- Site Area (Land East of Blackmore Farm)
- Indicative Residential Blocks
- Accessible POS Greenspace inc Park with Destination Equipped Play
- Allotments & Orchards
- Naturally Characterised Landscape (inc Accessible Greenspace, stream corridor, SUDs basins / drainage infrastructure, hedgerows and habitat areas)
- (indicative SUDs basins)
- Urban Spaces & Highway Areas
- New highway connections
- Existing PRoWs / Existing Bridleways
- Proposed key pedestrian routes on-site
- Land identified for ecological habitat enhancement, with managed footpath access
- Scope for Foot/Cycle routes on-site
- Scope for Foot/Cycle connections
- Existing trees & hedgerows
- Proposed trees & planting area
- Existing deciduous woodland
- Proposed orchard trees

proj: 25-004 drg: 421 date: 09/04/26 rev: E

ORIGIN3
23 Westfield Park
Redland,
Bristol,
BS6 6LT

0117 980 4900
www.origin3.co.uk
info@origin3.co.uk

N

Land East of Blackmore Farm, Melksham
Masterplan
Gleeson Land

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Sketch proposals are for illustrative purposes only & as such are subject to detailed site investigation including ground conditions/contaminants, drainage, design & planning/density negotiations. Sketch proposals may be based upon enlargements of OS sheets & visual estimations of existing site features, accuracy will therefore need to be verified by survey.

1:2500 @ A1 / 1:5000 @ A3

m 50 100 150 200 250

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W:\PLANNING\25-004 Blackmore Farm, Melksham Ph2, Gleeson\Urban Design\2 Graphics\1 In Progress\CAD\25004_421E East of Blackmore Farm - Masterplan_090426.dwg

APPENDIX C. Stage One Road Safety Audit

Road Safety Audit Report

Incorporating
Stage 1 Completion of Preliminary Design; and
Road Safety Audit Response Report with RSA Decision Log.

Proposed Simple Priority Junction along the A3102 Sandridge Common Melksham

Client:
i-Transport

Client reference:
ITB12069

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 2

Job no	**RSA-25-176**	**Issue no**	2	**Date**	February 2026
Prepared by	JJF	**Verified by**	ZB	**Approved by**	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-25/RSA-25-176-2				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	February 2026
Document reference and revision:	RSA-25-176-2
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	Wiltshire County Council
Design Organisation:	i-Transport
Project Sponsor:	Gleeson Land

REV	ISSUE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	JJF			20th January 2026
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	22nd January 2026
2	Design Organisation/Project Sponsor Response incorporated within the Decision Log at Appendix A3	Adam Imeson on behalf of i-Transport			3rd February 2026
3	Overseeing Organisation Response incorporated within the Decision Log at Appendix A3	on behalf of Wiltshire County Council			

Contents:

1.0 Project Details 1

2.0 Introduction 2

3.0 Items Raised in any previous Road Safety Audits 3

4.0 Items Raised in this Stage 1 Road Safety Audit 4

A.1 Alignment

A.2 General

A.3 Junctions

A.4 Walking, Cycling and Horse Riding

A.5 Traffic Signs, Carriageway Markings and Lighting

5.0 Audit Team Statement 6

Appendices:

Stage 1 A1 Documents and Drawings provided for this Road Safety Audit

A2 Item Location Plan

A3 Road Safety Audit Response Report with RSA Decision Log

2.0 INTRODUCTION

2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed simple priority development access off the southern side of the A3102 Sandridge Common in Melksham. The bellmouth is formed with 10 metres corner radii as well as corner tapers to allow for a large refuse / recycling collection vehicle (RCV) to turn left in and left out without the need to encroach the opposing lane. The junction is to serve a two-way development access that is to be 6.5 metres wide and accommodate a 3 metre wide shared footway cycleway to the west with a 1 metre service margin to the east. The existing footway of Sandridge Common is to wrap around the bellmouth to an uncontrolled crossing point. The proposals are to facilitate access to a residential development consisting of up to 275 homes. It is understood that a planning application has recently been granted for a development on the adjacent land that is to be accessed via a ghost island right turn lane just to the west which includes an emergency access at the location of the proposed development access that is subject to this assessment. That emergency access is to be served off the proposed development access road. Further, it is understood that permission has also been granted for the provision of a temporary construction access, associated with the adjacent development, at the location of the proposed development access.

