



Cole Easdon

TECHNICAL NOTE – 11045/01 TRANSPORT ASSESSMENT CRITIQUE

Proposed Residential Development, Land at White Street,
West Lavington, Wiltshire on Behalf of the owners of West
Lavington Manor, 1 Church Street, West Lavington

DOCUMENT ISSUE RECORD

Client: The Owners of West Lavington Manor, 1 Church Street, West Lavington
Project: Land at White Street, West Lavington, Wiltshire
Job Number: 11045
Document Title: Technical Note – 11045/01 Transport Assessment Critique

Issue No.	1	2		
Date	May 2026	May 2026		
Description / Status	Formal Issue	Revised Formal Issue		
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1.0 INTRODUCTION

- 1.1 This *Technical Note (TN)* has been prepared by Cole Easdon (CE) on behalf of the owners of West Lavington Manor, a grade II listed house at 1 Church Street, West Lavington, with respect to a planning application for 47 residential dwellings on land at White Street, West Lavington (Wiltshire Council application reference PL/2026/02443).
- 1.2 The listed masonry arch driveway entrance to West Lavington Manor is situated directly opposite the Church Street (A360) / White Street simple priority junction. The owners therefore have direct day-to-day experience of the operation of this junction. CE were approached to review the appropriateness or otherwise of this priority junction and the submitted *Transport Assessment* generally.

2.0 SCOPE

- 2.1 The submitted *Transport Assessment (TA)* by awp (Project Number 1610, Initial Issue, 24th March 2026) has been reviewed in full, and for ease of reference, our report follows the same section structure of the *TA*. However, our main concerns relate to highway safety with respect to the proposed footway along White Street to Church Street, and the erroneous and limited assessment methodology relating to visibility splays at the Church Street (A360) / White Street priority junction. Where we have no pertinent observations, no comment is made on that section (Introduction, Policy, Summary & Conclusions).

3.0 EXISTING CONDITIONS (awp Section 3.0)

Existing Traffic

- 3.1 The White Street survey data commissioned by awp to inform this Section and later visibility splay analysis is approaching two years old (October 2024) and should therefore be updated, particularly given the sensitivity seemingly highlighted by Wiltshire Council's highway officer in the pre-application response referred to by awp in Section 5.0 of the *TA* in relation to the Church Street (A360) / White Street junction.

Pedestrian and Cycle Facilities

- 3.2 Paragraph 3.12 states '*To the north of this [A360 / White Street] junction, footways are present on both sides of the A360, facilitating a continuous pedestrian route into the village centre*'. This statement is completely misleading, with no qualitative assessment provided. The reality is the footways are narrow and frequently interrupted by door thresholds. Refer to examples in Figure 3.1 below. Such shortcomings are important when considering the needs of parents walking with children, the visually impaired, wheelchair users or those pushing a pram.



Figure 3.1 Footway interrupted by doorway thresholds (circled)

Source: Google Maps

3.3 Much discussion is then provided by awp regarding the public rights of way (PROW) that flank the site and provide connectivity to West Lavington. However, the earth / compacted stone surfacing of these PROWs, and their restricted width highlight the limited benefit they would afford new residents. They certainly would not be useable if using a wheelchair or pushing a pram, for example, and would likely be unsuitable for anything other than leisure walks in the wetter months. This is a critical point given the deliverability issue relating to the proposed surfaced footway along White Street discussed in Section 5.0 below.

3.4 awp confirm that cycling would be on-street, however no consideration is given or acknowledgement made of the fact that Church Street / High Street is an 'A' category road carrying 668 / 657 vph two-way¹ in the traditional AM and PM peak hour periods respectively (08:00-09:00 and 17:00-18:00 respectively). Indeed, the actual network peaks are 07:00-08:00 and 16:00-17:00, being 681 / 711vph two-way respectively².

4.0 SITE ACCESSIBILITY (awp Section 4.0)

Public Transport - Bus

4.1 No evening bus services are available. Given the relative lack of local facilities in West Lavington itself, this will severely restrict new residents' ability to travel by sustainable means in the evenings, e.g. for sports or leisure trips.

¹ (awp *Transport Assessment*, Figure 7.4, 2026 Base, North of White Street junction, 'AM Peak' and 'PM Peak')

² Using survey data in awp TA Appendix C

5.0 DEVELOPMENT PROPOSALS (awp Section 5.0)

Vehicular Access onto White Street

2m Wide Proposed Footway along White Street

- 5.1 Paragraph 5.4 states 'a 2m footway is proposed to be provided on the eastern side of the access junction, which would extend along the northern side of White Street within the public highway to connect to the existing footway in the vicinity of the White Street / A360 simple priority junction'. CE have purchased extent of public highway records from Wiltshire Council (enclosed) which demonstrate the proposed 2m wide footway is not deliverable.
- 5.2 At the eastern end of White Street where the current footway terminates, the records show that the extent of public highway is the back of the existing footway. Measuring this dimension in situ, the footway is 1.5m wide (measured as shown in Figure 5.1 below). Therefore, a new 2m wide footway from Point A (shown below) towards the site is not deliverable without reliance on third party land and not within the applicant's control. In contrast, from Point A to the A360 junction, and as far northwest as 56 High Street (Point B shown on Figure 5.2), the available public highway is shown to increase significantly, yet there are no proposals by the applicant to widen this existing substandard footway to 2m.



