foot. For children aged 11 to 16, this figure is 91%.

5.1.3 National Planning Policy Framework (NPPF) & The National Design Guide

5.1.3.1 NPPF defines sustainable transport modes as:

*“Any efficient, safe and accessible means of transport with overall low impact on the environment, including **walking** and cycling, ultra low and zero emission vehicles, car sharing and public transport.”* (AHA emphasis).

5.1.4 The National Design Guide

5.1.4.1 The National Design Guide sets out in paragraph 82 that:

*“Priority is given to **pedestrian** and cycle movements, subject to location and the potential to create connections. **Prioritising pedestrians** and cyclists mean creating routes that are **safe, direct, convenient and accessible for people of all abilities**. These are designed as part of attractive spaces with good sightlines, and well chosen junctions and crossings, so that people*



want to use them. Public rights of way are protected, enhanced and well-linked into the wider network of pedestrian and cycle routes.” (AHA emphasis).

5.1.4.2 This expanded further in paragraph 83, which states:

*“In well-designed places, people should not need to rely on the car for everyday journeys, including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment. Safe and direct routes with visible destinations or clear signposting encourage **people to walk** and cycle.” (AHA emphasis).*

5.1.5 Manual for Streets

5.1.5.1 The ‘walkable neighbourhood’ concept is set out in MfS1 and endorsed in MfS2. MfS1 explains that:

*“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is **not an upper limit** and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km.” (MfS para 4.4.1, AHA emphasis).*

5.1.6 CIHT Planning for Walking

5.1.6.1 The CIHT document ‘Planning for Walking’ (2015) sets out the following key points:

- “• Patterns of land use and, in particular, residential densities and mixed uses are the primary determinants of how much people walk. As towns and cities spread out, people make fewer short journeys. The current trend to higher density for new residential developments should encourage walking, if linked to provision of local destinations.*
- Most short journeys are still made wholly on foot.*
- Walking is also part of longer journeys. Very few trips by car or public transport are completed without some walking.*
- Pedestrian “footfall” determines the viability of shops.”*

5.1.6.2 The document also stresses:



- “• Walking contributes to physical and mental health.*
- All streets in urban areas need to be designed to accommodate people who walk wherever they wish to go*
- People travelling on foot want routes that are direct, as level as possible, enjoyable and have destinations in sight. Safe road crossings are an essential element of routes.*
- “Walking” is best thought of as a nonvehicle movement including all forms of assistance, such as sticks, wheelchairs, baby buggies and pavement vehicles. Good provision for users requiring such forms of assistance helps everybody.*
- Walking and cycling are often regarded as compatible. In reality, they are very different modes that will often require separate provision. Both benefit from reduced traffic speeds and reduced motor vehicle traffic flow.*
- The issue of pedestrians and pedal cyclists sharing space is contentious. There are perceived risks associated with cyclists sharing space with pedestrians, and it is not always realised that cyclists seriously injure several hundred pedestrians each year.
- Planners and traffic managers should appreciate that to encourage walking, motor vehicle traffic rather than pedestrians should, as far as possible, be required to avoid conflicts by diverting from direct routes and by changing elevation. Pedestrians wish to follow direct routes on a constant level.”

5.1.7 CIHT Providing for Journeys on Foot

- 5.1.7.1 The CIHT document ‘Providing for Journeys on Foot (2000) does not provide a definitive view of distances, but does suggest a preferred maximum distance of 800m for journeys to town centres and 2000m for walk commuting trips.

5.1.8 Walk Isochrones and Local Amenities

- 5.1.8.1 A 400m distance corresponds to a walk time of 5 minutes, based upon a typical normal walking speed. Figures 5.1 presents the development 400m, 800m, 1200m, 1600m and 2000m walk isochrones, (ie reflecting 5, 10, 15, 20 and 25-minute walk journeys), and taking account of the pedestrian infrastructure.



5.1.8.2 The walk isochrones presented in Figures 5.1 are created using Basemap TRACC software, a digital mapping and transport data program. The TRACC software enables installation of maps to create a road network. Amendments have been made to the road network to allow for the inclusion of public rights of way and pedestrian access points.

5.1.8.3 The TRACC software adopts the Department for Transport speeds and hence, a walk speed of 4.8km/h is automatically assumed across the road network. However, it is possible to alter the walk speed on all roads to reflect for example, changes in gradient or no accessibility by footway. The walk isochrones presented in Figures 5.1 take into account the absence of footway on certain roads and the walk speed on these routes has been adjusted to 0km/h.

5.1.8.4 Indicated on Figures 5.1 are examples of local facilities near to the Site. This illustrates that there are a number of amenities within 1200m of the Site, including:

Category	Amenities
Travel	Bus stops;
Leisure	Playgrounds, Public Houses, Sports Facilities;
Community	Place of Worship.

5.1.8.5 There are additional amenities within a 1600m walk of the Site and these include:

Category	Amenities
Travel	Bus stops;
Education	Primary School;
Shopping	Convenience Stores, ATM, Bakery;
Leisure	Playgrounds, Sports Facilities, Hair Salon, Food Outlets.

5.1.8.6 Most of the town centre is within a 2000m walk of the Site and additional amenities within this walk distance include:

Category	Amenities
Travel	Bus stops;
Leisure	Playgrounds, Food Outlets, Public Houses, Hair Salons;
Education	Primary Schools, Nursery;
Shopping	ATM, Supermarkets, Butcher, Post Office, Bakery, Banks;
Community	Place of Worship, Library, Community Centre;
Health	Health Centre, Dentist, Pharmacy, Opticians.



5.1.8.7 Figure 5.1 demonstrates that most of the amenities in Warminster town centre are located within a 2000m (ie a 25 minute) walk of the Site and that there are a number of amenities and services accessible within shorter distances. The train station is marginally beyond a 2km walk of the Site.

5.1.9 Public Rights of Way

5.1.9.1 Figure 5.2 presents the existing public rights of way (PROWs) in the vicinity of the Site. This shows that there are numerous PROW in Warminster providing alternative routes to the footways along the roads, which some PROW offering more direct routes to the town centre.

5.1.10 Walk Routes to Local Amenities

5.1.10.1 The majority of amenities are located to the north of the Site in the town centre and it is likely that the following routes will be those most attractive to the residents of the proposed development:

Route 1: Ashley Coombe – Ashley Place – Deverill Road – Weymouth Street – B3414.

Route 2: Ashley Coombe – Ashley Place – Hillwood Lane - Deverill Road – Weymouth Street – B3414.

5.1.10.2 There is footway on both sides of Ashley Coombe along Route 1. There is initially footway on both sides of Ashley Place, but the footway on the south side of road terminates circa 30m east of Deverill Road. The footway on the north side of Ashley Place continues to the junction and there is a short section on the east side of Deverill Road before it terminates.

5.1.10.3 There is footway on the west side of Deverill Road. Footway continues on the west side of Deverill Road only until the junction with Marsh Street, where there is footway on both sides for a short distance. However, the footway on the east side terminates again and footway on the west side only continues until the junction with Fore Street, when footway recommences on the east side. Footway on both sides continues until Giles Hollow where the footway on the west side of the road terminates.

5.1.10.4 Footway on the east side of Deverill Road only continues until the Fox & Hounds public house where footway on the west side of the road commences. Footway on both sides of the road continues until Deverill Road changed name to Weymouth Street.

5.1.10.5 There are pedestrian crossings facilities along the route as follows:



- Zebra crossing on Deverill Road north of Fore Street;
- Zebra crossing on Deverill Road near to the junction with Marsh Street;
- Pedestrian crossing at the spitter islands at the Morrisons Store access roundabout;
- Pedestrian island on Weymouth Street in the vicinity of the public car park;
- Pedestrian crossing facilities at the B3414/Weymouth Street traffic signal junction.

5.1.10.6 Footway on the east side of Deverill Road only continues until the Fox & Hounds public house where footway on the west side of the road commences. Footway on both sides of the road continues until Deverill Road changed name to Weymouth Street. The route is then the same as described for Route 1.

5.1.10.7 The only difference between Route 2 and 1 is the section between Ashley Coombe and the Hillwood Lane/Deverill Road junction. The rest of Route 2 is the same as Route 1.

5.1.10.8 There is footway on both sides of Ashley Place and footway on the south side of Hillwood Lane. At the junction with Deverill Road there is a very short stub of footway that allows pedestrians to cross to/from the footway on the west side of Deverill Road.

5.1.11 Walk Routes to Nearest Primary School

5.1.11.1 The nearest school to the Site is Sambourne Church of England Primary School. The most likely routes to the School are via Routes 1 or 2 and then along Sambourne Road and The Beeches.

5.1.11.2 There is footway on both sides of Sambourne Road, though the footway on the east side is separated by a large grassed area. There is footway on both sides of The Beeches.

5.1.12 Pedestrian Trip Generation

5.1.12.1 The proposed development will generate pedestrian trips.

5.1.12.2 Based on multi-modal TRICS trip rates (refer Appendix D), it is estimated that the proposed development could generate the following pedestrian trips in the AM & PM peak hours for pedestrian movements:

- | | | | | |
|------|---------------|--------------|----------------|-------------|
| (i) | AM peak hour: | Arrivals = 3 | Departures = 8 | 2-Way = 11 |
| (ii) | PM peak hour: | Arrivals = 8 | Departures = 5 | 2-Way = 13. |

5.1.12.3 Between 0700-1900 (12-hours), which is usually taken to be the 'working day', the proposed development is estimated to generate the following walk trips:



(i) 0700-1900 hours: Arrivals = 42 Departures = 45 2-Way = 87.

5.2 Cycle

5.2.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.

5.2.2 National Travel Survey (2024)

5.2.2.1 The NTS 2024 sets out that, on average, people:

- (i) undertake 15 cycle trips per year;
- (ii) cycle a total of 53 miles per year.

5.2.2.2 Based on the total cycle distance of 53 miles and 15 trips per year, this means that the average cycle trip is 3.5 miles (5.7km).

5.2.3 National Planning Policy Framework (NPPF)

5.2.3.1 NPPF defines sustainable transport modes as:

*"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and **cycling**, ultra low and zero emission vehicles, car sharing and public transport."* (AHA emphasis).

5.2.4 The National Design Guide

5.2.4.1 The National Design Guide sets out in paragraph 82 that:

*"Priority is given to pedestrian and **cycle movements**, subject to location and the potential to create connections. **Prioritising** pedestrians and **cyclists** mean creating routes that are **safe, direct, convenient and accessible for people of all abilities**. These are designed as part of attractive spaces with good sightlines, and well chosen junctions and crossings, so that people want to use them. Public rights of way are protected, enhanced and well-linked into the wider network of pedestrian and **cycle routes**."* (AHA emphasis).

5.2.4.2 This expanded further in paragraph 83, which states:



*"In well-designed places, people should not need to rely on the car for everyday journeys, including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment. Safe and direct routes with visible destinations or clear signposting encourage **people to walk and cycle.**" (AHA emphasis).*

5.2.5 Gear Change, A Bold Vision for Cycling and Walking (DfT, 2020)

5.2.5.1 Gear Change, A Bold Vision for Cycling and Walking states:

"58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017-18. For many people, these journeys are perfectly suited to cycling and walking." (Page 11)

5.2.6 Cycle Isochrones and Local Amenities

5.2.6.1 The cycle isochrones presented in Figure 5.3 were created using Basemap TRACC software. The cycle isochrones presented in Figure 5.3 discount footpaths which do not permit cyclists.

5.2.6.2 Figure 5.3 indicate the 2km and 5km cycle isochrones for the Site. Review of these highlight that a large part of Warminster, including most of the town centre, is within a 2km cycle ride of the Site. All of Warminster, Bishopstrow, Upton Scudamore, Crockerton and Longbridge Deverill are within a 5km cycle ride of the Site.

5.2.7 Cycle Trip Generation

5.2.7.1 The proposed development will generate cycle trips.

5.2.7.2 Based on multi-modal TRICS trip rates (refer Appendix D), it is estimated that the proposed development could generate the following cycle trips in the AM & PM peak hours:

- | | | | | |
|------|---------------|--------------|----------------|------------|
| (i) | AM peak hour: | Arrivals = 0 | Departures = 1 | 2-Way = 1 |
| (ii) | PM peak hour: | Arrivals = 0 | Departures = 1 | 2-Way = 1. |

5.2.7.3 Between 0700-1900 (12-hours), which is usually taken to be the 'working day', the proposed development is estimated to generate the following cycle trips:

- | | | | | |
|-----|------------------|--------------|----------------|------------|
| (i) | 0700-1900 hours: | Arrivals = 2 | Departures = 3 | 2-Way = 5. |
|-----|------------------|--------------|----------------|------------|



5.3 Summary

- 5.3.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk and cycle journeys is recognised as important. The location of the Site provides a good context for journeys of residents to be undertaken on foot and by cycle.
- 5.3.2 The proposed development includes a package of measures to encourage walk and cycle trips. It is considered that the proposed development is consistent with paragraph 109 of NPPF, which advises applicants to identify and take up walk and cycle infrastructure opportunities.



6 Public Transport

- 6.1 The proposed development affords opportunity for development generated public transport journeys to be made by bus.

6.2 Existing Bus Stops

- 6.2.1 Figures 5.1 shows the location of existing bus stops near to the Site. The closest bus stops to the Site are located as follows

Location	Distance
Ashley Place	310m;
Deverill Road (Northbound)	460m;
Deverill Road (Southbound)	450m.

- 6.2.2 The 50 bus service calls at the stops on Ashley Place and Deverill Road. In addition to the 50 service, the 55, 57 and 82 services call at the Deverill Road bus stops.

6.3 Bus Services & Frequencies

- 6.3.1 The routes and frequency of the bus services that call at the stops on Ashley Place, Deverill Road and Wylve Road are set out below:

Service	Route	Frequency		
		Mon-Sat	Evenings	Sundays
50	Warminster Town Service	60	-	-
55	Kingston Deverill – Warminster-Devizes	1 trip ⁽¹⁾	-	-
57	Warminster – Deverills – Mere	2 trips ⁽²⁾	-	-
82	Mere-Kilminster-Warminster	1 trip ⁽³⁾	-	-

Notes

1. One trip in each direction on Thursdays only.
2. Two trips in each direction Monday to Fridays.
3. One trip in each direction on Fridays only.

- 6.3.2 The 50 service is the town service that provides an opportunity for residents to travel to/from the town centre. This also allows them to access the additional bus services that call at stops in the town centre. These include the D1 bus service that travels between Bath and Warminster, operates seven days a week and has an hourly frequency. There are also services to Frome, London and Taunton that call at stops in the town centre.



- 6.3.3 There are bus stops within a short walk of the Site that provide opportunity to travel to/from the centre of Warminster and access the amenities and facilities in this location. It also provides an opportunity to access additional bus services to a range of destinations.

6.3.4 Bus Trip Generation

- 6.3.4.1 The proposed development will generate trips by bus.

- 6.3.4.2 Based on multi-modal TRICS trip rates (refer Appendix D), it is estimated that the proposed development could generate the following bus trips in the AM & PM peak hours:

- | | | | | |
|------|---------------|--------------|----------------|------------|
| (i) | AM peak hour: | Arrivals = 0 | Departures = 3 | 2-Way = 3 |
| (ii) | PM peak hour: | Arrivals = 2 | Departures = 1 | 2-Way = 3. |

- 6.3.4.3 Between 0700-1900 (12-hours), which is usually taken to be the 'working day', the proposed development is estimated to generate the following bus trips:

- | | | | | |
|-----|------------------|--------------|----------------|-------------|
| (i) | 0700-1900 hours: | Arrivals = 8 | Departures = 9 | 2-Way = 17. |
|-----|------------------|--------------|----------------|-------------|

6.4 Rail

- 6.4.1 Warminster railway station is located just above a 2km walk or cycle ride of the Site and there are 16 cycle stands at the station. The 50 bus service also calls at stops on the B3414 that are a circa 250m walk of the Station entrance.

