

A Planning Application by  
**MANORWOOD HOMES**

In respect of  
**Lince Lane,  
KIRTLINGTON**

## Transport Statement

September 2022



## Document Management

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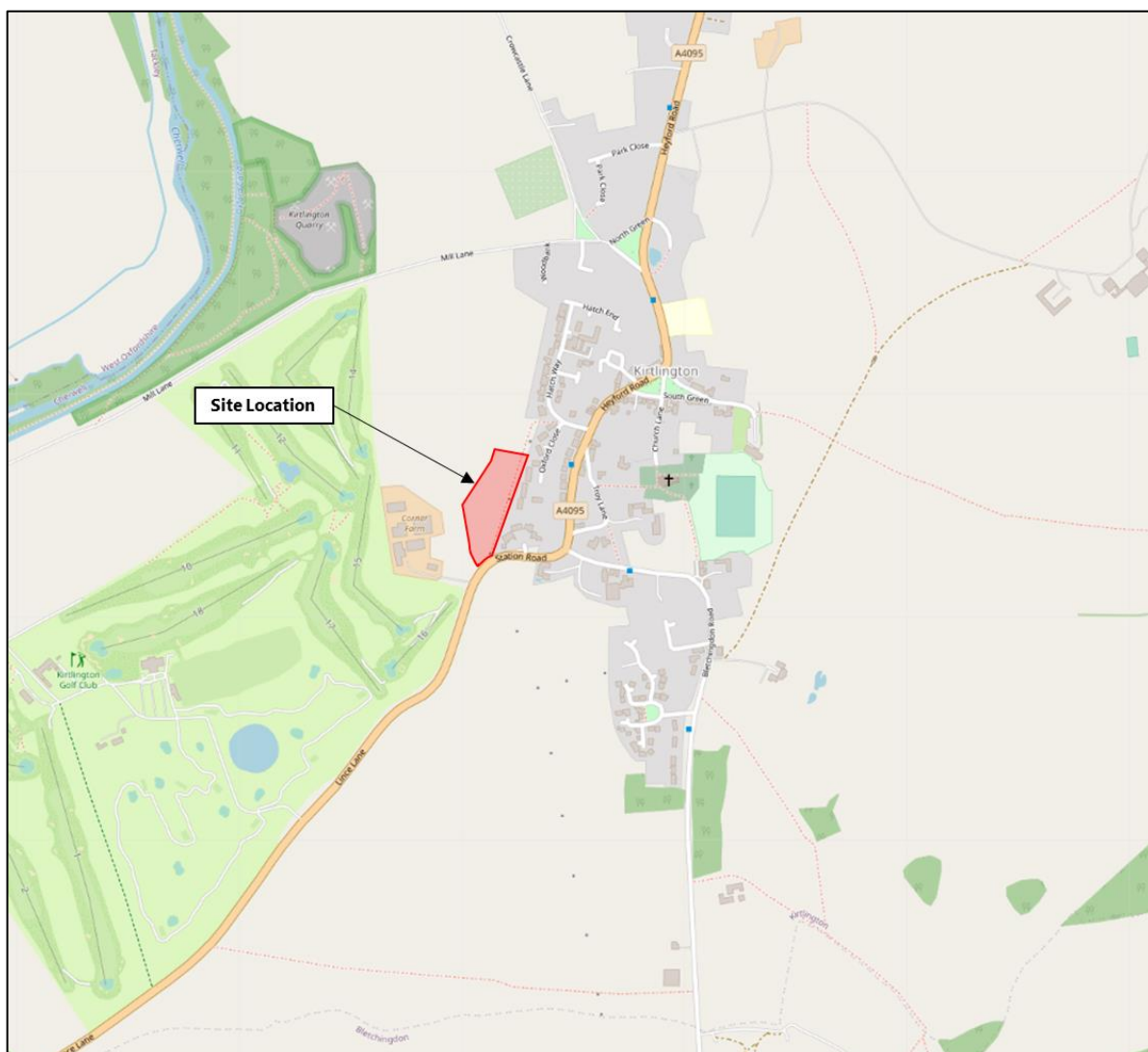
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# 1 Introduction

- 1.1 Transport Planning Associates (TPA) has been commissioned by Manorwood Homes to provide transport and highways advice and input in respect of a proposed residential development on land to the north of Lince Lane, Kirtlington. The site location is illustrated in **Figure 1.1**.
- 1.2 The development proposals are for a residential development consisting of eight dwellings, along with vehicle / pedestrian access and associated landscaping.

**Figure 1.1 Site Location Plan**



Source: © OpenStreetMap contributors

Note: Location Indicative

- 1.3 Kirtlington is situated within the Cherwell District of Oxfordshire and is located approximately 5km north of Kidlington, 6km east of Woodstock, 8km southwest of Bicester and 14km north of Oxford.

- 1.4 Kirtlington is classed as a 'Category A' or 'service centre' village within the 'Cherwell Local Plan 2011-2031'<sup>1</sup>. This assessment is based on the Cherwell Rural Areas Integrated Transport & Land Use Study' (CRAITLUS) which was updated in 2014. Kirtlington's classification as a 'Category A' or 'service centre' village is based on Kirtlington having the highest levels of sustainability when compared to the other rural settlements within Cherwell. It is noted that 'Category A' or 'service centre' villages are considered to be suitable for minor developments of up to 10 dwellings.

## Planning History

- 1.5 A previous planning application was submitted for the wider Corner Farm site in December 2014 (Planning Application Reference: 14/02139/OUT). The outline planning application was for:

*"Demolition of existing bungalow and agricultural buildings and residential development of up to 75 dwellings including highway works, landscaping and public open space"*

- 1.6 The application was refused in March 2015, although it is noteworthy that Oxfordshire County Council, the Local Highway Authority, did not object to the scheme within their consultation response<sup>2</sup> and that there were no highway or transport reasons for the refusal of the application. The refusal was upheld at appeal in May 2016, with the Inspector raising no highway or transport concerns.

## Scope of Report

- 1.7 This Transport Statement has been prepared in support of the planning application. It considers the likely transport and highways impact of the proposed residential development on the local transport and highway networks.

- 1.8 The Transport Statement will be structured thus:

- **Chapter 2** – sets out the Baseline Transport Conditions around the site;
- **Chapter 3** – sets out the Car and Cycle Parking Standards;
- **Chapter 4** – confirms the Development Proposals and sets out the proposed access and parking arrangements;
- **Chapter 5** – reviews the likely Development Impact of the proposed development; and
- **Chapter 6** – sets out the Summary and Conclusions of the report.

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<sup>1</sup> Cherwell Local Plan 2011-2031 Part 1. Page 245.

<sup>2</sup> Oxfordshire County Councils Consultation Response for Application 14/02139/OUT, Dated 10<sup>th</sup> February 2015.

## Report Conclusions

- 1.9 This Transport Statement concludes that the proposed residential development is located in a sustainable location and will not result in a detrimental impact on the local transport and highway networks. As such, there are no transport or highways reasons for refusal of the planning application.

## 2 Baseline Transport Conditions

### Site Location

- 2.1 The site is located along the northern side of Lince Lane (A4095) on the western fringe of Kirtlington village in Oxfordshire. The site is bound by farmland to the north and west, the residential properties of Oxford Close to the east and the Lince Lane (A4095) to the south.
- 2.2 Kirtlington is situated within the Cherwell District of Oxfordshire and is located approximately 5km north of Kidlington, 6km east of Woodstock, 8km southwest of Bicester and 14km north of Oxford.
- 2.3 As outlined previously, Kirtlington is classed as a 'Category A' or 'service centre' village within the 'Cherwell Local Plan 2011-2031'<sup>3</sup>. Kirtlington's classification as a 'Category A' or 'service centre' village is based on Kirtlington's high levels of sustainability for a rural village. It is noted that 'Category A' or 'service centre' villages are considered to be suitable for minor development of up to 10 dwellings.

### Site Access

- 2.4 A Public Right of Way (PRoW) (Code 270/10/30) runs along the site's eastern boundary between Oxford Close and Lince Lane and provides pedestrian access into / out of the site. It is noted, that users are required to utilise a stile in order to gain access to the site.
- 2.5 The site currently has no direct vehicular access to the public highway, however; vehicles can gain access to the site via an access track along the western boundary site.

### Existing Site Use

- 2.6 The site currently forms part of Corner Farm and is used for the grazing of animals.

### Existing Pedestrian Infrastructure

- 2.7 No footway is currently provided along the site frontage or within approximately 50m of the site. However, a footpath, with a width of 1.4m runs through the verge to the north of Lince Lane, which is approximately 50m east of the site. The footpath to the north of Lince Lane connects the five residential

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<sup>3</sup> Cherwell Local Plan 2011-2031 Part 1. Page 245



properties located along the northern side of Lince Lane with the footway on the western side of Oxford Road.

- 2.8 A number of footways are provided in the local area, including along Oxford Road, Bletchingdon Road, Hatch Way and Heyford Road. The local footways have a varying width of approximately 1m and 1.6m. The footway along Oxford Road and the footpath along Lince Lane are shown in **Figure 2.1** below.

