Cole Easdon

RESIDENTIAL TRAVEL PLAN MONITORING REPORT YEAR 5 (2026)

Residential Development, Abbey Farm, Blunsdon St Andrew, Swindon on Behalf of Linden Homes & Redrow Homes

Date: August 2026
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Residential Travel Plan – December 2013

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1.0 INTRODUCTION

1.1 Cole Easdon Consultants Limited (CE) have been appointed by Linden Homes and Redrow Homes to undertake the role of Residential Travel Plan Co-ordinator (RTPC) with respect to the approved *Travel Plan* (*TP*) for a residential development at Blunsdon St Andrew, Swindon, known as Abbey Farm.

1.2 This document fulfils the requirements set out in the approved *TP* for a Report to be issued to the Local Highway Authority (LHA) setting out the findings of the Year 5 (2026) residential travel and traffic surveys at the site. These are the final surveys for the development.

Background

1.3 Outline planning approval for the development was granted in April 2015 (Swindon Borough Council Planning Reference: S/OUT/14/0080), followed by a reserved matters application in October 2016 (Planning Reference: S/RES/16/0289). The housing development has been fully occupied since July 2021.

1.4 CE was appointed by Linden Homes and Redrow Homes as the RTPC in August 2019 to deliver the objectives of the approved *Residential Travel Plan* (also produced by CE), including monitoring, development and implementation.

1.5 The development consists of 350 residential units, 175 of which were constructed by Linden Homes and the remainder by Redrow Homes, as shown on Drawing No. 100-4(F) [*Coloured Planning Layout*] (by The Noble Consultancy) located in Appendix 1 of this Report. The full housing mix is shown in Table 1.1.

Table 1.1: Abbey Farm Development Schedule

Developer	Unit Type	Number of Units	Tenure
Linden Homes	One-Bedroom House	4	Affordable - Rent
	One-Bedroom Apartment	6	Affordable - Rent
	One-Bedroom Apartment - Accessible	2	Affordable - Rent
	Two-Bedroom House	12	Affordable - Rent
		10	Affordable - Intermediate
		4	Private
	Two-Bedroom Apartment - Accessible	1	Affordable - Rent
	Three-Bedroom House	6	Affordable - Rent
		6	Affordable - Intermediate
		9	Private
	Four-Bedroom House	6	Affordable - Rent
		58	Private
	Five-Bedroom House	51	Private

Developer	Unit Type	Number of Units	Tenure
Redrow Homes	One-Bedroom House	2	Affordable-Rent
	One-Bedroom Apartment	11	Affordable-Rent
	Two-Bedroom House	5	Affordable-Rent
		12	Affordable - Intermediate
	Two-Bedroom House - Accessible	4	Affordable-Rent
	Three-Bedroom House	12	Affordable-Rent
		3	Affordable - Intermediate
		7	Private
	Four-Bedroom House	3	Affordable-Rent
		1	Affordable - Intermediate
		98	Private
	Five-Bedroom House	17	Private

Structure of Report

1.6 The structure of this *Monitoring Report* is as follows:

- Section 2.0 provides details of the *TP*, including the proposed targets, measures and monitoring regime;
- Section 3.0 provides details of the development progress at the site;
- Section 4.0 outlines the *TP* measures implemented to date;
- Section 5.0 describes the residents' surveys undertaken in July 2026 and analyses the results;
- Section 6.0 provides details of the traffic survey undertaken in June 2026; and
- Section 7.0 provides a summary of the *TP* progress, following the results of the residents' travel survey and traffic survey.

2.0 APPROVED TRAVEL PLAN

2.1 This Section of the Report summarises the content of the *Residential Travel Plan* (*RTP*) prepared by CE (December 2013). A copy of the *RTP* can be found within Appendix 3 of this Report.

Targets

2.2 The *RTP* sets out targets based on TRICS data. The trip generation estimates provided by this data, have since been superseded by the data obtained from the baseline (2021) survey. The following targets are to be achieved within five years of the baseline survey:

- to reduce the number of vehicle trips generated by the development over a 12-hour period (weekday 07:00-19:00) by a minimum of 10%, and achieve a corresponding increase in trips by more sustainable modes; and
- to reduce the number of peak hour vehicle trips generated by the development (between 08:00-09:00 and 17:00-18:00) by 5%, and achieve a corresponding increase in trips by more sustainable modes.

Travel Plan Measures

2.3 In addition to the 'hard' infrastructure measures implemented as part of the construction of the development (e.g. footways, cycleways, cycle parking etc), the following is a summary of specific actions set out in the approved *TP*:

- Travel Information Packs provided to all new households, providing walking, cycling and public transport information;
- a dedicated webpage for the Abbey Farm development that references the *TP* and provides regularly updated information for residents such as access to local facilities by walking and cycling, links to public transport information, details on car sharing and car clubs and useful contacts;
- liaising with a cycle retailer to negotiate discount vouchers for bicycle purchases;
- liaising with Swindon's Bus Company, with regards to offering a four-week travel pass within the Swindon urban area and valid on bus services operated by Swindon's Bus Company and Stagecoach;
- walking and cycling maps showing local walking and cycling routes in relation to local facilities such as the nearest bus stops, the railway station, doctor's surgeries, schools, pubs, shopping, leisure facilities etc;
- promotion of the Carshare Swindon scheme, other car share websites and the use of car clubs to encourage people to car share; and
- promotion of online shopping.

2.4 The Travel Information Pack includes the following details:

- a copy of Swindon's Cycle Map providing details of cycle routes across the Swindon area;
- site specific public transport information identifying the location of nearby bus stops and which bus services are available from them;
- information about public transport fares to and from Abbey Farm and St Andrew's Ridge;
- links to public transport operators' websites;
- information explaining the health and financial benefits associated with reducing car use;
- details of the cycle and public transport vouchers available;
- a summary of destinations accessed from Swindon railway station, with links to local rail operators;
- links to Cycling UK's website where information on local cycling groups can be found;
- information on car sharing, online shopping, taxi operators and community transport;
- links to Swindon Travel Choices website; and
- a link to the Abbey Farm Travel Plan Webpage, where more detailed information can be found.

Monitoring Regime

2.5 The *RTP* requires that traffic surveys are conducted together with a multi-modal residents' travel survey once the development reaches full occupation. The traffic surveys should be conducted at the vehicular entrances into the development in order to record the number of cyclists and motor vehicles passing through these points during a 7-day period.

2.6 The format of the travel surveys was agreed with Swindon Borough Council (SBC) to comprise an online resident's questionnaire.

2.7 The residents' travel survey and traffic surveys are to be repeated one, three and five years after the baseline surveys.

2.8 The *RTP* also stipulates that the RTPC will submit a monitoring report to SBC within three months of the surveys being undertaken, hence this Report.

3.0 DEVELOPMENT PROGRESS

3.1 It is not the intention of this document to repeat the accessibility of the development site to local services and facilities by sustainable modes of transport, nor indeed to describe the broad location of the development. This information is contained within the approved *TP* and within the Travel Information Packs prepared for residents. Both of these documents are contained within Appendix 3 of this Report. This Section of the Report does however set out progress of the development.

3.2 As related above, all of the houses within the development are completed and fully occupied. A primary school and convenience store, both located in the centre of the development on Diamond Crescent, opened during September 2022.

3.3 The development is accessed off Lady Lane from two roundabouts. Diamond Crescent connects the two roundabouts, and serves as the main route through the development, where other roads feed onto.

3.4 Properties constructed by Redrow are predominantly located around Diamond Crescent, as well as in the north eastern part of the development, accessed from Sapphire Road and Emerald Crescent (North). Properties constructed by Linden are predominantly located to the west of the development, accessed from Amethyst Road, and to the south east, accessed from Sapphire Road, Emerald Crescent (South) and Garnet Crescent. Photographs 3.1 to 3.5 provide some views of the development.



Photograph 3.1: Sapphire Road looking Northeast towards Emerald Crescent



Photograph 3.2: Amethyst Road looking Southwest



Photograph 3.3. Properties on Topaz Close fronting onto Tadpole Lane



Photograph 3.4: Coral Close looking Northeast



Photograph 3.5: Diamond Crescent (West), looking Northeast

3.5 Although there are only two vehicular accesses onto Lady Lane, there are a number of additional pedestrian and cycle accesses. A footway runs along the edge of the south western portion of the development, providing a direct route from Topaz Close, Amethyst Road and Peridot Close onto Tadpole Lane and Lady Lane. A joint footway / cycleway runs alongside Lady Lane between the vehicular accesses into the development, which also provides a direct access onto Jade Close. A connection onto Lady Lane is also provided from the east of the development directly onto Garnet Crescent and Emerald Crescent.

3.6 A footpath is provided along the northern edge of the site, which links all parts of the development to the public open space and onto the existing bridleway which cuts across the centre of the site from Lady Lane across Diamond Crescent and the A419 into Broad Blunsdon.

3.7 Two bus shelters have been constructed on the northern side of Diamond Crescent. One of these is located to the southeast of the junction with Amethyst Road and another immediately adjacent to the primary school. Since 2025, bus service 4 calls at these bus stops.

4.0 MEASURES IMPLEMENTED TO DATE

4.1 CE, in its capacity as RTPC, provided the occupants of each dwelling the option of obtaining either a one-month bus pass, or a voucher entitling them to £55 towards the cost of a bicycle or bicycle equipment.

4.2 The one-month bus pass entitled users to travel on all bus services operated by Swindon's Bus Company or Stagecoach within the Swindon urban area. Those residents wishing to take this offer could make contact with the Travel Plan Co-ordinator, with their details passed onto Swindon's Bus Company to issue the pass.

4.3 CE made contact with local bicycle retailer Mitchell's Cycles with regards to the bicycle incentive. Those residents interested in the cycle incentive could make contact with the Travel Plan Co-ordinator, and would be issued a voucher to produce when purchasing items at Mitchell's Cycles. Additionally, Mitchell's Cycles also offered all residents a 10% discount on bicycles, spares and clothing (on presentation of a separate voucher enclosed within their Travel Information Pack).

4.4 A Travel Information Pack was prepared. 175 packs were passed to the sales office of Linden's 'Blunsdon Chase' development in November 2019 to distribute to Linden's portion of the Abbey Farm development. 130 packs were passed to Redrow's 'Abbey Farm' sales office in November 2019, with the remainder issued in June 2020 to distribute to residents of their portion of the development.

4.5 The packs contained a leaflet prepared by CE providing details of public transport services and fares, local walking and cycling routes, a summary of destinations accessed from Swindon railway station, information on the benefits of car sharing and online shopping, and links to public transport operators, car sharing websites, community transport operators and taxi operators. A link was also provided to the Swindon Travel Choices website and the Abbey Farm Travel Webpage.

4.6 Details of the cycle and bus vouchers available to residents are contained in the pack, together with a copy of the Swindon cycle map and the 'Get Walking' magazine produced by SBC. The September 2022 version of the Travel Information Pack is contained within Appendix 3 of this Report.

4.7 A Travel Information Website was also launched. This is an expanded version of the Travel Information Pack, and provides details of local facilities available in close proximity to the development that can be accessed on foot and by bicycle, including a plan that can be downloaded. Links to a number of resources including walking and cycling groups and cycle training are also provided. A full bus service map is provided, together with details of connecting services, a summary of rail services operated from Swindon railway station and a full list of contacts relating to sustainable travel. The website can be accessed at www.travelplanservices.com/abbeyfarmtp.

5.0 RESIDENTS TRAVEL SURVEY AND RESULTS

5.1 As related in Section 2.0 of this Report, the approved *TP* requires a baseline travel survey to be carried out once the development has reached full occupation, which is then repeated approximately 12 (Year 1), 36 (Year 3) and 60 (Year 5) months after the baseline survey respectively. The travel survey comprised of a residents' online questionnaire, a copy of which is included within Appendix 2 of this Report.

5.2 The residents' questionnaire survey used the online 'Survey Monkey' platform, asking for the main mode of travel that a respondent uses to get to work and measures that would encourage respondents to increase their use of sustainable modes of transport. Prior to the survey being launched CE consulted with the *Travel Plan* team at SBC regarding the survey content.

5.3 The Year 5 survey was launched on 1st July 2026. To encourage a high response rate, respondents who completed the survey were offered a £5 Amazon Voucher (restricted to one per household). Flyers promoting the survey and incentive were issued to each residential unit to encourage residents to take part. The Swindon Travel Choices website was also promoted on the flyer and on the survey. In addition, links to the updated 'Get Walking North Swindon' magazine produced by SBC were also provided. The survey closed on 26th July 2026.

Survey Results

5.4 A total of 18 responses to the survey were received, all of which provided their address details, confirming that they all lived at separate addresses. Thus, a response rate of 5% (of the 350 occupied dwellings) has been achieved. This follows the response rate of 20% for the baseline survey, 17% for the Year 1 survey and 15% for the Year 3 survey. We understand SBC are experiencing similar issues with low response rates for sites for which they provide TPC services. Some caution will be necessary when interpreting the results from the surveys.

Number of Cars and Bicycles within a Household

5.5 All respondents confirmed that there was at least one car within their household (which is the same as in the Year 3 survey). Just over two-thirds of respondents (67%), have at least two cars within their household (which is a similar level to the Year 1 and 3 surveys). 11% of respondents have three or more cars within their household, which is the lowest proportion out of any of the surveys and half the level seen in the Year 3 survey (22%). Refer to Chart 5.1.

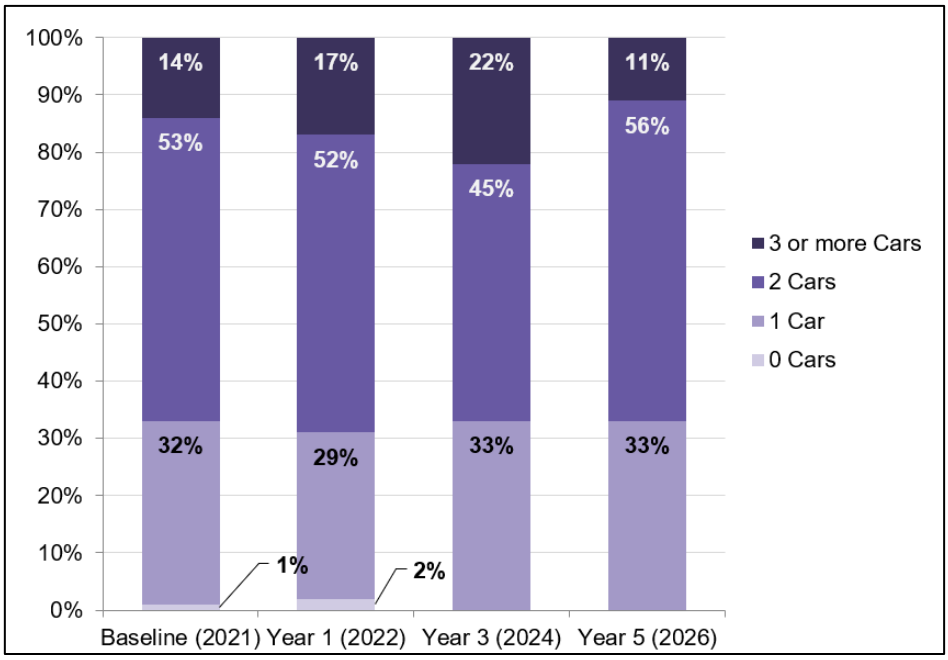


Chart 5.1: Number of Cars within Household

5.6 61% of respondents have at least one bicycle within their household, which is a higher proportion than in Year 3 (58%). 50% of respondents have at least two bicycles within their household which is similar to that seen in Year 3 (49%), however only 17% of respondents have three or more (compared to 38% in Year 3). However, this may be the result of a lower sample size, rather than a reduction in bicycle ownership overall. Refer to Chart 5.2.

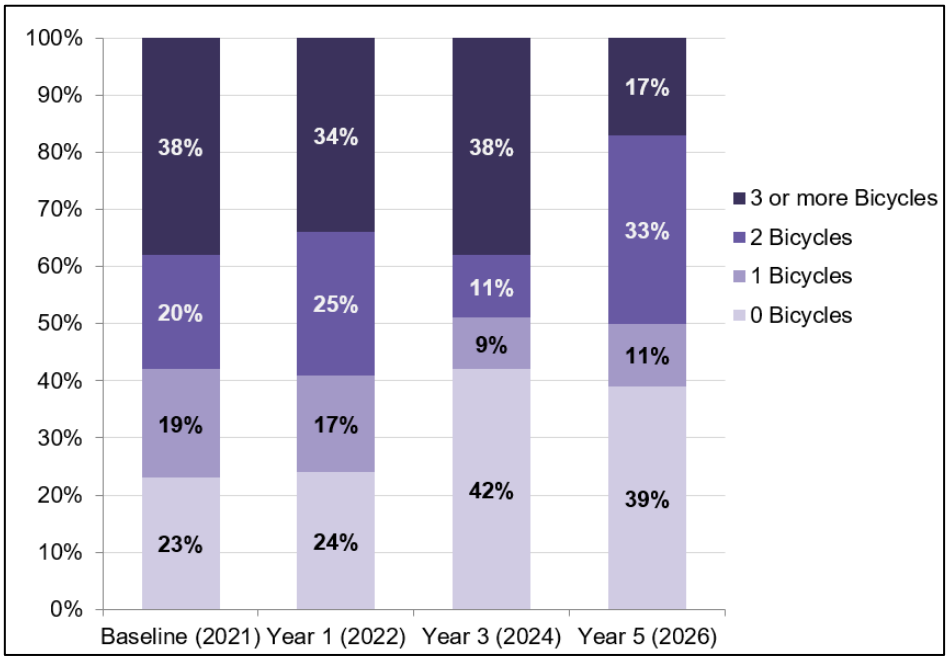


Chart 5.2: Number of Bicycles within Household

Change in Travel Mode

5.7 6% of respondents (1 No.), have changed their most common mode of transport since moving to the Abbey Farm development. The respondent now makes less trips by bicycle as they consider the local roads in and out of the development to be dangerous for cyclists.

Journey to Work

5.8 All of the respondents were asked to confirm the mode of travel they use for the longest part of their journey to work. After reviewing the results, the question was applicable to 15 respondents. The other five respondents do not work (they may be retired or look after their children etc).

5.9 Out of the 15 respondents, 66.7% travelled to work in a car, which is the lowest level out of any of the surveys (and compares to 72.5% in Year 3). 60.0% travelled as a single occupancy driver (which again is the lowest level out of any of the surveys. The remainder travelled with at least one other person (as the driver).

5.10 Only 1 respondent (6.7%) travelled using sustainable modes (by walking to work). This is the lowest proportion from any of the surveys and compares to 15.0% in Year 3. The remaining 26.6% of respondents worked from home (compared to 10% in Year 3), which is the largest proportion from any of the surveys. None of the respondents travelled by bicycle, motorcycle, train, as a car passenger or by car sharing (repeating the response seen in Year 3), but also by bus. Refer to Chart 5.3.

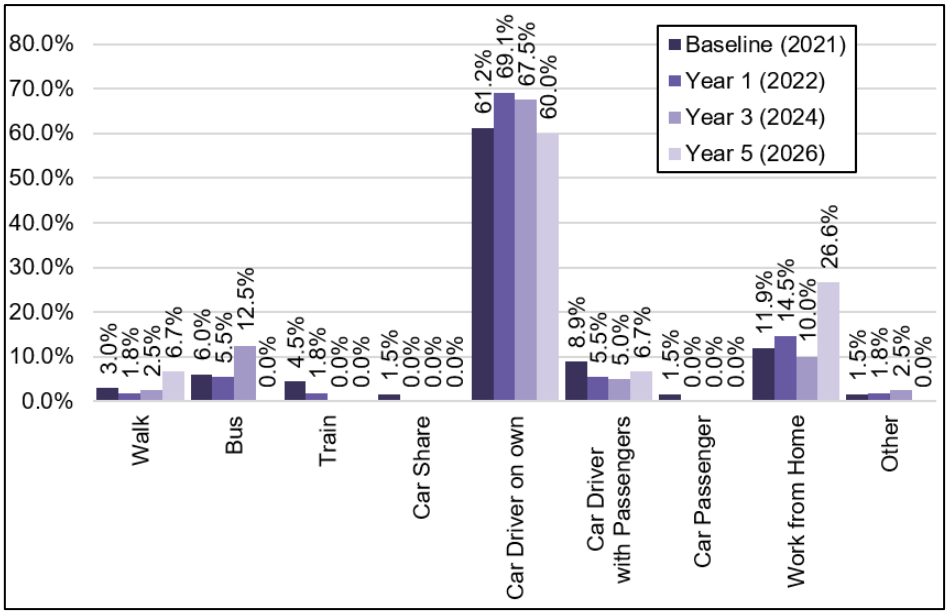


Chart 5.3: Work Travel Modal Split

5.11 Table 5.1 compares the results of the travel surveys (against those shown in the approved *TP)*.

Table 5.1: Mode of Travel to Work

Mode of Travel	Census 2001 (Main Mode of Travel)		Residents Travel Survey			
	Abbey Meads Ward	Blunsdon Ward	Baseline August 2021	Year 1 June-July 2022	Year 3 July 2024	Year 5 July 2026
Works or studies mainly at home	8.62%	13.20%	11.9%	14.5%	10.0%	26.6%
Underground / Metro / Light Rail / Tram	0.00%	0.17%	0.0%	0.0%	0.0%	0.0%
Train	1.05%	0.63%	4.5%	1.8%	0.0%	0.0%
Bus	4.82%	3.58%	6.0%	5.5%	12.5%	0.0%
Taxi	0.11%	0.23%	0.0%	0.0%	0.0%	0.0%
Car Share / Car Driver with Passengers	N/A	N/A	10.4%	5.5%	5.0%	6.7%
Single Occupancy Car Driver	73.12%	66.67%	61.2%	69.1%	67.5%	60.0%
Car Passenger	5.84%	5.01%	1.5%	0.0%	0.0%	0.0%
Motorcycle	1.84%	1.71%	0.0%	0.0%	0.0%	0.0%
Bicycle	1.81%	2.10%	0.0%	0.0%	0.0%	0.0%
On Foot	2.48%	5.92%	3.0%	1.8%	2.5%	6.7%
Other	0.30%	0.80%	1.5%	1.8%	2.5%	0.0%

5.12 The approved *TP* provided data from both the Abbey Meads and Blunsdon Wards of Swindon, as although Abbey Farm falls within the Blunsdon Ward it was expected that its travel patterns may be more similar to that of the Abbey Meads Ward.

5.13 When the proportion of those respondents driving a single occupancy car are added to those car sharing or driving with other passengers (60.0%), the results from the Year 5 survey continue to be lower than those for the Blunsdon ward and are also very close to those for the Abbey Meads Ward.

Reasons for Driving a Car

5.14 Car users were asked for their views on why the car was their main mode of choice for journeys to work. Out of the 10 respondents that this question was applicable to, all provided a response. The three most popular reasons for choosing the car were:

- a lack of alternatives available (selected by 60% of these respondents);
- essential to perform a job (selected by 20% of these respondents); and
- safety reasons (selected by 20% of these respondents).

5.15 10% of respondents (1 No.) selected other, as they use the car as their main mode of choice for journeys to work due to the amount of time it takes compared to other modes. Refer to Chart 5.4.

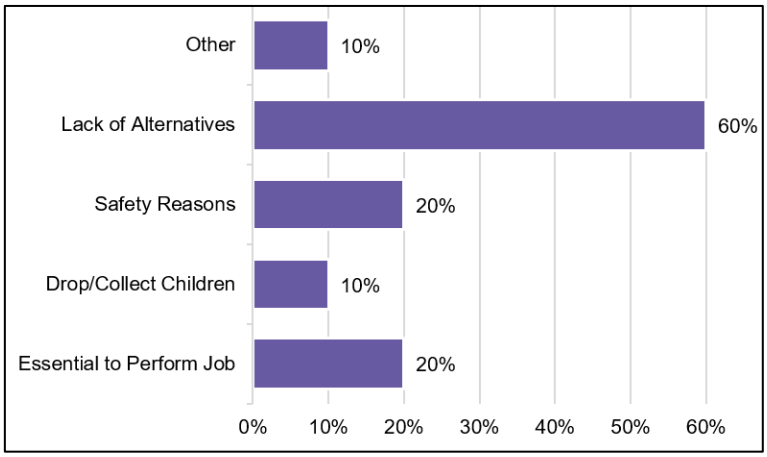


Chart 5.4: Main Reasons for Driving a Car to Work

Alternative Travel Options

5.16 Respondents that selected that they travelled to work by car, were also asked to select what alternative ways they could travel to and from work. All 10 respondents provided a response, one of whom selected two modes. Those modes selected were:

- bus (selected by 40% of these respondents); and
- walking (selected by 10% of these respondents).

5.17 60% of the respondents (6 No.) felt that there were no alternatives to the car available for them to travel to and from work. Refer to Chart 5.5.

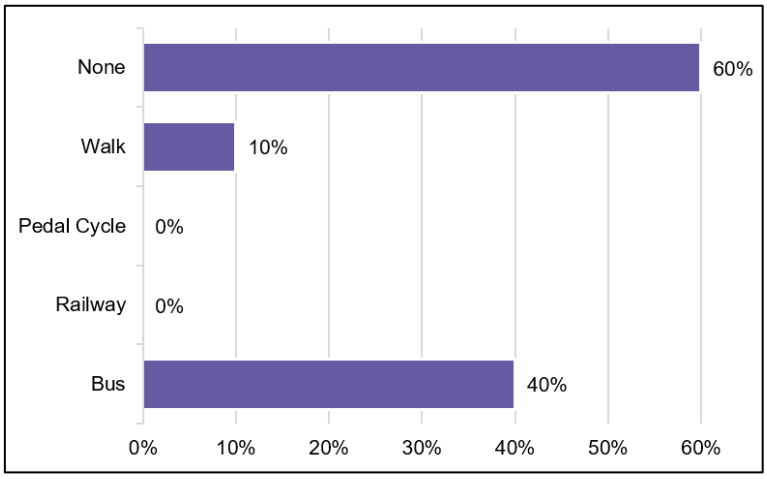


Chart 5.5: Alternative Modes to the Car Available

5.18 The respondents were then asked to justify why they were unable to use the alternative modes. All 10 respondents provided a response. 40% of respondents (4 No.) were unable to make the journey directly by another mode due to the length of time it takes to use that mode compared to the car. 30% of respondents could not use an alternative mode due to the distance they are required to travel. 1 No. respondent (10%), selected other, saying that the reason that they could not use an alternative mode was that there was no alternative mode available. Refer to Chart 5.6.

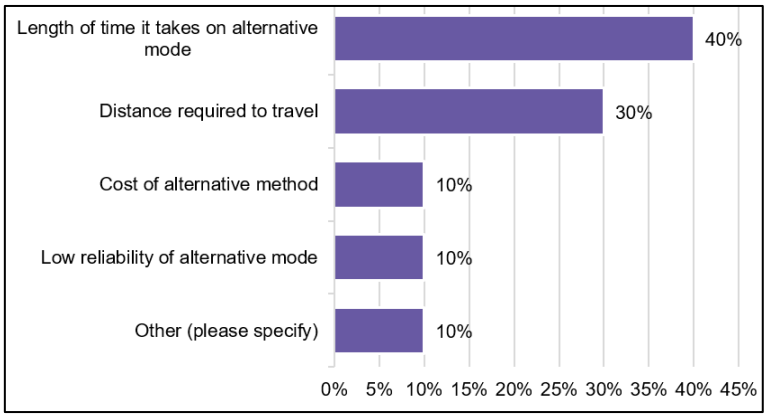


Chart 5.6: Main Reasons for Not Using an Alternative Mode of Travel

Encouraging More Sustainable Travel

5.19 Respondents were asked to select as many options as were relevant with respect to what would encourage them to walk and cycle, take public transport, or car share. A response was received from all of the respondents. For each of the modes listed the three most popular options to encourage more use are discussed below.

