



Land at Ashlawn House Transport Appraisal Report

For Ashlawn Investments

Date 31 January 2024

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1. Introduction

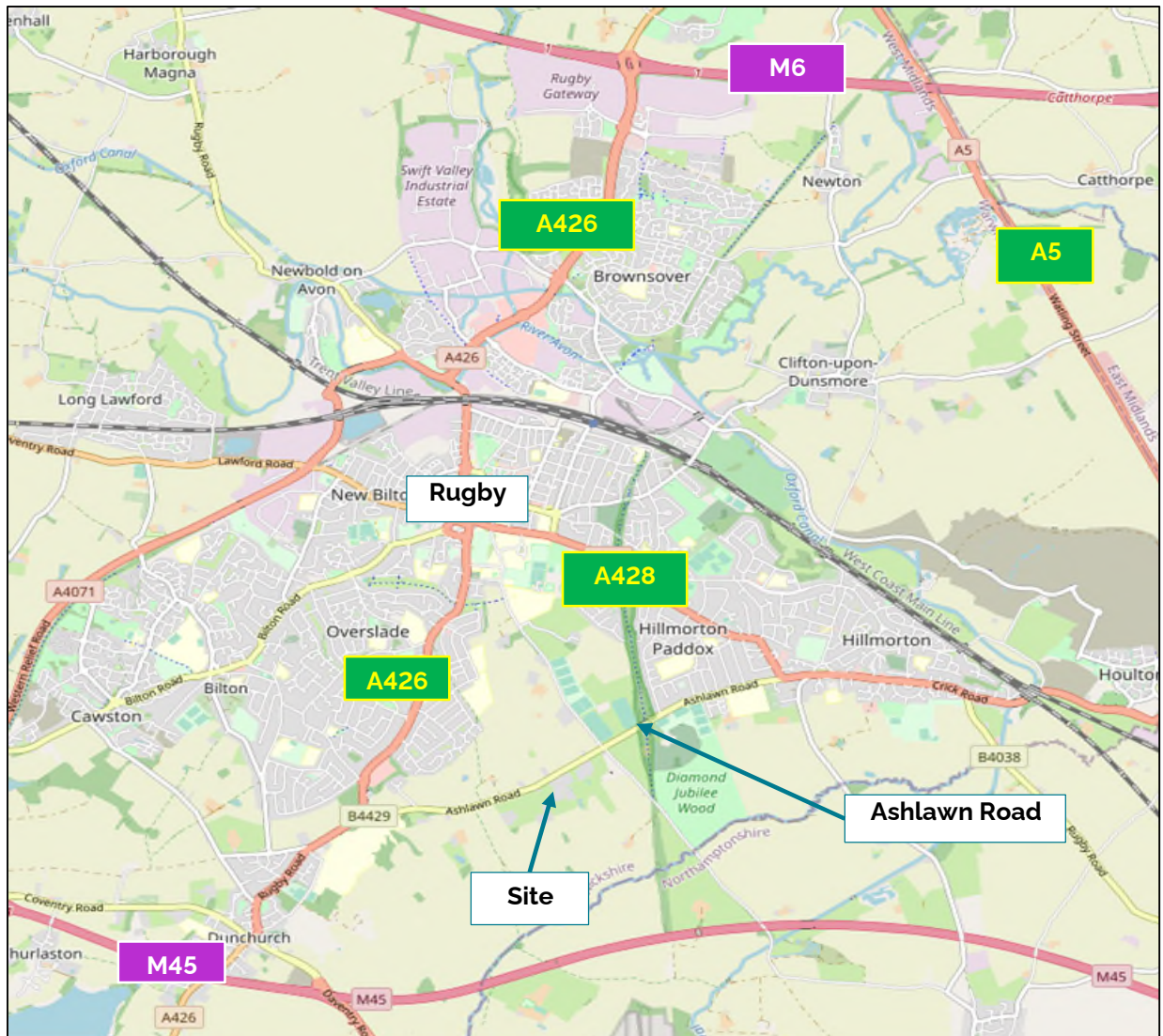
- 1.1.1 This Transport Appraisal (TA) has been prepared by Hydrock to provide an assessment of the key transport and highways issues relating to the site located at Ashlawn House, Rugby, Warwickshire.
- 1.1.2 It provides initial transport advice, identifying potential risks and mitigation requirements in relation to:
 - » Relevant transport policy requirements;
 - » Sustainable travel options;
 - » Achieving a suitable site access;
 - » Impact, in terms of vehicle trips and road safety; and
 - » Identification of any significant mitigation likely to be required.
- 1.1.3 In addition, the report reviews local committed developments and their associated local transport improvement schemes and identifies impacts and benefits to the development site.
- 1.1.4 The TA has been undertaken with both a desk-based approach and a site visit, and provides initial high-level advice based on transport opportunities and constraints.
- 1.1.5 The proposal comprises up to 100 residential dwellings with access from Ashlawn Road.

2. Site description and existing conditions

2.1 Site Location

- 2.1.1 The site is located on Ashlawn Road, on the southern edge of Rugby, Warwickshire, and is approximately 2.6km south of the town centre.
- 2.1.2 The site comprises of approximately 5.9 hectares (ha), which consists of undeveloped agricultural land. Ashlawn House and associated outbuildings are excluded from the site proposals. The surrounding land to the north and west of the site has various planning permissions for developments including residential, which will bring the developed part of Rugby up to the site boundary.
- 2.1.3 With the close proximity of the M45 and the M6, Ashlawn Road is well positioned within the road network. The M45 provides a connection west of approximately 18.9km (11.7 miles) to Coventry, and a wider connection of approximately 44km (27 miles) towards Birmingham using the M6. The M6 motorway runs from junction 19 of the M1 at the Catthorpe Interchange, near Rugby, running via Coventry and Birmingham and then continuing north to Carlisle.
- 2.1.4 The location of the site is shown in Figure 2.1.

Figure 2.1: Site Location



2.2 Local Highway Network

- 2.2.1 A site visit was undertaken on 20th August 2020 to review and appraise the characteristics of the local highway network. Since the site visit, trees have been removed from the location of the proposed access.

Ashlawn Road

- 2.2.2 The B4429 Ashlawn Road is a strategic link, joining the A426 and A428 on the southern side of Rugby. The committed development described in Section 3 is fundamentally altering the character of the road, with a reduced speed limit already in force, from 50mph to 40mph. The Land north of Ashlawn Road is now being built out and as part of this, there have been road improvements and the cycleway has been widened. A desk top update has shown the extent of changes and is shown at Figure 2.2.

Figure 2.2: Improved infrastructure along Ashlawn Road



- 2.2.3 The carriageway ranges from c6.5m-8.5m in width with footways on both sides.
- 2.2.4 On the northern side, the shared use footway/cycleway is c.1.8-2.7m, with improvements from the recent developments being undertaken.
- 2.2.5 On the southern edge the footway is signed locally as a cycle path, although shared-use path signs are also used towards both the A426 and A428.

Figure 2.3: Ashlawn Road east, Ashlawn House access visible to the right



- 2.2.6 In the absence of a dedicated pedestrian route on the southern side, and the mixed use of signage and tactile pavement along the road, it is considered that the southern footway functions as a shared-use footway/cycleway.

2.2.7 There is a speed camera on either side of the Ashlawn Road/Barby Road/Onley Lane junction, c750m from the site. One camera faces in each direction.

A426 Dunchurch Road

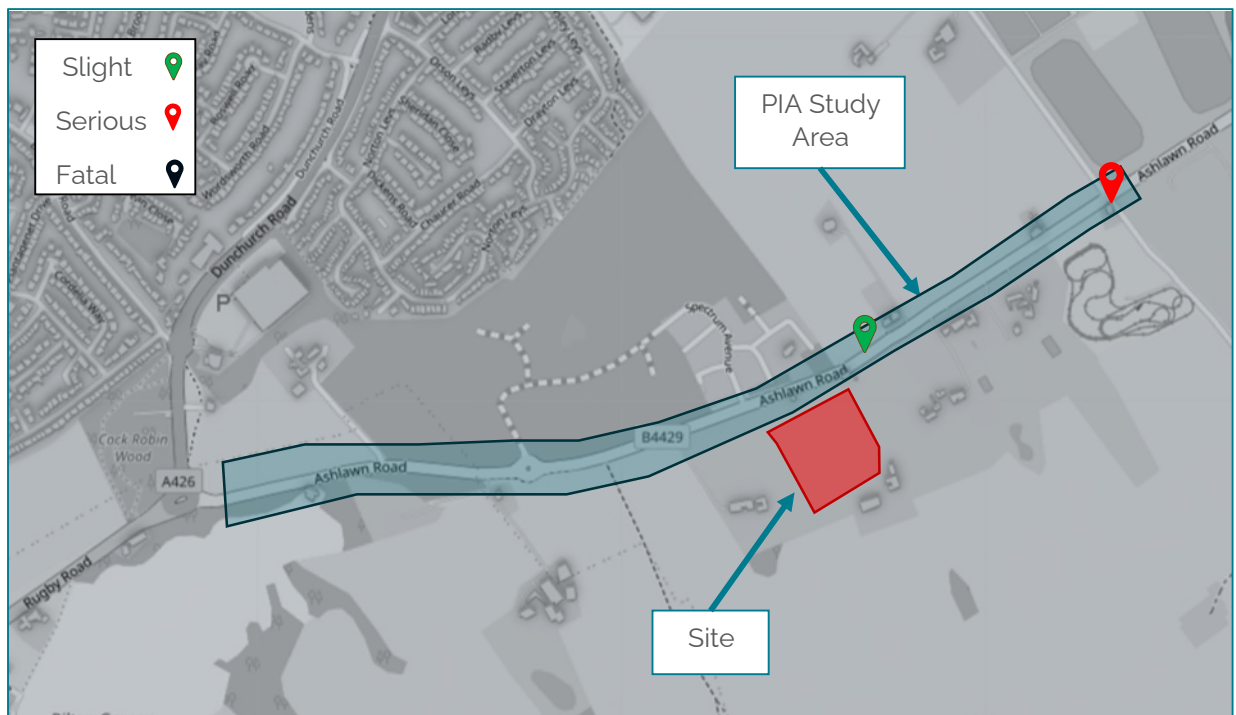
2.2.8 The A426 joins Ashlawn Road at a three-arm priority roundabout to the west of the site. Travelling north from the roundabout routes towards local services and facilities. Off-road pedestrian and cycle facilities are available.

2.3 Highway Safety

2.3.1 The CrashMap PIA data website has been reviewed for the most recent 5-year period between 1st January 2018 and 31st December 2022. The study area includes Ashlawn Road within the vicinity of the site as set out at Figure 2.4.

2.3.2 A review of the available PIA data indicates that there has been a total of two accidents recorded within the study area during the five-year period between 2018 and 2022.

Figure 2.4: Location of recorded PIAs



2.3.3 The PIA data is reviewed to establish if the highway may be a casual factor in PIA events. It is unlikely that a single incident will lead to a conclusion that highway design resulted in the incident. Therefore, the review focuses on patterns and clusters of accidents.

2.3.4 One slight and one serious accident were recorded within the study area during the most recent five-year period. The PIAs recorded are summarised as follows:

- » **Slight:** Recorded on Ashlawn Road. Involved two vehicles proceeding normally along the carriageway, not on a bend colliding with each other. One of the drivers was injured.
- » **Serious:** Recorded at the junction of Ashlawn Road, Barby Road and Onley Lane. Involved two vehicles, one proceeding normally along the carriageway, not on a bend colliding with a vehicle turning right (the causality).

2.3.5 The PIAs that have occurred do not indicate a specific pattern or issue with the geometry of the existing road layout and would not be exacerbated by the development proposals.

2.3.6 CrashMap outlines are provided at Appendix A.

2.4 Automatic Traffic Count Survey

2.4.1 Traffic Survey Data has been obtained from the Transport Statement submitted as part of the committed development to the west of the site (R16/2333). This application, R16/2333 on which the ATC data is based has been approved but has not been delivered and is likely to be superseded by the more recent application R23/0491.

2.4.2 The ATC was installed on Ashlawn Road, west of the proposed site, on 15th March 2016 for a week and it recorded volume and speeds of the vehicles in both directions on an hourly basis.

2.4.3 The average weekday peak hour (0800-0900 and 1700-1800) traffic flows are shown below in Table 2.1.

Table 2.1: Ashlawn Road - Peak Hour Flows

Average Weekday	Eastbound	Westbound	Two-way
0800 - 0900	669	723	1,392
1700-1800	526	715	1,241

2.4.4 The ATC on Ashlawn Road also recorded vehicle speeds. The speed data is shown in Table 2.2. It should be noted that these speeds were recorded prior to the speed limit reduction of 50mph to 40mph and speeds would be expected to have reduced.

Table 2.2: Speeds on Ashlawn Road

	Eastbound	Westbound
Average Speed	43.2mph	42.2mph
85 th Percentile Speed	49.2mph	47.9mph

3. Committed Developments

R23/0491 – Inwood House

- 3.1.1 This application was recommended for approval on the 10th January and is for the erection of 25 residential dwellings at the former Inwoods House, Ashlawn Road. The site has previously had consent for a retirement village (Planning reference R16/2333) where the proposed access arrangements onto Ashlawn Road were approved. This arrangement has therefore been adopted for the site access.
- 3.1.2 The totals for the proposed vehicular trip generation of the committed development, Inwood House was carried out and is shown in Table 3.1.

Table 3.1: R23/0491 – Trip Generation

Inwood House	ARR	DEP	Two-way
AM Peak (0800-0900)	4	11	14
PM Peak (1700-1800)	8	4	12

- 3.1.3 The permitted development could generate up to 14 two-way vehicle trips in the AM peak and 12 two-way vehicle trips in the PM peak.
- 3.1.4 The scheme proposes a secondary access immediately adjacent to the boundary with the Ashlawn House site, which is likely to impact whether the proposed access to Ashlawn House development can still be delivered, this will be addressed in Section 5.2.

R13/2102 – Site to the north of Land at Ashlawn House

- 3.1.5 The site to the north of Ashlawn Road has outline planning permission for the erection of 860 dwellings, land for a potential primary school, two vehicular accesses from Ashlawn Road and the provision of a bus link control feature to Norton Leys, open space, green infrastructure, landscaping and associated infrastructure.
- 3.1.6 The main access to the site will be via a new roundabout junction provided on Ashlawn Road. The roundabout will have a 40-metre diameter and single circulatory lanes. The Ashlawn Road approaches will flare to two lanes on the approaches to the roundabout.
- 3.1.7 The secondary access will comprise of a priority-controlled ghost island T-junction on Ashlawn Road approximately 420 metres to the east of the proposed site access roundabout. The widening and taper markings for this junction extend across the Ashlawn House development site frontage.
- 3.1.8 As part of the development, suitable pedestrian infrastructure will be provided throughout the site and pedestrian and cycle links provided to Ashlawn Road and Norton Leys to further enhance permeability of the site.
- 3.1.9 To enhance the Ashlawn Road frontage for pedestrians and cyclists a speed limit reduction from 50mph to 40mph was agreed and is now in place.
- 3.1.10 The development mitigation package also includes:
- » The provision of refuges in the design of the Ashlawn Road/site access roundabout junction to assist pedestrians with crossing the road.

- » The introduction of Toucan crossings on the Ashlawn Road and Dunchurch Road arms of the Cock Robin Roundabout junction to the west of the site.
- » The signalisation of the Ashlawn Road/Barby Road crossroad junction to include informal pedestrian crossing facilities and provide additional gaps in the traffic flows to allow pedestrians to cross.
- » Localised Road widening at the crossroad junction.