2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.

2.3 This Road Safety Audit was undertaken during January 2026 in accordance with the Road Safety Audit Brief provided on the 15th December 2025 by the Design Organisation, i-Transport on behalf of the Project Sponsor, Gleeson Land. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. It has been confirmed that the existing road centreline along the A3102 Sandridge Common is to remain unchanged and that items such as surface water drainage, existing and proposed signage as well as utilities to include covers, cabinets, telegraph/electric poles and street lighting are to be assessed with a view to relocation or adjustments during the detail design stage of the scheme and therefore any associated road safety concerns are only raised if fundamental. Moreover, it is understood that all vegetation and items within the visibility splays illustrated, are to be removed or cut back and maintained at a maximum height of 600mm above the carriageway. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed.

2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119. The Audit Team consists:

Audit Team Leader
Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA Certificate of Competency*

Road Safety / Highway Engineer

Audit Team Member
Zane Beswick *MCIHT, MSORSA*
Road Safety / Highway Engineer

2.5 The site has been visited on a number of occasions as part of previous Road Safety Audits associated with the proposed development and when passing on route to other schemes to check progress of the schemes and if any other highway works had been undertaken on the local highway network. The original full site visit was undertaken during the afternoon of Thursday 26th January 2023 between the hours of 16:30 and 18:00. The site visit involved walking and driving around the local highway network for a 90-minute period whilst observing local infrastructure and current traffic conditions. The weather during the site visit was overcast, the road surface was dry and visibility was good. A number of pedestrians as well as joggers and cyclists were observed during the site visits. Vehicular traffic to include cars, passenger service vehicles, light and heavy goods vehicles were observed. The traffic flow was moderate and free flowing. Vehicular speeds were not recorded by the Audit Team.

2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

3.1 Fenley Road Safety Limited have undertaken a Stage 1 Road Safety Audit which included the current scheme in January 2023, ref: RSA-22-181. That assessment, however, formed part of a development access strategy that included the provision of a compact roundabout just to the west. It is understood that the roundabout was subsequently downgraded to a priority access and right turn lane with the simple priority junction that is subject of this assessment, downgraded to a vehicular crossover emergency access before receiving consent.

3.2 This Stage 1 Road Safety Audit reassesses each element of the proposed simple priority junction and raises any road safety concerns that the Audit Team have, whether raised previously and addressed or not.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

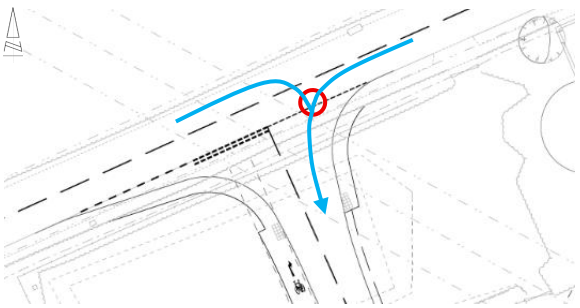
A.1	**LOCAL ALIGNMENT**
	No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage
A.2	**GENERAL**
A.2.1	**PROBLEM**
Location:	Sandridge Common
Summary:	Existing road gully is situated along the channel line at the location of the proposed priority access
Acc Type:	Loss of control type collisions

