

Transport Statement.

Land west of Westbury Road, Warminster, Wiltshire.

On behalf of BDW Trading Ltd.

Date: November 2025 Pegasus Ref: P19-2831 TRO1



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1. Introduction

- 1.1. This Transport Statement (TS) has been prepared by Pegasus Group on behalf of BDW Trading Ltd (the Applicant), in order to address the transportation issues associated with the proposed development of Land west of Westbury Road, Warminster.
- 1.2. The proposal is for the erection of up to 205 dwellings (including 30% affordable homes), community hub, public open space, access, infrastructure and other associated works, with all other matters reserved for the site from Westbury Road. The proposal is the subject of an outline planning application.
- 1.3. Outline planning application PL/2021/09013 was submitted at the site in October 2021 for a similar scheme of up to 205 dwellings. The application was scoped with the highway authority at Wiltshire Council and supported by a TA which set out matters relating to the site context and accessibility, access, forecast trip generation and traffic impact on the local highway network. It was also supported by a Framework Travel Plan to encourage sustainable travel to and from the site. That application was appealed against non-determination. The appeal was dismissed in May 2025 on flood risk grounds only.
- 1.4. This TS provides a contemporary assessment of the transportation issues and reflects agreements made with the highway authority during the course of the last planning application and the appeal. It concludes that the proposed development site is suitably located and provides the opportunity for future residents to use sustainable modes as a realistic alternative to single occupancy vehicular travel. It also concludes that the proposed access arrangements are suitable to serve the residential development, and that the trips associated with the scheme proposals will not have a material impact on the operation and safety of the local highway network.
- 1.5. It is concluded that there are no valid highway or transportation reasons which should prevent the proposed development of the site.

2. Relevant Policy and Guidance

2.1. Relevant transportation policies and guidance is set out in the following documents:

- i. National Planning Policy Framework (December 2024).
- ii. National Planning Practice Guidance (2021).
- iii. Manual for Streets (2007).
- iv. Manual for Streets 2: Wider Application for the Principles (2010).
- v. Cycle Infrastructure Design – Local Transport Note 1/20 (2020).
- vi. Wiltshire Core Strategy (which covers the period up to 2026) (2015);
- vii. Wiltshire Council Third Local Transport Plan (LTP3) 2011 – 2026 (2011);
- viii. Wiltshire Council Local Development Scheme (2025)
- ix. Wiltshire Local Plan (2023);
- x. Wiltshire Design Guide (2024)
- xi. Warminster Town Plan (2012);
- xii. Review of Warminster Town Plan (2022)
- xiii. Warminster Neighbourhood Plan (2016).

2.2. The main objectives within the national and local policy guidance are to:

- i. Reduce the need to travel.
- ii. Reduce car dependency; and
- iii. Encourage sustainable travel.

2.3. In transport terms paragraph 110 of the NPPF recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas. Paragraph 115 states that developments should ensure appropriate opportunities to promote sustainable travel are taken up, safe and suitable access to the site can be achieved by all users and any significant impacts on the transport network can be effectively mitigated to an acceptable degree. Paragraph 116 states that development should only be refused on transport grounds where the residual cumulative impacts are severe.

- 2.4. The NPPF also sets out that a vision led approach to transport solutions that deliver well designed, sustainable and popular places should be identified at the earliest stages of development proposals. The transport vision for this development proposal includes a ten percent modal shift from single occupancy vehicular car use to more sustainable modes, which will be achieved through the implementation of new offsite works including footway and cycleway enhancements, public transport contributions and through the implementation of a Travel Plan.
- 2.5. **Chapter 4** of this report confirms that the site is located within reasonable walking and cycling distance of a range of services and facilities that may be required on a daily basis. **Chapter 5** confirms that suitable access arrangements can be provided. **Chapters 6** confirms that the forecast trip impact associated with the development and the operation of the local highway network will not be materially affected in real terms.

3. Site Context and Local Highway Network

- 3.1. The site comprises land to the west of Westbury Road, Warminster, bound by open land to the north, Westbury Road to the east, residential dwellings to the south and the Network Rail line to the west. The site in its wider geographical context is shown at **Figure 3.1**, and the site in its local context at **Figure 3.2**.
- 3.2. Public Right of Way WARM18 routes from Arn View to the southwest of the site, through the centre of the site, and north onto Warminster Lane. It is accessed in the southwest of the site via an at-level crossing over the Network Rail line, with stepped access and styles either side.

Planning Context

- 3.3. Outline planning application PL/2021/09013 was submitted at the site in October 2021 for a similar scheme of up to 205 dwellings. The application was scoped with the highway authority at Wiltshire Council and supported by a TA which set out matters relating to the site context and accessibility, access, forecast trip generation, and traffic impact on the local highway network. It was also supported by a Framework Travel Plan to encourage sustainable travel to and from the site. The application was appealed (ref: APP/Y3940/W/24/3338217) against non-determination. The appeal was dismissed in May 2025 on flood risk grounds only. The Inspector's Report confirms at paragraph 63 that the proposed development would not adversely affect the local highway safety or capacity in the area.
- 3.4. The following key matters were agreed in with the highway authority during the course of the last planning application and the appeal:
 - i. that the available routes, including distances, gradients and journey times are safe and suitable for walking and cycling trips to and from the site and local services, facilities and amenities within Warminster when considered in combination with the measures proposed as part of the appeal scheme to enhance the quality of the routes (see **Appendix A**).
 - ii. that the bus journey time between the existing Westbury Road 'Arn Hill Downs' bus stops and the town centre 'Market Place' bus stops is approximately four minutes and that this journey time is acceptable.
 - iii. an appropriate contribution could be agreed towards securing the existing level of bus service provision on Westbury Road and also timetable enhancements, in order to encourage meaningful modal shift by residents in accordance with the Travel Plan.
 - iv. the existing highway network in the town is considered to operate safely within the vicinity of the appeal site for all users including pedestrians, cyclists and motor vehicle users and there is no material existing highway accident pattern or recorded problem.
 - v. the proposed site access arrangements and off-site improvements, as shown in drawing *P19-2831/SK/13 Revision B*, are agreed and would be safe and suitable.

- vi. that funding for the highway authority to introduce a 40mph speed limit Traffic Regulation Order (TRO) on Westbury Road within the vicinity of the site would be secured, and that the speed reduction will be beneficial for encouraging active travel along the adjoining footways and proposed cycleway.
- vii. that the existing and enhanced road and active travel infrastructure within the Warminster would offer accessible, safe and appropriate walking, cycling and bus routes into the town and its services, facilities and amenities for both existing users and also future residents of the site.
- viii. that the site's proximity to the town centre allows access by a genuine choice of transport, with appropriate connectivity and opportunities to travel by a genuine choice of transport including sustainable travel modes including – when necessary – relatively short journeys by car travel.
- ix. that the proposal provides the opportunity to reduce the need for car trips and to minimise the lengths of residual car trips because future residents would be afforded access to services and amenities in the town that are typically required on a day-to-day basis, and so they would not need to make longer journeys – including car journeys – to other settlements.
- x. the vehicular trips forecasted to be associated with the developments of up to 205 dwellings at the site are not predicted to have a material impact on the safety of the local junctions, or the general safety or operation of the local highway network, or the town's parking facilities.
- xi. that all transportation related matters associated with the appeal including highway safety, trip impact and accessibility were addressed to the satisfaction of the highway authority, which had no technical or guidance or policy related objections.

3.5. The transport related conditions and obligations proposed as part of that appeal scheme are set out at **Appendix A**.

Local Highway Network

Westbury Road

- 3.6. Westbury Road is a two-way single carriageway that is subject to a 7.5 tonnes weight restriction, except for loading only, with a width of approximately 7.3 metres. It connects to the A350 approximately one kilometre to the north of the site and Portway approximately 650 metres to the south.
- 3.7. Within the vicinity of the site, it is unlit and subject to a 50mph speed limit. There is a speed limit change indicated by signs and roundels adjacent to the site's south-western boundary, where the speed reduces to a 40mph speed limit for southbound vehicles. Approximately 560 metres south of the site the speed limit further reduces to 30mph.
- 3.8. There are no Traffic Regulation Orders (TRO) in place on Westbury Road. On-street parking was observed to occur at some intermittent instances, although predominantly to the north of the Westbury Road/ Copheap Lane/ Portway junction. However, residents generally tend to park within the curtilages of the properties along the majority of Westbury Road.

- 3.9. A footway measuring approximately two metres wide is provided along the western side of Westbury Road, providing a continual connection from approximately 15 metres south of the site onto Portway and the town centre. There is no footway provision along the site's frontage, with verge consisting of hedgerows on both sides of the carriageway.

A350

- 3.10. The A350 is a two-way single carriageway road measuring approximately 7.5 metres in width. The road is primarily unlit, except for junctions, and is subject to a 50mph speed limit. The A350 northbound lane provides a right turn lane for access onto Westbury Road. It connects to the A36 approximately 2.5 kilometres to the west of the site and provides a connection to Westbury in the northeast. The A350 is a trunk road managed by National Highways.

Portway

- 3.11. Portway is a single carriageway road which measures approximately 9.8 metres wide for the majority of its course, narrowing to approximately 5.7 metres as it routes to the mini roundabout with George Street and High Street. It is subject to a 30 mph speed limit, with streetlighting provided. It is designated as a suggested on-road cycle route as within the Warminster Cycle Map included at **Appendix B**.
- 3.12. Footways are provided on both sides of the carriageway and measure between one and two metres wide, with dropped kerbs provided at crossings. There is a pedestrian refuge island with tactile paving provided for crossing the Portway carriageway approximately 35 metres to the west of the Portway/ Portway Lane junction. Sections of Portway are designated as a shared footway/cycleway, including 50 metres between the junction with Portway Lane and an off-road shared footway/cycleway.

Copheap Lane

- 3.13. Copheap Lane is a single carriageway road which measures approximately seven metres wide. It is subject to a 30mph speed limit and streetlighting is provided. A continuous footway measuring approximately two metres wide is provided on the southern side of the carriageway, with dropped kerbs and tactile paving provided at crossing points.

Elm Hill

- 3.14. Elm Hill is accessed from Westbury Road located approximately 620 metres south of the site. It is a single carriageway road which measures approximately six metres wide, with streetlighting provided for approximately the first 250 metres when routing west from the Westbury Road/ Elm Hill junction.
- 3.15. A footpath approximately two metres in width leads northbound from Copheap Lane for an approximate distance of 45 metres. After this, Elm Hill has no footway provision and appears to be a surface that is shared by vehicles, pedestrians and cyclists.

Highway Safety

- 3.16. Personal Injury Collision (PIC) data has been provided by Wiltshire Council for the most recent five-year period (01/05/2020 and 30/04/2025) for the same study area as for the PL/2021/09013 application. It was previously agreed with the local highway authority that there was no highway safety issues for PIC data up to 31/12/2023, a review of the four collisions in the following time period up to 30/04/2025 has been carried out. The accident plot and detailed summary report are included at **Appendix C**.
- 3.17. The four collisions occurred across the study area, with one on the A350, two on Westbury Road and one at the Copheap Lane junction. There does not appear to be any accident pattern or cluster when reviewing these against the five-years' worth of data provided that would suggest that there is an existing highway safety pattern or problem on the local highway network within the vicinity of the site.

