



TRANSPORT PLANNING

www.ima-tp.com

Montreux House
18A James Street West
Bath BA1 2BT
t: 01225 444011

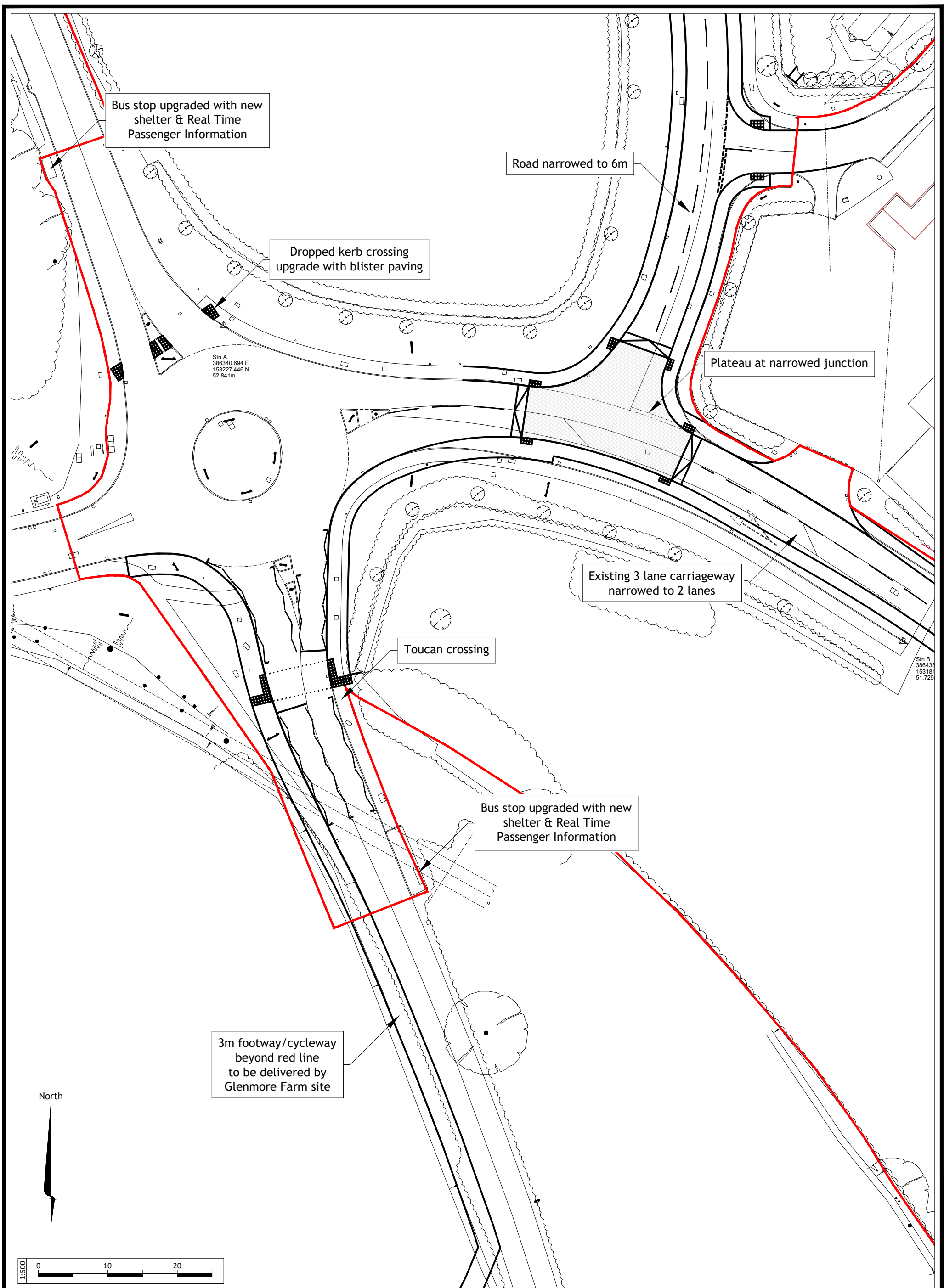
HAWKE RIDGE BUSINESS PARK, WESTBURY, WILTSHIRE

Transport Assessment
Volume 2 – Appendices 11 to 24

July 2026

IMA-25-111

Appendix 11



TRANSPORT PLANNING

MONTREUX HOUSE, 18A JAMES STREET WEST
BATH BA1 2BT
T: 01225 444 011
www.ima-tp.com

TITLE:

Hawke Ridge Business Park Accessibility Improvements at B3097 Roundabout

SCALE: (A3)
1:500

CAD FILE:
Access V6-1.dwg

PROJECT No:
IMA-25-111

CHECKED: -

DESIGN/DRAWN:
PMG

DRAWING No:

008

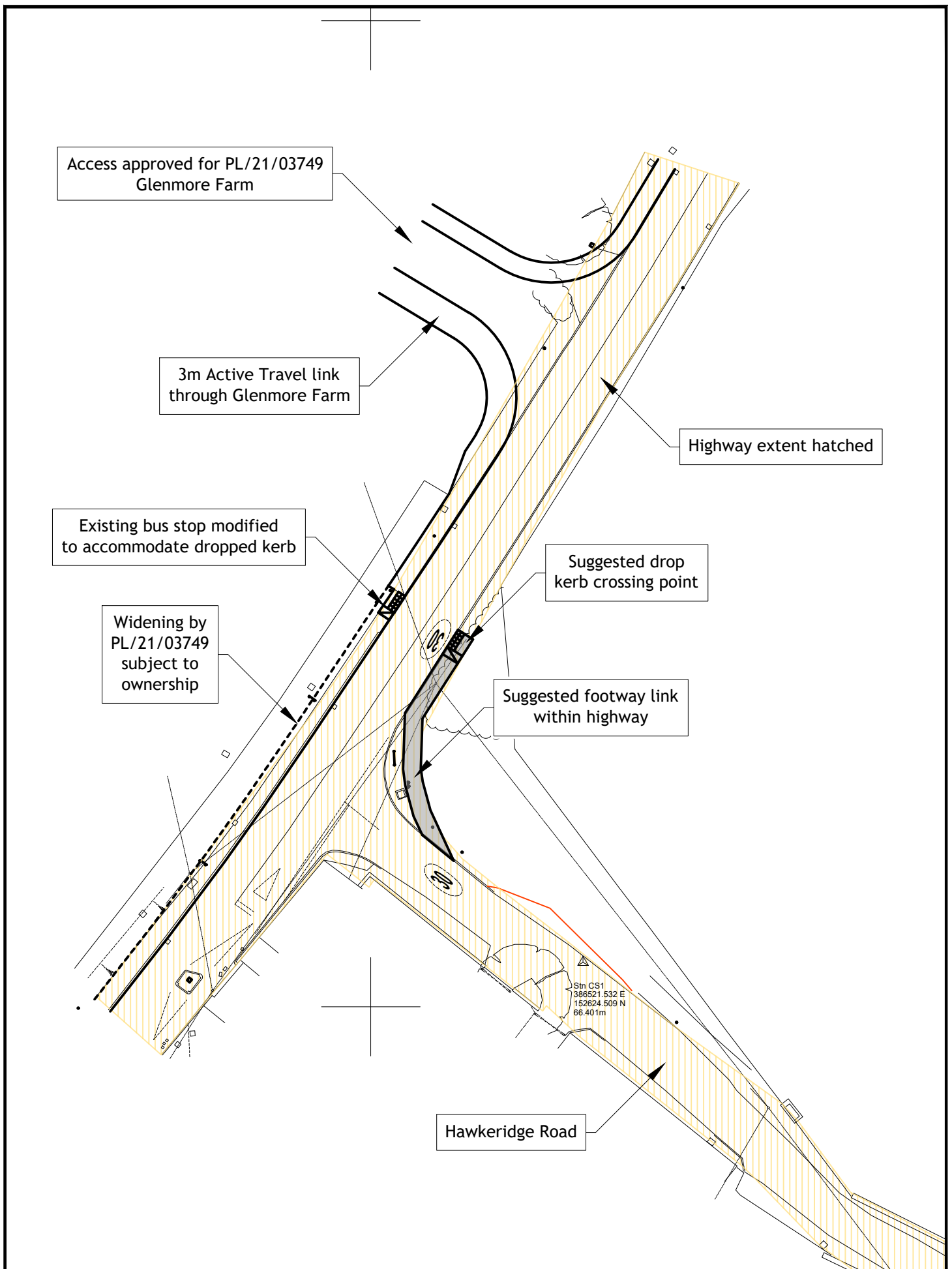
APPROVED: -

DATE:
Mar 2026

REV:

D

Appendix 12



 TRANSPORT PLANNING MONTREUX HOUSE, 18A JAMES STREET WEST BATH BA1 2BT t: 01225 444 011 www.ima-tp.com	SCALE: (A4) 1:500		PROJECT: Hawke Ridge Business Park		
	DATE: Jun 2026		TITLE Illustrative Off-Site Works		
	CAD FILE: Access V6-1.dwg		PROJECT No: IMA-25-111	DRAWING No: 010	REV: -

Appendix 13



TRANSPORT PLANNING

MONTREUX HOUSE, 18A JAMES STREET WEST
 BATH BA1 2BT
 T: 01225 444 011
www.ima-tp.com

CLIENT:

HRBP

PROJECT:

HRBP Mixed Use
 Development

TITLE:

HGV Swept Path at Retail Units

SCALE: (A4)
 1:250

CHECKED:

APPROVED:

CAD FILE:

DESIGN/DRAWN:

DATE:

Drive V2 (Commercial).dwg

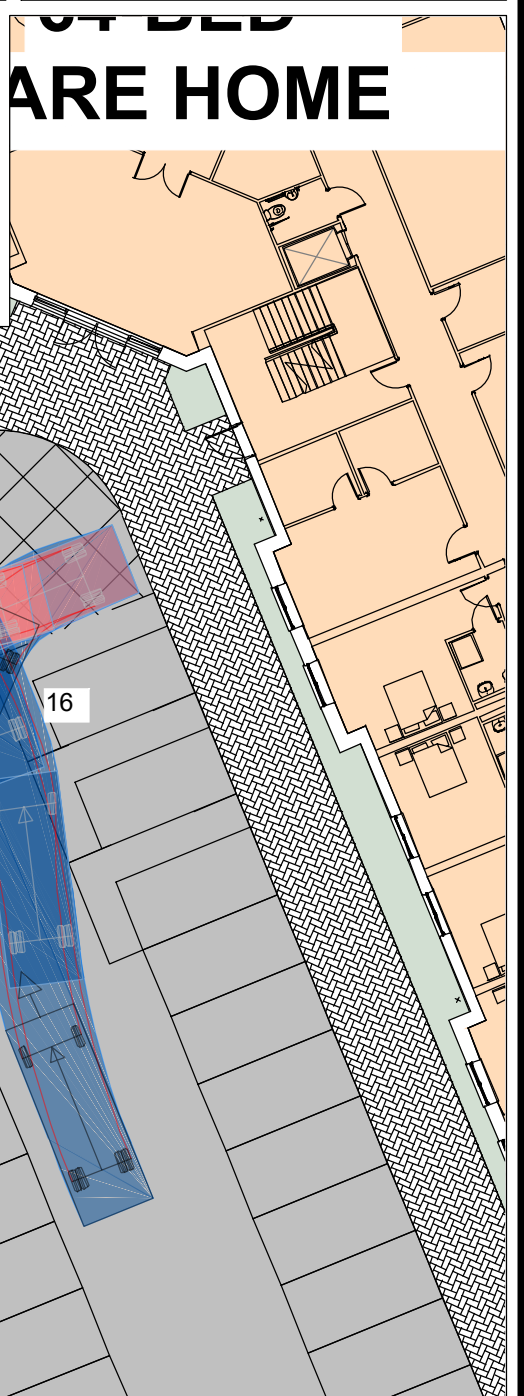
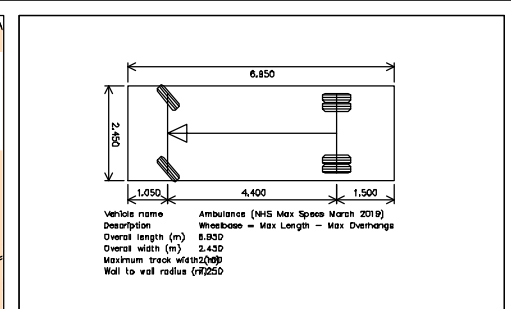
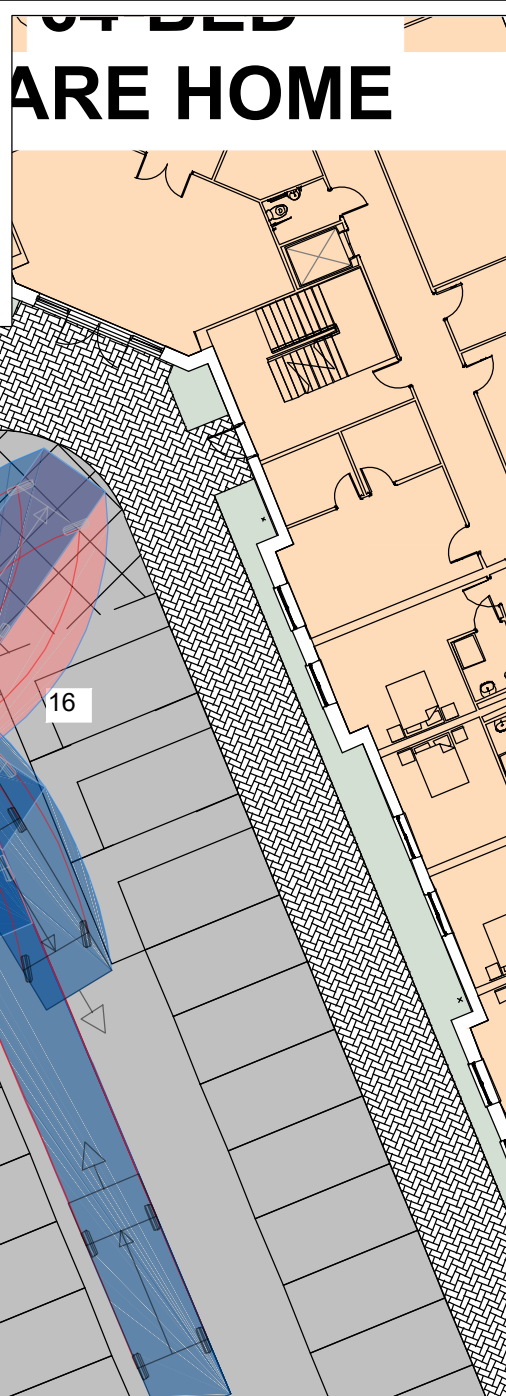
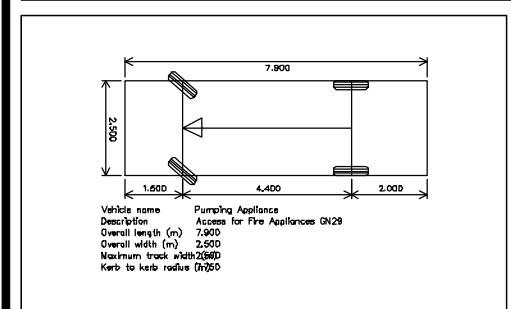
PMG

Jun 2026

PROJECT No:
 IMA-23-111

DRAWING No:
 011

REV:
 -



I M A TRANSPORT PLANNING MONTREUX HOUSE, 18A JAMES STREET WEST BATH BA1 2BT t: 01225 444 011 www.ima-tp.com	TITLE:	HRBP Development		SCALE: (A3)	CHECKED:	APPROVED:
		Vehicle Swept Paths		1:500	-	-
		at Care Home		CAD FILE:	DESIGN/DRAWN:	DATE:
				Drive V2 (Commercial).dwg	PMG	Jun 2026
		PROJECT No:	DRAWING No:		REV:	
		IMA-23-111	012		-	

Appendix 14

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

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		
	CT	CENTRAL BEDFORDSHIRE	2 days
	ES	EAST SUSSEX	12 days
	HC	HAMPSHIRE	11 days
	HF	HERTFORDSHIRE	1 day
	KC	KENT	5 days
	MW	MEDWAY	1 day
	SC	SURREY	6 days
	SP	SOUTHAMPTON	2 days
	WB	WEST BERKSHIRE	2 days
	WS	WEST SUSSEX	14 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 day
	DC	DORSET	3 days
	SM	SOMERSET	1 day
	WL	WILTSHIRE	1 day
04	EAST ANGLIA		
	NF	NORFOLK	11 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	2 days
	TE	TELFORD & WREKIN	1 day
	WK	WARWICKSHIRE	1 day
	WM	WEST MIDLANDS	1 day
	WO	WORCESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	4 days
08	NORTH WEST		
	EC	CHESHIRE EAST	2 days
	GM	GREATER MANCHESTER	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
	DH	DURHAM	1 day
	IM	ISLE OF MAN	2 days
10	WALES		
	CF	CARDIFF	1 day
	VG	VALE OF GLAMORGAN	1 day
11	SCOTLAND		
	AS	ABERDEENSHIRE	1 day
	EA	EAST AYRSHIRE	1 day
	HI	HIGHLAND	1 day
12	CONNAUGHT		
	GA	GALWAY	1 day
	RO	ROSCOMMON	1 day
13	MUNSTER		
	TI	TIPPERARY	1 day
	WA	WATERFORD	2 days
14	LEINSTER		
	KK	KILKENNY	1 day
15	GREATER DUBLIN		
	DL	DUBLIN	2 days
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	1 day

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

17	DN	DONEGAL	4 days
	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 day
	DE	DERRY	2 days
	DO	DOWN	1 day
	TY	TYRONE	1 day

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

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

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:	4 to 1817 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	17/11/25 to 17/11/25

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	12 days
Monday	16 days
Thursday	31 days
Tuesday	30 days
Wednesday	29 days

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

Selected survey types:	
Manual count	118
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	118 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:	
Industrial Zone	2 days
No Sub Category	12 days
Out of Town	6 days
Residential Zone	98 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	101 days
Servicing vehicles Included	17 days

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

Secondary Filtering Selection:

Use Class:

C3	118 surveys
----	-------------

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

Population within 500m Range:

220 - 4850

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	15 surveys
10,001 to 15,000	38 surveys
15,001 to 20,000	17 surveys
20,001 to 25,000	10 surveys
25,001 to 50,000	4 surveys
5,001 to 10,000	33 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	10 surveys
125,001 to 250,000	30 surveys
25,001 to 50,000	17 surveys
250,001 to 500,000	7 surveys
5,000 or Less	3 surveys
5,001 to 25,000	18 surveys
50,001 to 75,000	14 surveys
500,001 or More	2 surveys
75,001 to 100,000	17 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	107 surveys
1.6 to 2.0	11 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: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

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	52 surveys
Yes	66 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	118 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:

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

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

1	AN-03-A-09	DETACHED & SEMI-DETACHED	ANTRIM
SLOEFIELD DRIVE CARRICKFERGUS Edge of Town No Sub Category Site area: 9.479999542236328 hect Survey date: Wednesday 12/10/2016			
		Survey Type: Manual	
2	AS-03-A-02	MIXED HOUSES	ABERDEENSHIRE
FARROCHIE ROAD STONEHAVEN Edge of Town Residential Zone Site area: 5.300000190734863 hect Survey date: Wednesday 20/04/2022			
		Survey Type: Manual	
3	BC-03-A-02	BUNGALOWS	BOURNEMOUTH CHRISTCHURCH & POOLE
HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Site area: 1.850000023841858 hect Survey date:			
		Survey Type: Manual	
4	CF-03-A-02	MIXED HOUSES	CARDIFF
DROPE ROAD CARDIFF Edge of Town Residential Zone Site area: 8.100000381469727 hect Survey date: Friday 05/10/2007			
		Survey Type: Manual	
5	CT-03-A-01	MIXED HOUSES	CENTRAL BEDFORDSHIRE
ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Site area: 1.7799999713897705 hect Survey date: Wednesday 22/06/2022			
		Survey Type: Manual	
6	CT-03-A-03	MIXED HOUSES	CENTRAL BEDFORDSHIRE
ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Site area: 3.690000057220459 hect Survey date: Tuesday 27/06/2023			
		Survey Type: Manual	
7	CU-03-A-01	SEMI DETACHED	CUMBERLAND
HAWKSHEAD AVENUE WORKINGTON Edge of Town Residential Zone Site area: 1.7999999523162842 hect Survey date:			
		Survey Type: Manual	
8	CV-03-A-01	DETACHED HOUSES	CAVAN
DUBLIN ROAD CAVAN Edge of Town No Sub Category			

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

Site area: 2.5999999046325684 hect
Survey date: Tuesday 18/12/2012

Survey Type: Manual

9	DC-03-A-09	MIXED HOUSES	DORSET
---	------------	--------------	--------

A350
SHAFTESBURY
Edge of Town
No Sub Category
Site area: 1.649999976158142 hect
Survey date: Friday 19/11/2021

Survey Type: Manual

10	DC-03-A-10	MIXED HOUSES	DORSET
----	------------	--------------	--------

ADDISON CLOSE
GILLINGHAM
Edge of Town
Residential Zone
Site area: 1.399999976158142 hect
Survey date: Wednesday 09/11/2022

Survey Type: Manual

11	DC-03-A-11	MIXED HOUSES	DORSET
----	------------	--------------	--------

A350
SHAFTESBURY
Edge of Town
No Sub Category
Site area: 6.630000114440918 hect
Survey date: Tuesday 31/10/2023

Survey Type: Manual

12	DE-03-A-04	SEMI-DETACHED & TERRACED	DERRY
----	------------	--------------------------	-------

GREENHALL HIGHWAY
COLERAINE
Edge of Town
Residential Zone
Site area: 1.600000023841858 hect
Survey date: Thursday 19/05/2022

Survey Type: Manual

13	DE-03-A-05	SEMI-DETACHED & TERRACED	DERRY
----	------------	--------------------------	-------

CLOYFIN ROAD
COLERAINE
LOGUESTOWN IND. ESTATE
Edge of Town
Industrial Zone
Site area: 1.9256999492645264 hect
Survey date: Friday 20/05/2022

Survey Type: Manual

14	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
----	------------	--------------------------	--------

PILGRIMS WAY
DURHAM
Edge of Town
Residential Zone
Site area: 5.603000164031982 hect
Survey date: Friday 19/10/2018

Survey Type: Manual

15	DL-03-A-06	DETACHED	DUBLIN
----	------------	----------	--------

UPPER KILMACUD ROAD
DUBLIN
DUNDRUM
Edge of Town
Residential Zone
Site area: 9.239999771118164 hect
Survey date: Friday 30/04/2010

Survey Type: Manual

16	DL-03-A-10	SEMI DETACHED & DETACHED	DUBLIN
----	------------	--------------------------	--------

R124

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

MALAHIDE SAINT HELENS Edge of Town Residential Zone Site area: 2.9000000953674316 hect Survey date: Wednesday 20/06/2018				Survey Type: Manual
17 GLENFIN ROAD BALLYBOFEY Edge of Town Residential Zone Site area: 1.0199999809265137 hect Survey date: Thursday 05/09/2013	DN-03-A-02	DETACHED	DONEGAL	Survey Type: Manual
18 THE GRANGE LETTERKENNY GLENCAR IRISH Edge of Town Residential Zone Site area: 3.200000047683716 hect Survey date:	DN-03-A-03	DETACHED/SEMI-DETACHED	DONEGAL	Survey Type: Manual
19 GORTLEE ROAD LETTERKENNY GORTLEE Edge of Town Residential Zone Site area: 4.150000095367432 hect Survey date: Friday 26/09/2014	DN-03-A-04	SEMI-DETACHED	DONEGAL	Survey Type: Manual
20 GLENFIN ROAD BALLYBOFEY Edge of Town Residential Zone Site area: 1.0199999809265137 hect Survey date: Wednesday 10/10/2018	DN-03-A-06	DETACHED HOUSING	DONEGAL	Survey Type: Manual
21 OLD MILL HEIGHTS BELFAST DUNDONALD Edge of Town Residential Zone Site area: 4.110000133514404 hect Survey date: Wednesday 23/10/2013	DO-03-A-03	DETACHED/SEMI DETACHED	DOWN	Survey Type: Manual
22 TALISKER AVENUE KILMARNOCK Edge of Town Residential Zone Site area: 1.7999999523162842 hect Survey date: Thursday 05/06/2008	EA-03-A-01	DETACHED	EAST AYRSHIRE	Survey Type: Manual
23 SYDNEY ROAD CREWE SYDNEY Edge of Town	EC-03-A-04	DETACHED	CHESHIRE EAST	