Walking & Cycling

5.20 The most popular option to encourage more walking and cycling trips was for 'safer, better lit paths to be introduced' (selected by 61% of respondents). One of the respondents commented that several of the street lights within the development have not worked for some time.

5.21 44% of respondents wanted to see 'measures to reduce vehicle speeds' to be introduced within Abbey Farm. One respondent commented that Tadpole Lane was dangerous for both cyclists and pedestrians and that vehicles travel too fast within the development.

5.22 39% of respondents wanted to see 'cleaner, better maintained footpaths' to be introduced within Abbey Farm. One respondent commented that the paths are badly maintained and too narrow within the development.

5.23 17% of respondents felt nothing could encourage them to walk or cycle more. One respondent (6%) selected other, as they felt that a direct link between Abbey Farm and Tadpole Garden Village would allow them to travel with their children to school by bicycle. Refer to Chart 5.7.

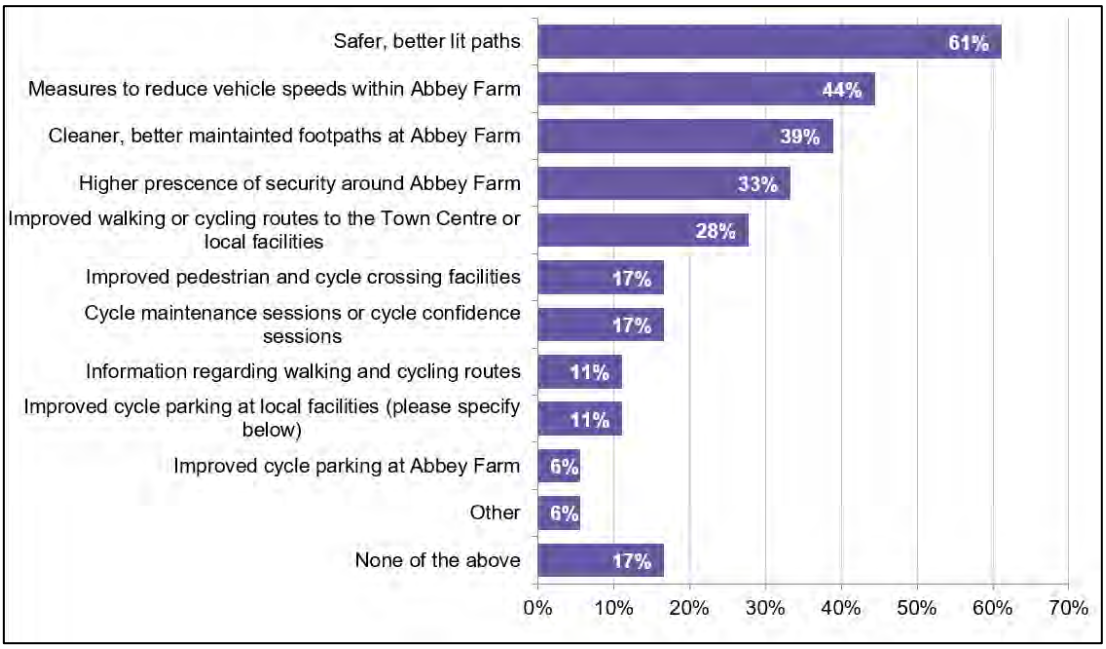


Chart 5.7: Ways to Encourage Walking and Cycling

Public Transport

5.24 The most popular method to encourage more public transport use, was for 'more direct bus services' to be introduced. This option was selected by 50% of respondents.

5.25 44% of respondents would like to see 'public transport information' to be provided, with one respondent commenting that they would welcome more and clearer information to be provided at bus stops. 22% of respondents each wanted to see 'more frequent bus services' to be introduced and 'better lighting at bus shelters and on footpaths used to reach bus stops' to be provided.

5.26 28% of respondents felt that there was nothing that would encourage them to make public transport trips. Refer to Chart 5.8.

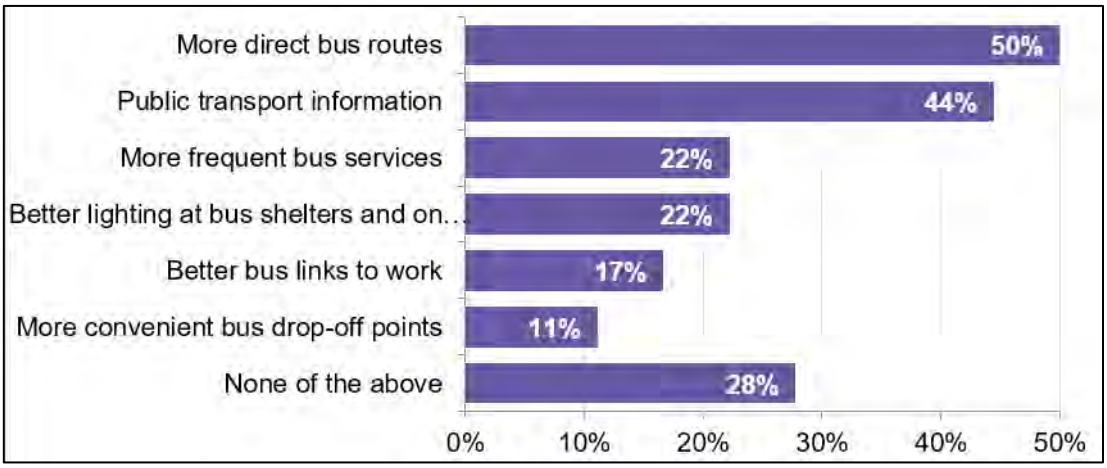


Chart 5.8: Ways to Encourage Public Transport Use

Car Sharing

5.27 When asked what changes would encourage respondents to car share, this question was not applicable to eight of the respondents (as they either don't work or don't travel to work by car).

5.28 Out of the respondents that this question was applicable to, only four respondents (40%) would be prepared to car share. Two of the respondents each would consider car sharing if they had more help to find a car share partner that had a similar work pattern or a free taxi home if they were let down by their car share partner. One respondent wanted more information regarding the benefits of car sharing. These respondents have been emailed with further information about car sharing.

5.29 60% of respondents (6 No.) that this question was applicable to felt that there was nothing that could be done to encourage them to make car sharing trips.

5.30 All applicable respondents were asked to provide a reason why they would not consider car sharing out of the options available. All 10 respondents that this question was applicable to provided a response. The results are shown in Chart 5.9. One respondent selected 'other', as they would not consider car sharing due to security, safeguarding and health concerns.

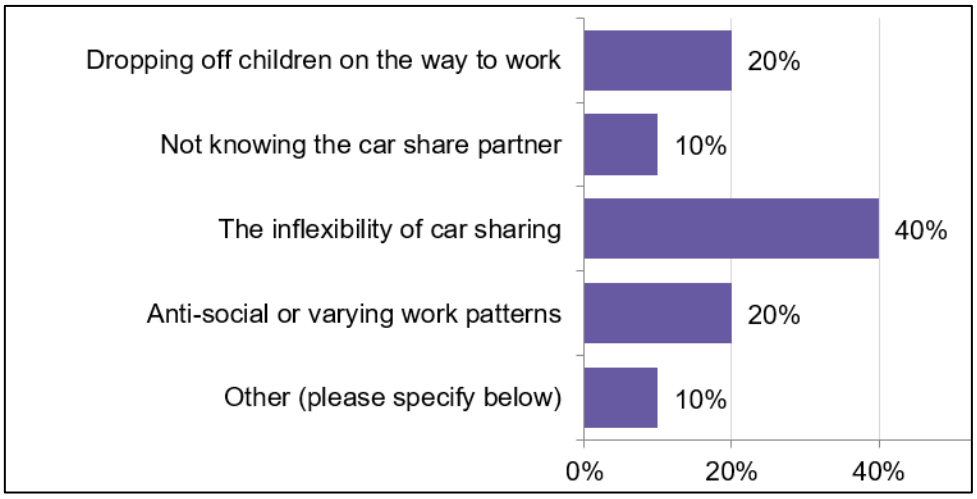


Chart 5.9: Reasons for Not Car Sharing

5.31 Three respondents provided additional changes that would be required in order for them to consider making car sharing journeys:

- one respondent would need more people living in the area before they considered car sharing;
- one respondent would need to be able to travel to more than one place of work; and
- one respondent would need to feel more secure before they considered car sharing.

Travel Plan Awareness

5.32 Six out of 18 respondents (33%), were aware that the Abbey Farm development operated a *Travel Plan* when asked. This is the highest proportion out of any of the surveys undertaken so far.

Comments on Travel in the Local Area

5.33 Four respondents made additional comments regarding travel in the local area:

- one respondent felt that the bus service is very good, albeit not as direct as they would prefer. They are also happy with the walking routes around the development, but found it difficult to access the nearby Tadpole Garden Village on foot;
- one of the respondents was unhappy with the amount of speeding cars and the amount of children cycling without care and attention within the development;
- one respondent wanted to see more specific questions within the survey (not just work related), as they walk to the Orbital Shopping Centre, use bicycles for recreation and take the bus into Swindon town centre; and
- one respondent commented that the buses operated by Stagecoach were always dirty and needed replacing with more modern vehicles.

6.0 TRAFFIC SURVEY AND RESULTS

6.1 In addition to the residents' travel survey, the approved *TP* requires that traffic surveys be carried out at all of the site entrances to record the number of vehicles entering and leaving the development on an average weekday. As mentioned in Paragraph 2.8 these would be carried out at the same intervals as the residents' survey.

6.2 Road Data Services Ltd conducted two sets of surveys between 15th and 21st June 2026, covering the vehicular entrances into the site (close to the western and eastern junctions of Diamond Crescent). Both surveys recorded the number of motor vehicles entering and leaving the Abbey Farm development. A copy of the results is enclosed within Appendix 3 of this Report.

6.3 The purpose of the surveys was to record traffic movements during term time (reflecting normal travel patterns).

Trip Generation

6.4 Table 6.1 shows the 5 day average number of recorded vehicle trips from the 2026 (Year 5) survey between 07:00 and 19:00 and during the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods, and compares these against the data from the approved *TP* and the 2021 (baseline), 2022 (Year 1) and 2024 (Year 3) surveys. Both the data from the approved *TP* and the results of the traffic surveys are based on a fully occupied development of 350 dwellings.

Table 6.1: Indicative and Recorded (Traffic Survey) Trip Generation

	Predicted[1]	Baseline[2]	Year 1[3]	Year 3[4]	Year 5[5]
AM Peak Hour (08:00-09:00)					
Arrivals	57 vph	105 vph	71 vph	134 vph	199 vph
Departures	162 vph	185 vph	127 vph	235 vph	273 vph
Two-Way	219 vph	290 vph	198 vph	369 vph	472 vph
PM Peak Hour (17:00-18:00)					
Arrivals	153 vph	128 vph	137 vph	161 vph	179 vph
Departures	90 vph	95 vph	95 vph	120 vph	131 vph
Two-Way	243 vph	223 vph	232 vph	281 vph	310 vph
12-Hour Day (07:00-19:00)					
Arrivals	984 vpd	1,027 vpd	980 vpd	1,259 vpd	1,381 vpd
Departures	1,029 vpd	1,080 vpd	973 vpd	1,354 vpd	1,543 vpd
Two-Way	2,013 vpd	2,107 vpd	1,953 vpd	2,613 vpd	2,924 vpd

vph = vehicles per hour vpd = vehicles per day

[1] Approved *TP* – CE (December 2013).
[2] Traffic Survey – PCC Traffic Consultancy Ltd (September 2021)
[3] Traffic Survey – Nationwide Data Collection (July 2022)
[4] Traffic Survey – PCC Traffic Consultancy Ltd (June 2024)
[5] Traffic Survey – Road Data Services Ltd (June 2026)

6.5 Table 6.2 shows the recorded two-way trip generation obtained from the traffic surveys undertaken in September 2021 (baseline), July 2022 (Year 1), June 2024 (Year 3) and June 2026 (Year 5) together with the target level of trips required based on the baseline survey, and the progress towards meeting the targets.

Table 6.2: Residential Travel Plan Recorded and Target Trip Generation

	Baseline Trip Generation Sept 2021	Target Reduction in Vehicle Trips	Trip Generation Target	Traffic Survey			Travel Plan Target Met?	Required Trip Generation to Achieve Travel Plan Target
				Year 1 July 2022	Year 3 June 2024	Year 5 June 2026		
AM Peak Hour (08:00-09:00)	290 vph	5%	276 vph	198 vph	369 vph	472 vph	NO	-196 vph
PM Peak Hour (17:00-18:00)	223 vph	5%	211 vph	232 vph	281 vph	310 vph	NO	-99 vph
12-Hour Day (07:00-19:00)	2,107 vpd	10%	1,896 vph	1,953 vpd	2,613 vpd	2,924 vpd	NO	-1,028 vpd

vph = vehicles per hour vpd = vehicles per day

6.6 The outcome of the *TP* targets is largely down to changes that have occurred outside the scope of the development. When monitoring commenced, the UK was coming out of the COVID-19 pandemic and most of the measures from that had been removed. However, at the time many people had opted to continue working from home. It was thought at the time that this trend would continue. The result of this was that far fewer work journeys were made, in particular by car.

6.7 At the time of the 2021 traffic survey, 59% of UK residents either travelled to work full-time or adopted a 'hybrid' working pattern, with some days in the office and others working from home[6]. By March 2025 (the most recent set of data available) this increased to 72%. This is likely to have resulted in an increase in the number of vehicular trips generated.

6.8 This Report concludes the *Travel Plan* monitoring and reporting obligations for the Abbey Farm development.

Cole Easdon Consultants Limited
August 2026

[6] *Who has access to hybrid work in Great Britain?* Office of National Statistics, 2025

Appendix 1

ABBEY FARM, BLUNSDON, SWINDON

F 22-07-16 TE
Private drives redesigned into adoptable carriageways to accommodate access for refuse collection to Plots 7-9, 18-20, 24-26, 44-46, 50-56, 61-62, 87, 321-323.
Refuse collection points indicated to all private drives.
Plot 323 replanned with Highgate house type.
Additional visitor parking spaces indicated.

The contractor is to check and verify all building and site dimensions, levels and sewer invert levels at connection points before work starts. The contractor is to comply in all respects with current building legislation - British Standard Specifications, Building Regulations etc. whether or not specifically stated on this drawing.

Sheet Size A1

0 10m 20m 30m 40m 50m 60m 70m 80m 90m 100m

Rev Date Init
A 04-05-16 KO/TE
Plots 81-85 and Plots 342-345 replanned.
-as clients instruction.
Affordable housing location amended -
Plots 116, 130-133, 143-165, 181-230, 241-244, 263-284, 286-293 & 305-323 replanned.
Substation omitted for LEAP and repositioned in POS area adjacent to Gas Govenor.
- as planners comments
Highway detail & attenuation basins updated.
Proposed Bus Stop location indicated.
- as engineers details
Landscaping updated to POS.
- as DPDS details.

B 09-05-16 TE
On plot landscaping added.
-as Landscape Architects details

C 18-05-16 KO
Plots 64, 66, 67 & 71 and 202 & 203 replanned.
Plot 337 Garage replaced with Pyramid roof garage.
Plot 84 & 85 Garage replaced with Gable fronted garage.
'H' added to Redrow handed plots. Sub Station & Gas Governor repositioned.
-as clients comments.
Landscaping updated.
-as Landscaping Architects details.

D 18-05-16 KO
Landscaping updated.
-as Landscaping Architects details.

E 15-06-16 TE
Road 7 surfacing amended from Plots 95 to 117
-as Landscaping Architects details.
Flat Block Plots 274-284 rotated to overlook public open space.
Footpath link added in front of Plots 44-47 & 181-182.
Plot 309 handed.
Cycle store indicated to Flat Block Plots 105-114.

ACCOMMODATION SCHEDULE (REDROW HOMES)

PRIVATE

Name	Beds	Sq. Ft.	Storey H	No.	Total Sq. Ft.
Windsor+	4	1248	2	6	7,488
Oxford+	4	1316	2	14	18,452
Cambridge	4	1382	2	17	23,494
Shaftesbury	4	1410	2	12	16,920
Leamington	3	1417	2	7	9,919
Harrogate	4	1555	2	12	18,660
Sunningdale	4	1654	2	9	14,886
Henley	4	1769	2	9	15,921
Balmoral	4	1808	2	11	19,888
Marlborough	5	1906	2	7	13,342
Highgate	5	1932	2.5	10	19,320
Richmond	4	2030	2	8	16,240
		Total		122	194,530

AFFORDABLE

Name	Beds	Sq. Ft.	Storey H	No.	Total Sq. Ft.
Maisonette (GF)	1	538	2	1	538
Maisonette (FF)	1	559	2	1	559
Apt 1 (Fog)	1	486	3	2	972
Apt 2	1	524	3	3	1,572
Apt 3	1	484	3	3	1452
Apt 4	1	484	3	3	1452
Avon	2	680	2	12	8,160
2B Fog	2	803	2	1	803
Avon 3	3	923	2	3	2,769
Tavy (LTH)	2	857	2	5	4,285
Tavy WC	2	967	2	1	967
Tavy WC2	2	1077	2	3	3,231
Dart Side (LTH)	3	1035	2	1	1,035
Dart (LTH)	3	1035	2	2	2,070
Bourne	3	1177	3	9	10,593
4B7P	4	1238	3	2	2,476
Bourne 4B7P	4	1381	3	1	1,381
		Total		53	44,315
		Overall Totals		175	238,845

ACCOMMODATION SCHEDULE (LINDEN HOMES)

PRIVATE

Name	Beds	Sq. Ft.	Storey H	No.	Total Sq. Ft.
3T838	3	838	2	10	8,380
3D1041	3	1041	2	5	5,205
4D1382	3	1382	2	3	4,146
LHL404	4	1406	2	9	12,654
4D1418	4	1418	2	17	24,106
4D1474	4	1474	2	10	14,740
4D1564	4	1564	2	8	12,512
LHL414	4	1575	2	9	14,175
5D1812	5	1812	2	11	19,932
5D1840	5	1840	2	9	16,560
5D2263	5	2263	2	10	22,630
5D2283	5	2283	2	9	20,547
LHL503	5	2327	2	12	27,924
			Total	122	203,511

AFFORDABLE

Name	Beds	Sq. Ft.	Storey H	No.	Total Sq. Ft.
HTA10	1	487	2	4	1,948
FO1 (GF)	1	530	3	3	1,590
FO1 (FF & SF - TYPE 1)	1	530	3	4	2,120
FO1 (FF & SF - TYPE 2)	1	521	3	2	1,042
HTA24	2	760	2	21	15,960
3B6P	3	1025	2	16	16,400
4B7P	4	1278	2	3	3,834
			Total	53	42,894
			Overall Totals	175	246,405



PROJECT:
ABBEY FARM,
BLUNSDON,
SWINDON

DRG TITLE:
COLOURED PLANNING LAYOUT

JOB NO:	DRG NO:	REV:
1215	100-4	F
SCALE: 1:1250		DRN BY: TE
DATE: 02/16		CKD BY: NN

Linden HOMES

REDROW

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OVERALL PLANNING LAYOUT

Appendix 2

Introduction

Welcome to the Abbey Farm Residents Travel Survey (Summer 2026)

We would be grateful if you could complete the questionnaire based upon your typical travel behaviour for all purpose journeys made during a normal week. The data will be used to assess the travel behaviour of the development from year to year.

This Travel Survey has been produced as part of the Travel Plan for the Abbey Farm development.

Thank you for taking the time to answer these questions, they shouldn't take longer than 10 minutes to answer. The information provided will be treated confidentially and at no stage will individuals be identified.

A £5 AMAZON GIFT CARD WILL BE OFFERED TO ALL THOSE RESPONDENTS WHO COMPLETE THE SURVEY*

* - Maximum one per household.

visit Swindon Travel Choices website to help you travel sustainably.

The website offers help with planning journeys, switching your travel mode or for information on travel by walking, cycling, public transport or sustainably by car.

Take a look at the Get Walking North Swindon magazine, which has recently been updated offering detailed cycle and walking routes, tips and further information.

Section A: About You and Your Home

1. How many Cars do you currently own as a household? (Please tick box that applies)

- [ ] 0
- [ ] 1
- [ ] 2
- [ ] 3 or more

2. How many bicycles do you currently own as a household? (Please tick box that applies)

- [ ] 0
- [ ] 1
- [ ] 2
- [ ] 3 or more

* 3. Have you changed your most common mode of transport since moving to this development?

- ◯ Yes
- ◯ No

If Yes, what was the main reason for this change?

Section B: About Your Travel To and From Home

4. Please tell us how you travel for the longest* part of your journey to work (*in miles, not time).

- ◯ Bus
- ◯ Car Driver on own
- ◯ Car Driver with passengers
- ◯ Get a lift with colleague
- ◯ Get dropped off
- ◯ Cycling
- ◯ Walking
- ◯ Scooter / Motorbike
- ◯ Taxi
- ◯ Train
- ◯ Work from Home
- ◯ Do not work (e.g. Retired)
- ◯ Other (please specify)

[ ]

Section B: About Your Travel To and From Home

* 5. If you drive to work what are your main reasons for doing so? (Please tick boxes that apply)

- [ ] Essential to Perform Job
- [ ] Drop/Collect Children
- [ ] Health Reasons
- [ ] Safety Reasons
- [ ] Lack of Alternatives
- [ ] Other (please specify)

* 6. What alternative ways are there for you to travel to and from work?

- [ ] Bus
- [ ] Railway
- [ ] Pedal Cycle
- [ ] Walk
- [ ] Motorbike/Moped
- [ ] None
- [ ] Other (please specify)

* 7. What is your main reason for not using any of these alternative modes?

- [ ] Low frequency of alternative mode
- [ ] Low reliability of alternative mode
- [ ] Unable to make the journey directly using an alternative mode
- [ ] Work (e.g. need to travel to different locations in one day, early or late start/finish, work location)
- [ ] Distance required to travel
- [ ] Length of time it takes on alternative mode
- [ ] Cost of alternative mode
- [ ] Other (please specify)

Section C: About Your Future Journeys

* 8. Which of the following changes or incentives at Abbey Farm would most encourage you to cycle or Walk for journeys in the local area? (If you already cycle or walk, which would you most like to see?)

Tick all answers that apply.

- [ ] Safer, better lit paths
- [ ] Improved walking or cycling routes to the town centre or local facilities
- [ ] Cleaner, better maintainted footpaths at Abbey Farm
- [ ] Improved cycle parking at Abbey Farm
- [ ] Improved pedestrian and cycle crossing facilities
- [ ] Higher prescence of security around Abbey Farm
- [ ] Improved cycle parking at local facilities (please specify below)
- [ ] Measures to reduce vehicle speeds within Abbey Farm
- [ ] Cycle maintenance sessions or cycle confidence sessions
- [ ] Information regarding walking and cycling routes, the health benefits, contact details for local clubs, locations of local cycle shops etc.
- [ ] None of the above
- [ ] Other (please specify below)

Comments

For more information on walking and cycling including walking and cycling maps please visit the Swindon Travel Choices website.

Take a look at the Get Walking North Swindon magazine, which has recently been updated offering detailed walking and cycling routes, tips and further information.

Section C: About Your Future Journeys

* 9. Which of the following changes would most encourage you to use public transport for journeys in the local area? (if you already travel by public transport, which would you most like to see?)

Tick all answers that apply.

- [ ] Better lighting at bus shelters and on footpaths used to reach bus stops
- [ ] Public transport information
- [ ] More direct bus routes
- [ ] More frequent bus services
- [ ] More convenient bus drop-off points
- [ ] Better bus links to work
- [ ] None of the above
- [ ] Other (please specify below)

Comments

For more information on bus and train services please visit the Swindon Travel Choices website.

Section C: About Your Future Journeys

10. Which of the following changes would most encourage you to car share for journeys in the local area?

- [ ] More help finding car share partners who have similar work patterns
- [ ] Free taxi home if let down by car sharer
- [ ] More information regarding car sharing i.e. benefits and cost savings
- [ ] None of the above
- [ ] Not Applicable (Do Not Drive)

* 11. What would be the main reason for not considering car sharing?

- [ ] Anti-social or varying work patterns
- [ ] The inflexibility of car sharing
- [ ] Not knowing the car share partner
- [ ] Not enough space in car
- [ ] Dropping off children on the way to work
- [ ] Other (please specify)

12. What other changes would be required to car share?

For more information on Car Sharing please visit the Swindon Travel Choices website.

Section D: About Abbey Farm's Travel Plan

13. Did you know that this development operates a Travel Plan?

- ◯ Yes
- ◯ No

Section D: About Abbey Farm's Travel Plan

14. If you wish to recieve a £5 Amazon Voucher, please add your contact details below.

Please refer to our Privacy Notice which explains how we comply with the General Data Protection Regulation (GDPR).

Vouchers will be sent by email shortly after the closing date - please check your SPAM mailbox. The quickest way to receive your voucher is to provide your email address. If an email address is not provided, it will be sent by post. We will require your address to verify whether your house was constructed by Linden or Redrow.

Name	
House No./Name	
Street	
Postcode	
Telephone No.	
Email Address	

Section D: About Abbey Farm's Travel Plan

15. Please use the box below to provide any comments that you wish to make in relation to travel in the local area.

Thank you for taking the time to complete this survey.

Appendix 3

RESIDENTIAL TRAVEL PLAN
FOR
PROPOSED DEVELOPMENT AT ABBEY FARM
LADY LANE, SWINDON
ON BEHALF OF
EMMA NASH & LISA LIDDLE

DECEMBER 2013

[ISSUE 4]

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COLE EASDON CONSULTANTS (CEC)

DOCUMENT ISSUE RECORD

Client: Emma Nash & Lisa Liddle

Project: Proposed Development at Abbey Farm, Lady Lane, Swindon

Job Number: 2997

Document Title: Residential Travel Plan

Issuing Office: Swindon

Issue / Revision:	Issue 1	Issue 2	Issue 3	Issue 4
Description / Status:	Draft for Client Comment	Formal Issue	New Draft Issue for Revised Scheme	Issue
Date:	November 2010	December 2010	November 2013	December 2013
Prepared:	C. V. Peat BSc (Hons) MCIHT ACQI	K. R. Archard BSc (Hons) MCIHT	K. R. Archard BSc (Hons) MCIHT	K. R. Archard BSc (Hons) MCIHT
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Signature:				
File Reference:	2997 Abbey Farm TP (Issue 1)	2997 Abbey Farm TP (Issue 2)	2997 – Abbey Farm – RTP – Issue 3	2997 – Abbey Farm – RTP – Issue 4

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4.0	TRAVEL PLAN OBJECTIVES	21
5.0	TRAVEL PLAN TARGETS	22
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Photograph 2.(b) Tadpole Lane, looking northeast (west of the proposed development site)
Photograph 2.(c) 'Old' Lady Lane leading south towards Thamesdown Drive. This section is closed to motorised vehicles
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APPENDICES

Appendix 1 – CEC Plans

Plan 2997/201(A) Site Location Plan

Plan 2997/205(A) Walking and Cycling Plan

Plan 2997/206(A) Accessibility Plan

Appendix 2 – Plans by Others

C1949.13.SK818 (Rev N) Indicative Masterplan by DPDS

Appendix 3 – Travel Data

TRICS Output

Ward of Workplace Stats

Bus Timetables

1.0 INTRODUCTION

Brief

1.1 Cole Easdon Consultants (CEC) has been instructed to prepare a *Residential Travel Plan* in support of a planning application for some 350 dwellings together with a local convenience store and primary school on land at Abbey Farm, Lady Lane, Swindon. Refer to CEC Plan 2997/201(A) [*Site Location Plan*] contained within Appendix 1 and Drawing No. C1949.13.SK818 (Rev N) [*Indicative Masterplan*], by DPDS, contained within Appendix 2.