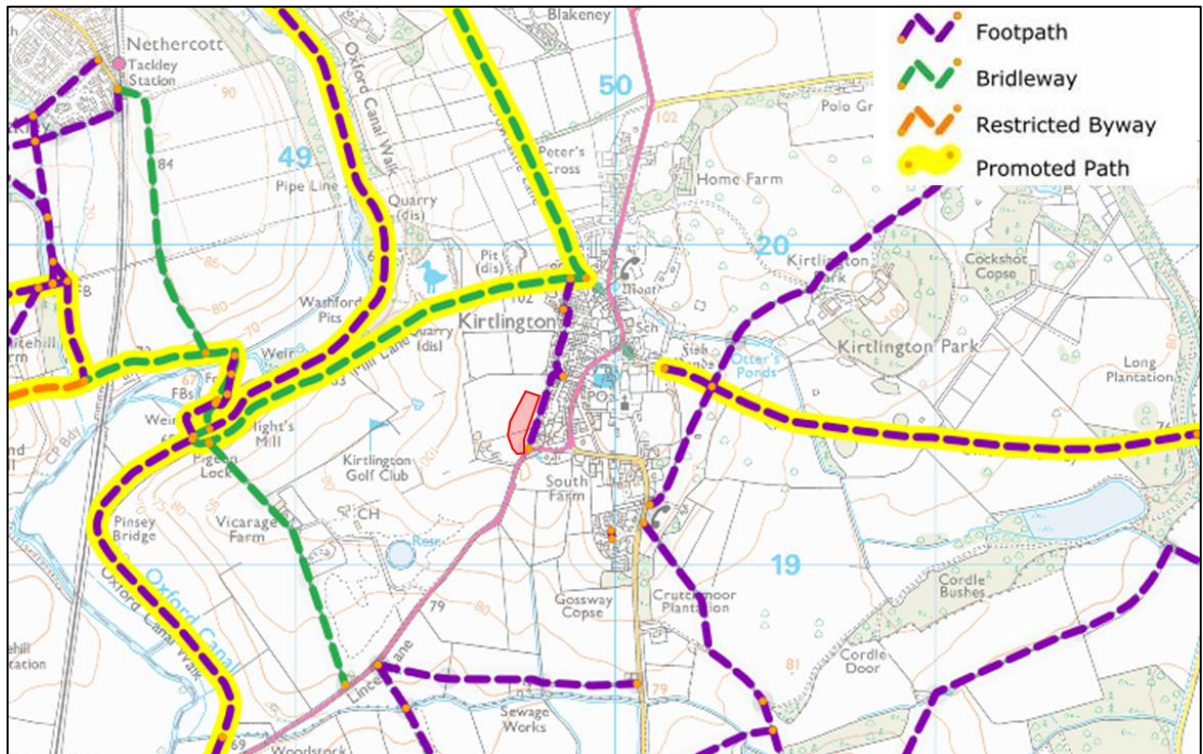
**Figure 2.1 Lince Lane Footpath and Oxford Road Footway**



Source: Site Visit

- 2.9 The footways within Kirtlington provide connections between the site and other residential properties, the local bus stops, the village hall, primary school, village shop and post office and two public houses. In addition, access to multiple PRow can be achieved from the local footways.
- 2.10 No street lighting is provided within Kirtlington or the surrounding area.
- 2.11 As outlined above, there are a number of PRow within the vicinity of the site and within the wider area around Kirtlington. The local PRow provide connections to the local rail station and the villages of Tackley, Enslow, Bletchingdon and Weston-on-the-Green. The location and routes of the PRow are outlined in **Figure 2.2**.

**Figure 2.2 PRow**



Source: Oxfordshire Country Council

2.12 As shown in **Figure 2.2** above, a number of the local PRow are designated as a 'Promoted Path'. A promoted path is a network of advertised walking and cycling routes within Oxfordshire, with details of the routes published by the County Council.

**Existing Cycle Infrastructure**

2.13 The National Byway Network is accessible within approximately 150m of the site at the Lince Lane / Oxford Road / Bletchingdon Road priority junction. The National Byway Network is a 3,200-mile sign-posted leisure cycling route that runs around England. Locally the National Byway Network provides connections to Tackley rail station, Tackley village, Bletchingdon, Islip and Charlbury. In the local area, the National Byway Network consists of a mixture of on-carriageway and traffic-free cycle routes.

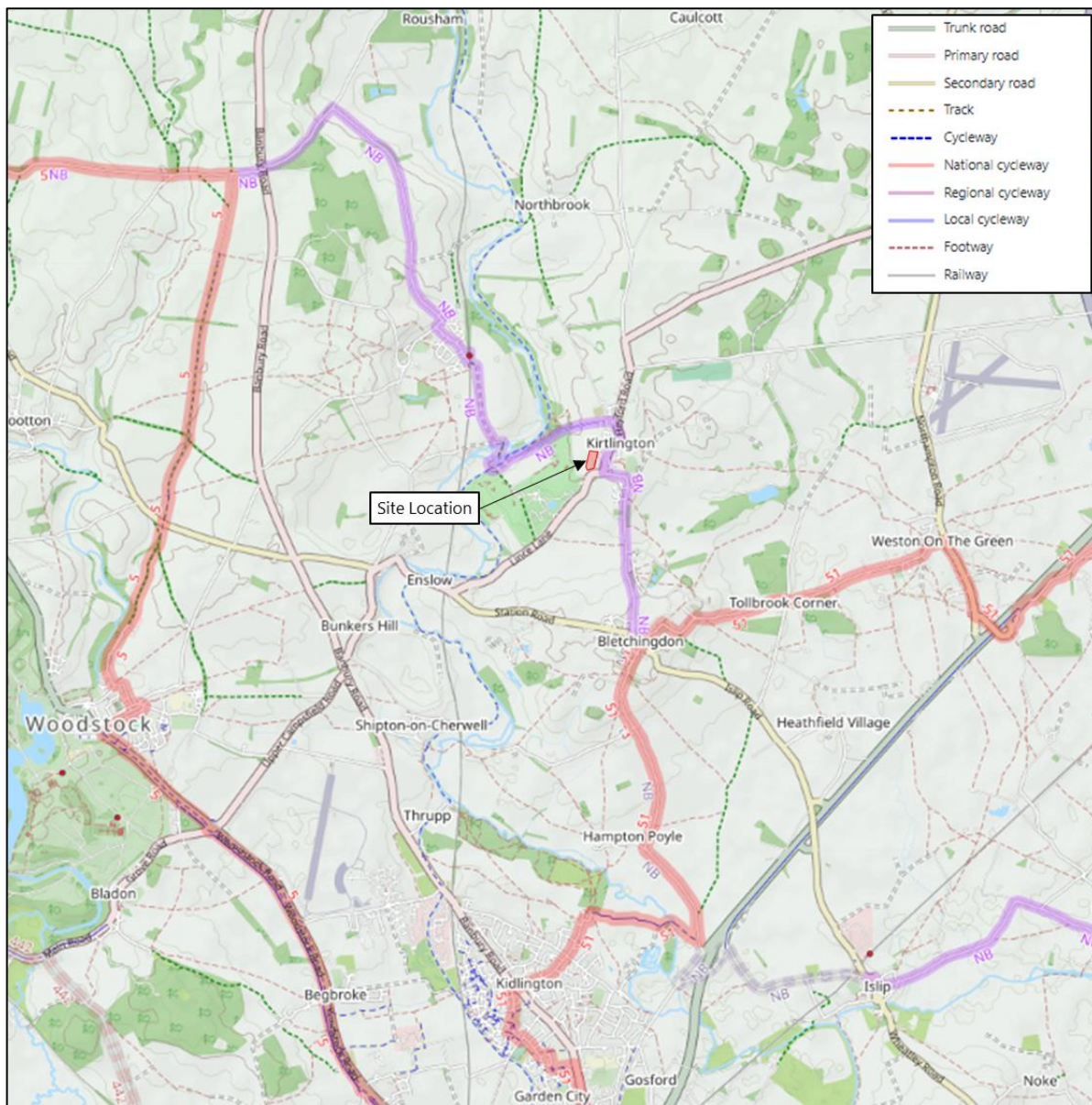
2.14 The National Byway Network also provides links to two National Cycle Routes (NCR), with NCR 51 accessible approximately 2km south of the site in Bletchingdon and NCR 5 accessible approximately 5km to the northwest near Tackley.

2.15 NCR 51 links Oxford to Harwich and provides local connections to Kidlington, Oxford Parkway Park & Ride and Bicester. While NCR 5, which links Reading to North Wales, provides local connections to Woodstock, Bloxham, Banbury, Wolvercote and Oxford.



2.16 The local cycle network is outlined in **Figure 2.3**.

**Figure 2.3 Local Cycle Routes**



Source: © OpenStreetMap contributors.

2.17 It is noted that cycling has the potential to substitute short car trips, particularly those less than 5km, and to form part of a longer journey by public transport. In addition, the Department for Transport’s (DfT) ‘Cycle Infrastructure Design’ (October 2008) states that a cycle trip distance of over 8km is not uncommon. As such, the local rail station, a range of local employment facilities and the larger settlements of Woodstock and Kidlington are located within an acceptable cycle distance of the site.

## Local Amenities

- 2.18 The National Design Guide, 2019, suggests that walkable neighbourhoods should be within walking distance of local facilities, which is generally “**considered to be no more than a 10 minute walk (800m radius).**”
  
- 2.19 Manual for Streets suggests that “walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas... However, this is not an upper limit and.... walking offers the greatest potential to replace car trips, particularly those under 2km.”
  
- 2.20 The Institute of Highways and Transportations ‘*Providing for Journeys on Foot, 2000*’ suggests that walking distances will vary depending on the journey purpose and outlines these distances, which are reproduced in **Table 2.1**.

Table 2.1 IHT Suggests Acceptable Walking Distance

	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: Table 3.2 of the Institution of Highways & Transportation (IHT) publication ‘*Providing for Journeys on Foot, 2000*’

- 2.21 Taking all three documents into consideration, it is reasonable to allow differing distances based on age, mobility issues, journey type, nature of the local facility and local topography.
  
- 2.22 In addition, the Chartered Institute of Transportation’s publication ‘*Planning for Walking 2015*’ sets out that:

*“Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of “walkable neighbourhoods,” with a typical catchment of around 800m, or 10 minutes’ walk”<sup>4</sup>.*

- 2.23 The range of amenities located within walking and cycle distance of the site are identified in **Table 2.2**.

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<sup>4</sup> Page 29, Chartered Institute for Highways and Transportation’s *Planning for Walking (2015)*

Table 2.2 Local Services and Amenities

Local Services and Amenities		Approx. Dist*
<b>Transport</b>	Oxford Road Bus Stops	300m
	Bletchington Road Bus Stop	300m
	Tackley Rail Station	3.25km
<b>Educational Facilities</b>	Kirtlington C of E Primary School	625m
	Bletchington Parochial Primary School	2.2km
	Willow Cottage Nurseries Bletchington	2.25km
<b>Shopping and Leisure Facilities</b>	The Oxford Arms Public House	300m
	Kirtlington Post Office	350m
	Dashwood Arms Public House	560m
	Church of St Mary the Virgin	640m
	Kirtlington Village Hall	740m
	Kirtlington Playground	750m
	The Blacks Head Inn Public House	2km
	Coop Bletchington	2.2km
	Bletchington Village Hall	2.2km
	Tackley Village Shop	4.2km
<b>Employment Sites</b>	Enslow Industrial Units (Station Road)	1.9km

Note: \* Approximate Distance from Centre of Site

2.24 As demonstrated in **Table 2.2**, the site is located within walking and cycling distance of a range of local services, local facilities and public transport connections, which are likely to be used by the local population on a regular basis.