- 3.1.11 The development was first refused planning permission on 27/01/2016 but later was accepted at appeal. The Inspector recommended that the appeal be allowed and the Secretary of State agreed with the Inspector's recommendation, allowing the appeal and granting outline planning permission in July 2017.
- 3.1.12 The Secretary of State agreed with the Inspector that there was no substantive evidence to demonstrate that the proposed junctions on Ashlawn Road would result in any unacceptable traffic or highway impact as a result of the proposed 860 dwellings being directly accessed from them.
- 3.1.13 It should be noted that the Highway Authority had not put forward any highway safety concerns.
- 3.1.14 The Secretary of State agreed with the Inspector at IR189 that the residual cumulative transport impacts of the proposal would not be severe and would not lead to any significant harm to highway safety, including at Dunchurch Crossroads. As such, the proposal would accord with paragraph 32 of the Framework and Core Strategy Policies CS11 and CS16 with respect to these issues, as it would provide measures to mitigate the resulting cumulative transport impacts.
- 3.1.15 The total vehicular trip generation of the permitted development is shown in Table 3.2.

Table 3.2: R13/2102 - Proposed Trip Generation

Hours	Total Residential Trip Generation		
	ARR	DEP	TOT
AM Peak (0800-0900)	110	363	473
PM Peak (1700-1800)	379	215	594

- 3.1.16 This trip generation includes flows associated with planning application R19/0941 and R19/1185 (see below).
- R19/0941 – Relating to site to the north of Land at Ashlawn Road*
- 3.1.17 This application is for the erection of 105 dwellings, associated access, infrastructure and landscaping. It gained approval of reserved matters relating to R13/2102 in June 2019 and is phase 1 of the large development.
- 3.1.18 This part of the development will be accessed from the main spine road through the development which was approved by R19/0854. This is accessed from Ashlawn Road using the eastern junction which was approved as part of the outline planning permission.
- 3.1.19 The Highway Authority, Warwickshire County Council, initially objected to the application and raised concerns regarding speed reduction, parking courts and details such as footpath and driveway width and driveway positions.

- 3.1.20 Additional information such as an adoption plan, tracking details and technical drawings were also requested to demonstrate the development would meet the necessary standards. Additional plans and information were provided to address these comments. The Highway Authority commented on these amended plans and raised no objection to the proposal.
- 3.1.21 The main spine road through the site was approved by application R19/O854 and allowed for the provision of a bus service through the site.
- 3.1.22 A Transport Assessment was submitted at the outline stage and a range of measures to mitigate the transport impacts were secured by condition and s106. These include alterations to a range of junctions within the area as well as contributions towards a cycleway along Ashlawn Road. A contribution to public transport was also secured to provide a half hourly bus service Monday-Saturday 7.00am-7.00pm. These allow access to the site by sustainable transport methods in accordance with policies D1, DS5 and DS8.
- 3.1.23 The development was considered acceptable in accordance with the outline planning permission, the NPPF and Local Plan policies including policy GP1.

R19/1185 - Relating to site to the north of Land at Ashlawn Road

- 3.1.24 This application is for the erection of 333 dwellings in relation to the outline planning permission R13/2102 dated 10th July 2017.
- 3.1.25 The main access to the site will be provided through a pre-designed spine road linking two new proposed vehicular access' on Ashlawn Road.
- 3.1.26 This application was approved in September 2020.

R17/0455 and R19/0442 - Gorse Farm

- 3.1.27 10 dwellings were granted outline permission under R17/O455, with the reserved matters granted under R19/O442. Following receipt of a Road Safety Audit there was no objection to the scheme from WCC Highways.

3.2 Planning Policy

- 3.2.1 The fourth Warwickshire Local Transport Plan (LTP4) came into effect in July 2023. The Local Transport Plan sets out Warwickshire County Council's overall transport strategy and general policies, through which the county's transport network will be managed and improved.
- 3.2.2 Rugby Borough Council (RBC) adopted the [Local Plan 2011-2031](#) in June 2019, which forms the statutory development plan for RBC. This includes parking standards at Appendix 5.

4. ACCESSIBILITY

4.1 Pedestrian and Cycle Accessibility

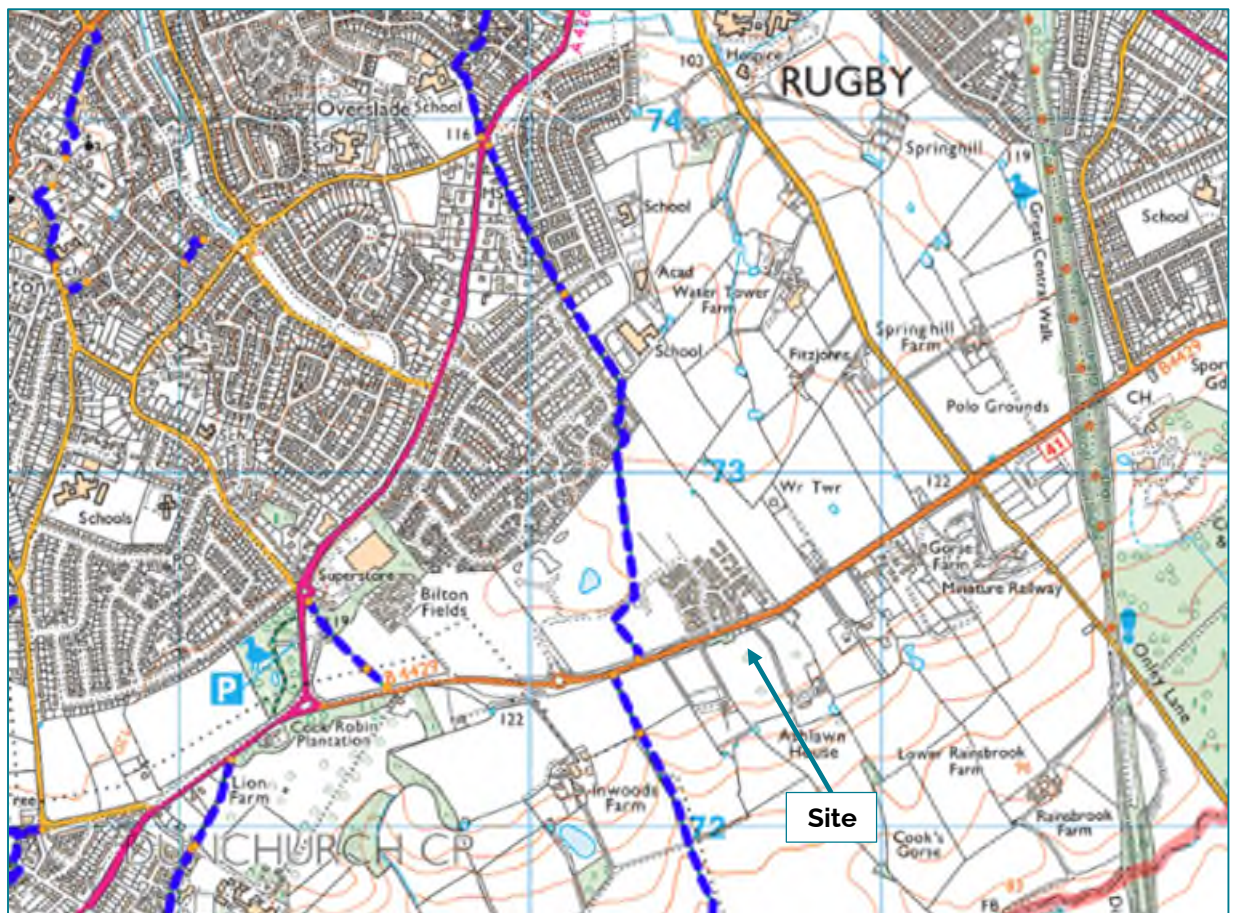
Existing Provision

- 4.1.1 There is a shared use footway / cycleway present on both sides of Ashlawn Road that range between 1.0m and 2.8m and the carriageway is well lit. The footways / cycleways continue west of the site connecting to Dunchurch Road north and Dunchurch Road south west, providing pedestrian and cycle links to Rugby town centre and to Dunchurch. The footways / cycleways continue east and a footway on the eastern side of Barby Road continues into Rugby town centre.
- 4.1.2 Approximately 260 metres west of the site, a pedestrian signalised crossing is provided. This is due to be relocated closer to the site as part of the access proposal for the land to the north, which will benefit this development. Additionally, there are pedestrian refuge island crossing points on each arm of the A426 / Ashlawn Road roundabout junction.

PRoW

- 4.1.3 The Public Right of Ways (PRoWs) within close proximity to the site are shown in Figure 4.1.

Figure 4.1: PRoWs within Close Proximity to the Site



- 4.1.4 The public right of way (bridleway) to the south and north of Ashlawn Road routes through the development site to the north continuing to Rugby town centre. There are no PROWs within the client's land.

Cycle Network

- 4.1.5 There are a number of local and national cycleways within close proximity of the site, shown in Figure 4.2.
- 4.1.6 Ashlawn Road forms part of National Cycle Network (NCN) Route 41 and is off-road shared use footway / cycleway along this section. Route 41 is a long-distance route that connects Bristol, Gloucester, Stratford-upon-Avon and Rugby. Additionally, the cycleways connect the site to Dunchurch to the south west of the site and into the centre of Rugby to the north of the site, providing access to schools, employment areas and a hospital. To the east of the site route 41 continues along the Great Central Walk which heads north to Rugby train station.

Figure 4.2: Cycle Network within Close Proximity to Site



4.2 Public transport

Bus

- 4.2.1 The closest bus stop to the site is Celadon Road bus stop on Spectrum Avenue approximately a 250m walk from the site in the development north of Ashlawn Road. A bus stop flag and timetable information for bus service 8/8A are provided at this stop as well as dropped kerbs and tactile paving.
- 4.2.2 Service 8 provides an hourly service between Rugby and Newbold on Avon Monday to Saturday. There are 11 services a day from 06:39 to 18:26.
- 4.2.3 Other services are available at the A426 (Dunchurch Road stops) approximately an 18-minute walk from the site. A bus stop flag and timetable information are provided at these stops which are services 63, 64 and 580.
- 4.2.4 Service 580 is a National Express Bus providing a service from Coventry to Rugby / Rugby to Coventry Monday to Saturday. There are 5 services per day from 07:20 until 17:50.
- 4.2.5 Service 63 provides an hourly service from Leamington to Rugby / Rugby to Leamington Monday to Saturday and a service once every 2 hours on Sundays. Service 64 provides one service a day at 06:01 Monday to Saturday from Rugby to Leamington
- 4.2.6 The bus timetable information and Rugby MegaRider Map is attached at Appendix B.

Train

- 4.2.7 Rugby train station is to the north east of the town centre and approximately 4.7km north of the site. It would take approximately 14 minutes to cycle from the site to the station.
- 4.2.8 Rugby railway station connects London with The Midlands and the north west via the West Coast Main Line. The station has six platforms and is managed by Virgin Trains. London, Birmingham and Crewe benefit from regular services from Rugby. Rugby Station is accessible by bus service 8/8A.

4.3 Access to Facilities and Services

- 4.3.1 A number of publications provide guidance for appropriate walking and cycling distances to facilities. The key distances are as follows:
 - » 800m (10-minute walk) provides a walkable neighbourhood;
 - » 1.6km (20-minute walk) represents a distance where the majority of journeys are likely to be made on foot;
 - » 3.2km (40-minute walk) is considered a maximum walking distance; and
 - » 8km (25-minute cycle) is considered to be a reasonable cycle distance.
- 4.3.2 The distances to some local relevant facilities and amenities are shown in Table 4.1. This confirms that future residents of the development will be able to access a range of local facilities comprising education, retail, and healthcare uses on foot and by bike within the appropriate walking and cycling distances summarised above.

Table 4.1: Proximity of the site to Local Facilities and Amenities

Facility / Amenity	Walking and Cycling Distances (metres)	Travel Time (minutes)	
		Walking	Cycling
Celadon Road Bus Stop	140	3	2
Sainsbury's Supermarket and ATM	1770	22	6
Sainsbury's Petrol Station	1500	20	5
Ashlawn School	2000	25	6
Bilton Grange Preparatory School	2250	28	7
Paddox Primary School	2250	28	7
Hospital of St Cross	2410	30	8
Dunchurch Surgery	2500	31	10

4.4 Accessibility Summary

- 4.4.1 Paragraph 108. of the NPPF requires developments to demonstrate that 'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location, facilities and services'.
- 4.4.2 The site is served by suitable footway and cycleway provision and crossing points are provided for Ashlawn Road in the vicinity of the site access.
- 4.4.3 The site is located directly adjacent to recently permitted residential development. It sits towards the upper end of, but within acceptable walking and cycling distance from key services and facilities including retail, education, employment, healthcare and leisure. It benefits from recent improvements to pedestrian and cycle infrastructure on Ashlawn Road and improvements to bus services. Overall, the site is considered to provide appropriate opportunities to promote sustainable transport modes and is considered to be sustainable in transport terms in line with the requirements of the NPPF.

5. Development proposals

5.1 Overview

- 5.1.1 The development site at Ashlawn House is based on up to 100 dwellings and the site location is shown below in Figure 5.1.

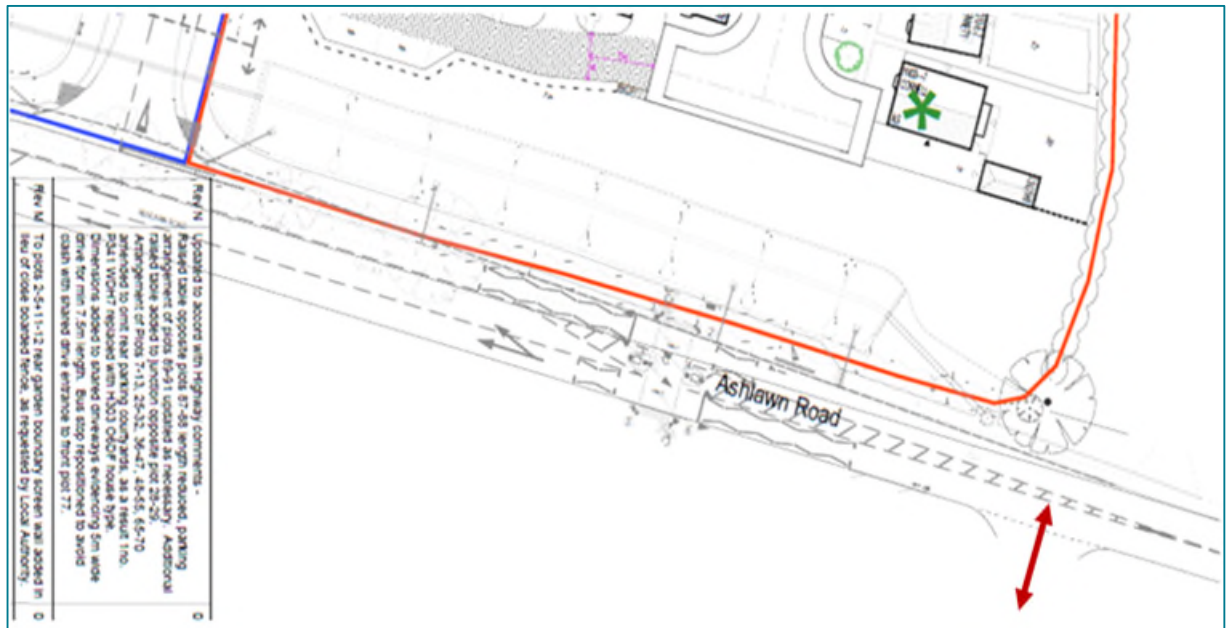


Figure 5.1: Site location

5.2 Access

Access constraints

- 5.2.1 Our review of the committed developments along Ashlawn Road has revealed that the ghost island right turn lane for the permitted 860 dwelling scheme to the north of Ashlawn Road extends past the existing Ashlawn House access, as shown below with the existing access shown by the red arrows in Figure 5.2.