1.2 This *Residential Travel Plan* should be read in conjunction with the standalone *Transport Assessment* (Issue 3), also prepared by CEC, in support of the planning application for development at Abbey Farm, Lady Lane, Swindon. A separate *School Travel Plan* for the proposed primary school also accompanies the planning application.

1.3 Appendix B of the DfT guidance document *'Guidance on Transport Assessment'* identifies that developments in excess of 80 dwellings will require a *Travel Plan*. The requirement for a *Travel Plan* is therefore established by this document, which is endorsed by Swindon Borough Council's (SBC's) draft *Guidance on the Submission of Residential Travel Plans as Part of a Planning Application*.

What is a Travel Plan?

1.4 A *Residential Travel Plan* is a package of measures designed to reduce car usage originating from new housing, by means of promoting alternative forms of transport to the car, together with the introduction of measures to reduce the need to travel in the first place. *Travel Plans* are an important tool to help deliver accessible, sustainable communities and offer clear benefits to all the parties involved – public, private and the community.

1.5 The associated measures relate to meeting the accessibility needs of residents in a new way and require partnerships between developers, Local Authorities, local communities and new residents.

1.6 *Travel Plans* typically identify a set of objectives and targets, which are then supported by specific measures. Monitoring techniques also form part of a *Travel Plan,* in order to ensure the progress of meeting the identified objectives and targets.

1.7 Guidance on the preparation of *Residential Travel Plans* is provided within the 2005 DfT guidance document *'Making Residential Travel Plans Work'*, which CEC have reviewed prior to the preparation of this document. We have also made reference to guidance contained within the DfT publication titled *'The Essential Guide to Travel Planning'* (March 2008). The latter draws together the tried and tested experience of *Travel Plans* already in operation and provides an informative overview of what is needed to prepare a *Travel Plan* and get it up and running.

1.8 The *Travel Plan* pyramid below helps demonstrate how successful plans are built on the firm foundations of a good location and site design. A *Travel Plan* should combine hard measures – such as new bus stops and cycleways - with soft measures – such as assistance with individual journey planning.



1.9 All of the associated measures within the *Travel Plan* should be integrated into the design, marketing and occupation of the site. In addition, car parking restraint can also be considered, as this measure can assist in reducing car use.

Travel Plan Review

1.10 It is important to recognise that the detailed work undertaken as part of this *Travel Plan* will continue to evolve over time and will be required to be reviewed annually, in order to ensure that the set objectives continue to be appropriate for the development and that the targets can realistically be achieved.

Travel Plan Target Audience

1.11 In the first instance, this *Residential Travel Plan* is to be read by Technical Officers of the Local Planning and Highway Authority, SBC. It provides an initial framework upon which the day-to-day working document can be developed and is not intended for circulation to future residents. It does, however, demonstrate the developer's commitment to the proposed measures described herein. A more concise promotional style document based on the agreed *Travel Plan* can be issued to residents at the appropriate time, during the period when homes are being sold and occupied.

1.12 The *Residential Travel Plan* will be secured through a Section 106 Agreement as part of any planning approval to ensure implementation.

Structure of the Report

1.13 This *Residential Travel Plan* is structured into the following sections:

- Section 2.0 discusses the context of the development;
- Section 3.0 discusses the accessibility of the site by sustainable travel modes;
- Section 4.0 discusses relevant policies with respect to the *Residential Travel Plan*;
- Section 5.0 sets out the *Residential Travel Plan* objectives;
- Section 6.0 discusses the targets of the *Residential Travel Plan*;
- Section 7.0 identifies the measures of the *Residential Travel Plan*;
- Section 8.0 describes how the *Residential Travel Plan* will be monitored; and
- Section 9.0 outlines the actions and programme for the *Residential Travel Plan*.

2.0 CONTEXT

2.1 The site relates to an urban extension development located approximately 5.0km (3.1 miles) north of Swindon town centre. It has good links to the motorway network (M4 and M5 motorways) via the main A419 trunk road linking Swindon to Gloucester, as well as towards the town centre (Cricklade Road) and many nearby employment areas. Refer to CEC Plan 2997/201(A) [*Site Location Plan*] contained within Appendix 1.

2.2 The site is bounded to the south by Tadpole Lane / Lady Lane and by open countryside to the north and west. The north-eastern corner of the proposed development site borders the A419(T) dual carriageway. Further east lies housing within the village known as Blunsdon, and to the immediate south (of Lady Lane), lies the Northern Development Area (NDA), accessed by road via Salzgitter Drive.

Lady Lane / Tadpole Lane (B4534)

2.3 The highway known as Lady Lane / Tadpole Lane has an approximate east / west alignment. To the east, it links to the A419 overbridge junction at the A4311 Cricklade Road. To the other (eastern) side of this bridge is located the village of Blunsdon.

2.4 There is an existing footway adjacent to the carriageway of Lady Lane/Tadpole Lane from the A419 overbridge junction (to the east) as far west as the residential street known as Wyld Court which is located opposite the south western part of the proposed development site. This footway is has a variable width of between 1.0m and 1.8m. We understand that the proposed Tadpole Farm development, which has consent for 1,695 dwellings, employment use, a primary school and a local centre, proposes to widen this footway west of the 'old' Lady Lane (see below) to a consistent width of c.1.8m

2.5 Lady Lane/Tadpole Lane is subject to a 30mph speed limit from the A419 overbridge junction to a point some 75m south of the access to Grove Cottages which is located to the west of the proposed development site. Tadpole Lane has a sinuous alignment to the west of the proposed development site frontage. To the west of the distribution road known as Salzgitter Drive, which serves the NDA and which is located opposite the development site, Tadpole Lane is subject to an 18-tonne weight limit.

2.6 As already mentioned, the NDA lies to the immediate south of Lady Lane/Tadpole Lane. This is a recent development that is still being built out that consists of housing and associated services, including schools and the Orbital Shopping Centre.

2.7 At the far eastern end of the NDA are a number of employment centres consisting of Motorola and the Groundwell Industrial Estate. The Orbital Shopping Centre is also an employment centre.

2.8 Vehicular links between the proposed development site and the main distributor road serving the NDA, Thamesdown Drive, are via Saltzgitter Drive and Oakhurst Way, both with junctions off the Lady Lane-Tadpole Lane corridor. A footway/cycleway link from the proposed development site to Thamesdown Drive is also available, and forms part of the separate north-south aligned 'old' section of Lady Lane which has been closed to through traffic. This latter section of 'old' Lady Lane meets with the east to west alignment of the Lady Lane-Tadpole Lane corridor, at a location opposite the proposed development site.

2.9 Photographs 2.(a) to 2.(c) provide views of the Lady Lane/Tadpole Lane corridor.



Photograph 2.(a): Cycleway leading south from Lady Lane, opposite proposed development site



Photograph 2.(b): Tadpole Lane, looking northeast
(west of the proposed development site)



Photograph 2.(c): 'Old' Lady Lane leading south towards Thamesdown Drive
This section is closed to motorised vehicles

Salzgitter Drive

2.10 As already mentioned Salzgitter Drive links Lady Lane in the north (via a three arm standard roundabout; (refer to Photograph 2.(d)) to Thamesdown Drive to the south (via traffic signals). It is essentially a residential distributor road that is subject to traffic calming treatment, in the form of a 20mph speed limit reinforced by speed humps. A series of tight bends along the alignment of Salzgitter Drive also assists to keep vehicle speeds low along its length.



Photograph 2.(d): Salzgitter Drive from Roundabout with Lady Lane/Tadpole Lane

2.11 Footways either side are separated from the carriageway by grass verges and soft landscaping. A series of roundabouts and priority junctions serve the residential streets and cul-de-sacs that lie to the east and west off Salzgitter Drive. A cycle track that provides linkage between Thamesdown Drive and Lady Lane, joins Saltzgitter Drive between Thornhill Drive and Wallis Drive. Vehicular access to the Motorola employment area as well as the David Lloyd Centre is available from the roundabout located some 200m north of the signalised junction of Salzgitter Drive with Thamesdown Drive.

Development Proposals

2.12 The planning application seeks permission for a residential development comprising some 350 dwellings together with a local centre. Drawing No. C1949.13.SK818 (Rev N) [*Indicative Masterplan*], by DPDS, is included within Appendix 2 of this report. There will be excellent footway and cycleway permeability to and from the adjacent residential area known as St Andrews Ridge, for access to nearby amenities.

2.13 Should planning approval be forthcoming in early 2014, it is anticipated that the first occupations would take place in 2015/2016 and the development completed in 2017/2018.

Proposed Means of Vehicular Access

2.14 It is proposed that the residential development will be served by two vehicular accesses, with both taking the form of a 4-arm roundabout. The eastern access will utilise the existing 3-arm roundabout at Lady Lane/Salzgitter Drive, where amendments to the

roundabout will not only create a fourth arm, but will also resolve the existing issue regarding lack of deflection for drivers travelling from Lady Lane west to east.

2.15 The western access will involve the creation of a 4-arm roundabout at the existing junction of the 'old' Lady Lane and Tadpole Lane (albeit the existing 'minor' arm has been stopped up to through traffic and only serves one dwelling).

Pedestrian & Cycle Access

2.16 Dedicated footway and cycleway facilities will be provided to and from the proposed development site via both the said eastern and western access arrangements. Footway and cycleway connectivity will be provided at the eastern access arrangement with a footway/cycleway being provided along both sides of the new access road, and continuing onto Salzgitter Drive, where cyclists will then continue on-road, along what the Swindon Cycle Route Network Plan describes as '*good for beginners. Low volumes of traffic, low speeds. Few buses or goods vehicles*'. Uncontrolled pedestrian and cycle crossings will be incorporated within the splitter islands of all but the northern arm of the proposed eastern access roundabout.

2.17 Footway and cycleway connectivity will also be provided at the western access arrangement with a footway/cycleway along both sides of the new access road into the development, continuing onto the 'north-south' aligned section of 'old' Lady Lane (closed to vehicles). This latter section of Lady Lane has been the subject of a Stopping Up Order to through traffic, and as already mentioned presently serves one dwelling, and is described by the Swindon Cycle Route Network Plan as '*good for beginners. Low volumes of traffic, low speeds. Few buses or goods vehicles*'. Uncontrolled pedestrian and cycle crossings will be incorporated within the splitter islands of the eastern and western arms.

3.0 ACCESS BY SUSTAINABLE MODES OF TRANSPORT

3.1 This section considers the accessibility of the site by sustainable modes of transport, specifically walking, cycling and public transport. It also identifies the locations of important day-to-day services and facilities such as schools and supermarkets in relation to the site, and considers how these facilities can be reached by sustainable modes.

3.2 CEC Plan 2997/206(A) [*Accessibility Plan*] contained within Appendix 1, shows the nearby employment sites and their accessibility by sustainable modes of travel. Nearby employment sites include:

- Motorola (now Vygon);
- Abbey Stadium and Blunsdon Market;
- North Swindon Learning Campus;
- North Swindon District Centre; and
- Groundwell Industrial Estate;

Access to Key Services

3.3 The location of the proposed development site is in close proximity to key services within Swindon. Table 3.1 below provides a summary of travel distances to nearby amenities for future residents using both roads and footways/cycleways:

Table 3.1: Approximate Distances to Local Services

Description	Approx. Distance from Site by car	Approx. Distance from Site for walking/cycling	Local Service
Convenience Store	On Site (and also Costcutter @ St Andrew's Ridge Centre)	On Site (and also Costcutter @ St Andrew's Ridge Centre)	On Site Convenience Store and St Andrew's Ridge Centre
Primary School	Proposed On Site	Proposed On Site	Primary School Proposed On Site
	3.3km (2.0 miles)	775m (0.5 miles)	Bridlewood Primary School, SN25 2EX
Secondary School	2.0km (1.2 miles)	2.2km (1.4 miles)	Isambard Community School, The Learning Centre, SN25 2ND
Hairdresser	970m (0.6 miles)	920m (0.6 miles)	Serendipity Hair & Beauty, SN25 4YD (St Andrew's Ridge Centre)
Public House	1.1km (0.7 miles)	1.1km (0.7 miles)	Cold Harbour Inn, SN26 8DJ
	970m (0.6 miles)	920m (0.6 miles)	The Jovial Monk, SN25 4YD
Gym	2.2km (1.4 miles)	2.2km (1.4miles)	David Lloyd, Latham Road, SN25 4DL
Supermarket	2.3km (1.4 miles)	2.0km (1.2 miles)	Aldi, SN25 4DL
	2.9km (1.8 miles)	1.6km (1.0 miles)	ASDA, SN25 4BG
Pharmacy	2.4km (1.5 miles)	1.6km (1.0 miles)	Lloyds Pharmacy, Abbey Meads Medical Practice, SN25 4YX
	2.9km (1.8 miles)	1.6km (1.0 miles)	ASDA Pharmacy, SN25 4BG
Dentist	3.9km (2.4 miles)	2.3km (1.4 miles)	Priory Vale Dental Practice, SN25 2FW
Doctors/GP	2.4km (1.5 miles)	1.6km (1.0 miles)	Abbey Meads Medical Practice, SN25 4YX
Post Office	2.4km (1.5 miles)	1.6km (1.0 miles)	Abbey Meads Village Centre, SN25 4YX
Petrol Station	2.9km (1.8 miles)	1.6km (1.0 miles)	ASDA, SN25 4BG
Bank	6.0km (3.7 miles)	5.3km (3.3 miles)	LloydsTSB, Gorse Hill, SN2 8AF
Railway Station	7.4km (4.6 miles)	6.6km (4.1 miles)	Swindon Railway Station, SN1 1DQ
College	8.0km (5.0 miles)	7.7km (4.8 miles)	New College, SN2 2NL

3.4 It can be seen from Table 3.1 above that distances to these local destinations from the site are generally within convenient walking and/or cycling distances, thereby reducing the need to travel by car. CEC Plan 2997/206(A) [*Accessibility Plan*] contained within Appendix

1 shows the locations that future residents will be able to reach using pedestrian and cycle routes within 1.0km and 2.5km distance from the centre of the proposed development site.

3.5 Of course, future residents (and those residing nearby) will benefit from the proposed on-site primary school and convenience store. Future residents will also benefit from easy access to Isambard Community School (secondary) and the principal nearby local centres (shops, health services etc.) at St. Andrews Ridge (village centre), the Orbital Shopping Centre and Abbey Meads (village centre). We also point out that Isambard Community School is situated on The Learning Campus, which also includes Uplands Special Needs School (secondary school age pupils), Brimble Hill Special Needs School (primary school age pupils) and Red Oaks Primary School.

Walking and Cycling

3.6 Although now superseded by the *NPPF*, Planning Guidance Document *PPG13: Transport* outlines that walking is the most important mode of travel at the local level and *"offers the greatest potential to replace short car trips, particularly under 2 kilometres"*. The guidance document also outlines that cycling can replace car trips up to 5km. As demonstrated above within Table 3.1, a significant number of local services and facilities are available within the range of 2km and 5km of the centre of the proposed development site and are accordingly easily accessible by walking and cycling respectively.

3.7 The proposed development site offers particularly good pedestrian access to amenities at the St. Andrews Ridge Village Centre. Although the proposed development will include a convenience store, the St. Andrew's Ridge Village Centre offers a Costcutter convenience store, hairdresser, public house and a number of small retail outlets.

3.8 The closest GP surgery at Abbey Meads Village Centre is situated at some 1.6km (1.0 mile) away. Assuming a walking speed of 4.8kph (3mph)[1], the GP Surgery can be reached in approximately 20 minutes, or eight minutes by cycling (assuming a cycling speed of 12kph (7.5mph)[2]). The Orbital Shopping Centre is situated at a similar walking distance from the proposed development site. Thus, a number of services and facilities, including a supermarket, post office and pharmacies are situated within 20 minutes walk or an eight-minute cycle. These existing facilities together with other local services are shown on CEC Plan 2997/206(A) [*Accessibility Plan*] contained within Appendix 1.

[1] Traffic Planning and Engineering, Third Edition, Volume 1, C A O'Flaherty
[2] As recommended by the DfT

3.9 A public right of way leads north from Tadpole Lane (west of Salzgitter Drive) through the proposed development site. It continues northeast and crosses the A419 via a footbridge (Photograph 3.1) before connecting with Blunsdon. It will therefore be possible for future residents to access the village of Blunsdon quickly and conveniently without needing to use a private car. The A419 does not represent a severance feature in this regard.



Photograph 3.1: Footbridge connection to Blunsdon

3.10 With respect to the nearby cycling network, an off-road cycleway leads south from Lady Lane to the east of the roundabout with Salzgitter Drive (the proposed eastern access roundabout). This cycleway connects with Salzgitter Drive between Wallis Drive and Thornhill Drive. The 'old' Lady Lane, now closed to vehicular traffic, provides a direct route from the proposed development site for pedestrians and cyclists towards Thamesdown Drive where a continuous footway/cycleway runs along its entire length. Access to the wider off-road cycle network, which is extensive throughout the NDA, is available beyond Salzgitter Drive via a continuation of the cycleway. The Master Plan for the development takes account of these existing facilities. As part of the on-going build-out of the NDA, a new shared footway cycleway runs generally parallel to (before joining) Tadpole Lane, from the 'old' Lady Lane towards The Learning Campus (refer to photographs 3.2 and 3.3). Accordingly, both pedestrians and cyclists can reach Thamesdown Drive, The Learning Campus, the Orbital Shopping Centre and Abbey Meads Village Centre largely without mixing with motorised traffic. Safe controlled crossing locations are located along Thamesdown Drive.



Photograph 3.2: Shared footway/cycleway leading east from 'old' Lady Lane towards The Learning Campus



Photograph 3.3: Shared footway/cycleway joins with Tadpole Lane

3.11 Thamesdown Drive benefits from a continuous combination footway/cycleway facility along its length. The A4311 Cricklade Road (where it runs parallel to the A419) also benefits from a roadside footway/cycleway, which provides linkage with the employment centre on Groundwell Road. Lady Lane in the vicinity of Salzgitter Drive and as far east as Abbey Stadium is indicated in the Swindon Cycle Map as an on-road 'recommended' cycle route. As such, future residents working within 5.0km of the site will have the option of cycling to/from work, as well as to local facilities. It is to be recognised that a number of significant employment areas are located within the northern half of the Swindon urban

area and are within convenient distance from the proposed site. Refer to CEC Plan 2997/205(A) [*Walking and Cycling Plan*] contained within Appendix 1, which shows the cycle network within the vicinity of the proposed development site

Proposed Pedestrian and Cycle Access

3.12 Dedicated footway and cycleway facilities will be provided to and from the proposed development site via both the proposed eastern and western access arrangements. A footpath will connect via the proposed toucan crossing with the existing footway / cycleway that leads south from Lady Lane, to connect with Salzgitter Drive between Wallis Drive and Thornhill Drive.

Schools

3.13 A two-form primary school is proposed on the Abbey Farm site. Otherwise, the nearest existing primary school (Bridlewood Primary) will be easily accessible to future residents, being within some 775m walking distance. The nearest secondary school (Isambard Community School) is located some 2.2km (1.4 miles) from the centre of the site by foot, or some 2.0km (1.2 miles) by car. Assuming a walk speed of some 4.8kph (3mph), the secondary school can be reached on foot in approximately 28 minutes. Cycling to the secondary school, which is the more likely option for most, would take approximately 11 minutes based on a cycle speed of some 12kph (7.5mph)[3]. This does suggest that secondary school students can easily walk or cycle to and from the nearby school, but the majority are likely to cycle.

3.14 The *National Travel Survey 2011* (published December 2012) reveals that some 84% of primary school children walk to their school where the trip length is within 1.6km (1 mile).

3.15 For the majority of future residents at Abbey Farm, walking or cycling to the proposed on site primary school will be the easiest and most convenient modes of travel. The separate *School Travel Plan* will help to encourage pupils attending the proposed school from outside of the Abbey Farm site to travel by sustainable modes.

3.16 The *National Travel Survey 2011* also reveals that 89% of secondary school children walk to their school within a distance 1.6km (1 mile). It is appreciated that the Secondary School (Isambard Community) is located at 2.2km which is greater than the 1.6km distance but not extensively so. As stated in paragraph 3.13, it will take some 11 minutes to cycle to the

secondary school from the centre of the development site. The promotion of walking and cycling for travel to the secondary school could relieve road traffic, improve child health and offer greater access to a range of educational opportunities. Walking and cycling (and scooting) to school offers children the opportunity for regular exercise at a time when the health consequences of sedentary lifestyles are becoming increasingly apparent.

Existing Bus Access

3.17 The nearest bus route to the site is the No. 12, which provides services between St. Andrew's Ridge, Abbey Meads Village Centre, Orbital Shopping Centre, Swindon town centre and the Great Western Hospital. The nearest bus stops to the proposed development site for this service are located on Salzgitter Drive, some 365m from the centre of the site. However, these bus stops are no longer in service as a result of the recent curtailment of the No.12 bus service, which no longer travels as far as Blunsdon. The nearest operational bus stops to the site are now c.675m from the centre of the proposed development site at the junction between Salzgitter Drive and Wallis Drive. The service is operated by Thamesdown Transport on a half-hourly basis, Monday to Saturday from early morning until early evening.

3.18 The No.24 Thamesdown Transport service can also be accessed by walking to the bus stop on Ermin Street (Blunsdon) via the public right of way and footbridge over the A419. This bus stop, with shelter, seating and timetable information, lies approximately 1.0km (0.6 miles) from the centre of the proposed development site. The No.24 is an hourly service between Swindon town centre and Blunsdon via Ocotal Way (Tesco), Gorse Hill local shops and Groundwell Industrial Estate. Future occupiers of the site may choose to use the No.24 service for a more direct bus route to the town centre or to reach destinations along the Cricklade Road corridor.

3.19 Table 3.2 below provides a summary of bus services in the vicinity of the site, whilst the full public transport timetables are contained within Appendix 3 of this report.

[3] As recommended by the DfT

Table 3.2: Summary of Existing Local Bus Services Passing the Proposed Development Site

Service No.	Operator	Route	Frequency (Mon - Fri)	Weekend Service
12	Thamesdown Transport	St. Andrew's Ridge - Haydon Wick - Fleming Way - GW Hospital	Approx every 30 mins from 06:00 to 19:15	Approx every 30mins from 06:45 to 19:15 (Saturdays only)
		GW Hospital - Fleming Way - Haydon Wick - St. Andrew's Ridge	Approx every 30 mins from 07:02 to 19:14	Approx every 30mins from 07:44 to 19:14 (Saturdays only)
24	Thamesdown Transport	Fleming Way - Blunsdon	Approx hourly from 07:30 to 18:05	Approx hourly from 07:35 to 18:05 (Saturdays only)
		Blunsdon - Fleming Way	Approx hourly from 07:57 to 17:32	Approx hourly from 08:02 to 17:32 (Saturdays only)

Proposed Bus Access

3.20 As related earlier in this report, the Institution of Highways & Transportation document *Planning for Public Transport in Developments* suggests that new development should be located so that public transport trips involve a walking distance of no greater than 400 metres to the nearest bus stop.

3.21 We have agreed in principle with Thamesdown Transport that the No. 12 bus service route will be extended to serve the proposed development. Should this not be possible, an alternative bus service to the site will be agreed with SBC. Details about the bus service extension will form part of the Section 106 Agreement for the proposed development. The aim of an extension to an existing bus service is to have as many of the proposed dwellings as possible to lie within 400m of a bus stop, in accordance with the Institution of Highways and Transportation's *'Guidelines for Planning for Public Transport in Developments'*. However, it is to be recognised that the bus operator controls the routes and so we suggest a target for say 80% of proposed dwellings to lie within 400m of a bus stop.

3.22 Therefore, future residents of the proposed development will not be reliant on the private car for access to services and facilities situated beyond a comfortable walking or cycling distance. The bus service may also be a feasible mode of travel for some staff of the proposed primary school.

3.23 In addition to the above, the Developer is committed to encouraging travel by sustainable modes in preference to travel by the private car through the offer of a one-off bus pass for each household for a 4-week period within the proposed development area of Abbey Farm (refer to Section 6.0 of this report). Such a bus pass would permit unlimited travel by bus

within the Swindon urban area for a 4-week period and will provide encouragement to residents to use the bus as a travel option in the future.

Rail Access

3.24 The nearest railway station to the development site is located in Swindon town centre, which is some 7.4km (4.6 miles) by car and 6.6km (4.1 miles) by walking/cycling from the proposed development site. Cycling to Swindon rail station would take approximately 33 minutes, assuming an average cycle speed of 12kph (7.5mph). Cycle parking facilities are available at the railway station.

3.25 Swindon Railway Station lies on the Swansea to London Paddington line and benefits from regular services into Bristol, Cardiff, Reading and Central London. There are approximately four trains per hour to London Paddington, Reading and Bristol, during the peak hour periods. First Great Western operates all three services, with journey times to London Paddington taking approximately 60 minutes.

3.26 The No. 12 bus service, which is proposed to be extended to the Abbey Farm site, also travels via the railway station. As such, there is a good level of access to rail travel for new residents and their visitors.

Accessibility Analysis

3.27 CEC Plan 2997/205(A) [*Walking and Cycling Plan*] shows the locations of existing cycle routes, whilst CEC Plan 2997/206(A) [*Accessibility Plan*], both contained within Appendix 1, show the key destinations close to the site such as local centres, supermarkets, leisure areas and employment sites. Future residents of the development at Abbey Farm will be able to access these facilities by sustainable modes of transport. They will not be reliant on the car. This will help to ensure that the development site will have connectivity and permeability with the adjacent urban areas.

3.28 An Accessibility Questionnaire that has been approved by a Regional Planning Commission has been applied to the proposed development. It provides a good general indication of the transport sustainability of any particular site, where distances are measured from the centre of the proposed residential development site.

3.29 The questionnaire allocates a point score according to the distance of various facilities and transport provisions from the development. The total aggregate score for the development will fall within a pre-determined accessibility level, as follows:

- High: 35 – 48;
- Medium: 20 – 35;
- Low: Less than 20.

3.30 The results of the accessibility analysis, when the proposed accessibility enhancements are included (on-site play area, primary school, convenience store, extended bus service and additional bus stops), are shown in the context of the accessibility questionnaire in Table 3.3 below. The table shows that the development proposal scores some 31 and therefore has a **'medium' accessibility level**. This must be regarded as a satisfactory score, given the edge of town location of the proposed development.

Table 3.3: Accessibility Questionnaire Analysis (Post Development)

Access Type	Criteria	Criteria Scores	Details	Score
Walking distance from centre of site to facilities using a safe, direct route	Distance to nearest bus stop	<200m = 5 <400m = 3 <500m = 1 >500m = 0	Bus service extended to the site.	3
	Distance to nearest railway station	<400m = 3 <800m = 2 800 – 1000m = 1 >1km – 0	Swindon Railway Station, 6.5km	0
	Distance to nearest primary school	<200m = 5 <400m = 3 <600m = 1 >600m = 0	Proposed on-site	5
	Distance to nearest food shop	<200m = 5 <400m = 3 <600m = 1 >600m = 0	Proposed on-site	5
Cycling distance from centre of site	Proximity to defined on or off-road cycle route	<100m = 3 <500m = 2 >1km = 1	Lady Lane north-south alignment restricted to pedestrian / cycle use), some 240m distant	2
	Distance to nearest secondary school	<400m = 3 <600m = 2 <1km = 1 >1km = 0	Isambard Community School, some 2.2km	0
	Distance to nearest town centre	<1km = 3 <3km = 2 <4km = 1	Swindon Town Centre, 6.6km	0
	Distance to nearest business park or employment concentration	<1km = 3 <3km = 2 <4km = 1	Motorola, some 1.4km	2
Public Transport	Bus frequency from nearest bus stop (Mon – Sat daytime)	Urban / suburban <15 minutes = 5 <30 minutes = 3 >30 minutes = 1	Service No. 12, every 30 minutes	3
	Train frequency from nearest station (Mon – Sat daytime)	30 minutes or less = 5 30 - 59 minutes = 2 Hourly or less frequent = 1	30 minutes in each direction	5
Accessibility to other basic services	Accessibility to other basic services (GP, Post Office, Library, Bank and Pub)	At least 3 within 400m = 5 At least 3 within 800m = 3 At least 3 within 1.5km = 1	6 within 2 km (Library, supermarket, pub, hairdresser, GP, Post Office	1
	Accessibility to play area or park	<200m = 5 <400m = 3 <600m = 1 >600m = 0	Purpose built play areas to be located on-site	5
Total Score				**31**

Summary

3.31 The development site complies with latest guidance, policy and concepts for sustainable development by providing residential dwellings within close proximity to local facilities with public transport links located nearby. The development proposal provides a choice of travel by sustainable means, which suggests that residents will not have to rely solely on the private car.