- 6.4.2 The station is located on the Wessex Main Line and is operated by Great Western Railway. A summary of some of the destinations, approximate journey times and frequencies (for direct trains) of the services calling at Warminster station are set out below:

Destination	Journey Time (mins)	Frequency (per hour)
Bristol Temple Meads	52-70	2
Keynsham	47-62	2
Bath Spa	33-51	2
Bradford-on-Avon	24-34	2
Trowbridge	15-28	2
Westbury	8-11	2
Salisbury	21-22	2
Southampton Central	51-65	1.

- 6.4.3 It is demonstrated that there is opportunity for residents of the Site to undertake journeys by rail to a good range of destinations, including Bristol, Bath, Salisbury and Southampton.



6.4.4 Rail Passenger Trip Generation

6.4.4.1 The proposed development will generate trips by rail.

6.4.4.2 Based on multi-modal TRICS trip rates (refer Appendix D), it is estimated that the proposed development could generate the following bus trips in the AM & PM peak hours:

- | | | | | |
|------|---------------|--------------|----------------|------------|
| (i) | AM peak hour: | Arrivals = 0 | Departures = 2 | 2-Way = 2 |
| (ii) | PM peak hour: | Arrivals = 1 | Departures = 0 | 2-Way = 3. |

6.4.4.3 Between 0700-1900 (12-hours), which is usually taken to be the 'working day', the proposed development is estimated to generate the following bus trips:

- | | | | | |
|-----|------------------|--------------|----------------|------------|
| (i) | 0700-1900 hours: | Arrivals = 3 | Departures = 3 | 2-Way = 6. |
|-----|------------------|--------------|----------------|------------|

6.5 Summary

6.5.1 There are bus stops within a short walk of the Site that provide opportunity to travel to/from the centre of Warminster and access the amenities and facilities in this location. It also provides an opportunity to access additional bus services to a range of destinations.

6.5.2 Warminster railway station is located just above a 2km walk or cycle ride of the Site and there are 16 cycle stands at the station. The 50 bus service also calls at stops on the B3414 that are a circa 250m walk of the Station entrance. Warminster railway station provides opportunity for residents of the Site to undertake journeys by rail to a good range of destinations, including Bristol, Bath, Salisbury and Southampton.

6.5.3 It is demonstrated that the Site has good public transport accessibility, with opportunities for travel by bus. This is in accordance with the aims and objectives of current national and local policies.



7 Travel Plan

- 7.1 The TP for the proposed development is prepared in accordance with best practice and experience, and the 2014 PPG. The outcomes approach is adopted for the development TP.
- 7.2 The key objectives of the TP are to:
- Contribute to traffic reduction and other sustainable transport objectives set out in national, regional and local policies,
 - Improve accessibility of the Site by sustainable modes of transport,
 - Widen choice of travel mode for all those travelling to/from the Site.
- 7.3 Specific outcomes sought from the TP are to:
- Achieve the minimum number of additional single occupancy car traffic movements to/from the development,
 - Address the access needs of Site users, by supporting sustainable transport choices such as walking, cycling, public transport and low/zero emission vehicles,
 - Reduce the need for travel to/from the Site.
- 7.4 The TP target is set as: **maximum peak hour 2-way vehicle trip rate of 0.459 vehicles/hour/dwelling**. The objective is for the TP target to be achieved within 5 years from first occupation. This represents a **10%** reduction compared to 'business as usual'.
- 7.5 The TP is to operate to **5 years after first occupation** of the development.
- 7.6 The developer will appoint a Travel Plan Coordinator (TPC), to introduce, manage, operate and monitor the TP. As part of the ongoing management of the TP, the TPC will maintain a dialogue with the Council, and monitor emerging best practice information, to provide the most efficient platform for maximising the effectiveness of the TP.
- 7.7 The developer is required to finance the TP. A sufficient revenue budget will be identified to employ the TPC for a period of 5 years post-occupation of the first dwelling, on a sufficient basis to introduce and manage the TP initiatives, and thereafter as required to:
- Manage the initiatives,
 - Finance the measures identified in this and subsequent TP Monitoring and Review reports and as agreed with the Council, and
 - Enable the TPC postholder to carry out the duties identified above.



- 7.8 The TP Action Plan is set out in Chapter 10 of the TP. The TP summarises identified measures that are proposed, and indicates the timing for the measures and funding information. This illustrates the holistic approach adopted for the TP, aimed at encouraging from the outset a positive sustainable transport awareness and culture for the development. The TP measures will be reviewed and amended as appropriate, in consultation with and requiring the agreement of the local authority, as part of the ongoing dynamic monitoring and review process for the TP.



8 Traffic Flows

8.1 Study Network

8.1.1 The TA study network of junctions comprises:

REF	JUNCTION	CONTROL
SJ1	Ashley Place/Deverill Road	Priority;
SJ2	Deverill Road/Hillwood Lane/Bradley Road	Priority.

8.2 Peak Periods

8.2.1 The times when the combination is greatest, of traffic generated by the proposed residential development and the existing highway network traffic, are the weekday AM & PM peak hours. The TA includes quantitative analysis of the traffic impact of the proposed development for these periods.

8.3 Traffic Counts

8.3.1 AHA has available the following traffic count data for the TA study network:

- TA Study junctions: 12 March 2025.

8.3.2 Analysis of the traffic count data identifies the peak hours for traffic flows at the study junctions as:

- AM: 0830-0930, and
- PM: 1630-1730.

Quantitative analysis is undertaken for these peak hours.

8.3.3 Figure B1, Appendix B, presents the 2025 AM & PM peak hour traffic count flows at the study junctions. The flows are presented in passenger carrying units (PCUs).

8.4 Traffic Growth

8.4.1 For the purposes of quantitative testing of the local highway network, it is assumed that the development will be fully constructed and operational by year **2030**.



- 8.4.2 The National Transport Model (NTM) is used as a basis for deriving local growth factors. The NTM growth factors adopted to estimate year 2030 traffic flows, from the 2025 count data, are set out in Technical File Note 1, Appendix C.

8.4.3 Factored Counts

- 8.4.3.1 Figure B2, Appendix B presents the 2030 AM & PM peak hour traffic flows at all of the study network junctions.

8.5 Committed Developments

- 8.5.1 AHA is aware of the following development:

(i) 17/12348/OUT: Land East of Damask Way.

- 8.5.2 It is not clear whether this application still has an extant planning permission. It received outline planning permission in 2019 for up to 28 dwellings, but this expired in April 2022. A reserved matters application was submitted in 2020, but was withdrawn. Therefore, it does not appear that the scheme currently benefits from planning permission. However, for robustness, the traffic generated by this scheme is included in the TA quantitative assessment.

- 8.5.3 Figure B3, Appendix B presents the estimate of the traffic generated by the Land East of Damask Way development.

8.6 Base

- 8.6.1 The 'Base' situation represents the traffic flows on the TA study network with the implementation of the consented developments. This provides the proper context in which to assess the traffic impact of the proposed development.

- 8.6.2 The estimated 2030 Base AM & PM peak hour traffic flows at the TA study network junctions are presented on Figure B4, Appendix B.

8.7 Distribution of Development Generated Traffic

- 8.7.1 It is necessary to estimate the % distribution of the proposed development generated traffic.

- 8.7.2 The distribution of development generated traffic is based on an interrogation of the 2011 Census Data, which is summarised in Table 8.1.



8.7.3 Figure B5, Appendix B presents the % distribution of generated traffic on the study network.

8.8 Generated Traffic: Proposed Development

8.8.1 The TRICS database is interrogated to identify suitable trip generation rates to adopt for estimating the AM and PM peak hour traffic generated by the proposed residential development.

8.8.2 Criteria adopted for this interrogation include:

- Houses privately owned;
- Sites between 50-120 units;
- All surveys 2016 or more recent;
- Sites in Ireland, Northern Ireland and Greater London excluded on the basis that they may have significantly different travel characteristics;
- If a site has multiple survey date entries, include only the most recent survey used within the identified TRICS sample, (to avoid statistical bias in the trip rates identified for use in the analysis);
- Town centre and edge of town centre sites manually removed;
- Sites with a population above 15,000 within 1 mile excluded;
- Sites with a population above 75,000 within 5 miles excluded.

8.8.3 On this basis, 15 sites are identified and the results of the TRICS interrogation are included in Appendix D. Average trip rates are adopted to estimate the traffic generated by the proposed residential development.

8.8.4 The AM and PM peak hour house trip rates adopted for the quantitative analysis are:

	ARR	DEP	2-WAY
AM	0.141	0.369	0.510
PM	0.384	0.169	0.553.

8.8.6 The consequent estimate of traffic (in vehicles) generated by the proposed development of up to **78 dwellings** in the AM and PM peak hours is:

	ARR	DEP	2-WAY
AM	11	28	39
PM	30	13	43.



8.8.7 Figure B6, Appendix B presents the traffic generated by the proposed development in the AM and PM peak hours at the study junctions, based on the % distribution on Figure B5, Appendix B.

8.9 With Development

8.9.1 The estimated 2030 AM and PM peak hour With Development traffic flows at the TA study junctions are presented on Figure B7, Appendix B.

8.10 Traffic Impact

8.10.1 AHA usually adopts a materiality test to determine the requirement for detailed junction modelling. The test adopted is that junction modelling is undertaken if the proposed development is predicted to generate an increase in traffic at a study junction of:

- (i) Test 1: **30** vehicles or more, **and**
- (ii) Test 2: **2.5%** or greater of the total 2030 Base junction flows.

8.10.2 The traffic impact of the proposed development at the TA study junction in the AM and PM peak hours is summarised below:

SJ	AM		PM	
	Vehs	%	Vehs	%
SJ1	+30	+4.0	+34	+4.6
SJ2	+16	+1.9	+20	+2.5.

8.10.3 As set out above, the AHA materiality test for detailed junction modelling is where the traffic impact is 30 two-way trips or more and where the percentage increase is greater than 2.5%. Review of the above shows that the development is estimated to have a two-way traffic impact of 30 two-way or greater and an increase of 2.5% or above from the 2030 Base traffic flows at SJ1.

8.10.4 Junction modelling of SJ1 is undertaken and reported in Chapter 9.



9 Operational Performance of the Highway Network

- 9.1 The computer program PICADY (within Junctions 10) is used to model the performance of a priority (give-way) control junction. PICADY predicts the ratio of flow to capacity (RFC) and associated queue for the minor (give-way) entry to the junction and for the major road. PICADY is used to model the operational performance of:

(i) SJ1 Ashley Place/Deverill Road;

9.2 Queue Surveys and Model Validation

9.2.1 Queue Survey

- 9.2.1.1 Queues were recorded on all external approach arms at the study junctions. Data was collected at the same time as the AM & PM peak period traffic count surveys.

- 9.2.1.2 The survey recorded queues in 5-minute intervals. The survey recorded the queue on each arm at the 5-minute mark (eg at 0800, 0805, 0810 etc). The survey also recorded the maximum queue during the 5-minute interval.

9.2.2 Model Validation

- 9.2.2.1 The process of model validation involves:

- (i) Construct PICADY model for the junction;
- (ii) Use 2025 recorded traffic count data;
- (iii) Compare model output queues to recorded queues;
- (iv) If necessary, make small adjustments to model geometry to provide 'best match' between model and recorded queues.

9.3 SJ1: Ashley Place/Deverill Road

- 9.3.1 Table 9.1 presents the results of the PICADY modelling of the Ashley Place/Deverill Road junction. Review of Table 9.1 shows that the junction is predicted to operate with a high degree of spare capacity and negligible queues/delays in the year 2030 AM & PM peak hour Base and With Development situations.



9.4 Summary

- 9.4.1 Comprehensive junction analysis and modelling is undertaken for the year 2025 for the AM & PM peak hour Count situation and the year 2030 for the AM & PM peak hour Base and With Development situations. It is concluded that the proposed residential development **does not** have a detrimental impact on the operational performance of the highway network.



10 Summary & Conclusions

- 10.1 Ashley Helme Associates Limited (AHA) are appointed by Rubix Land to prepare a Transport Assessment (TA) report to support the planning application for residential development on land off Ashley Coombe, Warminster. The Site is presently agricultural land. The proposed development comprises a residential development of up to **77 dwellings**.

10.2 Access Strategy

- 10.2.1 The proposed Site Access arrangements are shown on Drg No 1973/04 and comprise:
- (i) Extension of Ashley Coombe into the Site to provide 5.5m access road (Drg No 1973/04);
 - (ii) Provide 2m footway on west side of the access road between properties 12 and 14 Ashley Coombe and then 2m footway on both sides of the road within the Site.
- 10.2.2 Drg No 1973/SP/02 demonstrates that an 11.2m refuse vehicle can turn into and out of the Site accesses.

10.3 Walk and Cycle

- 10.3.1 The principle of transport sustainability underlies the masterplan development. The location of the Site provides a good context for journeys to be undertaken on foot and by cycle, and the masterplan access strategy reflects this with the provision of good permeability and connectivity for pedestrians and cyclists.
- 10.3.2 Most of the amenities in Warminster town centre are located within a 2000m (ie a 25 minute) walk of the Site and that there are a number of amenities and services accessible within shorter distances.
- 10.3.3 There are numerous PROW in Warminster providing alternative routes to the footways along the roads, which some PROW offering more direct routes to the town centre.
- 10.3.4 A large part of Warminster, including most of the town centre, is within a 2km cycle ride of the Site. All of Warminster, Bishopstrow, Upton Scudamore, Crockerton and Longbridge Deverill are within a 5km cycle ride of the Site.
- 10.3.5 The location of the Site and nearby local amenities, offer a good opportunity for fostering a sustainable community. This is in accordance with the aims of local policies and national policy in NPPF.



10.4 Public Transport

- 10.4.1 There are bus stops within a short walk of the Site that provide opportunity to travel to/from the centre of Warminster and access the amenities and facilities in this location. It also provides an opportunity to access additional bus services to a range of destinations.
- 10.4.2 Warminster railway station is located just above a 2km walk or cycle ride of the Site and there are 16 cycle stands at the station. The 50 bus service also calls at stops on the B3414 that are a circa 250m walk of the Station entrance. Warminster railway station provides opportunity for residents of the Site to undertake journeys by rail to a good range of destinations, including Bristol, Bath, Salisbury and Southampton.
- 10.4.3 It is demonstrated that the Site has good public transport accessibility, with opportunities for travel by bus. This is in accordance with the aims and objectives of current national and local policies.

10.5 Traffic Impact

- 10.5.1 A TA study network of junctions is identified and comprises:

REF	JUNCTION	CONTROL
SJ1	Ashley Place/Deverill Road	Priority;
SJ2	Deverill Road/Hillwood Lane/Bradley Road	Priority.

- 10.5.2 The traffic impact of the proposed development at the TA study junction in the AM and PM peak hours is summarised below:

SJ	AM		PM	
	Vehs	%	Vehs	%
SJ1	+30	+4.0	+34	+4.6
SJ2	+16	+1.9	+20	+2.5.