### Public Transport Services

#### Bus Services

2.25 The nearest bus stops to the site are located along either Oxford Road or Bletchington Road within approximately 300m of the site. The local bus stops are serviced by bus route 250 between Oxford and Bicester.

2.26 The bus stops along both Oxford Road and Bletchington Road consist of simple flag and pole design with timetabling information also present. A summary of route 250, which operates from the local bus stops, is outlined in **Table 2.3** below.

Table 2.3 Local Bus Route

Route No	Route	Towards Site		
		Monday – Friday	Saturday	Sunday
250	Bicester – Heyford – Kirtlington – Bletchington – Kidlington – Summertown – Oxford	Hourly	Hourly	Hourly

Source: Diamond Bus

2.27 The first and last bus times of route 250 are outlined in **Table 2.4** below.

Table 2.4 First and Last Bus Times

Route	Direction of Travel	Towards Site		From Site	
		First Bus	Last Bus	First Bus	Last Bus
250	Bicester	0625	1950	0557	2020
	Oxford	0628	1955	0555	1926

Source: Diamond Bus

2.28 As set out in **Table 2.4**, the local bus route operates throughout the day, providing local residents with sustainable travel options for work, leisure and education trips.

2.29 It is noted that bus route 250 is to be withdrawn from serving Kirtlington at the end of 2022. The 250 bus route will be replaced by a Demand Responsive Transport (DRT) service, which will serve Kirtlington and the surrounding villages, details of the service including operating hours and catchment areas will be set out in due course.

*Local Rail Services*

2.30 The closest rail station to the site is Tackley, which is located approximately 3.25km northwest of the site, and as such, is located within an acceptable cycle distance of the site. To support access via bicycle, twelve cycle parking spaces are provided at Tackley rail station.

- 2.31 Tackley rail station is accessible via the National Byway Network, which runs through the centre of Kirtlington. It is noted that approximately half of the route between Kirtlington and Tackley rail station is traffic free, with the remainder along a single-track road providing access to a small number of residential properties and a nature reserve at the former Kirtlington Quarry.
- 2.32 Tackley rail station is situated on the Cherwell Valley Line between Oxford in the south and Banbury in the north. The station and all services are operated by Great Western Railway. A summary of the services available at Tackley rail station is provided in **Table 2.5**.

Table 2.5 Local Rail Services

Operator	Destination	Weekday	Saturday	Sunday
	Banbury	13 per day	10 per day	3 per day*
	Oxford	13 per day	10 per day	3 per day*
	Didcot	10 per day	9 per day	No service

Source: <https://www.gwr.com/travel-information/train-times>

Note: \* Services operate during summer months only

- 2.33 The first and last train times of the destinations outlined above are included in **Table 2.6** below.

Table 2.6 First and Last Trains

Destination	From Tackley		Towards Tackley	
	First Train	Last Train	First Train	Last Train
Banbury	0534	0055	0606	0003
Oxford	0624	0020	0520	0040
Didcot	0620	2155	0629	2135

Source: <https://www.gwr.com/travel-information/train-times>

- 2.34 As demonstrated above, the local rail services operate throughout the day, including early in the morning and late into the evening and as such it provides local residents with alternative travel options.

### Local Highway Network

- 2.35 The site fronts onto Lince Lane, which is a single two-lane carriageway which runs approximately northeast to southwest between the Oxford Road / Lince Lane / Bletchingdon Road priority junction and the Lince Lane / Station Road priority junction. Within the vicinity of the site, Lince Lane has a width of approximately 6.9m, although the width reduces to approximately 5.5m on either side of the

90-degree bend, which the site fronts onto. Approximately 10m south of the site, along Lince Lane, there is a change in the speed limit from 20mph to 50mph. The 20mph speed limit extends across the whole of Kirtlington, including the site frontage.

- 2.36 It is noted that Lince Lane and Oxford Road are also designated as the A4095. The A4095, which runs from Bicester to Farringdon, forms the main route through the village and provides connections towards Witney, Long Hanborough, Woodstock, the A44 and Oxford Airport.
- 2.37 Approximately 100m to the east of the site, Lince Lane along with Oxford Road form the major arms of a simple priority junction, with Bletchingdon Road forming the minor arm. The minor arm provides a link towards the village of Bletchingdon, the B4027 and by extension the A34.
- 2.38 A review of Oxfordshire's Traffic Monitoring website<sup>5</sup> has been undertaken. The Traffic Monitoring website features an Annual Average Daily Traffic (AADT) Map providing traffic flow statistics along the local highway network. Two-way AADT data from 2019 (the last available year) has been extracted from three local count points:
- A4095 North of Kirtlington – 3,500 vehicles;
  - A4095 in Enslow (Southwest of Kirtlington) – 7,900 vehicles; and
  - B4027 West of Bletchingdon – 5,200 vehicles.

### Personal Injury Accident Data

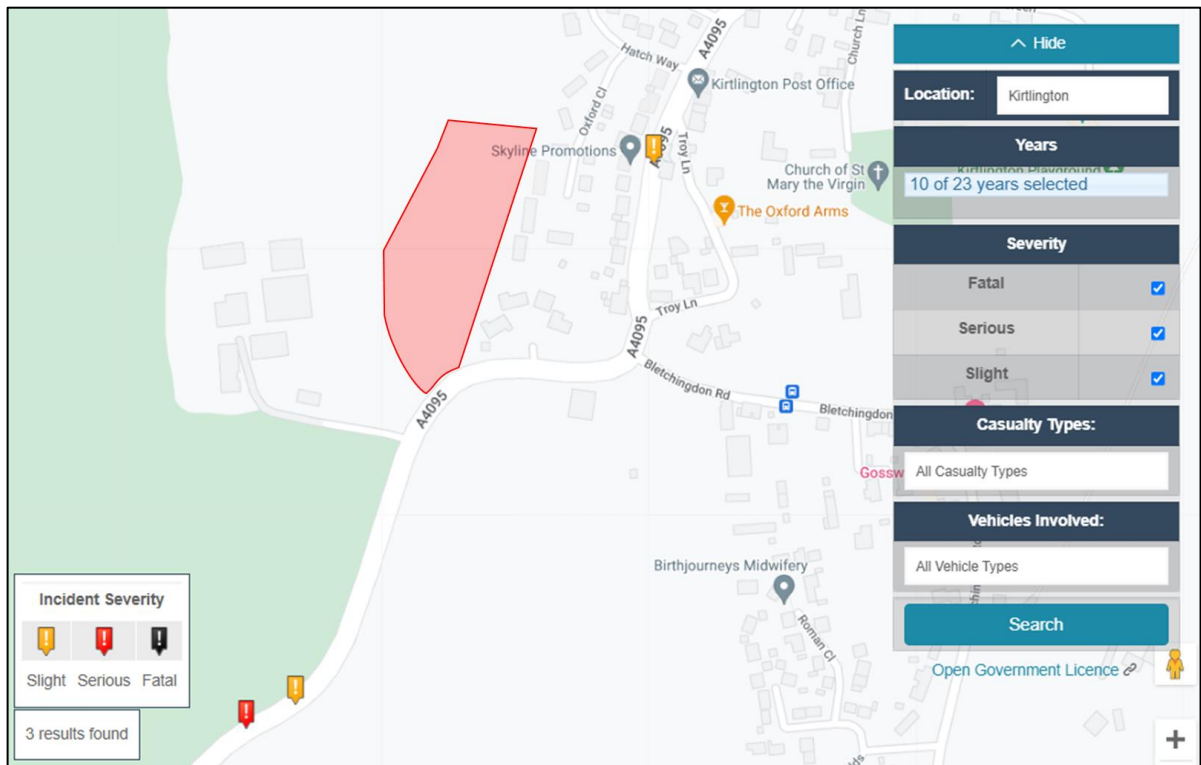
- 2.39 Personal Injury Accident (PIA) data is collected by the police about road traffic incidents where someone is injured, the PIA data records the location of the crash, the severity of the accident (ranked either: Slight, Serious or Fatal), the cause of the crash, the vehicles or persons involved and the conditions.
- 2.40 PIA data has been obtained from Crashmap for the most recent ten-year (120 month) period, up to 2021 for the vicinity of the site. The PIA data from Crashmap is reproduced in **Figure 2.4** below.

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<sup>5</sup> <https://oxfordshire.maps.arcgis.com/apps/webappviewer/index.html?id=afe8bef2e7514f91bb1bf6ec034fb69b>



**Figure 2.4 Location of Accidents**



Source: Crashmap

- 2.41 There were no recorded injury accidents within the immediate vicinity of the site. However, within approximately 350m of the site three accidents have been recorded. Two of the recorded accidents resulted in slight injuries, with one resulting in serious injuries.
- 2.42 All of the accidents recorded occurred along the A4095, with two occurring approximately 240m south of the site and one occurring approximately 300m north of the site.
- 2.43 The total of three accidents over a 120-month period equates to one accident every 40 months or 0.025 accidents a month. As such, it is considered that there is no accident issue in the local area.

### Summary

- 2.44 The site is located in a semi-rural environment with the sustainable transport provision considered to be in line with typical conditions expected within a village location. The footways and cycle routes locally provide connections to the local villages and the services they provide. There is access to a bus service, providing connections to the surrounding towns and local retail opportunities, within walking distance of the site.

- 2.45 As outlined previously, with regards to the previous planning application for the site for 75 dwellings, Oxfordshire County Council raised no concerns in relation to the sustainability of the site within their consultation response<sup>6</sup>. It is noted that within the consultation response and the '*Cherwell Local Plan 2011-2031*' that Kirtlington is a 'Type A' or 'service centre' village and as such, it is considered to have the highest levels of sustainability for a rural settlement<sup>7</sup>.

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<sup>6</sup> Oxfordshire County Councils Consultation Response for Application 14/02139/OUT, Dated 10<sup>th</sup> February 2015.