- 5.2.6 A feasibility stage general arrangement drawing has been prepared and is shown in Figure 5.3 below and provided in full in Appendix C. This shows that a suitable access with 2.4m x 120m visibility splays, suitable for the 40mph speed limit can be accommodated in this location. Footways will be required to tie in with the existing shared use footway/cycleway on Ashlawn Road.

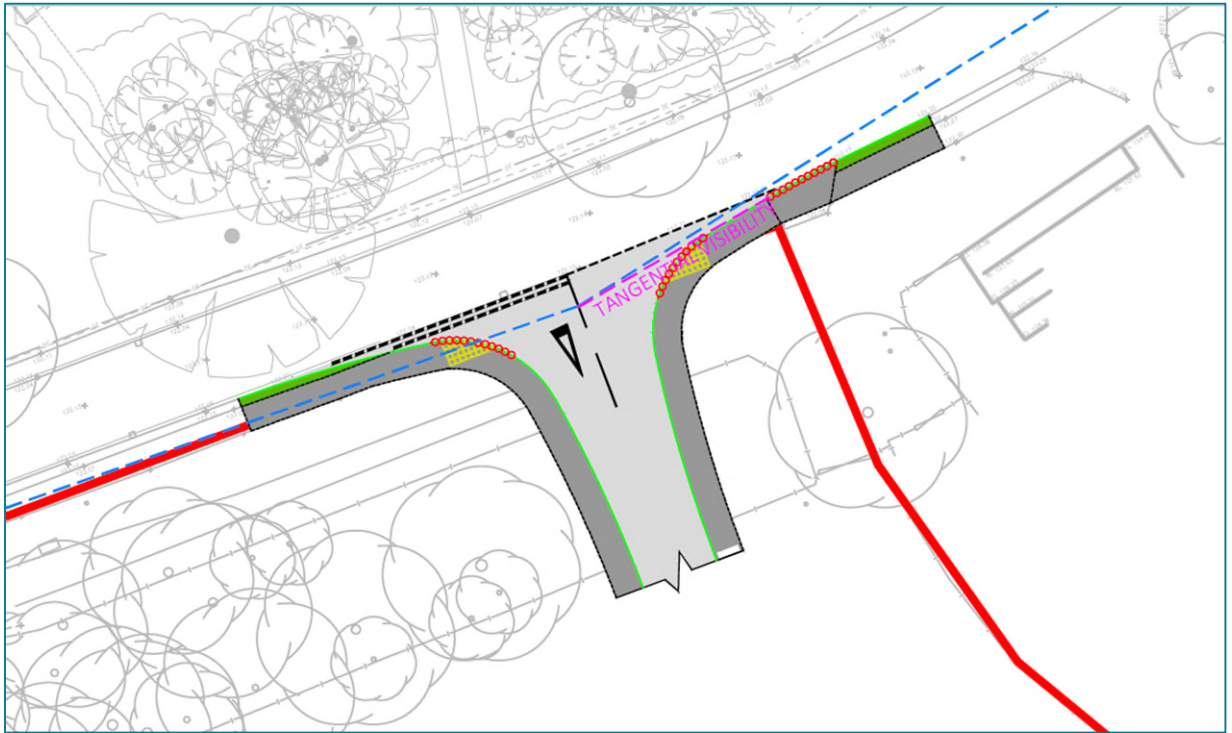


Figure 5.3: Proposed Site Access on Eastern Boundary

- 5.2.7 The junction design includes 10m kerb radii – larger than the 6m radii typically used for a residential access in order to accommodate the swept path of a turning refuse vehicle without overrunning the centre line on Ashlawn Road.
- 5.2.8 At this early-stage informal capacity testing in the form of a 'rough and ready' JUNCTIONS 9 assessment has been undertaken as part of this due diligence work and confirms that the proposed site access has adequate capacity to accommodate development flows from a site of this scale. Later stages of work should undertake more detailed operational assessments taking full account of the complexities of the changes in flows occurring on Ashlawn Road due to the surrounding developments.
- 5.2.9 A development of up to 100 dwellings is likely to require provision of an emergency access. The existing site access would be suitable for providing a pedestrian/cycle/emergency vehicle access and would provide a convenient connection to the relocated pedestrian crossing point on Ashlawn Road. The entire length of Ashlawn Lane has been developed as a shared use footway.

Inwood House access

- 5.2.10 The Inwoods House scheme application has been approved to provide a C3 residential development in place of its previous consent as a retirement village. Inwoods House is located to the west of Ashlawn house, and proposes a secondary access immediately adjacent to the boundary with the Ashlawn House development site.

5.2.11 This access can be seen in Figure 5.4.

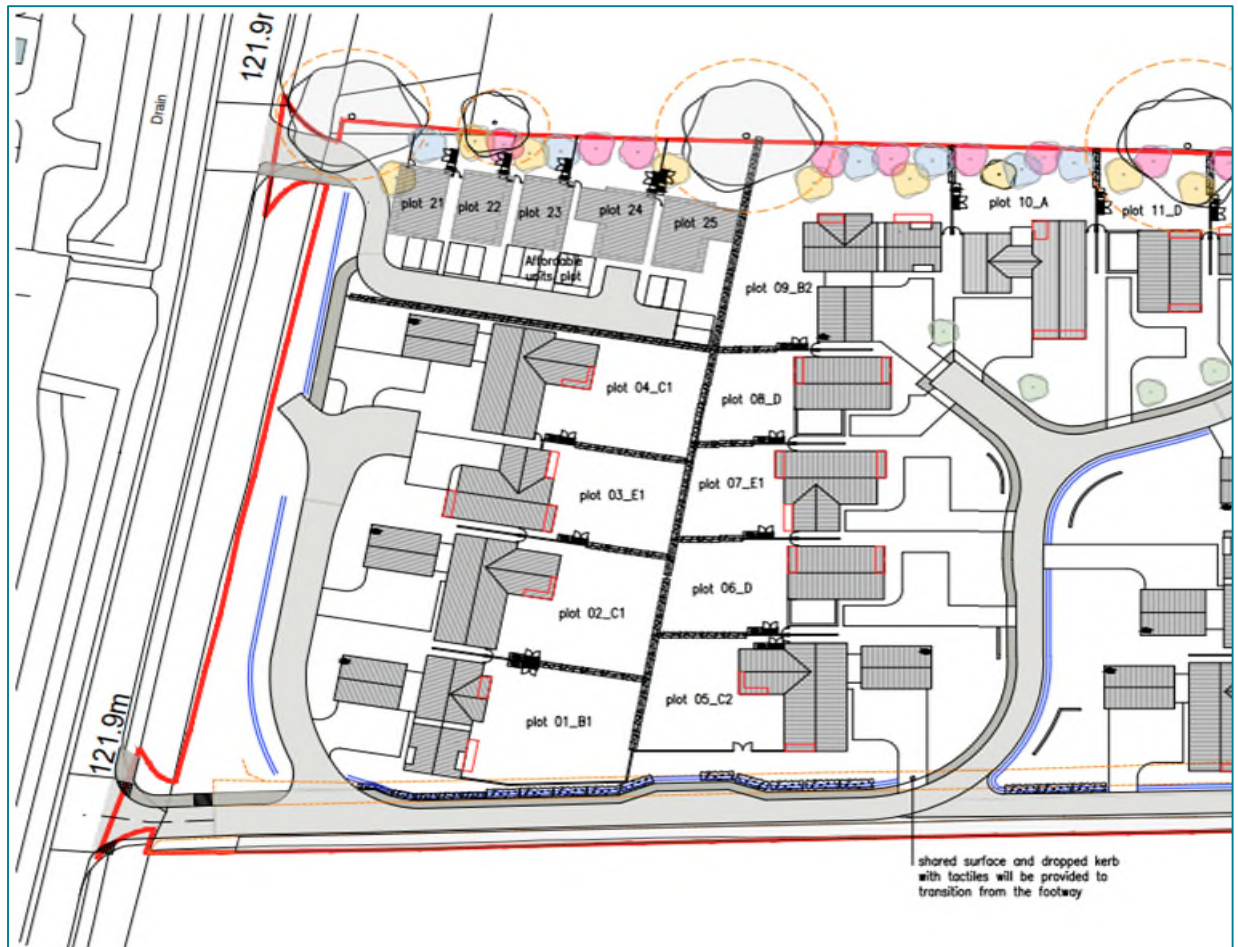


Figure 5.4: Inwood House accesses

- 5.2.12 The junction separation has been reviewed in order to ensure that the Inwood House scheme does not conflict with the proposals at Ashlawn House.
- 5.2.13 There is no national standard for junction separation, other than the minimum Stopping Sight Distances (SSD), which is the recommendation in the DMRB. Ashlawn Road is 40mph, therefore, the recommended stopping distance is 120m.
- 5.2.14 The secondary access for Inwoods House is located 150m east of the emergency access and 220m away from the proposed main access to Ashlawn House. As this is in excess of the SSD, there will be no conflict between the site accesses.

6. TRIP GENERATION AND IMPACT

6.1 Trip Generation

- 6.1.1 The Trip Rate Information Computer System (TRICS) version 7.7.2 has been used to derive the predicted trip generation for the development proposal. The TRICS database is an industry standard tool for predicting the likely number of trips from a proposed development by comparing the site with existing developments of a similar size and characteristic within the UK.
- 6.1.2 The database has been filtered in order to achieve the most representative sites. This includes:
- » The removal of sites in London and Ireland
 - » The selection of Edge of Town location type
 - » Population < 1 mile = 5,001 to 10,000 (2011 Census population within 1 mile, plus committed development = 7706)
 - » Population < 5 miles = 75,001 to 125,000 (2011 Census population of Rugby = 100,075).
- 6.1.3 The TRICS output sheets can be found at Appendix D, and the resulting trip rates are in Table 6.1.

Table 6.1: Proposed Development Vehicle Trip Rates

Peak(s):	Residential Trip Rates		
	Arrivals	Departures	Total
AM (08:00-09:00)	0.173	0.478	0.651
PM (17:00-18:00)	0.384	0.176	0.560

- 6.1.4 Table 6.2 presents the resultant vehicular trip generation when the trip rates summarised in Table 6.1 are applied the proposed development quantum of up to 100 dwellings.

Table 6.2: Proposed Development Vehicle Trip Generation

Time	Trip Generation – up to 100 dwellings		
	Arrivals (Vehicles)	Departures (Vehicles)	Total (Vehicles)
AM (08:00-09:00)	17	48	65
PM (17:00-18:00)	38	18	56

- 6.1.5 The surveys in the TRICS database were all undertaken pre-Covid. Travel patterns are changing and in particular a more flexible approach to work is emerging, with people working from home some days of the week and 'peak spreading' occurring i.e. people commuting outside of traditional peak hours. At this stage, the impact on trip rates remains relatively unknown. The above trip rates should be considered a worst case, and at planning application stage we would seek to agree an appropriate discount with the local highway authority to allow for these changing travel patterns.

6.2 Impact

Development Impact

- 6.2.1 To understand the potential impact on local junctions, a traffic distribution has been taken from the Transport Assessment (NTW2198 TA REV 2) planning application R13/2102 – Site to the north of Land at Ashlawn House. The turning proportions from the proposed secondary access are 37% to the west and 63% to the east in the AM and 40% to the west and 60% to the east in the PM.
- 6.2.2 Applying this indicatively to the two-way development traffic results in the flows shown in Table 6.3.

Table 6.3: Trip Distribution

Time	Two-way movements	
	West	East
AM (08:00-09:00)	42	72
PM (17:00-18:00)	39	59

- 6.2.3 This level of increase is broadly equivalent to one additional vehicle every 1.5 minutes to the west of the site and just over one additional vehicle per minute to the east.

Operation of Local Junctions

- 6.2.4 This section provides a high-level review of the potential impacts of the developments on the local highway network. At this stage, a detailed traffic distribution and impact assessment exercise has not been undertaken. These are initial views based on site observations and the data available in the public domain.
- 6.2.5 It is important to note that new travel trends are emerging post-Covid. One of the effects is 'peak spreading' i.e. lengthening and flattening out of the traditional highway peak hour. These assessments should therefore be considered a worst case as it may be possible to demonstrate lower baseline traffic flows as well as potentially lower development flows. As a result, junctions which previously appeared to operate in excess of capacity may no longer present the same constraint to development that they did previously. Further, whereas previously highway authorities have sought highways-based mitigation to increase capacity, there is an increased push towards facilitating the use of non-car modes and there may be opportunities to mitigate capacity constraints at constrained junctions by pursuing solutions to encourage the use of these modes over the car. At the appropriate time, scoping discussions will be key to identifying the Local Highway Authority's likely approach.
- 6.2.6 A detailed trip distribution model will need to be prepared to assign the trips across this network, identifying the level of change in each location.
- 6.2.7 The site to the north, which was considerably larger in scale than this proposal, assessed eight local junctions. For the proposed development quantum, we would expect a lower level of assessment to be required, comprising the four key junctions listed below.

» East of the site:

- » Ashlawn Road/Barby Road Crossroad Junction: This junction is planned for signalisation as part of the development of the site to the north. The analysis suggests that the junction has spare capacity in both peak hours with the committed development - Practical Reserve Capacity of 15.8% in the AM peak and 26.8% in the PM peak and on this basis we would expect this junction to provide adequate capacity without the need for mitigation.
- » Ashlawn Road/A428 Hillmorton Road 'Paddock' Junction: This junction will be signalised as part of the Rugby Radio Mast Site development. The capacity at this junction will be further increased by the development of the site to the north through amendments to the pedestrian crossing infrastructure. This results in a Practical Reserve Capacity for the committed scheme of 22.4% in the AM peak and 5.5% in the PM peak i.e. capacity is limited in the PM peak hour. This junction will need to be assessed carefully and further changes to signal timings may be required.
- » A428 Hillmorton Road/Barby Road: The development to the north used a microsimulation model to demonstrate that the development did not impact the queue lengths. The junction is constrained and spare capacity is currently unknown. Traffic increases from this development are likely to be relatively small by the time these are distributed to the network. However, the junction will require further assessment to ensure that any increases can be accommodated. It is interesting to note that a microsimulation model was used by the applicant for the site to the north to demonstrate that development flows could be accommodated – while microsimulation modelling is a more expensive solution, it can be used to unlock difficult junctions.
- » West of the site:
 - » Roundabout access to the development site to the north – The roundabout has capacity on all arms, with a maximum RFC of 0.78 and a queue of three vehicles on the Ashlawn Road west arm and an RFC of 0.5 and a queue of 1 vehicle on the Ashlawn Road east arm, both in the PM peak hour. There is capacity to accommodate development traffic in the AM peak hour when traffic from this site will impact on the quieter arm. In the PM peak hour, when development traffic returning to the site will impact the busiest arm, it may push the operation of the junction close to capacity. Minor capacity improvements may need to be considered on this arm.
 - » A426 Rugby Road/A426 Dunchurch Road/Ashlawn Road roundabout junction – known as the Cock Robin: This junction was also modelled using microsimulation for the development to the north. It is stated that provision of Toucan crossings will provide sufficient mitigation of the traffic impact. Spare capacity at this junction is also unclear and this junction will also require further assessment. There appears to be space in the highway around this junction should tweaks be required to provide additional capacity.

