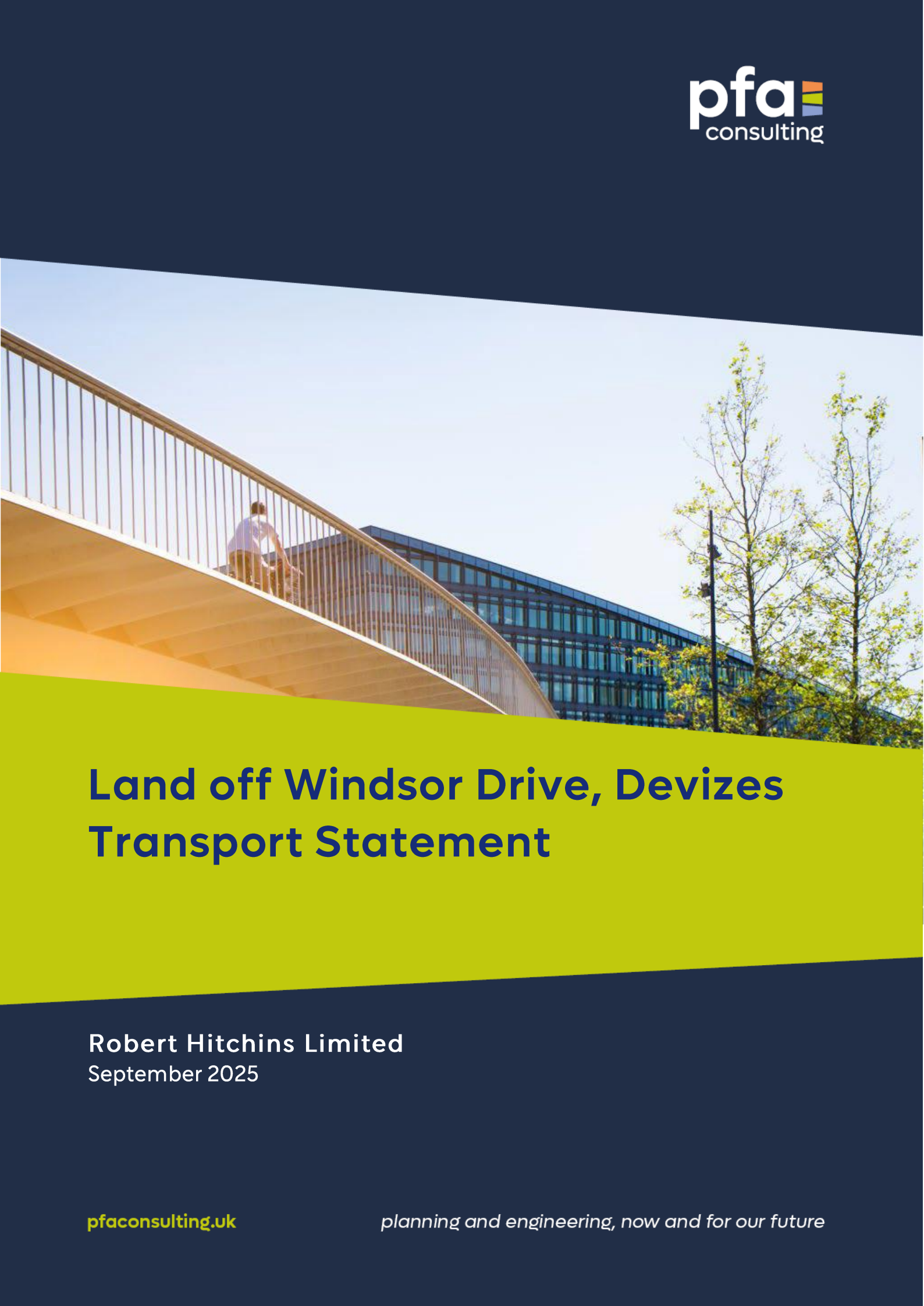


The background of the slide features a photograph of a modern architectural scene. In the foreground, a curved, light-colored concrete walkway with a metal railing leads towards a large, multi-story building with a glass facade. A person is walking on the bridge. To the right, there are young trees with green leaves. The sky is clear and blue. The bottom half of the slide is overlaid with a solid yellow-green color.

Land off Windsor Drive, Devizes Transport Statement

Robert Hitchins Limited
September 2025

DOCUMENT CONTROL

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1. INTRODUCTION

General

- 1.1. This Transport Statement has been prepared by PFA Consulting on behalf of Robert Hitchins Limited to support an outline planning application with all matters reserved for a residential development of up to 40 dwellings, associated infrastructure and landscaping, with vehicular access from Windsor Drive, Devizes.
- 1.2. The site is situated to the north east of Devizes, to the east of Windsor Drive, approximately 1.2km from Devizes town centre. North of the site is the Kennet and Avon Canal and A361 London Road, which is a radial route providing access to Devizes town centre.
- 1.3. The site takes the form of a triangular parcel of land east of Windsor Drive and west of Gypsy Patch Byway. The location of the site in relation to Devizes is shown in **Figure 1.1**. An indicative masterplan of the proposed development is reproduced at **Appendix A**.

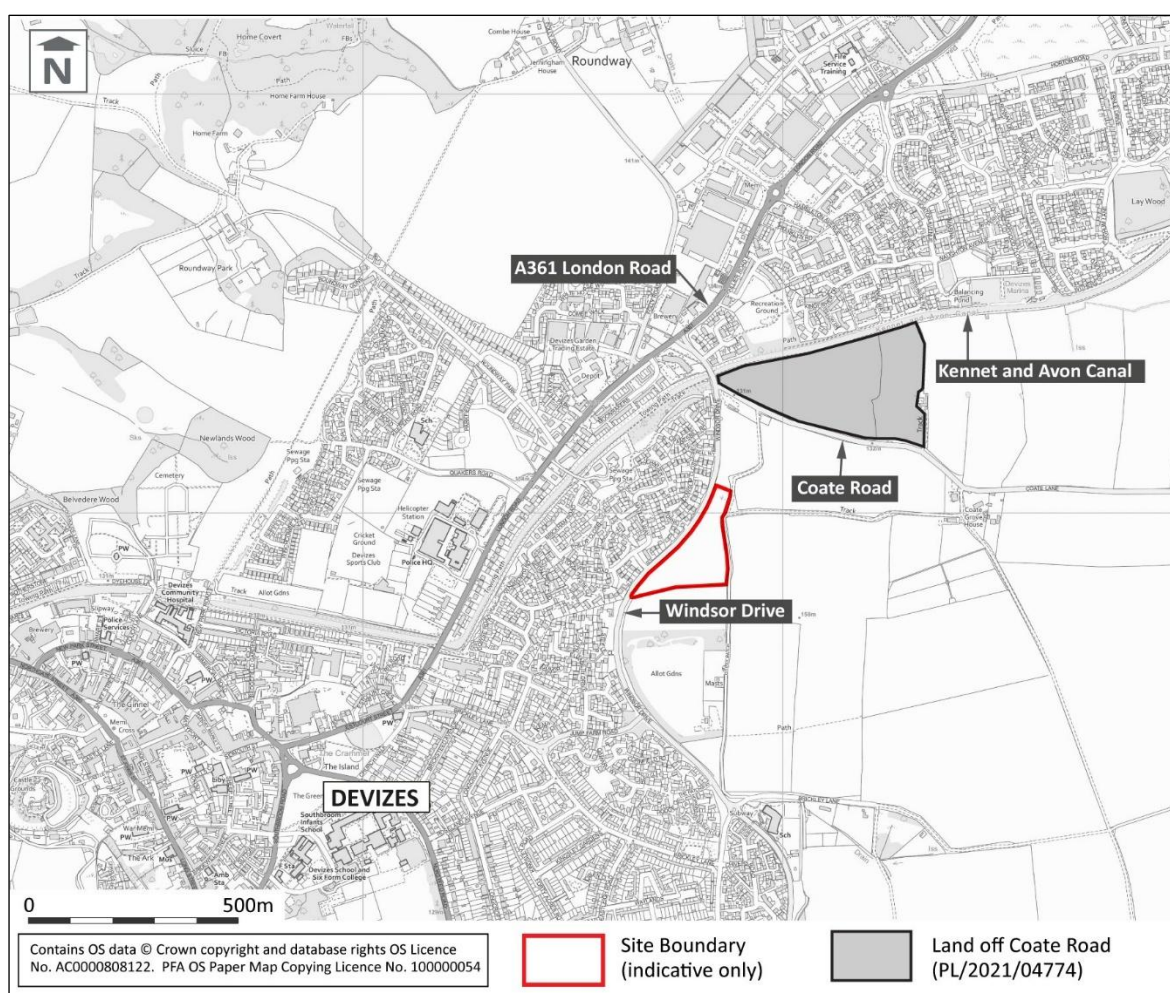


Figure 1.1: Site Location

- 1.4. Planning permission for a residential development of up to 200 dwellings and a local centre on 'Land off Coate Road' (Ref: PL/2021/04774), as shown in Figure 1.1 above, was secured at Appeal in 2023.
- 1.5. Development on Land off Coate Road will deliver enhanced access to the canal towpath and the following relevant Transport related planning obligations:

- £170,000 towards the improvement of the A361 Hopton/London Road roundabout
- £152,000 towards an improved local walking and cycling route along Windsor Drive
- £5,000 towards improved signage for pedestrians and cyclists in the area around the site
- £500,000 towards funding works to the canal towpath adjacent to the site to provide and/or improve accessibility for pedestrians and cyclists

- 1.6. Reserved matters applications in respect of access, appearance, landscaping, layout and scale (Ref: PL/2024/09259) and access (specifically relating to the access for Windsor Drive. Ref: PL/2024/09260) have been submitted to Wiltshire Council and approved.

Scope of Transport Statement

- 1.7. The National Planning Policy Framework (NPPF) states at paragraph 118 that applications for all developments that will generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.
- 1.8. This Transport Statement has been prepared with reference to the Government's Planning Practice Guidance to the NPPF. The category dealing with Transport Statements is contained in 'Travel Plans, Transport Assessments and Statements in Decision-taking'.

Outline of the Transport Statement

- 1.9. Section 2 of this Transport Statement places the proposed development in the context of the national and local transport planning policy framework. The existing transport network, including walking, cycling and public transport facilities is described in Section 3. Section 4 provides a description of the proposed development, with trip generation, distribution and traffic impacts considered in Section 5. The conclusions of the report are set out in Section 6.

2. PLANNING POLICY FRAMEWORK

- 2.1. The following provides a brief review of existing planning and transport policy at national and local level, which is considered relevant to the proposed development.

National Policy

National Planning Policy Framework

- 2.2. National guidance on planning is set out in the National Planning Policy Framework (NPPF) December 2024 by the Ministry of Housing, Communities and Local Government. It sets out the Government's planning policies for England and how these should be applied. At the heart of the NPPF is a presumption in favour of sustainable development.
- 2.3. In assessing sites that may be allocated for development plans, or specific applications for development, NPPF at paragraph 115 states that it should be ensured that:
- a) **sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;**
 - b) **safe and suitable access to the site can be achieved for all users;**
 - c) **the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and**
 - d) **any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.**
- 2.4. Paragraph 116 states that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."**
- 2.5. Paragraph 118 states that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."**

Planning Practice Guidance

- 2.6. The Government's planning practice guidance to the NPPF was launched as a web-based resource by DCLG in March 2014. Guidance on Transport Assessments fall within the category 'Travel plans, transport assessments and statements in decision-taking' (Reference ID: 42, Updated 06.03.2014). The guidance explains that travel plans, transport assessments and statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development, and are required for all developments which generate significant amounts of movement. The guidance has been taken into account in the preparation of this Transport Statement.

Local Policy

Wiltshire Core Strategy

- 2.7. The Wiltshire Core Strategy was formally adopted on 20 January 2015 and sets out the Council's spatial vision, key objectives and the overall principles for development within the County for the plan period up to 2026.
- 2.8. Core Policy 1 identifies the settlements where sustainable development will take place to improve the lives of all those who live and work in Wiltshire. Devizes is identified as a Market Town, and is one of the larger towns in the County; which are defined as:

“...settlements that have the ability to support sustainable patterns of living in Wiltshire through their current levels of facilities, services and employment opportunities’, and ‘have the potential for significant development that will increase the jobs and homes in each town in order to help sustain and where necessary enhance their services and facilities and promote better levels of self-containment and viable sustainable communities.”

- 2.9. Other Market Towns include Amesbury, Bradford on Avon, Calne, Corsham, Malmesbury, Marlborough, Melksham, Tidworth and Ludgershall, Warminster, Westbury, and Royal Wootton Bassett.
- 2.10. Devizes is the main settlement within the Devizes Community Area. The Devizes Area Strategy is set out at Paragraphs 5.64 – 5.69 and Core Policy 12. The development strategy for the Devizes Community Area supports Devizes’ role as a significant service centre providing jobs, homes and attractive retail opportunities within east Wiltshire whilst recognising existing constraints within the highway network and the town’s rich built and natural environment.
- 2.11. At paragraph 5.69, the Core Strategy states that by 2026, Devizes will have a strengthened service centre role for employment, retail and community services within the Community Area and east Wiltshire. New residential, employment and retail development will have been delivered to support the town’s high level of self-containment.
- 2.12. Core Policy 12 states that over the plan period (2006-2026), 9.9 ha of new employment land will be provided together with approximately 2,500 new homes of which about 2,010 should occur at Devizes.
- 2.13. Policies in relation to transport include Core Policy 60 ‘Sustainable Transport’, Core Policy 61 ‘Transport and Development’ and Core Policy 62 ‘Development Impacts on the Transport Networks’.
- 2.14. Core Policy 60 ‘Sustainable Transport’ states:

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

- 2.15. It goes on to state that this will be achieved by:

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

iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community

iv. promoting appropriate demand management measures

v. influencing the routing of freight within and through the county

vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.

2.16. Core Policy 61 'Transport and Development' states:

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

2.17. Core Policy 61 goes on to state that transport assessments must demonstrate that:

- consideration has been given to the needs of all transport users;
- the proposal is capable of being served by safe access to the highway network; and
- fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.

2.18. Core Policy 61 concludes by stating:

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

2.19. Core Policy 62 'Development Impacts on the Transport Networks' states:

"Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages."