3.32 The proposed on-site primary school and other education institutions situated in close proximity of the site; nearby employment areas; and nearby local facilities suggests that sustainable travel modes such as walking and cycling offer convenient modes of transport for local travel to nearby local services. In terms of sustainable transport modes, centres such as Swindon, Bristol, Reading and London can be easily accessed by means of the nearby public transport services.

3.33 The creation of good connectivity by means of footway and cycleway provision from the site into the adjacent NDA and beyond, will ensure good accessibility for both future pedestrians and cyclists.

3.34 The development of Abbey Farm for residential use will be in accordance with required accessibility criteria set out within current *Local Plan* policies T1, T2, T5 and T6. The said development site will also be in accordance with national planning policies, in that future residents will not be reliant on the car for transport. Residents will have a real choice in their mode of travel.

4.0 TRAVEL PLAN OBJECTIVES

4.1 The headline objective of this *Residential Travel Plan* shall be as follows:

"To reduce the number of new car borne trips, particularly single occupancy trips, on the local highway network resulting from the development to a lower level than predicted within the Transport Assessment, and to encourage residents, and their visitors, to travel by sustainable modes of transport".

4.2 Beneath this headline objective, it is possible to identify a number of other sub-objectives as follows:

- Establish a Management Regime for the *Travel Plan*;
- Promote the development as a Sustainable Housing Location;
- To Reduce Single Occupancy Car Trips;
- To Encourage Residents to Walk or Cycle;
- To Encourage the use of Public Transport; and
- To Monitor the Effectiveness of the *Travel Plan* Measures.

4.3 Delivery of this *Residential Travel Plan* will not only benefit future residents, but will also contribute towards enhancing the environment of the wider community. This will be achieved through the creation of a development that is well located for local services and facilities; a development layout that is permeable to walking and cycling; an increased use of local public transport; the potential for reduced congestion and journey times; and the improvement of local air quality through reduced emissions.

5.0 TRAVEL PLAN TARGETS

5.1 Targets form an important part of any *Travel Plan* and should be in place from the outset, but will need to be the subject of on-going review as it evolves. Targets allow the progress of the *Travel Plan* to be monitored and thus identify those aspects of the Plan that are working well, and conversely those parts that are not.

5.2 The Department for Transport document *'The Essential Guide to Travel Planning'* identifies that *Travel Plan* targets should be SMART:

- Specific
- Measurable
- Attainable
- Realistic
- Time Bound

Travel Plan Targets

5.3 Targets are measurable goals, which are set in order to assess whether the objectives of a *Travel Plan* have been achieved.

5.4 We identify two targets which could be adopted for the final agreed *Travel Plan*. At this stage, we reference indicative baseline data from the accompanying *Transport Assessment* (*TA*). The targets will be reviewed following the results of the first residents travel survey and Automatic Traffic Count (ATC) (on full occupation of the development). The targets are intended to be achieved within 5 years of the first travel survey.

Target 1

5.5 The first target is to *reduce the number of vehicle trips generated by the development over a 12 hour daily period (weekday 7am to 7pm) by a minimum of 10% and achieve a corresponding increase in trips by more sustainable travel modes.*

5.6 The baseline vehicle trips will be based on the trips generated from the *TRICS* analysis provided within the accompanying *TA*.

5.7 The vehicular trip rates provided within Section 6.0 of the *TA* provide an indication of the likely vehicular trip generation characteristics of the development. Tables 5.1 and 5.2

below detail the daily baseline trip rates and volumes established within the *TA* for the proposed dwellings, along with the required target trip volumes.

Table 5.1: Baseline Generated Daily Vehicle Trip Rates 07:00-19:00

Land use	Arrivals	Departures	Total
Residential (per dwelling)	2.810	2.939	5.749

Table 5.2: Baseline Generated and Target Daily Vehicle Trips 07:00-19:00

Land use	Arrivals	Departures	Total
Residential (350 dwellings)	984 vpd	1,029 vpd	2,013 vpd
Target	886 vpd	926 vpd	1,812 vpd
Reduction in vehicle trips required to meet target	98 vpd	103 vpd	201 vpd

vpd = vehicles per day

5.8 Table 5.2 demonstrates that to meet the proposed target would require an overall reduction of 201 total daily vehicle trips (98 arrivals and 103 departures).

Target 2

5.9 The second target is to *reduce the number of peak hour vehicular trips generated by the residential development by a minimum of 5% and achieve a corresponding increase in trips by more sustainable travel modes.*

5.10 Tables 5.3 and 5.4 show the baseline peak hour vehicle trip rates from the *TA* generated from the *TRICS* database, and the total baseline peak hour vehicle trips.

Table 5.3: Baseline Generated Peak Hour Vehicle Trip Rates

Land use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential (per dwelling)	0.162	0.464	0.626	0.437	0.257	0.694

Table 5.4: Baseline Generated and Target Peak Hour Vehicle Trips

Land use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential (350 dwellings)	57 vph	162 vph	219 vph	153 vph	90 vph	243 vph
Target	54 vph	154 vph	208 vph	145 vph	86 vph	231 vph
Reduction in vehicle trips required to meet target	3 vph	8 vph	11 vph	8 vph	4 vph	12 vph

vph = vehicles per hour

5.11 From Table 5.4, a 5% reduction in vehicular trips would equate to a total reduction of 11 vehicle trips in the AM peak hour period and 12 vehicle trips in the PM peak hour period.

5.12 Targets 1 and 2 are easily measurable through the use of the residents travel survey and the ATC traffic survey and are considered to be attainable within 5 years of full occupation; therefore the targets meet the criteria of being SMART.

5.13 The actual vehicle trip generation will need to be determined from the first traffic and residents surveys following full occupation of the development. Traffic and residents travel surveys will be repeated at the end of years 1, 3 and 5 thereafter, during the same week each year, in order to monitor the progress towards meeting the specified targets. Refer to further detail within Section 7.0 of this *Residential Travel Plan*.

Modal Split

5.14 Indicative baseline data currently available, with respect to the likely modal split of future residents of the proposed dwellings, includes travel to work statistics from the 2001 Census and that resulting from the selected *TRICS* survey sites for the *TA*.

5.15 Although the site lies within the 'Blunsdon' ward, the travel patterns of future residents could be more akin to residents of the wider NDA, which falls within the 'Abbey Meads' ward. We therefore provide information for both wards within Table 5.5 together with the comparable data for England as a whole and that derived from the *TRICS* data.

Table 5.5: Mode of Travel to Work

Mode of Travel	Abbey Meads (Census 2001; Main Mode)	Blunsdon (Census 2001; Main Mode)	England (Census 2001; Main Mode)	*TRICS* (Final Mode)
Works or studies mainly at home	8.62%	13.20%	9.2%	N/A
Underground / Metro / Light Rail / Tram	0.00%	0.17%	3.2%	2.2% (*'Public Transport Users'*)
Train	1.05%	0.63%	4.2%	
Bus	4.82%	3.58%	7.5%	
Taxi	0.11%	0.23%	0.5%	
Car Driver	73.12%	66.67%	54.9%	77.8% (*'Vehicle Occupants'*)
Car Passenger	5.84%	5.01%	6.1%	
Motorcycle	1.84%	1.71%	1.1%	
Bicycle	1.81%	2.10%	2.8%	1.8%
On Foot	2.48%	5.92%	10.0%	18.2%
Other	0.30%	0.80%	0.5%	N/A
Average Distance Travelled to Work	17.58 km	16.52 km	13.31 km	N/A

N/A = Not Available

5.16 Reference to Table 5.5 demonstrates that residents of Blunsdon exhibit generally more sustainable patterns of travel behaviour than those residing in Abbey Meads. Blunsdon residents' modal share for walking and cycling (totalling 8.02%) is higher than for Abbey Meads (totalling 4.29%). A lower proportion of Blunsdon residents also use the car, compared to Abbey Meads residents. Notwithstanding, the modal split of resident trips from both wards is less sustainable than that for England as a whole. We point out that, at the time of writing, travel to work statistics from the 2011 Census have not yet been made available by the Office for National Statistics.

5.17 When making reference to the *TRICS* data, it should be borne in mind that *TRICS* survey data is based on 'final mode'; that is, the mode of travel used for the last five minutes of a journey. A proportion of 'pedestrians' may therefore have used public transport as their main mode. This goes some way to explaining why the *TRICS* data suggests 18.2% will be 'pedestrians' but only 2.2% will be 'public transport users'. Notwithstanding, we note that the proportion of 'vehicle occupants' (77.8%) suggested by *TRICS* lies midway between the proportions recorded for the Blunsdon and Abbey Meads wards from the Census ('car driver' + 'car passenger' + 'motorcycle').

5.18 As related above, resident travel surveys will be undertaken following full occupation of the development and monitored thereafter. The results of these surveys may require the targets identified above to be revisited.

6.0 TRAVEL PLAN MEASURES

6.1 This section identifies the range of *Travel Plan* measures that will be implemented to help achieve the identified objectives and targets in the previous sections.

Layout/Design of the Development

6.2 The layout of the development has been designed to be as permeable as possible with regard to pedestrian and cycle linkages. Connections will be provided to the adjacent NDA, on the southern side of Lady Lane, and pedestrian crossing facilities will be available at the two proposed vehicular access arrangements (roundabouts). Pedestrians and cyclists will be able to safely join the existing high quality walking/cycling network within the NDA, such as the footway/cycleway that leads south from Lady Lane, east of the roundabout with Salzgitter Drive, and the 'old' Lady Lane route that leads south from Tadpole Lane and which is closed to motor vehicles.

Objective: Establish a Management Regime for the Travel Plan

Travel Plan Co-ordinator

6.3 A Travel Plan Co-ordinator (TPC) will be appointed by the developer at least three months prior to first occupation to oversee and implement the *Residential Travel Plan*. The responsibilities of the TPC would include (but not be restricted to) the following:

- acting as the main point of contact for the *Travel Plan*;
- overseeing the implementation of the approved *Travel Plan*;
- providing personal travel advice to residents if requested;
- dealing with resident requests for information;
- setting up a residents' committee to discuss green travel ideas and events;
- liaising with the *School Travel Plan* Champion at the proposed on-site primary school in order to pool efforts;
- commissioning and analysing the traffic survey results;
- liaising with the local planning and highway authority as appropriate;
- liaising with other external organisations such as public transport operators;
- preparing monitoring reports detailing the progress of the *Travel Plan*; and
- generally assisting the developer with all matters relating to the *Travel Plan*.

6.4 The TPC will work together with the local highway authority in order to promote the *Residential Travel Plan*. The contact details of the TPC will be made available to Swindon Borough Council when available.

Estimated Cost:

- *TPC Annual fee (assuming part-time role) = £12,000*

Objective: Promote the development as a Sustainable Housing Location

Travel Information Packs

6.5 The first occupants of each new dwelling will be provided with a Travel Information Pack, which will contain a variety of travel/transport related information specific to the site including:

- walking and cycling maps showing local walking and cycling routes in relation to local facilities such as the nearest bus stops, the rail station, doctor's surgeries, schools, pubs, shopping, leisure facilities etc;
- site-specific public transport information – explaining which buses operate in close proximity to the site and which services can be taken to access specific facilities. Public transport route maps and timetables of the local bus services and the rail services available from Swindon Rail Station will also be included; The website www.carshareswindon.com will be promoted as a useful source of information to check bus and rail timetables;
- information about the *Residential Travel Plan* and the benefits that this will bring such as reduced parking demand, less vehicular traffic, safer roads, as well as the obvious environmental benefits etc;
- a simple application form for each household to obtain a reimbursement for one 4-week Travel Pass, allowing unrestricted travel on all Thamesdown Transport and Stagecoach buses in the Swindon urban area (value of £52 per Travel Pass/household). This will enable new residents to try alternative modes of travel to the private car for free;
- contact details of local taxi firms. Using a taxi avoids the need to use or own a private car, and it can be shared with other residents wherever possible;
- information on other *Travel Plan* activity which may be pertinent to the site such as *Travel Plans* for nearby schools, similar residential schemes and local car share schemes;
- details of any discounts available on the purchase of new bikes from local suppliers for new residents, negotiated by the TPC;
- contact details for the TPC;
- information promoting the health and fitness benefits of walking and cycling through the use of websites such as www.walkit.com; and
- information on the benefits of home delivery services and internet shopping.

Estimated Cost:

- *Time charge for collating Welcome Packs = £1,000*
- *Printing cost for Welcome Packs = £10 per pack*

Sales and Induction

6.6 Sales staff will ensure that all potential purchasers are made aware of the available travel options serving the site from the outset, as part of the sales and marketing process for the new development. Sales and marketing staff will promote the accessibility of the site by public transport as well as the proximity of the walking/cycling routes towards key services. It will be important that staff are as informed as possible about the routing and frequency of the local bus and rail services, in this respect specialist training for sales staff may be necessary.

6.7 Residents will also be made aware of the existence of the *Residential Travel Plan* from the outset and the benefits that this will potentially bring. The TPC will brief sales/marketing staff regarding the contents of the *Residential Travel Plan* so that they can be fully aware and inform residents about it with confidence.

6.8 The sales and marketing staff will provide the first opportunity for the provision of personal travel planning advice. Future residents will be made aware that they may contact the TPC for further detailed personal travel planning.

Estimated Cost:

- *Training for Sales staff = £500*

Developer's Website

6.9 The Developer's website will contain information on how to access the site by sustainable modes of transport. This will encourage residents to use the bus or train, walk or cycle from first occupation, which may persuade them that it is not necessary to own a car or a second car.

Objective: To Reduce Single Occupancy Car Trips

Car Sharing

6.10 Details of car sharing schemes such as www.carshareswindon.com, www.carsharewiltshire.com, www.liftshare.com, www.carpooling.co.uk and blablacar.com will be provided as part of the Travel Information Pack to each household. Alternatively, a

database of car users within the development could be developed to specifically target potential car sharers by co-ordinating residents with similar travel patterns. We note from the Census 2001 Travel to Work data that some 81% of Blunsdon residents work within the Swindon Borough. There is likely, therefore, to be a significant potential for car sharing.

Car Clubs

6.11 Due to the size and scale of the proposed residential development, implementing a car club scheme within the site is not considered to be viable. However, Co-wheels have four locations in Swindon where cars are available for 'hire' by members. Cars can be 'hired' at hourly or weekly rates. Members would pay joining and monthly fees. Reserved car club parking spaces for Co-wheels vehicles are situated in convenient locations, such as outside Swindon railway station. Membership of a car club has advantages for those who require infrequent access to a car for travel to a destination where public transport is perhaps not a viable option. Greater value can be gained from membership of a car club when a car is 'hired' for family or group outings. Members avoid the expense of owning a car of their own.

6.12 Details of the scheme will be included within the Travel Information Pack. The most convenient way for future residents to access one of Co-wheels' vehicles is to take the No.12 bus to the railway station.

Objective: To Encourage Residents to Walk or Cycle

Walking and Cycling

6.13 In order to encourage cycling, adequate secure and covered cycle parking will be provided in accordance with SBC's *Swindon Cycle Parking Standard* (December 2010) of at least one per dwelling.

6.14 It can be expected that reasonable provision will be made for the storage of bicycles on site. Such storage may comprise garages (where those measuring 6.0m x 3.0m are considered to fulfil the required standard) and sheds within the curtilage of the properties. The proposed apartments will benefit from dedicated, covered and secure communal cycle parking facilities.

6.15 The design speed of the internal roads will be 20mph which will be conducive to encouraging walking and cycling. As already related, the application site is well situated to offer opportunities for travel by sustainable modes. However, to further encourage

sustainable travel by future residents, we suggest that the TPC, on behalf of the developer, enters into negotiations with a local bicycle supplier such that new residents of the development can benefit from a discount on the purchase of a new bike or cycle equipment. Simple annotated maps will also be provided within the Travel Information Pack for new residents, showing the available walking/cycling routes to nearby facilities.

6.16 We note from the Census 2001 Travel to Work data that one third of residents of Blunsdon work within the Blunsdon ward. There is a significant potential, therefore, for trips to be made either on foot or by bicycle.

Objective: To Encourage the use of Public Transport

Public Transport

6.17 Of particular significance within the development package is the proposed extension of the No.12 Thamesdown Transport bus service to the site. This will bring the majority of dwellings to within 400m of a bus stop, in accordance with transport planning guidance. The No.12 is a 30-minute frequency service between St. Andrew's Ridge, and the Great Western Hospital, via Swindon town centre and the railway station.

6.18 Full details of the available local bus and rail services including timetables will be provided as part of the Travel Information Packs.

6.19 Residents will also be provided with details of bus and rail fares, including any saver options, such as monthly tickets.

6.20 In addition to the above, the Developer promoting the site will offer reimbursement to each household for one 4-week Travel Pass, allowing unrestricted travel on all Thamesdown Transport and Stagecoach buses in the Swindon urban area.

6.21 The benefit of such an offer is that it introduces the resident to bus or rail travel from day one of occupation, and therefore will potentially encourage the resident to maintain this mode of travel in the future. The proposed extension of the No.12 service and the offer of a 4-week Travel Pass to each household represents a significant commitment from the developer to encouraging sustainable travel behaviour from the outset.

Estimated Costs:

- *Public transport reimbursement = £52 per household (totalling £18,200 should all households take up the offer);*
- *A significant contribution, to be detailed within the Section 106 Agreement, towards extending/diverting an existing bus service to the site*

Summary

6.22 This section has highlighted a wide range of measures that will be implemented as part of the R*esidential Travel Plan* in order to encourage sustainable travel associated with the proposed residential development.

7.0 TRAVEL PLAN MONITORING

7.1 It is essential that *Travel Plans* are monitored in order that their effectiveness can be determined. The monitoring is useful for the TPC to understand how travel behaviour is changing with time, and to understand which measures are working well, and conversely which measures are not. Once the *Travel Plan* has been approved by the local highway authority, responsibility for the *Travel Plan* will be passed to the Developer for them to implement and manage via the TPC and the developer's sales team.

Objective: To Monitor the Effectiveness of Travel Plan Measures

Trip Monitoring

7.2 Monitoring will be carried out on a regular basis to assess residents' travel patterns and to determine whether increases in trips by sustainable modes of travel are being realised with a corresponding reduction in vehicular trip generation. The monitoring should be able to demonstrate any progress made toward achieving the targets set out in Section 5.0. The initial travel surveys of purchasers upon completion of each house sale will help to identify baseline and intended travel patterns. A travel survey will also be undertaken on full occupation of the development and at the end of years 1, 3 and 5 thereafter.

7.3 The monitoring regime will principally involve the following surveys to be undertaken, carried out by the TPC:

- a residents questionnaire survey to determine how residents travel, and to collect any comments on travel and transportation matters, commencing after full occupation of the development and at the end of years 1, 3 and 5 thereafter. Note that these surveys will need to be iTrace compliant, if required by SBC; and
- a traffic survey consisting of tube counters located on the main vehicular accesses to the development for a one-week period, commencing after full occupation of the development and at the end of years 1, 3 and 5 thereafter, corresponding to the same week as the residents questionnaire survey.

7.4 The traffic survey will provide not only the number of car trips undertaken during the peak periods, but also the number of daily trips, where these can both be averaged over a 5/7 day period.

7.5 The surveys will commence on full occupation of the development (based on council tax returns) and will be repeated during the same period at the end of years 1, 3 and 5 thereafter.

7.6 The TPC will be responsible for providing feedback from the surveys to the Developer and the local highway authority. The TPC will prepare *Travel Plan* monitoring reports detailing the progress of the Plan. In particular, the report will include:

- an outline of whether the target vehicle trip rates are being achieved;
- a summary of the traffic survey monitoring results;
- details of progress made since the previous report;
- details of any problems or issues which have arisen, and
- details of any changes to the local transport network in the vicinity of the site.

7.7 The reports will also be communicated to residents in order to maintain awareness of the *Travel Plan* via letter drops and/or email. Feedback from residents will also be encouraged to increase the opportunity for further improvement.

7.8 At the end of the five-year monitoring period, the TPC role will pass to the Residents' Committee who will be responsible for the continuous promotion of sustainable travel associated with the proposed development.

Estimated Cost: 2 x automatic tube counters (for 1 week) = £500

Review

7.9 The *Travel Plan* actions and initiatives will need to be reviewed with representatives of SBC if any of the surveys suggest that the target vehicle trip rates are not being achieved.

7.10 We understand that 'failsafe' measures may be required by SBC if the *Travel Plan* monitoring indicates that the target for car trip reduction in the peak hour periods is not met after the five-year period. However, we emphasise that the proposed *Travel Plan* package (management, measures, monitoring etc.) represents a significant commitment, and outlay, by the developer.

8.0 ACTIONS & PROGRAMME FOR IMPLEMENTATION

Actions & Programme for Implementation

8.1 Major milestones for this *Residential Travel Plan* are summarised below but do not represent a comprehensive list of every action, or output required. Additional detailed actions will be identified in due course.

8.2 The objectives identified within Section 4.0 of this *Travel Plan* are:

- Objective 1 - Establish a Management Regime for the *Travel Plan*;
- Objective 2 - Promote the development as a Sustainable Housing Location;
- Objective 3 - To Reduce Single Occupancy Car Trips;
- Objective 4 - To Encourage Residents to Walk or Cycle;
- Objective 5 - To Encourage the use of Public Transport; and
- Objective 6 - To Monitor the Effectiveness of the *Travel Plan* Measures.

8.3 Table 8.1 over page provides a summary of the measures to be delivered as part of this *Residential Travel Plan* together with the relevant objectives that each action supports and the associated costs (estimated).

Table 8.1: Travel Plan Actions and Programme

Relevant Objectives	Action	Lead	Estimated Cost
Initial Measures			
1 - 6	Appoint a Travel Plan Co-ordinator – Local Authority to be provided with the contact details	Developer	Annual fee £12,000
1 – 5	Train Sales Staff on all travel arrangements and access options in order to inform potential purchasers	Developer	£500
2, 3, 4 & 5	Prepare & collate material for Travel Information Packs	TPC	£1,000
2, 3 & 4	Negotiate discount on purchase of bicycle / bicycle equipment from local supplier	TPC	Included as fee for TPC role
3 & 4	Provide secure and covered cycle parking facilities for each dwelling	Developer	Construction cost
2 & 5	Provide bus stops for extended bus service	Developer	Construction cost
2, 3, 4 & 5	Provide on the Developer's website details of sustainable travel information for the dev't. site	TPC	Included within TPC role / Developer Marketing budget
From First Occupation			
1 – 5	Issue Travel Information Packs to residents, informing them of the *Travel Plan* content, aims and measures to be implemented	TPC	£10 per household
2, 3 & 5	Include a redemption voucher within the Travel Information Packs for reimbursement for one 4-week Travel Pass for use on buses within Swindon	Developer	£52 per household
1 – 6	Promote the formation of a Residents' Committee	TPC	Included as fee for TPC role
From Full Occupation			
6	Organise installation of tube counter for Traffic Surveys (on completion, and at the end of years 1, 3 and 5) and undertake residents questionnaire travel survey	TPC	£500 per survey year
6	Review AM and PM Peak Hour and Daily vehicle trip movement and compare to targets	TPC	Included as fee for TPC role
1 & 6	Prepare *Travel Plan* monitoring report for distribution to the Local Authority	TPC	Included as fee for TPC role
2 & 5	Extended No.12 Bus Service	TPC	Contribution TBC
	Total cost over five years		**£85,200 (maximum) excl. bus contribution and construction costs**

TPC = Travel Plan Co-ordinator Blue = Action Red = Follow up

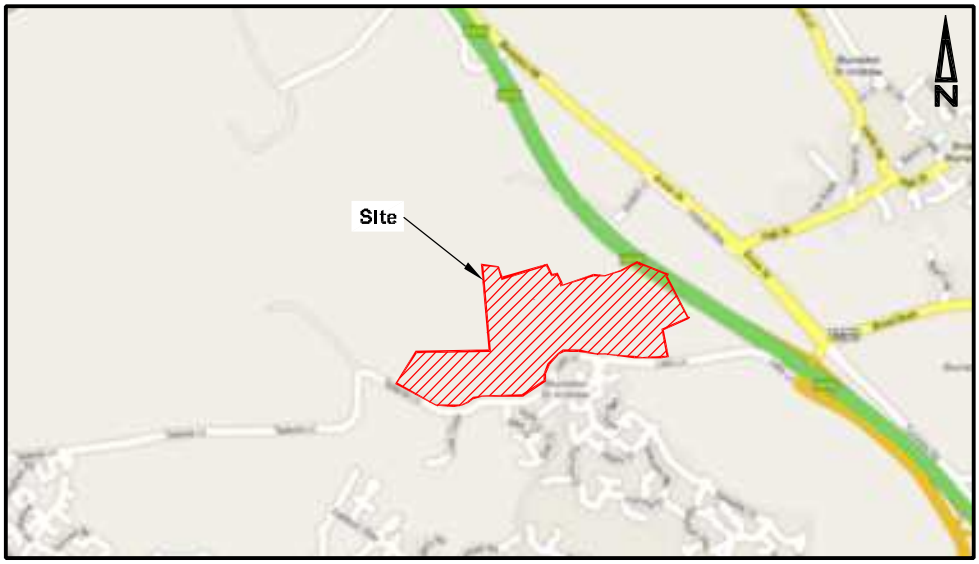
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December 2013

Appendix 1



Site Location
Scale 1:100,000



Site Location
Scale 1:25,000

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Rev.			Revision Details
A	Designed	KA	Site Boundary Amended
	Drawn	LN	
	Checked	KA	
	Date	06.12.13	

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Job Title:
Abbey Farm
Blunsdon
Swindon

Client:
Emma Nash & Lisa Liddle

Drawing Title:
Site Location Plan

Drawn By	Date Drawn	Scale
CP	October 2010	As shown @A4

Checked By	Drawing No.	Revision
KA	Plan 2997/201	A

Key:

2.5 km Cycling isochrone (20 mins)

1.0 km Walking isochrone (12.5 mins)

(All measurements taken from centre of site)

Public right of way

Footbridge to Blunsdon

SITE

N

Key:

- Schools/Colleges
- Point of Interest
- Medical (Hospital/Pharmacy)
- Library
- Leisure
- Post Office
- Toilets
- Retail
- Cafes (seasonal)
- Information
- Car Parking
- Cycle Parking
- Toucan Crossing
- Cycle Shop
- Steep Gradient (pointing uphill)
- National Cycle Network (or link)
- NCN Route 45 (off-road)
- NCN Route 45 (on-road)
- Cycle way (off-road)
- Recommended cycle route (on-road)
- Busy road

St Andrews Ridge
Groundwell Ridge Roman Site
Abbey Stadium
Leapfrog Day Nursery
North Swindon Learning Campus
Redhouse
Brook Park
Bridlewood Primary School
Ash
Brake
Ash Meadow
Abbey Meads
Abbey Meads Primary School
Groundwell
Haydon End
Orchid Vale Primary School
Orbital Shopping Centre
Catherine Wayte Primary School
Taw Hill
St Francis Primary
Haydonleigh Primary School
Haydon Centre
Swindon Academy
Bright Start Day Nursery