6.2.8 It is noted that the applicant for the site to the north used paramics/microsimulation modelling to demonstrate that some of the more constrained junctions could be made to work without significant changes. While microsimulation modelling is a more expensive solution, it can be used very effectively to unlock difficult junctions. The local highway authority may require the use of this modelling technique for the junctions where it was used previously in order to effectively assess cumulative impact. They may also require the use of baseline flows from their model for use in operational assessments and there is likely to be a cost associated with obtaining this data.

7. SUMMARY

7.1 Accessibility and Connectivity

- 7.1.1 Ashlawn House development site is located directly adjacent to the recently approved residential development at Inwood House. It sits towards the upper end of, but within acceptable walking and cycling distance from key services and facilities including retail, education, employment, healthcare and leisure. It benefits from recent improvements to pedestrian and cycle infrastructure on Ashlawn Road and improvements to bus services.
- 7.1.2 Overall, the site is considered to provide appropriate opportunities to promote sustainable transport modes and is considered to be sustainable in transport terms in line with the requirements of the NPPF.

7.2 Access

- 7.2.1 To reuse the existing access, vehicles turning right to/from the site would need to cross the hatched central area. This would not be suitable for the increase in traffic associated with the development at Ashlawn House.
- 7.2.2 It is therefore proposed to relocate the proposed access further east along the site frontage to avoid the conflict with the hatched area. A simple priority access (without a right turn lane) and with suitable visibility provision is achievable close to the eastern site boundary.
- 7.2.3 The existing site access would be suitable for providing a pedestrian/cycle/emergency vehicle access and would provide a convenient connection to the relocated pedestrian crossing point on Ashlawn Road. The access location has been reviewed in the context of adjacent site accesses, and given the separation distances is suitably located.
- 7.2.4 Safe and suitable access is achievable for all modes in line with the requirements of the NPPF.

7.3 Impact

- 7.3.1 A development of up to 100 dwellings is expected to generate some 65 two-way trips in the morning peak hour and 56 two-way vehicle trips in the evening peak hour. This level of increase is broadly equivalent to one additional vehicle per minute to the west of the site and one additional vehicle per minute to the east.
- 7.3.2 Traffic from the site will be 'new' to the network. A detailed trip distribution model will need to be prepared to assign the trips across this network, allowing for the cumulative impact of committed development and identifying the level of change at local junctions to the east and west of the site. A number of junctions have been identified for assessment and initial considerations are as follows:
- » Capacity appears available at the Ashlawn Road/Barby Road crossroads junction to the east;
 - » The Paddox junction to the east has limited spare capacity in the PM peak hour and changes to signal timings may be required to accommodate development traffic;
 - » The A428 Hillmorton Road/Barby Road appears constrained, with existing queuing. Traffic increases may be fairly small by the time flows are distributed to the network; however, the junction requires further assessment. It is noted that a microsimulation model was used by the

applicant for the site to the north to demonstrate that development flows could be accommodated;

- » The permitted roundabout directly west of the site has capacity in the morning peak hour, but minor alterations to the western arm may be required to accommodate development flows in the PM peak; and
- » Spare capacity at the Cock Robin roundabout is also unclear and this junction will require further assessment. Microsimulation modelling was undertaken for the site to the north. There appears to be space in the highway around this junction should tweaks be required to provide additional capacity.

7.3.3 It is important to note that post-Covid traffic flows are changing and one of the effects is 'peak spreading' i.e. lengthening and flattening out of the traditional highway peak hour. These conclusions should therefore be considered a worst case as it may be possible to demonstrate lower baseline flows.

7.3.4 Further, whereas previously highway authorities have sought highways-based mitigation to increase capacity, there is an increased push towards facilitating the use of non-car modes and there may be opportunities to mitigate capacity constraints at constrained junctions by pursuing solutions to encourage the use of these modes over the car. Scoping discussions will be key to identifying the Local Highway Authority's likely approach.

Appendix A PIA Data



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Validated Data

Crash Date: Monday, November 04, 2019 **Time of Crash:** 10:16:00 PM **Crash Reference:** 2019230897390

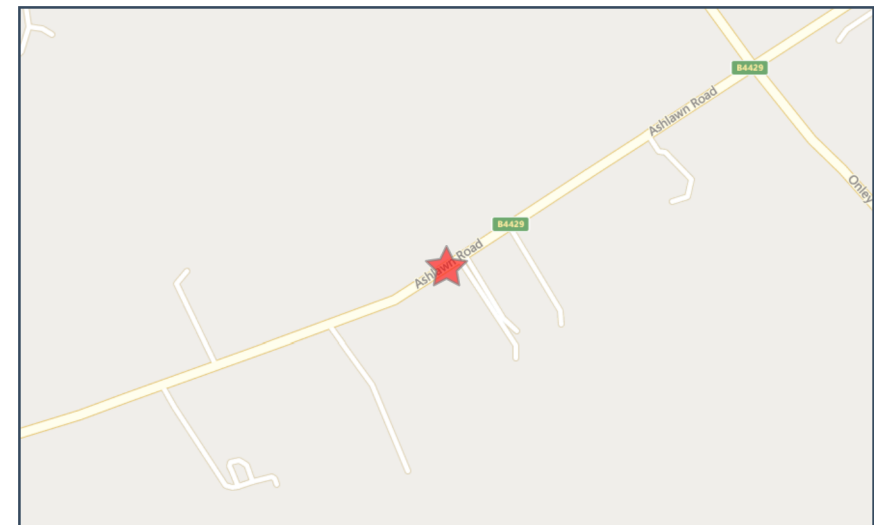
Highest Injury Severity: Slight
Highway Authority: Warwickshire
Local Authority: Rugby Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 50
Light Conditions: Darkness: no street lighting
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: B4429

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 450804 272677



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None
2	Car (excluding private hire)	8	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Validated Data

Crash Date: Thursday, June 25, 2020 **Time of Crash:** 7:30:00 AM **Crash Reference:** 2020230960100

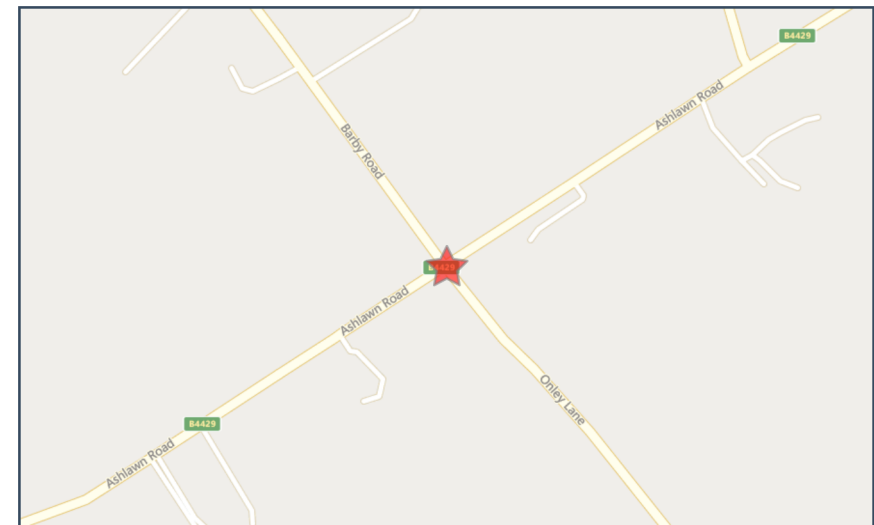
Highest Injury Severity: Serious
Highway Authority: Warwickshire
Local Authority: Rugby Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B4429

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 451268 272982



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	0	Male	Over 75	Vehicle is in the act of turning right	Front	Other	None	None

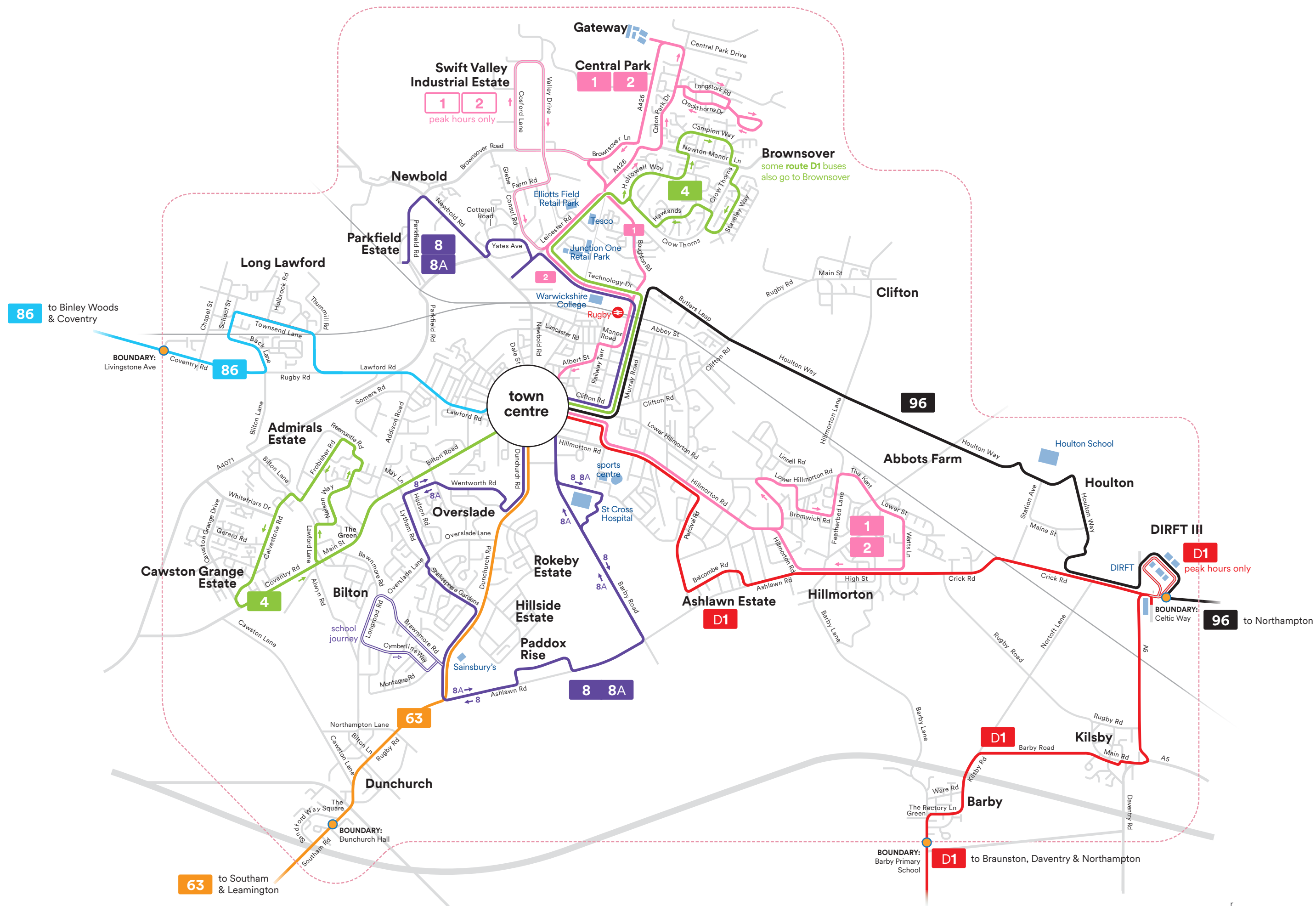
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix B Bus Timetables and Map



Mondays to Fridays

Rugby, Clifton Road (Stand B)	dep	06:24	07:00		10:10	11:00	12:00	12:50	13:50	14:58		17:00	18:10
Rugby, North Street (Stand E)		06:26	07:02		10:13	11:03	12:03	12:53	13:53	15:01		17:03	18:13
Rugby, Adj Asda		06:28	07:04		10:15	11:05	12:05	12:55	13:55	15:03		17:05	18:15
Rugby, Lawrence Sheriff Street (Jcn)		06:30	07:06		10:17	11:07	12:07	12:57	13:57	15:05		17:07	18:17
Rugby, Opp Dickinson Court		06:32	07:08		10:19	11:09	12:09	12:59	13:59	15:07		17:09	18:19
Rugby, Adj Bus Shelter		06:34	07:10		10:21	11:11	12:11	13:01	14:01	15:09		17:11	18:21
Rugby, Opp Vermilion Way		06:39	07:15	08:35	10:26	11:16	12:16	13:06	14:06	15:14		17:16	18:26
Rugby, Adj Jonquil Road		06:40	07:15	08:36	10:27	11:17	12:17	13:07	14:07	15:15		17:17	18:27
Rugby, Opp Sainsburys		06:42	07:16	08:38	10:29	11:19	12:19	13:09	14:09	15:17		17:19	18:29
Rugby, Dunchurch Road (Jcn)		06:44	07:18	08:40	10:31	11:21	12:21	13:11	14:11	15:19		17:21	18:31
Bilton, Adj Macaulay Road		06:44	07:19	08:40	10:31	11:21	12:21	13:11	14:11	15:19		17:21	18:31
Rugby, Adj Rupert Brooke Road		06:45	07:20	08:41	10:32	11:22	12:22	13:12	14:12	15:20		17:22	18:32
Rugby, Nr Epsom Road		06:46	07:22	08:42	10:33	11:23	12:23	13:13	14:13	15:21		17:23	18:33
Rugby, Nr Lytham Road		06:47	07:23	08:43	10:34	11:24	12:24	13:14	14:14	15:22		17:24	18:34
Rugby, Nr Buchanan Road		06:48	07:24	08:44	10:35	11:25	12:25	13:15	14:15	15:23		17:25	18:35
Rugby, Opp Greenhill Road		06:49	07:25	08:45	10:37	11:27	12:27	13:17	14:17	15:25		17:27	18:37
Rugby, Nr Saunton Road		06:51	07:27	08:46	10:39	11:29	12:29	13:19	14:19	15:27		17:29	18:39
Rugby, Adj Wentworth Road		06:52	07:28	08:46	10:39	11:29	12:29	13:19	14:19	15:27		17:29	18:39
Rugby, Opp St Maries RC Infant School		06:52	07:28	08:47	10:40	11:30	12:30	13:20	14:20	15:28		17:30	18:40
Rugby, Opp Asda		06:53	07:29	08:49	10:41	11:31	12:31	13:21	14:21	15:29		17:31	18:41
Rugby, Adj Stand H		06:53	07:29	08:50	10:41	11:31	12:31	13:21	14:21	15:29		17:31	18:41
Rugby, Church Street (Stand K)		06:54	07:30	08:51	10:42	11:32	12:32	13:22	14:22	15:30		17:32	18:42
Rugby, Clifton Road (Stand M)		06:57	07:33	08:56	10:47	11:37	12:37	13:27	14:27	15:35		17:37	18:47
Rugby, Nr Clifton Road		06:58		08:57	10:48	11:38	12:38	13:28	14:28	15:36		17:38	18:48
Rugby, Adj Tom Brown Street		06:59		08:58	10:49	11:39	12:39	13:29	14:29	15:37		17:40	18:50
Rugby, Opp Abbey Street		07:00		08:59	10:50	11:40	12:40	13:30	14:30	15:38		17:41	18:51
Rugby, Adj Warwickshire College		07:04		09:03	10:54	11:44	12:44	13:34	14:34	15:42		17:45	18:55
Rugby, Adj Black Path		07:04		09:03	10:54	11:44	12:44	13:34	14:34	15:42		17:45	18:55
Rugby, Adj Barnaby Road		07:05		09:04	10:55	11:45	12:45	13:35	14:35	15:43		17:46	18:56
Rugby, Adj Allen Ford		07:06		09:05	10:56	11:46	12:46	13:36	14:36	15:44		17:47	18:57
Newbold on Avon, Adj Fosterd Road		07:06		09:06	10:56	11:46	12:46	13:36	14:36	15:44		17:47	18:57
Newbold on Avon, Adj Norman Road		07:07		09:06	10:57	11:47	12:47	13:37	14:37	15:45		17:48	18:58
Rugby, Opp Morris Close		07:07		09:06	10:57	11:47	12:47	13:37	14:37	15:45		17:48	18:58
Newbold on Avon, Adj Avon Valley School		07:07		09:07	10:58	11:48	12:48	13:38	14:38	15:46		17:49	18:59
Newbold on Avon, Adj Grange Road		07:07		09:08	10:59	11:49	12:49	13:39	14:39	15:47		17:50	19:00
Newbold on Avon, Adj Meadow Road		07:07		09:10	11:01	11:51	12:51	13:41	14:41	15:49		17:52	19:02
Newbold on Avon, Adj Meadow Road		07:07		09:10	11:01	11:51	12:51	13:41	14:41	15:49		17:52	19:02
Newbold on Avon, Opp Lea Crescent		07:07		09:11	11:02	11:52	12:52	13:42	14:42	15:50		17:53	19:03
Newbold on Avon, Nr Parkfield Road	arr	07:12		09:11	11:02	11:52	12:52	13:42	14:42	15:50		17:53	19:03