2.20. Core Policy 64 sets out Demand Management, including referring to residential parking standards, and states:

"...the provision of car parking associated with well designed new residential development will be based on minimum parking standards. In determining the appropriate mix of parking types, the presumption will be that unallocated communal parking will be included in the majority of new residential development."

Wiltshire Local Plan Review

2.21. The current Local Plan is the Wiltshire Core Strategy. The Government requires every Local Plan to be reviewed at least once every five years. The Core Strategy was adopted in 2015 and is therefore being reviewed.

2.22. The purpose of the review of the adopted Local Plan will be to assess the future levels of need for new homes (including market, affordable and specialist housing) and employment land for the period to 2038 and to provide an appropriate basis for housing, employment land and infrastructure provision.

2.23. Initial consultation on the scope of the plan commenced in 2017. Evidence gathering and informal consultation informed plan preparation with public consultation undertaken in 2023.

- 2.24. Wiltshire Council submitted the Wiltshire Local Plan to the Secretary of State for Housing Communities and Local Government for independent examination on 28 November 2024.

Devizes Area Neighbourhood Plan

- 2.25. The Devizes Area Neighbourhood Plan was adopted in July 2015. It sets out a vision for the area with core objectives and a housing strategy. One objective is set in respect of traffic; that is:

Objective: The location of developments should be chosen to minimise their impact on people's ability to get around the town safely and conveniently.

- 2.26. In line with good practice, the Devizes Area Neighbourhood Plan is currently being reviewed to ensure that it is still relevant.

3. EXISTING TRANSPORT CONDITIONS

Site Context

- 3.1. The application site comprises an area of land to the north east of Devizes approximately 1.2km from the town centre. The site comprises a parcel of undeveloped land enclosed by trees and hedgerows to the south and east. Beyond the boundary to the east is Gypsy Patch Byway DEVI65 and further undeveloped land. Undeveloped land lies to the south and residential development is to the west on the other side of Windsor Drive.

Local Highway Network

- 3.2. The local highway network comprises Windsor Drive and the A361 London Road as shown on **Figure 1.1** and described below.

Windsor Drive

- 3.3. Windsor Drive is to the west of the site and routes north to south between the A361 London Road and the A342 Nursteed Road providing traffic with a route around the eastern edge of Devizes that avoids the Town Centre. Windsor Drive is a single carriageway road that is street lit and has a footway to the west side to the south of Coate Road and footway/cycleways to both sides to the north. In the vicinity of the site, the carriageway width of the road is circa 6.7m and the footway on the west side of the road is 2m wide and separated from the carriageway by a grass verge, which is around 3m wide. The speed limit on the road is 40mph reducing to 30mph to the north of the bridge over the Kennet and Avon Canal on the approach to the A361 London Road to the north and on the approach to Brickley Lane to the south.
- 3.4. **Photograph 3.1** shows a view to the south along Windsor Drive with the Site on the left.



Photograph 3.1: View to the south along Windsor Drive with the Site on the left

- 3.5. As set out in Section 1, a financial contribution towards an improved local walking and cycling route along Windsor Drive has been secured from the Land off Coate Road development.
- 3.6. At its northern end Windsor Drive connects to the A361 London Road in the form of a signal controlled junction that was installed in 2018 in place of a roundabout as part of a package of

highway improvements in accordance with the Devizes Transport Strategy. Signal controlled crossings are provided across Windsor Drive and the A361 London Road as part of the junction arrangements. The junction improvement has resulted in improved traffic conditions on the A361 London Road and Windsor Drive reducing queues on the approaches to the junction and rat running on Brickley Lane and Jump Farm Road.

- 3.7. **Photograph 3.2** shows a view to the north along Windsor Drive to the A361 London Road/Windsor Drive Signal Controlled Junction.



Photograph 3.2: View to the north along Windsor Drive to the A361 London Road/Windsor Drive Signal Controlled Junction

A361 London Road

- 3.8. The A361 London Road is a radial route providing access to Devizes town centre to the south and towards the M4 and Swindon to the north. It is a single carriageway road that is street lit and has footway/cycleways to both sides to the north of the A361 London Road/Windsor Drive Junction and footways and advisory cycle lanes to both sides to the south. The advisory cycle lanes terminate at the bridge over the canal to the south. The speed limit on the road is 30mph from approximately 80m to the south of the A361 London Road/Hopton Road Roundabout into the Town Centre. Following the adoption of the Devizes LCWIP, it is proposed by Wiltshire Council to create a shared use path to enhance opportunities for active travel along this key corridor.
- 3.9. **Photograph 3.3** shows a view to the north along the A361 London Road from the A361 London Road/Windsor Drive Signal Controlled Junction and **photograph 3.4** shows a view to the south.



Photograph 3.3: View to the north along the A361 London Road from the A361 London Road/Windsor Drive Signal Controlled Junction



Photograph 3.4: View to the south along the A361 London Road from the A361 London Road/Windsor Drive Signal Controlled Junction

Existing Traffic

- 3.10. To establish the existing traffic flows passing the site, an Automatic Traffic Count (ATC) survey was undertaken on Windsor Drive. The survey captured traffic flows and vehicular speeds for 7-days between 13 November 2024 and 19 November 2024.
- 3.11. **Table 3.1** provides a summary of weekday traffic flows with mean and 85th percentile speeds contained in **Table 3.2**. Summary ATC survey results are reproduced at **Appendix B**.

Table 3.1: Summary of Average Weekday Traffic Flows on Windsor Drive in 2024

Direction	AM Peak Hour (08:00-09:00)	PM Peak Hour (17:00-18:00)	Daily (24-hour)
Northbound	433	334	4,107
Southbound	332	411	4,175
Total	765	745	8282

Table 3.2: Summary of 7 Day Traffic Speeds on Windsor Drive

Direction	Speed Limit	Mean Average	85th Percentile
Northbound	40 mph	36.9mph	41.8mph
Southbound	40 mph	37.6mph	42.7mph

- 3.12. In addition to the ATC, classified turning counts were also undertaken at the Windsor Drive / Harebell Way priority junction on both Thursday 14 November 2024 and Thursday 8 May 2025 in order to establish local trip rates. The results of the survey and associated trip rates are discussed in Section 5.

Road Safety

- 3.13. Information on personal injury collisions in the vicinity of the site has been obtained from Wiltshire Council for the most recently available five year period to 31 July 2024. **Figure 3.1** shows the location of the collisions along Windsor Drive and police reference taken from the Council's collision report.

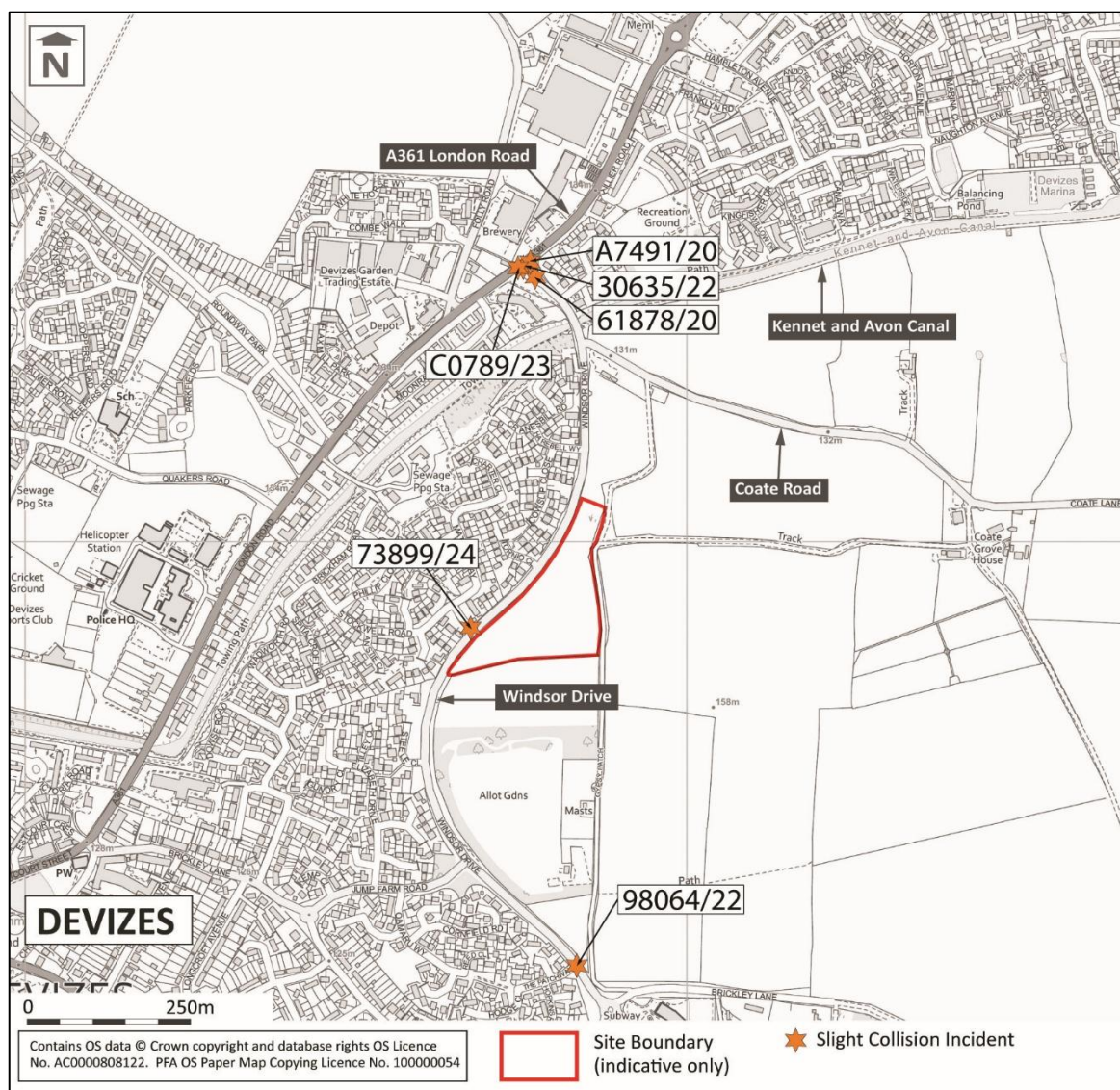


Figure 3.1: Collision Locations Plan

- 3.14. A total of six collisions resulting in slight injuries were recorded within the study area over the 5-year period. Summary information from the collision records, working south to north, is set out in Table 3.3.

Table 3.3: Summary of Collisions in the Vicinity of the Site

Location	Police Ref	Date	Severity	Description
Windsor Drive/The Patchway Junction	98064/22	15/09/2022	Slight	V1 (car) travelling southeast. V2 (car) travelling southwest. V2 has been stationary waiting to turn right. V1 has failed to stop and collided front with V2 rear.
Windsor Drive/Proudman Road Junction	73899/24	12/06/2024	Slight	V1 (van) travelling southwest. V2 (car) travelling southwest. V2 has stopped to turn right and V1 has collided front with V2 rear.
A361 London Road/Windsor Drive Junction	C0789/23	14/11/2023	Slight	V1 (car) travelling southeast, V2 (car) travelling southwest. V1 has failed to give way to oncoming traffic and collided front with V2 offside rear.

Location	Police Ref	Date	Severity	Description
A361 London Road/Windsor Drive Junction	30635/22	25/03/2022	Slight	V1 (car) travelling northeast. V2 (van) travelling northeast. V3 (car) travelling northeast. V3 has been responding to emergency. V2 has stopped to allow 3 to go ahead. V1 struck front with V2 rear.
A361 London Road/Windsor Drive Junction	61878/20	27/06/2020	Slight	V1 (car) travelling north. V2 (car) travelling north. V2 was waiting at traffic lights when V1 collided front with rear V2.
A361 London Road/Windsor Drive Junction	A7491/20	25/10/2020	Slight	V1 (car) travelling southeast. V2 (car) travelling southwest. V3 (van) travelling northeast. V1 has entered roundabout to turn right. V2 has failed to give way and collides into the offside of V2. V3 then collides into the rear of V1 and drives off.

Source: Wiltshire Council, December 2024.

- 3.15. In summary, four slight collisions (ref: C0789/23; 30635/22; 61878/20 and A7491/20) occurred at the A361 London Road/Windsor Drive junction with two of these being rear shunts; one at the traffic lights, another as a car shunted into another that stopped to let an emergency response vehicle past. The other two collisions at the A361 London Road/Windsor Drive junction were associated with vehicles that failed to give way appropriately. Two slight collisions occurred on Windsor Drive; one at the junction with Proudman Road (ref: 73899/24) and the other at the junction with The Patchway (ref: 98064/22). Both collisions were characteristic of rear shunts.

Pedestrian and Cycling Facilities

- 3.16. Pedestrian and cycling facilities on Windsor Drive and the A361 London Road are described above.
- 3.17. Wiltshire Council's cycle map of Devizes identifies cycling facilities in the vicinity of the application site. An extract from the cycle map, which has been annotated to show the site is shown in **Figure 3.2**. The cycle map shows NCN Route 4 that routes along Coate Road north of the site and along the canal towpath, which has been the subject of a phased series of improvements by the Canal & River Trust. It identifies the canal towpath and the A361 London Road as cycle routes towards Devizes. There are multiple routes into Devizes for pedestrians and cyclists including along the canal towpath; sections of the A361 London Road in combination with sections of the towpath; or via the quiet streets to the west of the site, the canal towpath/A361 London Road or by crossing the A342 Nursted Road at one of the Toucan crossings next to Church Walk or Roseland Avenue.