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

Residential Zone

Site area: 0.8399999737739563 hect

Survey date: Tuesday 14/10/2008

Survey Type: Manual

24 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Site area: 0.7300000190734863 hect Survey date:	EC-03-A-06	TERRACED HOUSES	CHESHIRE EAST	Survey Type: Manual
25 OLD MALLING WAY LEWES SOUTH MALLING Edge of Town Residential Zone Site area: 12.699999809265137 hect Survey date: Thursday 29/03/2001	ES-03-A-01	MIXED HOUSES/FLATS	EAST SUSSEX	Survey Type: Manual
26 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Site area: 0.5 hect Survey date: Friday 18/11/2011	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX	Survey Type: Manual
27 SHEPHAM LANE POLEGATE Edge of Town Residential Zone Site area: 9.90999984741211 hect Survey date:	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
28 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Site area: 2.799999952316284 hect Survey date: Wednesday 05/06/2019	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
29 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Site area: 3.490000009536743 hect Survey date: Thursday 07/11/2019	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
30 WRESTWOOD ROAD BEXHILL-ON-SEA Edge of Town Residential Zone Site area: 3.319999933242798 hect Survey date: Wednesday 12/10/2022	ES-03-A-08	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

31 THE FAIRWAY NEWHAVEN Edge of Town Residential Zone Site area: 1.5 hect Survey date:	ES-03-A-09	DETACHED & SEMI-DETACHED	EAST SUSSEX	Survey Type: Manual
32 WATERGATE BEXHILL-ON-SEA Edge of Town Residential Zone Site area: 5.409999847412109 hect Survey date: Thursday 28/09/2023	ES-03-A-10	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
33 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Site area: 3.4000000953674316 hect Survey date: Tuesday 30/04/2024	ES-03-A-14	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
34 WRESTWOOD ROAD BEXHILL-ON-SEA Edge of Town Residential Zone Site area: 6.699999809265137 hect Survey date: Wednesday 09/10/2024	ES-03-A-19	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
35 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Site area: 0.51 hect Survey date: Wednesday 06/11/2024	ES-03-A-20	DETACHED & SEMI-DETACHED	EAST SUSSEX	Survey Type: Manual
36 THE FAIRWAY NEWHAVEN Edge of Town Residential Zone Site area: 2.5 hect Survey date: Tuesday 22/04/2025	ES-03-A-22	MIXED HOUSES	EAST SUSSEX	Survey Type: Manual
37 HEADFORD ROAD GALWAY KNOCKAYARRAGH Edge of Town No Sub Category Site area: 5.0999999904632568 hect Survey date: Wednesday 20/09/2006	GA-03-A-01	SEMI DETACHED	GALWAY	Survey Type: Manual
38 BUTT HILL DRIVE MANCHESTER	GM-03-A-10	DETACHED/SEMI	GREATER MANCHESTER	

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

PRESTWICH Edge of Town Residential Zone Site area: 1.4299999475479126 hect Survey date: Wednesday 12/10/2011				Survey Type: Manual
39	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE	
PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Site area: 1.2000000476837158 hect Survey date: Tuesday 13/11/2018				Survey Type: Manual
40	HC-03-A-22	MIXED HOUSES	HAMPSHIRE	
BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Site area: 1.690000057220459 hect Survey date: Wednesday 31/10/2018				Survey Type: Manual
41	HC-03-A-24	MIXED HOUSES & FLATS	HAMPSHIRE	
STONEHAM LANE EASTLEIGH Edge of Town Residential Zone Site area: 8.470000267028809 hect Survey date: Wednesday 10/11/2021				Survey Type: Manual
42	HC-03-A-26	MIXED HOUSES & FLATS	HAMPSHIRE	
BOTLEY ROAD WHITELEY Edge of Town Out of Town Site area: 7.010000228881836 hect Survey date: Thursday 24/06/2021				Survey Type: Manual
43	HC-03-A-27	MIXED HOUSES	HAMPSHIRE	
DAIRY ROAD ANDOVER Edge of Town Residential Zone Site area: 2.5 hect Survey date: Tuesday 16/11/2021				Survey Type: Manual
44	HC-03-A-28	MIXED HOUSES & FLATS	HAMPSHIRE	
EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Site area: 5.96999979019165 hect Survey date:				Survey Type: Manual
45	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE	
KILN ROAD LIPHOOK Edge of Town Residential Zone Site area: 2.1700000762939453 hect				

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

Survey date: Friday 07/10/2022

Survey Type: Manual

46 STONEHAM LANE EASTLEIGH Edge of Town Residential Zone Site area: 8.470000267028809 hect Survey date: Tuesday 14/11/2023	HC-03-A-34	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
47 EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Site area: 9.100000381469727 hect Survey date: Tuesday 31/10/2023	HC-03-A-35	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
48 HAVANT ROAD EMSWORTH Edge of Town Residential Zone Site area: 6.230000019073486 hect Survey date: Tuesday 12/09/2023	HC-03-A-36	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
49 KILN ROAD LIPHOOK Edge of Town Residential Zone Site area: 6.09 hect Survey date: Thursday 14/11/2024	HC-03-A-39	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
50 HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Site area: 5.670000076293945 hect Survey date:	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE	Survey Type: Manual
51 KINGSMILLS ROAD INVERNESS Edge of Town Residential Zone Site area: 0.47999998927116394 hect Survey date: Thursday 21/05/2009	HI-03-A-13	HOUSING	HIGHLAND	Survey Type: Manual
52 SCARLETT ROAD CASTLETOWN Edge of Town Residential Zone Site area: 2.190000057220459 hect Survey date: Tuesday 21/05/2024	IM-03-A-05	MIXED HOUSES	ISLE OF MAN	Survey Type: Manual
53 MOORAGH PROMENADE RAMSEY Edge of Town	IM-03-A-06	MIXED HOUSES	ISLE OF MAN	

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

Residential Zone

Site area: 6.900000095367432 hect

Survey date: Thursday 23/05/2024

Survey Type: Manual

54 RECVLVER ROAD HERNE BAY Edge of Town Residential Zone Site area: 9.460000038146973 hect Survey date: Wednesday 27/09/2017	KC-03-A-07	MIXED HOUSES	KENT	Survey Type: Manual
---	-------------------	---------------------	-------------	---------------------

55 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Site area: 1.1100000143051147 hect Survey date: Wednesday 09/06/2021	KC-03-A-09	MIXED HOUSES & FLATS	KENT	Survey Type: Manual
--	-------------------	---------------------------------	-------------	---------------------

56 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Site area: 3.9100000858306885 hect Survey date: Tuesday 09/05/2023	KC-03-A-10	MIXED HOUSES	KENT	Survey Type: Manual
--	-------------------	---------------------	-------------	---------------------

57 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Site area: 6.78000020980835 hect Survey date: Tuesday 19/09/2023	KC-03-A-12	MIXED HOUSES & FLATS	KENT	Survey Type: Manual
--	-------------------	---------------------------------	-------------	---------------------

58 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Site area: 6.84 hect Survey date: Thursday 22/05/2025	KC-03-A-14	MIXED HOUSES	KENT	Survey Type: Manual
---	-------------------	---------------------	-------------	---------------------

59 FRESHFORD ROAD KILKENNY FRIARSINCH Edge of Town Residential Zone Site area: 6.5 hect Survey date: Wednesday 26/11/2008	KK-03-A-03	MIXED HOUSING	KILKENNY	Survey Type: Manual
---	-------------------	----------------------	-----------------	---------------------

60 BRANT ROAD LINCOLN BRACEBRIDGE Edge of Town Residential Zone Site area: 6 hect Survey date: Tuesday 15/05/2007	LN-03-A-01	MIXED HOUSES	LINCOLNSHIRE	Survey Type: Manual
---	-------------------	---------------------	---------------------	---------------------

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

61 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Site area: 0.699999988079071 hect Survey date:	MW-03-A-02	MIXED HOUSES	MEDWAY	Survey Type: Manual
62 HEATH DRIVE HOLT Edge of Town Residential Zone Site area: 1.5700000524520874 hect Survey date: Thursday 19/09/2019	NF-03-A-05	MIXED HOUSES	NORFOLK	Survey Type: Manual
63 SILFIELD ROAD WYMONDHAM Edge of Town Out of Town Site area: 26.43000030517578 hect Survey date: Wednesday 22/09/2021	NF-03-A-23	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
64 ATLANTIC AVENUE NORWICH SPROWSTON Edge of Town Residential Zone Site area: 38 hect Survey date: Thursday 22/09/2022	NF-03-A-28	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
65 BRANDON ROAD SWAFFHAM Edge of Town Residential Zone Site area: 11.770000457763672 hect Survey date: Thursday 23/09/2021	NF-03-A-30	MIXED HOUSES	NORFOLK	Survey Type: Manual
66 LONDON ROAD ATTLEBOROUGH Edge of Town Residential Zone Site area: 4.78000020980835 hect Survey date: Thursday 29/09/2022	NF-03-A-33	MIXED HOUSES	NORFOLK	Survey Type: Manual
67 NORWICH ROAD SWAFFHAM Edge of Town Out of Town Site area: 3.1500000953674316 hect Survey date: Tuesday 27/09/2022	NF-03-A-34	MIXED HOUSES	NORFOLK	Survey Type: Manual
68 REPTON AVENUE NORWICH Edge of Town Residential Zone	NF-03-A-35	MIXED HOUSES & FLATS	NORFOLK	

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

Site area: 5.340000152587891 hect
Survey date: Wednesday 28/09/2022

Survey Type: Manual

69 LONDON ROAD WYMONDHAM Edge of Town No Sub Category Site area: 3.200000047683716 hect Survey date: Thursday 29/09/2022	NF-03-A-36	MIXED HOUSES	NORFOLK	Survey Type: Manual
70 GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Site area: 1.6399999856948853 hect Survey date: Tuesday 27/09/2022	NF-03-A-37	MIXED HOUSES	NORFOLK	Survey Type: Manual
71 HEATH DRIVE HOLT Edge of Town Residential Zone Site area: 7.840000152587891 hect Survey date: Tuesday 27/09/2022	NF-03-A-39	MIXED HOUSES	NORFOLK	Survey Type: Manual
72 BURGH ROAD AYLSHAM Edge of Town Residential Zone Site area: 13.050000190734863 hect Survey date: Tuesday 14/09/2021	NF-03-A-46	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
73 BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Site area: 2.2100000381469727 hect Survey date:	NY-03-A-05	HOUSES AND FLATS	NORTH YORKSHIRE	Survey Type: Manual
74 BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Site area: 2.2100000381469727 hect Survey date: Tuesday 17/09/2013	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE	Survey Type: Manual
75 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Site area: 1.7899999618530273 hect Survey date: Wednesday 18/09/2013	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE	Survey Type: Manual
76 MILBY ROAD BOROUGHBRIDGE MILBY	NY-03-A-15	DETACHED & SEMI-DETACHED	NORTH YORKSHIRE	

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

Edge of Town Residential Zone Site area: 6.8 hect Survey date: Thursday 19/09/2024				Survey Type: Manual
77 N61 BOYLE GREATMEADOW Edge of Town No Sub Category Site area: 4.079999923706055 hect Survey date: Thursday 25/09/2014	RO-03-A-03	DETACHED HOUSES	ROSCOMMON	Survey Type: Manual
78 HIGH ROAD BYFLEET Edge of Town Residential Zone Site area: 3.200000047683716 hect Survey date: Thursday 23/01/2014	SC-03-A-04	DETACHED & TERRACED	SURREY	Survey Type: Manual
79 REIGATE ROAD HORLEY Edge of Town Residential Zone Site area: 7.199999809265137 hect Survey date:	SC-03-A-05	MIXED HOUSES	SURREY	Survey Type: Manual
80 FOLLY HILL FARNHAM Edge of Town Residential Zone Site area: 2.799999952316284 hect Survey date: Wednesday 11/05/2022	SC-03-A-07	MIXED HOUSES	SURREY	Survey Type: Manual
81 REIGATE ROAD HORLEY Edge of Town Residential Zone Site area: 46.79999923706055 hect Survey date: Wednesday 04/05/2022	SC-03-A-08	MIXED HOUSES	SURREY	Survey Type: Manual
82 FOLLY HILL FARNHAM Edge of Town Residential Zone Site area: 5.820000171661377 hect Survey date: Tuesday 14/05/2024	SC-03-A-11	MIXED HOUSES	SURREY	Survey Type: Manual
83 AARONS HILL GODALMING Edge of Town Residential Zone Site area: 9.380000114440918 hect Survey date: Wednesday 12/06/2024	SC-03-A-12	MIXED HOUSES & FLATS	SURREY	Survey Type: Manual
84	SF-03-A-02	SEMI DET./TERRACED	SUFFOLK	

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

STOKE PARK DRIVE

IPSWICH

MAIDENHALL

Edge of Town

Residential Zone

Site area: 7.099999904632568 hect

Survey date: Thursday 24/05/2007

Survey Type: Manual

85

SF-03-A-10

TERRACED & SEMI-DETACHED SUFFOLK

LOVETOFTS DRIVE

IPSWICH

WHITEHOUSE

Edge of Town

Residential Zone

Site area: 4.920000076293945 hect

Survey date: Tuesday 22/06/2021

Survey Type: Manual

86

SH-03-A-03

DETACHED

SHROPSHIRE

SOMERBY DRIVE

SHREWSBURY

BICTON HEATH

Edge of Town

No Sub Category

Site area: 0.5099999904632568 hect

Survey date: Friday 26/06/2009

Survey Type: Manual

87

SH-03-A-06

BUNGALOWS

SHROPSHIRE

ELLESMERE ROAD

SHREWSBURY

Edge of Town

Residential Zone

Site area: 0.800000011920929 hect

Survey date: Thursday 22/05/2014

Survey Type: Manual

88

SM-03-A-01

DETACHED & SEMI

SOMERSET

WEMBDON ROAD

BRIDGWATER

NORTHFIELD

Edge of Town

Residential Zone

Site area: 1.399999976158142 hect

Survey date: Thursday 24/09/2015

Survey Type: Manual

89

SP-03-A-02

MIXED HOUSES & FLATS

SOUTHAMPTON

BARNFIELD WAY

NEAR SOUTHAMPTON

HEDGE END

Edge of Town

Out of Town

Site area: 20.8999999618530273 hect

Survey date: Tuesday 12/10/2021

Survey Type: Manual

90

SP-03-A-03

MIXED HOUSES & FLATS

SOUTHAMPTON

BARNFIELD WAY

NEAR SOUTHAMPTON

HEDGE END

Edge of Town

Out of Town

Site area: 20.8999999618530273 hect

Survey date: Thursday 03/10/2024

Survey Type: Manual

91

ST-03-A-03

MIXED HOUSES

STAFFORDSHIRE

QUEENSVILLE

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

STAFFORD Edge of Town No Sub Category Site area: 8.5 hect Survey date: Tuesday 04/07/2000				Survey Type: Manual
92	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
93	TE-03-A-03	SEMI-DETACHED/TERRACED	TELFORD & WREKIN	
SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Site area: 1.3200000524520874 hect Survey date: Thursday 24/10/2013				Survey Type: Manual
94	TI-03-A-01	MIXED HOUSES	TIPPERARY	
BRITTAS ROAD THURLES Edge of Town Out of Town Site area: 3.430000066757202 hect Survey date: Thursday 17/06/2021				Survey Type: Manual
95	TY-03-A-02	SEMI DETACHED & BUNGALOWS	TYRONE	
SANDHOLES ROAD COOKSTOWN DERRYLORAN Edge of Town Industrial Zone Site area: 10.149999618530273 hect Survey date: Thursday 14/03/2019				Survey Type: Manual
96	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN	
ARTHUR STREET BARRY Edge of Town Residential Zone Site area: 0.20999999344348907 hect Survey date:				Survey Type: Manual
97	WA-03-A-02	DETACHED	WATERFORD	
MAYPARK LANE WATERFORD Edge of Town Residential Zone Site area: 14.199999809265137 hect Survey date:				Survey Type: Manual
98	WA-03-A-04	DETACHED	WATERFORD	
MAYPARK LANE WATERFORD Edge of Town Residential Zone				

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

Site area: 28.59000015258789 hect
Survey date: Tuesday 24/06/2014

Survey Type: Manual

99 DORKING WAY READING CALCOT Edge of Town Residential Zone Site area: 3.9000000953674316 hect Survey date: Friday 09/09/2022	WB-03-A-03	MIXED HOUSES	WEST BERKSHIRE
---	-------------------	---------------------	-----------------------

Survey Type: Manual

100 DORKING WAY READING CALCOT Edge of Town Residential Zone Site area: 7.5 hect Survey date: Thursday 12/09/2024	WB-03-A-04	MIXED HOUSES	WEST BERKSHIRE
---	-------------------	---------------------	-----------------------

Survey Type: Manual

101 DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Site area: 2.424999952316284 hect Survey date: Friday 27/09/2019	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
---	-------------------	------------------------	---------------------

Survey Type: Manual

102 MAPLE DRIVE WOOTTON BASSETT Edge of Town Residential Zone Site area: 3.0999999046325684 hect Survey date:	WL-03-A-01	SEMI D./TERRACED W. BASSETT	WILTSHIRE
--	-------------------	------------------------------------	------------------

Survey Type: Manual

103 BASELEY WAY COVENTRY ROWLEYS GREEN Edge of Town Residential Zone Site area: 3.319999933242798 hect Survey date:	WM-03-A-03	MIXED HOUSING	WEST MIDLANDS
---	-------------------	----------------------	----------------------

Survey Type: Manual

104 MEADOWHILL ROAD REDDITCH Edge of Town No Sub Category Site area: 2.200000047683716 hect Survey date: Tuesday 02/05/2006	WO-03-A-02	SEMI DETACHED	WORCESTERSHIRE
--	-------------------	----------------------	-----------------------

Survey Type: Manual

105 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Site area: 5.449999809265137 hect Survey date: Thursday 11/12/2014	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
--	-------------------	---------------------	--------------------

Survey Type: Manual

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

106	WS-03-A-06	MIXED HOUSES	WEST SUSSEX
ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Site area: 33.150001525878906 hect Survey date: Thursday 02/03/2017			
			Survey Type: Manual
107	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Site area: 8.859999656677246 hect Survey date: Thursday 19/04/2018			
			Survey Type: Manual
108	WS-03-A-09	MIXED HOUSES & FLATS	WEST SUSSEX
LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Site area: 5.360000133514404 hect Survey date: Thursday 05/07/2018			
			Survey Type: Manual
109	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Site area: 2.2699999809265137 hect Survey date: Wednesday 07/11/2018			
			Survey Type: Manual
110	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Site area: 50 hect Survey date: Tuesday 02/04/2019			
			Survey Type: Manual
111	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Site area: 5.360000133514404 hect Survey date: Wednesday 23/06/2021			
			Survey Type: Manual
112	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Site area: 2.8299999237060547 hect Survey date: Wednesday 20/10/2021			
			Survey Type: Manual
113	WS-03-A-17	MIXED HOUSES & FLATS	WEST SUSSEX



Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

SHOPWHYKE ROAD
CHICHESTER

Edge of Town

Residential Zone

Site area: 2.9000000953674316 hect

Survey date: Wednesday 01/03/2023

Survey Type: Manual

114 WS-03-A-19

MIXED HOUSES & FLATS

WEST SUSSEX

TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town

Residential Zone

Site area: 5.159999847412109 hect

Survey date:

Survey Type: Manual

115 WS-03-A-22

MIXED HOUSES & FLATS

WEST SUSSEX

SHOPWHYKE ROAD
CHICHESTER

Edge of Town

Residential Zone

Site area: 3.799999952316284 hect

Survey date: Tuesday 19/03/2024

Survey Type: Manual

116 WS-03-A-23

MIXED HOUSES & FLATS

WEST SUSSEX

TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town

Residential Zone

Site area: 6.639999866485596 hect

Survey date: Tuesday 14/05/2024

Survey Type: Manual

117 WS-03-A-26

MIXED HOUSES & FLATS

WEST SUSSEX

RUSPER ROAD
HORSHAM

NORTH HORSHAM

Edge of Town

Residential Zone

Site area: 4 hect

Survey date: Tuesday 24/09/2024

Survey Type: Manual

118 WS-03-A-27

MIXED HOUSES & FLATS

WEST SUSSEX

OCKLEY LANE
HASOCKS

Edge of Town

Residential Zone

Site area: 9.42 hect

Survey date: Friday 20/09/2024

Survey Type: Manual

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

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	118	147	0.082	0.309	0.391
08:00-09:00	118	147	0.158	0.406	0.564
09:00-10:00	118	147	0.146	0.180	0.326
10:00-11:00	118	147	0.120	0.148	0.268
11:00-12:00	118	147	0.143	0.152	0.295
12:00-13:00	118	147	0.166	0.157	0.323
13:00-14:00	118	147	0.167	0.161	0.328
14:00-15:00	118	147	0.168	0.190	0.358
15:00-16:00	118	147	0.271	0.180	0.451
16:00-17:00	118	147	0.284	0.176	0.460
17:00-18:00	118	147	0.370	0.178	0.548
18:00-19:00	118	147	0.294	0.170	0.464
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.369	2.407	4.776

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	04/07/2000 - 22/05/2025
Number of weekdays (Monday-Friday):	118
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	118	147	0.002	0.007	0.009
08:00-09:00	118	147	0.003	0.014	0.017
09:00-10:00	118	147	0.002	0.003	0.005
10:00-11:00	118	147	0.002	0.002	0.004
11:00-12:00	118	147	0.002	0.002	0.004
12:00-13:00	118	147	0.003	0.003	0.006
13:00-14:00	118	147	0.003	0.003	0.006
14:00-15:00	118	147	0.003	0.003	0.006
15:00-16:00	118	147	0.009	0.004	0.013
16:00-17:00	118	147	0.010	0.006	0.016
17:00-18:00	118	147	0.010	0.006	0.016
18:00-19:00	118	147	0.008	0.005	0.013
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.057	0.058	0.115

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	04/07/2000 - 22/05/2025
Number of weekdays (Monday-Friday):	101
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	118	147	0.017	0.038	0.055
08:00-09:00	118	147	0.034	0.114	0.148
09:00-10:00	118	147	0.032	0.033	0.065
10:00-11:00	118	147	0.023	0.024	0.047
11:00-12:00	118	147	0.026	0.027	0.053
12:00-13:00	118	147	0.030	0.028	0.058
13:00-14:00	118	147	0.029	0.027	0.056
14:00-15:00	118	147	0.032	0.034	0.066
15:00-16:00	118	147	0.100	0.045	0.145
16:00-17:00	118	147	0.062	0.036	0.098
17:00-18:00	118	147	0.050	0.041	0.091
18:00-19:00	118	147	0.043	0.036	0.079
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.478	0.483	0.961

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	04/07/2000 - 22/05/2025
Number of weekdays (Monday-Friday):	117
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	118	147	0.001	0.025	0.026
08:00-09:00	118	147	0.002	0.027	0.029
09:00-10:00	118	147	0.003	0.008	0.011
10:00-11:00	118	147	0.003	0.006	0.009
11:00-12:00	118	147	0.004	0.006	0.010
12:00-13:00	118	147	0.004	0.004	0.008
13:00-14:00	118	147	0.005	0.004	0.009
14:00-15:00	118	147	0.005	0.003	0.008
15:00-16:00	118	147	0.022	0.004	0.026
16:00-17:00	118	147	0.015	0.002	0.017
17:00-18:00	118	147	0.016	0.003	0.019
18:00-19:00	118	147	0.013	0.002	0.015
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.093	0.094	0.187

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 07c7b424-a8de-40e3-bdd1-d3d6024a3067

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	04/07/2000 - 22/05/2025
Number of weekdays (Monday-Friday):	91
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.