4. Accessibility

Guidance on Walking and Cycling Distances

- 4.1. The Department for Transport (DfT) document Manual for Streets (MfS) published in 2007 states at paragraph 4.4.1 that walking offers the greatest potential to replace short car trips, particularly those under two kilometres. This equates to approximately a 25 minute walk based upon an average walking speed of 80 metres per minute¹. It is acknowledged that this is not an upper limit to the distance which people will travel on foot.
- 4.2. The Chartered Institution of Highways and Transportation (CIHT) 'Planning for Walking' (2015) document states that around 80% of journeys under one mile are made on foot, and around 26% of journeys between one and two miles are made on foot. This indicates that walking up to two miles is a realistic choice for most people.
- 4.3. The Department for Education (DfE) 'Travel to School for Children of Compulsory School Age' document (2024) suggests that school children will only be eligible for free school transport if a scheme is beyond a walking distance of 3.2 kilometres (two miles) for those aged up to eight years old, and 4.8 kilometres (three miles) for children aged between eight and 16 years old. On this basis, it is typically reasonable to consider that a number of children will walk to schools within these distances.
- 4.4. The National Travel Survey (NTS) dataset NTS0303 identifies that the average journey time on foot in 2023 was 18 minutes, which is equivalent to 1.4 kilometres. Dataset NTS0308 'Average number of trips and distance travelled by trip length and main mode' for 2023 suggests that on average, 81% of trips under one mile (1.6 kilometres) and 36% of trips between one and two miles (1.6–3.2 kilometres) are made on foot. Dataset NTS0308a also confirms that 94% of all journeys on foot are up to 3.2 kilometres. This indicates that walking trips up to two miles are a realistic choice for members of the public.
- 4.5. The July 2020 DfT Local Transport Note 1/20 Cycle Infrastructure states at paragraph 2.2.2 that *'two out of every three personal trips are less than five miles (eight kilometres) in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking'*. This distance equates to approximately a 30-minute cycle journey, based upon an average cycling speed of 270 metres per minute².
- 4.6. The CIHT 'Planning for Cycling' document sets out that the bicycle is a potential mode of transport for all journeys under five miles. The majority of cycling trips are for shorter distances, with 80% of all cycle trips being less than five miles. However, this is broadly reflective of trip lengths by all modes, with 67% of all trips being under five miles. It is considered that this should not be taken as a maximum, as some will choose to cycle further to facilities, work or for leisure.
- 4.7. The NTS0303 dataset identifies that the average journey time by cycle is 22 minutes, which is equivalent to 5.9 kilometres. Dataset NTS0308a also confirms that 85% of all cycle trips are over 1.6 kilometres and 54% of trips are over 3.2 kilometres.

¹ 'Providing for Journeys on Foot' IHT (2000)

² Local Transport Note 1/20 'Cycle Infrastructure Design' (July 2020)

Existing Pedestrian and Cyclist Facilities

- 4.8. There are existing pedestrian facilities provided on a minimum of one side of the local roads which provide direct and continuous routes between the site and local services and amenities. Dropped kerbs are provided at crossings, with street lighting provided between the site and Warminster town centre.
- 4.9. There is a pedestrian crossing with tactile paving provided, located on Portway. Batholomew Lane is a cut through, which connects from Portway to the town centre and Warminster Railway Station.
- 4.10. PRoW WARM16 is located approximately 200 metres south of the site and Westbury Road with Hollybush Lane. The route includes a footbridge with steps over the Network Rail line.
- 4.11. PRoW WARM21 provides a pedestrian and cycle connection between Copheap Lane and Warminster Railway Station. The route includes an underpass beneath the Network Rail line.
- 4.12. National Cycle Network (NCN) Route 24 is located approximately 2.5 kilometres southwest of the approximate centre of the site, accessed from Deverill Road. The route provides links locally to Frome and Salisbury.

Proximity to Local Facilities and Amenities

- 4.13. There is a mix of local facilities and amenities that are typically required on a daily basis located within the proximity of the site. A summary of the facilities and amenities with associated walking/cycling times is provided in **Table 4.1** below. The distances are measured using existing pedestrian and cyclist facilities from the approximate site centre. It is accepted that the time it takes people to walk or cycle this distance will depend on the individual's level of health and fitness and will therefore vary from person to person.

Table 4.1 – Local Facilities and Amenities

Service / Facility	Distance (metres)	Walking Time (minutes)	Cycling Time (minutes)
Employment			
Warminster Business Park	1000	13	4
Crusader Park	1600	20	6
Three Horseshoes Mall	1600	20	6
Woodcock Industrial Estate	2600	–	10
Education			
Barney Lodge Nursery School	800	10	3
The Avenue Primary School	1300	16	5
The Avenue Pre School	1300	16	5
Warminster School	1300	16	5
Kingdown School	2300	–	9
Bishopstrow College	3500	–	13
Health/ Personal Business			
Smallbrook Surgery	1300	16	5
Warminster Community Hospital	1300	16	5
Specsavers Opticians and Audiologists	1500	19	6
Bupa Dental Care	1600	20	6
Boots Pharmacy	1700	21	6
Well Pharmacy	2100	26	8
Warminster Family Health Centre	2100	26	8
Leisure/Retail			
Naga's Indian Restaurant	1000	13	4
Pestbury Sports Bar	1400	18	5
West Wilts Golf Course	1500	19	6
Three Horseshoes Mall	1600	20	6
Fairfield Road Retail Park	1600	20	6
The Bath Arms Public House	1700	21	6
Morrisons Superstore	1700	21	6
Warminster Lake Pleasure Grounds	1900	24	7
Warminster Skate Park	2000	25	7
St Deny's Church	2100	26	8
Community Centre	2200	–	8
Warminster Sport Centre	2600	–	10
Smallbrook Meadows Nature Reserve	2700	–	10
Public Transport			
Mendip Close Bus Stop	650	8	2
Warminster Train Station and Bus Stops	1300	16	5

Note: Walking/Cycling times rounded up to nearest whole number

Public Transport

Bus

- 4.14. The closest bus stops to the site are located adjacent to the south-eastern corner of the site on Westbury Road within an approximate 300 metres from the centre of the site. A summary of the local bus services is provided in **Table 4.2** below.

Table 4.2 – Local Bus Service Summary

Service	Route	First / Last Bus	Approximate Frequency (weekday)
D1	Bath – Salisbury	06:26/17:39	Hourly
	Salisbury–Bath	08:52/18:05	
50A	Warminster Market Place– Warminster the Mead	08:45/16:50	Hourly
X53	Frome – Warminster	13:05	Daily
56	Warminster – Salisbury	09:21	Tue and Fri only
	Salisbury– Warminster	13:15	
82	Warminster– Mere	12:30	Fri only
89	Mere –Trowbridge	9:10	Fri only

- 4.15. The D1 route also provides hourly services on both weekend days, with the 50A also operating an hourly service on a Saturday.
- 4.16. The first service towards Salisbury departs Warminster at 08:26 and arrives in Salisbury at 09:36. The final returning service departs at 18:05 and arrives in Warminster at 19:12.
- 4.17. The service towards Mere departs from Warminster at 12:30 and arrives at 13:20. There is no return service for this journey.
- 4.18. The bus journey time between the bus stop and the town centre ‘Market Place’ bus stops is approximately four minutes. The National Travel Survey 2024 dataset NTS 0303f ‘Average trip duration by main mode (minutes)’ for 2024 suggests that on average, local bus journey trip durations outside of London are around 38 minutes. On this basis, it is concluded that the bus journey time for residents who choose to use existing bus services is short, convenient and is lower than the national average.

Rail

- 4.19. The nearest railway station to the site is Warminster Railway Station, which is located approximately two kilometres to the south of the site on Station Road. Facilities at the station include 16 cycle storage spaces and 60 car parking spaces.

- 4.20. Warminster station provides regular direct services to Cardiff Central (approximately 1 hour 45 minute journey), Portsmouth (approximately 1 hour 35 minute journey), Worcester (approximately 2 hours 45 minute journey) and Yeovil (approximately 55 minute journey). These services also act as onward connections to Bristol, Bath, Birmingham, London Paddington, London Waterloo and other major destinations.

Community Transport

- 4.21. Warminster benefits from community transport options supported by Wiltshire Council's Community First scheme, including the Warminster & District Link Scheme and Shopmobility. The Warminster & District Link Scheme is a local charity offering transport for medical appointments, shopping, and social visits to those in need.

Conclusion on Accessibility

- 4.22. The site is situated within walking and cycling distance and suitable bus journey time from existing services and amenities typically used by future residents on a daily and weekly basis. It is concluded that the site's position and relative distance to these services will provide the opportunity for both trips by non-car modes and relatively short trips using car journeys.

5. Development Proposals

- 5.1. The proposal is for the erection of up to 205 dwellings (including 30% affordable homes), community hub, public open space, access, infrastructure and other associated works, with all other matters reserved. The indicative site layout is available as part of the wider planning submission.

Proposed Access Arrangements

- 5.2. The vehicular access strategy proposes two new ghost island right turn lane on Westbury Road providing northern and southern accesses, as shown in **Figure 5.1**.
- 5.3. A two metre wide footway is proposed along the western edge of Westbury Road between the access junctions. A three metre wide footway/cycleway is also proposed on the southern side of the southern vehicular access junction which would provide a connection to the proposed two metre wide footpath connection from the southeastern corner of the site.
- 5.4. The access arrangements broadly replicate those shown in drawing *P19-2831/SK/13 Revision B* agreed at the appeal for the previous application (as per **paragraph 3.4 iv**), although the footway north of the northern access junction has been removed and the footway to the south of the pedestrian refuge island located approximately 20 metres south of the southern access junction has been widened to provide a three metre wide footway/cycleway from the junction to the proposed pedestrian footpath in the southeastern corner of the site.

Internal Layout

- 5.5. An indicative highway layout is shown on the concept masterplan. It is currently anticipated that the internal layout will be offered for adoption to the local highway authority.
- 5.6. The layout will ultimately be devised to prioritise pedestrian and cycle movement as appropriate, and this would be addressed through a reserved matters submission in due course.
- 5.7. The internal road layout will be designed to Manual for Streets guidance with road speeds of 20mph to allow for safe environment for all site users. It will also be designed to accommodate an emergency vehicle and a local refuse vehicle entering, manoeuvring and egressing the site. This will also be addressed at the reserved matters stage.

Public Right of Way WARM18

- 5.8. PRoW WARM 18 currently links the site across the railway at an at-level crossing with Arn View in the south. Two options are proposed to address this.
- 5.9. The first option is to extinguish the PRoW and close the level crossing. It is understood from dialogue during the course of the last planning application that the second option is to divert PRoW WARM18 from the southwest corner of the site to the southeast corner of the site, with access proposed from the footpath connection onto Westbury Road. The options would be implemented through a Section 257 application via the Town and Country Planning Act, or potentially Section 118 of the Highways Act as a fall-back solution.

Parking Arrangements

- 5.10. Vehicle and cycle parking provision will be provided in accordance with Wiltshire Council's residential car and parking standards as set out in the Wiltshire Local Transport Plan 2011 – 2026: Car Parking Strategy and Cycling Strategy document. A full parking provision assessment in accordance with the document will be provided within any Reserved Matters application.
- 5.11. Cycle parking is anticipated to be accommodated within the curtilage of dwellings, with provision and storage to be confirmed at the Reserved Matters stage of the application.
- 5.12. It is also proposed to provide the infrastructure for a rapid charging electric vehicle charging point within the site. It is considered that this is secured via an appropriately worded planning condition which secures the provision of the infrastructure to be provided and ready to use prior to first occupation of the 100th dwelling.