Figure 5.1 Footway Measurement on-site (1.5m)

Source: Google Maps

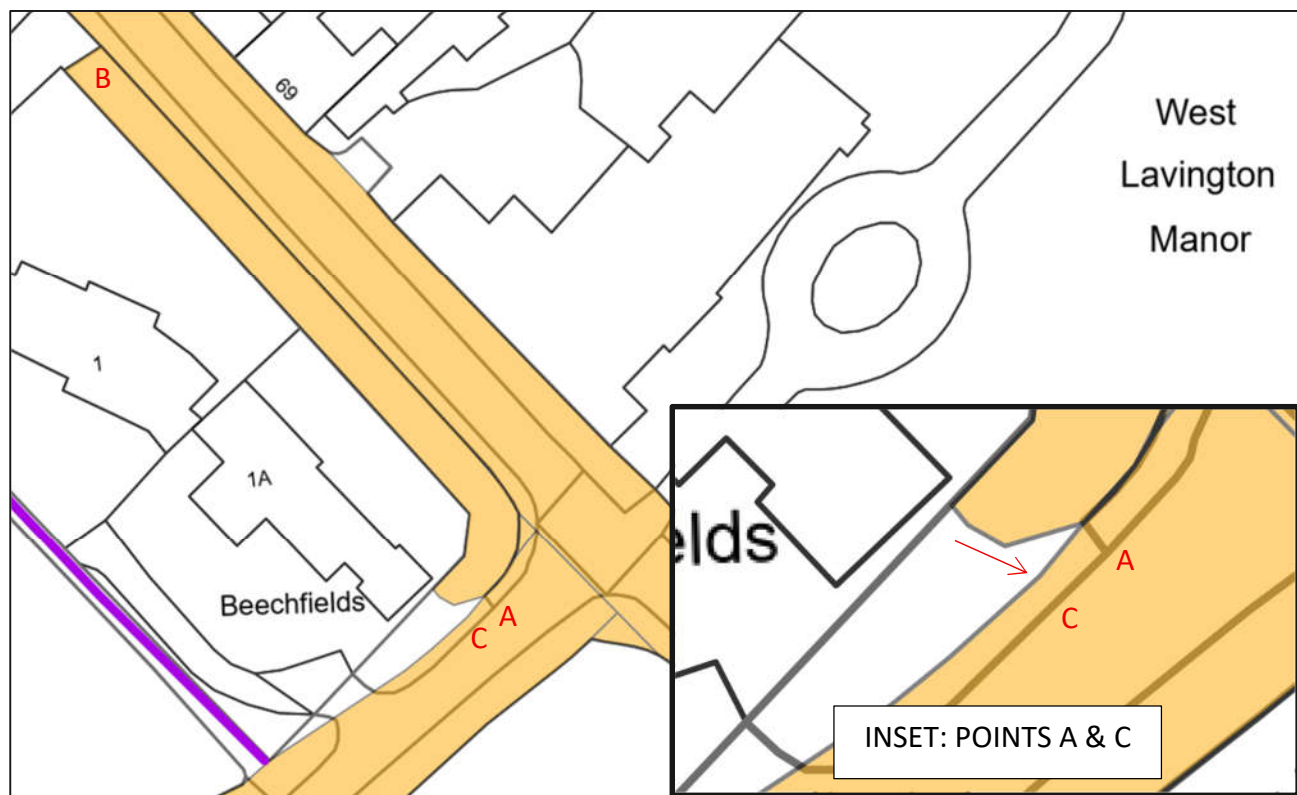
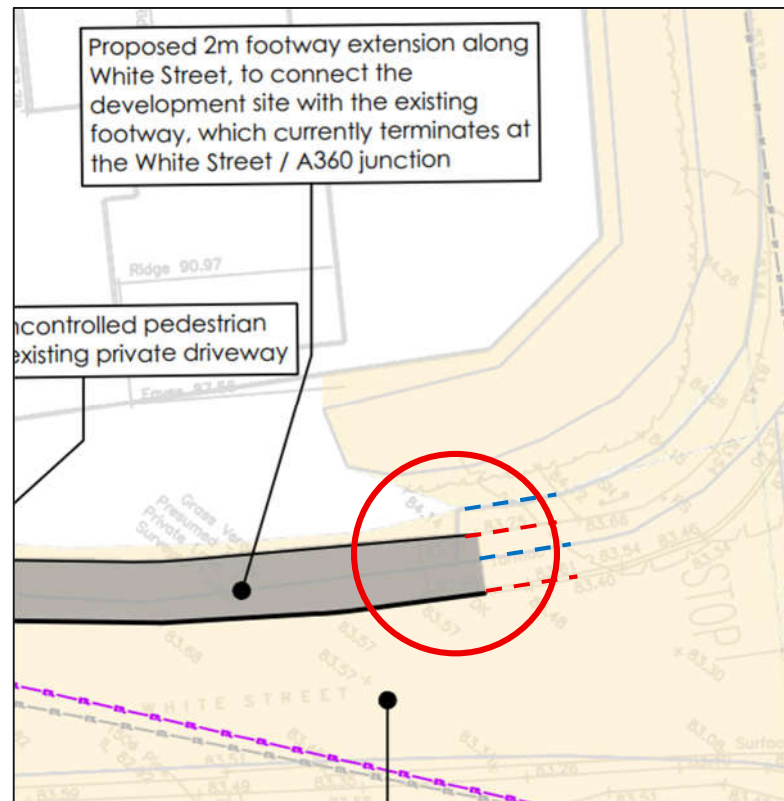