<sup>7</sup> Cherwell Local Plan 2011-2031 Part 1. Page 247

## 3 Parking Standards

### Cycle Parking

3.1 Cycle Parking Standards are outlined in Oxfordshire County Councils 'Cycling Design Standards, A Guide for Developers, Planners and Engineers' (2017). For new residential developments, the County Council's minimum approved standards are as follows:

- **Residential:** 1 space for 1 bed unit, 2 spaces for larger units;
- **Visitor:** 1 stand per 2 units where more than 4 units.

3.2 In addition, the document also provides additional guidance on cycle parking, its states:

- *Garages should be designed to allow space for car plus storage of cycles in line with District Council design guides where appropriate;*
- *1 stand = 2 spaces. The number of stands to be provided from calculations to be rounded upwards;*
- *Preferred stand is of 'Sheffield' type;*
- *All cycle parking facilities to be secure and located in convenient positions;*
- *Oxford City Council has a separate standard to reflect high cycle usage in the city; and*
- *Residential visitor cycle parking should be provided as communal parking at convenient and appropriate locations through the development.*

3.3 As set out within Chapter 4, the proposed residential development of eight dwellings will be compliant with the cycle parking standards. A total of 16 resident and eight visitor (four stands) cycle parking spaces are being provided on-site, which is in accordance with policy requirements.

### Car Parking

3.4 Car parking standards for residential developments are outlined within Oxfordshire County Councils 'Parking Standards for New Residential Developments' (December 2011) document. The policy document sits under the overarching policies set out in the Cherwell Local Plan 2011-2031 and sets out the required parking provision for all new residential areas within Oxfordshire.

3.5 The car parking standards, which cover Kirtlington and the surrounding area, are outlined in **Table 3.1**.

**Table 3.1** Oxfordshire Parking Standards

Number of bedrooms per dwelling	Maximum number of allocated spaces	Maximum number of spaces when two allocated space per dwelling is provided		Maximum number of spaces when one allocated space per dwelling is provided		Maximum number of unallocated spaces when no allocated spaces
		Allocated	Unallocated	Allocated	Unallocated	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.8	1.6
3	2	2	0.4	1	0.9	1.8
3/4	2	2	0.5	1	1.1	2.1
4+	2	2	0.6	1	1.5	2.4

Source: Oxfordshire County Councils Parking Standards for New Residential Developments (2011)

3.6 As demonstrated later within this report, the proposed development is considered to be compliant with the parking standards outlined in **Table 3.1**, as a total of 15 parking spaces will be provided on-site.

3.7 Of the parking spaces provided on-site, 11 will be provided as allocated on-plot parking spaces related to individual dwellings, with the remaining four being unallocated spaces.

*Electric Vehicle Charging Points*

3.8 In regards to Electric Vehicle charging points, the 'Cherwell Design Guide' (2017) states:

*"Every home should have access to at least one electric charging point"*

3.9 The development will provide an active electric vehicle charging point at all units, which is in accordance with the requirements outlined above.

## 4 Development Proposals

### Proposed Development

- 4.1 The proposed development will provide a residential development consisting of eight dwellings along with associated vehicle / pedestrian access and landscaping.
- 4.2 The development schedule, which sets out the number of bedrooms and the proposed parking provision (for both cycles and vehicles) for each dwelling is set out in **Table 4.1**.

Table 4.1 Development Schedule

Plot	No of Bedrooms	Cycle Parking Spaces	Allocated Car Parking Spaces
1	2	2	2
2	2	2	2
3	2	2	1
4	4 / 5	2	1
5	3	2	2
6	3	2	1
7	4 / 5	2	1
8	4 / 5	2	1

- 4.3 The proposed site layout is shown in Stephen Johns Design drawing 1001.102 (B), which is reproduced along with the accommodation schedule in **Appendix A**.

### Pedestrian and Cycle Access

- 4.4 Pedestrian access to the site will be via a 2m wide footway provided along the eastern side of the site access, the new footway will run between Plot 6 and the proposed site access junction. At the site access, the footway will be extended to join the existing footpath provided approximately 50m east of the site on the northern side of Lince Lane.
- 4.5 The pedestrian access proposals provide a link to the local pedestrian footway network and are similar in form and layout to those which were proposed as part of the previous application, to which Oxfordshire Country Council did not object.

- 4.6 The pedestrian footway/path, the location of which is outlined within in TPA drawing **2207-015 PL01A**, will provide a suitable link to the existing footways along Oxford Road and within the wider village.
- 4.7 The provision of a 2m wide footway/path is in accordance with the requirements of Oxfordshire County Councils '*Street Design Guide*<sup>8</sup> and the '*Cherwell Design Guide SPD*'.<sup>9</sup>
- 4.8 It is noteworthy to mention that the existing PRoW which runs along the eastern boundary of the site will not be altered, with this being retained as existing.

## Vehicle Access

- 4.9 Vehicle access to the site will be via a simple priority junction onto Lince Lane, as outlined in TPA drawing **2207-015 PL01A**, and is located on the outside of the 90-degree bend along Lince Lane.
- 4.10 The site access will have a width of 5.5m, with the width tapering down to 4.8m within the site. The proposed site access junction has been designed in accordance with policy and design requirements. This includes those for a 'primary street' as outlined within Oxfordshire County Councils Street Design Guide<sup>10</sup> and a 'general residential street' as outlined within the Cherwell Design Guide SPD.<sup>11</sup>
- 4.11 The proposed access is suitable for regular vehicle movements to / from the site with no encroachment onto the opposite side of the carriageway on entry or exit from the site. This is outlined in TPA drawing **2207-015 SP01A** (swept paths of a large car at the proposed site access junction).
- 4.12 Visibility splays from the site access junction are shown in TPA drawing **2207-015 VS01**. As demonstrated within TPA drawing **2207-015 VS01A**, a visibility splay of 2.4m x 90m is achievable to the east and a visibility splay of 2.4m x 120m is provided to the south.
- 4.13 To the east, the visibility splay of 2.4m x 90m exceeds the splays required for a 20mph road (2.4m x 25m) as outlined within Manual for Streets and in accordance with those for a 30mph road within Table 2.10 of CD109<sup>12</sup>.
- 4.14 The visibility splay of 2.4m x 120m to the south is provided in accordance with the one-step below requirements for a 50mph road as outlined within Table 2.10 of CD109. The provision of 2.4m x 120m visibility splay is considered to be acceptable as the proposed site access junction is located

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<sup>8</sup> Page 31. Oxfordshire Country Council Street Design Guide.

<sup>9</sup> Page 67. Cherwell Design Guide SPD.

<sup>10</sup> Page 23. Oxfordshire Country Council Street Design Guide.

<sup>11</sup> Page 64. Cherwell Design Guide SPD.

<sup>12</sup> CD109. Highway Link Design. Design Manual for Road and Bridges.

immediately north of the village gateway / speed limit change and is located on a sharp 90-degree bend, as such vehicles will be in the process of slowing on approach to the site access.

- 4.15 However, if deemed necessary by the local highway authority, the proposed development would support and help to facilitate the relocation of the existing village gateway / speed limit change further to the south of the proposed site access. However, it is noted that the proposals are not reliant on the relocation of the speed limit in order to make them acceptable.
- 4.16 TPA drawing **2207-015 VS01A** also shows a forward visibility splay (70m (one step below for 30mph)) for a vehicle travelling southbound on Lince Lane, and demonstrates that any vehicle waiting to turn right into the site is visible to other road users.
- 4.17 Notwithstanding the above, the proposed access form and location is similar to that which was proposed as part of the previous application at the site to which Oxfordshire Country Council did not object.

## Parking

### *Cycle Parking*

- 4.18 The development will provide cycle parking in accordance with Oxfordshire Country Council Policy. A total of 16 resident cycle parking spaces are to be provided on-site, with suitable cycle parking being provided within the curtilage of each dwelling.
- 4.19 In addition, there will be four Sheffield parking stands (eight spaces) provided across the development for use by visitors and other short-stay bike users.

### *Car Parking*

- 4.20 A total of 15 parking spaces will be provided on-site. The parking spaces provided on-site will be split between 11 allocated on-plot parking spaces and four unallocated visitor spaces.
- 4.21 In addition and as outlined previously, the development will provide an active electric vehicle charging point at each dwelling. This is in accordance with the requirements of the Cherwell Design Guide<sup>13</sup>.

---

<sup>13</sup> Page 77. Cherwell Design Guide (2017)

## Servicing and Deliveries

- 4.22 Bin stores will be provided at each unit, with residents required to move the bins to the kerbside on collection days. For Plots 7 and 8 a dedicated bin storage area is to be provided along the western side of the access road with residents required to move bins to this location on collection day.
- 4.23 As shown in TPA drawing **2207-015 PL02**, the bin store is located within the 30m drag distance of the properties and within the 15m drag distance of the rear of the refuse vehicle as required by Oxfordshire County Councils Street Design Guide<sup>14</sup>.
- 4.24 Refuse collection will take place from within the site, TPA drawing **2207-015 SP02A** shows the swept paths of a 10.52m refuse vehicle accessing / egressing the site via the proposed site access. The 10.52m refuse vehicle used in the swept path analysis is the same specification as those outlined within Cherwell District Council's *'Planning and Waste Management Design Guide'* (2009).
- 4.25 As demonstrated in TPA drawing **2207-015 SP02A**, the refuse vehicle overhangs onto the opposite side of the carriageway on both entry and exit from the site. However, it is noted that given the frequency of movements (one per week) and the junction design being in accordance with Oxfordshire Country Council guidance, the proposed junction design is considered to be acceptable.
- 4.26 In addition to the above, TPA drawing **2207-015 SP04** shows the 10.52m refuse vehicle utilising the on-site turning head which ensures that the vehicle can enter and exit the site in a forward gear. In addition as shown a refuse collection vehicle is not required to reverse more than two vehicle lengths which is in accordance with Cherwell District Council's *'Planning and Waste Management Design Guide'* (2009).

## Emergency Access

- 4.27 Emergency vehicles will be able to access the site via the proposed site access from Lince Lane. Swept path analysis of a Fire Appliance entering and turning on-site is provided in TPA drawings **2207-015 SP03A** and **2207-015 SP05**.

---

<sup>14</sup> Page 54. Oxfordshire Country Council Street Design Guide.



## 5 Development Impact

### Existing Trip Generation

- 5.1 The site currently forms part of Corner Farm and is used for the grazing of animals. As such, there will be limited vehicle movements to and from the site and therefore no trip generation is proposed.