Appendix 15

WF01BEW - Location of usual residence and place of work (OA level)

ONS Crown Copyright Reserved [from Nomis on 16 November 2025]

population

units

date

All usual residents ages 16 and over in employment the week before the census

Persons

2011

Place of Work		Currently Residing In: E02006691 : Wiltshire 040	%age of Total
Bath and North East Somerset		425	10%
Bristol, City of		87	2%
Mendip		288	7%
South Gloucestershire		62	1%
E02006660 : Wiltshire 018	Corsham	73	2%
E02006679 : Wiltshire 021	Bowerhill	90	2%
E02006680 : Wiltshire 022	Melksham	54	1%
E02006637 : Wiltshire 025	Devizes	111	3%
E02006682 : Wiltshire 027	Bradford-on-Avon	62	1%
E02006639 : Wiltshire 028	Potterne	58	1%
E02006684 : Wiltshire 031	Trowbridge	713	17%
E02006689 : Wiltshire 037	WHBP	294	7%
E02006692 : Wiltshire 042	Warminster	764	18%
E01032056 : Wiltshire 039D	WWTE*		0%
E01032115 : Wiltshire 040A	Westbury West End area	185	4%
E01032116 : Wiltshire 040B	Northacre Ind Park	183	4%
E01032117 : Wiltshire 040C	Woodlands Ind Est	137	3%
E01032118 : Wiltshire 040D	Brook Lane Ind Est	144	3%
E01032119 : Wiltshire 040E	High Street/Town Centre	293	7%
E01032695 : Wiltshire 040H	Leighton House AOSB	111	3%
Totals		4,134	100%

WWTE* removed from distribution as it's within walking distance

E01032056 : Wiltshire 039D	WWTE*	388	9%
----------------------------	-------	-----	----

Point of Exit from Network in AM Peak Hour											Notes
Place of Work	North Bradley	A363 WHBP	A350 West Ashton	WWTE	Brook Lane	Oldfield Road	Eden Vale Road	Westbury Centre	A350 South	B3098 Bratton	
Bath and North East Somerset	10%										
Bristol, City of		2%									
Mendip						7%					
South Gloucestershire		1%									
Corsham			2%								
Bowerhill			2%								
Melksham			1%								
Devizes			3%								
Bradford-on-Avon		1%									
Potterne			1%								
Trowbridge		9%	9%								Two possible routes
WHBP		7%									
Warminster							9%		9%		Half via Eden Vale Road
WWTE*											
Westbury West End area								4%			
Northacre Ind Park				4%							
Woodlands Ind Est							3%				
Brook Lane Ind Est					3%						
High Street/Town Centre								7%			
Leighton House AOSB									3%		
Totals	10%	21%	18%	4%	3%	7%	13%	12%	12%	0%	
100%											

North on B3097:

South on B3097:

West to WWTE:

Total:

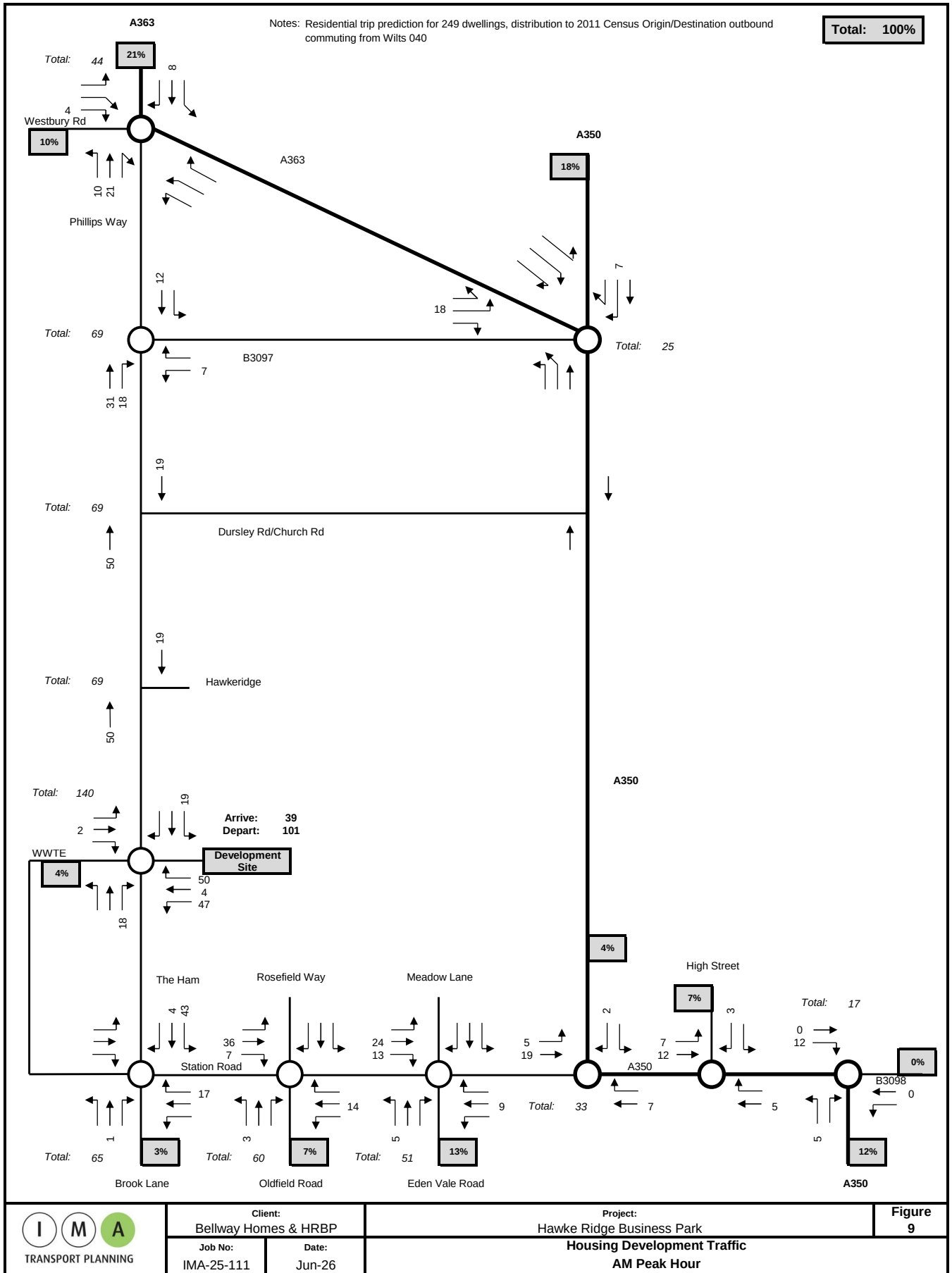
49%

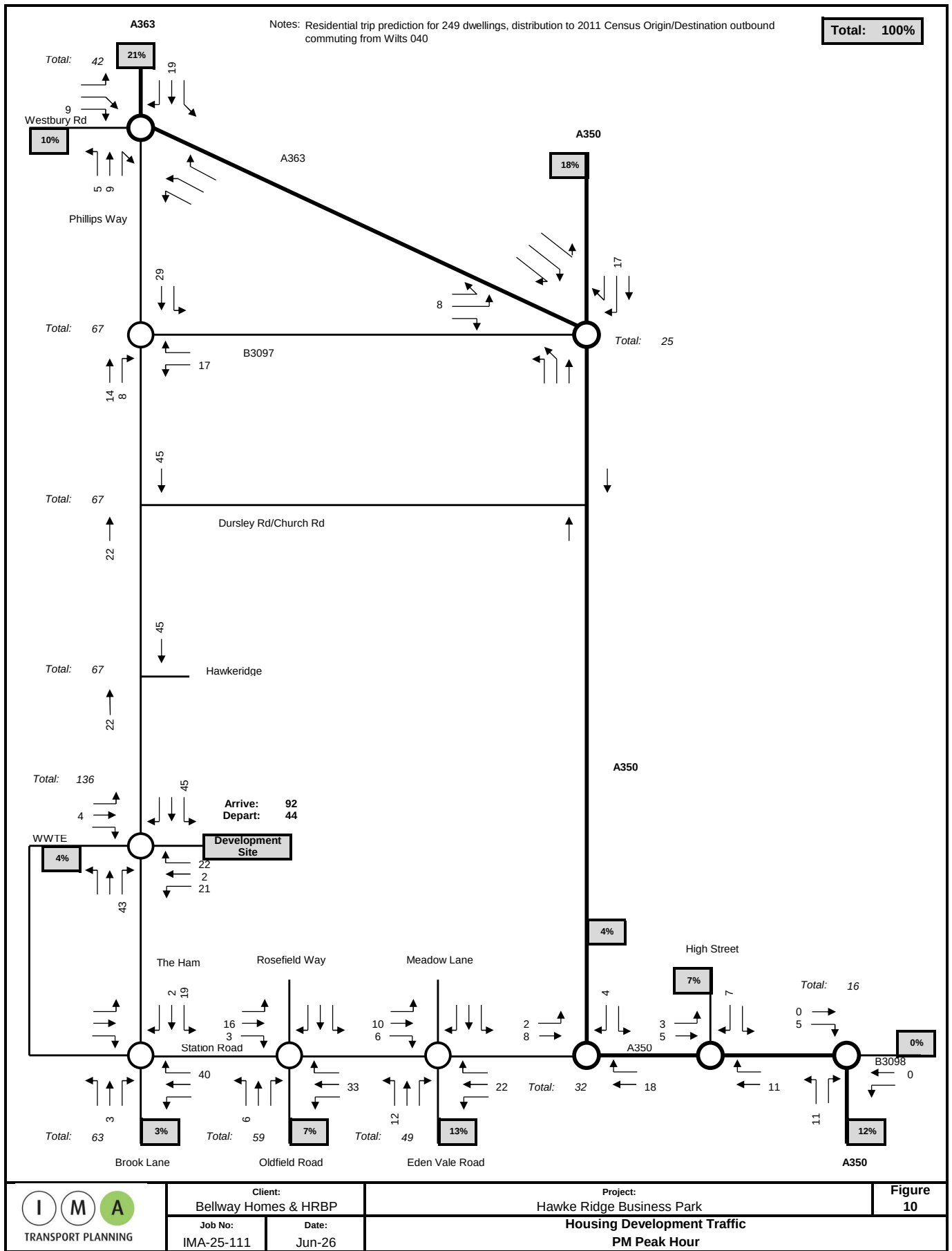
46%

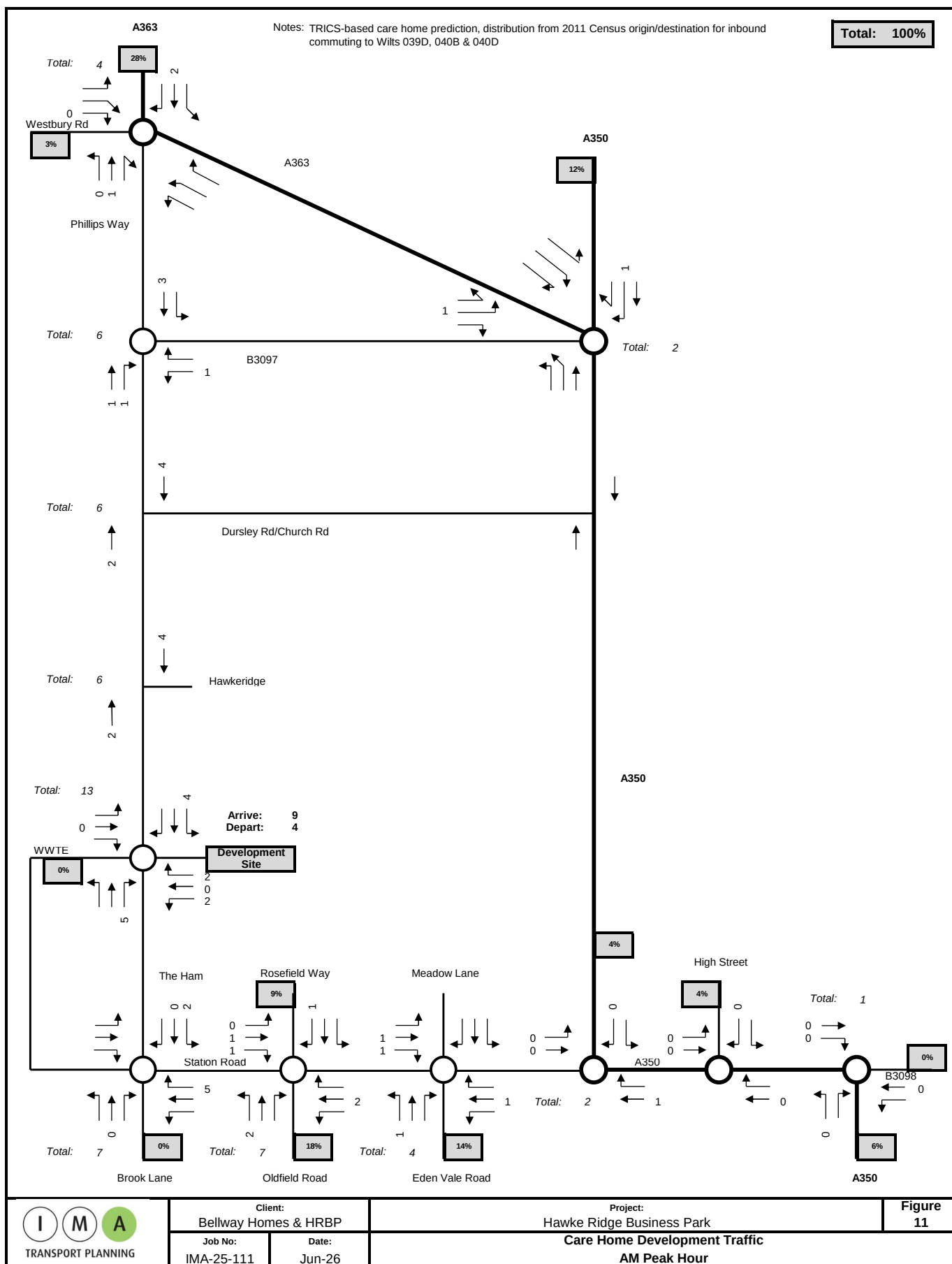
4%

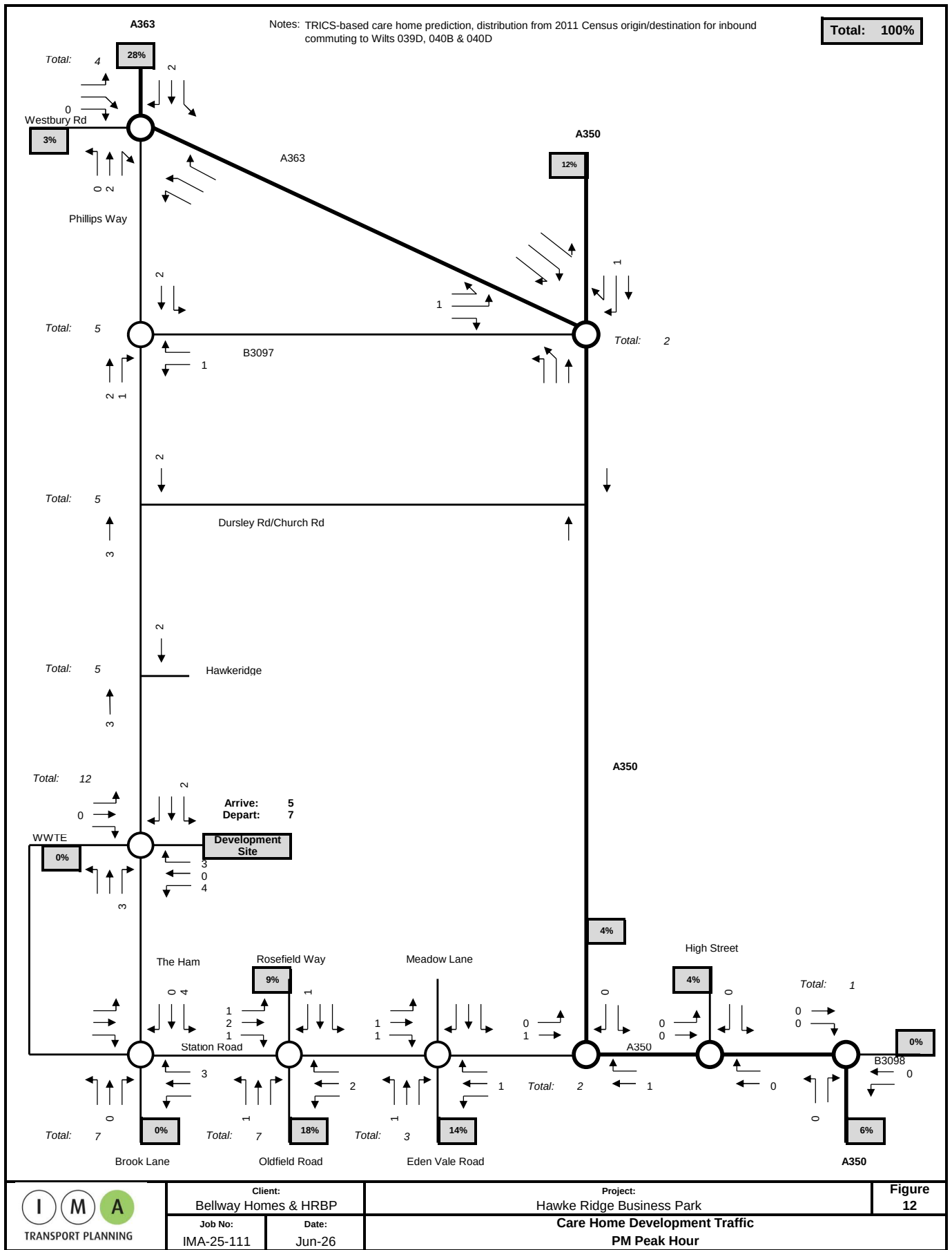
100%

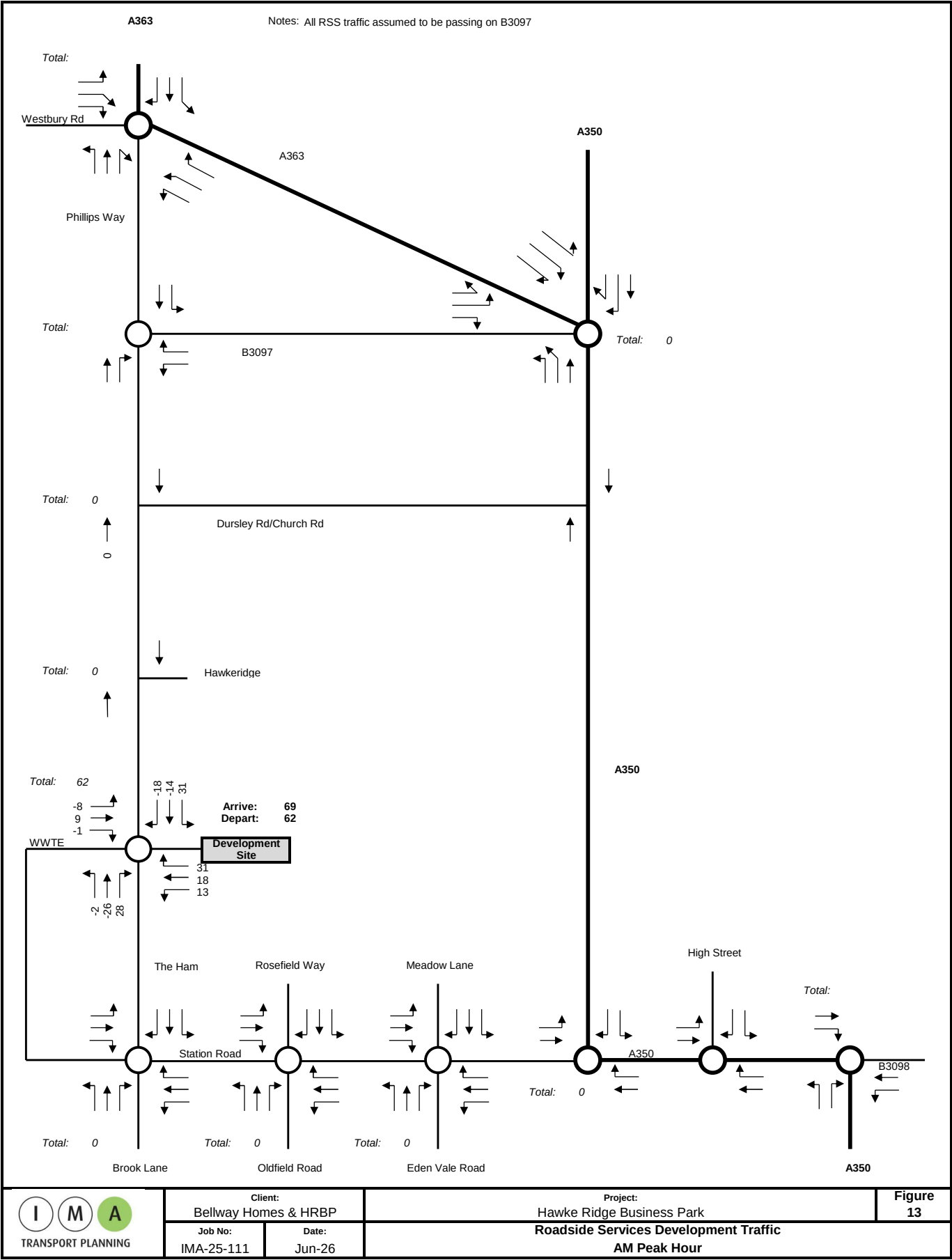
Appendix 16

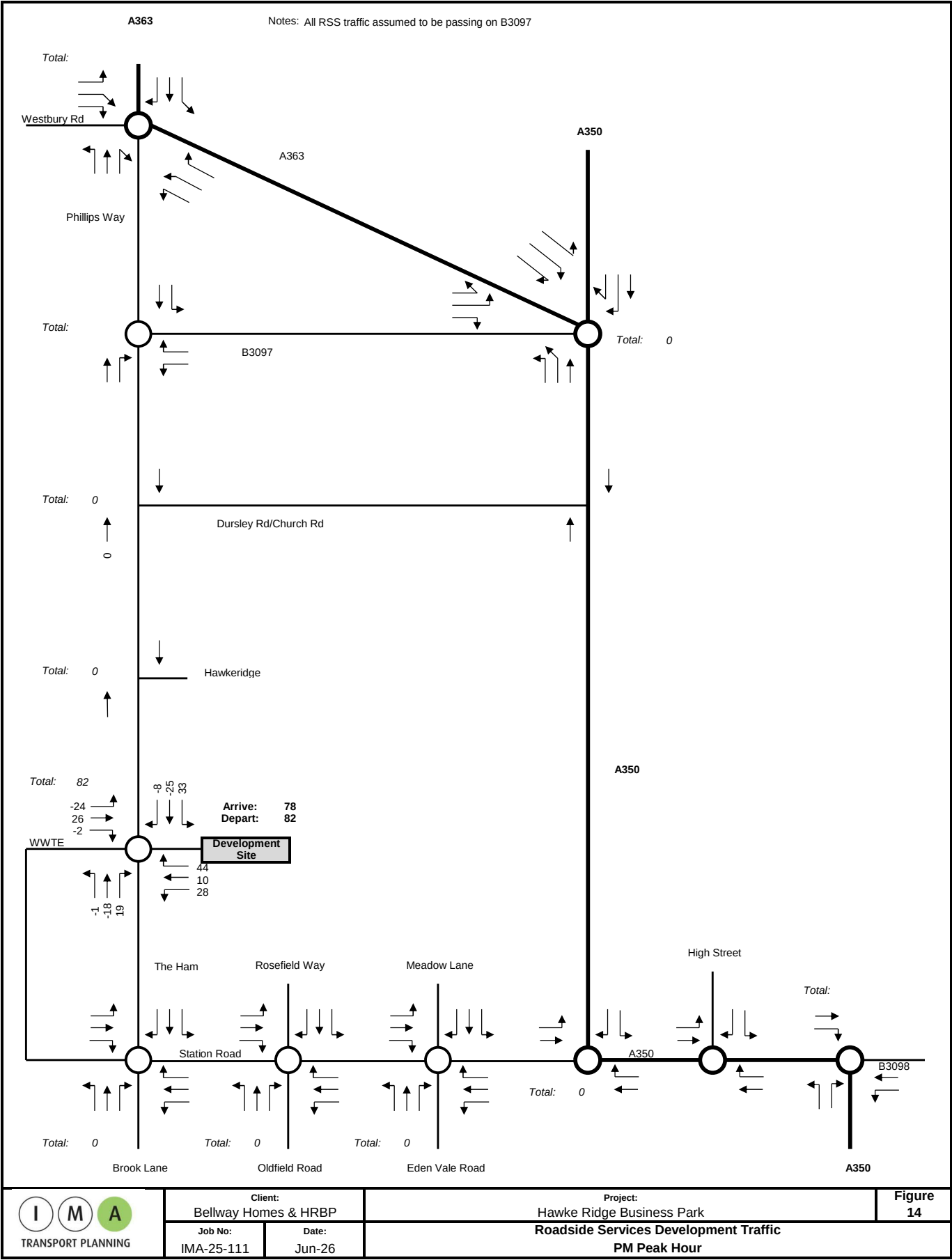


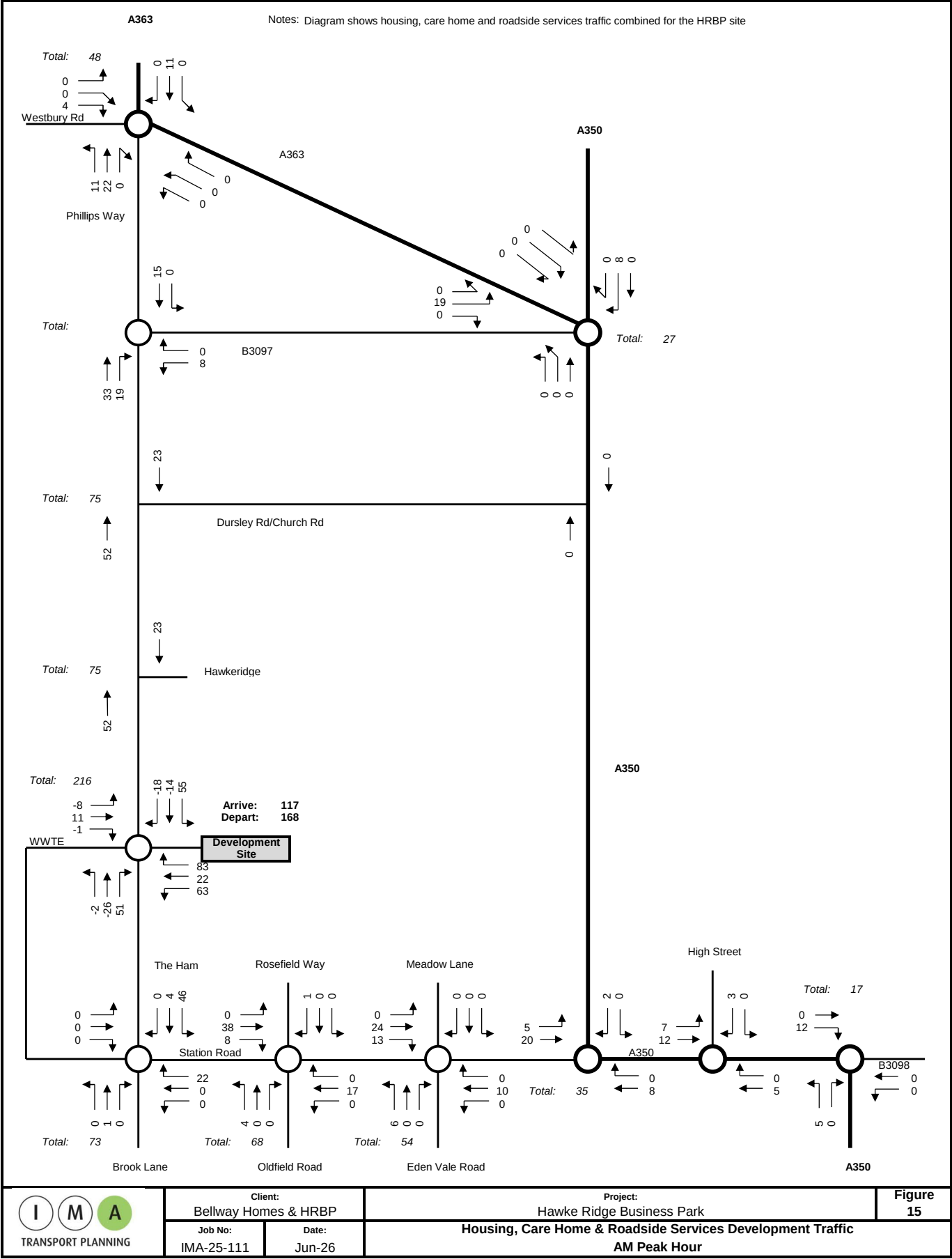


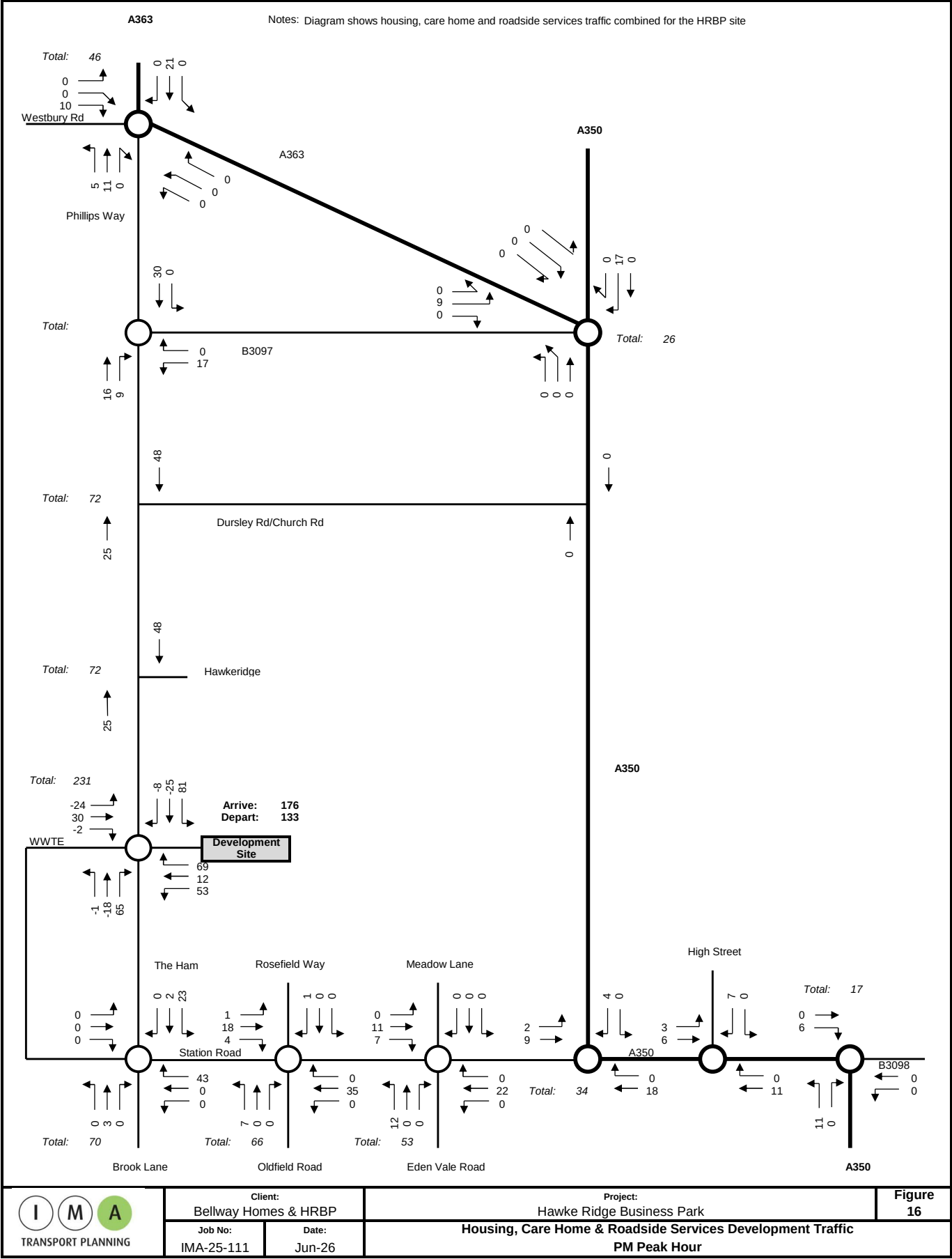


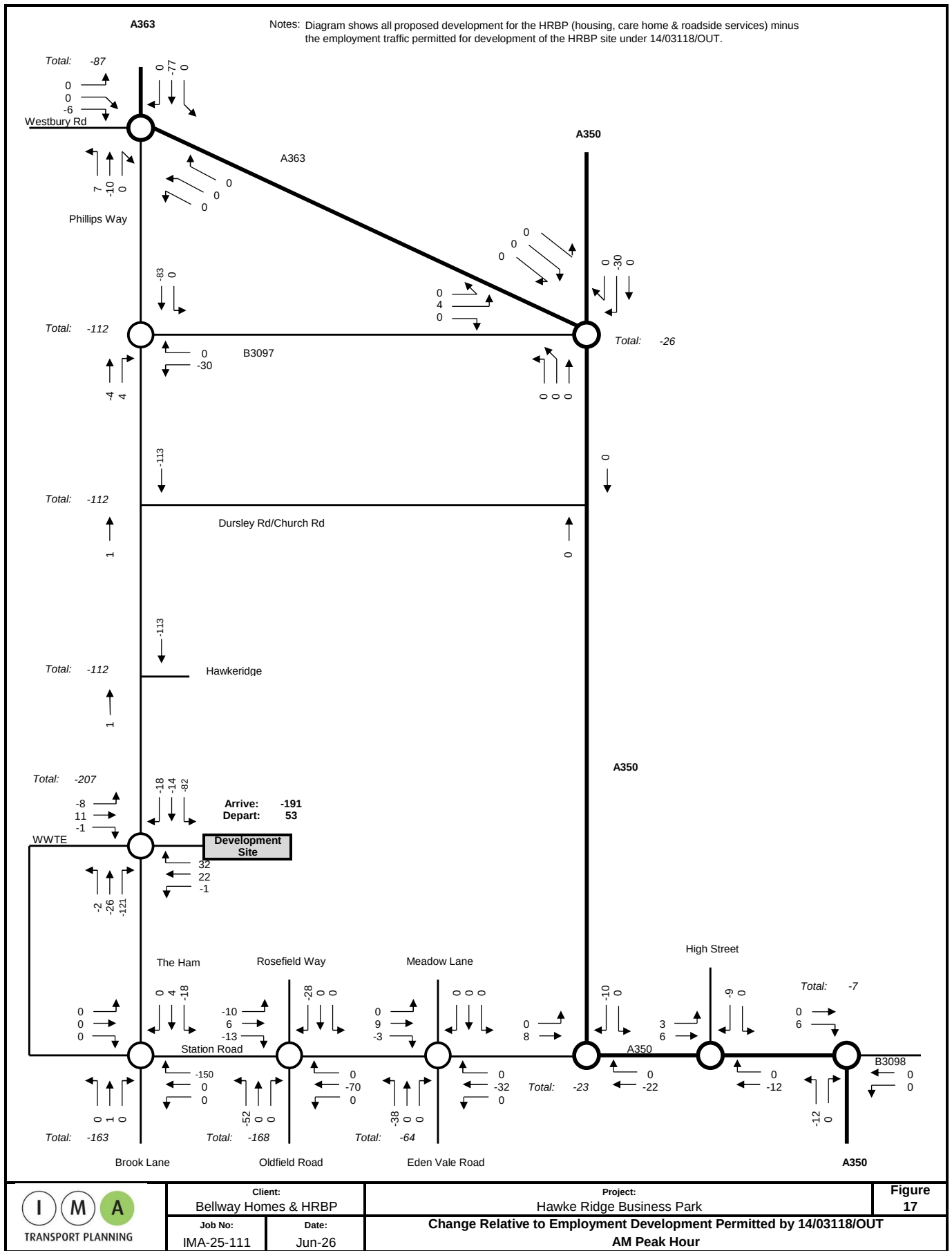


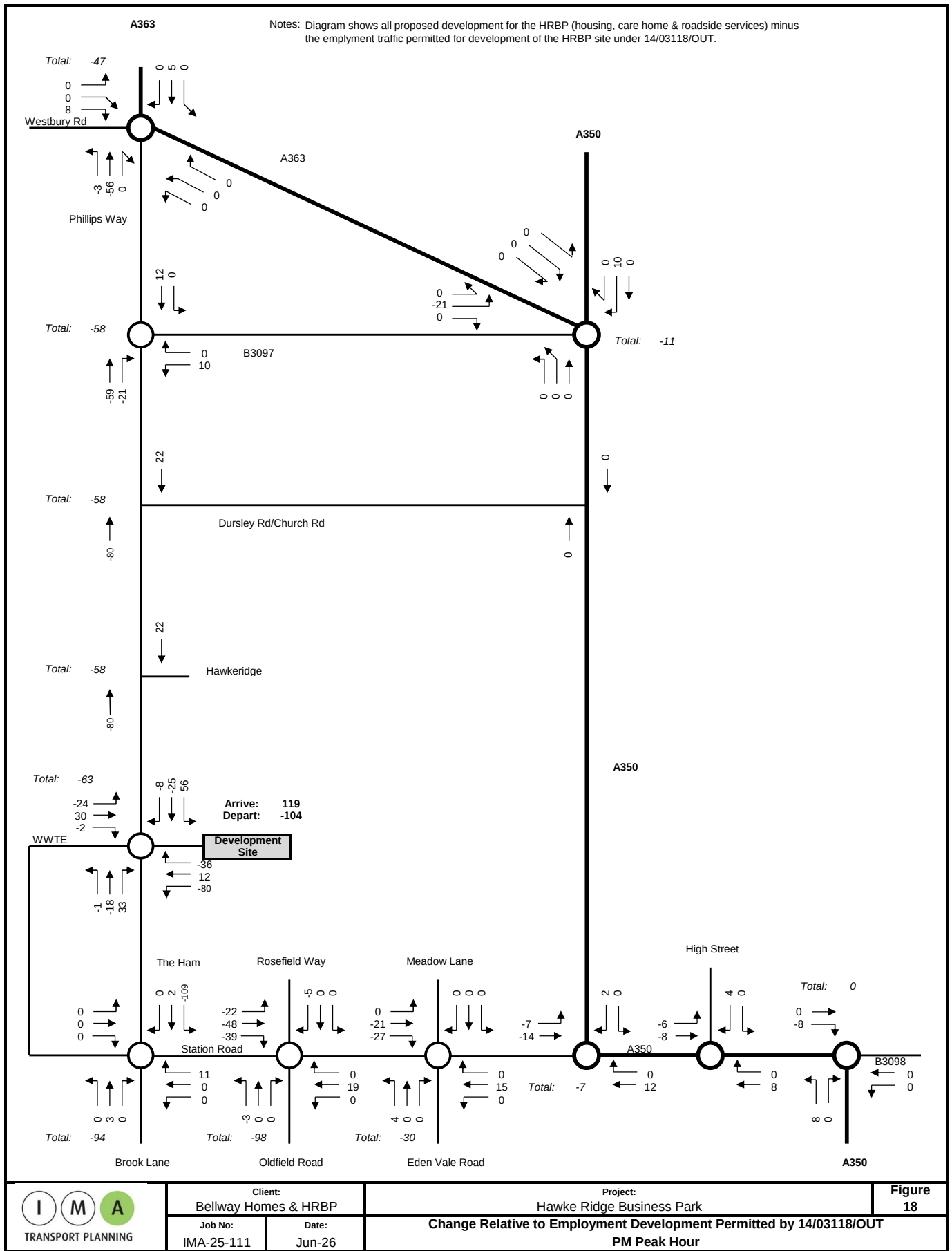


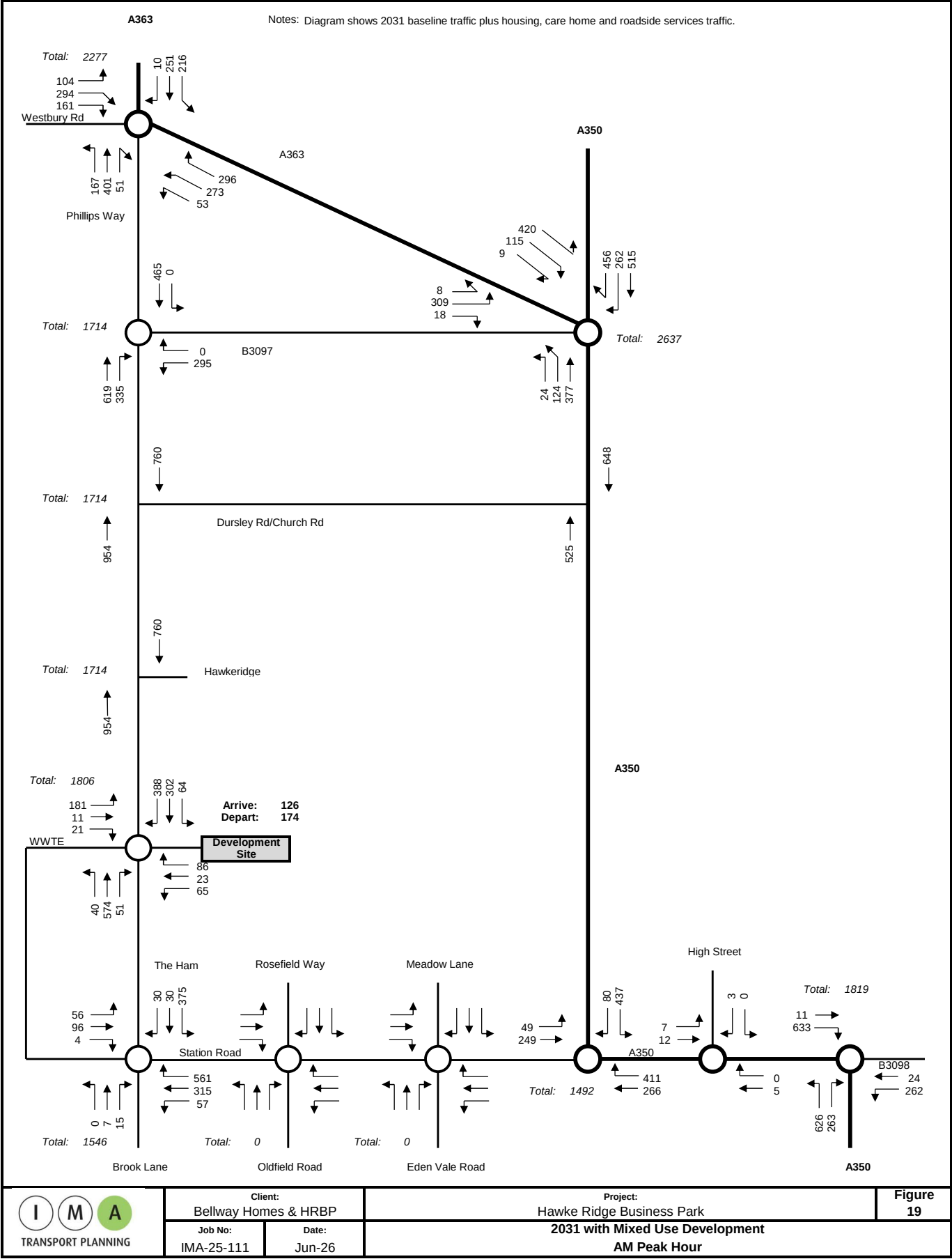


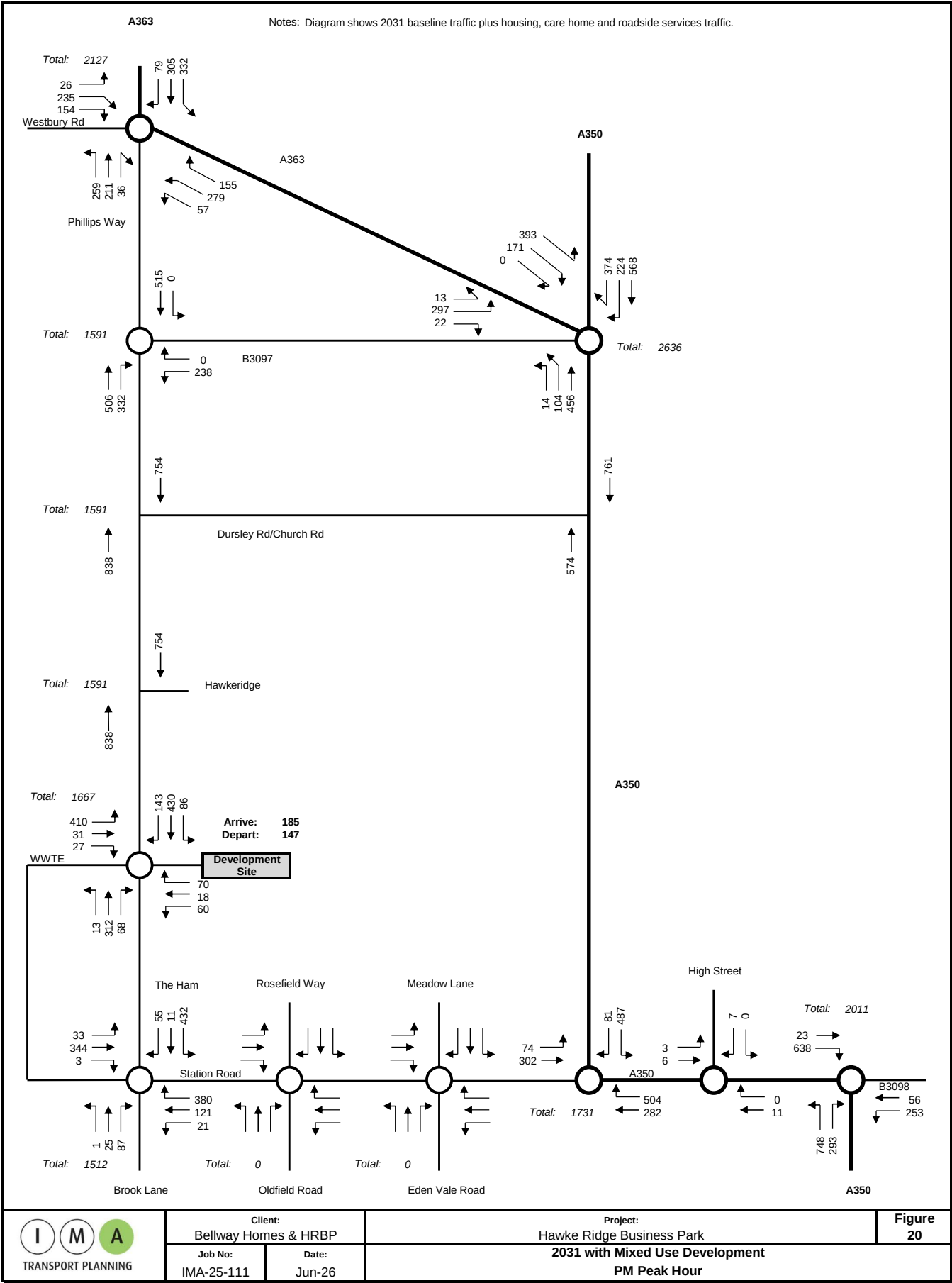












Appendix 17

Audit Code: 26dd0bc4-1d9d-401a-84a9-6be7019a5e5a

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: O - RETIREMENT & CARE COMMUNITY