Figure 5.2. Extract of Extent of Public Highway Records

- 5.3 Heading southwest towards the proposed site access, the extent of public highway appears to immediately narrow to less than 1.5m, before then widening out again. Refer to Point C on Figure 5.2 above. The records indicate a 2m wide footway may only be truly deliverable to the southwest of the Beechfields driveway access.
- 5.4 Referring to Figure 5.3 below, which is an extract of *Drawing 01-PHL-101 Rev E [Proposed Site Access Arrangements at White Street]* within awp TA Appendix A, it would appear awp have erroneously scaled Ordnance Survey data (on which public highway data is prepared) on their topographical survey base. Government Guidance *HM Land Registry Practice Guide 40, Supplement 1 (updated January 2016)* states that OS mapping will contain some positional variation between mapped features and their exact on-ground location, and absolute accuracy cannot be guaranteed. Consideration of common features (such as boundary walls, carriageway edge etc.) on each mapping base is therefore required. The red circled area below clearly shows that awp's proposed footway ties into the back of the existing (1.5m wide) footway as reflected by the topographical survey in pale grey on the drawing (with the kerb edge and back of footway shown in part with a dashed red line added by CE, for clarity). However, the back of footway reflected on the Ordnance Survey mapping (and, critically, that which is used for the public highway records) is shown in a darker grey (with the kerb edge and back of footway shown in part with a dashed blue line added by CE, for clarity) some distance to the north. These red and blue dashed lines should be coincident. Not only does this demonstrate the proposed 2m wide footway cannot be delivered on public highway, it also suggests the awp drawing shows a

c.1.5m wide footway rather than the 2m width suggested by the drawing annotation seen below and the TA content.



**Figure 5.3. Extract of awp Drawing 01-PHL-101 Rev E
Proposed Site Access Arrangements at White Street**

- 5.5 *Manual for Streets* states in paragraph 6.3.22 that 'in lightly used streets..., the minimum unobstructed width for pedestrians should generally be 2m'.

Visibility Splay Methodology

- 5.6 awp paragraph 5.5 sets out the proposed visibility splays at the site access based on '*recorded vehicle speeds*'. With reference to the survey results (contained in awp's Appendix C) only a single survey location was monitored. Best practice would be to undertake a survey either side of the proposed junction, to ascertain approach speeds in the correct locations. This is particularly relevant given the changing character of White Street in the vicinity of the proposed junction. Furthermore, the single survey location is simply described as '*WHITE STREET, WEST OF CHURCH STREET*'. Fundamentally, there is no grid reference or record photograph provided to identify exactly where the survey was undertaken. Therefore, the relevance of the survey information cannot be corroborated.

Church Street (A360) / White Street Priority Junction

Visibility Splays

- 5.7 Paragraph 5.6 of the TA confirms that Wiltshire Council's highway officer requested that awp assess the Church Street (A360) / White Street junction visibility splays. Whilst we are not privy to the pre-application comments, this request was presumably made given the extremely limited driver visibility currently available when looking to the right from White Street onto the A360, emphasised by the presence of mandatory 'STOP' road markings.

ATC Location(s)

- 5.8 In order to calculate appropriate visibility splays, awp commissioned an Automatic Traffic Count (ATC) survey (rubber tubes placed across the road surface). In their paragraph 5.6, awp state 'a seven-day ATC was undertaken on the A360'. They go on to state that 'northbound, the 85th percentile speeds are 29mph, and southbound, the 85th percentile speeds are 32mph'. The appended data shows the relevant speeds are in fact 29.3mph and 32.3mph respectively³. Again, the data is from October 2024 and is therefore somewhat dated.
- 5.9 As was the case for the proposed site access, only a single survey location was monitored. With reference to the survey results contained in awp's Appendix C, the single survey location is loosely described as '*CHURCH STREET, SOUTH OF ORCHARD PLACE, WEST OF WHITE STREET*'. Again, there is no grid reference or record photograph provided to identify exactly where the survey was undertaken.
- 5.10 With only the above capitalised description available to the reader / Wiltshire Council for their professional consideration, the reality is the ATC survey position could well have been closer to Orchard Place than White Street, where houses are very close to the highway on both sides, and frontage pedestrian and vehicular access takes place. This street character is completely different to that on the immediate approach to the A360 / White Street junction, and is likely to result in lower speeds than that experienced closer to the White Street junction. Whilst, subject to confirmation of the location, the survey that was undertaken *may* be relevant for southeastbound approach speeds (used for measuring visibility looking to the left), it is wholly inappropriate for calculation of (the arguably more critical 'nearside' direction) northwestbound approach speeds (used for measuring visibility looking to the right).