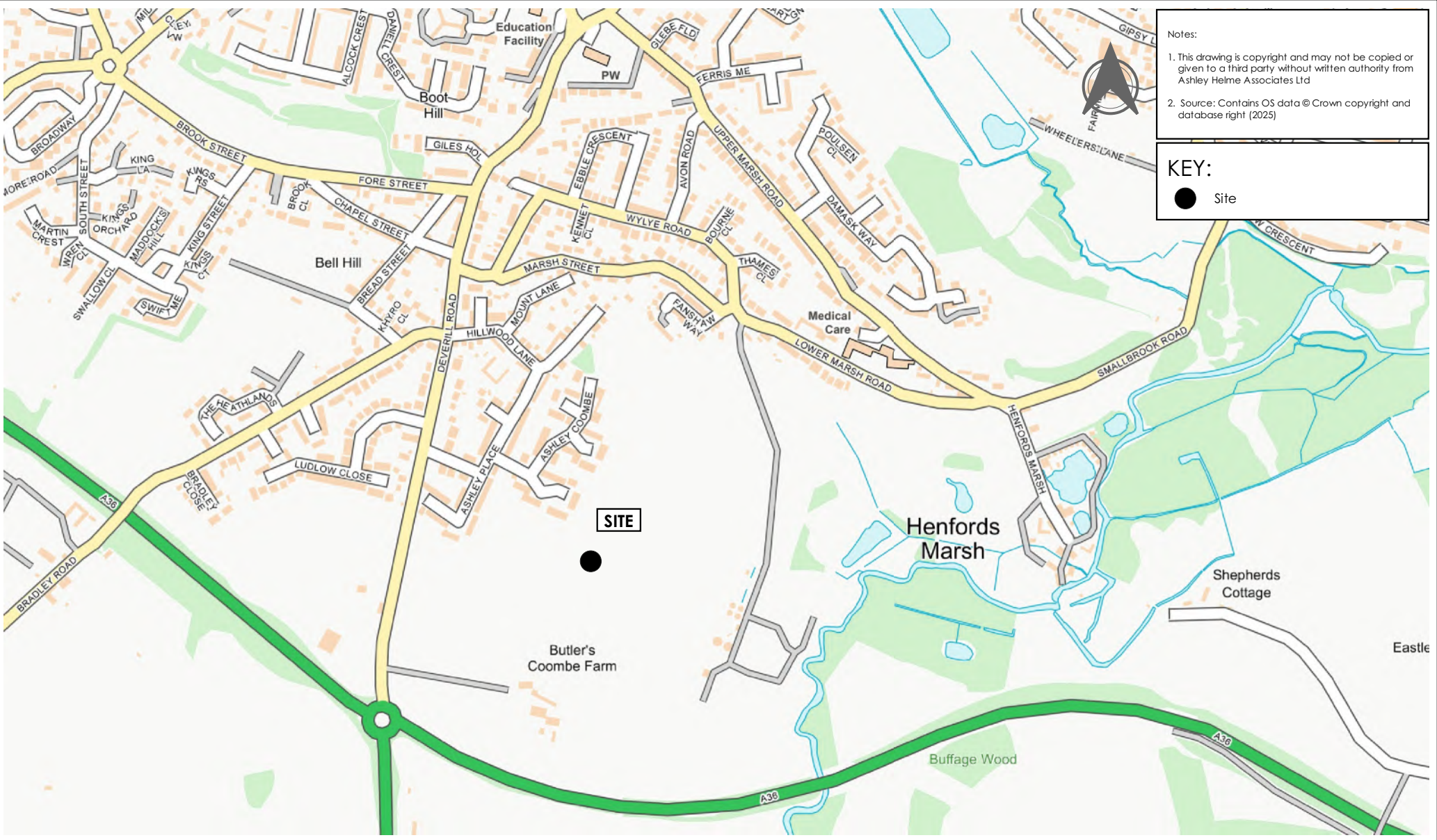
- 10.5.3 Junction analysis and modelling is undertaken for the year 2025 for the AM & PM peak hour Count situation and the year 2030 for the AM & PM peak hour Base and With Development situations for SJ1. It is concluded that the proposed residential development **does not** have a detrimental impact on the operational performance of the highway network.



10.6 Summary

- 10.6.1 It is concluded that the proposed development is in accordance with national and local transport policies, and that there are no transport/highways reasons for refusal of planning permission.