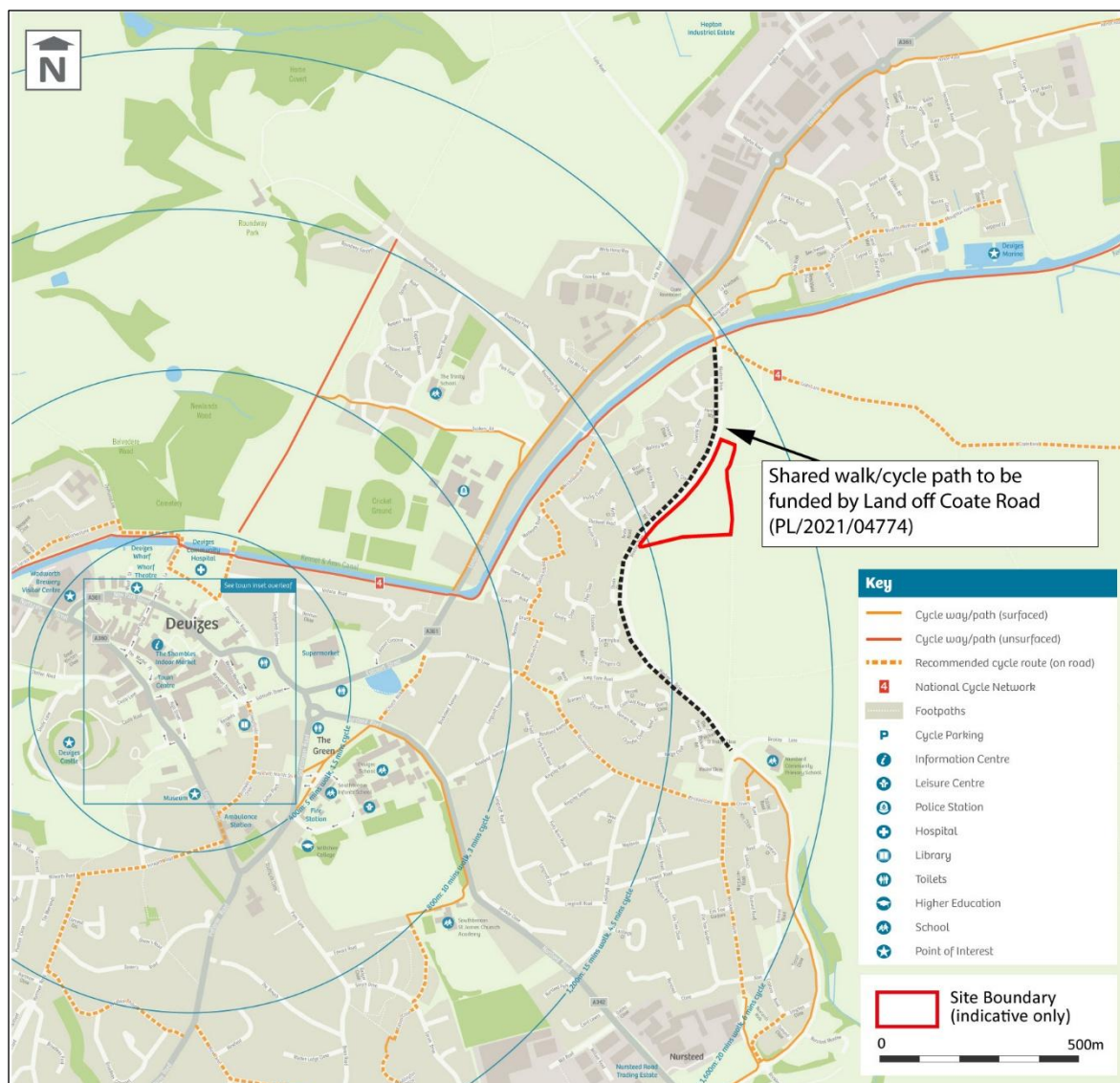


Figure 3.2: Extract from Wiltshire Council's Cycle Map of Devizes
Site Boundary and Shared Walk/Cycle path annotation added by PFA Consulting

- 3.18. Improvements for pedestrians and cyclists in the vicinity of the site are in the pipeline. A financial contribution towards the improvement of walking and cycling routes in the vicinity of Land off Coate Road (Ref: PL/2021/04774) has been secured payable at the occupation of 100 dwellings with the intended focus being on the provision of a shared footway/cycleway on the west side of Windsor Drive. Wiltshire Council proposes to create a shared use path to enhanced opportunities for active travel along the London Road corridor in accordance with its LCWIP. In addition, funding towards works to the canal towpath adjacent Land off Coate Road has also been secured.

Public Rights of Way

- 3.19. Public rights of way in the vicinity of the application site are shown in **Figure 3.3**, with reference to WC's Rights of Way Explorer.



Figure 3.3: Public Rights of Way

Source: Wiltshire Council Rights of Way Explorer

Note: PROW shown are indicative only

- 3.20. A Byway Open to All Traffic (DEVI65) routes along Gypsy Patch between Coate Road and Brickley Lane to the south and a Footpath (DEVI6) routes along the canal towpath to the north of the site. These public rights of way connect to further public rights of way in the surrounding area providing access to the surrounding countryside and other parts of the town.

National Cycle Network

- 3.21. As set out above, national cycle network route 4 (NCN Route 4), which is a long-distance cycling route from London to Fishguard in west Wales, routes along Coate Road, crosses Windsor Drive and heads south west towards Devizes along the canal towpath. An extract of the Sustrans digital map, which shows NCN Route 4, is shown in **Figure 3.4**.

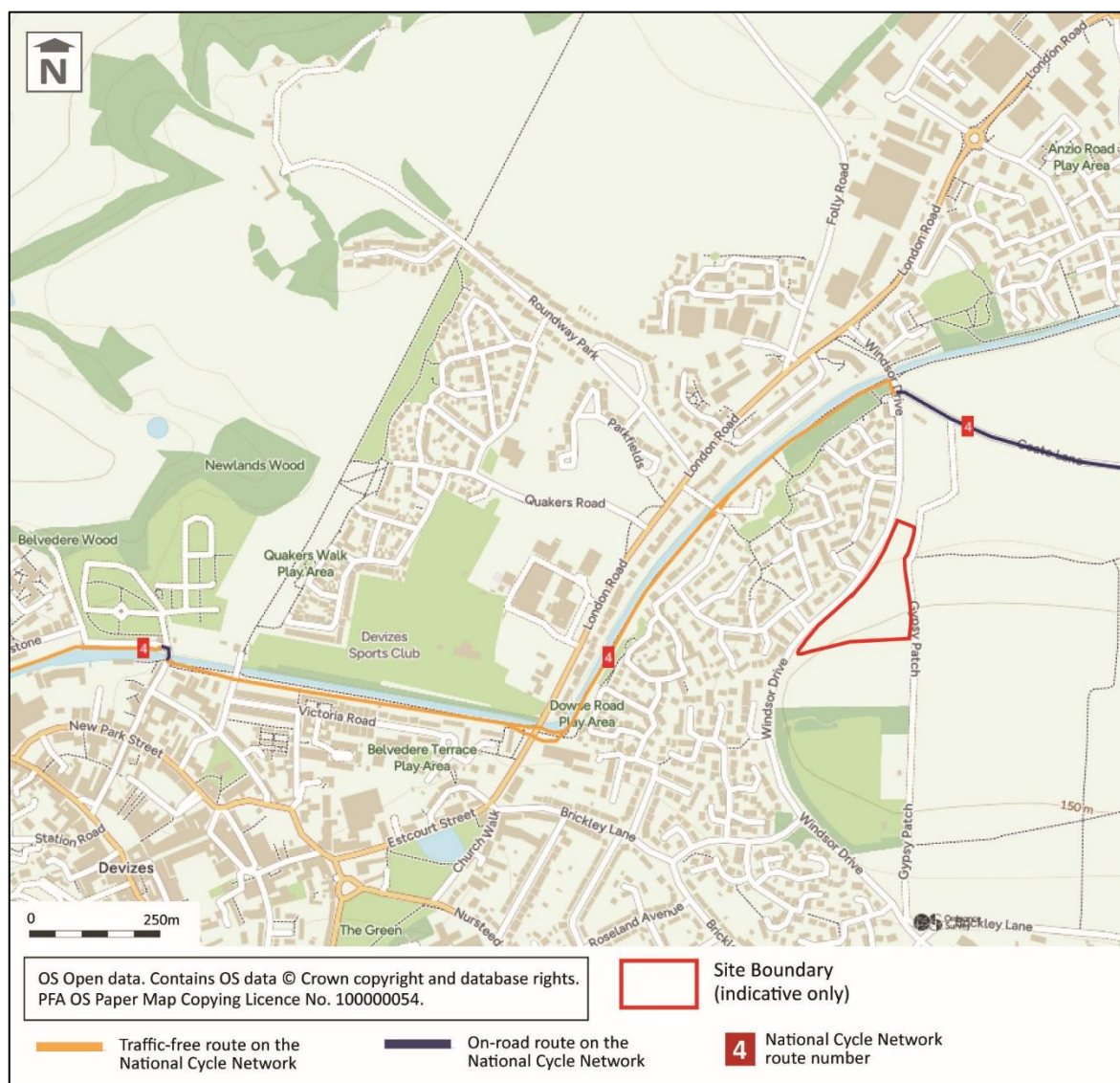


Figure 3.4 Extract from Sustrans digital map showing National Cycle Network Route 4

Site Boundary added by PFA Consulting

Local Facilities

- 3.22. The use of sustainable means of transport is more attractive and convenient when local facilities and services are within walking or cycling distance. **Figure 3.5** shows the existing local facilities in the vicinity of the application site.

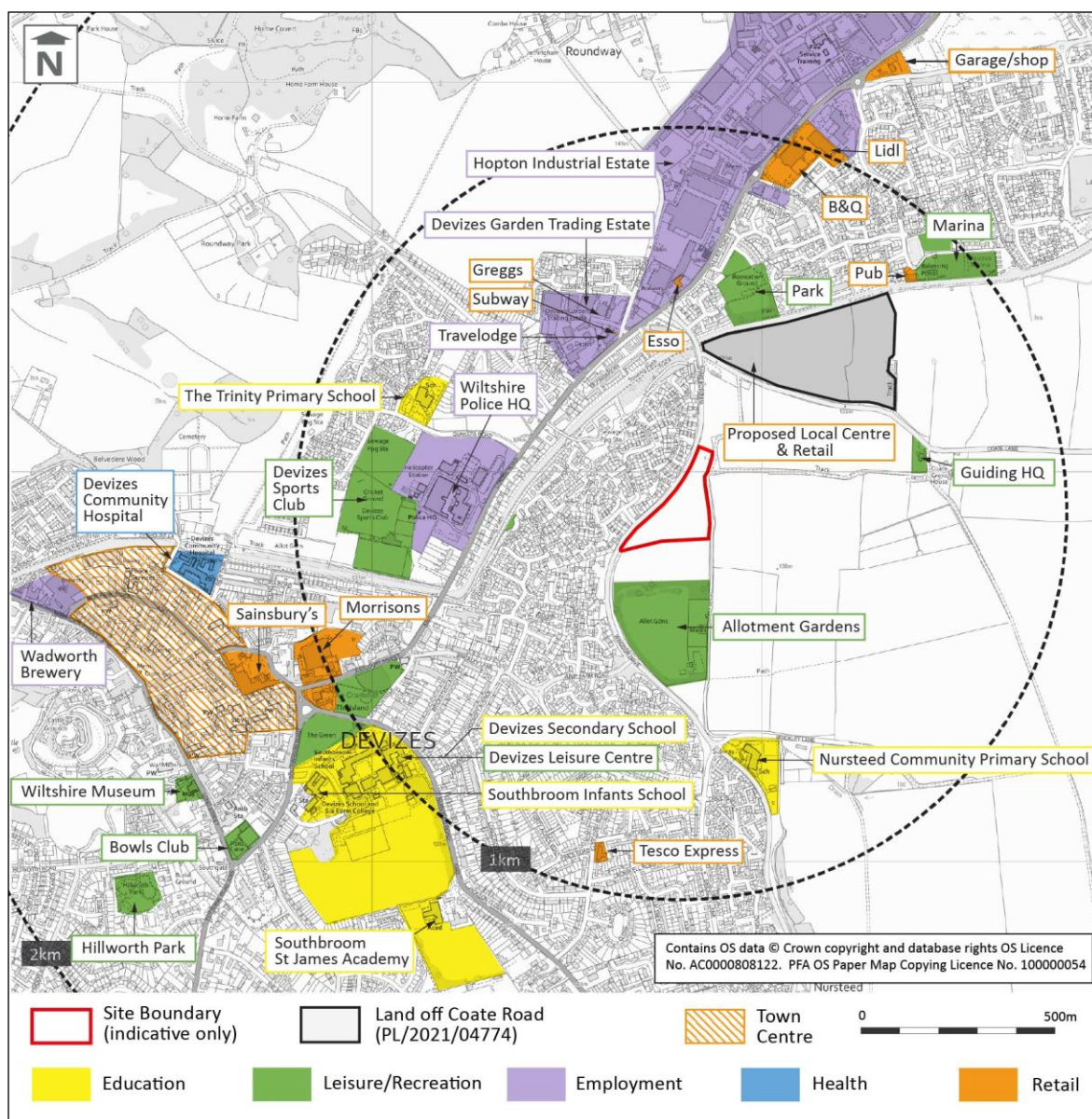


Figure 3.5: Local Facilities

3.23. The distance to local facilities surrounding the application site is set out below in Table 3.4.

Table 3.4: Local Facilities and Distances

Local Facilities	Name	Approximate Distance from Site Centroid	Accessible via
Bus Stops	London Road Stops	600m	
	Windsor Drive Stop	250m	
Local Centre	Local Centre on Land off Coate Road	500m	
Supermarket	Lidl, North Arakan Road	1.2km	
	Morrisons, A361 London Road	1.3km	
	Sainsbury's, A361 London Road	1.5km	
Primary School	The Trinity Primary School	900m	
	Nursted Community Primary School	1km	

Local Facilities	Name	Approximate Distance from Site Centroid	Accessible via
	Southbroom St James Academy	1.5km	
Secondary School	Devizes School	1.5km	
Leisure	Guiding HQ	1km	
	Devizes Sports Club	1.2km	
	Devizes Leisure Centre	1.5km	
	Allotments	500m	
	Devizes Football Club	1.8km	
Dentist	Ferndale Dental and Implant Clinic	1.2km	
	The Market Place Dental Practice	1.7km	
	High Street Dental Clinic	1.8km	
Pharmacy	Boots	1.6km	
	Morrisons Pharmacy	1.2km	
Doctor	St James Surgery	1.6km	
	The Southbroom Surgery	1.2km	
Post Office	Royal Mail Delivery Office, Sheep Street	1.5km	
Hospital	Devizes Community Hospital	1.6km	
Town Centre	Devizes Town Centre	1.4km	
Employment	Garden Trading Estate	750m	
	Hopton Industrial Estate	1.3km	
	Banda Industrial Estate	1.9km	

Note: Distances are by foot or cycle on the most direct routes; incorporating footways and PRoW. Thresholds <2km for walking and <5km for cycling.