Off-Site Schemes

Pedestrian/ Cycle Provision on Westbury Road

- 5.13. The proposed off-site schemes to come forward on Westbury Road are shown in **Figure 5.2** and replicate those agreed as part of the appeal scheme, as shown on drawing *P19-2831/SK/13 Revision B*.

Public Right of Way WARM16 Improvements

- 5.14. The Applicant is willing in principle to provide a contribution for the highway authority to implement improvements to lighting and surfacing on WARM16 and specialised cycle ramps on its footbridge over the railway line. This also replicates what was agreed as part of the appeal scheme.

Proposed Westbury Road Speed Limit Reduction

- 5.15. It is proposed to reduce the 50mph speed limit of Westbury Road within the vicinity of the site to 40mph. The applicant is willing in principal to provide a reasonable financial contribution for the highway authority to carry out the administrative processes for the speed limit change would be secured, agreed in the SoCGT for the PL/2021/09013 application.

Mitigation Package

- 5.16. A list of mitigation measures agreed as part of the appeal is contained in **Appendix A**. This includes the Applicant providing a reasonable contribution for the Council to implement footway/cycleway crossing facilities at the Elm Hill/Westbury Road junction following the implementation of new roundabout works associated with planning permission 15/1800/OUT (West Warminster Urban Extension), and a reasonable contribution for the highway authority to enhance local bus services on Westbury Road and other local public transport infrastructure. The Applicant is willing in principal to provide these contributions as part of this development proposal.

Framework Travel Plan

- 5.17. A Framework Residential Travel Plan (FTP) is submitted as a separate document within the wider planning submission and is prepared to reflect local highway authority guidance. The Travel Plan sets out measures to minimise single occupancy vehicle use by future residents, and to promote sustainable travel for access to local and wider facilities and amenities. As part of the Travel Plan process, appropriate targets and initiatives relating to sustainable travel will be developed, monitored, and measured by a dedicated Travel Plan Co-ordinator.

6. Forecast Trip Generation

6.1. A multi-modal trip forecasting exercise has been carried out using the up to date version of the TRICS online database (v. 8.25.6) for the proposed residential land use. The database provided trip rates derived from surveys of trips recorded at similar sites elsewhere. The assessment has been carried out based on the following parameters:

- Residential – Houses Privately Owned;
- Edge of Town / Neighbourhood Centres;
- Surveys undertaken within the last 10 years; and
- Sites without an operational Travel Plan.

6.2. The above parameters broadly replicate those applied to derive trip rates for the PL/2021/09013 application.

6.3. A summary of the forecast multimodal trip rates and numbers associated with the site are outlined below in **Table 6.1** and the full TRICS output report is included at **Appendix D**.

Table 6.1 – Forecast Trip Generation

205 Dwellings	AM Peak (08:00–09:00)			PM Peak (17:00–18:00)		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Total Vehicles						
Trip Rate	0.077	0.278	0.355	0.309	0.19	0.499
Trip No.	16	57	73	63	39	102
Pedestrians						
Trip Rate	0.015	0.035	0.05	0.022	0.004	0.026
Trip No.	3	7	10	5	1	5
Cyclists						
Trip Rate	0.004	0.006	0.01	0.005	0.004	0.009
Trip No.	1	1	2	1	1	2
Public Transport Users						
Trip Rate	0.001	0.024	0.025	0.022	0.004	0.026
Trip No.	0	5	5	5	1	5

6.4. **Table 6.1** indicates that the proposed development of up to 205 dwellings could generate 73 two-way vehicular trips during the AM and 102 two-way vehicular trips in the PM peak hours. There could also be around 10 two-way pedestrian, two cycle and five two-way (one arrival, one departure) public transport trips associated with the development.

6.5. The forecast vehicular traffic was agreed with the highway authority and National Highways to have no material traffic impact on the safety or operation local highway network with a maximum of 111 vehicles per hour in the busiest hour (weekday PM) of operation on the highway network. The up-to-date assessment using TRICS forecasts less traffic.

- 6.6. The forecast trip generation set out in **Table 6.1** also does not take into account the vehicular trip suppression as a result of the implementation of a Full Travel Plan at the site.

Preferred 'Vision-Led' Case

- 6.7. A 'preferred vision' trip rate assessment has also been undertaken to allow for Travel Plan effects, off-site schemes and mitigation package to reduce reliance on the car, affecting a 10% modal transfer from car driver trips to other more sustainable travel modes. With reference to the trip rates set out in **Table 6.1** above, the development could generate approximately 66 two-way vehicular trips in the AM peak and approximately 92 two-way vehicular trips in the PM peak under the preferred 'vision-led' scenario.

Conclusion

- 6.8. It is concluded that the forecast trip impact of the development will have no material impact on the safety or operation of the local highway network.