Figures



Project:
ASHLEY COOMBE, WARMINSTER

Client:
RUBIX LAND LTD

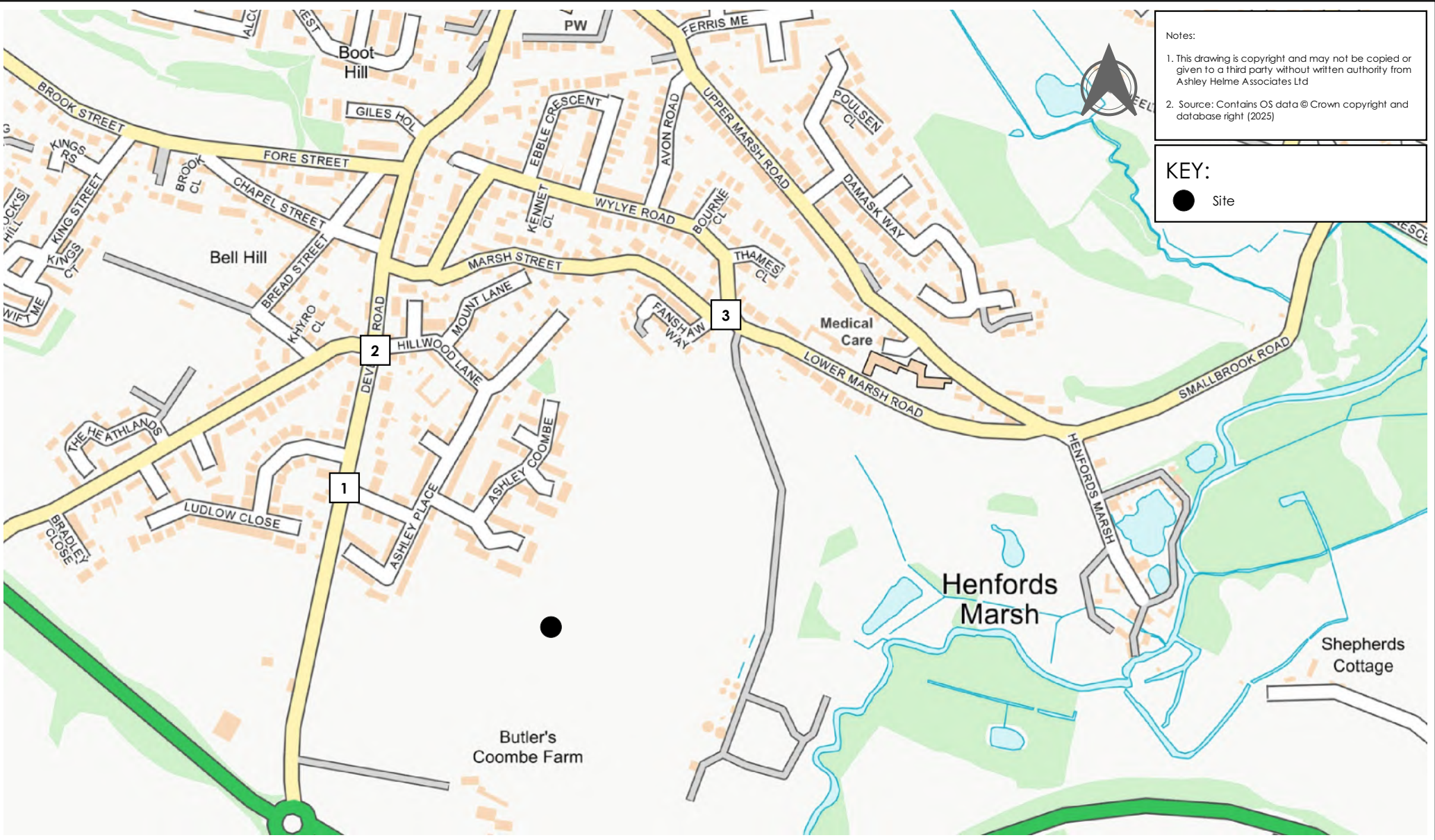
Title:
LOCATION PLAN

FIGURE 1.1

Date:
DEC 2025

Scale:
NTS





Project:
ASHLEY COOMBE, WARMINSTER

Client:
RUBIX LAND LTD

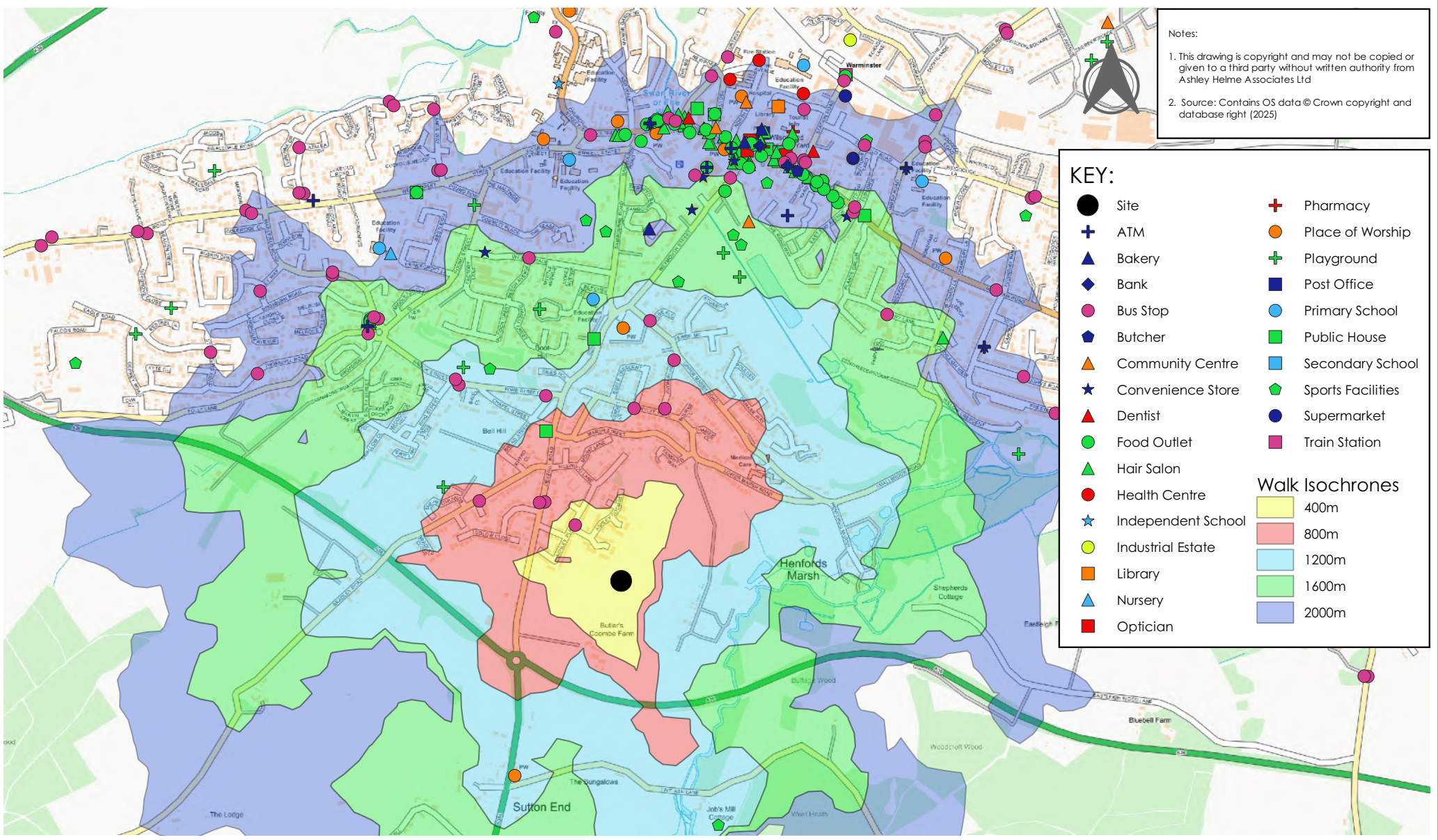
Title:
STUDY JUNCTIONS

FIGURE 3.1

Date:
DEC 2025

Scale:
NTS





Project:
ASHLEY COOMBE, WARMINSTER

Client:
RUBIX LAND LTD

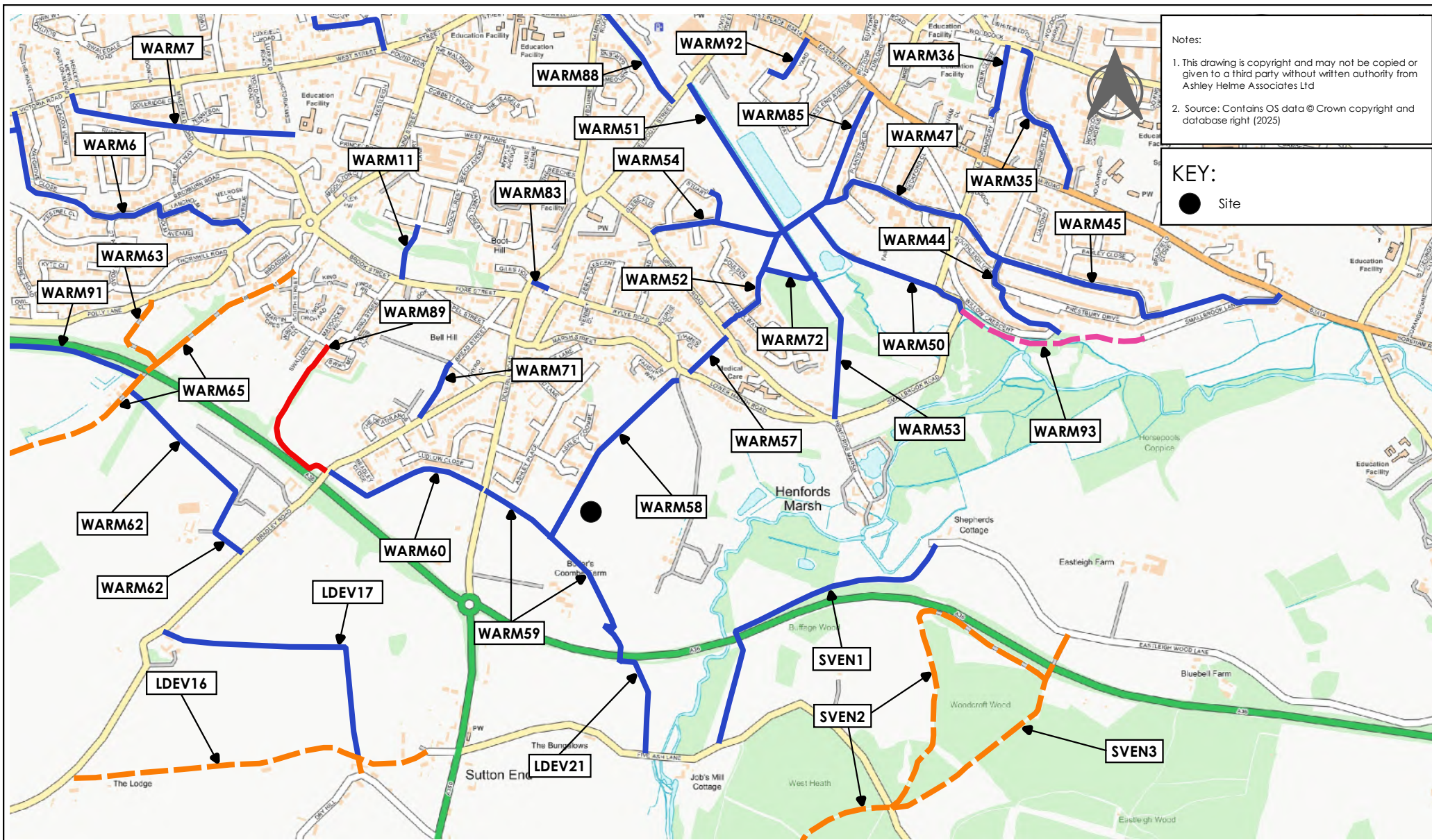
Title:
WALK ISOCHRONES AND AMENITIES

FIGURE 5.1

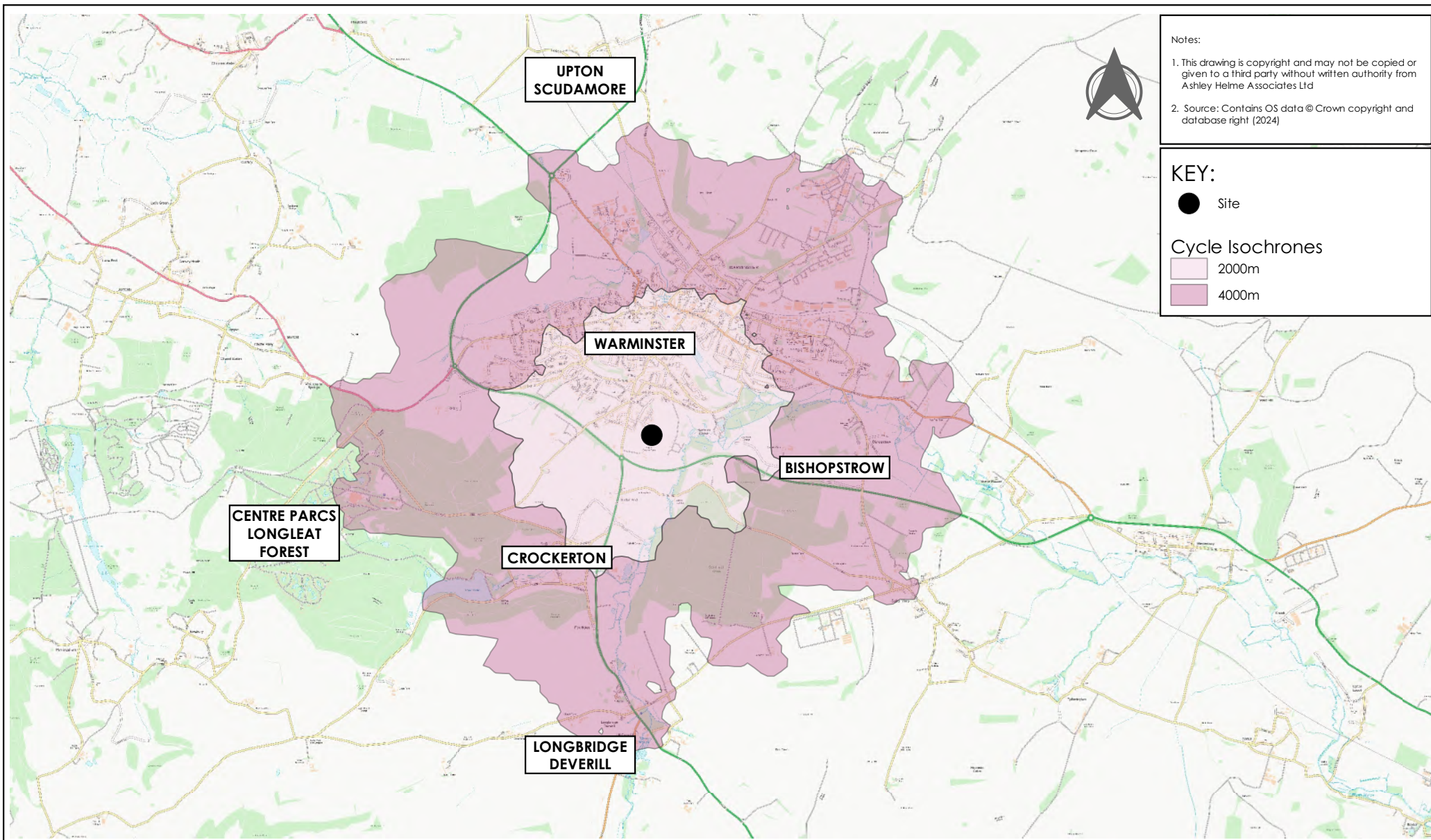
Date:
DEC 2025

Scale:
NTS





Project: ASHLEY COOMBE, WARMINSTER	Title: PUBLIC RIGHTS OF WAY (PROW)	FIGURE 5.2		
Client: RUBIX LAND LTD		Date: DEC 2025	Scale: NTS	



Project: ASHLEY COOMBE, WARMINSTER	Title: CYCLE ISOCHRONES	FIGURE 5.3		
Client: RUBIX LAND LTD		Date: DEC 2025	Scale: NTS	

Tables

AREA OF WORKPLACE RESIDENT POPULATION	ROUTE ASSIGNMENT						
	A350 (S)	A362	A36 (E)	A36 (NW)	A350 (N)	DEVERILL ROAD (N)	SMALLBROOK ROAD

LOCAL
AUTHORITY/COUNTY/REGION

								TOTAL	%
Southampton			1					1	0.1
West Berkshire			1					1	0.1
Basingstoke & Deane			3					3	0.2
Eastleigh	1		1					2	0.1
Hart			2					2	0.1
New Forest	1		2					3	0.2
Test Valley	9		9					18	1.2
Winchester			5					5	0.3
Surrey Heath			1					1	0.1
Bath & North East Somerset		45		46				91	6.2
Bournemouth	2		1					3	0.2
Bristol				17				17	1.2
North Somerset				1				1	0.1
Poole	4							4	0.3
South Gloucestershire				13	12			25	1.7
Swindon			1	4	2			7	0.5
East Devon	1							1	0.1
North Dorset	27							27	1.8
Purbeck	2							2	0.1
Mendip		68						68	4.6
Sedgemoor		2						2	0.1
South Somerset	13							13	0.9
Taunton Deane	2							2	0.1

MIDDLE SUPER OUTPUT AREA

									%
Wiltshire 003					1			1	0.1
Wiltshire 004					1			1	0.1
Wiltshire 007					2			2	0.1
Wiltshire 008				2	2			4	0.3
Wiltshire 009				3	2			5	0.3
Wiltshire 010				1	1			2	0.1
Wiltshire 011				6	6			12	0.8
Wiltshire 012			1					1	0.1
Wiltshire 013			2		1			3	0.2
Wiltshire 015					1			1	0.1
Wiltshire 017				2	1			3	0.2
Wiltshire 018				4	4			8	0.5
Wiltshire 021					6			6	0.4
Wiltshire 022					7			7	0.5
Wiltshire 023				2				2	0.1
Wiltshire 024			3					3	0.2
Wiltshire 025			5		5			10	0.7
Wiltshire 026			4		4			8	0.5
Wiltshire 027				6	5			11	0.7
Wiltshire 028			5		5			10	0.7
Wiltshire 030				4	3			7	0.5
Wiltshire 031				33	32			65	4.4
Wiltshire 032				4	3			7	0.5
Wiltshire 033				2	1			3	0.2
Wiltshire 034			5		4			9	0.6
Wiltshire 035				8	7			15	1.0
Wiltshire 036				6	6			12	0.8
Wiltshire 037				16	16			32	2.2
Wiltshire 038			4					4	0.3
Wiltshire 039				12	34			46	3.1
Wiltshire 040				31	31			62	4.2
Wiltshire 041			10					10	0.7
Wiltshire 042						148	25	173	11.8
Wiltshire 043						54		54	3.7
Wiltshire 044						199		199	13.6
Wiltshire 045			30					30	2.0
Wiltshire 046			1					1	0.1
Wiltshire 047	63	63	62					188	12.8
Wiltshire 048			26					26	1.8
Wiltshire 049			17					17	1.2
Wiltshire 050	9							9	0.6
Wiltshire 051			1					1	0.1
Wiltshire 052			1					1	0.1
Wiltshire 053			6					6	0.4
Wiltshire 054	3		8					11	0.7
Wiltshire 055			25					25	1.7
Wiltshire 056			16					16	1.1
Wiltshire 057	4		18					22	1.5
Wiltshire 058			6					6	0.4
Wiltshire 059			5					5	0.3
Wiltshire 061	7							7	0.5

TOTAL	148	178	288	223	205	401	25	1468	100.0
%	10.1	12.1	19.6	15.2	14.0	27.3	1.7	100.0	

Table 8.1 **2011 Census Distribution**
Place of Work
Residents in Wiltshire 044 Middle Super Output Area

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (vehs)	DELAY (mins/veh)	RFC	QUEUE (vehs)	DELAY (mins/veh)

2025 Traffic Count, Existing Junction Geometry						
Ashley Place	0.10	0.1	7.94	0.05	0.1	8.67
Deverill Road	0.02	0.0	7.17	0.04	0.0	7.82

2030 Base, Existing Junction Geometry						
Ashley Place	0.10	0.1	8.16	0.06	0.1	8.87
Deverill Road	0.02	0.0	7.27	0.04	0.0	7.91

2030 With Development, Existing Junction Geometry						
Ashley Place	0.15	0.2	8.49	0.08	0.1	8.91
Deverill Road	0.03	0.0	7.39	0.08	0.1	8.24

Notes:

1. Refer Drg No 1973/01 for existing junction arrangements.
2. Refer Figure B1, Appendix B for 2025 Traffic Count flows.
3. Refer Figure B4, Appendix B for 2030 Base traffic flows.
4. Refer Figure B7, Appendix B for 2030 With Development traffic flows.

Table 9.1 PICADY RESULTS SJ1 Deverill Road/Ashley Place

Details of Personal Injury Accidents for Period - 01/12/2019 to 30/11/2024 (60) months

Selection:
Selected using Manual Selection

Notes:
Warminster Area for Ashley Helme Associates

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

21760/23

Monday

C360 DEVERILL RD, OUTSIDE HOUSE NUMBER 86, WARMINSTER. SMO

Veh 1 Car

Going ahead

S to N

Dri

M 54

Slight

27/02/2023

1643hrs

Daylight:street lights present

Veh 2 Car

Parked

0 to 0

R1: C 360

E 386,835

Dry

N 144,029

Fine without high winds

30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

2nd: Fatigue

Vehicle 1

Very Likely

V1(CAR) TRAV N. V2(CAR) PARKED. V1 HAS COLLIDED FRONT N/S WITH V2 REAR. SMO

98360/24

Tuesday

UC WYLYE RD, APPROX 15M SE OF THAMES CLOSE, WARMINSTER. SMO

Veh 1 Car

Going ahead

NWto SE

FSP

M 28

Slight

20/08/2024

2155hrs

Darkness: street lights present a

Veh 2 Car

Parked

0 to 0

R1: U

Veh 3 Car

Parked

0 to 0

R2: U

E 387,295

Dry

N 144,212

Fine without high winds

30 mph

Causation Factor:

Participant:

Confidence:

1st: Travelling too fast for conditions

Vehicle 1

Very Likely

2nd: Impaired by alcohol

Vehicle 1

Very Likely

V1(CAR) TRAV SE. V2(CAR) PARKED. V3(CAR) PARKED. V1 HAS LOST CONTROL, MOUNTED N/S KERB AND COLLIDED FRONT WITH WALL. V2 AND V3 HAVE BEEN DAMAGED. SMO

Accidents between dates 01/12/2019 and 30/11/2024 (60) months
Selection: Notes:
Selected using Manual Selection Warminster Area for Ashley Helme Associates

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	60+	Vis.	Manv.	Road Cond.	Time	Location
21760/23	27/02/2023	1	Slight	0	0	0	0	0	Light	No turn	Dry	1643	C360 DEVERILL RD, OUTSIDE HOUSE NUMBER 86, WARMINSTER. SM
98360/24	20/08/2024	1	Slight	0	0	0	0	0	Dark	No turn	Dry	2155	UC WYLYE RD, APPROX 15M SE OF THAMES CLOSE, WARMINSTER. S
Column Totals		2		0	0	0	0	0					
No. of Accidents				0	0	0	0	0					
Total number of accidents listed:		2											