The A3102 Sandridge Common is a single carriageway two-way road that benefits from a network of road gullies where kerbs are present, which allow for the drainage of surface water. The proposals include the provision of a simple priority junction off the southern side of Sandridge Common, at the location of a permitted emergency access and circa 150 metres to the east of a permitted priority junction and right turn lane access arrangement. The proposed junction is to accommodate 10 metre corner radii with corner tapers and benefit from visibility in accordance with both the posted speed limit and observed 85th percentile speeds. Data provided within the Audit Brief, identifies that the proposed simple priority access is to operate effectively with minimal queuing to include a maximum of 0.6 vehicles behind a vehicle waiting to turn right into the proposed side road. The provision of the proposed simple priority junction should therefore be acceptable, however, it is noted that a road gully is present within the Sandridge Common channel line in the centre of the entry lane. Whilst it is understood that surface water drainage is to be assessed through the detail design stage of the scheme, it is likely that the existing gully caters for the surface water that falls onto the existing carriageway adequately. The Audit Team therefore have concerns that the location of existing road gully may not be assessed. A road gully along the path of a vehicle turning into the proposed side road could lead to loss of control type collisions particularly for two-wheeled vehicles such as motorcycles and bicycles.

RECOMMENDATION:

It is recommended that the existing road gully is removed and replaced with one, along the Sandridge Common channel line, both sides of the proposed junction.

Location Plan:



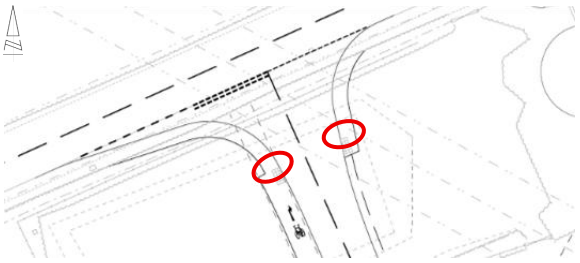
A.3	**JUNCTIONS**
	No Road Safety Concerns regarding JUNCTIONS have been raised at this stage
A.4	**WALKING, CYCLING AND HORSE RIDING**
A.4.1	**PROBLEM**
Location:	Proposed bellmouth simple priority access
Summary:	No measures are provided to highlight the change in route characteristics
Acc Type:	Cyclist to pedestrian type collisions

The A3102 Sandridge Common is a primary route that allows access to a cul-de-sac to the east, known as Lopes Close which accommodates circa 12 dwellings. A footway is present along the southern side of Sandridge Common which extends between Lopes Close to the east and the wider footway network of Melksham to the west. The proposals include the provision of a simple priority junction off the southern side of Sandridge Common at the location of a permitted emergency access, which is to serve a development access road that benefits from a shared footway cycleway along the western side of the carriageway. The scheme drawing illustrates that the existing Sandridge Common footway is to widened whilst wraping around the corner radii to an uncontrolled crossing that is to be offset from the give-way line by circa 11 metres. This offset allows for adequate intervisibility between users of the crossing and approaching motorists to be achieved and also for users to cross behind two cars waiting at the give-way line. It is noted, however, that no measures are provided to highlight the change in route characteristics between the proposed shared footway cycleway and existing footway. The Audit Team have concerns that pedestrians travelling along the existing footway may not become aware of the potential for cyclists to be within their path ahead and that cyclists will continue along the existing footway which could lead to cyclist to pedestrian type collisions or the need for a user to enter the carriageway at full height kerbs to pass another user which could lead to a trip, fall and personal injury or vehicle to pedestrian type collision.

RECOMMENDATION:

It is recommended that suitable measures are provided where appropriate.