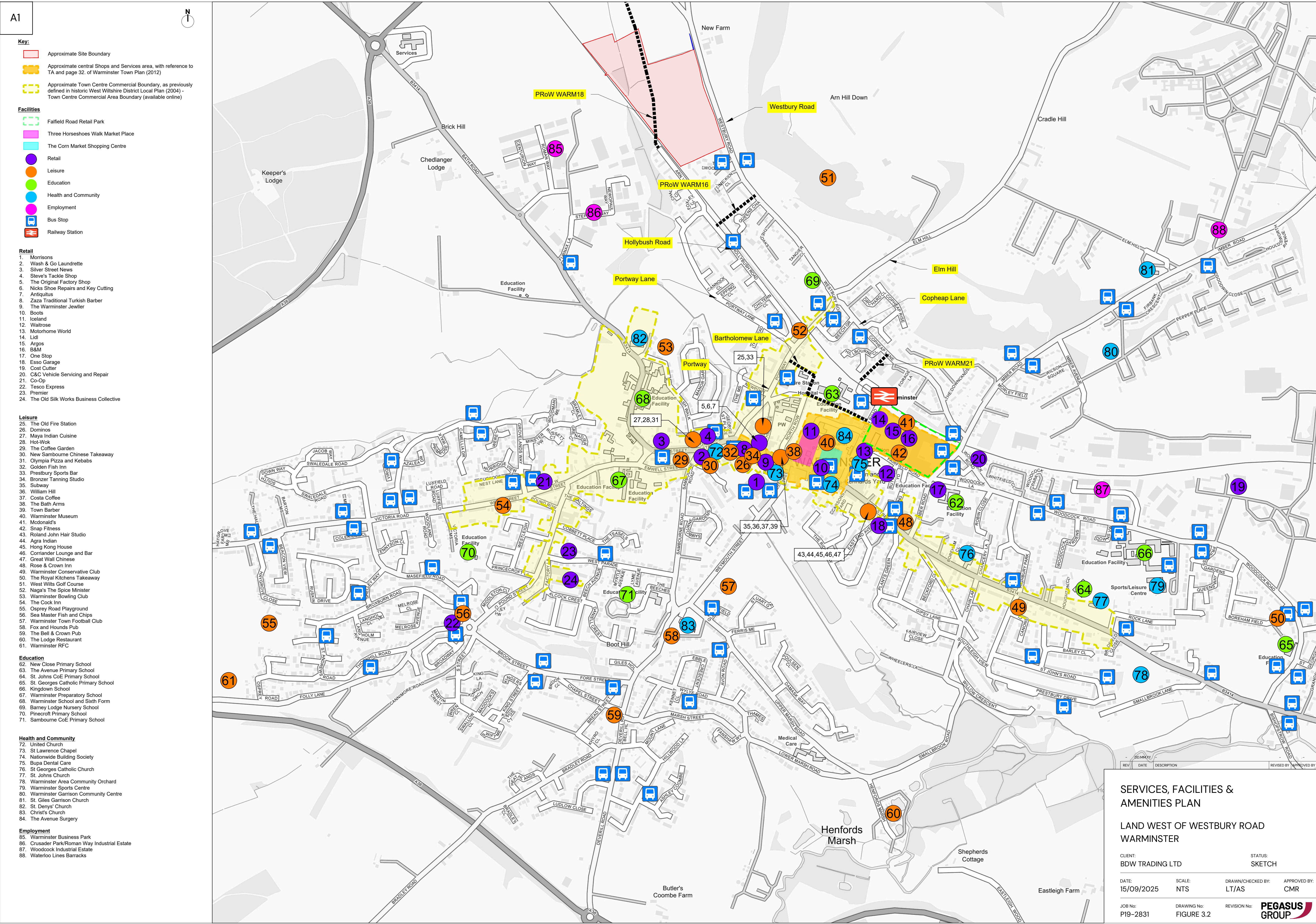
7. Conclusions

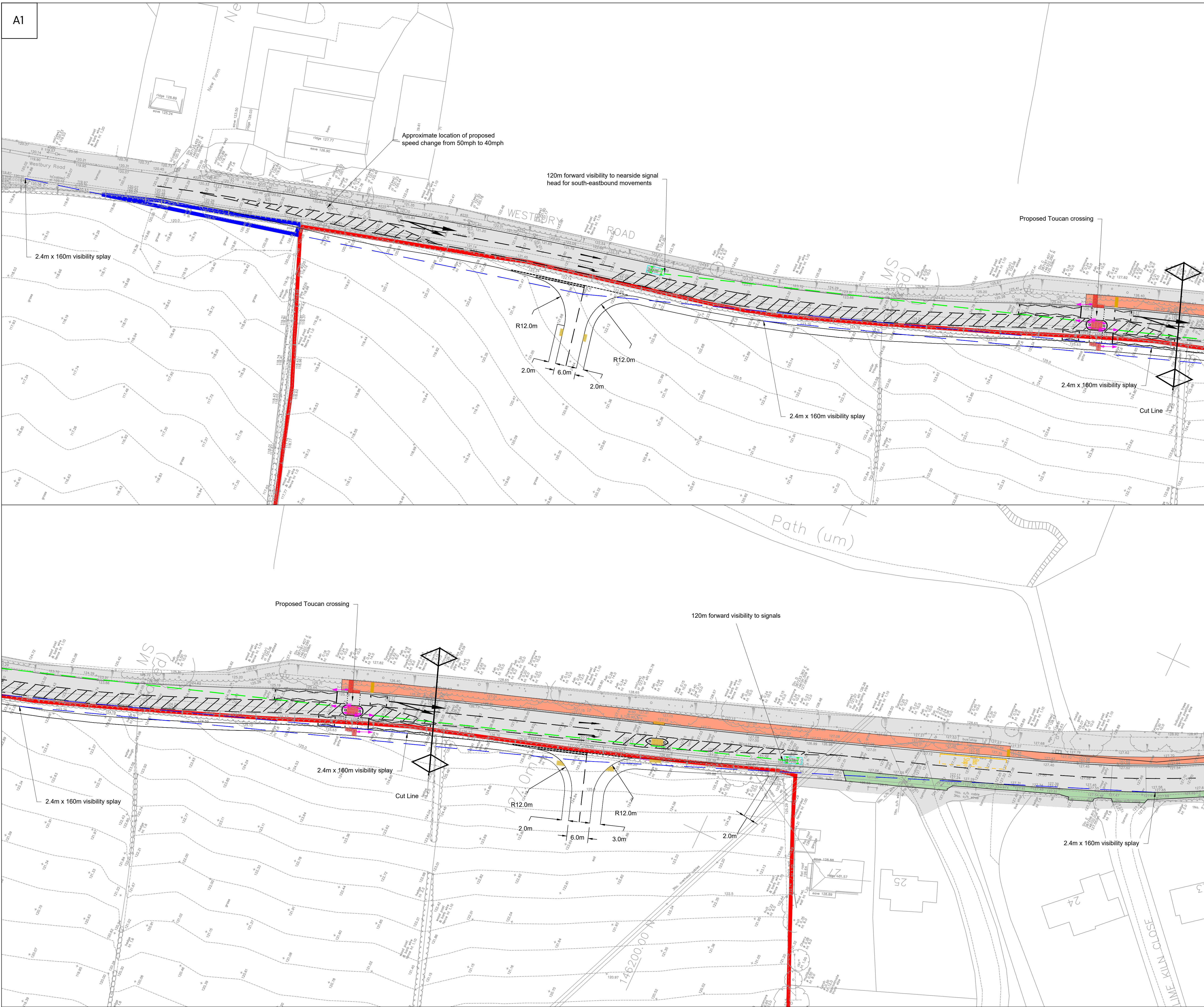
- 7.1. This Transport Statement (TS) has been prepared by Pegasus Group on behalf of BDW Trading Ltd in order to address the transportation issues associated with the proposed development of land west of Westbury Road, Warminster.
- 7.2. The proposal seeks outline planning permission for up to 205 dwellings, including 30% affordable homes.
- 7.3. Outline planning application PL/2021/09013 was submitted at the site in October 2021 for a similar scheme of up to 205 dwellings. The application was scoped with the highway authority at Wiltshire Council and supported by a TA which set out matters relating to the site context and accessibility, access, forecast trip generation, and traffic impact on the local highway network. It was also supported by a Framework Travel Plan to encourage sustainable travel to and from the site. The application was appealed (ref: APP/Y3940/W/24/3338217) against non-determination. The appeal was dismissed in May 2025 on flood risk grounds only. The Inspector's Report confirms at paragraph 63 that the proposed development would not adversely affect the local highway safety or capacity in the area.
- 7.4. It is concluded that the development is suitably located with appropriate existing and proposed walking, cycling and public transport facilities that provide opportunities for residents to travel to and from the site by sustainable travel modes as a genuine alternative to single occupancy travel.
- 7.5. It is concluded that suitable access to the site can be provided for all modes, and that the trip impact associated with the development proposal will not have a material effect on the existing safety or operation of the local highway network.
- 7.6. It is finally concluded that there are no valid highway or transportation reasons which should prevent the proposed development.



Figures







1:500 0 12.5m 25m

Key:

- Approximate Site Boundary
- Approximate Extent of Land within the Applicant's Control
- Approximate Extent of Highway Maintainable at Public Expense (HMPE)
- Vehicular Visibility Splay
- 120m Forward Visibility Splay from Signal
- Proposed new Footway/Cycleway provision
- Option of Footway/Cycleway resurfacing within existing extents of HMPE paved footway only between the site and PRoW WARM16

DD:MM:YY

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

PROPOSED SITE ACCESS ARRANGEMENTS

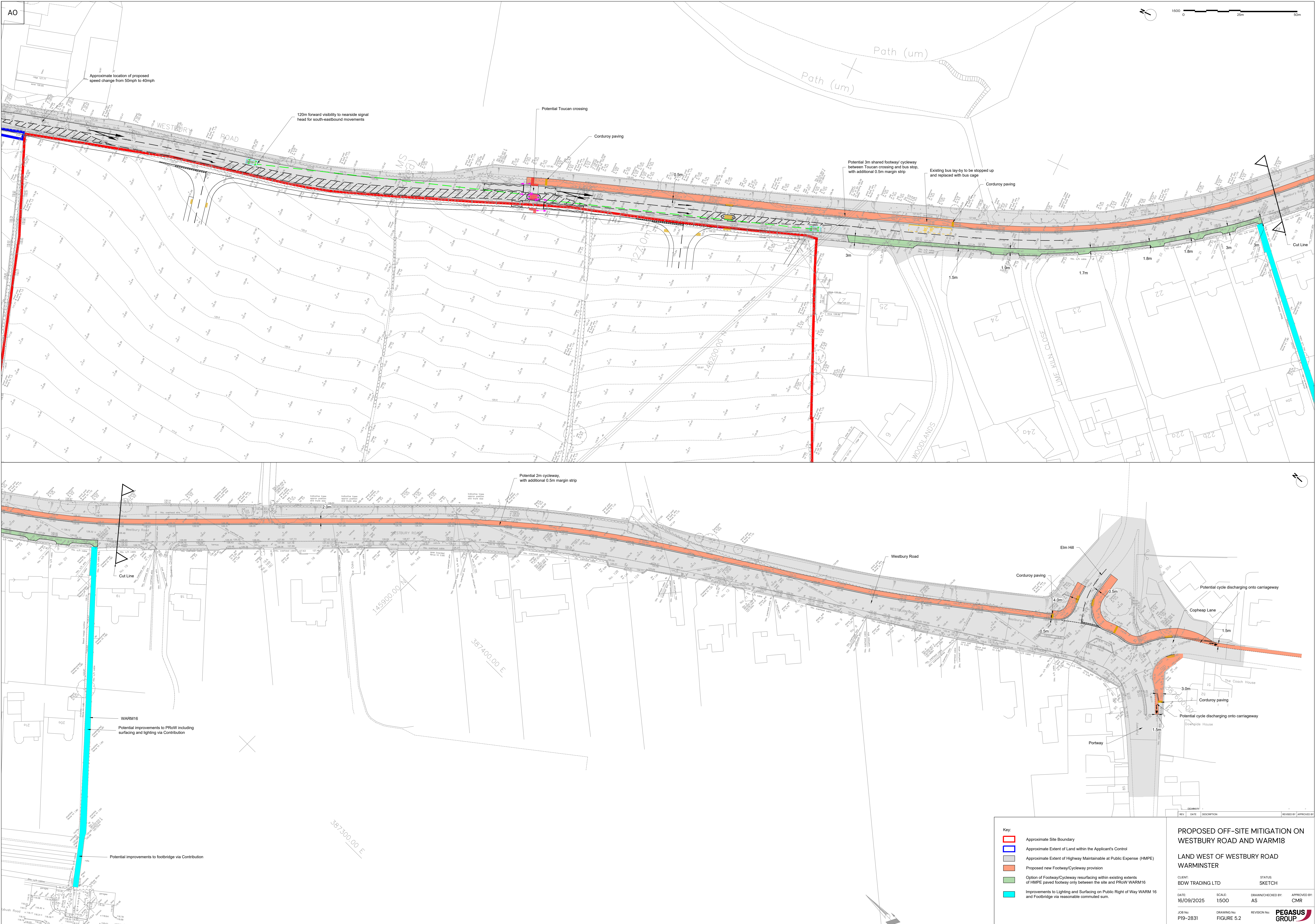
LAND WEST OF WESTBURY ROAD WARMINSTER

CLIENT: BDW TRADING LTD STATUS: SKETCH

DATE: 16/09/2025 SCALE: 1:500 DRAWN/CHECKED BY: AS APPROVED BY: CMR

JOB No: P19-2831 DRAWING No: FIGURE 5.1 REVISION No: **PEGASUS GROUP**

X:\Bristol Projects\Bristol - Live Projects\P19\P19-280-2900\P19-2831 - BARRATT - NEW FARM WARMINSTER\Transport\2. Drawings\lb. Figures\2025\P19-2831_Figure 5.2_Westbury Road Improvements.dwg





Appendix A

Commitments	Condition	Obligation
In connection with Physical Access Arrangements.		
Replacement of the bus lay-by opposite the Woodlands junction with a new bus cage and a new bus shelter.	X	
A new Toucan crossing and a new uncontrolled crossing point on Westbury Road, together with a new cycleway on the east side of Westbury Road between the site and its junction with Copheap Lane.	X	
Surfaced connection to, and footway resurfacing, and a potential change to a footway/cycleway on the west side of Westbury Road between the site and PROW WARM16.	X	
Contribution of £25,000 for the highway authority to implement improvements to lighting and surfacing on WARM16 and specialised cycle ramps on its footbridge over the railway line.		X
Contribution of £7,000 for the highway authority to carry out the administrative processes for both a 40mph speed limit along the Appeal site frontage and also a new Toucan crossing.		X
A scheme of improvements to surfacing and widening of WARM18 (both within the site and in the surrounding environment), plus an application for the stopping up and/or its diversion under s257 TCPA (potentially s118 of the Highways Act as a fall-back solution).	X	
A scheme for the provision of supporting infrastructure to facilitate at least once public 'rapid charging' point in the future. The Appellant considers only the supporting infrastructure is necessary, but the Council considers the rapid charging point should be provided and ready to use prior to first occupation of the 100 th dwelling.	X	
Wider Sustainable Travel Measures		
The implementation of a Travel Plan with a Travel Plan Coordinator (TPC) in place along with targets and monitoring for five years from occupation of the 100 th unit (including a monitoring fee of £5,000 for the Council to provide advice, materials and supporting the TPC and £500 for printing costs for the Council) and a range of initiatives and measures including a Bus Freedom Ticket for the first occupants of each dwelling for three months. It will be developed with tailored personal travel planning for the future residents.		X
A contribution of £75,000 for the Council to implement footway/cycleway crossing facilities at the Elm Hill/Westbury Road junction following the implementation of new roundabout works associated with planning application 15/1800/OUT.		X
Contribution of £162,950 for the highway authority to enhance local bus services on Westbury Road and other local public transport infrastructure.		X
A scheme of way finding including signage on routes between the Appeal site and the Town Centre.	X	
The safeguarding of land within the development site for improvements to PROW WARM18.	X	



Appendix B

Scale 1:8,000



Key

Cycle way/path (surfaced)

Cycle way/path (unsurfaced)

Recommended cycle route (on road)

Pedestrian link (cyclists dismount)

National Cycle Network

Cycle Parking

Footpaths

Rail Station

Information Centre

Leisure Centre

Police Station

Hospital

Council Offices

Library

Toilets

School

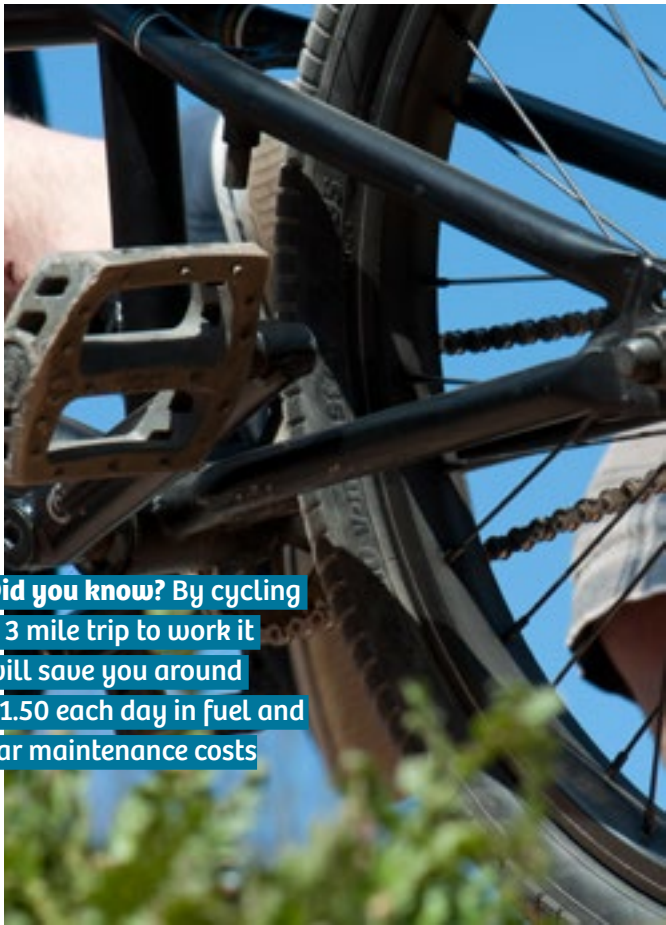
Other Education

Point of Interest



Why cycle?