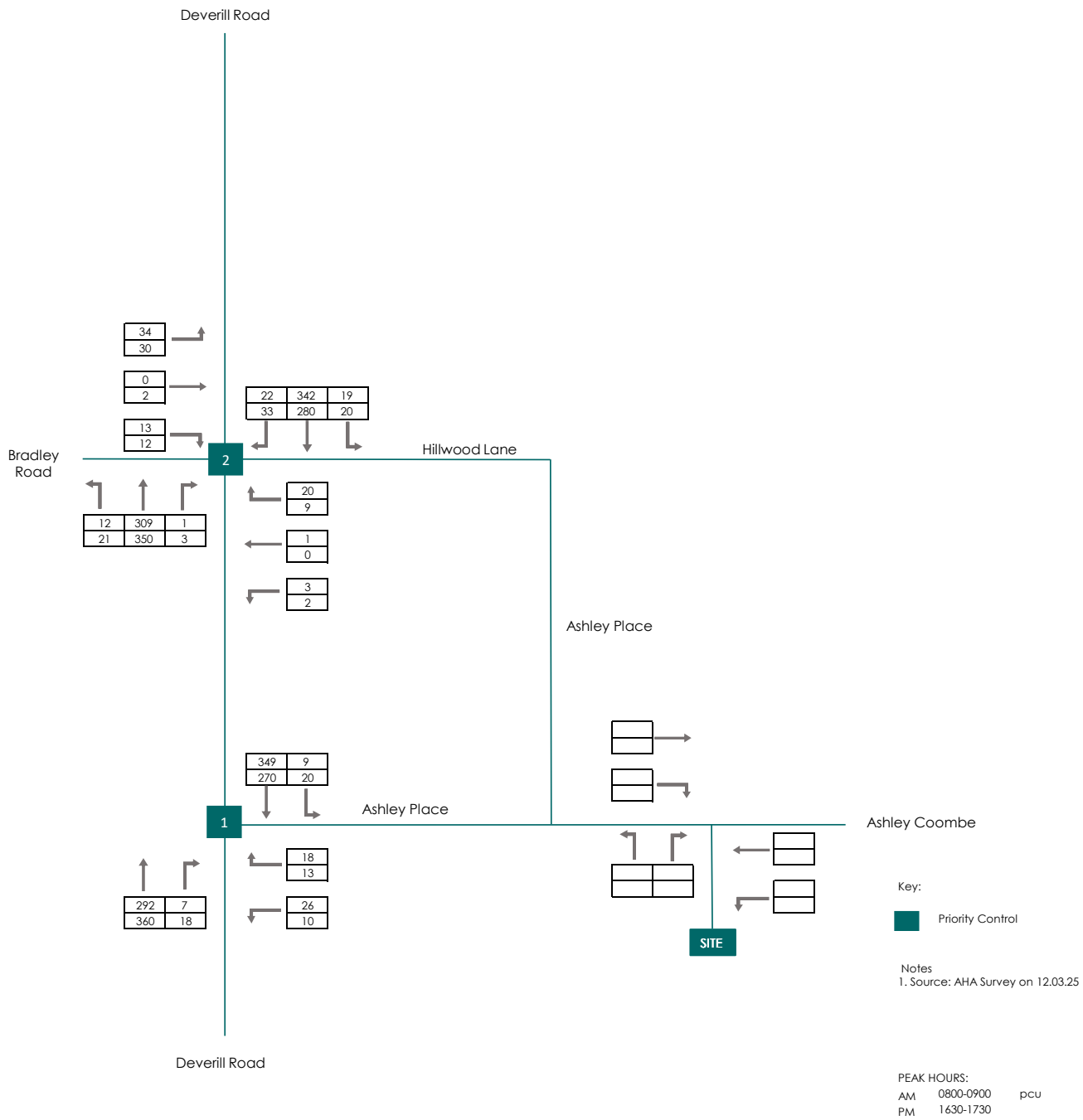


FIGURE B1

TRAFFIC COUNT: 2025
AM & PM PEAK HOURS

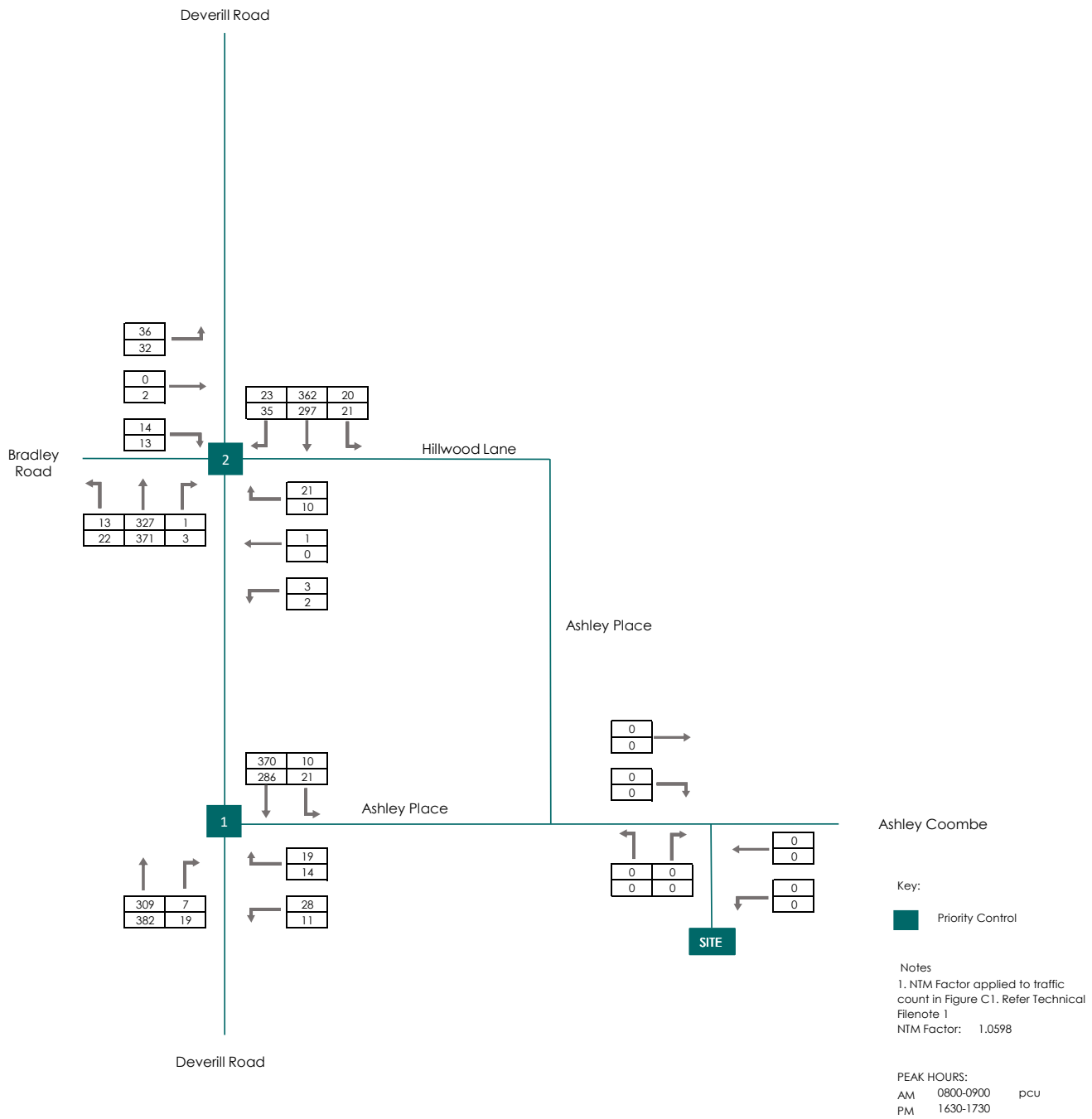


FIGURE B2

FACTORED COUNT: 2030
AM & PM PEAK HOURS

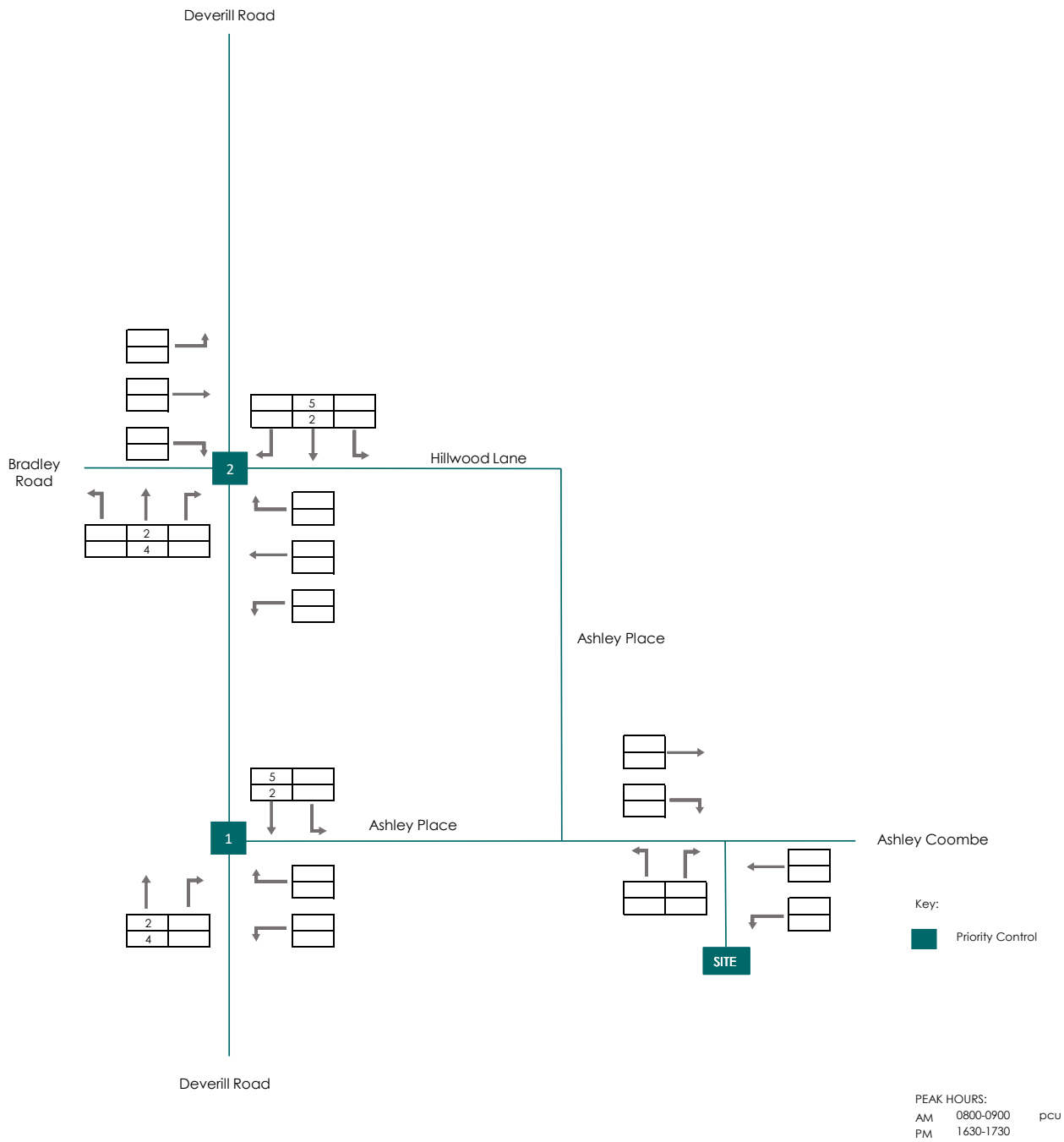


FIGURE B3

COMMITTED DEVELOPMENT: LAND EAST OF DAMASK WAY
17/12348/OUT
AM & PM PEAK HOURS

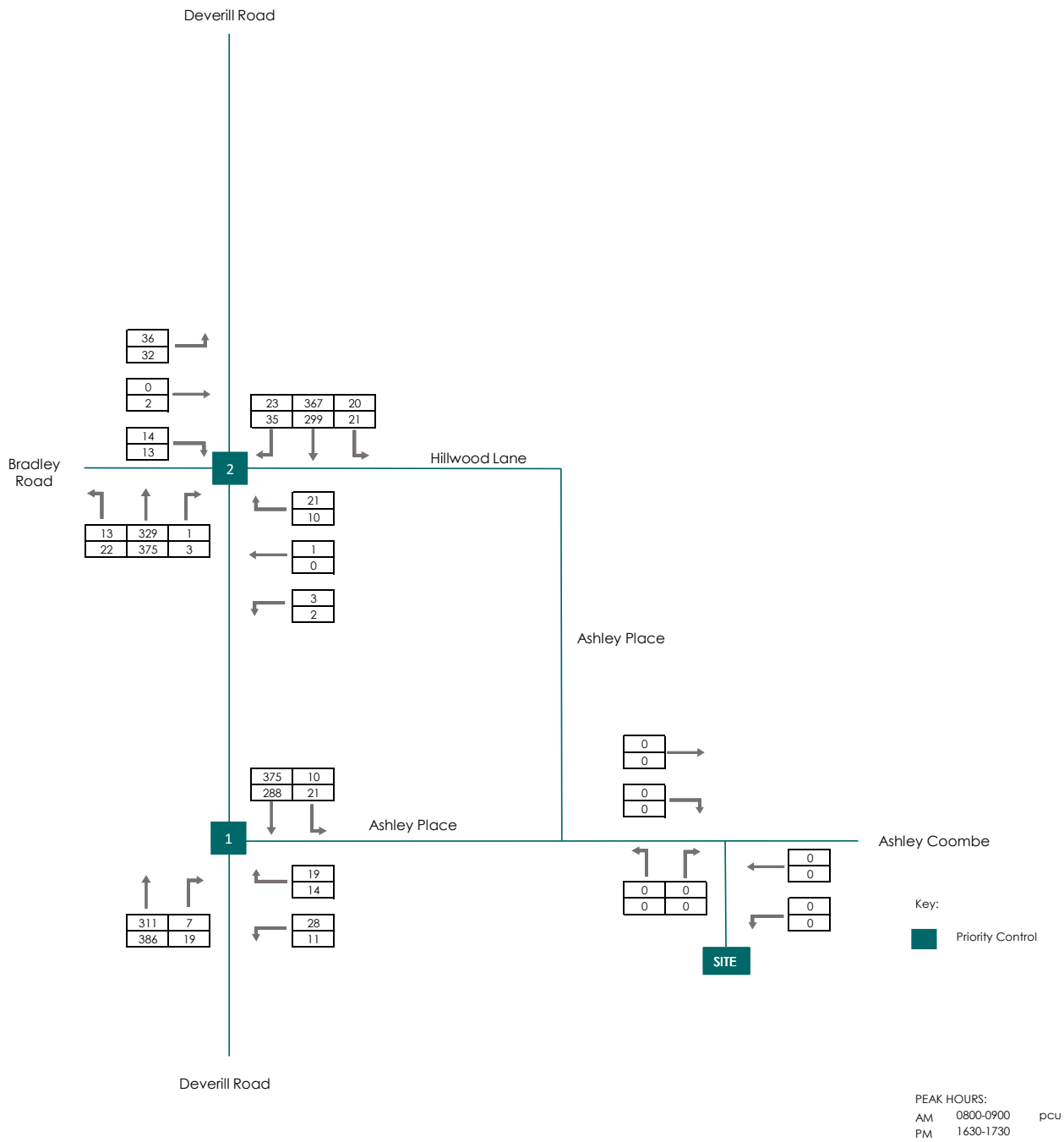


FIGURE B4

BASE 2030: (C2 + C3)
AM & PM PEAK HOURS

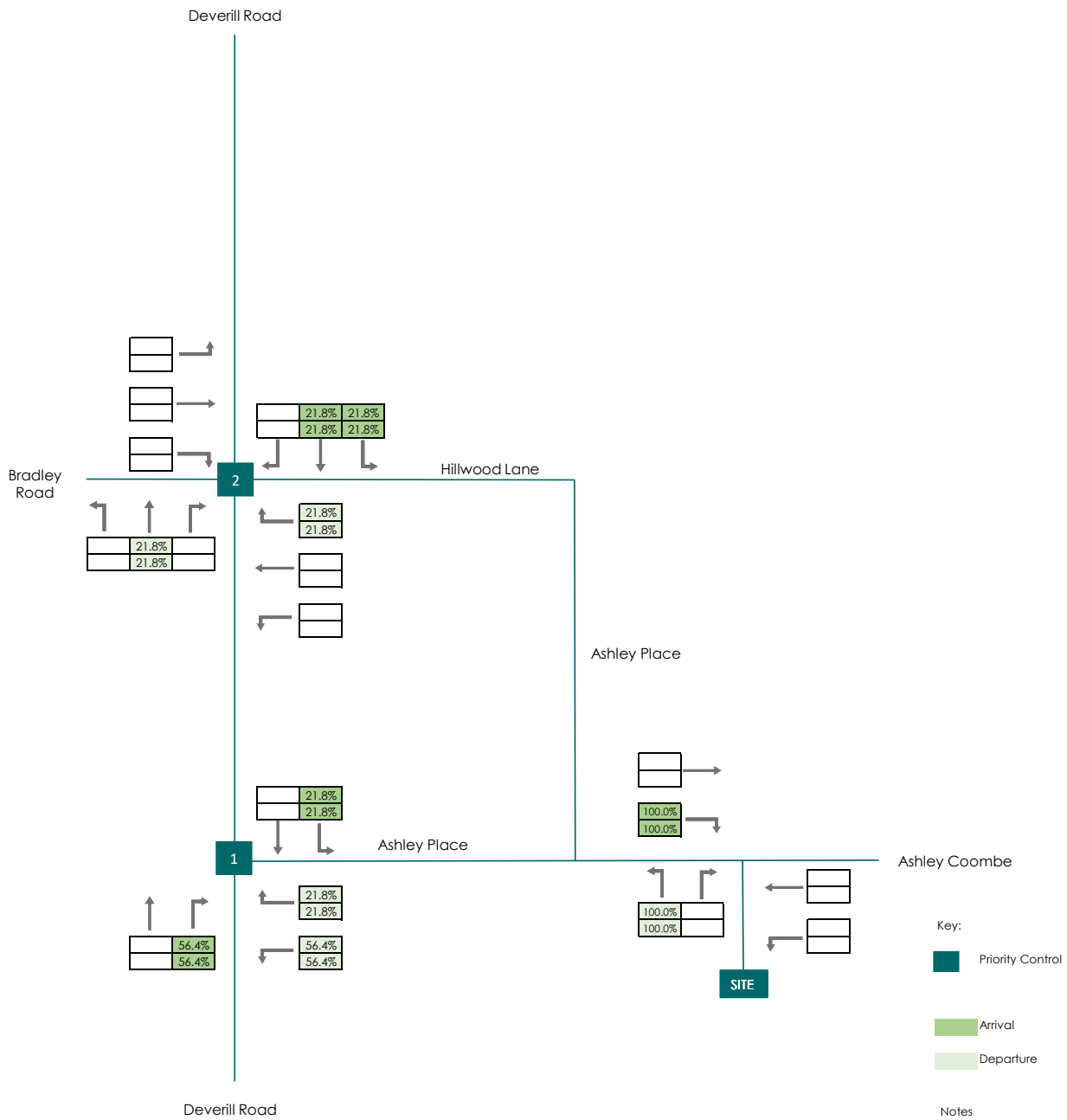


FIGURE B5 % DISTRIBUTION

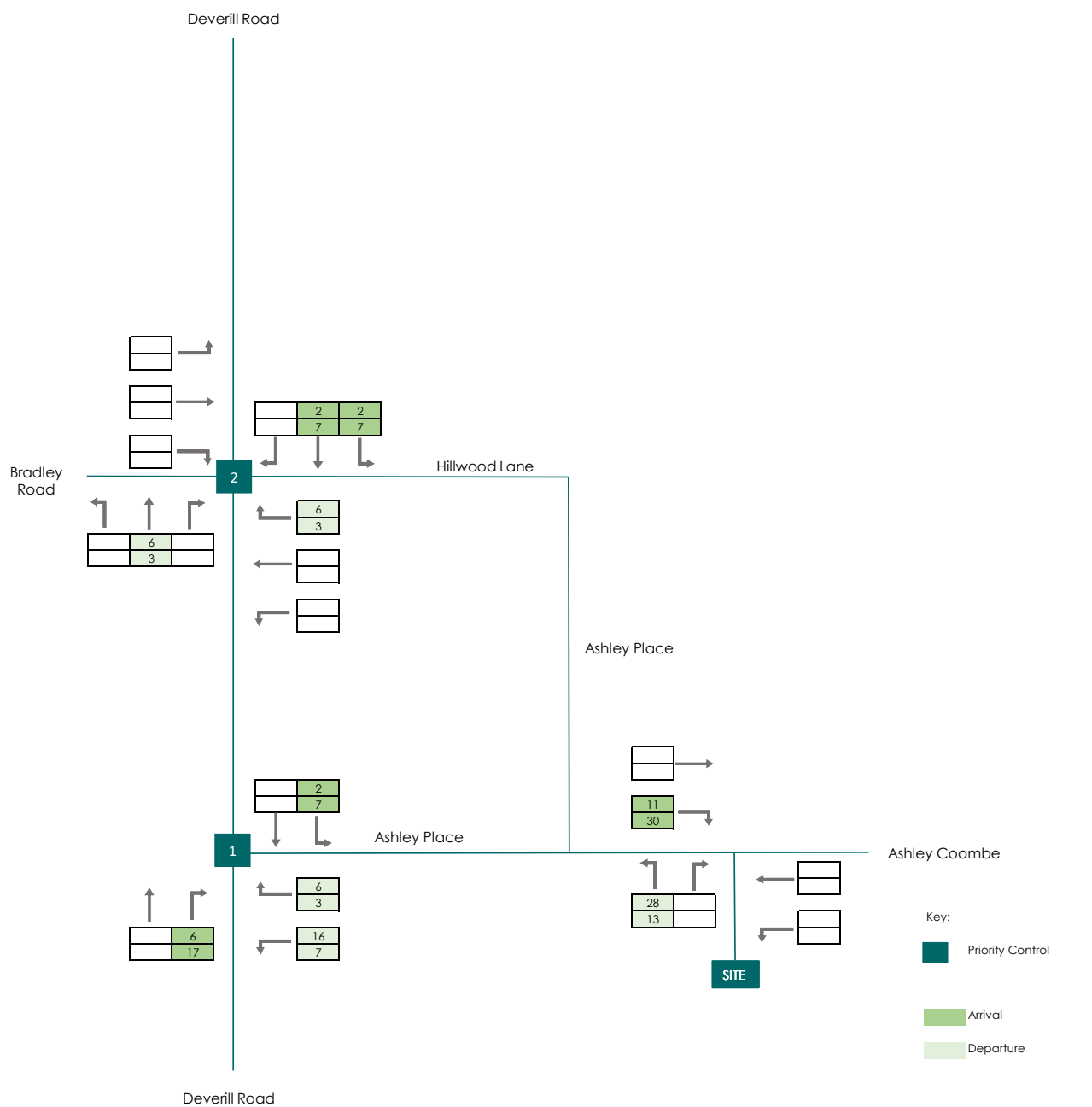


FIGURE B6

GENERATED TRAFFIC: PROPOSED DEVELOPMENT

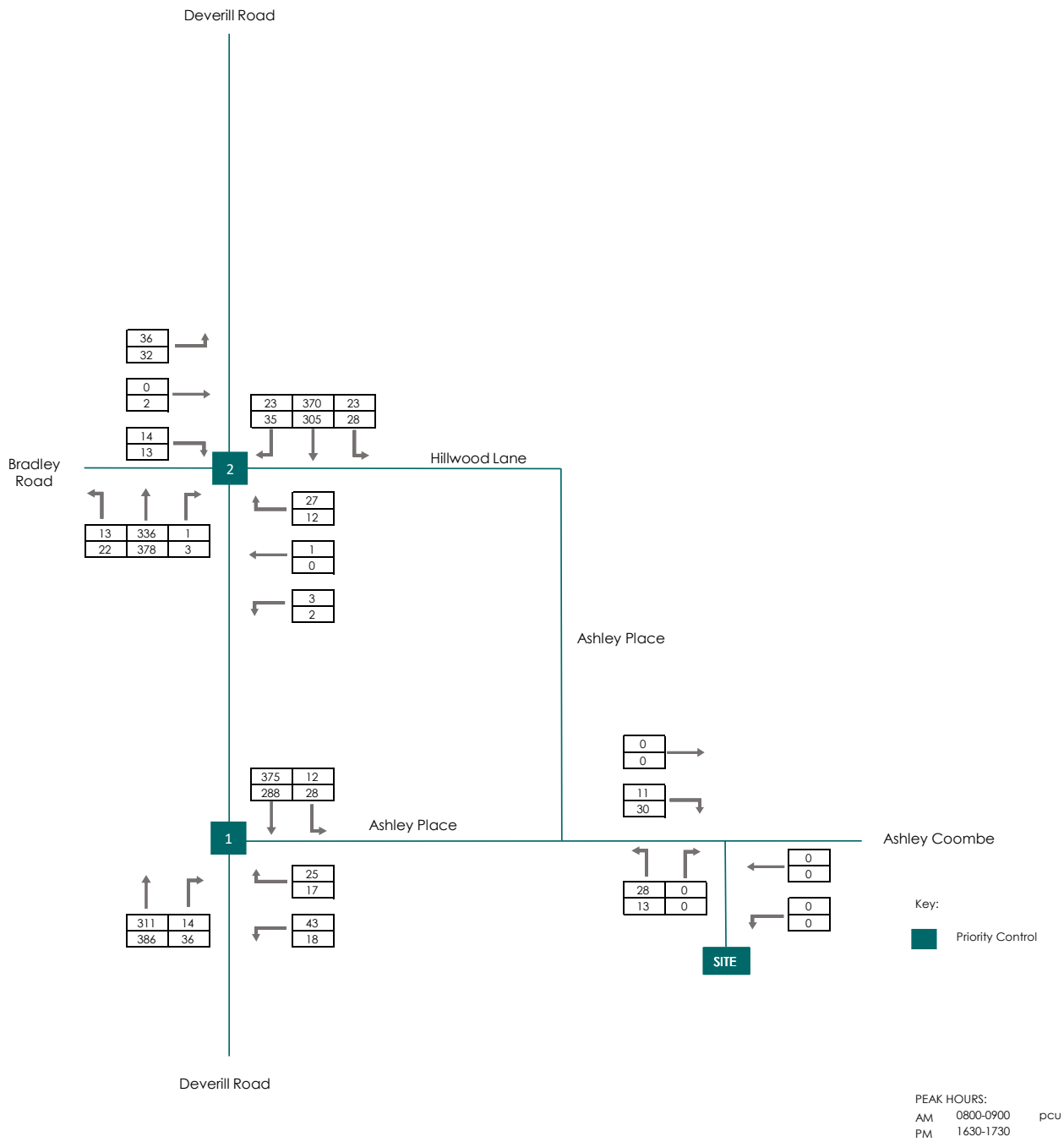


FIGURE B7

WITH DEVELOPMENT: 2030
AM & PM PEAK HOURS

TECHNICAL FILE NOTE 1						 ASHLEY HELME ASSOCIATES
Project	Land Off Ashley Coombe, Warminster			Project No	1973	
Contact		Originator	PL	Date	25.03.25	

Traffic Growth: Tempro 8.1

Methodology

Methodology for growing background traffic from count year (2025) to Development Year of Opening (2030) is to use the Tempro 8.1 methodology, using the following criteria:

- Wiltshire 044 geographical area,
- All purpose car driver trips,
- Area type: All
- Road type: All

2023 to 2030 <Year of Opening>

AM peak period: 1.0593

PM peak period: 1.0603

Average of AM and PM peak period: 1.0598

D TRICS Outputs

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

Calculation Reference: AUDIT-733101-250325-0324

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	2 days
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
09	NORTH	
	IM ISLE OF MAN	2 days

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

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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: 50 to 111 (units:)
 Range Selected by User: 50 to 120 (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 18/09/24

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

Selected survey days:

Monday	2 days
Tuesday	6 days
Thursday	6 days
Friday	1 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	5
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Residential Zone	6
Village	5
Out of Town	2
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	32 days - Selected

Secondary Filtering selection:

Use Class:

C3 15 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	7 days
10,001 to 15,000	4 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	6 days
50,001 to 75,000	6 days

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

Car ownership within 5 miles:

1.1 to 1.5	12 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	11 days
No	4 days

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

PTAL Rating:

No PTAL Present	15 days
-----------------	---------

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

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

LIST OF SITES relevant to selection parameters

1	CA-03-A-08 GIDDING ROAD SAWTRY	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 83 Survey date: THURSDAY 13/10/22		Survey Type: MANUAL
2	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES	DORSET
	Edge of Town No Sub Category Total No of Dwellings: 50 Survey date: FRIDAY 19/11/21		Survey Type: MANUAL
3	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19		Survey Type: MANUAL
4	ES-03-A-11 BISHOPS LANE RINGMER	MIXED HOUSES	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 105 Survey date: THURSDAY 28/09/23		Survey Type: MANUAL
5	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19		Survey Type: MANUAL
6	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 16/11/21		Survey Type: MANUAL
7	IM-03-A-03 MAIN ROAD COLBY	MIXED HOUSES	ISLE OF MAN
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 111 Survey date: TUESDAY 21/05/24		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	IM-03-A-04	MIXED HOUSES	ISLE OF MAN
	NEW CASTLETOWN ROAD		
	DOUGLAS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	73	
	Survey date: MONDAY	20/05/24	Survey Type: MANUAL
9	IW-03-A-01	DETACHED HOUSES	ISLE OF WIGHT
	MEDHAM FARM LANE		
	NEAR COWES		
	MEDHAM		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total No of Dwellings:	72	
	Survey date: TUESDAY	25/06/19	Survey Type: MANUAL
10	KC-03-A-10	MIXED HOUSES	KENT
	HEADCORN ROAD		
	STAPLEHURST		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	106	
	Survey date: TUESDAY	09/05/23	Survey Type: MANUAL
11	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD		
	IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
12	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK
	YARMOUTH ROAD		
	NEAR NORWICH		
	BLOFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	93	