³ Appendix C Mercury Traffic Surveys Limited, page 79 [23/100] & page 92 [36/100]) of the 'Transport Assessment – Part 2' pdf document



Figure 5.3. Examples of possible poor locations potentially used for single awp A360 ATC survey

Source: Google Maps

- 5.11 In complete contrast to the above images, appropriate locations for two ATC surveys on the A360 on the approach to the White Street junction would be as shown in Figure 5.4 below.

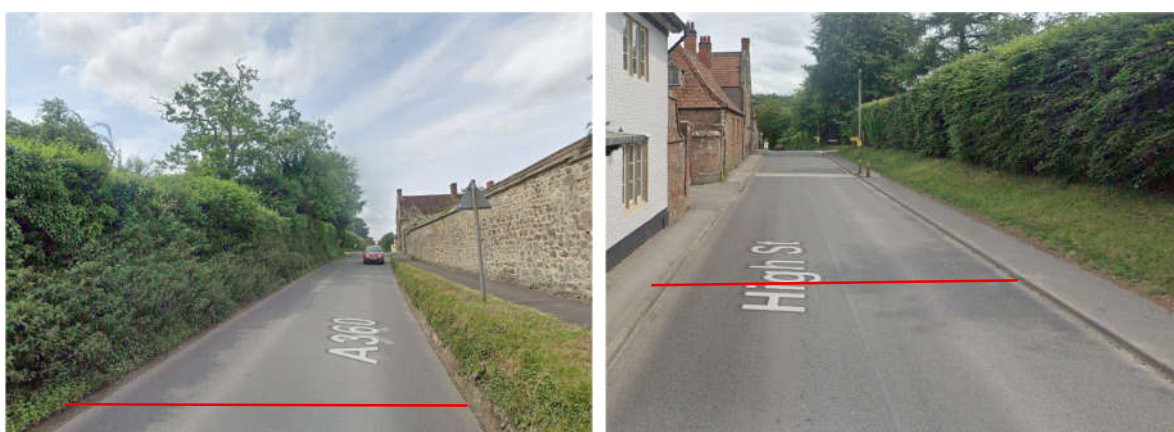


Figure 5.4. Example of appropriate locations for 2 x A360 ATC surveys

Source: Google Maps

- 5.12 The location of the 2024 survey ought to be identified properly, and, at the very least, a minimum of a second survey undertaken to the southeast of the White Street junction.

Public Highway Land Availability

- 5.13 With regard to 'visibility to the right', whilst some public highway (verge) land is available, it may be insufficient to accommodate the required visibility splay ('y' distance) for the actual speed of approaching traffic (which we consider will be higher than the 29.3mph recorded further into the village at a point where vehicles have unquestionably already passed the junction in question).

Assessment in the Vertical Plane

- 5.14 Furthermore, given the uphill gradient of the A360 when approaching from the southeast, and the steepness of the relevant highway verge (refer to Figure 5.5 below), an assessment should also be undertaken in the vertical plane, where we note the applicant has the benefit of a topographical survey. Without evidence to the contrary, CE consider a driver (with an eye height of 1.05m) would not be able to see down to a point 600mm above the carriageway as per the standard requirement. This likely explains the existing 'STOP' carriageway markings rather than a typical give way line.



Figure 5.5. Highway verge is steep/near vertical and will likely preclude the visibility splay being achieved in the vertical plane

Source: Google Maps

awp Access Drawing Visibility Photographs

- 5.15 Regarding visibility 'to the left', the photograph shown on awp Drawing 1610-PHL-01-101 within Appendix A appears to correctly show the view 2.4m back from the STOP line (a 2.4m 'x' distance being appropriate). However, regarding the above concern about visibility 'to the right', the photograph shown on the same drawing has been taken from the STOP line and is entirely misleading.