- 3.24. **Table 3.4** shows that there is a range of local facilities within walking and cycling distance of the application site.

Food Shopping

- 3.25. Lidl is located on North Arakan Road approximately 1.2km walking distance to the north of the site and Morrisons and Sainsbury's are located near to the town centre on the A361 approximately 1.3km and 1.5km walking distance respectively. Lidl can be accessed via the footway on the west side of Windsor Drive and the footway/cycleway on the east side of the A361 London Road and Morrisons can be accessed via footways or cycling on carriageway along the A361 London Road. Sainsbury's can be accessed via the estate roads to the west of Windsor Drive and either the canal towpath of A361 London Road. Food shopping is therefore available within walking and cycling distance of the site.

Primary School

- 3.26. The Trinity Primary School is located along Quakers Road to the west of the site approximately 900m walk via the estate roads to the west of the site, Brickham Bridge, A361 London Road and Quakers Road. There is a signal controlled crossing across the A361 London Road on the route. Nursteed Community Primary School is located south of the site, approximately 1km walking distance along Windsor Drive.

Secondary Schools

- 3.27. Devizes Secondary School is located to the southwest of the site and to the east of Devizes Town centre, approximately 1.5km walk via Windsor Drive and the Estate Roads on the opposite side of the Windsor Drive. There are signal controlled crossings across the A342 Nursted Road on the route.

Leisure and Community Facilities

- 3.28. The site is well situated in relation to a range of leisure and community facilities. Devizes Guiding Head Quarters (Guiding HQ), is located approximately 1km walk along Windsor Drive and Coate Road or Gypsy Patch Byway DEVI65/Footpath DEVI66. Devizes Sports Club, which includes rugby pitches, cricket grounds and tennis courts, is located approximately 1.2km walk to the west of the site. The Devizes leisure centre, which includes a swimming pool, gym and sports centre, is located close to the town centre approximately 1.5km walk from the site.

Employment

- 3.29. The site is well located in relation to a number of nearby employment areas in this part of Devizes. Garden Trading Estate is located to the west of the site whilst Hopton Industrial Estate is located to the north; this is the largest employment area in Devizes. The two sites combined employ around 2,800 people according to the 2011 Census 'Workplace Population' dataset. Banda Industrial Estate is located to the south of the site, whilst further employment is available in the town centre, around 1.3km walk to the west.

Town Centre

- 3.30. Devizes town centre with its range of retail and commercial opportunities is approximately 1.3km walking distance from the centre of the site, it is therefore accessible on foot and by bike. The town centre can be accessed via the estate roads to the west of Windsor Drive, the A361 London Road and sections of the canal towpath.

Bus Services

- 3.31. Key bus services in Devizes are operated by Faresaver and Stagecoach. The nearest bus stops to the site are located on Windsor Drive, adjacent the site, and London Road, approximately 700m to the north from the centre of the site. The bus stops located on London Road are served by Services 1/1C (Faresaver) and 49 (Stagecoach). The bus stops located on Windsor Drive are served by Service 1/1C. The routes of these services are shown on **Figure 3.6** and summary of bus service information is set out in **Table 3.5**

Table 3.5: Summary Bus Service Information

Service	Route	Days	First Service	Frequency (approx)	Last Service
Service 1/1C	Devizes Market Place Marina Meadows Windsor Road Devizes Market Place	Monday – Friday	07:26	30 mins	17:29
		Saturday	08:06	30 mins	16:56
		Sunday	No service		
Service 49	Swindon Devizes Trowbridge	Monday – Friday	05:47	30 mins	18:20 (to Trowbridge) 22:22 (to Devizes)
		Saturday	06:27	30 mins	17:57 (to Trowbridge) 22:22 (to Devizes)
		Sunday (Devizes only service)	08:57	120 mins	19:07
	Trowbridge Devizes Swindon	Monday – Friday	05:56	30 mins	22:42
		Saturday	07:08	30 mins	22:42
		Sunday	08:58	60 mins	18:38

Note: Information obtained from <https://www.traveline.info/>.

- 3.32. Buses 1/1C and 49 provide a regular service to and from Devizes town centre as well as providing access to key destinations further afield such as Swindon and Trowbridge. In addition, a pre-bookable community bus service (No.101/102) operated by Salisbury Reds is accessible from the nearby bus stops, this provides access to Pewsey and surrounding villages.

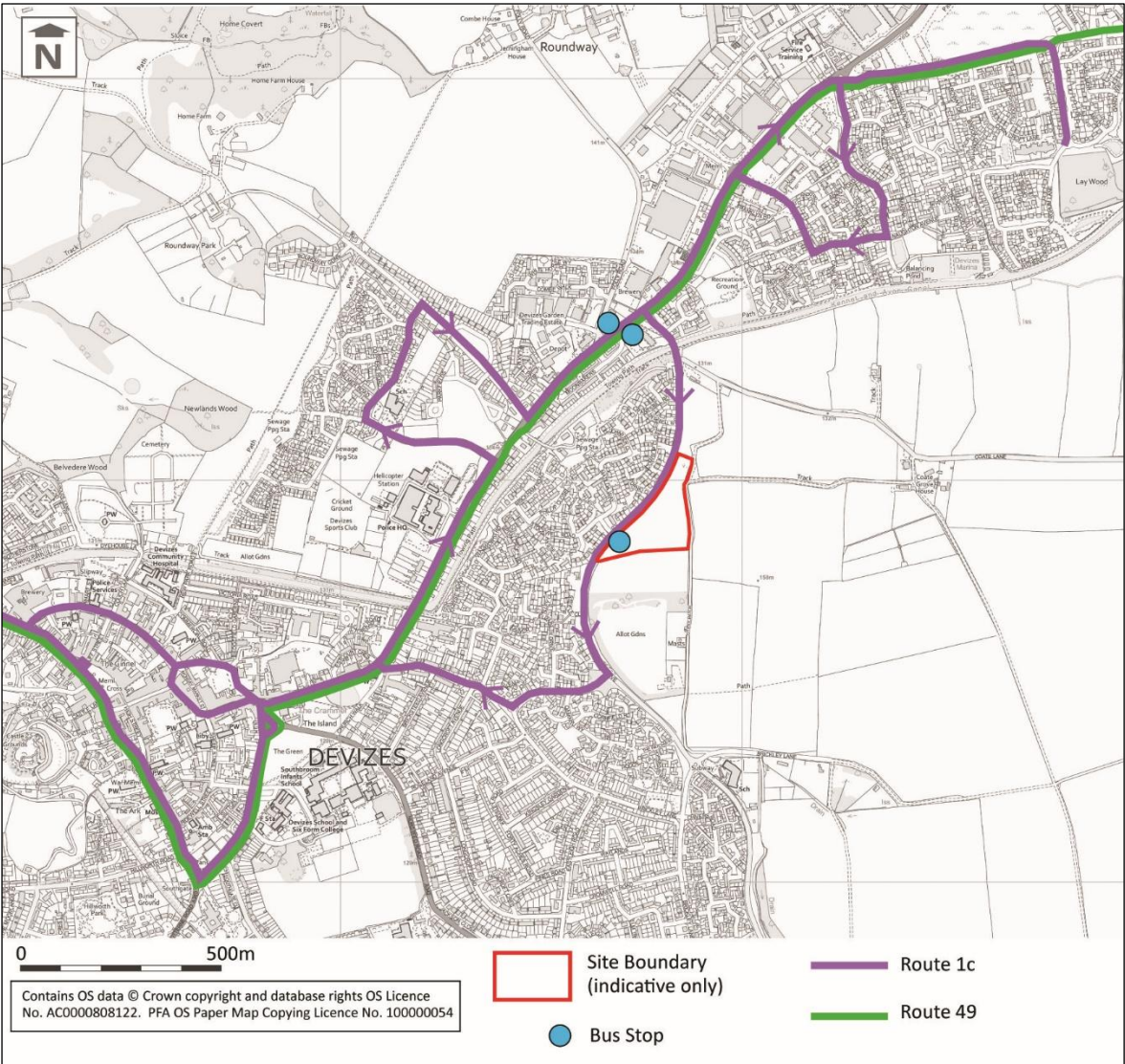


Figure 3.6: Bus Services

4. PROPOSED DEVELOPMENT

Proposed Development

- 4.1. The proposed development comprises the construction of up to 40 residential dwellings, associated infrastructure and landscaping, with vehicular access from Windsor Drive. The planning application is to be made in outline with all matters reserved.
- 4.2. An indicative layout for the proposed development is included at **Appendix A**, an extract from which is shown below in **Figure 4.1**.



Figure 4.1: Extract from Indicative Masterplan

Vehicular Access

- 4.3. The proposed site access arrangements are shown on drawing H727/01 'Proposed Site Access Arrangements' reproduced at **Appendix C**.
- 4.4. It is proposed to construct a simple priority junction on Windsor Drive approximately 60m north of Tornio Close. The site access road would have a 6.5m wide carriageway on the approach to Windsor

Drive with 10m corner radii and tapers to cater for large vehicles. The carriageway width would likely reduce to 5.5m within the development, subject to highway alignment to be determined at the reserved matters stage.

- 4.5. Junction visibility splays of 2.4 x 120m are shown in both directions, based on a design speed of 70kph, commensurate with the speed limit of 40mph, in accordance with Tables 2.5 and 2.10 of CD 109 Highway Link Design.
- 4.6. To demonstrate that the proposed site access arrangements would be capable of accommodating large vehicles, swept path analysis of a Refuse Vehicle has been undertaken as shown on drawing H727/02 'Swept Path Analysis Refuse Vehicle' reproduced at **Appendix D**.

Pedestrian and Cyclist Access

- 4.7. 2m footways would be provided to both sides of the access road with a new footway from the site access on the eastern side of Windsor Drive connecting with the existing footways at the soon to be upgraded Coate Road junction being delivered by the consented development on land off Coate Road, as shown on drawing H727/01.
- 4.8. As shown on the indicative masterplan an additional foot/cycle link is to be provided connecting the development with Windsor Drive at which point there is to be a new uncontrolled crossing to enable residents to access the existing footway which runs along the western side of Windsor Drive. As this footway is likely to be widened to a shared footway/cycleway at some point in the future, the proposed crossing has been shown to accommodate cyclists as well as pedestrians with a widened crossing and visibility splays of 2.5m x 120m as shown on drawing H727/01.
- 4.9. Cyclist movements are to be accommodated on the carriageway internally. Vehicular speeds will be controlled through the use of street geometry in accordance with Manual for Streets.

Public Transport Access

- 4.10. With the provision of the new crossing on Windsor Drive there is the potential to relocate the bus stop, which is currently located approx. 60m south of the proposed crossing on the east side of Windsor Drive. This would enable bus passengers to safely access the bus stop from the footway on the western side of Windsor Drive; currently there is no crossing or dropped kerb to access the existing bus stop.
- 4.11. A relocated bus stop on Windsor Drive would provide future residents direct access via the ped/cycle link to the bus stop to access the local 1/1C bus service. For the more regular bus service 49, which is served from the bus stops on London Road, there will be a new footway on the eastern side of Windsor Drive from the site access junction connecting into the existing footway at Coate Road as shown on drawing H727/01.

Travel Plan

- 4.12. A Residential Travel Plan has been produced alongside this TS, which would be implemented to encourage walking, cycling and public transport use, to reduce the traffic generation of the proposed development. The funding of the Travel Plan, its measures and the Travel Plan Co-ordinator will be secured by means of a planning condition or S106 agreement.

Parking

- 4.13. The applicant recognises the importance of appropriate parking provision within the proposed development. Car, motorcycle and cycle parking would be provided in accordance with the adopted standards at the time of the reserved matters application/s.

5. TRIP GENERATION AND HIGHWAY IMPACT

Trip Generation

- 5.1. For the proposed residential development vehicular trip rates have been derived from the TRICS database. Comparable sites were reviewed in the database to determine suitable trip rates. The TRICS outputs for 'Houses Privately Owned' are included at **Appendix E**.
- 5.2. The use of 'Houses Privately Owned' trip rates for the residential development is considered a 'robust' assessment given that at least 30% of the total residential units will be for affordable housing in accordance with Core Policy 43 of the adopted Wiltshire Core Strategy. The vehicular peak hour trip rates derived from TRICS are set out in **Table 5.1** below.

Table 5.1: Vehicular Trip Generation Rates (Houses Privately Owned)

Time Period	Vehicular Trip Rates per dwelling		
	Arrivals	Departures	Totals
AM Peak Hour (08:00 – 09:00)	0.147	0.374	0.521
PM Peak Hour (17:00 – 18:00)	0.336	0.158	0.494

- 5.3. The above trip rates were compared with local trip rates calculated from traffic surveys undertaken at the Windsor Drive / Harebell Way junction in 2024 and 2025. Harebell Way serves 62 dwellings. The two-way local trip rates calculated from the traffic survey results were 0.339 in the AM peak hour and 0.500 in the PM peak hour based on the 2024 surveys and 0.435 in the AM and 0.629 in the PM based on the 2025 surveys. Clearly there were fluctuations in the local trip rates and it was therefore concluded that it was appropriate to use the average TRICS trip rates for the purposes of this assessment.
- 5.4. The above TRICS trip rates have been applied to the proposed development of up to 40 dwellings to provide a prediction of the vehicle trip generation of the proposed development. The predicted vehicle trip generation during the weekday AM and PM peak hours is set out in **Table 5.2**.

Table 5.2: Weekday Vehicle Trip Generation of Proposed Development (40 Dwellings)

Time Period	Arrivals	Departures	Totals
AM Peak Hour (08:00 – 09:00)	6	15	21
PM Peak Hour (17:00 – 18:00)	13	6	20

Note: Summation errors due to rounding.