	Survey date: THURSDAY	16/09/21	Survey Type: MANUAL
13	NF-03-A-34	MIXED HOUSES	NORFOLK
	NORWICH ROAD		
	SWAFFHAM		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	80	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
14	NF-03-A-36	MIXED HOUSES	NORFOLK
	LONDON ROAD		
	WYMONDHAM		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	75	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15WS-03-A-19MIXED HOUSES & FLATSWEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings:92
Survey date: MONDAY15/05/23Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WS-03-A-07	Low trip rates
WS-03-A-16	Low trip rates

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.68

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	15	83	0.086	15	83	0.299	15	83	0.385
08:00 - 09:00	15	83	0.141	15	83	0.369	15	83	0.510
09:00 - 10:00	15	83	0.152	15	83	0.181	15	83	0.333
10:00 - 11:00	15	83	0.127	15	83	0.154	15	83	0.281
11:00 - 12:00	15	83	0.123	15	83	0.169	15	83	0.292
12:00 - 13:00	15	83	0.185	15	83	0.169	15	83	0.354
13:00 - 14:00	15	83	0.180	15	83	0.181	15	83	0.361
14:00 - 15:00	15	83	0.168	15	83	0.177	15	83	0.345
15:00 - 16:00	15	83	0.268	15	83	0.172	15	83	0.440
16:00 - 17:00	15	83	0.277	15	83	0.189	15	83	0.466
17:00 - 18:00	15	83	0.384	15	83	0.169	15	83	0.553
18:00 - 19:00	15	83	0.265	15	83	0.146	15	83	0.411
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.356			2.375			4.731

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	50 - 111 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	2

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

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	83	0.002	15	83	0.003	15	83	0.005
08:00 - 09:00	15	83	0.006	15	83	0.006	15	83	0.012
09:00 - 10:00	15	83	0.000	15	83	0.000	15	83	0.000
10:00 - 11:00	15	83	0.001	15	83	0.001	15	83	0.002
11:00 - 12:00	15	83	0.002	15	83	0.002	15	83	0.004
12:00 - 13:00	15	83	0.003	15	83	0.003	15	83	0.006
13:00 - 14:00	15	83	0.003	15	83	0.002	15	83	0.005
14:00 - 15:00	15	83	0.001	15	83	0.002	15	83	0.003
15:00 - 16:00	15	83	0.004	15	83	0.004	15	83	0.008
16:00 - 17:00	15	83	0.002	15	83	0.002	15	83	0.004
17:00 - 18:00	15	83	0.005	15	83	0.002	15	83	0.007
18:00 - 19:00	15	83	0.001	15	83	0.002	15	83	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.029			0.059

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.

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	83	0.001	15	83	0.000	15	83	0.001
08:00 - 09:00	15	83	0.001	15	83	0.002	15	83	0.003
09:00 - 10:00	15	83	0.002	15	83	0.001	15	83	0.003
10:00 - 11:00	15	83	0.002	15	83	0.003	15	83	0.005
11:00 - 12:00	15	83	0.004	15	83	0.002	15	83	0.006
12:00 - 13:00	15	83	0.003	15	83	0.004	15	83	0.007
13:00 - 14:00	15	83	0.002	15	83	0.002	15	83	0.004
14:00 - 15:00	15	83	0.000	15	83	0.001	15	83	0.001
15:00 - 16:00	15	83	0.002	15	83	0.001	15	83	0.003
16:00 - 17:00	15	83	0.000	15	83	0.001	15	83	0.001
17:00 - 18:00	15	83	0.000	15	83	0.000	15	83	0.000
18:00 - 19:00	15	83	0.000	15	83	0.000	15	83	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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.

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

MULTI-MODAL PSVS

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	15	83	0.001	15	83	0.000	15	83	0.001
08:00 - 09:00	15	83	0.000	15	83	0.001	15	83	0.001
09:00 - 10:00	15	83	0.000	15	83	0.000	15	83	0.000
10:00 - 11:00	15	83	0.000	15	83	0.000	15	83	0.000
11:00 - 12:00	15	83	0.000	15	83	0.000	15	83	0.000
12:00 - 13:00	15	83	0.000	15	83	0.000	15	83	0.000
13:00 - 14:00	15	83	0.000	15	83	0.000	15	83	0.000
14:00 - 15:00	15	83	0.000	15	83	0.000	15	83	0.000
15:00 - 16:00	15	83	0.000	15	83	0.000	15	83	0.000
16:00 - 17:00	15	83	0.001	15	83	0.001	15	83	0.002
17:00 - 18:00	15	83	0.000	15	83	0.000	15	83	0.000
18:00 - 19:00	15	83	0.000	15	83	0.000	15	83	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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.

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	83	0.000	15	83	0.007	15	83	0.007
08:00 - 09:00	15	83	0.001	15	83	0.007	15	83	0.008
09:00 - 10:00	15	83	0.002	15	83	0.003	15	83	0.005
10:00 - 11:00	15	83	0.003	15	83	0.002	15	83	0.005
11:00 - 12:00	15	83	0.001	15	83	0.002	15	83	0.003
12:00 - 13:00	15	83	0.003	15	83	0.000	15	83	0.003
13:00 - 14:00	15	83	0.003	15	83	0.000	15	83	0.003
14:00 - 15:00	15	83	0.003	15	83	0.001	15	83	0.004
15:00 - 16:00	15	83	0.002	15	83	0.001	15	83	0.003
16:00 - 17:00	15	83	0.004	15	83	0.006	15	83	0.010
17:00 - 18:00	15	83	0.005	15	83	0.001	15	83	0.006
18:00 - 19:00	15	83	0.005	15	83	0.004	15	83	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.034			0.066

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.