Location Plan:



A.5	**TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING**
	No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed:

Position: Road Safety / Highway Engineer
Organisation: Fenley Road Safety Limited
Date: 22nd January 2026

Audit Team Member

Name: **Zane Beswick** *MSoRSA, MCIHT*

Signed:

Position: Road Safety / Highway Engineer
Organisation: Fenley Road Safety Limited
Date: 22nd January 2026

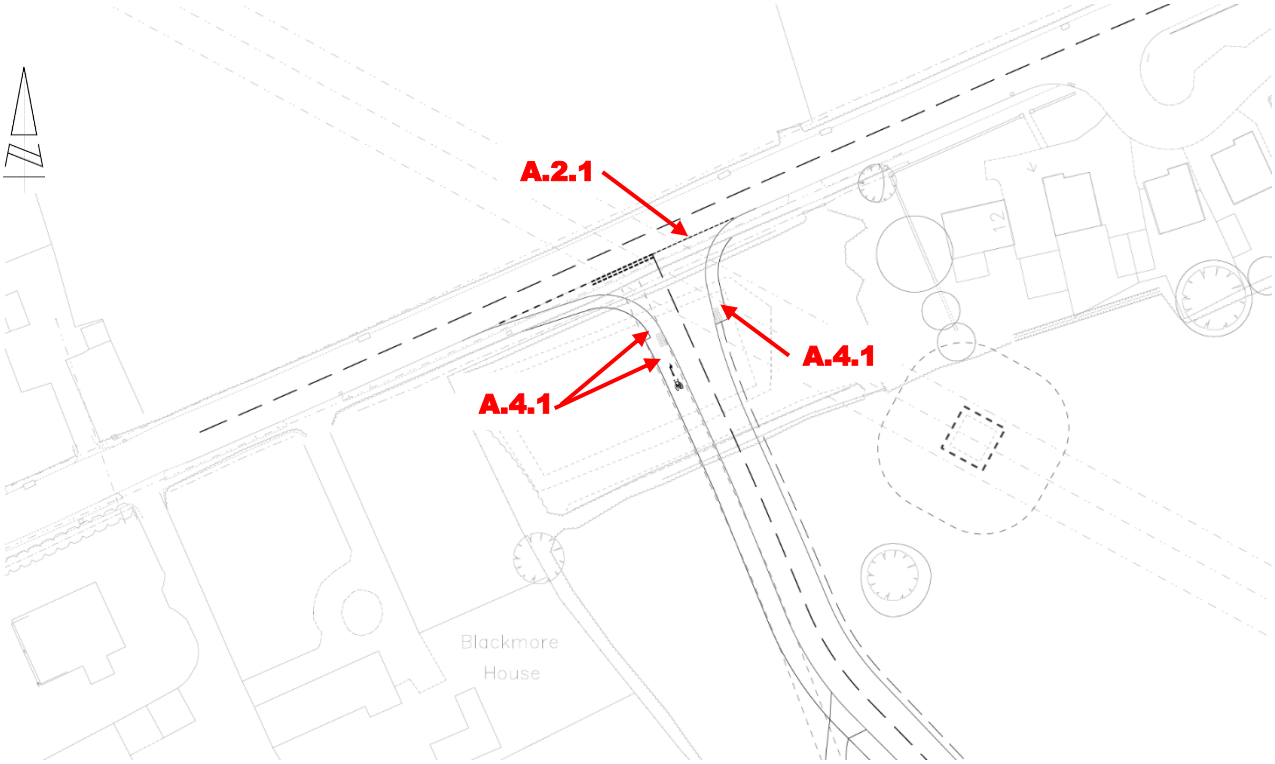
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

Audit Stage	Doc. No.	Rev	Title
Stage 1	ITB12669-007	-	Stage 1 Road Safety Audit Brief
	Email dated 15th Dec. 2026		Updated information
	09/01/2026 11:18:19		Junctions 11
	Dwg No.	Rev	Title
	ITB12069-GA-066	C	PHASE 2 ACCESS - OPTION

Appendix A2

Item Location Plan


A.2.1
A.4.1
A.4.1
Blackmore
House

Appendix A3

Road Safety Audit Response Report with RSA Decision Log

6.0 ROAD SAFETY AUDIT RESPONSE REPORT

6.1 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation / Project Sponsor as per the Road Safety Audit report template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation / Project Sponsor. The format of the Audit Report was subsequently revised to incorporate these paragraphs under Appendix 3 and the following Table which details the RSA Summary as well as Recommendation, a Design Organisation Response, an Overseeing Organisation Response and Agreed RSA Action.