Connecting Wiltshire is trying to encourage more people to cycle, whether it be to work, school, shopping or just for leisure. Not only can it improve your health and fitness, help the environment and beat congestion, but it can also save you money.



Did you know? By cycling a 3 mile trip to work it will save you around £1.50 each day in fuel and car maintenance costs

Cycling is a great way to introduce some exercise into your daily routine. It can also help reduce stress and is a great way to clear your head at the end of the day.

Code of conduct for shared use paths

When you are cycling, please:

- Give way to walkers and wheelchair users and leave them plenty of room.
- Take care around horse riders especially when approaching from behind.
- Be prepared to slow down or stop.
- Don't cycle at excessive speed.
- Be careful at junctions, bends, entrances or any other places where people could appear without warning.
- Don't assume that everyone can see or hear you.
- Use your bell or call out. Don't surprise people. Acknowledge those who give way to you.
- Keep to your side of any dividing line.
- Use lights when it gets dark or in dull weather. Carry a spare set of lights or batteries with you.

When you are walking, please:

- Listen for bells. Bells are not an order for you to get out of the way. They are to make you aware that cyclists are looking for a safe opportunity to pass.
- Allow cyclists to pass when it's safe. Remember cyclists need time to brake and stop.
- Keep your dog under control.
- Keep to your side of any dividing line. Please be tolerant where space is limited.

Keep your bike safe

- Buy a good lock and make sure you always lock the frame of the bike to the parking stand.
- Take removable lights with you.
- A good rule of thumb is that your lock should cost around 10% of the value of your bike, or to look out for 'Sold Secure' ratings.
- You can insure your bike on your home insurance policy or buy specialist cycle cover.
- Make sure you record your cycle frame number which will help you recover it if it's stolen.

Bike Maintenance

There are many friendly bike shops in Wiltshire who can help you keep your bike running smoothly.

Learning some basic bike maintenance is useful for keeping your bike in good condition:

Every time you use your bike

- Check the air pressure in your tyres and pump up if needed.
- Make sure your brakes are working

Weekly (for frequent cyclists)

- Oil your chain

Less frequently

- Oil any moving parts of the bike. Take care not to get oil on your brake pads or wheel rims.
- Check your brake pads for wear. They should contact squarely with the wheel rim not the tyre.
- Check the frame for damage and make sure any bolts are securely tightened.

It is worth making sure you carry some basic equipment with you on any rides such as repair patches, tyre levers and a pump and valve.



Why not try walking?

Walking is a great alternative to many forms of motorised transport. It is a terrific way to explore Wiltshire's many urban centres and take in the sights and sounds on foot. It can leave you feeling refreshed and energised before starting work and it also offers you valuable time to relax and unwind after a hard day in the office.

- There are other benefits associated with walking; some of these might encourage you to start walking:
- Guaranteed arrival time
 - No parking problems
 - Time for you to relax and unwind
 - Reduces congestion, good for the environment and your local area
 - It is free

How can I make walking more fun?

- Find someone to walk with so you can chat as you walk
- Use an MP3 player so you can listen to your favourite music or podcasts as you go
- Use a pedometer to measure your average daily steps then steadily try to increase the amount

How can I fit walking into my day?

- Walking is a great way of taking more exercise each day without having to greatly alter your daily routine. Have you considered....
- Walking to the shops
 - Taking a regular walk with a friend
 - Leaving the car behind for short journeys
 - Walking the kids to school
 - Getting off the bus a stop early and walking the rest of the journey
 - Using the stairs instead of the lift
 - Going for a stroll with family or friends after dinner

Do you only live a couple of miles from work?

Not sure how far it really is? Why not visit www.connectingwiltshire.co.uk to help plan your route, provide a journey time and distance and tell you how many calories you can burn on the way.



Did you know? You'll typically use between 300 and 400 calories by walking 10,000 steps



Wiltshire
Cycle map

Leisure routes

Several of Sustrans' National Cycle Network (NCN) routes pass through Wiltshire:

NCN 4 is a long distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St. Davids.

NCN 24 will run from Bath through Radstock and Frome in Somerset, then Warminster and Salisbury to join with NCN 23 at Eastleigh in Hampshire

NCN 45 will connect Salisbury in Wiltshire with Chester in Cheshire, via Swindon, Cirencester, Gloucester, Worcester and Whitchurch

There are also many local routes. The Wiltshire Cycleway is a circular route passing through many of Wiltshire's towns.

Look for the blue route signs or visit www.connectingwiltshire.co.uk

Time/Distance/Calorie Counter

The times and distances to the right are based on following the recommended cycle routes where possible and with a cycling speed of 10mph (this is an unhurried speed on the flat). If you cycle quicker, your journey time can be even shorter and you can burn more calories.

For journey time, distance and calorie information for other destinations, why not use our journey planner at www.connectingwiltshire.co.uk

	Kingdown School / Sport Centre	Woodcock Industrial Estate	Crusader Park	Town Centre	Library / Information Centre	Town Park	Warminster School	Rail Station	Wiltshire College	Fairfield Road retail park
Kingdown School / Sport Centre										
Woodcock Industrial Estate	2 mins 0.2 miles 10 Cals									
Crusader Park	17 mins 2.1 miles 86 Cals	17 mins 2.1 miles 86 Cals								
Town Centre	7 mins 1 miles 35 Cals	7 mins 1 miles 35 Cals	8 mins 1 miles 41 Cals							
Library / Information Centre	6 mins 0.9 miles 30 Cals	6 mins 0.9 miles 30 Cals	9 mins 1.1 miles 46 Cals	2 mins 0.1 miles 10 Cals						
Town Park	8 mins 1.1 miles 41 Cals	8 mins 1.1 miles 41 Cals	8 mins 1 miles 41 Cals	1 mins 0.2 miles 5 Cals	3 mins 0.3 miles 15 Cals					
Warminster School	10 mins 1.4 miles 51 Cals	10 mins 1.4 miles 51 Cals	5 mins 0.6 miles 25 Cals	3 mins 0.4 miles 15 Cals	5 mins 0.5 miles 25 Cals	3 mins 0.4 miles 15 Cals				
Rail Station	6 mins 0.9 miles 30 Cals	6 mins 0.9 miles 30 Cals	11 mins 1.3 miles 56 Cals	2 mins 0.3 miles 10 Cals	1 mins 0.2 miles 5 Cals	3 mins 0.5 miles 15 Cals	5 mins 0.7 miles 25 Cals			
Wiltshire College	7 mins 1 miles 35 Cals	7 mins 1 miles 35 Cals	11 mins 1.2 miles 56 Cals	2 mins 0.2 miles 10 Cals	2 mins 0.2 miles 10 Cals	3 mins 0.4 miles 15 Cals	4 mins 0.5 miles 20 Cals	2 mins 0.3 miles 10 Cals		
Fairfield Road retail park	5 mins 0.7 miles 25 Cals	5 mins 0.7 miles 25 Cals	12 mins 1.4 miles 61 Cals	2 mins 0.3 miles 10 Cals	1 mins 0.2 miles 5 Cals	3 mins 0.4 miles 15 Cals	5 mins 0.7 miles 25 Cals	1 mins 0.1 miles 5 Cals	2 mins 0.3 miles 10 Cals	

Plan your journey and find information for all travel into and around Wiltshire at www.connectingwiltshire.co.uk. You can look up leisure cycling routes, find local cycling groups and cycle training, report problems on the roads, or find out about taking your bike on trains.

www.connectingwiltshire.co.uk
connectingwiltshire@wiltshire.gov.uk



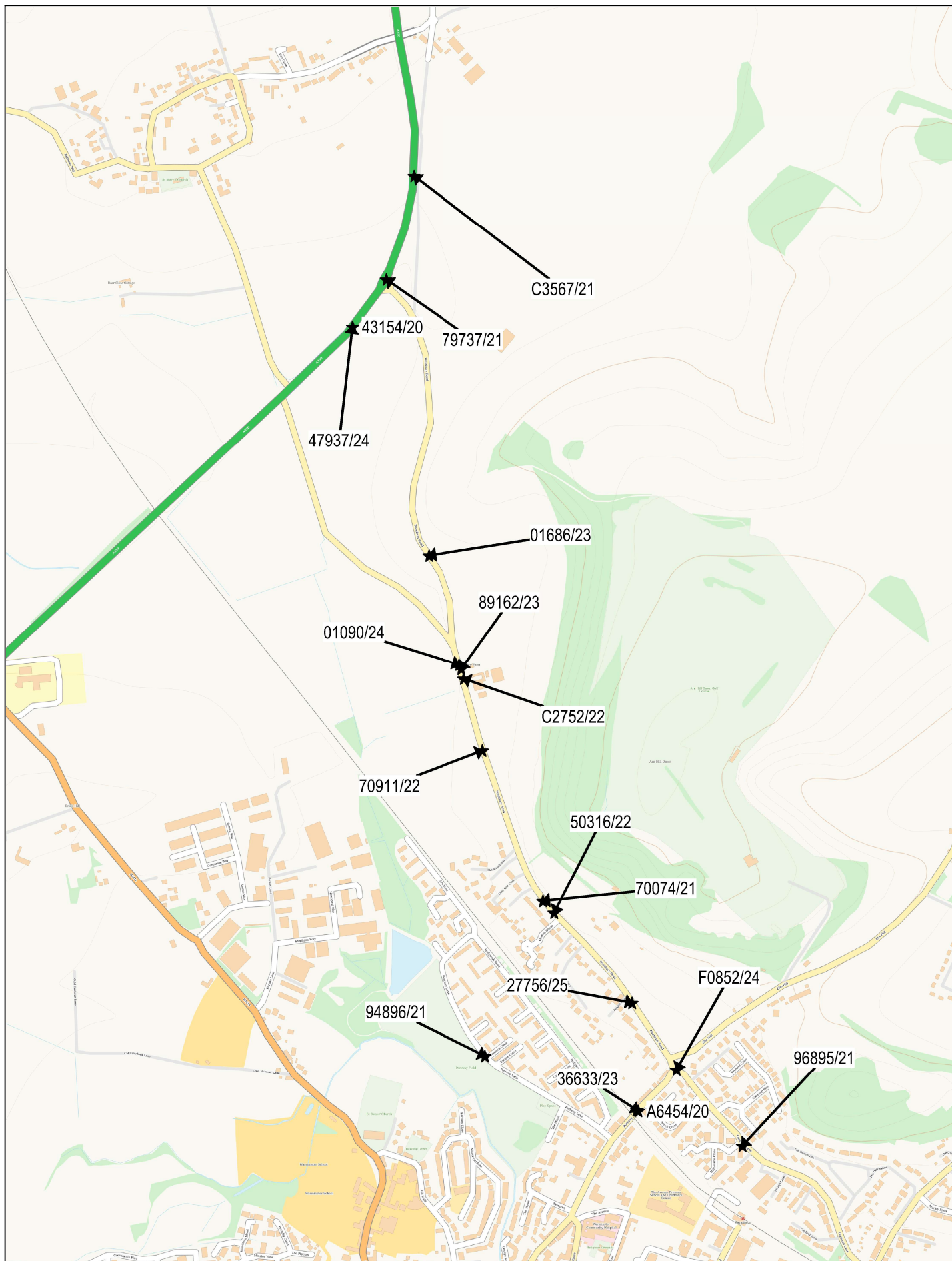
Stay in the loop

- @connectingwilts
- www.facebook.com/connectingwiltshire





Appendix C



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Wiltshire
COUNCIL

Westbury Road, Warminster

SCALE	1 : 11450
DATE	05/08/2025
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/05/2020 to 30/04/2025 (60) months