Swept Path Analysis

- 5.16 At the proposed site access arrangement, when a refuse vehicle is approaching from either direction to enter the site, a resident leaving the proposed development in a car will not have sufficient forward visibility to see the approaching vehicle and wait (recognising that the refuse vehicle requires the majority of White Street and the full width of the proposed junction to manoeuvre, as shown on awp Drawing 01-ATR-101 Rev C [*Refuse Vehicle Swept Path Analysis – White Street Access*] within Appendix A, and that the egressing driver would need to wait near the proposed visitor parking bay).
- 5.17 Whilst swept path analysis has been provided for the proposed access onto White Street and within the site, no such analysis has been provided at the Church Street (A360) / White Street priority junction or for the movement of vehicles between this existing junction and the site access. With the analysis submitted, it is clear that the county refuse vehicle will use the majority of White Street when turning into / out of the proposed development and when traversing to / from the A360. Whilst we do not contest that the county refuse vehicle will already traverse White Street and this will not change should the application be approved, the proposed development will lead to a two-fold increase in other vehicular traffic using White Street (consider existing traffic flows of 21vph / 22vph during the AM and PM peak hours respectively⁴, and additional development trips of 25vph / 24vph two-way respectively⁵).

Road Safety Audit

- 5.18 An independent *Stage 1 Road Safety Audit* of the proposed vehicular access, and modifications to White Street and the Church Street (A360) / White Street junction has not been provided. Given the concerns seemingly raised by the highway officer during the pre-application stage, this ought to be provided.

Cycling

- 5.19 awp paragraph 5.17 states '*It is proposed that cyclists would access the site using the vehicular site access junction as described above, with onward travel to local facilities via White Street. This is considered appropriate given the lightly trafficked nature of White Street, and is in keeping with the existing arrangements within West Lavington village.*' This statement is entirely misleading. Cyclists will of course need to use the A360 to reach any local facilities with the inherent volume of vehicular traffic much greater than that experienced on White Street.

6.0 TRIP GENERATION, DISTRIBUTION & TRAFFIC IMPACT (awp Section 6.0)

Vehicular Trip Generation

- 6.1 The TRICS output data contained in Appendix F confirms awp's assessment was undertaken in October 2024. Their assessment is therefore outdated, with numerous additional residential sites having been added by TRICS in the intervening period.

⁴ awp Figure 7.4

⁵ CE Table 6.1, CE TRICS analysis

- 6.2 Given the limited number of local facilities accessible on foot or by bicycle, and limited opportunities for sustainable travel further afield, the vehicle trip rates summarised in awp Table 6.1 are considered low. As such, CE have undertaken their own independent assessment. Our Table 6.1 below provides a summary of this comparison exercise. All awp data is taken directly from awp Table 6.1 with the exception of daily data which was not summarised in the awp TA. The submitted two-way daily trip rate has been taken directly from the TRICS output data in awp TA Appendix F. For clarity, all awp data is shown in black, with CE data shown in red.

Table 6.1: TRICS Vehicle Trip Rates Comparison

	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)			Daily (0700-1900)
	Arr.	Dep.	Total	Arr.	Dep.	Total	Total
Trip Rates (per dwelling) awp	0.142	0.305	0.447	0.252	0.135	0.387	3.811
Trip Rates (per dwelling) CE	0.179	0.364	0.543	0.337	0.173	0.510	4.925
Trip Generation (47 dwellings) awp	7	14	21	12	6	18	179
Trip Generation (47 dwellings) CE	8	17	25	16	8	24	231
Difference	+1	+3	+4	+4	+2	+6	+52

- 6.3 Whilst not fundamentally different over the course of a given hourly period, reference to CE Table 6.1 above does reveal that all vehicle movements are expected to be higher than that predicted by awp. This difference is most notable in the PM Peak (compare CE 24vph vs. awp 18vph two-way, i.e. 33% higher) and across a typical day (CE 231vpd vs. awp 179vpd, i.e. 29% higher). This discrepancy is considered pertinent in the assessment of the limited width of White Street and its ability to safely accommodate development traffic.
- 6.4 When this predicted vehicle trip generation (25vph AM Peak / 24vph PM Peak) is considered against the existing situation on White Street of 21vph AM Peak / 22vph PM Peak it represents traffic flows more than doubling as a result of the proposed development.

7.0 TRAFFIC IMPACT ASSESSMENT (awp Section 7.0)

Existing Traffic

- 7.1 The traffic flows shown on Figure 7.1 simply reference 'AM Peak' and 'PM Peak' with no clarification of what time periods they relate to. When cross-referencing the flows to the raw survey data in Appendix C, it becomes clear these refer to the traditional network peaks of 08:00-09:00 and 17:00-18:00. However, that same raw data highlights that the peak hours on the local network are in fact 07:00-08:00 and 16:00-17:00.

7.2 awp Table 7.2 is labelled '*PICADY Results – Site Access Junction*' yet the data and discussion appear to be for the adjacent A360 junction.

8.0 FRAMEWORK TRAVEL PLAN (awp Section 8.0)

8.1 There appear to be no proposals to provide green travel vouchers to residents. With our head office in Swindon, our comprehensive experience within the Wiltshire authority area is that officers would typically request c.£300 per household for private dwellings. No such offer is seemingly proposed.