6.2 This is generally contained within a separate Road Safety Audit Response Report but is included within this document in order for the Audit Team to maintain a single record of all problems, recommendations, responses and agreed actions for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes as these are not provided as a matter of course.

6.3 The following statements should be signed below following completion of the relevant sections.

Design Organisation / Project Sponsor and Overseeing Organisation Statements

6.4 On behalf of the Design Organisation / Project Sponsor, I certify that:

1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name: Adam Imeson
Signed

Position: Principal Consultant
Organisation: i-Transport
Date 3rd February 2026

6.5 On behalf of the Overseeing Organisation, I certify that:

1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
2) the agreed RSA actions will be progressed.

Name: ……...
Signed

……
Position: ……
Organisation: Wiltshire County Council
Date 2026

Stage 1 Road Safety Audit (RSA) Decision Log					
Item	**RSA Summary**	**RSA Recommendation**	**Design Organisation**	**Overseeing Organisation Response**	**Agreed RSA Action**
A.2.1	Existing road gully is situated along the channel line at the location of the proposed priority access	It is recommended that the existing road gully is removed and replaced with one, along the Sandridge Common channel line, both sides of the proposed junction.	Accept – It can be confirmed that the existing road gully will be relocated with one provided both sides of the junction, if the surface water assessment to be undertaken during detail design, indicates the need.		
A.4.1	No measures are provided to highlight the change in route characteristics	It is recommended that measures are provided to highlight the change in route characteristics.	Accept – Hazard warning corduroy paving and signage is to be provided where appropriate. This will highlight the change in route characteristics and address the concern raised. This is included on **Drawing ITB12069-GA-066F**.		

fenley

APPENDIX D. Design Check – Proposed Site Access

i-Transport Project No:	ITB12069
i-Transport Project Title:	Land at Blackmore Farm, Mellsham - Phase 2
Design Check Audit	
Drawing No	ITB12069-GA-066F
Junction Type	Priority Junction
Standards / Guidance	DMRB CD123,CD109 & Manual for Streets 2, Stagecoach Bus Services and New Residential Developments.
Stage 1 Road Safety Audit	Yes