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
	KC	KENT	2 days
	OX	OXFORDSHIRE	1 day
	SC	SURREY	1 day
03	SOUTH WEST		
	BR	BRISTOL CITY	2 days
	DV	DEVON	1 day
	NS	NORTH SOMERSET	1 day
	TB	TORBAY	1 day
	WL	WILTSHIRE	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
13	MUNSTER		
	TI	TIPPERARY	1 day
16	ULSTER (REPUBLIC OF IRELAND)		
	DN	DONEGAL	1 day

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

Audit Code: 26dd0bc4-1d9d-401a-84a9-6be7019a5e5a

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:	Residents (Total)
Actual Range:	31 to 327 (units:Residents (Total))
Range Selected by User:	31 to 327 (units:Residents (Total))
Parking Spaces Range:	15 - 207

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	17/11/25 to 17/11/25

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	7 days
Monday	1 days
Thursday	2 days
Tuesday	2 days
Wednesday	2 days

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

Selected survey types:

Manual count	14
Direction ATC Count	0

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

Selected Locations:

Edge of Town	5 days
Edge of Town Centre	1 days
Free Standing	2 days
Neighbourhood Centre	2 days
Suburban Area	4 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:

No Sub Category	1 days
Out of Town	2 days
Residential Zone	9 days
Retail Zone	1 days
Village	1 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	11 days
Servicing vehicles Included	3 days

Audit Code: 26dd0bc4-1d9d-401a-84a9-6be7019a5e5a

Secondary Filtering Selection:

Use Class:

N/A	14 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:

60 - 5500

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	5 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	5 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	2 surveys
500,001 or More	1 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	2 surveys
1.1 to 1.5	11 surveys
1.6 to 2.0	1 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: 26dd0bc4-1d9d-401a-84a9-6be7019a5e5a

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	14 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	14 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:

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

Audit Code: 26dd0bc4-1d9d-401a-84a9-6be7019a5e5a

1	BR-03-O-01	RETIREMENT VILLAGE	BRISTOL CITY
HOLLWAY ROAD BRISTOL STOCKWOOD Neighbourhood Centre Residential Zone Site area: 0.6000000238418579 hect Survey date: Tuesday 22/09/2015			
			Survey Type: Manual
2	BR-03-O-02	RETIREMENT VILLAGE	BRISTOL CITY
MEG THATCHERS GARDENS BRISTOL Suburban Area Residential Zone Site area: 0.9599999785423279 hect Survey date: Friday 18/09/2015			
			Survey Type: Manual
3	DN-03-O-01	RETIREMENT VILLAGE	DONEGAL
HILLVIEW MANOR KILLEA Neighbourhood Centre Village Site area: 1.7300000190734863 hect Survey date:			
			Survey Type: Manual
4	DV-03-O-02	RETIREMENT VILLAGE	DEVON
SIDMOUTH ROAD NEAR HONITON Free Standing Out of Town Site area: 4.900000095367432 hect Survey date: Friday 25/09/2015			
			Survey Type: Manual
5	HF-03-O-01	RETIREMENT VILLAGE	HERTFORDSHIRE
THE COMMON BERKHAMSTED Free Standing Out of Town Site area: 5.699999809265137 hect Survey date: Friday 27/11/2015			
			Survey Type: Manual
6	KC-03-O-01	RETIREMENT VILLAGE	KENT
RUMFIELDS ROAD BROADSTAIRS Suburban Area Residential Zone Site area: 0.4000000059604645 hect Survey date: Thursday 19/11/2015			
			Survey Type: Manual
7	KC-03-O-02	RETIREMENT VILLAGE	KENT
EASTERN AVENUE ASHFORD Edge of Town Centre Residential Zone Site area: 0.4399999976158142 hect Survey date: Friday 20/11/2015			
			Survey Type: Manual
8	NF-03-O-01	RETIREMENT VILLAGE	NORFOLK
CITY ROAD NORWICH LAKENHAM Suburban Area Residential Zone			

Audit Code: 26dd0bc4-1d9d-401a-84a9-6be7019a5e5a

Site area: 1.0299999713897705 hect
Survey date: Friday 16/09/2022

Survey Type: Manual

9 DIAMOND BATCH WESTON SUPER MARE WORLE Edge of Town Residential Zone Site area: 1.5399999618530273 hect Survey date: Thursday 24/09/2015	NS-03-O-01	RETIREMENT VILLAGE	NORTH SOMERSET	Survey Type: Manual
10 RUSKIN ROAD BANBURY EASINGTON Edge of Town Residential Zone Site area: 0.9900000095367432 hect Survey date: Wednesday 11/11/2015	OX-03-O-01	RETIREMENT VILLAGE	OXFORDSHIRE	Survey Type: Manual
11 WESTFIELD ROAD WOKING Edge of Town Residential Zone Site area: 1.25 hect Survey date: Wednesday 18/11/2015	SC-03-O-01	RETIREMENT VILLAGE	SURREY	Survey Type: Manual
12 ST MARYCHURCH ROAD TORQUAY ST MARYCHURCH Suburban Area Residential Zone Site area: 0.30000001192092896 hect Survey date: Tuesday 29/09/2015	TB-03-O-01	RETIREMENT VILLAGE	TORBAY	Survey Type: Manual
13 R445 NENAGH STEREAME Edge of Town No Sub Category Site area: 0.9300000071525574 hect Survey date: Friday 18/06/2021	TI-03-O-01	RETIREMENT VILLAGE	TIPPERARY	Survey Type: Manual
14 MALMESBURY ROAD CHIPPENHAM Edge of Town Retail Zone Site area: 1.4199999570846558 hect Survey date: Friday 05/05/2023	WL-03-O-01	RETIREMENT VILLAGE	WILTSHIRE	Survey Type: Manual

Audit Code: 26dd0bc4-1d9d-401a-84a9-6be7019a5e5a

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Total Vehicles

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	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	14	63	0.076	0.040	0.116
08:00-09:00	14	63	0.135	0.070	0.205
09:00-10:00	14	63	0.162	0.124	0.286
10:00-11:00	14	63	0.165	0.154	0.319
11:00-12:00	14	63	0.156	0.160	0.316
12:00-13:00	14	63	0.143	0.175	0.318
13:00-14:00	14	63	0.157	0.171	0.328
14:00-15:00	14	63	0.136	0.164	0.300
15:00-16:00	14	63	0.139	0.157	0.296
16:00-17:00	14	63	0.115	0.137	0.252
17:00-18:00	14	63	0.084	0.110	0.194
18:00-19:00	14	63	0.070	0.058	0.128
19:00-20:00	13	66	0.046	0.060	0.106
20:00-21:00	13	66	0.035	0.052	0.087
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.619	1.632	3.251

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: 26dd0bc4-1d9d-401a-84a9-6be7019a5e5a

Parameter Summary:

Trip rate parameter range selected:	31 - 327 (units: Residents (Total))
Survey date range:	18/09/2015 - 22/04/2024
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 26dd0bc4-1d9d-401a-84a9-6be7019a5e5a

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Cyclists

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	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	14	63	0.002	0.002	0.004
08:00-09:00	14	63	0.002	0.000	0.002
09:00-10:00	14	63	0.000	0.002	0.002
10:00-11:00	14	63	0.005	0.002	0.007
11:00-12:00	14	63	0.001	0.001	0.002
12:00-13:00	14	63	0.001	0.001	0.002
13:00-14:00	14	63	0.000	0.001	0.001
14:00-15:00	14	63	0.001	0.001	0.002
15:00-16:00	14	63	0.000	0.001	0.001
16:00-17:00	14	63	0.000	0.000	0.000
17:00-18:00	14	63	0.001	0.000	0.001
18:00-19:00	14	63	0.001	0.000	0.001
19:00-20:00	13	66	0.000	0.001	0.001
20:00-21:00	13	66	0.000	0.001	0.001
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.014	0.013	0.027

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: 26dd0bc4-1d9d-401a-84a9-6be7019a5e5a

Parameter Summary:

Trip rate parameter range selected:	31 - 327 (units: Residents (Total))
Survey date date range:	24/09/2015 - 16/09/2022
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 26dd0bc4-1d9d-401a-84a9-6be7019a5e5a

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Pedestrians

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	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	14	63	0.018	0.017	0.035
08:00-09:00	14	63	0.023	0.019	0.042
09:00-10:00	14	63	0.048	0.043	0.091
10:00-11:00	14	63	0.029	0.042	0.071
11:00-12:00	14	63	0.049	0.045	0.094
12:00-13:00	14	63	0.044	0.051	0.095
13:00-14:00	14	63	0.043	0.037	0.080
14:00-15:00	14	63	0.024	0.040	0.064
15:00-16:00	14	63	0.034	0.035	0.069
16:00-17:00	14	63	0.028	0.023	0.051
17:00-18:00	14	63	0.023	0.019	0.042
18:00-19:00	14	63	0.010	0.016	0.026
19:00-20:00	13	66	0.005	0.013	0.018
20:00-21:00	13	66	0.005	0.004	0.009
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.383	0.404	0.787

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: 26dd0bc4-1d9d-401a-84a9-6be7019a5e5a

Parameter Summary:

Trip rate parameter range selected:	31 - 327 (units: Residents (Total))
Survey date date range:	18/09/2015 - 22/04/2024
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 26dd0bc4-1d9d-401a-84a9-6be7019a5e5a

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Public Transport Users

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	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	14	63	0.008	0.001	0.009
08:00-09:00	14	63	0.015	0.002	0.017
09:00-10:00	14	63	0.024	0.027	0.051
10:00-11:00	14	63	0.031	0.006	0.037
11:00-12:00	14	63	0.019	0.015	0.034
12:00-13:00	14	63	0.003	0.014	0.017
13:00-14:00	14	63	0.008	0.021	0.029
14:00-15:00	14	63	0.009	0.024	0.033
15:00-16:00	14	63	0.027	0.032	0.059
16:00-17:00	14	63	0.003	0.006	0.009
17:00-18:00	14	63	0.006	0.002	0.008
18:00-19:00	14	63	0.001	0.000	0.001
19:00-20:00	13	66	0.006	0.002	0.008
20:00-21:00	13	66	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.160	0.152	0.312

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: 26dd0bc4-1d9d-401a-84a9-6be7019a5e5a

Parameter Summary:

Trip rate parameter range selected:	31 - 327 (units: Residents (Total))
Survey date date range:	18/09/2015 - 05/05/2023
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

Appendix 18

Audit Code: bb846387-a430-4669-a9ef-f260a41baa7d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: I - SHOPPING CENTRE - LOCAL SHOPS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST	
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE
	GS	GLOUCESTERSHIRE
	SG	SOUTH GLOUCESTERSHIRE
05	EAST MIDLANDS	
	NN	NORTH NORTHAMPTONSHIRE
06	WEST MIDLANDS	
	WM	WEST MIDLANDS
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SE	SHEFFIELD
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER
09	NORTH	
	CU	CUMBERLAND
	TV	TEES VALLEY
	TW	TYNE & WEAR
10	WALES	
	CF	CARDIFF
11	SCOTLAND	
	EB	CITY OF EDINBURGH
12	CONNAUGHT	
	GA	GALWAY
17	ULSTER (NORTHERN IRELAND)	
	DE	DERRY

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

Audit Code: bb846387-a430-4669-a9ef-f260a41baa7d

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:	GFA
Actual Range:	200 to 3394 (units:sqm)
Range Selected by User:	200 to 1000 (units:sqm)
Parking Spaces Range:	0 - 120

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	17/11/25 to 17/11/25

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	2 days
Monday	3 days
Thursday	3 days
Tuesday	5 days
Wednesday	3 days

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

Selected survey types:	
Manual count	16
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	3 days
Neighbourhood Centre	7 days
Suburban Area	6 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:	
Commercial Zone	1 days
No Sub Category	1 days
Residential Zone	14 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	14 days
Servicing vehicles Included	2 days

Audit Code: bb846387-a430-4669-a9ef-f260a41baa7d

Secondary Filtering Selection:

Use Class:

N/A

16 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:

1400 - 3800

Population within 1 mile:

10,001 to 15,000	2 surveys
15,001 to 20,000	5 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	5 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	1 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	3 surveys
125,001 to 250,000	5 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	4 surveys
500,001 or More	1 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	5 surveys
1.1 to 1.5	10 surveys
1.6 to 2.0	1 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: bb846387-a430-4669-a9ef-f260a41baa7d

Petrol filling station:

PFS is present at the site but is excluded from the count

16 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.

Travel Plan:

No

16 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

16 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

Audit Code: bb846387-a430-4669-a9ef-f260a41baa7d

1	AC-01-I-02	LOCAL SHOPS	CHESHIRE WEST & CHESTER
CHRISTLETON ROAD CHESTER BOUGHTON HEATH Neighbourhood Centre Residential Zone Gross floor area: 260 sqm Survey date: Tuesday 15/05/2012			
			Survey Type: Manual
2	AC-01-I-03	LOCAL SHOPS	CHESHIRE WEST & CHESTER
MILL LANE CHESTER BACHE Neighbourhood Centre Residential Zone Gross floor area: 365 sqm Survey date: Thursday 17/05/2012			
			Survey Type: Manual
3	BC-01-I-03	LOCAL SHOPS	BOURNEMOUTH CHRISTCHURCH & POOLE
MARLOW DRIVE CHRISTCHURCH ST CATHERINES HILL Edge of Town Residential Zone Gross floor area: 906 sqm Survey date: Friday 18/05/2001			
			Survey Type: Manual
4	CF-01-I-01	LOCAL SHOPS	CARDIFF
MICHAELSTON ROAD CARDIFF Edge of Town No Sub Category Gross floor area: 500 sqm Survey date:			
			Survey Type: Manual
5	CU-01-I-02	LOCAL SHOPS	CUMBERLAND
WIGTON ROAD CARLISLE Suburban Area Residential Zone Gross floor area: 704 sqm Survey date: Tuesday 18/06/2024			
			Survey Type: Manual
6	DE-01-I-01	LOCAL SHOPS	DERRY
ROSSDOWNEY PARK LONDONDERRY CLOONEY Suburban Area Residential Zone Gross floor area: 820 sqm Survey date: Wednesday 20/06/2012			
			Survey Type: Manual
7	EB-01-I-01	LOCAL SHOPS	CITY OF EDINBURGH
COLINTON ROAD EDINBURGH CRAIGLOCKHART Suburban Area Residential Zone Gross floor area: 825 sqm Survey date: Thursday 28/10/2010			
			Survey Type: Manual
8	GA-01-I-02	LOCAL SHOPS	GALWAY

Audit Code: bb846387-a430-4669-a9ef-f260a41baa7d

CLYBAUN ROAD GALWAY KNOCKNACARRA Suburban Area Residential Zone Gross floor area: 200 sqm Survey date: Tuesday 09/04/2024				Survey Type: Manual
9 SALISBURY AVENUE CHELTENHAM WARDEN HILL Suburban Area Residential Zone Gross floor area: 525 sqm Survey date:	GS-01-I-01	LOCAL SHOPS	GLOUCESTERSHIRE	Survey Type: Manual
10 OCCUPATION ROAD CORBY Neighbourhood Centre Residential Zone Gross floor area: 755 sqm Survey date: Wednesday 19/11/2008	NN-01-I-01	LOCAL SHOPS	NORTH NORTHAMPTONSHIRE	Survey Type: Manual
11 TYLER STREET SHEFFIELD Neighbourhood Centre Residential Zone Gross floor area: 200 sqm Survey date: Thursday 22/06/2023	SE-01-I-01	LOCAL SHOPS	SHEFFIELD	Survey Type: Manual
12 BURLEY GROVE BRISTOL KINGSWOOD Suburban Area Residential Zone Gross floor area: 240 sqm Survey date: Friday 06/10/2006	SG-01-I-01	LOCAL SHOPS	SOUTH GLOUCESTERSHIRE	Survey Type: Manual
13 CARGO FLEET LANE MIDDLESBROUGH ORMESBY Neighbourhood Centre Residential Zone Gross floor area: 585 sqm Survey date:	TV-01-I-04	LOCAL SHOPS	TEES VALLEY	Survey Type: Manual
14 FARRINGDON ROAD NORTH SHIELDS MARDEN Neighbourhood Centre Residential Zone Gross floor area: 850 sqm Survey date: Tuesday 17/10/2006	TW-01-I-01	LOCAL SHOPS	TYNE & WEAR	Survey Type: Manual
15 DURHAM ROAD SUNDERLAND	TW-01-I-02	LOCAL SHOPS	TYNE & WEAR	

Audit Code: bb846387-a430-4669-a9ef-f260a41baa7d

BARNES PARK
Neighbourhood Centre
Residential Zone
Gross floor area: 540 sqm
Survey date: Wednesday 21/11/2012

Survey Type: Manual

16	WM-01-I-02	LOCAL SHOPS	WEST MIDLANDS
----	------------	-------------	---------------

MARSHALL LAKE ROAD
SOLIHULL
SHIRLEY
Edge of Town
Commercial Zone
Gross floor area: 515 sqm
Survey date: Tuesday 18/09/2007

Survey Type: Manual

Audit Code: bb846387-a430-4669-a9ef-f260a41baa7d

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	2	452	0.111	0.111	0.222
06:00-07:00	3	481	0.485	0.485	0.970
07:00-08:00	16	549	4.278	3.857	8.135
08:00-09:00	16	549	6.018	5.313	11.331
09:00-10:00	16	549	5.939	5.688	11.627
10:00-11:00	16	549	5.643	5.552	11.195
11:00-12:00	16	549	6.052	5.734	11.786
12:00-13:00	16	549	6.780	6.610	13.390
13:00-14:00	16	549	6.075	6.359	12.434
14:00-15:00	16	549	5.506	5.882	11.388
15:00-16:00	16	549	5.666	5.643	11.309
16:00-17:00	16	549	6.041	5.609	11.650
17:00-18:00	16	549	5.438	5.961	11.399
18:00-19:00	16	549	5.700	6.132	11.832
19:00-20:00	14	583	4.715	4.850	9.565
20:00-21:00	12	590	3.689	4.113	7.802
21:00-22:00	7	511	4.841	5.148	9.989
22:00-23:00	3	368	0.725	0.906	1.631
23:00-00:00	1	704	0.426	0.568	0.994
Total Rates:			84.128	84.521	168.649

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: bb846387-a430-4669-a9ef-f260a41baa7d

Parameter Summary:

Trip rate parameter range selected:	200 - 1000 (units: sqm)
Survey date date range:	18/05/2001 - 18/06/2024
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: bb846387-a430-4669-a9ef-f260a41baa7d

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	2	452	0.000	0.000	0.000
06:00-07:00	3	481	0.069	0.000	0.069
07:00-08:00	16	549	0.262	0.193	0.455
08:00-09:00	16	549	0.193	0.171	0.364
09:00-10:00	16	549	0.182	0.216	0.398
10:00-11:00	16	549	0.114	0.091	0.205
11:00-12:00	16	549	0.148	0.137	0.285
12:00-13:00	16	549	0.148	0.182	0.330
13:00-14:00	16	549	0.171	0.159	0.330
14:00-15:00	16	549	0.148	0.193	0.341
15:00-16:00	16	549	0.319	0.284	0.603
16:00-17:00	16	549	0.432	0.375	0.807
17:00-18:00	16	549	0.205	0.284	0.489
18:00-19:00	16	549	0.387	0.341	0.728
19:00-20:00	14	583	0.159	0.245	0.404
20:00-21:00	12	590	0.141	0.155	0.296
21:00-22:00	7	511	0.252	0.224	0.476
22:00-23:00	3	368	0.091	0.181	0.272
23:00-00:00	1	704	0.000	0.000	0.000
Total Rates:			3.421	3.431	6.852

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: bb846387-a430-4669-a9ef-f260a41baa7d

Parameter Summary:

Trip rate parameter range selected:	200 - 1000 (units: sqm)
Survey date date range:	18/05/2001 - 18/06/2024
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: bb846387-a430-4669-a9ef-f260a41baa7d

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	2	452	0.000	0.000	0.000
06:00-07:00	3	481	1.731	1.247	2.978
07:00-08:00	16	549	3.060	2.446	5.506
08:00-09:00	16	549	7.292	6.780	14.072
09:00-10:00	16	549	5.745	5.290	11.035
10:00-11:00	16	549	5.449	4.926	10.375
11:00-12:00	16	549	5.711	5.916	11.627
12:00-13:00	16	549	6.917	6.507	13.424
13:00-14:00	16	549	5.427	5.347	10.774
14:00-15:00	16	549	5.290	5.290	10.580
15:00-16:00	16	549	8.510	9.261	17.771
16:00-17:00	16	549	5.529	5.495	11.024
17:00-18:00	16	549	4.664	5.063	9.727
18:00-19:00	16	549	3.970	4.676	8.646
19:00-20:00	14	583	3.160	3.527	6.687
20:00-21:00	12	590	3.110	3.237	6.347
21:00-22:00	7	511	3.665	3.973	7.638
22:00-23:00	3	368	0.181	0.181	0.362
23:00-00:00	1	704	0.000	0.000	0.000
Total Rates:			79.411	79.162	158.573

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: bb846387-a430-4669-a9ef-f260a41baa7d

Parameter Summary:

Trip rate parameter range selected:	200 - 1000 (units: sqm)
Survey date date range:	18/05/2001 - 18/06/2024
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: bb846387-a430-4669-a9ef-f260a41baa7d

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	2	452	0.000	0.000	0.000
06:00-07:00	3	481	0.277	0.416	0.693
07:00-08:00	16	549	0.182	0.239	0.421
08:00-09:00	16	549	0.148	0.307	0.455
09:00-10:00	16	549	0.216	0.159	0.375
10:00-11:00	16	549	0.182	0.228	0.410
11:00-12:00	16	549	0.410	0.432	0.842
12:00-13:00	16	549	0.546	0.478	1.024
13:00-14:00	16	549	0.296	0.262	0.558
14:00-15:00	16	549	0.228	0.250	0.478
15:00-16:00	16	549	0.683	0.182	0.865
16:00-17:00	16	549	0.205	0.091	0.296
17:00-18:00	16	549	0.341	0.353	0.694
18:00-19:00	16	549	0.159	0.159	0.318
19:00-20:00	14	583	0.110	0.098	0.208
20:00-21:00	12	590	0.071	0.113	0.184
21:00-22:00	7	511	0.112	0.112	0.224
22:00-23:00	3	368	0.000	0.000	0.000
23:00-00:00	1	704	0.000	0.000	0.000
Total Rates:			4.166	3.879	8.045

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: bb846387-a430-4669-a9ef-f260a41baa7d

Parameter Summary:

Trip rate parameter range selected:	200 - 1000 (units: sqm)
Survey date date range:	18/05/2001 - 18/06/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

Appendix 19

Audit Code: 10025c51-9e5b-4fc2-8aec-080a7366553e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: D - FAST FOOD - DRIVE THROUGH

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 day
	WS	WEST SUSSEX	1 day
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 day
	LN	LINCOLNSHIRE	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
11	SCOTLAND		
	AD	ABERDEEN CITY	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day
	LT	LEITRIM	1 day

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

Audit Code: 10025c51-9e5b-4fc2-8aec-080a7366553e

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:	GFA
Actual Range:	225 to 690 (units:sqm)
Range Selected by User:	225 to 690 (units:sqm)
Parking Spaces Range:	12 - 59

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	17/11/25 to 17/11/25

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	2 days
Thursday	2 days
Tuesday	3 days
Wednesday	2 days

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

Selected survey types:

Manual count	9
Direction ATC Count	0

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

Selected Locations:

Edge of Town	7 days
Free Standing	1 days
Suburban Area	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:

Development Zone	1 days
No Sub Category	2 days
Out of Town	1 days
Retail Zone	5 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	3 days
Servicing vehicles Included	6 days

Audit Code: 10025c51-9e5b-4fc2-8aec-080a7366553e

Secondary Filtering Selection:

Use Class:

Not Known

9 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 - 1500

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	1 surveys
10,001 to 15,000	3 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	2 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	1 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	1 surveys
500,001 or More	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	3 surveys
1.1 to 1.5	5 surveys
1.6 to 2.0	1 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: 10025c51-9e5b-4fc2-8aec-080a7366553e

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 9 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 9 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

Audit Code: 10025c51-9e5b-4fc2-8aec-080a7366553e

1	AD-06-D-02	BURGER KING	ABERDEEN CITY
WELLINGTON ROAD ABERDEEN ALTENS Edge of Town No Sub Category Gross floor area: 300 sqm Survey date: Friday 22/11/2019			
			Survey Type: Manual
2	CS-06-D-01	MCDONALD'S	SLIGO
PEARSE ROAD SLIGO SLIGO RETAIL PARK Edge of Town Retail Zone Gross floor area: 450 sqm Survey date: Tuesday 21/09/2010			
			Survey Type: Manual
3	HC-06-D-03	KFC	HAMPSHIRE
LARCHWOOD AVENUE HAVANT BEDHAMPTON Edge of Town Retail Zone Gross floor area: 315 sqm Survey date: Tuesday 23/05/2023			
			Survey Type: Manual
4	LE-06-D-01	MCDONALD'S	LEICESTERSHIRE
MELTON ROAD NEAR MKT HARBOROUGH WEST LANGTON Free Standing Out of Town Gross floor area: 370 sqm Survey date: Wednesday 22/06/2022			
			Survey Type: Manual
5	LN-06-D-02	MCDONALD'S	LINCOLNSHIRE
RYHALL ROAD STAMFORD Edge of Town Retail Zone Gross floor area: 490 sqm Survey date: Wednesday 13/10/2021			
			Survey Type: Manual
6	LT-06-D-01	SUPERMAC'S & PAPA JOHN'S	LEITRIM
N4 CARRICK-ON-SHANNON DRISHOGUE Edge of Town Retail Zone Gross floor area: 430 sqm Survey date: Friday 21/10/2022			
			Survey Type: Manual
7	NN-06-D-01	MCDONALD'S	NORTH NORTHAMPTONSHIRE
LITTLE COLLIERS FIELD CORBY GREAT OAKLEY Edge of Town Development Zone Gross floor area: 690 sqm Survey date: Thursday 16/06/2022			
			Survey Type: Manual
8	WM-06-D-01	BURGER KING	WEST MIDLANDS

Audit Code: 10025c51-9e5b-4fc2-8aec-080a7366553e

KINGSBURY ROAD
BIRMINGHAM
ERDINGTON
Suburban Area
No Sub Category
Gross floor area: 250 sqm
Survey date: Tuesday 25/11/2008

Survey Type: Manual

9	WS-06-D-02	KFC	WEST SUSSEX
---	------------	-----	-------------

ROWAN WAY
BOGNOR REGIS
Edge of Town
Retail Zone
Gross floor area: 330 sqm
Survey date: Thursday 25/05/2023

Survey Type: Manual

Audit Code: 10025c51-9e5b-4fc2-8aec-080a7366553e

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	1	490	0.204	0.000	0.204
06:00-07:00	3	517	5.355	4.387	9.742
07:00-08:00	4	462	9.514	8.270	17.784
08:00-09:00	5	460	10.478	9.826	20.304
09:00-10:00	7	426	9.094	8.691	17.785
10:00-11:00	9	403	8.524	7.779	16.303
11:00-12:00	9	403	10.841	9.462	20.303
12:00-13:00	9	403	15.614	15.310	30.924
13:00-14:00	9	403	16.497	16.607	33.104
14:00-15:00	9	403	12.883	12.938	25.821
15:00-16:00	9	403	13.517	13.021	26.538
16:00-17:00	9	403	14.510	14.648	29.158
17:00-18:00	9	403	16.083	16.028	32.111
18:00-19:00	9	403	16.828	17.131	33.959
19:00-20:00	9	403	12.497	13.462	25.959
20:00-21:00	9	403	11.200	11.779	22.979
21:00-22:00	9	403	6.097	6.759	12.856
22:00-23:00	8	422	3.437	4.563	8.000
23:00-00:00	7	439	1.333	2.374	3.707
Total Rates:			194.506	193.035	387.541

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 10025c51-9e5b-4fc2-8aec-080a7366553e

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	25/11/2008 - 25/05/2023
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 10025c51-9e5b-4fc2-8aec-080a7366553e

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	1	490	0.000	0.000	0.000
06:00-07:00	3	517	0.065	0.000	0.065
07:00-08:00	4	462	0.108	0.000	0.108
08:00-09:00	5	460	0.174	0.000	0.174
09:00-10:00	7	426	0.101	0.067	0.168
10:00-11:00	9	403	0.055	0.083	0.138
11:00-12:00	9	403	0.166	0.110	0.276
12:00-13:00	9	403	0.359	0.166	0.525
13:00-14:00	9	403	0.166	0.441	0.607
14:00-15:00	9	403	0.110	0.138	0.248
15:00-16:00	9	403	0.221	0.138	0.359
16:00-17:00	9	403	0.083	0.248	0.331
17:00-18:00	9	403	0.028	0.055	0.083
18:00-19:00	9	403	0.000	0.000	0.000
19:00-20:00	9	403	0.055	0.083	0.138
20:00-21:00	9	403	0.221	0.083	0.304
21:00-22:00	9	403	0.000	0.110	0.110
22:00-23:00	8	422	0.000	0.000	0.000
23:00-00:00	7	439	0.000	0.033	0.033
Total Rates:			1.912	1.755	3.667

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 10025c51-9e5b-4fc2-8aec-080a7366553e

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	21/09/2010 - 25/05/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 10025c51-9e5b-4fc2-8aec-080a7366553e

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	1	490	0.408	0.000	0.408
06:00-07:00	3	517	0.452	0.129	0.581
07:00-08:00	4	462	0.703	0.216	0.919
08:00-09:00	5	460	0.783	0.609	1.392
09:00-10:00	7	426	0.503	0.369	0.872
10:00-11:00	9	403	0.552	0.497	1.049
11:00-12:00	9	403	0.855	0.634	1.489
12:00-13:00	9	403	2.483	1.186	3.669
13:00-14:00	9	403	1.821	2.124	3.945
14:00-15:00	9	403	1.241	1.379	2.620
15:00-16:00	9	403	2.317	1.931	4.248
16:00-17:00	9	403	2.317	1.959	4.276
17:00-18:00	9	403	1.076	1.959	3.035
18:00-19:00	9	403	1.407	1.766	3.173
19:00-20:00	9	403	1.131	1.241	2.372
20:00-21:00	9	403	0.772	1.048	1.820
21:00-22:00	9	403	1.131	1.490	2.621
22:00-23:00	8	422	0.385	0.593	0.978
23:00-00:00	7	439	0.098	0.358	0.456
Total Rates:			20.435	19.488	39.923

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: 10025c51-9e5b-4fc2-8aec-080a7366553e

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	25/11/2008 - 25/05/2023
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 10025c51-9e5b-4fc2-8aec-080a7366553e

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	1	490	0.204	0.000	0.204
06:00-07:00	3	517	0.258	0.129	0.387
07:00-08:00	4	462	0.324	0.324	0.648
08:00-09:00	5	460	0.435	0.348	0.783
09:00-10:00	7	426	0.336	0.235	0.571
10:00-11:00	9	403	0.221	0.221	0.442
11:00-12:00	9	403	0.248	0.248	0.496
12:00-13:00	9	403	0.690	0.303	0.993
13:00-14:00	9	403	0.579	0.662	1.241
14:00-15:00	9	403	0.359	0.386	0.745
15:00-16:00	9	403	0.497	0.359	0.856
16:00-17:00	9	403	0.717	0.910	1.627
17:00-18:00	9	403	0.193	0.221	0.414
18:00-19:00	9	403	0.303	0.193	0.496
19:00-20:00	9	403	0.166	0.193	0.359
20:00-21:00	9	403	0.083	0.166	0.249
21:00-22:00	9	403	0.083	0.110	0.193
22:00-23:00	8	422	0.000	0.119	0.119
23:00-00:00	7	439	0.033	0.033	0.066
Total Rates:			5.729	5.160	10.889

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: 10025c51-9e5b-4fc2-8aec-080a7366553e

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	21/09/2010 - 22/06/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

Appendix 20

Junctions 11							
ARCADY 11 - Roundabout Module							
Version: 11.1.0.2307							
© Copyright TRL Software Limited, 2024							
For sales and distribution information, program advice and maintenance, contact TRL Software:							
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: HRBP Rbt 2026 Permitted & Proposed TA v4-2.j11
Path: P:\2025\IMA-25-111 Hawke Ridge BP CoU (Planning)\Assessments\HRBP Rbt
Report generation date: 17/06/2026 18:01:29

«(Default Analysis Set) - D2 - 2031 | Dev & Committed | PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Detailed Demand Data
- »Results

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Set ID	Queue (PCU)	Delay (min)	RFC	LOS
A1 - 2031 - Dev & Committed										
Arm 1	D1	1.2	0.09	0.54	A	D2	0.9	0.08	0.48	A
Arm 2		0.3	0.09	0.22	A		0.2	0.08	0.17	A
Arm 3		1.8	0.15	0.63	A		0.5	0.07	0.32	A
Arm 4		0.5	0.14	0.34	A		1.6	0.19	0.61	B

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

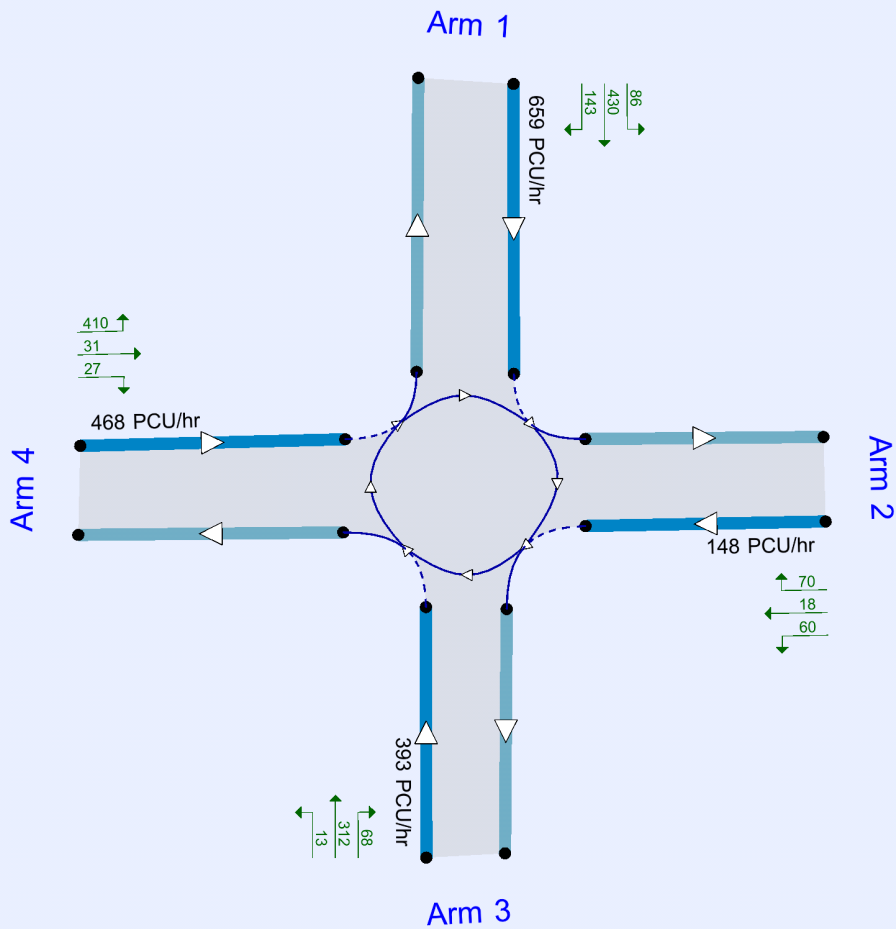
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	03/05/2012
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	IMA-TP\sysadmin
Description	

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	PCU	PCU	perHour	min	-Min	perMin



Flows show original traffic demand (PCU/hr)
The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	0.60	20.00		

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031	Dev & Committed	PM	ONE HOUR	16:30	18:00	15	✓

(Default Analysis Set) - D2 - 2031 | Dev & Committed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	4-Arm 32m ICD	Standard Roundabout		1, 2, 3, 4	0.11	A

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.11	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Hawkeridge Road (North)		
2	Site Access		
3	Hawkeridge Road (South)		
4	WWTE		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.24	6.99	10.1	35.0	32.0	16.5		
2	3.65	5.45	4.4	15.0	32.0	28.0		
3	2.96	6.60	14.1	15.0	32.0	27.0		
4	3.12	4.56	3.5	10.0	32.0	22.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.657	1604
2	0.577	1330
3	0.611	1491
4	0.529	1109

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	659	100.000
2		ONE HOUR	✓	148	100.000
3		ONE HOUR	✓	393	100.000
4		ONE HOUR	✓	468	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
	1	0	86	430	143
	2	70	0	60	18
	3	312	68	0	13
From	4	410	31	27	0

Proportions

	To				
		1	2	3	4
	1	0.00	0.13	0.65	0.22
	2	0.47	0.00	0.41	0.12
	3	0.79	0.17	0.00	0.03
From	4	0.88	0.07	0.06	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1	2	3	4
	1	0	1	3	6
	2	1	0	1	1
	3	3	1	0	3
From	4	6	1	3	0

Average PCU Per Veh

	To				
		1	2	3	4
	1	1.000	1.010	1.030	1.060
	2	1.010	1.000	1.010	1.010
	3	1.030	1.010	1.000	1.030
From	4	1.060	1.010	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	1	496	496
	2	111	111
	3	296	296
	4	352	352
16:45-17:00	1	592	592
	2	133	133
	3	353	353
	4	421	421
17:00-17:15	1	726	726
	2	163	163
	3	433	433
	4	515	515
17:15-17:30	1	726	726
	2	163	163
	3	433	433
	4	515	515
17:30-17:45	1	592	592
	2	133	133
	3	353	353
	4	421	421
17:45-18:00	1	496	496
	2	111	111
	3	296	296
	4	352	352

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.48	0.08	0.9	A	605	907
2	0.17	0.08	0.2	A	136	204
3	0.32	0.07	0.5	A	361	541
4	0.61	0.19	1.6	B	429	644

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	496	124	94	1542	0.322	494	593	0.0	0.5	0.059	A
2	111	28	450	1070	0.104	111	139	0.0	0.1	0.063	A
3	296	74	173	1385	0.214	295	388	0.0	0.3	0.056	A
4	352	88	337	931	0.379	350	130	0.0	0.6	0.108	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	592	148	113	1529	0.387	592	711	0.5	0.6	0.066	A
2	133	33	539	1019	0.131	133	166	0.1	0.2	0.068	A
3	353	88	207	1364	0.259	353	464	0.3	0.4	0.061	A
4	421	105	404	895	0.470	420	156	0.6	0.9	0.133	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	726	181	138	1513	0.480	724	869	0.6	0.9	0.079	A
2	163	41	659	949	0.172	163	203	0.2	0.2	0.077	A
3	433	108	254	1336	0.324	432	568	0.4	0.5	0.068	A
4	515	129	495	848	0.608	513	191	0.9	1.6	0.187	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	726	181	139	1513	0.480	726	872	0.9	0.9	0.079	A
2	163	41	661	948	0.172	163	204	0.2	0.2	0.077	A
3	433	108	254	1336	0.324	433	569	0.5	0.5	0.068	A
4	515	129	495	847	0.608	515	192	1.6	1.6	0.190	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	592	148	114	1529	0.387	594	715	0.9	0.7	0.066	A
2	133	33	541	1018	0.131	133	167	0.2	0.2	0.069	A
3	353	88	208	1364	0.259	354	466	0.5	0.4	0.061	A
4	421	105	405	895	0.470	423	157	1.6	1.0	0.135	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	496	124	95	1541	0.322	497	598	0.7	0.5	0.059	A
2	111	28	452	1068	0.104	112	139	0.2	0.1	0.063	A
3	296	74	174	1385	0.214	296	390	0.4	0.3	0.057	A
4	352	88	339	930	0.379	354	131	1.0	0.7	0.110	A

Appendix 21



TRANSPORT PLANNING

www.ima-tp.com

Montreux House
18A James Street West
Bath BA1 2BT
t: 01225 444011

HAWKE RIDGE BUSINESS PARK, WESTBURY, WILTSHIRE

Residential Travel Plan

July 2026

IMA-25-111

CONTENTS

1	INTRODUCTION	3
1.1	Background	3
1.2	Definition of a Travel Plan	3
1.3	Travel Plan Benefits.....	3
1.4	Travel Plan Delivery & Duration.....	3
2	SITE AUDIT	4
2.1	Overview.....	4
2.2	Site Location & Description	4
2.3	Existing Access & Transport Infrastructure	4
2.4	Access to Amenities.....	7
2.5	Infrastructure Secured with Permitted Development	9
2.6	Development Description.....	9
3	BASELINE DATA.....	12
3.1	Overview.....	12
3.2	Local Mode Choices for Commuting.....	12
4	OBJECTIVES & TARGETS	13
4.1	Overview.....	13
4.2	Travel Plan Objectives.....	13
4.3	Travel Plan Targets	13
5	MANAGEMENT STRATEGY	15
5.1	Overview.....	15
5.2	Travel Plan Administration.....	15
5.3	Travel Plan Fee	15
5.4	Travel Plan Coordinator	15
5.5	Travel Plan Budget	15
6	PROPOSED MEASURES	16
6.1	Overview.....	16
6.2	Awareness	16
6.3	Travel on Foot	16
6.4	Travel by Bicycle	17
6.5	Travel by Public Transport	17
6.6	Car Sharing	17
6.7	Personal Travel Planning	17
6.8	Ultra Low Carbon Vehicles	17
7	MARKETING & COMMUNICATION STRATEGY	18
7.1	Overview.....	18

7.2	Marketing Channels	18
7.3	Marketing Campaigns	18
8	MONITORING AND REVIEW	19
8.1	Overview	19
8.2	Informal Monitoring	19
8.3	Formal Monitoring	19
8.4	Remedial Actions	19
8.5	Action Plan	20

1 Introduction

1.1 Background

1.1.1 This Travel Plan has been produced on behalf of Bellway Homes Ltd in relation to a planning application to develop Hawke Ridge Business Park north of Westbury to provide 249 dwellings with a care home and retail uses.

1.1.2 The proposals are considered in detail in a Transport Assessment produced to support the planning application, which should be read with this Travel Plan. The Transport Assessment provides planning policy background and technical information and plans from the Transport Assessment are referenced in this document.

1.1.3 This Travel Plan relates to the residential aspect only and is the first draft of an evolving document in consultation with Wiltshire Council, gaining detail as it progresses through the planning process to implementation. The care home and retail uses will operate separate Travel Plan Statements.

1.2 Definition of a Travel Plan

1.2.1 The Department for Transport defines Travel Plans as follows:

‘a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.’

1.2.2 Travel Plans go beyond the planning permission procedure to provide a dynamic process for managing access and improving choices through the life of the development, requiring ongoing commitment from developers and occupiers.

1.2.3 A Travel Plan Coordinator will be appointed to run the Travel Plan on behalf of Bellway Homes Ltd. The role of the Travel Plan Coordinator is set out within this document.

1.3 Travel Plan Benefits

1.3.1 Travel Plan benefits for developers, occupiers and communities can include:

- Encouraging sustainable travel
- Reduced vehicular traffic and associated impacts
- Reduced vehicular emission and associated impacts
- Accessible, connected and inclusive communities
- Improved health, wellbeing and quality of life
- Improved road safety
- Reduced need to add to road capacity

1.4 Travel Plan Delivery & Duration

1.4.1 The developer will meet the implementation and monitoring costs of the Travel Plan, which will operate formally from a trigger point to be agreed with Wiltshire Council, for a duration adequate to achieve its target.

1.4.2 The trigger will need to be timed to allow a meaningful sample from the first Travel Survey of residents, so it is suggested that the Travel Plan operates formally over a 5-year period from 80% occupancy of the residential development (199 of 249 dwellings).

1.4.3 Travel Plan is to be secured by an appropriate planning condition and/or an agreement under Section 106 of the Town & Country Planning Act.

2 Site Audit

2.1 Overview

- 2.1.1 This section, summarised from the more detailed Transport Assessment with references to plans appended to that report, describes site, including location, accessibility by all modes, size and nature of development.

2.2 Site Location & Description

- 2.2.1 The site lies on the B3097 on the northern fringe of Westbury, with Hawkeridge village to the north and Trowbridge beyond that. The site location is illustrated in Appendix 2 to the Transport Assessment.
- 2.2.2 The West Wiltshire Trading Estate (WWTE) is immediately to the west, a large industrial estate (some 67 hectares) with a wide array of businesses. The Northacre Industrial Park lies just beyond that, with the Brook Lane Industrial Estate to the south.
- 2.2.3 The site lies immediately east of the B3097 Hawkeridge Road and is bisected by Mill Lane, serving four small commercial units and nine residential addresses. A boarding kennel/cattery is understood to be closed currently.
- 2.2.4 The site is bounded to the north by farmland and to the east by a brook and a railway track. The southern boundary is formed by a section of disused railway line with a solar array and Vivash Park further south.
- 2.2.5 A residential development site for 145 homes at Glenmore Farm, described in section 3.4 of the Transport Assessment, lies immediately south west of the site, with the residential area known as The Ham immediately beyond, some 600m south of the site.
- 2.2.6 Planning applications permitted at the site include outline permission 14/03118/OUT to develop a strategic employment site delivering 45,520m² of space, with potential to attract up to 375 peak hour vehicle movements, implemented through construction of the site access roundabout on the B3097 and other infrastructure works.

2.3 Existing Access & Transport Infrastructure

Highway Network Context

- 2.3.1 The site is accessed via the Hawke Ridge Business Park (HRBP) roundabout constructed on the B3097 to serve the commercial development approved under application 14/03118/OUT.
- 2.3.2 Link Road runs west from the HRBP roundabout into the West Wilts Trading Estate (WWTE), subject to a 30mph speed limit.
- 2.3.3 The B3097 Hawkeridge Road runs north/south along the western border of the site and provides links to Westbury to the south, via The Ham, and Trowbridge to the north. The speed limit along Hawkeridge Road in the vicinity of the site is 50mph.
- 2.3.4 The B3097 connects to the A350 at Westbury to the south and at Yarnbrook to the north, and to the A363 at the White Horse Business Park, where major infrastructure improvements will be delivered by the Ashton Park urban extension.
- 2.3.5 The B3097 runs south from the HRBP roundabout as a 2-lane rural road subject to a 50mph speed limit, with highway verges. The road turns sharply west at Glenmore Farm to become The Ham, where a 30mph speed limit commences and priority-controlled traffic calming is in place.
- 2.3.6 The B3097 extends through The Ham to a mini roundabout with Storridge Road and Brook Lane, where the B-road runs south into Westbury as Station Road.
- 2.3.7 Storridge Road is connected to Link Road at the HRBP roundabout via internal distributor roads within the WWTE, which also connect to the Northacre Industrial Park and the Brook Lane Industrial Estate.

- 2.3.8 The B3097 Station Road runs southeast into Westbury, crossing the railway on a bridge subject to a 7.5 tonne restriction, passing mini roundabouts serving the station and residential development off Slag Lane and Amazon Way, passing under a restricted height bridge (14 feet) and continuing southeast over roundabouts serving residential distributors at Oldfield Road/Rosefield Way and Eden Vale/Meadow Lane.
- 2.3.9 Station Road meets the A350 at a mini roundabout with West End and Haynes Road, which both provide links into the town centre. The A350 continues south through the town to meet the A36 at the Warminster Bypass.
- 2.3.10 Buses on the B3097 bypass the restricted bridge by using Slag Lane and the southern part of Hawkeridge Road, where a bus gate traffic management feature restricts vehicular access on Hawkeridge Road southeast of the railway to buses only.