Selection:
Selected using Manual Selection

Notes:
Westbury Road, Warminster

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

43154/20

R1: A 350

E 386,867

N 147,340

Thursday
07/05/2020
1355hrs
Daylight:street lights present
Dry
Fine without high winds
60 mph

A350 BETWEEN WESTBURY /
SUDAMORE, WILTSHIRE

Veh 1 Car
Veh 2 Car

Going ahead
Going ahead

SW to NE
SW to NE Dri F 47 Slight

Causation Factor:

Participant:

Confidence:

1st: Sudden braking

Vehicle 2

Very Likely

V1 (CAR) TRAV NE. V2 (CAR) TRAV NE. V2 BROKE SHARPLY AFTER STOP/GO OPERATORCHANGED SIGN QUICKLY. V1 COLLIDED REAR OF V2. JT

A6454/20

R1: U

R2: U

E 387,514

N 145,558

Thursday
22/10/2020
1315hrs
Daylight:street lights present
Dry
Fine without high winds
30 mph

PORTWAY, WARMINSTER,
WILTSHIRE

Veh 1 Car

Going ahead

NE to SW Ped F 15 Serious

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Casualty 1

Very Likely

2nd: Careless/Reckless/In a hurry

Casualty 1

Very Likely

V1 (CAR) TRAV SW. CAS1 (PED) TRAV SE. CAS1 HAS RUN OUT IN FRONT OF V1. CAS1 COLLIDES O/S V1. JT.

70074/21

R1: U

R2: U

E 387,301

N 146,033

Tuesday
20/07/2021
1012hrs
Daylight:street lights present
Dry
Unknown
40 mph

UC WESTBURY RD, OUTSIDE HOUSE
NO 21A. WARMINSTER. SMO

Veh 1 Car
Veh 2 Car
Veh 2 Car

Starting
Going ahead
Going ahead

W to NW
SE to NW Dri F 21 Slight
SE to NW FSP M 24 Slight

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

2nd: Junction restart

Vehicle 1

Very Likely

3rd: Failed to judge other persons path or speed

Vehicle 1

V1(CAR) TRAV NW. V2(CAR) TRAV NW. V1 HAS PULLED OUT OF D/WAY INTO PATH OF V2. V1 HAS MADE CONTACT FRONT WITH V2 FRONT. V2 HAS OVERTURNED. SMO

Details of Personal Injury Accidents for Period - 01/05/2020 to 30/04/2025 (60) months

Selection:

Selected using Manual Selection

Notes:

Westbury Road, Warminster

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:									

79737/21 Monday A350 WARMINSTER RD, AT JCT WITH C360 WESTBURY RD, UPTON SCUDAMORE. SMO
 R1: A 350 16/08/2021 0808hrs
 R2: C 360 Daylight:street lights present
 E 386,944 Dry
 N 147,447 Fine without high winds
 60 mph

Causation Factor:

1st: Following too close
 2nd: Sudden braking

Participant:

Vehicle 1
 Vehicle 2

Confidence:

Possible
 Possible

V1(CAR) TRAV SW. V2(CAR) TRAV SW. V2 HAS STOPPED AT TRAFFIC LIGHT AND V1 HAS FAILED TO NOTICE. V1 HAS COLLIDED FRONT WITH V2 REAR. SMO

94896/21 Wednesday UC PORTWAY LANE, APPROX 35M NW OF EPPING CLOSE. WARMINSTER. SMO
 R1: U 29/09/2021 2315hrs
 Darkness: street lighting unkno
 E 387,169 Wet/Damp
 N 145,681 Raining without high winds
 40 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

V1(M/CYCLE) TRAV NW. V2(CAR) PARKED. V1 HAS FAILED TO NOTICE PARKED CAR AND HAS COLLIDED N/S WITH V2. V1 RIDER DISPLACED. SMO

96895/21 Monday UC COPHEAP LANE, AT RBT WITH HILLBOURNE CLOSE. WARMINSTER. SMO
 R1: U 04/10/2021 1932hrs
 Darkness: street lights present a
 R2: U
 E 387,754 Wet/Damp
 N 145,477 Fine without high winds
 30 mph

Causation Factor:

1st: Impaired by alcohol
 2nd: Loss of control

Participant:

Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Very Likely

V1(M/CYCLE) TRAV NW. V1 HAS LOST CONTROL AND FALLEN TO THE GROUND. V1 RIDER INTOX. SMO

Details of Personal Injury Accidents for Period - 01/05/2020 to 30/04/2025 (60) months

Selection:

Selected using Manual Selection

Notes:

Westbury Road, Warminster

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

C3567/21 Sunday A350 WARMINSTER RD, APPROX 300M N OF C360 WESTBURY RD, WARMINSTER. SMO
R1: A 350 19/12/2021 1143hrs Daylight:street lights present
E 387,007 Wet/Damp
N 147,683 Fog or mist
50 mph

Veh 1	Goods < 3.5t	Parked	0	to	0				
Veh 2	Car	O/take s/veh o/side	S	to	N				
Veh 3	Car	Going ahead	N	to	S	Dri	F	71	Slight
Veh 4	Car	O/take s/veh o/side	S	to	N				

Causation Factor:

1st: Rain, sleet, snow, or fog

2nd: Rain, sleet, snow, or fog

3rd: Rain, sleet, snow, or fog

4th: Failed to judge other persons path or speed

Participant:

Vehicle 1

Vehicle 2

Vehicle 4

Vehicle 2

Confidence:

Very Likely

Very Likely

Very Likely

Very Likely

V1(VAN) TRAV N. V2(CAR) TRAV N. V3(CAR) TRAV S. V4(CAR) TRAV N. V1 HAS BROKEN DOWN AND PULLED OVER N/S. V4 HAS PASSED ON O/S AND V2 FOLLOWING HAS COLLIDED FRONT WITH V4 REAR. V2 HAS SPUN IN RD AND V3 HAS STRUCK FRONT WITH V2 REAR. V3 HAS OVERTURNED HAVING STRUCK V1 REAR. SMO

50316/22 Friday C360 WESTBURY RD, APPROX 25M NW OF QUEENS CHASE, WARMINSTER. SMO
R1: C 360 13/05/2022 0830hrs Daylight:street lights present
E 387,326 Dry
N 146,006 Fine without high winds
40 mph

Veh 1	Car	Going ahead	SE	to	NW				
Veh 2	Car	Wait go ahead held	SE	to	NW	Dri	F	37	Slight
Veh 2	Car	Wait go ahead held	SE	to	NW		M	3	Slight

Causation Factor:

1st: Failed to judge other persons path or speed

Participant:

Vehicle 1

Confidence:

Very Likely

V1(CAR) TRAV NW. V2(CAR) TRAV NW. V2 HAS COME TO A STOP AND V1 HAS FAILED TO STOP IN TIME AND COLLIDED FRONT WITH V2 REAR. SMO

70911/22 Thursday C360 WESTBURY RD, APPROX 100M N OF THE WOODLANDS, WARMINSTER. SMO
R1: C 360 07/07/2022 1145hrs Daylight:street lights present
E 387,163 Dry
N 146,375 Fine without high winds
50 mph

Veh 1	Car	Going ahead LH bend	S	to	N				
Veh 2	Car	Going ahead RH bend	N	to	S	Dri	F	40	Slight

Causation Factor:

1st: Failed to judge other persons path or speed

Participant:

Vehicle 1

Confidence:

Very Likely

V1(CAR) TRAV N. V2(CAR) TRAV S. V1 HAS BEEN ON WRONG SIDE OF RD AND COLLIDED FRONT WITH V2 FRONT. SMO

Details of Personal Injury Accidents for Period - 01/05/2020 to 30/04/2025 (60) months

Selection:
Selected using Manual Selection

Notes:
Westbury Road, Warminster

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

C2752/22

R1: C 360

E 387,121

N 146,538

Sunday

20/11/2022

1748hrs

Darkness: no street lighting

Dry

Fine without high winds

50 mph

C360 WESTBURY RD, OUTSIDE NEW FARM, WARMINSTER. SMO

Veh 1 Pedal cycle

Veh 2 Car

Going ahead

Going ahead

SE to NW Dri

SE to NW

M 30

Slight

Causation Factor:			Participant:			Confidence:		
1st:	Failed to look properly		Vehicle 1			Possible		
2nd:	Failed to judge other persons path or speed		Vehicle 1			Possible		
3rd:	Swerved		Vehicle 1					
V1(CYCLE) TRAV N. V2(CAR) TRAV N. V2 HAS GONE TO OVERTAKE V1. V1 HAS SWERVED TO THE RIGHT AND STRUCK O/S WITH V2 N/S. SMO								

01686/23

R1: C 360

E 387,041

N 146,819

Thursday

05/01/2023

2254hrs

Darkness: no street lighting

Wet/Damp

Raining without high winds

50 mph

C360 OLD WESTBURY RD, APPROX 290M N OF NEW FARM, WARMINSTER. DST

Veh 1 Car

Veh 1 Car

Going ahead RH bend

Going ahead RH bend

N to S Dri

N to S FSP

M 21

Slight

Causation Factor:			Participant:			Confidence:		
1st:	Impaired by alcohol		Vehicle 1			Very Likely		
2nd:	Slippery road (due to weather)		Vehicle 1			Very Likely		
3rd:	Travelling too fast for conditions		Vehicle 1			Possible		
4th:	Careless/Reckless/In a hurry		Vehicle 1			Possible		
V1(CAR) TRAV S. V1 HAS LOST CONTROL OF VEHICLE ON BEND AND COLLIDED O/S WITH VERGE, V1 HAS THEN SPUN AND HIT N/S VERGE. V1 DRIVER INTOX. DST								