GG 101 - Verbal forms used in DMRB

"must" indicates a statutory or legislative requirement

"shall" indicates a requirement of the Overseeing Organisation

"should" indicates advice expressed as a recommendation

"may" indicates advice expressed as a permissible approach

Main Geometric Design Features	CD123	Standard	Proposed Measurement	Reason (if different from CD123)
Minor Road Visibility	3.1	On a minor road approach to a priority junction, there shall be unobstructed visibility of the junction from a distance corresponding to the desirable minimum SSD for the design speed of the minor road.	25m	
	3.2	An approaching road user shall be able to see the junction form from a minimum distance of 15m back along the centreline of the minor road, measured from the continuation of the line of the nearside edge of the running carriageway of the major road.	Whole Junction	
Junction Visibility	3.4	Unobstructed visibility shall be provided at all priority junctions and direct accesses by a visibility splay formed between the following points	✔	
		1) a point W corresponding to the intersection point between the minor road centreline and the major road edge of carriageway	✔	
		2) a point X setback along the minor road centreline measuresd from the continuation of the line of the nearside edge of the running carriageway of the major road; and, 3) a point Y on the major road nearside edge of carriageway, corresponding to the desirable minimum SSD for the speed of the major road measured along the edge of the major road carriageway from point W	2.4m x 120m	
	3.5	The speed of the major road for determining point Y in the visibility splay shall be based on: 1) design speed only for direct accesses and priority junctions on new major roads; 2) design speed only for priority junctions that form part of a through route on existing major roads; and, 3) design speed or speed measurement for direct accesses and priority junctions that do not form part of a through route on existing major roads.	40mph deisgn speed 120m Visibility Required	
	3.8	The minimum distance used to locate point X shall satisfy one of the following: 2) for simple priority junctions a) 9.0m; or, b)2.4m	✔ 2.4m	
Geometric design of priority junctions	5.1	The road camber on the major road shall be retained through the junction with the minor road graded into the channel line of the major road.	✔	To be agreed at detailed design
	5.2	Allowance shall be made for the swept turning paths of the worst case design vehicle which is expected to use the priority junction.	✔	
	5.3	For priority junctions, the maximum gradient on the minor road approach shall satisfy one of the following over a minimum distance of 15m, measured from the edge of the major road carriageway:	Minimum 4% proposed - to be agreed at detailed design stage	
		1) 2%; or,		
		2) 4%.		
	5.5	At all priority junctions, corner radii shall be provided where the edge of carriageways or kerb lines of the major and minor roads intersect at each corner where the turning movements need to be accommodated.	✔	Simple corner radii provided on eastern side.
	5.6	Corner radii shall be measured for simple priority junctions, and priority junctions with merge / diverge tapers or auxiliary lanes in accordance with Figure 5.6	✔	Corner taper provided on western side.
	5.6.1	At simple priority junctions where no provision is to be made for the design vehicle, the minimum corner radii should be: 1) 6 meteres in urban areas; and		
		2) 10 metres in rural areas.	10m simple corner radii provided.	
	5.6.2	At simple priority junctions where provision is made for the design vehicle, the corner radii should be:	Simple corner radii provided on eastern side	10m simple corner radii provided and has been shown to allow for swept path analysis of design vehicle.
		1) 10 metres in urban areas followed by a corner taper of 1:5 over a distance of 30 meteres.		10m corner radii provided with corner taper of 1:10, which has been shown to allowfor swept path analysis of design vehicle.
		2) 15 metres in rural areas followed by a corner taper of 1:10 over a distance of 25 metres; and 3) 15 metres followed by a corner taper of 1:8 over a distance of 32 metres, when part of a staggered junction arrangement	✔	
Swept path analysis		Junction has been checked for swept path analysis of the design vehicles and is able to allow for the expected manoeuvres	✔	

Main Geometric Design Features	CD109	Standard	Proposed Measurement	Reason
Sight Distance	3.1	Stopping sight distance as identified in Table 2.10 shall be measured between driver's eye heights of 1.05m and 2.0 metres to object heights of between 0.26metres and 2.0metres measured from the road surface.	✔	2.4m x 120m site access to be achievable in both directions from driver eye height of 1.05m to object height of 0.26m
		the markings closest to the running lanes rather than kerb to kerb.		
	3.2	Desirable minimum stopping sight distance shall be available between any two points in the centre of each lane within the horizontal and vertical extents of the visibility envelope.	✔	Stopping sight distance for a right turning vehilce waiting to turn in to the site access is to be achievable in the vertical plane.

Main Geometric Design Features	Manual for Streets 2	Standard	Proposed Measurement	Reason
Horizontal Curvature	Table 8.1 - Minimum Recommended Curve Radii	The recommended minimum horizontal curve radii for a 50kph design speed is 44m	45m	

Main Geometrich Design Features	Stagecoach Bus Services	Standard	Proposed Measurement	Arm :
Street Widths		Less than 6.1m: bus will not fit	6.5m proposed carriageway within site. Localised widening on bend to allow bus to pass refuse vehicle.	
		6.1m realistic absolute minimum - widened on bends, realistically tracked		
		More than 6.5m risks excessive uncontrolled parking - generally resist above 6.75m carriageways.		