### Proposed Trip Generation

- 5.2 Trip Rate Information Computer System (TRICS) database v.7.9.2 has been used to ascertain suitable trip rates from the proposed development. The full TRICS report is enclosed at **Appendix B**. Any arithmetic errors are due to rounding, unless stated otherwise.

- 5.3 To determine the likely trip generation for the residential aspects of the development, the following selection criteria were used to find similar sites within the TRICS database, which included:

- Land Use Class: 03 – Residential:
- Sub Land Use: A – House Privately Owned;
- Located within Southern England (Excluding London);
- Multimodal surveys;
- Weekday Surveys;
- Located within “Neighbourhood Centre” and “Free Standing” locations; and,
- Surveyed within the latest eight years.

- 5.4 The TRICS database yielded a total of six sites, although two were manually de-selected, as they were not suitable for comparison. The site selection is summarised in **Table 5.1**.

Table 5.1 TRICS Site Selection – Proposed Residential

TRICS Ref.	Location	Survey Date	Number of Dwellings
IW-03-A-01	Cowes, Isle of White	25/06/19	72
KC-03-A-05	Chatham, Kent	22/09/17	32
SM-03-A-02	Creech St Michael, Somerset	25/09/18	42
SM-03-A-03	Creech St Michael, Somerset	25/09/18	41

Source: TRICS version 7.9.2

5.5 **Table 5.2** shows the multimodal trip rates for the proposed residential development, the full TRICS report can be found in **Appendix B**.

Table 5.2 Trip Rate for a Residential Dwelling

	AM (08:00 - 09:00)			PM (17:00 - 18:00)			Daily		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Vehicle	0.184	0.387	0.571	0.436	0.166	0.602	2.466	2.547	5.013
Walk	0.110	0.405	0.515	0.086	0.049	0.135	1.069	1.141	2.210
Cycle	0.012	0.043	0.055	0.031	0.049	0.080	0.115	0.116	0.231
Public Transport	0	0	0	0.025	0.025	0.050	0.050	0.056	0.106

Source: TRICS version 7.9.2

5.6 Using the data set out in **Table 5.2** above, **Table 5.3** below outlines the likely trip generation of the proposed site, consisting of eight residential dwellings.

Table 5.3 Trip Generation for Eight Residential Dwellings

	AM (08:00 - 09:00)			PM (17:00 - 18:00)			Daily		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Vehicle	1	3	4	3	1	4	20	20	40
Walk	1	3	4	1	0	1	9	9	18
Cycle	0	0	0	0	0	1	1	1	2
Public Transport	0	0	0	0	0	0	0	0	1

Source: TRICS version 7.9.2

5.7 As set out in **Table 5.3**, the proposed residential development is anticipated to generate one arrival and three departures in the AM peak hour, three arrivals and one departure in the PM peak hour and a daily total of 20 arrivals and 20 departures over the course of a day.

5.8 The anticipated trip generation for pedestrians, cyclists and public transport users is also detailed in **Table 5.3**. As set above, the proposed development is anticipated to generate a total flow of two cyclists (one arrival and one departure), 18 pedestrians (consisting of nine arrivals and nine departures) and one public transport user during the course of a day.

### Development Impact

5.9 As outlined above, the proposed development is anticipated to have a total trip generation of four (two-way) vehicular movements during both the AM and PM peak hours. The addition of four new trips equates to a vehicle accessing / egressing the site approximately every 15 minutes, which is not considered to be significant. As such it is concluded that the proposed development will result in a negligible impact on the local highway network and nor will it affect the operational capacity of the local junctions.

5.10 Notwithstanding the above, it is noted that the trip generation of the proposed development is significantly lower when compared to the trip generation of the 75-unit scheme which was proposed as part of the previous application. Oxfordshire County Council raised no objection to this scheme, with no concerns in relation to the trip generation raised within their consultation response<sup>15</sup>.

5.11 As such, it is not considered necessary to undertake any operational capacity assessment of the local junctions.

5.12 Notwithstanding the above, to ensure a robust assessment of the impact, the AADT traffic flows outlined in Chapter 2 will be used to assess the impact of the proposed development. This has been calculated based on a worst-case scenario with no trip distribution applied. As such, based on the total daily trip generation (40 vehicle trips) the worst-case impact at each of the locations is as follows:

- A4095 North of Kirtlington – 1.15% Increase;
- A4095 in Enslow (Southwest of Kirtlington) – 0.51% Increase; and
- B4027 West of Bletchingdon – 0.77% Increase.

5.13 As demonstrated above, the proposed development will result in a maximum 1.15% increase in traffic flows along the local highway network. However, this does not account for any trip distribution and as such in reality, the impact of the proposed development is likely to be lower. Therefore, it is considered that the proposed development will have a negligible impact on the local highway network.

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<sup>15</sup> Oxfordshire County Councils Consultation Response for Application 14/02139/OUT, Dated 10<sup>th</sup> February 2015.

- 5.14 Given the above, it is considered that no junction capacity assessments or further assessments are required along the local highway network.

### **Summary**

- 5.15 The proposed residential development is anticipated to generate one arrival and three departures in the AM peak hour, three arrivals and one departure in the PM peak hour and a total of 20 arrivals and 20 departures over the course of a day. The proposed development will have a negligible impact on both the local highway network and infrastructure.

## 6 Summary and Conclusion

### Summary

- 6.1 Transport Planning Associates (TPA) has been commissioned by Manorwood Homes to provide transport and highways advice and input in respect of a proposed residential development on land to the north of Lince Lane, Kirtlington.
- 6.2 Kirtlington is classed as a 'Category A' or 'service centre' village within the '*Cherwell Local Plan 2011-2031*'<sup>16</sup>. Kirtlington's classification as a 'Category A' or 'service centre' village is based on Kirtlington having the highest levels of sustainability when compared to the other rural settlements within Cherwell. It is noted that 'Category A' or 'service centre' villages are considered to be suitable for minor development of up to 10 dwellings.
- 6.3 The site is located in a semi-rural environment with the sustainable transport provision considered to be in line with typical conditions expected within a village location. The footways and cycle routes locally provide connections to the local villages and the services they provide. There is access to a bus service, providing connections to the surrounding towns and local retail opportunities within walking distance of the site.
- 6.4 The proposed development will replace the existing area of farmland with a residential development consisting of eight residential dwellings along with associated vehicle / pedestrian access and landscaping.
- 6.5 The development will provide cycle parking in accordance with Oxfordshire County Council Policy, with a total of 16 resident cycle parking spaces to be provided on-site. In addition, there will be four Sheffield parking stands (eight spaces) provided across the development for use by visitors.
- 6.6 The proposed development will provide a total of 15 parking spaces, 11 of which will be allocated to individual dwellings and four will be unallocated spaces. In addition, the development will provide an active electric vehicle charging point at every unit, with this in accordance with the requirements of the Cherwell Design Guide SPD.
- 6.7 The proposed development is anticipated to have a total trip generation of four (two-way) vehicular movements during both the AM peak hour and PM peak hours. This equates to a vehicle accessing / egressing the site approximately every 15 minutes. As such, it is concluded that the proposed

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<sup>16</sup> Cherwell Local Plan 2011-2031 Part 1. Page 245

development will generate a negligible impact on the local highway network nor will it affect the operational capacity of the local junctions.

## **Conclusion**

- 6.8 This Transport Statement concludes that the proposed residential development is located in a sustainable location and will not result in a detrimental impact on the local transport and highway networks. As such, there are no transport or highways reasons for refusal of the planning application.

# Drawings

A3

ORIGINAL  
PLOT SIZE

107.68  
RIDGE

104.09  
EAVE

107.66  
RIDGE

102.77  
EAVE

102.81  
EAVE

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- NOTES:
1. Based on OS Mapping data.
  2. Subject to conformation of Highway Boundary.
  3. Subject to detailed design.
  4. Signage provided in accordance with Traffic Signs Manual.
  5. Junction designed in accordance with CD123 of DMRB, Cherwell Residential Design Guide Supplementary Planning Document (SPD) (July 2018) and the Oxfordshire Street Design Guide.

**Key**

- Proposed Kerb Line.
- Proposed Footway.
- Proposed Road Sign.
- Site Boundary.

Rev	Date	Details	Drawn by	Checked by	Approved by
A	09.09.22	Updated site layout	TW	DF	DF

Bristol  
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London  
Manchester  
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Transport Planning Associates

Sandford Gate  
East Point Business Park  
Oxford  
OX4 6LB  
01865 910220  
[www.tpa.uk.com](http://www.tpa.uk.com)