36633/23

R1: U

R2: U

E 387,517

N 145,556

Thursday

06/04/2023

1345hrs

Daylight:street lights present

Dry

Fine without high winds

30 mph

UC PORTWAY, APPROX 10M SW OF BEECH GROVE OUTSIDE HOUSE NUMBER 69, WARMINSTER. SMO

Veh 1 Car

Going ahead

SW to NE Ped

M 10

Slight

Causation Factor:			Participant:			Confidence:		
1st:	Careless/Reckless/In a hurry		Casualty 1			Possible		
2nd:	Crossed road masked by stationary veh		Casualty 1			Possible		
V1(CAR) TRAB NE. CAS1(PED) TRAV W. CAS1 HAS ENTERED RD INTO PATH OF V1. V1 HAS STRUCK FRONT WITH CAS1. SMO								

Details of Personal Injury Accidents for Period - 01/05/2020 to 30/04/2025 (60) months

Selection:
Selected using Manual Selection

Notes:
Westbury Road, Warminster

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:										

89162/23

Wednesday 23/08/2023

UC WESTBURY RD, OUTSIDE NEW FARM, WARMINSTER. SMO

Veh 1

M/C > 500 cc

Going ahead

N to S

Dri

M

51

Slight

R1: U 1556hrs

R2: U Daylight:street lights present

E 387,115 Dry

N 146,560 Fine without high winds 60 mph

Causation Factor:		Participant:	Confidence:
1st:	Poor or defective road surface	Vehicle 1	Very Likely
2nd:	Inadequate/Masked signs or road markings	Vehicle 1	Very Likely
3rd:	Road layout (eg bend, hill crest)	Vehicle 1	
V1(M/CYCLE) TRAV S. V1 HAS HIT A PATCH OF GRAVEL CAUSING V1 TO LOSE CONTROL AND V1 RIDER DISPLACED. SMO			

01090/24

Thursday 04/01/2024

C360 WESTBURY RD O/SIDE NEW FARM, WARMINSTER. EM

Veh 1

Car

Starting

N to S

Dri

M

51

Slight

R1: C 360 0538hrs

E 387,110 Darkness: no street lighting

N 146,570 Wet/Damp

Raining without high winds 60 mph

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Swerved	Vehicle 1	Very Likely
V1(CAR) TRAV S. V1 HAS LOST CONTROL OF V AND LEFT C/WAY O/S, CAUSING V TO O/T, AFTER COLLIDING O/S WITH VERGE. EM L			

47937/24

Friday 26/04/2024

A350 APPROX 643M W OF B3414 BATH RD, WARMINSTER. EM

Veh 1

Car

Going ahead

SW to NE

Dri

F

55

Slight

R1: A 350 2105hrs

E 386,867 Darkness: no street lighting

N 147,340 Wet/Damp

Raining without high winds 60 mph

Causation Factor:		Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 2	Very Likely
2nd:	Following too close	Vehicle 1	Possible
3rd:	Sudden braking	Vehicle 2	Very Likely
4th:	Swerved	Vehicle 1	Very Likely
5th:	Failed to judge other persons path or speed	Vehicle 1	Possible
V1 (CAR)_ AND V2 (VAN) TRAV NE. V2 HAS STOPOPED TO AVOID COLLISION WITH DEER. V1 HAS TRIED TO STOP AND SWERVED, COLLIDING FRONT WITH V2 REAR. EM			

Details of Personal Injury Accidents for Period - 01/05/2020 to 30/04/2025 (60) months

Selection:
Selected using Manual Selection

Notes:
Westbury Road, Warminster

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:									

F0852/24

Sunday

C360 WESTBURY RD AT JCT WITH C10 COPHEAP LANE, WARMINSTER. EM

Veh 1 Car

Going ahead

SE to NW Dri

F 45 Slight

22/12/2024

1336hrs

Daylight:street lights present

1336hrs

Dry

Fine without high winds

30 mph

R1: C 360

R2: C 10

E 387,604

N 145,650

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 2	Possible
4th:	Failed to judge other persons path or speed	Vehicle 2	Possible
V1 (CAR) TRAV NW. V2 (CAR) TRAV SW. V1 HAS PULLED OUT OF JCT AS V2 HAS APPROACHED FROM A NEARBY JCT. NEITHER VEHICLE HAS SEEN THE OTHER. V1 COLLIDED FRONT WITH V2 N/S. EM			

27756/25

Wednesday

C360 WESTBURY RD O/SIDE NUMBER 12, WARMINSTER. EM

Veh 1 Car

Stopping

SE to NW

05/03/2025

1617hrs

Daylight:street lights present

1617hrs

Dry

Fine without high winds

40 mph

R1: C 360

E 387,503

N 145,802

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
V1 (CAR) AND V2 (CAR) TRAV NW. V1 FOOT SLIPPED OFF BRAKE WHEN SLOWING. V1 COLLIDED FRONT WITH V2 REAR. EM			



Appendix D

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 day
	EX	ESSEX	1 day
	KC	KENT	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 day
05	EAST MIDLANDS		
	DY	DERBY	1 day
	NT	NOTTINGHAMSHIRE	1 day
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 day
	WK	WARWICKSHIRE	1 day
09	NORTH		
	DH	DURHAM	1 day
11	SCOTLAND		
	AS	ABERDEENSHIRE	1 day

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

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	0.9 to 16.45 (units:DWELLS)
Range Selected by User:	4 to 1817 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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

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

Selected survey types:	
Manual count	11
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	8 days
Suburban Area (PPS6 Out of Centre)	3 days

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

Selected Location Sub Categories:	
Residential Zone	11 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	6 days
Servicing vehicles Included	5 days

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Secondary Filtering Selection:

Use Class:

C3	11 surveys
----	------------

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

Population within 500m Range:

220 - 4000

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	4 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
5,001 to 10,000	4 surveys

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

Population within 5 miles:

125,001 to 250,000	4 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	3 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	5 surveys
1.1 to 1.5	6 surveys

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

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Petrol filling station:

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

Travel Plan:

No	11 surveys
----	------------

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

PTAL Rating:

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

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

COVID-19 Restrictions:

No

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

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

1	AS-03-A-02	MIXED HOUSES	ABERDEENSHIRE
FARROCHIE ROAD STONEHAVEN Edge of Town Residential Zone Site area: 5.3 hect Survey date: Wednesday 20/04/2022			
			Survey Type: Manual
2	DH-03-A-01	SEMI DETACHED	DURHAM
GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.9 hect Survey date: Tuesday 28/03/2017			
			Survey Type: Manual
3	DY-03-A-01	MIXED HOUSES	DERBY
RADBOURNE LANE DERBY Edge of Town Residential Zone Site area: 16.45 hect Survey date: Tuesday 10/07/2018			
			Survey Type: Manual
4	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
SHEPHAM LANE POLEGATE Edge of Town Residential Zone Site area: 9.91 hect Survey date: Monday 11/07/2016			
			Survey Type: Manual
5	EX-03-A-03	MIXED HOUSES	ESSEX
KESTREL GROVE RAYLEIGH Edge of Town Residential Zone Site area: 3.6 hect Survey date: Monday 27/09/2021			
			Survey Type: Manual
6	KC-03-A-03	MIXED HOUSES & FLATS	KENT
HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.38 hect Survey date: Thursday 14/07/2016			
			Survey Type: Manual
7	KC-03-A-07	MIXED HOUSES	KENT
RECULVER ROAD HERNE BAY Edge of Town Residential Zone Site area: 9.46 hect Survey date: Wednesday 27/09/2017			
			Survey Type: Manual
8	NF-03-A-51	SEMI-DETACHED	NORFOLK
CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone			

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Site area: 1.03 hect

Survey date: Tuesday 13/09/2022

Survey Type: Manual

9	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
WIGHAY ROAD HUCKNALL Edge of Town Residential Zone Site area: 1.61 hect Survey date: Monday 18/10/2021			
			Survey Type: Manual

10	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Site area: 9 hect Survey date: Wednesday 22/11/2017			
			Survey Type: Manual

11	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Site area: 2.425 hect Survey date: Friday 27/09/2019			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-03-A-09	12-10-2016	Removed in Site Selection
AN-03-A-10	07-06-2024	Removed in Site Selection
CV-03-A-02	22-05-2017	Removed in Site Selection
CV-03-A-03	22-05-2017	Removed in Site Selection
DE-03-A-04	19-05-2022	Removed in Site Selection
DE-03-A-05	20-05-2022	Removed in Site Selection
DH-03-A-03	19-10-2018	Removed in Site Selection
DL-03-A-10	20-06-2018	Removed in Site Selection
DN-03-A-06	10-10-2018	Removed in Site Selection
EN-03-A-02	14-09-2022	Removed in Site Selection
ES-03-A-05	05-06-2019	Removed in Site Selection
ES-03-A-13	18-03-2024	Removed in Site Selection
HC-03-A-37	27-03-2024	Removed in Site Selection
HF-03-A-06	28-11-2023	Removed in Site Selection
HF-03-A-07	25-03-2024	Removed in Site Selection
HI-03-A-14	23-03-2016	Removed in Site Selection
IM-03-A-04	20-05-2024	Removed in Site Selection
IM-03-A-05	21-05-2024	Removed in Site Selection
IM-03-A-06	23-05-2024	Removed in Site Selection
KC-03-A-04	22-09-2017	Removed in Site Selection
KC-03-A-06	27-09-2017	Removed in Site Selection
MG-03-A-01	12-10-2021	Removed in Site Selection
NF-03-A-25	21-09-2021	Removed in Site Selection

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Site Ref	Survey Date	Reason for Deselection
NY-03-A-13	10-05-2017	Removed in Site Selection
NY-03-A-14	18-05-2022	Removed in Site Selection
PB-03-A-04	17-10-2016	Removed in Site Selection
SD-03-A-01	22-09-2016	Removed in Site Selection
SF-03-A-10	22-06-2021	Removed in Site Selection
TI-03-A-01	17-06-2021	Removed in Site Selection
TY-03-A-02	14-03-2019	Removed in Site Selection
VG-03-A-01	08-05-2017	Removed in Site Selection
WC-03-A-01	28-05-2018	Removed in Site Selection

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	145	0.079	0.320	0.399
08:00-09:00	11	145	0.137	0.378	0.515
09:00-10:00	11	145	0.121	0.173	0.294
10:00-11:00	11	145	0.122	0.150	0.272
11:00-12:00	11	145	0.140	0.143	0.283
12:00-13:00	11	145	0.153	0.145	0.298
13:00-14:00	11	145	0.154	0.151	0.305
14:00-15:00	11	145	0.181	0.159	0.340
15:00-16:00	11	145	0.247	0.176	0.423
16:00-17:00	11	145	0.272	0.158	0.430
17:00-18:00	11	145	0.367	0.141	0.508
18:00-19:00	11	145	0.290	0.152	0.442
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.263	2.246	4.509

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

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

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Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	11/07/2016 - 13/09/2022
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	32
Surveys manually removed from selection:	0

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

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

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

Total People

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	145	0.113	0.537	0.650
08:00-09:00	11	145	0.211	0.825	1.036
09:00-10:00	11	145	0.195	0.301	0.496
10:00-11:00	11	145	0.190	0.251	0.441
11:00-12:00	11	145	0.223	0.253	0.476
12:00-13:00	11	145	0.244	0.224	0.468
13:00-14:00	11	145	0.249	0.243	0.492
14:00-15:00	11	145	0.304	0.259	0.563
15:00-16:00	11	145	0.535	0.295	0.830
16:00-17:00	11	145	0.546	0.271	0.817
17:00-18:00	11	145	0.641	0.240	0.881
18:00-19:00	11	145	0.512	0.304	0.816
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.963	4.003	7.966

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.