Rev.			Revision Details
A	Designed	KA	Updated July 2013
	Drawn	PN	
	Checked	KA	
	Date	02.07.13	

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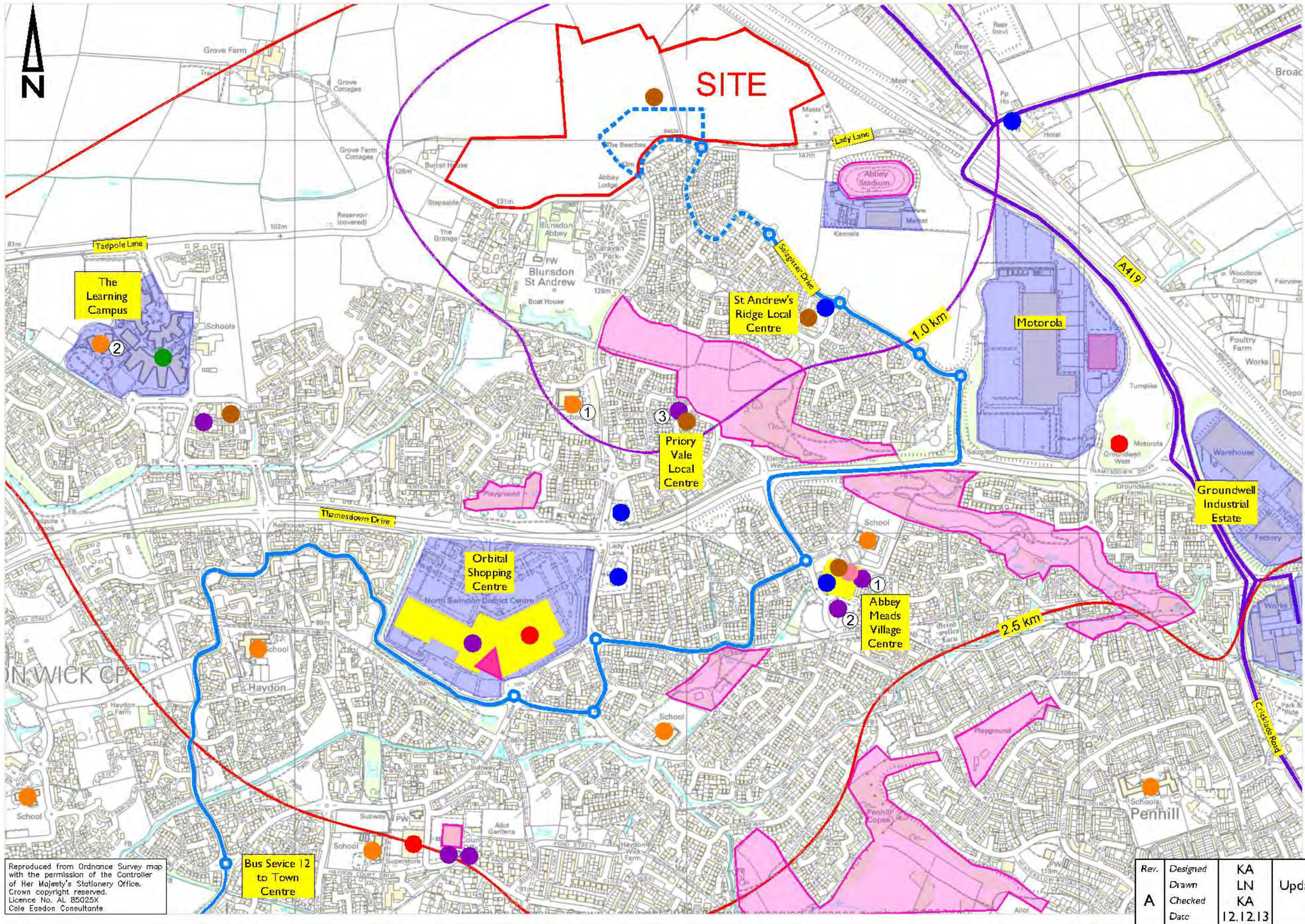
Web Site www.ColeEasdon.com
E-mail cec@ColeEasdon.com

Job Title:
Abbey Farm
Tadpole Lane
Swindon

Drawing Title:
Walking and Cycling Plan -
Extract from Swindon Borough Council Cycle Map

Client:
Emma Nash & Lisa Liddle

Drawn By	Date Drawn	Scale
KRA	October 2010	1:10,000 @ A3
Checked By	Drawing No.	Revision
CVP	Plan 2997/205	A



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A	Designed	KA	Updated Dec 2013
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Job Title:
Abbey Farm
Lady Lane
Swindon

Drawing Title:
Accessibility Plan

Client:
Emma Nash & Lisa Liddle

Drawn By	Date Drawn	Scale
KRA	October 2010	1:10,000 @ A3
Checked By	Drawing No.	Revision
CVP	Plan 2997/206	A

Appendix 2

LEGEND

- Indicative dwellings
- Convenience store
- Local open space / Nature Conservation Area
- Primary school and play area
- Primary school play area, pitches and habitat
- Local Equipped Area for Play (LEAP)
- Infiltration drainage basins / swales
- Retained / proposed trees
- Retained / proposed hedgerows
- Pumping station compound
- Highways
- Private drives/mews/courtyards
- Public Rights of Way / bridleways
- Formal / adoptable footpaths
- Recreational footpaths



N

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Scale: 1:1,250 @ A1

Drawing name: ILLUSTRATIVE MASTERPLAN (for illustrative purposes only)

Drawing number: C1949.13.SK818 Rev N
Project: Abbey Farm
Date: 1.11.13

DPDS CONSULTING

Appendix 3

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	1 days
	EX	ESSEX	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
10	WALES		
	CF	CARDIFF	1 days
11	SCOTLAND		
	FI	FIFE	1 days

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

Filtering Stage 2 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: Number of dwellings
Actual Range: 131 to 237 (units:)
Range Selected by User: 100 to 491 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 22/09/12

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	7

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

Selected Location Sub Categories:

Residential Zone	8

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

Filtering Stage 3 selection:

Use Class:

C3	8 days

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

Population within 1 mile:

15,001 to 20,000	6 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	4 days

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

Travel Plan:

No	8 days

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

LIST OF SITES relevant to selection parameters

1 BD-03-A-01 SEMI DETACHED, LUTON BEDFORDSHIRE
NEW BEDFORD ROAD

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 131
Survey date: THURSDAY 08/07/04 Survey Type: MANUAL

2 CF-03-A-02 MIXED HOUSES, CARDIFF CARDIFF
DROPE ROAD

CARDIFF
Edge of Town
Residential Zone
Total Number of dwellings: 196
Survey date: FRIDAY 05/10/07 Survey Type: MANUAL

3 EX-03-A-01 SEMI-DET., STANFORD-LE-HOPE ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY 13/05/08 Survey Type: MANUAL

4 FI-03-A-03 MIXED HOUSES, DUNFERMLINE FIFE
WOODMILL ROAD

DUNFERMLINE
Edge of Town
Residential Zone
Total Number of dwellings: 155
Survey date: MONDAY 30/04/07 Survey Type: MANUAL

5 LC-03-A-29 DETACHED/SEMI D., BLACKBURN LANCASHIRE
REVIDGE ROAD
FOUR LANE ENDS
BLACKBURN
Edge of Town
Residential Zone
Total Number of dwellings: 185
Survey date: THURSDAY 10/06/04 Survey Type: MANUAL

6 LN-03-A-01 MIXED HOUSES, LINCOLN LINCOLNSHIRE
BRANT ROAD
BRACEBRIDGE
LINCOLN
Edge of Town
Residential Zone
Total Number of dwellings: 150
Survey date: TUESDAY 15/05/07 Survey Type: MANUAL

7 NT-03-A-03 SEMI DETACHED,KIRKBY-IN-ASHFD NOTTINGHAMSHIRE
B6018 SUTTON ROAD

KIRKBY-IN-ASHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 166
Survey date: WEDNESDAY 28/06/06 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 SF-03-A-02 SEMI DET./TERRACED, IPSWICH SUFFOLK
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwellings: 230
Survey date: THURSDAY 24/05/07 Survey Type: MANUAL

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	181	0.089	8	181	0.327	8	181	0.416
08:00 - 09:00	8	181	0.162	8	181	0.464	8	181	0.626
09:00 - 10:00	8	181	0.177	8	181	0.228	8	181	0.405
10:00 - 11:00	8	181	0.150	8	181	0.212	8	181	0.362
11:00 - 12:00	8	181	0.200	8	181	0.179	8	181	0.379
12:00 - 13:00	8	181	0.208	8	181	0.203	8	181	0.411
13:00 - 14:00	8	181	0.195	8	181	0.190	8	181	0.385
14:00 - 15:00	8	181	0.193	8	181	0.181	8	181	0.374
15:00 - 16:00	8	181	0.333	8	181	0.217	8	181	0.550
16:00 - 17:00	8	181	0.363	8	181	0.231	8	181	0.594
17:00 - 18:00	8	181	0.437	8	181	0.257	8	181	0.694
18:00 - 19:00	8	181	0.303	8	181	0.250	8	181	0.553
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.810			2.939			5.749

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.

Parameter summary

Trip rate parameter range selected:	131 - 237 (units:)
Survey date date range:	01/01/02 - 22/09/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	181	0.005	8	181	0.003	8	181	0.008
08:00 - 09:00	8	181	0.003	8	181	0.003	8	181	0.006
09:00 - 10:00	8	181	0.003	8	181	0.001	8	181	0.004
10:00 - 11:00	8	181	0.001	8	181	0.003	8	181	0.004
11:00 - 12:00	8	181	0.000	8	181	0.001	8	181	0.001
12:00 - 13:00	8	181	0.003	8	181	0.005	8	181	0.008
13:00 - 14:00	8	181	0.003	8	181	0.004	8	181	0.007
14:00 - 15:00	8	181	0.002	8	181	0.002	8	181	0.004
15:00 - 16:00	8	181	0.001	8	181	0.001	8	181	0.002
16:00 - 17:00	8	181	0.001	8	181	0.001	8	181	0.002
17:00 - 18:00	8	181	0.001	8	181	0.002	8	181	0.003
18:00 - 19:00	8	181	0.000	8	181	0.000	8	181	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.026			0.049

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.

Parameter summary

Trip rate parameter range selected:	131 - 237 (units:)
Survey date date range:	01/01/02 - 22/09/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	181	0.000	8	181	0.000	8	181	0.000
08:00 - 09:00	8	181	0.002	8	181	0.002	8	181	0.004
09:00 - 10:00	8	181	0.000	8	181	0.000	8	181	0.000
10:00 - 11:00	8	181	0.001	8	181	0.001	8	181	0.002
11:00 - 12:00	8	181	0.000	8	181	0.000	8	181	0.000
12:00 - 13:00	8	181	0.000	8	181	0.000	8	181	0.000
13:00 - 14:00	8	181	0.000	8	181	0.000	8	181	0.000
14:00 - 15:00	8	181	0.001	8	181	0.000	8	181	0.001
15:00 - 16:00	8	181	0.001	8	181	0.001	8	181	0.002
16:00 - 17:00	8	181	0.001	8	181	0.001	8	181	0.002
17:00 - 18:00	8	181	0.000	8	181	0.000	8	181	0.000
18:00 - 19:00	8	181	0.001	8	181	0.001	8	181	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.006			0.013

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.

Parameter summary

Trip rate parameter range selected:	131 - 237 (units:)
Survey date date range:	01/01/02 - 22/09/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	181	0.006	8	181	0.008	8	181	0.014
08:00 - 09:00	8	181	0.004	8	181	0.008	8	181	0.012
09:00 - 10:00	8	181	0.004	8	181	0.003	8	181	0.007
10:00 - 11:00	8	181	0.001	8	181	0.003	8	181	0.004
11:00 - 12:00	8	181	0.003	8	181	0.004	8	181	0.007
12:00 - 13:00	8	181	0.006	8	181	0.003	8	181	0.009
13:00 - 14:00	8	181	0.003	8	181	0.003	8	181	0.006
14:00 - 15:00	8	181	0.002	8	181	0.003	8	181	0.005
15:00 - 16:00	8	181	0.018	8	181	0.017	8	181	0.035
16:00 - 17:00	8	181	0.010	8	181	0.007	8	181	0.017
17:00 - 18:00	8	181	0.017	8	181	0.012	8	181	0.029
18:00 - 19:00	8	181	0.012	8	181	0.010	8	181	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.081			0.167

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.

Parameter summary

Trip rate parameter range selected:	131 - 237 (units:)
Survey date date range:	01/01/02 - 22/09/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	181	0.099	8	181	0.396	8	181	0.495
08:00 - 09:00	8	181	0.199	8	181	0.733	8	181	0.932
09:00 - 10:00	8	181	0.208	8	181	0.298	8	181	0.506
10:00 - 11:00	8	181	0.183	8	181	0.277	8	181	0.460
11:00 - 12:00	8	181	0.248	8	181	0.224	8	181	0.472
12:00 - 13:00	8	181	0.266	8	181	0.265	8	181	0.531
13:00 - 14:00	8	181	0.257	8	181	0.250	8	181	0.507
14:00 - 15:00	8	181	0.251	8	181	0.236	8	181	0.487
15:00 - 16:00	8	181	0.537	8	181	0.308	8	181	0.845
16:00 - 17:00	8	181	0.506	8	181	0.340	8	181	0.846
17:00 - 18:00	8	181	0.586	8	181	0.356	8	181	0.942
18:00 - 19:00	8	181	0.418	8	181	0.377	8	181	0.795
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.758			4.060			7.818

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.

Parameter summary

Trip rate parameter range selected:	131 - 237 (units:)
Survey date date range:	01/01/02 - 22/09/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	181	0.033	8	181	0.059	8	181	0.092
08:00 - 09:00	8	181	0.050	8	181	0.186	8	181	0.236
09:00 - 10:00	8	181	0.050	8	181	0.061	8	181	0.111
10:00 - 11:00	8	181	0.034	8	181	0.043	8	181	0.077
11:00 - 12:00	8	181	0.045	8	181	0.042	8	181	0.087
12:00 - 13:00	8	181	0.044	8	181	0.031	8	181	0.075
13:00 - 14:00	8	181	0.039	8	181	0.042	8	181	0.081
14:00 - 15:00	8	181	0.042	8	181	0.034	8	181	0.076
15:00 - 16:00	8	181	0.216	8	181	0.075	8	181	0.291
16:00 - 17:00	8	181	0.101	8	181	0.070	8	181	0.171
17:00 - 18:00	8	181	0.062	8	181	0.064	8	181	0.126
18:00 - 19:00	8	181	0.069	8	181	0.080	8	181	0.149
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.785			0.787			1.572

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.

Parameter summary

Trip rate parameter range selected:	131 - 237 (units:)
Survey date date range:	01/01/02 - 22/09/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	181	0.000	8	181	0.014	8	181	0.014
08:00 - 09:00	8	181	0.003	8	181	0.019	8	181	0.022
09:00 - 10:00	8	181	0.003	8	181	0.009	8	181	0.012
10:00 - 11:00	8	181	0.003	8	181	0.006	8	181	0.009
11:00 - 12:00	8	181	0.002	8	181	0.008	8	181	0.010
12:00 - 13:00	8	181	0.009	8	181	0.010	8	181	0.019
13:00 - 14:00	8	181	0.011	8	181	0.003	8	181	0.014
14:00 - 15:00	8	181	0.006	8	181	0.004	8	181	0.010
15:00 - 16:00	8	181	0.009	8	181	0.006	8	181	0.015
16:00 - 17:00	8	181	0.021	8	181	0.006	8	181	0.027
17:00 - 18:00	8	181	0.020	8	181	0.007	8	181	0.027
18:00 - 19:00	8	181	0.008	8	181	0.003	8	181	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.095			0.190

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.

Parameter summary

Trip rate parameter range selected:	131 - 237 (units:)
Survey date date range:	01/01/02 - 22/09/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	181	0.137	8	181	0.478	8	181	0.615
08:00 - 09:00	8	181	0.255	8	181	0.946	8	181	1.201
09:00 - 10:00	8	181	0.264	8	181	0.370	8	181	0.634
10:00 - 11:00	8	181	0.221	8	181	0.330	8	181	0.551
11:00 - 12:00	8	181	0.297	8	181	0.279	8	181	0.576
12:00 - 13:00	8	181	0.325	8	181	0.308	8	181	0.633
13:00 - 14:00	8	181	0.310	8	181	0.299	8	181	0.609
14:00 - 15:00	8	181	0.301	8	181	0.277	8	181	0.578
15:00 - 16:00	8	181	0.779	8	181	0.406	8	181	1.185
16:00 - 17:00	8	181	0.638	8	181	0.422	8	181	1.060
17:00 - 18:00	8	181	0.686	8	181	0.439	8	181	1.125
18:00 - 19:00	8	181	0.508	8	181	0.470	8	181	0.978
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.721			5.024			9.745

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.

Parameter summary

Trip rate parameter range selected:	131 - 237 (units:)
Survey date date range:	01/01/02 - 22/09/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

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.

Ward of Workplace for the Residents of the "Blunsdon" Ward (00HXMZ)

Ward of Workplace	Ward of Workplace name	Local unitary authority	Total People	Total People	Total %	Home	Underground/metro	Train	Bus	Taxi	Car – driver		Car driver total	Car driver %	Car – passenger	M/cycle	Bicycle	On foot	Other
00AAFT			3	3	0.17%	0	0	3	0	0	0	0.00%	0	0.00%	0	0	0	0	0
00AGGP			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
00AHGM			3	3	0.17%	0	0	3	0	0	0	0.00%	0	0.00%	0	0	0	0	0
00ASGP			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
00ATFY			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
00AWGL			3			0	0	3	0	0	0	0.00%			0	0	0	0	0
00AWGN			3	9	0.51%	0	0	3	0	0	0	0.00%	3	0.26%	0	0	0	0	0
00AWGP			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
00BKGQ			3	3	0.17%	0	0	3	0	0	0	0.00%	0	0.00%	0	0	0	0	0
00BWFS			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
00CFFD			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
00CRFB			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
00DBFN			3	3	0.17%	0	0	0	0	0	0	0.00%	0	0.00%	0	0	3	0	0
00HBNU			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
00HDNX			3	6	0.34%	0	0	0	0	0	3	0.26%	6	0.51%	0	0	0	0	0
00HDPE			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
00HNNP			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
00HXMY	Abbey Meads		14			0	0	0	3	0	11	0.94%			0	0	0	0	0
00HXMZ	Blunsdon		588			230	3	3	3	0	214	18.29%			24	7	14	80	10
00HXNA	Central		93			0	0	0	17	0	66	5.64%			6	4	0	0	0
00HXNB	Covingham and Nythe		17			0	0	0	0	0	14	1.20%			0	3	0	0	0
00HXNC	Dorcan		46			0	0	0	0	0	34	2.91%			3	3	6	0	0
00HXND	Eastcott		111			0	0	3	22	0	74	6.32%			6	3	3	0	0
00HXNE	Freshbrook and Grange Park		30			0	0	0	0	0	30	2.56%			0	0	0	0	0
00HXNF	Gorse Hill and Pinehurst		75			0	0	0	0	0	58	4.96%			5	3	3	6	0
00HXNG	Haydon Wick		3			0	0	0	0	0	0	0.00%			3	0	0	0	0
00HXNH	Highworth		56			0	0	0	0	0	42	3.59%			8	3	3	0	0
00HXNJ	Moredon	Swindon	6	1428	80.54%	0	0	0	3	0	3	0.26%	870	74.36%	0	0	0	0	0
00HXNK	Old Town and Lawn		97			0	0	0	3	0	88	7.52%			3	3	0	0	0
00HXNL	Parks		8			0	0	0	0	0	8	0.68%			0	0	0	0	0
00HXNM	Penhill		3			0	0	0	0	0	3	0.26%			0	0	0	0	0
00HXNN	Ridgeway		3			0	0	0	0	0	3	0.26%			0	0	0	0	0
00HXNP	St Margaret		88			0	0	0	3	0	68	5.81%			7	3	7	0	0
00HXNQ	St Philip		22			0	0	0	0	0	16	1.37%			0	0	3	3	0
00HXNR	Shaw and Nine Elms		16			0	0	0	0	3	13	1.11%			0	0	0	0	0
00HXNS	Toothill and Westlea		32			0	0	0	0	0	29	2.48%			0	0	3	0	0
00HXNT	Walcot		8			0	0	0	3	0	5	0.43%			0	0	0	0	0
00HXNU	Western		92			0	0	0	0	0	71	6.07%			9	6	6	0	0
00HXNW	Wroughton and Chiseldon		20			0	0	0	0	0	20	1.71%			0	0	0	0	0
00MBNR			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
00MBNX			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
00MBNY			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
00MBPC			3	25	1.41%	0	0	0	0	0	3	0.26%	25	2.14%	0	0	0	0	0
00MBPG			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
00MBPL			4			0	0	0	0	0	4	0.34%			0	0	0	0	0
00MBPN			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
00MBPP			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
00MCMR			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
00MCMT			3	9	0.51%	0	0	0	0	0	3	0.26%	9	0.77%	0	0	0	0	0
00MCNH			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
00MRMQ			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
00NXPB			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
00PBNU			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
018S08			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
11UBHH			3	3	0.17%	0	0	0	3	0	0	0.00%	0	0.00%	0	0	0	0	0
11UEGP			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
19UEHG			3	3	0.17%	0	0	0	0	0	0	0.00%	0	0.00%	0	0	0	3	0
22UFGR			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
23UBFY			3	6	0.34%	0	0	0	0	0	3	0.26%	6	0.51%	0	0	0	0	0
23UBGJ			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
23UCGX			10			0	0	0	0	0	10	0.85%			0	0	0	0	0
23UCGZ			9			0	0	0	0	0	9	0.77%			0	0	0	0	0
23UCHB			9	38	2.14%	0	0	0	0	0	9	0.77%	38	3.25%	0	0	0	0	0

Ward of Workplace for the Residents of the "Blunsdon" Ward (00HXMZ)

Ward of Workplace	Ward of Workplace name	Local unitary authority	Total People	Total People	Total %	Home	Underground/metro	Train	Bus	Taxi	Car – driver		Car driver total	Car driver %	Car – passenger	M/cycle	Bicycle	On foot	Other
23UCHF			7			0	0	0	0	0	7	0.60%			0	0	0	0	0
23UCHQ			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
23UEFS			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
23UFGR			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
23UGGJ			3	6	0.34%	0	0	0	0	0	3	0.26%	6	0.51%	0	0	0	0	0
23UGGK			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
24UBJW			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
33UGFS			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
38UCFX			3	6	0.34%	0	0	0	0	0	3	0.26%	6	0.51%	0	0	0	0	0
38UCGF			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
38UDGZ			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
38UEGP		Vale of White Horse	3	67	3.78%	0	0	0	0	0	3	0.26%	61	5.21%	0	0	0	0	0
38UEGT			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
38UEGW			8			0	0	0	0	0	8	0.68%			0	0	0	0	0
38UEGX			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
38UEHA			6			0	0	0	0	0	6	0.51%			0	0	0	0	0
38UEHE			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
38UEHH			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
38UEHJ			35			0	0	0	0	0	29	2.48%			3	0	0	3	0
38UEHM			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
38UFGP			4	7	0.39%	0	0	0	0	0	4	0.34%	7	0.60%	0	0	0	0	0
38UFGR			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
43UDGR			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
44UDGE			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
44UFFX			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
46UBGS			3	6	0.34%	0	0	0	0	0	3	0.26%	6	0.51%	0	0	0	0	0
46UBHH			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
46UCGW			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
46UCHJ			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
46UCHL			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
46UCHM			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
46UCHX			19	61	3.44%	0	0	0	0	0	16	1.37%	49	4.19%	3	0	0	0	0
46UCJC			6			0	0	0	0	0	3	0.26%			0	0	0	0	3
46UCJG			9			0	0	0	0	0	3	0.26%			0	0	0	6	0
46UCJJ			6			0	0	0	0	0	6	0.51%			0	0	0	0	0
46UCJL			9			0	0	0	0	0	9	0.77%			0	0	0	0	0
46UDGZ			3	6	0.34%	0	0	0	0	0	3	0.26%	6	0.51%	0	0	0	0	0
46UDHJ			3			0	0	0	0	0	3	0.26%			0	0	0	0	0
46UFGJ			3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
888888		Outside UK	3	3	0.17%	0	0	0	0	0	0	0.00%	0	0.00%	0	0	0	3	0
999999		Outside UK	3	3	0.17%	0	0	0	0	0	3	0.26%	3	0.26%	0	0	0	0	0
Total			**1773**	**1773**		**230**	**3**	**21**	**60**	**3**	**1170**		**1170**		**80**	**38**	**51**	**104**	**13**
Percentage					**100.0%**	**13.0%**	**0.2%**	**1.2%**	**3.4%**	**0.2%**	**66.0%**	**100.0%**	**66.0%**	**100.0%**	**4.5%**	**2.1%**	**2.9%**	**5.9%**	**0.7%**

ST ANDREW'S RIDGE - HAYDON WICK - FLEMING WAY - GW HOSPITAL 12

via Abbey Meads, Haydon End, Wood Hall, Northern Road, Old Town, Lawn

ROUTE DETAILS: From ST ANDREW'S RIDGE via Salzgitter Drive, Thamesdown Drive, Elstree Way, Shepperton Way, Elstree Way, Ealing Way, Mazurek Way, Torun Way, Westfield Way, Purton Road, Akers Way, Beech Avenue, Northern Road, Ferndale Road, North Star Avenue, Polaris Way, Whitehouse Road, Corporation Street, Manchester Road, Milford Street, Fleming Way, Princes Street, Clarence Street, Victoria Road, Devizes Road, Newport Street, Marlborough Road, Windsor Road, Queens Drive and Marlborough Road to GREAT WESTERN HOSPITAL

Mondays to Fridays (except Public Holidays)

Timetable commences 02 September 2013

ST ANDREW'S RIDGE (Wallis Drive)	0600	0645	0715	0732	0747	0802	0845	0915	0945		15	45		1815	1915
Abbey Meads (Village Centre)	0603	0648	0718	0735	0750	0805	0848	0918	0948		18	48		1818	1918
Haydon Wick (ASDA Walmart) [B]	0607	0652	0722	0740	0755	0810	0852	0922	0952	then	22	52		1822	1922
Haydon End (Orchid Vale School)	0611	0656	0726	0744	0759	0814	0856	0926	0956	at	26	56		1826	1926
Wood Hall (Roundabout)	0615	0700	0730	0750	0805	0820	0900	0930	1000	these	30	00		1830	1930
Northern Road (Cunningham Road)	0619	0704	0734	0755	0810	0825	0904	0934	1004	mins.	34	04	until	1834	1934
Swindon College	0624	0709	0739	0803	0818	0833	0909	0939	1009	past	39	09		1839	1939
Fleming Way [U] arr	0630	0715	0745	0811	0826	0841	0915	0945	1015	each	45	15		1845	1945
Fleming Way [U] dep	0635	0720	0750	0816	0831	0846	0920	0950	1020	hour	50	20		1850	....
Old Town (Prospect)	0639	0724	0754	0822	0837N	0852	0924	0954	1024		54	24		1854	....
Lawn (Tenby Close)	0647	0732	0802	0832	....	0902	0932	1002	1032		02	32		1902	....
GREAT WESTERN HOSPITAL [C]	0654	0739	0809	0839	....	0909	0939	1009	1039		09	39		1909	....

N - Continues to Croft Campus (Nationwide House).