- 5.5. It is on this basis that the proposed development of 40 dwellings would generate approximately 21 (two-way) vehicle trips in the AM peak hour and around 20 in the PM peak hour.
- 5.6. In addition to the vehicle trip generation of the proposed development, the trip generation on other modes of transport including walking, cycling and public transport has been predicted using the TRICS data with the trip rates and mode share percentage shown in **Table 5.3**.

Table 5.3: Derivation of Mode Share

Mode of Travel	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)	
	Trip Rate	Mode Share (%)	Trip Rate	Mode Share (%)
Pedestrians	0.142	14.4%	0.074	9.1%
Cyclists	0.022	2.2%	0.017	2.1%
Public Transport Users	0.022	2.2%	0.014	1.7%
Drivers of Vehicles	0.521	53.0%	0.494	60.9%
Passengers of Vehicles	0.276	28.1%	0.212	26.1%
Total	0.983	100%	0.811	100%

Notes:

1. Trip Rates calculated based on TRICS Multi-Modal Trip Rates per dwelling.
2. Drivers of Vehicles taken to be equal to Total Vehicles as defined by TRICS.
3. Passengers of Vehicles taken to be Total Vehicles subtracted from Vehicle Occupants as defined by TRICS.

- 5.7. The proposed development predicted weekday peak hour trip generation for all modes of travel is shown in **Table 5.4**.

Table 5.4: Weekday Multi-Modal Trip Generation of Proposed Development (40 Dwellings)

Mode of Travel	Weekday AM Peak Hour	Weekday PM Peak Hour
Pedestrians	6	3
Cyclists	1	0
Public Transport Users	1	0
Drivers of Vehicles	21	20
Passengers of Vehicles	11	8
Total	39	32

Note: Summation errors due to rounding.

Highway Capacity Analysis

- 5.8. In order to confirm the suitability of the proposed site access, the Junctions 10 programme has been utilised to establish levels of capacity.
- 5.9. On the basis that the planning application is to be made in 2025, a future assessment year of 2030 has been selected on the basis that it represents five years post submission of a planning application.
- 5.10. Baseline traffic flows on Windsor Drive have been derived from the ATC survey undertaken in 2024 as set out in Section 3 with traffic growth, committed development and development traffic added as set out below.
- 5.11. TEMPro Version 8.1 has been used to derive growth factors for the 'core' scenario with selected parameters and calculations available to view at **Appendix F**. The calculated growth values are reported in **Table 5.5** below.

Table 5.5: TEMPro Growth Rates (Wiltshire 026)

Growth Period	AM Peak	PM Peak
2024-2030	1.0425	1.0401

- 5.12. Committed development traffic flows along Windsor Drive have been taken from the Transport Assessment that accompanied planning application PL/2021/04774 for up to 200 dwellings on Land off Coate Road, Devizes and included in the highway capacity analysis in addition to background traffic growth based on TEMPro. Alternative planning assumptions have been utilised in the TEMPro calculations to avoid double counting in respect of committed development.
- 5.13. Development traffic has been assigned with a 50/50 split north/south on Windsor Drive based on the ATC data in Section 3.
- 5.14. **Figures 5.1 & 5.2** below show the 2030 assessment traffic flows for the weekday AM and PM peak hours which have been input into the Junctions 10 capacity assessment model.

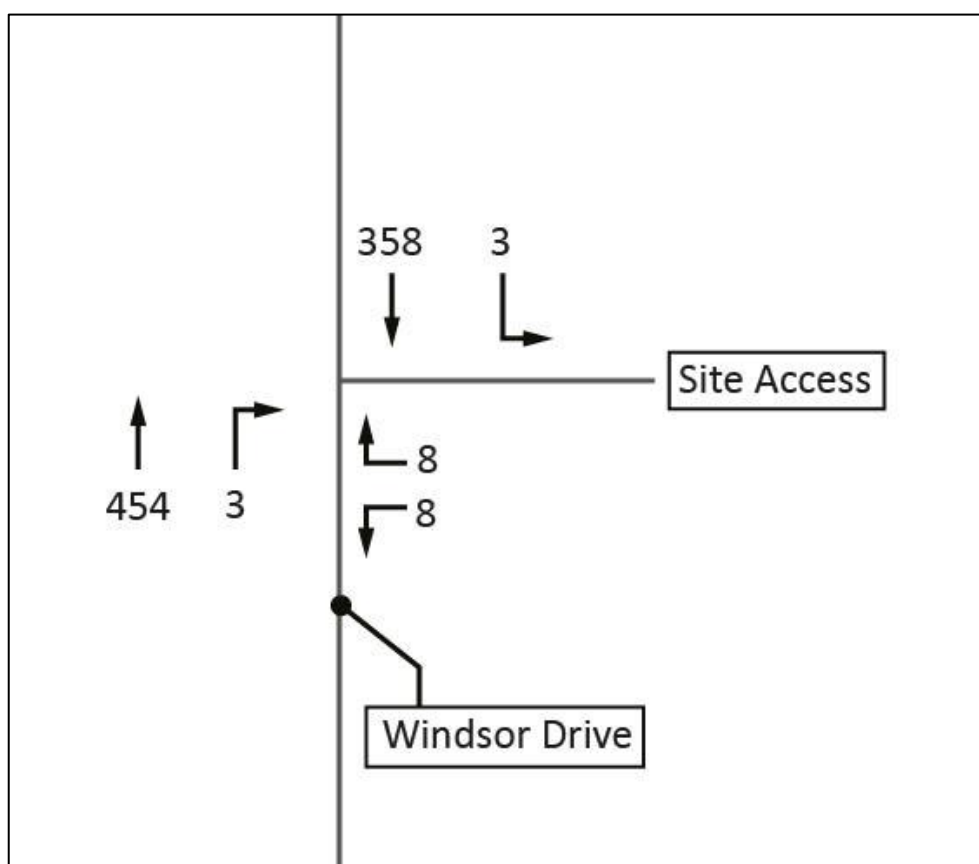


Figure 5.1: 2030 Assessment Traffic Flows - weekday AM peak hour (08:00-09:00)

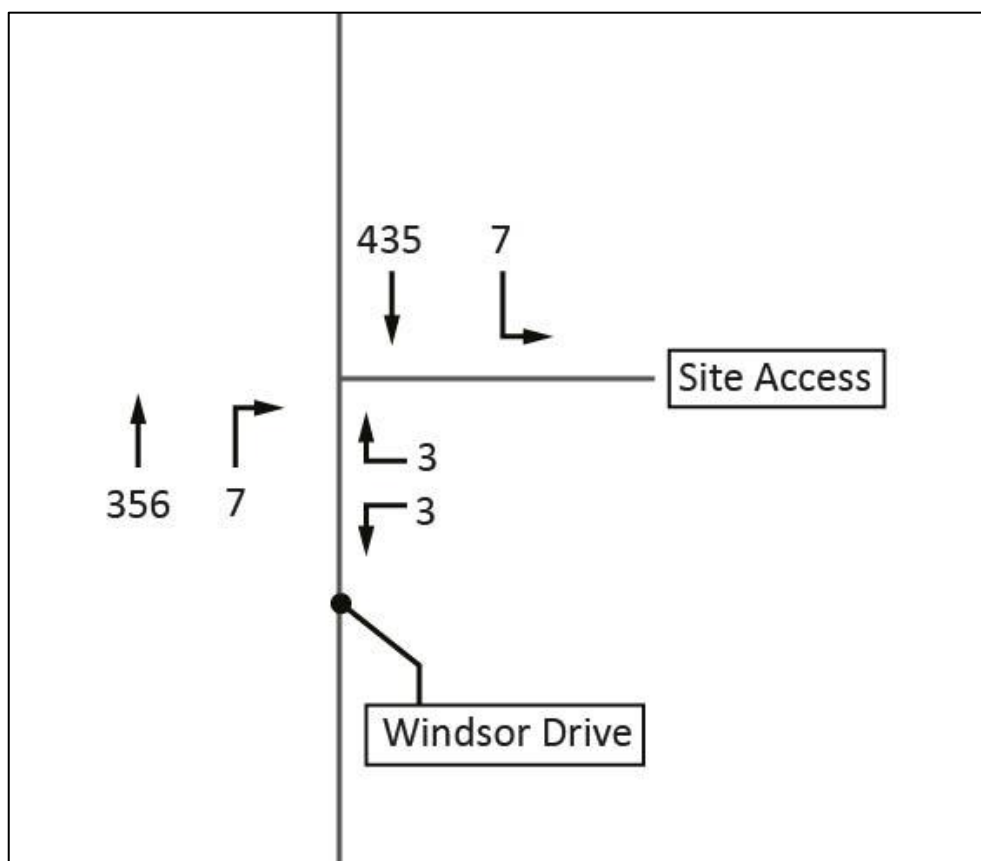


Figure 5.2: 2030 Assessment Traffic Flows - weekday PM peak hour (17:00-18:00)

- 5.15. **Table 5.6** below presents a summary of the Junctions 10 results for the site access junction for the 2030 assessment year for both the weekday AM and PM peak hour periods. The Junctions 10 model outputs are provided at **Appendix G**.

Table 5.6: Site Access Junctions 10 Results

Approach	Scenario 1: 2030 + Committed + Proposed Development					
	AM Peak Hour			PM Peak Hour		
	Max Queue (vehicles)	Max Delay (seconds/vehicle)	Max RFC	Max Queue (vehicles)	Max Delay (seconds/vehicle)	Max RFC
Site Access	0	8.54	0.04	0	8.54	0.02
Windsor Drive	0	4.49	0.01	0	4.90	0.02

- 5.16. The above table demonstrates that a simple priority junction could serve the proposed development with minimal levels of delay and no queuing forecast in 2030 with the proposed development in both the weekday AM and PM peak hours.
- 5.17. RHL intends to submit a planning application for a development of up to 175 dwellings on Land South of Coate Road to the north of the site. A sensitivity test has therefore been undertaken to establish the performance of the site access junction with the additional traffic that would be generated by development on Land South of Coate Road. The development traffic flows for this sensitivity test have been taken from the Transport Assessment that will support the South of Coate Road planning application and added to the 2030 assessment traffic flows shown in **Figures 5.1 & 5.2**.

- 5.18. **Table 5.7** below presents a summary of the Junctions 10 results for the site access junction for the 2030 assessment year with Land South of Coate Road sensitivity test for both the weekday AM and PM peak hour periods.

Table 5.7: Site Access Junctions 10 Results

Approach	Scenario 1: 2030 + Committed + Proposed Development + Land South of Coate Road (Sensitivity Test)					
	AM Peak Hour			PM Peak Hour		
	Max Queue (vehicles)	Max Delay (seconds/vehicle)	Max RFC	Max Queue (vehicles)	Max Delay (seconds/vehicle)	Max RFC
Site Access	0	8.66	0.04	0	8.63	0.02
Windsor Drive	0	4.48	0.01	0	4.85	0.02

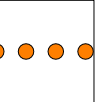
- 5.19. The above table demonstrates that a simple priority junction could serve the proposed development with minimal levels of delay and no queuing forecast in 2030 with the proposed development and development on Land South of Coate Road in both the weekday AM and PM peak hours.

6. SUMMARY AND CONCLUSIONS

- 6.1. This Transport Statement has been prepared by PFA Consulting on behalf of Robert Hitchins Limited in support of an outline planning application with all matters reserved for a residential development of up to 40 dwellings, associated infrastructure and landscaping, with vehicular access from Windsor Drive, Devizes.
- 6.2. The proposed development would provide safe and suitable access for all users. The proposed access arrangements would provide pedestrian and cyclist connections to existing facilities on Windsor Drive allowing for the future upgrade of the footway on the west side of the road to a shared footway/cycleway. Bus public transport has the potential to replace car-based trips for journeys in excess of walk and cycle distances.
- 6.3. The proposed development is forecast to give rise to 21 two-way trips during the AM peak hour and 20 two-way trips during the PM peak hour. It has been demonstrated that the proposed site access arrangements would operate within capacity with the proposed development and also RHL's development proposals on Land South of Coate Road, and it is considered that the proposed development traffic can be satisfactorily accommodated on the surrounding local highway network.
- 6.4. The proposed development accords with national and local policy, in that it will provide a sustainable development. It would have good access to existing and proposed facilities providing opportunities for sustainable travel, with safe and suitable access for all modes. The additional traffic would not give rise to an unacceptable impact on highway safety or capacity. There is therefore no reason in transport terms why the outline planning application should not be permitted.