Pedestrian Access Context

- 2.3.11 Pedestrian infrastructure implemented to serve commercial development at Hawke Ridge Business Park consists of 2m footways alongside the internal access road linking to pedestrian refuges with dropped kerb crossings over the B3097 and Mill Lane approaches to the HRBP roundabout.
- 2.3.12 Short sections of footway run north and south on the B3097 to serve bus stops, where the footways end.
- 2.3.13 The existing footway link to Westbury is through the West Wilts Trading Estate (WWTE), where Link Road, Quartermaster Road and Storridge Road connect to the southwestern end of The Ham.
- 2.3.14 The residential development permitted at Glenmore Farm to the south of the site, described in section 2.5, includes a planning obligation to deliver a 3m active travel route through that development site to link The Ham to the WWTE, which will provide a second, more direct connection to the town from the HRBP site.
- 2.3.15 The existing pedestrian refuge crossing at the HRBP roundabout will be upgraded with a Toucan Crossing (Appendix 11 in the Transport Assessment) to maximise the potential of the active travel link through the Glenmore Farm scheme.
- 2.3.16 The existing pedestrian connection to The Ham via WWTE and the route via Glenmore Farm are shown in in Appendix 2 to the Transport Assessment, which also shows the two existing routes south from The Ham over the railway into the town and main links to amenities.
- 2.3.17 Bridges on Station Road and Hawkeridge Road cross the rail line that runs east-west through the northern part of Westbury. The rail bridge on the B3097 Station Road has a footway on its western side, which narrows to a metre width over a length of about 30m adjoining the bridge parapet.
- 2.3.18 An alternative route from the eastern end of The Ham exists via a bridge south of Glenmore Farm, where Hawkeridge Road runs over the railway. A bus gate restriction located 100m from the B3097 prevents use by other vehicles, so the route just serves occasional buses and a small car park at Vivash Park, south of the bus gate.
- 2.3.19 Hawkeridge Road has a 20mph speed limit and carries very little traffic, hence it is widely used as a shared surface for active travel by pedestrians and cyclists, forming the route from The Ham to Vivash Park, an urban park with a fishing lake, pond, picnic area and an exercise trail, and to the station and the town beyond.
- 2.3.20 From Vivash Park a footway runs southeast and then southwest along Slag Lane, serving residential redevelopment and connecting to Station Road south of the railway bridge, so avoiding the narrow section of footway over the Station Road rail bridge.

- 2.3.21 Frogmore Road runs south from Slag Lane into the Rosefield Way residential area. A 1.2m kerbed footway has recently been constructed along the full length of the lane, excepting a short length of painted footway where it passes under a railway bridge. Frogmore Road is also subject to a 20mph speed limit.
- 2.3.22 The plan in Appendix 4 to the Transport Assessment shows the pedestrian links in relation to main amenities across the town.
- 2.3.23 In addition to the surfaced footways, a network of Public Rights of Way (PRoW) run north, east and southeast from the site, illustrated in Appendix 5 to the Transport Assessment. As those PRoWs are not all-weather year-round routes, they are no considered in terms of access to amenities or travel planning.

Bicycle Access Context

- 2.3.24 The Westbury Cycle Map produced by Wiltshire Council shows Slag Lane, Frogmore Road and Station Road as recommended on-road cycle links that connect to a network of similar links around the town (Appendix 6 in the Transport Assessment).
- 2.3.25 There are also dedicated off-carriageway routes, including through the Northacre Industrial Park and around the southwestern quadrant of the town, connecting to the Leigh Park local centre.
- 2.3.26 The active travel route through the Glenmore Farm development will provide a link to the routes recommended for cyclists accessed from Slag Lane.

Bus Access Context

- 2.3.27 The nearest bus stops are on Hawkeridge Road either side of Mill Lane. Facilities provided at the stops include bus shelters, with seating and bus boarders to allow easy access. Permanent timetable information is provided.
- 2.3.28 Pedestrian access between these stops and the site was provided via refuge islands with dropped kerb crossings installed with the HRBP roundabout.
- 2.3.29 The primary route serving the stops is the D1 running between Bath and Warminster via Trowbridge and Westbury once an hour in either direction Monday to Saturday and at 2-hourly intervals on Sundays.
- 2.3.30 The service runs from just after 6am to after 8pm with peak-period journey times to the railway station, main employment areas and service centres as follows:

Direction	Destination	Peak Period Journey Time
Warminster	Railway Station (Railway Inn)	4 minutes
	Westbury Town Centre (Haynes Road)	9 minutes
	Aldi (Westbury)	13 minutes
	Warminster (Market Place)	23 minutes
Bath	White Horse Business Park	5 minutes
	Spitfire Retail Park (Trowbridge)	11 minutes
	Wiltshire College (Trowbridge)	18 minutes
	Clarendon Academy (Trowbridge)	22 minutes
	Trowbridge Town Centre	32 minutes
	Bradford on Avon Town Centre	34 minutes
	Bath City Centre (Grand Parade)	51 minutes

Table TP-1: Typical Peak Period Bus Journey Times via Route D1

- 2.3.31 Other services call once a day at the stops, routes X47 and 87 both running north into Trowbridge in the weekday morning peak, with the X47 returning in the evening peak.

Rail Access Context

- 2.3.32 The railway station at Westbury is 2km from the site on foot via the Glenmore Farm Link and Slag Lane, avoiding the narrow footway over the Station Road rail bridge, or 2.3km via the WWTE.
- 2.3.33 Guidance from the Institution of Highways and Transportation document Guidelines for Providing for Journeys on Foot (Table 3.2 on page 49 of that document) recommends a preferred maximum distance of up to 2km for commuting journeys, so the railway station is within walking distance of the site for commuting trips.
- 2.3.34 The D1 bus offers a short journey time to the station, just 4 minutes, so commuting journeys to main centres can be made entirely by public transport, or there is car and bicycle parking available.
- 2.3.35 Two lines run south from Westbury to Weymouth and Southampton, and lines run west to Cardiff and East to Paddington. Trains run from just after 05:00 to just after midnight, typically at 7 services an hour from 06:00 through to midday, with a peak of 10 per hour between 10:00 and 11:00, the averaging 8 services an hour until 22:00.
- 2.3.36 Journey times to main employment and service centres are summarised below.

Commuting Destination	Rail Journey Time
Trowbridge	6 mins
Frome	9 mins
Warminster	10 mins
Bradford on Avon	12 mins
Chippenham	26 mins
Bath Spa	27 mins
Salisbury	31 mins
Yeovil	39 mins
Keynsham	39 mins
Newbury	45 mins
Bristol Temple Meads	48 mins
Swindon	49 mins
Reading	61 mins

Table TP-2: Rail Commuting Times (November 2025)

- 2.3.37 Westbury station, within walking distance of the site or a short cycle ride, bus or car journey, provides high frequency rail services to a wide range of major commuting destinations and service centres, making rail travel an attractive option.
- 2.4 Access to Amenities
- 2.4.1 The Transport Assessment provides detail on key amenities within reach of the site without a car and examines the means of accessing them by active travel and public transport.
- 2.4.2 Local amenities identified along with active travel links in the plans in Appendices 4 & 6 to the Transport Assessment are summarised in the following table.

Distance Band & Mode	Amenity	Location	Distance
2km Walk	Employment	West Wilts Trading Estate	200m to 1.4km
		Northacre Industrial Park	1.4 to 2km
		Brook Lane Industrial Estate	1.6 to 2.4km
	Retail	Post Office & Convenience Store	1.5km
	Leisure	Public House	450m
		Vivash Park	1.1km
	Travel	Bus Stops	250m
		Railway Station	2km
3km Walk or Cycle	Education	Bitham Brook Primary School	2.9km
		Westbury Infant School	2.9km
		Westbury Junior School	2.9km
	Retail	Lidl Supermarket	2.4km
		Tesco Express	2.5km
		Market Place Shops	2.6km
		High Street Shops	2.9km
		Morrisons Supermarket	3km
	Leisure	Swimming Centre	2.7km
		Gym	2.7km
		Library	2.9km
		Swimming Pool	3.1km
4km Cycle or Bus	Education	Matravers Secondary School	3.6km
		Westbury Leigh Primary School	4.1km
	Employment	Woodlands Industrial Estate	3.2km
		Army Officer Selection Board	4km
	Retail	Aldi Supermarket	3.4km
		Leigh Park Local Centre	4km
	Healthcare	Health Centre & Pharmacy	4km
	Leisure	Leighton Recreation Centre	4km

Table TP-3: Accessible Amenities & Distance from Site

- 2.4.3 The ability to access individual amenities on foot, by bicycle and by public transport is considered in the context of key criteria outlined in the planning application assessment toolkit from Active Travel England (June 2023).
- 2.4.4 The Transport Assessment finds the site has an exceptional level of employment development within walking distance and schools, bus stops and the railway station may be accessed on foot.
- 2.4.5 The entire town is within a relatively short cycle ride and a network of recommended routes links to most amenities across the town.
- 2.4.6 Bus stops at the site provide direct access to a range of amenities with short journeys to the railway station, town centre and food stores. A wide range of main employment and service centres may be accessed with reasonable journey times.

- 2.4.7 While there are narrow footways at both railway bridges on Station Road, alternatives exist by using the quiet shared surface route via Hawkeridge Road and Slag Lane.
- 2.4.8 The connection from the site to the Glenmore Farm active travel link and from The Ham to the Hawkeridge Road active travel route would both benefit from improvement.
- 2.4.9 Mitigation set out in the Transport Assessment is considered later in this Travel Plan under the measures to be implemented to improve and promote sustainable travel.
- 2.5 Infrastructure Secured with Permitted Development
- 2.5.1 Outline planning application PL/2021/03749 for 145 dwellings at Glenmore Farm, which lies south of the application site on the B3097, beyond the eastern end of the WWTE, was granted on appeal in January 2025 (section 3.4 of the Transport Assessment).
- 2.5.2 The masterplan for the Glenmore Farm scheme includes an active travel link for pedestrians and cyclists between The Ham and Link Road at the Hawke Ridge Business Park roundabout, shown indicatively in the plan in Appendix 2 in the Transport Assessment.
- 2.5.3 Condition 5 on the permission requires a programme of delivery for the off-site aspect of that link, a shared footway/cycleway link to be built on highway verge on the western side of the B3097 between the Glenmore Farm site and Link Road into the WWTE, to be agreed prior to commencement of the development.
- 2.6 Development Description
- 2.6.1 The planning application comprises the following development:
- 249 Dwellings
 - 64-bed Care Home
 - A Convenience Store (324m² GIA)
 - Flexible Retail Units (108m², 144m² & 144m² GIA)
 - A Drive-Through Retail Unit (242m² GIA)
- 2.6.2 This Travel Plan relates to the residential aspect only, which will be split between the northern and southern parts of the site. The retail aspects and care home on the western side of the northern plot will operate separate Travel Plan Statements.
- 2.6.3 The primary access to the development will be via the HRBP roundabout on the B3097 Hawkeridge Road, which will serve motor vehicles, cyclists and pedestrians.
- 2.6.4 The eastern arm of the roundabout will be modified with internal carriageway widths reduced to residential scale and a plateau added to reduce entry speeds and assist crossing. A signal-controlled crossing would be introduced for pedestrians and cyclists south of the HRBP roundabout and the speed limit reduced to 40mph from north of the roundabout extending south to the 30mph speed limit at The Ham.
- 2.6.5 The proposed access works are shown in Appendix 11 in the Transport Assessment.
- 2.6.6 An off-site improvement for pedestrians and cyclists to assist movements between the Glenmore Farm scheme and Hawkeridge Road, if not secured by a reserved matters application for that site, could be funded by Section 106 agreement.
- 2.6.7 Parking provision for cars and bicycles will meet or exceed local authority standards throughout the scheme, cycle parking being provided in garages or in sheds within gardens provided with direct access.
- 2.6.8 All dwellings will have access to Electric Vehicle Charging Points (EVCPs).
- 2.6.9 The following table summarises peak hour and total daily trips by mode for 249 dwellings.

Period	Vehicles			Pedestrians	Bus Users	Cyclists
	Arrive	Depart	Total			
Highway AM Peak	39	101	140	37	7	4
Highway PM Peak	92	44	136	23	5	4
Daily	590	599	1,189	239	47	29

Table TP-4: Residential Trips by Mode

2.6.10 Relative to the strategic employment use already permitted on the site, the total development now proposed is predicted to reduce traffic at all key junctions on the local highway network, summarised in the following table for the morning peak hour.

Junction	Permitted Employment Development	Proposed Mixed-Use Development	Change	
A363 White Horse Business Park Roundabout	134	48	-86	-64%
A350 / A363 Yarnbrook Roundabout	53	27	-26	-49%
B3097 Hawke Ridge Business Park Roundabout	423	216	-207	-49%
B3097 Brook Lane Roundabout	236	73	-163	-69%
B3097 Oldfield Road Roundabout	236	68	-168	-71%
B3097 Eden Vale Road Roundabouts	118	54	-64	-54%
A350/B3097 West End Roundabout	58	35	-23	-40%
A350/B3098 Bratton Road Roundabout	24	18	-7	-27%

Table TP-5: Changes in Traffic Relative to Permitted Employment (Weekday AM Peak Hour)

2.6.11 Relative to the permitted employment uses, the development now proposed on the site would reduce traffic impacts.

2.6.12 The travel demand by non-car modes derived in section 6.5 of the Transport Assessment is summarised in the following table for the busiest hour and 12-hour daily demand.

Use	Period	Pedestrians	Bus Users	Cyclists
Residential	Peak Hour	37	7	4
	Daily	239	47	29

Table 6: Non-Car Travel Demand Summary

2.6.13 The pedestrian trips for the retail element are likely to be a significant over estimate as the walk-in catchment will comprise the proposed development, the WWTE, development at Glenmore Farm and parts of The Ham, with a substantially smaller population than present around the TRICS sites from which the trips were derived.

2.6.14 Demand for crossing by pedestrians at the internal junction where the roads serving the northern and southern parts of the site meet will be accommodated with a raised plateau, reducing vehicle speeds and highlighting the presence of pedestrians.

2.6.15 Pedestrian crossing demand over the B3097 will be accommodated by a signal-controlled crossing, shared with cyclists, with traffic speeds on the approaches reduced through the introduction of a 40mph speed limit.

2.6.16 South of the crossing, pedestrians and cyclists would continue south on the western side of the B3097 on a 3m footway/cycleway to be delivered by the Glenmore Farm development, then through that development to The Ham.

- 2.6.17 A further crossing point between the Glenmore Farm scheme and Hawkeridge Road may be delivered by contribution, if it is not secured in a reserved matters application for the Glenmore Farm scheme (see section 6.3 in the Transport Assessment).
- 2.6.18 Existing bus services on the B3097 would incur delays if diverted into the site, so on balance the preferred arrangement is to keep them on the B3097 and upgrade the existing bus stops for use by the development, with new shelters, seating and real time passenger information. The footway link to the northern stop would also be upgraded

3 Baseline Data

3.1 Overview

3.1.1 This section sets out baseline modal split data based on local information gathered by census and obtained from the Office for National Statistics via the NOMIS website.

3.2 Local Mode Choices for Commuting

3.2.1 Census data from the Office for National Statistics (Tables TS061 & QS701EW) has been obtained via the NOMIS website for out-bound commuting choices by residents in the Mid-Layer Super Output Areas (MSOA) covering Westbury.

3.2.2 The 2021 Census was undertaken during 'Stay at Home' pandemic restrictions, which led to homeworking being greatly over-represented. Data has therefore been considered for 2021 and 2011, with homeworking removed to provide a broad comparison of mode choices among those making actual commuting trips.

3.2.3 The following table summarises that exercise for both census years.

	2021 (MSOA Wilts 063 & 064)	2011 (MSOA Wilts 040)
Employed Residents, Ex Homeworkers	5,547	6,384
Driving a car or van	77%	74%
On foot	10%	9%
Passenger in a car or van	6%	6%
Train	2%	4%
Bicycle	2%	2%
Bus, minibus or coach	1%	2%
Motorcycle, scooter or moped	1%	1%
Taxi	0%	0%

Table TP-7: Outbound Commuting Modes from 2021 & 2011 Census (Resident Population)

3.2.4 The 2021 data is from census MSOA Wilts 040 covering Westbury, while the town was divided into two MSOAs for the 2021 census, so data for Wilts 063 & 064 is shown.

3.2.5 The 2021 sample is lower as the eastern part of the town fell in MSOA Wilts 039, which also encompassed outlying villages, so that has been excluded.

3.2.6 There is no material difference between the 2021 and 2011 mode split, car use in 2021 was 3% higher due to very small changes in other modes, although train use fell by half, most likely a direct result of the pandemic. The 2021 data is used as the baseline.

3.2.7 The mode split in Table TP-7 is used in this draft of the Travel Plan as an estimate for likely baseline travel behaviour, pending the first Travel Survey (see section 8.3), which will identify the actual baseline for commuting modes.

4 Objectives & Targets

4.1 Overview

4.1.1 This section sets out the objectives of the Travel Plan and sets interim targets based on census data from Table TP-7, which will be updated by the first Travel Survey as explained in section 8.3.

4.2 Travel Plan Objectives

4.2.1 The Travel Plan is aimed at promoting sustainable travel choices, reducing reliance on motor vehicle use. The objectives include:

- Managing the demand for travel to minimise additions to congestion, air and noise pollution and greenhouse gases
- Reducing single-occupancy car commuting
- Ensuring that the site remains self-contained in terms of parking provision for cars and bicycles
- Promoting the increased use of active travel to encourage healthier living
- Providing clear information to residents on alternative modes of transport

4.2.2 These objectives accord with those of the government and the local planning and highway authorities.

4.3 Travel Plan Targets

4.3.1 Travel Plan guidance states that targets will be site-specific and should be 'SMART' - Specific, Measurable, Achievable, Realistic and Time-Bound.

4.3.2 A typical outcome-based target will identify the maximum number of vehicle trips to be generated by the site as a proportion of all trips (modal share).

4.3.3 Alternatively, a target may identify a reduction in car use over a defined time period from a real or hypothetical baseline, typically derived from a site-specific survey or data from TRICS (Trip Rate Information Computer System) or the census.

4.3.4 The target should reflect the situation the Travel Plan is seeking to achieve by the end of the defined plan period, in this case year five. Interim targets may be considered to help track progress where multiple development phases may occur.

4.3.5 The Council will assess progress against targets as part of the monitoring and review process and recognises that targets may need to be revised within the review process.

4.3.6 The local census data in Table TP-7 shows up to 77% of commuting in the Westbury area is as the driver of a car, with 6% car-sharing. Single occupancy commuting by car is therefore likely to be around 71% of the overall mode share if 6% of the 77% that drive to work carry a passenger.

4.3.7 Travel associated with a site on the edge of a relatively small town will typically have a bias towards private car use, but travel planning can identify opportunities to reduce sole-occupant travel by car to improve sustainability and manage parking demand.

4.3.8 National guidance suggests that reductions in car travel of 10 to 20% can be achieved through effective travel planning. In this location, it is realistic to expect the reductions to be towards the lower end of that scale.

4.3.9 The Travel Plan targets will need to reflect commuting patterns recorded at the site by Travel Surveys, described in section 8.3, which will reveal the extent to which having an exceptional amount of employment within walking distance might reduce car use in the mode share.

4.3.10 The first survey will be undertaken within 3 months of the site being occupied, as set out in the Action Plan in section 8.4, then bi-annually in Years 1, 3 & 5.

- 4.3.11 The interim target of this Travel Plan will relate to a reduction in single-occupant car use, which will be achieved through measures to provide achievable increases to individual travel modes relative to the baseline positions set out in Table TP-7. Revisions will be made to this section after each Travel Survey, to reflect the results and progress made towards target.

Public Transport

- 4.3.12 Travel by bus represents 1% of commuting from the area with a further 2% by rail. With regular bus services providing links to a wide range of settlements and the railway station nearby, there is good potential to increase bus and rail travel so a target shift of +3% is suggested for public transport.

Car Sharing

- 4.3.13 At 6%, there is already a reasonable level of car sharing in the immediate area, but with active assistance from the Travel Plan that percentage could be increased, so target shift of +2% is suggested.

Cycling

- 4.3.14 The development proposes secure cycle parking and there are settlements within a reasonable cycle ride, so cycling could potentially be increased from the existing 2% mode share, and a target transfer of +2% is suggested.

Walking

- 4.3.15 The site has an exceptional amount of employment within walking distance. Some people already employed there may take advantage of nearby housing availability, while some people moving to the houses may find local employment in future. The proportions are impossible to predict, so it is suggested that the existing 10% mode share might be increased by a transfer target of +3% for commuting on foot.

Interim Target

- 4.3.16 The proposed interim target, based on achievable increases to the existing mode share, is a reduction in single-occupant car use of 10%, summarised as follows:

Commuting by Public Transport:	+3%
Commuting by Car Share:	+2%
Commuting by Bicycle:	+2%
Commuting on foot:	+3%
Non-Car Commuting Target:	+10%

- 4.3.17 The above interim targets will be reviewed following the Travel Survey.
- 4.3.18 In terms of absolute vehicle movements, with up to 140 vehicle movements in the commuting peak hours, a 10% reduction could amount to 14 fewer trips, taking the peak hour traffic associated with the residential aspect of the development down to 126 in an hour, which would be imperceptible against background traffic.
- 4.3.19 It is proposed that the target should be achieved over the first 5 years of the Travel Plan. The target will however be reviewed following the first Travel Survey, which will properly establish the baseline position and the Travel Plan will be updated accordingly.

5 Management Strategy

5.1 Overview

- 5.1.1 This section sets out the strategy for implementation of the Travel Plan and its long-term sustainability.

5.2 Travel Plan Administration

- 5.2.1 Bellway Homes Ltd will be responsible for appointing a Travel Plan Coordinator (TPC) prior to first occupancy of the site. The contact details for the TPC are as follows (to be completed prior to commencement):

Contact Name: [TBC]

Email: [TBC]

- 5.2.2 The TPC will operate the Travel Plan on behalf of Bellway Homes, with duties as set out in this chapter, reporting progress to Wiltshire Council to ensure the Travel Plan is implemented effectively, accurately and on time, with evidence of progress to targets.

5.3 Travel Plan Fee

- 5.3.1 In addition to funding and implementing the Travel Plan, Bellway Homes Ltd will pay Wiltshire Council's reasonable fees to monitor the Travel Plan, typically as a non-refundable monitoring fee paid in advance.

- 5.3.2 The value of the monitoring fee is to be agreed, but it is likely to be in line with typical Section 106 monitoring costs.

5.4 Travel Plan Coordinator

- 5.4.1 The Travel Plan Coordinator should have relevant experience for the role and/or suitable training. The responsibilities will include:

- (i) Overseeing the development and implementation of the Travel Plan
- (ii) Being the point contact for all residents and site management
- (iii) Report Travel Plan details to Wiltshire, including evidence of measures, Travel Survey results and ongoing updates
- (iv) Promoting the existence of the Travel Plan, the reasons for it, and encouraging participation in its objectives
- (v) Liaison with residents and site management on all aspects of the Travel Plan
- (vi) Liaising with outside bodies as required to promote and develop the Travel Plan
- (vii) Establishing, maintaining and making available travel information for residents and providing personal travel planning on request
- (viii) Promoting car sharing for those for whom travel by non-car modes is not a realistic option
- (ix) Coordinating Travel Surveys to update and develop the Travel Plan

5.5 Travel Plan Budget

- 5.5.1 The TPC will be provided with a budget to enable them to carry out the duties described in the Travel Plan, including any promotional activity that might be appropriate to encourage transfer to more sustainable travel modes.

- 5.5.2 The budget will be determined when the TPC is appointed and will be influenced by factors including the degree of resident engagement, the scale of the changes that the Travel Plan is expected to bring about and realistic appraisal of the benefits that might arise. The budget will therefore need to be flexible and subject to ongoing review.

6 Proposed Measures

6.1 Overview

6.1.1 This section sets out a range of measures, a budget and campaigns to help reach the target of the Travel Plan.

6.2 Awareness

6.2.1 The Travel Plan Coordinator (TPC) will produce an introduction to the Travel Plan for all residents, setting out its objectives, targets and contact details for the TPC, presented in the form of a Welcome Pack.