Newbold on Avon, Nr Parkfield Road	dep	08:35	15:53
Newbold on Avon, Adj Brownsover Road		08:36	15:54
Newbold on Avon, Adj Grange Road		08:36	15:54
Newbold on Avon, Opp Avon Valley School		08:37	15:55
Newbold on Avon, Adj Morris Close		08:37	15:55
Newbold on Avon, Adj Norman Road		08:37	15:55
Newbold on Avon, Adj Glebe Estate		08:37	15:55
Rugby, Adj Yates Avenue		08:37	15:55
Rugby, Opp Barnaby Road		08:38	15:56
Rugby, Opp Hansen Close		08:38	15:56
Rugby, Opp Warwickshire College		08:38	15:56
Rugby, Adj Abbey Street		08:46	16:04
Rugby, Adj Tom Brown Street		08:48	16:06
Rugby, Nr Clifton Road		08:50	16:08
Rugby, Clifton Road (Stand B)		08:51	16:10
Rugby, North Street (Stand E)		09:05	16:13
Rugby, Adj Asda		09:07	16:15
Rugby, Lawrence Sheriff Street (Jcn)		09:09	16:17
Rugby, Opp Dickinson Court		09:11	16:19
Rugby, Adj Bus Shelter		09:13	16:21
Rugby, Opp Vermilion Way		09:18	16:26
Rugby, Adj Jonquil Road		09:19	16:27
Bilton, Adj Longrood Road			16:31
Rugby, Adj High School for Girls			16:32
Woodlands, Opp Longrood Road			16:34
Woodlands, Opp Fighting Cocks			16:35
Woodlands, Nr Cordelia Way			16:36
Rugby, Opp Sainsburys		09:21	16:37
Rugby, Dunchurch Road (Jcn)		09:23	16:39
Bilton, Adj Macaulay Road		09:23	16:39
Rugby, Adj Rupert Brooke Road		09:24	16:40
Rugby, Nr Epsom Road		09:25	16:41
Rugby, Nr Lytham Road		09:26	16:42
Rugby, Nr Buchanan Road		09:27	16:43
Rugby, Opp Greenhill Road		09:28	16:44
Rugby, Nr Saunton Road		09:29	16:45
Rugby, Adj Wentworth Road		09:29	16:45
Rugby, Opp St Maries RC Infant School		09:30	16:46
Rugby, Opp Asda		09:32	16:48
Rugby, Adj Stand H		09:33	16:49
Rugby, Church Street (Stand K)		09:34	16:50
Rugby, Clifton Road (Stand M)		09:39	16:55
Rugby, Nr Clifton Road		09:40	16:56
Rugby, Adj Tom Brown Street		09:41	16:57

Rugby, Opp Abbey Street	09:42	16:58
Rugby, Adj Warwickshire College	09:46	17:05
Rugby, Adj Black Path	09:46	17:05
Rugby, Adj Barnaby Road	09:47	17:06
Rugby, Adj Allen Ford	09:48	17:07
Newbold on Avon, Adj Fosterd Road	09:49	17:08
Newbold on Avon, Adj Norman Road	09:49	17:08
Rugby, Opp Morris Close	09:50	17:08
Newbold on Avon, Adj Avon Valley School	09:50	17:09
Newbold on Avon, Adj Grange Road	09:51	17:09
Newbold on Avon, Adj Meadow Road	09:53	17:09
Newbold on Avon, Adj Meadow Road	09:53	17:10
Newbold on Avon, Opp Lea Crescent	09:54	17:10
Newbold on Avon, Nr Parkfield Road <i>arr</i>	09:54	17:10

Compiled from data for the period Wed 06-Dec-2023 to Tue 12-Dec-2023. Times not in bold are estimated by using the distance between the stops.

Saturdays

Rugby, Clifton Road (Stand B)	dep	07:00	10:10	11:00	12:00	12:50	13:50	14:58	17:00	18:10
Rugby, North Street (Stand E)		07:02	10:13	11:03	12:03	12:53	13:53	15:01	17:03	18:13
Rugby, Adj Asda		07:04	10:15	11:05	12:05	12:55	13:55	15:03	17:05	18:15
Rugby, Lawrence Sheriff Street (Jcn)		07:06	10:17	11:07	12:07	12:57	13:57	15:05	17:07	18:17
Rugby, Opp Dickinson Court		07:08	10:19	11:09	12:09	12:59	13:59	15:07	17:09	18:19
Rugby, Adj Bus Shelter		07:10	10:21	11:11	12:11	13:01	14:01	15:09	17:11	18:21
Rugby, Opp Vermilion Way		07:15 08:35	10:26	11:16	12:16	13:06	14:06	15:14	17:16	18:26
Rugby, Adj Jonquil Road		07:16 08:36	10:27	11:17	12:17	13:07	14:07	15:15	17:17	18:27
Rugby, Opp Sainsburys		07:16 08:38	10:29	11:19	12:19	13:09	14:09	15:17	17:19	18:29
Rugby, Dunchurch Road (Jcn)		07:18 08:40	10:31	11:21	12:21	13:11	14:11	15:19	17:21	18:31
Bilton, Adj Macaulay Road		07:19 08:40	10:31	11:21	12:21	13:11	14:11	15:19	17:21	18:31
Rugby, Adj Rupert Brooke Road		07:19 08:41	10:32	11:22	12:22	13:12	14:12	15:20	17:22	18:32
Rugby, Nr Epsom Road		07:22 08:42	10:33	11:23	12:23	13:13	14:13	15:21	17:23	18:33
Rugby, Nr Lytham Road		07:23 08:43	10:34	11:24	12:24	13:14	14:14	15:22	17:24	18:34
Rugby, Nr Buchanan Road		07:24 08:44	10:35	11:25	12:25	13:15	14:15	15:23	17:25	18:35
Rugby, Opp Greenhill Road		07:25 08:45	10:37	11:27	12:27	13:17	14:17	15:25	17:27	18:37
Rugby, Nr Saunton Road		07:27 08:46	10:39	11:29	12:29	13:19	14:19	15:27	17:29	18:39
Rugby, Adj Wentworth Road		07:27 08:46	10:39	11:29	12:29	13:19	14:19	15:27	17:29	18:39
Rugby, Opp St Maries RC Infant School		07:28 08:47	10:40	11:30	12:30	13:20	14:20	15:28	17:30	18:40
Rugby, Opp Asda		07:28 08:49	10:41	11:31	12:31	13:21	14:21	15:29	17:31	18:41
Rugby, Adj Stand H		07:29 08:50	10:41	11:31	12:31	13:21	14:21	15:29	17:31	18:41
Rugby, Church Street (Stand K)		07:30 08:51	10:42	11:32	12:32	13:22	14:22	15:30	17:32	18:42
Rugby, Clifton Road (Stand M)		07:30 08:56	10:47	11:37	12:37	13:27	14:27	15:35	17:37	18:47
Rugby, Nr Clifton Road		08:57	10:48	11:38	12:38	13:28	14:28	15:36	17:38	18:48
Rugby, Adj Tom Brown Street		08:58	10:49	11:39	12:39	13:29	14:29	15:37	17:40	18:50
Rugby, Opp Abbey Street		08:59	10:50	11:40	12:40	13:30	14:30	15:38	17:41	18:51
Rugby, Adj Warwickshire College		09:03	10:54	11:44	12:44	13:34	14:34	15:42	17:45	18:55
Rugby, Adj Black Path		09:03	10:54	11:44	12:44	13:34	14:34	15:42	17:45	18:55
Rugby, Adj Barnaby Road		09:04	10:55	11:45	12:45	13:35	14:35	15:43	17:46	18:56
Rugby, Adj Allen Ford		09:05	10:56	11:46	12:46	13:36	14:36	15:44	17:47	18:57
Newbold on Avon, Adj Fosterd Road		09:06	10:56	11:46	12:46	13:36	14:36	15:44	17:47	18:57
Newbold on Avon, Adj Norman Road		09:06	10:57	11:47	12:47	13:37	14:37	15:45	17:48	18:58
Rugby, Opp Morris Close		09:06	10:57	11:47	12:47	13:37	14:37	15:45	17:48	18:58
Newbold on Avon, Adj Avon Valley School		09:07	10:58	11:48	12:48	13:38	14:38	15:46	17:49	18:59
Newbold on Avon, Adj Grange Road		09:08	10:59	11:49	12:49	13:39	14:39	15:47	17:50	19:00
Newbold on Avon, Adj Meadow Road		09:10	11:01	11:51	12:51	13:41	14:41	15:49	17:52	19:02
Newbold on Avon, Adj Meadow Road		09:10	11:01	11:51	12:51	13:41	14:41	15:49	17:52	19:02
Newbold on Avon, Opp Lea Crescent		09:11	11:02	11:52	12:52	13:42	14:42	15:50	17:53	19:03
Newbold on Avon, Nr Parkfield Road	arr	09:11	11:02	11:52	12:52	13:42	14:42	15:50	17:53	19:03

Newbold on Avon, Nr Parkfield Road	dep	08:35	15:59
Newbold on Avon, Adj Brownsover Road		08:36	16:01
Newbold on Avon, Adj Grange Road		08:36	16:01
Newbold on Avon, Opp Avon Valley School		08:37	16:02
Newbold on Avon, Adj Morris Close		08:37	16:02
Newbold on Avon, Adj Norman Road		08:37	16:02
Newbold on Avon, Adj Glebe Estate		08:37	16:02
Rugby, Adj Yates Avenue		08:37	16:03
Rugby, Opp Barnaby Road		08:38	16:03
Rugby, Opp Hansen Close		08:38	16:04
Rugby, Opp Warwickshire College		08:38	16:04
Rugby, Adj Abbey Street		08:46	16:10
Rugby, Adj Tom Brown Street		08:48	16:12
Rugby, Nr Clifton Road		08:50	16:14
Rugby, Clifton Road (Stand B)		08:51	16:16
Rugby, North Street (Stand E)		09:05	16:19
Rugby, Adj Asda		09:07	16:21
Rugby, Lawrence Sheriff Street (Jcn)		09:09	16:23
Rugby, Opp Dickinson Court		09:11	16:25
Rugby, Adj Bus Shelter		09:13	16:27
Rugby, Opp Vermilion Way		09:18	16:32
Rugby, Adj Jonquil Road		09:19	16:33
Rugby, Opp Sainsburys		09:21	16:37
Rugby, Dunchurch Road (Jcn)		09:23	16:39
Bilton, Adj Macaulay Road		09:23	16:39
Rugby, Adj Rupert Brooke Road		09:24	16:40
Rugby, Nr Epsom Road		09:25	16:41
Rugby, Nr Lytham Road		09:26	16:42
Rugby, Nr Buchanan Road		09:27	16:43
Rugby, Opp Greenhill Road		09:28	16:44
Rugby, Nr Saunton Road		09:29	16:45
Rugby, Adj Wentworth Road		09:29	16:45
Rugby, Opp St Maries RC Infant School		09:30	16:46
Rugby, Opp Asda		09:32	16:48
Rugby, Adj Stand H		09:33	16:49
Rugby, Church Street (Stand K)		09:34	16:50
Rugby, Clifton Road (Stand M)		09:39	16:55
Rugby, Nr Clifton Road		09:40	16:56
Rugby, Adj Tom Brown Street		09:41	16:57
Rugby, Opp Abbey Street		09:42	16:58
Rugby, Adj Warwickshire College		09:46	17:02
Rugby, Adj Black Path		09:46	17:02
Rugby, Adj Barnaby Road		09:47	17:03
Rugby, Adj Allen Ford		09:48	17:04

Newbold on Avon, Adj Fosterd Road	09:49	17:05
Newbold on Avon, Adj Norman Road	09:49	17:05
Rugby, Opp Morris Close	09:50	17:06
Newbold on Avon, Adj Avon Valley School	09:50	17:06
Newbold on Avon, Adj Grange Road	09:51	17:07
Newbold on Avon, Adj Meadow Road	09:53	17:09
Newbold on Avon, Adj Meadow Road	09:53	17:09
Newbold on Avon, Opp Lea Crescent	09:54	17:10
Newbold on Avon, Nr Parkfield Road <i>arr</i>	09:54	17:10

Compiled from data for the period Wed 06-Dec-2023 to Tue 12-Dec-2023. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays

Rugby, Clifton Road (Stand C)	dep	06:57	07:25	08:25	09:40	10:40	11:40	12:40	13:40	15:04	16:20	17:40	18:40
Rugby, North Street (Stand D)		07:00	07:28	08:28	09:43	10:43	11:43	12:43	13:43	15:07	16:23	17:43	18:43
Rugby, Adj Asda		07:01	07:29	08:30	09:44	10:44	11:44	12:44	13:44	15:08	16:24	17:44	18:44
Rugby, Adj St Maries RC Infant School		07:02	07:30	08:33	09:45	10:45	11:45	12:45	13:45	15:10	16:25	17:45	18:45
Rugby, Opp Wentworth Road		07:03	07:31	08:35	09:46	10:46	11:46	12:46	13:46	15:11	16:26	17:46	18:46
Rugby, Opp Harris High School				08:38									
Bilton, Adj Ash Court				08:40									
Bilton, Adj Longrood Road				08:41									
Rugby, Adj High School for Girls				08:43									
Woodlands, Opp Longrood Road				08:43									
Woodlands, Opp Fighting Cocks				08:44									
Woodlands, Nr Cordelia Way				08:45									
Rugby, Opp Overslade Lane		07:04	07:32		09:47	10:47	11:47	12:47	13:47	15:13	16:27	17:47	18:47
Rugby, Adj Sedlescombe Park		07:04	07:32		09:47	10:47	11:47	12:47	13:47	15:13	16:27	17:47	18:47
Rugby, Adj Orson Leys		07:05	07:33		09:48	10:48	11:48	12:48	13:48	15:14	16:28	17:48	18:48
Rugby, Adj Sainsburys		07:07	07:35	08:46	09:50	10:50	11:50	12:50	13:50	15:17	16:30	17:50	18:50
Rugby, Nr Dunchurch Road		07:08	07:36	08:47	09:51	10:51	11:51	12:51	13:51	15:18	16:31	17:51	18:51
Dunchurch, Adj The Drive		07:09	07:37	08:49	09:52	10:52	11:52	12:52	13:52	15:19	16:32	17:52	18:52
Dunchurch, Adj Dunchurch Park Hotel		07:10	07:39	08:50	09:53	10:53	11:53	12:53	13:53	15:21	16:34	17:53	18:53
Dunchurch, Opp Cawston Lane		07:10	07:39	08:51	09:53	10:53	11:53	12:53	13:53	15:21	16:34	17:53	18:53
Dunchurch, Adj Square		07:12	07:41	08:53	09:55	10:55	11:55	12:55	13:55	15:23	16:36	17:55	18:55
Dunchurch, Adj Dunchurch Hall		07:12	07:41	08:53	09:55	10:55	11:55	12:55	13:55	15:23	16:36	17:55	18:55
Rites Hardwick, Opp Draycote Water		07:15	07:44	08:56	09:58	10:58	11:58	12:58	13:58	15:25	16:39	17:58	18:58
Rites Hardwick, Adj Orchard		07:16	07:45	08:57	09:59	10:59	11:59	12:59	13:59	15:26	16:40	17:59	18:59
Hill, Opp Birdingbury Road		07:18	07:48	08:59	10:01	11:01	12:01	13:01	14:01	15:28	16:43	18:01	19:01
Stockton, Opp Boat Inn		07:21	07:51	09:02	10:04	11:04	12:04	13:04	14:04	15:31	16:46	18:04	19:04
Stockton, Adj Turn		07:22	07:52	09:03	10:05	11:05	12:05	13:05	14:05	15:32	16:47	18:05	19:05
Stockton, Opp Kings House		07:23		09:04	10:06	11:06	12:06	13:06	14:06	15:33		18:06	19:06
Stockton, Adj George Street		07:23	07:53	09:04	10:06	11:06	12:06	13:06	14:06	15:33	16:48	18:06	19:06
Stockton, Adj Square		07:24	07:54	09:05	10:07	11:07	12:07	13:07	14:07	15:34	16:49	18:07	19:07
Stockton, Adj Kings House		07:24	07:55	09:06	10:07	11:07	12:07	13:07	14:07	15:34	16:50	18:07	19:07
Stockton, Opp Kings House			07:55								16:50		
Southam, Adj Merestone Close		07:29	08:02	09:12	10:12	11:12	12:12	13:12	14:12	15:38	16:57	18:12	19:12
Southam, Adj Southam College										15:40			
Southam, Adj Bowling Green		07:31	08:04	09:14	10:14	11:14	12:14	13:14	14:14	15:44	16:59	18:14	19:14
Southam, Adj Hsbc		07:31	08:04	09:14	10:14	11:14	12:14	13:14	14:14	15:45	16:59	18:14	19:14
Southam, Opp Stoneythorpe Hotel		07:32		09:15	10:15	11:15	12:15	13:15	14:15	15:46		18:15	19:15
Southam, Opp Newstead Drive		07:33		09:15	10:16	11:16	12:16	13:16	14:16	15:46		18:16	19:16
Southam, Adj Lower Farm House		07:35	08:07	09:18	10:18	11:18	12:18	13:18	14:18	15:50	17:02	18:18	19:18

Southam, Opp Stoneythorpe Hotel		08:08									17:03		
Southam, Opp Newstead Drive		08:09									17:04		
Ufton, Adj Bus Shelter	07:38	08:12	09:21	10:21	11:21	12:21	13:21	14:21	15:54	17:07	18:21	19:21	
Ufton, Opp Ashgrove Farr	07:38	08:12	09:21	10:21	11:21	12:21	13:21	14:21	15:54	17:07	18:21	19:21	
Radford Semele, Adj Fosse Way Roundabout	07:41	08:15	09:24	10:24	11:24	12:24	13:24	14:24	15:57	17:10	18:24	19:24	
Radford Semele, Opp Leasowe Farr	07:43	08:17	09:26	10:26	11:26	12:26	13:26	14:26	15:59	17:12	18:26	19:26	
Radford Semele, Adj Lewis Road	07:44	08:18	09:27	10:27	11:27	12:27	13:27	14:27	16:00	17:13	18:27	19:27	
Radford Semele, Adj White Lion	07:45	08:19	09:28	10:28	11:28	12:28	13:28	14:28	16:01	17:14	18:28	19:28	
Leamington Spa, Adj Gullimans Way	07:47	08:21	09:30	10:30	11:30	12:30	13:30	14:30	16:04	17:16	18:30	19:30	
Leamington Spa, Opp Leam Terrace	07:48	08:22	09:31	10:31	11:31	12:31	13:31	14:31	16:06	17:17	18:31	19:31	
Leamington Spa, Adj Oak Inn	07:49	08:23	09:32	10:32	11:32	12:32	13:32	14:32	16:07	17:18	18:32	19:32	
Leamington Spa, Adj Newbold Terrace	07:51	08:24	09:34	10:34	11:34	12:34	13:34	14:34	16:09	17:19	18:34	19:34	
Leamington Spa, Opp Post Office	07:52	08:26	09:35	10:35	11:35	12:35	13:35	14:35	16:11	17:21	18:35	19:35	
Leamington Spa, Adj Oxford Street	07:52	08:26	09:35	10:35	11:35	12:35	13:35	14:35	16:11	17:21	18:35	19:35	
Leamington Spa, Opp Beauchamp Avenue		08:27								17:22			
Leamington Spa, Opp Kwik Fit		08:28								17:23			
Leamington Spa, Opp Union Road		08:29								17:24			
Leamington Spa, Opp Oswald Road		08:30								17:25			
Leamington Spa, Adj Warwickshire College <i>arr</i>		08:32								17:27			
Leamington Spa, Upper Parade (Stand K) <i>arr</i>	07:54		09:37	10:37	11:37	12:37	13:37	14:37	16:13		18:37	19:37	

Compiled from data for the period Wed 06-Dec-2023 to Tue 12-Dec-2023. Times not in bold are estimated by using the distance between the stops.

Saturdays

Rugby, Clifton Road (Stand C)	dep	06:40	07:40	08:40	09:40	10:40	11:40	12:40	13:40	15:10	16:25	17:40	18:40
Rugby, North Street (Stand D)		06:43	07:43	08:43	09:43	10:43	11:43	12:43	13:43	15:13	16:28	17:43	18:43
Rugby, Adj Asda		06:44	07:44	08:44	09:44	10:44	11:44	12:44	13:44	15:14	16:29	17:44	18:44
Rugby, Adj St Maries RC Infant School		06:45	07:45	08:45	09:45	10:45	11:45	12:45	13:45	15:15	16:30	17:45	18:45
Rugby, Opp Wentworth Road		06:47	07:47	08:47	09:47	10:47	11:47	12:47	13:47	15:17	16:32	17:47	18:47
Rugby, OPp Overslade Lane		06:47	07:47	08:47	09:47	10:47	11:47	12:47	13:47	15:17	16:32	17:47	18:47
Rugby, Adj Sedlescombe Park		06:48	07:48	08:48	09:48	10:48	11:48	12:48	13:48	15:18	16:33	17:48	18:48
Rugby, Adj Orson Leys		06:49	07:49	08:49	09:49	10:49	11:49	12:49	13:49	15:19	16:34	17:49	18:49
Rugby, Adj Sainsburys		06:50	07:50	08:50	09:50	10:50	11:50	12:50	13:50	15:20	16:35	17:50	18:50
Rugby, Nr Dunchurch Road		06:51	07:51	08:51	09:51	10:51	11:51	12:51	13:51	15:21	16:36	17:51	18:51
Dunchurch, Adj The Drive		06:52	07:52	08:52	09:52	10:52	11:52	12:52	13:52	15:22	16:37	17:52	18:52
Dunchurch, Adj Dunchurch Park Hotel		06:54	07:54	08:54	09:54	10:54	11:54	12:54	13:54	15:24	16:39	17:54	18:54
Dunchurch, Opp Cawston Lane		06:54	07:54	08:54	09:54	10:54	11:54	12:54	13:54	15:24	16:39	17:54	18:54
Dunchurch, Adj Square		06:55	07:55	08:55	09:55	10:55	11:55	12:55	13:55	15:25	16:40	17:55	18:55
Dunchurch, Adj Dunchurch Hall		06:55	07:55	08:55	09:55	10:55	11:55	12:55	13:55	15:25	16:40	17:55	18:55
Kites Hardwick, Opp Draycote Water		06:58	07:58	08:58	09:58	10:58	11:58	12:58	13:58	15:28	16:43	17:58	18:58
Kites Hardwick, Adj Orchard		06:59	07:59	08:59	09:59	10:59	11:59	12:59	13:59	15:29	16:44	17:59	18:59
Hill, Opp Birdingbury Road		07:02	08:02	09:02	10:02	11:02	12:02	13:02	14:02	15:32	16:47	18:02	19:02
Stockton, Opp Boat Inn		07:05	08:05	09:05	10:05	11:05	12:05	13:05	14:05	15:35	16:50	18:05	19:05
Stockton, Adj Turn		07:06	08:06	09:06	10:06	11:06	12:06	13:06	14:06	15:36	16:51	18:06	19:06
Stockton, Opp Kings House		07:06	08:06	09:06	10:06	11:06	12:06	13:06	14:06	15:36	16:51	18:06	19:06
Stockton, Adj George Street		07:07	08:07	09:07	10:07	11:07	12:07	13:07	14:07	15:37	16:52	18:07	19:07
Stockton, Adj Square		07:07	08:07	09:07	10:07	11:07	12:07	13:07	14:07	15:37	16:52	18:07	19:07
Stockton, Adj Kings House		07:08	08:08	09:08	10:08	11:08	12:08	13:08	14:08	15:38	16:53	18:08	19:08
Southam, Adj Merestone Close		07:14	08:14	09:14	10:14	11:14	12:14	13:14	14:14	15:44	16:59	18:14	19:14
Southam, Adj Bowling Green		07:15	08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:45	17:00	18:15	19:15
Southam, Adj Hsbc		07:15	08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:45	17:00	18:15	19:15
Southam, Opp Stoneythorpe Hotel		07:16	08:16	09:16	10:16	11:16	12:16	13:16	14:16	15:46	17:01	18:16	19:16
Southam, Opp Newstead Drive		07:16	08:16	09:16	10:16	11:16	12:16	13:16	14:16	15:46	17:01	18:16	19:16
Southam, Adj Lower Farm House		07:19	08:19	09:19	10:19	11:19	12:19	13:19	14:19	15:49	17:04	18:19	19:19
Ufton, Adj Bus Shelter		07:21	08:21	09:21	10:21	11:21	12:21	13:21	14:21	15:51	17:06	18:21	19:21
Ufton, Opp Ashgrove Farm		07:22	08:22	09:22	10:22	11:22	12:22	13:22	14:22	15:52	17:07	18:22	19:22
Radford Semele, Adj Fosse Way Roundabout		07:25	08:25	09:25	10:25	11:25	12:25	13:25	14:25	15:55	17:10	18:25	19:25
Radford Semele, Opp Leasowe Farm		07:26	08:26	09:26	10:26	11:26	12:26	13:26	14:26	15:56	17:11	18:26	19:26
Radford Semele, Adj Lewis Road		07:28	08:28	09:28	10:28	11:28	12:28	13:28	14:28	15:58	17:13	18:28	19:28
Radford Semele, Adj White Lion		07:28	08:28	09:28	10:28	11:28	12:28	13:28	14:28	15:58	17:13	18:28	19:28
Leamington Spa, Adj Gullimans Way		07:30	08:30	09:30	10:30	11:30	12:30	13:30	14:30	16:00	17:15	18:30	19:30
Leamington Spa, Opp Leam Terrace		07:32	08:32	09:32	10:32	11:32	12:32	13:32	14:32	16:02	17:17	18:32	19:32
Leamington Spa, Adj Oak Inn		07:33	08:33	09:33	10:33	11:33	12:33	13:33	14:33	16:03	17:18	18:33	19:33

Leamington Spa, Adj Newbold Terrace	07:34	08:34	09:34	10:34	11:34	12:34	13:34	14:34	16:04	17:19	18:34	19:34
Leamington Spa, Opp Post Office	07:36	08:36	09:36	10:36	11:36	12:36	13:36	14:36	16:06	17:21	18:36	19:36
Leamington Spa, Adj Oxford Street	07:36	08:36	09:36	10:36	11:36	12:36	13:36	14:36	16:06	17:21	18:36	19:36
Leamington Spa, Upper Parade (Stand K, arr	07:37	08:37	09:37	10:37	11:37	12:37	13:37	14:37	16:07	17:22	18:37	19:37

Compiled from data for the period Wed 06-Dec-2023 to Tue 12-Dec-2023. Times not in bold are estimated by using the distance between the stops.

Sundays

Rugby, Clifton Road (Stand C)	dep	09:45	11:45	13:45	15:45	17:45
Rugby, North Street (Stand D)		09:48	11:48	13:48	15:48	17:48
Rugby, Adj Asda		09:49	11:49	13:49	15:49	17:49
Rugby, Adj St Maries RC Infant School		09:50	11:50	13:50	15:50	17:50
Rugby, Opp Wentworth Road		09:51	11:51	13:51	15:51	17:51
Rugby, Opp Overslade Lane		09:52	11:52	13:52	15:52	17:52
Rugby, Adj Sedlescombe Park		09:52	11:52	13:52	15:52	17:52
Rugby, Adj Orson Leys		09:53	11:53	13:53	15:53	17:53
Rugby, Adj Sainsburys		09:55	11:55	13:55	15:55	17:55
Rugby, Nr Dunchurch Road		09:56	11:56	13:56	15:56	17:56
Dunchurch, Adj The Drive		09:57	11:57	13:57	15:57	17:57
Dunchurch, Adj Dunchurch Park Hotel		09:58	11:58	13:58	15:58	17:58
Dunchurch, Opp Cawston Lane		09:58	11:58	13:58	15:58	17:58
Dunchurch, Adj Square		10:00	12:00	14:00	16:00	18:00
Dunchurch, Adj Dunchurch Hall		10:00	12:00	14:00	16:00	18:00
Kites Hardwick, Opp Draycote Water		10:03	12:03	14:03	16:03	18:03
Kites Hardwick, Adj Orchard		10:04	12:04	14:04	16:04	18:04
Hill, Opp Birdingbury Road		10:06	12:06	14:06	16:06	18:06
Stockton, Opp Boat Inn		10:09	12:09	14:09	16:09	18:09
Stockton, Adj Turn		10:10	12:10	14:10	16:10	18:10
Stockton, Opp Kings House		10:11	12:11	14:11	16:11	18:11
Stockton, Adj George Street		10:11	12:11	14:11	16:11	18:11
Stockton, Adj Square		10:12	12:12	14:12	16:12	18:12
Stockton, Adj Kings House		10:12	12:12	14:12	16:12	18:12
Southam, Adj Merestone Close		10:17	12:17	14:17	16:17	18:17
Southam, Adj Bowling Green		10:19	12:19	14:19	16:19	18:19
Southam, Adj Hsbc		10:19	12:19	14:19	16:19	18:19
Southam, Opp Stoneythorpe Hotel		10:20	12:20	14:20	16:20	18:20
Southam, Opp Newstead Drive		10:21	12:21	14:21	16:21	18:21
Southam, Adj Lower Farm House		10:23	12:23	14:23	16:23	18:23
Ufton, Adj Bus Shelter		10:26	12:26	14:26	16:26	18:26
Ufton, Opp Ashgrove Farm		10:26	12:26	14:26	16:26	18:26
Radford Semele, Adj Fosse Way Roundabout		10:29	12:29	14:29	16:29	18:29
Radford Semele, Opp Leasowe Farm		10:31	12:31	14:31	16:31	18:31
Radford Semele, Adj Lewis Road		10:32	12:32	14:32	16:32	18:32
Radford Semele, Adj White Lion		10:33	12:33	14:33	16:33	18:33
Leamington Spa, Adj Gullimans Way		10:35	12:35	14:35	16:35	18:35
Leamington Spa, Opp Leam Terrace		10:36	12:36	14:36	16:36	18:36
Leamington Spa, Adj Oak Inn		10:37	12:37	14:37	16:37	18:37