KEY

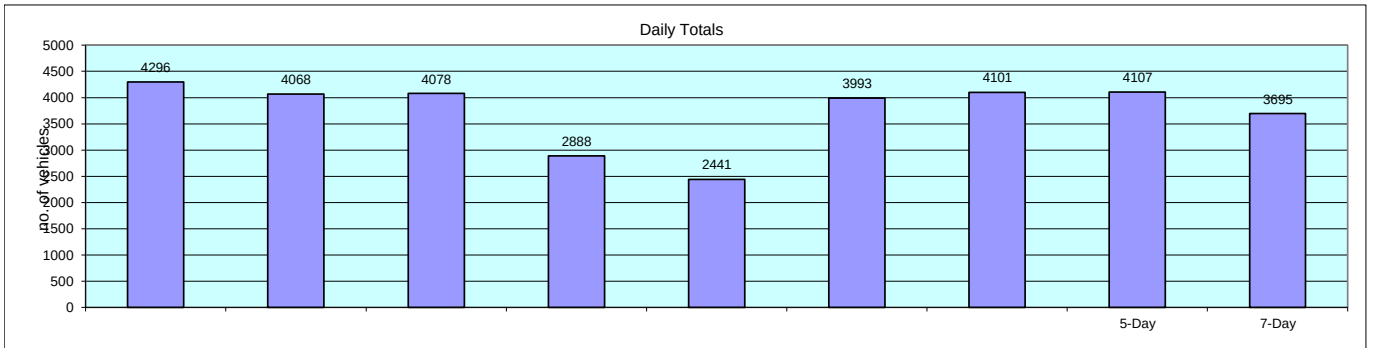
-  PROPOSED VEHICULAR ACCESS INTO THE SITE
-  PROPOSED RESIDENTIAL
-  MAIN ROAD WITH GREEN VERGE AND STREET TREE PLANTING
-  PRIVATE DIRVEWAY
-  EXISTING VEGETATION
-  PROPOSED WOODLAND PLANTING
-  EXISTING PROW
-  PROPOSED PLAY AREA
-  PROPOSED ATTENUATION



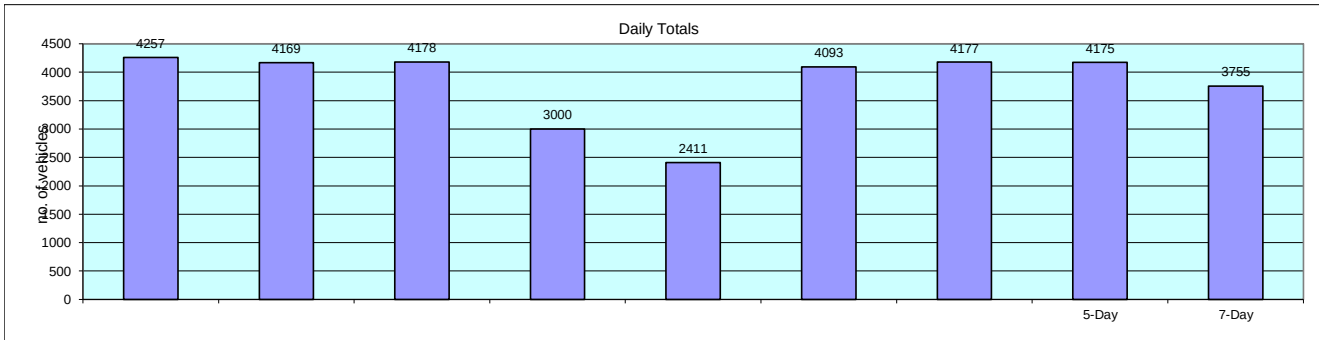
Site Name: LAND OFF WINDSOR DRIVE, DEVIZES		Drawing Number: 390.UD.10		Revision: L	
Drawing Title: INDICATIVE MASTERPLAN		Drawn By: LD	Checked By: GRJ	Date: 28/08/2025	Scale: 1:1000 @ A2
 Robert Hitchins The Complete Development Solution The Manor, Boddington, Cheltenham, Gloucestershire, GL51 0TJ Tel: 01242 480694 www.robert-hitchins.co.uk					

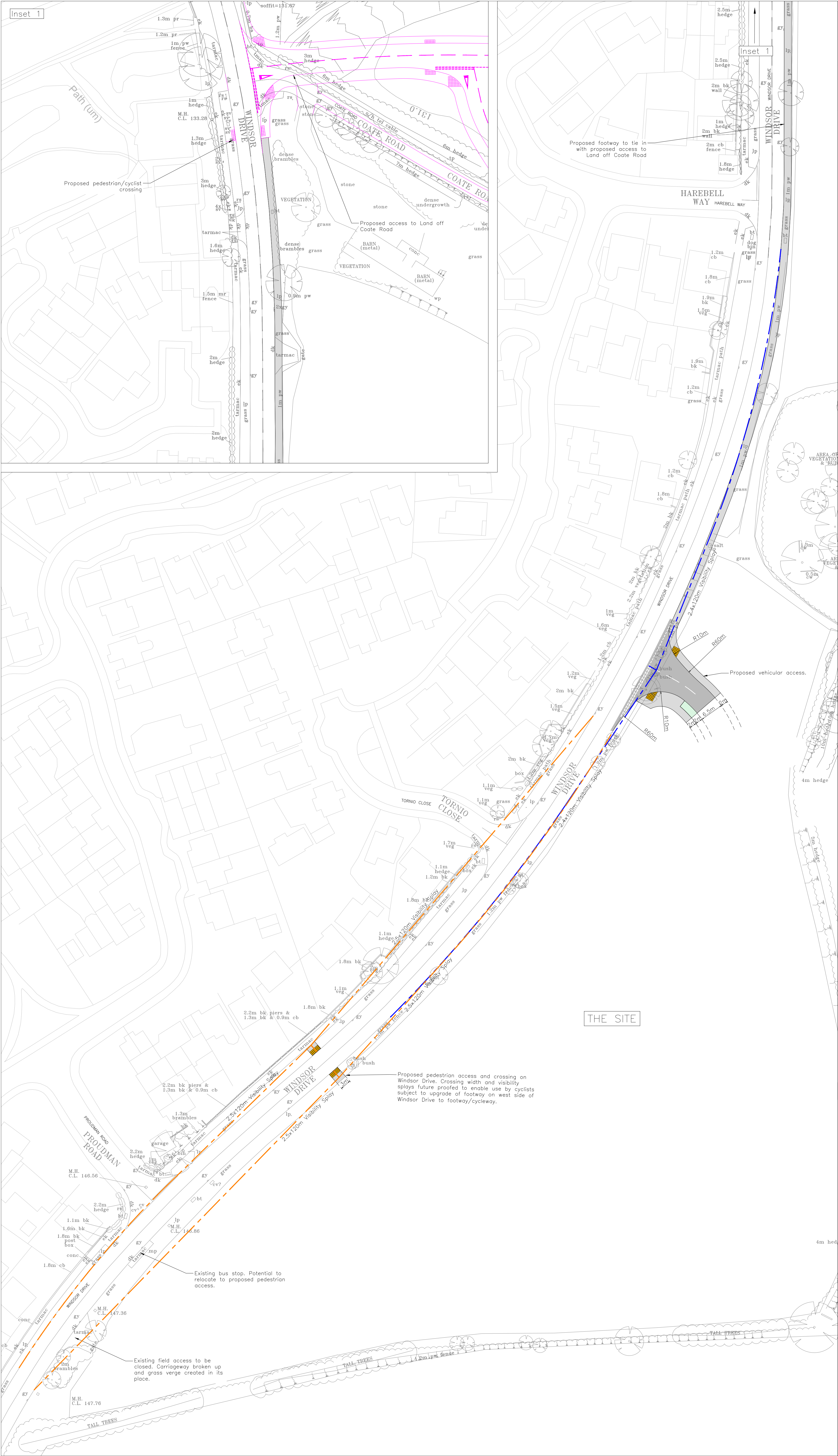
13893		DEVIZES								
NOVEMBER 2024					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 13893001	Windsor Drive Devizes (South of Coate Road) 51.358874, -1.974881	Channel: Northbound	Wed 13-Nov-24	Tue 19-Nov-24	40	25865	4107	3695	41.8	36.9
		Channel: Southbound	Wed 13-Nov-24	Tue 19-Nov-24		26285	4175	3755	42.7	37.6

13893	DEVIZES			Site No: 13893001		Location	Windsor Drive, Devizes (South of Coate Road)		
	Channel: Northbound								
									5-Day
TIME PERIOD	Wed 13-Nov-24	Thu 14-Nov-24	Fri 15-Nov-24	Sat 16-Nov-24	Sun 17-Nov-24	Mon 18-Nov-24	Tue 19-Nov-24	Av	Av
Week Begin: 13-Nov-24									
00:00	4	6	5	10	13	1	2	4	6
01:00	9	4	4	6	14	4	1	4	6
02:00	5	2	3	1	5	5	1	3	3
03:00	6	9	8	5	8	8	6	7	7
04:00	13	13	15	10	5	12	14	13	12
05:00	76	77	81	27	21	73	76	77	62
06:00	180	175	156	41	20	181	177	174	133
07:00	441	424	356	102	55	363	433	403	311
08:00	460	430	401	166	86	439	435	433	345
09:00	247	257	271	231	182	254	241	254	240
10:00	268	236	241	285	225	263	251	252	253
11:00	239	211	244	309	274	253	250	239	254
12:00	239	221	300	312	269	223	207	238	253
13:00	285	247	262	236	235	254	251	260	253
14:00	281	248	281	211	216	254	238	260	247
15:00	295	295	339	183	204	309	313	310	277
16:00	357	340	328	183	160	317	333	335	288
17:00	321	363	292	173	145	324	368	334	284
18:00	226	213	188	142	118	164	208	200	180
19:00	133	111	107	74	74	131	105	117	105
20:00	89	71	69	55	45	60	73	72	66
21:00	71	66	52	58	35	52	73	63	58
22:00	41	38	45	38	23	36	35	39	37
23:00	10	11	30	30	9	13	10	15	16
12H,7-19	3659	3485	3503	2533	2169	3417	3528	3518	3185
16H,6-22	4132	3908	3887	2761	2343	3841	3956	3945	3547
18H,6-24	4183	3957	3962	2829	2375	3890	4001	3999	3600
24H,0-24	4296	4068	4078	2888	2441	3993	4101	4107	3695
Am	08:00	08:00	08:00	11:00	11:00	08:00	08:00		
Peak	460	430	401	309	274	439	435		
Pm	16:00	17:00	15:00	12:00	12:00	17:00	17:00		
Peak	357	363	339	312	269	324	368		



TIME PERIOD	Wed 13-Nov-24	Thu 14-Nov-24	Fri 15-Nov-24	Sat 16-Nov-24	Sun 17-Nov-24	Mon 18-Nov-24	Tue 19-Nov-24	5-Day Av	7-Day Av
Week Begin: 13-Nov-24									
00:00	3	7	11	16	20	2	9	6	10
01:00	6	3	3	10	10	5	2	4	6
02:00	2	7	6	6	5	5	7	5	5
03:00	3	8	11	3	7	6	6	7	6
04:00	9	12	10	6	4	9	10	10	9
05:00	47	45	33	13	12	45	54	45	36
06:00	108	117	106	32	21	107	108	109	86
07:00	238	235	232	54	29	272	283	252	192
08:00	316	332	299	97	63	338	376	332	260
09:00	214	192	211	167	108	226	223	213	192
10:00	223	220	205	249	164	231	247	225	220
11:00	243	217	267	319	257	215	207	230	246
12:00	268	237	317	341	253	240	259	264	274
13:00	277	304	297	313	262	281	264	285	285
14:00	342	303	338	314	247	300	303	317	307
15:00	386	385	443	246	267	338	318	374	340
16:00	477	461	484	242	191	453	442	463	393
17:00	419	407	370	173	145	429	431	411	339
18:00	277	254	206	111	111	246	253	247	208
19:00	153	156	109	81	78	130	151	140	123
20:00	113	115	90	73	84	88	91	99	93
21:00	62	82	62	72	42	65	68	68	65
22:00	62	49	49	40	17	47	45	50	44
23:00	9	21	19	22	14	15	20	17	17
12H,7-19	3680	3547	3669	2626	2097	3569	3606	3614	3256
16H,6-22	4116	4017	4036	2884	2322	3959	4024	4030	3623
18H,6-24	4187	4087	4104	2946	2353	4021	4089	4098	3684
24H,0-24	4257	4169	4178	3000	2411	4093	4177	4175	3755
Am	08:00	08:00	08:00	11:00	11:00	08:00	08:00		
Peak	316	332	299	319	257	338	376		
Pm	16:00	16:00	16:00	12:00	15:00	16:00	16:00		
Peak	477	461	484	341	267	453	442		





Inset 1

Inset 1

Status

PRELIMINARY

This drawing is produced for initial discussion and illustrative purposes only, and should not be relied upon for tender or pricing purposes.

0m

25m

Scale 1:500

NOTES

- This drawing is based on the Topographical Survey undertaken by Ruxton Surveys, number 20075/01, dated June 2020. Supplemented by OS data © Crown copyright and database rights. PFA OS Paper Map Copying Licence No. 100000054.
- All adoptable highway works to be constructed in accordance with the current version of the Specification for Highway Works (SHW), published by The Stationery Office as Volume 1 of the Manual of Contract Documents, as amended and Wiltshire Council's (WC) Specification and Notes for Guidance for Highway Works by Developers Under Agreement, Eighth Edition, dated May 2003.
- The works shown on this drawing could affect Statutory Undertaker's apparatus and the location and depth of all such apparatus should be verified prior to commencement of the works and to take any precautions necessary when working in the vicinity of any such apparatus.
- All dimensions shown in metres (m) unless otherwise stated, and all levels relate to Ordnance Datum.
- Visibility splays shown on the basis that vegetation is cut back and maintained to visibility line.

KEY

Carriageway

Footway

Verge

Proposed access to Land off Coate Road taken from Drawing Number 8804/01 Rev F dated 16 January 2025, prepared by PFA Consulting.

Tactile paving, colour buff

Junction Visibility Splay

Pedestrian/Cyclist Visibility Splay

Rev	Date	Description	Drawn	Check
#	03/02/25	First Issue	ML	TP

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Client

Robert Hitchens

The Complete Development Solution

Project

Land off Windsor Drive Devides

Drawing Title

Proposed Site Access Arrangements

Sheet 1 of 1

Drawing No.