9.0 OTHER MATTERS

9.1 Given the sensitivity regarding the limited width of White Street, a request for a *Construction Traffic Management Plan* prior to determination (rather than a condition of any subsequent approval) is considered appropriate.

9.2 All of the above highway safety matters must be considered in relation to local and national planning policy. At the local level, Core Policies 61 to 64 are of direct relevance to the concerns raised herein.

10.0 SUMMARY

10.1 A review of the awp *Transport Assessment* submitted with the Land off White Street application has identified the following areas of concern:

- the use of outdated traffic survey data;
- misleading report commentary regarding numerous matters including existing pedestrian infrastructure on the A360 and cycling;
- limited appropriateness of the adjacent public rights of way for day-to-day use, particularly for those in a wheelchair or pushing a pram, and during wetter months;
- the lack of any evening bus services;
- the fact the proposed 2m wide footway on White Street is not deliverable using public highway or land within the applicant's control;
- the absence of a definitive location for the single ATC undertaken on White Street;
- the absence of a second ATC survey in a location on the opposite side of the proposed junction on White Street;
- the absence of a definitive location for the single ATC undertaken on the A360;
- the absence of a second ATC survey to the southeast of the Church Street (A360) / White Street junction;
- the wholly unsuitable location of the single A360 ATC survey (stated to be to the northwest of the White Street junction) to establish northwestbound vehicle approach speeds for calculating visibility 'to the right' when egressing from White Street onto the A360;
- the complete absence of any assessment of this visibility 'to the right' in the vertical plane, particularly given the steepness of the highway verge/bank flanking the A360;

- no assessment of how opposing vehicles might be accommodated between the proposed site access and the Church Street (A360) / White Street junction given that traffic flows along White Street will more than double;
- no *Stage 1 Road Safety Audit* submitted;
- the underestimate of likely development traffic using the TRICS database;
- the lack of financial incentive in the *Travel Plan* to encourage future residents to travel sustainably; and
- no *Construction Traffic Management Plan* submitted.

10.2 Such fundamental delivery and highway safety issues have been raised that we conclude insufficient evidence has been submitted to support the development as currently proposed.