GW HOSPITAL - FLEMING WAY - HAYDON WICK - ST ANDREW'S RIDGE 12

via Lawn, Old Town, Northern Road, Wood Hall, Haydon End, Abbey Meads

ROUTE DETAILS: From GREAT WESTERN HOSPITAL via Marlborough Road, Queens Drive, Windsor Road, Marlborough Road, Newport Street, Devizes Road, Victoria Road, Regent Circus, Princes Street, Fleming Way, Holbrook Way, Cheltenham Street, Station Road, Whitehouse Road, Polaris Way, North Star Avenue, Ferndale Road, Northern Road, Beech Avenue, Akers Way, Purton Road, Westfield Way, Torun Way, Mazurek Way, Ealing Way, Elstree Way, Shepperton Way, Elstree Way, Thamesdown Drive and Salzgitter Drive to ST ANDREW'S RIDGE

Mondays to Fridays (except Public Holidays)

Timetable commences 02 September 2013

GREAT WESTERN HOSPITAL [C]	0702	0744	0814	0844		14	44		1614	1644	....	1714	1744	1814	1844	1914
Lawn (Tenby Close)	0708	0750	0820	0850		20	50		1620	1650	....	1720	1750	1820	1850	1920
Old Town (Prospect)	0717	0759	0829	0859	then	29	59		1629	1659	1714D	1729	1759	1829	1859	1929
Fleming Way [B] arr	0723	0805	0835	0905	at	35	05		1635	1705	1720	1735	1805	1835	1905	1935
Fleming Way [B] dep	0728	0810	0840	0910	these	40	10		1640	1710	1725	1740	1810	1840	1910	1940
Swindon College	0731	0813	0843	0913	mins.	43	13	until	1643	1713	1728	1743	1813	1843	1913	1943
Northern Road (Cunningham Road)	0737	0819	0849	0919	past	49	19		1649	1719	1734	1749	1819	1849	1919	1949
Wood Hall (Roundabout)	0742	0824	0854	0924	each	54	24		1654	1724	1739	1754	1824	1854	1924	1954
Haydon End (Orchid Vale School)	0746	0828	0858	0928	hour	58	28		1658	1728	1743	1758	1828	1858	1928	1958
Haydon Wick (ASDA Walmart) [B]	0750	0832	0902	0932		02	32		1702	1732	1747	1802	1832	1902	1932	2002
Abbey Meads (Village Centre)	0754	0836	0906	0936		06	36		1706	1736	1751	1806	1836	1906	1936	2006
ST ANDREW'S RIDGE (Wallis Drive)	0757	0839	0909	0939		09	39		1709	1739	1754	1809	1839	1909	1939	2009

D - From Croft Campus (Nationwide House), dep 1707.

ST ANDREW'S RIDGE - HAYDON WICK - FLEMING WAY - GW HOSPITAL 12

via Abbey Meads, Haydon End, Wood Hall, Northern Road, Old Town, Lawn

ROUTE DETAILS: From ST ANDREW'S RIDGE via Salzgitter Drive, Thamesdown Drive, Elstree Way, Shepperton Way, Elstree Way, Ealing Way, Mazurek Way, Torun Way, Westfield Way, Purton Road, Akers Way, Beech Avenue, Northern Road, Ferndale Road, North Star Avenue, Polaris Way, Whitehouse Road, Corporation Street, Manchester Road, Milford Street, Fleming Way, Princes Street, Clarence Street, Victoria Road, Devizes Road, Newport Street, Marlborough Road, Windsor Road, Queens Drive and Marlborough Road to GREAT WESTERN HOSPITAL

Saturdays

Timetable commences 07 September 2013

ST ANDREW'S RIDGE (Wallis Drive)	0645	0715	0745		15	45		1715	1745	1815	1915
Abbey Meads (Village Centre)	0648	0718	0748		18	48		1718	1748	1818	1918
Haydon Wick (ASDA Walmart) [B]	0652	0722	0752	then	22	52		1722	1752	1822	1922
Haydon End (Orchid Vale School)	0656	0726	0756	at	26	56		1726	1756	1826	1926
Wood Hall (Roundabout)	0700	0730	0800	these	30	00		1730	1800	1830	1930
Northern Road (Cunningham Road)	0704	0734	0804	mins.	34	04	until	1734	1804	1834	1934
Swindon College	0709	0739	0809	past	39	09		1739	1809	1839	1939
Fleming Way [U] arr	0715	0745	0815	each	45	15		1745	1815	1845	1945
Fleming Way [U] dep	0720	0750	0820	hour	50	20		1750	1820	1850	....
Old Town (Prospect)	0724	0754	0824		54	24		1754	1824	1854	....
Lawn (Tenby Close)	0732	0802	0832		02	32		1802	1832	1902	....
GREAT WESTERN HOSPITAL [C]	0739	0809	0839		09	39		1809	1839	1909	....

GW HOSPITAL - FLEMING WAY - HAYDON WICK - ST ANDREW'S RIDGE 12

via Lawn, Old Town, Northern Road, Wood Hall, Haydon End, Abbey Meads

ROUTE DETAILS: From GREAT WESTERN HOSPITAL via Marlborough Road, Queens Drive, Windsor Road, Marlborough Road, Newport Street, Devizes Road, Victoria Road, Regent Circus, Princes Street, Fleming Way, Holbrook Way, Cheltenham Street, Station Road, Whitehouse Road, Polaris Way, North Star Avenue, Ferndale Road, Northern Road, Beech Avenue, Akers Way, Purton Road, Westfield Way, Torun Way, Mazurek Way, Ealing Way, Elstree Way, Shepperton Way, Elstree Way, Thamesdown Drive and Salzgitter Drive to ST ANDREW'S RIDGE

Saturdays

Timetable commences 07 September 2013

GREAT WESTERN HOSPITAL [C]	0744	0814	0844		14	44		1814	1844	1914
Lawn (Tenby Close)	0750	0820	0850		20	50		1820	1850	1920
Old Town (Prospect)	0759	0829	0859	then	29	59		1829	1859	1929
Fleming Way [B] arr	0805	0835	0905	at	35	05		1835	1905	1935
Fleming Way [B] dep	0810	0840	0910	these	40	10		1840	1910	1940
Swindon College	0813	0843	0913	mins.	43	13	until	1843	1913	1943
Northern Road (Cunningham Road)	0819	0849	0919	past	49	19		1849	1919	1949
Wood Hall (Roundabout)	0824	0854	0924	each	54	24		1854	1924	1954
Haydon End (Orchid Vale School)	0828	0858	0928	hour	58	28		1858	1928	1958
Haydon Wick (ASDA Walmart) [B]	0832	0902	0932		02	32		1902	1932	2002
Abbey Meads (Village Centre)	0836	0906	0936		06	36		1906	1936	2006
ST ANDREW'S RIDGE (Wallis Drive)	0839	0909	0939		09	39		1909	1939	2009

FLEMING WAY - BLUNSDON 24

ROUTE DETAILS: From FLEMING WAY via Corporation Street, Manchester Road, County Road, Ocotal Way, Cricklade Road, Highworth Road, Sams Lane and High Street to BLUNSDON

Mondays to Fridays (except Public Holidays)

Timetable commences 02 September 2013

FLEMING WAY [W]	0700	0730	0905	1005	1105	1205	1305	1330	1405	1505	1605	1705	1805
Ocotal Way (Tesco)	....	....	0910	1010	1110	1210	1310	....	1410	1510	1610	....	....
Gorse Hill (North)	0705	0735	0914	1014	1114	1214	1314	1336	1414	1514	1614	1714	1814
Groundwell (BCA)	0715	0745	....	....	....	....	....	1347	....	....	....	....	....
Groundwell West (Cricklade Road)	....	0748	0921	1021	1121	1221	1321	....	1421	1521	1621	1721	1821
BLUNSDON (Holdcroft Close)	....	0756	0929	1029	1129	1229	1329	....	1429	1529	1629	1729	1829B

B - Continues to Hillside Way.

BLUNSDON - FLEMING WAY 24

ROUTE DETAILS: From BLUNSDON via High Street, Ermin Street, Cricklade Road, Ocotal Way, County Road, Manchester Road and Milford Street to FLEMING WAY

Mondays to Fridays (except Public Holidays)

Timetable commences 02 September 2013

BLUNSDON (Holdcroft Close)	0757	0932	1032	1132	1232	1332	....	1432	1532	1632	....	1732	....
Groundwell West (Cricklade Road)	0805	0939	1039	1139	1239	1339	....	1439	1539	1639	....	1739	....
Groundwell (BCA)	....	....	....	....	....	....	1410	....	....	....	1705	....	2210
Gorse Hill (Tydeman Street)	0812	0945	1045	1145	1245	1345	1416	1445	1545	1645	1711	1745	2215
Ocotal Way (Tesco)	....	0949	1049	1149	1249	1349	....	1449	1549	....	....	....	....
FLEMING WAY [W]	0825	0957	1057	1157	1257	1357	1426	1457	1557	1657	1723	1757	2223

FLEMING WAY - BLUNSDON 24

ROUTE DETAILS: From FLEMING WAY via Corporation Street, Manchester Road, County Road, Ocotal Way, Cricklade Road, Highworth Road, Sams Lane and High Street to BLUNSDON

Saturdays

Timetable commences 07 September 2013

FLEMING WAY [W]	0735	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805
Ocotal Way (Tesco)	....	0910	1010	1110	1210	1310	1410	1510	1610	1710	....
Gorse Hill (North)	0744	0914	1014	1114	1214	1314	1414	1514	1614	1714	1814
Groundwell West (Cricklade Road)	0751	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821
BLUNSDON (Holdcroft Close)	0759	0929	1029	1129	1229	1329	1429	1529	1629	1729	1829B

B - Continues to Hillside Way.

BLUNSDON - FLEMING WAY 24

ROUTE DETAILS: From BLUNSDON via High Street, Ermin Street, Cricklade Road, Ocotal Way, County Road, Manchester Road and Milford Street to FLEMING WAY

Saturdays

Timetable commences 07 September 2013

BLUNSDON (Holdcroft Close)	0802	0932	1032	1132	1232	1332	1432	1532	1632	1732
Groundwell West (Cricklade Road)	0809	0939	1039	1139	1239	1339	1439	1539	1639	1739
Gorse Hill (Tydeman Street)	0815	0945	1045	1145	1245	1345	1445	1545	1645	1745
Ocotal Way (Tesco)	....	0949	1049	1149	1249	1349	1449	1549	....	....
FLEMING WAY [W]	0827	0957	1057	1157	1257	1357	1457	1557	1657	1757

CAR SHARING



Save money on your travel costs by car sharing. If you are looking for someone to share your journeys with, visit Carshare Swindon. Simply enter your journey details to see if there is a suitable car share match for you.

Join Carshare Swindon for free at liftshare.com/uk/community/swindon

Carshare Swindon is a safe, secure and easy way to find a car share partner. You can search for people who make similar trips to yourself. If you are meeting someone for the first time, arrange to meet them in a public place. If you are unhappy with the car sharing arrangement, you can stop without any pressure – you are under no obligation to continue.

Save money!

On an average 20-mile round trip, you can save up to £1,300 per year by car sharing.
The more miles you commute the more you save!

Try the free online cost calculator at www.carshareswindon.com to see how much you can save!

TAXI



Using a taxi avoids the need to use or own a car and can be shared with other residents wherever possible. Here are some details of just a few of the taxi operating companies around Swindon:

- A1 Swindon Taxis - 01793 251251
- V-Cars - 01793 701701
- Safe Taxis Swindon - 01793 979277

COMMUNITY TRANSPORT

Swindon Dial-a-Ride provides transport for people of any age who are unable to use public transport due to a mobility impairment or disability. In order to register to use this service, please contact 01793 616050 or visit www.dialarideswindon.org.uk

ONLINE SHOPPING



To save journeys by car, why not do your shopping online? Home deliveries enable you to take fewer trips by car to collect shopping and help you save time and money whilst doing so!

All the major supermarkets offer this service for a small delivery charge.

www.sainsburys.co.uk
www.tesco.com
www.asda.com
www.iceland.co.uk
www.morrisons.co.uk
www.waitrose.com
www.ocado.com

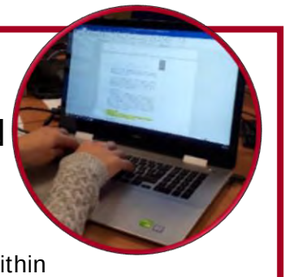
Swindon Travel Choices

Swindon Borough Council's website provides a wealth of useful information, with details on the local cycle network, walking routes, bus travel information and car sharing.

The site also provides more help and tips on travelling more sustainably.

Visit their website at:
www.swindontravelchoices.co.uk

ABBEY FARM TRAVEL PLAN WEBPAGE



You can find all the information included within this guide and more on the Abbey Farm Travel Plan Website.

The website includes:

- Plans of local transport routes
- Locations of nearby facilities including approximate walking and cycling distances
- Public transport information
- Sustainable transport events

You can access the website at the following address:

www.travelplanservices.com/abbeyfarmtp/

Abbey Farm Swindon

TRAVEL INFORMATION GUIDE







CEC
COLE EASDON CONSULTANTS

Welcome to Abbey Farm

Situated to the north of Swindon, on the edge of glorious open Cotswolds countryside, Abbey Farm is a delightful place to set up home and raise a family. Here you'll get to enjoy all the superb facilities of Swindon, without living in the town itself, giving you the best of both worlds.

This guide provides further information on the different ways that you can travel in the area for your daily trips as well as those journeys you undertake less frequently.

A primary aim of the development is to encourage the use of more sustainable forms of transport such as walking, cycling, public transport or car sharing. We need your help to achieve this!

Please take a few moments to read this Travel Information Pack and consider how its contents may assist you to make more sustainable travel choices.

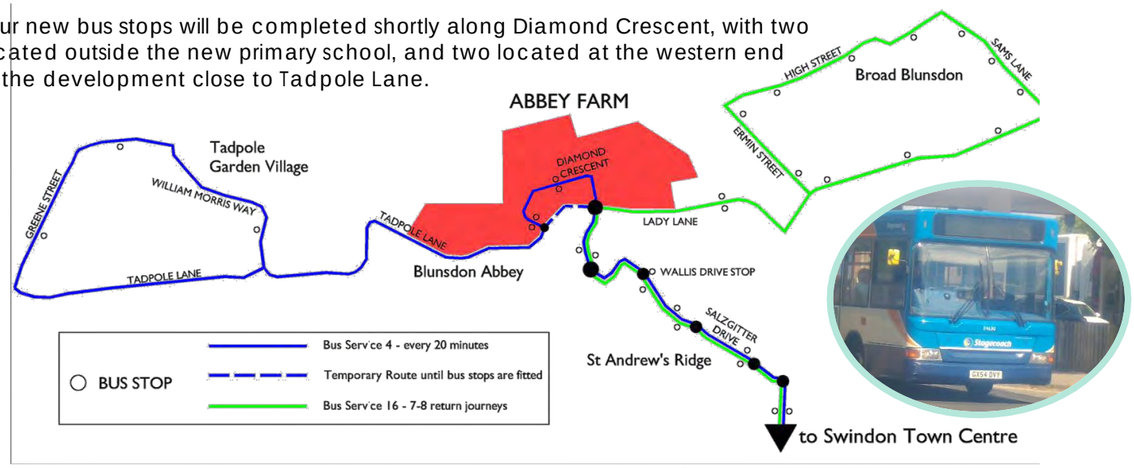
REDROW

Linden HOMES

BUS

Abbey Farm is served by both Stagecoach and Swindon's Bus Company who provide frequent and good value bus services towards Swindon Town Centre and the surrounding area

Four new bus stops will be completed shortly along Diamond Crescent, with two located outside the new primary school, and two located at the western end of the development close to Tadpole Lane.



These bus stops will be served by bus service operated by Stagecoach, which provides a link from Tadpole Garden Village into Swindon Town Centre serving St Andrew's Ridge, Orbital Park Shopping Centre and the Outlet Village. Buses operate approximately every 20 minutes Monday to Saturday until 8:00pm Journey time into the Town Centre is just 35 minutes.

Alternative buses can be accessed from Lady Lane (Abbey Stadium) or Salzgitter Drive (Thornhill Drive), approximately 10 minutes' walk away. Bus service 16 operated by Swindon's Bus Company operates up to eight times a day Monday to Saturday from Blunsdon towards Orbital Park, Wood Hall, Swindon College and Swindon Town Centre. The service is great if you need to access the ASDA supermarket or Swindon College.

Bus Service Summary		
4 Stagecoach	Tadpole Garden Village - Abbey Farm - St Andrew's Ridge - Abbey Meads - Orbital Park Shopping Centre - Wood Hall - Rodbourne - Outlet Village - Town Centre	MONDAY - SATURDAY every 20 minutes 06:00-19:00 19:59
16 Swindon's Bus Company	Town Centre - Swindon College - Taw Hill - Haydon End - Orbital Park Shopping Centre - Abbey Meads - St Andrew's Ridge - Blunsdon	MONDAY - SATURDAY 7-8 return journeys 06:45-17:15

To check live times and ticket prices for local bus services Use the

STAGECOACH BUS APP

- Find your nearest bus stop with ease using your phone's GPS.
- Find the right ticket for your journey easily.
- Simple journey planning.

Download for free on iTunes or at the Google Play Store

BUS TICKETS The easiest way to buy your tickets is by Smartcard which can be purchased online with either Stagecoach or Swindon's Bus Company. Tickets can also be paid for in cash or by contactless card on the bus.

ADULT BUS TICKET SUMMARY from Abbey Farm & St Andrew's Ridge	ON BUS
SINGLE to Town Centre	£2.40
DAYRIDER within Swindon	£4.00 Stagecoach £4.30 Swindon's Bus Company
7 DAYS within Swindon	£16.00 SMARTCARD
4 WEEKS within Swindon	£60.00 SMARTCARD
13 WEEKS within Swindon	£175.00 SMARTCARD (Online only)

All of these tickets except the 13-week tickets can be purchased on the bus, and are valid on both bus operators' services.

At present tickets purchased on a mobile phone can only be used with the operator they were purchased from.

REAL TIME BUS INFORMATION

Find out live bus times from the comfort of your home by logging onto the bus operators' websites. Full information for all local bus services in Swindon can also be found here.

www.stagecoachbus.com www.swindonbus.co.uk

Select your nearest bus stops, to show a list of departures.



RAIL TRAVEL

Your nearest railway station is Swindon Station. Five departures an hour link Reading and London during the daytime seven days a week, with frequent services to Chippenham, Bath, Bristol, Cheltenham, Gloucester and South Wales.

The easiest way to access the station is by catching bus service 9 from Abbey Farm, which stops at the Bus Station in the Town Centre, only a short walk from the railway Station. You can also cycle to the station, where there is parking for 220 bicycles. Car parking is also available for £9.10 for 24 hours.

It is best to purchase your train ticket in advance at www.gwr.com where information on train services can also be found. The benefit of booking in advance is that your seat will be guaranteed. There is space for bicycles on board all trains, but this must be reserved.

Buy tickets on your mobile phone

by downloading the GWR app through iTunes or Google Play!





WALKING & CYCLING

A number of walking and cycle routes link the Abbey Farm development to the surrounding areas. A direct walking and cycling link is provided from Abbey Farm towards Blunsdon and to Orbital Shopping Park.

The cycle link towards the Orbital Retail Park connects onto other routes that serve the nearby residential areas of Oakhurst and Redhouse and also the National Cycle Network Route 45 which links Cricklade and the Cotswold Water Park with Swindon. The route towards Swindon Town Centre is largely along traffic free routes.



All your basic provisions and leisure requirements can be reached within a 2.5km walk (30 minutes) or cycle ride (13 minutes). Once completed, the Abbey Farm development will include a new primary school and local convenience store, as well as areas of public open space.

Swindon Borough Council have a variety of walking and cycling resources available – including walks and cycle routes that are available in North Swindon. These can be accessed from the Swindon Travel Choices website at: www.swindontravelchoices.co.uk

Cycling Clubs

There are a number of local cycling groups active in Swindon. Whether you are participating in cycling as a competitive sport or simply a leisurely pursuit, there is something for everyone.

Visit Cycling UK's website to find groups in the Swindon area – www.cyclinguk.org

A copy of the

SWINDON CYCLE MAP

is included with this Travel Information Pack.



What are your normal TRAVEL PATTERNS?

As part of the Abbey Farm Travel Plan, we need to understand the travel patterns of the residents, and try to establish ways to help all users of the development to travel sustainably.

We would be grateful if you could take part in a short travel survey.

Your answers should be based on your 'typical' travel habits.

Visit www.surveymonkey.com/r/AbbeyFarm2026
or use the QR code to enter

£5
Amazon Voucher
For each completed survey
Max 1 per household



Survey Closes
26th July 2026



visit
www.swindontravelchoices.co.uk
to help you travel sustainably.

Swindon Travel Choices

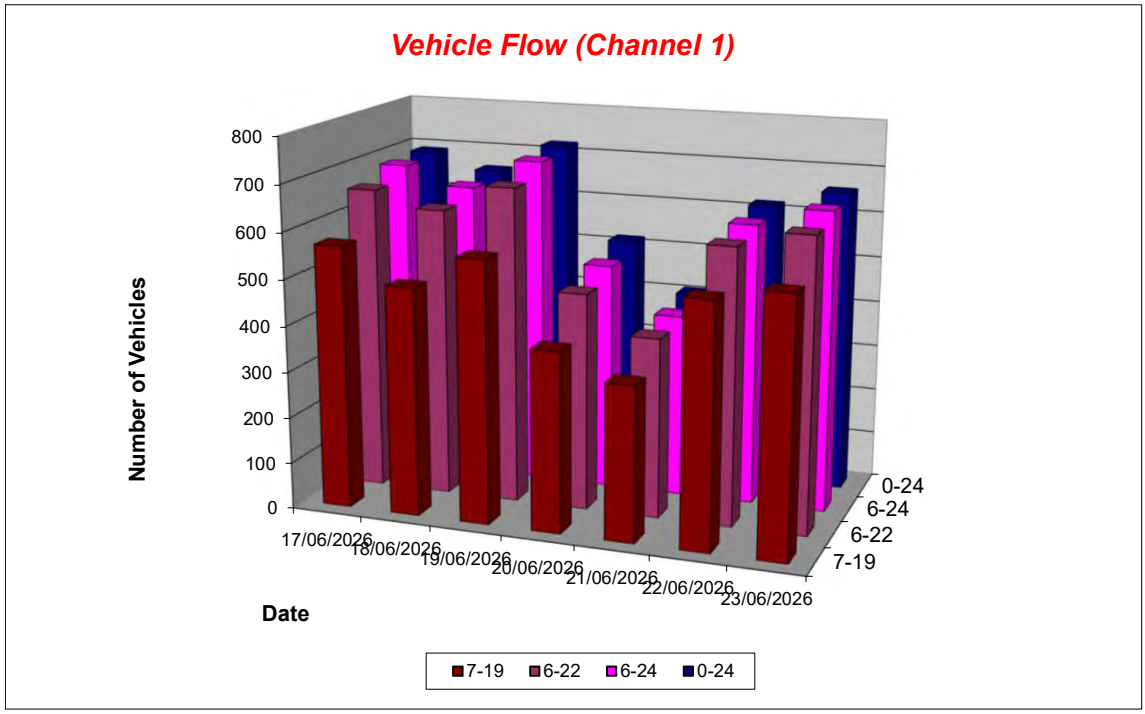
Abbey Farm Travel Plan Website: www.coleeasdon.com/abbeyfarmtp
Email: tpc@coleeasdon.com

Blunsdon St Andrew ATC 1, Diamond Crescent (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Northwestbound | **Vehicle Flow** | **Week 1**

Hr Ending	17/06/2026 Wednesday	18/06/2026 Thursday	19/06/2026 Friday	20/06/2026 Saturday	21/06/2026 Sunday	22/06/2026 Monday	23/06/2026 Tuesday	Weekday Average	Average
1	2	7	4	7	4	1	2	3	4
2	0	1	0	5	3	3	2	1	2
3	1	0	0	1	1	0	0	0	0
4	0	0	5	3	1	0	0	1	1
5	1	2	0	2	1	1	2	1	1
6	1	0	0	3	1	4	2	1	2
7	6	8	7	1	2	6	8	7	5
8	26	31	36	10	7	25	41	32	25
9	82	79	72	21	13	67	76	75	59
10	27	20	34	31	16	29	33	29	27
11	27	26	30	45	22	23	13	24	27
12	24	28	24	43	40	23	28	25	30
13	38	26	34	34	28	29	34	32	32
14	30	27	33	39	42	19	41	30	33
15	42	33	44	34	42	43	44	41	40
16	73	73	82	36	33	73	76	75	64
17	70	59	58	38	40	71	55	63	56
18	72	48	75	33	29	75	62	66	56
19	58	43	44	25	22	46	46	47	41
20	35	46	56	29	22	33	26	39	35
21	35	46	25	32	21	17	30	31	29
22	13	32	29	19	10	16	17	21	19
23	9	17	15	9	3	10	6	11	10
24	18	4	14	16	5	3	12	10	10
7-19	569	493	566	389	334	523	549	540	489
6-22	658	625	683	470	389	595	630	638	579
6-24	685	646	712	495	397	608	648	660	599
0-24	690	656	721	516	408	617	656	668	609



Blunsdon St Andrew ATC 1, Diamond Crescent (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Northwestbound **Average Speed** **Week 1**

Hr Ending	17/06/2026 Wednesday	18/06/2026 Thursday	19/06/2026 Friday	20/06/2026 Saturday	21/06/2026 Sunday	22/06/2026 Monday	23/06/2026 Tuesday
1	25.6	17.0	21.2	19.8	18.3	8.8	12.6
2	-	17.3	-	16.9	17.4	17.8	16.8
3	18.8	-	-	22.8	21.1	-	-
4	-	-	20.7	19.3	15.4	-	-
5	23.5	18.1	-	11.4	19.6	24.6	17.5
6	20.2	-	-	20.7	30.0	19.8	16.6
7	12.9	18.3	17.8	15.6	21.5	20.8	18.8
8	19.0	18.8	19.2	17.9	16.9	18.3	19.9
9	18.8	20.0	19.8	19.6	18.6	21.1	19.3
10	19.1	18.4	18.3	17.5	19.7	20.5	19.0
11	19.2	17.7	17.8	18.6	18.2	17.0	18.0
12	16.4	17.4	19.4	17.7	19.0	18.2	19.5
13	18.3	18.9	19.4	18.6	18.0	18.5	17.9
14	17.8	19.4	18.6	18.1	19.8	18.8	19.4
15	17.9	19.1	18.3	18.3	19.0	19.3	18.7
16	19.0	19.9	20.3	18.5	19.6	19.9	18.6
17	18.0	18.5	19.0	18.0	18.0	18.7	19.1
18	19.9	18.8	19.1	19.0	18.8	19.2	19.2
19	18.0	18.2	18.8	16.9	20.5	18.3	18.7
20	19.2	19.8	18.3	17.8	19.1	18.8	17.9
21	16.5	17.1	18.1	18.4	18.3	20.0	17.0
22	18.0	19.2	17.8	17.7	17.4	18.2	16.2
23	17.3	19.1	19.4	15.9	13.4	18.6	18.0
24	19.5	17.3	21.7	17.3	18.6	18.2	17.7
10-12	17.9	17.6	18.5	18.1	18.7	17.6	19.0
14-16	18.6	19.7	19.6	18.4	19.3	19.7	18.6
0-24	18.5	18.9	19.1	18.1	18.9	19.2	18.7