APPENDIX E. TRICS Outputs

Calculation Reference: AUDIT-236601-220217-0226

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	4 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	3 days
	SF	SUFFOLK	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 110 to 212 (units:)
Range Selected by User: 101 to 232 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 22/09/21

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	3 days
Tuesday	3 days
Wednesday	3 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	3 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	13

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	14
Village	1

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.

Secondary Filtering selection:

Use Class:

C3	15 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	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	4 days
25,001 to 50,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	7 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	9 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	10 days
No	5 days

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

PTAL Rating:

No PTAL Present	15 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

2 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

3 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

4 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

5 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

6 NF-03-A-13 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 198
Survey date: TUESDAY *11/09/18* *Survey Type: DIRECTIONAL ATC COUNT*

7 NF-03-A-16 MIXED HOUSES & FLATS NORFOLK
NORWICH COMMON
WYMONDHAM

Edge of Town
Residential Zone
Total No of Dwellings: 138
Survey date: TUESDAY *20/10/15* *Survey Type: DIRECTIONAL ATC COUNT*

8 NF-03-A-24 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 127
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

9 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

10 SF-03-A-09 MIXED HOUSES & FLATS SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

11 SF-03-A-10 TERRACED & SEMI-DETACHED SUFFOLK
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

12 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

13 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

14 WS-03-A-12 MIXED HOUSES WEST SUSSEX
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 152
Survey date: WEDNESDAY *16/06/21* *Survey Type: MANUAL*

15 WS-03-A-13 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: WEDNESDAY *23/06/21* *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.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	161	0.089	15	161	0.283	15	161	0.372
08:00 - 09:00	15	161	0.138	15	161	0.349	15	161	0.487
09:00 - 10:00	15	161	0.140	15	161	0.181	15	161	0.321
10:00 - 11:00	15	161	0.150	15	161	0.174	15	161	0.324
11:00 - 12:00	15	161	0.149	15	161	0.161	15	161	0.310
12:00 - 13:00	15	161	0.151	15	161	0.166	15	161	0.317
13:00 - 14:00	15	161	0.167	15	161	0.146	15	161	0.313
14:00 - 15:00	15	161	0.169	15	161	0.202	15	161	0.371
15:00 - 16:00	15	161	0.258	15	161	0.183	15	161	0.441
16:00 - 17:00	15	161	0.266	15	161	0.171	15	161	0.437
17:00 - 18:00	15	161	0.323	15	161	0.182	15	161	0.505
18:00 - 19:00	15	161	0.289	15	161	0.161	15	161	0.450
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.289			2.359			4.648

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:	110 - 212 (units:)
Survey date date range:	01/01/13 - 22/09/21
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	SC	SURREY	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	3 days
05	**EAST MIDLANDS**		
	DY	DERBY	1 day
06	**WEST MIDLANDS**		
	ST	STAFFORDSHIRE	1 day

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

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Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	4 to 1817 (units:DWELLS)
Range Selected by User:	200 to 400 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

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

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

Selected survey days:

Thursday	1 days
Tuesday	5 days
Wednesday	4 days

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

Selected survey types:

Manual count	10
Direction ATC Count	0

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

Selected Locations:

Edge of Town	9 days
Suburban Area (PPS6 Out of Centre)	1 days

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

Selected Location Sub Categories:

Residential Zone	10 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	6 days
Servicing vehicles Included	4 days

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Secondary Filtering Selection:

Use Class:

C3	10 surveys

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

Population within 500m Range:

0 - 0

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	9 surveys

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

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Petrol filling station:

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

Travel Plan:

No	4 surveys
Yes	6 surveys

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

PTAL Rating:

No PTAL Present	10 surveys

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

COVID-19 Restrictions:

No

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1	**DY-03-A-01**	**MIXED HOUSES**	**DERBY**

RADBOURNE LANE
DERBY
Edge of Town
Residential Zone
Site area: 16.45 hect
Survey date: Tuesday 10/07/2018 Survey Type: Manual