6.2.2 The Welcome packs will be produced by Bellway Homes with content agreed by Wiltshire Council and distributed by the housebuilder to each household on first occupation.

6.2.3 The packs will inform residents of the sustainable transport modes available and the potential benefits to be derived from the Travel Plan, including savings in time and cost, supporting a healthy lifestyle and reducing the household carbon footprint.

6.2.4 A Welcome Pack will typically include:

- An introduction to the Travel Plan, its objectives and benefits
- An explanation of the target and the measures to achieve it
- A summary of the monitoring regime to measure progress
- Information on the health benefits of active travel and the environmental benefits of public transport and car sharing
- Maps of local walking and cycling routes and typical journey times/distances to key amenities;
- Bus route maps and timetables
- A free First Bus FirstWeek Ticket
- Contact details for the TPC for Personal Travel Planning

6.2.5 The housebuilder's sales team will liaise with the TPC to ensure the first occupant of each completed unit is provided with a Welcome Pack.

6.2.6 It is suggested that each household is provided with one FirstWeek voucher allowing an adult unlimited travel for 7 consecutive days on First buses (including metrobus but excluding Airport Flyer services) across the West of England zone, to encourage residents to try bus travel.

6.2.7 Information on the Travel Plan and its initiatives will be displayed on a website operated by the housebuilder, with site-specific travel information.

6.2.8 The TPC will arrange participation in national sustainable travel events over the 5-year duration of the Travel Plan to assist in promoting awareness, collaborating with TPCs operating other Travel Plans in the area where feasible, to include National Bike Week, Walk to Work Week and National Liftshare Week.

6.3 Travel on Foot

6.3.1 The TPC will promote walking as the most sustainable, accessible and healthy mode of travel, with measures that will include:

- Information on the benefits of walking
- Details of main amenities within walking distance, safe routes and journey times
- Provision of clear waymarking signs on the routes to the town centre
- Promotion of walking partners or groups for regular commuting trips

- Monitoring of maintenance issues and reporting to the highway authority

6.4 Travel by Bicycle

6.4.1 Measures to promote cycling will include:

- Information on the benefits of cycling
- Details of main amenities within cycling distance, safe routes and journey times
- Monitoring of maintenance issues and reporting to the highway authority
- Promotion of local cycle proficiency courses
- Promote of the government's Cycle to Work Scheme
- Secure and convenient cycle parking for all dwellings
- Participation in National Bike Week
- Dr Bike maintenance sessions

6.5 Travel by Public Transport

6.5.1 Measures to promote travel by bus and rail will include:

- Information on amenities and employment centres accessible by bus and rail
- Links to current timetable information provided on the housebuilder website
- One free First Bus FirstWeek Ticket per household
- Liaison with First Bus to ensure services run at suitable times and to gain access to any promotions

6.6 Car Sharing

6.6.1 The Welcome Pack and housebuilder website will promote car sharing among residents through availability of promotional materials explaining the benefits of car sharing from organisations such as Liftshare.com.

6.6.2 A formal database for car sharing is unlikely to be appropriate for the relatively small development, but the TPC may introduce potential car-sharers informally as part of the Personal Travel Planning process detailed below.

6.7 Personal Travel Planning

6.7.1 The Welcome Pack and housebuilder website will promote the availability of a personal travel planning service from the TPC, who, on request, will carry out individual appraisal of sustainable travel options for regular journeys by residents, such as commuting and grocery shopping.

6.8 Ultra Low Carbon Vehicles

6.8.1 All dwellings will be provided with access to Electric Vehicle Charging Points (EVCPs).

7 Marketing & Communication Strategy

7.1 Overview

7.1.1 This section sets out a strategy for promoting the Travel Plan to ensure its efficacy.

7.1.2 The strategy reflects the modest scale of the development and the relatively low level of vehicular travel demand associated with commuting.

7.2 Marketing Channels

7.2.1 The main means of communicating Travel Plan information to residents will be via the Welcome Pack, with ongoing availability through the housebuilder's website.

7.3 Marketing Campaigns

7.3.1 The TPC will develop a programme of campaigns through the year, to coincide with national and other local promotions of sustainable travel.

7.3.2 The TPC will also arrange to distribute a summary of the Travel Plan Review Report to residents following each Travel Survey, raising awareness of progress towards targets.

8 Monitoring and Review

8.1 Overview

8.1.1 This section sets out a systematic approach to monitoring and review of the Travel Plan, including the proposed methodology, responsibilities and timings, with an Action Plan to assist the housebuilder with running the Travel Plan.

8.2 Informal Monitoring

8.2.1 The Travel Plan Coordinator (TPC) will carry out on-going monitoring of the following:

- Communication from residents on any aspect of travel planning
- Take up of personal travel planning

8.2.2 The above aspects will be considered in review reports produced by the TPC.

8.3 Formal Monitoring

8.3.1 A Travel Survey will be issued within 3 months of 80% occupancy, which will occur when residents have taken position of, or signed tenancy agreements on, 199 out of the 249 dwellings proposed.

8.3.2 The TPC will strive to attain a minimum response rate of 40% and results will be reported to Wiltshire Council by the TPC within 3 months via an updated Travel Plan.

8.3.3 The survey will be issued bi-annually thereafter, in Years 3 & 5, for the duration of the formal monitoring period (5 years from 80% occupancy).

8.3.4 The survey questionnaire will be agreed in advance with Wiltshire Council and may be revised, should the data required alter as the Travel Plan evolves.

8.3.5 The Travel Survey will provide a breakdown of modal split to identify progress towards the target and will be reported to Wiltshire Council via an updated Travel Plan after each Travel Survey, which is to include:

- A summary of the Travel Survey
- Changes to the modal split and progress towards the 10% reduction in single-occupant car travel
- Uptake of measures and participation in activities
- Activities for action and priority items for the coming period

8.3.6 If the target is not being realised this should be addressed in the report with an assessment of the contributory factors and planned remedial actions.

8.3.7 At Year 5, where targets are being achieved then the Travel Plan becomes a voluntary undertaking; the Travel Plan may be updated every three years on a voluntary basis but there will be no further obligation to submit monitoring reports to the Council. At this point, the obligation will be discharged.

8.3.8 Where the Travel Plan is not meeting its target(s) the monitoring period will continue until targets are achieved. The duration of this additional monitoring will be at the discretion of the Council and be proportionate to the degree of non-performance and commitment of the developer/occupier to resolve the issue.

8.4 Remedial Actions

8.4.1 Remedial actions will be considered if the Travel Plan is not achieving the agreed outcomes, either through an agreed action that has not been completed and/or through an agreed target being missed.

8.4.2 Where a need for remedial action is identified, the TPC will discuss the issues with Wiltshire Council (i) to ascertain why shortcomings have occurred, (ii) to establish whether an amendment to the Travel Plan is appropriate and (iii) to allow mutually agreeable remedial activities to be implemented, if necessary.

8.4.3 All remedial activities will be proportionate and correspond to the nature, scale and severity of transport impacts associated with the performance shortcoming. Typical measures to be considered would include:

- Increased marketing to raise awareness of the Travel Plan & potential alternatives to car use
- Additional training for the TPC
- Further promotional events
- Re-issue of free FirstWeek tickets on a targeted basis

8.4.4 The TPC may develop other remedial actions that may be more appropriate to the specific needs of the site or to the reasons for missing the target.

8.5 Action Plan

8.5.1 The following table sets out an action plan setting out key action points, their timing and the responsibility for implementing the actions.

Measures to be Implemented	Submit to Wilts for Approval by:	Implement by:	Responsibility:	Duration or Repetition:
Appoint TPC	N/A	Prior to commencement	Developer	Ongoing over first 5 years
Travel Plan Fee (Value TBC)	N/A	Paid upon commencement	Developer	One-off fee
Install Cycle Parking	Prior to commencement	Prior to occupation	Developer	Throughout occupation
Install EV Charging Points	Prior to commencement	Prior to occupation	Developer	Throughout occupation
Travel Plan Website	Prior to commencement	Prior to occupation	Developer/TPC	Ongoing over first 5 years
Create Welcome Packs	Prior to commencement	Prior to occupation	Developer/TPC	Ongoing over first 5 years
Distribute Welcome Packs	N/A	On each occupation	Developer/TPC	Ongoing over first 5 years
Promote Cycle to Work Scheme	N/A	From first occupation	TPC	Ongoing over first 5 years
Promote Walk to Work Week	N/A	From first occupation	TPC	Annually during first 5 years
Promote Cycle to Work Week	N/A	From first occupation	TPC	Annually during first 5 years
Promote National Liftshare Week	N/A	From first occupation	TPC	Annually during first 5 years
Promote Car Sharing	N/A	From first occupation	TPC	Ongoing over first 5 years
Personal Travel Planning	N/A	From first occupation	TPC	Ongoing over first 5 years
Travel Surveys	N/A	Within 3 months of 80% occupation	TPC	Years 1, 3 & 5
Update Travel Plan	After each Travel Survey	Within 3 months of Travel Survey	TPC	Years 1, 3 & 5
Remedial Actions	After each Travel Survey	Within 3 months of Travel Survey	TPC	Years 1, 3 & 5

Table TP-8: Action Plan

Appendix 22



TRANSPORT PLANNING

www.ima-tp.com

Montreux House
18A James Street West
Bath BA1 2BT
t: 01225 444011

HAWKE RIDGE BUSINESS PARK, WESTBURY, WILTSHIRE

Travel Plan Statement [TEMPLATE]

July 2026

IMA-25-111

CONTENTS

1	INTRODUCTION	2
1.1	Background	2
1.2	Definition of a Travel Plan	2
1.3	Travel Plan Benefits.....	2
1.4	Types of Travel Plan	2
1.5	Travel Plan Delivery & Duration.....	2
1.6	Development Description.....	2
2	OBJECTIVES & MEASURES.....	4
2.1	Overview.....	4
2.2	Travel Plan Objectives.....	4
2.3	Travel Plan Measures	4
2.4	Travel on Foot	5
2.5	Travel by Bicycle	5
2.6	Travel by Public Transport	5
2.7	Car Sharing	5
2.8	Personal Travel Planning	5
2.9	Ultra Low Carbon Vehicles	5

1 Introduction

1.1 Background

- 1.1.1 This Travel Plan has been produced in template form to be expanded by each of the commercial aspects proposed at the Hawke Ridge Business Park north of Westbury.
- 1.1.2 The proposals are considered in detail in a Transport Assessment produced to support the planning application, which should be read with this Travel Plan.
- 1.1.3 This report is the first draft of an evolving document in consultation with Wiltshire Council, gaining detail as it progresses through the planning process to implementation.

1.2 Definition of a Travel Plan

- 1.2.1 The Department for Transport defines Travel Plans as follows:

‘a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.’

- 1.2.2 Travel Plans go beyond the planning permission procedure to provide a dynamic process for managing access and improving choices through the life of the development, requiring ongoing commitment from developers and occupiers.
- 1.2.3 A Travel Plan Coordinator will be appointed to run the Travel Plan on behalf of Bellway Homes Ltd. The role of the Travel Plan Coordinator is set out within this document.

1.3 Travel Plan Benefits

- 1.3.1 Travel Plan benefits for developers, occupiers and communities can include:

- Encouraging sustainable travel
- Reduced vehicular traffic and associated impacts
- Reduced vehicular emission and associated impacts
- Accessible, connected and inclusive communities
- Improved health, wellbeing and quality of life
- Improved road safety
- Reduced need to add to road capacity

1.4 Types of Travel Plan

- 1.4.1 Travel Plan Statements are appropriate for smaller developments and focus on activities to enable and enhance multi-modal access or address specific mitigation measures. They may be formed around an ‘Action Plan’ to be implemented by the developer or occupier, but do not involve formal targets or monitoring.

1.5 Travel Plan Delivery & Duration

- 1.5.1 The occupier of each commercial unit will be required to operate a Travel Plan Statement for a period of 5 years from first occupancy, to be secured by planning condition.

1.6 Development Description

- 1.6.1 The planning application comprises the following development:

- 249 Dwellings
- 64-bed Care Home
- A Convenience Store (324m² GIA)
- Flexible Retail Units (108m², 144m² & 144m² GIA)

- A Drive-Through Retail Unit (242m² GIA)

1.6.2 This Travel Plan relates to the [SITE] aspect only, which will [SITE DESCRIPTION]

1.6.3 DETAILS TO BE ADDED TO INCLUDE:

- FLOOR AREA
- NUMBER OF STAFF
- POINT OF ACCESS
- CAR & BICYCLE PARKING
- EVCP PROVISION

2 Objectives & Measures

2.1 Overview

2.1.1 This section sets out the objectives of the Travel Plan and sets out measures that the operator will implement to meet those objectives.

2.2 Travel Plan Objectives

2.2.1 The Travel Plan is aimed at promoting sustainable travel choices, reducing reliance on motor vehicle use. The objectives include:

- Managing the demand for travel to minimise additions to congestion, air and noise pollution and greenhouse gases
- Reducing single-occupancy car commuting
- Ensuring that the site remains self-contained in terms of parking provision for cars and bicycles
- Promoting the increased use of active travel to encourage healthier living
- Providing clear information to residents on alternative modes of transport

2.2.2 These objectives accord with those of the government and the local planning and highway authorities.

2.3 Travel Plan Measures

Administration

2.3.1 The operator of each commercial unit will be responsible for appointing a Travel Representative to operate the Travel Plan Statement, implement the measures that it sets out and deal with day to day queries on travel from staff and visitors.

Awareness

2.3.2 The Travel Representative will distribute an introduction to the Travel Plan for all Staff, setting out its objectives, targets and contact details for the Travel Representative. The information will be presented in the form of an Induction Pack.

2.3.3 The Induction packs will be produced by Hawke Ridge Business Park with content agreed by Wiltshire Council and distributed by the Travel Representative to all staff members.

2.3.4 The packs will inform staff of the sustainable transport modes available and the potential benefits to be derived from the Travel Plan, including savings in time and cost, supporting a healthy lifestyle and reducing the household carbon footprint.

2.3.5 An Induction Pack will typically include:

- An introduction to the Travel Plan, its objectives and benefits
- Information on the health benefits of active travel and the environmental benefits of public transport and car sharing
- Maps of local walking and cycling routes and typical journey times/distances to key amenities;
- Bus route maps and timetables
- A free First Bus FirstWeek Ticket
- Contact details for the Travel Representative

2.3.6 It is suggested that each member of staff is provided with one FirstWeek voucher allowing an adult unlimited travel for 7 consecutive days on First buses (including metrobus but excluding Airport Flyer services) across the West of England zone, to encourage staff to try bus travel.

- 2.3.7 The Travel Representative will arrange participation in national sustainable travel events over the 5-year duration of the Travel Plan to assist in promoting awareness, collaborating with Travel Representatives where feasible, to include National Bike Week, Walk to Work Week and National Liftshare Week.
- 2.4 Travel on Foot
- 2.4.1 The Travel Representative will promote walking as the most sustainable, accessible and healthy mode of travel, with measures that will include:
- Information on the benefits of walking
 - Details of main amenities within walking distance, safe routes and journey times
 - Provision of clear waymarking signs on the routes to the town centre
 - Promotion of walking partners or groups for regular commuting trips
 - Monitoring of maintenance issues and reporting to the highway authority
- 2.5 Travel by Bicycle
- 2.5.1 Measures to promote cycling will include:
- Information on the benefits of cycling
 - Details of main commuting routes for cyclists
 - Monitoring of maintenance issues and reporting to the highway authority
 - Promote of the government's Cycle to Work Scheme
 - Secure and convenient cycle parking for all units
 - Participation in National Bike Week
 - Dr Bike maintenance sessions
- 2.6 Travel by Public Transport
- 2.6.1 Measures to promote travel by bus and rail will include:
- Information on main settlements centres with bus and rail links to the site
 - Links to current timetable information on company website
 - One free First Bus FirstWeek Ticket per staff member
 - Liaison with First Bus to ensure services run at suitable times and to gain access to any promotions
- 2.7 Car Sharing
- 2.7.1 The Induction Pack and company website will promote car sharing among staff through availability of promotional materials explaining the benefits of car sharing from organisations such as Liftshare.com.
- 2.7.2 A formal database for car sharing is unlikely to be appropriate for the relatively small development, but the Travel Representative may introduce potential car-sharers informally as part of the Personal Travel Planning process detailed below.
- 2.8 Personal Travel Planning
- 2.8.1 The Induction Pack and company website will promote the availability of a personal travel planning service from the Travel Representative, who, on request, will carry out individual appraisal of sustainable travel options for commuting.
- 2.9 Ultra Low Carbon Vehicles
- 2.9.1 All units will be provided with access to Electric Vehicle Charging Points (EVCPs).

Appendix 23

MEMORANDUM

To: Development Management

From: Sustainable Transport

Ref: ENQ 2024 01667

Ref: ENQ 2024 01667

Date: 10th December 2024

Outline advice for a mixed use residential led development - Land at Hawkeridge Business Park, Westbury, Wiltshire

Submissions Reviewed

Pre-application submission
Vision Document

This response will review matters relating to access and those arising from proposed access arrangements and issues relating to submission materials that require review.

In drawing highways conclusions comments from other consultees have been considered to establish the wider public benefit that may be achieved by these proposals. The definition of such benefit is taken from Highways Adoption (August 2022) as *'Wider Public Benefit (public utility) - Each local authority should illustrate to applicants how they view this. Through roads and those that serve public buildings and destinations may be seen as having greater wider public benefit while residential cul-de-sacs would have limited if any such utility as they only benefit the residents who live there and no third parties or through movements.'*

This response has been provided under the context of Chapter 9 of the National Planning Policy Framework – 'Promoting Sustainable Transport'.

Relevant Planning & Guidance (Sustainable in Transport Terms)

National Planning Policy Framework – December 2023
Core Strategy
Local Plan Pre-submission Draft – September 2023
National Design Code
LTN1/20 – Cycle Infrastructure Design
Wiltshire Active Travel Design Standards
Wiltshire Active Travel Parking Standards
Manual for Streets
Wiltshire Design Guide
Wiltshire Asset Management Strategy and Policy – Aug 2019

Other Guidance

CIHT Planning for Walking

Relevant Planning Policy & Guidance

NPPF

The NPPF, as updated and published in December 2023, makes the position in relation to highways and transport as matters to be considered in the determination of planning applications.

Wiltshire Core Strategy – Adopted January 2015

Core Policy 60 - 63

National Design Guide

The following definitions relate to built form within the National Design Guide:

'Accessibility: The ability of people to move around an area and reach places and facilities, including older and disabled people, those with young children and those carrying luggage or shopping.'

Compact form of development: Development that is planned with a relatively high residential density and an urban layout. Community facilities are closer to one another and their users, preserves more open landscape, and makes efficient use of land and resources.

Walkable: Local facilities are within walking distance, generally considered to be no more than a 10-minute walk (800m radius).

Destinations: Places or facilities that people want to visit. In a neighbourhood these may be transport hubs, open spaces, local services such as schools, shops, healthcare or community facilities.'

Pre-application Response

The site is located in a position where the opportunity for sustainable movement will need to be addressed.

There is a significant concern in relation to routes that would be used for walking and cycling in terms of context and character, including perception of safety in unlit rural environments, any walking routes that are not overlooked.

An assessment of walking and cycling routes addressed against the Active Travel England toolkit will be required to identify any shortcomings in the provision of routes, noting that the proposal would be seeking a development outside the existing settlement, including in terms of the highway offer. There is a significant risk of the site sitting outside of any legible hierarchy of streets creating a perception of isolation and resulting in a development that is reliant on private car travel.

The facilities shown in 2.2 of the vision document will need further scrutiny and there is uncertainty around the convenience shop and school shown within the trading estate. A clear list of facilities and actual walking / cycling distances will be required for evaluation as part of a planning application. It should also be noted that walking and cycling routes may differ.

The proximity of the station has been noted in the submission materials and the site would sit opposite the local trading estate. However, in terms of transport planning work it could not be inferred simply by proximity that there would be any significant modal share for rail, or that employment within the trading estate would form any reduction in car trips. This is due to the fact, that if the employment area is currently well used and employs existing persons, it is unlikely that the new housing would result in a significant re-homing. Over time that site may result in some residents with close to home employment but the trend of travel distance and method to travel for commuting can be well evidenced by National Travel Surveys and Method of Travel to Work census data. In that regard, geographical selection will be key and inclusion of areas within the town centre that do not represent the geographical context, which will also apply to agreeing trip rates within TRICS will be resisted. It is recommended that any trip rates and MSOA / LSOA areas to be relied on in transport assessment are agreed prior to any submissions to avoid these discussions, and if not agreed, a recommendation for withdrawal at the application stage.

Access

The existing four-arm roundabout at the proposed site access sites within a 50mph speed limit. The industrial estate roads are subject to a 30mph speed limit and thought must be given to whether the main circulatory continues to be appropriate as a 50mph if residential amenity is proposed from the eastern arm.

However, it is not simply acceptable to extend a 30mph speed limit unless it is set correctly in accordance with Setting Local Speed Limits and a review of the whole length in the context of any new application would need to be undertaken with any required additional works. These works may diminish the rural character of Hawkeridge Road and there may be insufficient width within the existing highway extents to support a site in this location.

In any case an ARCADY junction capacity output will be required to show that there are no capacity issues, and this will extend to other junctions based on scoping, agreed trip rates and scale of overall mixed use development.

Construction Access will need to be addressed and secured as part of any planning application although it is envisaged that the existing access arrangements for this may suffice.

Layout

Layout and parking will need to be addressed. Overall, the site should not be reliant for all users from the main access for movement.

Cycle parking needs to be considered within the design as a first priority in terms of accessibility, location and quality.

Mixed use elements are noted, and their location will be a key factor. There would be initial concerns about the convenience shop fronting the development. Whilst it may have some wider benefits, particularly to support existing settlement to the north it would likely engage vehicle borne trips and falls flat in terms of placemaking and bringing sustainable movement into the site.

There would need to be question marks in relation to introducing movements between the industrial estate and the proposed site. In any case the existing speed on the road would be a concern and if there is to be a connection between the two

that enhances the relationship it should have a strong link for sustainable travel patterns to inform that passing through at high speeds in vehicles is not familiar to this location as part of any master planning.

Sustainability Assessment

A Travel Plan will need to respond to and support the development proposal.

However, achieving significant modal shift for walking and cycling seems unlikely for this location. The Travel plan must recognise the shortcomings of the location and seek to address this issue with a bespoke suite of mechanisms.

Scoping Comments

No trip rates have been provided at this time. These should be scoped and agreed to ensure the sites are reflective in terms of behaviours and geography.

The structure on the roundabout is noted, if this is to form part of a planning application this needs to be established further, and the applicant must be clear on whether the structure is expected to form part of the planning application and responsibilities.

From a placemaking and adoption position, it is currently difficult to foresee how this site offers wider community use and benefits for Westbury and Hawkeridge. In terms of travel, the main highway route is unsuitable for vulnerable users and is effectively just a vehicle belt with other destinations that can only be safely travelled by vehicle to the north and south.

Submission Materials

The following submission materials are required to support any planning application.

Transport Assessment (from local junctions)

Modal Shift Travel Plan

Parking Strategy

Construction Management Plan

A walking route assessment will be required to understand public highway routes to support the identified facilities, including bus stops, within the submission materials. This could form part of the Transport Assessment.

ATE Assessment and toolkits. If work is potentially doubling up due to similar assessments, then ATE toolkits should be used.

Transport contributions

In the event that the development proposal proceeds transport contributions will be required for: -

Public transport, and
Offsite pedestrian and cycle accessibility.

Direct improvements will be required at any junctions if identified.

Position

It is considered that the initial submission has been reviewed. There are residual concerns in terms of creating an appropriate safe and suitable access. The principles of movement will need to be reviewed and addressed with a design that best fits the principles of movement for this location.

In the absence of any further information the site would be considered as being in an unsustainable location that fails to offer a genuine choice of travel modes.

Chris Mead
Sustainable Transport
Email: christopher.mead@wiltshire.gov.uk

Appendix 24