Mean (LIGHT)	-	Mean (ALL)	18.8
Mean (HEAVY)	-	Weekday Inter-Peak	18.9

Channel 1 - Northwestbound **85th Percentile**

Hr Ending	17/06/2026 Wednesday	18/06/2026 Thursday	19/06/2026 Friday	20/06/2026 Saturday	21/06/2026 Sunday	22/06/2026 Monday	23/06/2026 Tuesday
1	27.8	22.8	24.5	22.1	19.7	-	15.2
2	-	-	-	21.0	19.6	20.3	21.4
3	-	-	-	-	-	-	-
4	-	-	24.9	20.5	-	-	-
5	-	18.9	-	17.7	-	-	19.4
6	-	-	-	26.1	-	25.0	16.8
7	18.8	23.1	21.1	-	22.1	25.8	22.4
8	23.2	22.4	22.2	22.9	20.7	22.4	23.2
9	23.2	23.9	24.2	23.8	23.4	24.5	23.0
10	22.4	22.4	21.5	22.7	23.4	25.1	24.0
11	23.4	21.9	21.7	22.3	21.0	20.7	21.7
12	20.6	21.8	23.4	22.3	22.6	22.9	24.6
13	23.0	23.2	23.5	21.8	23.4	22.8	23.0
14	21.1	23.2	23.3	21.8	23.7	23.0	24.6
15	21.8	24.5	22.6	21.9	22.3	23.1	21.7
16	23.0	23.4	24.6	22.5	24.1	23.4	22.8
17	21.7	23.0	22.9	22.0	22.1	21.7	23.3
18	23.9	24.1	23.1	22.7	22.7	23.1	23.1
19	22.2	22.8	23.4	20.9	25.5	22.2	23.7
20	24.0	23.7	22.7	23.2	23.1	23.1	22.2
21	21.3	21.2	23.7	22.4	22.7	24.4	21.5
22	20.1	24.0	21.2	22.2	22.9	22.7	21.0
23	22.7	24.3	22.7	19.6	15.7	22.0	23.5
24	23.3	22.9	25.8	22.2	22.4	27.6	23.2
10-12	22.3	21.9	22.5	22.3	22.1	21.9	23.8
14-16	22.6	23.9	24.1	22.2	23.2	23.3	22.4
0-24	22.8	23.3	23.3	22.3	23.1	23.3	23.1

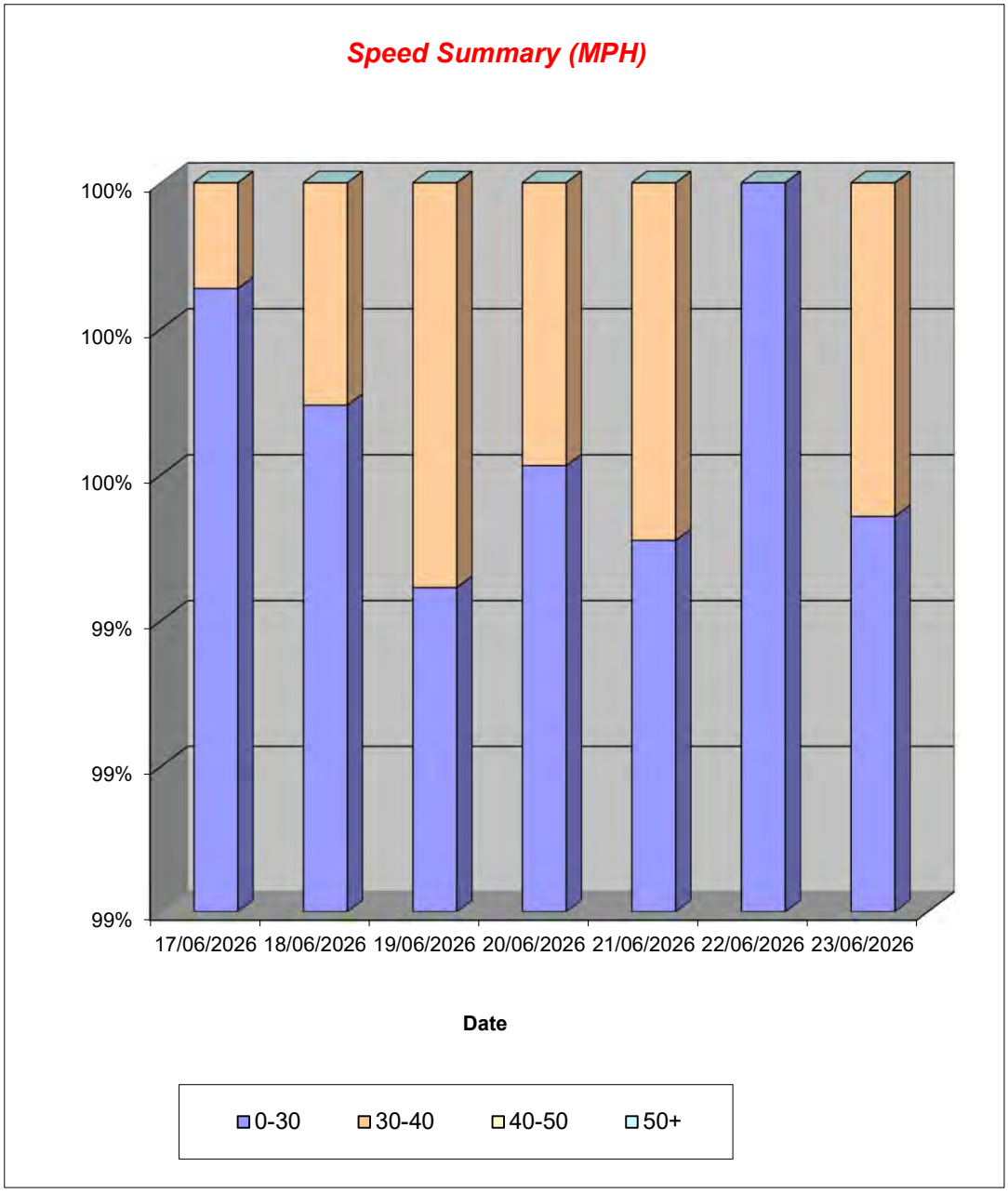
85th %ile (LIGHT)	-	85th %ile (ALL)	23.1
85th %ile (HEAVY)	-	Weekday Inter-Peak	23.1

Blunsdon St Andrew ATC 1, Diamond Crescent (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Northwestbound | **Speed Summary** | **Week 1**

Speed (MPH)	17/06/2026 Wednesday	18/06/2026 Thursday	19/06/2026 Friday	20/06/2026 Saturday	21/06/2026 Sunday	22/06/2026 Monday	23/06/2026 Tuesday
0-30	689	654	717	514	406	617	653
30-40	1	2	4	2	2	0	3
40-50	0	0	0	0	0	0	0
50+	0	0	0	0	0	0	0
TOTAL	**690**	**656**	**721**	**516**	**408**	**617**	**656**



Blunsdon St Andrew ATC 1, Diamond Crescent (Western Site)

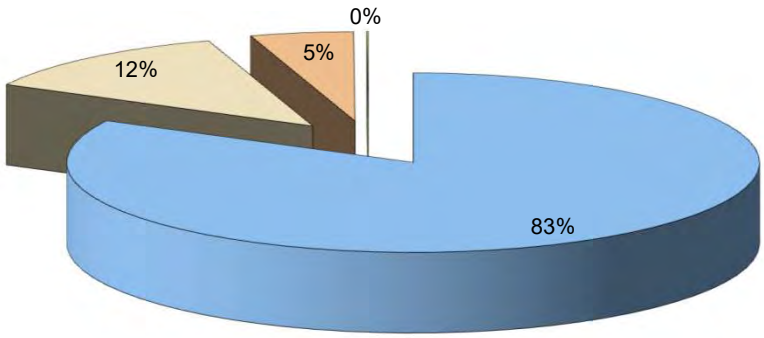
Produced by Road Data Services Ltd.

Channel 1 - Northwestbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
17/06/2026					
7-19	468	78	23	0	569
6-22	540	90	28	0	658
6-24	563	92	30	0	685
0-24	565	95	30	0	690
18/06/2026					
7-19	400	63	30	0	493
6-22	522	68	35	0	625
6-24	539	70	37	0	646
0-24	548	71	37	0	656
19/06/2026					
7-19	452	83	31	0	566
6-22	552	94	37	0	683
6-24	580	95	37	0	712
0-24	586	98	37	0	721
20/06/2026					
7-19	316	55	18	0	389
6-22	385	61	24	0	470
6-24	407	63	25	0	495
0-24	425	66	25	0	516
21/06/2026					
7-19	292	29	12	1	334
6-22	338	36	14	1	389
6-24	346	36	14	1	397
0-24	356	37	14	1	408
22/06/2026					
7-19	436	64	22	1	523
6-22	498	70	26	1	595
6-24	510	70	27	1	608
0-24	516	73	27	1	617
23/06/2026					
7-19	443	79	26	1	549
6-22	507	89	33	1	630
6-24	523	89	35	1	648
0-24	530	90	35	1	656

Average					
7-19	401	64	23	0	489
6-22	477	73	28	0	579
6-24	495	74	29	0	599
0-24	504	76	29	0	609

Total Vehicle Class Distribution

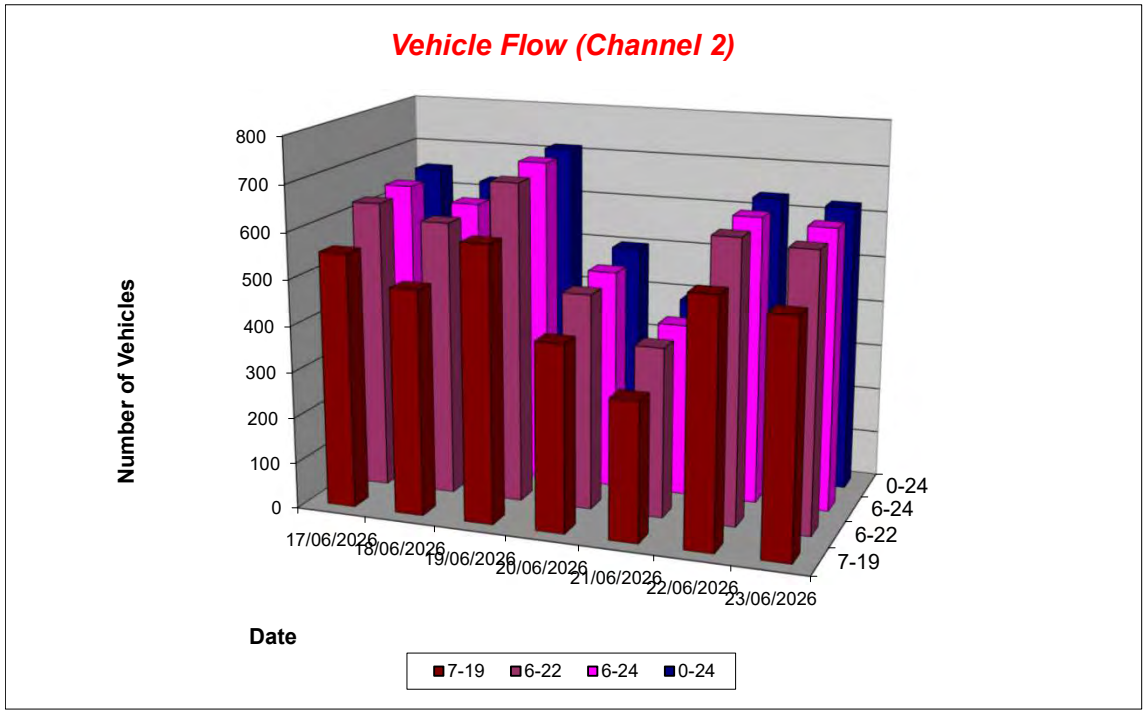


Blunsdon St Andrew ATC 1, Diamond Crescent (Western Site)

Produced by Road Data Services Ltd.

Channel 2 - Southeastbound | **Vehicle Flow** | **Week 1**

Hr Ending	17/06/2026 Wednesday	18/06/2026 Thursday	19/06/2026 Friday	20/06/2026 Saturday	21/06/2026 Sunday	22/06/2026 Monday	23/06/2026 Tuesday	Weekday Average	Average
1	5	8	0	7	6	1	1	3	4
2	0	0	1	4	2	0	0	0	1
3	1	2	0	2	1	0	0	1	1
4	0	1	0	5	3	2	0	1	2
5	0	0	0	0	1	1	2	1	1
6	5	9	3	1	2	6	9	6	5
7	18	16	18	6	5	21	20	19	15
8	60	56	55	17	8	58	64	59	45
9	105	87	101	26	15	94	100	97	75
10	27	27	40	40	30	25	20	28	30
11	22	22	26	44	34	26	22	24	28
12	34	31	42	46	39	26	32	33	36
13	28	31	39	41	21	39	43	36	35
14	25	26	28	41	26	25	35	28	29
15	31	35	31	36	22	35	32	33	32
16	60	59	65	34	26	60	54	60	51
17	54	46	55	33	33	58	48	52	47
18	51	30	43	22	25	48	29	40	35
19	56	39	72	25	23	39	27	47	40
20	25	32	42	23	26	30	38	33	31
21	29	36	20	19	26	18	27	26	25
22	4	25	17	16	11	12	10	14	14
23	3	9	13	5	6	5	3	7	6
24	7	2	3	7	2	5	9	5	5
7-19	553	489	597	405	302	533	506	536	484
6-22	629	598	694	469	370	614	601	627	568
6-24	639	609	710	481	378	624	613	639	579
0-24	650	629	714	500	393	634	625	650	592



Blunsdon St Andrew ATC 1, Diamond Crescent (Western Site)

Produced by Road Data Services Ltd.

Channel 2 - Southeastbound | **Average Speed** | **Week 1**

Hr Ending	17/06/2026 Wednesday	18/06/2026 Thursday	19/06/2026 Friday	20/06/2026 Saturday	21/06/2026 Sunday	22/06/2026 Monday	23/06/2026 Tuesday
1	14.0	18.8	-	16.8	17.9	17.4	27.1
2	-	-	13.8	18.5	14.6	-	-
3	14.1	20.0	-	15.4	16.7	-	-
4	-	14.4	-	18.0	16.6	16.2	-
5	-	-	-	-	22.3	16.3	15.1
6	16.4	17.3	18.5	17.2	18.5	13.1	17.1
7	18.9	18.5	17.8	17.1	16.6	17.5	17.6
8	17.9	18.3	17.7	18.7	16.4	17.6	17.8
9	18.0	18.0	18.1	18.5	17.0	18.4	18.8
10	17.2	18.1	17.5	17.4	18.2	18.1	19.0
11	18.7	16.7	18.2	17.1	18.0	17.5	18.7
12	17.2	17.5	17.4	17.9	17.7	16.7	17.0
13	16.5	17.1	17.7	16.6	17.6	17.5	18.3
14	17.5	18.5	17.4	18.3	17.1	16.6	17.6
15	17.2	18.4	18.3	18.2	17.3	18.3	17.2
16	18.1	19.3	18.4	17.0	17.1	18.6	19.0
17	18.0	17.8	18.4	17.7	18.4	18.0	19.0
18	17.8	19.3	18.4	16.2	19.0	17.2	17.1
19	18.2	18.8	17.7	18.0	18.2	17.8	17.4
20	18.7	17.9	16.8	16.6	16.7	17.0	17.4
21	17.1	18.6	17.2	16.2	17.8	18.2	18.6
22	15.8	18.7	17.1	19.1	16.6	16.6	17.9
23	17.1	18.9	17.6	16.2	17.8	19.5	16.8
24	15.1	15.2	13.3	17.6	14.6	22.4	15.3
10-12	17.8	17.2	17.7	17.5	17.8	17.1	17.7
14-16	17.8	19.0	18.4	17.6	17.2	18.5	18.4
0-24	17.7	18.3	17.8	17.5	17.6	17.8	18.1

Mean (LIGHT)	-	Average (ALL)	17.9
Mean (HEAVY)	-	Weekday Inter-Peak	18.1

Channel 2 - Southeastbound | **85th Percentile**

Hr Ending	17/06/2026 Wednesday	18/06/2026 Thursday	19/06/2026 Friday	20/06/2026 Saturday	21/06/2026 Sunday	22/06/2026 Monday	23/06/2026 Tuesday
1	18.0	23.2	-	20.6	21.5	-	-
2	-	-	-	20.0	18.8	-	-
3	-	21.4	-	18.0	-	-	-
4	-	-	-	22.2	19.1	16.4	-
5	-	-	-	-	-	-	16.2
6	19.4	20.7	24.1	-	18.8	17.6	20.8
7	22.2	22.3	20.8	19.4	20.5	22.3	20.2
8	20.9	21.1	20.6	21.7	20.3	20.8	21.4
9	22.0	21.4	21.3	22.7	19.9	21.4	22.3
10	21.5	22.0	21.7	21.1	21.9	22.7	21.9
11	21.6	21.3	22.0	20.2	20.8	20.6	22.0
12	20.7	21.7	21.0	22.5	21.3	20.9	21.0
13	21.9	21.9	21.6	20.5	21.7	20.3	22.5
14	21.0	22.3	21.4	21.2	20.9	20.5	20.8
15	20.2	22.1	21.9	22.2	19.9	22.0	21.2
16	21.7	22.8	21.5	20.9	19.8	21.7	22.8
17	21.5	22.1	21.4	21.3	21.8	22.4	22.3
18	22.1	22.3	22.9	20.1	22.8	20.6	21.4
19	22.0	21.6	22.5	22.7	22.7	21.0	20.7
20	23.0	21.3	20.2	21.8	20.5	20.8	20.9
21	20.8	22.6	21.4	19.4	21.4	22.2	22.0
22	17.4	22.7	22.2	22.6	21.4	20.4	21.7
23	18.4	22.3	21.2	16.4	21.5	22.2	19.4
24	18.3	16.9	15.7	21.3	17.0	28.4	19.5
10-12	21.2	21.6	21.4	21.5	21.1	20.8	21.5
14-16	21.3	22.6	21.6	21.6	19.9	21.9	22.4
0-24	21.5	22.1	21.6	21.4	21.2	21.5	21.8

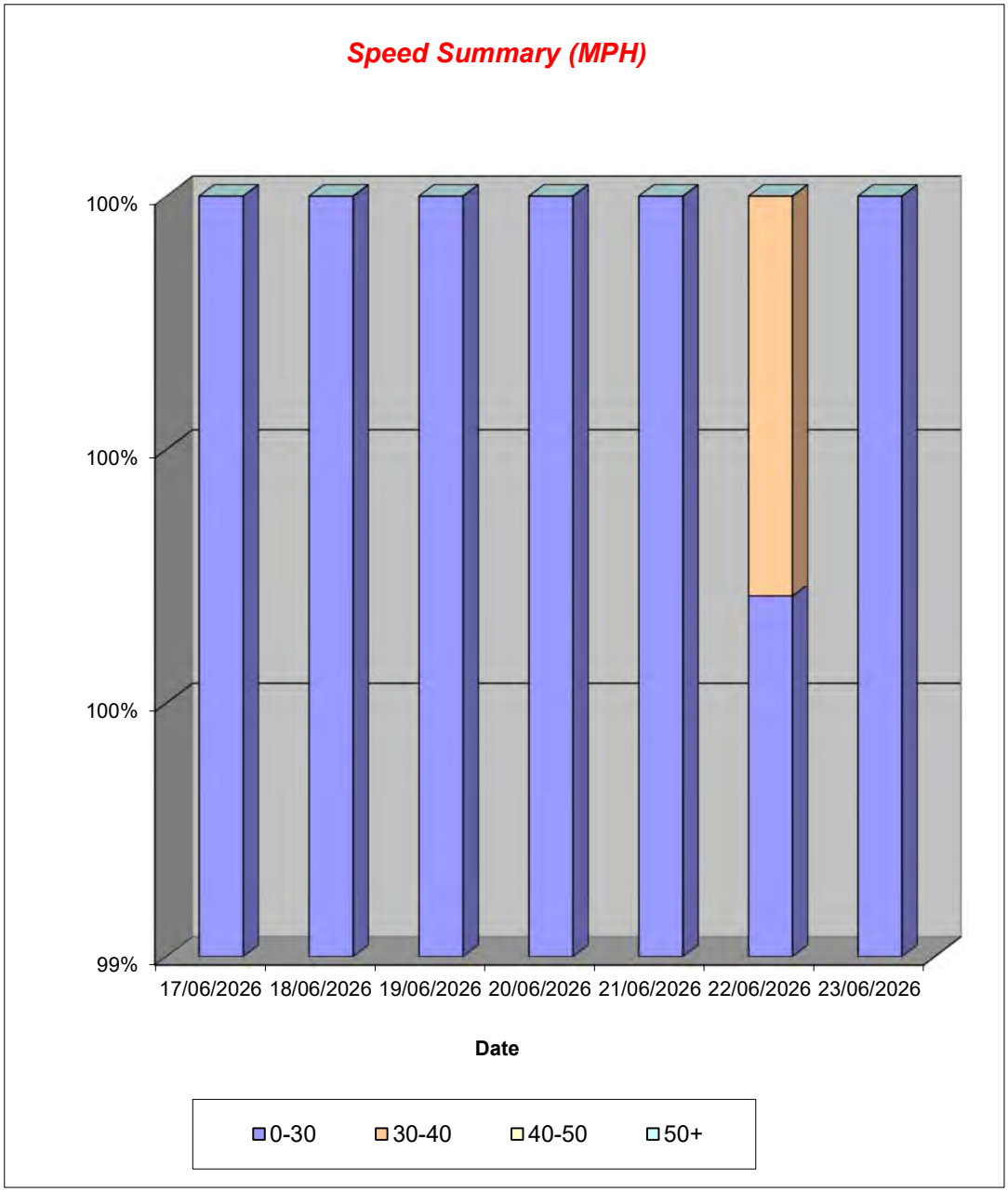
85th %ile (LIGHT)	-	85th %ile (ALL)	21.7
85th %ile (HEAVY)	-	Weekday Inter-Peak	21.8

Blunsdon St Andrew ATC 1, Diamond Crescent (Western Site)

Produced by Road Data Services Ltd.

Channel 2 - Southeastbound | **Speed Summary** | **Week 1**

Speed (MPH)	17/06/2026 Wednesday	18/06/2026 Thursday	19/06/2026 Friday	20/06/2026 Saturday	21/06/2026 Sunday	22/06/2026 Monday	23/06/2026 Tuesday
0-30	650	629	714	500	393	632	625
30-40	0	0	0	0	0	2	0
40-50	0	0	0	0	0	0	0
50+	0	0	0	0	0	0	0
TOTAL	**650**	**629**	**714**	**500**	**393**	**634**	**625**



Blunsdon St Andrew ATC 1, Diamond Crescent (Western Site)

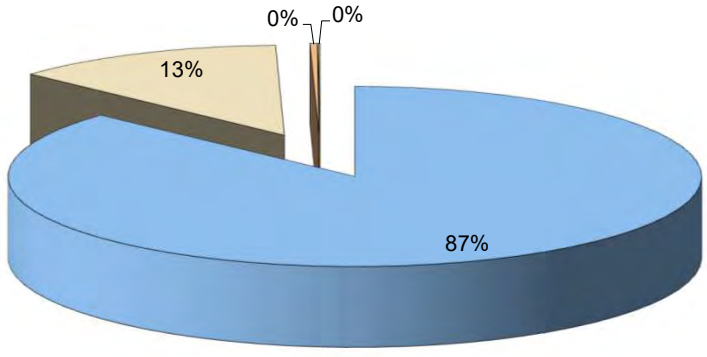
Produced by Road Data Services Ltd.

Channel 2 - Southeastbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
17/06/2026					
7-19	476	75	2	0	553
6-22	541	86	2	0	629
6-24	551	86	2	0	639
0-24	561	87	2	0	650
18/06/2026					
7-19	411	73	4	1	489
6-22	514	79	4	1	598
6-24	524	80	4	1	609
0-24	543	81	4	1	629
19/06/2026					
7-19	507	86	4	0	597
6-22	595	95	4	0	694
6-24	610	96	4	0	710
0-24	614	96	4	0	714
20/06/2026					
7-19	351	54	0	0	405
6-22	408	61	0	0	469
6-24	417	64	0	0	481
0-24	435	65	0	0	500
21/06/2026					
7-19	279	23	0	0	302
6-22	342	27	0	1	370
6-24	349	28	0	1	378
0-24	364	28	0	1	393
22/06/2026					
7-19	459	71	2	1	533
6-22	529	82	2	1	614
6-24	538	83	2	1	624
0-24	547	84	2	1	634
23/06/2026					
7-19	431	73	2	0	506
6-22	515	84	2	0	601
6-24	527	84	2	0	613
0-24	538	85	2	0	625

Average					
7-19	416	65	2	0	484
6-22	492	73	2	0	568
6-24	502	74	2	0	579
0-24	515	75	2	0	592

Total Vehicle Class Distribution

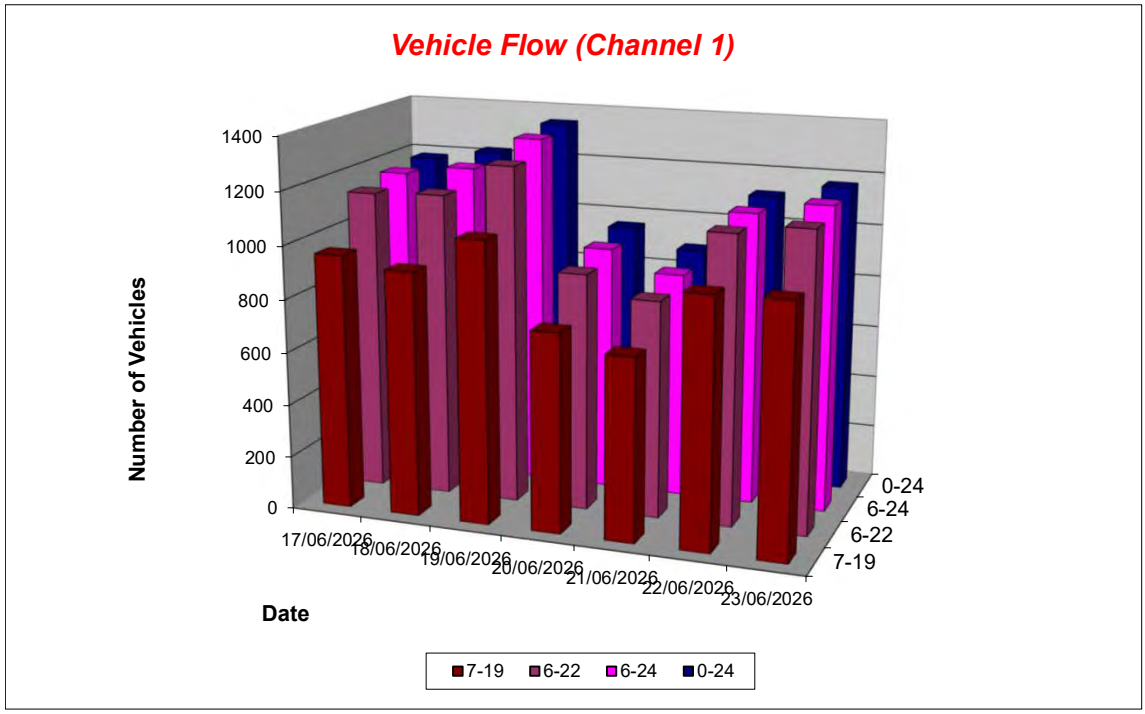


Blunsdon St Andrew ATC 2, Diamond Crescent (Eastern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northbound | **Vehicle Flow** | **Week 1**