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	83	0.094	15	83	0.389	15	83	0.483
08:00 - 09:00	15	83	0.168	15	83	0.630	15	83	0.798
09:00 - 10:00	15	83	0.183	15	83	0.230	15	83	0.413
10:00 - 11:00	15	83	0.161	15	83	0.188	15	83	0.349
11:00 - 12:00	15	83	0.153	15	83	0.222	15	83	0.375
12:00 - 13:00	15	83	0.246	15	83	0.214	15	83	0.460
13:00 - 14:00	15	83	0.229	15	83	0.226	15	83	0.455
14:00 - 15:00	15	83	0.213	15	83	0.231	15	83	0.444
15:00 - 16:00	15	83	0.431	15	83	0.220	15	83	0.651
16:00 - 17:00	15	83	0.407	15	83	0.260	15	83	0.667
17:00 - 18:00	15	83	0.560	15	83	0.230	15	83	0.790
18:00 - 19:00	15	83	0.357	15	83	0.201	15	83	0.558
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.202			3.241			6.443

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.

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	83	0.022	15	83	0.058	15	83	0.080
08:00 - 09:00	15	83	0.039	15	83	0.106	15	83	0.145
09:00 - 10:00	15	83	0.054	15	83	0.042	15	83	0.096
10:00 - 11:00	15	83	0.021	15	83	0.042	15	83	0.063
11:00 - 12:00	15	83	0.052	15	83	0.049	15	83	0.101
12:00 - 13:00	15	83	0.029	15	83	0.031	15	83	0.060
13:00 - 14:00	15	83	0.027	15	83	0.029	15	83	0.056
14:00 - 15:00	15	83	0.043	15	83	0.026	15	83	0.069
15:00 - 16:00	15	83	0.098	15	83	0.069	15	83	0.167
16:00 - 17:00	15	83	0.062	15	83	0.046	15	83	0.108
17:00 - 18:00	15	83	0.057	15	83	0.045	15	83	0.102
18:00 - 19:00	15	83	0.053	15	83	0.036	15	83	0.089
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.557			0.579			1.136

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.

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	83	0.001	15	83	0.020	15	83	0.021
08:00 - 09:00	15	83	0.005	15	83	0.034	15	83	0.039
09:00 - 10:00	15	83	0.004	15	83	0.016	15	83	0.020
10:00 - 11:00	15	83	0.006	15	83	0.007	15	83	0.013
11:00 - 12:00	15	83	0.005	15	83	0.002	15	83	0.007
12:00 - 13:00	15	83	0.006	15	83	0.009	15	83	0.015
13:00 - 14:00	15	83	0.004	15	83	0.001	15	83	0.005
14:00 - 15:00	15	83	0.005	15	83	0.007	15	83	0.012
15:00 - 16:00	15	83	0.024	15	83	0.008	15	83	0.032
16:00 - 17:00	15	83	0.021	15	83	0.005	15	83	0.026
17:00 - 18:00	15	83	0.017	15	83	0.002	15	83	0.019
18:00 - 19:00	15	83	0.008	15	83	0.000	15	83	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.106			0.111			0.217

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.

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	83	0.000	15	83	0.021	15	83	0.021
08:00 - 09:00	15	83	0.000	15	83	0.013	15	83	0.013
09:00 - 10:00	15	83	0.000	15	83	0.002	15	83	0.002
10:00 - 11:00	15	83	0.000	15	83	0.001	15	83	0.001
11:00 - 12:00	15	83	0.000	15	83	0.000	15	83	0.000
12:00 - 13:00	15	83	0.001	15	83	0.001	15	83	0.002
13:00 - 14:00	15	83	0.001	15	83	0.001	15	83	0.002
14:00 - 15:00	15	83	0.001	15	83	0.001	15	83	0.002
15:00 - 16:00	15	83	0.002	15	83	0.000	15	83	0.002
16:00 - 17:00	15	83	0.007	15	83	0.000	15	83	0.007
17:00 - 18:00	15	83	0.014	15	83	0.000	15	83	0.014
18:00 - 19:00	15	83	0.014	15	83	0.000	15	83	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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.

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	83	0.000	15	83	0.000	15	83	0.000
08:00 - 09:00	15	83	0.000	15	83	0.002	15	83	0.002
09:00 - 10:00	15	83	0.000	15	83	0.000	15	83	0.000
10:00 - 11:00	15	83	0.000	15	83	0.000	15	83	0.000
11:00 - 12:00	15	83	0.000	15	83	0.000	15	83	0.000
12:00 - 13:00	15	83	0.000	15	83	0.000	15	83	0.000
13:00 - 14:00	15	83	0.000	15	83	0.000	15	83	0.000
14:00 - 15:00	15	83	0.000	15	83	0.000	15	83	0.000
15:00 - 16:00	15	83	0.000	15	83	0.000	15	83	0.000
16:00 - 17:00	15	83	0.002	15	83	0.000	15	83	0.002
17:00 - 18:00	15	83	0.000	15	83	0.000	15	83	0.000
18:00 - 19:00	15	83	0.000	15	83	0.000	15	83	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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.

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	83	0.001	15	83	0.041	15	83	0.042
08:00 - 09:00	15	83	0.005	15	83	0.048	15	83	0.053
09:00 - 10:00	15	83	0.004	15	83	0.018	15	83	0.022
10:00 - 11:00	15	83	0.006	15	83	0.008	15	83	0.014
11:00 - 12:00	15	83	0.005	15	83	0.002	15	83	0.007
12:00 - 13:00	15	83	0.006	15	83	0.010	15	83	0.016
13:00 - 14:00	15	83	0.005	15	83	0.002	15	83	0.007
14:00 - 15:00	15	83	0.006	15	83	0.008	15	83	0.014
15:00 - 16:00	15	83	0.026	15	83	0.008	15	83	0.034
16:00 - 17:00	15	83	0.030	15	83	0.005	15	83	0.035
17:00 - 18:00	15	83	0.031	15	83	0.002	15	83	0.033
18:00 - 19:00	15	83	0.022	15	83	0.000	15	83	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.147			0.152			0.299

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.

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.68

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	15	83	0.118	15	83	0.495	15	83	0.613
08:00 - 09:00	15	83	0.213	15	83	0.791	15	83	1.004
09:00 - 10:00	15	83	0.243	15	83	0.294	15	83	0.537
10:00 - 11:00	15	83	0.191	15	83	0.240	15	83	0.431
11:00 - 12:00	15	83	0.211	15	83	0.275	15	83	0.486
12:00 - 13:00	15	83	0.285	15	83	0.255	15	83	0.540
13:00 - 14:00	15	83	0.265	15	83	0.257	15	83	0.522
14:00 - 15:00	15	83	0.265	15	83	0.265	15	83	0.530
15:00 - 16:00	15	83	0.556	15	83	0.297	15	83	0.853
16:00 - 17:00	15	83	0.503	15	83	0.317	15	83	0.820
17:00 - 18:00	15	83	0.653	15	83	0.278	15	83	0.931
18:00 - 19:00	15	83	0.436	15	83	0.241	15	83	0.677
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.939			4.005			7.944

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.

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

MULTI-MODAL CARS

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	15	83	0.074	15	83	0.261	15	83	0.335
08:00 - 09:00	15	83	0.123	15	83	0.330	15	83	0.453
09:00 - 10:00	15	83	0.122	15	83	0.152	15	83	0.274
10:00 - 11:00	15	83	0.103	15	83	0.122	15	83	0.225
11:00 - 12:00	15	83	0.095	15	83	0.142	15	83	0.237
12:00 - 13:00	15	83	0.148	15	83	0.129	15	83	0.277
13:00 - 14:00	15	83	0.145	15	83	0.152	15	83	0.297
14:00 - 15:00	15	83	0.137	15	83	0.146	15	83	0.283
15:00 - 16:00	15	83	0.228	15	83	0.141	15	83	0.369
16:00 - 17:00	15	83	0.235	15	83	0.157	15	83	0.392
17:00 - 18:00	15	83	0.334	15	83	0.146	15	83	0.480
18:00 - 19:00	15	83	0.246	15	83	0.136	15	83	0.382
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.990			2.014			4.004

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.

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

MULTI-MODAL LGVS

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	15	83	0.007	15	83	0.032	15	83	0.039
08:00 - 09:00	15	83	0.011	15	83	0.028	15	83	0.039
09:00 - 10:00	15	83	0.027	15	83	0.028	15	83	0.055
10:00 - 11:00	15	83	0.021	15	83	0.028	15	83	0.049
11:00 - 12:00	15	83	0.022	15	83	0.023	15	83	0.045
12:00 - 13:00	15	83	0.030	15	83	0.033	15	83	0.063
13:00 - 14:00	15	83	0.030	15	83	0.023	15	83	0.053
14:00 - 15:00	15	83	0.028	15	83	0.027	15	83	0.055
15:00 - 16:00	15	83	0.033	15	83	0.025	15	83	0.058
16:00 - 17:00	15	83	0.036	15	83	0.026	15	83	0.062
17:00 - 18:00	15	83	0.042	15	83	0.018	15	83	0.060
18:00 - 19:00	15	83	0.018	15	83	0.008	15	83	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.305			0.299			0.604

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.

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

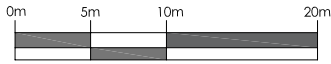
BOLD print indicates peak (busiest) period

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	15	83	0.000	15	83	0.002	15	83	0.002
08:00 - 09:00	15	83	0.000	15	83	0.003	15	83	0.003
09:00 - 10:00	15	83	0.002	15	83	0.001	15	83	0.003
10:00 - 11:00	15	83	0.000	15	83	0.000	15	83	0.000
11:00 - 12:00	15	83	0.000	15	83	0.000	15	83	0.000
12:00 - 13:00	15	83	0.001	15	83	0.000	15	83	0.001
13:00 - 14:00	15	83	0.001	15	83	0.002	15	83	0.003
14:00 - 15:00	15	83	0.002	15	83	0.001	15	83	0.003
15:00 - 16:00	15	83	0.002	15	83	0.001	15	83	0.003
16:00 - 17:00	15	83	0.003	15	83	0.002	15	83	0.005
17:00 - 18:00	15	83	0.002	15	83	0.002	15	83	0.004
18:00 - 19:00	15	83	0.001	15	83	0.001	15	83	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.015			0.029

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.

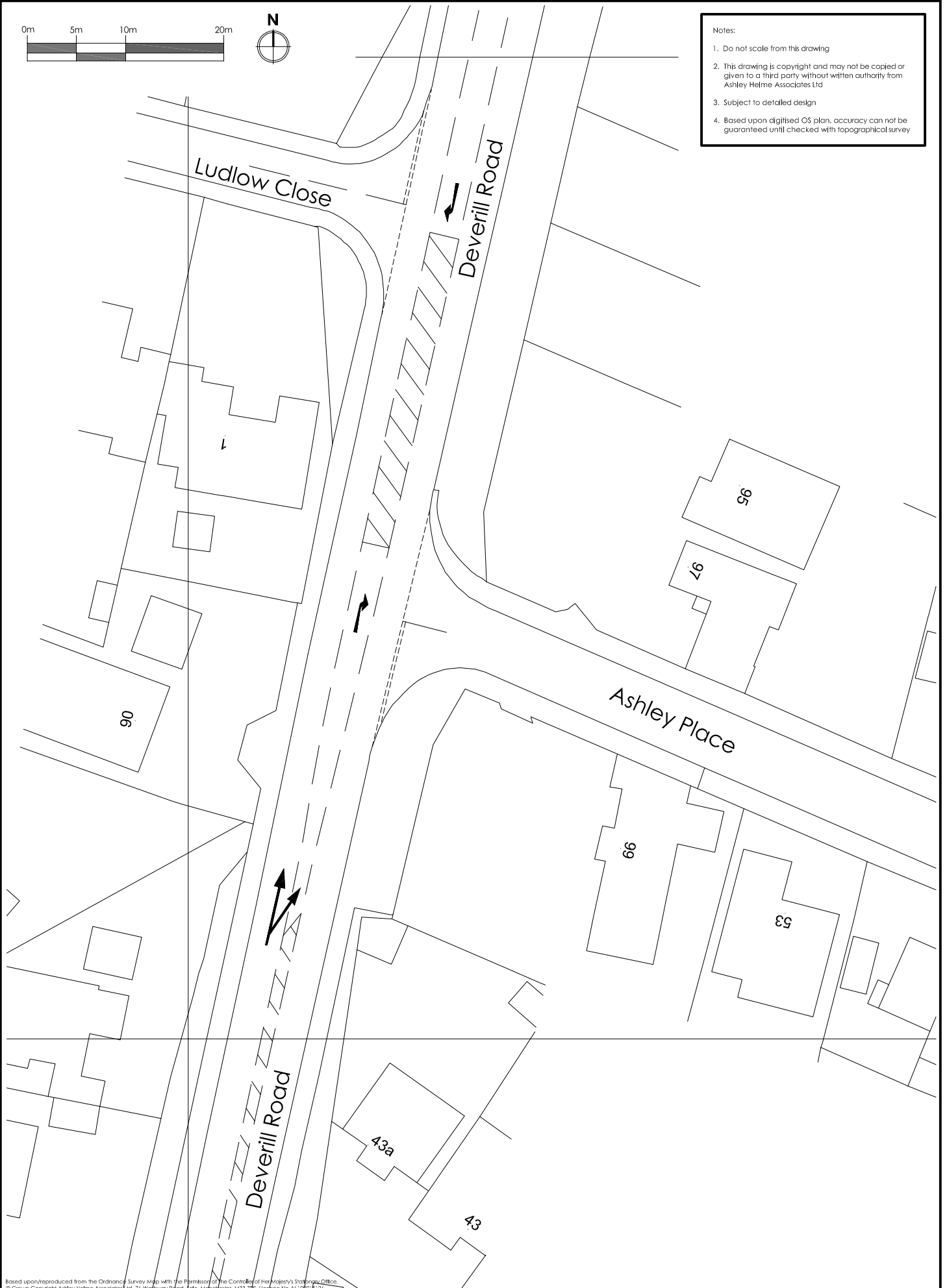
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

Drawings



Notes:

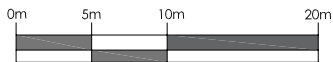
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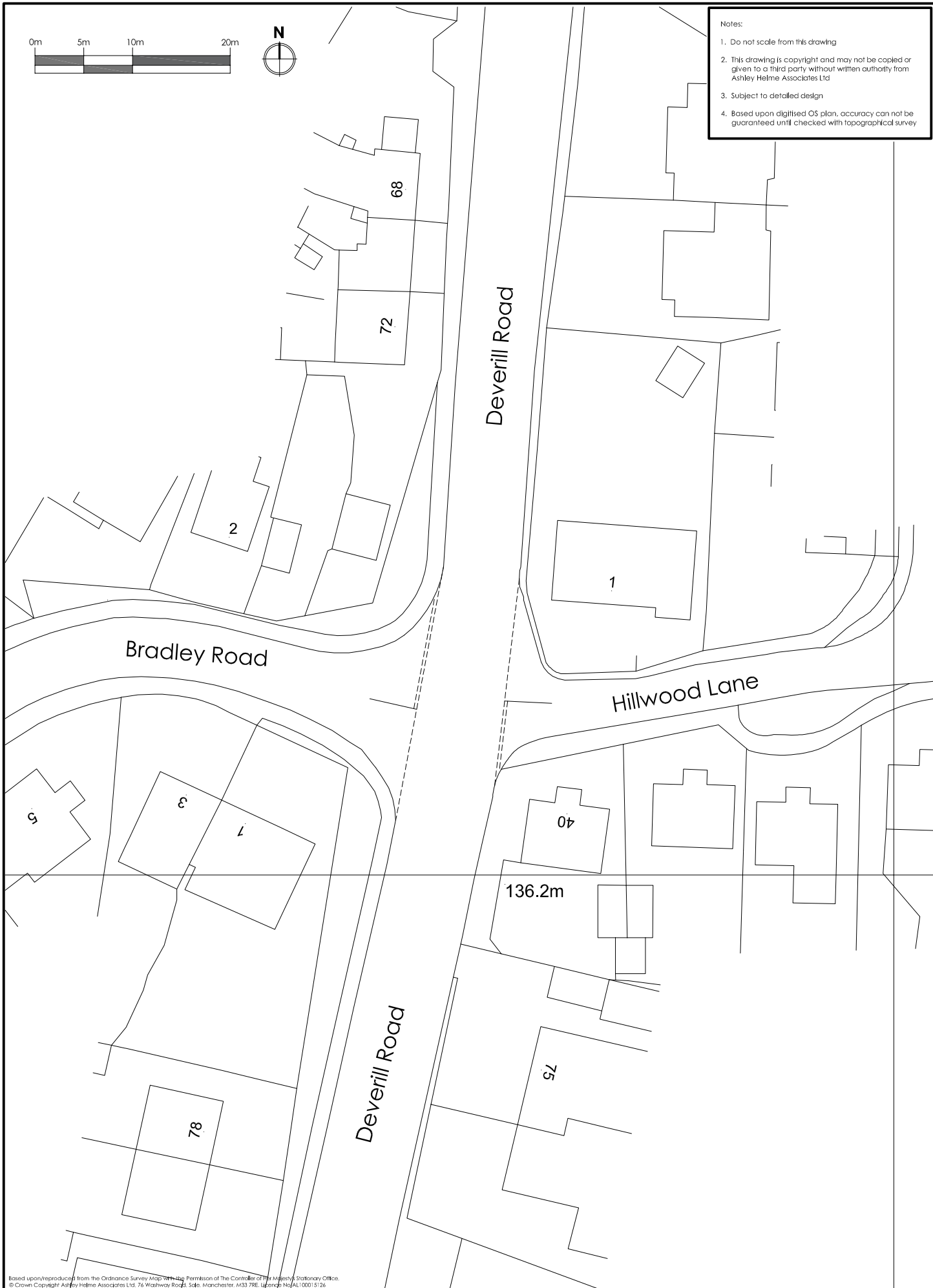
Project	ASHLEY COOMBE, WARMINSTER	Client	RUBIX LAND LTD	Drawing No	1973/01	Rev	
Title	EXISTING JUNCTION ARRANGEMENTS: STUDY JUNCTION 1			Date	MAR 2025	Scale	1:500@A4