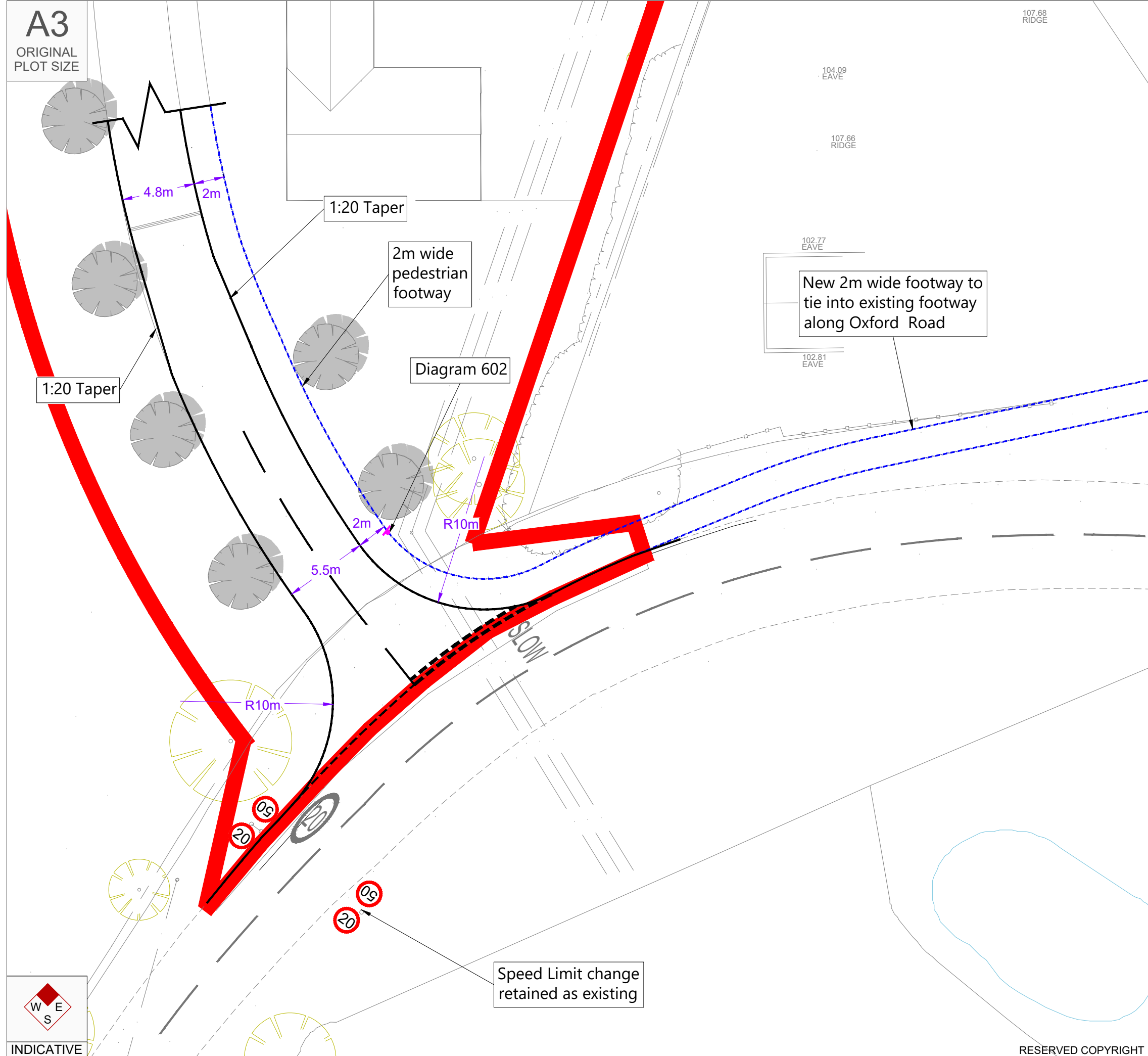
CLIENT:  
**Manorwood Homes**

PROJECT:  
**Lince Lane,  
Kirtlington**

TITLE:  
**Proposed Site Access**

STATUS:  
**FOR PLANNING**

SCALE: 1:250	DATE: 02.09.22	DRAWN: TW	CHECKED: DF	APPROVED: DF
JOB NO: 2207-015	DRAWING NO: PL01	REVISION: A		



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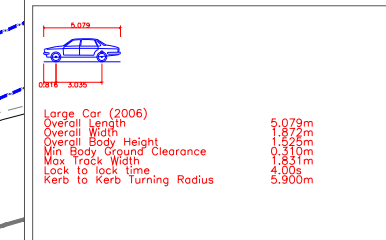
ORIGINAL  
PLOT SIZE

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NOTES:

1. Based on TPA Drawing 2207-015 PL01.
2. Swept Path Analysis of a Large Car (Autotrack Vehicle Reference 10004).

Vehicle Track Profile:



Key

- Vehicle Pathway.
- Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
A	09.09.22	Updated site layout	TW	DF	DF

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CLIENT:  
**Manorwood Homes**

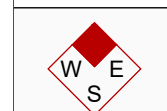
PROJECT:  
**Lince Lane,  
Kirtlington**

TITLE:  
**Proposed Site Access -  
Swept Path Analysis of a  
Large Car**

STATUS:  
**FOR PLANNING**

SCALE: 1:250	DATE: 02.09.22	DRAWN: TW	CHECKED: DF	APPROVED: DF
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JOB NO: 2207-015	DRAWING NO: SP01	REVISION: A
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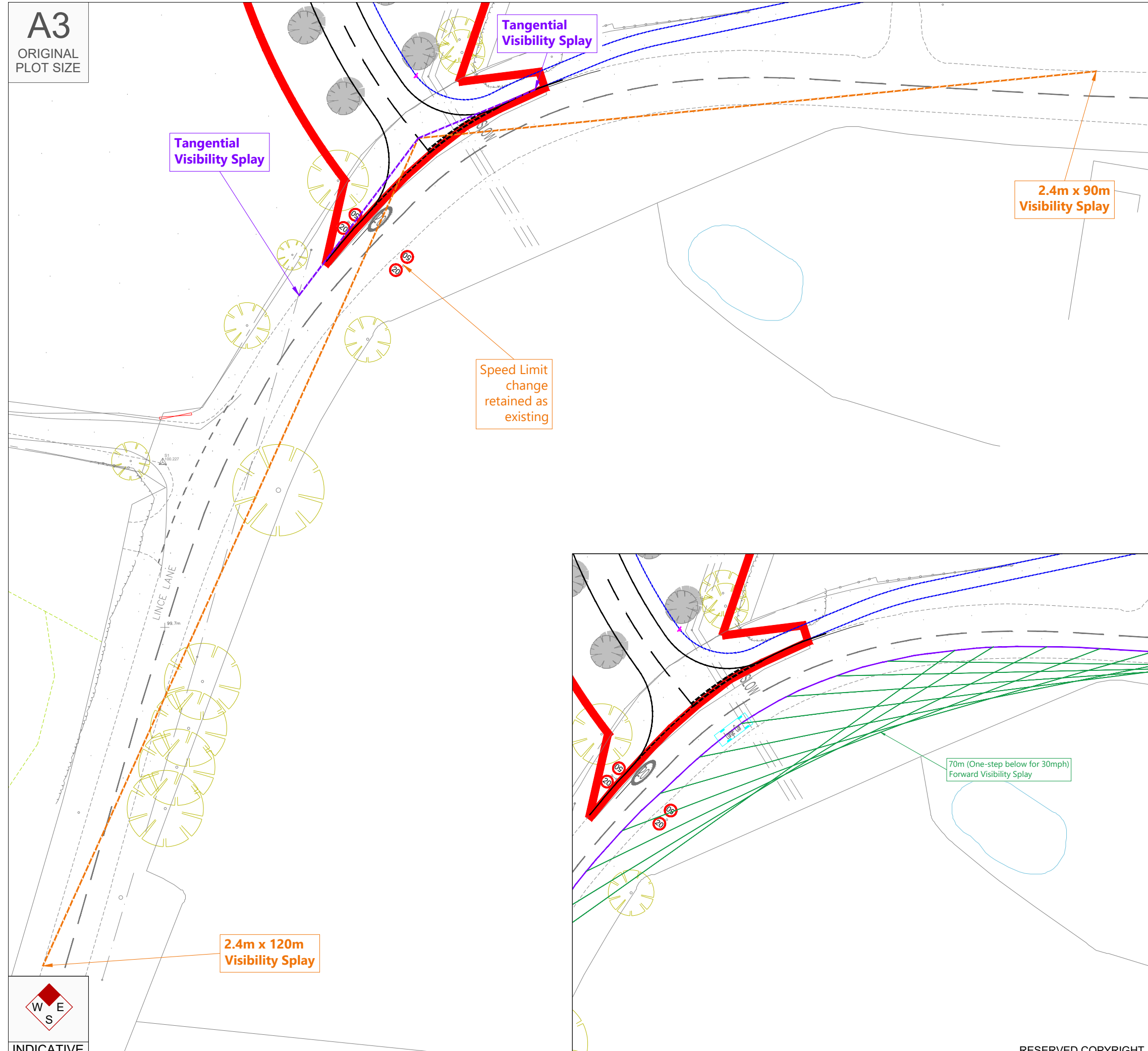
A3

ORIGINAL PLOT SIZE

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NOTES:

1. Based on TPA Drawing 2207-015.PL01 (Date: 02.09.22).
2. Visibility Splays provided in accordance with Table 2.10 contained within CD109 of the DMRB.



Key

- Proposed Kerb Line.
- Proposed Footway.
- Proposed Road Sign.
- Site Boundary.
- Visibility Splay.
- Visibility Splay.

Rev	Date	Details	Drawn by	Checked by	Approved by
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CLIENT: Manorwood Homes