H727/01

Rev

#

E-Mail:

miodwick@pfapl.com

A1

Calculation Reference: AUDIT-712101-241030-1037

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	5 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	2 days
	KC KENT	2 days
	SC SURREY	2 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	9 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days

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

PFA Consulting Wanborough Road Swindon

Licence No: 712101

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 75 to 300 (units:)
Range Selected by User: 75 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Monday-Friday 0700-1000
Include days where PT not known: Yes
Range: 1 to 30

Date Range: 01/01/16 to 14/05/24

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

Selected survey days:

Monday 4 days
Tuesday 15 days
Wednesday 5 days
Thursday 6 days

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

Selected survey types:

Manual count 30 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
Edge of Town 29

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 26
Out of Town 2
No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 7 days - Selected
Servicing vehicles Excluded 32 days - Selected

Secondary Filtering selection:**Use Class:**

C3 30 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	9 days
10,001 to 15,000	11 days
15,001 to 20,000	6 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	24 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	27 days
No	3 days

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

PTAL Rating:

No PTAL Present	30 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DC-03-A-11 A350 SHAFTESBURY	MIXED HOUSES	DORSET
	Edge of Town No Sub Category Total No of Dwellings: 141 Survey date: TUESDAY 31/10/23		Survey Type: MANUAL
2	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16		Survey Type: MANUAL
3	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19		Survey Type: MANUAL
4	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: WEDNESDAY 12/10/22		Survey Type: MANUAL
5	ES-03-A-10 WATERGATE BEXHILL-ON-SEA	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 139 Survey date: THURSDAY 28/09/23		Survey Type: MANUAL
6	ES-03-A-14 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 120 Survey date: TUESDAY 30/04/24		Survey Type: MANUAL
7	HC-03-A-24 STONEHAM LANE EASTLEIGH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 243 Survey date: WEDNESDAY 10/11/21		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-33 CROW LANE RINGWOOD CROW Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	MIXED HOUSES & FLATS 195 04/07/23	HAMPSHIRE Survey Type: MANUAL
9	HC-03-A-36 HAVANT ROAD EMSWORTH Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	MIXED HOUSES & FLATS 145 12/09/23	HAMPSHIRE Survey Type: MANUAL
10	HF-03-A-03 HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	MIXED HOUSES 160 08/07/19	HERTFORDSHIRE Survey Type: MANUAL
11	HF-03-A-06 A505 ROYSTON Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	MIXED HOUSES & FLATS 180 28/11/23	HERTFORDSHIRE Survey Type: MANUAL
12	KC-03-A-10 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	MIXED HOUSES 106 09/05/23	KENT Survey Type: MANUAL
13	KC-03-A-12 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	MIXED HOUSES & FLATS 186 19/09/23	KENT Survey Type: MANUAL
14	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	MIXED HOUSES 275 23/09/19	NORFOLK Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		266	
	Survey date: THURSDAY		23/09/21	Survey Type: MANUAL
16	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		143	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
17	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
18	NF-03-A-35 REPTON AVENUE NORWICH	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		116	
	Survey date: WEDNESDAY		28/09/22	Survey Type: MANUAL
19	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
20	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		212	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
21	NF-03-A-46 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		300	
	Survey date: TUESDAY		14/09/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	NF-03-A-52 LYNNSPORT WAY KING'S LYNN	MIXED HOUSES		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		130	
	Survey date: TUESDAY		07/11/23	Survey Type: MANUAL
23	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		207	
	Survey date: MONDAY		01/04/19	Survey Type: MANUAL
24	SC-03-A-11 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		96	
	Survey date: TUESDAY		14/05/24	Survey Type: MANUAL
25	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS		SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings:		250	
	Survey date: TUESDAY		12/10/21	Survey Type: MANUAL
26	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		248	
	Survey date: WEDNESDAY		22/11/17	Survey Type: MANUAL
27	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		180	
	Survey date: THURSDAY		19/04/18	Survey Type: MANUAL
28	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		117	
	Survey date: WEDNESDAY		20/10/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	WS-03-A-22	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	129	
	Survey date: TUESDAY	19/03/24	Survey Type: MANUAL
30	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-A-09	Surveyd During Covid
SF-03-A-10	Surveyd During Covid

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.147	0.374	0.521
1700-1800	0.336	0.158	0.494

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.086	30	168	0.309	30	168	0.395
08:00 - 09:00	30	168	0.147	30	168	0.374	30	168	0.521
09:00 - 10:00	30	168	0.145	30	168	0.176	30	168	0.321
10:00 - 11:00	30	168	0.123	30	168	0.144	30	168	0.267
11:00 - 12:00	30	168	0.134	30	168	0.142	30	168	0.276
12:00 - 13:00	30	168	0.153	30	168	0.142	30	168	0.295
13:00 - 14:00	30	168	0.157	30	168	0.145	30	168	0.302
14:00 - 15:00	30	168	0.162	30	168	0.187	30	168	0.349
15:00 - 16:00	30	168	0.262	30	168	0.162	30	168	0.424
16:00 - 17:00	30	168	0.271	30	168	0.168	30	168	0.439
17:00 - 18:00	30	168	0.336	30	168	0.158	30	168	0.494
18:00 - 19:00	30	168	0.269	30	168	0.142	30	168	0.411
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.245			2.249			4.494

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

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

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Parameter summary

Trip rate parameter range selected: 75 - 300 (units:)
Survey date date range: 01/01/16 - 14/05/24
Number of weekdays (Monday-Friday): 30
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 7
Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.003	30	168	0.003	30	168	0.006
08:00 - 09:00	30	168	0.007	30	168	0.007	30	168	0.014
09:00 - 10:00	30	168	0.004	30	168	0.004	30	168	0.008
10:00 - 11:00	30	168	0.002	30	168	0.002	30	168	0.004
11:00 - 12:00	30	168	0.002	30	168	0.002	30	168	0.004
12:00 - 13:00	30	168	0.002	30	168	0.002	30	168	0.004
13:00 - 14:00	30	168	0.002	30	168	0.001	30	168	0.003
14:00 - 15:00	30	168	0.002	30	168	0.002	30	168	0.004
15:00 - 16:00	30	168	0.005	30	168	0.006	30	168	0.011
16:00 - 17:00	30	168	0.004	30	168	0.004	30	168	0.008
17:00 - 18:00	30	168	0.003	30	168	0.002	30	168	0.005
18:00 - 19:00	30	168	0.002	30	168	0.002	30	168	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.037			0.075

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.*

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.001	30	168	0.001	30	168	0.002
08:00 - 09:00	30	168	0.002	30	168	0.002	30	168	0.004
09:00 - 10:00	30	168	0.003	30	168	0.002	30	168	0.005
10:00 - 11:00	30	168	0.002	30	168	0.002	30	168	0.004
11:00 - 12:00	30	168	0.002	30	168	0.002	30	168	0.004
12:00 - 13:00	30	168	0.002	30	168	0.002	30	168	0.004
13:00 - 14:00	30	168	0.002	30	168	0.001	30	168	0.003
14:00 - 15:00	30	168	0.001	30	168	0.002	30	168	0.003
15:00 - 16:00	30	168	0.002	30	168	0.002	30	168	0.004
16:00 - 17:00	30	168	0.001	30	168	0.000	30	168	0.001
17:00 - 18:00	30	168	0.001	30	168	0.000	30	168	0.001
18:00 - 19:00	30	168	0.000	30	168	0.001	30	168	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.017			0.036

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.

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.001	30	168	0.001	30	168	0.002
08:00 - 09:00	30	168	0.000	30	168	0.000	30	168	0.000
09:00 - 10:00	30	168	0.001	30	168	0.001	30	168	0.002
10:00 - 11:00	30	168	0.001	30	168	0.001	30	168	0.002
11:00 - 12:00	30	168	0.001	30	168	0.001	30	168	0.002
12:00 - 13:00	30	168	0.001	30	168	0.001	30	168	0.002
13:00 - 14:00	30	168	0.001	30	168	0.001	30	168	0.002
14:00 - 15:00	30	168	0.001	30	168	0.001	30	168	0.002
15:00 - 16:00	30	168	0.000	30	168	0.000	30	168	0.000
16:00 - 17:00	30	168	0.001	30	168	0.001	30	168	0.002
17:00 - 18:00	30	168	0.001	30	168	0.001	30	168	0.002
18:00 - 19:00	30	168	0.000	30	168	0.000	30	168	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.003	30	168	0.009	30	168	0.012
08:00 - 09:00	30	168	0.004	30	168	0.018	30	168	0.022
09:00 - 10:00	30	168	0.001	30	168	0.004	30	168	0.005
10:00 - 11:00	30	168	0.003	30	168	0.003	30	168	0.006
11:00 - 12:00	30	168	0.002	30	168	0.002	30	168	0.004
12:00 - 13:00	30	168	0.002	30	168	0.003	30	168	0.005
13:00 - 14:00	30	168	0.002	30	168	0.002	30	168	0.004
14:00 - 15:00	30	168	0.004	30	168	0.004	30	168	0.008
15:00 - 16:00	30	168	0.013	30	168	0.006	30	168	0.019
16:00 - 17:00	30	168	0.013	30	168	0.007	30	168	0.020
17:00 - 18:00	30	168	0.010	30	168	0.007	30	168	0.017
18:00 - 19:00	30	168	0.008	30	168	0.006	30	168	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.071			0.136

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.097	30	168	0.435	30	168	0.532
08:00 - 09:00	30	168	0.175	30	168	0.622	30	168	0.797
09:00 - 10:00	30	168	0.175	30	168	0.243	30	168	0.418
10:00 - 11:00	30	168	0.155	30	168	0.200	30	168	0.355
11:00 - 12:00	30	168	0.174	30	168	0.192	30	168	0.366
12:00 - 13:00	30	168	0.207	30	168	0.189	30	168	0.396
13:00 - 14:00	30	168	0.210	30	168	0.192	30	168	0.402
14:00 - 15:00	30	168	0.215	30	168	0.248	30	168	0.463
15:00 - 16:00	30	168	0.455	30	168	0.225	30	168	0.680
16:00 - 17:00	30	168	0.428	30	168	0.236	30	168	0.664
17:00 - 18:00	30	168	0.489	30	168	0.217	30	168	0.706
18:00 - 19:00	30	168	0.387	30	168	0.203	30	168	0.590
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.167			3.202			6.369

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.015	30	168	0.038	30	168	0.053
08:00 - 09:00	30	168	0.038	30	168	0.104	30	168	0.142
09:00 - 10:00	30	168	0.030	30	168	0.030	30	168	0.060
10:00 - 11:00	30	168	0.018	30	168	0.021	30	168	0.039
11:00 - 12:00	30	168	0.024	30	168	0.026	30	168	0.050
12:00 - 13:00	30	168	0.029	30	168	0.026	30	168	0.055
13:00 - 14:00	30	168	0.027	30	168	0.026	30	168	0.053
14:00 - 15:00	30	168	0.025	30	168	0.030	30	168	0.055
15:00 - 16:00	30	168	0.091	30	168	0.044	30	168	0.135
16:00 - 17:00	30	168	0.061	30	168	0.034	30	168	0.095
17:00 - 18:00	30	168	0.040	30	168	0.034	30	168	0.074
18:00 - 19:00	30	168	0.037	30	168	0.033	30	168	0.070
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.435			0.446			0.881

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.001	30	168	0.015	30	168	0.016
08:00 - 09:00	30	168	0.001	30	168	0.017	30	168	0.018
09:00 - 10:00	30	168	0.001	30	168	0.006	30	168	0.007
10:00 - 11:00	30	168	0.002	30	168	0.004	30	168	0.006
11:00 - 12:00	30	168	0.004	30	168	0.003	30	168	0.007
12:00 - 13:00	30	168	0.003	30	168	0.002	30	168	0.005
13:00 - 14:00	30	168	0.003	30	168	0.004	30	168	0.007
14:00 - 15:00	30	168	0.004	30	168	0.003	30	168	0.007
15:00 - 16:00	30	168	0.016	30	168	0.003	30	168	0.019
16:00 - 17:00	30	168	0.010	30	168	0.002	30	168	0.012
17:00 - 18:00	30	168	0.009	30	168	0.001	30	168	0.010
18:00 - 19:00	30	168	0.003	30	168	0.001	30	168	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.061			0.118

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.001	30	168	0.007	30	168	0.008
08:00 - 09:00	30	168	0.000	30	168	0.003	30	168	0.003
09:00 - 10:00	30	168	0.000	30	168	0.002	30	168	0.002
10:00 - 11:00	30	168	0.000	30	168	0.002	30	168	0.002
11:00 - 12:00	30	168	0.000	30	168	0.001	30	168	0.001
12:00 - 13:00	30	168	0.000	30	168	0.001	30	168	0.001
13:00 - 14:00	30	168	0.001	30	168	0.001	30	168	0.002
14:00 - 15:00	30	168	0.000	30	168	0.000	30	168	0.000
15:00 - 16:00	30	168	0.002	30	168	0.000	30	168	0.002
16:00 - 17:00	30	168	0.002	30	168	0.000	30	168	0.002
17:00 - 18:00	30	168	0.003	30	168	0.000	30	168	0.003
18:00 - 19:00	30	168	0.002	30	168	0.000	30	168	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.017			0.028

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.000	30	168	0.001	30	168	0.001
08:00 - 09:00	30	168	0.000	30	168	0.000	30	168	0.000
09:00 - 10:00	30	168	0.000	30	168	0.000	30	168	0.000
10:00 - 11:00	30	168	0.000	30	168	0.000	30	168	0.000
11:00 - 12:00	30	168	0.000	30	168	0.000	30	168	0.000
12:00 - 13:00	30	168	0.000	30	168	0.000	30	168	0.000
13:00 - 14:00	30	168	0.000	30	168	0.000	30	168	0.000
14:00 - 15:00	30	168	0.000	30	168	0.000	30	168	0.000
15:00 - 16:00	30	168	0.000	30	168	0.000	30	168	0.000
16:00 - 17:00	30	168	0.001	30	168	0.000	30	168	0.001
17:00 - 18:00	30	168	0.000	30	168	0.000	30	168	0.000
18:00 - 19:00	30	168	0.000	30	168	0.000	30	168	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.001	30	168	0.023	30	168	0.024
08:00 - 09:00	30	168	0.002	30	168	0.020	30	168	0.022
09:00 - 10:00	30	168	0.001	30	168	0.008	30	168	0.009
10:00 - 11:00	30	168	0.002	30	168	0.006	30	168	0.008
11:00 - 12:00	30	168	0.004	30	168	0.004	30	168	0.008
12:00 - 13:00	30	168	0.004	30	168	0.004	30	168	0.008
13:00 - 14:00	30	168	0.004	30	168	0.005	30	168	0.009
14:00 - 15:00	30	168	0.005	30	168	0.003	30	168	0.008
15:00 - 16:00	30	168	0.019	30	168	0.003	30	168	0.022
16:00 - 17:00	30	168	0.013	30	168	0.002	30	168	0.015
17:00 - 18:00	30	168	0.012	30	168	0.002	30	168	0.014
18:00 - 19:00	30	168	0.005	30	168	0.001	30	168	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.081			0.153

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.*

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.116	30	168	0.505	30	168	0.621
08:00 - 09:00	30	168	0.219	30	168	0.764	30	168	0.983
09:00 - 10:00	30	168	0.208	30	168	0.285	30	168	0.493
10:00 - 11:00	30	168	0.178	30	168	0.230	30	168	0.408
11:00 - 12:00	30	168	0.203	30	168	0.223	30	168	0.426
12:00 - 13:00	30	168	0.242	30	168	0.221	30	168	0.463
13:00 - 14:00	30	168	0.243	30	168	0.225	30	168	0.468
14:00 - 15:00	30	168	0.249	30	168	0.286	30	168	0.535
15:00 - 16:00	30	168	0.578	30	168	0.278	30	168	0.856
16:00 - 17:00	30	168	0.516	30	168	0.279	30	168	0.795
17:00 - 18:00	30	168	0.551	30	168	0.260	30	168	0.811
18:00 - 19:00	30	168	0.437	30	168	0.242	30	168	0.679
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.740			3.798			7.538

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.