Leamington Spa, Adj Newbold Terrace	10:39	12:39	14:39	16:39	18:39
Leamington Spa, Opp Post Office	10:40	12:40	14:40	16:40	18:40
Leamington Spa, Adj Oxford Street	10:40	12:40	14:40	16:40	18:40
Leamington Spa, Upper Parade (Stand K, arr	10:42	12:42	14:42	16:42	18:42

Compiled from data for the period Wed 06-Dec-2023 to Tue 12-Dec-2023. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays

Leamington Spa, Adj Warwickshire College dep												17:29		
Leamington Spa, Adj Oswald Road												17:30		
Leamington Spa, Opp Milverton Terrace												17:32		
Leamington Spa, Upper Parade (Stand K)	07:04	08:00	08:40	09:40	10:40	11:40	12:40	13:40	15:10	16:20	17:35	18:40	19:40	
Leamington Spa, Adj Regent Hotel	07:05	08:01	08:41	09:41	10:41	11:41	12:41	13:41	15:11	16:21	17:36	18:41	19:41	
Leamington Spa, Adj War Memorial	07:07	08:03	08:42	09:42	10:42	11:42	12:42	13:42	15:12	16:22	17:37	18:42	19:42	
Leamington Spa, Adj Parish Church	07:09	08:05	08:44	09:44	10:44	11:44	12:44	13:44	15:14	16:24	17:39	18:44	19:44	
Leamington Spa, Opp Court Street	07:09	08:05	08:44	09:44	10:44	11:44	12:44	13:44	15:14	16:24	17:39	18:44	19:44	
Leamington Spa, Adj Forfield Place	07:10	08:06	08:45	09:45	10:45	11:45	12:45	13:45	15:15	16:25	17:40	18:45	19:45	
Leamington Spa, Adj Farley Street	07:10	08:06	08:45	09:45	10:45	11:45	12:45	13:45	15:15	16:25	17:40	18:45	19:45	
Leamington Spa, Adj Sainsburys	07:11	08:07	08:46	09:46	10:46	11:46	12:46	13:46	15:16	16:26	17:41	18:46	19:46	
Leamington Spa, Opp Sydenham Drive	07:12	08:08	08:47	09:47	10:47	11:47	12:47	13:47	15:17	16:27	17:42	18:47	19:47	
Leamington Spa, Opp Gullimans Way	07:13	08:09	08:48	09:48	10:48	11:48	12:48	13:48	15:18	16:28	17:43	18:48	19:48	
Radford Semele, Opp Kingshurst	07:16	08:12	08:51	09:51	10:51	11:51	12:51	13:51	15:21	16:31	17:46	18:51	19:51	
Radford Semele, Opp Lewis Road	07:16	08:12	08:51	09:51	10:51	11:51	12:51	13:51	15:21	16:31	17:46	18:51	19:51	
Radford Semele, Adj Leasowe Farm	07:17	08:13	08:52	09:52	10:52	11:52	12:52	13:52	15:22	16:32	17:47	18:52	19:52	
Fosse Way Roundabout, Southam Road, Radford Semele	07:18	08:14	08:53	09:53	10:53	11:53	12:53	13:53	15:23	16:33	17:48	18:53	19:53	
Ufton, Adj Ashgrove Farm	07:21	08:17	08:56	09:56	10:56	11:56	12:56	13:56	15:26	16:36	17:51	18:56	19:56	
Ufton, Opp Bus Shelter	07:22	08:18	08:57	09:57	10:57	11:57	12:57	13:57	15:27	16:37	17:52	18:57	19:57	
Southam, Opp Lower Farm House	07:25	08:20	09:00	10:00	11:00	12:00	13:00	14:00	15:30	16:40	17:55	19:00	20:00	
Southam, Adj Newstead Drive	07:28	08:23	09:03	10:03	11:03	12:03	13:03	14:03	15:33	16:43	17:58	19:03	20:03	
Southam, Adj Stoneythorpe Hotel	07:29	08:23	09:04	10:04	11:04	12:04	13:04	14:04	15:34	16:44	17:59	19:04	20:04	
Southam, Adj Park Lane	07:30	08:24	09:05	10:05	11:05	12:05	13:05	14:05	15:35	16:45	18:00	19:05	20:05	
Southam, Opp Bowling Green	07:31	08:25	09:06	10:06	11:06	12:06	13:06	14:06	15:36	16:46	18:01	19:06	20:06	
Southam, Adj Southam College		08:28							15:39					
Southam, Adj Springs Crescent		08:28							15:39					
Southam, Opp Merestone Close	07:32	08:30	09:07	10:07	11:07	12:07	13:07	14:07	15:40	16:47	18:02	19:07	20:07	
Stockton, Opp Turn	07:38	08:35	09:11	10:11	11:11	12:11	13:11	14:11	15:46	16:51	18:06	19:11	20:11	
Stockton, Opp Kings House	07:38	08:35	09:11	10:11	11:11	12:11	13:11	14:11	15:46	16:51	18:06	19:11	20:11	
Stockton, Adj George Street	07:39	08:36	09:12	10:12	11:12	12:12	13:12	14:12	15:47	16:52	18:07	19:12	20:12	
Stockton, Adj Square	07:41	08:38	09:13	10:13	11:13	12:13	13:13	14:13	15:48	16:53	18:08	19:13	20:13	
Stockton, Adj Kings House	07:41	08:38	09:13	10:13	11:13	12:13	13:13	14:13	15:48	16:53	18:08	19:13	20:13	
Stockton, Adj Boat Inn	07:42	08:39	09:14	10:14	11:14	12:14	13:14	14:14	15:49	16:54	18:09	19:14	20:14	
Hill, Adj Birdingbury Road	07:45	08:41	09:17	10:17	11:17	12:17	13:17	14:17	15:52	16:57	18:12	19:17	20:17	
Kites Hardwick, Adj Rugby Road	07:47	08:43	09:19	10:19	11:19	12:19	13:19	14:19	15:54	16:59	18:14	19:19	20:19	
Kites Hardwick, Adj Draycote Water	07:49	08:45	09:21	10:21	11:21	12:21	13:21	14:21	15:56	17:01	18:16	19:21	20:21	
Dunchurch, Opp Dunchurch Hall	07:52	08:49	09:24	10:24	11:24	12:24	13:24	14:24	15:59	17:04	18:19	19:24	20:24	
Dunchurch, Opp Square	07:52	08:49	09:24	10:24	11:24	12:24	13:24	14:24	15:59	17:04	18:19	19:24	20:24	
Dunchurch, Adj Cawston Lane	07:53	08:50	09:25	10:25	11:25	12:25	13:25	14:25	16:00	17:05	18:20	19:25	20:25	

Dunchurch, Opp Dunchurch Park Hotel	07:53	08:50	09:25	10:25	11:25	12:25	13:25	14:25	16:00	17:05	18:20	19:25	20:25
Dunchurch, Adj Northampton Lane	07:54	08:51	09:26	10:26	11:26	12:26	13:26	14:26	16:01	17:06	18:21	19:26	20:26
Rugby, Nr Dunchurch Road	07:54	08:52	09:27	10:27	11:27	12:27	13:27	14:27	16:02	17:07	18:22	19:27	20:27
Rugby, Opp Sainsburys	07:56	08:54	09:29	10:29	11:29	12:29	13:29	14:29	16:04	17:09	18:24	19:29	20:29
Rugby, Opp Orson Leys	07:57	08:56	09:31	10:31	11:31	12:31	13:31	14:31	16:05	17:10	18:25	19:30	20:30
Rugby, Opp Sedlescombe Park	07:58	08:56	09:31	10:31	11:31	12:31	13:31	14:31	16:06	17:11	18:26	19:31	20:31
Rugby, Adj Overslade Lane	07:58	08:57	09:32	10:32	11:32	12:32	13:32	14:32	16:07	17:12	18:27	19:31	20:31
Rugby, Adj Wentworth Road	07:59	08:58	09:33	10:33	11:33	12:33	13:33	14:33	16:07	17:12	18:27	19:32	20:32
Rugby, Opp St Maries RC Infant School	08:00	08:59	09:34	10:34	11:34	12:34	13:34	14:34	16:09	17:14	18:29	19:33	20:33
Rugby, Opp Asda	08:02	09:00	09:35	10:35	11:35	12:35	13:35	14:35	16:10	17:15	18:30	19:35	20:35
Rugby, Church Street (Stand K) arr	08:04	09:02	09:37	10:37	11:37	12:37	13:37	14:37	16:13	17:18	18:33	19:37	20:37

Compiled from data for the period Wed 06-Dec-2023 to Tue 12-Dec-2023. Times not in bold are estimated by using the distance between the stops.

Saturdays

Leamington Spa, Upper Parade (Stand K)	dep	07:40	08:40	09:40	10:40	11:40	12:40	13:40	15:10	16:20	17:30	18:40	19:40
Leamington Spa, Adj Regent Hotel		07:41	08:41	09:41	10:41	11:41	12:41	13:41	15:11	16:21	17:31	18:41	19:41
Leamington Spa, Adj War Memorial		07:42	08:42	09:42	10:42	11:42	12:42	13:42	15:12	16:22	17:32	18:42	19:42
Leamington Spa, Adj Parish Church		07:44	08:44	09:44	10:44	11:44	12:44	13:44	15:14	16:24	17:34	18:44	19:44
Leamington Spa, Opp Court Street		07:44	08:44	09:44	10:44	11:44	12:44	13:44	15:14	16:24	17:34	18:44	19:44
Leamington Spa, Adj Forfield Place		07:45	08:45	09:45	10:45	11:45	12:45	13:45	15:15	16:25	17:35	18:45	19:45
Leamington Spa, Adj Farley Street		07:45	08:45	09:45	10:45	11:45	12:45	13:45	15:15	16:25	17:35	18:45	19:45
Leamington Spa, Adj Sainsburys		07:46	08:46	09:46	10:46	11:46	12:46	13:46	15:16	16:26	17:36	18:46	19:46
Leamington Spa, Opp Sydenham Drive		07:47	08:47	09:47	10:47	11:47	12:47	13:47	15:17	16:27	17:37	18:47	19:47
Leamington Spa, Opp Gullimans Way		07:48	08:48	09:48	10:48	11:48	12:48	13:48	15:18	16:28	17:38	18:48	19:48
Radford Semele, Opp Kingshurst		07:51	08:51	09:51	10:51	11:51	12:51	13:51	15:21	16:31	17:41	18:51	19:51
Radford Semele, Opp Lewis Road		07:51	08:51	09:51	10:51	11:51	12:51	13:51	15:21	16:31	17:41	18:51	19:51
Radford Semele, Adj Leasowe Farm		07:52	08:52	09:52	10:52	11:52	12:52	13:52	15:22	16:32	17:42	18:52	19:52
Fosse Way Roundabout, Southam Road, Radford Semele		07:53	08:53	09:53	10:53	11:53	12:53	13:53	15:23	16:33	17:43	18:53	19:53
Ufton, Adj Ashgrove Farm		07:56	08:56	09:56	10:56	11:56	12:56	13:56	15:26	16:36	17:46	18:56	19:56
Ufton, Opp Bus Shelter		07:57	08:57	09:57	10:57	11:57	12:57	13:57	15:27	16:37	17:47	18:57	19:57
Southam, Opp Lower Farm House		08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:30	16:40	17:50	19:00	20:00
Southam, Adj Newstead Drive		08:02	09:02	10:02	11:02	12:02	13:02	14:02	15:32	16:42	17:52	19:02	20:02
Southam, Adj Stoneythorpe Hotel		08:03	09:03	10:03	11:03	12:03	13:03	14:03	15:33	16:43	17:53	19:03	20:03
Southam, Adj Park Lane		08:04	09:04	10:04	11:04	12:04	13:04	14:04	15:34	16:44	17:54	19:04	20:04
Southam, Opp Bowling Green		08:05	09:05	10:05	11:05	12:05	13:05	14:05	15:35	16:45	17:55	19:05	20:05
Southam, Opp Merestone Close		08:06	09:06	10:06	11:06	12:06	13:06	14:06	15:36	16:46	17:56	19:06	20:06
Stockton, Opp Turn		08:11	09:11	10:11	11:11	12:11	13:11	14:11	15:41	16:51	18:01	19:11	20:11
Stockton, Opp Kings House		08:11	09:11	10:11	11:11	12:11	13:11	14:11	15:41	16:51	18:01	19:11	20:11
Stockton, Adj George Street		08:12	09:12	10:12	11:12	12:12	13:12	14:12	15:42	16:52	18:02	19:12	20:12
Stockton, Adj Square		08:13	09:13	10:13	11:13	12:13	13:13	14:13	15:43	16:53	18:03	19:13	20:13
Stockton, Adj Kings House		08:13	09:13	10:13	11:13	12:13	13:13	14:13	15:43	16:53	18:03	19:13	20:13
Stockton, Adj Boat Inn		08:14	09:14	10:14	11:14	12:14	13:14	14:14	15:44	16:54	18:04	19:14	20:14
Hill, Adj Birdingbury Road		08:17	09:17	10:17	11:17	12:17	13:17	14:17	15:47	16:57	18:07	19:17	20:17
Kites Hardwick, Adj Rugby Road		08:19	09:19	10:19	11:19	12:19	13:19	14:19	15:49	16:59	18:09	19:19	20:19
Kites Hardwick, Adj Draycote Water		08:21	09:21	10:21	11:21	12:21	13:21	14:21	15:51	17:01	18:11	19:21	20:21
Dunchurch, Opp Dunchurch Hall		08:24	09:24	10:24	11:24	12:24	13:24	14:24	15:54	17:04	18:14	19:24	20:24
Dunchurch, Opp Square		08:24	09:24	10:24	11:24	12:24	13:24	14:24	15:54	17:04	18:14	19:24	20:24
Dunchurch, Adj Cawston Lane		08:25	09:25	10:25	11:25	12:25	13:25	14:25	15:55	17:05	18:15	19:25	20:25
Dunchurch, Opp Dunchurch Park Hotel		08:25	09:25	10:25	11:25	12:25	13:25	14:25	15:55	17:05	18:15	19:25	20:25
Dunchurch, Adj Northampton Lane		08:26	09:26	10:26	11:26	12:26	13:26	14:26	15:56	17:06	18:16	19:26	20:26
Rugby, Nr Dunchurch Road		08:27	09:27	10:27	11:27	12:27	13:27	14:27	15:57	17:07	18:17	19:27	20:27
Rugby, Opp Sainsburys		08:29	09:29	10:29	11:29	12:29	13:29	14:29	15:59	17:09	18:19	19:29	20:29
Rugby, Opp Orson Leys		08:30	09:30	10:30	11:30	12:30	13:30	14:30	16:00	17:10	18:20	19:30	20:30

Rugby, Opp Sedlescombe Park	08:31	09:31	10:31	11:31	12:31	13:31	14:31	16:01	17:11	18:21	19:31	20:31
Rugby, Adj Overslade Lane	08:32	09:32	10:32	11:32	12:32	13:32	14:32	16:02	17:12	18:22	19:32	20:32
Rugby, Adj Wentworth Road	08:32	09:32	10:32	11:32	12:32	13:32	14:32	16:02	17:12	18:22	19:32	20:32
Rugby, Opp St Maries RC Infant School	08:33	09:33	10:33	11:33	12:33	13:33	14:33	16:03	17:13	18:23	19:33	20:33
Rugby, Opp Asda	08:34	09:34	10:34	11:34	12:34	13:34	14:34	16:04	17:14	18:24	19:34	20:34
Rugby, Church Street (Stand K) arr	08:37	09:37	10:37	11:37	12:37	13:37	14:37	16:07	17:17	18:27	19:37	20:37

Compiled from data for the period Wed 06-Dec-2023 to Tue 12-Dec-2023. Times not in bold are estimated by using the distance between the stops.