Cole Easdon Consultants Limited

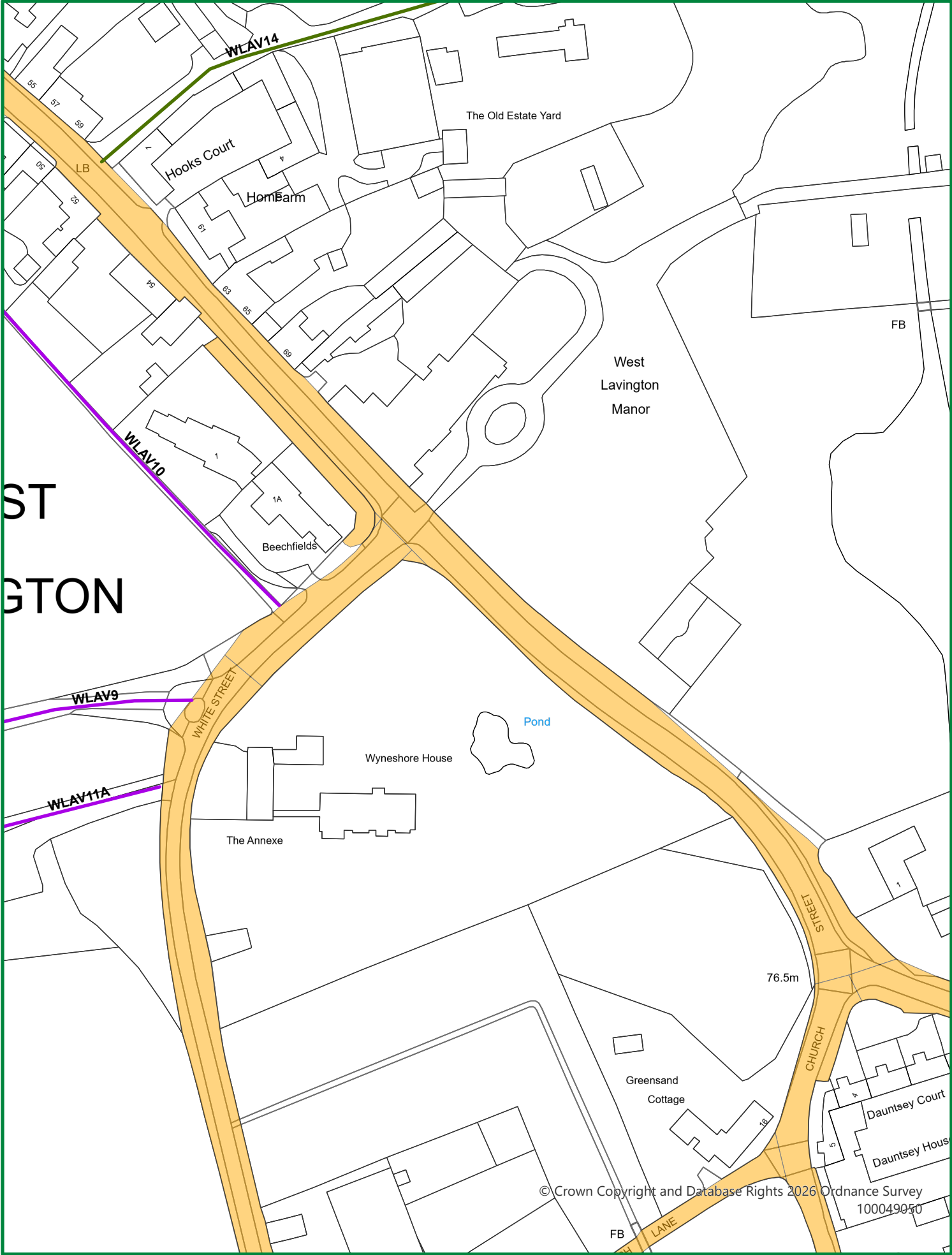
May 2026

Enclosures

Extent of Public Highway Records, Wiltshire Council

TRICS Output, Cole Easdon

Enclosures



12/05/2026
1:1,250



Please Note

The highway extent shown on this plan has been prepared for the property named above.
The extent shown cannot be relied upon for any highways that do not abut or serve the property.

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Wiltshire Council

Audit Code: 46b21a9c-690b-47d2-a89c-19b4a20a903c

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 6 - 100 DWELLS

Actual Trip Rate Calculation Parameter Range: 6 - 99 DWELLS

Date Range: Minimum: 01/01/2016 Maximum: 26/11/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 587 3970

Days of the week selected:

Friday	5
Thursday	7
Tuesday	3
Wednesday	3

Main Location Types selected:

Neighbourhood Centre	18
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Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	12
Servicing Vehicles Included	6

Population <1 Mile ranges selected:

1,001 to 5,000	13
15,001 to 20,000	1
5,001 to 10,000	4

Audit Code: 46b21a9c-690b-47d2-a89c-19b4a20a903c

Population <5 Mile ranges selected:

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

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	14
1.6 to 2.0	3

PTAL Rating:

No PTAL Present	18
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Audit Code: 46b21a9c-690b-47d2-a89c-19b4a20a903c

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		
	ES	EAST SUSSEX	1 day
	MW	MEDWAY	1 day
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 day
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	2 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SE	SHEFFIELD	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	2 days
09	NORTH		
	IM	ISLE OF MAN	1 day
11	SCOTLAND		
	HI	HIGHLAND	1 day

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

Audit Code: 46b21a9c-690b-47d2-a89c-19b4a20a903c

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:	6 to 99 (units:DWELLS)
Range Selected by User:	6 to 100 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 26/11/25

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

Selected survey days:	
Friday	5 days
Thursday	7 days
Tuesday	3 days
Wednesday	3 days

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

Selected survey types:	
Manual count	17
Direction ATC Count	1

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:	
Neighbourhood Centre	18 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:	
Village	18 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	2 days
Servicing vehicles Included	6 days
Servicing vehicles Unknown	10 days

Audit Code: 46b21a9c-690b-47d2-a89c-19b4a20a903c

Secondary Filtering Selection:

Use Class:

C3	18 surveys
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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:

72 - 3970

Population within 1 mile:

1,001 to 5,000	13 surveys
15,001 to 20,000	1 surveys
5,001 to 10,000	4 surveys

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	14 surveys
1.6 to 2.0	3 surveys

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

Audit Code: 46b21a9c-690b-47d2-a89c-19b4a20a903c

Petrol filling station:

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

Travel Plan:

No	11 surveys
Yes	7 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	18 surveys
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This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

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

Audit Code: 46b21a9c-690b-47d2-a89c-19b4a20a903c

LIST OF SITES relevant to selection parameters:

Site 1:	AC-03-A-05	Number of dwellings:	40.00 DWELLS
Development Name:	SEMI-DETACHED & TERRACED	Survey Date:	30/04/2021
Location:	NORTHWICH	Survey Day:	Friday
Postcode:	CW8 4WA		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 2:	AC-03-A-06	Number of dwellings:	99.00 DWELLS
Development Name:	DETACHED HOUSES	Survey Date:	29/04/2022
Location:	NEAR CHESTER	Survey Day:	Friday
Postcode:	CH3 7QJ		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 3:	CA-03-A-07	Number of dwellings:	32.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	27/05/2021
Location:	NEAR ELY	Survey Day:	Thursday
Postcode:	CB6 2GE		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 4:	CA-03-A-08	Number of dwellings:	83.00 DWELLS
Development Name:	DETACHED & SEMI-DETACHED	Survey Date:	13/10/2022
Location:	SAWTRY	Survey Day:	Thursday
Postcode:	PE28 5WE		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 5:	ES-03-A-06	Number of dwellings:	12.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	16/06/2021
Location:	RINGMER	Survey Day:	Wednesday
Postcode:	BN8 5LQ		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 6:	GS-03-A-02	Number of dwellings:	40.00 DWELLS
Development Name:	DETACHED HOUSES	Survey Date:	23/04/2021
Location:	NEAR GLOUCESTER	Survey Day:	Friday
Postcode:	GL2 8NJ		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 7:	HI-03-A-16	Number of dwellings:	13.00 DWELLS
Development Name:	PRIVATLEY OWNED HOUSES	Survey Date:	10/10/2024
Location:	NEAR FORT WILLIAM	Survey Day:	Thursday
Postcode:	PH33 7RD		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 8:	IM-03-A-02	Number of dwellings:	27.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	23/05/2024
Location:	KIRK MICHAEL	Survey Day:	Thursday
Postcode:	IM6 1HT		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