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Project **ASHLEY COOMBE, WARMINSTER**

Client **RUBIX LAND LTD**

Drawing No **1973/02**

Rev

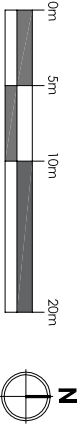
Title **EXISTING JUNCTION ARRANGEMENTS:
STUDY JUNCTION 2**

Date **MAR 2025**

Scale **1:500@A4**



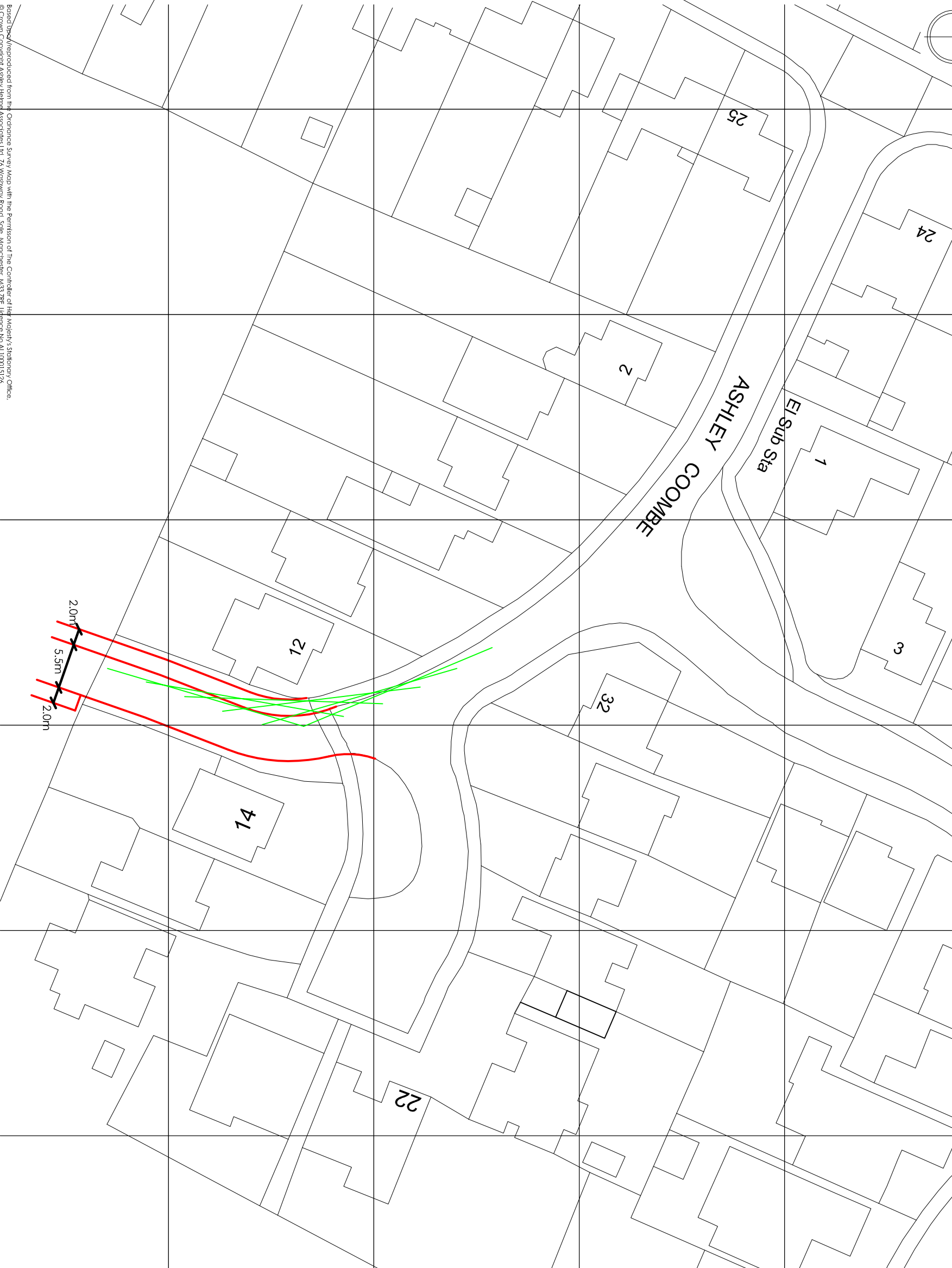
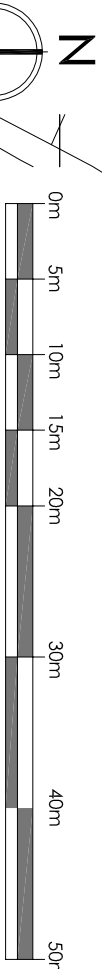
ASHLEY HELME
ASSOCIATES



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Project		Title	
ASHLEY COOMBE, WARRMINSTER		EXISTING JUNCTION ARRANGEMENTS: STUDY JUNCTION 3	
Client		Drawing No	Rev
RUBIX LAND LTD		1973/03	
		Date	Scale
		MARCH 2025	1:500@A4
		 ASHLEY HELME ASSOCIATES	



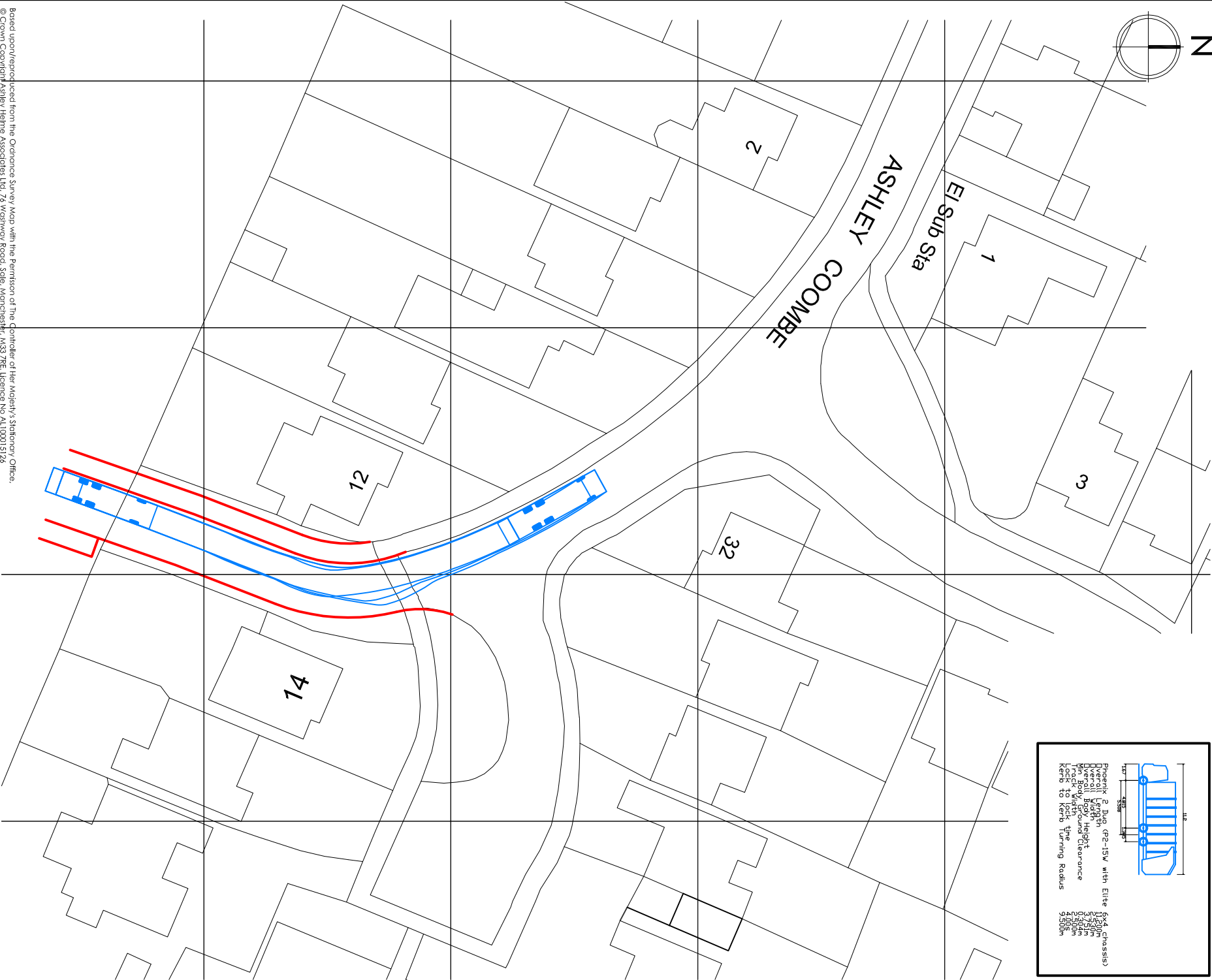
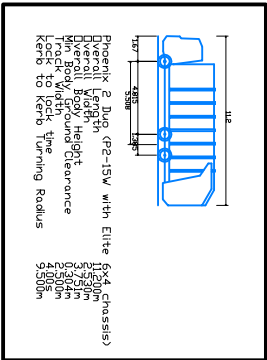
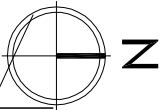
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Key:

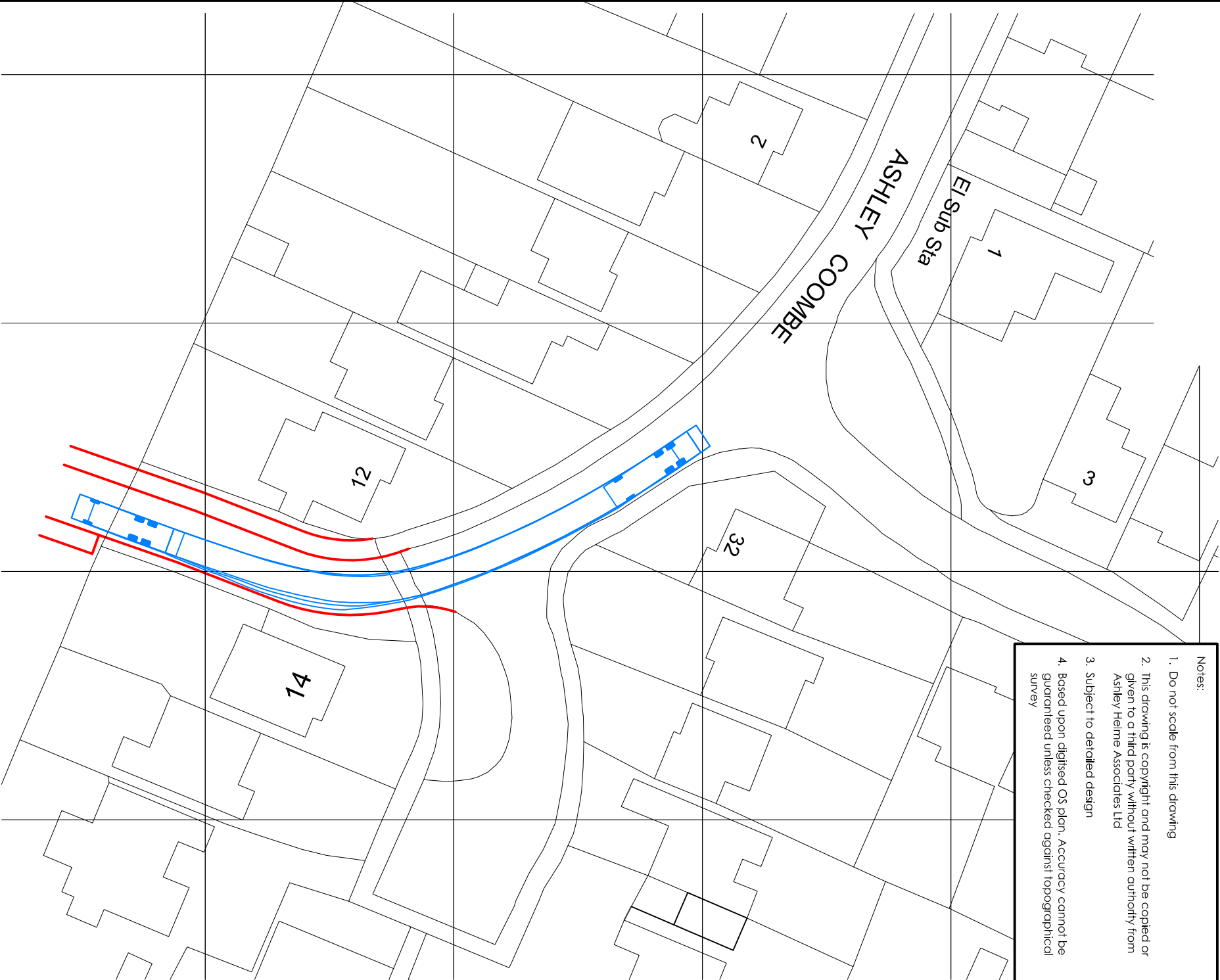
- Proposed kerbline
- 25m stopping sight distance

Project		Title	
ASHLEY COOMBE, WARMINSTER		PROPOSED ACCESS ARRANGEMENTS:	
Client		ASHLEY COOMBE	
Drawing No		Rev	
1973/04			
Date		Scale	
MARCH 2025		1:500@A3	
		Telephone 01 61 972 0552	
ASHLEY HELME ASSOCIATES		Email ahc@ashleyhelme.co.uk	
		Website www.ashleyhelme.co.uk	
RUBIX LAND		Address 76 Washway Road, Sale, Manchester, M33 7RE	

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Project

ASHLEY COOMBE, WARMINSTER

Title

SWEPT PATH ANALYSIS: REFUSE VEHICLE

Client

RUBIX LAND

Drawing No

1973/SP/02

Rev

Date

DECEMBER 2025

Scale

1:500@A3



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