Sundays

Leamington Spa, Upper Parade (Stand K)	dep	10:45	12:45	14:45	16:45	18:45
Leamington Spa, Adj Regent Hotel	10:46	12:46	14:46	16:46	18:46	
Leamington Spa, Adj War Memorial	10:47	12:47	14:47	16:47	18:47	
Leamington Spa, Adj Parish Church	10:49	12:49	14:49	16:49	18:49	
Leamington Spa, Opp Court Street	10:49	12:49	14:49	16:49	18:49	
Leamington Spa, Adj Forfield Place	10:50	12:50	14:50	16:50	18:50	
Leamington Spa, Adj Farley Street	10:50	12:50	14:50	16:50	18:50	
Leamington Spa, Adj Sainsburys	10:51	12:51	14:51	16:51	18:51	
Leamington Spa, Opp Sydenham Drive	10:52	12:52	14:52	16:52	18:52	
Leamington Spa, Opp Gullimans Way	10:53	12:53	14:53	16:53	18:53	
Radford Semele, Opp Kingshurst	10:56	12:56	14:56	16:56	18:56	
Radford Semele, Opp Lewis Road	10:56	12:56	14:56	16:56	18:56	
Radford Semele, Adj Leasowe Farm	10:57	12:57	14:57	16:57	18:57	
Fosse Way Roundabout, Southam Road, Radford Semele	10:58	12:58	14:58	16:58	18:58	
Ufton, Adj Ashgrove Farm	11:01	13:01	15:01	17:01	19:01	
Ufton, Opp Bus Shelter	11:02	13:02	15:02	17:02	19:02	
Southam, Opp Lower Farm House	11:05	13:05	15:05	17:05	19:05	
Southam, Adj Newstead Drive	11:08	13:08	15:08	17:08	19:08	
Southam, Adj Stoneythorpe Hotel	11:09	13:09	15:09	17:09	19:09	
Southam, Adj Park Lane	11:10	13:10	15:10	17:10	19:10	
Southam, Opp Bowling Green	11:11	13:11	15:11	17:11	19:11	
Southam, Opp Merestone Close	11:12	13:12	15:12	17:12	19:12	
Stockton, Opp Turn	11:16	13:16	15:16	17:16	19:16	
Stockton, Opp Kings House	11:16	13:16	15:16	17:16	19:16	
Stockton, Adj George Street	11:17	13:17	15:17	17:17	19:17	
Stockton, Adj Square	11:18	13:18	15:18	17:18	19:18	
Stockton, Adj Kings House	11:18	13:18	15:18	17:18	19:18	
Stockton, Adj Boat Inn	11:19	13:19	15:19	17:19	19:19	
Hill, Adj Birdingbury Road	11:22	13:22	15:22	17:22	19:22	
Kites Hardwick, Adj Rugby Road	11:24	13:24	15:24	17:24	19:24	
Kites Hardwick, Adj Draycote Water	11:26	13:26	15:26	17:26	19:26	
Dunchurch, Opp Dunchurch Hall	11:29	13:29	15:29	17:29	19:29	
Dunchurch, Opp Square	11:29	13:29	15:29	17:29	19:29	
Dunchurch, Adj Cawston Lane	11:30	13:30	15:30	17:30	19:30	
Dunchurch, Opp Dunchurch Park Hotel	11:30	13:30	15:30	17:30	19:30	
Dunchurch, Adj Northampton Lane	11:31	13:31	15:31	17:31	19:31	
Rugby, Nr Dunchurch Road	11:32	13:32	15:32	17:32	19:32	
Rugby, Opp Sainsburys	11:34	13:34	15:34	17:34	19:34	
Rugby, Opp Orson Leys	11:36	13:36	15:36	17:36	19:36	

Rugby, Opp Sedlescombe Park	11:36	13:36	15:36	17:36	19:36
Rugby, Adj Overslade Lane	11:37	13:37	15:37	17:37	19:37
Rugby, Adj Wentworth Road	11:38	13:38	15:38	17:38	19:38
Rugby, Opp St Maries RC Infant School	11:39	13:39	15:39	17:39	19:39
Rugby, Opp Asda	11:40	13:40	15:40	17:40	19:40
Rugby, Church Street (Stand K) <i>arr</i>	11:42	13:42	15:42	17:42	19:42

Compiled from data for the period Wed 06-Dec-2023 to Tue 12-Dec-2023. Times not in bold are estimated by using the distance between the stops.

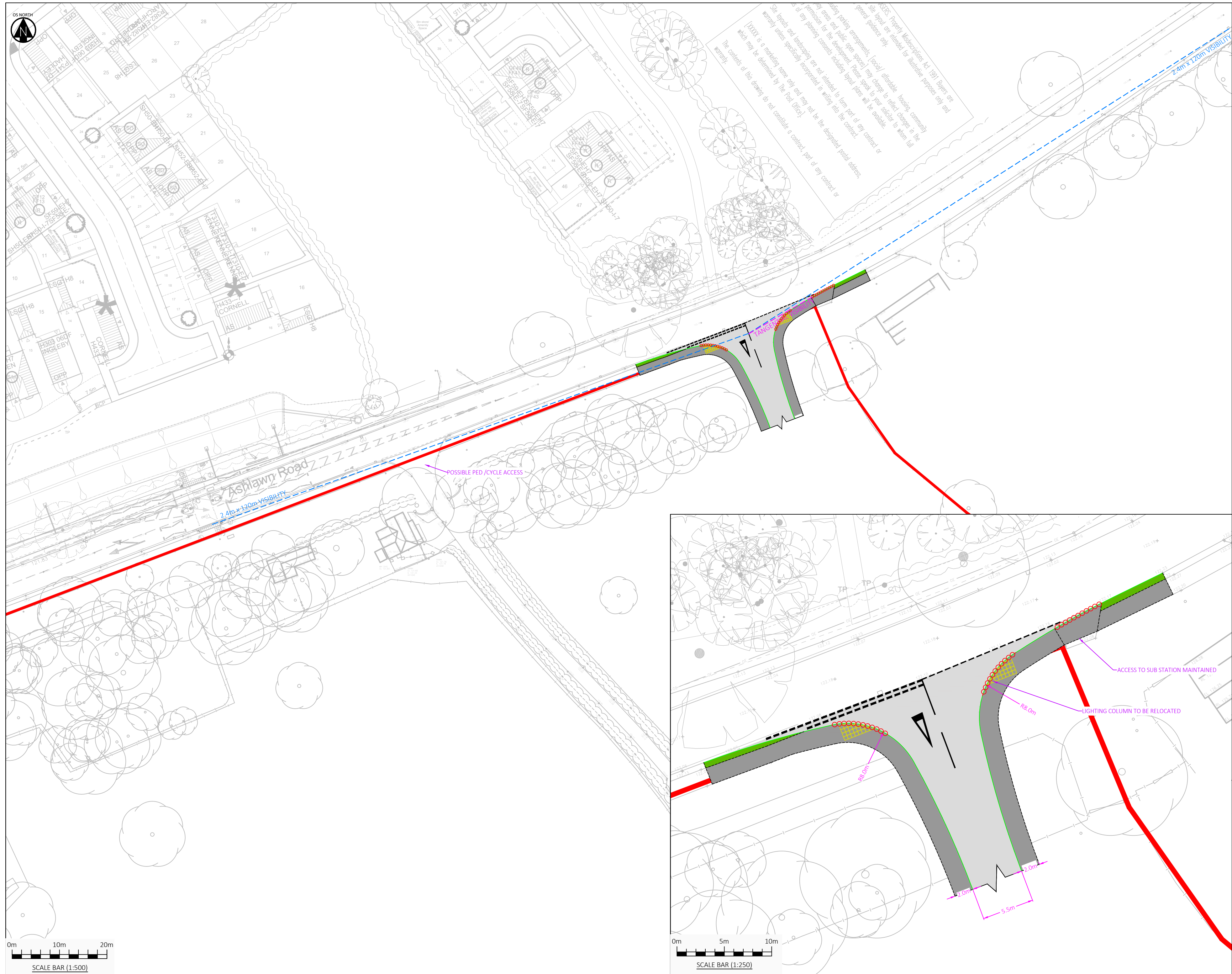
Mondays to Fridays

Rugby, Clifton Road (Stand C)	dep	05:53
Rugby, North Street (Stand D)		05:55
Rugby, Adj Asda		05:56
Rugby, Adj St Maries RC Infant School		05:57
Rugby, Opp Wentworth Road		05:58
Rugby, Opp Overslade Lane		05:59
Rugby, Adj Sedlescombe Park		05:59
Rugby, Adj Orson Leys		06:00
Rugby, Adj Sainsburys		06:02
Rugby, Nr Dunchurch Road		06:03
Dunchurch, Adj The Drive		06:03
Dunchurch, Adj Dunchurch Park Hotel		06:04
Dunchurch, Opp Cawston Lane		06:05
Dunchurch, Adj Square		06:06
Dunchurch, Adj Dunchurch Hall		06:06
Rites Hardwick, Opp Draycote Water		06:08
Kites Hardwick, Adj Orchard		06:09
Hill, Opp Birdingbury Road		06:11
Stockton, Opp Boat Inn		06:14
Stockton, Adj Turn		06:15
Stockton, Opp Kings House		06:16
Stockton, Adj George Street		06:16
Stockton, Adj Square		06:17
Stockton, Adj Kings House		06:17
Long Itchington, Opp Station Cottages		06:22
Long Itchington, Opp Long Itchington Diner		06:22
Long Itchington, Opp Collingham Lane		06:23
Long Itchington, Adj Church Road		06:23
Long Itchington, Adj Harvester		06:24
Long Itchington, Adj Green Man		06:25
Long Itchington, Opp Odingsell Drive		06:26
Long Itchington, Adj Church Road		06:27
Long Itchington, Adj Collingham Lane		06:27
Long Itchington, Adj Long Itch Diner		06:28
Long Itchington, Adj Model Village		06:29
Stockton, Adj George Street		06:33
Southam, Adj Merestone Close		06:37
Southam, Adj Bowling Green		06:37
Southam, Adj Hsbc		06:38

Southam, Opp Stoneythorpe Hotel	06:39
Southam, Opp Newstead Drive	06:39
Southam, Adj Lower Farm House	06:42
Ufton, Adj Bus Shelter	06:45
Ufton, Opp Ashgrove Farr	06:45
Radford Semele, Adj Fosse Way Roundabout	06:48
Radford Semele, Opp Leasowe Farr	06:50
Radford Semele, Adj Lewis Road	06:51
Radford Semele, Adj White Lion	06:52
Leamington Spa, Adj Gullimans Way	06:54
Leamington Spa, Opp Leam Terrace	06:56
Leamington Spa, Adj Oak Inn	06:57
Leamington Spa, Adj Newbold Terrace	06:58
Leamington Spa, Opp Post Office	07:00
Leamington Spa, Adj Oxford Street	07:00
Leamington Spa, Upper Parade (Stand K)	arr 07:02

Compiled from data for the period Wed 06-Dec-2023 to Tue 12-Dec-2023. Times not in bold are estimated by using the distance between the stops.

Appendix C General Access Arrangement



SITE BOUNDARY

PROPOSED KERB LINE

PROPOSED EDGE KERB

PROPOSED TACTILE PAVING

PROPOSED CARRIAGEWAY

PROPOSED ROAD MARKINGS

PROPOSED FOOTWAYS

NOTES

1) PRELIMINARY DESIGN FOR PLANNING AND NOT FOR CONSTRUCTION

2) ALL DETAILS ARE SUBJECT TO FURTHER CHECKS INCLUDING STATUTORY SERVICE APPARATUS AND ROAD SAFETY AUDIT

3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

4) LAND OWNERSHIP DETAILS, EXTENT OF ADOPTED HIGHWAY AND RIGHTS OF WAY TO BE CONFIRMED

REVISIONS

P02	24/05/2021	TOPO UPDATED.	RO	EP	EP
R01	04/09/20	First Issue.	GP / MP	LH	LH
Rev	Date	Description	By	Ctd	App

MERCHANTS' HOUSE NORTH

WAPPING ROAD

BRISTOL

BIS: 48W

t: (0117)9459 225

e: bristol@hydrock.com

Hydrock

CLIENT

MODERN PLANT HIRE LIMITED

PROJECT

LAND AT ASHLAWN HOUSE, RUGBY

TITLE

INDICATIVE SITE ACCESS GENERAL ARRANGEMENT

HYDROCK PROJECT NO.

16262

STATUS DESCRIPTION

INFORMATION

DRAWING NO. (PROJECT CODE ORIGINATOR.ZONE-LEVEL-TYPE-ROLE NUMBER)

16262-HYD-XX-XX-DR-TP-0101

SCALE @ A2

SEE DRAWING

STATUS

S2

REVISION

P02

Appendix D TRICS Trip Generation

Calculation Reference: AUDIT-540501-200910-0952

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 71 to 799 (units:)
 Range Selected by User: 5 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

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
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	3
--------------	---

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	3
------------------	---

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

Secondary Filtering selection:

Use Class:

C3	3 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000 3 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 2 days

100,001 to 125,000 1 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 1 days

1.1 to 1.5 2 days

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

Yes 2 days

No 1 days

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

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY		
	GREAT YARMOUTH		
	BRADWELL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	275	
	Survey date: MONDAY	23/09/19	Survey Type: MANUAL
2	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
3	WS-03-A-06	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	799	
	Survey date: THURSDAY	02/03/17	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
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	382	0.100	3	382	0.360	3	382	0.460
08:00 - 09:00	3	382	0.173	3	382	0.478	3	382	0.651
09:00 - 10:00	3	382	0.176	3	382	0.206	3	382	0.382
10:00 - 11:00	3	382	0.121	3	382	0.151	3	382	0.272
11:00 - 12:00	3	382	0.153	3	382	0.160	3	382	0.313
12:00 - 13:00	3	382	0.163	3	382	0.169	3	382	0.332
13:00 - 14:00	3	382	0.177	3	382	0.172	3	382	0.349
14:00 - 15:00	3	382	0.151	3	382	0.211	3	382	0.362
15:00 - 16:00	3	382	0.301	3	382	0.183	3	382	0.484
16:00 - 17:00	3	382	0.299	3	382	0.172	3	382	0.471
17:00 - 18:00	3	382	0.384	3	382	0.176	3	382	0.560
18:00 - 19:00	3	382	0.378	3	382	0.193	3	382	0.571
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.576			2.631			5.207

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

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

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Parameter summary

Trip rate parameter range selected: 71 - 799 (units:)
 Survey date range: 01/01/12 - 19/11/19
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 0

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