PROJECT: Lince Lane, Kirtlington

TITLE: Proposed Site Access Visibility Splays

STATUS: FOR PLANNING

SCALE: 1:500	DATE: 02.09.22	DRAWN: TW	CHECKED: DF	APPROVED: DF
JOB NO: 2207-015	DRAWING NO: VS01	REVISION: A		

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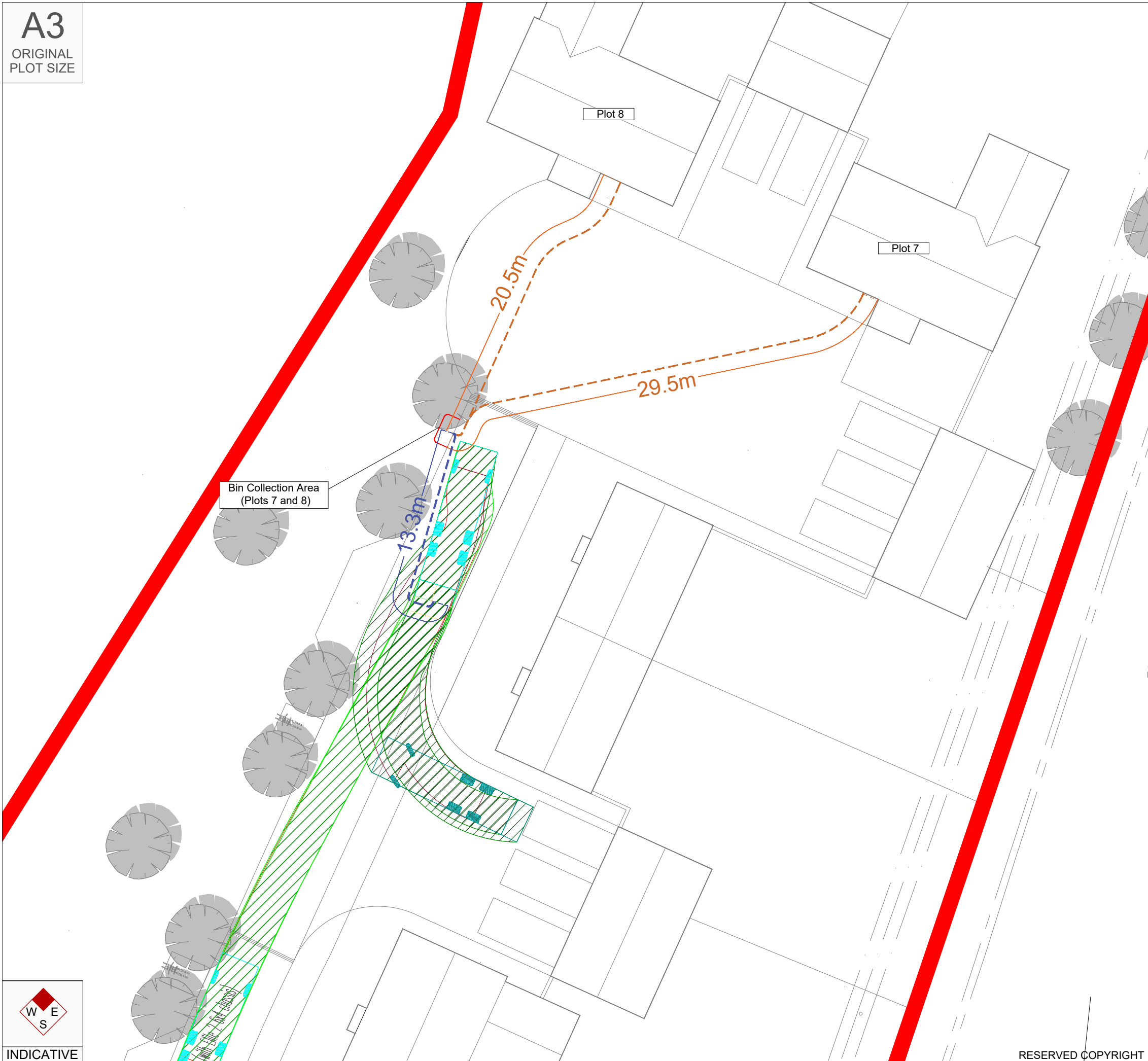
A3

ORIGINAL PLOT SIZE

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NOTES:

- 1. Based on Stephen Johns Design drawing 1001.102 (B).



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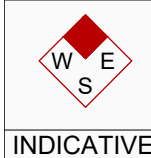
CLIENT:  
**Manorwood Homes**

PROJECT:  
**Lince Lane,  
 Kirtlington**

TITLE:  
**Bin Store Drag Distances**

STATUS:  
**FOR PLANNING**

SCALE: 1:250	DATE: 02.09.22	DRAWN: TW	CHECKED: DF	APPROVED: DF
JOB NO: 2207-015	DRAWING NO: PL02	REVISION:		



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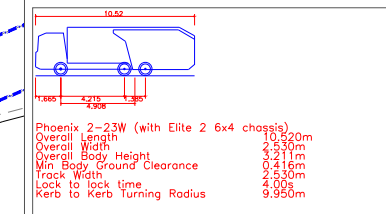
A3

ORIGINAL PLOT SIZE

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- NOTES:
- Based on TPA Drawing 2207-015 PL01.
  - Swept Path Analysis of a 10.52m Phoenix 2-23W 6x4 Refuse Vehicle (Autotrack Vehicle Reference N/A).

Vehicle Track Profile:



Key

- Vehicle Pathway.
- Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
A	09.09.22	Updated site layout	TW	DF	DF

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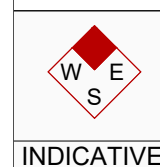
CLIENT:  
**Manorwood Homes**

PROJECT:  
**Lince Lane,  
 Kirtlington**

TITLE:  
**Proposed Site Access -  
 Swept Path Analysis of a  
 Refuse Vehicle**

STATUS:  
**FOR PLANNING**

SCALE: 1:250	DATE: 02.09.22	DRAWN: TW	CHECKED: DF	APPROVED: DF
JOB NO: 2207-015	DRAWING NO: SP02	REVISION: A		



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A3

ORIGINAL PLOT SIZE

Bin Collection Area (Plots 7 and 8)

19.14m  
(21 turns = Two Vehicles Length)

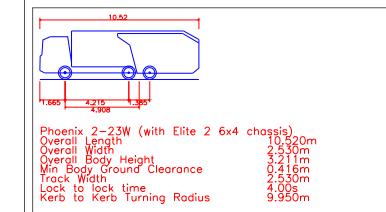
Phoenix 2-23W with Elite 2 6x4 chassis

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NOTES:

1. Based on Stephen Johns Design drawing 1001.102 (B).
2. Swept Path Analysis of a 10.52m Phoenix 2-23W 6x4 Refuse Vehicle (Autotrack Vehicle Reference N/A).

Vehicle Track Profile:



Key

- Vehicle Pathway.
- Vehicle Overhang.

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CLIENT:

Manorwood Homes

PROJECT:

Lince Lane,  
Kirtlington

TITLE:

On-Site -  
Swept Path Analysis of a  
Refuse Vehicle

STATUS:

**FOR PLANNING**

SCALE: 1:250	DATE: 02.09.22	DRAWN: TW	CHECKED: DF	APPROVED: DF
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JOB NO: 2207-015	DRAWING NO: SP04	REVISION: -
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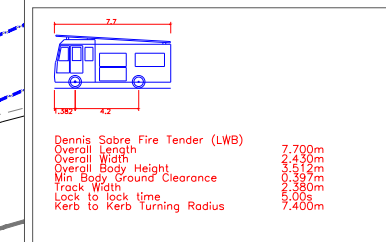
ORIGINAL PLOT SIZE

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NOTES:

1. Based on TPA Drawing 2207-015 PL01.
2. Swept Path Analysis of a Dennis Sabre Fire Tender (LWB) (Autotrack Vehicle Reference NA).

Vehicle Track Profile:



Key

- Vehicle Pathway.
- Vehicle Overhang.

A	09.09.22	Updated site layout	TW	DF	DF
Rev	Date	Details	Drawn by	Checked by	Approved by

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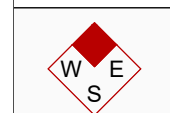
PROJECT:  
**Lince Lane,  
Kirtlington**

TITLE:  
**Proposed Site Access -  
Swept Path Analysis of a  
Fire Tender**

STATUS:  
**FOR PLANNING**

SCALE: 1:250	DATE: 02.09.22	DRAWN: TW	CHECKED: DF	APPROVED: DF
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JOB NO: 2207-015	DRAWING NO: SP03	REVISION: A
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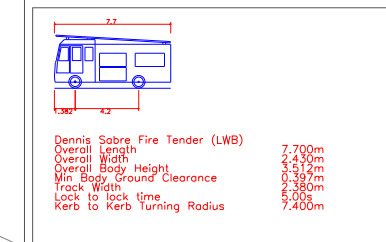
ORIGINAL  
PLOT SIZE



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- NOTES:
1. Based on Stephen Johns Design drawing 1001.102 (B).
  2. Swept Path Analysis of a Dennis Sabre Fire Tender (LWB) (Autotrack Vehicle Reference NA).

Vehicle Track Profile:



Key

- Vehicle Pathway.
- Vehicle Overhang.

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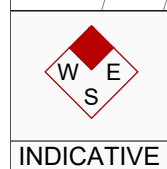
CLIENT:  
**Manorwood Homes**

PROJECT:  
**Lince Lane,  
Kirtlington**

TITLE:  
**On-Site -  
Swept Path Analysis of a  
Fire Tender**

STATUS:  
**FOR PLANNING**

SCALE: 1:250	DATE: 02.09.22	DRAWN: TW	CHECKED: DF	APPROVED: DF
JOB NO: 2207-015	DRAWING NO: SP05	REVISION: -		



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# APPENDIX A



**NOTES:**  
 DIMENSIONS ARE NOT TO BE SCALED FROM THIS DRAWING  
 ALL DIMENSIONS ARE TO BE CHECKED AGAINST ACTUAL SITE  
 DIMENSIONS BEFORE ANY WORK IS FABRICATED

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**REVISIONS**

Rev.	Date	Description



Client :  
**MANORWOOD  
 HOMES**

Job :  
**LINCE LANE  
 KIRTLINGTON  
 OXON.**

Drawing Title:  
**PROPOSED  
 SITE PLAN**

Scale:  
**1:1000 @A3**

Date: **AUG 22** Drawn By **SRJ** Checked **SRJ**

Drawing No: **1001.102** Revision: **B**

**PRELIMINARY**

The White Barn, Manor Farm, Manor Road  
 Wantage, Oxfordshire, OX12 8NE

..\..\Office Standard\LOGO.jpg

# APPENDIX B

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	8-75 DWELLS	
Actual Trip Rate Calculation Parameter Range	8-72 DWELLS	
Date Range	Minimum: 01/01/14	Maximum: 19/11/21
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	
Days of the week selected	Tuesday	3
	Friday	1
Main Location Types selected	Neighbourhood Centre (PPS6 Local Centre)	3
	Free Standing (PPS6 Out of Town)	1
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	3
	10,001 to 15,000	1
Population <5 Mile ranges selected	50,001 to 75,000	1
	75,001 to 100,000	2
	125,001 to 250,000	1
Car Ownership <5 Mile ranges selected	1.1 to 1.5	3
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-219602-220905-0926

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
03	SOUTH WEST	
	SM SOMERSET	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 8 to 72 (units: )  
 Range Selected by User: 8 to 75 (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: 01/01/14 to 19/11/21

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

Selected survey days:

Tuesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	4 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:

Neighbourhood Centre (PPS6 Local Centre)	3
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Village	3
Out of Town	1

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

Secondary Filtering selection:

Use Class:

C3 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 3 days  
 10,001 to 15,000 1 days

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

Population within 5 miles:

50,001 to 75,000 1 days  
 75,001 to 100,000 2 days  
 125,001 to 250,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 3 days  
 1.6 to 2.0 1 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 4 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 4 days