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Survey date date range:	11/07/2016 - 13/09/2022
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	32
Surveys manually removed from selection:	0

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

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	145	0.002	0.005	0.007
08:00-09:00	11	145	0.003	0.007	0.010
09:00-10:00	11	145	0.001	0.004	0.005
10:00-11:00	11	145	0.003	0.001	0.004
11:00-12:00	11	145	0.002	0.003	0.005
12:00-13:00	11	145	0.002	0.000	0.002
13:00-14:00	11	145	0.002	0.001	0.003
14:00-15:00	11	145	0.001	0.001	0.002
15:00-16:00	11	145	0.005	0.004	0.009
16:00-17:00	11	145	0.007	0.003	0.010
17:00-18:00	11	145	0.005	0.003	0.008
18:00-19:00	11	145	0.003	0.004	0.007
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.036	0.036	0.072

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.

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Parameter Summary:

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Survey date date range:	11/07/2016 - 13/09/2022
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	32
Surveys manually removed from selection:	0

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

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

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

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	145	0.000	0.000	0.000
08:00-09:00	11	145	0.000	0.000	0.000
09:00-10:00	11	145	0.000	0.000	0.000
10:00-11:00	11	145	0.000	0.000	0.000
11:00-12:00	11	145	0.000	0.000	0.000
12:00-13:00	11	145	0.000	0.000	0.000
13:00-14:00	11	145	0.000	0.000	0.000
14:00-15:00	11	145	0.000	0.000	0.000
15:00-16:00	11	145	0.000	0.000	0.000
16:00-17:00	11	145	0.000	0.000	0.000
17:00-18:00	11	145	0.000	0.000	0.000
18:00-19:00	11	145	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.001	0.001	0.002

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

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

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Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	27/09/2019 - 27/09/2019
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	32
Surveys manually removed from selection:	0

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

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

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

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	145	0.002	0.002	0.004
08:00-09:00	11	145	0.003	0.001	0.004
09:00-10:00	11	145	0.003	0.001	0.004
10:00-11:00	11	145	0.004	0.003	0.007
11:00-12:00	11	145	0.002	0.001	0.003
12:00-13:00	11	145	0.003	0.006	0.009
13:00-14:00	11	145	0.004	0.002	0.006
14:00-15:00	11	145	0.001	0.004	0.005
15:00-16:00	11	145	0.002	0.003	0.005
16:00-17:00	11	145	0.001	0.003	0.004
17:00-18:00	11	145	0.001	0.001	0.002
18:00-19:00	11	145	0.002	0.001	0.003
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.028	0.028	0.056

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

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

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Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	11/07/2016 - 13/09/2022
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	32
Surveys manually removed from selection:	0

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

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

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

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	145	0.001	0.001	0.002
08:00-09:00	11	145	0.006	0.005	0.011
09:00-10:00	11	145	0.003	0.003	0.006
10:00-11:00	11	145	0.004	0.004	0.008
11:00-12:00	11	145	0.001	0.001	0.002
12:00-13:00	11	145	0.001	0.001	0.002
13:00-14:00	11	145	0.004	0.003	0.007
14:00-15:00	11	145	0.006	0.005	0.011
15:00-16:00	11	145	0.003	0.004	0.007
16:00-17:00	11	145	0.004	0.003	0.007
17:00-18:00	11	145	0.002	0.003	0.005
18:00-19:00	11	145	0.002	0.003	0.005
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.037	0.036	0.073

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

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

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Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	11/07/2016 - 13/09/2022
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	32
Surveys manually removed from selection:	0

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

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

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

Cars

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	145	0.060	0.299	0.359
08:00-09:00	11	145	0.114	0.356	0.470
09:00-10:00	11	145	0.097	0.152	0.249
10:00-11:00	11	145	0.096	0.129	0.225
11:00-12:00	11	145	0.118	0.116	0.234
12:00-13:00	11	145	0.130	0.118	0.248
13:00-14:00	11	145	0.120	0.124	0.244
14:00-15:00	11	145	0.153	0.130	0.283
15:00-16:00	11	145	0.223	0.139	0.362
16:00-17:00	11	145	0.249	0.131	0.380
17:00-18:00	11	145	0.339	0.123	0.462
18:00-19:00	11	145	0.274	0.138	0.412
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.973	1.955	3.928

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

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

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Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	11/07/2016 - 13/09/2022
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	32
Surveys manually removed from selection:	0

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

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

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

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	145	0.016	0.018	0.034
08:00-09:00	11	145	0.014	0.016	0.030
09:00-10:00	11	145	0.019	0.018	0.037
10:00-11:00	11	145	0.018	0.014	0.032
11:00-12:00	11	145	0.018	0.024	0.042
12:00-13:00	11	145	0.019	0.019	0.038
13:00-14:00	11	145	0.023	0.023	0.046
14:00-15:00	11	145	0.021	0.018	0.039
15:00-16:00	11	145	0.016	0.028	0.044
16:00-17:00	11	145	0.019	0.019	0.038
17:00-18:00	11	145	0.023	0.014	0.037
18:00-19:00	11	145	0.011	0.009	0.020
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.217	0.220	0.437

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

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

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Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	11/07/2016 - 13/09/2022
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	32
Surveys manually removed from selection:	0

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

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

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

Motorcycles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	145	0.001	0.000	0.001
08:00-09:00	11	145	0.000	0.000	0.000
09:00-10:00	11	145	0.000	0.001	0.001
10:00-11:00	11	145	0.001	0.000	0.001
11:00-12:00	11	145	0.002	0.001	0.003
12:00-13:00	11	145	0.000	0.001	0.001
13:00-14:00	11	145	0.002	0.000	0.002
14:00-15:00	11	145	0.001	0.003	0.004
15:00-16:00	11	145	0.003	0.002	0.005
16:00-17:00	11	145	0.000	0.002	0.002
17:00-18:00	11	145	0.002	0.001	0.003
18:00-19:00	11	145	0.001	0.000	0.001
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.013	0.011	0.024

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

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

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Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	11/07/2016 - 13/09/2022
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	32
Surveys manually removed from selection:	0

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

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

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

Vehicle Occupants

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	145	0.100	0.477	0.577
08:00-09:00	11	145	0.183	0.687	0.870
09:00-10:00	11	145	0.168	0.259	0.427
10:00-11:00	11	145	0.168	0.220	0.388
11:00-12:00	11	145	0.187	0.219	0.406
12:00-13:00	11	145	0.218	0.203	0.421
13:00-14:00	11	145	0.220	0.217	0.437
14:00-15:00	11	145	0.266	0.221	0.487
15:00-16:00	11	145	0.429	0.258	0.687
16:00-17:00	11	145	0.459	0.245	0.704
17:00-18:00	11	145	0.580	0.208	0.788
18:00-19:00	11	145	0.440	0.249	0.689
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.418	3.463	6.881

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

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

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Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	11/07/2016 - 13/09/2022
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	32
Surveys manually removed from selection:	0

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

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	145	0.011	0.024	0.035
08:00-09:00	11	145	0.023	0.075	0.098
09:00-10:00	11	145	0.024	0.026	0.050
10:00-11:00	11	145	0.018	0.024	0.042
11:00-12:00	11	145	0.030	0.024	0.054
12:00-13:00	11	145	0.023	0.016	0.039
13:00-14:00	11	145	0.022	0.021	0.043
14:00-15:00	11	145	0.031	0.033	0.064
15:00-16:00	11	145	0.068	0.025	0.093
16:00-17:00	11	145	0.050	0.020	0.070
17:00-18:00	11	145	0.036	0.026	0.062
18:00-19:00	11	145	0.026	0.041	0.067
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.362	0.355	0.717

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

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

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Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date range:	11/07/2016 - 13/09/2022
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	32
Surveys manually removed from selection:	0

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

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

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

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	145	0.000	0.031	0.031
08:00-09:00	11	145	0.002	0.054	0.056
09:00-10:00	11	145	0.003	0.011	0.014
10:00-11:00	11	145	0.002	0.006	0.008
11:00-12:00	11	145	0.004	0.006	0.010
12:00-13:00	11	145	0.001	0.006	0.007
13:00-14:00	11	145	0.006	0.005	0.011
14:00-15:00	11	145	0.006	0.004	0.010
15:00-16:00	11	145	0.031	0.008	0.039
16:00-17:00	11	145	0.030	0.003	0.033
17:00-18:00	11	145	0.020	0.003	0.023
18:00-19:00	11	145	0.043	0.009	0.052
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.148	0.146	0.294

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

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

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Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	11/07/2016 - 13/09/2022
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	32
Surveys manually removed from selection:	0

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

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

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

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	145	0.000	0.017	0.017
08:00-09:00	11	145	0.002	0.031	0.033
09:00-10:00	11	145	0.003	0.006	0.009
10:00-11:00	11	145	0.002	0.003	0.005
11:00-12:00	11	145	0.004	0.004	0.008
12:00-13:00	11	145	0.001	0.004	0.005
13:00-14:00	11	145	0.004	0.005	0.009
14:00-15:00	11	145	0.003	0.004	0.007
15:00-16:00	11	145	0.024	0.006	0.030
16:00-17:00	11	145	0.021	0.003	0.024
17:00-18:00	11	145	0.009	0.003	0.012
18:00-19:00	11	145	0.021	0.008	0.029
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.094	0.094	0.188

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

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

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Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	11/07/2016 - 13/09/2022
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	32
Surveys manually removed from selection:	0

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

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

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

Coach Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	145	0.000	0.000	0.000
08:00-09:00	11	145	0.000	0.000	0.000
09:00-10:00	11	145	0.000	0.000	0.000
10:00-11:00	11	145	0.000	0.000	0.000
11:00-12:00	11	145	0.000	0.000	0.000
12:00-13:00	11	145	0.000	0.000	0.000
13:00-14:00	11	145	0.000	0.000	0.000
14:00-15:00	11	145	0.000	0.000	0.000
15:00-16:00	11	145	0.000	0.000	0.000
16:00-17:00	11	145	0.000	0.000	0.000
17:00-18:00	11	145	0.000	0.000	0.000
18:00-19:00	11	145	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

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Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	32
Surveys manually removed from selection:	0

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

Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

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

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	145	0.000	0.014	0.014
08:00-09:00	11	145	0.000	0.023	0.023
09:00-10:00	11	145	0.000	0.005	0.005
10:00-11:00	11	145	0.000	0.003	0.003
11:00-12:00	11	145	0.000	0.002	0.002
12:00-13:00	11	145	0.000	0.001	0.001
13:00-14:00	11	145	0.002	0.000	0.002
14:00-15:00	11	145	0.003	0.001	0.004
15:00-16:00	11	145	0.007	0.002	0.009
16:00-17:00	11	145	0.009	0.001	0.010
17:00-18:00	11	145	0.011	0.000	0.011
18:00-19:00	11	145	0.023	0.001	0.024
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.055	0.053	0.108

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.

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Audit Code: 6fbd8bc1-101a-4652-9181-6bf5e3db5026

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	11/07/2016 - 13/09/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	32
Surveys manually removed from selection:	0

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

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