Hr Ending	17/06/2026 Wednesday	18/06/2026 Thursday	19/06/2026 Friday	20/06/2026 Saturday	21/06/2026 Sunday	22/06/2026 Monday	23/06/2026 Tuesday	Weekday Average	Average
1	6	7	3	10	14	5	4	5	7
2	2	2	4	5	6	0	4	2	3
3	0	3	0	2	2	2	0	1	1
4	2	1	4	6	6	0	3	2	3
5	2	1	3	3	2	0	0	1	2
6	2	4	2	0	4	4	4	3	3
7	13	8	9	7	4	18	18	13	11
8	44	36	40	19	10	38	39	39	32
9	127	125	127	34	18	118	121	124	96
10	36	41	56	57	33	51	39	45	45
11	40	36	52	60	68	46	45	44	50
12	55	41	56	78	72	56	56	53	59
13	59	64	58	72	71	47	60	58	62
14	50	58	72	73	65	57	49	57	61
15	56	89	97	82	72	74	87	81	80
16	142	138	152	68	68	141	137	142	121
17	114	107	120	85	63	111	102	111	100
18	131	91	129	54	87	109	104	113	101
19	107	96	100	66	60	85	98	97	87
20	82	83	81	61	61	59	74	76	72
21	47	82	82	43	36	52	61	65	58
22	36	55	44	37	32	26	34	39	38
23	12	42	39	22	24	12	13	24	23
24	17	11	17	13	10	6	17	14	13
7-19	961	922	1059	748	687	933	937	962	892
6-22	1139	1150	1275	896	820	1088	1124	1155	1070
6-24	1168	1203	1331	931	854	1106	1154	1192	1107
0-24	1182	1221	1347	957	888	1117	1169	1207	1126



Blunsdon St Andrew ATC 2, Diamond Crescent (Eastern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northbound **Average Speed** **Week 1**

Hr Ending	17/06/2026 Wednesday	18/06/2026 Thursday	19/06/2026 Friday	20/06/2026 Saturday	21/06/2026 Sunday	22/06/2026 Monday	23/06/2026 Tuesday
1	22.6	21.4	24.1	21.4	19.3	20.4	20.4
2	21.9	23.2	20.6	22.4	21.5	-	18.4
3	-	23.3	-	24.5	24.5	19.0	-
4	15.4	19.4	21.0	18.4	22.2	-	21.8
5	18.2	22.4	24.3	20.3	18.8	-	-
6	22.3	18.2	17.9	-	17.4	19.1	21.2
7	20.0	20.2	20.3	20.0	21.0	19.8	20.4
8	20.0	19.9	18.9	20.4	18.2	20.8	20.0
9	18.9	18.1	19.4	18.1	19.3	18.9	20.0
10	19.8	19.1	20.0	19.8	21.4	21.5	20.0
11	19.3	20.5	17.9	20.8	20.0	20.5	21.3
12	19.3	20.0	20.5	18.7	19.3	19.6	20.6
13	18.0	19.3	21.4	19.1	20.1	20.6	20.6
14	19.8	21.3	21.0	20.3	19.6	21.5	19.0
15	18.7	20.5	21.5	20.4	20.7	20.1	19.8
16	18.7	20.3	20.3	19.4	19.1	19.6	19.5
17	19.9	18.7	21.0	19.4	20.0	19.9	20.6
18	19.2	20.4	20.6	19.7	21.0	20.0	20.6
19	19.8	20.7	20.4	19.3	20.7	19.3	19.0
20	21.4	19.5	19.3	18.9	20.3	21.4	19.6
21	20.4	19.6	19.0	18.9	18.9	20.5	20.2
22	19.1	19.8	19.9	18.7	20.2	19.2	20.5
23	19.4	17.5	19.5	19.3	18.5	19.3	20.8
24	22.2	19.8	19.1	20.0	22.5	20.5	21.9
10-12	19.3	20.2	19.2	19.6	19.7	20.0	20.9
14-16	18.7	20.4	20.8	19.9	19.9	19.7	19.6
0-24	19.5	19.7	20.2	19.5	20.1	20.0	20.1

Mean (LIGHT)	-	Mean (ALL)	19.9
Mean (HEAVY)	-	Weekday Inter-Peak	19.9

Channel 1 - Northbound **85th Percentile**

Hr Ending	17/06/2026 Wednesday	18/06/2026 Thursday	19/06/2026 Friday	20/06/2026 Saturday	21/06/2026 Sunday	22/06/2026 Monday	23/06/2026 Tuesday
1	25.9	25.2	24.6	25.4	22.7	23.8	26.0
2	25.4	28.0	23.6	23.9	24.7	-	18.9
3	-	27.7	-	27.7	24.9	22.6	-
4	16.9	-	24.3	19.7	25.9	-	24.0
5	19.7	-	24.7	23.8	22.5	-	-
6	23.1	20.6	20.0	-	19.5	22.3	24.4
7	22.6	23.2	24.3	24.7	24.7	24.1	24.6
8	23.5	23.6	22.9	25.3	20.2	24.5	23.6
9	22.8	21.9	23.0	22.6	24.4	23.6	23.6
10	23.1	22.5	24.0	23.0	24.5	25.8	23.5
11	22.6	24.8	22.4	24.6	23.4	24.9	25.2
12	23.7	24.3	24.2	23.0	23.2	24.1	24.2
13	22.4	23.3	25.6	23.4	24.2	23.7	24.5
14	23.5	24.8	24.5	23.9	23.9	24.8	23.4
15	22.0	24.3	25.2	24.4	25.4	24.0	23.8
16	22.8	24.4	24.0	23.3	23.9	23.5	23.5
17	23.8	22.6	25.0	23.0	23.5	23.3	24.8
18	22.7	24.0	24.7	23.8	24.5	23.7	23.8
19	24.2	23.8	24.1	22.9	25.2	23.5	23.6
20	24.9	23.1	23.8	22.3	24.6	25.1	24.7
21	24.0	23.7	23.2	22.7	23.1	24.2	24.6
22	22.5	25.3	23.5	22.3	24.1	24.2	24.0
23	22.7	21.3	23.0	23.7	23.3	22.9	24.9
24	25.8	23.7	21.8	24.3	25.8	24.8	25.7
10-12	23.2	24.5	23.5	23.8	23.4	24.5	24.7
14-16	22.6	24.4	24.5	23.9	24.7	23.6	23.6
0-24	23.4	23.7	24.2	23.5	24.2	24.1	24.2

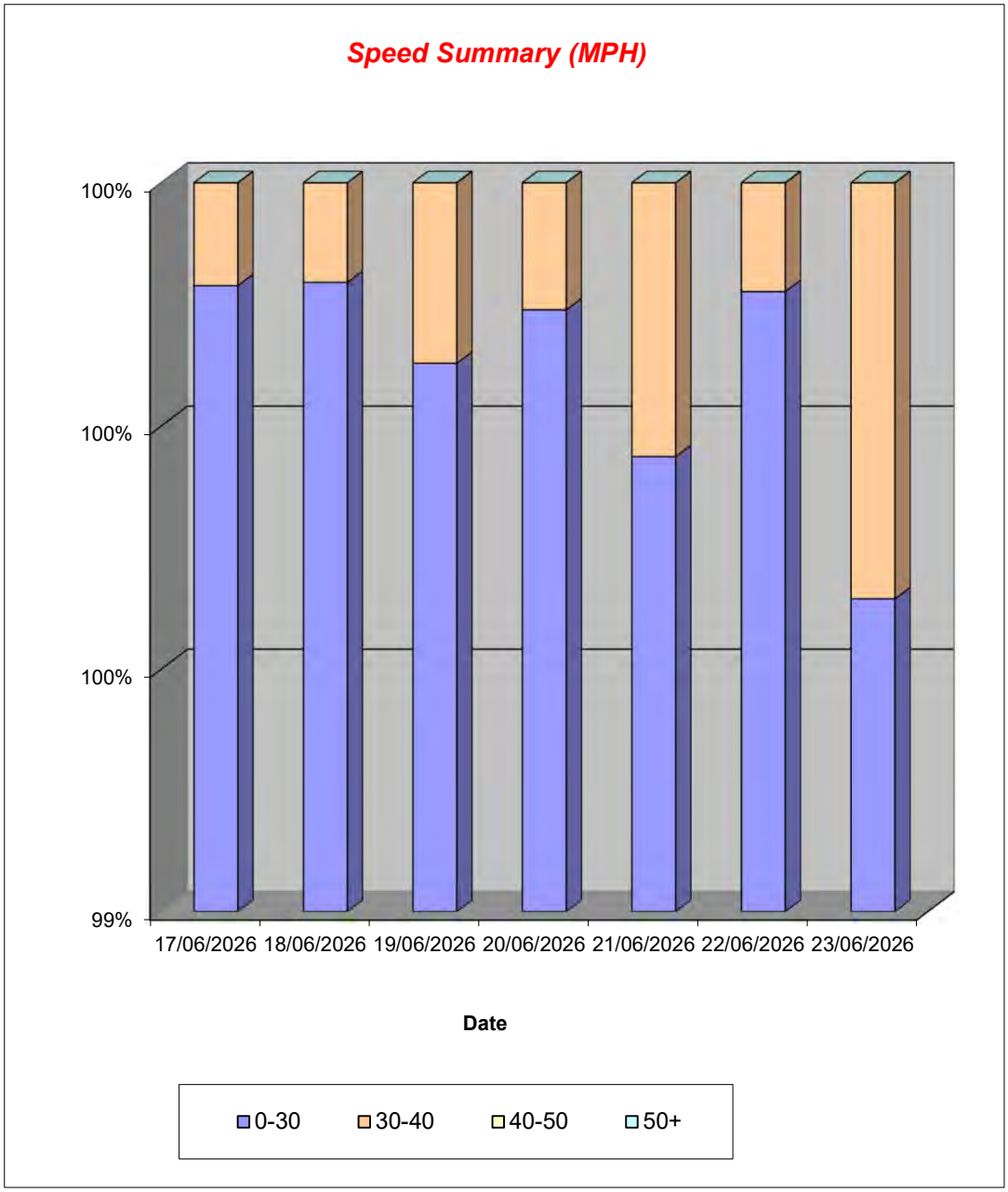
85th %ile (LIGHT)	-	85th %ile (ALL)	23.9
85th %ile (HEAVY)	-	Weekday Inter-Peak	24.0

Blunsdon St Andrew ATC 2, Diamond Crescent (Eastern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northbound | **Speed Summary** | **Week 1**

Speed (MPH)	17/06/2026 Wednesday	18/06/2026 Thursday	19/06/2026 Friday	20/06/2026 Saturday	21/06/2026 Sunday	22/06/2026 Monday	23/06/2026 Tuesday
0-30	1181	1220	1345	956	886	1116	1165
30-40	1	1	2	1	2	1	4
40-50	0	0	0	0	0	0	0
50+	0	0	0	0	0	0	0
TOTAL	**1182**	**1221**	**1347**	**957**	**888**	**1117**	**1169**



Blunsdon St Andrew ATC 2, Diamond Crescent (Eastern Site)

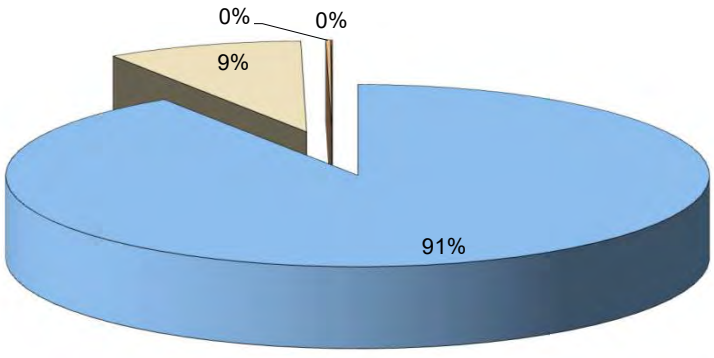
Produced by Road Data Services Ltd.

Channel 1 - Northbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
17/06/2026					
7-19	869	90	1	1	961
6-22	1030	107	1	1	1139
6-24	1056	110	1	1	1168
0-24	1069	110	2	1	1182
18/06/2026					
7-19	828	90	4	0	922
6-22	1042	104	4	0	1150
6-24	1091	108	4	0	1203
0-24	1105	111	5	0	1221
19/06/2026					
7-19	947	108	4	0	1059
6-22	1146	125	4	0	1275
6-24	1199	128	4	0	1331
0-24	1215	128	4	0	1347
20/06/2026					
7-19	679	68	0	1	748
6-22	820	75	0	1	896
6-24	854	76	0	1	931
0-24	875	80	1	1	957
21/06/2026					
7-19	631	55	0	1	687
6-22	757	62	0	1	820
6-24	790	63	0	1	854
0-24	820	67	0	1	888
22/06/2026					
7-19	834	97	2	0	933
6-22	970	116	2	0	1088
6-24	986	117	3	0	1106
0-24	995	119	3	0	1117
23/06/2026					
7-19	854	81	1	1	937
6-22	1032	90	1	1	1124
6-24	1058	93	2	1	1154
0-24	1071	95	2	1	1169

Average					
7-19	806	84	2	1	892
6-22	971	97	2	1	1070
6-24	1005	99	2	1	1107
0-24	1021	101	2	1	1126

Total Vehicle Class Distribution

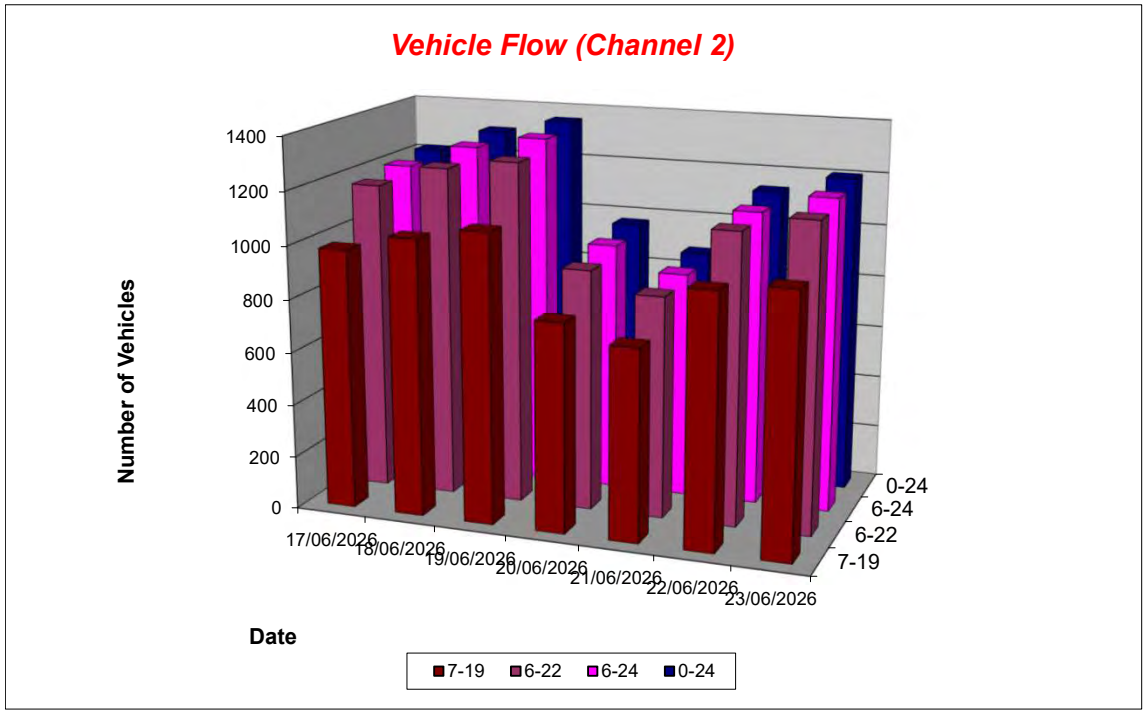


Blunsdon St Andrew ATC 2, Diamond Crescent (Eastern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southbound | **Vehicle Flow** | **Week 1**

Hr Ending	17/06/2026 Wednesday	18/06/2026 Thursday	19/06/2026 Friday	20/06/2026 Saturday	21/06/2026 Sunday	22/06/2026 Monday	23/06/2026 Tuesday	Weekday Average	Average
1	3	2	3	9	6	3	4	3	4
2	1	0	2	5	3	3	0	1	2
3	1	3	1	3	1	1	0	1	1
4	3	3	6	3	4	1	2	3	3
5	5	3	5	2	2	5	7	5	4
6	6	8	6	3	3	11	9	8	7
7	36	32	27	11	7	35	41	34	27
8	101	110	94	32	14	94	93	98	77
9	178	197	165	71	46	171	168	176	142
10	58	59	60	79	57	65	71	63	64
11	46	68	62	93	81	54	55	57	66
12	54	44	62	94	86	42	51	51	62
13	67	59	70	78	79	53	46	59	65
14	47	48	72	60	57	40	49	51	53
15	53	68	71	68	70	58	63	63	64
16	129	135	147	62	62	128	129	134	113
17	84	85	98	55	55	93	89	90	80
18	89	100	88	49	60	85	94	91	81
19	75	70	99	44	53	64	68	75	68
20	75	65	72	47	47	54	66	66	61
21	47	68	58	38	40	42	49	53	49
22	30	42	44	30	23	18	23	31	30
23	9	28	28	22	15	12	17	19	19
24	19	7	16	12	4	3	9	11	10
7-19	981	1043	1088	785	720	947	976	1007	934
6-22	1169	1250	1289	911	837	1096	1155	1192	1101
6-24	1197	1285	1333	945	856	1111	1181	1221	1130
0-24	1216	1304	1356	970	875	1135	1203	1243	1151



Blunsdon St Andrew ATC 2, Diamond Crescent (Eastern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southbound | **Average Speed** | **Week 1**

Hr Ending	17/06/2026 Wednesday	18/06/2026 Thursday	19/06/2026 Friday	20/06/2026 Saturday	21/06/2026 Sunday	22/06/2026 Monday	23/06/2026 Tuesday
1	24.3	22.2	18.7	18.6	19.8	20.2	22.4
2	22.1	-	20.2	22.1	14.8	22.0	-
3	19.3	20.8	21.1	24.3	19.1	20.5	-
4	19.8	17.4	15.4	19.0	20.4	16.0	15.8
5	15.4	16.7	20.5	23.9	25.4	20.3	19.2
6	21.2	18.8	18.8	24.4	22.1	18.0	22.8
7	19.4	18.6	20.0	21.0	19.6	20.3	20.4
8	19.9	20.2	20.6	18.4	17.8	19.9	19.9
9	19.1	18.4	20.0	21.0	20.4	19.9	20.0
10	19.9	19.4	19.9	20.3	20.2	19.5	20.2
11	19.1	19.9	20.4	19.3	19.9	20.1	20.9
12	20.1	18.8	20.7	18.5	19.8	20.2	20.3
13	19.9	18.3	20.0	19.0	21.0	20.1	20.3
14	18.1	18.6	20.3	19.3	20.9	21.7	19.8
15	20.0	19.8	20.5	19.2	19.9	19.8	20.3
16	19.0	19.5	19.6	19.7	19.7	19.8	18.1
17	20.0	20.5	20.5	19.3	20.0	19.3	19.9
18	20.2	20.3	20.4	19.1	20.8	19.5	20.2
19	20.2	21.3	20.5	20.7	20.8	20.0	19.3
20	21.6	20.9	20.3	20.8	19.8	20.2	19.7
21	19.8	19.4	21.3	20.3	20.5	21.2	20.2
22	20.2	19.5	20.0	18.9	21.0	19.6	19.4
23	18.9	20.6	20.2	18.2	19.6	20.4	20.4
24	21.3	17.2	19.7	20.6	22.2	23.6	17.0
10-12	19.6	19.5	20.6	18.9	19.9	20.2	20.6
14-16	19.3	19.6	19.9	19.5	19.8	19.8	18.8
0-24	19.8	19.6	20.2	19.6	20.2	20.0	19.8

Mean (LIGHT)	-	Average (ALL)	19.9
Mean (HEAVY)	-	Weekday Inter-Peak	19.7

Channel 2 - Southbound | **85th Percentile**

Hr Ending	17/06/2026 Wednesday	18/06/2026 Thursday	19/06/2026 Friday	20/06/2026 Saturday	21/06/2026 Sunday	22/06/2026 Monday	23/06/2026 Tuesday
1	28.1	22.7	23.7	22.8	29.1	23.2	26.8
2	-	-	23.6	29.3	16.6	24.1	-
3	-	23.5	-	25.7	-	-	-
4	20.2	20.2	22.7	22.0	25.8	-	21.5
5	22.1	21.0	23.0	27.9	28.6	25.2	21.8
6	24.3	22.4	25.2	28.3	24.5	21.4	26.8
7	23.6	23.4	23.5	24.9	22.9	24.3	23.3
8	23.9	23.8	24.5	23.7	22.0	23.8	24.5
9	23.0	22.0	24.2	25.5	24.4	24.5	24.1
10	23.5	23.4	24.1	24.3	24.2	23.9	24.4
11	22.8	23.6	24.2	23.4	23.9	24.0	25.1
12	24.7	22.9	24.8	22.7	23.8	24.9	24.2
13	24.4	22.3	24.0	22.8	25.1	23.9	23.4
14	22.5	22.7	24.4	23.0	25.6	26.9	24.4
15	23.3	23.9	24.7	23.0	23.6	24.2	24.5
16	22.9	23.4	23.7	23.4	24.7	23.2	22.3
17	23.5	24.5	24.4	23.3	23.8	23.4	24.1
18	23.9	24.4	25.2	23.3	24.8	23.8	24.1
19	24.4	26.1	23.9	24.0	26.1	24.7	23.4
20	25.8	24.6	24.7	25.6	23.3	23.8	23.5
21	24.3	23.9	26.3	24.2	24.8	25.0	24.8
22	24.9	23.0	24.4	23.1	26.0	23.1	24.4
23	22.0	25.8	25.9	22.6	24.8	24.3	23.4
24	25.7	21.7	23.4	24.2	26.1	30.1	20.5
10-12	23.8	23.4	24.5	23.1	23.9	24.5	24.7
14-16	23.1	23.6	24.1	23.2	24.2	23.5	23.1
0-24	23.9	23.7	24.4	23.8	24.5	24.2	24.0

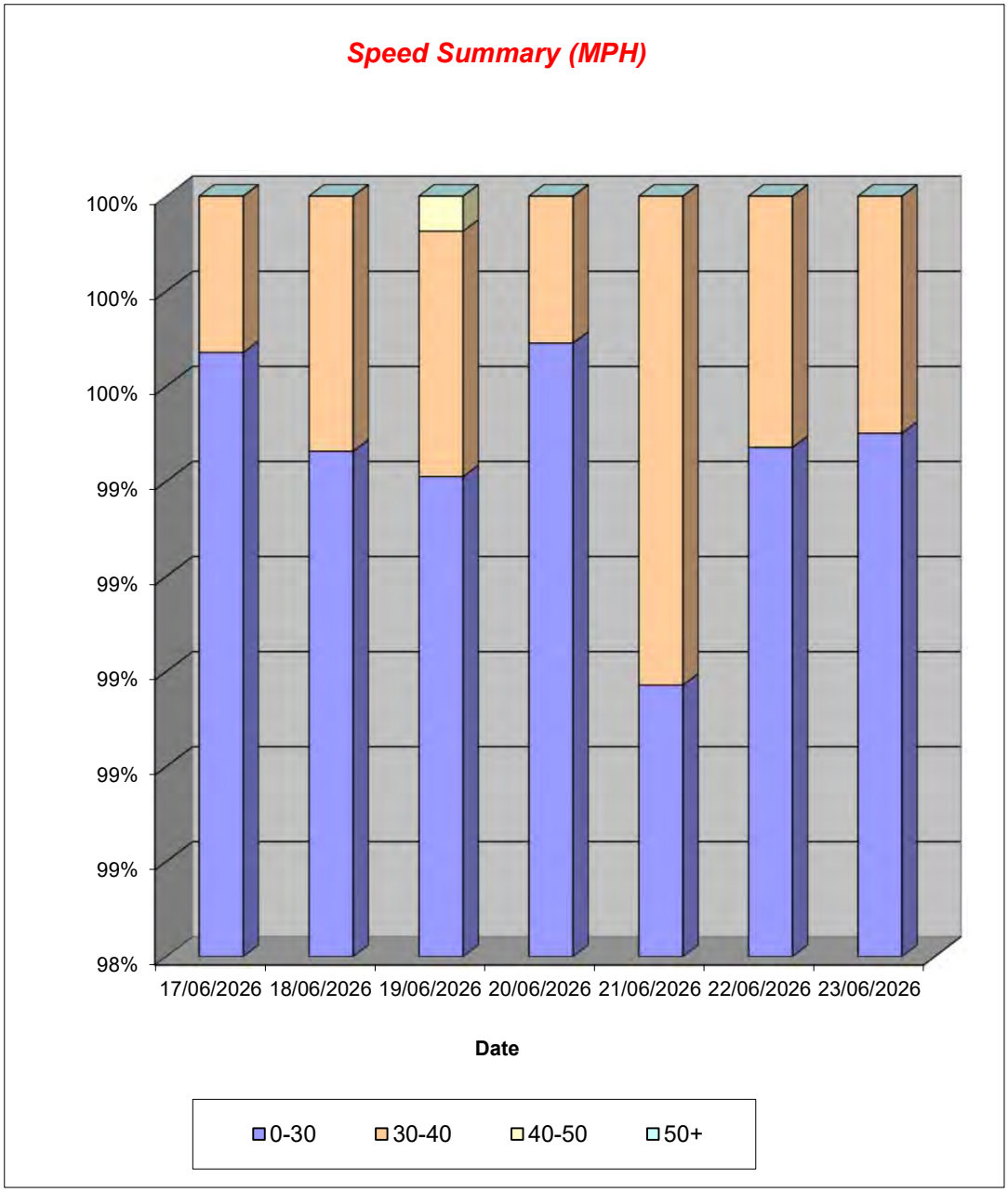
85th %ile (LIGHT)	-	85th %ile (ALL)	24.1
85th %ile (HEAVY)	-	Weekday Inter-Peak	23.8

Blunsdon St Andrew ATC 2, Diamond Crescent (Eastern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southbound | **Speed Summary** | **Week 1**

Speed (MPH)	17/06/2026 Wednesday	18/06/2026 Thursday	19/06/2026 Friday	20/06/2026 Saturday	21/06/2026 Sunday	22/06/2026 Monday	23/06/2026 Tuesday
0-30	1212	1297	1348	967	866	1129	1197
30-40	4	7	7	3	9	6	6
40-50	0	0	1	0	0	0	0
50+	0	0	0	0	0	0	0
TOTAL	**1216**	**1304**	**1356**	**970**	**875**	**1135**	**1203**



Blunsdon St Andrew ATC 2, Diamond Crescent (Eastern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
17/06/2026					
7-19	841	104	35	1	**981**
6-22	1010	118	39	2	**1169**
6-24	1035	119	41	2	**1197**
0-24	1050	123	41	2	**1216**
18/06/2026					
7-19	935	84	24	0	**1043**
6-22	1124	95	31	0	**1250**
6-24	1155	97	33	0	**1285**
0-24	1172	99	33	0	**1304**
19/06/2026					
7-19	921	131	36	0	**1088**
6-22	1095	151	43	0	**1289**
6-24	1134	154	45	0	**1333**
0-24	1153	158	45	0	**1356**
20/06/2026					
7-19	679	76	30	0	**785**
6-22	791	84	36	0	**911**
6-24	823	85	37	0	**945**
0-24	842	91	37	0	**970**
21/06/2026					
7-19	642	63	15	0	**720**
6-22	751	69	17	0	**837**
6-24	770	69	17	0	**856**
0-24	783	75	17	0	**875**
22/06/2026					
7-19	799	108	39	1	**947**
6-22	926	121	48	1	**1096**
6-24	938	122	50	1	**1111**
0-24	955	129	50	1	**1135**
23/06/2026					
7-19	838	100	38	0	**976**
6-22	993	116	46	0	**1155**
6-24	1015	118	48	0	**1181**
0-24	1032	123	48	0	**1203**

Average					
7-19	808	95	31	0	**934**
6-22	956	108	37	0	**1101**
6-24	981	109	39	0	**1130**
0-24	998	114	39	0	**1151**

Total Vehicle Class Distribution