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.068	30	168	0.268	30	168	0.336
08:00 - 09:00	30	168	0.121	30	168	0.337	30	168	0.458
09:00 - 10:00	30	168	0.117	30	168	0.150	30	168	0.267
10:00 - 11:00	30	168	0.098	30	168	0.120	30	168	0.218
11:00 - 12:00	30	168	0.110	30	168	0.117	30	168	0.227
12:00 - 13:00	30	168	0.124	30	168	0.116	30	168	0.240
13:00 - 14:00	30	168	0.131	30	168	0.114	30	168	0.245
14:00 - 15:00	30	168	0.138	30	168	0.161	30	168	0.299
15:00 - 16:00	30	168	0.232	30	168	0.134	30	168	0.366
16:00 - 17:00	30	168	0.237	30	168	0.145	30	168	0.382
17:00 - 18:00	30	168	0.295	30	168	0.139	30	168	0.434
18:00 - 19:00	30	168	0.246	30	168	0.127	30	168	0.373
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.917			1.928			3.845

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.

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

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.013	30	168	0.035	30	168	0.048
08:00 - 09:00	30	168	0.016	30	168	0.025	30	168	0.041
09:00 - 10:00	30	168	0.020	30	168	0.018	30	168	0.038
10:00 - 11:00	30	168	0.020	30	168	0.019	30	168	0.039
11:00 - 12:00	30	168	0.019	30	168	0.020	30	168	0.039
12:00 - 13:00	30	168	0.024	30	168	0.020	30	168	0.044
13:00 - 14:00	30	168	0.021	30	168	0.026	30	168	0.047
14:00 - 15:00	30	168	0.017	30	168	0.020	30	168	0.037
15:00 - 16:00	30	168	0.021	30	168	0.018	30	168	0.039
16:00 - 17:00	30	168	0.025	30	168	0.015	30	168	0.040
17:00 - 18:00	30	168	0.034	30	168	0.014	30	168	0.048
18:00 - 19:00	30	168	0.019	30	168	0.011	30	168	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.249			0.241			0.490

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.000	30	168	0.002	30	168	0.002
08:00 - 09:00	30	168	0.001	30	168	0.003	30	168	0.004
09:00 - 10:00	30	168	0.001	30	168	0.001	30	168	0.002
10:00 - 11:00	30	168	0.000	30	168	0.001	30	168	0.001
11:00 - 12:00	30	168	0.001	30	168	0.001	30	168	0.002
12:00 - 13:00	30	168	0.001	30	168	0.001	30	168	0.002
13:00 - 14:00	30	168	0.001	30	168	0.001	30	168	0.002
14:00 - 15:00	30	168	0.002	30	168	0.001	30	168	0.003
15:00 - 16:00	30	168	0.002	30	168	0.002	30	168	0.004
16:00 - 17:00	30	168	0.003	30	168	0.002	30	168	0.005
17:00 - 18:00	30	168	0.003	30	168	0.001	30	168	0.004
18:00 - 19:00	30	168	0.001	30	168	0.002	30	168	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.018			0.034

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

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

H727: LAND OFF WINDSOR DRIVE, DEVIZES



TEMPro 8.1 Outputs and Calculations

Dataset Version: 80
Dataset Scenario: Core
Result Type: Trip ends by time period
Base Year: 2024
Future Year: 2030
Trip Purpose Group: All purposes
Transport Mode: Car Driver
Time Period: Weekday AM peak period (0700 - 0959) and PM peak period (1600 - 1859)
Trip End Type: Origin/Destination
Alternative Assumptions Applied: Yes

Growth Factor (2030 Data/2024 Data)

Area Description		All purposes	
Level	Name	Origin	Destination
E02006637	Wiltshire 025	1.0379	1.0403

Future Year (2030) - Base Year (2024)

Area Description		All purposes	
Level	Name	Origin	Destination
E02006637	Wiltshire 025	109	123

Base Year (2024)

Area Description		All purposes	
Level	Name	Origin	Destination
E02006637	Wiltshire 025	2,892	3,044

Future Year (2030)

Area Description		All purposes	
Level	Name	Origin	Destination
E02006637	Wiltshire 025	3,001	3,166

Alternative Assumptions

	Current Assumptions	Alternative Assumptions	Difference
Base Households	5,110	5,110	0
Future Households	5,333	5,133	-200
Base Jobs	6,273	6,273	0
Future Jobs	6,413	6,413	0

Committed Development

Committed Development Application: PL/2021/04774 consented at appeal allows for up to 200 dwellings on Land off Coate Road. Recent Reserved Matters planning applications (PL/2024/09259 and PL/2024/09260) show 200 dwellings. The alternative assumptions facility has been used to deduct 200 households off the future households value in the calculation of growth factors with alternative assumptions.

NTM Traffic Growth Calculations

NTM Dataset Description	NRTP 2022 Core
Road Type:	All
Area:	Region
Level	Area
Authority	Wiltshire 025 (E02006637)

Road Type	Local Growth Figure			
	AM Peak Period		PM Peak Period	
	No Alt Assumptions	With Alt Assumptions	No Alt Assumptions	With Alt Assumptions
All	1.0603	1.0425	1.0609	1.0401

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.2.2275
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Filename: H727 - Windsor Drive Site Access.j10
Path: F:\Workfile\H727 WINDSOR DRIVE\Traffic Modelling
Report generation date: 24/09/2025 17:09:18

- »Proposed - 2030 Forecast Year + Com Dev + Dev, AM
- »Proposed - 2030 Forecast Year + Com Dev + Dev, PM
- »Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity, AM
- »Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Proposed - 2030 Forecast Year + Com Dev + Dev									
Stream B-AC	D1	0.0	8.54	0.04	A	D2	0.0	8.54	0.02	A
Stream C-AB		0.0	4.49	0.01	A		0.0	4.90	0.02	A
	Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity									
Stream B-AC	D3	0.0	8.66	0.04	A	D4	0.0	8.63	0.02	A
Stream C-AB		0.0	4.48	0.01	A		0.0	4.85	0.02	A

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

File summary

File Description

Title	Windsor Drive Site Access
Location	Devizes
Site number	
Date	19/08/2025
Version	
Status	(new file)
Identifier	
Client	Robert Hitchins
Jobnumber	H727
Enumerator	PFA\trafficeam
Description	Based on drawing H727/01

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Proposed - 2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D2	Proposed - 2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15
D3	Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15
D4	Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Proposed - 2030 Forecast Year + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Windsor Drive N/Site Access/Windsor Drive S	T-Junction	Two-way	Two-way	Two-way		0.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.19	A

Arms

Arms

Arm	Name	Description	Arm type
A	Windsor Drive (N)		Major
B	Site Access		Minor
C	Windsor Drive (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.75			120.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.25	29	55

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	527	0.093	0.235	0.148	0.335
B-C	675	0.100	0.253	-	-
C-B	643	0.241	0.241	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Proposed - 2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	361	100.000
B		✓	16	100.000
C		✓	457	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	3	358
	B	8	0	8
	C	454	3	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	2
	B	0	0	0
	C	2	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	272	277
	B	12	12
	C	344	351
08:00-08:15	A	325	331
	B	14	14
	C	411	419
08:15-08:30	A	397	405
	B	18	18
	C	503	513
08:30-08:45	A	397	405
	B	18	18
	C	503	513
08:45-09:00	A	325	331
	B	14	14
	C	411	419
09:00-09:15	A	272	277
	B	12	12
	C	344	351

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.04	8.54	0.0	A
C-AB	0.01	4.49	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	489	0.025	12	0.0	7.546	A
C-AB	4	807	0.005	4	0.0	4.483	A
C-A	340			340			
A-B	2			2			
A-C	270			270			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	468	0.031	14	0.0	7.933	A
C-AB	5	841	0.006	5	0.0	4.302	A
C-A	406			406			
A-B	3			3			
A-C	322			322			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	439	0.040	18	0.0	8.542	A
C-AB	8	891	0.008	8	0.0	4.072	A
C-A	496			496			
A-B	3			3			
A-C	394			394			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	439	0.040	18	0.0	8.542	A
C-AB	8	891	0.008	8	0.0	4.074	A
C-A	496			496			
A-B	3			3			
A-C	394			394			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	468	0.031	14	0.0	7.935	A
C-AB	5	841	0.006	5	0.0	4.309	A
C-A	406			406			
A-B	3			3			
A-C	322			322			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	489	0.025	12	0.0	7.553	A
C-AB	4	807	0.005	4	0.0	4.489	A
C-A	340			340			
A-B	2			2			
A-C	270			270			

Proposed - 2030 Forecast Year + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Windsor Drive N/Site Access/Windsor Drive S	T-Junction	Two-way	Two-way	Two-way		0.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Proposed - 2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	442	100.000
B		✓	6	100.000
C		✓	363	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	7	435
	B	3	0	3
	C	356	7	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	2
	B	0	0	0
	C	2	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	333	339
	B	5	5
	C	273	279
17:00-17:15	A	397	405
	B	5	5
	C	326	333
17:15-17:30	A	487	496
	B	7	7
	C	400	408
17:30-17:45	A	487	496
	B	7	7
	C	400	408
17:45-18:00	A	397	405
	B	5	5
	C	326	333
18:00-18:15	A	333	339
	B	5	5
	C	273	279

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.02	8.54	0.0	A
C-AB	0.02	4.90	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	481	0.009	4	0.0	7.555	A
C-AB	8	744	0.011	8	0.0	4.890	A
C-A	265			265			
A-B	5			5			
A-C	327			327			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	459	0.012	5	0.0	7.938	A
C-AB	11	767	0.014	11	0.0	4.759	A
C-A	316			316			
A-B	6			6			
A-C	391			391			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	428	0.015	7	0.0	8.544	A
C-AB	15	799	0.019	15	0.0	4.587	A
C-A	385			385			
A-B	8			8			
A-C	479			479			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	428	0.015	7	0.0	8.544	A
C-AB	15	799	0.019	15	0.0	4.590	A
C-A	385			385			
A-B	8			8			
A-C	479			479			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	459	0.012	5	0.0	7.939	A
C-AB	11	767	0.014	11	0.0	4.766	A
C-A	315			315			
A-B	6			6			
A-C	391			391			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	481	0.009	5	0.0	7.559	A
C-AB	8	744	0.011	8	0.0	4.895	A
C-A	265			265			
A-B	5			5			
A-C	327			327			

Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Windsor Drive N/Site Access/Windsor Drive S	T-Junction	Two-way	Two-way	Two-way		0.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	378	100.000
B		✓	16	100.000
C		✓	464	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	3	375
	B	8	0	8
	C	461	3	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	285	290
	B	12	12
	C	349	356
08:00-08:15	A	340	347
	B	14	14
	C	417	425
08:15-08:30	A	416	424
	B	18	18
	C	511	521
08:30-08:45	A	416	424
	B	18	18
	C	511	521
08:45-09:00	A	340	347
	B	14	14
	C	417	425
09:00-09:15	A	285	290
	B	12	12
	C	349	356

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.04	8.66	0.0	A
C-AB	0.01	4.48	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	485	0.025	12	0.0	7.607	A
C-AB	4	808	0.005	4	0.0	4.478	A
C-A	345			345			
A-B	2			2			
A-C	282			282			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	464	0.031	14	0.0	8.015	A
C-AB	5	843	0.006	5	0.0	4.295	A
C-A	412			412			
A-B	3			3			
A-C	337			337			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	433	0.041	18	0.0	8.657	A
C-AB	8	893	0.009	8	0.0	4.063	A
C-A	503			503			
A-B	3			3			
A-C	413			413			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	433	0.041	18	0.0	8.659	A
C-AB	8	893	0.009	8	0.0	4.067	A
C-A	503			503			
A-B	3			3			
A-C	413			413			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	464	0.031	14	0.0	8.018	A
C-AB	5	843	0.006	5	0.0	4.303	A
C-A	412			412			
A-B	3			3			
A-C	337			337			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	485	0.025	12	0.0	7.611	A
C-AB	4	808	0.005	4	0.0	4.481	A
C-A	345			345			
A-B	2			2			
A-C	282			282			

Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Windsor Drive N/Site Access/Windsor Drive S	T-Junction	Two-way	Two-way	Two-way		0.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	450	100.000
B		✓	6	100.000
C		✓	378	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	7	443
	B	3	0	3
	C	371	7	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	2
	B	0	0	0
	C	2	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	339	345
	B	5	5
	C	285	290
17:00-17:15	A	405	413
	B	5	5
	C	340	346
17:15-17:30	A	495	505
	B	7	7
	C	416	424
17:30-17:45	A	495	505
	B	7	7
	C	416	424
17:45-18:00	A	405	413
	B	5	5
	C	340	346
18:00-18:15	A	339	345
	B	5	5
	C	285	290

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.02	8.63	0.0	A
C-AB	0.02	4.85	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	478	0.009	4	0.0	7.599	A
C-AB	8	751	0.011	8	0.0	4.848	A
C-A	276			276			
A-B	5			5			
A-C	334			334			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	456	0.012	5	0.0	7.997	A
C-AB	11	775	0.014	11	0.0	4.711	A
C-A	329			329			
A-B	6			6			
A-C	398			398			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	424	0.016	7	0.0	8.629	A
C-AB	16	809	0.019	16	0.0	4.532	A
C-A	401			401			
A-B	8			8			
A-C	488			488			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	424	0.016	7	0.0	8.629	A
C-AB	16	809	0.019	16	0.0	4.535	A
C-A	401			401			
A-B	8			8			
A-C	488			488			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	456	0.012	5	0.0	7.999	A
C-AB	11	775	0.014	11	0.0	4.718	A
C-A	329			329			
A-B	6			6			
A-C	398			398			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	478	0.009	5	0.0	7.599	A
C-AB	8	751	0.011	8	0.0	4.852	A
C-A	276			276			
A-B	5			5			
A-C	334			334			