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Site 9:	LE-03-A-02	Number of dwellings:	85.00 DWELLS
Development Name:	DETACHED & OTHERS	Survey Date:	28/06/2018
Location:	IBSTOCK	Survey Day:	Thursday
Postcode:	LE67 6PG		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 10:	MW-03-A-01	Number of dwellings:	8.00 DWELLS
Development Name:	DETACHED & SEMI-DETACHED	Survey Date:	22/09/2017
Location:	NEAR CHATHAM	Survey Day:	Friday
Postcode:	ME1 3FE		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 11:	NF-03-A-27	Number of dwellings:	93.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	16/09/2021
Location:	NEAR NORWICH	Survey Day:	Thursday
Postcode:	NR13 4TN		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 12:	NF-03-A-40	Number of dwellings:	57.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	11/10/2016
Location:	NEAR NORWICH	Survey Day:	Tuesday
Postcode:	NR10 3FP		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 13:	SE-03-A-01	Number of dwellings:	25.00 DWELLS
Development Name:	DETACHED & BUNGALOWS	Survey Date:	10/09/2020
Location:	NEAR SHEFFIELD	Survey Day:	Thursday
Postcode:	S26 5UA		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 14:	SE-03-A-02	Number of dwellings:	23.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	20/09/2024
Location:	NEAR SHEFFIELD	Survey Day:	Friday
Postcode:	S20 5EW		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 15:	SM-03-A-02	Number of dwellings:	42.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	25/09/2018
Location:	NEAR TAUNTON	Survey Day:	Tuesday
Postcode:	TA3 5FG		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 16:	SM-03-A-03	Number of dwellings:	41.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	25/09/2018
Location:	NEAR TAUNTON	Survey Day:	Tuesday
Postcode:	TA3 5FB		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

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Site 17:	WS-03-A-16	Number of dwellings:	58.00 DWELLS
Development Name:	DETACHED & SEMI-DETACHED	Survey Date:	09/11/2022
Location:	BRACKLESHAM BAY	Survey Day:	Wednesday
Postcode:	PO20 8JE		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 18:	WS-03-A-25	Number of dwellings:	65.00 DWELLS
Development Name:	PRIVATE HOUSES & FLATS	Survey Date:	18/09/2024
Location:	WOODGATE	Survey Day:	Wednesday
Postcode:	PO20 3SU		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-03 04-06-2019	04-06-2019	Removed: Site re-surveyed by AC-03-A-05
BY-03-A-01 09-09-2020	09-09-2020	More remote / isolated site
CS-03-A-03 27-10-2016	27-10-2016	Ireland site
CS-03-A-04 27-10-2016	27-10-2016	Ireland site
CS-03-A-05 05-11-2025	05-11-2025	Ireland site
IM-03-A-01 21-05-2024	21-05-2024	More remote / isolated site
NM-03-A-02 20-10-2020	20-10-2020	More remote / isolated site
NN-03-A-01 20-10-2020	20-10-2020	More remote / isolated site
SC-03-A-10 14-09-2022	14-09-2022	Near a train station
SF-03-A-06 22-09-2017	22-09-2017	More remote / isolated site
SF-03-A-08 16-09-2020	16-09-2020	More remote / isolated site
WS-03-A-07 19-10-2017	19-10-2017	More remote / isolated site

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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	18	47	0.088	0.308	0.396
08:00-09:00	18	47	0.179	0.364	0.543
09:00-10:00	18	47	0.170	0.228	0.398
10:00-11:00	18	47	0.142	0.170	0.312
11:00-12:00	18	47	0.158	0.161	0.319
12:00-13:00	18	47	0.165	0.166	0.331
13:00-14:00	18	47	0.193	0.173	0.366
14:00-15:00	18	47	0.155	0.178	0.333
15:00-16:00	18	47	0.281	0.206	0.487
16:00-17:00	18	47	0.292	0.196	0.488
17:00-18:00	18	47	0.337	0.173	0.510
18:00-19:00	18	47	0.285	0.157	0.442
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.445	2.480	4.925

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:	6 - 100 (units: DWELLS)
Survey date date range:	11/10/2016 - 10/10/2024
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.