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

LIST OF SITES relevant to selection parameters

Site(1):	IW-03-A-01	Site area:	7.19 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	72
Location:	NEAR COWES	Housing density:	12
Postcode:	PO31 8QG	Total Bedrooms:	284
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Date:	25/06/19
Sub-Location Type:	Out of Town	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	275
Site(2):	KC-03-A-05	Site area:	0.20 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	8
Location:	NEAR CHATHAM	Housing density:	50
Postcode:	ME1 3FE	Total Bedrooms:	32
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/09/17
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	16
Site(3):	SM-03-A-02	Site area:	2.87 hect
Development Name:	MIXED HOUSES	No of Dwellings:	42
Location:	NEAR TAUNTON	Housing density:	27
Postcode:	TA3 5FG	Total Bedrooms:	160
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	25/09/18
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	142
Site(4):	SM-03-A-03	Site area:	2.65 hect
Development Name:	MIXED HOUSES	No of Dwellings:	41
Location:	NEAR TAUNTON	Housing density:	42
Postcode:	TA3 5FB	Total Bedrooms:	137
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	25/09/18
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	118

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-03-A-06	Covid
WS-03-A-07	Propert Type

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.89

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	4	41	0.110	4	41	0.325	4	41	0.435
08:00 - 09:00	4	41	0.184	4	41	0.387	4	41	0.571
09:00 - 10:00	4	41	0.184	4	41	0.227	4	41	0.411
10:00 - 11:00	4	41	0.153	4	41	0.147	4	41	0.300
11:00 - 12:00	4	41	0.129	4	41	0.215	4	41	0.344
12:00 - 13:00	4	41	0.221	4	41	0.166	4	41	0.387
13:00 - 14:00	4	41	0.209	4	41	0.202	4	41	0.411
14:00 - 15:00	4	41	0.221	4	41	0.196	4	41	0.417
15:00 - 16:00	4	41	0.184	4	41	0.209	4	41	0.393
16:00 - 17:00	4	41	0.233	4	41	0.190	4	41	0.423
17:00 - 18:00	4	41	0.436	4	41	0.166	4	41	0.602
18:00 - 19:00	4	41	0.202	4	41	0.117	4	41	0.319
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.466</b>			<b>2.547</b>			<b>5.013</b>

*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: 8 - 72 (units: )  
 Survey date date range: 01/01/14 - 19/11/21  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 2

*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 TAXIS  
 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	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.000	4	41	0.006	4	41	0.006
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.006	4	41	0.000	4	41	0.006
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.006			0.006			0.012

*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.*



TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL OGVS  
 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	4	41	0.006	4	41	0.000	4	41	0.006
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.000	4	41	0.006	4	41	0.006
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.006	4	41	0.000	4	41	0.006
12:00 - 13:00	4	41	0.000	4	41	0.006	4	41	0.006
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.012			0.012			0.024

*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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL PSVS  
 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	4	41	0.006	4	41	0.006	4	41	0.012
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.006	4	41	0.006	4	41	0.012
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.006	4	41	0.006	4	41	0.012
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.018			0.018			0.036

*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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL CYCLISTS  
 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	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.012	4	41	0.043	4	41	0.055
09:00 - 10:00	4	41	0.006	4	41	0.006	4	41	0.012
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000
12:00 - 13:00	4	41	0.012	4	41	0.000	4	41	0.012
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.006	4	41	0.000	4	41	0.006
15:00 - 16:00	4	41	0.018	4	41	0.012	4	41	0.030
16:00 - 17:00	4	41	0.018	4	41	0.006	4	41	0.024
17:00 - 18:00	4	41	0.031	4	41	0.049	4	41	0.080
18:00 - 19:00	4	41	0.012	4	41	0.000	4	41	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.115			0.116			0.231

*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.*

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

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	4	41	0.123	4	41	0.429	4	41	0.552
08:00 - 09:00	4	41	0.221	4	41	0.595	4	41	0.816
09:00 - 10:00	4	41	0.227	4	41	0.307	4	41	0.534
10:00 - 11:00	4	41	0.233	4	41	0.184	4	41	0.417
11:00 - 12:00	4	41	0.135	4	41	0.294	4	41	0.429
12:00 - 13:00	4	41	0.307	4	41	0.245	4	41	0.552
13:00 - 14:00	4	41	0.245	4	41	0.276	4	41	0.521
14:00 - 15:00	4	41	0.282	4	41	0.252	4	41	0.534
15:00 - 16:00	4	41	0.294	4	41	0.288	4	41	0.582
16:00 - 17:00	4	41	0.356	4	41	0.264	4	41	0.620
17:00 - 18:00	4	41	0.626	4	41	0.245	4	41	0.871
18:00 - 19:00	4	41	0.307	4	41	0.190	4	41	0.497
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.356			3.569			6.925

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL PEDESTRIANS  
 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	4	41	0.025	4	41	0.043	4	41	0.068
08:00 - 09:00	4	41	0.110	4	41	0.405	4	41	0.515
09:00 - 10:00	4	41	0.184	4	41	0.055	4	41	0.239
10:00 - 11:00	4	41	0.031	4	41	0.049	4	41	0.080
11:00 - 12:00	4	41	0.025	4	41	0.067	4	41	0.092
12:00 - 13:00	4	41	0.117	4	41	0.086	4	41	0.203
13:00 - 14:00	4	41	0.061	4	41	0.049	4	41	0.110
14:00 - 15:00	4	41	0.031	4	41	0.049	4	41	0.080
15:00 - 16:00	4	41	0.301	4	41	0.160	4	41	0.461
16:00 - 17:00	4	41	0.049	4	41	0.074	4	41	0.123
17:00 - 18:00	4	41	0.086	4	41	0.049	4	41	0.135
18:00 - 19:00	4	41	0.049	4	41	0.055	4	41	0.104
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.069			1.141			2.210

*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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL COACH PASSENGERS  
 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	4	41	0.000	4	41	0.006	4	41	0.006
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.025	4	41	0.025	4	41	0.050
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.025	4	41	0.025	4	41	0.050
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.050			0.056			0.106

*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.*

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

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	4	41	0.000	4	41	0.006	4	41	0.006
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.025	4	41	0.025	4	41	0.050
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.025	4	41	0.025	4	41	0.050
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.050			0.056			0.106

*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.*

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  
 Total People to Total Vehicles ratio (all time periods and directions): 1.89

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	4	41	0.147	4	41	0.479	4	41	0.626
08:00 - 09:00	4	41	0.344	4	41	1.043	4	41	1.387
09:00 - 10:00	4	41	0.417	4	41	0.368	4	41	0.785
10:00 - 11:00	4	41	0.264	4	41	0.233	4	41	0.497
11:00 - 12:00	4	41	0.160	4	41	0.362	4	41	0.522
12:00 - 13:00	4	41	0.436	4	41	0.331	4	41	0.767
13:00 - 14:00	4	41	0.307	4	41	0.325	4	41	0.632
14:00 - 15:00	4	41	0.319	4	41	0.301	4	41	0.620
15:00 - 16:00	4	41	0.638	4	41	0.485	4	41	1.123
16:00 - 17:00	4	41	0.423	4	41	0.344	4	41	0.767
17:00 - 18:00	4	41	0.767	4	41	0.368	4	41	1.135
18:00 - 19:00	4	41	0.368	4	41	0.245	4	41	0.613
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			4.590			4.884			9.474

*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.*



TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL CARS  
 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	4	41	0.086	4	41	0.282	4	41	0.368
08:00 - 09:00	4	41	0.147	4	41	0.368	4	41	0.515
09:00 - 10:00	4	41	0.147	4	41	0.196	4	41	0.343
10:00 - 11:00	4	41	0.147	4	41	0.123	4	41	0.270
11:00 - 12:00	4	41	0.104	4	41	0.184	4	41	0.288
12:00 - 13:00	4	41	0.196	4	41	0.135	4	41	0.331
13:00 - 14:00	4	41	0.178	4	41	0.190	4	41	0.368
14:00 - 15:00	4	41	0.190	4	41	0.178	4	41	0.368
15:00 - 16:00	4	41	0.160	4	41	0.172	4	41	0.332
16:00 - 17:00	4	41	0.209	4	41	0.147	4	41	0.356
17:00 - 18:00	4	41	0.387	4	41	0.141	4	41	0.528
18:00 - 19:00	4	41	0.196	4	41	0.110	4	41	0.306
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.147			2.226			4.373

*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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL LGVS  
 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	4	41	0.012	4	41	0.031	4	41	0.043
08:00 - 09:00	4	41	0.037	4	41	0.018	4	41	0.055
09:00 - 10:00	4	41	0.037	4	41	0.025	4	41	0.062
10:00 - 11:00	4	41	0.006	4	41	0.018	4	41	0.024
11:00 - 12:00	4	41	0.018	4	41	0.031	4	41	0.049
12:00 - 13:00	4	41	0.025	4	41	0.025	4	41	0.050
13:00 - 14:00	4	41	0.031	4	41	0.012	4	41	0.043
14:00 - 15:00	4	41	0.031	4	41	0.018	4	41	0.049
15:00 - 16:00	4	41	0.012	4	41	0.031	4	41	0.043
16:00 - 17:00	4	41	0.025	4	41	0.043	4	41	0.068
17:00 - 18:00	4	41	0.037	4	41	0.018	4	41	0.055
18:00 - 19:00	4	41	0.006	4	41	0.006	4	41	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.277			0.276			0.553

*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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL MOTOR CYCLES  
 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	4	41	0.000	4	41	0.006	4	41	0.006
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.006	4	41	0.000	4	41	0.006
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.006			0.006			0.012

*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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL Servicing 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	4	41	0.012	4	41	0.000	4	41	0.012
08:00 - 09:00	4	41	0.037	4	41	0.006	4	41	0.043
09:00 - 10:00	4	41	0.037	4	41	0.018	4	41	0.055
10:00 - 11:00	4	41	0.006	4	41	0.018	4	41	0.024
11:00 - 12:00	4	41	0.025	4	41	0.031	4	41	0.056
12:00 - 13:00	4	41	0.025	4	41	0.031	4	41	0.056
13:00 - 14:00	4	41	0.031	4	41	0.012	4	41	0.043
14:00 - 15:00	4	41	0.031	4	41	0.018	4	41	0.049
15:00 - 16:00	4	41	0.012	4	41	0.031	4	41	0.043
16:00 - 17:00	4	41	0.012	4	41	0.043	4	41	0.055
17:00 - 18:00	4	41	0.006	4	41	0.018	4	41	0.024
18:00 - 19:00	4	41	0.000	4	41	0.006	4	41	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.234			0.232			0.466

*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.*