2	**HC-03-A-34**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

STONEHAM LANE
EASTLEIGH
Edge of Town
Residential Zone
Site area: 8.47 hect
Survey date: Tuesday 14/11/2023 Survey Type: Manual

3	**HC-03-A-35**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Site area: 9.1 hect
Survey date: Tuesday 31/10/2023 Survey Type: Manual

4	**KC-03-A-06**	**MIXED HOUSES & FLATS**	**KENT**

MARGATE ROAD
HERNE BAY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 8 hect
Survey date: Wednesday 27/09/2017 Survey Type: Manual

5	**KC-03-A-07**	**MIXED HOUSES**	**KENT**

RECULVER ROAD
HERNE BAY
Edge of Town
Residential Zone
Site area: 9.46 hect
Survey date: Wednesday 27/09/2017 Survey Type: Manual

6	**NF-03-A-30**	**MIXED HOUSES**	**NORFOLK**

BRANDON ROAD
SWAFFHAM
Edge of Town
Residential Zone
Site area: 11.77 hect
Survey date: Thursday 23/09/2021 Survey Type: Manual

7	**NF-03-A-39**	**MIXED HOUSES**	**NORFOLK**

HEATH DRIVE
HOLT
Edge of Town
Residential Zone
Site area: 7.84 hect
Survey date: Tuesday 27/09/2022 Survey Type: Manual

8	**NF-03-A-46**	**MIXED HOUSES & FLATS**	**NORFOLK**

BURGH ROAD
AYLSHAM
Edge of Town
Residential Zone
Site area: 13.05 hect

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Survey date: Tuesday 14/09/2021 Survey Type: Manual

9	**SC-03-A-12**	**MIXED HOUSES & FLATS**	**SURREY**

AARONS HILL
GODALMING
Edge of Town
Residential Zone
Site area: 9.38 hect
Survey date: Wednesday 12/06/2024 Survey Type: Manual

10	**ST-03-A-07**	**DETACHED & SEMI-DETACHED**	**STAFFORDSHIRE**

BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Site area: 9 hect
Survey date: Wednesday 22/11/2017 Survey Type: Manual

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	10	283	0.071	0.314	0.385
08:00-09:00	10	283	0.126	0.328	0.454
09:00-10:00	10	283	0.116	0.149	0.265
10:00-11:00	10	283	0.094	0.124	0.218
11:00-12:00	10	283	0.123	0.136	0.259
12:00-13:00	10	283	0.134	0.121	0.255
13:00-14:00	10	283	0.148	0.129	0.277
14:00-15:00	10	283	0.143	0.153	0.296
15:00-16:00	10	283	0.243	0.151	0.394
16:00-17:00	10	283	0.264	0.154	0.418
17:00-18:00	10	283	0.335	0.135	0.470
18:00-19:00	10	283	0.270	0.137	0.407
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.067	2.031	4.098

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Parameter Summary:

Trip rate parameter range selected:	200 - 400 (units: DWELLS)
Survey date date range:	27/09/2017 - 12/06/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	10	283	0.105	0.529	0.634
08:00-09:00	10	283	0.207	0.690	0.897
09:00-10:00	10	283	0.187	0.258	0.445
10:00-11:00	10	283	0.148	0.194	0.342
11:00-12:00	10	283	0.194	0.232	0.426
12:00-13:00	10	283	0.221	0.203	0.424
13:00-14:00	10	283	0.240	0.208	0.448
14:00-15:00	10	283	0.230	0.257	0.487
15:00-16:00	10	283	0.519	0.281	0.800
16:00-17:00	10	283	0.522	0.267	0.789
17:00-18:00	10	283	0.600	0.246	0.846
18:00-19:00	10	283	0.468	0.276	0.744
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.641	3.641	7.282

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

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Parameter Summary:

Trip rate parameter range selected:	200 - 400 (units: DWELLS)
Survey date date range:	27/09/2017 - 12/06/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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